# Appendix U:

# Traffic Impact Analysis (Revised Appendix) part 2

## Year 2025 With Project – Proposed Action "A"

Horseshoe Grande Property - Proposed Action "A"
Year 2025 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): 120 Critical Vol./Cap.(X): 0.857
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: | | | 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 | |
| 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: | 76 | | 917 | | 14 | | 450 | | 614 | | 315 | | 663 | | 449 | | 47 | | 7 | | 484 | | 545 | |
| User Adj: | 1.00 | | 1.00 | | 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 | | 474 | | 646 | | 332 | | 698 | | 473 | | 49 | | 7 | | 509 | | 574 | |
| Reduct Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduced Vol: | 80 | | 965 | | 15 | | 474 | | 646 | | 332 | | 698 | | 473 | | 49 | | 7 | | 509 | | 574 | |
| PCE Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| MLF Adj: | 1.00 | | 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 | | 474 | | 646 | | 332 | | 698 | | 473 | | 49 | | 7 | | 509 | | 574 | |
| 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 | | 0.14 | | 0.18 | | 0.21 | | 0.20 | | 0.13 | | 0.03 | | 0.00 | | 0.14 | | 0.36 | |
| Crit Moves: | | | **** | | | | **** | | | | | | **** | | | | | | | | **** | | | |
| Green/Cycle: | 0.11 | | 0.28 | | 0.40 | | 0.14 | | 0.31 | | 0.52 | | 0.21 | | 0.33 | | 0.44 | | 0.12 | | 0.23 | | 0.38 | |
| Volume/Cap: | 0.20 | | 0.95 | | 0.02 | | 0.95 | | 0.57 | | 0.39 | | 0.95 | | 0.40 | | 0.07 | | 0.02 | | 0.60 | | 0.95 | |
| Delay/Veh: | 48.7 | | 59.8 | | 22.0 | | 79.2 | | 35.3 | | 17.6 | | 68.7 | | 31.5 | | 19.6 | | 46.9 | | 42.3 | | 60.1 | |
| 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: | 48.7 | | 59.8 | | 22.0 | | 79.2 | | 35.3 | | 17.6 | | 68.7 | | 31.5 | | 19.6 | | 46.9 | | 42.3 | | 60.1 | |
| LOS by Move: | D | | E | | C | | E | | D | | B | | E | | C | | B | | D | | D | | E | |
| HCM2kAvgQ: | 2 | | 23 | | 0 | | 13 | | 11 | | 7 | | 17 | | 7 | | 1 | | 0 | | 9 | | 25 | |

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

Horseshoe Grande Property - Proposed Action "A"
Year 2025 With Project
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): 120 Critical Vol./Cap.(X): 0.849
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 52.9
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 |
| 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: | 95 | 726 | 18 | 804 | 1359 | 853 | 457 | 732 | 119 | 9 | 520 | 533 |
| User Adj: | 1.00 | 1.00 | 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 | 846 | 1431 | 898 | 481 | 771 | 125 | 9 | 547 | 561 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 100 | 764 | 19 | 846 | 1431 | 898 | 481 | 771 | 125 | 9 | 547 | 561 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 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 | 846 | 1431 | 898 | 481 | 771 | 125 | 9 | 547 | 561 |
| 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 | 0.24 | 0.40 | 0.56 | 0.14 | 0.21 | 0.08 | 0.00 | 0.15 | 0.35 |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |
| Green/Cycle: | 0.08 | 0.24 | 0.34 | 0.25 | 0.41 | 0.55 | 0.14 | 0.27 | 0.36 | 0.10 | 0.23 | 0.49 |
| Volume/Cap: | 0.34 | 0.87 | 0.03 | 0.95 | 0.96 | 1.01 | 1.01 | 0.78 | 0.22 | 0.03 | 0.65 | 0.71 |
| Delay/Veh: | 52.6 | 52.5 | 26.4 | 64.2 | 48.4 | 59.9 | 95.8 | 44.6 | 27.2 | 49.1 | 43.4 | 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: | 52.6 | 52.5 | 26.4 | 64.2 | 48.4 | 59.9 | 95.8 | 44.6 | 27.2 | 49.1 | 43.4 | 27.4 |
| LOS by Move: | D | D | C | E | D | E | F | D | C | D | D | C |
| HCM2kAvgQ: | 2 | 17 | 0 | 21 | 32 | 41 | 14 | 16 | 3 | 0 | 10 | 17 |

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

Horseshoe Grande Property - Proposed Action "A"
Year 2025 With Project
Morning Peak Hour

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

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

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

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| 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 |
| 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: | 1 693 | 15 | | 361 | 252 | 1 | 1 | 1 | 1 | 15 | 1 | 462 |
| User Adj: | 1.00 1.00 | 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 | | 380 | 265 | 1 | 1 | 1 | 1 | 16 | 1 | 486 |
| Reduct Vol: | 0 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 1 729 | 16 | | 380 | 265 | 1 | 1 | 1 | 1 | 16 | 1 | 486 |
| 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 | 2009 | 1773 | 266 | 1766 | 1766 | 737 |
| Potent Cap.: | 1309 xxxx | xxxxx | | 872 | xxxx | xxxxx | 45 | 84 | 778 | 66 | 85 | 422 |
| Move Cap.: | 1309 xxxx | xxxxx | | 872 | xxxx | xxxxx | 0 | 47 | 778 | 43 | 48 | 422 |
| Volume/Cap: | 0.00 xxxx | xxxx | | 0.44 | xxxx | xxxx | xxxx | 0.02 | 0.00 | 0.37 | 0.02 | 1.15 |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | 0.0 xxxx | xxxxx | | 2.2 | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 18.1 |
| Control Del: | 7.8 xxxx | xxxxx | | 12.3 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 123.2 |
| 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 | 43 | xxxx | xxxxx |
| SharedQueue: | xxxxx xxxx | xxxxx | | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 1.4 | xxxx | xxxxx |
| Shrd ConDel: | xxxxx xxxx | xxxxx | | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 134.5 | xxxx | xxxxx |
| Shared LOS: | * * | * | | * | * | * | * | * | * | F | * | * |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | 123.5 | | |
| ApproachLOS: | * | | | * | | | F | | | F | | |

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

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Horseshoe Grande Property - Proposed Action "A"
Year 2025 With Project
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): 40.2 Worst Case Level Of Service: F[4125.1]

| 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 | 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 | 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 | 466 | 14 | 665 | 663 | 1 | 1 | 1 | 2 | 21 | 2 | 492 |
| User Adj: | 1.00 | 1.00 | 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 | 700 | 698 | 1 | 1 | 1 | 2 | 22 | 2 | 518 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 1 | 491 | 15 | 700 | 698 | 1 | 1 | 1 | 2 | 22 | 2 | 518 |
| 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 | 2858 | 2606 | 698 | 2600 | 2599 | 498 |
| Potent Cap.: | 907 | xxxx | xxxxx | 1070 | xxxx | xxxxx | 11 | 25 | 444 | 17 | 25 | 576 |
| Move Cap.: | 907 | xxxx | xxxxx | 1070 | xxxx | xxxxx | 0 | 9 | 444 | 7 | 9 | 576 |
| Volume/Cap: | 0.00 | xxxx | xxxx | 0.65 | xxxx | xxxx | 2.41 | 0.12 | 0.00 | 3.04 | 0.24 | 0.90 |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | 0.0 | xxxx | xxxxx | 5.1 | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 10.8 |
| Control Del: | 9.0 | xxxx | xxxxx | 14.5 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 43.6 |
| LOS by Move: | A | * | * | B | * | * | * | * | * | * | * | E |
| Movement: | LT - | LTR - | RT | LT - | LTR - | RT | LT - | LTR - | RT | LT - | LTR - | RT |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | 2 | xxxxx | 7 | xxxx | xxxxx |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | 1.4 | xxxxx | 4.2 | xxxx | xxxxx |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | 4125 | xxxxx | 2001 | xxxx | xxxxx |
| Shared LOS: | * | * | * | * | * | * | * | F | * | F | * | * |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 4125.1 | | | 131.0 | | |
| ApproachLOS: | * | | | * | | | F | | | F | | |

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

Horseshoe Grande Property - Proposed Action "A"
Year 2025 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): 0.694
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 33.3
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 | | | 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 | 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 | 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 | 693 | 15 | 361 | 252 | 1 | 1 | 1 | 1 | 15 | 1 | 462 |
| User Adj: | 1.00 | 1.00 | 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 | 380 | 265 | 1 | 1 | 1 | 1 | 16 | 1 | 486 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1 | 729 | 16 | 380 | 265 | 1 | 1 | 1 | 1 | 16 | 1 | 486 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 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 | 380 | 265 | 1 | 1 | 1 | 1 | 16 | 1 | 486 |
| 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 | 0.94 | 0.06 | 1.00 |
| Final Sat.: | 1805 | 1854 | 40 | 1805 | 1891 | 8 | 581 | 581 | 581 | 1477 | 98 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.39 | 0.39 | 0.21 | 0.14 | 0.14 | 0.00 | 0.00 | 0.00 | 0.01 | 0.01 | 0.30 |
| Crit Moves: | | **** | | **** | | | | | | | **** | |
| Green/Cycle: | 0.26 | 0.47 | 0.47 | 0.25 | 0.46 | 0.46 | 0.17 | 0.17 | 0.17 | 0.17 | 0.17 | 0.42 |
| Volume/Cap: | 0.00 | 0.85 | 0.85 | 0.85 | 0.31 | 0.31 | 0.01 | 0.01 | 0.01 | 0.06 | 0.06 | 0.72 |
| Delay/Veh: | 29.1 | 32.3 | 32.3 | 51.3 | 18.1 | 18.1 | 36.1 | 36.1 | 36.1 | 36.5 | 36.5 | 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: | 29.1 | 32.3 | 32.3 | 51.3 | 18.1 | 18.1 | 36.1 | 36.1 | 36.1 | 36.5 | 36.5 | 28.9 |
| LOS by Move: | C | C | C | D | B | B | D | D | D | D | D | C |
| HCM2kAvgQ: | 0 | 24 | 24 | 14 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 14 |

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

Horseshoe Grande Property - Proposed Action "A"
Year 2025 With 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): 120 Critical Vol./Cap.(X): 0.745
Loss Time (sec): 12 (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 | | | 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 | 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 | 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 | 466 | 14 | 665 | 663 | 1 | 1 | 1 | 2 | 21 | 2 | 492 |
| User Adj: | 1.00 | 1.00 | 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 | 700 | 698 | 1 | 1 | 1 | 2 | 22 | 2 | 518 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1 | 491 | 15 | 700 | 698 | 1 | 1 | 1 | 2 | 22 | 2 | 518 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 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 | 700 | 698 | 1 | 1 | 1 | 2 | 22 | 2 | 518 |
| 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 | 1837 | 55 | 1805 | 1897 | 3 | 429 | 429 | 858 | 1393 | 133 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.27 | 0.27 | 0.39 | 0.37 | 0.37 | 0.00 | 0.00 | 0.00 | 0.02 | 0.02 | 0.32 |
| Crit Moves: | | **** | | **** | | | | | | | **** | |
| Green/Cycle: | 0.14 | 0.31 | 0.31 | 0.44 | 0.61 | 0.61 | 0.15 | 0.15 | 0.15 | 0.15 | 0.15 | 0.59 |
| Volume/Cap: | 0.00 | 0.87 | 0.87 | 0.87 | 0.60 | 0.60 | 0.02 | 0.02 | 0.02 | 0.11 | 0.11 | 0.54 |
| Delay/Veh: | 44.6 | 53.2 | 53.2 | 40.7 | 15.2 | 15.2 | 43.5 | 43.5 | 43.5 | 44.3 | 44.3 | 15.2 |
| 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: | 44.6 | 53.2 | 53.2 | 40.7 | 15.2 | 15.2 | 43.5 | 43.5 | 43.5 | 44.3 | 44.3 | 15.2 |
| LOS by Move: | D | D | D | D | B | B | D | D | D | D | D | B |
| HCM2kAvgQ: | 0 | 21 | 21 | 26 | 16 | 16 | 0 | 0 | 0 | 1 | 1 | 11 |

**********

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

**********

Horseshoe Grande Property - Proposed Action "A"
Year 2025 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): 120 Critical Vol./Cap.(X): 0.894
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 56.0
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: | 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 |
| 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: | 379 | 683 | 101 | 109 | 453 | 56 | 159 | 350 | 422 | 252 | 534 | 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 | 368 | 444 | 265 | 562 | 323 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 399 | 719 | 106 | 115 | 477 | 59 | 167 | 368 | 444 | 265 | 562 | 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 | 368 | 444 | 265 | 562 | 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 | 0.10 | 0.28 | 0.15 | 0.16 | 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 | 0.38 | 1.02 | 1.02 | 0.55 | 0.70 |
| Delay/Veh: | 96.3 | 36.8 | 36.8 | 52.4 | 41.5 | 36.8 | 59.1 | 35.8 | 90.7 | 111.0 | 37.1 | 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 | 35.8 | 90.7 | 111.0 | 37.1 | 43.4 |
| LOS by Move: | F | D | D | D | D | D | E | D | F | F | D | D |
| HCM2kAvgQ: | 21 | 15 | 15 | 5 | 9 | 2 | 7 | 6 | 23 | 15 | 10 | 12 |

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

Horseshoe Grande Property - Proposed Action "A"
Year 2025 With Project
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): 120 Critical Vol./Cap.(X): 1.122
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 80.5
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: | 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 |
| 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: | 422 | 750 | 112 | 288 | 744 | 71 | 125 | 794 | 574 | 232 | 472 | 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 | 836 | 604 | 244 | 497 | 162 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 444 | 789 | 118 | 303 | 783 | 75 | 132 | 836 | 604 | 244 | 497 | 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 | 836 | 604 | 244 | 497 | 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 | 0.23 | 0.37 | 0.14 | 0.14 | 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 | 0.74 | 1.19 | 1.19 | 0.46 | 0.33 |
| Delay/Veh: | 158.0 | 64.7 | 64.7 | 90.4 | 61.5 | 37.2 | 53.2 | 39.4 | 146.2 | 177.9 | 34.3 | 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 | 39.4 | 146.2 | 177.9 | 34.3 | 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 | 16 | 37 | 17 | 8 | 5 |

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

Horseshoe Grande Property - Proposed Action "A"
Year 2025 With 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): | 115 | Critical Vol./Cap.(X): | 0.699 |
| 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 | | | 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 | 71 | 0 | 0 | 32 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 379 | 683 | 101 | 109 | 453 | 56 | 159 | 350 | 422 | 252 | 534 | 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 | 368 | 444 | 265 | 562 | 323 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 399 | 719 | 106 | 115 | 477 | 59 | 167 | 368 | 444 | 265 | 562 | 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 | 368 | 444 | 265 | 562 | 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 | 0.10 | 0.28 | 0.15 | 0.16 | 0.20 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green/Cycle: | 0.25 | 0.36 | 0.36 | 0.13 | 0.24 | 0.24 | 0.11 | 0.21 | 0.45 | 0.16 | 0.26 | 0.26 |
| Volume/Cap: | 0.90 | 0.55 | 0.18 | 0.49 | 0.54 | 0.15 | 0.81 | 0.49 | 0.61 | 0.90 | 0.60 | 0.78 |
| Delay/Veh: | 63.0 | 29.9 | 25.3 | 48.3 | 38.6 | 34.3 | 70.6 | 40.6 | 25.1 | 75.6 | 38.7 | 48.6 |
| 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: | 63.0 | 29.9 | 25.3 | 48.3 | 38.6 | 34.3 | 70.6 | 40.6 | 25.1 | 75.6 | 38.7 | 48.6 |
| LOS by Move: | E | C | C | D | D | C | E | D | C | E | D | D |
| HCM2kAvgQ: | 17 | 11 | 3 | 4 | 8 | 2 | 8 | 6 | 12 | 13 | 10 | 12 |

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

Horseshoe Grande Property - Proposed Action "A"
Year 2025 With 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): 115 Critical Vol./Cap.(X): 0.964
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 54.4
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 | | | 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 | 95 | 0 | 0 | 84 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 422 | 750 | 112 | 288 | 744 | 71 | 125 | 794 | 574 | 232 | 472 | 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 | 836 | 604 | 244 | 497 | 162 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 444 | 789 | 118 | 303 | 783 | 75 | 132 | 836 | 604 | 244 | 497 | 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 | 836 | 604 | 244 | 497 | 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 | 0.23 | 0.37 | 0.14 | 0.14 | 0.10 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green/Cycle: | 0.25 | 0.29 | 0.29 | 0.20 | 0.24 | 0.24 | 0.11 | 0.23 | 0.48 | 0.14 | 0.26 | 0.26 |
| Volume/Cap: | 0.99 | 0.75 | 0.25 | 0.84 | 0.89 | 0.19 | 0.67 | 0.99 | 0.78 | 0.99 | 0.53 | 0.38 |
| Delay/Veh: | 83.7 | 40.1 | 31.5 | 59.8 | 53.3 | 34.7 | 58.0 | 73.1 | 29.7 | 104.8 | 37.0 | 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: | 83.7 | 40.1 | 31.5 | 59.8 | 53.3 | 34.7 | 58.0 | 73.1 | 29.7 | 104.8 | 37.0 | 35.5 |
| LOS by Move: | F | D | C | E | D | C | E | E | C | F | D | D |
| HCM2kAvgQ: | 21 | 15 | 3 | 13 | 17 | 2 | 6 | 21 | 19 | 13 | 8 | 5 |

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

Horseshoe Grande Property - Proposed Action "A"
Year 2025 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): | 90 | Critical Vol./Cap.(X): | 0.860 |
| Loss Time (sec): | 12 (Y+R=4.0 sec) | Average Delay (sec/veh): | 32.3 |
| Optimal Cycle: | OPTIMIZED | Level Of Service: | C |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 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 |
| 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: | 103 | 698 | 154 | 130 | 537 | 239 | 220 | 796 | 120 | 89 | 800 | 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 | 162 | 137 | 565 | 252 | 232 | 838 | 126 | 94 | 842 | 102 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 108 | 735 | 162 | 137 | 565 | 252 | 232 | 838 | 126 | 94 | 842 | 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 | 162 | 137 | 565 | 252 | 232 | 838 | 126 | 94 | 842 | 102 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.17 | 0.92 | 0.92 | 0.21 | 1.00 | 0.85 | 0.95 | 0.93 | 0.93 | 0.95 | 0.93 | 0.93 |
| Lanes: | 1.00 | 1.64 | 0.36 | 1.00 | 1.00 | 1.00 | 1.00 | 1.74 | 0.26 | 1.00 | 1.78 | 0.22 |
| Final Sat.: | 323 | 2878 | 635 | 390 | 1900 | 1615 | 1805 | 3074 | 463 | 1805 | 3168 | 384 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.34 | 0.26 | 0.26 | 0.35 | 0.30 | 0.16 | 0.13 | 0.27 | 0.27 | 0.05 | 0.27 | 0.27 |
| Crit Moves: | | | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.41 | 0.41 | 0.41 | 0.41 | 0.41 | 0.41 | 0.15 | 0.34 | 0.34 | 0.12 | 0.31 | 0.31 |
| Volume/Cap: | 0.82 | 0.63 | 0.63 | 0.86 | 0.73 | 0.38 | 0.86 | 0.80 | 0.80 | 0.43 | 0.85 | 0.85 |
| Delay/Veh: | 56.6 | 22.1 | 22.1 | 59.9 | 26.1 | 19.1 | 61.3 | 31.1 | 31.1 | 38.0 | 35.7 | 35.7 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 56.6 | 22.1 | 22.1 | 59.9 | 26.1 | 19.1 | 61.3 | 31.1 | 31.1 | 38.0 | 35.7 | 35.7 |
| LOS by Move: | E | C | C | E | C | B | E | C | C | D | D | D |
| HCM2kAvgQ: | 5 | 11 | 11 | 6 | 14 | 5 | 9 | 15 | 15 | 3 | 16 | 16 |

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

Horseshoe Grande Property - Proposed Action "A"
Year 2025 With Project
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): | 75 | Critical Vol./Cap.(X): | 1.277 |
| Loss Time (sec): | 12 (Y+R=4.0 sec) | Average Delay (sec/veh): | 93.0 |
| 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: | 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 |
| 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: | 138 | 581 | 172 | 184 | 712 | 392 | 195 | 1300 | 172 | 186 | 1237 | 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 | 181 | 194 | 749 | 413 | 205 | 1368 | 181 | 196 | 1302 | 133 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 145 | 612 | 181 | 194 | 749 | 413 | 205 | 1368 | 181 | 196 | 1302 | 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 | 181 | 194 | 749 | 413 | 205 | 1368 | 181 | 196 | 1302 | 133 |
| **Saturation Flow Module:** | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.14 | 0.92 | 0.92 | 0.23 | 1.00 | 0.85 | 0.95 | 0.93 | 0.93 | 0.95 | 0.94 | 0.94 |
| Lanes: | 1.00 | 1.54 | 0.46 | 1.00 | 1.00 | 1.00 | 1.00 | 1.77 | 0.23 | 1.00 | 1.82 | 0.18 |
| Final Sat.: | 272 | 2691 | 797 | 435 | 1900 | 1615 | 1805 | 3131 | 414 | 1805 | 3230 | 329 |
| **Capacity Analysis Module:** | | | | | | | | | | | | |
| Vol/Sat: | 0.53 | 0.23 | 0.23 | 0.45 | 0.39 | 0.26 | 0.11 | 0.44 | 0.44 | 0.11 | 0.40 | 0.40 |
| 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: | 1.49 | 0.63 | 0.63 | 1.24 | 1.10 | 0.71 | 0.89 | 1.22 | 1.22 | 0.85 | 1.12 | 1.12 |
| Delay/Veh: | 291.6 | 21.8 | 21.8 | 175.7 | 89.7 | 25.7 | 64.5 | 130 | 130.3 | 57.2 | 91.1 | 91.1 |
| 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: | 291.6 | 21.8 | 21.8 | 175.7 | 89.7 | 25.7 | 64.5 | 130 | 130.3 | 57.2 | 91.1 | 91.1 |
| LOS by Move: | F | C | C | F | F | C | E | F | F | E | F | F |
| HCM2kAvgQ: | 11 | 9 | 9 | 12 | 31 | 10 | 8 | 40 | 40 | 7 | 33 | 33 |

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

Horseshoe Grande Property - Proposed Action "A"
Year 2025 With Project
Morning Peak Hour - With Improvements

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

Intersection #4 State Street (NS) at Florida Avenue (EW)

Cycle (sec): 90 Critical Vol./Cap.(X): 0.823
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: | 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 | 2 1 | 0 | 1 0 | 2 0 | 1 |
| 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 |
| 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: | 103 | 698 | 154 | 130 | 537 | 239 | 220 | 796 | 120 | 89 | 800 | 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 | 162 | 137 | 565 | 252 | 232 | 838 | 126 | 94 | 842 | 102 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 108 | 735 | 162 | 137 | 565 | 252 | 232 | 838 | 126 | 94 | 842 | 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 | 162 | 137 | 565 | 252 | 232 | 838 | 126 | 94 | 842 | 102 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.17 | 0.92 | 0.92 | 0.21 | 1.00 | 0.85 | 0.95 | 0.89 | 0.89 | 0.95 | 0.95 | 0.85 |
| Lanes: | 1.00 | 1.64 | 0.36 | 1.00 | 1.00 | 1.00 | 1.00 | 2.61 | 0.39 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 323 | 2878 | 635 | 390 | 1900 | 1615 | 1805 | 4417 | 666 | 1805 | 3610 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.34 | 0.26 | 0.26 | 0.35 | 0.30 | 0.16 | 0.13 | 0.19 | 0.19 | 0.05 | 0.23 | 0.06 |
| Crit Moves: | | | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.41 | 0.41 | 0.41 | 0.41 | 0.41 | 0.41 | 0.15 | 0.34 | 0.34 | 0.12 | 0.31 | 0.31 |
| Volume/Cap: | 0.82 | 0.63 | 0.63 | 0.86 | 0.73 | 0.38 | 0.86 | 0.56 | 0.56 | 0.43 | 0.75 | 0.20 |
| Delay/Veh: | 56.6 | 22.1 | 22.1 | 59.9 | 26.1 | 19.1 | 61.3 | 24.7 | 24.7 | 38.0 | 30.7 | 23.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 56.6 | 22.1 | 22.1 | 59.9 | 26.1 | 19.1 | 61.3 | 24.7 | 24.7 | 38.0 | 30.7 | 23.0 |
| LOS by Move: | E | C | C | E | C | B | E | C | C | D | C | C |
| HCM2kAvgQ: | 5 | 11 | 11 | 6 | 14 | 5 | 9 | 8 | 8 | 3 | 13 | 2 |

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

Horseshoe Grande Property - Proposed Action "A"
Year 2025 With Project
Evening Peak Hour - With Improvements

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

Intersection #4 State Street (NS) at Florida Avenue (EW)

Cycle (sec): 120 Critical Vol./Cap.(X): 0.997
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 49.6
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 | | | 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 | 2 | 1 0 | 1 0 | 2 | 0 1 |
| 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 |
| 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: | 138 | 581 | 172 | 184 | 712 | 392 | 195 | 1300 | 172 | 186 | 1237 | 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 | 181 | 194 | 749 | 413 | 205 | 1368 | 181 | 196 | 1302 | 133 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 145 | 612 | 181 | 194 | 749 | 413 | 205 | 1368 | 181 | 196 | 1302 | 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 | 181 | 194 | 749 | 413 | 205 | 1368 | 181 | 196 | 1302 | 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 | 0.31 | 1.00 | 0.85 | 0.95 | 0.89 | 0.89 | 0.95 | 0.95 | 0.85 |
| Lanes: | 1.00 | 1.54 | 0.46 | 1.00 | 1.00 | 1.00 | 1.00 | 2.65 | 0.35 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 343 | 2691 | 797 | 584 | 1900 | 1615 | 1805 | 4498 | 595 | 1805 | 3610 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.42 | 0.23 | 0.23 | 0.33 | 0.39 | 0.26 | 0.11 | 0.30 | 0.30 | 0.11 | 0.36 | 0.08 |
| Crit Moves: | **** | | | | | | **** | | | | **** | |
| Green/Cycle: | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.11 | 0.35 | 0.35 | 0.13 | 0.36 | 0.36 |
| Volume/Cap: | 1.00 | 0.54 | 0.54 | 0.78 | 0.93 | 0.60 | 1.00 | 0.87 | 0.87 | 0.87 | 1.00 | 0.23 |
| Delay/Veh: | 108.2 | 26.1 | 26.1 | 44.5 | 49.9 | 28.2 | 115.1 | 41.2 | 41.2 | 79.5 | 62.5 | 26.8 |
| 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: | 108.2 | 26.1 | 26.1 | 44.5 | 49.9 | 28.2 | 115.1 | 41.2 | 41.2 | 79.5 | 62.5 | 26.8 |
| LOS by Move: | F | C | C | D | D | C | F | D | D | E | E | C |
| HCM2kAvgQ: | 9 | 11 | 11 | 8 | 31 | 12 | 12 | 22 | 22 | 10 | 32 | 3 |

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

Horseshoe Grande Property - Proposed Action "A"
Year 2025 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): 120 Critical Vol./Cap.(X): 1.415
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 163.2
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: | 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 | 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: | 337 | 375 | 359 | 101 | 541 | 29 | 18 | 231 | 348 | 168 | 168 | 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: | 355 | 395 | 378 | 106 | 569 | 31 | 19 | 243 | 366 | 177 | 177 | 57 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 355 | 395 | 378 | 106 | 569 | 31 | 19 | 243 | 366 | 177 | 177 | 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: | 355 | 395 | 378 | 106 | 569 | 31 | 19 | 243 | 366 | 177 | 177 | 57 |
| 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 | 0.96 | 0.96 | 0.85 | 0.51 | 0.51 | 0.51 |
| Lanes: | 1.19 | 0.41 | 0.40 | 1.00 | 0.95 | 0.05 | 0.07 | 0.93 | 1.00 | 0.43 | 0.43 | 0.14 |
| Final Sat.: | 2108 | 738 | 707 | 1805 | 1789 | 96 | 132 | 1692 | 1615 | 421 | 421 | 135 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.17 | 0.53 | 0.53 | 0.06 | 0.32 | 0.32 | 0.14 | 0.14 | 0.23 | 0.42 | 0.42 | 0.42 |
| Crit Moves: | | **** | | | **** | | | | | | **** | |
| Green/Cycle: | 0.38 | 0.38 | 0.38 | 0.22 | 0.22 | 0.22 | 0.30 | 0.30 | 0.30 | 0.30 | 0.30 | 0.30 |
| Volume/Cap: | 0.45 | 1.42 | 1.42 | 0.26 | 1.42 | 1.42 | 0.48 | 0.48 | 0.76 | 1.42 | 1.42 | 1.42 |
| Delay/Veh: | 28.0 | 231 | 231.5 | 38.6 | 247 | 246.8 | 35.3 | 35.3 | 45.5 | 248.1 | 248 | 248.1 |
| 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: | 28.0 | 231 | 231.5 | 38.6 | 247 | 246.8 | 35.3 | 35.3 | 45.5 | 248.1 | 248 | 248.1 |
| LOS by Move: | C | F | F | D | F | F | D | D | D | F | F | F |
| HCM2kAvgQ: | 8 | 70 | 70 | 3 | 45 | 45 | 8 | 8 | 14 | 32 | 32 | 32 |

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

Horseshoe Grande Property - Proposed Action "A"
Year 2025 With Project
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): 2.482
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 453.3
Optimal Cycle: OPTIMIZED Level Of Service: F

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| 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 |
| 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: | 452 | 436 | 539 | 176 | 522 | 49 | 50 | 356 | 452 | 502 | 304 | 138 |
| User Adj: | 1.00 | 1.00 | 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 | 567 | 185 | 549 | 52 | 53 | 375 | 476 | 528 | 320 | 145 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 476 | 459 | 567 | 185 | 549 | 52 | 53 | 375 | 476 | 528 | 320 | 145 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 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 | 567 | 185 | 549 | 52 | 53 | 375 | 476 | 528 | 320 | 145 |
| 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 | 0.86 | 0.86 | 0.85 | 0.44 | 0.44 | 0.44 |
| Lanes: | 1.19 | 0.36 | 0.45 | 1.00 | 0.91 | 0.09 | 0.12 | 0.88 | 1.00 | 0.53 | 0.32 | 0.15 |
| Final Sat.: | 2095 | 640 | 791 | 1805 | 1714 | 161 | 201 | 1433 | 1615 | 442 | 267 | 121 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.23 | 0.72 | 0.72 | 0.10 | 0.32 | 0.32 | 0.26 | 0.26 | 0.29 | 1.20 | 1.20 | 1.20 |
| Crit Moves: | | **** | | | **** | | | | | | **** | |
| Green/Cycle: | 0.28 | 0.28 | 0.28 | 0.15 | 0.15 | 0.15 | 0.47 | 0.47 | 0.47 | 0.47 | 0.47 | 0.47 |
| Volume/Cap: | 0.81 | 2.55 | 2.55 | 0.68 | 2.14 | 2.14 | 0.56 | 0.56 | 0.63 | 2.55 | 2.55 | 2.55 |
| Delay/Veh: | 42.9 | 746 | 746.3 | 55.4 | 574 | 574.3 | 23.8 | 23.8 | 25.7 | 737.6 | 738 | 737.6 |
| 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: | 42.9 | 746 | 746.3 | 55.4 | 574 | 574.3 | 23.8 | 23.8 | 25.7 | 737.6 | 738 | 737.6 |
| LOS by Move: | D | F | F | E | F | F | C | C | C | F | F | F |
| HCM2kAvgQ: | 16 | 140 | 140 | 8 | 62 | 62 | 11 | 11 | 14 | 110 | 110 | 110 |

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

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Horseshoe Grande Property - Proposed Action "A"
Year 2025 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): 90 Critical Vol./Cap.(X): 0.674
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: | Split Phase | | | Split Phase | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Include | | | Ovl | | | Include | | |
| Min. Green: | 18 | 18 | 18 | 18 | 18 | 18 | 10 | 21 | 21 | 10 | 21 | 21 |
| Lanes: | 1 0 | 1 0 | 1 | 1 0 | 1 1 | 0 | 1 0 | 1 0 | 1 | 2 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 | 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: | 337 | 375 | 359 | 101 | 541 | 29 | 18 | 231 | 348 | 168 | 168 | 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: | 355 | 395 | 378 | 106 | 569 | 31 | 19 | 243 | 366 | 177 | 177 | 57 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 355 | 395 | 378 | 106 | 569 | 31 | 19 | 243 | 366 | 177 | 177 | 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: | 355 | 395 | 378 | 106 | 569 | 31 | 19 | 243 | 366 | 177 | 177 | 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 | 0.95 | 1.00 | 0.85 | 0.92 | 0.96 | 0.96 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 1.90 | 0.10 | 1.00 | 1.00 | 1.00 | 2.00 | 0.76 | 0.24 |
| Final Sat.: | 1805 | 1900 | 1615 | 1805 | 3399 | 182 | 1805 | 1900 | 1615 | 3502 | 1386 | 446 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.20 | 0.21 | 0.23 | 0.06 | 0.17 | 0.17 | 0.01 | 0.13 | 0.23 | 0.05 | 0.13 | 0.13 |
| Crit Moves: | | **** | | | **** | | | **** | | **** | | |
| Green/Cycle: | 0.26 | 0.26 | 0.38 | 0.21 | 0.21 | 0.21 | 0.11 | 0.23 | 0.50 | 0.11 | 0.23 | 0.23 |
| Volume/Cap: | 0.74 | 0.79 | 0.62 | 0.28 | 0.79 | 0.79 | 0.09 | 0.55 | 0.46 | 0.45 | 0.55 | 0.55 |
| Delay/Veh: | 36.5 | 38.7 | 24.9 | 30.0 | 38.8 | 38.8 | 36.1 | 31.8 | 15.1 | 38.3 | 31.8 | 31.8 |
| 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: | 36.5 | 38.7 | 24.9 | 30.0 | 38.8 | 38.8 | 36.1 | 31.8 | 15.1 | 38.3 | 31.8 | 31.8 |
| LOS by Move: | D | D | C | C | D | D | D | C | B | D | C | C |
| HCM2kAvgQ: | 11 | 12 | 9 | 3 | 10 | 10 | 1 | 7 | 7 | 3 | 6 | 6 |

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

Horseshoe Grande Property - Proposed Action "A"
Year 2025 With 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): 105 Critical Vol./Cap.(X): 0.848
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 49.6
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 | | | Protected | | | Protected | | |
| Rights: | | Ovl | | | Include | | | Ovl | | | Include | |
| Min. Green: | 18 | 18 | 18 | 18 | 18 | 18 | 10 | 21 | 21 | 10 | 21 | 21 |
| Lanes: | 1 0 | 1 0 | 1 | 1 0 | 1 1 | 0 | 1 0 | 1 0 | 1 | 2 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 | 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: | 452 | 436 | 539 | 176 | 522 | 49 | 50 | 356 | 452 | 502 | 304 | 138 |
| User Adj: | 1.00 | 1.00 | 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 | 567 | 185 | 549 | 52 | 53 | 375 | 476 | 528 | 320 | 145 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 476 | 459 | 567 | 185 | 549 | 52 | 53 | 375 | 476 | 528 | 320 | 145 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 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 | 567 | 185 | 549 | 52 | 53 | 375 | 476 | 528 | 320 | 145 |
| 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 | 0.95 | 1.00 | 0.85 | 0.92 | 0.95 | 0.95 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 1.83 | 0.17 | 1.00 | 1.00 | 1.00 | 2.00 | 0.69 | 0.31 |
| Final Sat.: | 1805 | 1900 | 1615 | 1805 | 3257 | 306 | 1805 | 1900 | 1615 | 3502 | 1245 | 565 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.26 | 0.24 | 0.35 | 0.10 | 0.17 | 0.17 | 0.03 | 0.20 | 0.29 | 0.15 | 0.26 | 0.26 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green/Cycle: | 0.29 | 0.29 | 0.45 | 0.18 | 0.18 | 0.18 | 0.10 | 0.21 | 0.50 | 0.16 | 0.28 | 0.28 |
| Volume/Cap: | 0.92 | 0.84 | 0.78 | 0.56 | 0.92 | 0.92 | 0.31 | 0.92 | 0.59 | 0.93 | 0.92 | 0.92 |
| Delay/Veh: | 57.2 | 46.2 | 30.1 | 41.0 | 59.7 | 59.7 | 45.3 | 66.4 | 19.6 | 66.2 | 58.0 | 58.0 |
| 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 | 46.2 | 30.1 | 41.0 | 59.7 | 59.7 | 45.3 | 66.4 | 19.6 | 66.2 | 58.0 | 58.0 |
| LOS by Move: | E | D | C | D | E | E | D | E | B | E | E | E |
| HCM2kAvgQ: | 19 | 16 | 17 | 6 | 14 | 14 | 2 | 16 | 11 | 13 | 19 | 19 |

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

Horseshoe Grande Property - Proposed Action "A"
Year 2025 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): 0.656
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 31.7
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: | 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 |
| 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: | 136 | 670 | 95 | 128 | 521 | 164 | 141 | 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 | 705 | 100 | 135 | 548 | 173 | 148 | 426 | 197 | 115 | 508 | 101 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 143 | 705 | 100 | 135 | 548 | 173 | 148 | 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 | 705 | 100 | 135 | 548 | 173 | 148 | 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 | 0.92 | 0.92 | 0.95 | 0.95 | 0.85 | 0.95 | 0.93 | 0.93 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 1.52 | 0.48 | 1.00 | 2.00 | 1.00 | 1.00 | 1.67 | 0.33 |
| Final Sat.: | 1805 | 3610 | 1615 | 1805 | 2647 | 833 | 1805 | 3610 | 1615 | 1805 | 2936 | 584 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.20 | 0.06 | 0.07 | 0.21 | 0.21 | 0.08 | 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 | 0.64 | 0.20 | 0.69 | 0.68 | 0.68 | 0.76 | 0.39 | 0.40 | 0.58 | 0.57 | 0.57 |
| Delay/Veh: | 52.7 | 29.0 | 23.9 | 49.3 | 29.9 | 29.9 | 55.3 | 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 | 29.0 | 23.9 | 49.3 | 29.9 | 29.9 | 55.3 | 25.5 | 25.9 | 43.5 | 27.7 | 27.7 |
| LOS by Move: | D | C | C | D | C | C | E | C | C | D | C | C |
| HCM2kAvgQ: | 6 | 10 | 2 | 5 | 10 | 10 | 6 | 5 | 5 | 4 | 8 | 8 |

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

Horseshoe Grande Property - Proposed Action "A"
Year 2025 With Project
Evening Peak Hour

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

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Intersection #6 San Jacinto Street (NS) at Esplanade Avenue (EW)

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Cycle (sec): 120 Critical Vol./Cap.(X): 0.904
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 53.6
Optimal Cycle: OPTIMIZED Level Of Service: D

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| 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 |
| 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: | 229 | 1006 | 158 | 232 | 913 | 176 | 228 | 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 | 1059 | 166 | 244 | 961 | 185 | 240 | 681 | 237 | 191 | 563 | 112 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 241 | 1059 | 166 | 244 | 961 | 185 | 240 | 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 | 1059 | 166 | 244 | 961 | 185 | 240 | 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 | 1.68 | 0.32 | 1.00 | 2.00 | 1.00 | 1.00 | 1.67 | 0.33 |
| Final Sat.: | 1805 | 3610 | 1615 | 1805 | 2954 | 569 | 1805 | 3610 | 1615 | 1805 | 2938 | 582 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.29 | 0.10 | 0.14 | 0.33 | 0.33 | 0.13 | 0.19 | 0.15 | 0.11 | 0.19 | 0.19 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green/Cycle: | 0.14 | 0.34 | 0.34 | 0.15 | 0.35 | 0.35 | 0.14 | 0.26 | 0.26 | 0.12 | 0.23 | 0.23 |
| Volume/Cap: | 0.93 | 0.87 | 0.31 | 0.87 | 0.93 | 0.93 | 0.93 | 0.73 | 0.57 | 0.90 | 0.82 | 0.82 |
| Delay/Veh: | 89.5 | 44.6 | 29.8 | 74.2 | 50.8 | 50.8 | 89.6 | 43.6 | 40.5 | 88.6 | 50.3 | 50.3 |
| 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: | 89.5 | 44.6 | 29.8 | 74.2 | 50.8 | 50.8 | 89.6 | 43.6 | 40.5 | 88.6 | 50.3 | 50.3 |
| LOS by Move: | F | D | C | E | D | D | F | D | D | F | D | D |
| HCM2kAvgQ: | 12 | 22 | 5 | 12 | 26 | 26 | 12 | 13 | 8 | 10 | 15 | 15 |

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

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Horseshoe Grande Property - Proposed Action "A"
Year 2025 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): 0.654
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 | 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 |
| 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: | 87 | 703 | 58 | 41 | 636 | 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 | 740 | 61 | 43 | 669 | 106 | 86 | 382 | 116 | 72 | 498 | 88 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 92 | 740 | 61 | 43 | 669 | 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 | 740 | 61 | 43 | 669 | 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 | 0.94 | 0.94 | 0.95 | 0.93 | 0.93 | 0.27 | 0.97 | 0.97 | 0.27 | 1.00 | 0.85 |
| Lanes: | 1.00 | 1.85 | 0.15 | 1.00 | 1.73 | 0.27 | 1.00 | 0.77 | 0.23 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1805 | 3298 | 272 | 1805 | 3050 | 484 | 517 | 1407 | 426 | 517 | 1900 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.22 | 0.22 | 0.02 | 0.22 | 0.22 | 0.17 | 0.27 | 0.27 | 0.14 | 0.26 | 0.05 |
| 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: | 0.36 | 0.81 | 0.81 | 0.16 | 0.77 | 0.77 | 0.42 | 0.68 | 0.68 | 0.35 | 0.66 | 0.14 |
| Delay/Veh: | 27.9 | 29.0 | 29.0 | 26.0 | 26.5 | 26.5 | 16.5 | 19.9 | 19.9 | 15.6 | 19.2 | 13.4 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 27.9 | 29.0 | 29.0 | 26.0 | 26.5 | 26.5 | 16.5 | 19.9 | 19.9 | 15.6 | 19.2 | 13.4 |
| LOS by Move: | C | C | C | C | C | C | B | B | B | B | B | B |
| HCM2kAvgQ: | 2 | 11 | 11 | 1 | 10 | 10 | 2 | 10 | 10 | 1 | 10 | 1 |

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

Horseshoe Grande Property - Proposed Action "A"
Year 2025 With Project
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): 105 Critical Vol./Cap.(X): 0.864
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 37.8
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 | | | 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 |
| 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: | 128 | 1096 | 111 | 74 | 933 | 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 | 1154 | 117 | 78 | 982 | 129 | 173 | 544 | 129 | 91 | 394 | 91 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 135 | 1154 | 117 | 78 | 982 | 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 | 1154 | 117 | 78 | 982 | 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 | 0.94 | 0.94 | 0.95 | 0.93 | 0.93 | 0.40 | 0.97 | 0.97 | 0.15 | 1.00 | 0.85 |
| Lanes: | 1.00 | 1.82 | 0.18 | 1.00 | 1.77 | 0.23 | 1.00 | 0.81 | 0.19 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1805 | 3232 | 327 | 1805 | 3135 | 413 | 758 | 1490 | 355 | 293 | 1900 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.36 | 0.36 | 0.04 | 0.31 | 0.31 | 0.23 | 0.37 | 0.37 | 0.31 | 0.21 | 0.06 |
| Crit Moves: | | **** | | **** | | | | **** | | | | |
| Green/Cycle: | 0.11 | 0.39 | 0.39 | 0.10 | 0.37 | 0.37 | 0.40 | 0.40 | 0.40 | 0.40 | 0.40 | 0.40 |
| Volume/Cap: | 0.66 | 0.91 | 0.91 | 0.45 | 0.84 | 0.84 | 0.57 | 0.91 | 0.91 | 0.77 | 0.52 | 0.14 |
| Delay/Veh: | 52.3 | 39.8 | 39.8 | 46.8 | 35.1 | 35.1 | 27.1 | 45.6 | 45.6 | 54.2 | 24.5 | 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: | 52.3 | 39.8 | 39.8 | 46.8 | 35.1 | 35.1 | 27.1 | 45.6 | 45.6 | 54.2 | 24.5 | 20.1 |
| LOS by Move: | D | D | D | D | D | D | C | D | D | D | C | C |
| HCM2kAvgQ: | 5 | 24 | 24 | 3 | 20 | 20 | 5 | 25 | 25 | 4 | 10 | 2 |

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

Horseshoe Grande Property - Proposed Action "A"
Year 2025 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): 0.727
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 | | | | | | 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 | |
| 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: | 134 | | 711 | | 90 | | 81 | | 657 | | 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 | | 748 | | 95 | | 85 | | 692 | | 153 | | 105 | | 144 | | 102 | | 142 | | 437 | | 102 | |
| Reduct Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduced Vol: | 141 | | 748 | | 95 | | 85 | | 692 | | 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 | | 748 | | 95 | | 85 | | 692 | | 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 | | 0.21 | | 1.00 | | 0.85 | | 0.66 | | 0.97 | | 0.97 | |
| Lanes: | 1.00 | | 1.78 | | 0.22 | | 1.00 | | 1.64 | | 0.36 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 0.81 | | 0.19 | |
| Final Sat.: | 1805 | | 3150 | | 399 | | 1805 | | 2877 | | 635 | | 403 | | 1900 | | 1615 | | 1254 | | 1497 | | 350 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | | 0.24 | | 0.24 | | 0.05 | | 0.24 | | 0.24 | | 0.26 | | 0.08 | | 0.06 | | 0.11 | | 0.29 | | 0.29 | |
| Crit Moves: | **** | | | | | | | | **** | | | | | | | | | | | | **** | | | |
| Green/Cycle: | 0.13 | | 0.29 | | 0.29 | | 0.16 | | 0.32 | | 0.32 | | 0.39 | | 0.39 | | 0.39 | | 0.39 | | 0.39 | | 0.39 | |
| Volume/Cap: | 0.59 | | 0.82 | | 0.82 | | 0.29 | | 0.75 | | 0.75 | | 0.67 | | 0.20 | | 0.16 | | 0.29 | | 0.75 | | 0.75 | |
| Delay/Veh: | 34.3 | | 29.9 | | 29.9 | | 28.2 | | 25.8 | | 25.8 | | 30.1 | | 15.4 | | 15.1 | | 16.2 | | 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: | 34.3 | | 29.9 | | 29.9 | | 28.2 | | 25.8 | | 25.8 | | 30.1 | | 15.4 | | 15.1 | | 16.2 | | 24.4 | | 24.4 | |
| LOS by Move: | C | | C | | C | | C | | C | | C | | C | | B | | B | | B | | C | | C | |
| HCM2kAvgQ: | 4 | | 12 | | 12 | | 2 | | 11 | | 11 | | 3 | | 2 | | 2 | | 2 | | 12 | | 12 | |

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

Horseshoe Grande Property - Proposed Action "A"
Year 2025 With Project
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): 95 Critical Vol./Cap.(X): 0.875
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 | 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 |
| 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: | 102 | 1121 | 223 | 115 | 990 | 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 | 1180 | 235 | 121 | 1042 | 103 | 191 | 377 | 113 | 136 | 232 | 123 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 107 | 1180 | 235 | 121 | 1042 | 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 | 1180 | 235 | 121 | 1042 | 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 | 0.93 | 0.93 | 0.95 | 0.94 | 0.94 | 0.34 | 1.00 | 0.85 | 0.31 | 0.95 | 0.95 |
| Lanes: | 1.00 | 1.67 | 0.33 | 1.00 | 1.82 | 0.18 | 1.00 | 1.00 | 1.00 | 1.00 | 0.65 | 0.35 |
| Final Sat.: | 1805 | 2936 | 584 | 1805 | 3242 | 321 | 644 | 1900 | 1615 | 591 | 1176 | 625 |
| **Capacity Analysis Module:** | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.40 | 0.40 | 0.07 | 0.32 | 0.32 | 0.30 | 0.20 | 0.07 | 0.23 | 0.20 | 0.20 |
| Crit Moves: | | **** | | **** | | | **** | | | | | |
| Green/Cycle: | 0.14 | 0.44 | 0.44 | 0.11 | 0.41 | 0.41 | 0.33 | 0.33 | 0.33 | 0.33 | 0.33 | 0.33 |
| Volume/Cap: | 0.44 | 0.91 | 0.91 | 0.64 | 0.78 | 0.78 | 0.91 | 0.61 | 0.21 | 0.71 | 0.60 | 0.60 |
| Delay/Veh: | 39.0 | 32.8 | 32.8 | 47.8 | 26.9 | 26.9 | 68.4 | 28.7 | 23.4 | 39.3 | 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: | 39.0 | 32.8 | 32.8 | 47.8 | 26.9 | 26.9 | 68.4 | 28.7 | 23.4 | 39.3 | 28.7 | 28.7 |
| LOS by Move: | D | C | C | D | C | C | E | C | C | D | C | C |
| HCM2kAvgQ: | 3 | 24 | 24 | 5 | 17 | 17 | 9 | 10 | 2 | 5 | 9 | 9 |

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

Horseshoe Grande Property - Proposed Action "A"
Year 2025 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): 0.943
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 122.5
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: | 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 | 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: | 81 | 295 | 77 | 163 | 257 | 236 | 404 | 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 | 311 | 81 | 172 | 271 | 248 | 425 | 739 | 45 | 102 | 1173 | 213 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 85 | 311 | 81 | 172 | 271 | 248 | 425 | 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 | 311 | 81 | 172 | 271 | 248 | 425 | 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 | 1.59 | 0.41 | 1.00 | 1.00 | 1.00 | 1.00 | 1.88 | 0.12 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1805 | 2774 | 724 | 1864 | 1864 | 1615 | 1805 | 3371 | 206 | 1805 | 3610 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.11 | 0.11 | 0.09 | 0.15 | 0.15 | 0.24 | 0.22 | 0.22 | 0.06 | 0.32 | 0.13 |
| 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: | 0.20 | 0.48 | 0.48 | 0.39 | 0.62 | 0.66 | 1.41 | 0.74 | 0.74 | 0.54 | 1.39 | 0.56 |
| Delay/Veh: | 37.3 | 40.2 | 40.2 | 39.1 | 43.0 | 45.9 | 254.7 | 41.1 | 41.1 | 53.9 | 230 | 42.6 |
| 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: | 37.3 | 40.2 | 40.2 | 39.1 | 43.0 | 45.9 | 254.7 | 41.1 | 41.1 | 53.9 | 230 | 42.6 |
| LOS by Move: | D | D | D | D | D | D | F | D | D | D | F | D |
| HCM2kAvgQ: | 3 | 7 | 7 | 5 | 10 | 9 | 33 | 15 | 15 | 4 | 45 | 7 |

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

Horseshoe Grande Property - Proposed Action "A"
Year 2025 With Project
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): 1.261
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 177.3
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 | | | 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 |
| 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: | 79 | 396 | 144 | 457 | 380 | 447 | 496 | 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 | 417 | 152 | 481 | 400 | 471 | 522 | 1228 | 114 | 181 | 1256 | 79 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 83 | 417 | 152 | 481 | 400 | 471 | 522 | 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 | 417 | 152 | 481 | 400 | 471 | 522 | 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 | 1.47 | 0.53 | 1.09 | 0.91 | 1.00 | 1.00 | 1.83 | 0.17 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1805 | 2541 | 924 | 2019 | 1679 | 1615 | 1805 | 3261 | 302 | 1805 | 3610 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.16 | 0.16 | 0.24 | 0.24 | 0.29 | 0.29 | 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 | 0.17 | 0.32 | 0.32 | 0.08 | 0.23 | 0.23 |
| Volume/Cap: | 0.20 | 0.70 | 0.70 | 1.02 | 1.02 | 1.25 | 1.74 | 1.19 | 1.19 | 1.19 | 1.49 | 0.21 |
| Delay/Veh: | 37.2 | 45.0 | 45.0 | 82.1 | 82.1 | 178.2 | 394.6 | 137 | 136.6 | 189.0 | 273 | 37.4 |
| 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: | 37.2 | 45.0 | 45.0 | 82.1 | 82.1 | 178.2 | 394.6 | 137 | 136.6 | 189.0 | 273 | 37.4 |
| LOS by Move: | D | D | D | F | F | F | F | F | F | F | F | D |
| HCM2kAvgQ: | 2 | 11 | 11 | 23 | 23 | 31 | 47 | 42 | 42 | 13 | 52 | 2 |

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

Horseshoe Grande Property - Proposed Action "A"
Year 2025 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): 0.689
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 35.4
Optimal Cycle: OPTIMIZED Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | 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 | 2 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 | 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: | 81 | 295 | 77 | 163 | 257 | 236 | 404 | 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 | 311 | 81 | 172 | 271 | 248 | 425 | 739 | 45 | 102 | 1173 | 213 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 85 | 311 | 81 | 172 | 271 | 248 | 425 | 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 | 311 | 81 | 172 | 271 | 248 | 425 | 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 | 0.92 | 0.94 | 0.94 | 0.95 | 0.89 | 0.89 |
| Lanes: | 1.00 | 1.59 | 0.41 | 2.00 | 1.00 | 1.00 | 2.00 | 1.88 | 0.12 | 1.00 | 2.54 | 0.46 |
| Final Sat.: | 1805 | 2774 | 724 | 3502 | 1900 | 1615 | 3502 | 3371 | 206 | 1805 | 4290 | 778 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.11 | 0.11 | 0.05 | 0.14 | 0.15 | 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 | 0.42 | 0.15 | 0.36 | 0.36 | 0.13 | 0.34 | 0.34 |
| Volume/Cap: | 0.50 | 0.42 | 0.42 | 0.51 | 0.53 | 0.37 | 0.81 | 0.61 | 0.61 | 0.44 | 0.81 | 0.81 |
| Delay/Veh: | 47.4 | 32.1 | 32.1 | 46.6 | 34.0 | 21.5 | 52.6 | 28.6 | 28.6 | 43.7 | 34.9 | 34.9 |
| 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: | 47.4 | 32.1 | 32.1 | 46.6 | 34.0 | 21.5 | 52.6 | 28.6 | 28.6 | 43.7 | 34.9 | 34.9 |
| LOS by Move: | D | C | C | D | C | C | D | C | C | D | C | C |
| HCM2kAvgQ: | 3 | 6 | 6 | 3 | 8 | 6 | 9 | 11 | 11 | 4 | 17 | 17 |

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

Horseshoe Grande Property - Proposed Action "A"
Year 2025 With 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): 0.898
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: | 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 | 2 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 | 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: | 79 | 396 | 144 | 457 | 380 | 447 | 496 | 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 | 417 | 152 | 481 | 400 | 471 | 522 | 1228 | 114 | 181 | 1256 | 79 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 83 | 417 | 152 | 481 | 400 | 471 | 522 | 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 | 417 | 152 | 481 | 400 | 471 | 522 | 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 | 0.92 | 0.94 | 0.94 | 0.95 | 0.90 | 0.90 |
| Lanes: | 1.00 | 1.47 | 0.53 | 2.00 | 1.00 | 1.00 | 2.00 | 1.83 | 0.17 | 1.00 | 2.82 | 0.18 |
| Final Sat.: | 1805 | 2541 | 924 | 3502 | 1900 | 1615 | 3502 | 3261 | 302 | 1805 | 4836 | 304 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.16 | 0.16 | 0.14 | 0.21 | 0.29 | 0.15 | 0.38 | 0.38 | 0.10 | 0.26 | 0.26 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.10 | 0.23 | 0.23 | 0.14 | 0.28 | 0.46 | 0.18 | 0.39 | 0.39 | 0.10 | 0.31 | 0.31 |
| Volume/Cap: | 0.47 | 0.70 | 0.70 | 0.97 | 0.76 | 0.64 | 0.83 | 0.97 | 0.97 | 0.97 | 0.83 | 0.83 |
| Delay/Veh: | 53.0 | 45.0 | 45.0 | 83.9 | 46.3 | 27.0 | 56.7 | 53.5 | 53.5 | 110.5 | 42.2 | 42.2 |
| 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: | 53.0 | 45.0 | 45.0 | 83.9 | 46.3 | 27.0 | 56.7 | 53.5 | 53.5 | 110.5 | 42.2 | 42.2 |
| LOS by Move: | D | D | D | F | D | C | E | D | D | F | D | D |
| HCM2kAvgQ: | 3 | 11 | 11 | 13 | 15 | 14 | 12 | 31 | 31 | 10 | 19 | 19 |

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

Horseshoe Grande Property - Proposed Action "A"
Year 2025 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): 110 Critical Vol./Cap.(X): 0.870
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 44.4
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 | 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 |
| 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: | 64 | 848 | 444 | 169 | 436 | 37 | 42 | 584 | 95 | 263 | 323 | 72 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 67 | 893 | 467 | 178 | 459 | 39 | 44 | 615 | 100 | 277 | 340 | 76 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 67 | 893 | 467 | 178 | 459 | 39 | 44 | 615 | 100 | 277 | 340 | 76 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 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 | 467 | 178 | 459 | 39 | 44 | 615 | 100 | 277 | 340 | 76 |
| 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 | 1.84 | 0.16 | 1.00 | 1.72 | 0.28 | 1.00 | 1.64 | 0.36 |
| Final Sat.: | 1805 | 3610 | 1615 | 1805 | 3288 | 279 | 1805 | 3040 | 494 | 1805 | 2872 | 640 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.25 | 0.29 | 0.10 | 0.14 | 0.14 | 0.02 | 0.20 | 0.20 | 0.15 | 0.12 | 0.12 |
| Crit Moves: | | | **** | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.13 | 0.32 | 0.32 | 0.11 | 0.30 | 0.30 | 0.11 | 0.25 | 0.25 | 0.17 | 0.31 | 0.31 |
| Volume/Cap: | 0.30 | 0.77 | 0.90 | 0.90 | 0.46 | 0.46 | 0.22 | 0.79 | 0.79 | 0.90 | 0.38 | 0.38 |
| Delay/Veh: | 44.3 | 37.0 | 54.6 | 86.5 | 31.3 | 31.3 | 45.0 | 43.2 | 43.2 | 72.7 | 29.7 | 29.7 |
| 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: | 44.3 | 37.0 | 54.6 | 86.5 | 31.3 | 31.3 | 45.0 | 43.2 | 43.2 | 72.7 | 29.7 | 29.7 |
| LOS by Move: | D | D | D | F | C | C | D | D | D | E | C | C |
| HCM2kAvgQ: | 2 | 16 | 19 | 9 | 7 | 7 | 2 | 14 | 14 | 13 | 6 | 6 |

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

Horseshoe Grande Property - Proposed Action "A"
Year 2025 With Project
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): 1.289
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 111.2
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: | 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 | |
| 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: | 86 | | 406 | | 478 | | 277 | | 702 | | 23 | | 23 | | 806 | | 86 | | 652 | | 785 | | 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: | 91 | | 427 | | 503 | | 292 | | 739 | | 24 | | 24 | | 848 | | 91 | | 686 | | 826 | | 254 | |
| Reduct Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduced Vol: | 91 | | 427 | | 503 | | 292 | | 739 | | 24 | | 24 | | 848 | | 91 | | 686 | | 826 | | 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: | 91 | | 427 | | 503 | | 292 | | 739 | | 24 | | 24 | | 848 | | 91 | | 686 | | 826 | | 254 | |
| 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 | | 1.94 | | 0.06 | | 1.00 | | 1.81 | | 0.19 | | 1.00 | | 1.53 | | 0.47 | |
| Final Sat.: | 1805 | | 3610 | | 1615 | | 1805 | | 3478 | | 114 | | 1805 | | 3216 | | 343 | | 1805 | | 2665 | | 818 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | | 0.12 | | 0.31 | | 0.16 | | 0.21 | | 0.21 | | 0.01 | | 0.26 | | 0.26 | | 0.38 | | 0.31 | | 0.31 | |
| Crit Moves: | | | | | **** | | **** | | | | | | | | **** | | | | **** | | | | | |
| Green/Cycle: | 0.10 | | 0.23 | | 0.23 | | 0.12 | | 0.25 | | 0.25 | | 0.11 | | 0.23 | | 0.23 | | 0.28 | | 0.41 | | 0.41 | |
| Volume/Cap: | 0.51 | | 0.51 | | 1.35 | | 1.35 | | 0.84 | | 0.84 | | 0.12 | | 1.13 | | 1.13 | | 1.35 | | 0.76 | | 0.76 | |
| Delay/Veh: | 53.7 | | 40.8 | | 219.3 | | 236.6 | | 49.8 | | 49.8 | | 48.5 | | 120 | | 119.7 | | 212.1 | | 33.2 | | 33.2 | |
| User DelAdj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| AdjDel/Veh: | 53.7 | | 40.8 | | 219.3 | | 236.6 | | 49.8 | | 49.8 | | 48.5 | | 120 | | 119.7 | | 212.1 | | 33.2 | | 33.2 | |
| LOS by Move: | D | | D | | F | | F | | D | | D | | D | | F | | F | | F | | C | | C | |
| HCM2kAvgQ: | 4 | | 8 | | 36 | | 22 | | 17 | | 17 | | 1 | | 29 | | 29 | | 48 | | 19 | | 19 | |

**********

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

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Horseshoe Grande Property - Proposed Action "A"
Year 2025 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): | 95 | Critical Vol./Cap.(X): | 0.697 |
| Loss Time (sec): | 16 (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: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | 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 | 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 | 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: | 64 | 848 | 444 | 169 | 436 | 37 | 42 | 584 | 95 | 263 | 323 | 72 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 67 | 893 | 467 | 178 | 459 | 39 | 44 | 615 | 100 | 277 | 340 | 76 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 67 | 893 | 467 | 178 | 459 | 39 | 44 | 615 | 100 | 277 | 340 | 76 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 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 | 467 | 178 | 459 | 39 | 44 | 615 | 100 | 277 | 340 | 76 |
| 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 | 0.93 | 0.93 | 0.92 | 0.92 | 0.92 |
| Lanes: | 1.00 | 2.00 | 1.00 | 2.00 | 1.84 | 0.16 | 1.00 | 1.72 | 0.28 | 2.00 | 1.64 | 0.36 |
| Final Sat.: | 1805 | 3610 | 1615 | 3502 | 3288 | 279 | 1805 | 3040 | 494 | 3502 | 2872 | 640 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.25 | 0.29 | 0.05 | 0.14 | 0.14 | 0.02 | 0.20 | 0.20 | 0.08 | 0.12 | 0.12 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.13 | 0.33 | 0.43 | 0.11 | 0.30 | 0.30 | 0.11 | 0.29 | 0.29 | 0.11 | 0.29 | 0.29 |
| Volume/Cap: | 0.29 | 0.76 | 0.67 | 0.48 | 0.46 | 0.46 | 0.23 | 0.69 | 0.69 | 0.75 | 0.40 | 0.40 |
| Delay/Veh: | 38.3 | 31.5 | 24.1 | 41.1 | 27.0 | 27.0 | 39.6 | 31.5 | 31.5 | 49.7 | 27.1 | 27.1 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 38.3 | 31.5 | 24.1 | 41.1 | 27.0 | 27.0 | 39.6 | 31.5 | 31.5 | 49.7 | 27.1 | 27.1 |
| LOS by Move: | D | C | C | D | C | C | D | C | C | D | C | C |
| HCM2kAvgQ: | 2 | 14 | 12 | 3 | 6 | 6 | 1 | 11 | 11 | 6 | 5 | 5 |

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

Horseshoe Grande Property - Proposed Action "A"
Year 2025 With 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): 100 Critical Vol./Cap.(X): 0.860
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 42.1
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: | Ovl | | | 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 | 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 | 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: | 86 | 406 | 478 | 277 | 702 | 23 | 23 | 806 | 86 | 652 | 785 | 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: | 91 | 427 | 503 | 292 | 739 | 24 | 24 | 848 | 91 | 686 | 826 | 254 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 91 | 427 | 503 | 292 | 739 | 24 | 24 | 848 | 91 | 686 | 826 | 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: | 91 | 427 | 503 | 292 | 739 | 24 | 24 | 848 | 91 | 686 | 826 | 254 |
| 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 | 0.92 | 0.92 | 0.92 |
| Lanes: | 1.00 | 2.00 | 1.00 | 2.00 | 1.94 | 0.06 | 1.00 | 1.81 | 0.19 | 2.00 | 1.53 | 0.47 |
| Final Sat.: | 1805 | 3610 | 1615 | 3502 | 3478 | 114 | 1805 | 3216 | 343 | 3502 | 2665 | 818 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.12 | 0.31 | 0.08 | 0.21 | 0.21 | 0.01 | 0.26 | 0.26 | 0.20 | 0.31 | 0.31 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green/Cycle: | 0.10 | 0.24 | 0.45 | 0.10 | 0.24 | 0.24 | 0.12 | 0.29 | 0.29 | 0.21 | 0.38 | 0.38 |
| Volume/Cap: | 0.50 | 0.49 | 0.69 | 0.83 | 0.89 | 0.89 | 0.11 | 0.92 | 0.92 | 0.92 | 0.82 | 0.82 |
| Delay/Veh: | 44.8 | 33.2 | 24.5 | 59.7 | 47.5 | 47.5 | 39.3 | 47.5 | 47.5 | 55.0 | 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: | 44.8 | 33.2 | 24.5 | 59.7 | 47.5 | 47.5 | 39.3 | 47.5 | 47.5 | 55.0 | 32.2 | 32.2 |
| LOS by Move: | D | C | C | E | D | D | D | D | D | E | C | C |
| HCM2kAvgQ: | 3 | 6 | 13 | 7 | 15 | 15 | 1 | 19 | 19 | 15 | 18 | 18 |

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

Horseshoe Grande Property - Proposed Action "A"
Year 2025 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): 21.9 Worst Case Level Of Service: F[253.5]

| 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 | 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 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: | 136 1217 | | 8 | 34 649 | | 109 | 74 | 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 1281 | | 8 | 36 683 | | 115 | 78 | 2 | 119 | 3 | 5 | 1 |
| Reduct Vol: | 0 0 | | 0 | 0 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 143 1281 | | 8 | 36 683 | | 115 | 78 | 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: | 798 xxxx | xxxxx | | 1289 xxxx | xxxxx | | 1684 | 2331 | 342 | 1982 | 2437 | 641 |
| Potent Cap.: | 833 xxxx | xxxxx | | 545 xxxx | xxxxx | | 63 | 37 | 660 | 37 | 32 | 423 |
| Move Cap.: | 833 xxxx | xxxxx | | 545 xxxx | xxxxx | | 43 | 29 | 660 | 24 | 25 | 423 |
| Volume/Cap: | 0.17 xxxx | xxxx | | 0.07 xxxx | xxxx | | 1.79 | 0.07 | 0.18 | 0.13 | 0.21 | 0.00 |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | 0.6 xxxx | xxxxx | | 0.2 xxxx | xxxxx | | xxxx | xxxx | 0.7 | xxxx | xxxx | xxxxx |
| Control Del: | 10.2 xxxx | xxxxx | | 12.1 xxxx | xxxxx | | xxxxx | xxxx | 11.6 | 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 | | 43 | xxxx | xxxxx | xxxx | 27 | xxxxx |
| SharedQueue: | xxxxx xxxx | xxxxx | | xxxxx xxxx | xxxxx | | 8.3 | xxxx | xxxxx | xxxxx | 1.1 | xxxxx |
| Shrd ConDel: | xxxxx xxxx | xxxxx | | xxxxx xxxx | xxxxx | | 613.0 | xxxx | xxxxx | xxxxx | 195 | xxxxx |
| Shared LOS: | * * | * | | * * | * | | F | * | * | * | F | * |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 253.5 | | | 195.0 | | |
| ApproachLOS: | * | | | * | | | F | | | F | | |

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

Horseshoe Grande Property - Proposed Action "A"
Year 2025 With Project
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): 109.0 Worst Case Level Of Service: F[644.8]

| 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 |
| 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: | 109 | 748 | 1 | 61 | 1268 | 73 | 113 | 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 | 787 | 1 | 64 | 1335 | 77 | 119 | 1 | 348 | 4 | 2 | 6 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 115 | 787 | 1 | 64 | 1335 | 77 | 119 | 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: | 1412 | xxxx | xxxxx | 788 | xxxx | xxxxx | 2087 | 2481 | 667 | 1813 | 2557 | 394 |
| Potent Cap.: | 489 | xxxx | xxxxx | 840 | xxxx | xxxxx | 31 | 30 | 406 | 50 | 27 | 611 |
| Move Cap.: | 489 | xxxx | xxxxx | 840 | xxxx | xxxxx | 22 | 21 | 406 | 5 | 19 | 611 |
| Volume/Cap: | 0.23 | xxxx | xxxx | 0.08 | xxxx | xxxx | 5.44 | 0.05 | 0.86 | 0.80 | 0.11 | 0.01 |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | 0.9 | xxxx | xxxxx | 0.2 | xxxx | xxxxx | xxxx | xxxx | 8.4 | xxxx | xxxx | xxxxx |
| Control Del: | 14.6 | xxxx | xxxxx | 9.6 | xxxx | xxxxx | xxxxx | xxxx | 48.7 | 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 | 22 | xxxx | xxxxx | xxxx | 14 | xxxxx |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 15.2 | xxxx | xxxxx | xxxxx | 2.1 | xxxxx |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 2376 | xxxx | xxxxx | xxxxx | 578 | xxxxx |
| Shared LOS: | * | * | * | * | * | * | F | * | * | * | F | * |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 644.8 | | | 577.6 | | |
| ApproachLOS: | * | | | * | | | F | | | F | | |

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

Horseshoe Grande Property - Proposed Action "A"
Year 2025 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): 0.459
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 10.3
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: | 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 | 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: | 136 | 1217 | 8 | 34 | 649 | 109 | 74 | 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 | 1281 | 8 | 36 | 683 | 115 | 78 | 2 | 119 | 3 | 5 | 1 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 143 | 1281 | 8 | 36 | 683 | 115 | 78 | 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 | 1281 | 8 | 36 | 683 | 115 | 78 | 2 | 119 | 3 | 5 | 1 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.36 | 0.95 | 0.85 | 0.17 | 0.95 | 0.85 | 0.72 | 0.72 | 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.: | 688 | 3610 | 1615 | 325 | 3610 | 1615 | 1338 | 36 | 1615 | 594 | 990 | 198 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.21 | 0.35 | 0.01 | 0.11 | 0.19 | 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: | 0.30 | 0.51 | 0.01 | 0.16 | 0.27 | 0.10 | 0.25 | 0.25 | 0.32 | 0.02 | 0.02 | 0.02 |
| Delay/Veh: | 7.2 | 8.5 | 5.4 | 6.4 | 6.7 | 5.9 | 37.9 | 37.9 | 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: | 7.2 | 8.5 | 5.4 | 6.4 | 6.7 | 5.9 | 37.9 | 37.9 | 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 | 11 | 0 | 1 | 5 | 1 | 2 | 2 | 4 | 0 | 0 | 0 |

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

Horseshoe Grande Property - Proposed Action "A"
Year 2025 With 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): 90 Critical Vol./Cap.(X): 0.735
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 14.8
Optimal Cycle: OPTIMIZED Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - T - R | | | L - T - R | | | L - T - R | | | L - T - R | | |
| Control: | 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 | 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: | 109 | 748 | 1 | 61 | 1268 | 73 | 113 | 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 | 787 | 1 | 64 | 1335 | 77 | 119 | 1 | 348 | 4 | 2 | 6 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 115 | 787 | 1 | 64 | 1335 | 77 | 119 | 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 | 787 | 1 | 64 | 1335 | 77 | 119 | 1 | 348 | 4 | 2 | 6 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.13 | 0.95 | 0.85 | 0.31 | 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.: | 253 | 3610 | 1615 | 580 | 3610 | 1615 | 1332 | 12 | 1615 | 560 | 280 | 839 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.45 | 0.22 | 0.00 | 0.11 | 0.37 | 0.05 | 0.09 | 0.09 | 0.22 | 0.01 | 0.01 | 0.01 |
| Crit Moves: | **** | | | | | | | | **** | | | |
| Green/Cycle: | 0.60 | 0.60 | 0.60 | 0.60 | 0.60 | 0.60 | 0.31 | 0.31 | 0.31 | 0.31 | 0.31 | 0.31 |
| Volume/Cap: | 0.76 | 0.36 | 0.00 | 0.18 | 0.62 | 0.08 | 0.29 | 0.29 | 0.69 | 0.02 | 0.02 | 0.02 |
| Delay/Veh: | 32.6 | 9.3 | 7.2 | 8.4 | 12.0 | 7.6 | 23.8 | 23.8 | 31.4 | 21.5 | 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: | 32.6 | 9.3 | 7.2 | 8.4 | 12.0 | 7.6 | 23.8 | 23.8 | 31.4 | 21.5 | 21.5 | 21.5 |
| LOS by Move: | C | A | A | A | B | A | C | C | C | C | C | C |
| HCM2kAvgQ: | 4 | 6 | 0 | 1 | 13 | 1 | 3 | 3 | 10 | 0 | 0 | 0 |

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

Horseshoe Grande Property - Proposed Action "A"
Year 2025 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): 75 Critical Vol./Cap.(X): 0.901
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 31.7
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: | 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 | | 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: | 232 | | 961 | | 0 | | 0 | | 496 | | 142 | | 312 | | 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 | | 1012 | | 0 | | 0 | | 522 | | 149 | | 328 | | 0 | | 128 | | 0 | | 0 | | 0 | |
| Reduct Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduced Vol: | 244 | | 1012 | | 0 | | 0 | | 522 | | 149 | | 328 | | 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 | | 1012 | | 0 | | 0 | | 522 | | 149 | | 328 | | 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 | | 0.53 | | 0.00 | | 0.00 | | 0.27 | | 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 | | 0.95 | | 0.00 | | 0.00 | | 0.86 | | 0.29 | | 0.80 | | 0.00 | | 0.28 | | 0.00 | | 0.00 | | 0.00 | |
| Delay/Veh: | 26.8 | | 32.5 | | 0.0 | | 0.0 | | 35.7 | | 19.4 | | 36.0 | | 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 | | 32.5 | | 0.0 | | 0.0 | | 35.7 | | 19.4 | | 36.0 | | 0.0 | | 21.5 | | 0.0 | | 0.0 | | 0.0 | |
| LOS by Move: | C | | C | | A | | A | | D | | B | | D | | A | | C | | A | | A | | A | |
| HCM2kAvgQ: | 6 | | 28 | | 0 | | 0 | | 15 | | 3 | | 9 | | 0 | | 2 | | 0 | | 0 | | 0 | |

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

Horseshoe Grande Property - Proposed Action "A"
Year 2025 With Project
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): 120 Critical Vol./Cap.(X): 1.088
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 66.5
Optimal Cycle: OPTIMIZED Level Of Service: E

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | 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 |
| 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: | 244 | 557 | 0 | 0 | 1087 | 405 | 253 | 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 | 586 | 0 | 0 | 1144 | 426 | 266 | 0 | 379 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 257 | 586 | 0 | 0 | 1144 | 426 | 266 | 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 | 586 | 0 | 0 | 1144 | 426 | 266 | 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 | 0.31 | 0.00 | 0.00 | 0.60 | 0.26 | 0.18 | 0.00 | 0.23 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | | **** | | | | **** | | | |
| Green/Cycle: | 0.13 | 0.68 | 0.00 | 0.00 | 0.55 | 0.55 | 0.22 | 0.00 | 0.22 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 1.09 | 0.45 | 0.00 | 0.00 | 1.09 | 0.48 | 0.85 | 0.00 | 1.09 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 136.1 | 8.9 | 0.0 | 0.0 | 81.7 | 16.7 | 63.6 | 0.0 | 120.9 | 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: | 136.1 | 8.9 | 0.0 | 0.0 | 81.7 | 16.7 | 63.6 | 0.0 | 120.9 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | F | A | A | A | F | B | E | A | F | A | A | A |
| HCM2kAvgQ: | 16 | 10 | 0 | 0 | 57 | 10 | 12 | 0 | 22 | 0 | 0 | 0 |

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

Horseshoe Grande Property - Proposed Action "A"
Year 2025 With Project
Morning Peak Hour - With Improvements

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

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Intersection #12 Mountain Avenue (NS) at Esplanade Avenue (EW)

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Cycle (sec): 80 Critical Vol./Cap.(X): 0.891
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 27.1
Optimal Cycle: OPTIMIZED Level Of Service: C

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| 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 | 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: | 232 | 961 | 0 | 0 | 496 | 142 | 312 | 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 | 1012 | 0 | 0 | 522 | 149 | 328 | 0 | 128 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 244 | 1012 | 0 | 0 | 522 | 149 | 328 | 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 | 1012 | 0 | 0 | 522 | 149 | 328 | 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 | 0.53 | 0.00 | 0.00 | 0.14 | 0.09 | 0.22 | 0.00 | 0.08 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | | | | **** | | | | | |
| Green/Cycle: | 0.29 | 0.59 | 0.00 | 0.00 | 0.30 | 0.30 | 0.26 | 0.00 | 0.26 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.47 | 0.91 | 0.00 | 0.00 | 0.48 | 0.31 | 0.86 | 0.00 | 0.30 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 24.2 | 25.1 | 0.0 | 0.0 | 23.3 | 22.0 | 45.1 | 0.0 | 24.0 | 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: | 24.2 | 25.1 | 0.0 | 0.0 | 23.3 | 22.0 | 45.1 | 0.0 | 24.0 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | C | C | A | A | C | C | D | A | C | A | A | A |
| HCM2kAvgQ: | 5 | 26 | 0 | 0 | 6 | 3 | 11 | 0 | 3 | 0 | 0 | 0 |

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

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Horseshoe Grande Property - Proposed Action "A"
Year 2025 With 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): | 75 | Critical Vol./Cap.(X): | 0.826 |
| 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: | 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 | 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: | 244 | 557 | 0 | 0 | 1087 | 405 | 253 | 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 | 586 | 0 | 0 | 1144 | 426 | 266 | 0 | 379 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 257 | 586 | 0 | 0 | 1144 | 426 | 266 | 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 | 586 | 0 | 0 | 1144 | 426 | 266 | 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 | 0.31 | 0.00 | 0.00 | 0.32 | 0.26 | 0.18 | 0.00 | 0.23 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | | **** | | | | **** | | | |
| Green/Cycle: | 0.17 | 0.56 | 0.00 | 0.00 | 0.38 | 0.38 | 0.28 | 0.00 | 0.28 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.83 | 0.56 | 0.00 | 0.00 | 0.83 | 0.69 | 0.64 | 0.00 | 0.83 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 46.3 | 11.3 | 0.0 | 0.0 | 25.1 | 22.6 | 26.9 | 0.0 | 36.8 | 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: | 46.3 | 11.3 | 0.0 | 0.0 | 25.1 | 22.6 | 26.9 | 0.0 | 36.8 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | D | B | A | A | C | C | C | A | D | A | A | A |
| HCM2kAvgQ: | 8 | 9 | 0 | 0 | 15 | 9 | 7 | 0 | 11 | 0 | 0 | 0 |

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

Horseshoe Grande Property - Proposed Action "A"
Year 2025 With Project
Morning 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): 36.6 Worst Case Level Of Service: F[200.8]

**********

| 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 | 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: | 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: | 230 | 0 | 24 | 0 | 0 | 0 | 0 | 375 | 125 | 75 | 584 | 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: | 242 | 0 | 25 | 0 | 0 | 0 | 0 | 395 | 132 | 79 | 615 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 242 | 0 | 25 | 0 | 0 | 0 | 0 | 395 | 132 | 79 | 615 | 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: | 1233 | xxxx | 461 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 526 | xxxx | xxxxx |
| Potent Cap.: | 197 | xxxx | 605 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 1051 | xxxx | xxxxx |
| Move Cap.: | 185 | xxxx | 605 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 1051 | xxxx | xxxxx |
| Volume/Cap: | 1.31 | xxxx | 0.04 | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | 0.08 | xxxx | xxxx |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | 13.7 | xxxx | 0.1 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 0.2 | xxxx | xxxxx |
| Control Del: | 220.6 | xxxx | 11.2 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 8.7 | 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 | 0.2 | xxxx | xxxxx |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 8.7 | xxxx | xxxxx |
| Shared LOS: | * | * | * | * | * | * | * | * | * | A | * | * |
| ApproachDel: | 200.8 | | | 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 - Proposed Action "A"
Year 2025 With Project
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): 53.4 Worst Case Level Of Service: F[428.2]

| 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: | 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: | 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: | 185 | 0 | 56 | 0 | 0 | 0 | 0 | 860 | 284 | 44 | 512 | 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: | 195 | 0 | 59 | 0 | 0 | 0 | 0 | 905 | 299 | 46 | 539 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 195 | 0 | 59 | 0 | 0 | 0 | 0 | 905 | 299 | 46 | 539 | 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: | 1686 | xxxx | 1055 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 1204 | xxxx | xxxxx |
| Potent Cap.: | 104 | xxxx | 277 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 587 | xxxx | xxxxx |
| Move Cap.: | 98 | xxxx | 277 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 587 | xxxx | xxxxx |
| Volume/Cap: | 1.99 | xxxx | 0.21 | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | 0.08 | xxxx | xxxx |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | 16.5 | xxxx | 0.8 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 0.3 | xxxx | xxxxx |
| Control Del: | 551.2 | xxxx | 21.5 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 11.7 | 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 | 0.3 | xxxx | xxxxx |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 11.7 | xxxx | xxxxx |
| Shared LOS: | * | * | * | * | * | * | * | * | * | B | * | * |
| ApproachDel: | 428.2 | | | xxxxxx | | | xxxxxx | | | xxxxxx | | |
| ApproachLOS: | F | | | * | | | * | | | * | | |

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

Horseshoe Grande Property - Proposed Action "A"
Year 2025 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): 0.653
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 11.7
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 | 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: | 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: | 230 | 0 | 24 | 0 | 0 | 0 | 0 | 375 | 125 | 75 | 584 | 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: | 242 | 0 | 25 | 0 | 0 | 0 | 0 | 395 | 132 | 79 | 615 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 242 | 0 | 25 | 0 | 0 | 0 | 0 | 395 | 132 | 79 | 615 | 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: | 242 | 0 | 25 | 0 | 0 | 0 | 0 | 395 | 132 | 79 | 615 | 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 | 0.75 | 0.25 | 0.11 | 0.89 | 0.00 |
| Final Sat.: | 1461 | 0 | 1615 | 0 | 0 | 0 | 0 | 1377 | 459 | 194 | 1512 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.17 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 0.29 | 0.29 | 0.41 | 0.41 | 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: | 0.60 | 0.00 | 0.06 | 0.00 | 0.00 | 0.00 | 0.00 | 0.48 | 0.48 | 0.68 | 0.68 | 0.00 |
| Delay/Veh: | 22.8 | 0.0 | 17.3 | 0.0 | 0.0 | 0.0 | 0.0 | 7.6 | 7.6 | 10.6 | 10.6 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 22.8 | 0.0 | 17.3 | 0.0 | 0.0 | 0.0 | 0.0 | 7.6 | 7.6 | 10.6 | 10.6 | 0.0 |
| LOS by Move: | C | A | B | A | A | A | A | A | A | B | B | A |
| HCM2kAvgQ: | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 6 | 10 | 10 | 0 |

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

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Horseshoe Grande Property - Proposed Action "A"
Year 2025 With 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): 105 Critical Vol./Cap.(X): 0.854
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 17.2
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 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: | 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: | 185 | 0 | 56 | 0 | 0 | 0 | 0 | 860 | 284 | 44 | 512 | 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: | 195 | 0 | 59 | 0 | 0 | 0 | 0 | 905 | 299 | 46 | 539 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 195 | 0 | 59 | 0 | 0 | 0 | 0 | 905 | 299 | 46 | 539 | 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 | 0 | 59 | 0 | 0 | 0 | 0 | 905 | 299 | 46 | 539 | 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 | 0.75 | 0.25 | 0.08 | 0.92 | 0.00 |
| Final Sat.: | 1461 | 0 | 1615 | 0 | 0 | 0 | 0 | 1381 | 456 | 128 | 1484 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.00 | 0.04 | 0.00 | 0.00 | 0.00 | 0.00 | 0.66 | 0.66 | 0.36 | 0.36 | 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: | 0.78 | 0.00 | 0.21 | 0.00 | 0.00 | 0.00 | 0.00 | 0.87 | 0.87 | 0.48 | 0.48 | 0.00 |
| Delay/Veh: | 55.8 | 0.0 | 37.8 | 0.0 | 0.0 | 0.0 | 0.0 | 15.6 | 15.6 | 5.4 | 5.4 | 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: | 55.8 | 0.0 | 37.8 | 0.0 | 0.0 | 0.0 | 0.0 | 15.6 | 15.6 | 5.4 | 5.4 | 0.0 |
| LOS by Move: | E | A | D | A | A | A | A | B | B | A | A | A |
| HCM2kAvgQ: | 8 | 0 | 2 | 0 | 0 | 0 | 0 | 31 | 31 | 8 | 8 | 0 |

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

Horseshoe Grande Property - Proposed Action "A"
Year 2025 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): 3.6 Worst Case Level Of Service: F[210.3]

| 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: | 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 | 494 | 0 | 0 | 222 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 25 | 0 | 17 | 0 | 0 | 0 | 0 | 1583 | 13 | 9 | 819 | 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 | 1666 | 14 | 9 | 862 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 26 | 0 | 18 | 0 | 0 | 0 | 0 | 1666 | 14 | 9 | 862 | 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: | 2547 | xxxx | 1666 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 1680 | xxxx | xxxxx |
| Potent Cap.: | 30 | xxxx | 121 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 386 | xxxx | xxxxx |
| Move Cap.: | 29 | xxxx | 121 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 386 | xxxx | xxxxx |
| Volume/Cap: | 0.89 | xxxx | 0.15 | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | 0.02 | xxxx | xxxx |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | 3.0 | xxxx | 0.5 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 0.1 | xxxx | xxxxx |
| Control Del: | 326.1 | xxxx | 39.9 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 14.6 | xxxx | xxxxx |
| LOS by Move: | F | * | E | * | * | * | * | * | * | 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: | 210.3 | | | xxxxxx | | | xxxxxx | | | xxxxxx | | |
| ApproachLOS: | F | | | * | | | * | | | * | | |

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

Horseshoe Grande Property - Proposed Action "A"
Year 2025 With Project
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): 7.7 Worst Case Level Of Service: F[646.3]

| 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 | 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 |
| 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: | 22 | 0 | 14 | 0 | 0 | 0 | 0 | 1314 | 66 | 22 | 1610 | 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 | 1383 | 69 | 23 | 1695 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 23 | 0 | 15 | 0 | 0 | 0 | 0 | 1383 | 69 | 23 | 1695 | 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: | 3124 xxxx | | 1383 | xxxx xxxx | | xxxxx | xxxx xxxx | | xxxxx | 1453 xxxx | | xxxxx |
| Potent Cap.: | 13 xxxx | | 178 | xxxx xxxx | | xxxxx | xxxx xxxx | | xxxxx | 472 xxxx | | xxxxx |
| Move Cap.: | 12 xxxx | | 178 | xxxx xxxx | | xxxxx | xxxx xxxx | | xxxxx | 472 xxxx | | xxxxx |
| Volume/Cap: | 1.89 xxxx | | 0.08 | xxxx xxxx | | xxxx | xxxx xxxx | | xxxx | 0.05 xxxx | | xxxx |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | 3.7 xxxx | | 0.3 | xxxx xxxx | | xxxxx | xxxx xxxx | | xxxxx | 0.2 xxxx | | xxxxx |
| Control Del: | 1040 xxxx | | 27.1 | xxxxx xxxx | | xxxxx | xxxxx xxxx | | xxxxx | 13.0 xxxx | | xxxxx |
| LOS by Move: | F | * | D | * | * | * | * | * | * | 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: | 646.3 | | | xxxxxx | | | xxxxxx | | | xxxxxx | | |
| ApproachLOS: | F | | | * | | | * | | | * | | |

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

Horseshoe Grande Property - Proposed Action "A"
Year 2025 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): 0.4 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: | 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: | 0 | 0 | 42 | 0 | 0 | 0 | 0 | 1089 | 13 | 9 | 622 | 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 | 42 | 0 | 0 | 0 | 0 | 1089 | 13 | 9 | 622 | 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: | 0 | 0 | 42 | 0 | 0 | 0 | 0 | 1583 | 13 | 9 | 844 | 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 | 44 | 0 | 0 | 0 | 0 | 1666 | 14 | 9 | 888 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 0 | 44 | 0 | 0 | 0 | 0 | 1666 | 14 | 9 | 888 | 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: | 2129 | xxxx | 833 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 1680 | xxxx | xxxxx |
| Potent Cap.: | 44 | xxxx | 316 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 386 | xxxx | xxxxx |
| Move Cap.: | 43 | xxxx | 316 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 386 | xxxx | xxxxx |
| Volume/Cap: | 0.00 | xxxx | 0.14 | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | 0.02 | xxxx | xxxx |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | 0.5 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 0.1 | xxxx | xxxxx |
| Control Del: | xxxxx | xxxx | 18.2 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 14.6 | xxxx | xxxxx |
| LOS by Move: | * | * | 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: | | 18.2 | | | xxxxxx | | | xxxxxx | | | xxxxxx | |
| ApproachLOS: | | C | | | * | | | * | | | * | |

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

Horseshoe Grande Property - Proposed Action "A"
Year 2025 With Project
Evening 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): 0.3 Worst Case Level Of Service: C[ 15.2]

**********

| 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 0 | | 0 0 2 | 0 1 | | 1 0 2 | 0 0 | |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 36 | 0 | 0 | 0 | 0 | 654 | 66 | 22 | 1049 | 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 | 36 | 0 | 0 | 0 | 0 | 654 | 66 | 22 | 1049 | 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: | 0 | 0 | 36 | 0 | 0 | 0 | 0 | 1314 | 66 | 22 | 1632 | 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 | 38 | 0 | 0 | 0 | 0 | 1383 | 69 | 23 | 1718 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 0 | 38 | 0 | 0 | 0 | 0 | 1383 | 69 | 23 | 1718 | 0 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | 6.9 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 4.1 | xxxx | xxxxx |
| FollowUpTim: | xxxxx | xxxx | 3.3 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 2.2 | xxxx | xxxxx |
| Capacity Module: | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | 692 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 1453 | xxxx | xxxxx |
| Potent Cap.: | xxxx | xxxx | 391 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 472 | xxxx | xxxxx |
| Move Cap.: | xxxx | xxxx | 391 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 472 | xxxx | xxxxx |
| Volume/Cap: | xxxx | xxxx | 0.10 | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | 0.05 | xxxx | xxxx |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | 0.3 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 0.2 | xxxx | xxxxx |
| Control Del: | xxxxx | xxxx | 15.2 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 13.0 | xxxx | xxxxx |
| LOS by Move: | * | * | 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: | 15.2 | | | 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 - Proposed Action "A"
Year 2025 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): 0.513
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 5.6
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 | 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 | 494 | 0 | 0 | 222 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 25 | 0 | 17 | 0 | 0 | 0 | 0 | 1583 | 13 | 9 | 819 | 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 | 1666 | 14 | 9 | 862 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 26 | 0 | 18 | 0 | 0 | 0 | 0 | 1666 | 14 | 9 | 862 | 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: | 26 | 0 | 18 | 0 | 0 | 0 | 0 | 1666 | 14 | 9 | 862 | 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 | 0.95 | 0.85 | 0.11 | 0.95 | 1.00 |
| Lanes: | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 1.00 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 1560 | 0 | 1615 | 0 | 0 | 0 | 0 | 3610 | 1615 | 217 | 3610 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.46 | 0.01 | 0.04 | 0.24 | 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 | 0.59 | 0.01 | 0.06 | 0.30 | 0.00 |
| Delay/Veh: | 44.3 | 0.0 | 44.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.6 | 2.8 | 3.1 | 3.8 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 44.3 | 0.0 | 44.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.6 | 2.8 | 3.1 | 3.8 | 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 | 13 | 0 | 0 | 5 | 0 |

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

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Horseshoe Grande Property - Proposed Action "A"
Year 2025 With Project
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): 0.519
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 5.6
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 | 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 | | 660 | | 0 | | 0 | | 583 | | 0 | |
| PasserByVol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Initial Fut: | 22 | | 0 | | 14 | | 0 | | 0 | | 0 | | 0 | | 1314 | | 66 | | 22 | | 1610 | | 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 | | 1383 | | 69 | | 23 | | 1695 | | 0 | |
| Reduct Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduced Vol: | 23 | | 0 | | 15 | | 0 | | 0 | | 0 | | 0 | | 1383 | | 69 | | 23 | | 1695 | | 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 | | 15 | | 0 | | 0 | | 0 | | 0 | | 1383 | | 69 | | 23 | | 1695 | | 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 | | 0.95 | | 0.85 | | 0.17 | | 0.95 | | 1.00 | |
| Lanes: | 1.00 | | 0.00 | | 1.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 2.00 | | 1.00 | | 1.00 | | 2.00 | | 0.00 | |
| Final Sat.: | 1575 | | 0 | | 1615 | | 0 | | 0 | | 0 | | 0 | | 3610 | | 1615 | | 317 | | 3610 | | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | | 0.00 | | 0.01 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.38 | | 0.04 | | 0.07 | | 0.47 | | 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 | | 0.49 | | 0.05 | | 0.09 | | 0.60 | | 0.00 | |
| Delay/Veh: | 44.2 | | 0.0 | | 43.9 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 4.7 | | 3.0 | | 3.2 | | 5.7 | | 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: | 44.2 | | 0.0 | | 43.9 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 4.7 | | 3.0 | | 3.2 | | 5.7 | | 0.0 | |
| LOS by Move: | D | | A | | D | | A | | A | | A | | A | | A | | A | | A | | A | | A | |
| HCM2kAvgQ: | 1 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 9 | | 1 | | 0 | | 14 | | 0 | |

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

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Horseshoe Grande Property - Proposed Action "A"
Year 2025 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): 1.9 Worst Case Level Of Service: E[ 45.2]

| 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: | 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 |
| 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: | 16 | 723 | 4 | 7 | 637 | 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 | 761 | 4 | 7 | 671 | 14 | 11 | 1 | 66 | 18 | 1 | 9 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 17 | 761 | 4 | 7 | 671 | 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: | 684 | xxxx | xxxxx | 765 | xxxx | xxxxx | 1487 | 1484 | 671 | 1523 | 1496 | 763 |
| Potent Cap.: | 919 | xxxx | xxxxx | 857 | xxxx | xxxxx | 104 | 126 | 460 | 98 | 124 | 407 |
| Move Cap.: | 919 | xxxx | xxxxx | 857 | xxxx | xxxxx | 98 | 123 | 460 | 82 | 121 | 407 |
| Volume/Cap: | 0.02 | xxxx | xxxx | 0.01 | xxxx | xxxx | 0.11 | 0.01 | 0.14 | 0.22 | 0.01 | 0.02 |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | 0.1 | xxxx | xxxxx | 0.0 | xxxx | xxxxx | xxxx | xxxx | 0.5 | xxxx | xxxx | 0.1 |
| Control Del: | 9.0 | xxxx | xxxxx | 9.2 | xxxx | xxxxx | xxxxx | xxxx | 14.1 | xxxxx | xxxx | 14.0 |
| 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 | 100 | xxxx | xxxxx | 83 | xxxx | xxxxx |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 0.4 | xxxx | xxxxx | 0.8 | xxxx | xxxxx |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 45.6 | xxxx | xxxxx | 60.8 | xxxx | xxxxx |
| Shared LOS: | * | * | * | * | * | * | E | * | * | F | * | * |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 18.8 | | | 45.2 | | |
| ApproachLOS: | * | | | * | | | C | | | E | | |

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

Horseshoe Grande Property - Proposed Action "A"
Year 2025 With Project
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): 1.4 Worst Case Level Of Service: F[ 75.6]

| 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: | 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 |
| 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: | 52 | 705 | 17 | 9 | 1014 | 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 | 742 | 18 | 9 | 1067 | 16 | 5 | 1 | 27 | 6 | 1 | 4 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 55 | 742 | 18 | 9 | 1067 | 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: | 1083 | xxxx | xxxxx | 760 | xxxx | xxxxx | 1949 | 1956 | 1067 | 1969 | 1963 | 751 |
| Potent Cap.: | 652 | xxxx | xxxxx | 861 | xxxx | xxxxx | 49 | 65 | 272 | 48 | 64 | 414 |
| Move Cap.: | 652 | xxxx | xxxxx | 861 | xxxx | xxxxx | 44 | 59 | 272 | 39 | 58 | 414 |
| Volume/Cap: | 0.08 | xxxx | xxxx | 0.01 | xxxx | xxxx | 0.12 | 0.02 | 0.10 | 0.16 | 0.02 | 0.01 |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | 0.3 | xxxx | xxxxx | 0.0 | xxxx | xxxxx | xxxx | xxxx | 0.3 | xxxx | xxxx | 0.0 |
| Control Del: | 11.0 | xxxx | xxxxx | 9.2 | xxxx | xxxxx | xxxxx | xxxx | 19.7 | xxxxx | xxxx | 13.8 |
| LOS by Move: | B | * | * | A | * | * | * | * | C | * | * | B |
| Movement: | LT | LTR | RT | LT | LTR | RT | LT | LTR | RT | LT | LTR | RT |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 46 | xxxx | xxxxx | 41 | xxxx | xxxxx |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 0.4 | xxxx | xxxxx | 0.6 | xxxx | xxxxx |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 94.6 | xxxx | xxxxx | 111.0 | xxxx | xxxxx |
| Shared LOS: | * | * | * | * | * | * | F | * | * | F | * | * |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 33.8 | | | 75.6 | | |
| ApproachLOS: | * | | | * | | | D | | | F | | |

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

Horseshoe Grande Property - Proposed Action "A"
Year 2025 With Project
Morning Peak Hour - With Improvements

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[ 24.9]

| 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 | 2 0 | 1 | 1 0 | 0 0 | 1 | 1 0 | 0 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 16 | 627 | 4 | 7 | 424 | 13 | 10 | 0 | 63 | 17 | 0 | 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 | 0 | 63 | 17 | 0 | 9 |
| 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: | 16 | 723 | 4 | 7 | 637 | 13 | 10 | 0 | 63 | 17 | 0 | 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 | 761 | 4 | 7 | 671 | 14 | 11 | 0 | 66 | 18 | 0 | 9 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 17 | 761 | 4 | 7 | 671 | 14 | 11 | 0 | 66 | 18 | 0 | 9 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | 4.1 | xxxx | xxxxx | 4.1 | xxxx | xxxxx | 7.1 | xxxx | 6.2 | 7.1 | xxxx | 6.2 |
| FollowUpTim: | 2.2 | xxxx | xxxxx | 2.2 | xxxx | xxxxx | 3.5 | xxxx | 3.3 | 3.5 | xxxx | 3.3 |
| Capacity Module: | | | | | | | | | | | | |
| Cnflict Vol: | 684 | xxxx | xxxxx | 765 | xxxx | xxxxx | 1487 | xxxx | 335 | 1147 | xxxx | 763 |
| Potent Cap.: | 919 | xxxx | xxxxx | 857 | xxxx | xxxxx | 104 | xxxx | 711 | 178 | xxxx | 407 |
| Move Cap.: | 919 | xxxx | xxxxx | 857 | xxxx | xxxxx | 99 | xxxx | 711 | 158 | xxxx | 407 |
| Volume/Cap: | 0.02 | xxxx | xxxx | 0.01 | xxxx | xxxx | 0.11 | xxxx | 0.09 | 0.11 | xxxx | 0.02 |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | 0.1 | xxxx | xxxxx | 0.0 | xxxx | xxxxx | 0.3 | xxxx | 0.3 | 0.4 | xxxx | 0.1 |
| Control Del: | 9.0 | xxxx | xxxxx | 9.2 | xxxx | xxxxx | 45.6 | xxxx | 10.6 | 30.7 | xxxx | 14.0 |
| LOS by Move: | A | * | * | A | * | * | E | * | B | D | * | 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: | xxxxxx | | | xxxxxx | | | 15.4 | | | 24.9 | | |
| ApproachLOS: | * | | | * | | | C | | | C | | |

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

Horseshoe Grande Property - Proposed Action "A"
Year 2025 With Project
Evening Peak Hour - With Improvements

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: D[ 30.9]

| 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 2 | 0 1 | | 1 0 0 | 0 1 | | 1 0 0 | 0 1 | |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 52 | 454 | 17 | 9 | 729 | 15 | 5 | 0 | 26 | 6 | 0 | 4 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 52 | 454 | 17 | 9 | 729 | 15 | 5 | 0 | 26 | 6 | 0 | 4 |
| 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: | 52 | 705 | 17 | 9 | 1014 | 15 | 5 | 0 | 26 | 6 | 0 | 4 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 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 | 742 | 18 | 9 | 1067 | 16 | 5 | 0 | 27 | 6 | 0 | 4 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 55 | 742 | 18 | 9 | 1067 | 16 | 5 | 0 | 27 | 6 | 0 | 4 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | 4.1 | xxxx | xxxxx | 4.1 | xxxx | xxxxx | 7.1 | xxxx | 6.2 | 7.1 | xxxx | 6.2 |
| FollowUpTim: | 2.2 | xxxx | xxxxx | 2.2 | xxxx | xxxxx | 3.5 | xxxx | 3.3 | 3.5 | xxxx | 3.3 |
| Capacity Module: | | | | | | | | | | | | |
| Cnflict Vol: | 1083 | xxxx | xxxxx | 760 | xxxx | xxxxx | 1949 | xxxx | 534 | 1413 | xxxx | 751 |
| Potent Cap.: | 652 | xxxx | xxxxx | 861 | xxxx | xxxxx | 49 | xxxx | 550 | 117 | xxxx | 414 |
| Move Cap.: | 652 | xxxx | xxxxx | 861 | xxxx | xxxxx | 45 | xxxx | 550 | 103 | xxxx | 414 |
| Volume/Cap: | 0.08 | xxxx | xxxx | 0.01 | xxxx | xxxx | 0.12 | xxxx | 0.05 | 0.06 | xxxx | 0.01 |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | 0.3 | xxxx | xxxxx | 0.0 | xxxx | xxxxx | 0.4 | xxxx | 0.2 | 0.2 | xxxx | 0.0 |
| Control Del: | 11.0 | xxxx | xxxxx | 9.2 | xxxx | xxxxx | 95.1 | xxxx | 11.9 | 42.3 | xxxx | 13.8 |
| LOS by Move: | B | * | * | A | * | * | F | * | B | E | * | 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: | xxxxxx | | | xxxxxx | | | 25.3 | | | 30.9 | | |
| ApproachLOS: | * | | | * | | | D | | | D | | |

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

Horseshoe Grande Property - Proposed Action "A"
Year 2025 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): | 0.401 |
| Loss Time (sec): | 12 (Y+R=4.0 sec) | Average Delay (sec/veh): | 17.3 |
| Optimal Cycle: OPTIMIZED | | Level Of Service: | B |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | 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 | 2 0 | 1 | 1 0 | 0 0 | 1 | 0 0 | 0 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 238 | 0 | 0 | 345 | 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 | 238 | 0 | 0 | 345 | 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 | 269 | 0 | 0 | 397 | 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 | 283 | 0 | 0 | 418 | 169 | 69 | 0 | 103 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 255 | 283 | 0 | 0 | 418 | 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 | 283 | 0 | 0 | 418 | 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 | 0.95 | 0.85 | 0.81 | 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 | 1530 | 0 | 1615 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.14 | 0.15 | 0.00 | 0.00 | 0.12 | 0.10 | 0.05 | 0.00 | 0.06 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | | **** | | | | **** | | | |
| Green/Cycle: | 0.20 | 0.50 | 0.00 | 0.00 | 0.30 | 0.30 | 0.30 | 0.00 | 0.30 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.71 | 0.30 | 0.00 | 0.00 | 0.39 | 0.35 | 0.15 | 0.00 | 0.21 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 28.6 | 9.0 | 0.0 | 0.0 | 16.9 | 16.9 | 15.6 | 0.0 | 15.9 | 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: | 28.6 | 9.0 | 0.0 | 0.0 | 16.9 | 16.9 | 15.6 | 0.0 | 15.9 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | C | A | A | A | B | B | B | A | B | A | A | A |
| HCM2kAvgQ: | 6 | 3 | 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"
Year 2025 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 Entrance (NS)

**********

Cycle (sec): 65 Critical Vol./Cap.(X): 0.723
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 | | | 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 | 2 0 | 1 | 1 0 | 0 0 | 1 | 0 0 | 0 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 437 | 0 | 0 | 683 | 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 | 437 | 0 | 0 | 683 | 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 | 502 | 0 | 0 | 755 | 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 | 528 | 0 | 0 | 795 | 224 | 197 | 0 | 295 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 337 | 528 | 0 | 0 | 795 | 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 | 528 | 0 | 0 | 795 | 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 | 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: | 0.19 | 0.28 | 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: | 0.76 | 0.52 | 0.00 | 0.00 | 0.76 | 0.48 | 0.49 | 0.00 | 0.66 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 29.9 | 10.1 | 0.0 | 0.0 | 24.1 | 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: | 29.9 | 10.1 | 0.0 | 0.0 | 24.1 | 19.7 | 20.6 | 0.0 | 24.4 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | C | B | A | A | C | B | C | A | C | A | A | A |
| HCM2kAvgQ: | 8 | 7 | 0 | 0 | 10 | 4 | 4 | 0 | 6 | 0 | 0 | 0 |

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

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Horseshoe Grande Property - Proposed Action "A"
Year 2025 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): 0.476
Loss Time (sec): 12 (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: | 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 | 2 0 | 1 | 1 0 | 0 0 | 1 | 0 0 | 0 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 238 | 0 | 0 | 345 | 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 | 238 | 0 | 0 | 345 | 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 | 477 | 0 | 0 | 415 | 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 | 502 | 0 | 0 | 437 | 85 | 35 | 0 | 138 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 339 | 502 | 0 | 0 | 437 | 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 | 502 | 0 | 0 | 437 | 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 | 0.95 | 0.85 | 0.84 | 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 | 1590 | 0 | 1615 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.19 | 0.26 | 0.00 | 0.00 | 0.12 | 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 | 0.46 | 0.00 | 0.00 | 0.47 | 0.21 | 0.08 | 0.00 | 0.33 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 22.0 | 9.1 | 0.0 | 0.0 | 22.4 | 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 | 9.1 | 0.0 | 0.0 | 22.4 | 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 | 7 | 0 | 0 | 5 | 2 | 1 | 0 | 3 | 0 | 0 | 0 |

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

Horseshoe Grande Property - Proposed Action "A"
Year 2025 With Project
Evening Peak Hour - With Improvements

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

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Intersection #17 Soboba Road (NS) at Project South Entrance (EW)

**********

Cycle (sec): 75 Critical Vol./Cap.(X): 0.907
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 | | | 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 | 2 0 | 1 | 1 0 | 0 0 | 1 | 0 0 | 0 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 437 | 0 | 0 | 683 | 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 | 437 | 0 | 0 | 683 | 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 | 728 | 0 | 0 | 928 | 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 | 766 | 0 | 0 | 977 | 113 | 98 | 0 | 393 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 448 | 766 | 0 | 0 | 977 | 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 | 766 | 0 | 0 | 977 | 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 | 0.95 | 0.85 | 0.78 | 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 | 1474 | 0 | 1615 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.25 | 0.40 | 0.00 | 0.00 | 0.27 | 0.07 | 0.07 | 0.00 | 0.24 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | | **** | | | | **** | | | |
| Green/Cycle: | 0.27 | 0.57 | 0.00 | 0.00 | 0.30 | 0.30 | 0.27 | 0.00 | 0.27 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.91 | 0.71 | 0.00 | 0.00 | 0.91 | 0.23 | 0.25 | 0.00 | 0.91 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 46.7 | 13.6 | 0.0 | 0.0 | 36.4 | 20.1 | 21.9 | 0.0 | 49.0 | 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: | 46.7 | 13.6 | 0.0 | 0.0 | 36.4 | 20.1 | 21.9 | 0.0 | 49.0 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | D | B | A | A | D | C | C | A | D | A | A | A |
| HCM2kAvgQ: | 14 | 14 | 0 | 0 | 16 | 2 | 2 | 0 | 13 | 0 | 0 | 0 |

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

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Horseshoe Grande Property - Proposed Action "A"
Year 2025 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): 1.677
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 147.0
Optimal Cycle: 0 Level Of Service: F

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| 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 |
| 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: | 290 | 43 | 1 | 2 | 135 | 409 | 755 | 2 | 391 | 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: | 305 | 45 | 1 | 2 | 142 | 431 | 795 | 2 | 412 | 1 | 2 | 2 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 305 | 45 | 1 | 2 | 142 | 431 | 795 | 2 | 412 | 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: | 305 | 45 | 1 | 2 | 142 | 431 | 795 | 2 | 412 | 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 | 0.24 | 0.75 | 0.99 | 0.01 | 1.00 | 0.20 | 0.40 | 0.40 |
| Final Sat.: | 443 | 66 | 2 | 2 | 146 | 444 | 474 | 1 | 565 | 82 | 163 | 163 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.69 | 0.69 | 0.69 | 0.97 | 0.97 | 0.97 | 1.68 | 1.68 | 0.73 | 0.01 | 0.01 | 0.01 |
| Crit Moves: | **** | | | **** | | | **** | | | | **** | |
| Delay/Veh: | 23.9 | 23.9 | 23.9 | 54.3 | 54.3 | 54.3 | 332.6 | 333 | 24.3 | 11.3 | 11.3 | 11.3 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 23.9 | 23.9 | 23.9 | 54.3 | 54.3 | 54.3 | 332.6 | 333 | 24.3 | 11.3 | 11.3 | 11.3 |
| LOS by Move: | C | C | C | F | F | F | F | F | C | B | B | B |
| ApproachDel: | 23.9 | | | 54.3 | | | 227.6 | | | 11.3 | | |
| Delay Adj: | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | | |
| ApprAdjDel: | 23.9 | | | 54.3 | | | 227.6 | | | 11.3 | | |
| LOS by Appr: | C | | | F | | | F | | | B | | |
| AllWayAvgQ: | 2.0 | 2.0 | 2.0 | 7.4 | 7.4 | 7.4 | 42.5 | 42.5 | 2.4 | 0.0 | 0.0 | 0.0 |

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

Horseshoe Grande Property - Proposed Action "A"
Year 2025 With Project
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): 2.446
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 470.3
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 |
| 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: | 459 | 167 | 1 | 2 | 253 | 1053 | 985 | 2 | 513 | 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: | 483 | 176 | 1 | 2 | 266 | 1108 | 1037 | 2 | 540 | 1 | 2 | 2 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 483 | 176 | 1 | 2 | 266 | 1108 | 1037 | 2 | 540 | 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: | 483 | 176 | 1 | 2 | 266 | 1108 | 1037 | 2 | 540 | 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: | 0.73 | 0.26 | 0.01 | 0.01 | 0.19 | 0.80 | 0.99 | 0.01 | 1.00 | 0.20 | 0.40 | 0.40 |
| Final Sat.: | 375 | 137 | 1 | 1 | 109 | 453 | 451 | 1 | 532 | 80 | 160 | 160 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 1.29 | 1.29 | 1.29 | 2.45 | 2.45 | 2.45 | 2.30 | 2.30 | 1.02 | 0.01 | 0.01 | 0.01 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Delay/Veh: | 165.7 | 166 | 165.7 | 670.9 | 671 | 670.9 | 609.0 | 609 | 68.6 | 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: | 165.7 | 166 | 165.7 | 670.9 | 671 | 670.9 | 609.0 | 609 | 68.6 | 12.1 | 12.1 | 12.1 |
| LOS by Move: | F | F | F | F | F | F | F | F | F | B | B | B |
| ApproachDel: | 165.7 | | | 670.9 | | | 424.1 | | | 12.1 | | |
| Delay Adj: | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | | |
| ApprAdjDel: | 165.7 | | | 670.9 | | | 424.1 | | | 12.1 | | |
| LOS by Appr: | F | | | F | | | F | | | B | | |
| AllWayAvgQ: | 22.2 | 22.2 | 22.2 | 103 | 103 | 103.4 | 75.1 | 75.1 | 8.7 | 0.0 | 0.0 | 0.0 |

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

Horseshoe Grande Property - Proposed Action "A"
Year 2025 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): 110 Critical Vol./Cap.(X): 0.546
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 31.3
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 | | | | | | 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 | 2 | | 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: | -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: | 290 | | 43 | | 1 | | 2 | | 135 | | 409 | | 755 | | 2 | | 391 | | 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: | 305 | | 45 | | 1 | | 2 | | 142 | | 431 | | 795 | | 2 | | 412 | | 1 | | 2 | | 2 | |
| Reduct Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduced Vol: | 305 | | 45 | | 1 | | 2 | | 142 | | 431 | | 795 | | 2 | | 412 | | 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: | 305 | | 45 | | 1 | | 2 | | 142 | | 431 | | 795 | | 2 | | 412 | | 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 | | 0.75 | | 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 | | 0.20 | | 0.40 | | 0.40 | |
| Final Sat.: | 1805 | | 1851 | | 43 | | 1805 | | 1900 | | 2842 | | 3612 | | 10 | | 1615 | | 356 | | 712 | | 712 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.17 | | 0.02 | | 0.02 | | 0.00 | | 0.07 | | 0.15 | | 0.22 | | 0.22 | | 0.25 | | 0.00 | | 0.00 | | 0.00 | |
| Crit Moves: | **** | | | | | | | | **** | | | | | | **** | | | | | | **** | | | |
| Green/Cycle: | 0.23 | | 0.25 | | 0.25 | | 0.14 | | 0.16 | | 0.46 | | 0.30 | | 0.30 | | 0.53 | | 0.16 | | 0.16 | | 0.16 | |
| Volume/Cap: | 0.74 | | 0.10 | | 0.10 | | 0.01 | | 0.46 | | 0.33 | | 0.74 | | 0.74 | | 0.48 | | 0.02 | | 0.02 | | 0.02 | |
| Delay/Veh: | 46.2 | | 31.6 | | 31.6 | | 40.7 | | 42.7 | | 18.9 | | 37.5 | | 37.5 | | 16.9 | | 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: | 46.2 | | 31.6 | | 31.6 | | 40.7 | | 42.7 | | 18.9 | | 37.5 | | 37.5 | | 16.9 | | 38.6 | | 38.6 | | 38.6 | |
| LOS by Move: | D | | C | | C | | D | | D | | B | | D | | D | | B | | D | | D | | D | |
| HCM2kAvgQ: | 11 | | 1 | | 1 | | 0 | | 5 | | 5 | | 13 | | 13 | | 9 | | 0 | | 0 | | 0 | |

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

Horseshoe Grande Property - Proposed Action "A"
Year 2025 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 Lake Park Drive (EW)

Cycle (sec): 120 Critical Vol./Cap.(X): 0.805
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 | | | 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 | 2 | 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: | -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: | 459 | 167 | 1 | 2 | 253 | 1053 | 985 | 2 | 513 | 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: | 483 | 176 | 1 | 2 | 266 | 1108 | 1037 | 2 | 540 | 1 | 2 | 2 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 483 | 176 | 1 | 2 | 266 | 1108 | 1037 | 2 | 540 | 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: | 483 | 176 | 1 | 2 | 266 | 1108 | 1037 | 2 | 540 | 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 | 0.75 | 0.95 | 0.95 | 0.85 | 0.94 | 0.94 | 0.94 |
| Lanes: | 1.00 | 0.99 | 0.01 | 1.00 | 1.00 | 2.00 | 1.99 | 0.01 | 1.00 | 0.20 | 0.40 | 0.40 |
| Final Sat.: | 1805 | 1887 | 11 | 1805 | 1900 | 2842 | 3610 | 7 | 1615 | 356 | 712 | 712 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.27 | 0.09 | 0.09 | 0.00 | 0.14 | 0.39 | 0.29 | 0.29 | 0.33 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green/Cycle: | 0.27 | 0.27 | 0.27 | 0.15 | 0.15 | 0.44 | 0.29 | 0.29 | 0.57 | 0.15 | 0.15 | 0.15 |
| Volume/Cap: | 0.98 | 0.34 | 0.34 | 0.01 | 0.93 | 0.88 | 0.98 | 0.98 | 0.59 | 0.02 | 0.02 | 0.02 |
| Delay/Veh: | 78.3 | 35.4 | 35.4 | 43.3 | 86.6 | 37.9 | 64.6 | 64.6 | 18.0 | 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: | 78.3 | 35.4 | 35.4 | 43.3 | 86.6 | 37.9 | 64.6 | 64.6 | 18.0 | 43.5 | 43.5 | 43.5 |
| LOS by Move: | E | D | D | D | F | D | E | E | B | D | D | D |
| HCM2kAvgQ: | 23 | 5 | 5 | 0 | 13 | 24 | 25 | 25 | 13 | 0 | 0 | 0 |

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

## Year 2025 With Project – Proposed Action "B"

Horseshoe Grande Property - Proposed Action "B"
Year 2025 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): 120 Critical Vol./Cap.(X): 0.857
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: | | 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 |
| 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: | 76 | 917 | 14 | 449 | 614 | 315 | 663 | 448 | 47 | 7 | 484 | 545 |
| User Adj: | 1.00 | 1.00 | 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 | 473 | 646 | 332 | 698 | 472 | 49 | 7 | 509 | 574 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 80 | 965 | 15 | 473 | 646 | 332 | 698 | 472 | 49 | 7 | 509 | 574 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 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 | 473 | 646 | 332 | 698 | 472 | 49 | 7 | 509 | 574 |
| 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 | 0.13 | 0.18 | 0.21 | 0.20 | 0.13 | 0.03 | 0.00 | 0.14 | 0.36 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.11 | 0.28 | 0.40 | 0.14 | 0.31 | 0.52 | 0.21 | 0.33 | 0.44 | 0.12 | 0.23 | 0.38 |
| Volume/Cap: | 0.20 | 0.95 | 0.02 | 0.95 | 0.57 | 0.39 | 0.95 | 0.40 | 0.07 | 0.02 | 0.60 | 0.95 |
| Delay/Veh: | 48.7 | 59.7 | 22.0 | 79.2 | 35.3 | 17.6 | 68.6 | 31.5 | 19.6 | 46.9 | 42.3 | 60.3 |
| 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: | 48.7 | 59.7 | 22.0 | 79.2 | 35.3 | 17.6 | 68.6 | 31.5 | 19.6 | 46.9 | 42.3 | 60.3 |
| LOS by Move: | D | E | C | E | D | B | E | C | B | D | D | E |
| HCM2kAvgQ: | 2 | 23 | 0 | 13 | 11 | 7 | 17 | 7 | 1 | 0 | 9 | 25 |

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

Horseshoe Grande Property - Proposed Action "B"
Year 2025 With Project
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): 120 Critical Vol./Cap.(X): 0.849
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 52.9
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 | |
| 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: | 95 | | 726 | | 18 | | 803 | | 1359 | | 853 | | 457 | | 731 | | 119 | | 9 | | 519 | | 532 | |
| User Adj: | 1.00 | | 1.00 | | 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 | | 845 | | 1431 | | 898 | | 481 | | 769 | | 125 | | 9 | | 546 | | 560 | |
| Reduct Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduced Vol: | 100 | | 764 | | 19 | | 845 | | 1431 | | 898 | | 481 | | 769 | | 125 | | 9 | | 546 | | 560 | |
| PCE Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| MLF Adj: | 1.00 | | 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 | | 845 | | 1431 | | 898 | | 481 | | 769 | | 125 | | 9 | | 546 | | 560 | |
| 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 | | 0.24 | | 0.40 | | 0.56 | | 0.14 | | 0.21 | | 0.08 | | 0.00 | | 0.15 | | 0.35 | |
| Crit Moves: | **** | | | | | | | | | | **** | | **** | | | | | | | | **** | | | |
| Green/Cycle: | 0.08 | | 0.24 | | 0.34 | | 0.25 | | 0.41 | | 0.55 | | 0.14 | | 0.27 | | 0.36 | | 0.10 | | 0.23 | | 0.49 | |
| Volume/Cap: | 0.34 | | 0.87 | | 0.03 | | 0.95 | | 0.96 | | 1.01 | | 1.01 | | 0.78 | | 0.22 | | 0.03 | | 0.65 | | 0.71 | |
| Delay/Veh: | 52.6 | | 52.4 | | 26.3 | | 64.1 | | 48.4 | | 59.9 | | 95.8 | | 44.6 | | 27.2 | | 49.1 | | 43.3 | | 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: | 52.6 | | 52.4 | | 26.3 | | 64.1 | | 48.4 | | 59.9 | | 95.8 | | 44.6 | | 27.2 | | 49.1 | | 43.3 | | 27.3 | |
| LOS by Move: | D | | D | | C | | E | | D | | E | | F | | D | | C | | D | | D | | C | |
| HCM2kAvgQ: | 2 | | 17 | | 0 | | 20 | | 32 | | 41 | | 14 | | 15 | | 3 | | 0 | | 10 | | 17 | |

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

Horseshoe Grande Property - Proposed Action "B"
Year 2025 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 | 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 | 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 | 693 | 15 | 355 | 252 | 1 | 1 | 1 | 1 | 15 | 1 | 460 |
| User Adj: | 1.00 | 1.00 | 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 | 374 | 265 | 1 | 1 | 1 | 1 | 16 | 1 | 484 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 1 | 729 | 16 | 374 | 265 | 1 | 1 | 1 | 1 | 16 | 1 | 484 |
| 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 | 1995 | 1761 | 266 | 1754 | 1753 | 737 |
| Potent Cap.: | 1309 | xxxx | xxxxx | 872 | xxxx | xxxxx | 46 | 85 | 778 | 67 | 86 | 422 |
| Move Cap.: | 1309 | xxxx | xxxxx | 872 | xxxx | xxxxx | 0 | 49 | 778 | 44 | 49 | 422 |
| Volume/Cap: | 0.00 | xxxx | xxxx | 0.43 | xxxx | xxxx | xxxx | 0.02 | 0.00 | 0.36 | 0.02 | 1.15 |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | 0.0 | xxxx | xxxxx | 2.2 | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 18.0 |
| Control Del: | 7.8 | xxxx | xxxxx | 12.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 121.4 |
| 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 | 0 | xxxxx | 44 | 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 | 129.1 | xxxx | xxxxx |
| Shared LOS: | * | * | * | * | * | * | * | * | * | F | * | * |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | 121.7 | | |
| ApproachLOS: | * | | | * | | | F | | | F | | |

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

Horseshoe Grande Property - Proposed Action "B"
Year 2025 With Project
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): 37.4 Worst Case Level Of Service: F[3416.3]

**********

| 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 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 | 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 | 466 | 14 | 656 | 663 | 1 | 1 | 1 | 2 | 21 | 2 | 485 |
| User Adj: | 1.00 | 1.00 | 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 | 691 | 698 | 1 | 1 | 1 | 2 | 22 | 2 | 511 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 1 | 491 | 15 | 691 | 698 | 1 | 1 | 1 | 2 | 22 | 2 | 511 |
| 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 | 2836 | 2587 | 698 | 2581 | 2580 | 498 |
| Potent Cap.: | 907 | xxxx | xxxxx | 1070 | xxxx | xxxxx | 11 | 26 | 444 | 17 | 26 | 576 |
| Move Cap.: | 907 | xxxx | xxxxx | 1070 | xxxx | xxxxx | 1 | 9 | 444 | 8 | 9 | 576 |
| Volume/Cap: | 0.00 | xxxx | xxxx | 0.65 | xxxx | xxxx | 2.00 | 0.12 | 0.00 | 2.89 | 0.23 | 0.89 |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | 0.0 | xxxx | xxxxx | 4.9 | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 10.3 |
| Control Del: | 9.0 | xxxx | xxxxx | 14.3 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 41.7 |
| LOS by Move: | A | * | * | B | * | * | * | * | * | * | * | E |
| Movement: | LT - LTR - RT | | | LT - LTR - RT | | | LT - LTR - RT | | | LT - LTR - RT | | |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | 2 | xxxxx | 8 | xxxx | xxxxx |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | 1.4 | xxxxx | 4.2 | xxxx | xxxxx |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | 3416 | xxxxx | 1881 | xxxx | xxxxx |
| Shared LOS: | * | * | * | * | * | * | * | F | * | F | * | * |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 3416.3 | | | 124.9 | | |
| ApproachLOS: | * | | | * | | | F | | | F | | |

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

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Horseshoe Grande Property - Proposed Action "B"
Year 2025 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): 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 | | | 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 | 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 | 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 | 693 | 15 | 355 | 252 | 1 | 1 | 1 | 1 | 15 | 1 | 460 |
| User Adj: | 1.00 | 1.00 | 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 | 374 | 265 | 1 | 1 | 1 | 1 | 16 | 1 | 484 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1 | 729 | 16 | 374 | 265 | 1 | 1 | 1 | 1 | 16 | 1 | 484 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 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 | 374 | 265 | 1 | 1 | 1 | 1 | 16 | 1 | 484 |
| 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 | 0.94 | 0.06 | 1.00 |
| Final Sat.: | 1805 | 1854 | 40 | 1805 | 1891 | 8 | 581 | 581 | 581 | 1477 | 98 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.39 | 0.39 | 0.21 | 0.14 | 0.14 | 0.00 | 0.00 | 0.00 | 0.01 | 0.01 | 0.30 |
| Crit Moves: | | **** | | **** | | | | | | | **** | |
| Green/Cycle: | 0.26 | 0.47 | 0.47 | 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 | 0.31 | 0.31 | 0.01 | 0.01 | 0.01 | 0.06 | 0.06 | 0.72 |
| Delay/Veh: | 29.1 | 31.7 | 31.7 | 51.0 | 18.1 | 18.1 | 36.1 | 36.1 | 36.1 | 36.5 | 36.5 | 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: | 29.1 | 31.7 | 31.7 | 51.0 | 18.1 | 18.1 | 36.1 | 36.1 | 36.1 | 36.5 | 36.5 | 29.1 |
| 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 | 14 |

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

Horseshoe Grande Property - Proposed Action "B"
Year 2025 With Project
Evening Peak Hour - With Improvements

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

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

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Cycle (sec): 120 Critical Vol./Cap.(X): 0.739
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 30.3
Optimal Cycle: OPTIMIZED Level Of Service: C

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| 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 | 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 | 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 | 466 | 14 | 656 | 663 | 1 | 1 | 1 | 2 | 21 | 2 | 485 |
| User Adj: | 1.00 | 1.00 | 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 | 691 | 698 | 1 | 1 | 1 | 2 | 22 | 2 | 511 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1 | 491 | 15 | 691 | 698 | 1 | 1 | 1 | 2 | 22 | 2 | 511 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 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 | 691 | 698 | 1 | 1 | 1 | 2 | 22 | 2 | 511 |
| 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 | 1837 | 55 | 1805 | 1897 | 3 | 429 | 429 | 858 | 1393 | 133 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.27 | 0.27 | 0.38 | 0.37 | 0.37 | 0.00 | 0.00 | 0.00 | 0.02 | 0.02 | 0.32 |
| Crit Moves: | | **** | | **** | | | | | | | **** | |
| Green/Cycle: | 0.14 | 0.31 | 0.31 | 0.44 | 0.61 | 0.61 | 0.15 | 0.15 | 0.15 | 0.15 | 0.15 | 0.59 |
| Volume/Cap: | 0.00 | 0.87 | 0.87 | 0.87 | 0.60 | 0.60 | 0.02 | 0.02 | 0.02 | 0.11 | 0.11 | 0.53 |
| Delay/Veh: | 44.6 | 52.1 | 52.1 | 40.1 | 15.2 | 15.2 | 43.5 | 43.5 | 43.5 | 44.3 | 44.3 | 15.2 |
| 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: | 44.6 | 52.1 | 52.1 | 40.1 | 15.2 | 15.2 | 43.5 | 43.5 | 43.5 | 44.3 | 44.3 | 15.2 |
| LOS by Move: | D | D | D | D | B | B | D | D | D | D | D | B |
| HCM2kAvgQ: | 0 | 20 | 20 | 26 | 16 | 16 | 0 | 0 | 0 | 1 | 1 | 11 |

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

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Horseshoe Grande Property - Proposed Action "B"
Year 2025 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): 120 Critical Vol./Cap.(X): 0.894
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 56.0
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: | 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 |
| 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: | 379 | 683 | 101 | 109 | 453 | 56 | 159 | 348 | 422 | 252 | 533 | 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 | 366 | 444 | 265 | 561 | 323 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 399 | 719 | 106 | 115 | 477 | 59 | 167 | 366 | 444 | 265 | 561 | 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 | 366 | 444 | 265 | 561 | 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 | 0.10 | 0.28 | 0.15 | 0.16 | 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 | 0.37 | 1.02 | 1.02 | 0.55 | 0.70 |
| Delay/Veh: | 96.3 | 36.8 | 36.8 | 52.4 | 41.5 | 36.8 | 59.1 | 35.7 | 90.7 | 111.0 | 37.0 | 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 | 35.7 | 90.7 | 111.0 | 37.0 | 43.4 |
| LOS by Move: | F | D | D | D | D | D | E | D | F | F | D | D |
| HCM2kAvgQ: | 21 | 15 | 15 | 5 | 9 | 2 | 7 | 6 | 23 | 15 | 10 | 12 |

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

Horseshoe Grande Property - Proposed Action "B"
Year 2025 With Project
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): 120 Critical Vol./Cap.(X): 1.122
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 80.5
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: | 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 |
| 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: | 422 | 750 | 112 | 288 | 744 | 71 | 125 | 791 | 574 | 232 | 469 | 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 | 833 | 604 | 244 | 494 | 162 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 444 | 789 | 118 | 303 | 783 | 75 | 132 | 833 | 604 | 244 | 494 | 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 | 833 | 604 | 244 | 494 | 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 | 0.23 | 0.37 | 0.14 | 0.14 | 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 | 0.74 | 1.19 | 1.19 | 0.45 | 0.33 |
| Delay/Veh: | 158.0 | 64.7 | 64.7 | 90.4 | 61.5 | 37.2 | 53.2 | 39.3 | 146.2 | 177.9 | 34.2 | 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 | 39.3 | 146.2 | 177.9 | 34.2 | 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 | 16 | 37 | 17 | 8 | 5 |

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

Horseshoe Grande Property - Proposed Action "B"
Year 2025 With 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): 115 Critical Vol./Cap.(X): 0.699
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 | | | 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 | 69 | 0 | 0 | 31 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 379 | 683 | 101 | 109 | 453 | 56 | 159 | 348 | 422 | 252 | 533 | 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 | 366 | 444 | 265 | 561 | 323 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 399 | 719 | 106 | 115 | 477 | 59 | 167 | 366 | 444 | 265 | 561 | 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 | 366 | 444 | 265 | 561 | 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 | 0.10 | 0.28 | 0.15 | 0.16 | 0.20 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green/Cycle: | 0.25 | 0.36 | 0.36 | 0.13 | 0.24 | 0.24 | 0.11 | 0.21 | 0.45 | 0.16 | 0.26 | 0.26 |
| Volume/Cap: | 0.90 | 0.55 | 0.18 | 0.49 | 0.54 | 0.15 | 0.81 | 0.49 | 0.61 | 0.90 | 0.60 | 0.78 |
| Delay/Veh: | 63.0 | 29.9 | 25.3 | 48.3 | 38.6 | 34.3 | 70.6 | 40.6 | 25.1 | 75.6 | 38.7 | 48.6 |
| 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: | 63.0 | 29.9 | 25.3 | 48.3 | 38.6 | 34.3 | 70.6 | 40.6 | 25.1 | 75.6 | 38.7 | 48.6 |
| LOS by Move: | E | C | C | D | D | C | E | D | C | E | D | D |
| HCM2kAvgQ: | 17 | 11 | 3 | 4 | 8 | 2 | 8 | 6 | 12 | 13 | 10 | 12 |

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

Horseshoe Grande Property - Proposed Action "B"
Year 2025 With 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): 115 Critical Vol./Cap.(X): 0.963
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 54.3
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 | | | 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 | 92 | 0 | 0 | 81 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 422 | 750 | 112 | 288 | 744 | 71 | 125 | 791 | 574 | 232 | 469 | 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 | 833 | 604 | 244 | 494 | 162 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 444 | 789 | 118 | 303 | 783 | 75 | 132 | 833 | 604 | 244 | 494 | 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 | 833 | 604 | 244 | 494 | 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 | 0.23 | 0.37 | 0.14 | 0.14 | 0.10 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green/Cycle: | 0.25 | 0.29 | 0.29 | 0.20 | 0.24 | 0.24 | 0.11 | 0.23 | 0.48 | 0.14 | 0.26 | 0.26 |
| Volume/Cap: | 0.99 | 0.75 | 0.25 | 0.84 | 0.89 | 0.19 | 0.67 | 0.99 | 0.78 | 0.99 | 0.52 | 0.39 |
| Delay/Veh: | 83.2 | 40.1 | 31.5 | 59.7 | 53.3 | 34.7 | 58.0 | 72.8 | 29.8 | 104.4 | 37.0 | 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: | 83.2 | 40.1 | 31.5 | 59.7 | 53.3 | 34.7 | 58.0 | 72.8 | 29.8 | 104.4 | 37.0 | 35.5 |
| LOS by Move: | F | D | C | E | D | C | E | E | C | F | D | D |
| HCM2kAvgQ: | 21 | 15 | 3 | 13 | 17 | 2 | 6 | 21 | 19 | 13 | 8 | 5 |

**********

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

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Horseshoe Grande Property - Proposed Action "B"
Year 2025 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): | 90 | Critical Vol./Cap.(X): | 0.858 |
| 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: | 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 |
| 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: | 103 | 698 | 153 | 130 | 537 | 239 | 220 | 791 | 120 | 89 | 799 | 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 | 161 | 137 | 565 | 252 | 232 | 833 | 126 | 94 | 841 | 102 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 108 | 735 | 161 | 137 | 565 | 252 | 232 | 833 | 126 | 94 | 841 | 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 | 161 | 137 | 565 | 252 | 232 | 833 | 126 | 94 | 841 | 102 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.17 | 0.92 | 0.92 | 0.21 | 1.00 | 0.85 | 0.95 | 0.93 | 0.93 | 0.95 | 0.93 | 0.93 |
| Lanes: | 1.00 | 1.64 | 0.36 | 1.00 | 1.00 | 1.00 | 1.00 | 1.74 | 0.26 | 1.00 | 1.78 | 0.22 |
| Final Sat.: | 323 | 2881 | 632 | 391 | 1900 | 1615 | 1805 | 3072 | 466 | 1805 | 3168 | 385 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.34 | 0.26 | 0.26 | 0.35 | 0.30 | 0.16 | 0.13 | 0.27 | 0.27 | 0.05 | 0.27 | 0.27 |
| Crit Moves: | | | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.41 | 0.41 | 0.41 | 0.41 | 0.41 | 0.41 | 0.15 | 0.34 | 0.34 | 0.12 | 0.31 | 0.31 |
| Volume/Cap: | 0.83 | 0.63 | 0.63 | 0.86 | 0.73 | 0.38 | 0.86 | 0.80 | 0.80 | 0.43 | 0.85 | 0.85 |
| Delay/Veh: | 56.9 | 22.2 | 22.2 | 59.2 | 26.2 | 19.2 | 60.7 | 30.9 | 30.9 | 38.0 | 35.7 | 35.7 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 56.9 | 22.2 | 22.2 | 59.2 | 26.2 | 19.2 | 60.7 | 30.9 | 30.9 | 38.0 | 35.7 | 35.7 |
| LOS by Move: | E | C | C | E | C | B | E | C | C | D | D | D |
| HCM2kAvgQ: | 5 | 11 | 11 | 6 | 14 | 5 | 9 | 15 | 15 | 3 | 16 | 16 |

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

Horseshoe Grande Property - Proposed Action "B"
Year 2025 With Project
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): 75 Critical Vol./Cap.(X): 1.273
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 91.8
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: | 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 |
| 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: | 138 | 581 | 171 | 184 | 712 | 392 | 195 | 1293 | 172 | 185 | 1231 | 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 | 180 | 194 | 749 | 413 | 205 | 1361 | 181 | 195 | 1296 | 133 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 145 | 612 | 180 | 194 | 749 | 413 | 205 | 1361 | 181 | 195 | 1296 | 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 | 180 | 194 | 749 | 413 | 205 | 1361 | 181 | 195 | 1296 | 133 |
| **Saturation Flow Module:** | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.14 | 0.92 | 0.92 | 0.23 | 1.00 | 0.85 | 0.95 | 0.93 | 0.93 | 0.95 | 0.94 | 0.94 |
| Lanes: | 1.00 | 1.55 | 0.45 | 1.00 | 1.00 | 1.00 | 1.00 | 1.77 | 0.23 | 1.00 | 1.81 | 0.19 |
| Final Sat.: | 272 | 2694 | 793 | 437 | 1900 | 1615 | 1805 | 3129 | 416 | 1805 | 3229 | 331 |
| **Capacity Analysis Module:** | | | | | | | | | | | | |
| Vol/Sat: | 0.53 | 0.23 | 0.23 | 0.44 | 0.39 | 0.26 | 0.11 | 0.44 | 0.44 | 0.11 | 0.40 | 0.40 |
| 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: | 1.49 | 0.63 | 0.63 | 1.23 | 1.10 | 0.71 | 0.89 | 1.21 | 1.21 | 0.84 | 1.12 | 1.12 |
| Delay/Veh: | 291.6 | 21.8 | 21.8 | 173.5 | 89.7 | 25.7 | 64.5 | 128 | 127.8 | 56.5 | 89.1 | 89.1 |
| 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: | 291.6 | 21.8 | 21.8 | 173.5 | 89.7 | 25.7 | 64.5 | 128 | 127.8 | 56.5 | 89.1 | 89.1 |
| LOS by Move: | F | C | C | F | F | C | E | F | F | E | F | F |
| HCM2kAvgQ: | 11 | 9 | 9 | 12 | 31 | 10 | 8 | 40 | 40 | 7 | 32 | 32 |

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

Horseshoe Grande Property - Proposed Action "B"
Year 2025 With Project
Morning Peak Hour - With Improvements

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

Intersection #4 State Street (NS) at Florida Avenue (EW)

Cycle (sec): 90 Critical Vol./Cap.(X): 0.820
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 30.8
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 | 2 0 | 1 |
| 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 |
| 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: | 103 | 698 | 153 | 130 | 537 | 239 | 220 | 791 | 120 | 89 | 799 | 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 | 161 | 137 | 565 | 252 | 232 | 833 | 126 | 94 | 841 | 102 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 108 | 735 | 161 | 137 | 565 | 252 | 232 | 833 | 126 | 94 | 841 | 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 | 161 | 137 | 565 | 252 | 232 | 833 | 126 | 94 | 841 | 102 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.17 | 0.92 | 0.92 | 0.21 | 1.00 | 0.85 | 0.95 | 0.93 | 0.93 | 0.95 | 0.95 | 0.85 |
| Lanes: | 1.00 | 1.64 | 0.36 | 1.00 | 1.00 | 1.00 | 1.00 | 1.74 | 0.26 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 323 | 2881 | 632 | 391 | 1900 | 1615 | 1805 | 3072 | 466 | 1805 | 3610 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.34 | 0.26 | 0.26 | 0.35 | 0.30 | 0.16 | 0.13 | 0.27 | 0.27 | 0.05 | 0.23 | 0.06 |
| Crit Moves: | | | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.41 | 0.41 | 0.41 | 0.41 | 0.41 | 0.41 | 0.15 | 0.34 | 0.34 | 0.12 | 0.31 | 0.31 |
| Volume/Cap: | 0.83 | 0.63 | 0.63 | 0.86 | 0.73 | 0.38 | 0.86 | 0.80 | 0.80 | 0.43 | 0.75 | 0.20 |
| Delay/Veh: | 56.9 | 22.2 | 22.2 | 59.2 | 26.2 | 19.2 | 60.7 | 30.9 | 30.9 | 38.0 | 30.7 | 23.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 56.9 | 22.2 | 22.2 | 59.2 | 26.2 | 19.2 | 60.7 | 30.9 | 30.9 | 38.0 | 30.7 | 23.0 |
| LOS by Move: | E | C | C | E | C | B | E | C | C | D | C | C |
| HCM2kAvgQ: | 5 | 11 | 11 | 6 | 14 | 5 | 9 | 15 | 15 | 3 | 13 | 2 |

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

Horseshoe Grande Property - Proposed Action "B"
Year 2025 With Project
Evening Peak Hour - With Improvements

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

Intersection #4 State Street (NS) at Florida Avenue (EW)

Cycle (sec): 120 Critical Vol./Cap.(X): 0.995
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 49.4
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: | 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 | 2 1 | 0 | 1 0 | 2 0 | 1 |
| 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 |
| 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: | 138 | 581 | 171 | 184 | 712 | 392 | 195 | 1293 | 172 | 185 | 1231 | 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 | 180 | 194 | 749 | 413 | 205 | 1361 | 181 | 195 | 1296 | 133 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 145 | 612 | 180 | 194 | 749 | 413 | 205 | 1361 | 181 | 195 | 1296 | 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 | 180 | 194 | 749 | 413 | 205 | 1361 | 181 | 195 | 1296 | 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 | 0.31 | 1.00 | 0.85 | 0.95 | 0.89 | 0.89 | 0.95 | 0.95 | 0.85 |
| Lanes: | 1.00 | 1.55 | 0.45 | 1.00 | 1.00 | 1.00 | 1.00 | 2.65 | 0.35 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 343 | 2694 | 793 | 585 | 1900 | 1615 | 1805 | 4496 | 598 | 1805 | 3610 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.42 | 0.23 | 0.23 | 0.33 | 0.39 | 0.26 | 0.11 | 0.30 | 0.30 | 0.11 | 0.36 | 0.08 |
| Crit Moves: | **** | | | | | | **** | | | | **** | |
| Green/Cycle: | 0.43 | 0.43 | 0.43 | 0.43 | 0.43 | 0.43 | 0.11 | 0.35 | 0.35 | 0.12 | 0.36 | 0.36 |
| Volume/Cap: | 1.00 | 0.53 | 0.53 | 0.78 | 0.93 | 0.60 | 1.00 | 0.86 | 0.86 | 0.86 | 1.00 | 0.23 |
| Delay/Veh: | 107.4 | 26.0 | 26.0 | 44.1 | 49.5 | 28.1 | 114.4 | 41.0 | 41.0 | 79.1 | 62.0 | 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: | 107.4 | 26.0 | 26.0 | 44.1 | 49.5 | 28.1 | 114.4 | 41.0 | 41.0 | 79.1 | 62.0 | 26.9 |
| LOS by Move: | F | C | C | D | D | C | F | D | D | E | E | C |
| HCM2kAvgQ: | 9 | 11 | 11 | 8 | 30 | 12 | 12 | 22 | 22 | 10 | 32 | 3 |

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

Horseshoe Grande Property - Proposed Action "B"
Year 2025 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): 115 Critical Vol./Cap.(X): 1.411
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 160.5
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: | 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 | 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: | 337 | 375 | 351 | 99 | 541 | 29 | 18 | 231 | 348 | 166 | 168 | 53 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 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 | 369 | 104 | 569 | 31 | 19 | 243 | 366 | 175 | 177 | 56 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 355 | 395 | 369 | 104 | 569 | 31 | 19 | 243 | 366 | 175 | 177 | 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: | 355 | 395 | 369 | 104 | 569 | 31 | 19 | 243 | 366 | 175 | 177 | 56 |
| 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 | 0.96 | 0.96 | 0.85 | 0.52 | 0.52 | 0.52 |
| Lanes: | 1.19 | 0.42 | 0.39 | 1.00 | 0.95 | 0.05 | 0.07 | 0.93 | 1.00 | 0.43 | 0.43 | 0.14 |
| Final Sat.: | 2113 | 745 | 698 | 1805 | 1789 | 96 | 132 | 1694 | 1615 | 420 | 425 | 134 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.17 | 0.53 | 0.53 | 0.06 | 0.32 | 0.32 | 0.14 | 0.14 | 0.23 | 0.42 | 0.42 | 0.42 |
| Crit Moves: | | | **** | | **** | | | | | | **** | |
| Green/Cycle: | 0.38 | 0.38 | 0.38 | 0.23 | 0.23 | 0.23 | 0.29 | 0.29 | 0.29 | 0.29 | 0.29 | 0.29 |
| Volume/Cap: | 0.45 | 1.41 | 1.41 | 0.26 | 1.41 | 1.41 | 0.49 | 0.49 | 0.77 | 1.41 | 1.41 | 1.41 |
| Delay/Veh: | 27.1 | 228 | 228.4 | 36.9 | 243 | 243.0 | 34.1 | 34.1 | 44.5 | 244.9 | 245 | 244.9 |
| 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: | 27.1 | 228 | 228.4 | 36.9 | 243 | 243.0 | 34.1 | 34.1 | 44.5 | 244.9 | 245 | 244.9 |
| LOS by Move: | C | F | F | D | F | F | C | C | D | F | F | F |
| HCM2kAvgQ: | 8 | 68 | 68 | 3 | 44 | 44 | 8 | 8 | 13 | 31 | 31 | 31 |

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

Horseshoe Grande Property - Proposed Action "B"
Year 2025 With Project
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): 2.457
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 445.1
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 |
| 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: | 452 | 436 | 527 | 173 | 522 | 49 | 50 | 356 | 452 | 493 | 304 | 135 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 476 | 459 | 555 | 182 | 549 | 52 | 53 | 375 | 476 | 519 | 320 | 142 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 476 | 459 | 555 | 182 | 549 | 52 | 53 | 375 | 476 | 519 | 320 | 142 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 476 | 459 | 555 | 182 | 549 | 52 | 53 | 375 | 476 | 519 | 320 | 142 |
| 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 | 0.86 | 0.86 | 0.85 | 0.44 | 0.44 | 0.44 |
| Lanes: | 1.19 | 0.37 | 0.44 | 1.00 | 0.91 | 0.09 | 0.12 | 0.88 | 1.00 | 0.53 | 0.33 | 0.14 |
| Final Sat.: | 2100 | 647 | 782 | 1805 | 1714 | 161 | 201 | 1433 | 1615 | 439 | 271 | 120 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.23 | 0.71 | 0.71 | 0.10 | 0.32 | 0.32 | 0.26 | 0.26 | 0.29 | 1.18 | 1.18 | 1.18 |
| Crit Moves: | | **** | | | **** | | | | | | **** | |
| Green/Cycle: | 0.28 | 0.28 | 0.28 | 0.15 | 0.15 | 0.15 | 0.47 | 0.47 | 0.47 | 0.47 | 0.47 | 0.47 |
| Volume/Cap: | 0.81 | 2.52 | 2.52 | 0.67 | 2.14 | 2.14 | 0.56 | 0.56 | 0.63 | 2.52 | 2.52 | 2.52 |
| Delay/Veh: | 42.8 | 732 | 732.4 | 54.7 | 574 | 574.3 | 23.9 | 23.9 | 25.7 | 723.8 | 724 | 723.8 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 42.8 | 732 | 732.4 | 54.7 | 574 | 574.3 | 23.9 | 23.9 | 25.7 | 723.8 | 724 | 723.8 |
| LOS by Move: | D | F | F | D | F | F | C | C | C | F | F | F |
| HCM2kAvgQ: | 16 | 138 | 138 | 8 | 62 | 62 | 11 | 11 | 14 | 108 | 108 | 108 |

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

Horseshoe Grande Property - Proposed Action "B"
Year 2025 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): 90 Critical Vol./Cap.(X): 0.673
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: | Split Phase | | | Split Phase | | | Protected | | | Protected | | |
| Rights: | | Ovl | | | Include | | | Ovl | | | Include | |
| Min. Green: | 18 | 18 | 18 | 18 | 18 | 18 | 10 | 21 | 21 | 10 | 21 | 21 |
| Lanes: | 1 0 | 1 0 | 1 | 1 0 | 1 1 | 0 | 1 0 | 1 0 | 1 | 2 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 | 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: | 337 | 375 | 351 | 99 | 541 | 29 | 18 | 231 | 348 | 166 | 168 | 53 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 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 | 369 | 104 | 569 | 31 | 19 | 243 | 366 | 175 | 177 | 56 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 355 | 395 | 369 | 104 | 569 | 31 | 19 | 243 | 366 | 175 | 177 | 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: | 355 | 395 | 369 | 104 | 569 | 31 | 19 | 243 | 366 | 175 | 177 | 56 |
| 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 | 0.95 | 1.00 | 0.85 | 0.92 | 0.96 | 0.96 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 1.90 | 0.10 | 1.00 | 1.00 | 1.00 | 2.00 | 0.76 | 0.24 |
| Final Sat.: | 1805 | 1900 | 1615 | 1805 | 3399 | 182 | 1805 | 1900 | 1615 | 3502 | 1392 | 439 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.20 | 0.21 | 0.23 | 0.06 | 0.17 | 0.17 | 0.01 | 0.13 | 0.23 | 0.05 | 0.13 | 0.13 |
| Crit Moves: | | **** | | | **** | | | **** | | **** | | |
| Green/Cycle: | 0.26 | 0.26 | 0.38 | 0.21 | 0.21 | 0.21 | 0.11 | 0.23 | 0.50 | 0.11 | 0.23 | 0.23 |
| Volume/Cap: | 0.74 | 0.79 | 0.61 | 0.27 | 0.79 | 0.79 | 0.09 | 0.55 | 0.46 | 0.45 | 0.54 | 0.54 |
| Delay/Veh: | 36.5 | 38.7 | 24.6 | 29.9 | 38.8 | 38.8 | 36.1 | 31.8 | 15.1 | 38.2 | 31.8 | 31.8 |
| 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: | 36.5 | 38.7 | 24.6 | 29.9 | 38.8 | 38.8 | 36.1 | 31.8 | 15.1 | 38.2 | 31.8 | 31.8 |
| LOS by Move: | D | D | C | C | D | D | D | C | B | D | C | C |
| HCM2kAvgQ: | 11 | 12 | 9 | 3 | 10 | 10 | 1 | 7 | 7 | 3 | 6 | 6 |

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

Horseshoe Grande Property - Proposed Action "B"
Year 2025 With 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): 100 Critical Vol./Cap.(X): 0.926
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 49.5
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: | Split Phase | | | Split Phase | | | Protected | | | Protected | | |
| Rights: | | Ovl | | | Include | | | Ovl | | | Include | |
| Min. Green: | 18 | 18 | 18 | 18 | 18 | 18 | 10 | 21 | 21 | 10 | 21 | 21 |
| Lanes: | 1 0 | 1 0 | 1 | 1 0 | 1 1 | 0 | 1 0 | 1 0 | 1 | 2 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 | 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: | 452 | 436 | 527 | 173 | 522 | 49 | 50 | 356 | 452 | 493 | 304 | 135 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 476 | 459 | 555 | 182 | 549 | 52 | 53 | 375 | 476 | 519 | 320 | 142 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 476 | 459 | 555 | 182 | 549 | 52 | 53 | 375 | 476 | 519 | 320 | 142 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 476 | 459 | 555 | 182 | 549 | 52 | 53 | 375 | 476 | 519 | 320 | 142 |
| 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 | 0.95 | 1.00 | 0.85 | 0.92 | 0.95 | 0.95 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 1.83 | 0.17 | 1.00 | 1.00 | 1.00 | 2.00 | 0.69 | 0.31 |
| Final Sat.: | 1805 | 1900 | 1615 | 1805 | 3257 | 306 | 1805 | 1900 | 1615 | 3502 | 1255 | 557 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.26 | 0.24 | 0.34 | 0.10 | 0.17 | 0.17 | 0.03 | 0.20 | 0.29 | 0.15 | 0.25 | 0.25 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green/Cycle: | 0.28 | 0.28 | 0.44 | 0.18 | 0.18 | 0.18 | 0.11 | 0.21 | 0.50 | 0.16 | 0.27 | 0.27 |
| Volume/Cap: | 0.93 | 0.85 | 0.77 | 0.55 | 0.93 | 0.93 | 0.28 | 0.93 | 0.59 | 0.93 | 0.95 | 0.95 |
| Delay/Veh: | 57.6 | 45.7 | 28.7 | 39.2 | 59.5 | 59.5 | 42.0 | 65.6 | 19.1 | 62.9 | 64.8 | 64.8 |
| 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: | 57.6 | 45.7 | 28.7 | 39.2 | 59.5 | 59.5 | 42.0 | 65.6 | 19.1 | 62.9 | 64.8 | 64.8 |
| LOS by Move: | E | D | C | D | E | E | D | E | B | E | E | E |
| HCM2kAvgQ: | 19 | 16 | 16 | 6 | 14 | 14 | 2 | 15 | 11 | 12 | 19 | 19 |

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

Horseshoe Grande Property - Proposed Action "B"
Year 2025 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): 0.655
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 31.6
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 | | 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 | |
| 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: | 136 | | 663 | | 95 | | 128 | | 519 | | 164 | | 140 | | 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 | | 698 | | 100 | | 135 | | 546 | | 173 | | 147 | | 426 | | 197 | | 115 | | 508 | | 101 | |
| Reduct Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduced Vol: | 143 | | 698 | | 100 | | 135 | | 546 | | 173 | | 147 | | 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 | | 698 | | 100 | | 135 | | 546 | | 173 | | 147 | | 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 | | 0.92 | | 0.92 | | 0.95 | | 0.95 | | 0.85 | | 0.95 | | 0.93 | | 0.93 | |
| Lanes: | 1.00 | | 2.00 | | 1.00 | | 1.00 | | 1.52 | | 0.48 | | 1.00 | | 2.00 | | 1.00 | | 1.00 | | 1.67 | | 0.33 | |
| Final Sat.: | 1805 | | 3610 | | 1615 | | 1805 | | 2644 | | 836 | | 1805 | | 3610 | | 1615 | | 1805 | | 2936 | | 584 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | | 0.19 | | 0.06 | | 0.07 | | 0.21 | | 0.21 | | 0.08 | | 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 | | 0.64 | | 0.20 | | 0.69 | | 0.68 | | 0.68 | | 0.75 | | 0.39 | | 0.40 | | 0.58 | | 0.57 | | 0.57 | |
| Delay/Veh: | 52.7 | | 28.8 | | 23.9 | | 49.3 | | 29.9 | | 29.9 | | 54.7 | | 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 | | 28.8 | | 23.9 | | 49.3 | | 29.9 | | 29.9 | | 54.7 | | 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 | | 10 | | 2 | | 5 | | 10 | | 10 | | 6 | | 5 | | 5 | | 4 | | 8 | | 8 | |

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

Horseshoe Grande Property - Proposed Action "B"
Year 2025 With Project
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): 120 Critical Vol./Cap.(X): 0.900
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 53.2
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 | 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 |
| 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: | 229 | 996 | 158 | 232 | 905 | 175 | 227 | 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 | 1048 | 166 | 244 | 953 | 184 | 239 | 681 | 237 | 191 | 563 | 112 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 241 | 1048 | 166 | 244 | 953 | 184 | 239 | 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 | 1048 | 166 | 244 | 953 | 184 | 239 | 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 | 1.68 | 0.32 | 1.00 | 2.00 | 1.00 | 1.00 | 1.67 | 0.33 |
| Final Sat.: | 1805 | 3610 | 1615 | 1805 | 2952 | 571 | 1805 | 3610 | 1615 | 1805 | 2938 | 582 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.29 | 0.10 | 0.14 | 0.32 | 0.32 | 0.13 | 0.19 | 0.15 | 0.11 | 0.19 | 0.19 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green/Cycle: | 0.14 | 0.33 | 0.33 | 0.16 | 0.35 | 0.35 | 0.14 | 0.26 | 0.26 | 0.12 | 0.23 | 0.23 |
| Volume/Cap: | 0.93 | 0.87 | 0.31 | 0.87 | 0.93 | 0.93 | 0.93 | 0.73 | 0.57 | 0.90 | 0.82 | 0.82 |
| Delay/Veh: | 88.0 | 44.3 | 29.9 | 73.0 | 50.1 | 50.1 | 88.3 | 43.6 | 40.5 | 88.5 | 50.3 | 50.3 |
| 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: | 88.0 | 44.3 | 29.9 | 73.0 | 50.1 | 50.1 | 88.3 | 43.6 | 40.5 | 88.5 | 50.3 | 50.3 |
| LOS by Move: | F | D | C | E | D | D | F | D | D | F | D | D |
| HCM2kAvgQ: | 12 | 22 | 5 | 12 | 25 | 25 | 12 | 13 | 8 | 10 | 15 | 15 |

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

Horseshoe Grande Property - Proposed Action "B"
Year 2025 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): 0.653
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 23.8
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 | 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 |
| 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: | 87 | 696 | 58 | 41 | 634 | 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 | 733 | 61 | 43 | 667 | 106 | 86 | 382 | 116 | 72 | 498 | 88 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 92 | 733 | 61 | 43 | 667 | 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 | 733 | 61 | 43 | 667 | 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 | 0.94 | 0.94 | 0.95 | 0.93 | 0.93 | 0.27 | 0.97 | 0.97 | 0.27 | 1.00 | 0.85 |
| Lanes: | 1.00 | 1.85 | 0.15 | 1.00 | 1.73 | 0.27 | 1.00 | 0.77 | 0.23 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1805 | 3292 | 274 | 1805 | 3049 | 486 | 517 | 1407 | 426 | 517 | 1900 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.22 | 0.22 | 0.02 | 0.22 | 0.22 | 0.17 | 0.27 | 0.27 | 0.14 | 0.26 | 0.05 |
| 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: | 0.36 | 0.81 | 0.81 | 0.16 | 0.77 | 0.77 | 0.42 | 0.68 | 0.68 | 0.35 | 0.66 | 0.14 |
| Delay/Veh: | 27.9 | 28.7 | 28.7 | 26.0 | 26.4 | 26.4 | 16.5 | 19.9 | 19.9 | 15.6 | 19.2 | 13.4 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 27.9 | 28.7 | 28.7 | 26.0 | 26.4 | 26.4 | 16.5 | 19.9 | 19.9 | 15.6 | 19.2 | 13.4 |
| LOS by Move: | C | C | C | C | C | C | B | B | B | B | B | B |
| HCM2kAvgQ: | 2 | 11 | 11 | 1 | 10 | 10 | 2 | 10 | 10 | 1 | 10 | 1 |

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

Horseshoe Grande Property - Proposed Action "B"
Year 2025 With Project
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): 105 Critical Vol./Cap.(X): 0.861
Loss Time (sec): 12 (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 | | | 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 |
| 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: | 128 | 1086 | 111 | 74 | 925 | 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 | 1143 | 117 | 78 | 974 | 129 | 173 | 544 | 129 | 91 | 394 | 91 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 135 | 1143 | 117 | 78 | 974 | 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 | 1143 | 117 | 78 | 974 | 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 | 0.94 | 0.94 | 0.95 | 0.93 | 0.93 | 0.40 | 0.97 | 0.97 | 0.16 | 1.00 | 0.85 |
| Lanes: | 1.00 | 1.81 | 0.19 | 1.00 | 1.77 | 0.23 | 1.00 | 0.81 | 0.19 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1805 | 3229 | 330 | 1805 | 3129 | 416 | 762 | 1490 | 355 | 298 | 1900 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.35 | 0.35 | 0.04 | 0.31 | 0.31 | 0.23 | 0.37 | 0.37 | 0.30 | 0.21 | 0.06 |
| Crit Moves: | | **** | | **** | | | | **** | | | | |
| Green/Cycle: | 0.11 | 0.39 | 0.39 | 0.10 | 0.37 | 0.37 | 0.40 | 0.40 | 0.40 | 0.40 | 0.40 | 0.40 |
| Volume/Cap: | 0.66 | 0.91 | 0.91 | 0.45 | 0.84 | 0.84 | 0.56 | 0.91 | 0.91 | 0.76 | 0.52 | 0.14 |
| Delay/Veh: | 52.2 | 39.5 | 39.5 | 46.8 | 35.1 | 35.1 | 26.8 | 44.9 | 44.9 | 50.7 | 24.3 | 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: | 52.2 | 39.5 | 39.5 | 46.8 | 35.1 | 35.1 | 26.8 | 44.9 | 44.9 | 50.7 | 24.3 | 20.0 |
| LOS by Move: | D | D | D | D | D | D | C | D | D | D | C | C |
| HCM2kAvgQ: | 5 | 24 | 24 | 3 | 20 | 20 | 5 | 24 | 24 | 4 | 10 | 2 |

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

Horseshoe Grande Property - Proposed Action "B"
Year 2025 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): 0.726
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: | 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 |
| 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: | 134 | 704 | 90 | 81 | 655 | 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 | 741 | 95 | 85 | 689 | 153 | 105 | 144 | 102 | 142 | 437 | 102 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 141 | 741 | 95 | 85 | 689 | 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 | 741 | 95 | 85 | 689 | 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 | 0.21 | 1.00 | 0.85 | 0.66 | 0.97 | 0.97 |
| Lanes: | 1.00 | 1.77 | 0.23 | 1.00 | 1.64 | 0.36 | 1.00 | 1.00 | 1.00 | 1.00 | 0.81 | 0.19 |
| Final Sat.: | 1805 | 3146 | 402 | 1805 | 2876 | 637 | 405 | 1900 | 1615 | 1254 | 1497 | 350 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.24 | 0.24 | 0.05 | 0.24 | 0.24 | 0.26 | 0.08 | 0.06 | 0.11 | 0.29 | 0.29 |
| Crit Moves: | **** | | | | **** | | | | | | **** | |
| Green/Cycle: | 0.13 | 0.29 | 0.29 | 0.16 | 0.32 | 0.32 | 0.39 | 0.39 | 0.39 | 0.39 | 0.39 | 0.39 |
| Volume/Cap: | 0.59 | 0.81 | 0.81 | 0.29 | 0.75 | 0.75 | 0.67 | 0.20 | 0.16 | 0.29 | 0.75 | 0.75 |
| Delay/Veh: | 34.3 | 29.6 | 29.6 | 28.2 | 25.8 | 25.8 | 29.7 | 15.3 | 15.1 | 16.2 | 24.3 | 24.3 |
| 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: | 34.3 | 29.6 | 29.6 | 28.2 | 25.8 | 25.8 | 29.7 | 15.3 | 15.1 | 16.2 | 24.3 | 24.3 |
| LOS by Move: | C | C | C | C | C | C | C | B | B | B | C | C |
| HCM2kAvgQ: | 4 | 12 | 12 | 2 | 11 | 11 | 3 | 2 | 2 | 2 | 12 | 12 |

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

Horseshoe Grande Property - Proposed Action "B"
Year 2025 With Project
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): 90 Critical Vol./Cap.(X): 0.879
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 | | | 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 |
| 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: | 102 | 1111 | 223 | 115 | 982 | 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 | 1169 | 235 | 121 | 1034 | 103 | 191 | 377 | 113 | 136 | 232 | 123 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 107 | 1169 | 235 | 121 | 1034 | 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 | 1169 | 235 | 121 | 1034 | 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 | 0.93 | 0.93 | 0.95 | 0.94 | 0.94 | 0.34 | 1.00 | 0.85 | 0.31 | 0.95 | 0.95 |
| Lanes: | 1.00 | 1.67 | 0.33 | 1.00 | 1.82 | 0.18 | 1.00 | 1.00 | 1.00 | 1.00 | 0.65 | 0.35 |
| Final Sat.: | 1805 | 2931 | 588 | 1805 | 3236 | 323 | 644 | 1900 | 1615 | 591 | 1176 | 625 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.40 | 0.40 | 0.07 | 0.32 | 0.32 | 0.30 | 0.20 | 0.07 | 0.23 | 0.20 | 0.20 |
| Crit Moves: | | **** | | **** | | | **** | | | | | |
| Green/Cycle: | 0.14 | 0.43 | 0.43 | 0.11 | 0.40 | 0.40 | 0.32 | 0.32 | 0.32 | 0.32 | 0.32 | 0.32 |
| Volume/Cap: | 0.42 | 0.92 | 0.92 | 0.60 | 0.79 | 0.79 | 0.92 | 0.62 | 0.22 | 0.71 | 0.61 | 0.61 |
| Delay/Veh: | 36.5 | 33.3 | 33.3 | 43.2 | 26.5 | 26.5 | 70.1 | 27.7 | 22.5 | 39.0 | 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: | 36.5 | 33.3 | 33.3 | 43.2 | 26.5 | 26.5 | 70.1 | 27.7 | 22.5 | 39.0 | 27.7 | 27.7 |
| LOS by Move: | D | C | C | D | C | C | E | C | C | D | C | C |
| HCM2kAvgQ: | 3 | 24 | | 4 | 16 | 16 | 9 | 9 | 2 | 5 | 9 | 9 |

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

Horseshoe Grande Property - Proposed Action "B"
Year 2025 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): 0.939
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 121.3
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 | | | 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 | 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: | 81 | 294 | 77 | 163 | 257 | 234 | 398 | 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 | 309 | 81 | 172 | 271 | 246 | 419 | 739 | 45 | 102 | 1173 | 213 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 85 | 309 | 81 | 172 | 271 | 246 | 419 | 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 | 309 | 81 | 172 | 271 | 246 | 419 | 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 | 1.58 | 0.42 | 1.00 | 1.00 | 1.00 | 1.00 | 1.88 | 0.12 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1805 | 2772 | 726 | 1864 | 1864 | 1615 | 1805 | 3371 | 206 | 1805 | 3610 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.11 | 0.11 | 0.09 | 0.15 | 0.15 | 0.23 | 0.22 | 0.22 | 0.06 | 0.32 | 0.13 |
| 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: | 0.20 | 0.48 | 0.48 | 0.39 | 0.62 | 0.65 | 1.39 | 0.74 | 0.74 | 0.54 | 1.39 | 0.56 |
| Delay/Veh: | 37.3 | 40.1 | 40.1 | 39.1 | 43.0 | 45.7 | 245.8 | 41.1 | 41.1 | 53.9 | 230 | 42.6 |
| 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: | 37.3 | 40.1 | 40.1 | 39.1 | 43.0 | 45.7 | 245.8 | 41.1 | 41.1 | 53.9 | 230 | 42.6 |
| LOS by Move: | D | D | D | D | D | D | F | D | D | D | F | D |
| HCM2kAvgQ: | 3 | 7 | 7 | 5 | 10 | 9 | 32 | 15 | 15 | 4 | 45 | 7 |

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

Horseshoe Grande Property - Proposed Action "B"
Year 2025 With Project
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): 1.249
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 174.9
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: | 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 | 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: | 79 | 395 | 144 | 457 | 379 | 440 | 487 | 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 | 416 | 152 | 481 | 399 | 463 | 513 | 1228 | 114 | 181 | 1256 | 79 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 83 | 416 | 152 | 481 | 399 | 463 | 513 | 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 | 416 | 152 | 481 | 399 | 463 | 513 | 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 | 1.47 | 0.53 | 1.09 | 0.91 | 1.00 | 1.00 | 1.83 | 0.17 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1805 | 2540 | 926 | 2021 | 1676 | 1615 | 1805 | 3261 | 302 | 1805 | 3610 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.16 | 0.16 | 0.24 | 0.24 | 0.29 | 0.28 | 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 | 0.17 | 0.32 | 0.32 | 0.08 | 0.23 | 0.23 |
| Volume/Cap: | 0.20 | 0.70 | 0.70 | 1.02 | 1.02 | 1.23 | 1.70 | 1.19 | 1.19 | 1.19 | 1.49 | 0.21 |
| Delay/Veh: | 37.2 | 45.0 | 45.0 | 81.8 | 81.8 | 170.3 | 380.7 | 137 | 136.6 | 189.0 | 273 | 37.4 |
| 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: | 37.2 | 45.0 | 45.0 | 81.8 | 81.8 | 170.3 | 380.7 | 137 | 136.6 | 189.0 | 273 | 37.4 |
| LOS by Move: | D | D | D | F | F | F | F | F | F | F | F | D |
| HCM2kAvgQ: | 2 | 11 | 11 | 23 | 23 | 30 | 46 | 42 | 42 | 13 | 52 | 2 |

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

Horseshoe Grande Property - Proposed Action "B"
Year 2025 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): 0.687
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 | | | 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 | 2 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 | 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: | 81 | 294 | 77 | 163 | 257 | 234 | 398 | 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 | 309 | 81 | 172 | 271 | 246 | 419 | 739 | 45 | 102 | 1173 | 213 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 85 | 309 | 81 | 172 | 271 | 246 | 419 | 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 | 309 | 81 | 172 | 271 | 246 | 419 | 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 | 0.92 | 0.94 | 0.94 | 0.95 | 0.89 | 0.89 |
| Lanes: | 1.00 | 1.58 | 0.42 | 2.00 | 1.00 | 1.00 | 2.00 | 1.88 | 0.12 | 1.00 | 2.54 | 0.46 |
| Final Sat.: | 1805 | 2772 | 726 | 3502 | 1900 | 1615 | 3502 | 3371 | 206 | 1805 | 4290 | 778 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.11 | 0.11 | 0.05 | 0.14 | 0.15 | 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 | 0.41 | 0.15 | 0.36 | 0.36 | 0.13 | 0.34 | 0.34 |
| Volume/Cap: | 0.50 | 0.42 | 0.42 | 0.51 | 0.53 | 0.37 | 0.81 | 0.61 | 0.61 | 0.44 | 0.81 | 0.81 |
| Delay/Veh: | 47.4 | 32.1 | 32.1 | 46.6 | 34.0 | 21.6 | 52.5 | 28.6 | 28.6 | 43.7 | 34.7 | 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: | 47.4 | 32.1 | 32.1 | 46.6 | 34.0 | 21.6 | 52.5 | 28.6 | 28.6 | 43.7 | 34.7 | 34.7 |
| LOS by Move: | D | C | C | D | C | C | D | C | C | D | C | C |
| HCM2kAvgQ: | 3 | 6 | 6 | 3 | 8 | 6 | 9 | 11 | 11 | 4 | 17 | 17 |

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

Horseshoe Grande Property - Proposed Action "B"
Year 2025 With 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): 0.898
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 51.8
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 | | | 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 | 2 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 | 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: | 79 | 395 | 144 | 457 | 379 | 440 | 487 | 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 | 416 | 152 | 481 | 399 | 463 | 513 | 1228 | 114 | 181 | 1256 | 79 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 83 | 416 | 152 | 481 | 399 | 463 | 513 | 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 | 416 | 152 | 481 | 399 | 463 | 513 | 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 | 0.92 | 0.94 | 0.94 | 0.95 | 0.90 | 0.90 |
| Lanes: | 1.00 | 1.47 | 0.53 | 2.00 | 1.00 | 1.00 | 2.00 | 1.83 | 0.17 | 1.00 | 2.82 | 0.18 |
| Final Sat.: | 1805 | 2540 | 926 | 3502 | 1900 | 1615 | 3502 | 3261 | 302 | 1805 | 4836 | 304 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.16 | 0.16 | 0.14 | 0.21 | 0.29 | 0.15 | 0.38 | 0.38 | 0.10 | 0.26 | 0.26 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.10 | 0.23 | 0.23 | 0.14 | 0.28 | 0.45 | 0.18 | 0.39 | 0.39 | 0.10 | 0.31 | 0.31 |
| Volume/Cap: | 0.47 | 0.70 | 0.70 | 0.97 | 0.76 | 0.63 | 0.83 | 0.97 | 0.97 | 0.97 | 0.83 | 0.83 |
| Delay/Veh: | 53.0 | 45.0 | 45.0 | 83.9 | 46.2 | 26.9 | 56.5 | 53.5 | 53.5 | 110.5 | 41.7 | 41.7 |
| 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: | 53.0 | 45.0 | 45.0 | 83.9 | 46.2 | 26.9 | 56.5 | 53.5 | 53.5 | 110.5 | 41.7 | 41.7 |
| LOS by Move: | D | D | D | F | D | C | E | D | D | F | D | D |
| HCM2kAvgQ: | 3 | 11 | 11 | 13 | 15 | 13 | 12 | 31 | 31 | 10 | 19 | 19 |

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

Horseshoe Grande Property - Proposed Action "B"
Year 2025 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): 110 Critical Vol./Cap.(X): 0.863
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 44.0
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: | 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 | 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: | 64 | 848 | 442 | 167 | 436 | 37 | 42 | 574 | 95 | 262 | 319 | 71 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 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 | 465 | 176 | 459 | 39 | 44 | 604 | 100 | 276 | 336 | 75 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 67 | 893 | 465 | 176 | 459 | 39 | 44 | 604 | 100 | 276 | 336 | 75 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 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 | 465 | 176 | 459 | 39 | 44 | 604 | 100 | 276 | 336 | 75 |
| 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 | 1.84 | 0.16 | 1.00 | 1.72 | 0.28 | 1.00 | 1.64 | 0.36 |
| Final Sat.: | 1805 | 3610 | 1615 | 1805 | 3288 | 279 | 1805 | 3032 | 502 | 1805 | 2873 | 639 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.25 | 0.29 | 0.10 | 0.14 | 0.14 | 0.02 | 0.20 | 0.20 | 0.15 | 0.12 | 0.12 |
| Crit Moves: | | | **** | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.13 | 0.32 | 0.32 | 0.11 | 0.30 | 0.30 | 0.11 | 0.25 | 0.25 | 0.17 | 0.31 | 0.31 |
| Volume/Cap: | 0.30 | 0.77 | 0.90 | 0.90 | 0.46 | 0.46 | 0.22 | 0.78 | 0.78 | 0.90 | 0.37 | 0.37 |
| Delay/Veh: | 44.3 | 36.9 | 53.8 | 85.6 | 31.3 | 31.3 | 45.0 | 42.7 | 42.7 | 71.6 | 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: | 44.3 | 36.9 | 53.8 | 85.6 | 31.3 | 31.3 | 45.0 | 42.7 | 42.7 | 71.6 | 29.6 | 29.6 |
| LOS by Move: | D | D | D | F | C | C | D | D | D | E | C | C |
| HCM2kAvgQ: | 2 | 16 | 19 | 9 | 7 | 7 | 2 | 13 | 13 | 12 | 6 | 6 |

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

Horseshoe Grande Property - Proposed Action "B"
Year 2025 With Project
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): 1.278
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 108.9
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: | 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 | |
| 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: | 86 | | 406 | | 475 | | 274 | | 702 | | 23 | | 23 | | 792 | | 86 | | 649 | | 773 | | 238 | |
| User Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| PHF Adj: | 0.95 | | 0.95 | | 0.95 | | 0.95 | | 0.95 | | 0.95 | | 0.95 | | 0.95 | | 0.95 | | 0.95 | | 0.95 | | 0.95 | |
| PHF Volume: | 91 | | 427 | | 500 | | 288 | | 739 | | 24 | | 24 | | 834 | | 91 | | 683 | | 814 | | 251 | |
| Reduct Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduced Vol: | 91 | | 427 | | 500 | | 288 | | 739 | | 24 | | 24 | | 834 | | 91 | | 683 | | 814 | | 251 | |
| PCE Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| MLF Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| FinalVolume: | 91 | | 427 | | 500 | | 288 | | 739 | | 24 | | 24 | | 834 | | 91 | | 683 | | 814 | | 251 | |
| 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 | | 1.94 | | 0.06 | | 1.00 | | 1.80 | | 0.20 | | 1.00 | | 1.53 | | 0.47 | |
| Final Sat.: | 1805 | | 3610 | | 1615 | | 1805 | | 3478 | | 114 | | 1805 | | 3208 | | 348 | | 1805 | | 2664 | | 820 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | | 0.12 | | 0.31 | | 0.16 | | 0.21 | | 0.21 | | 0.01 | | 0.26 | | 0.26 | | 0.38 | | 0.31 | | 0.31 | |
| Crit Moves: | | | | | **** | | **** | | | | | | | | **** | | | | **** | | | | | |
| Green/Cycle: | 0.10 | | 0.23 | | 0.23 | | 0.12 | | 0.25 | | 0.25 | | 0.11 | | 0.23 | | 0.23 | | 0.28 | | 0.41 | | 0.41 | |
| Volume/Cap: | 0.51 | | 0.51 | | 1.34 | | 1.34 | | 0.84 | | 0.84 | | 0.12 | | 1.11 | | 1.11 | | 1.34 | | 0.75 | | 0.75 | |
| Delay/Veh: | 53.7 | | 40.8 | | 215.7 | | 233.2 | | 49.9 | | 49.9 | | 48.4 | | 113 | | 113.4 | | 208.3 | | 32.9 | | 32.9 | |
| 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: | 53.7 | | 40.8 | | 215.7 | | 233.2 | | 49.9 | | 49.9 | | 48.4 | | 113 | | 113.4 | | 208.3 | | 32.9 | | 32.9 | |
| LOS by Move: | D | | D | | F | | F | | D | | D | | D | | F | | F | | F | | C | | C | |
| HCM2kAvgQ: | 4 | | 8 | | 36 | | 22 | | 17 | | 17 | | 1 | | 28 | | 28 | | 48 | | 19 | | 19 | |

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

Horseshoe Grande Property - Proposed Action "B"
Year 2025 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): 95 Critical Vol./Cap.(X): 0.692
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: | Ovl | | | 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 | 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 | 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: | 64 | 848 | 442 | 167 | 436 | 37 | 42 | 574 | 95 | 262 | 319 | 71 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 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 | 465 | 176 | 459 | 39 | 44 | 604 | 100 | 276 | 336 | 75 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 67 | 893 | 465 | 176 | 459 | 39 | 44 | 604 | 100 | 276 | 336 | 75 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 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 | 465 | 176 | 459 | 39 | 44 | 604 | 100 | 276 | 336 | 75 |
| 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 | 0.93 | 0.93 | 0.92 | 0.92 | 0.92 |
| Lanes: | 1.00 | 2.00 | 1.00 | 2.00 | 1.84 | 0.16 | 1.00 | 1.72 | 0.28 | 2.00 | 1.64 | 0.36 |
| Final Sat.: | 1805 | 3610 | 1615 | 3502 | 3288 | 279 | 1805 | 3032 | 502 | 3502 | 2873 | 639 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.25 | 0.29 | 0.05 | 0.14 | 0.14 | 0.02 | 0.20 | 0.20 | 0.08 | 0.12 | 0.12 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.13 | 0.33 | 0.43 | 0.11 | 0.30 | 0.30 | 0.11 | 0.29 | 0.29 | 0.11 | 0.29 | 0.29 |
| Volume/Cap: | 0.29 | 0.76 | 0.67 | 0.48 | 0.46 | 0.46 | 0.23 | 0.68 | 0.68 | 0.75 | 0.40 | 0.40 |
| Delay/Veh: | 38.3 | 31.5 | 24.0 | 41.0 | 27.0 | 27.0 | 39.6 | 31.3 | 31.3 | 49.5 | 27.0 | 27.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 38.3 | 31.5 | 24.0 | 41.0 | 27.0 | 27.0 | 39.6 | 31.3 | 31.3 | 49.5 | 27.0 | 27.0 |
| LOS by Move: | D | C | C | D | C | C | D | C | C | D | C | C |
| HCM2kAvgQ: | 2 | 14 | 12 | 3 | 6 | 6 | 1 | 11 | 11 | 6 | 5 | 5 |

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

Horseshoe Grande Property - Proposed Action "B"
Year 2025 With 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): 100 Critical Vol./Cap.(X): 0.854
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: | Ovl | | | 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 | 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 | 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: | 86 | 406 | 475 | 274 | 702 | 23 | 23 | 792 | 86 | 649 | 773 | 238 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 91 | 427 | 500 | 288 | 739 | 24 | 24 | 834 | 91 | 683 | 814 | 251 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 91 | 427 | 500 | 288 | 739 | 24 | 24 | 834 | 91 | 683 | 814 | 251 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 91 | 427 | 500 | 288 | 739 | 24 | 24 | 834 | 91 | 683 | 814 | 251 |
| 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 | 0.92 | 0.92 | 0.92 |
| Lanes: | 1.00 | 2.00 | 1.00 | 2.00 | 1.94 | 0.06 | 1.00 | 1.80 | 0.20 | 2.00 | 1.53 | 0.47 |
| Final Sat.: | 1805 | 3610 | 1615 | 3502 | 3478 | 114 | 1805 | 3208 | 348 | 3502 | 2664 | 820 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.12 | 0.31 | 0.08 | 0.21 | 0.21 | 0.01 | 0.26 | 0.26 | 0.20 | 0.31 | 0.31 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green/Cycle: | 0.10 | 0.24 | 0.45 | 0.10 | 0.24 | 0.24 | 0.12 | 0.29 | 0.29 | 0.21 | 0.38 | 0.38 |
| Volume/Cap: | 0.50 | 0.49 | 0.68 | 0.82 | 0.89 | 0.89 | 0.11 | 0.91 | 0.91 | 0.91 | 0.81 | 0.81 |
| Delay/Veh: | 44.8 | 33.2 | 24.2 | 58.7 | 47.5 | 47.5 | 39.2 | 46.3 | 46.3 | 53.5 | 31.9 | 31.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 44.8 | 33.2 | 24.2 | 58.7 | 47.5 | 47.5 | 39.2 | 46.3 | 46.3 | 53.5 | 31.9 | 31.9 |
| LOS by Move: | D | C | C | E | D | D | D | D | D | D | C | C |
| HCM2kAvgQ: | 3 | 6 | 13 | 7 | 15 | 15 | 1 | 18 | 18 | 14 | 17 | 17 |

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

Horseshoe Grande Property - Proposed Action "B"
Year 2025 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): 21.8 Worst Case Level Of Service: F[251.6]

| 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 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 | 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: | 136 | 1215 | 8 | 34 | 648 | 109 | 74 | 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 | 1279 | 8 | 36 | 682 | 115 | 78 | 2 | 119 | 3 | 5 | 1 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 143 | 1279 | 8 | 36 | 682 | 115 | 78 | 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: | 797 | xxxx | xxxxx | 1287 | xxxx | xxxxx | 1682 | 2327 | 341 | 1979 | 2434 | 639 |
| Potent Cap.: | 834 | xxxx | xxxxx | 546 | xxxx | xxxxx | 63 | 38 | 661 | 38 | 32 | 423 |
| Move Cap.: | 834 | xxxx | xxxxx | 546 | xxxx | xxxxx | 44 | 29 | 661 | 24 | 25 | 423 |
| Volume/Cap: | 0.17 | xxxx | xxxx | 0.07 | xxxx | xxxx | 1.78 | 0.07 | 0.18 | 0.13 | 0.21 | 0.00 |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | 0.6 | xxxx | xxxxx | 0.2 | xxxx | xxxxx | xxxx | xxxx | 0.7 | xxxx | xxxx | xxxxx |
| Control Del: | 10.2 | xxxx | xxxxx | 12.1 | xxxx | xxxxx | xxxxx | xxxx | 11.6 | 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 | 43 | xxxx | xxxxx | xxxx | 27 | xxxxx |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 8.3 | xxxx | xxxxx | xxxxx | 1.1 | xxxxx |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 608.4 | xxxx | xxxxx | xxxxx | 194 | xxxxx |
| Shared LOS: | * | * | * | * | * | * | F | * | * | * | F | * |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 251.6 | | | 193.7 | | |
| ApproachLOS: | * | | | * | | | F | | | F | | |

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

Horseshoe Grande Property - Proposed Action "B"
Year 2025 With Project
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): 107.9 Worst Case Level Of Service: F[637.4]

| 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: | 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 | 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: | 109 | 745 | 1 | 61 | 1265 | 73 | 113 | 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 | 784 | 1 | 64 | 1332 | 77 | 119 | 1 | 348 | 4 | 2 | 6 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 115 | 784 | 1 | 64 | 1332 | 77 | 119 | 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: | 1408 | xxxx | xxxxx | 785 | xxxx | xxxxx | 2083 | 2475 | 666 | 1808 | 2551 | 392 |
| Potent Cap.: | 491 | xxxx | xxxxx | 842 | xxxx | xxxxx | 31 | 30 | 407 | 50 | 27 | 613 |
| Move Cap.: | 491 | xxxx | xxxxx | 842 | xxxx | xxxxx | 22 | 21 | 407 | 5 | 19 | 613 |
| Volume/Cap: | 0.23 | xxxx | xxxx | 0.08 | xxxx | xxxx | 5.39 | 0.05 | 0.86 | 0.78 | 0.11 | 0.01 |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | 0.9 | xxxx | xxxxx | 0.2 | xxxx | xxxxx | xxxx | xxxx | 8.3 | xxxx | xxxx | xxxxx |
| Control Del: | 14.6 | xxxx | xxxxx | 9.6 | xxxx | xxxxx | xxxxx | xxxx | 48.3 | 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 | 22 | xxxx | xxxxx | xxxx | 14 | xxxxx |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 15.2 | xxxx | xxxxx | xxxxx | 2.1 | xxxxx |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 2348 | xxxx | xxxxx | xxxxx | 561 | xxxxx |
| Shared LOS: | * | * | * | * | * | * | F | * | * | * | F | * |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 637.4 | | | 560.7 | | |
| ApproachLOS: | * | | | * | | | F | | | F | | |

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

Horseshoe Grande Property - Proposed Action "B"
Year 2025 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): 0.458
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 10.3
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: | 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 | 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: | 136 | 1215 | 8 | 34 | 648 | 109 | 74 | 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 | 1279 | 8 | 36 | 682 | 115 | 78 | 2 | 119 | 3 | 5 | 1 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 143 | 1279 | 8 | 36 | 682 | 115 | 78 | 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 | 1279 | 8 | 36 | 682 | 115 | 78 | 2 | 119 | 3 | 5 | 1 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.36 | 0.95 | 0.85 | 0.17 | 0.95 | 0.85 | 0.72 | 0.72 | 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.: | 690 | 3610 | 1615 | 327 | 3610 | 1615 | 1338 | 36 | 1615 | 594 | 990 | 198 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.21 | 0.35 | 0.01 | 0.11 | 0.19 | 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: | 0.30 | 0.51 | 0.01 | 0.16 | 0.27 | 0.10 | 0.25 | 0.25 | 0.32 | 0.02 | 0.02 | 0.02 |
| Delay/Veh: | 7.2 | 8.5 | 5.4 | 6.4 | 6.7 | 5.9 | 37.9 | 37.9 | 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: | 7.2 | 8.5 | 5.4 | 6.4 | 6.7 | 5.9 | 37.9 | 37.9 | 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 | 11 | 0 | 1 | 5 | 1 | 2 | 2 | 4 | 0 | 0 | 0 |

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

Horseshoe Grande Property - Proposed Action "B"
Year 2025 With 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): 90 Critical Vol./Cap.(X): 0.735
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 14.8
Optimal Cycle: OPTIMIZED Level Of Service: B

**********

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | 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 | 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: | 109 | 745 | 1 | 61 | 1265 | 73 | 113 | 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 | 784 | 1 | 64 | 1332 | 77 | 119 | 1 | 348 | 4 | 2 | 6 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 115 | 784 | 1 | 64 | 1332 | 77 | 119 | 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 | 784 | 1 | 64 | 1332 | 77 | 119 | 1 | 348 | 4 | 2 | 6 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.13 | 0.95 | 0.85 | 0.31 | 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.: | 253 | 3610 | 1615 | 581 | 3610 | 1615 | 1332 | 12 | 1615 | 560 | 280 | 839 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.45 | 0.22 | 0.00 | 0.11 | 0.37 | 0.05 | 0.09 | 0.09 | 0.22 | 0.01 | 0.01 | 0.01 |
| Crit Moves: | **** | | | | | | | | **** | | | |
| Green/Cycle: | 0.60 | 0.60 | 0.60 | 0.60 | 0.60 | 0.60 | 0.31 | 0.31 | 0.31 | 0.31 | 0.31 | 0.31 |
| Volume/Cap: | 0.76 | 0.36 | 0.00 | 0.18 | 0.61 | 0.08 | 0.29 | 0.29 | 0.69 | 0.02 | 0.02 | 0.02 |
| Delay/Veh: | 32.6 | 9.3 | 7.2 | 8.3 | 11.9 | 7.6 | 23.8 | 23.8 | 31.4 | 21.5 | 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: | 32.6 | 9.3 | 7.2 | 8.3 | 11.9 | 7.6 | 23.8 | 23.8 | 31.4 | 21.5 | 21.5 | 21.5 |
| LOS by Move: | C | A | A | A | B | A | C | C | C | C | C | C |
| HCM2kAvgQ: | 4 | 6 | 0 | 1 | 13 | 1 | 3 | 3 | 10 | 0 | 0 | 0 |

**********

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

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Horseshoe Grande Property - Proposed Action "B"
Year 2025 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): | 75 | Critical Vol./Cap.(X): | 0.900 |
| 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: | 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 |
| 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: | 232 | 959 | 0 | 0 | 495 | 142 | 312 | 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 | 1009 | 0 | 0 | 521 | 149 | 328 | 0 | 128 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 244 | 1009 | 0 | 0 | 521 | 149 | 328 | 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 | 1009 | 0 | 0 | 521 | 149 | 328 | 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 | 0.53 | 0.00 | 0.00 | 0.27 | 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 | 0.95 | 0.00 | 0.00 | 0.86 | 0.29 | 0.80 | 0.00 | 0.28 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 26.8 | 32.2 | 0.0 | 0.0 | 35.5 | 19.4 | 36.0 | 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 | 32.2 | 0.0 | 0.0 | 35.5 | 19.4 | 36.0 | 0.0 | 21.5 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | C | C | A | A | D | B | D | A | C | A | A | A |
| HCM2kAvgQ: | 6 | 28 | 0 | 0 | 14 | 3 | 9 | 0 | 2 | 0 | 0 | 0 |

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

Horseshoe Grande Property - Proposed Action "B"
Year 2025 With Project
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): 120 Critical Vol./Cap.(X): 1.086
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 66.2
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: | 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 |
| 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: | 244 | 554 | 0 | 0 | 1084 | 405 | 253 | 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 | 583 | 0 | 0 | 1141 | 426 | 266 | 0 | 379 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 257 | 583 | 0 | 0 | 1141 | 426 | 266 | 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 | 583 | 0 | 0 | 1141 | 426 | 266 | 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 | 0.31 | 0.00 | 0.00 | 0.60 | 0.26 | 0.18 | 0.00 | 0.23 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | | **** | | | | **** | | | |
| Green/Cycle: | 0.13 | 0.68 | 0.00 | 0.00 | 0.55 | 0.55 | 0.22 | 0.00 | 0.22 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 1.09 | 0.45 | 0.00 | 0.00 | 1.09 | 0.48 | 0.84 | 0.00 | 1.09 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 135.5 | 8.9 | 0.0 | 0.0 | 81.1 | 16.7 | 63.4 | 0.0 | 120.3 | 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: | 135.5 | 8.9 | 0.0 | 0.0 | 81.1 | 16.7 | 63.4 | 0.0 | 120.3 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | F | A | A | A | F | B | E | A | F | A | A | A |
| HCM2kAvgQ: | 16 | 10 | 0 | 0 | 57 | 10 | 12 | 0 | 22 | 0 | 0 | 0 |

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

Horseshoe Grande Property - Proposed Action "B"
Year 2025 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): 36.0 Worst Case Level Of Service: F[198.1]

| 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: | 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: | 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: | 229 | 0 | 24 | 0 | 0 | 0 | 0 | 375 | 125 | 75 | 583 | 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: | 241 | 0 | 25 | 0 | 0 | 0 | 0 | 395 | 132 | 79 | 614 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 241 | 0 | 25 | 0 | 0 | 0 | 0 | 395 | 132 | 79 | 614 | 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: | 1232 | xxxx | 461 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 526 | xxxx | xxxxx |
| Potent Cap.: | 197 | xxxx | 605 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 1051 | xxxx | xxxxx |
| Move Cap.: | 186 | xxxx | 605 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 1051 | xxxx | xxxxx |
| Volume/Cap: | 1.30 | xxxx | 0.04 | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | 0.08 | xxxx | xxxx |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | 13.6 | xxxx | 0.1 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 0.2 | xxxx | xxxxx |
| Control Del: | 217.7 | xxxx | 11.2 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 8.7 | 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 | 0.2 | xxxx | xxxxx |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 8.7 | xxxx | xxxxx |
| Shared LOS: | * | * | * | * | * | * | * | * | * | A | * | * |
| ApproachDel: | 198.1 | | | xxxxxx | | | xxxxxx | | | xxxxxx | | |
| ApproachLOS: | F | | | * | | | * | | | * | | |

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

Horseshoe Grande Property - Proposed Action "B"
Year 2025 With Project
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): 52.5 Worst Case Level Of Service: F[421.3]

| 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 | 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: | 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: | 184 | 0 | 56 | 0 | 0 | 0 | 0 | 859 | 283 | 44 | 511 | 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: | 194 | 0 | 59 | 0 | 0 | 0 | 0 | 904 | 298 | 46 | 538 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 194 | 0 | 59 | 0 | 0 | 0 | 0 | 904 | 298 | 46 | 538 | 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: | 1684 | xxxx | 1053 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 1202 | xxxx | xxxxx |
| Potent Cap.: | 105 | xxxx | 277 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 588 | xxxx | xxxxx |
| Move Cap.: | 98 | xxxx | 277 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 588 | xxxx | xxxxx |
| Volume/Cap: | 1.97 | xxxx | 0.21 | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | 0.08 | xxxx | xxxx |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | 16.4 | xxxx | 0.8 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 0.3 | xxxx | xxxxx |
| Control Del: | 543.0 | xxxx | 21.5 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 11.6 | 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 | 0.3 | xxxx | xxxxx |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 11.6 | xxxx | xxxxx |
| Shared LOS: | * | * | * | * | * | * | * | * | * | B | * | * |
| ApproachDel: | 421.3 | | | xxxxxx | | | xxxxxx | | | xxxxxx | | |
| ApproachLOS: | F | | | * | | | * | | | * | | |

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

Horseshoe Grande Property - Proposed Action "B"
Year 2025 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): 0.651
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 11.6
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: | 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: | 229 | 0 | 24 | 0 | 0 | 0 | 0 | 375 | 125 | 75 | 583 | 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: | 241 | 0 | 25 | 0 | 0 | 0 | 0 | 395 | 132 | 79 | 614 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 241 | 0 | 25 | 0 | 0 | 0 | 0 | 395 | 132 | 79 | 614 | 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: | 241 | 0 | 25 | 0 | 0 | 0 | 0 | 395 | 132 | 79 | 614 | 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 | 0.75 | 0.25 | 0.11 | 0.89 | 0.00 |
| Final Sat.: | 1461 | 0 | 1615 | 0 | 0 | 0 | 0 | 1377 | 459 | 194 | 1512 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.16 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 0.29 | 0.29 | 0.41 | 0.41 | 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: | 0.60 | 0.00 | 0.06 | 0.00 | 0.00 | 0.00 | 0.00 | 0.48 | 0.48 | 0.68 | 0.68 | 0.00 |
| Delay/Veh: | 22.8 | 0.0 | 17.3 | 0.0 | 0.0 | 0.0 | 0.0 | 7.6 | 7.6 | 10.6 | 10.6 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 22.8 | 0.0 | 17.3 | 0.0 | 0.0 | 0.0 | 0.0 | 7.6 | 7.6 | 10.6 | 10.6 | 0.0 |
| LOS by Move: | C | A | B | A | A | A | A | A | A | B | B | A |
| HCM2kAvgQ: | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 6 | 10 | 10 | 0 |

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

Horseshoe Grande Property - Proposed Action "B"
Year 2025 With Project
Evening Peak Hour - With Improvements

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

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Intersection #13 Soboba Street (NS) at Mountain Avenue (EW)

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Cycle (sec): 105 Critical Vol./Cap.(X): 0.852
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 17.0
Optimal Cycle: OPTIMIZED Level Of Service: B

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| 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: | 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: | 184 | | 0 | | 56 | | 0 | | 0 | | 0 | | 0 | | 859 | | 283 | | 44 | | 511 | | 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: | 194 | | 0 | | 59 | | 0 | | 0 | | 0 | | 0 | | 904 | | 298 | | 46 | | 538 | | 0 | |
| Reduct Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduced Vol: | 194 | | 0 | | 59 | | 0 | | 0 | | 0 | | 0 | | 904 | | 298 | | 46 | | 538 | | 0 | |
| PCE Adj: | 1.00 | 1.00 | | | 1.00 | | 1.00 | 1.00 | | | 1.00 | | 1.00 | 1.00 | | | 1.00 | | 1.00 | 1.00 | | | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | | | 1.00 | | 1.00 | 1.00 | | | 1.00 | | 1.00 | 1.00 | | | 1.00 | | 1.00 | 1.00 | | | 1.00 | |
| FinalVolume: | 194 | | 0 | | 59 | | 0 | | 0 | | 0 | | 0 | | 904 | | 298 | | 46 | | 538 | | 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 | 0.75 | | | 0.25 | | 0.08 | 0.92 | | | 0.00 | |
| Final Sat.: | 1461 | | 0 | | 1615 | | 0 | | 0 | | 0 | | 0 | 1382 | | | 455 | | 128 | 1483 | | | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.00 | | | 0.04 | | 0.00 | 0.00 | | | 0.00 | | 0.00 | 0.65 | | | 0.65 | | 0.36 | 0.36 | | | 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: | 0.77 | 0.00 | | | 0.21 | | 0.00 | 0.00 | | | 0.00 | | 0.00 | 0.87 | | | 0.87 | | 0.48 | 0.48 | | | 0.00 | |
| Delay/Veh: | 55.4 | | 0.0 | | 37.8 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | 15.5 | | | 15.5 | | 5.4 | 5.4 | | | 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: | 55.4 | | 0.0 | | 37.8 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | 15.5 | | | 15.5 | | 5.4 | 5.4 | | | 0.0 | |
| LOS by Move: | E | | A | | D | | A | | A | | A | | A | B | | | B | | A | A | | | A | |
| HCM2kAvgQ: | 8 | | 0 | | 2 | | 0 | | 0 | | 0 | | 0 | 30 | | | 30 | | 8 | 8 | | | 0 | |

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

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Horseshoe Grande Property - Proposed Action "B"
Year 2025 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): 3.5 Worst Case Level Of Service: F[200.9]

| 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 | 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 |
| 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: | 25 | 0 | 17 | 0 | 0 | 0 | 0 | 1569 | 13 | 9 | 814 | 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 | 1652 | 14 | 9 | 857 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 26 | 0 | 18 | 0 | 0 | 0 | 0 | 1652 | 14 | 9 | 857 | 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: | 2527 | xxxx | 1652 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 1665 | xxxx | xxxxx |
| Potent Cap.: | 31 | xxxx | 123 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 391 | xxxx | xxxxx |
| Move Cap.: | 30 | xxxx | 123 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 391 | xxxx | xxxxx |
| Volume/Cap: | 0.87 | xxxx | 0.15 | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | 0.02 | xxxx | xxxx |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | 2.9 | xxxx | 0.5 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 0.1 | xxxx | xxxxx |
| Control Del: | 310.9 | xxxx | 39.1 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 14.4 | xxxx | xxxxx |
| LOS by Move: | F | * | E | * | * | * | * | * | * | 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: | 200.9 | | | xxxxxx | | | xxxxxx | | | xxxxxx | | |
| ApproachLOS: | F | | | * | | | * | | | * | | |

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

Horseshoe Grande Property - Proposed Action "B"
Year 2025 With Project
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): 7.3 Worst Case Level Of Service: F[600.0]

| 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 | 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 |
| 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: | 22 | 0 | 14 | 0 | 0 | 0 | 0 | 1295 | 66 | 22 | 1593 | 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 | 1363 | 69 | 23 | 1677 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 23 | 0 | 15 | 0 | 0 | 0 | 0 | 1363 | 69 | 23 | 1677 | 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: | 3086 | xxxx | 1363 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 1433 | xxxx | xxxxx |
| Potent Cap.: | 13 | xxxx | 183 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 480 | xxxx | xxxxx |
| Move Cap.: | 13 | xxxx | 183 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 480 | xxxx | xxxxx |
| Volume/Cap: | 1.79 | xxxx | 0.08 | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | 0.05 | xxxx | xxxx |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | 3.7 | xxxx | 0.3 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 0.2 | xxxx | xxxxx |
| Control Del: | 965.0 | xxxx | 26.4 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 12.9 | xxxx | xxxxx |
| LOS by Move: | F | * | D | * | * | * | * | * | * | 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: | 600.0 | | | xxxxxx | | | xxxxxx | | | xxxxxx | | |
| ApproachLOS: | F | | | * | | | * | | | * | | |

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

Horseshoe Grande Property - Proposed Action "B"
Year 2025 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): 0.4 Worst Case Level Of Service: C[ 18.1]

| 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 | 2 | 0 1 | 1 0 | 2 | 0 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 42 | 0 | 0 | 0 | 0 | 1089 | 13 | 9 | 622 | 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 | 42 | 0 | 0 | 0 | 0 | 1089 | 13 | 9 | 622 | 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: | 0 | 0 | 42 | 0 | 0 | 0 | 0 | 1569 | 13 | 9 | 839 | 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 | 44 | 0 | 0 | 0 | 0 | 1652 | 14 | 9 | 883 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 0 | 44 | 0 | 0 | 0 | 0 | 1652 | 14 | 9 | 883 | 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: | 2112 | xxxx | 826 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 1665 | xxxx | xxxxx |
| Potent Cap.: | 45 | xxxx | 319 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 391 | xxxx | xxxxx |
| Move Cap.: | 44 | xxxx | 319 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 391 | xxxx | xxxxx |
| Volume/Cap: | 0.00 | xxxx | 0.14 | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | 0.02 | xxxx | xxxx |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | 0.5 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 0.1 | xxxx | xxxxx |
| Control Del: | xxxxx | xxxx | 18.1 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 14.4 | xxxx | xxxxx |
| LOS by Move: | * | * | 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: | | 18.1 | | | xxxxxx | | | xxxxxx | | | xxxxxx | |
| ApproachLOS: | | C | | | * | | | * | | | * | |

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

Horseshoe Grande Property - Proposed Action "B"
Year 2025 With Project
Evening 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): 0.3 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: | 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: | 0 | | 0 | | 36 | | 0 | | 0 | | 0 | | 0 | | 654 | | 66 | | 22 | | 1049 | | 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 | | 36 | | 0 | | 0 | | 0 | | 0 | | 654 | | 66 | | 22 | | 1049 | | 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: | 0 | | 0 | | 36 | | 0 | | 0 | | 0 | | 0 | | 1295 | | 66 | | 22 | | 1615 | | 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 | | 38 | | 0 | | 0 | | 0 | | 0 | | 1363 | | 69 | | 23 | | 1700 | | 0 | |
| Reduct Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| FinalVolume: | 0 | | 0 | | 38 | | 0 | | 0 | | 0 | | 0 | | 1363 | | 69 | | 23 | | 1700 | | 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: | 2259 | xxxx | | | 682 | | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | | | 1433 | xxxx | xxxxx | | | | | |
| Potent Cap.: | 36 | xxxx | | | 397 | | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | | | 480 | xxxx | xxxxx | | | | | |
| Move Cap.: | 34 | xxxx | | | 397 | | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | | | 480 | xxxx | xxxxx | | | | | |
| Volume/Cap: | 0.00 | xxxx | | | 0.10 | | xxxx | xxxx | xxxx | | xxxx | xxxx | xxxx | | | | 0.05 | xxxx | xxxx | | | | | |
| Level Of Service Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | | | 0.3 | | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | | | 0.2 | xxxx | xxxxx | | | | | |
| Control Del: | xxxxx | xxxx | | | 15.0 | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | | | 12.9 | xxxx | xxxxx | | | | | |
| LOS by Move: | * | | * | | 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: | | | 15.0 | | | | | | 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 - Proposed Action "B"
Year 2025 With Project
Morning Peak Hour - With Improvements

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

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

**********

Cycle (sec): 120 Critical Vol./Cap.(X): 0.508
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 5.6
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 | 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 | 480 | 0 | 0 | 217 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 25 | 0 | 17 | 0 | 0 | 0 | 0 | 1569 | 13 | 9 | 814 | 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 | 1652 | 14 | 9 | 857 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 26 | 0 | 18 | 0 | 0 | 0 | 0 | 1652 | 14 | 9 | 857 | 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: | 26 | 0 | 18 | 0 | 0 | 0 | 0 | 1652 | 14 | 9 | 857 | 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 | 0.95 | 0.85 | 0.12 | 0.95 | 1.00 |
| Lanes: | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 1.00 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 1560 | 0 | 1615 | 0 | 0 | 0 | 0 | 3610 | 1615 | 220 | 3610 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.46 | 0.01 | 0.04 | 0.24 | 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 | 0.58 | 0.01 | 0.05 | 0.30 | 0.00 |
| Delay/Veh: | 44.3 | 0.0 | 44.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.5 | 2.8 | 3.1 | 3.8 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 44.3 | 0.0 | 44.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.5 | 2.8 | 3.1 | 3.8 | 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 | 13 | 0 | 0 | 5 | 0 |

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

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Horseshoe Grande Property - Proposed Action "B"
Year 2025 With Project
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): 0.513
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 5.6
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 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 | 641 | 0 | 0 | 566 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 22 | 0 | 14 | 0 | 0 | 0 | 0 | 1295 | 66 | 22 | 1593 | 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 | 1363 | 69 | 23 | 1677 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 23 | 0 | 15 | 0 | 0 | 0 | 0 | 1363 | 69 | 23 | 1677 | 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 | 15 | 0 | 0 | 0 | 0 | 1363 | 69 | 23 | 1677 | 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 | 0.95 | 0.85 | 0.17 | 0.95 | 1.00 |
| Lanes: | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 1.00 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 1575 | 0 | 1615 | 0 | 0 | 0 | 0 | 3610 | 1615 | 325 | 3610 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.38 | 0.04 | 0.07 | 0.46 | 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 | 0.48 | 0.05 | 0.09 | 0.59 | 0.00 |
| Delay/Veh: | 44.2 | 0.0 | 43.9 | 0.0 | 0.0 | 0.0 | 0.0 | 4.7 | 3.0 | 3.2 | 5.6 | 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 | 4.7 | 3.0 | 3.2 | 5.6 | 0.0 |
| LOS by Move: | D | A | D | A | A | A | A | A | A | A | A | A |
| HCM2kAvgQ: | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 1 | 0 | 13 | 0 |

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

Horseshoe Grande Property - Proposed Action "B"
Year 2025 With Project
Morning Peak Hour

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

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Intersection #15 Soboba Road (NS) at Chabella Drive (EW)

**********

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: E[ 44.5]

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| 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 |
| 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: | 16 | 721 | 4 | 7 | 631 | 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 | 759 | 4 | 7 | 664 | 14 | 11 | 1 | 66 | 18 | 1 | 9 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 17 | 759 | 4 | 7 | 664 | 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: | 678 | xxxx | xxxxx | 763 | xxxx | xxxxx | 1479 | 1476 | 664 | 1514 | 1487 | 761 |
| Potent Cap.: | 924 | xxxx | xxxxx | 859 | xxxx | xxxxx | 105 | 127 | 464 | 99 | 125 | 409 |
| Move Cap.: | 924 | xxxx | xxxxx | 859 | xxxx | xxxxx | 100 | 124 | 464 | 83 | 122 | 409 |
| Volume/Cap: | 0.02 | xxxx | xxxx | 0.01 | xxxx | xxxx | 0.11 | 0.01 | 0.14 | 0.22 | 0.01 | 0.02 |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | 0.1 | xxxx | xxxxx | 0.0 | xxxx | xxxxx | xxxx | xxxx | 0.5 | xxxx | xxxx | 0.1 |
| Control Del: | 9.0 | xxxx | xxxxx | 9.2 | xxxx | xxxxx | xxxxx | xxxx | 14.0 | xxxxx | xxxx | 14.0 |
| 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 | 102 | xxxx | xxxxx | 84 | xxxx | xxxxx |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 0.4 | xxxx | xxxxx | 0.8 | xxxx | xxxxx |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 45.0 | xxxx | xxxxx | 59.7 | xxxx | xxxxx |
| Shared LOS: | * | * | * | * | * | * | E | * | * | F | * | * |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 18.6 | | | 44.5 | | |
| ApproachLOS: | * | | | * | | | C | | | E | | |

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

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Horseshoe Grande Property - Proposed Action "B"
Year 2025 With Project
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): 1.4 Worst Case Level Of Service: F[ 73.3]

| 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: | 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 |
| 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: | 52 | 698 | 17 | 9 | 1005 | 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 | 735 | 18 | 9 | 1058 | 16 | 5 | 1 | 27 | 6 | 1 | 4 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 55 | 735 | 18 | 9 | 1058 | 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: | 1074 | xxxx | xxxxx | 753 | xxxx | xxxxx | 1933 | 1939 | 1058 | 1952 | 1946 | 744 |
| Potent Cap.: | 657 | xxxx | xxxxx | 866 | xxxx | xxxxx | 50 | 66 | 276 | 49 | 66 | 418 |
| Move Cap.: | 657 | xxxx | xxxxx | 866 | xxxx | xxxxx | 46 | 60 | 276 | 40 | 59 | 418 |
| Volume/Cap: | 0.08 | xxxx | xxxx | 0.01 | xxxx | xxxx | 0.12 | 0.02 | 0.10 | 0.16 | 0.02 | 0.01 |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | 0.3 | xxxx | xxxxx | 0.0 | xxxx | xxxxx | xxxx | xxxx | 0.3 | xxxx | xxxx | 0.0 |
| Control Del: | 11.0 | xxxx | xxxxx | 9.2 | xxxx | xxxxx | xxxxx | xxxx | 19.5 | xxxxx | xxxx | 13.7 |
| LOS by Move: | B | * | * | A | * | * | * | * | C | * | * | B |
| Movement: | LT - LTR - RT | | | LT - LTR - RT | | | LT - LTR - RT | | | LT - LTR - RT | | |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 48 | xxxx | xxxxx | 42 | xxxx | xxxxx |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 0.4 | xxxx | xxxxx | 0.6 | xxxx | xxxxx |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 91.8 | xxxx | xxxxx | 107.4 | xxxx | xxxxx |
| Shared LOS: | * | * | * | * | * | * | F | * | * | F | * | * |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 33.1 | | | 73.3 | | |
| ApproachLOS: | * | | | * | | | D | | | F | | |

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

Horseshoe Grande Property - Proposed Action "B"
Year 2025 With Project
Morning Peak Hour - With Improvements

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[ 24.8]

| 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 2 | 0 1 | | 1 0 0 | 0 1 | | 1 0 0 | 0 1 | |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 16 | 627 | 4 | 7 | 424 | 13 | 10 | 0 | 63 | 17 | 0 | 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 | 0 | 63 | 17 | 0 | 9 |
| 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: | 16 | 721 | 4 | 7 | 631 | 13 | 10 | 0 | 63 | 17 | 0 | 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 | 759 | 4 | 7 | 664 | 14 | 11 | 0 | 66 | 18 | 0 | 9 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 17 | 759 | 4 | 7 | 664 | 14 | 11 | 0 | 66 | 18 | 0 | 9 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | 4.1 | xxxx | xxxxx | 4.1 | xxxx | xxxxx | 7.1 | xxxx | 6.2 | 7.1 | xxxx | 6.2 |
| FollowUpTim: | 2.2 | xxxx | xxxxx | 2.2 | xxxx | xxxxx | 3.5 | xxxx | 3.3 | 3.5 | xxxx | 3.3 |
| Capacity Module: | | | | | | | | | | | | |
| Cnflict Vol: | 678 | xxxx | xxxxx | 763 | xxxx | xxxxx | 1478 | xxxx | 332 | 1142 | xxxx | 761 |
| Potent Cap.: | 924 | xxxx | xxxxx | 859 | xxxx | xxxxx | 105 | xxxx | 714 | 179 | xxxx | 409 |
| Move Cap.: | 924 | xxxx | xxxxx | 859 | xxxx | xxxxx | 101 | xxxx | 714 | 159 | xxxx | 409 |
| Volume/Cap: | 0.02 | xxxx | xxxx | 0.01 | xxxx | xxxx | 0.10 | xxxx | 0.09 | 0.11 | xxxx | 0.02 |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | 0.1 | xxxx | xxxxx | 0.0 | xxxx | xxxxx | 0.3 | xxxx | 0.3 | 0.4 | xxxx | 0.1 |
| Control Del: | 9.0 | xxxx | xxxxx | 9.2 | xxxx | xxxxx | 45.0 | xxxx | 10.6 | 30.4 | xxxx | 14.0 |
| LOS by Move: | A | * | * | A | * | * | E | * | B | D | * | 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: | xxxxxx | | | xxxxxx | | | 15.3 | | | 24.8 | | |
| ApproachLOS: | * | | | * | | | C | | | C | | |

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

Horseshoe Grande Property - Proposed Action "B"
Year 2025 With Project
Evening Peak Hour - With Improvements

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: 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: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Lanes: | 1 0 | 0 1 | 0 | 1 0 | 2 0 | 1 | 1 0 | 0 0 | 1 | 1 0 | 0 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 52 | 454 | 17 | 9 | 729 | 15 | 5 | 0 | 26 | 6 | 0 | 4 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 52 | 454 | 17 | 9 | 729 | 15 | 5 | 0 | 26 | 6 | 0 | 4 |
| 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: | 52 | 698 | 17 | 9 | 1005 | 15 | 5 | 0 | 26 | 6 | 0 | 4 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 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 | 735 | 18 | 9 | 1058 | 16 | 5 | 0 | 27 | 6 | 0 | 4 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 55 | 735 | 18 | 9 | 1058 | 16 | 5 | 0 | 27 | 6 | 0 | 4 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | 4.1 | xxxx | xxxxx | 4.1 | xxxx | xxxxx | 7.1 | xxxx | 6.2 | 7.1 | xxxx | 6.2 |
| FollowUpTim: | 2.2 | xxxx | xxxxx | 2.2 | xxxx | xxxxx | 3.5 | xxxx | 3.3 | 3.5 | xxxx | 3.3 |
| Capacity Module: | | | | | | | | | | | | |
| Cnflict Vol: | 1074 | xxxx | xxxxx | 753 | xxxx | xxxxx | 1932 | xxxx | 529 | 1401 | xxxx | 744 |
| Potent Cap.: | 657 | xxxx | xxxxx | 866 | xxxx | xxxxx | 50 | xxxx | 554 | 119 | xxxx | 418 |
| Move Cap.: | 657 | xxxx | xxxxx | 866 | xxxx | xxxxx | 46 | xxxx | 554 | 105 | xxxx | 418 |
| Volume/Cap: | 0.08 | xxxx | xxxx | 0.01 | xxxx | xxxx | 0.11 | xxxx | 0.05 | 0.06 | xxxx | 0.01 |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | 0.3 | xxxx | xxxxx | 0.0 | xxxx | xxxxx | 0.4 | xxxx | 0.2 | 0.2 | xxxx | 0.0 |
| Control Del: | 11.0 | xxxx | xxxxx | 9.2 | xxxx | xxxxx | 92.3 | xxxx | 11.8 | 41.5 | xxxx | 13.7 |
| LOS by Move: | B | * | * | A | * | * | F | * | B | E | * | 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: | xxxxxx | | | xxxxxx | | | 24.8 | | | 30.4 | | |
| ApproachLOS: | * | | | * | | | C | | | D | | |

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

Horseshoe Grande Property - Proposed Action "B"
Year 2025 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): 0.332
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: | 2 0 | 1 0 | 0 | 0 0 | 2 0 | 1 | 1 0 | 0 0 | 1 | 0 0 | 0 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 238 | 0 | 0 | 345 | 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 | 238 | 0 | 0 | 345 | 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 | 268 | 0 | 0 | 395 | 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 | 282 | 0 | 0 | 416 | 165 | 67 | 0 | 51 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 372 | 282 | 0 | 0 | 416 | 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 | 282 | 0 | 0 | 416 | 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 | 0.95 | 0.85 | 0.81 | 1.00 | 0.85 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 1.00 | 0.00 | 0.00 | 2.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 3502 | 1900 | 0 | 0 | 3610 | 1615 | 1531 | 0 | 1615 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | 0.15 | 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 | 0.30 | 0.00 | 0.00 | 0.38 | 0.34 | 0.15 | 0.00 | 0.10 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 22.3 | 9.0 | 0.0 | 0.0 | 16.8 | 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 | 9.0 | 0.0 | 0.0 | 16.8 | 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 | 3 | 0 | 0 | 3 | 3 | 1 | 0 | 1 | 0 | 0 | 0 |

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

Horseshoe Grande Property - Proposed Action "B"
Year 2025 With Project
Evening Peak Hour - With Improvements

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

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Intersection #16 Soboba Road (NS) at Project North Access (EW)

**********

Cycle (sec): 65 Critical Vol./Cap.(X): 0.602
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 18.8
Optimal Cycle: OPTIMIZED Level Of Service: B

**********

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | 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 2 | 0 1 | | 1 0 | 0 0 | 1 | 0 0 | 0 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 437 | 0 | 0 | 683 | 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 | 437 | 0 | 0 | 683 | 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 | 499 | 0 | 0 | 752 | 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 | 525 | 0 | 0 | 792 | 219 | 192 | 0 | 143 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 492 | 525 | 0 | 0 | 792 | 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 | 525 | 0 | 0 | 792 | 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 | 0.95 | 0.85 | 0.77 | 1.00 | 0.85 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 1.00 | 0.00 | 0.00 | 2.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 3502 | 1900 | 0 | 0 | 3610 | 1615 | 1461 | 0 | 1615 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.14 | 0.28 | 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 | 0.51 | 0.00 | 0.00 | 0.67 | 0.41 | 0.47 | 0.00 | 0.32 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 25.9 | 10.0 | 0.0 | 0.0 | 20.3 | 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 | 10.0 | 0.0 | 0.0 | 20.3 | 17.5 | 20.4 | 0.0 | 19.1 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | C | B | A | A | C | B | C | A | B | A | A | A |
| HCM2kAvgQ: | 6 | 7 | 0 | 0 | 8 | 4 | 4 | 0 | 3 | 0 | 0 | 0 |

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

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Horseshoe Grande Property - Proposed Action "B"
Year 2025 With Project
Morning Peak Hour

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

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

**********

Cycle (sec): 100 Critical Vol./Cap.(X): 1.286
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 74.0
Optimal Cycle: 0 Level Of Service: F

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| 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 | 1 | 164 | 179 | 191 | 1 | 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 | 1 | 164 | 179 | 191 | 1 | 461 | 1 | 2 | 2 |
| 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: | 370 | 37 | 1 | 1 | 214 | 227 | 582 | 1 | 352 | 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: | 389 | 39 | 1 | 1 | 225 | 239 | 613 | 1 | 371 | 1 | 2 | 2 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 389 | 39 | 1 | 1 | 225 | 239 | 613 | 1 | 371 | 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: | 389 | 39 | 1 | 1 | 225 | 239 | 613 | 1 | 371 | 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: | 0.90 | 0.09 | 0.01 | 0.01 | 0.48 | 0.51 | 0.99 | 0.01 | 1.00 | 0.20 | 0.40 | 0.40 |
| Final Sat.: | 474 | 47 | 1 | 1 | 273 | 289 | 476 | 1 | 568 | 80 | 159 | 159 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.82 | 0.82 | 0.82 | 0.83 | 0.83 | 0.83 | 1.29 | 1.29 | 0.65 | 0.01 | 0.01 | 0.01 |
| Crit Moves: | | **** | | | **** | | | **** | | | **** | |
| Delay/Veh: | 33.8 | 33.8 | 33.8 | 32.3 | 32.3 | 32.3 | 166.8 | 167 | 20.2 | 11.3 | 11.3 | 11.3 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 33.8 | 33.8 | 33.8 | 32.3 | 32.3 | 32.3 | 166.8 | 167 | 20.2 | 11.3 | 11.3 | 11.3 |
| LOS by Move: | D | D | D | D | D | D | F | F | C | B | B | B |
| ApproachDel: | | 33.8 | | | 32.3 | | | 111.6 | | | 11.3 | |
| Delay Adj: | | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | |
| ApprAdjDel: | | 33.8 | | | 32.3 | | | 111.6 | | | 11.3 | |
| LOS by Appr: | | D | | | D | | | F | | | B | |
| AllWayAvgQ: | 3.5 | 3.5 | 3.5 | 3.6 | 3.6 | 3.6 | 20.8 | 20.8 | 1.8 | 0.0 | 0.0 | 0.0 |

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

Horseshoe Grande Property - Proposed Action "B"
Year 2025 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): | 1.877 |
| Loss Time (sec): | 0 (Y+R=4.0 sec) | Average Delay (sec/veh): | 322.6 |
| 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 | 1 | 288 | 400 | 239 | 1 | 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 | 1 | 288 | 400 | 239 | 1 | 599 | 1 | 2 | 2 |
| 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: | 687 | 159 | 1 | 1 | 357 | 536 | 805 | 1 | 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: | 723 | 167 | 1 | 1 | 376 | 564 | 847 | 1 | 485 | 1 | 2 | 2 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 723 | 167 | 1 | 1 | 376 | 564 | 847 | 1 | 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: | 723 | 167 | 1 | 1 | 376 | 564 | 847 | 1 | 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: | 0.81 | 0.18 | 0.01 | 0.01 | 0.39 | 0.60 | 0.99 | 0.01 | 1.00 | 0.20 | 0.40 | 0.40 |
| Final Sat.: | 415 | 96 | 1 | 1 | 221 | 331 | 451 | 1 | 533 | 80 | 160 | 160 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 1.74 | 1.74 | 1.74 | 1.70 | 1.70 | 1.70 | 1.88 | 1.88 | 0.91 | 0.01 | 0.01 | 0.01 |
| Crit Moves: | **** | | | | | **** | | **** | | | **** | |
| Delay/Veh: | 360.5 | 360 | 360.5 | 341.5 | 341 | 341.5 | 421.9 | 422 | 46.0 | 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: | 360.5 | 360 | 360.5 | 341.5 | 341 | 341.5 | 421.9 | 422 | 46.0 | 12.1 | 12.1 | 12.1 |
| LOS by Move: | F | F | F | F | F | F | F | F | E | B | B | B |
| ApproachDel: | 360.5 | | | 341.5 | | | 285.1 | | | 12.1 | | |
| Delay Adj: | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | | |
| ApprAdjDel: | 360.5 | | | 341.5 | | | 285.1 | | | 12.1 | | |
| LOS by Appr: | F | | | F | | | F | | | B | | |
| AllWayAvgQ: | 49.8 | 49.8 | 49.8 | 50.9 | 50.9 | 50.9 | 51.6 | 51.6 | 5.4 | 0.0 | 0.0 | 0.0 |

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

Horseshoe Grande Property - Proposed Action "B"
Year 2025 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): 90 Critical Vol./Cap.(X): 0.489
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 29.0
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 | | | Split Phase | | | Split Phase | | |
| Rights: | Include | | | Ovl | | | Ovl | | | Include | | |
| Min. Green: | 10 | 18 | 18 | 10 | 18 | 18 | 10 | 18 | 18 | 10 | 18 | 18 |
| Lanes: | 2 0 | 0 1 | 0 | 1 0 | 1 0 | 2 | 1 1 | 0 0 | 1 | 0 0 | 1! 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 298 | 45 | 1 | 1 | 164 | 179 | 191 | 1 | 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 | 1 | 164 | 179 | 191 | 1 | 461 | 1 | 2 | 2 |
| 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: | 370 | 37 | 1 | 1 | 214 | 227 | 582 | 1 | 352 | 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: | 389 | 39 | 1 | 1 | 225 | 239 | 613 | 1 | 371 | 1 | 2 | 2 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 389 | 39 | 1 | 1 | 225 | 239 | 613 | 1 | 371 | 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: | 389 | 39 | 1 | 1 | 225 | 239 | 613 | 1 | 371 | 1 | 2 | 2 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 1.00 | 0.95 | 1.00 | 0.75 | 0.95 | 0.95 | 0.85 | 0.94 | 0.94 | 0.94 |
| Lanes: | 2.00 | 0.97 | 0.03 | 1.00 | 1.00 | 2.00 | 1.99 | 0.01 | 1.00 | 0.20 | 0.40 | 0.40 |
| Final Sat.: | 3502 | 1843 | 50 | 1805 | 1900 | 2842 | 3611 | 6 | 1615 | 356 | 712 | 712 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | 0.02 | 0.02 | 0.00 | 0.12 | 0.08 | 0.17 | 0.17 | 0.23 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | | **** | | | **** | | | **** | |
| Green/Cycle: | 0.17 | 0.24 | 0.24 | 0.13 | 0.20 | 0.46 | 0.26 | 0.26 | 0.42 | 0.20 | 0.20 | 0.20 |
| Volume/Cap: | 0.67 | 0.09 | 0.09 | 0.00 | 0.59 | 0.18 | 0.67 | 0.67 | 0.54 | 0.01 | 0.01 | 0.01 |
| Delay/Veh: | 38.0 | 26.9 | 26.9 | 34.0 | 35.2 | 14.7 | 31.9 | 31.9 | 20.4 | 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: | 38.0 | 26.9 | 26.9 | 34.0 | 35.2 | 14.7 | 31.9 | 31.9 | 20.4 | 28.9 | 28.9 | 28.9 |
| LOS by Move: | D | C | C | C | D | B | C | C | C | C | C | C |
| HCM2kAvgQ: | 6 | 1 | 1 | 0 | 6 | 2 | 9 | 9 | 8 | 0 | 0 | 0 |

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

Horseshoe Grande Property - Proposed Action "B"
Year 2025 With Project
Evening Peak Hour - With Improvements

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

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

**********

Cycle (sec): 120 Critical Vol./Cap.(X): 0.741
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 43.9
Optimal Cycle: OPTIMIZED Level Of Service: D

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| 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: | 2 0 | 0 1 | 0 | 1 0 | 1 0 | 2 | 1 1 | 0 0 | 1 | 0 0 | 1! 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 530 | 196 | 1 | 1 | 288 | 400 | 239 | 1 | 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 | 1 | 288 | 400 | 239 | 1 | 599 | 1 | 2 | 2 |
| 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: | 687 | 159 | 1 | 1 | 357 | 536 | 805 | 1 | 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: | 723 | 167 | 1 | 1 | 376 | 564 | 847 | 1 | 485 | 1 | 2 | 2 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 723 | 167 | 1 | 1 | 376 | 564 | 847 | 1 | 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: | 723 | 167 | 1 | 1 | 376 | 564 | 847 | 1 | 485 | 1 | 2 | 2 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 1.00 | 0.95 | 1.00 | 0.75 | 0.95 | 0.95 | 0.85 | 0.94 | 0.94 | 0.94 |
| Lanes: | 2.00 | 0.99 | 0.01 | 1.00 | 1.00 | 2.00 | 1.99 | 0.01 | 1.00 | 0.20 | 0.40 | 0.40 |
| Final Sat.: | 3502 | 1886 | 12 | 1805 | 1900 | 2842 | 3613 | 4 | 1615 | 356 | 712 | 712 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.21 | 0.09 | 0.09 | 0.00 | 0.20 | 0.20 | 0.23 | 0.23 | 0.30 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | | **** | | | **** | | | **** | |
| Green/Cycle: | 0.23 | 0.29 | 0.29 | 0.16 | 0.22 | 0.48 | 0.26 | 0.26 | 0.49 | 0.15 | 0.15 | 0.15 |
| Volume/Cap: | 0.89 | 0.30 | 0.30 | 0.00 | 0.89 | 0.41 | 0.89 | 0.89 | 0.61 | 0.02 | 0.02 | 0.02 |
| Delay/Veh: | 56.7 | 33.4 | 33.4 | 42.2 | 65.7 | 20.1 | 53.1 | 53.1 | 23.2 | 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: | 56.7 | 33.4 | 33.4 | 42.2 | 65.7 | 20.1 | 53.1 | 53.1 | 23.2 | 43.5 | 43.5 | 43.5 |
| LOS by Move: | E | C | C | D | E | C | D | D | C | D | D | D |
| HCM2kAvgQ: | 17 | 5 | 5 | 0 | 17 | 8 | 18 | 18 | 13 | 0 | 0 | 0 |

**********

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

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Horseshoe Grande Property - Proposed Action "B"
Year 2025 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): 75 Critical Vol./Cap.(X): 0.453
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 8.8
Optimal Cycle: OPTIMIZED Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 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 | 343 | 0 | 0 | 626 | 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 | 343 | 0 | 0 | 626 | 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 | 276 | 0 | 0 | 471 | 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 | 276 | 0 | 0 | 471 | 97 | 131 | 0 | 3 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 3 | 276 | 0 | 0 | 471 | 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 | 276 | 0 | 0 | 471 | 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: | 0.89 | 1.00 | 1.00 | 1.00 | 0.98 | 0.98 | 0.72 | 1.00 | 0.72 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.00 | 0.00 | 0.00 | 0.83 | 0.17 | 0.98 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 1695 | 1900 | 0 | 0 | 1539 | 317 | 1332 | 0 | 30 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.15 | 0.00 | 0.00 | 0.31 | 0.31 | 0.10 | 0.00 | 0.10 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | | | | **** | | **** | | | | | |
| Green/Cycle: | 0.65 | 0.65 | 0.00 | 0.00 | 0.65 | 0.65 | 0.24 | 0.00 | 0.24 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.00 | 0.22 | 0.00 | 0.00 | 0.47 | 0.47 | 0.41 | 0.00 | 0.41 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 4.5 | 5.4 | 0.0 | 0.0 | 6.8 | 6.8 | 24.9 | 0.0 | 24.9 | 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: | 4.5 | 5.4 | 0.0 | 0.0 | 6.8 | 6.8 | 24.9 | 0.0 | 24.9 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | A | A | A | A | A | C | A | C | A | A | A |
| HCM2kAvgQ: | 0 | 3 | 0 | 0 | 7 | 7 | 3 | 0 | 3 | 0 | 0 | 0 |

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

Horseshoe Grande Property - Proposed Action "B"
Year 2025 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): 0.762
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 14.1
Optimal Cycle: OPTIMIZED Level Of Service: B

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| 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 | 726 | 0 | 0 | 888 | 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 | 726 | 0 | 0 | 888 | 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 | 551 | 0 | 0 | 691 | 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 | 551 | 0 | 0 | 691 | 128 | 295 | 0 | 4 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 4 | 551 | 0 | 0 | 691 | 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 | 551 | 0 | 0 | 691 | 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: | 0.85 | 1.00 | 1.00 | 1.00 | 0.98 | 0.98 | 0.72 | 1.00 | 0.72 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.00 | 0.00 | 0.00 | 0.84 | 0.16 | 0.99 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 1609 | 1900 | 0 | 0 | 1569 | 291 | 1341 | 0 | 18 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.29 | 0.00 | 0.00 | 0.44 | 0.44 | 0.22 | 0.00 | 0.22 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | | | | **** | | **** | | | | | |
| Green/Cycle: | 0.57 | 0.57 | 0.00 | 0.00 | 0.57 | 0.57 | 0.30 | 0.00 | 0.30 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.00 | 0.51 | 0.00 | 0.00 | 0.78 | 0.78 | 0.73 | 0.00 | 0.73 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 5.6 | 8.4 | 0.0 | 0.0 | 13.8 | 13.8 | 25.6 | 0.0 | 25.6 | 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: | 5.6 | 8.4 | 0.0 | 0.0 | 13.8 | 13.8 | 25.6 | 0.0 | 25.6 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | A | A | A | B | B | C | A | C | A | A | A |
| HCM2kAvgQ: | 0 | 7 | 0 | 0 | 14 | 14 | 7 | 0 | 7 | 0 | 0 | 0 |

**********

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

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Horseshoe Grande Property - Proposed Action "B"
Year 2025 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): 0.9 Worst Case Level Of Service: B[ 13.8]

**********

| Approach: | North Bound | | | South Bound | | | East Bound | | | | | | West Bound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | Stop Sign | | | | | Stop Sign | | | | | Uncontrolled | | | | | Uncontrolled | | | | |
| Rights: | Include | | | | | Include | | | | | Include | | | | | Include | | | | |
| Lanes: | 0 | 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 | 0 | 0 | 0 | 0 | 654 | 0 | 0 | 0 | 0 | 479 | 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 | 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 | 0 | 0 | 0 | 0 | 654 | 0 | 0 | 0 | 0 | 479 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 38 | 0 | 0 | 96 | 0 | 245 | 235 | 0 | 0 | 121 | 0 | | | | | | | |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | |
| Initial Fut: | 0 | 0 | 38 | 0 | 0 | 96 | 0 | 899 | 235 | 0 | 0 | 600 | 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 | 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 | 0.95 | | | | | | | |
| PHF Volume: | 0 | 0 | 40 | 0 | 0 | 101 | 0 | 946 | 247 | 0 | 0 | 632 | 0 | | | | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | |
| FinalVolume: | 0 | 0 | 40 | 0 | 0 | 101 | 0 | 946 | 247 | 0 | 0 | 632 | 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 | 597 | xxxx | xxxx | 316 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | | | | | |
| Potent Cap.: | xxxx | xxxx | 451 | xxxx | xxxx | 686 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | | | | | |
| Move Cap.: | xxxx | xxxx | 451 | xxxx | xxxx | 686 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | | | | | |
| Volume/Cap: | xxxx | xxxx | 0.09 | xxxx | xxxx | 0.15 | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | | | | | | | | |
| Level Of Service Module: | | | | | | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | 0.3 | xxxx | xxxx | 0.5 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | | | | | |
| Control Del: | xxxxx | xxxx | 13.8 | xxxxx | xxxx | 11.2 | 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: | 13.8 | | | 11.2 | | | xxxxxx | | | xxxxxx | | | | | | | | | | |
| ApproachLOS: | B | | | B | | | * | | | * | | | | | | | | | | |

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

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Horseshoe Grande Property - Proposed Action "B"
Year 2025 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): 3.3 Worst Case Level Of Service: D[ 30.2]

| 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 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 840 | 0 | 0 | 0 | 0 | 932 | 0 | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | |
| Initial Bse: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 840 | 0 | 0 | 0 | 0 | 932 | 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 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Initial Fut: | 0 | 0 | 99 | 0 | 0 | 273 | 0 | 1169 | 312 | 0 | 1225 | 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 | 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 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | | |
| PHF Volume: | 0 | 0 | 104 | 0 | 0 | 287 | 0 | 1231 | 328 | 0 | 1289 | 0 | | | | | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| FinalVolume: | 0 | 0 | 104 | 0 | 0 | 287 | 0 | 1231 | 328 | 0 | 1289 | 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 | 779 | xxxx | xxxx | 645 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | | | | | |
| Potent Cap.: | xxxx | xxxx | 343 | xxxx | xxxx | 420 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | | | | | |
| Move Cap.: | xxxx | xxxx | 343 | xxxx | xxxx | 420 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | | | | | |
| Volume/Cap: | xxxx | xxxx | 0.30 | xxxx | xxxx | 0.68 | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | | | | | | | | |
| Level Of Service Module: | | | | | | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | 1.3 | xxxx | xxxx | 5.0 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | | | | | |
| Control Del: | xxxxx | xxxx | 20.0 | xxxxx | xxxx | 30.2 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | | | | | |
| LOS by Move: | * | * | C | * | * | D | * | * | * | * | * | * | | | | | | | | |
| 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: | 20.0 | | | 30.2 | | | xxxxxx | | | xxxxxx | | | | | | | | | | |
| ApproachLOS: | C | | | D | | | * | | | * | | | | | | | | | | |

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

**Year 2025 With Project – Alternative 1**

Horseshoe Grande Property - Alternative 1
Year 2025 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): 120 Critical Vol./Cap.(X): 0.853
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 51.1
Optimal Cycle: OPTIMIZED Level Of Service: D

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| 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 | |
| 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: | 76 | | 917 | | 14 | | 440 | | 614 | | 315 | | 663 | | 439 | | 47 | | 7 | | 480 | | 541 | |
| User Adj: | 1.00 | | 1.00 | | 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 | | 463 | | 646 | | 332 | | 698 | | 462 | | 49 | | 7 | | 505 | | 569 | |
| Reduct Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduced Vol: | 80 | | 965 | | 15 | | 463 | | 646 | | 332 | | 698 | | 462 | | 49 | | 7 | | 505 | | 569 | |
| PCE Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| MLF Adj: | 1.00 | | 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 | | 463 | | 646 | | 332 | | 698 | | 462 | | 49 | | 7 | | 505 | | 569 | |
| 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 | | 0.13 | | 0.18 | | 0.21 | | 0.20 | | 0.13 | | 0.03 | | 0.00 | | 0.14 | | 0.35 | |
| Crit Moves: | | | **** | | | | **** | | | | | | **** | | | | | | | | **** | | | |
| Green/Cycle: | 0.11 | | 0.28 | | 0.40 | | 0.14 | | 0.31 | | 0.52 | | 0.21 | | 0.33 | | 0.44 | | 0.12 | | 0.23 | | 0.37 | |
| Volume/Cap: | 0.21 | | 0.95 | | 0.02 | | 0.95 | | 0.57 | | 0.39 | | 0.95 | | 0.39 | | 0.07 | | 0.02 | | 0.60 | | 0.94 | |
| Delay/Veh: | 48.8 | | 58.8 | | 21.8 | | 78.7 | | 35.4 | | 17.5 | | 67.6 | | 31.4 | | 19.6 | | 46.9 | | 42.2 | | 60.2 | |
| 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: | 48.8 | | 58.8 | | 21.8 | | 78.7 | | 35.4 | | 17.5 | | 67.6 | | 31.4 | | 19.6 | | 46.9 | | 42.2 | | 60.2 | |
| LOS by Move: | D | | E | | C | | E | | D | | B | | E | | C | | B | | D | | D | | E | |
| HCM2kAvgQ: | 2 | | 23 | | 0 | | 13 | | 11 | | 7 | | 17 | | 7 | | 1 | | 0 | | 9 | | 25 | |

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

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Horseshoe Grande Property - Alternative 1
Year 2025 With Project
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): 120 Critical Vol./Cap.(X): 0.846
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 52.6
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: | | | 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 | |
| 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: | 95 | | 726 | | 18 | | 792 | | 1359 | | 853 | | 457 | | 720 | | 119 | | 9 | | 509 | | 522 | |
| User Adj: | 1.00 | | 1.00 | | 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 | | 834 | | 1431 | | 898 | | 481 | | 758 | | 125 | | 9 | | 536 | | 549 | |
| Reduct Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduced Vol: | 100 | | 764 | | 19 | | 834 | | 1431 | | 898 | | 481 | | 758 | | 125 | | 9 | | 536 | | 549 | |
| PCE Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| MLF Adj: | 1.00 | | 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 | | 834 | | 1431 | | 898 | | 481 | | 758 | | 125 | | 9 | | 536 | | 549 | |
| 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 | | 0.24 | | 0.40 | | 0.56 | | 0.14 | | 0.21 | | 0.08 | | 0.00 | | 0.15 | | 0.34 | |
| Crit Moves: | **** | | | | | | | | | | **** | | **** | | | | | | | | **** | | | |
| Green/Cycle: | 0.08 | | 0.25 | | 0.34 | | 0.25 | | 0.41 | | 0.55 | | 0.14 | | 0.27 | | 0.36 | | 0.10 | | 0.23 | | 0.48 | |
| Volume/Cap: | 0.34 | | 0.86 | | 0.03 | | 0.95 | | 0.96 | | 1.01 | | 1.01 | | 0.77 | | 0.22 | | 0.03 | | 0.64 | | 0.70 | |
| Delay/Veh: | 52.6 | | 51.7 | | 26.2 | | 63.0 | | 48.4 | | 59.9 | | 95.8 | | 44.1 | | 27.2 | | 49.1 | | 43.0 | | 27.0 | |
| 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: | 52.6 | | 51.7 | | 26.2 | | 63.0 | | 48.4 | | 59.9 | | 95.8 | | 44.1 | | 27.2 | | 49.1 | | 43.0 | | 27.0 | |
| LOS by Move: | D | | D | | C | | E | | D | | E | | F | | D | | C | | D | | D | | C | |
| HCM2kAvgQ: | 2 | | 17 | | 0 | | 20 | | 32 | | 41 | | 14 | | 15 | | 3 | | 0 | | 10 | | 17 | |

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

Horseshoe Grande Property - Alternative 1
Year 2025 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 | 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 | 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 | 693 | 15 | 306 | 252 | 1 | 1 | 1 | 1 | 15 | 1 | 439 |
| User Adj: | 1.00 | 1.00 | 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 | 322 | 265 | 1 | 1 | 1 | 1 | 16 | 1 | 462 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 1 | 729 | 16 | 322 | 265 | 1 | 1 | 1 | 1 | 16 | 1 | 462 |
| 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 | 1881 | 1657 | 266 | 1651 | 1650 | 737 |
| Potent Cap.: | 1309 | xxxx | xxxxx | 872 | xxxx | xxxxx | 55 | 99 | 778 | 80 | 100 | 422 |
| Move Cap.: | 1309 | xxxx | xxxxx | 872 | xxxx | xxxxx | 0 | 62 | 778 | 56 | 63 | 422 |
| Volume/Cap: | 0.00 | xxxx | xxxx | 0.37 | xxxx | xxxx | xxxx | 0.02 | 0.00 | 0.28 | 0.02 | 1.10 |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | 0.0 | xxxx | xxxxx | 1.7 | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 15.9 |
| Control Del: | 7.8 | xxxx | xxxxx | 11.5 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 103.6 |
| 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 | 56 | xxxx | xxxxx |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 1.1 | xxxx | xxxxx |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 94.0 | xxxx | xxxxx |
| Shared LOS: | * | * | * | * | * | * | * | * | * | F | * | * |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | 103.3 | | |
| ApproachLOS: | * | | | * | | | F | | | F | | |

**********

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

**********

Horseshoe Grande Property - Alternative 1
Year 2025 With Project
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): 24.2 Worst Case Level Of Service: F[1090.0]

**********

| 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 | 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 | | 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 | 466 | | 14 | | 592 | 663 | | 1 | | 1 | | 1 | | 2 | 21 | | 2 | | 429 |
| User Adj: | 1.00 | 1.00 | | 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 | | 623 | 698 | | 1 | | 1 | | 1 | | 2 | 22 | | 2 | | 452 |
| Reduct Vol: | 0 | 0 | | 0 | | 0 | 0 | | 0 | | 0 | | 0 | | 0 | 0 | | 0 | | 0 |
| FinalVolume: | 1 | 491 | | 15 | | 623 | 698 | | 1 | | 1 | | 1 | | 2 | 22 | | 2 | | 452 |
| 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 | | | 2672 | | 2452 | | 698 | 2446 | | 2445 | | 498 |
| Potent Cap.: | 907 | xxxx | xxxxx | | | 1070 | xxxx | xxxxx | | | 15 | | 31 | | 444 | 22 | | 32 | | 576 |
| Move Cap.: | 907 | xxxx | xxxxx | | | 1070 | xxxx | xxxxx | | | 2 | | 13 | | 444 | 11 | | 13 | | 576 |
| Volume/Cap: | 0.00 | xxxx | xxxx | | | 0.58 | xxxx | xxxx | | | 0.68 | | 0.08 | | 0.00 | 2.02 | | 0.16 | | 0.78 |
| Level Of Service Module: | | | | | | | | | | | | | | | | | | | | |
| 2Way95thQ: | 0.0 | xxxx | xxxxx | | | 3.9 | xxxx | xxxxx | | | xxxx | | xxxx | | xxxxx | xxxx | | xxxx | | 7.4 |
| Control Del: | 9.0 | xxxx | xxxxx | | | 12.9 | xxxx | xxxxx | | | xxxxx | | xxxx | | xxxxx | xxxxx | | xxxx | | 30.2 |
| 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 | | 5 | | xxxxx | 11 | | xxxx | | xxxxx |
| SharedQueue: | xxxxx | xxxx | | xxxxx | | xxxxx | xxxx | | xxxxx | | xxxxx | | 1.2 | | xxxxx | 3.9 | | xxxx | | xxxxx |
| Shrd ConDel: | xxxxx | xxxx | | xxxxx | | xxxxx | xxxx | | xxxxx | | xxxxx | | 1090 | | xxxxx | 1219 | | xxxx | | xxxxx |
| Shared LOS: | * | * | | * | | * | * | | * | | * | | F | | * | F | | * | | * |
| ApproachDel: | xxxxxx | | | | | xxxxxx | | | | | 1090.0 | | | | | 90.7 | | | | |
| ApproachLOS: | * | | | | | * | | | | | F | | | | | F | | | | |

**********

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

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Horseshoe Grande Property - Alternative 1
Year 2025 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): 0.667
Loss Time (sec): 12 (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 | | | 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 | 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 | 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 | 693 | 15 | 306 | 252 | 1 | 1 | 1 | 1 | 15 | 1 | 439 |
| User Adj: | 1.00 | 1.00 | 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 | 322 | 265 | 1 | 1 | 1 | 1 | 16 | 1 | 462 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1 | 729 | 16 | 322 | 265 | 1 | 1 | 1 | 1 | 16 | 1 | 462 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 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 | 322 | 265 | 1 | 1 | 1 | 1 | 16 | 1 | 462 |
| 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 | 0.84 | 0.84 | 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 | 582 | 582 | 582 | 1487 | 99 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.39 | 0.39 | 0.18 | 0.14 | 0.14 | 0.00 | 0.00 | 0.00 | 0.01 | 0.01 | 0.29 |
| Crit Moves: | | **** | | **** | | | | | | | **** | |
| Green/Cycle: | 0.24 | 0.47 | 0.47 | 0.21 | 0.44 | 0.44 | 0.19 | 0.19 | 0.19 | 0.19 | 0.19 | 0.40 |
| Volume/Cap: | 0.00 | 0.84 | 0.84 | 0.84 | 0.32 | 0.32 | 0.01 | 0.01 | 0.01 | 0.06 | 0.06 | 0.71 |
| Delay/Veh: | 27.1 | 28.9 | 28.9 | 50.4 | 17.6 | 17.6 | 31.3 | 31.3 | 31.3 | 31.6 | 31.6 | 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: | 27.1 | 28.9 | 28.9 | 50.4 | 17.6 | 17.6 | 31.3 | 31.3 | 31.3 | 31.6 | 31.6 | 27.4 |
| LOS by Move: | C | C | C | D | B | B | C | C | C | C | C | C |
| HCM2kAvgQ: | 0 | 21 | 21 | 12 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 12 |

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

Horseshoe Grande Property - Alternative 1
Year 2025 With 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): 120 Critical Vol./Cap.(X): 0.698
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 28.2
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 | | | 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 | 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 | 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 | 466 | 14 | 592 | 663 | 1 | 1 | 1 | 2 | 21 | 2 | 429 |
| User Adj: | 1.00 | 1.00 | 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 | 623 | 698 | 1 | 1 | 1 | 2 | 22 | 2 | 452 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1 | 491 | 15 | 623 | 698 | 1 | 1 | 1 | 2 | 22 | 2 | 452 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 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 | 623 | 698 | 1 | 1 | 1 | 2 | 22 | 2 | 452 |
| 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 | 1837 | 55 | 1805 | 1897 | 3 | 429 | 429 | 858 | 1393 | 133 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.27 | 0.27 | 0.35 | 0.37 | 0.37 | 0.00 | 0.00 | 0.00 | 0.02 | 0.02 | 0.28 |
| Crit Moves: | | **** | | **** | | | | | | | **** | |
| Green/Cycle: | 0.14 | 0.33 | 0.33 | 0.42 | 0.61 | 0.61 | 0.15 | 0.15 | 0.15 | 0.15 | 0.15 | 0.57 |
| Volume/Cap: | 0.00 | 0.82 | 0.82 | 0.82 | 0.60 | 0.60 | 0.02 | 0.02 | 0.02 | 0.11 | 0.11 | 0.49 |
| Delay/Veh: | 44.6 | 45.4 | 45.4 | 37.4 | 15.2 | 15.2 | 43.5 | 43.5 | 43.5 | 44.3 | 44.3 | 15.6 |
| 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: | 44.6 | 45.4 | 45.4 | 37.4 | 15.2 | 15.2 | 43.5 | 43.5 | 43.5 | 44.3 | 44.3 | 15.6 |
| LOS by Move: | D | D | D | D | B | B | D | D | D | D | D | B |
| HCM2kAvgQ: | 0 | 19 | 19 | 22 | 16 | 16 | 0 | 0 | 0 | 1 | 1 | 10 |

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

Horseshoe Grande Property - Alternative 1
Year 2025 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): 120 Critical Vol./Cap.(X): 0.894
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 56.1
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 | | 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 | |
| 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: | 379 | | 683 | | 101 | | 109 | | 453 | | 56 | | 159 | | 332 | | 422 | | 252 | | 526 | | 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 | | 349 | | 444 | | 265 | | 554 | | 323 | |
| Reduct Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduced Vol: | 399 | | 719 | | 106 | | 115 | | 477 | | 59 | | 167 | | 349 | | 444 | | 265 | | 554 | | 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 | | 349 | | 444 | | 265 | | 554 | | 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 | | 0.10 | | 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 | | 0.36 | | 1.02 | | 1.02 | | 0.54 | | 0.70 | |
| Delay/Veh: | 96.3 | | 36.8 | | 36.8 | | 52.4 | | 41.5 | | 36.8 | | 59.1 | | 35.5 | | 90.7 | | 111.0 | | 36.9 | | 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 | | 35.5 | | 90.7 | | 111.0 | | 36.9 | | 43.4 | |
| LOS by Move: | F | | D | | D | | D | | D | | D | | E | | D | | 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 - Alternative 1
Year 2025 With Project
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): 120 Critical Vol./Cap.(X): 1.122
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 80.7
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 | |
| 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: | 422 | | 750 | | 112 | | 288 | | 744 | | 71 | | 125 | | 770 | | 574 | | 232 | | 451 | | 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 | | 811 | | 604 | | 244 | | 475 | | 162 | |
| Reduct Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduced Vol: | 444 | | 789 | | 118 | | 303 | | 783 | | 75 | | 132 | | 811 | | 604 | | 244 | | 475 | | 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 | | 811 | | 604 | | 244 | | 475 | | 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 | | 0.22 | | 0.37 | | 0.14 | | 0.13 | | 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 | | 0.72 | | 1.19 | | 1.19 | | 0.44 | | 0.33 | |
| Delay/Veh: | 158.0 | | 64.7 | | 64.7 | | 90.4 | | 61.5 | | 37.2 | | 53.2 | | 38.7 | | 146.2 | | 177.9 | | 34.0 | | 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 | | 38.7 | | 146.2 | | 177.9 | | 34.0 | | 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 | | 15 | | 37 | | 17 | | 7 | | 5 | |

**********

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

**********

Horseshoe Grande Property - Alternative 1
Year 2025 With 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): 115 Critical Vol./Cap.(X): 0.693
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 | | | 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 | 53 | 0 | 0 | 24 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 379 | 683 | 101 | 109 | 453 | 56 | 159 | 332 | 422 | 252 | 526 | 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 | 349 | 444 | 265 | 554 | 323 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 399 | 719 | 106 | 115 | 477 | 59 | 167 | 349 | 444 | 265 | 554 | 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 | 349 | 444 | 265 | 554 | 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 | 0.10 | 0.28 | 0.15 | 0.15 | 0.20 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green/Cycle: | 0.25 | 0.36 | 0.36 | 0.13 | 0.24 | 0.24 | 0.11 | 0.21 | 0.45 | 0.16 | 0.26 | 0.26 |
| Volume/Cap: | 0.90 | 0.55 | 0.18 | 0.49 | 0.54 | 0.15 | 0.81 | 0.46 | 0.61 | 0.90 | 0.60 | 0.78 |
| Delay/Veh: | 63.0 | 29.9 | 25.3 | 48.3 | 38.6 | 34.3 | 70.6 | 40.3 | 25.1 | 75.6 | 38.5 | 48.6 |
| 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: | 63.0 | 29.9 | 25.3 | 48.3 | 38.6 | 34.3 | 70.6 | 40.3 | 25.1 | 75.6 | 38.5 | 48.6 |
| LOS by Move: | E | C | C | D | D | C | E | D | C | E | D | D |
| HCM2kAvgQ: | 17 | 11 | 3 | 4 | 8 | 2 | 8 | 6 | 12 | 13 | 10 | 12 |

**********

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

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Horseshoe Grande Property - Alternative 1
Year 2025 With 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): 115 Critical Vol./Cap.(X): 0.956
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 53.5
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: | 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 | | 71 | | 0 | | 0 | | 63 | | 0 | |
| PasserByVol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Initial Fut: | 422 | | 750 | | 112 | | 288 | | 744 | | 71 | | 125 | | 770 | | 574 | | 232 | | 451 | | 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 | | 811 | | 604 | | 244 | | 475 | | 162 | |
| Reduct Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduced Vol: | 444 | | 789 | | 118 | | 303 | | 783 | | 75 | | 132 | | 811 | | 604 | | 244 | | 475 | | 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 | | 811 | | 604 | | 244 | | 475 | | 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 | | 0.22 | | 0.37 | | 0.14 | | 0.13 | | 0.10 | |
| Crit Moves: | **** | | | | | | | | **** | | | | | | **** | | | | **** | | | | | |
| Green/Cycle: | 0.25 | | 0.29 | | 0.29 | | 0.20 | | 0.24 | | 0.24 | | 0.11 | | 0.23 | | 0.48 | | 0.14 | | 0.26 | | 0.26 | |
| Volume/Cap: | 0.98 | | 0.75 | | 0.25 | | 0.83 | | 0.89 | | 0.19 | | 0.68 | | 0.98 | | 0.78 | | 0.98 | | 0.51 | | 0.39 | |
| Delay/Veh: | 80.1 | | 39.8 | | 31.3 | | 59.0 | | 53.3 | | 34.7 | | 58.5 | | 70.8 | | 30.0 | | 101.1 | | 36.8 | | 35.7 | |
| User DelAdj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| AdjDel/Veh: | 80.1 | | 39.8 | | 31.3 | | 59.0 | | 53.3 | | 34.7 | | 58.5 | | 70.8 | | 30.0 | | 101.1 | | 36.8 | | 35.7 | |
| LOS by Move: | F | | D | | C | | E | | D | | C | | E | | E | | C | | F | | D | | D | |
| HCM2kAvgQ: | 21 | | 15 | | 3 | | 13 | | 17 | | 2 | | 6 | | 20 | | 19 | | 13 | | 8 | | 5 | |

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

Horseshoe Grande Property - Alternative 1
Year 2025 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): | 90 | Critical Vol./Cap.(X): | 0.846 |
| 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: | 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 |
| 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: | 103 | 698 | 144 | 130 | 537 | 239 | 220 | 750 | 120 | 85 | 781 | 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 | 152 | 137 | 565 | 252 | 232 | 789 | 126 | 89 | 822 | 102 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 108 | 735 | 152 | 137 | 565 | 252 | 232 | 789 | 126 | 89 | 822 | 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 | 152 | 137 | 565 | 252 | 232 | 789 | 126 | 89 | 822 | 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 | 0.21 | 1.00 | 0.85 | 0.95 | 0.93 | 0.93 | 0.95 | 0.93 | 0.93 |
| Lanes: | 1.00 | 1.66 | 0.34 | 1.00 | 1.00 | 1.00 | 1.00 | 1.72 | 0.28 | 1.00 | 1.78 | 0.22 |
| Final Sat.: | 319 | 2915 | 601 | 397 | 1900 | 1615 | 1805 | 3047 | 487 | 1805 | 3160 | 392 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.34 | 0.25 | 0.25 | 0.34 | 0.30 | 0.16 | 0.13 | 0.26 | 0.26 | 0.05 | 0.26 | 0.26 |
| 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: | 0.84 | 0.62 | 0.62 | 0.85 | 0.73 | 0.38 | 0.85 | 0.76 | 0.76 | 0.41 | 0.84 | 0.84 |
| Delay/Veh: | 60.1 | 22.2 | 22.2 | 57.1 | 26.4 | 19.3 | 59.0 | 29.3 | 29.3 | 37.8 | 34.6 | 34.6 |
| 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: | 60.1 | 22.2 | 22.2 | 57.1 | 26.4 | 19.3 | 59.0 | 29.3 | 29.3 | 37.8 | 34.6 | 34.6 |
| LOS by Move: | E | C | C | E | C | B | E | C | C | D | C | C |
| HCM2kAvgQ: | 5 | 11 | 11 | 6 | 14 | 5 | 9 | 14 | 14 | 3 | 15 | 15 |

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

Horseshoe Grande Property - Alternative 1
Year 2025 With Project
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): 120 Critical Vol./Cap.(X): 1.120
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 76.7
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: | 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 |
| 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: | 138 | 581 | 160 | 184 | 712 | 392 | 195 | 1240 | 172 | 175 | 1184 | 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 | 168 | 194 | 749 | 413 | 205 | 1305 | 181 | 184 | 1246 | 133 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 145 | 612 | 168 | 194 | 749 | 413 | 205 | 1305 | 181 | 184 | 1246 | 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 | 168 | 194 | 749 | 413 | 205 | 1305 | 181 | 184 | 1246 | 133 |
| **Saturation Flow Module:** | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.16 | 0.92 | 0.92 | 0.30 | 1.00 | 0.85 | 0.95 | 0.93 | 0.93 | 0.95 | 0.94 | 0.94 |
| Lanes: | 1.00 | 1.57 | 0.43 | 1.00 | 1.00 | 1.00 | 1.00 | 1.76 | 0.24 | 1.00 | 1.81 | 0.19 |
| Final Sat.: | 298 | 2740 | 755 | 579 | 1900 | 1615 | 1805 | 3113 | 432 | 1805 | 3217 | 342 |
| **Capacity Analysis Module:** | | | | | | | | | | | | |
| Vol/Sat: | 0.49 | 0.22 | 0.22 | 0.33 | 0.39 | 0.26 | 0.11 | 0.42 | 0.42 | 0.10 | 0.39 | 0.39 |
| Crit Moves: | **** | | | | | | | **** | | **** | | |
| Green/Cycle: | 0.43 | 0.43 | 0.43 | 0.43 | 0.43 | 0.43 | 0.11 | 0.37 | 0.37 | 0.09 | 0.36 | 0.36 |
| Volume/Cap: | 1.12 | 0.51 | 0.51 | 0.77 | 0.91 | 0.59 | 1.08 | 1.12 | 1.12 | 1.12 | 1.08 | 1.08 |
| Delay/Veh: | 148.8 | 25.0 | 25.0 | 42.3 | 45.4 | 27.1 | 140.7 | 102 | 102.1 | 160.6 | 86.9 | 86.9 |
| 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: | 148.8 | 25.0 | 25.0 | 42.3 | 45.4 | 27.1 | 140.7 | 102 | 102.1 | 160.6 | 86.9 | 86.9 |
| LOS by Move: | F | C | C | D | D | C | F | F | F | F | F | F |
| HCM2kAvgQ: | 10 | 11 | 11 | 8 | 29 | 12 | 13 | 43 | 43 | 12 | 37 | 37 |

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

Horseshoe Grande Property - Alternative 1
Year 2025 With Project
Morning Peak Hour - With Improvements

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

Intersection #4 State Street (NS) at Florida Avenue (EW)

Cycle (sec): 90 Critical Vol./Cap.(X): 0.808
Loss Time (sec): 12 (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: | 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 | 2 | 0 1 |
| **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 |
| 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: | 103 | 698 | 144 | 130 | 537 | 239 | 220 | 750 | 120 | 85 | 781 | 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 | 152 | 137 | 565 | 252 | 232 | 789 | 126 | 89 | 822 | 102 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 108 | 735 | 152 | 137 | 565 | 252 | 232 | 789 | 126 | 89 | 822 | 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 | 152 | 137 | 565 | 252 | 232 | 789 | 126 | 89 | 822 | 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 | 0.21 | 1.00 | 0.85 | 0.95 | 0.93 | 0.93 | 0.95 | 0.95 | 0.85 |
| Lanes: | 1.00 | 1.66 | 0.34 | 1.00 | 1.00 | 1.00 | 1.00 | 1.72 | 0.28 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 319 | 2915 | 601 | 397 | 1900 | 1615 | 1805 | 3047 | 487 | 1805 | 3610 | 1615 |
| **Capacity Analysis Module:** | | | | | | | | | | | | |
| Vol/Sat: | 0.34 | 0.25 | 0.25 | 0.34 | 0.30 | 0.16 | 0.13 | 0.26 | 0.26 | 0.05 | 0.23 | 0.06 |
| 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: | 0.84 | 0.62 | 0.62 | 0.85 | 0.73 | 0.38 | 0.85 | 0.76 | 0.76 | 0.41 | 0.73 | 0.20 |
| Delay/Veh: | 60.1 | 22.2 | 22.2 | 57.1 | 26.4 | 19.3 | 59.0 | 29.3 | 29.3 | 37.8 | 30.2 | 23.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 60.1 | 22.2 | 22.2 | 57.1 | 26.4 | 19.3 | 59.0 | 29.3 | 29.3 | 37.8 | 30.2 | 23.0 |
| LOS by Move: | E | C | C | E | C | B | E | C | C | D | C | C |
| HCM2kAvgQ: | 5 | 11 | 11 | 6 | 14 | 5 | 9 | 14 | 14 | 3 | 12 | 2 |

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

Horseshoe Grande Property - Alternative 1
Year 2025 With Project
Evening Peak Hour - With Improvements

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

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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): 47.2
Optimal Cycle: OPTIMIZED Level Of Service: D

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| 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 | 2 1 | 0 | 1 0 | 2 0 | 1 |
| 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 |
| 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: | 138 | 581 | 160 | 184 | 712 | 392 | 195 | 1240 | 172 | 175 | 1184 | 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 | 168 | 194 | 749 | 413 | 205 | 1305 | 181 | 184 | 1246 | 133 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 145 | 612 | 168 | 194 | 749 | 413 | 205 | 1305 | 181 | 184 | 1246 | 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 | 168 | 194 | 749 | 413 | 205 | 1305 | 181 | 184 | 1246 | 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 | 0.31 | 1.00 | 0.85 | 0.95 | 0.89 | 0.89 | 0.95 | 0.95 | 0.85 |
| Lanes: | 1.00 | 1.57 | 0.43 | 1.00 | 1.00 | 1.00 | 1.00 | 2.63 | 0.37 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 343 | 2740 | 755 | 594 | 1900 | 1615 | 1805 | 4473 | 620 | 1805 | 3610 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.42 | 0.22 | 0.22 | 0.33 | 0.39 | 0.26 | 0.11 | 0.29 | 0.29 | 0.10 | 0.35 | 0.08 |
| Crit Moves: | **** | | | | | | **** | | | | **** | |
| Green/Cycle: | 0.43 | 0.43 | 0.43 | 0.43 | 0.43 | 0.43 | 0.12 | 0.35 | 0.35 | 0.12 | 0.35 | 0.35 |
| Volume/Cap: | 0.98 | 0.52 | 0.52 | 0.76 | 0.91 | 0.59 | 0.98 | 0.84 | 0.84 | 0.84 | 0.98 | 0.23 |
| Delay/Veh: | 101.3 | 25.3 | 25.3 | 40.8 | 46.5 | 27.4 | 109.2 | 40.0 | 40.0 | 75.8 | 59.0 | 27.6 |
| 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: | 101.3 | 25.3 | 25.3 | 40.8 | 46.5 | 27.4 | 109.2 | 40.0 | 40.0 | 75.8 | 59.0 | 27.6 |
| LOS by Move: | F | C | C | D | D | C | F | D | D | E | E | C |
| HCM2kAvgQ: | 9 | 11 | 11 | 8 | 30 | 12 | 12 | 21 | 21 | 9 | 30 | 3 |

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

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Horseshoe Grande Property - Alternative 1
Year 2025 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): 120 Critical Vol./Cap.(X): 1.317
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 135.6
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 | | | 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 |
| 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: | 337 | 375 | 286 | 83 | 541 | 29 | 18 | 231 | 348 | 138 | 168 | 46 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 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 | 301 | 87 | 569 | 31 | 19 | 243 | 366 | 145 | 177 | 48 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 355 | 395 | 301 | 87 | 569 | 31 | 19 | 243 | 366 | 145 | 177 | 48 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 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 | 301 | 87 | 569 | 31 | 19 | 243 | 366 | 145 | 177 | 48 |
| 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 | 0.96 | 0.96 | 0.85 | 0.52 | 0.52 | 0.52 |
| Lanes: | 1.21 | 0.45 | 0.34 | 1.00 | 0.95 | 0.05 | 0.07 | 0.93 | 1.00 | 0.39 | 0.48 | 0.13 |
| Final Sat.: | 2150 | 808 | 616 | 1805 | 1789 | 96 | 132 | 1696 | 1615 | 384 | 468 | 128 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.16 | 0.49 | 0.49 | 0.05 | 0.32 | 0.32 | 0.14 | 0.14 | 0.23 | 0.38 | 0.38 | 0.38 |
| Crit Moves: | | **** | | | **** | | | | | | **** | |
| Green/Cycle: | 0.37 | 0.37 | 0.37 | 0.24 | 0.24 | 0.24 | 0.29 | 0.29 | 0.29 | 0.29 | 0.29 | 0.29 |
| Volume/Cap: | 0.44 | 1.32 | 1.32 | 0.20 | 1.32 | 1.32 | 0.50 | 0.50 | 0.79 | 1.32 | 1.32 | 1.32 |
| Delay/Veh: | 28.6 | 189 | 189.1 | 36.5 | 203 | 202.9 | 36.3 | 36.3 | 48.3 | 208.2 | 208 | 208.2 |
| 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 | 189 | 189.1 | 36.5 | 203 | 202.9 | 36.3 | 36.3 | 48.3 | 208.2 | 208 | 208.2 |
| LOS by Move: | C | F | F | D | F | F | D | D | D | F | F | F |
| HCM2kAvgQ: | 8 | 59 | 59 | 3 | 42 | 42 | 8 | 8 | 14 | 27 | 27 | 27 |

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

Horseshoe Grande Property - Alternative 1
Year 2025 With Project
Evening Peak Hour

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

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Intersection #5 San Jacinto Street (NS) at Ramona Boulevard/Main Street (EW)

**********

Cycle (sec): 120 Critical Vol./Cap.(X): 2.252
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 383.3
Optimal Cycle: OPTIMIZED Level Of Service: F

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| 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 |
| 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: | 452 | 436 | 442 | 152 | 522 | 49 | 50 | 356 | 452 | 417 | 304 | 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: | 476 | 459 | 465 | 160 | 549 | 52 | 53 | 375 | 476 | 439 | 320 | 123 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 476 | 459 | 465 | 160 | 549 | 52 | 53 | 375 | 476 | 439 | 320 | 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: | 476 | 459 | 465 | 160 | 549 | 52 | 53 | 375 | 476 | 439 | 320 | 123 |
| 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 | 0.86 | 0.86 | 0.85 | 0.44 | 0.44 | 0.44 |
| Lanes: | 1.21 | 0.39 | 0.40 | 1.00 | 0.91 | 0.09 | 0.12 | 0.88 | 1.00 | 0.50 | 0.36 | 0.14 |
| Final Sat.: | 2138 | 701 | 710 | 1805 | 1714 | 161 | 201 | 1434 | 1615 | 417 | 304 | 117 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.22 | 0.65 | 0.65 | 0.09 | 0.32 | 0.32 | 0.26 | 0.26 | 0.29 | 1.05 | 1.05 | 1.05 |
| Crit Moves: | | **** | | | **** | | | | | | **** | |
| Green/Cycle: | 0.29 | 0.29 | 0.29 | 0.15 | 0.15 | 0.15 | 0.46 | 0.46 | 0.46 | 0.46 | 0.46 | 0.46 |
| Volume/Cap: | 0.77 | 2.28 | 2.28 | 0.59 | 2.14 | 2.14 | 0.57 | 0.57 | 0.64 | 2.28 | 2.28 | 2.28 |
| Delay/Veh: | 41.3 | 622 | 621.9 | 51.0 | 574 | 574.3 | 24.5 | 24.5 | 26.4 | 614.4 | 614 | 614.4 |
| 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: | 41.3 | 622 | 621.9 | 51.0 | 574 | 574.3 | 24.5 | 24.5 | 26.4 | 614.4 | 614 | 614.4 |
| LOS by Move: | D | F | F | D | F | F | C | C | C | F | F | F |
| HCM2kAvgQ: | 15 | 122 | 122 | 6 | 62 | 62 | 12 | 12 | 14 | 93 | 93 | 93 |

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

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Horseshoe Grande Property - Alternative 1
Year 2025 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): 90 Critical Vol./Cap.(X): 0.663
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: | Split Phase | | | Split Phase | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Include | | | Ovl | | | Include | | |
| Min. Green: | 18 | 18 | 18 | 18 | 18 | 18 | 10 | 21 | 21 | 10 | 21 | 21 |
| Lanes: | 1 0 | 1 0 | 1 | 1 0 | 1 1 | 0 | 1 0 | 1 0 | 1 | 2 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 | 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: | 337 | 375 | 286 | 83 | 541 | 29 | 18 | 231 | 348 | 138 | 168 | 46 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 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 | 301 | 87 | 569 | 31 | 19 | 243 | 366 | 145 | 177 | 48 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 355 | 395 | 301 | 87 | 569 | 31 | 19 | 243 | 366 | 145 | 177 | 48 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 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 | 301 | 87 | 569 | 31 | 19 | 243 | 366 | 145 | 177 | 48 |
| 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 | 0.95 | 1.00 | 0.85 | 0.92 | 0.97 | 0.97 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 1.90 | 0.10 | 1.00 | 1.00 | 1.00 | 2.00 | 0.79 | 0.21 |
| Final Sat.: | 1805 | 1900 | 1615 | 1805 | 3399 | 182 | 1805 | 1900 | 1615 | 3502 | 1444 | 395 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.20 | 0.21 | 0.19 | 0.05 | 0.17 | 0.17 | 0.01 | 0.13 | 0.23 | 0.04 | 0.12 | 0.12 |
| Crit Moves: | | **** | | | **** | | | **** | | **** | | |
| Green/Cycle: | 0.26 | 0.26 | 0.38 | 0.21 | 0.21 | 0.21 | 0.11 | 0.23 | 0.50 | 0.11 | 0.23 | 0.23 |
| Volume/Cap: | 0.74 | 0.79 | 0.50 | 0.23 | 0.79 | 0.79 | 0.09 | 0.55 | 0.46 | 0.37 | 0.52 | 0.52 |
| Delay/Veh: | 36.5 | 38.7 | 22.2 | 29.6 | 38.8 | 38.8 | 36.1 | 31.8 | 15.1 | 37.7 | 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: | 36.5 | 38.7 | 22.2 | 29.6 | 38.8 | 38.8 | 36.1 | 31.8 | 15.1 | 37.7 | 31.3 | 31.3 |
| LOS by Move: | D | D | C | C | D | D | D | C | B | D | C | C |
| HCM2kAvgQ: | 11 | 12 | 7 | 2 | 10 | 10 | 1 | 7 | 7 | 2 | 6 | 6 |

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

Horseshoe Grande Property - Alternative 1
Year 2025 With 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): 105 Critical Vol./Cap.(X): 0.832
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 46.3
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: | Split Phase | | | Split Phase | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Include | | | Ovl | | | Include | | |
| Min. Green: | 18 | 18 | 18 | 18 | 18 | 18 | 10 | 21 | 21 | 10 | 21 | 21 |
| Lanes: | 1 0 | 1 0 | 1 | 1 0 | 1 1 | 0 | 1 0 | 1 0 | 1 | 2 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 | 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: | 452 | 436 | 442 | 152 | 522 | 49 | 50 | 356 | 452 | 417 | 304 | 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: | 476 | 459 | 465 | 160 | 549 | 52 | 53 | 375 | 476 | 439 | 320 | 123 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 476 | 459 | 465 | 160 | 549 | 52 | 53 | 375 | 476 | 439 | 320 | 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: | 476 | 459 | 465 | 160 | 549 | 52 | 53 | 375 | 476 | 439 | 320 | 123 |
| 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 | 0.95 | 1.00 | 0.85 | 0.92 | 0.96 | 0.96 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 1.83 | 0.17 | 1.00 | 1.00 | 1.00 | 2.00 | 0.72 | 0.28 |
| Final Sat.: | 1805 | 1900 | 1615 | 1805 | 3257 | 306 | 1805 | 1900 | 1615 | 3502 | 1314 | 506 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.26 | 0.24 | 0.29 | 0.09 | 0.17 | 0.17 | 0.03 | 0.20 | 0.29 | 0.13 | 0.24 | 0.24 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green/Cycle: | 0.29 | 0.29 | 0.43 | 0.19 | 0.19 | 0.19 | 0.10 | 0.23 | 0.52 | 0.14 | 0.27 | 0.27 |
| Volume/Cap: | 0.90 | 0.82 | 0.66 | 0.47 | 0.90 | 0.90 | 0.31 | 0.88 | 0.57 | 0.89 | 0.90 | 0.90 |
| Delay/Veh: | 53.6 | 44.2 | 26.0 | 39.0 | 56.6 | 56.6 | 45.3 | 57.3 | 18.2 | 61.9 | 55.9 | 55.9 |
| 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: | 53.6 | 44.2 | 26.0 | 39.0 | 56.6 | 56.6 | 45.3 | 57.3 | 18.2 | 61.9 | 55.9 | 55.9 |
| LOS by Move: | D | D | C | D | E | E | D | E | B | E | E | E |
| HCM2kAvgQ: | 18 | 16 | 13 | 5 | 13 | 13 | 2 | 15 | 11 | 10 | 17 | 17 |

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

Horseshoe Grande Property - Alternative 1
Year 2025 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): 0.638
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 31.1
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: | 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 |
| 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: | 136 | 605 | 95 | 128 | 494 | 160 | 131 | 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 | 637 | 100 | 135 | 520 | 168 | 138 | 426 | 197 | 115 | 508 | 101 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 143 | 637 | 100 | 135 | 520 | 168 | 138 | 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 | 637 | 100 | 135 | 520 | 168 | 138 | 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 | 1.51 | 0.49 | 1.00 | 2.00 | 1.00 | 1.00 | 1.67 | 0.33 |
| Final Sat.: | 1805 | 3610 | 1615 | 1805 | 2626 | 851 | 1805 | 3610 | 1615 | 1805 | 2936 | 584 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.18 | 0.06 | 0.07 | 0.20 | 0.20 | 0.08 | 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 | 0.58 | 0.20 | 0.69 | 0.65 | 0.65 | 0.70 | 0.39 | 0.40 | 0.58 | 0.57 | 0.57 |
| Delay/Veh: | 52.7 | 27.8 | 23.9 | 49.3 | 29.2 | 29.2 | 50.5 | 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 | 27.8 | 23.9 | 49.3 | 29.2 | 29.2 | 50.5 | 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 | 9 | 2 | 5 | 10 | 10 | 5 | 5 | 5 | 4 | 8 | 8 |

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

Horseshoe Grande Property - Alternative 1
Year 2025 With Project
Evening Peak Hour

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

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Intersection #6 San Jacinto Street (NS) at Esplanade Avenue (EW)

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Cycle (sec): 115 Critical Vol./Cap.(X): 0.873
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 50.0
Optimal Cycle: OPTIMIZED Level Of Service: D

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| 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 |
| 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: | 229 | 921 | 158 | 232 | 839 | 165 | 216 | 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 | 969 | 166 | 244 | 883 | 174 | 227 | 681 | 237 | 191 | 563 | 112 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 241 | 969 | 166 | 244 | 883 | 174 | 227 | 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 | 969 | 166 | 244 | 883 | 174 | 227 | 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 | 1.67 | 0.33 | 1.00 | 2.00 | 1.00 | 1.00 | 1.67 | 0.33 |
| Final Sat.: | 1805 | 3610 | 1615 | 1805 | 2941 | 578 | 1805 | 3610 | 1615 | 1805 | 2938 | 582 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.27 | 0.10 | 0.14 | 0.30 | 0.30 | 0.13 | 0.19 | 0.15 | 0.11 | 0.19 | 0.19 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green/Cycle: | 0.15 | 0.32 | 0.32 | 0.16 | 0.33 | 0.33 | 0.14 | 0.27 | 0.27 | 0.12 | 0.24 | 0.24 |
| Volume/Cap: | 0.91 | 0.84 | 0.32 | 0.84 | 0.91 | 0.91 | 0.91 | 0.71 | 0.55 | 0.91 | 0.79 | 0.79 |
| Delay/Veh: | 80.1 | 42.4 | 30.2 | 66.6 | 47.0 | 47.0 | 81.9 | 40.5 | 37.7 | 89.2 | 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: | 80.1 | 42.4 | 30.2 | 66.6 | 47.0 | 47.0 | 81.9 | 40.5 | 37.7 | 89.2 | 45.6 | 45.6 |
| LOS by Move: | F | D | C | E | D | D | F | D | D | F | D | D |
| HCM2kAvgQ: | 12 | 19 | 5 | 11 | 22 | 22 | 11 | 13 | 8 | 10 | 14 | 14 |

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

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Horseshoe Grande Property - Alternative 1
Year 2025 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): 0.644
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 | 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 | |
| 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: | 87 | | 638 | | 58 | | 41 | | 609 | | 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 | | 672 | | 61 | | 43 | | 641 | | 106 | | 86 | | 382 | | 116 | | 72 | | 498 | | 88 | |
| Reduct Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduced Vol: | 92 | | 672 | | 61 | | 43 | | 641 | | 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 | | 672 | | 61 | | 43 | | 641 | | 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 | | 0.94 | | 0.94 | | 0.95 | | 0.93 | | 0.93 | | 0.27 | | 0.97 | | 0.97 | | 0.27 | | 1.00 | | 0.85 | |
| Lanes: | 1.00 | | 1.83 | | 0.17 | | 1.00 | | 1.72 | | 0.28 | | 1.00 | | 0.77 | | 0.23 | | 1.00 | | 1.00 | | 1.00 | |
| Final Sat.: | 1805 | | 3269 | | 297 | | 1805 | | 3031 | | 503 | | 517 | | 1407 | | 426 | | 517 | | 1900 | | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | | 0.21 | | 0.21 | | 0.02 | | 0.21 | | 0.21 | | 0.17 | | 0.27 | | 0.27 | | 0.14 | | 0.26 | | 0.05 | |
| 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: | 0.36 | | 0.75 | | 0.75 | | 0.16 | | 0.74 | | 0.74 | | 0.42 | | 0.68 | | 0.68 | | 0.35 | | 0.66 | | 0.14 | |
| Delay/Veh: | 27.9 | | 26.3 | | 26.3 | | 26.0 | | 25.6 | | 25.6 | | 16.5 | | 19.9 | | 19.9 | | 15.6 | | 19.2 | | 13.4 | |
| User DelAdj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| AdjDel/Veh: | 27.9 | | 26.3 | | 26.3 | | 26.0 | | 25.6 | | 25.6 | | 16.5 | | 19.9 | | 19.9 | | 15.6 | | 19.2 | | 13.4 | |
| LOS by Move: | C | | C | | C | | C | | C | | C | | B | | B | | B | | B | | B | | B | |
| HCM2kAvgQ: | 2 | | 9 | | 9 | | 1 | | 9 | | 9 | | 2 | | 10 | | 10 | | 1 | | 10 | | 1 | |

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

Horseshoe Grande Property - Alternative 1
Year 2025 With Project
Evening Peak Hour

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

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Intersection #7 San Jacinto Street (NS) at Menlo Avenue (EW)

**********

Cycle (sec): 100 Critical Vol./Cap.(X): 0.841
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 35.5
Optimal Cycle: OPTIMIZED Level Of Service: D

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| 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 | |
| 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: | 128 | | 1011 | | 111 | | 74 | | 859 | | 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 | | 1064 | | 117 | | 78 | | 904 | | 129 | | 173 | | 544 | | 129 | | 91 | | 394 | | 91 | |
| Reduct Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduced Vol: | 135 | | 1064 | | 117 | | 78 | | 904 | | 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 | | 1064 | | 117 | | 78 | | 904 | | 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 | | 0.94 | | 0.94 | | 0.95 | | 0.93 | | 0.93 | | 0.40 | | 0.97 | | 0.97 | | 0.16 | | 1.00 | | 0.85 | |
| Lanes: | 1.00 | | 1.80 | | 0.20 | | 1.00 | | 1.75 | | 0.25 | | 1.00 | | 0.81 | | 0.19 | | 1.00 | | 1.00 | | 1.00 | |
| Final Sat.: | 1805 | | 3204 | | 352 | | 1805 | | 3098 | | 444 | | 766 | | 1490 | | 355 | | 300 | | 1900 | | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | | 0.33 | | 0.33 | | 0.04 | | 0.29 | | 0.29 | | 0.23 | | 0.37 | | 0.37 | | 0.30 | | 0.21 | | 0.06 | |
| Crit Moves: | | | **** | | | | **** | | | | | | | | **** | | | | | | | | | |
| Green/Cycle: | 0.12 | | 0.37 | | 0.37 | | 0.10 | | 0.35 | | 0.35 | | 0.41 | | 0.41 | | 0.41 | | 0.41 | | 0.41 | | 0.41 | |
| Volume/Cap: | 0.62 | | 0.89 | | 0.89 | | 0.43 | | 0.83 | | 0.83 | | 0.55 | | 0.89 | | 0.89 | | 0.74 | | 0.51 | | 0.14 | |
| Delay/Veh: | 47.2 | | 37.7 | | 37.7 | | 44.0 | | 34.6 | | 34.6 | | 24.7 | | 40.7 | | 40.7 | | 45.9 | | 22.6 | | 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: | 47.2 | | 37.7 | | 37.7 | | 44.0 | | 34.6 | | 34.6 | | 24.7 | | 40.7 | | 40.7 | | 45.9 | | 22.6 | | 18.6 | |
| LOS by Move: | D | | D | | D | | D | | C | | C | | C | | D | | D | | D | | C | | B | |
| HCM2kAvgQ: | 5 | | 22 | | 22 | | 3 | | 18 | | 18 | | 5 | | 23 | | 23 | | 4 | | 9 | | 2 | |

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

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Horseshoe Grande Property - Alternative 1
Year 2025 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): 70 Critical Vol./Cap.(X): 0.727
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 24.9
Optimal Cycle: OPTIMIZED Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | 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 | |
| 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: | 134 | 646 | 90 | | 81 | 630 | 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 | 680 | 95 | | 85 | 663 | 153 | | 105 | 144 | 102 | | 142 | 437 | 102 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 141 | 680 | 95 | | 85 | 663 | 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 | 680 | 95 | | 85 | 663 | 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 | 1.76 | 0.24 | | 1.00 | 1.63 | 0.37 | | 1.00 | 1.00 | 1.00 | | 1.00 | 0.81 | 0.19 | |
| Final Sat.: | 1805 | 3112 | 433 | | 1805 | 2852 | 657 | | 437 | 1900 | 1615 | | 1254 | 1497 | 350 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.22 | 0.22 | | 0.05 | 0.23 | 0.23 | | 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 | 0.79 | 0.79 | | 0.31 | 0.81 | 0.81 | | 0.60 | 0.19 | 0.16 | | 0.28 | 0.73 | 0.73 | |
| Delay/Veh: | 30.4 | 28.0 | 28.0 | | 27.0 | 28.5 | 28.5 | | 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 | 28.0 | 28.0 | | 27.0 | 28.5 | 28.5 | | 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 | 10 | 10 | | 2 | 11 | 11 | | 3 | 2 | 1 | | 2 | 11 | 11 | |

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

Horseshoe Grande Property - Alternative 1
Year 2025 With Project
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): 90 Critical Vol./Cap.(X): 0.848
Loss Time (sec): 12 (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 | | | 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 |
| 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: | 102 | 1036 | 223 | 115 | 916 | 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 | 1091 | 235 | 121 | 964 | 103 | 191 | 377 | 113 | 136 | 232 | 123 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 107 | 1091 | 235 | 121 | 964 | 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 | 1091 | 235 | 121 | 964 | 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 | 0.94 | 0.94 | 0.34 | 1.00 | 0.85 | 0.32 | 0.95 | 0.95 |
| Lanes: | 1.00 | 1.65 | 0.35 | 1.00 | 1.81 | 0.19 | 1.00 | 1.00 | 1.00 | 1.00 | 0.65 | 0.35 |
| Final Sat.: | 1805 | 2890 | 622 | 1805 | 3212 | 344 | 656 | 1900 | 1615 | 604 | 1176 | 625 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.38 | 0.38 | 0.07 | 0.30 | 0.30 | 0.29 | 0.20 | 0.07 | 0.22 | 0.20 | 0.20 |
| Crit Moves: | | **** | | **** | | | **** | | | | | |
| Green/Cycle: | 0.15 | 0.43 | 0.43 | 0.11 | 0.39 | 0.39 | 0.33 | 0.33 | 0.33 | 0.33 | 0.33 | 0.33 |
| Volume/Cap: | 0.41 | 0.88 | 0.88 | 0.60 | 0.76 | 0.76 | 0.88 | 0.60 | 0.21 | 0.68 | 0.60 | 0.60 |
| Delay/Veh: | 36.0 | 30.4 | 30.4 | 43.2 | 26.3 | 26.3 | 60.7 | 27.0 | 22.0 | 35.6 | 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: | 36.0 | 30.4 | 30.4 | 43.2 | 26.3 | 26.3 | 60.7 | 27.0 | 22.0 | 35.6 | 26.9 | 26.9 |
| LOS by Move: | D | C | C | D | C | C | E | C | C | D | C | C |
| HCM2kAvgQ: | 3 | 21 | 21 | 4 | 15 | 15 | 8 | 9 | 2 | 5 | 9 | 9 |

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

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Horseshoe Grande Property - Alternative 1
Year 2025 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): 0.900
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 107.4
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: | 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 | 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: | 81 | 285 | 77 | 163 | 253 | 213 | 349 | 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 | 300 | 81 | 172 | 266 | 224 | 367 | 739 | 45 | 102 | 1173 | 213 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 85 | 300 | 81 | 172 | 266 | 224 | 367 | 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 | 300 | 81 | 172 | 266 | 224 | 367 | 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 | 1.57 | 0.43 | 1.00 | 1.00 | 1.00 | 1.00 | 1.88 | 0.12 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1805 | 2751 | 743 | 1864 | 1864 | 1615 | 1805 | 3371 | 206 | 1805 | 3610 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.11 | 0.11 | 0.09 | 0.14 | 0.14 | 0.20 | 0.22 | 0.22 | 0.06 | 0.32 | 0.13 |
| Crit Moves: | | **** | | | **** | | **** | | | | **** | |
| Green/Cycle: | 0.23 | 0.23 | 0.23 | 0.23 | 0.23 | 0.23 | 0.15 | 0.29 | 0.29 | 0.11 | 0.25 | 0.25 |
| Volume/Cap: | 0.20 | 0.47 | 0.47 | 0.39 | 0.61 | 0.59 | 1.32 | 0.74 | 0.74 | 0.54 | 1.32 | 0.54 |
| Delay/Veh: | 37.3 | 40.0 | 40.0 | 39.1 | 42.7 | 43.5 | 218.1 | 41.1 | 41.1 | 53.9 | 198 | 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: | 37.3 | 40.0 | 40.0 | 39.1 | 42.7 | 43.5 | 218.1 | 41.1 | 41.1 | 53.9 | 198 | 40.7 |
| LOS by Move: | D | D | D | D | D | D | F | D | D | D | F | D |
| HCM2kAvgQ: | 3 | 7 | 7 | 5 | 9 | 8 | 27 | 15 | 15 | 4 | 43 | 7 |

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

Horseshoe Grande Property - Alternative 1
Year 2025 With Project
Evening Peak Hour

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

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

**********

Cycle (sec): 120 Critical Vol./Cap.(X): 1.160
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 159.2
Optimal Cycle: OPTIMIZED Level Of Service: F

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| 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 |
| 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: | 79 | 384 | 144 | 457 | 369 | 384 | 423 | 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 | 404 | 152 | 481 | 388 | 404 | 445 | 1228 | 114 | 181 | 1256 | 79 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 83 | 404 | 152 | 481 | 388 | 404 | 445 | 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 | 404 | 152 | 481 | 388 | 404 | 445 | 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 | 1.45 | 0.55 | 1.11 | 0.89 | 1.00 | 1.00 | 1.83 | 0.17 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1805 | 2518 | 944 | 2046 | 1652 | 1615 | 1805 | 3261 | 302 | 1805 | 3610 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.16 | 0.16 | 0.24 | 0.24 | 0.25 | 0.25 | 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 | 0.17 | 0.32 | 0.32 | 0.08 | 0.23 | 0.23 |
| Volume/Cap: | 0.20 | 0.69 | 0.69 | 1.01 | 1.01 | 1.07 | 1.49 | 1.19 | 1.19 | 1.19 | 1.49 | 0.21 |
| Delay/Veh: | 37.2 | 44.5 | 44.5 | 78.6 | 78.6 | 113.1 | 285.9 | 137 | 136.6 | 189.0 | 271 | 37.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 37.2 | 44.5 | 44.5 | 78.6 | 78.6 | 113.1 | 285.9 | 137 | 136.6 | 189.0 | 271 | 37.3 |
| LOS by Move: | D | D | D | E | E | F | F | F | F | F | F | D |
| HCM2kAvgQ: | 2 | 11 | 11 | 22 | 22 | 22 | 36 | 42 | 42 | 13 | 52 | 2 |

**********

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

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Horseshoe Grande Property - Alternative 1
Year 2025 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): 0.667
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 34.4
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 | | | | | | 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 | | 2 | 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 | | 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: | 81 | | 285 | | 77 | | 163 | | 253 | | 213 | | 349 | | 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 | | 300 | | 81 | | 172 | | 266 | | 224 | | 367 | | 739 | | 45 | | 102 | | 1173 | | 213 | |
| Reduct Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduced Vol: | 85 | | 300 | | 81 | | 172 | | 266 | | 224 | | 367 | | 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 | | 300 | | 81 | | 172 | | 266 | | 224 | | 367 | | 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 | | 0.92 | | 0.94 | | 0.94 | | 0.95 | | 0.89 | | 0.89 | |
| Lanes: | 1.00 | | 1.57 | | 0.43 | | 2.00 | | 1.00 | | 1.00 | | 2.00 | | 1.88 | | 0.12 | | 1.00 | | 2.54 | | 0.46 | |
| Final Sat.: | 1805 | | 2751 | | 743 | | 3502 | | 1900 | | 1615 | | 3502 | | 3371 | | 206 | | 1805 | | 4290 | | 778 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | | 0.11 | | 0.11 | | 0.05 | | 0.14 | | 0.14 | | 0.10 | | 0.22 | | 0.22 | | 0.06 | | 0.27 | | 0.27 | |
| Crit Moves: | **** | | | | | | | | **** | | | | **** | | | | | | | | **** | | | |
| Green/Cycle: | 0.10 | | 0.27 | | 0.27 | | 0.10 | | 0.27 | | 0.40 | | 0.13 | | 0.36 | | 0.36 | | 0.13 | | 0.35 | | 0.35 | |
| Volume/Cap: | 0.50 | | 0.41 | | 0.41 | | 0.51 | | 0.53 | | 0.35 | | 0.78 | | 0.61 | | 0.61 | | 0.44 | | 0.78 | | 0.78 | |
| Delay/Veh: | 47.4 | | 32.0 | | 32.0 | | 46.6 | | 33.9 | | 22.2 | | 52.0 | | 28.6 | | 28.6 | | 43.7 | | 32.7 | | 32.7 | |
| User DelAdj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| AdjDel/Veh: | 47.4 | | 32.0 | | 32.0 | | 46.6 | | 33.9 | | 22.2 | | 52.0 | | 28.6 | | 28.6 | | 43.7 | | 32.7 | | 32.7 | |
| LOS by Move: | D | | C | | C | | D | | C | | C | | D | | C | | C | | D | | C | | C | |
| HCM2kAvgQ: | 3 | | 5 | | 5 | | 3 | | 8 | | 5 | | 8 | | 11 | | 11 | | 4 | | 16 | | 16 | |

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

Horseshoe Grande Property - Alternative 1
Year 2025 With 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): 0.894
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 51.0
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 | | | 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 | 2 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 | 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: | 79 | 384 | 144 | 457 | 369 | 384 | 423 | 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 | 404 | 152 | 481 | 388 | 404 | 445 | 1228 | 114 | 181 | 1256 | 79 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 83 | 404 | 152 | 481 | 388 | 404 | 445 | 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 | 404 | 152 | 481 | 388 | 404 | 445 | 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 | 0.92 | 0.94 | 0.94 | 0.95 | 0.90 | 0.90 |
| Lanes: | 1.00 | 1.45 | 0.55 | 2.00 | 1.00 | 1.00 | 2.00 | 1.83 | 0.17 | 1.00 | 2.82 | 0.18 |
| Final Sat.: | 1805 | 2518 | 944 | 3502 | 1900 | 1615 | 3502 | 3261 | 302 | 1805 | 4836 | 304 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.16 | 0.16 | 0.14 | 0.20 | 0.25 | 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 | 0.44 | 0.16 | 0.39 | 0.39 | 0.10 | 0.33 | 0.33 |
| Volume/Cap: | 0.47 | 0.69 | 0.69 | 0.97 | 0.74 | 0.57 | 0.79 | 0.97 | 0.97 | 0.97 | 0.79 | 0.79 |
| Delay/Veh: | 53.0 | 44.5 | 44.5 | 83.9 | 45.1 | 26.4 | 55.5 | 53.5 | 53.5 | 110.5 | 38.9 | 38.9 |
| 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 | 44.5 | 44.5 | 83.9 | 45.1 | 26.4 | 55.5 | 53.5 | 53.5 | 110.5 | 38.9 | 38.9 |
| LOS by Move: | D | D | D | F | D | C | E | D | D | F | D | D |
| HCM2kAvgQ: | 3 | 11 | 11 | 13 | 14 | 11 | 10 | 31 | 31 | 10 | 18 | 18 |

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

Horseshoe Grande Property - Alternative 1
Year 2025 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): 110 Critical Vol./Cap.(X): 0.808
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 | 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 |
| 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: | 64 | 848 | 426 | 151 | 436 | 37 | 42 | 493 | 95 | 255 | 284 | 64 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 67 | 893 | 448 | 159 | 459 | 39 | 44 | 519 | 100 | 268 | 299 | 67 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 67 | 893 | 448 | 159 | 459 | 39 | 44 | 519 | 100 | 268 | 299 | 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: | 67 | 893 | 448 | 159 | 459 | 39 | 44 | 519 | 100 | 268 | 299 | 67 |
| 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 | 1.84 | 0.16 | 1.00 | 1.68 | 0.32 | 1.00 | 1.63 | 0.37 |
| Final Sat.: | 1805 | 3610 | 1615 | 1805 | 3288 | 279 | 1805 | 2954 | 569 | 1805 | 2864 | 645 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.25 | 0.28 | 0.09 | 0.14 | 0.14 | 0.02 | 0.18 | 0.18 | 0.15 | 0.10 | 0.10 |
| Crit Moves: | | | **** | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.13 | 0.32 | 0.32 | 0.10 | 0.30 | 0.30 | 0.11 | 0.25 | 0.25 | 0.17 | 0.32 | 0.32 |
| Volume/Cap: | 0.30 | 0.76 | 0.86 | 0.86 | 0.46 | 0.46 | 0.22 | 0.69 | 0.69 | 0.86 | 0.33 | 0.33 |
| Delay/Veh: | 44.4 | 36.4 | 48.0 | 79.1 | 31.5 | 31.5 | 44.9 | 39.4 | 39.4 | 64.4 | 29.0 | 29.0 |
| 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: | 44.4 | 36.4 | 48.0 | 79.1 | 31.5 | 31.5 | 44.9 | 39.4 | 39.4 | 64.4 | 29.0 | 29.0 |
| LOS by Move: | D | D | D | E | C | C | D | D | D | E | C | C |
| HCM2kAvgQ: | 2 | 16 | 17 | 8 | 7 | 7 | 2 | 11 | 11 | 12 | 5 | 5 |

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

Horseshoe Grande Property - Alternative 1
Year 2025 With Project
Evening Peak Hour

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

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

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Cycle (sec): 120 Critical Vol./Cap.(X): 1.200
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 94.0
Optimal Cycle: OPTIMIZED Level Of Service: F

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| 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 |
| 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: | 86 | 406 | 454 | 253 | 702 | 23 | 23 | 685 | 86 | 631 | 679 | 220 |
| User Adj: | 1.00 | 1.00 | 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 | 478 | 266 | 739 | 24 | 24 | 721 | 91 | 664 | 715 | 232 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 91 | 427 | 478 | 266 | 739 | 24 | 24 | 721 | 91 | 664 | 715 | 232 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 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 | 478 | 266 | 739 | 24 | 24 | 721 | 91 | 664 | 715 | 232 |
| 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 | 1.94 | 0.06 | 1.00 | 1.78 | 0.22 | 1.00 | 1.51 | 0.49 |
| Final Sat.: | 1805 | 3610 | 1615 | 1805 | 3478 | 114 | 1805 | 3153 | 396 | 1805 | 2626 | 851 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.12 | 0.30 | 0.15 | 0.21 | 0.21 | 0.01 | 0.23 | 0.23 | 0.37 | 0.27 | 0.27 |
| Crit Moves: | | | **** | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.10 | 0.23 | 0.23 | 0.12 | 0.25 | 0.25 | 0.12 | 0.23 | 0.23 | 0.29 | 0.40 | 0.40 |
| Volume/Cap: | 0.51 | 0.51 | 1.28 | 1.28 | 0.85 | 0.85 | 0.11 | 0.98 | 0.98 | 1.28 | 0.68 | 0.68 |
| Delay/Veh: | 54.0 | 40.8 | 191.8 | 211.2 | 51.1 | 51.1 | 47.1 | 72.1 | 72.1 | 183.5 | 31.2 | 31.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 54.0 | 40.8 | 191.8 | 211.2 | 51.1 | 51.1 | 47.1 | 72.1 | 72.1 | 183.5 | 31.2 | 31.2 |
| LOS by Move: | D | D | F | F | D | D | D | E | E | F | C | C |
| HCM2kAvgQ: | 4 | 8 | 33 | 19 | 17 | 17 | 1 | 21 | 21 | 44 | 16 | 16 |

**********

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

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Horseshoe Grande Property - Alternative 1
Year 2025 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): 95 Critical Vol./Cap.(X): 0.707
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: | Ovl | | | 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 | 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: | 64 | 848 | 426 | 151 | 436 | 37 | 42 | 493 | 95 | 255 | 284 | 64 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 67 | 893 | 448 | 159 | 459 | 39 | 44 | 519 | 100 | 268 | 299 | 67 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 67 | 893 | 448 | 159 | 459 | 39 | 44 | 519 | 100 | 268 | 299 | 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: | 67 | 893 | 448 | 159 | 459 | 39 | 44 | 519 | 100 | 268 | 299 | 67 |
| 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 | 0.92 | 0.92 | 0.92 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 1.84 | 0.16 | 1.00 | 1.68 | 0.32 | 2.00 | 1.63 | 0.37 |
| Final Sat.: | 1805 | 3610 | 1615 | 1805 | 3288 | 279 | 1805 | 2954 | 569 | 3502 | 2864 | 645 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.25 | 0.28 | 0.09 | 0.14 | 0.14 | 0.02 | 0.18 | 0.18 | 0.08 | 0.10 | 0.10 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.13 | 0.32 | 0.42 | 0.11 | 0.30 | 0.30 | 0.11 | 0.29 | 0.29 | 0.11 | 0.29 | 0.29 |
| Volume/Cap: | 0.29 | 0.78 | 0.66 | 0.78 | 0.46 | 0.46 | 0.23 | 0.60 | 0.60 | 0.73 | 0.35 | 0.35 |
| Delay/Veh: | 38.3 | 32.7 | 24.2 | 57.9 | 27.0 | 27.0 | 39.6 | 29.6 | 29.6 | 48.3 | 26.6 | 26.6 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 38.3 | 32.7 | 24.2 | 57.9 | 27.0 | 27.0 | 39.6 | 29.6 | 29.6 | 48.3 | 26.6 | 26.6 |
| LOS by Move: | D | C | C | E | C | C | D | C | C | D | C | C |
| HCM2kAvgQ: | 2 | 14 | 11 | 7 | 6 | 6 | 1 | 9 | 9 | 6 | 5 | 5 |

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

Horseshoe Grande Property - Alternative 1
Year 2025 With 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): 0.801
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 43.8
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: | Ovl | | | 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 | 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: | 86 | 406 | 454 | 253 | 702 | 23 | 23 | 685 | 86 | 631 | 679 | 220 |
| User Adj: | 1.00 | 1.00 | 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 | 478 | 266 | 739 | 24 | 24 | 721 | 91 | 664 | 715 | 232 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 91 | 427 | 478 | 266 | 739 | 24 | 24 | 721 | 91 | 664 | 715 | 232 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 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 | 478 | 266 | 739 | 24 | 24 | 721 | 91 | 664 | 715 | 232 |
| 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 | 0.92 | 0.91 | 0.91 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 1.94 | 0.06 | 1.00 | 1.78 | 0.22 | 2.00 | 1.51 | 0.49 |
| Final Sat.: | 1805 | 3610 | 1615 | 1805 | 3478 | 114 | 1805 | 3153 | 396 | 3502 | 2626 | 851 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.12 | 0.30 | 0.15 | 0.21 | 0.21 | 0.01 | 0.23 | 0.23 | 0.19 | 0.27 | 0.27 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.11 | 0.22 | 0.43 | 0.17 | 0.27 | 0.27 | 0.12 | 0.26 | 0.26 | 0.21 | 0.35 | 0.35 |
| Volume/Cap: | 0.44 | 0.54 | 0.69 | 0.89 | 0.78 | 0.78 | 0.11 | 0.89 | 0.89 | 0.89 | 0.77 | 0.77 |
| Delay/Veh: | 47.1 | 38.9 | 28.1 | 71.0 | 41.3 | 41.3 | 43.6 | 50.1 | 50.1 | 54.7 | 34.8 | 34.8 |
| 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: | 47.1 | 38.9 | 28.1 | 71.0 | 41.3 | 41.3 | 43.6 | 50.1 | 50.1 | 54.7 | 34.8 | 34.8 |
| LOS by Move: | D | D | C | E | D | D | D | D | D | D | C | C |
| HCM2kAvgQ: | 3 | 7 | 14 | 12 | 14 | 14 | 1 | 17 | 17 | 15 | 16 | 16 |

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

Horseshoe Grande Property - Alternative 1
Year 2025 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): 20.8 Worst Case Level Of Service: F[238.0]

| 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: | 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 | 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: | 136 | 1199 | 8 | 34 | 641 | 109 | 74 | 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 | 1262 | 8 | 36 | 675 | 115 | 78 | 2 | 119 | 3 | 5 | 1 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 143 | 1262 | 8 | 36 | 675 | 115 | 78 | 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: | 789 | xxxx | xxxxx | 1271 | xxxx | xxxxx | 1666 | 2303 | 337 | 1958 | 2409 | 631 |
| Potent Cap.: | 839 | xxxx | xxxxx | 554 | xxxx | xxxxx | 65 | 39 | 664 | 39 | 33 | 429 |
| Move Cap.: | 839 | xxxx | xxxxx | 554 | xxxx | xxxxx | 45 | 30 | 664 | 25 | 26 | 429 |
| Volume/Cap: | 0.17 | xxxx | xxxx | 0.06 | xxxx | xxxx | 1.72 | 0.07 | 0.18 | 0.13 | 0.20 | 0.00 |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | 0.6 | xxxx | xxxxx | 0.2 | xxxx | xxxxx | xxxx | xxxx | 0.6 | xxxx | xxxx | xxxxx |
| Control Del: | 10.2 | xxxx | xxxxx | 12.0 | xxxx | xxxxx | xxxxx | xxxx | 11.6 | 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 | 45 | xxxx | xxxxx | xxxx | 29 | xxxxx |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 8.1 | xxxx | xxxxx | xxxxx | 1.0 | xxxxx |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 574.5 | xxxx | xxxxx | xxxxx | 184 | xxxxx |
| Shared LOS: | * | * | * | * | * | * | F | * | * | * | F | * |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 238.0 | | | 184.2 | | |
| ApproachLOS: | * | | | * | | | F | | | F | | |

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

Horseshoe Grande Property - Alternative 1
Year 2025 With Project
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): 101.6 Worst Case Level Of Service: F[592.6]

| 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 | 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 | 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: | 109 | 724 | | | 1 | | 61 | 1247 | | | 73 | | 113 | | 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 | 762 | | | 1 | | 64 | 1313 | | | 77 | | 119 | | 1 | | 348 | | 4 | | 2 | | 6 | |
| Reduct Vol: | 0 | 0 | | | 0 | | 0 | 0 | | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| FinalVolume: | 115 | 762 | | | 1 | | 64 | 1313 | | | 77 | | 119 | | 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: | 1389 | xxxx | xxxxx | | | | 763 | xxxx | xxxxx | | | | 2053 | 2434 | | | 656 | | 1777 | 2509 | | | 381 | |
| Potent Cap.: | 499 | xxxx | xxxxx | | | | 859 | xxxx | xxxxx | | | | 33 | 32 | | | 413 | | 53 | 29 | | | 623 | |
| Move Cap.: | 499 | xxxx | xxxxx | | | | 859 | xxxx | xxxxx | | | | 24 | 23 | | | 413 | | 6 | 21 | | | 623 | |
| Volume/Cap: | 0.23 | xxxx | xxxx | | | | 0.07 | xxxx | xxxx | | | | 5.06 | 0.05 | | | 0.84 | | 0.67 | 0.10 | | | 0.01 | |
| Level Of Service Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| 2Way95thQ: | 0.9 | xxxx | xxxxx | | | | 0.2 | xxxx | xxxxx | | | | xxxx | xxxx | | | 8.1 | | xxxx | xxxx | | | xxxxx | |
| Control Del: | 14.4 | xxxx | xxxxx | | | | 9.5 | xxxx | xxxxx | | | | xxxxx | xxxx | | | 46.1 | | 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 | | | | 24 | xxxx | xxxxx | | | | xxxx | | 16 | | xxxxx | |
| SharedQueue: | xxxxx | xxxx | xxxxx | | | | xxxxx | xxxx | xxxxx | | | | 15.1 | xxxx | xxxxx | | | | xxxxx | | 2.0 | | xxxxx | |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | | | | xxxxx | xxxx | xxxxx | | | | 2179 | xxxx | xxxxx | | | | xxxxx | | 468 | | xxxxx | |
| Shared LOS: | * | * | | | * | | * | * | | | * | | F | * | | | * | | * | | F | | * | |
| ApproachDel: | xxxxxx | | | | | | xxxxxx | | | | | | 592.6 | | | | | | 467.6 | | | | | |
| ApproachLOS: | * | | | | | | * | | | | | | F | | | | | | F | | | | | |

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

Horseshoe Grande Property - Alternative 1
Year 2025 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): 0.453
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 10.3
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: | 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 | 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: | 136 | 1199 | 8 | 34 | 641 | 109 | 74 | 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 | 1262 | 8 | 36 | 675 | 115 | 78 | 2 | 119 | 3 | 5 | 1 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 143 | 1262 | 8 | 36 | 675 | 115 | 78 | 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 | 1262 | 8 | 36 | 675 | 115 | 78 | 2 | 119 | 3 | 5 | 1 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.37 | 0.95 | 0.85 | 0.18 | 0.95 | 0.85 | 0.72 | 0.72 | 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.: | 695 | 3610 | 1615 | 334 | 3610 | 1615 | 1338 | 36 | 1615 | 594 | 990 | 198 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.21 | 0.35 | 0.01 | 0.11 | 0.19 | 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: | 0.29 | 0.50 | 0.01 | 0.15 | 0.27 | 0.10 | 0.25 | 0.25 | 0.32 | 0.02 | 0.02 | 0.02 |
| Delay/Veh: | 7.1 | 8.5 | 5.4 | 6.4 | 6.7 | 5.9 | 37.9 | 37.9 | 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 | 8.5 | 5.4 | 6.4 | 6.7 | 5.9 | 37.9 | 37.9 | 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 | 11 | 0 | 1 | 5 | 1 | 2 | 2 | 4 | 0 | 0 | 0 |

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

Horseshoe Grande Property - Alternative 1
Year 2025 With 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): 90 Critical Vol./Cap.(X): 0.717
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 14.6
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 | 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 | 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: | 109 | 724 | 1 | 61 | 1247 | 73 | 113 | 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 | 762 | 1 | 64 | 1313 | 77 | 119 | 1 | 348 | 4 | 2 | 6 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 115 | 762 | 1 | 64 | 1313 | 77 | 119 | 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 | 762 | 1 | 64 | 1313 | 77 | 119 | 1 | 348 | 4 | 2 | 6 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.14 | 0.95 | 0.85 | 0.32 | 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.: | 262 | 3610 | 1615 | 599 | 3610 | 1615 | 1332 | 12 | 1615 | 560 | 280 | 839 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.44 | 0.21 | 0.00 | 0.11 | 0.36 | 0.05 | 0.09 | 0.09 | 0.22 | 0.01 | 0.01 | 0.01 |
| Crit Moves: | **** | | | | | | | | **** | | | |
| Green/Cycle: | 0.60 | 0.60 | 0.60 | 0.60 | 0.60 | 0.60 | 0.31 | 0.31 | 0.31 | 0.31 | 0.31 | 0.31 |
| Volume/Cap: | 0.73 | 0.35 | 0.00 | 0.18 | 0.61 | 0.08 | 0.29 | 0.29 | 0.69 | 0.02 | 0.02 | 0.02 |
| Delay/Veh: | 28.7 | 9.2 | 7.2 | 8.3 | 11.8 | 7.6 | 23.8 | 23.8 | 31.4 | 21.5 | 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: | 28.7 | 9.2 | 7.2 | 8.3 | 11.8 | 7.6 | 23.8 | 23.8 | 31.4 | 21.5 | 21.5 | 21.5 |
| LOS by Move: | C | A | A | A | B | A | C | C | C | C | C | C |
| HCM2kAvgQ: | 4 | 6 | 0 | 1 | 12 | 1 | 3 | 3 | 10 | 0 | 0 | 0 |

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

Horseshoe Grande Property - Alternative 1
Year 2025 With Project
Morning Peak Hour

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

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Intersection #12 Mountain Avenue (NS) at Esplanade Avenue (EW)

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Cycle (sec): 75 Critical Vol./Cap.(X): 0.890
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: | 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 | |
| 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: | 232 | | 943 | | 0 | | 0 | | 488 | | 142 | | 312 | | 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 | | 993 | | 0 | | 0 | | 514 | | 149 | | 328 | | 0 | | 128 | | 0 | | 0 | | 0 | |
| Reduct Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduced Vol: | 244 | | 993 | | 0 | | 0 | | 514 | | 149 | | 328 | | 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 | | 993 | | 0 | | 0 | | 514 | | 149 | | 328 | | 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 | | 0.52 | | 0.00 | | 0.00 | | 0.27 | | 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 | | 0.93 | | 0.00 | | 0.00 | | 0.84 | | 0.29 | | 0.80 | | 0.00 | | 0.28 | | 0.00 | | 0.00 | | 0.00 | |
| Delay/Veh: | 26.8 | | 29.5 | | 0.0 | | 0.0 | | 34.3 | | 19.4 | | 36.0 | | 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 | | 29.5 | | 0.0 | | 0.0 | | 34.3 | | 19.4 | | 36.0 | | 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 | | 27 | | 0 | | 0 | | 14 | | 3 | | 9 | | 0 | | 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 1
Year 2025 With Project
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): 120 Critical Vol./Cap.(X): 1.075
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: | 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 |
| 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: | 244 | 533 | 0 | 0 | 1066 | 405 | 253 | 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 | 561 | 0 | 0 | 1122 | 426 | 266 | 0 | 379 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 257 | 561 | 0 | 0 | 1122 | 426 | 266 | 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 | 561 | 0 | 0 | 1122 | 426 | 266 | 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 | 0.30 | 0.00 | 0.00 | 0.59 | 0.26 | 0.18 | 0.00 | 0.23 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | | **** | | | | **** | | | |
| Green/Cycle: | 0.13 | 0.68 | 0.00 | 0.00 | 0.55 | 0.55 | 0.22 | 0.00 | 0.22 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 1.07 | 0.43 | 0.00 | 0.00 | 1.07 | 0.48 | 0.83 | 0.00 | 1.07 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 131.5 | 8.9 | 0.0 | 0.0 | 77.3 | 17.0 | 61.9 | 0.0 | 116.2 | 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: | 131.5 | 8.9 | 0.0 | 0.0 | 77.3 | 17.0 | 61.9 | 0.0 | 116.2 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | F | A | A | A | E | B | E | A | F | A | A | A |
| HCM2kAvgQ: | 15 | 9 | 0 | 0 | 55 | 10 | 12 | 0 | 21 | 0 | 0 | 0 |

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

Horseshoe Grande Property - Alternative 1
Year 2025 With 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): | 80 | Critical Vol./Cap.(X): | 0.879 |
| 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 | | | 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 | 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: | 232 | 943 | 0 | 0 | 488 | 142 | 312 | 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 | 993 | 0 | 0 | 514 | 149 | 328 | 0 | 128 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 244 | 993 | 0 | 0 | 514 | 149 | 328 | 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 | 993 | 0 | 0 | 514 | 149 | 328 | 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 | 0.52 | 0.00 | 0.00 | 0.14 | 0.09 | 0.22 | 0.00 | 0.08 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | | | | **** | | | | | |
| Green/Cycle: | 0.29 | 0.59 | 0.00 | 0.00 | 0.30 | 0.30 | 0.26 | 0.00 | 0.26 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.47 | 0.89 | 0.00 | 0.00 | 0.47 | 0.31 | 0.86 | 0.00 | 0.30 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 24.2 | 23.3 | 0.0 | 0.0 | 23.2 | 22.0 | 45.1 | 0.0 | 24.0 | 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: | 24.2 | 23.3 | 0.0 | 0.0 | 23.2 | 22.0 | 45.1 | 0.0 | 24.0 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | C | C | A | A | C | C | D | A | C | A | A | A |
| HCM2kAvgQ: | 5 | 25 | 0 | 0 | 6 | 3 | 11 | 0 | 3 | 0 | 0 | 0 |

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

Horseshoe Grande Property - Alternative 1
Year 2025 With 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): 75 Critical Vol./Cap.(X): 0.819
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: | 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 | | 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: | 244 | | 533 | | 0 | | 0 | | 1066 | | 405 | | 253 | | 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 | | 561 | | 0 | | 0 | | 1122 | | 426 | | 266 | | 0 | | 379 | | 0 | | 0 | | 0 | |
| Reduct Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduced Vol: | 257 | | 561 | | 0 | | 0 | | 1122 | | 426 | | 266 | | 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 | | 561 | | 0 | | 0 | | 1122 | | 426 | | 266 | | 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 | | 0.30 | | 0.00 | | 0.00 | | 0.31 | | 0.26 | | 0.18 | | 0.00 | | 0.23 | | 0.00 | | 0.00 | | 0.00 | |
| Crit Moves: | **** | | | | | | | | **** | | | | | | | | **** | | | | | | | |
| Green/Cycle: | 0.17 | | 0.55 | | 0.00 | | 0.00 | | 0.38 | | 0.38 | | 0.29 | | 0.00 | | 0.29 | | 0.00 | | 0.00 | | 0.00 | |
| Volume/Cap: | 0.82 | | 0.53 | | 0.00 | | 0.00 | | 0.82 | | 0.70 | | 0.64 | | 0.00 | | 0.82 | | 0.00 | | 0.00 | | 0.00 | |
| Delay/Veh: | 45.3 | | 11.1 | | 0.0 | | 0.0 | | 25.0 | | 23.1 | | 26.6 | | 0.0 | | 35.9 | | 0.0 | | 0.0 | | 0.0 | |
| User DelAdj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| AdjDel/Veh: | 45.3 | | 11.1 | | 0.0 | | 0.0 | | 25.0 | | 23.1 | | 26.6 | | 0.0 | | 35.9 | | 0.0 | | 0.0 | | 0.0 | |
| LOS by Move: | D | | B | | A | | A | | C | | C | | C | | A | | D | | A | | A | | A | |
| HCM2kAvgQ: | 8 | | 9 | | 0 | | 0 | | 15 | | 10 | | 6 | | 0 | | 11 | | 0 | | 0 | | 0 | |

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

Horseshoe Grande Property - Alternative 1
Year 2025 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): 30.4 Worst Case Level Of Service: F[169.8]

| 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: | 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: | 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: | 220 | 0 | 24 | 0 | 0 | 0 | 0 | 371 | 121 | 75 | 574 | 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: | 232 | 0 | 25 | 0 | 0 | 0 | 0 | 391 | 127 | 79 | 604 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 232 | 0 | 25 | 0 | 0 | 0 | 0 | 391 | 127 | 79 | 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: | 1216 | xxxx | 454 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 518 | xxxx | xxxxx |
| Potent Cap.: | 202 | xxxx | 610 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 1058 | xxxx | xxxxx |
| Move Cap.: | 190 | xxxx | 610 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 1058 | xxxx | xxxxx |
| Volume/Cap: | 1.22 | xxxx | 0.04 | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | 0.07 | xxxx | xxxx |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | 12.3 | xxxx | 0.1 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 0.2 | xxxx | xxxxx |
| Control Del: | 187.1 | xxxx | 11.2 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 8.7 | 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 | 0.2 | xxxx | xxxxx |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 8.7 | xxxx | xxxxx |
| Shared LOS: | * | * | * | * | * | * | * | * | * | A | * | * |
| ApproachDel: | 169.8 | | | xxxxxx | | | xxxxxx | | | xxxxxx | | |
| ApproachLOS: | F | | | * | | | * | | | * | | |

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

Horseshoe Grande Property - Alternative 1
Year 2025 With Project
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): 42.7 Worst Case Level Of Service: F[351.5]

**********

| 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: | 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: | 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: | 173 | 0 | 56 | 0 | 0 | 0 | 0 | 849 | 273 | 44 | 500 | 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: | 182 | 0 | 59 | 0 | 0 | 0 | 0 | 894 | 287 | 46 | 526 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 182 | 0 | 59 | 0 | 0 | 0 | 0 | 894 | 287 | 46 | 526 | 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: | 1656 | xxxx | 1037 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 1181 | xxxx | xxxxx |
| Potent Cap.: | 109 | xxxx | 283 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 598 | xxxx | xxxxx |
| Move Cap.: | 102 | xxxx | 283 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 598 | xxxx | xxxxx |
| Volume/Cap: | 1.78 | xxxx | 0.21 | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | 0.08 | xxxx | xxxx |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | 14.6 | xxxx | 0.8 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 0.3 | xxxx | xxxxx |
| Control Del: | 458.5 | xxxx | 21.0 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 11.5 | 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 | 0.3 | xxxx | xxxxx |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 11.5 | xxxx | xxxxx |
| Shared LOS: | * | * | * | * | * | * | * | * | * | B | * | * |
| ApproachDel: | | 351.5 | | | xxxxxx | | | xxxxxx | | | xxxxxx | |
| ApproachLOS: | | F | | | * | | | * | | | * | |

**********

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

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Horseshoe Grande Property - Alternative 1
Year 2025 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): 0.632
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 11.3
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 | 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: | 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: | 220 | 0 | 24 | 0 | 0 | 0 | 0 | 371 | 121 | 75 | 574 | 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: | 232 | 0 | 25 | 0 | 0 | 0 | 0 | 391 | 127 | 79 | 604 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 232 | 0 | 25 | 0 | 0 | 0 | 0 | 391 | 127 | 79 | 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: | 232 | 0 | 25 | 0 | 0 | 0 | 0 | 391 | 127 | 79 | 604 | 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 | 0.75 | 0.25 | 0.12 | 0.88 | 0.00 |
| Final Sat.: | 1461 | 0 | 1615 | 0 | 0 | 0 | 0 | 1385 | 452 | 197 | 1507 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.16 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 0.28 | 0.28 | 0.40 | 0.40 | 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: | 0.62 | 0.00 | 0.06 | 0.00 | 0.00 | 0.00 | 0.00 | 0.45 | 0.45 | 0.64 | 0.64 | 0.00 |
| Delay/Veh: | 26.0 | 0.0 | 19.7 | 0.0 | 0.0 | 0.0 | 0.0 | 7.0 | 7.0 | 9.4 | 9.4 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 26.0 | 0.0 | 19.7 | 0.0 | 0.0 | 0.0 | 0.0 | 7.0 | 7.0 | 9.4 | 9.4 | 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 | 10 | 10 | 0 |

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

Horseshoe Grande Property - Alternative 1
Year 2025 With 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): 110 Critical Vol./Cap.(X): 0.828
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 15.8
Optimal Cycle: OPTIMIZED Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | 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 | 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: | 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: | 173 | 0 | 56 | 0 | 0 | 0 | 0 | 849 | 273 | 44 | 500 | 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: | 182 | 0 | 59 | 0 | 0 | 0 | 0 | 894 | 287 | 46 | 526 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 182 | 0 | 59 | 0 | 0 | 0 | 0 | 894 | 287 | 46 | 526 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 182 | 0 | 59 | 0 | 0 | 0 | 0 | 894 | 287 | 46 | 526 | 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 | 0.76 | 0.24 | 0.08 | 0.92 | 0.00 |
| Final Sat.: | 1461 | 0 | 1615 | 0 | 0 | 0 | 0 | 1390 | 447 | 130 | 1479 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.12 | 0.00 | 0.04 | 0.00 | 0.00 | 0.00 | 0.00 | 0.64 | 0.64 | 0.36 | 0.36 | 0.00 |
| Crit Moves: | **** | | | | | | | **** | | | | |
| Green/Cycle: | 0.16 | 0.00 | 0.16 | 0.00 | 0.00 | 0.00 | 0.00 | 0.76 | 0.76 | 0.76 | 0.76 | 0.00 |
| Volume/Cap: | 0.76 | 0.00 | 0.22 | 0.00 | 0.00 | 0.00 | 0.00 | 0.84 | 0.84 | 0.47 | 0.47 | 0.00 |
| Delay/Veh: | 57.3 | 0.0 | 40.4 | 0.0 | 0.0 | 0.0 | 0.0 | 13.4 | 13.4 | 5.1 | 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: | 57.3 | 0.0 | 40.4 | 0.0 | 0.0 | 0.0 | 0.0 | 13.4 | 13.4 | 5.1 | 5.1 | 0.0 |
| LOS by Move: | E | A | D | A | A | A | A | B | B | A | A | A |
| HCM2kAvgQ: | 8 | 0 | 2 | 0 | 0 | 0 | 0 | 28 | 28 | 7 | 7 | 0 |

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

Horseshoe Grande Property - Alternative 1
Year 2025 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): 2.6 Worst Case Level Of Service: F[136.0]

| 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: | 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 | 366 | 0 | 0 | 168 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 25 | 0 | 17 | 0 | 0 | 0 | 0 | 1455 | 13 | 9 | 765 | 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 | 1532 | 14 | 9 | 805 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 26 | 0 | 18 | 0 | 0 | 0 | 0 | 1532 | 14 | 9 | 805 | 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: | 2356 | xxxx | 1532 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 1545 | xxxx | xxxxx |
| Potent Cap.: | 40 | xxxx | 145 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 435 | xxxx | xxxxx |
| Move Cap.: | 39 | xxxx | 145 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 435 | xxxx | xxxxx |
| Volume/Cap: | 0.67 | xxxx | 0.12 | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | 0.02 | xxxx | xxxx |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | 2.4 | xxxx | 0.4 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 0.1 | xxxx | xxxxx |
| Control Del: | 205.8 | xxxx | 33.2 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 13.5 | xxxx | xxxxx |
| LOS by Move: | F | * | D | * | * | * | * | * | * | 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: | 136.0 | | | xxxxxx | | | xxxxxx | | | xxxxxx | | |
| ApproachLOS: | F | | | * | | | * | | | * | | |

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

Horseshoe Grande Property - Alternative 1
Year 2025 With Project
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): 4.4 Worst Case Level Of Service: F[324.7]

**********

| 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 | 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 |
| 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: | 22 | 0 | 14 | 0 | 0 | 0 | 0 | 1145 | 66 | 22 | 1461 | 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 | 1205 | 69 | 23 | 1538 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 23 | 0 | 15 | 0 | 0 | 0 | 0 | 1205 | 69 | 23 | 1538 | 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: | 2789 | xxxx | 1205 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 1275 | xxxx | xxxxx |
| Potent Cap.: | 21 | xxxx | 226 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 552 | xxxx | xxxxx |
| Move Cap.: | 20 | xxxx | 226 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 552 | xxxx | xxxxx |
| Volume/Cap: | 1.14 | xxxx | 0.07 | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | 0.04 | xxxx | xxxx |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | 3.1 | xxxx | 0.2 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 0.1 | xxxx | xxxxx |
| Control Del: | 517.4 | xxxx | 22.0 | 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: | 324.7 | | | xxxxxx | | | xxxxxx | | | xxxxxx | | |
| ApproachLOS: | F | | | * | | | * | | | * | | |

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

**********

Horseshoe Grande Property - Alternative 1
Year 2025 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): 0.4 Worst Case Level Of Service: C[ 16.8]

**********

| 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 0 1 | 0 0 | 0 | 0 0 0 | 0 0 | 2 | 0 1 | 1 0 | 2 | 0 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 42 | 0 | 0 | 0 | 0 | 1089 | 13 | 9 | 622 | 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 | 42 | 0 | 0 | 0 | 0 | 1089 | 13 | 9 | 622 | 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: | 0 | 0 | 42 | 0 | 0 | 0 | 0 | 1455 | 13 | 9 | 790 | 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 | 44 | 0 | 0 | 0 | 0 | 1532 | 14 | 9 | 832 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 0 | 44 | 0 | 0 | 0 | 0 | 1532 | 14 | 9 | 832 | 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: | 1966 | xxxx | 766 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 1545 | xxxx | xxxxx |
| Potent Cap.: | 56 | xxxx | 350 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 435 | xxxx | xxxxx |
| Move Cap.: | 55 | xxxx | 350 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 435 | xxxx | xxxxx |
| Volume/Cap: | 0.00 | xxxx | 0.13 | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | 0.02 | xxxx | xxxx |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | 0.4 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 0.1 | xxxx | xxxxx |
| Control Del: | xxxxx | xxxx | 16.8 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 13.5 | xxxx | xxxxx |
| LOS by Move: | * | * | 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: | | 16.8 | | | xxxxxx | | | xxxxxx | | | xxxxxx | |
| ApproachLOS: | | C | | | * | | | * | | | * | |

**********

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

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Horseshoe Grande Property - Alternative 1
Year 2025 With 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): 0.3 Worst Case Level Of Service: B[ 13.8]

| 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 | 2 0 | 1 | 1 0 | 2 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 36 | 0 | 0 | 0 | 0 | 654 | 66 | 22 | 1049 | 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 | 36 | 0 | 0 | 0 | 0 | 654 | 66 | 22 | 1049 | 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: | 0 | 0 | 36 | 0 | 0 | 0 | 0 | 1145 | 66 | 22 | 1483 | 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 | 38 | 0 | 0 | 0 | 0 | 1205 | 69 | 23 | 1561 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 0 | 38 | 0 | 0 | 0 | 0 | 1205 | 69 | 23 | 1561 | 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: | 2032 | xxxx | 603 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 1275 | xxxx | xxxxx |
| Potent Cap.: | 51 | xxxx | 447 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 552 | xxxx | xxxxx |
| Move Cap.: | 49 | xxxx | 447 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 552 | xxxx | xxxxx |
| Volume/Cap: | 0.00 | xxxx | 0.08 | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | 0.04 | xxxx | xxxx |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | 0.3 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 0.1 | xxxx | xxxxx |
| Control Del: | xxxxx | xxxx | 13.8 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 11.8 | 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: | | 13.8 | | | xxxxxx | | | xxxxxx | | | xxxxxx | |
| ApproachLOS: | | B | | | * | | | * | | | * | |

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

Horseshoe Grande Property - Alternative 1
Year 2025 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): 0.473
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 5.3
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 | 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 | 366 | 0 | 0 | 168 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 25 | 0 | 17 | 0 | 0 | 0 | 0 | 1455 | 13 | 9 | 765 | 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 | 1532 | 14 | 9 | 805 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 26 | 0 | 18 | 0 | 0 | 0 | 0 | 1532 | 14 | 9 | 805 | 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: | 26 | 0 | 18 | 0 | 0 | 0 | 0 | 1532 | 14 | 9 | 805 | 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 | 0.95 | 0.85 | 0.14 | 0.95 | 1.00 |
| Lanes: | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 1.00 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 1560 | 0 | 1615 | 0 | 0 | 0 | 0 | 3610 | 1615 | 260 | 3610 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.42 | 0.01 | 0.04 | 0.22 | 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 | 0.54 | 0.01 | 0.05 | 0.28 | 0.00 |
| Delay/Veh: | 44.3 | 0.0 | 44.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.1 | 2.8 | 3.0 | 3.7 | 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: | 44.3 | 0.0 | 44.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.1 | 2.8 | 3.0 | 3.7 | 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 | 11 | 0 | 0 | 4 | 0 |

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

Horseshoe Grande Property - Alternative 1
Year 2025 With Project
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): 0.472
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 5.2
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 | | | 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 | 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 | 491 | 0 | 0 | 434 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 22 | 0 | 14 | 0 | 0 | 0 | 0 | 1145 | 66 | 22 | 1461 | 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 | 1205 | 69 | 23 | 1538 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 23 | 0 | 15 | 0 | 0 | 0 | 0 | 1205 | 69 | 23 | 1538 | 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 | 15 | 0 | 0 | 0 | 0 | 1205 | 69 | 23 | 1538 | 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 | 0.95 | 0.85 | 0.21 | 0.95 | 1.00 |
| Lanes: | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 1.00 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 1575 | 0 | 1615 | 0 | 0 | 0 | 0 | 3610 | 1615 | 395 | 3610 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.33 | 0.04 | 0.06 | 0.43 | 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 | 0.43 | 0.05 | 0.07 | 0.54 | 0.00 |
| Delay/Veh: | 44.2 | 0.0 | 43.9 | 0.0 | 0.0 | 0.0 | 0.0 | 4.3 | 3.0 | 3.1 | 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: | 44.2 | 0.0 | 43.9 | 0.0 | 0.0 | 0.0 | 0.0 | 4.3 | 3.0 | 3.1 | 5.1 | 0.0 |
| LOS by Move: | D | A | D | A | A | A | A | A | A | A | A | A |
| HCM2kAvgQ: | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 0 | 11 | 0 |

**********

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

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Horseshoe Grande Property - Alternative 1
Year 2025 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): 1.8 Worst Case Level Of Service: E[ 39.0]

**********

| 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: | 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 |
| 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: | 16 | 700 | 4 | 7 | 582 | 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 | 737 | 4 | 7 | 613 | 14 | 11 | 1 | 66 | 18 | 1 | 9 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 17 | 737 | 4 | 7 | 613 | 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: | 626 | xxxx | xxxxx | 741 | xxxx | xxxxx | 1405 | 1402 | 613 | 1441 | 1414 | 739 |
| Potent Cap.: | 965 | xxxx | xxxxx | 875 | xxxx | xxxxx | 118 | 141 | 496 | 112 | 139 | 421 |
| Move Cap.: | 965 | xxxx | xxxxx | 875 | xxxx | xxxxx | 112 | 138 | 496 | 94 | 135 | 421 |
| Volume/Cap: | 0.02 | xxxx | xxxx | 0.01 | xxxx | xxxx | 0.09 | 0.01 | 0.13 | 0.19 | 0.01 | 0.02 |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | 0.1 | xxxx | xxxxx | 0.0 | xxxx | xxxxx | xxxx | xxxx | 0.5 | xxxx | xxxx | 0.1 |
| Control Del: | 8.8 | xxxx | xxxxx | 9.1 | xxxx | xxxxx | xxxxx | xxxx | 13.4 | xxxxx | xxxx | 13.8 |
| 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 | 114 | xxxx | xxxxx | 96 | xxxx | xxxxx |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 0.3 | xxxx | xxxxx | 0.7 | xxxx | xxxxx |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 40.0 | xxxx | xxxxx | 51.6 | xxxx | xxxxx |
| Shared LOS: | * | * | * | * | * | * | E | * | * | F | * | * |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 17.3 | | | 39.0 | | |
| ApproachLOS: | * | | | * | | | C | | | E | | |

**********

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

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Horseshoe Grande Property - Alternative 1
Year 2025 With Project
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): 1.3 Worst Case Level Of Service: F[ 58.4]

| 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: | 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 |
| 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: | 52 | 642 | 17 | 9 | 941 | 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 | 676 | 18 | 9 | 991 | 16 | 5 | 1 | 27 | 6 | 1 | 4 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 55 | 676 | 18 | 9 | 991 | 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: | 1006 | xxxx | xxxxx | 694 | xxxx | xxxxx | 1806 | 1813 | 991 | 1826 | 1819 | 685 |
| Potent Cap.: | 696 | xxxx | xxxxx | 911 | xxxx | xxxxx | 62 | 79 | 301 | 60 | 79 | 452 |
| Move Cap.: | 696 | xxxx | xxxxx | 911 | xxxx | xxxxx | 57 | 72 | 301 | 50 | 72 | 452 |
| Volume/Cap: | 0.08 | xxxx | xxxx | 0.01 | xxxx | xxxx | 0.09 | 0.01 | 0.09 | 0.13 | 0.01 | 0.01 |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | 0.3 | xxxx | xxxxx | 0.0 | xxxx | xxxxx | xxxx | xxxx | 0.3 | xxxx | xxxx | 0.0 |
| Control Del: | 10.6 | xxxx | xxxxx | 9.0 | xxxx | xxxxx | xxxxx | xxxx | 18.1 | xxxxx | xxxx | 13.0 |
| LOS by Move: | B | * | * | A | * | * | * | * | C | * | * | B |
| Movement: | LT - LTR - RT | | | LT - LTR - RT | | | LT - LTR - RT | | | LT - LTR - RT | | |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 59 | xxxx | xxxxx | 53 | xxxx | xxxxx |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 0.3 | xxxx | xxxxx | 0.5 | xxxx | xxxxx |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 73.6 | xxxx | xxxxx | 84.4 | xxxx | xxxxx |
| Shared LOS: | * | * | * | * | * | * | F | * | * | F | * | * |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 28.5 | | | 58.4 | | |
| ApproachLOS: | * | | | * | | | D | | | F | | |

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

Horseshoe Grande Property - Alternative 1
Year 2025 With Project
Morning Peak Hour - With Improvements

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[ 23.3]

| 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 | 2 0 | 1 | 1 0 | 0 0 | 1 | 1 0 | 0 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 16 | 627 | 4 | 7 | 424 | 13 | 10 | 0 | 63 | 17 | 0 | 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 | 0 | 63 | 17 | 0 | 9 |
| 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: | 16 | 700 | 4 | 7 | 582 | 13 | 10 | 0 | 63 | 17 | 0 | 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 | 737 | 4 | 7 | 613 | 14 | 11 | 0 | 66 | 18 | 0 | 9 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 17 | 737 | 4 | 7 | 613 | 14 | 11 | 0 | 66 | 18 | 0 | 9 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | 4.1 | xxxx | xxxxx | 4.1 | xxxx | xxxxx | 7.1 | xxxx | 6.2 | 7.1 | xxxx | 6.2 |
| FollowUpTim: | 2.2 | xxxx | xxxxx | 2.2 | xxxx | xxxxx | 3.5 | xxxx | 3.3 | 3.5 | xxxx | 3.3 |
| Capacity Module: | | | | | | | | | | | | |
| Cnflict Vol: | 626 | xxxx | xxxxx | 741 | xxxx | xxxxx | 1405 | xxxx | 306 | 1094 | xxxx | 739 |
| Potent Cap.: | 965 | xxxx | xxxxx | 875 | xxxx | xxxxx | 118 | xxxx | 738 | 193 | xxxx | 421 |
| Move Cap.: | 965 | xxxx | xxxxx | 875 | xxxx | xxxxx | 113 | xxxx | 738 | 172 | xxxx | 421 |
| Volume/Cap: | 0.02 | xxxx | xxxx | 0.01 | xxxx | xxxx | 0.09 | xxxx | 0.09 | 0.10 | xxxx | 0.02 |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | 0.1 | xxxx | xxxxx | 0.0 | xxxx | xxxxx | 0.3 | xxxx | 0.3 | 0.3 | xxxx | 0.1 |
| Control Del: | 8.8 | xxxx | xxxxx | 9.1 | xxxx | xxxxx | 40.0 | xxxx | 10.4 | 28.3 | xxxx | 13.8 |
| LOS by Move: | A | * | * | A | * | * | E | * | B | D | * | 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: | xxxxxx | | | xxxxxx | | | 14.4 | | | 23.3 | | |
| ApproachLOS: | * | | | * | | | B | | | C | | |

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

Horseshoe Grande Property - Alternative 1
Year 2025 With Project
Evening Peak Hour - With Improvements

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: D[ 26.8]

| 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 | 2 0 | 1 | 1 0 | 0 0 | 1 | 1 0 | 0 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 52 | 454 | 17 | 9 | 729 | 15 | 5 | 0 | 26 | 6 | 0 | 4 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 52 | 454 | 17 | 9 | 729 | 15 | 5 | 0 | 26 | 6 | 0 | 4 |
| 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: | 52 | 642 | 17 | 9 | 941 | 15 | 5 | 0 | 26 | 6 | 0 | 4 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 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 | 676 | 18 | 9 | 991 | 16 | 5 | 0 | 27 | 6 | 0 | 4 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 55 | 676 | 18 | 9 | 991 | 16 | 5 | 0 | 27 | 6 | 0 | 4 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | 4.1 | xxxx | xxxxx | 4.1 | xxxx | xxxxx | 7.1 | xxxx | 6.2 | 7.1 | xxxx | 6.2 |
| FollowUpTim: | 2.2 | xxxx | xxxxx | 2.2 | xxxx | xxxxx | 3.5 | xxxx | 3.3 | 3.5 | xxxx | 3.3 |
| Capacity Module: | | | | | | | | | | | | |
| Cnflict Vol: | 1006 | xxxx | xxxxx | 694 | xxxx | xxxxx | 1806 | xxxx | 495 | 1308 | xxxx | 685 |
| Potent Cap.: | 696 | xxxx | xxxxx | 911 | xxxx | xxxxx | 62 | xxxx | 578 | 138 | xxxx | 452 |
| Move Cap.: | 696 | xxxx | xxxxx | 911 | xxxx | xxxxx | 57 | xxxx | 578 | 122 | xxxx | 452 |
| Volume/Cap: | 0.08 | xxxx | xxxx | 0.01 | xxxx | xxxx | 0.09 | xxxx | 0.05 | 0.05 | xxxx | 0.01 |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | 0.3 | xxxx | xxxxx | 0.0 | xxxx | xxxxx | 0.3 | xxxx | 0.1 | 0.2 | xxxx | 0.0 |
| Control Del: | 10.6 | xxxx | xxxxx | 9.0 | xxxx | xxxxx | 74.1 | xxxx | 11.5 | 36.0 | xxxx | 13.0 |
| LOS by Move: | B | * | * | A | * | * | F | * | B | E | * | 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: | xxxxxx | | | xxxxxx | | | 21.6 | | | 26.8 | | |
| ApproachLOS: | * | | | * | | | C | | | D | | |

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

Horseshoe Grande Property - Alternative 1
Year 2025 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): 0.336
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 15.8
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 | 2 | 0 | 1 | | 1 | 0 | 0 | 0 | 1 | | 0 | 0 | 0 | 0 | 0 | |
| Volume Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | | 238 | | 0 | | 0 | | 345 | | 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 | | 238 | | 0 | | 0 | | 345 | | 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 | | 261 | | 0 | | 0 | | 379 | | 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 | | 275 | | 0 | | 0 | | 399 | | 131 | | 53 | | 0 | | 79 | | 0 | | 0 | | 0 | |
| Reduct Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduced Vol: | 197 | | 275 | | 0 | | 0 | | 399 | | 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 | | 275 | | 0 | | 0 | | 399 | | 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 | | 0.95 | | 0.85 | | 0.82 | | 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 | | 1560 | | 0 | | 1615 | | 0 | | 0 | | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | | 0.14 | | 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 | | 0.29 | | 0.00 | | 0.00 | | 0.37 | | 0.27 | | 0.11 | | 0.00 | | 0.16 | | 0.00 | | 0.00 | | 0.00 | |
| Delay/Veh: | 23.3 | | 8.9 | | 0.0 | | 0.0 | | 16.7 | | 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 | | 8.9 | | 0.0 | | 0.0 | | 16.7 | | 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 | | 3 | | 0 | | 0 | | 3 | | 2 | | 1 | | 0 | | 1 | | 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 1
Year 2025 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 Entrance (NS)

**********

Cycle (sec): 65 Critical Vol./Cap.(X): 0.610
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 18.5
Optimal Cycle: OPTIMIZED Level Of Service: B

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| 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 | 2 | 0 | 1 | | 1 | 0 | 0 | 0 | 1 | | 0 | 0 | 0 | 0 | 0 | |
| Volume Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | | 437 | | 0 | | 0 | | 683 | | 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 | | 437 | | 0 | | 0 | | 683 | | 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 | | 481 | | 0 | | 0 | | 730 | | 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 | | 506 | | 0 | | 0 | | 768 | | 174 | | 152 | | 0 | | 227 | | 0 | | 0 | | 0 | |
| Reduct Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduced Vol: | 260 | | 506 | | 0 | | 0 | | 768 | | 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 | | 506 | | 0 | | 0 | | 768 | | 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 | | 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 | | 0.27 | | 0.00 | | 0.00 | | 0.21 | | 0.11 | | 0.10 | | 0.00 | | 0.14 | | 0.00 | | 0.00 | | 0.00 | |
| Crit Moves: | **** | | | | | | | | **** | | | | | | | | **** | | | | | | | |
| Green/Cycle: | 0.22 | | 0.54 | | 0.00 | | 0.00 | | 0.32 | | 0.32 | | 0.28 | | 0.00 | | 0.28 | | 0.00 | | 0.00 | | 0.00 | |
| Volume/Cap: | 0.66 | | 0.49 | | 0.00 | | 0.00 | | 0.66 | | 0.33 | | 0.37 | | 0.00 | | 0.51 | | 0.00 | | 0.00 | | 0.00 | |
| Delay/Veh: | 27.5 | | 9.8 | | 0.0 | | 0.0 | | 20.5 | | 17.2 | | 19.5 | | 0.0 | | 20.7 | | 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: | 27.5 | | 9.8 | | 0.0 | | 0.0 | | 20.5 | | 17.2 | | 19.5 | | 0.0 | | 20.7 | | 0.0 | | 0.0 | | 0.0 | |
| LOS by Move: | C | | A | | A | | A | | C | | B | | B | | A | | C | | A | | A | | A | |
| HCM2kAvgQ: | 6 | | 7 | | 0 | | 0 | | 8 | | 3 | | 3 | | 0 | | 4 | | 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 1
Year 2025 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): 0.398
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 16.4
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: | 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 | 2 0 | 1 | 1 0 | 0 0 | 1 | 0 0 | 0 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 238 | 0 | 0 | 345 | 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 | 238 | 0 | 0 | 345 | 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 | 423 | 0 | 0 | 392 | 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 | 445 | 0 | 0 | 413 | 65 | 26 | 0 | 105 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 262 | 445 | 0 | 0 | 413 | 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 | 445 | 0 | 0 | 413 | 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 | 0.95 | 0.85 | 0.86 | 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 | 1626 | 0 | 1615 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.15 | 0.23 | 0.00 | 0.00 | 0.11 | 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 | 0.44 | 0.00 | 0.00 | 0.41 | 0.15 | 0.06 | 0.00 | 0.24 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 22.2 | 9.3 | 0.0 | 0.0 | 19.5 | 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 | 9.3 | 0.0 | 0.0 | 19.5 | 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 | 6 | 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
Year 2025 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 South Entrance (EW)

| | | | |
|---|---|---|---|
| Cycle (sec): | 70 | Critical Vol./Cap.(X): | 0.763 |
| 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 | 2 0 | 1 | 1 0 | 0 0 | 1 | 0 0 | 0 0 | 0 |
| **Volume Module:** | | | | | | | | | | | | |
| Base Vol: | 0 | 437 | 0 | 0 | 683 | 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 | 437 | 0 | 0 | 683 | 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 | 656 | 0 | 0 | 864 | 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 | 691 | 0 | 0 | 909 | 86 | 76 | 0 | 303 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 347 | 691 | 0 | 0 | 909 | 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 | 691 | 0 | 0 | 909 | 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 | 0.95 | 0.85 | 0.79 | 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 | 1501 | 0 | 1615 | 0 | 0 | 0 |
| **Capacity Analysis Module:** | | | | | | | | | | | | |
| Vol/Sat: | 0.19 | 0.36 | 0.00 | 0.00 | 0.25 | 0.05 | 0.05 | 0.00 | 0.19 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | | **** | | | | **** | | | |
| Green/Cycle: | 0.25 | 0.57 | 0.00 | 0.00 | 0.32 | 0.32 | 0.26 | 0.00 | 0.26 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.78 | 0.64 | 0.00 | 0.00 | 0.78 | 0.16 | 0.20 | 0.00 | 0.73 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 33.0 | 11.4 | 0.0 | 0.0 | 24.8 | 17.0 | 20.6 | 0.0 | 30.3 | 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: | 33.0 | 11.4 | 0.0 | 0.0 | 24.8 | 17.0 | 20.6 | 0.0 | 30.3 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | C | B | A | A | C | B | C | A | C | A | A | A |
| HCM2kAvgQ: | 9 | 11 | 0 | 0 | 11 | 1 | 1 | 0 | 8 | 0 | 0 | 0 |

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

Horseshoe Grande Property - Alternative 1
Year 2025 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): | 1.365 |
| Loss Time (sec): | 0 (Y+R=4.0 sec) | Average Delay (sec/veh): | 86.4 |
| 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: | 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: | -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: | 290 | 43 | 1 | 2 | 135 | 355 | 626 | 2 | 391 | 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: | 305 | 45 | 1 | 2 | 142 | 374 | 659 | 2 | 412 | 1 | 2 | 2 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 305 | 45 | 1 | 2 | 142 | 374 | 659 | 2 | 412 | 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: | 305 | 45 | 1 | 2 | 142 | 374 | 659 | 2 | 412 | 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 | 0.27 | 0.72 | 0.99 | 0.01 | 1.00 | 0.20 | 0.40 | 0.40 |
| Final Sat.: | 448 | 66 | 2 | 2 | 162 | 426 | 483 | 2 | 577 | 82 | 163 | 163 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.68 | 0.68 | 0.68 | 0.88 | 0.88 | 0.88 | 1.37 | 1.37 | 0.71 | 0.01 | 0.01 | 0.01 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Delay/Veh: | 23.1 | 23.1 | 23.1 | 37.4 | 37.4 | 37.4 | 198.7 | 199 | 22.9 | 11.1 | 11.1 | 11.1 |
| 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: | 23.1 | 23.1 | 23.1 | 37.4 | 37.4 | 37.4 | 198.7 | 199 | 22.9 | 11.1 | 11.1 | 11.1 |
| LOS by Move: | C | C | C | E | E | E | F | F | C | B | B | B |
| ApproachDel: | 23.1 | | | 37.4 | | | 131.2 | | | 11.1 | | |
| Delay Adj: | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | | |
| ApprAdjDel: | 23.1 | | | 37.4 | | | 131.2 | | | 11.1 | | |
| LOS by Appr: | C | | | E | | | F | | | B | | |
| AllWayAvgQ: | 1.9 | 1.9 | 1.9 | 4.6 | 4.6 | 4.6 | 25.4 | 25.4 | 2.2 | 0.0 | 0.0 | 0.0 |

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

Horseshoe Grande Property - Alternative 1
Year 2025 With Project
Evening 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)

**********

Cycle (sec): 100 Critical Vol./Cap.(X): 2.175
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 362.4
Optimal Cycle: 0 Level Of Service: F

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| 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 |
| 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: | 459 | 167 | 1 | 2 | 253 | 905 | 816 | 2 | 513 | 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: | 483 | 176 | 1 | 2 | 266 | 953 | 859 | 2 | 540 | 1 | 2 | 2 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 483 | 176 | 1 | 2 | 266 | 953 | 859 | 2 | 540 | 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: | 483 | 176 | 1 | 2 | 266 | 953 | 859 | 2 | 540 | 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: | 0.73 | 0.26 | 0.01 | 0.01 | 0.21 | 0.78 | 0.99 | 0.01 | 1.00 | 0.20 | 0.40 | 0.40 |
| Final Sat.: | 375 | 137 | 1 | 1 | 122 | 438 | 451 | 1 | 532 | 80 | 160 | 160 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 1.29 | 1.29 | 1.29 | 2.17 | 2.17 | 2.17 | 1.91 | 1.91 | 1.02 | 0.01 | 0.01 | 0.01 |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |
| Delay/Veh: | 165.7 | 166 | 165.7 | 549.6 | 550 | 549.6 | 434.2 | 434 | 68.6 | 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: | 165.7 | 166 | 165.7 | 549.6 | 550 | 549.6 | 434.2 | 434 | 68.6 | 12.1 | 12.1 | 12.1 |
| LOS by Move: | F | F | F | F | F | F | F | F | F | B | B | B |
| ApproachDel: | 165.7 | | | 549.6 | | | 293.2 | | | 12.1 | | |
| Delay Adj: | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | | |
| ApprAdjDel: | 165.7 | | | 549.6 | | | 293.2 | | | 12.1 | | |
| LOS by Appr: | F | | | F | | | F | | | B | | |
| AllWayAvgQ: | 22.2 | 22.2 | 22.2 | 84.3 | 84.3 | 84.3 | 53.2 | 53.2 | 8.7 | 0.0 | 0.0 | 0.0 |

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

Horseshoe Grande Property - Alternative 1
Year 2025 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): 105 Critical Vol./Cap.(X): 0.507
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 | | | 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 | 2 | 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: | -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: | 290 | 43 | 1 | 2 | 135 | 355 | 626 | 2 | 391 | 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: | 305 | 45 | 1 | 2 | 142 | 374 | 659 | 2 | 412 | 1 | 2 | 2 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 305 | 45 | 1 | 2 | 142 | 374 | 659 | 2 | 412 | 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: | 305 | 45 | 1 | 2 | 142 | 374 | 659 | 2 | 412 | 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 | 0.75 | 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 | 0.20 | 0.40 | 0.40 |
| Final Sat.: | 1805 | 1851 | 43 | 1805 | 1900 | 2842 | 3610 | 12 | 1615 | 356 | 712 | 712 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.17 | 0.02 | 0.02 | 0.00 | 0.07 | 0.13 | 0.18 | 0.18 | 0.25 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | | **** | | | **** | | | **** | |
| Green/Cycle: | 0.24 | 0.27 | 0.27 | 0.15 | 0.17 | 0.43 | 0.26 | 0.26 | 0.50 | 0.17 | 0.17 | 0.17 |
| Volume/Cap: | 0.70 | 0.09 | 0.09 | 0.01 | 0.44 | 0.30 | 0.70 | 0.70 | 0.50 | 0.02 | 0.02 | 0.02 |
| Delay/Veh: | 41.1 | 29.1 | 29.1 | 38.2 | 39.9 | 19.5 | 37.3 | 37.3 | 17.8 | 36.2 | 36.2 | 36.2 |
| 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: | 41.1 | 29.1 | 29.1 | 38.2 | 39.9 | 19.5 | 37.3 | 37.3 | 17.8 | 36.2 | 36.2 | 36.2 |
| LOS by Move: | D | C | C | D | D | B | D | D | B | D | D | D |
| HCM2kAvgQ: | 10 | 1 | 1 | 0 | 4 | 4 | 11 | 11 | 9 | 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 1
Year 2025 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 Lake Park Drive (EW)

| | | | |
|---|---|---|---|
| Cycle (sec): | 120 | Critical Vol./Cap.(X): | 0.749 |
| Loss Time (sec): | 16 (Y+R=4.0 sec) | Average Delay (sec/veh): | 44.0 |
| 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 | | | 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 2 | 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: | -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: | 459 | 167 | 1 | 2 | 253 | 905 | 816 | 2 | 513 | 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: | 483 | 176 | 1 | 2 | 266 | 953 | 859 | 2 | 540 | 1 | 2 | 2 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 483 | 176 | 1 | 2 | 266 | 953 | 859 | 2 | 540 | 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: | 483 | 176 | 1 | 2 | 266 | 953 | 859 | 2 | 540 | 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 | 0.75 | 0.95 | 0.95 | 0.85 | 0.94 | 0.94 | 0.94 |
| Lanes: | 1.00 | 0.99 | 0.01 | 1.00 | 1.00 | 2.00 | 1.99 | 0.01 | 1.00 | 0.20 | 0.40 | 0.40 |
| Final Sat.: | 1805 | 1887 | 11 | 1805 | 1900 | 2842 | 3609 | 9 | 1615 | 356 | 712 | 712 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.27 | 0.09 | 0.09 | 0.00 | 0.14 | 0.34 | 0.24 | 0.24 | 0.33 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | | **** | | | **** | | | **** | |
| Green/Cycle: | 0.30 | 0.29 | 0.29 | 0.16 | 0.16 | 0.42 | 0.26 | 0.26 | 0.56 | 0.15 | 0.15 | 0.15 |
| Volume/Cap: | 0.90 | 0.32 | 0.32 | 0.01 | 0.90 | 0.80 | 0.90 | 0.90 | 0.60 | 0.02 | 0.02 | 0.02 |
| Delay/Veh: | 58.8 | 33.6 | 33.6 | 42.2 | 78.3 | 34.3 | 54.1 | 54.1 | 18.4 | 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: | 58.8 | 33.6 | 33.6 | 42.2 | 78.3 | 34.3 | 54.1 | 54.1 | 18.4 | 43.5 | 43.5 | 43.5 |
| LOS by Move: | E | C | C | D | E | C | D | D | B | D | D | D |
| HCM2kAvgQ: | 21 | 5 | 5 | 0 | 13 | 19 | 19 | 19 | 13 | 0 | 0 | 0 |

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

**Year 2025 With Project – Alternative 2**

Horseshoe Grande Property - Alternative 2
Year 2025 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): 120 Critical Vol./Cap.(X): 0.846
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 50.5
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: | | | 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 | |
| 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: | 76 | | 917 | | 14 | | 426 | | 614 | | 315 | | 663 | | 425 | | 47 | | 7 | | 475 | | 536 | |
| User Adj: | 1.00 | | 1.00 | | 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 | | 448 | | 646 | | 332 | | 698 | | 447 | | 49 | | 7 | | 500 | | 564 | |
| Reduct Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduced Vol: | 80 | | 965 | | 15 | | 448 | | 646 | | 332 | | 698 | | 447 | | 49 | | 7 | | 500 | | 564 | |
| PCE Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| MLF Adj: | 1.00 | | 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 | | 448 | | 646 | | 332 | | 698 | | 447 | | 49 | | 7 | | 500 | | 564 | |
| 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 | | 0.13 | | 0.18 | | 0.21 | | 0.20 | | 0.12 | | 0.03 | | 0.00 | | 0.14 | | 0.35 | |
| Crit Moves: | | | **** | | | | **** | | | | | | **** | | | | | | | | **** | | | |
| Green/Cycle: | 0.11 | | 0.28 | | 0.40 | | 0.14 | | 0.31 | | 0.52 | | 0.21 | | 0.33 | | 0.44 | | 0.12 | | 0.23 | | 0.37 | |
| Volume/Cap: | 0.21 | | 0.94 | | 0.02 | | 0.94 | | 0.58 | | 0.39 | | 0.94 | | 0.38 | | 0.07 | | 0.02 | | 0.59 | | 0.94 | |
| Delay/Veh: | 48.8 | | 57.4 | | 21.7 | | 77.9 | | 35.5 | | 17.5 | | 66.1 | | 31.1 | | 19.5 | | 46.9 | | 42.1 | | 60.6 | |
| 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: | 48.8 | | 57.4 | | 21.7 | | 77.9 | | 35.5 | | 17.5 | | 66.1 | | 31.1 | | 19.5 | | 46.9 | | 42.1 | | 60.6 | |
| LOS by Move: | D | | E | | C | | E | | D | | B | | E | | C | | B | | D | | D | | E | |
| HCM2kAvgQ: | 2 | | 23 | | 0 | | 12 | | 11 | | 7 | | 17 | | 7 | | 1 | | 0 | | 9 | | 25 | |

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

Horseshoe Grande Property - Alternative 2
Year 2025 With Project
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): 120 Critical Vol./Cap.(X): 0.839
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 52.0
Optimal Cycle: OPTIMIZED Level Of Service: D

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| 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 | |
| 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: | 95 | | 726 | | 18 | | 766 | | 1359 | | 853 | | 457 | | 694 | | 119 | | 9 | | 490 | | 503 | |
| User Adj: | 1.00 | | 1.00 | | 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 | | 806 | | 1431 | | 898 | | 481 | | 731 | | 125 | | 9 | | 516 | | 529 | |
| Reduct Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduced Vol: | 100 | | 764 | | 19 | | 806 | | 1431 | | 898 | | 481 | | 731 | | 125 | | 9 | | 516 | | 529 | |
| PCE Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| MLF Adj: | 1.00 | | 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 | | 806 | | 1431 | | 898 | | 481 | | 731 | | 125 | | 9 | | 516 | | 529 | |
| 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 | | 0.33 | |
| 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 | | 0.85 | | 0.03 | | 0.93 | | 0.96 | | 1.01 | | 1.01 | | 0.74 | | 0.22 | | 0.03 | | 0.61 | | 0.68 | |
| Delay/Veh: | 52.6 | | 50.2 | | 25.9 | | 60.7 | | 48.4 | | 59.9 | | 95.8 | | 43.0 | | 27.2 | | 49.1 | | 42.5 | | 26.6 | |
| 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: | 52.6 | | 50.2 | | 25.9 | | 60.7 | | 48.4 | | 59.9 | | 95.8 | | 43.0 | | 27.2 | | 49.1 | | 42.5 | | 26.6 | |
| 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 | | 10 | | 16 | |

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

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Horseshoe Grande Property - Alternative 2
Year 2025 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]

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| 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 |
| 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 | 693 | 15 | 220 | 252 | 1 | 1 | 1 | 1 | 15 | 1 | 406 |
| User Adj: | 1.00 | 1.00 | 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 | 232 | 265 | 1 | 1 | 1 | 1 | 16 | 1 | 427 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 1 | 729 | 16 | 232 | 265 | 1 | 1 | 1 | 1 | 16 | 1 | 427 |
| 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 | 1683 | 1476 | 266 | 1469 | 1469 | 737 |
| Potent Cap.: | 1309 | xxxx | xxxxx | 872 | xxxx | xxxxx | 76 | 127 | 778 | 107 | 129 | 422 |
| Move Cap.: | 1309 | xxxx | xxxxx | 872 | xxxx | xxxxx | 0 | 93 | 778 | 84 | 94 | 422 |
| Volume/Cap: | 0.00 | xxxx | xxxx | 0.27 | xxxx | xxxx | xxxx | 0.01 | 0.00 | 0.19 | 0.01 | 1.01 |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | 0.0 | xxxx | xxxxx | 1.1 | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 13.0 |
| Control Del: | 7.8 | xxxx | xxxxx | 10.6 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 79.2 |
| 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 | 84 | xxxx | xxxxx |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 0.7 | xxxx | xxxxx |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 58.0 | xxxx | xxxxx |
| Shared LOS: | * | * | * | * | * | * | * | * | * | F | * | * |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | 78.4 | | |
| ApproachLOS: | * | | | * | | | F | | | F | | |

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

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Horseshoe Grande Property - Alternative 2
Year 2025 With Project
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): 10.8 Worst Case Level Of Service: F[186.8]

**********

| Approach: | North Bound | | | | | South Bound | | | | | East Bound | | | | | West Bound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |
| Control: | 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 |
| 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 | 466 | | 14 | | 434 | 663 | | 1 | | 1 | | 1 | | 2 | 21 | | 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: | 0.95 | 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 | | 457 | 698 | | 1 | | 1 | | 1 | | 2 | 22 | | 2 | | 331 |
| Reduct Vol: | 0 | 0 | | 0 | | 0 | 0 | | 0 | | 0 | | 0 | | 0 | 0 | | 0 | | 0 |
| FinalVolume: | 1 | 491 | | 15 | | 457 | 698 | | 1 | | 1 | | 1 | | 2 | 22 | | 2 | | 331 |
| 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 | | 2278 | | 2119 | | 698 | 2114 | | 2113 | | 498 |
| Potent Cap.: | 907 | xxxx | | xxxxx | | 1070 | xxxx | | xxxxx | | 29 | | 51 | | 444 | 38 | | 52 | | 576 |
| Move Cap.: | 907 | xxxx | | xxxxx | | 1070 | xxxx | | xxxxx | | 8 | | 29 | | 444 | 24 | | 29 | | 576 |
| Volume/Cap: | 0.00 | xxxx | | xxxx | | 0.43 | xxxx | | xxxx | | 0.14 | | 0.04 | | 0.00 | 0.91 | | 0.07 | | 0.57 |
| Level Of Service Module: | | | | | | | | | | | | | | | | | | | | |
| 2Way95thQ: | 0.0 | xxxx | | xxxxx | | 2.2 | xxxx | | xxxxx | | xxxx | | xxxx | | xxxxx | xxxx | | xxxx | | 3.6 |
| Control Del: | 9.0 | xxxx | | xxxxx | | 10.8 | xxxx | | xxxxx | | xxxxx | | xxxx | | xxxxx | xxxxx | | xxxx | | 19.3 |
| 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 | | 24 | | xxxxx | 25 | | xxxx | | xxxxx |
| SharedQueue: | xxxxx | xxxx | | xxxxx | | xxxxx | xxxx | | xxxxx | | xxxxx | | 0.5 | | xxxxx | 3.0 | | xxxx | | xxxxx |
| Shrd ConDel: | xxxxx | xxxx | | xxxxx | | xxxxx | xxxx | | xxxxx | | xxxxx | | 187 | | xxxxx | 402.2 | | xxxx | | xxxxx |
| Shared LOS: | * | * | | * | | * | * | | * | | * | | F | | * | F | | * | | * |
| ApproachDel: | xxxxxx | | | | | xxxxxx | | | | | 186.8 | | | | | 45.4 | | | | |
| ApproachLOS: | * | | | | | * | | | | | F | | | | | E | | | | |

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

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Horseshoe Grande Property - Alternative 2
Year 2025 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): 85 Critical Vol./Cap.(X): 0.916
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 42.9
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 | 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 | 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 | 693 | 15 | 220 | 252 | 1 | 1 | 1 | 1 | 15 | 1 | 406 |
| User Adj: | 1.00 | 1.00 | 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 | 232 | 265 | 1 | 1 | 1 | 1 | 16 | 1 | 427 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1 | 729 | 16 | 232 | 265 | 1 | 1 | 1 | 1 | 16 | 1 | 427 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 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 | 232 | 265 | 1 | 1 | 1 | 1 | 16 | 1 | 427 |
| 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 | 587 | 587 | 587 | 1528 | 102 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.39 | 0.39 | 0.13 | 0.14 | 0.14 | 0.00 | 0.00 | 0.00 | 0.01 | 0.01 | 0.26 |
| Crit Moves: | | **** | | **** | | | | | | | | **** |
| Green/Cycle: | 0.20 | 0.43 | 0.43 | 0.14 | 0.37 | 0.37 | 0.29 | 0.29 | 0.29 | 0.29 | 0.29 | 0.29 |
| Volume/Cap: | 0.00 | 0.92 | 0.92 | 0.92 | 0.38 | 0.38 | 0.01 | 0.01 | 0.01 | 0.04 | 0.04 | 0.92 |
| Delay/Veh: | 27.0 | 37.7 | 37.7 | 70.9 | 20.2 | 20.2 | 21.5 | 21.5 | 21.5 | 21.7 | 21.7 | 51.9 |
| 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: | 27.0 | 37.7 | 37.7 | 70.9 | 20.2 | 20.2 | 21.5 | 21.5 | 21.5 | 21.7 | 21.7 | 51.9 |
| LOS by Move: | C | D | D | E | C | C | C | C | C | C | C | D |
| HCM2kAvgQ: | 0 | 23 | 23 | 10 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 15 |

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

Horseshoe Grande Property - Alternative 2
Year 2025 With 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): | 0.853 |
| Loss Time (sec): | 12 (Y+R=4.0 sec) | Average Delay (sec/veh): | 34.4 |
| 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 | 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 | 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 | 466 | 14 | 434 | 663 | 1 | 1 | 1 | 2 | 21 | 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: | 0.95 | 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 | 457 | 698 | 1 | 1 | 1 | 2 | 22 | 2 | 331 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1 | 491 | 15 | 457 | 698 | 1 | 1 | 1 | 2 | 22 | 2 | 331 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 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 | 457 | 698 | 1 | 1 | 1 | 2 | 22 | 2 | 331 |
| 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 | 431 | 431 | 862 | 1445 | 138 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.27 | 0.27 | 0.25 | 0.37 | 0.37 | 0.00 | 0.00 | 0.00 | 0.02 | 0.02 | 0.20 |
| Crit Moves: | | **** | | **** | | | | | | | | **** |
| Green/Cycle: | 0.15 | 0.31 | 0.31 | 0.30 | 0.46 | 0.46 | 0.24 | 0.24 | 0.24 | 0.24 | 0.24 | 0.24 |
| Volume/Cap: | 0.00 | 0.85 | 0.85 | 0.85 | 0.81 | 0.81 | 0.01 | 0.01 | 0.01 | 0.06 | 0.06 | 0.85 |
| Delay/Veh: | 28.6 | 37.2 | 37.2 | 39.0 | 24.5 | 24.5 | 23.2 | 23.2 | 23.2 | 23.5 | 23.5 | 45.5 |
| 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: | 28.6 | 37.2 | 37.2 | 39.0 | 24.5 | 24.5 | 23.2 | 23.2 | 23.2 | 23.5 | 23.5 | 45.5 |
| LOS by Move: | C | D | D | D | C | C | C | C | C | C | C | D |
| HCM2kAvgQ: | 0 | 15 | 15 | 14 | 17 | 17 | 0 | 0 | 0 | 0 | 0 | 11 |

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

Horseshoe Grande Property - Alternative 2
Year 2025 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): 120 Critical Vol./Cap.(X): 0.894
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 56.3
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: | 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 |
| 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: | 379 | 683 | 101 | 109 | 453 | 56 | 159 | 303 | 422 | 252 | 515 | 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 | 319 | 444 | 265 | 542 | 323 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 399 | 719 | 106 | 115 | 477 | 59 | 167 | 319 | 444 | 265 | 542 | 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 | 319 | 444 | 265 | 542 | 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 | 0.09 | 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 | 0.33 | 1.02 | 1.02 | 0.53 | 0.70 |
| Delay/Veh: | 96.3 | 36.8 | 36.8 | 52.4 | 41.5 | 36.8 | 59.1 | 35.2 | 90.7 | 111.0 | 36.7 | 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 | 35.2 | 90.7 | 111.0 | 36.7 | 43.4 |
| LOS by Move: | F | D | D | D | D | D | E | D | 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 - Alternative 2
Year 2025 With Project
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): 120 Critical Vol./Cap.(X): 1.122
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 81.4
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 |
| 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: | 422 | 750 | 112 | 288 | 744 | 71 | 125 | 717 | 574 | 232 | 412 | 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 | 755 | 604 | 244 | 434 | 162 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 444 | 789 | 118 | 303 | 783 | 75 | 132 | 755 | 604 | 244 | 434 | 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 | 755 | 604 | 244 | 434 | 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 | 0.21 | 0.37 | 0.14 | 0.12 | 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 | 0.67 | 1.19 | 1.19 | 0.40 | 0.33 |
| Delay/Veh: | 158.0 | 64.7 | 64.7 | 90.4 | 61.5 | 37.2 | 53.2 | 37.3 | 146.2 | 177.9 | 33.5 | 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 | 37.3 | 146.2 | 177.9 | 33.5 | 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 | 7 | 5 |

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

Horseshoe Grande Property - Alternative 2
Year 2025 With 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): 0.679
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 | | | 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 | 24 | 0 | 0 | 13 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 379 | 683 | 101 | 109 | 453 | 56 | 159 | 303 | 422 | 252 | 515 | 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 | 319 | 444 | 265 | 542 | 323 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 399 | 719 | 106 | 115 | 477 | 59 | 167 | 319 | 444 | 265 | 542 | 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 | 319 | 444 | 265 | 542 | 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 | 0.09 | 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 | 0.44 | 0.60 | 0.85 | 0.59 | 0.78 |
| Delay/Veh: | 55.8 | 30.8 | 26.2 | 50.1 | 41.5 | 36.8 | 68.7 | 42.6 | 25.5 | 67.3 | 40.2 | 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 | 42.6 | 25.5 | 67.3 | 40.2 | 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 | 6 | 12 | 12 | 10 | 13 |

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

Horseshoe Grande Property - Alternative 2
Year 2025 With 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): 0.945
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 51.4
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 | | | 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 | 18 | 0 | 0 | 24 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 422 | 750 | 112 | 288 | 744 | 71 | 125 | 717 | 574 | 232 | 412 | 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 | 755 | 604 | 244 | 434 | 162 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 444 | 789 | 118 | 303 | 783 | 75 | 132 | 755 | 604 | 244 | 434 | 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 | 755 | 604 | 244 | 434 | 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 | 0.21 | 0.37 | 0.14 | 0.12 | 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 | 0.96 | 0.81 | 1.00 | 0.48 | 0.40 |
| Delay/Veh: | 83.8 | 36.8 | 29.2 | 58.8 | 46.8 | 32.3 | 58.8 | 64.9 | 31.6 | 104.8 | 35.6 | 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 | 64.9 | 31.6 | 104.8 | 35.6 | 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 | 18 | 19 | 13 | 7 | 5 |

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

Horseshoe Grande Property - Alternative 2
Year 2025 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): | 90 | Critical Vol./Cap.(X): | 0.834 |
| Loss Time (sec): | 12 (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: | 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 |
| 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: | 103 | 698 | 130 | 130 | 537 | 239 | 220 | 678 | 120 | 80 | 754 | 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 | 137 | 137 | 565 | 252 | 232 | 714 | 126 | 84 | 794 | 102 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 108 | 735 | 137 | 137 | 565 | 252 | 232 | 714 | 126 | 84 | 794 | 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 | 137 | 137 | 565 | 252 | 232 | 714 | 126 | 84 | 794 | 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 | 0.21 | 1.00 | 0.85 | 0.95 | 0.93 | 0.93 | 0.95 | 0.93 | 0.93 |
| Lanes: | 1.00 | 1.69 | 0.31 | 1.00 | 1.00 | 1.00 | 1.00 | 1.70 | 0.30 | 1.00 | 1.77 | 0.23 |
| Final Sat.: | 317 | 2970 | 553 | 407 | 1900 | 1615 | 1805 | 3000 | 531 | 1805 | 3144 | 404 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.34 | 0.25 | 0.25 | 0.34 | 0.30 | 0.16 | 0.13 | 0.24 | 0.24 | 0.05 | 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 | 0.61 | 0.61 | 0.83 | 0.74 | 0.39 | 0.85 | 0.70 | 0.70 | 0.38 | 0.81 | 0.81 |
| Delay/Veh: | 62.0 | 22.0 | 22.0 | 53.1 | 26.5 | 19.3 | 58.1 | 27.5 | 27.5 | 37.5 | 33.2 | 33.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 62.0 | 22.0 | 22.0 | 53.1 | 26.5 | 19.3 | 58.1 | 27.5 | 27.5 | 37.5 | 33.2 | 33.2 |
| LOS by Move: | E | C | C | D | C | B | E | C | C | D | C | C |
| HCM2kAvgQ: | 5 | 11 | 11 | 6 | 15 | 5 | 9 | 12 | 12 | 3 | 14 | 14 |

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

Horseshoe Grande Property - Alternative 2
Year 2025 With Project
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): 120 Critical Vol./Cap.(X): 0.996
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 56.2
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: | 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 |
| 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: | 138 | 581 | 134 | 184 | 712 | 392 | 195 | 1108 | 172 | 156 | 1088 | 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 | 141 | 194 | 749 | 413 | 205 | 1166 | 181 | 164 | 1145 | 133 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 145 | 612 | 141 | 194 | 749 | 413 | 205 | 1166 | 181 | 164 | 1145 | 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 | 141 | 194 | 749 | 413 | 205 | 1166 | 181 | 164 | 1145 | 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 | 0.32 | 1.00 | 0.85 | 0.95 | 0.93 | 0.93 | 0.95 | 0.93 | 0.93 |
| Lanes: | 1.00 | 1.63 | 0.37 | 1.00 | 1.00 | 1.00 | 1.00 | 1.73 | 0.27 | 1.00 | 1.79 | 0.21 |
| Final Sat.: | 343 | 2851 | 658 | 615 | 1900 | 1615 | 1805 | 3062 | 475 | 1805 | 3184 | 369 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.42 | 0.21 | 0.21 | 0.31 | 0.39 | 0.26 | 0.11 | 0.38 | 0.38 | 0.09 | 0.36 | 0.36 |
| Crit Moves: | **** | | | | | | **** | | | | **** | |
| Green/Cycle: | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.11 | 0.38 | 0.38 | 0.09 | 0.36 | 0.36 |
| Volume/Cap: | 1.00 | 0.50 | 0.50 | 0.74 | 0.93 | 0.60 | 1.00 | 0.99 | 0.99 | 0.99 | 1.00 | 1.00 |
| Delay/Veh: | 107.8 | 25.6 | 25.6 | 39.8 | 49.6 | 28.2 | 114.7 | 59.5 | 59.5 | 122.2 | 62.4 | 62.4 |
| 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: | 107.8 | 25.6 | 25.6 | 39.8 | 49.6 | 28.2 | 114.7 | 59.5 | 59.5 | 122.2 | 62.4 | 62.4 |
| LOS by Move: | F | C | C | D | D | C | F | E | E | F | E | E |
| HCM2kAvgQ: | 9 | 11 | 11 | 8 | 30 | 12 | 12 | 33 | 33 | 10 | 31 | 31 |

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

Horseshoe Grande Property - Alternative 2
Year 2025 With Project
Morning Peak Hour - With Improvements

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

Intersection #4 State Street (NS) at Florida Avenue (EW)

Cycle (sec): 90 Critical Vol./Cap.(X): 0.796
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 29.7
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 | 2 | 0 1 |
| **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 |
| 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: | 103 | 698 | 130 | 130 | 537 | 239 | 220 | 678 | 120 | 80 | 754 | 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 | 137 | 137 | 565 | 252 | 232 | 714 | 126 | 84 | 794 | 102 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 108 | 735 | 137 | 137 | 565 | 252 | 232 | 714 | 126 | 84 | 794 | 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 | 137 | 137 | 565 | 252 | 232 | 714 | 126 | 84 | 794 | 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 | 0.21 | 1.00 | 0.85 | 0.95 | 0.93 | 0.93 | 0.95 | 0.95 | 0.85 |
| Lanes: | 1.00 | 1.69 | 0.31 | 1.00 | 1.00 | 1.00 | 1.00 | 1.70 | 0.30 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 317 | 2970 | 553 | 407 | 1900 | 1615 | 1805 | 3000 | 531 | 1805 | 3610 | 1615 |
| **Capacity Analysis Module:** | | | | | | | | | | | | |
| Vol/Sat: | 0.34 | 0.25 | 0.25 | 0.34 | 0.30 | 0.16 | 0.13 | 0.24 | 0.24 | 0.05 | 0.22 | 0.06 |
| 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 | 0.61 | 0.61 | 0.83 | 0.74 | 0.39 | 0.85 | 0.70 | 0.70 | 0.38 | 0.71 | 0.20 |
| Delay/Veh: | 62.0 | 22.0 | 22.0 | 53.1 | 26.5 | 19.3 | 58.1 | 27.5 | 27.5 | 37.5 | 29.5 | 23.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 62.0 | 22.0 | 22.0 | 53.1 | 26.5 | 19.3 | 58.1 | 27.5 | 27.5 | 37.5 | 29.5 | 23.0 |
| LOS by Move: | E | C | C | D | C | B | E | C | C | D | C | C |
| HCM2kAvgQ: | 5 | 11 | 11 | 6 | 15 | 5 | 9 | 12 | 12 | 3 | 11 | 2 |

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

Horseshoe Grande Property - Alternative 2
Year 2025 With Project
Evening Peak Hour - With Improvements

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

Intersection #4 State Street (NS) at Florida Avenue (EW)

Cycle (sec): 120 Critical Vol./Cap.(X): 0.949
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 43.5
Optimal Cycle: OPTIMIZED Level Of Service: D

| Approach: | North Bound | | | | | | South Bound | | | | | | East Bound | | | | | | West Bound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | | L | - | T | - | R | | L | - | T | - | R | | L | - | T | - | R | |
| Control: | 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 | 2 | 1 | 0 | | 1 | 0 | 2 | 0 | 1 | |
| 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 | |
| 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: | 138 | | 581 | | 134 | | 184 | | 712 | | 392 | | 195 | | 1108 | | 172 | | 156 | | 1088 | | 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 | | 141 | | 194 | | 749 | | 413 | | 205 | | 1166 | | 181 | | 164 | | 1145 | | 133 | |
| Reduct Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduced Vol: | 145 | | 612 | | 141 | | 194 | | 749 | | 413 | | 205 | | 1166 | | 181 | | 164 | | 1145 | | 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 | | 141 | | 194 | | 749 | | 413 | | 205 | | 1166 | | 181 | | 164 | | 1145 | | 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 | | 0.32 | | 1.00 | | 0.85 | | 0.95 | | 0.89 | | 0.89 | | 0.95 | | 0.95 | | 0.85 | |
| Lanes: | 1.00 | | 1.63 | | 0.37 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 2.60 | | 0.40 | | 1.00 | | 2.00 | | 1.00 | |
| Final Sat.: | 343 | | 2851 | | 658 | | 615 | | 1900 | | 1615 | | 1805 | | 4400 | | 683 | | 1805 | | 3610 | | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.42 | | 0.21 | | 0.21 | | 0.31 | | 0.39 | | 0.26 | | 0.11 | | 0.27 | | 0.27 | | 0.09 | | 0.32 | | 0.08 | |
| Crit Moves: | **** | | | | | | | | | | | | **** | | | | | | | | **** | | | |
| Green/Cycle: | 0.45 | | 0.45 | | 0.45 | | 0.45 | | 0.45 | | 0.45 | | 0.12 | | 0.34 | | 0.34 | | 0.12 | | 0.33 | | 0.33 | |
| Volume/Cap: | 0.95 | | 0.48 | | 0.48 | | 0.71 | | 0.88 | | 0.57 | | 0.95 | | 0.78 | | 0.78 | | 0.78 | | 0.95 | | 0.25 | |
| Delay/Veh: | 89.4 | | 23.7 | | 23.7 | | 35.0 | | 41.4 | | 25.9 | | 99.3 | | 38.2 | | 38.2 | | 69.0 | | 54.3 | | 29.2 | |
| 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: | 89.4 | | 23.7 | | 23.7 | | 35.0 | | 41.4 | | 25.9 | | 99.3 | | 38.2 | | 38.2 | | 69.0 | | 54.3 | | 29.2 | |
| LOS by Move: | F | | C | | C | | D | | D | | C | | F | | D | | D | | E | | D | | C | |
| HCM2kAvgQ: | 8 | | 10 | | 10 | | 7 | | 28 | | 12 | | 11 | | 18 | | 18 | | 8 | | 26 | | 4 | |

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

Horseshoe Grande Property - Alternative 2
Year 2025 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): 105 Critical Vol./Cap.(X): 1.167
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 93.7
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 | | | 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 |
| 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: | 337 | 375 | 171 | 54 | 541 | 29 | 18 | 231 | 348 | 94 | 168 | 35 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 355 | 395 | 180 | 57 | 569 | 31 | 19 | 243 | 366 | 99 | 177 | 37 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 355 | 395 | 180 | 57 | 569 | 31 | 19 | 243 | 366 | 99 | 177 | 37 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 355 | 395 | 180 | 57 | 569 | 31 | 19 | 243 | 366 | 99 | 177 | 37 |
| 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 | 0.55 | 0.55 | 0.55 |
| Lanes: | 1.24 | 0.52 | 0.24 | 1.00 | 0.95 | 0.05 | 0.07 | 0.93 | 1.00 | 0.32 | 0.56 | 0.12 |
| Final Sat.: | 2237 | 950 | 433 | 1805 | 1789 | 96 | 133 | 1703 | 1615 | 330 | 590 | 123 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.16 | 0.42 | 0.42 | 0.03 | 0.32 | 0.32 | 0.14 | 0.14 | 0.23 | 0.30 | 0.30 | 0.30 |
| Crit Moves: | | **** | | | **** | | | | | | **** | |
| Green/Cycle: | 0.36 | 0.36 | 0.36 | 0.27 | 0.27 | 0.27 | 0.26 | 0.26 | 0.26 | 0.26 | 0.26 | 0.26 |
| Volume/Cap: | 0.45 | 1.17 | 1.17 | 0.12 | 1.17 | 1.17 | 0.56 | 0.56 | 0.88 | 1.17 | 1.17 | 1.17 |
| Delay/Veh: | 26.0 | 122 | 122.3 | 28.8 | 133 | 132.7 | 35.3 | 35.3 | 57.0 | 146.9 | 147 | 146.9 |
| 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: | 26.0 | 122 | 122.3 | 28.8 | 133 | 132.7 | 35.3 | 35.3 | 57.0 | 146.9 | 147 | 146.9 |
| LOS by Move: | C | F | F | C | F | F | D | D | E | F | F | F |
| HCM2kAvgQ: | 7 | 40 | 40 | 1 | 33 | 33 | 8 | 8 | 15 | 19 | 19 | 19 |

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

Horseshoe Grande Property - Alternative 2
Year 2025 With Project
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): 1.817
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 253.9
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 | | | 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 |
| 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: | 452 | 436 | 231 | 99 | 522 | 49 | 50 | 356 | 452 | 264 | 304 | 78 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 476 | 459 | 243 | 104 | 549 | 52 | 53 | 375 | 476 | 278 | 320 | 82 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 476 | 459 | 243 | 104 | 549 | 52 | 53 | 375 | 476 | 278 | 320 | 82 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 476 | 459 | 243 | 104 | 549 | 52 | 53 | 375 | 476 | 278 | 320 | 82 |
| 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 | 0.87 | 0.87 | 0.85 | 0.45 | 0.45 | 0.45 |
| Lanes: | 1.25 | 0.49 | 0.26 | 1.00 | 0.91 | 0.09 | 0.12 | 0.88 | 1.00 | 0.41 | 0.47 | 0.12 |
| Final Sat.: | 2261 | 881 | 467 | 1805 | 1714 | 161 | 203 | 1448 | 1615 | 350 | 403 | 103 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.21 | 0.52 | 0.52 | 0.06 | 0.32 | 0.32 | 0.26 | 0.26 | 0.29 | 0.79 | 0.79 | 0.79 |
| Crit Moves: | | **** | | | **** | | | | | | **** | |
| Green/Cycle: | 0.29 | 0.29 | 0.29 | 0.18 | 0.18 | 0.18 | 0.44 | 0.44 | 0.44 | 0.44 | 0.44 | 0.44 |
| Volume/Cap: | 0.73 | 1.82 | 1.82 | 0.33 | 1.82 | 1.82 | 0.59 | 0.59 | 0.67 | 1.82 | 1.82 | 1.82 |
| Delay/Veh: | 40.5 | 417 | 416.7 | 43.8 | 429 | 429.0 | 27.0 | 27.0 | 29.6 | 412.0 | 412 | 412.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 40.5 | 417 | 416.7 | 43.8 | 429 | 429.0 | 27.0 | 27.0 | 29.6 | 412.0 | 412 | 412.0 |
| LOS by Move: | D | F | F | D | F | F | C | C | C | F | F | F |
| HCM2kAvgQ: | 14 | 86 | 86 | 4 | 56 | 56 | 12 | 12 | 15 | 63 | 63 | 63 |

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

Horseshoe Grande Property - Alternative 2
Year 2025 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): | 90 | Critical Vol./Cap.(X): | 0.679 |
| Loss Time (sec): | 16 (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: | Split Phase | | | Split Phase | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Ovl | | | Include | | |
| Min. Green: | 18 | 18 | 18 | 18 | 18 | 18 | 10 | 21 | 21 | 10 | 21 | 21 |
| Lanes: | 1 0 | 1 0 | 1 | 1 0 | 1 1 | 0 | 1 0 | 1 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 | 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: | 337 | 375 | 171 | 54 | 541 | 29 | 18 | 231 | 348 | 94 | 168 | 35 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 355 | 395 | 180 | 57 | 569 | 31 | 19 | 243 | 366 | 99 | 177 | 37 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 355 | 395 | 180 | 57 | 569 | 31 | 19 | 243 | 366 | 99 | 177 | 37 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 355 | 395 | 180 | 57 | 569 | 31 | 19 | 243 | 366 | 99 | 177 | 37 |
| 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 | 0.95 | 1.00 | 0.85 | 0.95 | 0.97 | 0.97 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 1.90 | 0.10 | 1.00 | 1.00 | 1.00 | 1.00 | 0.83 | 0.17 |
| Final Sat.: | 1805 | 1900 | 1615 | 1805 | 3399 | 182 | 1805 | 1900 | 1615 | 1805 | 1532 | 319 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.20 | 0.21 | 0.11 | 0.03 | 0.17 | 0.17 | 0.01 | 0.13 | 0.23 | 0.05 | 0.12 | 0.12 |
| Crit Moves: | | **** | | | **** | | | **** | | **** | | |
| Green/Cycle: | 0.26 | 0.26 | 0.26 | 0.21 | 0.21 | 0.21 | 0.11 | 0.23 | 0.50 | 0.11 | 0.23 | 0.23 |
| Volume/Cap: | 0.74 | 0.79 | 0.42 | 0.15 | 0.79 | 0.79 | 0.09 | 0.55 | 0.46 | 0.49 | 0.49 | 0.49 |
| Delay/Veh: | 36.5 | 38.7 | 28.1 | 28.9 | 38.8 | 38.8 | 36.1 | 31.8 | 15.1 | 39.5 | 30.8 | 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: | 36.5 | 38.7 | 28.1 | 28.9 | 38.8 | 38.8 | 36.1 | 31.8 | 15.1 | 39.5 | 30.8 | 30.8 |
| LOS by Move: | D | D | C | C | D | D | D | C | B | D | C | C |
| HCM2kAvgQ: | 11 | 12 | 4 | 1 | 10 | 10 | 1 | 7 | 7 | 3 | 6 | 6 |

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

Horseshoe Grande Property - Alternative 2
Year 2025 With 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): 100 Critical Vol./Cap.(X): 0.933
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 50.4
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 | | | Ovl | | | Include | | |
| Min. Green: | 18 | 18 | 18 | 18 | 18 | 18 | 10 | 21 | 21 | 10 | 21 | 21 |
| Lanes: | 1 0 | 1 0 | 1 | 1 0 | 1 1 | 0 | 1 0 | 1 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 | 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: | 452 | 436 | 231 | 99 | 522 | 49 | 50 | 356 | 452 | 264 | 304 | 78 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 476 | 459 | 243 | 104 | 549 | 52 | 53 | 375 | 476 | 278 | 320 | 82 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 476 | 459 | 243 | 104 | 549 | 52 | 53 | 375 | 476 | 278 | 320 | 82 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 476 | 459 | 243 | 104 | 549 | 52 | 53 | 375 | 476 | 278 | 320 | 82 |
| 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 | 0.95 | 1.00 | 0.85 | 0.95 | 0.97 | 0.97 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 1.83 | 0.17 | 1.00 | 1.00 | 1.00 | 1.00 | 0.80 | 0.20 |
| Final Sat.: | 1805 | 1900 | 1615 | 1805 | 3257 | 306 | 1805 | 1900 | 1615 | 1805 | 1465 | 376 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.26 | 0.24 | 0.15 | 0.06 | 0.17 | 0.17 | 0.03 | 0.20 | 0.29 | 0.15 | 0.22 | 0.22 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green/Cycle: | 0.28 | 0.28 | 0.28 | 0.18 | 0.18 | 0.18 | 0.12 | 0.21 | 0.49 | 0.17 | 0.26 | 0.26 |
| Volume/Cap: | 0.93 | 0.85 | 0.53 | 0.32 | 0.93 | 0.93 | 0.25 | 0.93 | 0.60 | 0.93 | 0.85 | 0.85 |
| Delay/Veh: | 59.2 | 46.6 | 31.5 | 36.2 | 60.9 | 60.9 | 40.6 | 67.3 | 19.4 | 76.0 | 48.3 | 48.3 |
| 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: | 59.2 | 46.6 | 31.5 | 36.2 | 60.9 | 60.9 | 40.6 | 67.3 | 19.4 | 76.0 | 48.3 | 48.3 |
| LOS by Move: | E | D | C | D | E | E | D | E | B | E | D | D |
| HCM2kAvgQ: | 19 | 16 | 7 | 3 | 14 | 14 | 2 | 16 | 11 | 12 | 14 | 14 |

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

Horseshoe Grande Property - Alternative 2
Year 2025 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): 0.612
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: | 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 |
| 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: | 136 | 505 | 95 | 128 | 456 | 155 | 117 | 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 | 532 | 100 | 135 | 480 | 163 | 123 | 426 | 197 | 115 | 508 | 101 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 143 | 532 | 100 | 135 | 480 | 163 | 123 | 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 | 532 | 100 | 135 | 480 | 163 | 123 | 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 | 1.49 | 0.51 | 1.00 | 2.00 | 1.00 | 1.00 | 1.67 | 0.33 |
| Final Sat.: | 1805 | 3610 | 1615 | 1805 | 2592 | 881 | 1805 | 3610 | 1615 | 1805 | 2936 | 584 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.15 | 0.06 | 0.07 | 0.19 | 0.19 | 0.07 | 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 | 0.48 | 0.20 | 0.69 | 0.61 | 0.61 | 0.63 | 0.39 | 0.40 | 0.58 | 0.57 | 0.57 |
| Delay/Veh: | 52.7 | 26.4 | 23.9 | 49.3 | 28.4 | 28.4 | 45.5 | 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 | 26.4 | 23.9 | 49.3 | 28.4 | 28.4 | 45.5 | 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 | 7 | 2 | 5 | 9 | | 4 | 5 | 5 | 4 | 8 | 8 |

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

Horseshoe Grande Property - Alternative 2
Year 2025 With Project
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): 0.770
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 | 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 |
| 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: | 229 | 737 | 158 | 232 | 705 | 146 | 190 | 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 | 776 | 166 | 244 | 742 | 154 | 200 | 681 | 237 | 191 | 563 | 112 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 241 | 776 | 166 | 244 | 742 | 154 | 200 | 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 | 776 | 166 | 244 | 742 | 154 | 200 | 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 | 1.66 | 0.34 | 1.00 | 2.00 | 1.00 | 1.00 | 1.67 | 0.33 |
| Final Sat.: | 1805 | 3610 | 1615 | 1805 | 2913 | 603 | 1805 | 3610 | 1615 | 1805 | 2938 | 582 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.21 | 0.10 | 0.14 | 0.25 | 0.25 | 0.11 | 0.19 | 0.15 | 0.11 | 0.19 | 0.19 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.15 | 0.27 | 0.27 | 0.17 | 0.29 | 0.29 | 0.14 | 0.29 | 0.29 | 0.12 | 0.27 | 0.27 |
| Volume/Cap: | 0.91 | 0.79 | 0.38 | 0.79 | 0.87 | 0.87 | 0.79 | 0.65 | 0.50 | 0.92 | 0.72 | 0.72 |
| Delay/Veh: | 75.9 | 40.1 | 31.7 | 55.0 | 43.0 | 43.0 | 59.5 | 33.9 | 31.8 | 85.8 | 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: | 75.9 | 40.1 | 31.7 | 55.0 | 43.0 | 43.0 | 59.5 | 33.9 | 31.8 | 85.8 | 37.6 | 37.6 |
| LOS by Move: | E | D | C | D | D | D | E | C | C | F | D | D |
| HCM2kAvgQ: | 11 | 14 | 5 | 10 | 17 | 17 | 8 | 11 | 7 | 9 | 12 | 12 |

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

Horseshoe Grande Property - Alternative 2
Year 2025 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): 65 Critical Vol./Cap.(X): 0.635
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 21.7
Optimal Cycle: OPTIMIZED Level Of Service: C

| Approach: | North Bound | | | | | | South Bound | | | | | | East Bound | | | | | | West Bound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | | L | - | T | - | R | | L | - | T | - | R | | L | - | T | - | R | |
| Control: | 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 | |
| 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: | 87 | | 538 | | 58 | | 41 | | 571 | | 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 | | 566 | | 61 | | 43 | | 601 | | 106 | | 86 | | 382 | | 116 | | 72 | | 498 | | 88 | |
| Reduct Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduced Vol: | 92 | | 566 | | 61 | | 43 | | 601 | | 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 | | 566 | | 61 | | 43 | | 601 | | 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 | | 0.94 | | 0.94 | | 0.95 | | 0.93 | | 0.93 | | 0.28 | | 0.97 | | 0.97 | | 0.28 | | 1.00 | | 0.85 | |
| Lanes: | 1.00 | | 1.81 | | 0.19 | | 1.00 | | 1.70 | | 0.30 | | 1.00 | | 0.77 | | 0.23 | | 1.00 | | 1.00 | | 1.00 | |
| Final Sat.: | 1805 | | 3210 | | 346 | | 1805 | | 3000 | | 531 | | 542 | | 1407 | | 426 | | 542 | | 1900 | | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | | 0.18 | | 0.18 | | 0.02 | | 0.20 | | 0.20 | | 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 | | 0.67 | | 0.67 | | 0.16 | | 0.76 | | 0.76 | | 0.39 | | 0.66 | | 0.66 | | 0.32 | | 0.64 | | 0.13 | |
| Delay/Veh: | 26.8 | | 24.2 | | 24.2 | | 25.6 | | 26.6 | | 26.6 | | 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 | | 24.2 | | 24.2 | | 25.6 | | 26.6 | | 26.6 | | 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 | | 7 | | 7 | | 1 | | 9 | | 9 | | 2 | | 9 | | 9 | | 1 | | 9 | | 1 | |

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

Horseshoe Grande Property - Alternative 2
Year 2025 With Project
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): 0.800
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 31.7
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: | 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 |
| 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: | 128 | 827 | 111 | 74 | 725 | 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 | 871 | 117 | 78 | 763 | 129 | 173 | 544 | 129 | 91 | 394 | 91 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 135 | 871 | 117 | 78 | 763 | 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 | 871 | 117 | 78 | 763 | 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 | 1.76 | 0.24 | 1.00 | 1.71 | 0.29 | 1.00 | 0.81 | 0.19 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1805 | 3126 | 420 | 1805 | 3018 | 512 | 756 | 1490 | 355 | 270 | 1900 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.28 | 0.28 | 0.04 | 0.25 | 0.25 | 0.23 | 0.37 | 0.37 | 0.34 | 0.21 | 0.06 |
| Crit Moves: | | **** | | **** | | | | **** | | | | |
| Green/Cycle: | 0.14 | 0.32 | 0.32 | 0.12 | 0.30 | 0.30 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 |
| Volume/Cap: | 0.54 | 0.87 | 0.87 | 0.37 | 0.85 | 0.85 | 0.54 | 0.87 | 0.87 | 0.80 | 0.49 | 0.13 |
| Delay/Veh: | 36.3 | 34.5 | 34.5 | 35.7 | 34.3 | 34.3 | 20.4 | 32.8 | 32.8 | 53.0 | 18.5 | 15.2 |
| 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: | 36.3 | 34.5 | 34.5 | 35.7 | 34.3 | 34.3 | 20.4 | 32.8 | 32.8 | 53.0 | 18.5 | 15.2 |
| LOS by Move: | D | C | C | D | C | C | C | C | C | D | B | B |
| HCM2kAvgQ: | 4 | 16 | 16 | 2 | 14 | 14 | 4 | 19 | 19 | 4 | 8 | 1 |

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

Horseshoe Grande Property - Alternative 2
Year 2025 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): 70 Critical Vol./Cap.(X): 0.714
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 23.4
Optimal Cycle: OPTIMIZED Level Of Service: C

| Approach: | North Bound | | | | | | South Bound | | | | | | East Bound | | | | | | West Bound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | | L | - | T | - | R | | L | - | T | - | R | | L | - | T | - | R | |
| Control: | 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 | |
| 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: | 134 | | 546 | | 90 | | 81 | | 592 | | 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 | | 575 | | 95 | | 85 | | 623 | | 153 | | 105 | | 144 | | 102 | | 142 | | 437 | | 102 | |
| Reduct Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduced Vol: | 141 | | 575 | | 95 | | 85 | | 623 | | 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 | | 575 | | 95 | | 85 | | 623 | | 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 | | 1.72 | | 0.28 | | 1.00 | | 1.61 | | 0.39 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 0.81 | | 0.19 | |
| Final Sat.: | 1805 | | 3034 | | 500 | | 1805 | | 2813 | | 689 | | 437 | | 1900 | | 1615 | | 1254 | | 1497 | | 350 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | | 0.19 | | 0.19 | | 0.05 | | 0.22 | | 0.22 | | 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 | | 0.69 | | 0.69 | | 0.31 | | 0.78 | | 0.78 | | 0.60 | | 0.19 | | 0.16 | | 0.28 | | 0.73 | | 0.73 | |
| Delay/Veh: | 30.4 | | 24.7 | | 24.7 | | 27.0 | | 26.8 | | 26.8 | | 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 | | 24.7 | | 24.7 | | 27.0 | | 26.8 | | 26.8 | | 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 | | 8 | | 8 | | 2 | | 10 | | 10 | | 3 | | 2 | | 1 | | 2 | | 11 | | 11 | |

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

Horseshoe Grande Property - Alternative 2
Year 2025 With Project
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): 80 Critical Vol./Cap.(X): 0.774
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 | 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 |
| 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: | 102 | 852 | 223 | 115 | 782 | 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 | 897 | 235 | 121 | 823 | 103 | 191 | 377 | 113 | 136 | 232 | 123 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 107 | 897 | 235 | 121 | 823 | 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 | 897 | 235 | 121 | 823 | 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 | 1.59 | 0.41 | 1.00 | 1.78 | 0.22 | 1.00 | 1.00 | 1.00 | 1.00 | 0.65 | 0.35 |
| Final Sat.: | 1805 | 2772 | 726 | 1805 | 3153 | 395 | 713 | 1900 | 1615 | 663 | 1176 | 625 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.32 | 0.32 | 0.07 | 0.26 | 0.26 | 0.27 | 0.20 | 0.07 | 0.20 | 0.20 | 0.20 |
| Crit Moves: | | **** | | **** | | | **** | | | | | |
| Green/Cycle: | 0.16 | 0.38 | 0.38 | 0.13 | 0.34 | 0.34 | 0.35 | 0.35 | 0.35 | 0.35 | 0.35 | 0.35 |
| Volume/Cap: | 0.37 | 0.86 | 0.86 | 0.54 | 0.77 | 0.77 | 0.76 | 0.57 | 0.20 | 0.59 | 0.56 | 0.56 |
| Delay/Veh: | 30.7 | 29.2 | 29.2 | 35.4 | 26.9 | 26.9 | 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: | 30.7 | 29.2 | 29.2 | 35.4 | 26.9 | 26.9 | 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 | 17 | 17 | 4 | 13 | 13 | 6 | 8 | 2 | 4 | 8 | 8 |

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

Horseshoe Grande Property - Alternative 2
Year 2025 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): 0.834
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 83.8
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: | 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 | 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: | 81 | 271 | 77 | 163 | 248 | 180 | 263 | 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 | 285 | 81 | 172 | 261 | 189 | 277 | 739 | 45 | 102 | 1173 | 213 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 85 | 285 | 81 | 172 | 261 | 189 | 277 | 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 | 285 | 81 | 172 | 261 | 189 | 277 | 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 | 1.56 | 0.44 | 1.00 | 1.00 | 1.00 | 1.00 | 1.88 | 0.12 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1805 | 2718 | 772 | 1864 | 1864 | 1615 | 1805 | 3371 | 206 | 1805 | 3610 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.10 | 0.10 | 0.09 | 0.14 | 0.12 | 0.15 | 0.22 | 0.22 | 0.06 | 0.32 | 0.13 |
| 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: | 0.20 | 0.45 | 0.45 | 0.39 | 0.60 | 0.50 | 1.20 | 0.74 | 0.74 | 0.54 | 1.20 | 0.48 |
| Delay/Veh: | 37.3 | 39.8 | 39.8 | 39.1 | 42.4 | 41.0 | 174.5 | 41.1 | 41.1 | 53.9 | 142 | 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: | 37.3 | 39.8 | 39.8 | 39.1 | 42.4 | 41.0 | 174.5 | 41.1 | 41.1 | 53.9 | 142 | 37.5 |
| LOS by Move: | D | D | D | D | D | D | F | D | D | D | F | D |
| HCM2kAvgQ: | 3 | 6 | 6 | 5 | 9 | 6 | 19 | 15 | 15 | 4 | 38 | 7 |

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

Horseshoe Grande Property - Alternative 2
Year 2025 With Project
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): | 1.022 |
| Loss Time (sec): | 16 (Y+R=4.0 sec) | Average Delay (sec/veh): | 120.4 |
| 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 |
| 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: | 79 | 358 | 144 | 457 | 350 | 269 | 265 | 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 | 377 | 152 | 481 | 368 | 283 | 279 | 1228 | 114 | 181 | 1256 | 79 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 83 | 377 | 152 | 481 | 368 | 283 | 279 | 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 | 377 | 152 | 481 | 368 | 283 | 279 | 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 | 1.43 | 0.57 | 1.13 | 0.87 | 1.00 | 1.00 | 1.83 | 0.17 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1805 | 2464 | 991 | 2092 | 1602 | 1615 | 1805 | 3261 | 302 | 1805 | 3610 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.15 | 0.15 | 0.23 | 0.23 | 0.18 | 0.15 | 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 | 0.12 | 0.32 | 0.32 | 0.08 | 0.28 | 0.28 |
| Volume/Cap: | 0.20 | 0.66 | 0.66 | 0.99 | 0.99 | 0.75 | 1.26 | 1.19 | 1.19 | 1.19 | 1.26 | 0.18 |
| Delay/Veh: | 37.2 | 43.6 | 43.6 | 72.8 | 72.8 | 51.0 | 199.1 | 137 | 136.6 | 189.0 | 167 | 33.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 37.2 | 43.6 | 43.6 | 72.8 | 72.8 | 51.0 | 199.1 | 137 | 136.6 | 189.0 | 167 | 33.2 |
| LOS by Move: | D | D | D | E | E | D | F | F | F | F | F | C |
| HCM2kAvgQ: | 2 | 10 | 10 | 21 | 21 | 11 | 20 | 42 | 42 | 13 | 43 | 2 |

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

Horseshoe Grande Property - Alternative 2
Year 2025 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): 0.689
Loss Time (sec): 16 (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 | | | | | | 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 | | 2 | 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 | | 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: | 81 | | 271 | | 77 | | 163 | | 248 | | 180 | | 263 | | 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 | | 285 | | 81 | | 172 | | 261 | | 189 | | 277 | | 739 | | 45 | | 102 | | 1173 | | 213 | |
| Reduct Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduced Vol: | 85 | | 285 | | 81 | | 172 | | 261 | | 189 | | 277 | | 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 | | 285 | | 81 | | 172 | | 261 | | 189 | | 277 | | 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 | | 0.92 | | 0.94 | | 0.94 | | 0.95 | | 0.95 | | 0.85 | |
| Lanes: | 1.00 | | 1.56 | | 0.44 | | 2.00 | | 1.00 | | 1.00 | | 2.00 | | 1.88 | | 0.12 | | 1.00 | | 2.00 | | 1.00 | |
| Final Sat.: | 1805 | | 2718 | | 772 | | 3502 | | 1900 | | 1615 | | 3502 | | 3371 | | 206 | | 1805 | | 3610 | | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | | 0.10 | | 0.10 | | 0.05 | | 0.14 | | 0.12 | | 0.08 | | 0.22 | | 0.22 | | 0.06 | | 0.32 | | 0.13 | |
| Crit Moves: | **** | | | | | | | | **** | | | | **** | | | | | | | | **** | | | |
| Green/Cycle: | 0.09 | | 0.25 | | 0.25 | | 0.09 | | 0.25 | | 0.35 | | 0.10 | | 0.38 | | 0.38 | | 0.13 | | 0.41 | | 0.41 | |
| Volume/Cap: | 0.52 | | 0.41 | | 0.41 | | 0.54 | | 0.54 | | 0.33 | | 0.79 | | 0.58 | | 0.58 | | 0.42 | | 0.79 | | 0.32 | |
| Delay/Veh: | 50.7 | | 34.5 | | 34.5 | | 49.6 | | 36.7 | | 26.3 | | 60.2 | | 28.2 | | 28.2 | | 44.9 | | 31.4 | | 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: | 50.7 | | 34.5 | | 34.5 | | 49.6 | | 36.7 | | 26.3 | | 60.2 | | 28.2 | | 28.2 | | 44.9 | | 31.4 | | 22.4 | |
| LOS by Move: | D | | C | | C | | D | | D | | C | | E | | C | | C | | D | | C | | C | |
| HCM2kAvgQ: | 3 | | 6 | | 6 | | 4 | | 8 | | 5 | | 7 | | 11 | | 11 | | 4 | | 20 | | 5 | |

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

Horseshoe Grande Property - Alternative 2
Year 2025 With 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): 0.885
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 52.3
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 | | | | | | 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 | | 2 | 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 | |
| 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: | 79 | | 358 | | 144 | | 457 | | 350 | | 269 | | 265 | | 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 | | 377 | | 152 | | 481 | | 368 | | 283 | | 279 | | 1228 | | 114 | | 181 | | 1256 | | 79 | |
| Reduct Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduced Vol: | 83 | | 377 | | 152 | | 481 | | 368 | | 283 | | 279 | | 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 | | 377 | | 152 | | 481 | | 368 | | 283 | | 279 | | 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 | | 0.92 | | 0.94 | | 0.94 | | 0.95 | | 0.95 | | 0.85 | |
| Lanes: | 1.00 | | 1.43 | | 0.57 | | 2.00 | | 1.00 | | 1.00 | | 2.00 | | 1.83 | | 0.17 | | 1.00 | | 2.00 | | 1.00 | |
| Final Sat.: | 1805 | | 2464 | | 991 | | 3502 | | 1900 | | 1615 | | 3502 | | 3261 | | 302 | | 1805 | | 3610 | | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | | 0.15 | | 0.15 | | 0.14 | | 0.19 | | 0.18 | | 0.08 | | 0.38 | | 0.38 | | 0.10 | | 0.35 | | 0.05 | |
| Crit Moves: | | | **** | | | | **** | | | | | | | | **** | | | | **** | | | | | |
| Green/Cycle: | 0.10 | | 0.23 | | 0.23 | | 0.14 | | 0.28 | | 0.37 | | 0.10 | | 0.39 | | 0.39 | | 0.10 | | 0.40 | | 0.40 | |
| Volume/Cap: | 0.47 | | 0.66 | | 0.66 | | 0.97 | | 0.70 | | 0.47 | | 0.84 | | 0.97 | | 0.97 | | 0.97 | | 0.88 | | 0.12 | |
| Delay/Veh: | 53.0 | | 43.6 | | 43.6 | | 83.9 | | 43.2 | | 29.3 | | 70.3 | | 53.5 | | 53.5 | | 110.5 | | 39.9 | | 23.0 | |
| User DelAdj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| AdjDel/Veh: | 53.0 | | 43.6 | | 43.6 | | 83.9 | | 43.2 | | 29.3 | | 70.3 | | 53.5 | | 53.5 | | 110.5 | | 39.9 | | 23.0 | |
| LOS by Move: | D | | D | | D | | F | | D | | C | | E | | D | | D | | F | | D | | C | |
| HCM2kAvgQ: | 3 | | 10 | | 10 | | 13 | | 13 | | 8 | | 8 | | 31 | | 31 | | 10 | | 25 | | 2 | |

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

Horseshoe Grande Property - Alternative 2
Year 2025 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): 105 Critical Vol./Cap.(X): 0.715
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 38.4
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 | 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 |
| 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: | 64 | 848 | 397 | 122 | 436 | 37 | 42 | 350 | 95 | 244 | 229 | 53 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 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 | 418 | 128 | 459 | 39 | 44 | 368 | 100 | 257 | 241 | 56 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 67 | 893 | 418 | 128 | 459 | 39 | 44 | 368 | 100 | 257 | 241 | 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: | 67 | 893 | 418 | 128 | 459 | 39 | 44 | 368 | 100 | 257 | 241 | 56 |
| 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 | 1.84 | 0.16 | 1.00 | 1.57 | 0.43 | 1.00 | 1.62 | 0.38 |
| Final Sat.: | 1805 | 3610 | 1615 | 1805 | 3288 | 279 | 1805 | 2748 | 746 | 1805 | 2849 | 659 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.25 | 0.26 | 0.07 | 0.14 | 0.14 | 0.02 | 0.13 | 0.13 | 0.14 | 0.08 | 0.08 |
| Crit Moves: | | | **** | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.12 | 0.31 | 0.31 | 0.10 | 0.29 | 0.29 | 0.12 | 0.27 | 0.27 | 0.17 | 0.32 | 0.32 |
| Volume/Cap: | 0.31 | 0.79 | 0.83 | 0.75 | 0.48 | 0.48 | 0.21 | 0.50 | 0.50 | 0.83 | 0.26 | 0.26 |
| Delay/Veh: | 43.0 | 36.7 | 44.1 | 62.6 | 31.3 | 31.3 | 42.6 | 33.0 | 33.0 | 58.3 | 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: | 43.0 | 36.7 | 44.1 | 62.6 | 31.3 | 31.3 | 42.6 | 33.0 | 33.0 | 58.3 | 26.4 | 26.4 |
| LOS by Move: | D | D | D | E | C | C | D | C | C | E | C | C |
| HCM2kAvgQ: | 2 | 16 | 15 | 6 | 7 | 7 | 1 | 7 | 7 | 10 | 4 | 4 |

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

Horseshoe Grande Property - Alternative 2
Year 2025 With Project
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): 1.010
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 73.8
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: | 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 | 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: | 86 | 406 | 401 | 200 | 702 | 23 | 23 | 423 | 86 | 592 | 488 | 181 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 91 | 427 | 422 | 211 | 739 | 24 | 24 | 445 | 91 | 623 | 514 | 191 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 91 | 427 | 422 | 211 | 739 | 24 | 24 | 445 | 91 | 623 | 514 | 191 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 91 | 427 | 422 | 211 | 739 | 24 | 24 | 445 | 91 | 623 | 514 | 191 |
| 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 | 1.94 | 0.06 | 1.00 | 1.66 | 0.34 | 1.00 | 1.46 | 0.54 |
| Final Sat.: | 1805 | 3610 | 1615 | 1805 | 3478 | 114 | 1805 | 2925 | 595 | 1805 | 2525 | 937 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.12 | 0.26 | 0.12 | 0.21 | 0.21 | 0.01 | 0.15 | 0.15 | 0.35 | 0.20 | 0.20 |
| Crit Moves: | | | **** | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.09 | 0.23 | 0.23 | 0.10 | 0.24 | 0.24 | 0.14 | 0.23 | 0.23 | 0.30 | 0.39 | 0.39 |
| Volume/Cap: | 0.54 | 0.52 | 1.14 | 1.14 | 0.89 | 0.89 | 0.10 | 0.65 | 0.65 | 1.14 | 0.52 | 0.52 |
| Delay/Veh: | 55.4 | 41.0 | 137.6 | 163.5 | 56.1 | 56.1 | 45.0 | 43.5 | 43.5 | 125.9 | 27.9 | 27.9 |
| 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: | 55.4 | 41.0 | 137.6 | 163.5 | 56.1 | 56.1 | 45.0 | 43.5 | 43.5 | 125.9 | 27.9 | 27.9 |
| LOS by Move: | E | D | F | F | E | E | D | D | D | F | C | C |
| HCM2kAvgQ: | 4 | 8 | 25 | 14 | 18 | 18 | 1 | 10 | 10 | 36 | 10 | 10 |

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

Horseshoe Grande Property - Alternative 2
Year 2025 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): | 100 | Critical Vol./Cap.(X): | 0.640 |
| Loss Time (sec): | 16 (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 | | | 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 | 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: | 64 | 848 | 397 | 122 | 436 | 37 | 42 | 350 | 95 | 244 | 229 | 53 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 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 | 418 | 128 | 459 | 39 | 44 | 368 | 100 | 257 | 241 | 56 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 67 | 893 | 418 | 128 | 459 | 39 | 44 | 368 | 100 | 257 | 241 | 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: | 67 | 893 | 418 | 128 | 459 | 39 | 44 | 368 | 100 | 257 | 241 | 56 |
| 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 | 0.92 | 0.92 | 0.92 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 1.84 | 0.16 | 1.00 | 1.57 | 0.43 | 2.00 | 1.62 | 0.38 |
| Final Sat.: | 1805 | 3610 | 1615 | 1805 | 3288 | 279 | 1805 | 2748 | 746 | 3502 | 2849 | 659 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.25 | 0.26 | 0.07 | 0.14 | 0.14 | 0.02 | 0.13 | 0.13 | 0.07 | 0.08 | 0.08 |
| Crit Moves: | | | **** | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.13 | 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 | 0.72 | 0.71 | 0.43 | 0.43 | 0.24 | 0.48 | 0.48 | 0.72 | 0.30 | 0.30 |
| Delay/Veh: | 39.5 | 28.9 | 32.2 | 56.1 | 26.8 | 26.8 | 42.2 | 30.3 | 30.3 | 50.6 | 28.4 | 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: | 39.5 | 28.9 | 32.2 | 56.1 | 26.8 | 26.8 | 42.2 | 30.3 | 30.3 | 50.6 | 28.4 | 28.4 |
| LOS by Move: | D | C | C | E | C | C | D | C | C | D | C | C |
| HCM2kAvgQ: | 2 | 13 | 12 | 5 | 6 | 6 | 1 | 7 | 7 | 6 | 4 | 4 |

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

Horseshoe Grande Property - Alternative 2
Year 2025 With 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): 115 Critical Vol./Cap.(X): 0.823
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 45.8
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 | 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 | 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: | 86 | 406 | 401 | 200 | 702 | 23 | 23 | 423 | 86 | 592 | 488 | 181 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 91 | 427 | 422 | 211 | 739 | 24 | 24 | 445 | 91 | 623 | 514 | 191 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 91 | 427 | 422 | 211 | 739 | 24 | 24 | 445 | 91 | 623 | 514 | 191 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 91 | 427 | 422 | 211 | 739 | 24 | 24 | 445 | 91 | 623 | 514 | 191 |
| 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 | 0.92 | 0.91 | 0.91 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 1.94 | 0.06 | 1.00 | 1.66 | 0.34 | 2.00 | 1.46 | 0.54 |
| Final Sat.: | 1805 | 3610 | 1615 | 1805 | 3478 | 114 | 1805 | 2925 | 595 | 3502 | 2525 | 937 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.12 | 0.26 | 0.12 | 0.21 | 0.21 | 0.01 | 0.15 | 0.15 | 0.18 | 0.20 | 0.20 |
| Crit Moves: | | | **** | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.12 | 0.29 | 0.29 | 0.13 | 0.30 | 0.30 | 0.12 | 0.24 | 0.24 | 0.20 | 0.33 | 0.33 |
| Volume/Cap: | 0.41 | 0.41 | 0.90 | 0.90 | 0.71 | 0.71 | 0.12 | 0.63 | 0.63 | 0.90 | 0.63 | 0.63 |
| Delay/Veh: | 47.9 | 33.1 | 59.4 | 82.8 | 38.3 | 38.3 | 45.8 | 40.3 | 40.3 | 59.9 | 34.0 | 34.0 |
| 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: | 47.9 | 33.1 | 59.4 | 82.8 | 38.3 | 38.3 | 45.8 | 40.3 | 40.3 | 59.9 | 34.0 | 34.0 |
| LOS by Move: | D | C | E | F | D | D | D | D | D | E | C | C |
| HCM2kAvgQ: | 3 | 6 | 18 | 11 | 14 | 14 | 1 | 10 | 10 | 15 | 12 | 12 |

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

Horseshoe Grande Property - Alternative 2
Year 2025 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): 19.3 Worst Case Level Of Service: F[216.2]

**********

| 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 |
| 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: | 136 | 1170 | 8 | 34 | 630 | 109 | 74 | 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 | 1232 | 8 | 36 | 663 | 115 | 78 | 2 | 119 | 3 | 5 | 1 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 143 | 1232 | 8 | 36 | 663 | 115 | 78 | 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: | 778 | xxxx | xxxxx | 1240 | xxxx | xxxxx | 1639 | 2261 | 332 | 1922 | 2367 | 616 |
| Potent Cap.: | 848 | xxxx | xxxxx | 569 | xxxx | xxxxx | 68 | 41 | 670 | 41 | 36 | 439 |
| Move Cap.: | 848 | xxxx | xxxxx | 569 | xxxx | xxxxx | 48 | 32 | 670 | 27 | 28 | 439 |
| Volume/Cap: | 0.17 | xxxx | xxxx | 0.06 | xxxx | xxxx | 1.62 | 0.07 | 0.18 | 0.12 | 0.19 | 0.00 |
| **Level Of Service Module:** | | | | | | | | | | | | |
| 2Way95thQ: | 0.6 | xxxx | xxxxx | 0.2 | xxxx | xxxxx | xxxx | xxxx | 0.6 | xxxx | xxxx | xxxxx |
| Control Del: | 10.1 | xxxx | xxxxx | 11.8 | xxxx | xxxxx | xxxxx | xxxx | 11.5 | 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 | 47 | xxxx | xxxxx | xxxx | 31 | xxxxx |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 7.9 | xxxx | xxxxx | xxxxx | 1.0 | xxxxx |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 520.4 | xxxx | xxxxx | xxxxx | 169 | xxxxx |
| Shared LOS: | * | * | * | * | * | * | F | * | * | * | F | * |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 216.2 | | | 168.9 | | |
| ApproachLOS: | * | | | * | | | F | | | F | | |

**********

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

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Horseshoe Grande Property - Alternative 2
Year 2025 With Project
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): 88.7 Worst Case Level Of Service: F[501.2]

| 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: | 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 | 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: | 109 | 671 | 1 | 61 | 1208 | 73 | 113 | 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 | 706 | 1 | 64 | 1272 | 77 | 119 | 1 | 348 | 4 | 2 | 6 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 115 | 706 | 1 | 64 | 1272 | 77 | 119 | 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: | 1348 | xxxx | xxxxx | 707 | xxxx | xxxxx | 1984 | 2337 | 636 | 1701 | 2413 | 353 |
| Potent Cap.: | 517 | xxxx | xxxxx | 901 | xxxx | xxxxx | 37 | 37 | 426 | 61 | 33 | 649 |
| Move Cap.: | 517 | xxxx | xxxxx | 901 | xxxx | xxxxx | 27 | 27 | 426 | 8 | 24 | 649 |
| Volume/Cap: | 0.22 | xxxx | xxxx | 0.07 | xxxx | xxxx | 4.39 | 0.04 | 0.82 | 0.50 | 0.09 | 0.01 |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | 0.8 | xxxx | xxxxx | 0.2 | xxxx | xxxxx | xxxx | xxxx | 7.6 | xxxx | xxxx | xxxxx |
| Control Del: | 13.9 | xxxx | xxxxx | 9.3 | xxxx | xxxxx | xxxxx | xxxx | 41.8 | 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 | 27 | xxxx | xxxxx | xxxx | 21 | xxxxx |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 14.7 | xxxx | xxxxx | xxxxx | 1.7 | xxxxx |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 1835 | xxxx | xxxxx | xxxxx | 317 | xxxxx |
| Shared LOS: | * | * | * | * | * | * | F | * | * | * | F | * |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 501.2 | | | 317.0 | | |
| ApproachLOS: | * | | | * | | | F | | | F | | |

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

Horseshoe Grande Property - Alternative 2
Year 2025 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): 0.444
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 | 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: | 136 | 1170 | 8 | 34 | 630 | 109 | 74 | 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 | 1232 | 8 | 36 | 663 | 115 | 78 | 2 | 119 | 3 | 5 | 1 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 143 | 1232 | 8 | 36 | 663 | 115 | 78 | 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 | 1232 | 8 | 36 | 663 | 115 | 78 | 2 | 119 | 3 | 5 | 1 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.37 | 0.95 | 0.85 | 0.18 | 0.95 | 0.85 | 0.72 | 0.72 | 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.: | 705 | 3610 | 1615 | 348 | 3610 | 1615 | 1338 | 36 | 1615 | 594 | 990 | 198 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.20 | 0.34 | 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: | 0.29 | 0.49 | 0.01 | 0.15 | 0.26 | 0.10 | 0.25 | 0.25 | 0.32 | 0.02 | 0.02 | 0.02 |
| Delay/Veh: | 7.1 | 8.3 | 5.4 | 6.3 | 6.7 | 5.9 | 37.9 | 37.9 | 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 | 8.3 | 5.4 | 6.3 | 6.7 | 5.9 | 37.9 | 37.9 | 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 | 11 | 0 | 1 | 5 | 1 | 2 | 2 | 4 | 0 | 0 | 0 |

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

Horseshoe Grande Property - Alternative 2
Year 2025 With 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): 90 Critical Vol./Cap.(X): 0.688
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 14.4
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 | 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 | 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: | 109 | 671 | 1 | 61 | 1208 | 73 | 113 | 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 | 706 | 1 | 64 | 1272 | 77 | 119 | 1 | 348 | 4 | 2 | 6 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 115 | 706 | 1 | 64 | 1272 | 77 | 119 | 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 | 706 | 1 | 64 | 1272 | 77 | 119 | 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 | 0.34 | 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.: | 279 | 3610 | 1615 | 642 | 3610 | 1615 | 1333 | 12 | 1615 | 560 | 280 | 839 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.41 | 0.20 | 0.00 | 0.10 | 0.35 | 0.05 | 0.09 | 0.09 | 0.22 | 0.01 | 0.01 | 0.01 |
| Crit Moves: | **** | | | | | | | | **** | | | |
| Green/Cycle: | 0.60 | 0.60 | 0.60 | 0.60 | 0.60 | 0.60 | 0.31 | 0.31 | 0.31 | 0.31 | 0.31 | 0.31 |
| Volume/Cap: | 0.69 | 0.33 | 0.00 | 0.17 | 0.59 | 0.08 | 0.28 | 0.28 | 0.69 | 0.02 | 0.02 | 0.02 |
| Delay/Veh: | 23.8 | 9.2 | 7.3 | 8.3 | 11.7 | 7.7 | 23.6 | 23.6 | 31.0 | 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: | 23.8 | 9.2 | 7.3 | 8.3 | 11.7 | 7.7 | 23.6 | 23.6 | 31.0 | 21.4 | 21.4 | 21.4 |
| LOS by Move: | C | A | A | A | B | A | C | C | C | C | C | C |
| HCM2kAvgQ: | 4 | 5 | 0 | 1 | 12 | 1 | 3 | 3 | 10 | 0 | 0 | 0 |

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

Horseshoe Grande Property - Alternative 2
Year 2025 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): 75 Critical Vol./Cap.(X): 0.870
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 | | | 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 |
| 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: | 232 | 914 | 0 | 0 | 477 | 142 | 312 | 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 | 962 | 0 | 0 | 502 | 149 | 328 | 0 | 128 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 244 | 962 | 0 | 0 | 502 | 149 | 328 | 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 | 962 | 0 | 0 | 502 | 149 | 328 | 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 | 0.51 | 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 | 0.90 | 0.00 | 0.00 | 0.83 | 0.29 | 0.80 | 0.00 | 0.28 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 26.8 | 25.5 | 0.0 | 0.0 | 32.6 | 19.4 | 36.0 | 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 | 25.5 | 0.0 | 0.0 | 32.6 | 19.4 | 36.0 | 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 | 24 | 0 | 0 | 13 | 3 | 9 | 0 | 2 | 0 | 0 | 0 |

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

Horseshoe Grande Property - Alternative 2
Year 2025 With Project
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): 120 Critical Vol./Cap.(X): 1.051
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 60.3
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: | 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 |
| 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: | 244 | 480 | 0 | 0 | 1027 | 405 | 253 | 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 | 505 | 0 | 0 | 1081 | 426 | 266 | 0 | 379 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 257 | 505 | 0 | 0 | 1081 | 426 | 266 | 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 | 505 | 0 | 0 | 1081 | 426 | 266 | 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 | 0.27 | 0.00 | 0.00 | 0.57 | 0.26 | 0.18 | 0.00 | 0.23 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | | **** | | | | **** | | | |
| Green/Cycle: | 0.14 | 0.68 | 0.00 | 0.00 | 0.54 | 0.54 | 0.22 | 0.00 | 0.22 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 1.05 | 0.39 | 0.00 | 0.00 | 1.05 | 0.49 | 0.82 | 0.00 | 1.05 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 123.5 | 8.7 | 0.0 | 0.0 | 69.9 | 17.6 | 59.0 | 0.0 | 107.9 | 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: | 123.5 | 8.7 | 0.0 | 0.0 | 69.9 | 17.6 | 59.0 | 0.0 | 107.9 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | F | A | A | A | E | B | E | A | F | A | A | A |
| HCM2kAvgQ: | 15 | 8 | 0 | 0 | 51 | 10 | 12 | 0 | 21 | 0 | 0 | 0 |

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

Horseshoe Grande Property - Alternative 2
Year 2025 With Project
Morning Peak Hour - With Improvements

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

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Intersection #12 Mountain Avenue (NS) at Esplanade Avenue (EW)

**********

Cycle (sec): 80 Critical Vol./Cap.(X): 0.860
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: | 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 | 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: | 232 | 914 | 0 | 0 | 477 | 142 | 312 | 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 | 962 | 0 | 0 | 502 | 149 | 328 | 0 | 128 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 244 | 962 | 0 | 0 | 502 | 149 | 328 | 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 | 962 | 0 | 0 | 502 | 149 | 328 | 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 | 0.51 | 0.00 | 0.00 | 0.14 | 0.09 | 0.22 | 0.00 | 0.08 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | | | | **** | | | | | |
| Green/Cycle: | 0.29 | 0.59 | 0.00 | 0.00 | 0.30 | 0.30 | 0.26 | 0.00 | 0.26 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.47 | 0.86 | 0.00 | 0.00 | 0.46 | 0.31 | 0.86 | 0.00 | 0.30 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 24.2 | 20.8 | 0.0 | 0.0 | 23.1 | 22.0 | 45.1 | 0.0 | 24.0 | 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: | 24.2 | 20.8 | 0.0 | 0.0 | 23.1 | 22.0 | 45.1 | 0.0 | 24.0 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | C | C | A | A | C | C | D | A | C | A | A | A |
| HCM2kAvgQ: | 5 | 23 | 0 | 0 | 6 | 3 | 11 | 0 | 3 | 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 2
Year 2025 With 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): 0.816
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 | 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 | 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: | 244 | 480 | 0 | 0 | 1027 | 405 | 253 | 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 | 505 | 0 | 0 | 1081 | 426 | 266 | 0 | 379 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 257 | 505 | 0 | 0 | 1081 | 426 | 266 | 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 | 505 | 0 | 0 | 1081 | 426 | 266 | 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 | 0.27 | 0.00 | 0.00 | 0.30 | 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: | 0.84 | 0.50 | 0.00 | 0.00 | 0.84 | 0.74 | 0.61 | 0.00 | 0.78 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 45.8 | 11.0 | 0.0 | 0.0 | 25.5 | 24.5 | 23.4 | 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: | 45.8 | 11.0 | 0.0 | 0.0 | 25.5 | 24.5 | 23.4 | 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 - Alternative 2
Year 2025 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): 23.0 Worst Case Level Of Service: F[132.0]

| 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 |
| 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: | 206 | 0 | 24 | 0 | 0 | 0 | 0 | 366 | 116 | 75 | 560 | 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: | 217 | 0 | 25 | 0 | 0 | 0 | 0 | 385 | 122 | 79 | 589 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 217 | 0 | 25 | 0 | 0 | 0 | 0 | 385 | 122 | 79 | 589 | 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: | 1194 | xxxx | 446 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 507 | xxxx | xxxxx |
| Potent Cap.: | 208 | xxxx | 616 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 1068 | xxxx | xxxxx |
| Move Cap.: | 196 | xxxx | 616 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 1068 | xxxx | xxxxx |
| Volume/Cap: | 1.11 | xxxx | 0.04 | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | 0.07 | xxxx | xxxx |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | 10.4 | xxxx | 0.1 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 0.2 | xxxx | xxxxx |
| Control Del: | 146.1 | xxxx | 11.1 | 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: | 132.0 | | | xxxxxx | | | xxxxxx | | | xxxxxx | | |
| ApproachLOS: | F | | | * | | | * | | | * | | |

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

Horseshoe Grande Property - Alternative 2
Year 2025 With Project
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): 24.8 Worst Case Level Of Service: F[217.6]

**********

| 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 | 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: | 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: | 147 | 0 | 56 | 0 | 0 | 0 | 0 | 830 | 254 | 44 | 474 | 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: | 155 | 0 | 59 | 0 | 0 | 0 | 0 | 874 | 267 | 46 | 499 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 155 | 0 | 59 | 0 | 0 | 0 | 0 | 874 | 267 | 46 | 499 | 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: | 1599 | xxxx | 1007 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 1141 | xxxx | xxxxx |
| Potent Cap.: | 118 | xxxx | 295 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 620 | xxxx | xxxxx |
| Move Cap.: | 111 | xxxx | 295 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 620 | xxxx | xxxxx |
| Volume/Cap: | 1.39 | xxxx | 0.20 | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | 0.07 | xxxx | xxxx |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | 10.8 | xxxx | 0.7 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 0.2 | xxxx | xxxxx |
| Control Del: | 292.8 | xxxx | 20.2 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 11.3 | 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 | 0.2 | xxxx | xxxxx |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 11.3 | xxxx | xxxxx |
| Shared LOS: | * | * | * | * | * | * | * | * | * | B | * | * |
| ApproachDel: | 217.6 | | | 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 2
Year 2025 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): 0.610
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 10.9
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: | 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: | 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: | 206 | 0 | 24 | 0 | 0 | 0 | 0 | 366 | 116 | 75 | 560 | 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: | 217 | 0 | 25 | 0 | 0 | 0 | 0 | 385 | 122 | 79 | 589 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 217 | 0 | 25 | 0 | 0 | 0 | 0 | 385 | 122 | 79 | 589 | 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: | 217 | 0 | 25 | 0 | 0 | 0 | 0 | 385 | 122 | 79 | 589 | 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 | 0.76 | 0.24 | 0.12 | 0.88 | 0.00 |
| Final Sat.: | 1461 | 0 | 1615 | 0 | 0 | 0 | 0 | 1395 | 442 | 201 | 1503 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.15 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 0.28 | 0.28 | 0.39 | 0.39 | 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: | 0.58 | 0.00 | 0.06 | 0.00 | 0.00 | 0.00 | 0.00 | 0.44 | 0.44 | 0.62 | 0.62 | 0.00 |
| Delay/Veh: | 24.9 | 0.0 | 19.7 | 0.0 | 0.0 | 0.0 | 0.0 | 6.9 | 6.9 | 9.1 | 9.1 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 24.9 | 0.0 | 19.7 | 0.0 | 0.0 | 0.0 | 0.0 | 6.9 | 6.9 | 9.1 | 9.1 | 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 | 10 | 10 | 0 |

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

Horseshoe Grande Property - Alternative 2
Year 2025 With 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): 0.781
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 13.7
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 | 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: | 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: | 147 | 0 | 56 | 0 | 0 | 0 | 0 | 830 | 254 | 44 | 474 | 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: | 155 | 0 | 59 | 0 | 0 | 0 | 0 | 874 | 267 | 46 | 499 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 155 | 0 | 59 | 0 | 0 | 0 | 0 | 874 | 267 | 46 | 499 | 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: | 155 | 0 | 59 | 0 | 0 | 0 | 0 | 874 | 267 | 46 | 499 | 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 | 0.08 | 0.92 | 0.00 |
| Final Sat.: | 1461 | 0 | 1615 | 0 | 0 | 0 | 0 | 1408 | 431 | 136 | 1469 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | 0.00 | 0.04 | 0.00 | 0.00 | 0.00 | 0.00 | 0.62 | 0.62 | 0.34 | 0.34 | 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: | 0.68 | 0.00 | 0.23 | 0.00 | 0.00 | 0.00 | 0.00 | 0.80 | 0.80 | 0.44 | 0.44 | 0.00 |
| Delay/Veh: | 53.6 | 0.0 | 42.9 | 0.0 | 0.0 | 0.0 | 0.0 | 11.1 | 11.1 | 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: | 53.6 | 0.0 | 42.9 | 0.0 | 0.0 | 0.0 | 0.0 | 11.1 | 11.1 | 4.7 | 4.7 | 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 | 25 | 25 | 7 | 7 | 0 |

**********

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

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Horseshoe Grande Property - Alternative 2
Year 2025 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): 1.6 Worst Case Level Of Service: F[ 73.2]

**********

| 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 | 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 |
| 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: | 25 | 0 | 17 | 0 | 0 | 0 | 0 | 1255 | 13 | 9 | 688 | 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 | 1321 | 14 | 9 | 724 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 26 | 0 | 18 | 0 | 0 | 0 | 0 | 1321 | 14 | 9 | 724 | 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: | 2064 | xxxx | 1321 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 1335 | xxxx | xxxxx |
| Potent Cap.: | 61 | xxxx | 193 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 523 | xxxx | xxxxx |
| Move Cap.: | 60 | xxxx | 193 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 523 | xxxx | xxxxx |
| Volume/Cap: | 0.44 | xxxx | 0.09 | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | 0.02 | xxxx | xxxx |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | 1.7 | xxxx | 0.3 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 0.1 | xxxx | xxxxx |
| Control Del: | 105.6 | xxxx | 25.5 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 12.0 | xxxx | xxxxx |
| LOS by Move: | F | * | D | * | * | * | * | * | * | 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: | | 73.2 | | | xxxxxx | | | xxxxxx | | | xxxxxx | |
| ApproachLOS: | | F | | | * | | | * | | | * | |

**********

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

**********

Horseshoe Grande Property - Alternative 2
Year 2025 With Project
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): 1.4 Worst Case Level Of Service: F[ 74.4]

**********

| 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 | 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 |
| 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: | 22 | 0 | 14 | 0 | 0 | 0 | 0 | 777 | 66 | 22 | 1193 | 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 | 818 | 69 | 23 | 1256 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 23 | 0 | 15 | 0 | 0 | 0 | 0 | 818 | 69 | 23 | 1256 | 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: | 2120 | xxxx | 818 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 887 | xxxx | xxxxx |
| Potent Cap.: | 56 | xxxx | 379 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 772 | xxxx | xxxxx |
| Move Cap.: | 55 | xxxx | 379 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 772 | xxxx | xxxxx |
| Volume/Cap: | 0.42 | xxxx | 0.04 | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | 0.03 | xxxx | xxxx |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | 1.6 | xxxx | 0.1 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 0.1 | xxxx | xxxxx |
| Control Del: | 112.2 | xxxx | 14.9 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 9.8 | 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: | | 74.4 | | | xxxxxx | | | xxxxxx | | | xxxxxx | |
| ApproachLOS: | | F | | | * | | | * | | | * | |

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

**********

Horseshoe Grande Property - Alternative 2
Year 2025 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): 0.4 Worst Case Level Of Service: B[ 14.8]

| 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 | 2 | 0 | 1 | | 1 | 0 | 2 | 0 | 0 | |
| Volume Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | | 0 | | 42 | | 0 | | 0 | | 0 | | 0 | | 1089 | | 13 | | 9 | | 622 | | 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 | | 42 | | 0 | | 0 | | 0 | | 0 | | 1089 | | 13 | | 9 | | 622 | | 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: | 0 | | 0 | | 42 | | 0 | | 0 | | 0 | | 0 | | 1255 | | 13 | | 9 | | 713 | | 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 | | 44 | | 0 | | 0 | | 0 | | 0 | | 1321 | | 14 | | 9 | | 751 | | 0 | |
| Reduct Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| FinalVolume: | 0 | | 0 | | 44 | | 0 | | 0 | | 0 | | 0 | | 1321 | | 14 | | 9 | | 751 | | 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: | 1715 | xxxx | | | 661 | | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | | | | | 1335 | xxxx | xxxxx | | | |
| Potent Cap.: | 83 | xxxx | | | 410 | | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | | | | | 523 | xxxx | xxxxx | | | |
| Move Cap.: | 82 | xxxx | | | 410 | | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | | | | | 523 | xxxx | xxxxx | | | |
| Volume/Cap: | 0.00 | xxxx | | | 0.11 | | xxxx | xxxx | xxxx | | xxxx | xxxx | xxxx | | | | | | 0.02 | xxxx | xxxx | | | |
| Level Of Service Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | | | 0.4 | | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | | | | | 0.1 | xxxx | xxxxx | | | |
| Control Del: | xxxxx | xxxx | | | 14.8 | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | | | | | 12.0 | 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: | | | 14.8 | | | | | | xxxxxx | | | | | | xxxxxx | | | | | | xxxxxx | | | |
| ApproachLOS: | | | B | | | | | | * | | | | | | * | | | | | | * | | | |

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

Horseshoe Grande Property - Alternative 2
Year 2025 With 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): 0.3 Worst Case Level Of Service: B[ 11.4]

**********

| 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 | 2 | 0 1 | 1 0 | 2 | 0 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 36 | 0 | 0 | 0 | 0 | 654 | 66 | 22 | 1049 | 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 | 36 | 0 | 0 | 0 | 0 | 654 | 66 | 22 | 1049 | 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: | 0 | 0 | 36 | 0 | 0 | 0 | 0 | 777 | 66 | 22 | 1215 | 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 | 38 | 0 | 0 | 0 | 0 | 818 | 69 | 23 | 1279 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 0 | 38 | 0 | 0 | 0 | 0 | 818 | 69 | 23 | 1279 | 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: | 1504 | xxxx | 409 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 887 | xxxx | xxxxx |
| Potent Cap.: | 114 | xxxx | 597 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 772 | xxxx | xxxxx |
| Move Cap.: | 112 | xxxx | 597 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 772 | xxxx | xxxxx |
| Volume/Cap: | 0.00 | xxxx | 0.06 | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | 0.03 | xxxx | xxxx |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | 0.2 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 0.1 | xxxx | xxxxx |
| Control Del: | xxxxx | xxxx | 11.4 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 9.8 | xxxx | xxxxx |
| LOS by Move: | * | * | 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: | | 11.4 | | | xxxxxx | | | xxxxxx | | | 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
Year 2025 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): 0.410
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 5.0
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 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 | 166 | 0 | 0 | 91 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 25 | 0 | 17 | 0 | 0 | 0 | 0 | 1255 | 13 | 9 | 688 | 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 | 1321 | 14 | 9 | 724 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 26 | 0 | 18 | 0 | 0 | 0 | 0 | 1321 | 14 | 9 | 724 | 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: | 26 | 0 | 18 | 0 | 0 | 0 | 0 | 1321 | 14 | 9 | 724 | 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 | 0.95 | 0.85 | 0.18 | 0.95 | 1.00 |
| Lanes: | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 1.00 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 1560 | 0 | 1615 | 0 | 0 | 0 | 0 | 3610 | 1615 | 342 | 3610 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.37 | 0.01 | 0.03 | 0.20 | 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 | 0.47 | 0.01 | 0.04 | 0.26 | 0.00 |
| Delay/Veh: | 44.3 | 0.0 | 44.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.6 | 2.8 | 3.0 | 3.6 | 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: | 44.3 | 0.0 | 44.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.6 | 2.8 | 3.0 | 3.6 | 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 | 9 | 0 | 0 | 4 | 0 |

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

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Horseshoe Grande Property - Alternative 2
Year 2025 With Project
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): 0.388
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 4.8
Optimal Cycle: OPTIMIZED Level Of Service: A

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| 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 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 | 123 | 0 | 0 | 166 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 22 | 0 | 14 | 0 | 0 | 0 | 0 | 777 | 66 | 22 | 1193 | 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 | 818 | 69 | 23 | 1256 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 23 | 0 | 15 | 0 | 0 | 0 | 0 | 818 | 69 | 23 | 1256 | 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 | 15 | 0 | 0 | 0 | 0 | 818 | 69 | 23 | 1256 | 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 | 0.95 | 0.85 | 0.32 | 0.95 | 1.00 |
| Lanes: | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 1.00 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 1575 | 0 | 1615 | 0 | 0 | 0 | 0 | 3610 | 1615 | 616 | 3610 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.23 | 0.04 | 0.04 | 0.35 | 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 | 0.29 | 0.05 | 0.05 | 0.44 | 0.00 |
| Delay/Veh: | 44.2 | 0.0 | 43.9 | 0.0 | 0.0 | 0.0 | 0.0 | 3.7 | 3.0 | 3.0 | 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: | 44.2 | 0.0 | 43.9 | 0.0 | 0.0 | 0.0 | 0.0 | 3.7 | 3.0 | 3.0 | 4.4 | 0.0 |
| LOS by Move: | D | A | D | A | A | A | A | A | A | A | A | A |
| HCM2kAvgQ: | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 8 | 0 |

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

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Horseshoe Grande Property - Alternative 2
Year 2025 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): 1.7 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: | 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 |
| 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: | 16 | 667 | 4 | 7 | 496 | 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 | 702 | 4 | 7 | 522 | 14 | 11 | 1 | 66 | 18 | 1 | 9 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 17 | 702 | 4 | 7 | 522 | 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: | 536 | xxxx | xxxxx | 706 | xxxx | xxxxx | 1280 | 1277 | 522 | 1315 | 1288 | 704 |
| Potent Cap.: | 1042 | xxxx | xxxxx | 901 | xxxx | xxxxx | 144 | 168 | 559 | 136 | 165 | 440 |
| Move Cap.: | 1042 | xxxx | xxxxx | 901 | xxxx | xxxxx | 138 | 164 | 559 | 117 | 161 | 440 |
| Volume/Cap: | 0.02 | xxxx | xxxx | 0.01 | xxxx | xxxx | 0.08 | 0.01 | 0.12 | 0.15 | 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: | 8.5 | xxxx | xxxxx | 9.0 | xxxx | xxxxx | xxxxx | xxxx | 12.3 | xxxxx | xxxx | 13.4 |
| 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 | 140 | xxxx | xxxxx | 119 | xxxx | xxxxx |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 0.3 | xxxx | xxxxx | 0.5 | xxxx | xxxxx |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 33.1 | xxxx | xxxxx | 40.9 | xxxx | xxxxx |
| Shared LOS: | * | * | * | * | * | * | D | * | * | E | * | * |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 15.4 | | | 31.7 | | |
| ApproachLOS: | * | | | * | | | C | | | D | | |

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

Horseshoe Grande Property - Alternative 2
Year 2025 With Project
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): 1.2 Worst Case Level Of Service: E[ 36.8]

| 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: | 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 |
| 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: | 52 | 527 | 17 | 9 | 783 | 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 | 555 | 18 | 9 | 824 | 16 | 5 | 1 | 27 | 6 | 1 | 4 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 55 | 555 | 18 | 9 | 824 | 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: | 840 | xxxx | xxxxx | 573 | xxxx | xxxxx | 1519 | 1525 | 824 | 1538 | 1532 | 564 |
| Potent Cap.: | 804 | xxxx | xxxxx | 1010 | xxxx | xxxxx | 98 | 119 | 376 | 95 | 118 | 529 |
| Move Cap.: | 804 | xxxx | xxxxx | 1010 | xxxx | xxxxx | 91 | 110 | 376 | 83 | 109 | 529 |
| Volume/Cap: | 0.07 | xxxx | xxxx | 0.01 | xxxx | xxxx | 0.06 | 0.01 | 0.07 | 0.08 | 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: | 9.8 | xxxx | xxxxx | 8.6 | xxxx | xxxxx | xxxxx | xxxx | 15.3 | xxxxx | xxxx | 11.9 |
| LOS by Move: | A | * | * | A | * | * | * | * | C | * | * | B |
| Movement: | LT - LTR - RT | | | LT - LTR - RT | | | LT - LTR - RT | | | LT - LTR - RT | | |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 94 | xxxx | xxxxx | 86 | xxxx | xxxxx |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 0.2 | xxxx | xxxxx | 0.3 | xxxx | xxxxx |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 46.1 | xxxx | xxxxx | 51.0 | xxxx | xxxxx |
| Shared LOS: | * | * | * | * | * | * | E | * | * | F | * | * |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 21.1 | | | 36.8 | | |
| ApproachLOS: | * | | | * | | | C | | | E | | |

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

Horseshoe Grande Property - Alternative 2
Year 2025 With Project
Morning Peak Hour - With Improvements

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[ 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: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Lanes: | 1 0 | 0 1 | 0 | 1 0 | 2 0 | 1 | 1 0 | 0 0 | 1 | 1 0 | 0 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 16 | 627 | 4 | 7 | 424 | 13 | 10 | 0 | 63 | 17 | 0 | 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 | 0 | 63 | 17 | 0 | 9 |
| 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: | 16 | 667 | 4 | 7 | 496 | 13 | 10 | 0 | 63 | 17 | 0 | 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 | 702 | 4 | 7 | 522 | 14 | 11 | 0 | 66 | 18 | 0 | 9 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 17 | 702 | 4 | 7 | 522 | 14 | 11 | 0 | 66 | 18 | 0 | 9 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | 4.1 | xxxx | xxxxx | 4.1 | xxxx | xxxxx | 7.1 | xxxx | 6.2 | 7.1 | xxxx | 6.2 |
| FollowUpTim: | 2.2 | xxxx | xxxxx | 2.2 | xxxx | xxxxx | 3.5 | xxxx | 3.3 | 3.5 | xxxx | 3.3 |
| Capacity Module: | | | | | | | | | | | | |
| Cnflict Vol: | 536 | xxxx | xxxxx | 706 | xxxx | xxxxx | 1279 | xxxx | 261 | 1014 | xxxx | 704 |
| Potent Cap.: | 1042 | xxxx | xxxxx | 901 | xxxx | xxxxx | 144 | xxxx | 782 | 219 | xxxx | 440 |
| Move Cap.: | 1042 | xxxx | xxxxx | 901 | xxxx | xxxxx | 138 | xxxx | 782 | 197 | xxxx | 440 |
| Volume/Cap: | 0.02 | xxxx | xxxx | 0.01 | xxxx | xxxx | 0.08 | xxxx | 0.08 | 0.09 | xxxx | 0.02 |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | 0.0 | xxxx | xxxxx | 0.0 | xxxx | xxxxx | 0.2 | xxxx | 0.3 | 0.3 | xxxx | 0.1 |
| Control Del: | 8.5 | xxxx | xxxxx | 9.0 | xxxx | xxxxx | 33.1 | xxxx | 10.0 | 25.1 | xxxx | 13.4 |
| LOS by Move: | A | * | * | A | * | * | D | * | B | D | * | 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: | xxxxxx | | | xxxxxx | | | 13.2 | | | 21.0 | | |
| ApproachLOS: | * | | | * | | | B | | | C | | |

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

Horseshoe Grande Property - Alternative 2
Year 2025 With Project
Evening Peak Hour - With Improvements

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[ 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: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Lanes: | 1 0 | 0 1 | 0 | 1 0 | 2 0 | 1 | 1 0 | 0 0 | 1 | 1 0 | 0 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 52 | 454 | 17 | 9 | 729 | 15 | 5 | 0 | 26 | 6 | 0 | 4 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 52 | 454 | 17 | 9 | 729 | 15 | 5 | 0 | 26 | 6 | 0 | 4 |
| 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: | 52 | 527 | 17 | 9 | 783 | 15 | 5 | 0 | 26 | 6 | 0 | 4 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 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 | 555 | 18 | 9 | 824 | 16 | 5 | 0 | 27 | 6 | 0 | 4 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 55 | 555 | 18 | 9 | 824 | 16 | 5 | 0 | 27 | 6 | 0 | 4 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | 4.1 | xxxx | xxxxx | 4.1 | xxxx | xxxxx | 7.1 | xxxx | 6.2 | 7.1 | xxxx | 6.2 |
| FollowUpTim: | 2.2 | xxxx | xxxxx | 2.2 | xxxx | xxxxx | 3.5 | xxxx | 3.3 | 3.5 | xxxx | 3.3 |
| Capacity Module: | | | | | | | | | | | | |
| Cnflict Vol: | 840 | xxxx | xxxxx | 573 | xxxx | xxxxx | 1518 | xxxx | 412 | 1104 | xxxx | 564 |
| Potent Cap.: | 804 | xxxx | xxxxx | 1010 | xxxx | xxxxx | 99 | xxxx | 644 | 190 | xxxx | 529 |
| Move Cap.: | 804 | xxxx | xxxxx | 1010 | xxxx | xxxxx | 92 | xxxx | 644 | 171 | xxxx | 529 |
| Volume/Cap: | 0.07 | xxxx | xxxx | 0.01 | xxxx | xxxx | 0.06 | xxxx | 0.04 | 0.04 | xxxx | 0.01 |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | 0.2 | xxxx | xxxxx | 0.0 | xxxx | xxxxx | 0.2 | xxxx | 0.1 | 0.1 | xxxx | 0.0 |
| Control Del: | 9.8 | xxxx | xxxxx | 8.6 | xxxx | xxxxx | 46.5 | xxxx | 10.8 | 26.8 | xxxx | 11.9 |
| LOS by Move: | A | * | * | A | * | * | E | * | B | D | * | 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: | xxxxxx | | | xxxxxx | | | 16.6 | | | 20.8 | | |
| ApproachLOS: | * | | | * | | | C | | | C | | |

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

Horseshoe Grande Property - Alternative 2
Year 2025 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): 2.0 Worst Case Level Of Service: C[ 17.4]

| 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 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1! | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 238 | | 0 | | 0 | 345 | | 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 | 238 | | 0 | | 0 | 345 | | 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 | 256 | | 0 | | 0 | 363 | | 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 | 269 | | 0 | | 0 | 382 | | 47 | | 20 | | 0 | | 7 | 0 | | 0 | | 0 |
| Reduct Vol: | 0 | 0 | | 0 | | 0 | 0 | | 0 | | 0 | | 0 | | 0 | 0 | | 0 | | 0 |
| FinalVolume: | 143 | 269 | | 0 | | 0 | 382 | | 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: | 429 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | | 962 | | 962 | | 215 | xxxx | xxxx | xxxxx | | |
| Potent Cap.: | 1141 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | | 286 | | 258 | | 830 | xxxx | xxxx | xxxxx | | |
| Move Cap.: | 1141 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | | 259 | | 226 | | 830 | xxxx | xxxx | xxxxx | | |
| Volume/Cap: | 0.13 | xxxx | xxxx | xxxx | xxxx | xxxx | | | | | 0.08 | | 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: | 8.6 | 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 | 318 | xxxxx | xxxx | xxxx | xxxxx | | | | | | | | |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | 0.3 | xxxxx | xxxxx | xxxx | xxxxx | | | | | | | | |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | 17.4 | xxxxx | xxxxx | xxxx | xxxxx | | | | | | | | |
| Shared LOS: | * | * | * | * | * | * | * | C | * | * | * | * | | | | | | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 17.4 | | | xxxxxx | | | | | | | | | | |
| ApproachLOS: | * | | | * | | | C | | | * | | | | | | | | | | |

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

Horseshoe Grande Property - Alternative 2
Year 2025 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): 2.0 Worst Case Level Of Service: D[ 33.5]

| 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 1 | 0 | 0 | 0 0 1 | 1 | 0 | 0 0 1! | 0 | 0 | 0 0 0 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 437 | 0 | 0 | 683 | 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 | 437 | 0 | 0 | 683 | 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 | 461 | 0 | 0 | 707 | 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 | 485 | 0 | 0 | 744 | 26 | 43 | 0 | 17 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 80 | 485 | 0 | 0 | 744 | 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: | 771 | xxxx | xxxxx | xxxx | xxxx | xxxxx | 1403 | 1403 | 385 | xxxx | xxxx | xxxxx |
| Potent Cap.: | 853 | xxxx | xxxxx | xxxx | xxxx | xxxxx | 156 | 141 | 667 | xxxx | xxxx | xxxxx |
| Move Cap.: | 853 | xxxx | xxxxx | xxxx | xxxx | xxxxx | 145 | 128 | 667 | xxxx | xxxx | xxxxx |
| Volume/Cap: | 0.09 | xxxx | xxxx | xxxx | xxxx | xxxx | 0.30 | 0.00 | 0.03 | xxxx | xxxx | xxxx |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | 0.3 | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Control Del: | 9.7 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| LOS by Move: | A | * | * | * | * | * | * | * | * | * | * | * |
| Movement: | LT - LTR - RT | | | LT - LTR - RT | | | LT - LTR - RT | | | LT - LTR - RT | | |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | 185 | xxxxx | xxxx | xxxx | xxxxx |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | 1.3 | xxxxx | xxxxx | xxxx | xxxxx |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | 33.5 | xxxxx | xxxxx | xxxx | xxxxx |
| Shared LOS: | * | * | * | * | * | * | * | D | * | * | * | * |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 33.5 | | | xxxxxx | | |
| ApproachLOS: | * | | | * | | | D | | | * | | |

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

Horseshoe Grande Property - Alternative 2
Year 2025 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): | 0.828 |
| Loss Time (sec): | 0 (Y+R=4.0 sec) | Average Delay (sec/veh): | 26.8 |
| 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: | 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: | 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: | 337 | 69 | 1 | 2 | 186 | 183 | 321 | 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: | 355 | 73 | 1 | 2 | 196 | 193 | 338 | 2 | 485 | 1 | 2 | 2 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 355 | 73 | 1 | 2 | 196 | 193 | 338 | 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: | 355 | 73 | 1 | 2 | 196 | 193 | 338 | 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: | 0.82 | 0.17 | 0.01 | 0.01 | 0.50 | 0.49 | 0.99 | 0.01 | 1.00 | 0.20 | 0.40 | 0.40 |
| Final Sat.: | 449 | 92 | 1 | 3 | 285 | 280 | 487 | 3 | 586 | 81 | 161 | 161 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.79 | 0.79 | 0.79 | 0.69 | 0.69 | 0.69 | 0.69 | 0.69 | 0.83 | 0.01 | 0.01 | 0.01 |
| Crit Moves: | **** | | | | **** | | | | **** | | **** | |
| Delay/Veh: | 29.1 | 29.1 | 29.1 | 21.2 | 21.2 | 21.2 | 24.7 | 24.7 | 31.1 | 10.8 | 10.8 | 10.8 |
| 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: | 29.1 | 29.1 | 29.1 | 21.2 | 21.2 | 21.2 | 24.7 | 24.7 | 31.1 | 10.8 | 10.8 | 10.8 |
| LOS by Move: | D | D | D | C | C | C | C | C | D | B | B | B |
| ApproachDel: | | 29.1 | | | 21.2 | | | 28.4 | | | 10.8 | |
| Delay Adj: | | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | |
| ApprAdjDel: | | 29.1 | | | 21.2 | | | 28.4 | | | 10.8 | |
| LOS by Appr: | | D | | | C | | | D | | | B | |
| AllWayAvgQ: | 2.9 | 2.9 | 2.9 | 1.9 | 1.9 | 1.9 | 2.0 | 2.0 | 3.6 | 0.0 | 0.0 | 0.0 |

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

Horseshoe Grande Property - Alternative 2
Year 2025 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): 1.651
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 201.1
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 |
| 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: | 582 | 221 | 1 | 2 | 320 | 408 | 314 | 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: | 613 | 233 | 1 | 2 | 337 | 429 | 331 | 2 | 631 | 1 | 2 | 2 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 613 | 233 | 1 | 2 | 337 | 429 | 331 | 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: | 613 | 233 | 1 | 2 | 337 | 429 | 331 | 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 | 0.43 | 0.56 | 0.99 | 0.01 | 1.00 | 0.20 | 0.40 | 0.40 |
| Final Sat.: | 371 | 141 | 1 | 2 | 241 | 307 | 450 | 3 | 532 | 80 | 160 | 160 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 1.65 | 1.65 | 1.65 | 1.40 | 1.40 | 1.40 | 0.74 | 0.74 | 1.19 | 0.01 | 0.01 | 0.01 |
| Crit Moves: | | **** | | | **** | | | | **** | | **** | |
| Delay/Veh: | 319.8 | 320 | 319.8 | 208.8 | 209 | 208.8 | 29.8 | 29.8 | 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: | 319.8 | 320 | 319.8 | 208.8 | 209 | 208.8 | 29.8 | 29.8 | 124.3 | 12.1 | 12.1 | 12.1 |
| LOS by Move: | F | F | F | F | F | F | D | D | F | B | B | B |
| ApproachDel: | | 319.8 | | | 208.8 | | | 91.6 | | | 12.1 | |
| Delay Adj: | | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | |
| ApprAdjDel: | | 319.8 | | | 208.8 | | | 91.6 | | | 12.1 | |
| LOS by Appr: | | F | | | F | | | F | | | B | |
| AllWayAvgQ: | 44.1 | 44.1 | 44.1 | 30.4 | 30.4 | 30.4 | 2.4 | 2.4 | 17.0 | 0.0 | 0.0 | 0.0 |

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

Horseshoe Grande Property - Alternative 2
Year 2025 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): 110 Critical Vol./Cap.(X): 0.574
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 32.9
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 | | | | | | 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 | | 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 | |
| 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: | 337 | | 69 | | 1 | | 2 | | 186 | | 183 | | 321 | | 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: | 355 | | 73 | | 1 | | 2 | | 196 | | 193 | | 338 | | 2 | | 485 | | 1 | | 2 | | 2 | |
| Reduct Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduced Vol: | 355 | | 73 | | 1 | | 2 | | 196 | | 193 | | 338 | | 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: | 355 | | 73 | | 1 | | 2 | | 196 | | 193 | | 338 | | 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 | | 0.99 | | 0.01 | | 1.00 | | 1.00 | | 1.00 | | 0.99 | | 0.01 | | 1.00 | | 0.20 | | 0.40 | | 0.40 | |
| Final Sat.: | 1805 | | 1869 | | 27 | | 1805 | | 1900 | | 1615 | | 1799 | | 11 | | 1615 | | 356 | | 712 | | 712 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.20 | | 0.04 | | 0.04 | | 0.00 | | 0.10 | | 0.12 | | 0.19 | | 0.19 | | 0.30 | | 0.00 | | 0.00 | | 0.00 | |
| Crit Moves: | **** | | | | | | | | **** | | | | **** | | | | | | | | **** | | | |
| Green/Cycle: | 0.27 | | 0.28 | | 0.28 | | 0.15 | | 0.16 | | 0.42 | | 0.26 | | 0.26 | | 0.53 | | 0.16 | | 0.16 | | 0.16 | |
| Volume/Cap: | 0.73 | | 0.14 | | 0.14 | | 0.01 | | 0.63 | | 0.28 | | 0.73 | | 0.73 | | 0.57 | | 0.02 | | 0.02 | | 0.02 | |
| Delay/Veh: | 42.0 | | 29.9 | | 29.9 | | 39.4 | | 47.0 | | 21.1 | | 43.1 | | 43.1 | | 18.5 | | 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: | 42.0 | | 29.9 | | 29.9 | | 39.4 | | 47.0 | | 21.1 | | 43.1 | | 43.1 | | 18.5 | | 38.6 | | 38.6 | | 38.6 | |
| LOS by Move: | D | | C | | C | | D | | D | | C | | D | | D | | B | | D | | D | | D | |
| HCM2kAvgQ: | 12 | | 2 | | 2 | | 0 | | 7 | | 4 | | 12 | | 12 | | 11 | | 0 | | 0 | | 0 | |

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

Horseshoe Grande Property - Alternative 2
Year 2025 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): 0.812
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 54.8
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 | | | 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 | 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 |
| 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: | 582 | 221 | 1 | 2 | 320 | 408 | 314 | 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: | 613 | 233 | 1 | 2 | 337 | 429 | 331 | 2 | 631 | 1 | 2 | 2 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 613 | 233 | 1 | 2 | 337 | 429 | 331 | 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: | 613 | 233 | 1 | 2 | 337 | 429 | 331 | 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 | 0.99 | 0.01 | 1.00 | 0.20 | 0.40 | 0.40 |
| Final Sat.: | 1805 | 1890 | 9 | 1805 | 1900 | 1615 | 1799 | 11 | 1615 | 356 | 712 | 712 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.34 | 0.12 | 0.12 | 0.00 | 0.18 | 0.27 | 0.18 | 0.18 | 0.39 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green/Cycle: | 0.35 | 0.34 | 0.34 | 0.19 | 0.18 | 0.37 | 0.19 | 0.19 | 0.54 | 0.15 | 0.15 | 0.15 |
| Volume/Cap: | 0.98 | 0.36 | 0.36 | 0.01 | 0.98 | 0.72 | 0.98 | 0.98 | 0.73 | 0.02 | 0.02 | 0.02 |
| Delay/Veh: | 68.8 | 30.2 | 30.2 | 39.5 | 91.1 | 36.8 | 91.0 | 91.0 | 24.4 | 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: | 68.8 | 30.2 | 30.2 | 39.5 | 91.1 | 36.8 | 91.0 | 91.0 | 24.4 | 43.5 | 43.5 | 43.5 |
| LOS by Move: | E | C | C | D | F | D | F | F | C | D | D | D |
| HCM2kAvgQ: | 28 | 6 | 6 | 0 | 17 | 15 | 17 | 17 | 19 | 0 | 0 | 0 |

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

Horseshoe Grande Property - Alternative 2
Year 2025 With Project
Morning Peak Hour - With Improvements

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

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

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Cycle (sec): 120 Critical Vol./Cap.(X): 0.410
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 6.4
Optimal Cycle: OPTIMIZED Level Of Service: A

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| 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 | 343 | 0 | 0 | 626 | 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 | 343 | 0 | 0 | 626 | 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 | 352 | 0 | 0 | 630 | 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: | 1.00 | 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 | 352 | 0 | 0 | 630 | 18 | 54 | 0 | 3 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 3 | 352 | 0 | 0 | 630 | 18 | 54 | 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 | 352 | 0 | 0 | 630 | 18 | 54 | 0 | 3 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.88 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.74 | 1.00 | 0.74 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.00 | 0.00 | 0.00 | 0.97 | 0.03 | 0.95 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 1680 | 1900 | 0 | 0 | 1840 | 53 | 1328 | 0 | 74 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.19 | 0.00 | 0.00 | 0.34 | 0.34 | 0.04 | 0.00 | 0.04 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | | | | **** | | **** | | | | | |
| Green/Cycle: | 0.78 | 0.78 | 0.00 | 0.00 | 0.78 | 0.78 | 0.15 | 0.00 | 0.15 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.00 | 0.24 | 0.00 | 0.00 | 0.44 | 0.44 | 0.27 | 0.00 | 0.27 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 2.8 | 3.5 | 0.0 | 0.0 | 4.5 | 4.5 | 45.9 | 0.0 | 45.9 | 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: | 2.8 | 3.5 | 0.0 | 0.0 | 4.5 | 4.5 | 45.9 | 0.0 | 45.9 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | A | A | A | A | A | D | A | D | A | A | A |
| HCM2kAvgQ: | 0 | 3 | 0 | 0 | 8 | 8 | 2 | 0 | 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 2
Year 2025 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): 120 Critical Vol./Cap.(X): 0.580
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 | 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 | 726 | 0 | 0 | 888 | 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 | 726 | 0 | 0 | 888 | 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 | 731 | 0 | 0 | 896 | 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: | 1.00 | 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 | 731 | 0 | 0 | 896 | 24 | 72 | 0 | 4 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 4 | 731 | 0 | 0 | 896 | 24 | 72 | 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 | 731 | 0 | 0 | 896 | 24 | 72 | 0 | 4 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.84 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.72 | 1.00 | 0.72 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.00 | 0.00 | 0.00 | 0.97 | 0.03 | 0.95 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 1604 | 1900 | 0 | 0 | 1843 | 49 | 1298 | 0 | 72 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.38 | 0.00 | 0.00 | 0.49 | 0.49 | 0.06 | 0.00 | 0.06 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | | | | **** | | **** | | | | | |
| Green/Cycle: | 0.78 | 0.78 | 0.00 | 0.00 | 0.78 | 0.78 | 0.15 | 0.00 | 0.15 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.00 | 0.49 | 0.00 | 0.00 | 0.62 | 0.62 | 0.37 | 0.00 | 0.37 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 2.8 | 4.8 | 0.0 | 0.0 | 6.3 | 6.3 | 47.0 | 0.0 | 47.0 | 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: | 2.8 | 4.8 | 0.0 | 0.0 | 6.3 | 6.3 | 47.0 | 0.0 | 47.0 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | A | A | A | A | A | D | A | D | A | A | A |
| HCM2kAvgQ: | 0 | 10 | 0 | 0 | 15 | 15 | 3 | 0 | 3 | 0 | 0 | 0 |

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

Horseshoe Grande Property - Alternative 2
Year 2025 With Project
Morning Peak Hour - With Improvements

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

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

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Average Delay (sec/veh): 0.5 Worst Case Level Of Service: B[ 14.9]

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| 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 | 0 | 0 | 0 | 654 | 0 | 0 | 479 | 0 | | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | | |
| Initial Bse: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 654 | 0 | 0 | 479 | 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 | 781 | 39 | 0 | 522 | 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 | 822 | 41 | 0 | 549 | 0 | | | | | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | |
| FinalVolume: | 0 | 0 | 3 | 0 | 0 | 51 | 0 | 822 | 41 | 0 | 549 | 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 | 843 | xxxx | xxxx | 549 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | | | | | |
| Potent Cap.: | xxxx | xxxx | 367 | xxxx | xxxx | 539 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | | | | | |
| Move Cap.: | xxxx | xxxx | 367 | xxxx | xxxx | 539 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | | | | | |
| Volume/Cap: | xxxx | xxxx | 0.01 | xxxx | xxxx | 0.09 | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | | | | | | | | |
| Level Of Service Module: | | | | | | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | 0.0 | xxxx | xxxx | 0.3 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | | | | | |
| Control Del: | xxxxx | xxxx | 14.9 | xxxxx | xxxx | 12.4 | 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: | 14.9 | | | 12.4 | | | xxxxxx | | | xxxxxx | | | | | | | | | | |
| ApproachLOS: | B | | | B | | | * | | | * | | | | | | | | | | |

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

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Horseshoe Grande Property - Alternative 2
Year 2025 With Project
Evening Peak Hour - With Improvements

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

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

**********

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: D[ 26.0]

**********

| 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 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 840 | 0 | 0 | 932 | 0 | | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | | |
| Initial Bse: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 840 | 0 | 0 | 932 | 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 | 911 | 52 | 0 | 992 | 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 | 959 | 55 | 0 | 1044 | 0 | | | | | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | |
| FinalVolume: | 0 | 0 | 4 | 0 | 0 | 112 | 0 | 959 | 55 | 0 | 1044 | 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 | 986 | xxxx | xxxx | 1044 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | | | | | |
| Potent Cap.: | xxxx | xxxx | 303 | xxxx | xxxx | 281 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | | | | | |
| Move Cap.: | xxxx | xxxx | 303 | xxxx | xxxx | 281 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | | | | | |
| Volume/Cap: | xxxx | xxxx | 0.01 | xxxx | xxxx | 0.40 | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | | | | | | | | |
| Level Of Service Module: | | | | | | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | 0.0 | xxxx | xxxx | 1.8 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | | | | | |
| Control Del: | xxxxx | xxxx | 17.0 | xxxxx | xxxx | 26.0 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | | | | | |
| LOS by Move: | * | * | C | * | * | D | * | * | * | * | * | * | | | | | | | | |
| 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: | 17.0 | | | 26.0 | | | xxxxxx | | | xxxxxx | | | | | | | | | | |
| ApproachLOS: | C | | | D | | | * | | | * | | | | | | | | | | |

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

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**Year 2025 With Project – Alternative 3**

Horseshoe Grande Property - Alternative 3
Year 2025 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): 120 Critical Vol./Cap.(X): 0.845
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 50.4
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: | | | 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 | |
| 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: | 76 | | 917 | | 14 | | 422 | | 614 | | 315 | | 663 | | 421 | | 47 | | 7 | | 475 | | 536 | |
| User Adj: | 1.00 | | 1.00 | | 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 | | 444 | | 646 | | 332 | | 698 | | 443 | | 49 | | 7 | | 500 | | 564 | |
| Reduct Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduced Vol: | 80 | | 965 | | 15 | | 444 | | 646 | | 332 | | 698 | | 443 | | 49 | | 7 | | 500 | | 564 | |
| PCE Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| MLF Adj: | 1.00 | | 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 | | 444 | | 646 | | 332 | | 698 | | 443 | | 49 | | 7 | | 500 | | 564 | |
| 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 | | 0.13 | | 0.18 | | 0.21 | | 0.20 | | 0.12 | | 0.03 | | 0.00 | | 0.14 | | 0.35 | |
| Crit Moves: | | | **** | | | | **** | | | | | | **** | | | | | | | | **** | | | |
| Green/Cycle: | 0.11 | | 0.29 | | 0.40 | | 0.14 | | 0.31 | | 0.52 | | 0.21 | | 0.33 | | 0.44 | | 0.12 | | 0.23 | | 0.37 | |
| Volume/Cap: | 0.21 | | 0.94 | | 0.02 | | 0.94 | | 0.58 | | 0.39 | | 0.94 | | 0.37 | | 0.07 | | 0.02 | | 0.59 | | 0.95 | |
| Delay/Veh: | 48.8 | | 57.1 | | 21.6 | | 77.7 | | 35.6 | | 17.5 | | 65.7 | | 31.0 | | 19.5 | | 46.9 | | 42.1 | | 61.3 | |
| 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: | 48.8 | | 57.1 | | 21.6 | | 77.7 | | 35.6 | | 17.5 | | 65.7 | | 31.0 | | 19.5 | | 46.9 | | 42.1 | | 61.3 | |
| LOS by Move: | D | | E | | C | | E | | D | | B | | E | | C | | B | | D | | D | | E | |
| HCM2kAvgQ: | 2 | | 23 | | 0 | | 12 | | 11 | | 7 | | 17 | | 7 | | 1 | | 0 | | 9 | | 25 | |

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

Horseshoe Grande Property - Alternative 3
Year 2025 With Project
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): 120 Critical Vol./Cap.(X): 0.842
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 52.3
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: | | | 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 | |
| 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: | 95 | | 726 | | 18 | | 777 | | 1359 | | 853 | | 457 | | 705 | | 119 | | 9 | | 498 | | 511 | |
| User Adj: | 1.00 | | 1.00 | | 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 | | 818 | | 1431 | | 898 | | 481 | | 742 | | 125 | | 9 | | 524 | | 538 | |
| Reduct Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduced Vol: | 100 | | 764 | | 19 | | 818 | | 1431 | | 898 | | 481 | | 742 | | 125 | | 9 | | 524 | | 538 | |
| PCE Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| MLF Adj: | 1.00 | | 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 | | 818 | | 1431 | | 898 | | 481 | | 742 | | 125 | | 9 | | 524 | | 538 | |
| 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 | | 0.21 | | 0.08 | | 0.00 | | 0.15 | | 0.33 | |
| 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 | | 0.85 | | 0.03 | | 0.94 | | 0.96 | | 1.01 | | 1.01 | | 0.76 | | 0.22 | | 0.03 | | 0.62 | | 0.69 | |
| Delay/Veh: | 52.6 | | 50.8 | | 26.0 | | 61.6 | | 48.4 | | 59.9 | | 95.8 | | 43.4 | | 27.2 | | 49.1 | | 42.7 | | 26.8 | |
| 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: | 52.6 | | 50.8 | | 26.0 | | 61.6 | | 48.4 | | 59.9 | | 95.8 | | 43.4 | | 27.2 | | 49.1 | | 42.7 | | 26.8 | |
| LOS by Move: | D | | D | | C | | E | | D | | E | | F | | D | | C | | D | | D | | C | |
| HCM2kAvgQ: | 2 | | 17 | | 0 | | 20 | | 32 | | 41 | | 14 | | 15 | | 3 | | 0 | | 10 | | 16 | |

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

Horseshoe Grande Property - Alternative 3
Year 2025 With Project
Morning Peak Hour

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

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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 | 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 | 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 | 693 | 15 | 196 | 252 | 1 | 1 | 1 | 1 | 15 | 1 | 406 |
| User Adj: | 1.00 | 1.00 | 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 | 206 | 265 | 1 | 1 | 1 | 1 | 16 | 1 | 427 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 1 | 729 | 16 | 206 | 265 | 1 | 1 | 1 | 1 | 16 | 1 | 427 |
| 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 | 1632 | 1426 | 266 | 1419 | 1418 | 737 |
| Potent Cap.: | 1309 | xxxx | xxxxx | 872 | xxxx | xxxxx | 82 | 137 | 778 | 115 | 138 | 422 |
| Move Cap.: | 1309 | xxxx | xxxxx | 872 | xxxx | xxxxx | 0 | 104 | 778 | 94 | 105 | 422 |
| Volume/Cap: | 0.00 | xxxx | xxxx | 0.24 | xxxx | xxxx | xxxx | 0.01 | 0.00 | 0.17 | 0.01 | 1.01 |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | 0.0 | xxxx | xxxxx | 0.9 | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 13.0 |
| Control Del: | 7.8 | xxxx | xxxxx | 10.4 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 79.2 |
| 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 | 94 | xxxx | xxxxx |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 0.6 | xxxx | xxxxx |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 51.4 | xxxx | xxxxx |
| Shared LOS: | * | * | * | * | * | * | * | * | * | F | * | * |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | 78.1 | | |
| ApproachLOS: | * | | | * | | | F | | | F | | |

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

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Horseshoe Grande Property - Alternative 3
Year 2025 With Project
Evening Peak Hour

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

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

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Average Delay (sec/veh): 15.1 Worst Case Level Of Service: F[362.8]

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| 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 | |
| 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 | 466 | | 14 | | | 503 | 663 | | 1 | | | 1 | | 1 | | 2 | | 21 | | 2 | | 363 | |
| User Adj: | 1.00 | 1.00 | | 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 | | | 529 | 698 | | 1 | | | 1 | | 1 | | 2 | | 22 | | 2 | | 382 | |
| Reduct Vol: | 0 | 0 | | 0 | | | 0 | 0 | | 0 | | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| FinalVolume: | 1 | 491 | | 15 | | | 529 | 698 | | 1 | | | 1 | | 1 | | 2 | | 22 | | 2 | | 382 | |
| 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 | | | | 2449 | | 2265 | | 698 | | 2259 | | 2258 | | 498 | |
| Potent Cap.: | 907 | xxxx | xxxxx | | | | 1070 | xxxx | xxxxx | | | | 22 | | 41 | | 444 | | 30 | | 42 | | 576 | |
| Move Cap.: | 907 | xxxx | xxxxx | | | | 1070 | xxxx | xxxxx | | | | 4 | | 21 | | 444 | | 17 | | 21 | | 576 | |
| Volume/Cap: | 0.00 | xxxx | xxxx | | | | 0.49 | xxxx | xxxx | | | | 0.26 | | 0.05 | | 0.00 | | 1.28 | | 0.10 | | 0.66 | |
| Level Of Service Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| 2Way95thQ: | 0.0 | xxxx | xxxxx | | | | 2.8 | xxxx | xxxxx | | | | xxxx | | xxxx | | xxxxx | | xxxx | | xxxx | | 4.9 | |
| Control Del: | 9.0 | xxxx | xxxxx | | | | 11.6 | xxxx | xxxxx | | | | xxxxx | | xxxx | | xxxxx | | xxxxx | | xxxx | | 22.7 | |
| 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 | | 14 | | xxxxx | | 18 | | xxxx | | xxxxx | |
| SharedQueue: | xxxxx | xxxx | xxxxx | | | | xxxxx | xxxx | xxxxx | | | | xxxxx | | 0.8 | | xxxxx | | 3.5 | | xxxx | | xxxxx | |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | | | | xxxxx | xxxx | xxxxx | | | | xxxxx | | 363 | | xxxxx | | 660.9 | | xxxx | | xxxxx | |
| Shared LOS: | * | * | | * | | | * | * | | * | | | * | | F | | * | | F | | * | | * | |
| ApproachDel: | xxxxxx | | | | | | xxxxxx | | | | | | 362.8 | | | | | | 60.7 | | | | | |
| ApproachLOS: | * | | | | | | * | | | | | | F | | | | | | F | | | | | |

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

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Horseshoe Grande Property - Alternative 3
Year 2025 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): 85 Critical Vol./Cap.(X): 0.899
Loss Time (sec): 12 (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 | | | 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 | 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 | 693 | 15 | 196 | 252 | 1 | 1 | 1 | 1 | 15 | 1 | 406 |
| User Adj: | 1.00 | 1.00 | 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 | 206 | 265 | 1 | 1 | 1 | 1 | 16 | 1 | 427 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1 | 729 | 16 | 206 | 265 | 1 | 1 | 1 | 1 | 16 | 1 | 427 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 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 | 206 | 265 | 1 | 1 | 1 | 1 | 16 | 1 | 427 |
| 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 | 587 | 587 | 587 | 1530 | 102 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.39 | 0.39 | 0.11 | 0.14 | 0.14 | 0.00 | 0.00 | 0.00 | 0.01 | 0.01 | 0.26 |
| Crit Moves: | | **** | | **** | | | | | | | | **** |
| Green/Cycle: | 0.20 | 0.44 | 0.44 | 0.13 | 0.36 | 0.36 | 0.29 | 0.29 | 0.29 | 0.29 | 0.29 | 0.29 |
| Volume/Cap: | 0.00 | 0.90 | 0.90 | 0.90 | 0.39 | 0.39 | 0.01 | 0.01 | 0.01 | 0.04 | 0.04 | 0.90 |
| Delay/Veh: | 27.1 | 34.9 | 34.9 | 70.3 | 20.4 | 20.4 | 21.2 | 21.2 | 21.2 | 21.4 | 21.4 | 48.5 |
| 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: | 27.1 | 34.9 | 34.9 | 70.3 | 20.4 | 20.4 | 21.2 | 21.2 | 21.2 | 21.4 | 21.4 | 48.5 |
| LOS by Move: | C | C | C | E | C | C | C | C | C | C | C | D |
| HCM2kAvgQ: | 0 | 22 | 22 | 9 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 15 |

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

Horseshoe Grande Property - Alternative 3
Year 2025 With 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): 90 Critical Vol./Cap.(X): 0.920
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 43.1
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 | 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 | 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 | 466 | 14 | 503 | 663 | 1 | 1 | 1 | 2 | 21 | 2 | 363 |
| User Adj: | 1.00 | 1.00 | 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 | 529 | 698 | 1 | 1 | 1 | 2 | 22 | 2 | 382 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1 | 491 | 15 | 529 | 698 | 1 | 1 | 1 | 2 | 22 | 2 | 382 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 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 | 529 | 698 | 1 | 1 | 1 | 2 | 22 | 2 | 382 |
| 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 | 0.84 | 0.84 | 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 | 432 | 432 | 864 | 1449 | 138 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.27 | 0.27 | 0.29 | 0.37 | 0.37 | 0.00 | 0.00 | 0.00 | 0.02 | 0.02 | 0.24 |
| Crit Moves: | | **** | | **** | | | | | | | | **** |
| Green/Cycle: | 0.14 | 0.29 | 0.29 | 0.32 | 0.47 | 0.47 | 0.26 | 0.26 | 0.26 | 0.26 | 0.26 | 0.26 |
| Volume/Cap: | 0.00 | 0.92 | 0.92 | 0.92 | 0.79 | 0.79 | 0.01 | 0.01 | 0.01 | 0.06 | 0.06 | 0.92 |
| Delay/Veh: | 33.2 | 51.7 | 51.7 | 49.6 | 24.8 | 24.8 | 24.9 | 24.9 | 24.9 | 25.3 | 25.3 | 57.9 |
| 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: | 33.2 | 51.7 | 51.7 | 49.6 | 24.8 | 24.8 | 24.9 | 24.9 | 24.9 | 25.3 | 25.3 | 57.9 |
| LOS by Move: | C | D | D | D | C | C | C | C | C | C | C | E |
| HCM2kAvgQ: | 0 | 18 | 18 | 18 | 18 | 18 | 0 | 0 | 0 | 1 | 1 | 14 |

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

Horseshoe Grande Property - Alternative 3
Year 2025 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): 120 Critical Vol./Cap.(X): 0.894
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 56.3
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: | 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 |
| 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: | 379 | 683 | 101 | 109 | 453 | 56 | 159 | 295 | 422 | 252 | 515 | 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 | 311 | 444 | 265 | 542 | 323 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 399 | 719 | 106 | 115 | 477 | 59 | 167 | 311 | 444 | 265 | 542 | 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 | 311 | 444 | 265 | 542 | 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 | 0.09 | 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 | 0.32 | 1.02 | 1.02 | 0.53 | 0.70 |
| Delay/Veh: | 96.3 | 36.8 | 36.8 | 52.4 | 41.5 | 36.8 | 59.1 | 35.1 | 90.7 | 111.0 | 36.7 | 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 | 35.1 | 90.7 | 111.0 | 36.7 | 43.4 |
| LOS by Move: | F | D | D | D | D | D | E | D | 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 - Alternative 3
Year 2025 With Project
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): 120 Critical Vol./Cap.(X): 1.122
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 81.1
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: | 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 |
| 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: | 422 | 750 | 112 | 288 | 744 | 71 | 125 | 740 | 574 | 232 | 429 | 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 | 779 | 604 | 244 | 452 | 162 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 444 | 789 | 118 | 303 | 783 | 75 | 132 | 779 | 604 | 244 | 452 | 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 | 779 | 604 | 244 | 452 | 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 | 0.22 | 0.37 | 0.14 | 0.13 | 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 | 0.69 | 1.19 | 1.19 | 0.41 | 0.33 |
| Delay/Veh: | 158.0 | 64.7 | 64.7 | 90.4 | 61.5 | 37.2 | 53.2 | 37.8 | 146.2 | 177.9 | 33.7 | 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 | 37.8 | 146.2 | 177.9 | 33.7 | 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 | 14 | 37 | 17 | 7 | 5 |

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

Horseshoe Grande Property - Alternative 3
Year 2025 With 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): | 0.676 |
| 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 | 16 | 0 | 0 | 13 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 379 | 683 | 101 | 109 | 453 | 56 | 159 | 295 | 422 | 252 | 515 | 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 | 311 | 444 | 265 | 542 | 323 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 399 | 719 | 106 | 115 | 477 | 59 | 167 | 311 | 444 | 265 | 542 | 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 | 311 | 444 | 265 | 542 | 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 | 0.09 | 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 | 0.43 | 0.60 | 0.85 | 0.59 | 0.78 |
| Delay/Veh: | 55.8 | 30.8 | 26.2 | 50.1 | 41.5 | 36.8 | 68.7 | 42.4 | 25.5 | 67.3 | 40.2 | 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 | 42.4 | 25.5 | 67.3 | 40.2 | 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 | 6 | 12 | 12 | 10 | 13 |

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

Horseshoe Grande Property - Alternative 3
Year 2025 With 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): 115 Critical Vol./Cap.(X): 0.946
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 52.3
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 | | | 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 | 41 | 0 | 0 | 41 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 422 | 750 | 112 | 288 | 744 | 71 | 125 | 740 | 574 | 232 | 429 | 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 | 779 | 604 | 244 | 452 | 162 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 444 | 789 | 118 | 303 | 783 | 75 | 132 | 779 | 604 | 244 | 452 | 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 | 779 | 604 | 244 | 452 | 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 | 0.22 | 0.37 | 0.14 | 0.13 | 0.10 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green/Cycle: | 0.25 | 0.29 | 0.29 | 0.20 | 0.24 | 0.24 | 0.11 | 0.22 | 0.48 | 0.14 | 0.26 | 0.26 |
| Volume/Cap: | 0.97 | 0.74 | 0.25 | 0.83 | 0.89 | 0.19 | 0.68 | 0.97 | 0.78 | 0.97 | 0.49 | 0.39 |
| Delay/Veh: | 75.9 | 39.5 | 31.1 | 58.1 | 53.3 | 34.7 | 59.1 | 68.1 | 30.3 | 96.6 | 36.8 | 36.0 |
| 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: | 75.9 | 39.5 | 31.1 | 58.1 | 53.3 | 34.7 | 59.1 | 68.1 | 30.3 | 96.6 | 36.8 | 36.0 |
| LOS by Move: | E | D | C | E | D | C | E | E | C | F | D | D |
| HCM2kAvgQ: | 21 | 15 | 3 | 13 | 17 | 2 | 6 | 19 | 19 | 13 | 7 | 5 |

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

Horseshoe Grande Property - Alternative 3
Year 2025 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): 90 Critical Vol./Cap.(X): 0.836
Loss Time (sec): 12 (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: | 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 |
| 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: | 103 | 698 | 126 | 130 | 537 | 239 | 220 | 667 | 120 | 80 | 762 | 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 | 133 | 137 | 565 | 252 | 232 | 702 | 126 | 84 | 802 | 102 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 108 | 735 | 133 | 137 | 565 | 252 | 232 | 702 | 126 | 84 | 802 | 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 | 133 | 137 | 565 | 252 | 232 | 702 | 126 | 84 | 802 | 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 | 1.69 | 0.31 | 1.00 | 1.00 | 1.00 | 1.00 | 1.70 | 0.30 | 1.00 | 1.77 | 0.23 |
| Final Sat.: | 317 | 2988 | 539 | 410 | 1900 | 1615 | 1805 | 2989 | 538 | 1805 | 3148 | 401 |
| **Capacity Analysis Module:** | | | | | | | | | | | | |
| Vol/Sat: | 0.34 | 0.25 | 0.25 | 0.33 | 0.30 | 0.16 | 0.13 | 0.23 | 0.23 | 0.05 | 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 | 0.61 | 0.61 | 0.83 | 0.74 | 0.39 | 0.85 | 0.69 | 0.69 | 0.38 | 0.82 | 0.82 |
| Delay/Veh: | 62.0 | 22.0 | 22.0 | 51.4 | 26.5 | 19.3 | 58.1 | 27.3 | 27.3 | 37.5 | 33.6 | 33.6 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 62.0 | 22.0 | 22.0 | 51.4 | 26.5 | 19.3 | 58.1 | 27.3 | 27.3 | 37.5 | 33.6 | 33.6 |
| LOS by Move: | E | C | C | D | C | B | E | C | C | D | C | C |
| HCM2kAvgQ: | 5 | 11 | 11 | 6 | 15 | 5 | 9 | 11 | 11 | 3 | 15 | 15 |

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

Horseshoe Grande Property - Alternative 3
Year 2025 With Project
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): 120 Critical Vol./Cap.(X): 1.058
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 65.7
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: | 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 |
| 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: | 138 | 581 | 145 | 184 | 712 | 392 | 195 | 1177 | 172 | 164 | 1140 | 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 | 153 | 194 | 749 | 413 | 205 | 1239 | 181 | 173 | 1200 | 133 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 145 | 612 | 153 | 194 | 749 | 413 | 205 | 1239 | 181 | 173 | 1200 | 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 | 153 | 194 | 749 | 413 | 205 | 1239 | 181 | 173 | 1200 | 133 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.17 | 0.92 | 0.92 | 0.31 | 1.00 | 0.85 | 0.95 | 0.93 | 0.93 | 0.95 | 0.94 | 0.94 |
| Lanes: | 1.00 | 1.60 | 0.40 | 1.00 | 1.00 | 1.00 | 1.00 | 1.74 | 0.26 | 1.00 | 1.80 | 0.20 |
| Final Sat.: | 319 | 2802 | 699 | 598 | 1900 | 1615 | 1805 | 3090 | 452 | 1805 | 3202 | 354 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.46 | 0.22 | 0.22 | 0.32 | 0.39 | 0.26 | 0.11 | 0.40 | 0.40 | 0.10 | 0.37 | 0.37 |
| Crit Moves: | **** | | | | | | | **** | | **** | | |
| Green/Cycle: | 0.43 | 0.43 | 0.43 | 0.43 | 0.43 | 0.43 | 0.11 | 0.38 | 0.38 | 0.09 | 0.36 | 0.36 |
| Volume/Cap: | 1.06 | 0.51 | 0.51 | 0.75 | 0.92 | 0.59 | 1.04 | 1.06 | 1.06 | 1.06 | 1.04 | 1.04 |
| Delay/Veh: | 127.2 | 25.2 | 25.2 | 40.5 | 47.1 | 27.5 | 128.6 | 78.7 | 78.7 | 141.2 | 74.7 | 74.7 |
| 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: | 127.2 | 25.2 | 25.2 | 40.5 | 47.1 | 27.5 | 128.6 | 78.7 | 78.7 | 141.2 | 74.7 | 74.7 |
| LOS by Move: | F | C | C | D | D | C | F | E | E | F | E | E |
| HCM2kAvgQ: | 10 | 11 | 11 | 8 | 30 | 12 | 12 | 37 | 37 | 11 | 35 | 35 |

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

Horseshoe Grande Property - Alternative 3
Year 2025 With Project
Morning Peak Hour - With Improvements

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

Intersection #4 State Street (NS) at Florida Avenue (EW)

Cycle (sec): 90 Critical Vol./Cap.(X): 0.799
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 29.7
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 | 2 0 | 1 |
| 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 |
| 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: | 103 | 698 | 126 | 130 | 537 | 239 | 220 | 667 | 120 | 80 | 762 | 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 | 133 | 137 | 565 | 252 | 232 | 702 | 126 | 84 | 802 | 102 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 108 | 735 | 133 | 137 | 565 | 252 | 232 | 702 | 126 | 84 | 802 | 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 | 133 | 137 | 565 | 252 | 232 | 702 | 126 | 84 | 802 | 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 | 0.95 | 0.85 |
| Lanes: | 1.00 | 1.69 | 0.31 | 1.00 | 1.00 | 1.00 | 1.00 | 1.70 | 0.30 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 317 | 2988 | 539 | 410 | 1900 | 1615 | 1805 | 2989 | 538 | 1805 | 3610 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.34 | 0.25 | 0.25 | 0.33 | 0.30 | 0.16 | 0.13 | 0.23 | 0.23 | 0.05 | 0.22 | 0.06 |
| 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 | 0.61 | 0.61 | 0.83 | 0.74 | 0.39 | 0.85 | 0.69 | 0.69 | 0.38 | 0.71 | 0.20 |
| Delay/Veh: | 62.0 | 22.0 | 22.0 | 51.4 | 26.5 | 19.3 | 58.1 | 27.3 | 27.3 | 37.5 | 29.7 | 23.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 62.0 | 22.0 | 22.0 | 51.4 | 26.5 | 19.3 | 58.1 | 27.3 | 27.3 | 37.5 | 29.7 | 23.0 |
| LOS by Move: | E | C | C | D | C | B | E | C | C | D | C | C |
| HCM2kAvgQ: | 5 | 11 | 11 | 6 | 15 | 5 | 9 | 11 | 11 | 3 | 12 | 2 |

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

Horseshoe Grande Property - Alternative 3
Year 2025 With Project
Evening Peak Hour - With Improvements

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

Intersection #4 State Street (NS) at Florida Avenue (EW)

Cycle (sec): 120 Critical Vol./Cap.(X): 0.966
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 45.3
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 | | | | | | 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 | 2 | 1 | 0 | | 1 | 0 | 2 | 0 | 1 | |
| 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 | |
| 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: | 138 | | 581 | | 145 | | 184 | | 712 | | 392 | | 195 | | 1177 | | 172 | | 164 | | 1140 | | 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 | | 153 | | 194 | | 749 | | 413 | | 205 | | 1239 | | 181 | | 173 | | 1200 | | 133 | |
| Reduct Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduced Vol: | 145 | | 612 | | 153 | | 194 | | 749 | | 413 | | 205 | | 1239 | | 181 | | 173 | | 1200 | | 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 | | 153 | | 194 | | 749 | | 413 | | 205 | | 1239 | | 181 | | 173 | | 1200 | | 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 | | 0.32 | | 1.00 | | 0.85 | | 0.95 | | 0.89 | | 0.89 | | 0.95 | | 0.95 | | 0.85 | |
| Lanes: | 1.00 | | 1.60 | | 0.40 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 2.62 | | 0.38 | | 1.00 | | 2.00 | | 1.00 | |
| Final Sat.: | 343 | | 2802 | | 699 | | 606 | | 1900 | | 1615 | | 1805 | | 4440 | | 649 | | 1805 | | 3610 | | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.42 | | 0.22 | | 0.22 | | 0.32 | | 0.39 | | 0.26 | | 0.11 | | 0.28 | | 0.28 | | 0.10 | | 0.33 | | 0.08 | |
| Crit Moves: | **** | | | | | | | | | | | | **** | | | | | | | | **** | | | |
| Green/Cycle: | 0.44 | | 0.44 | | 0.44 | | 0.44 | | 0.44 | | 0.44 | | 0.12 | | 0.34 | | 0.34 | | 0.12 | | 0.34 | | 0.34 | |
| Volume/Cap: | 0.97 | | 0.50 | | 0.50 | | 0.73 | | 0.90 | | 0.58 | | 0.97 | | 0.81 | | 0.81 | | 0.81 | | 0.97 | | 0.24 | |
| Delay/Veh: | 95.7 | | 24.5 | | 24.5 | | 37.6 | | 44.1 | | 26.7 | | 104.5 | | 38.8 | | 38.8 | | 72.1 | | 56.6 | | 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: | 95.7 | | 24.5 | | 24.5 | | 37.6 | | 44.1 | | 26.7 | | 104.5 | | 38.8 | | 38.8 | | 72.1 | | 56.6 | | 28.3 | |
| LOS by Move: | F | | C | | C | | D | | D | | C | | F | | D | | D | | E | | E | | C | |
| HCM2kAvgQ: | 9 | | 11 | | 11 | | 7 | | 29 | | 12 | | 11 | | 19 | | 19 | | 8 | | 28 | | 3 | |

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

Horseshoe Grande Property - Alternative 3
Year 2025 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): 100 Critical Vol./Cap.(X): 1.166
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 91.5
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: | 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 | 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: | 337 | 375 | 148 | 46 | 541 | 29 | 18 | 231 | 348 | 102 | 168 | 35 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 355 | 395 | 156 | 48 | 569 | 31 | 19 | 243 | 366 | 107 | 177 | 37 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 355 | 395 | 156 | 48 | 569 | 31 | 19 | 243 | 366 | 107 | 177 | 37 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 355 | 395 | 156 | 48 | 569 | 31 | 19 | 243 | 366 | 107 | 177 | 37 |
| 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 | 0.55 | 0.55 | 0.55 |
| Lanes: | 1.25 | 0.54 | 0.21 | 1.00 | 0.95 | 0.05 | 0.07 | 0.93 | 1.00 | 0.33 | 0.56 | 0.11 |
| Final Sat.: | 2258 | 985 | 389 | 1805 | 1789 | 96 | 133 | 1704 | 1615 | 350 | 577 | 120 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.16 | 0.40 | 0.40 | 0.03 | 0.32 | 0.32 | 0.14 | 0.14 | 0.23 | 0.31 | 0.31 | 0.31 |
| Crit Moves: | | **** | | | **** | | | | | | **** | |
| Green/Cycle: | 0.34 | 0.34 | 0.34 | 0.27 | 0.27 | 0.27 | 0.26 | 0.26 | 0.26 | 0.26 | 0.26 | 0.26 |
| Volume/Cap: | 0.46 | 1.17 | 1.17 | 0.10 | 1.17 | 1.17 | 0.54 | 0.54 | 0.86 | 1.17 | 1.17 | 1.17 |
| Delay/Veh: | 25.7 | 121 | 121.2 | 27.2 | 130 | 130.5 | 32.9 | 32.9 | 51.5 | 143.6 | 144 | 143.6 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 25.7 | 121 | 121.2 | 27.2 | 130 | 130.5 | 32.9 | 32.9 | 51.5 | 143.6 | 144 | 143.6 |
| LOS by Move: | C | F | F | C | F | F | C | C | D | F | F | F |
| HCM2kAvgQ: | 7 | 38 | 38 | 1 | 32 | 32 | 7 | 7 | 14 | 19 | 19 | 19 |

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

Horseshoe Grande Property - Alternative 3
Year 2025 With Project
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): 2.026
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 316.5
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: | 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 | 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: | 452 | 436 | 335 | 122 | 522 | 49 | 50 | 356 | 452 | 341 | 304 | 95 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 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 | 353 | 128 | 549 | 52 | 53 | 375 | 476 | 359 | 320 | 100 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 476 | 459 | 353 | 128 | 549 | 52 | 53 | 375 | 476 | 359 | 320 | 100 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 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 | 353 | 128 | 549 | 52 | 53 | 375 | 476 | 359 | 320 | 100 |
| 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 | 0.87 | 0.87 | 0.85 | 0.45 | 0.45 | 0.45 |
| Lanes: | 1.23 | 0.44 | 0.33 | 1.00 | 0.91 | 0.09 | 0.12 | 0.88 | 1.00 | 0.46 | 0.41 | 0.13 |
| Final Sat.: | 2195 | 782 | 601 | 1805 | 1714 | 161 | 202 | 1441 | 1615 | 392 | 349 | 109 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.22 | 0.59 | 0.59 | 0.07 | 0.32 | 0.32 | 0.26 | 0.26 | 0.29 | 0.92 | 0.92 | 0.92 |
| Crit Moves: | | **** | | | **** | | | | | | **** | |
| Green/Cycle: | 0.29 | 0.29 | 0.29 | 0.16 | 0.16 | 0.16 | 0.45 | 0.45 | 0.45 | 0.45 | 0.45 | 0.45 |
| Volume/Cap: | 0.75 | 2.03 | 2.03 | 0.45 | 2.03 | 2.03 | 0.57 | 0.57 | 0.65 | 2.03 | 2.03 | 2.03 |
| Delay/Veh: | 40.5 | 510 | 510.0 | 46.9 | 524 | 524.0 | 25.4 | 25.4 | 27.6 | 503.8 | 504 | 503.8 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 40.5 | 510 | 510.0 | 46.9 | 524 | 524.0 | 25.4 | 25.4 | 27.6 | 503.8 | 504 | 503.8 |
| LOS by Move: | D | F | F | D | F | F | C | C | C | F | F | F |
| HCM2kAvgQ: | 14 | 103 | 103 | 5 | 60 | 60 | 12 | 12 | 14 | 77 | 77 | 77 |

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

Horseshoe Grande Property - Alternative 3
Year 2025 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): 90 Critical Vol./Cap.(X): 0.649
Loss Time (sec): 16 (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: | Split Phase | | | Split Phase | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Ovl | | | Include | | |
| Min. Green: | 18 | 18 | 18 | 18 | 18 | 18 | 10 | 21 | 21 | 10 | 21 | 21 |
| Lanes: | 1 0 | 1 0 | 1 | 1 0 | 1 1 | 0 | 1 0 | 1 0 | 1 | 2 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 | 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: | 337 | 375 | 148 | 46 | 541 | 29 | 18 | 231 | 348 | 102 | 168 | 35 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 355 | 395 | 156 | 48 | 569 | 31 | 19 | 243 | 366 | 107 | 177 | 37 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 355 | 395 | 156 | 48 | 569 | 31 | 19 | 243 | 366 | 107 | 177 | 37 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 355 | 395 | 156 | 48 | 569 | 31 | 19 | 243 | 366 | 107 | 177 | 37 |
| 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 | 0.95 | 1.00 | 0.85 | 0.92 | 0.97 | 0.97 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 1.90 | 0.10 | 1.00 | 1.00 | 1.00 | 2.00 | 0.83 | 0.17 |
| Final Sat.: | 1805 | 1900 | 1615 | 1805 | 3399 | 182 | 1805 | 1900 | 1615 | 3502 | 1532 | 319 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.20 | 0.21 | 0.10 | 0.03 | 0.17 | 0.17 | 0.01 | 0.13 | 0.23 | 0.03 | 0.12 | 0.12 |
| Crit Moves: | | **** | | | **** | | | **** | | **** | | |
| Green/Cycle: | 0.26 | 0.26 | 0.26 | 0.21 | 0.21 | 0.21 | 0.11 | 0.23 | 0.50 | 0.11 | 0.23 | 0.23 |
| Volume/Cap: | 0.74 | 0.79 | 0.36 | 0.13 | 0.79 | 0.79 | 0.09 | 0.55 | 0.46 | 0.28 | 0.49 | 0.49 |
| Delay/Veh: | 36.5 | 38.7 | 27.5 | 28.8 | 38.8 | 38.8 | 36.1 | 31.8 | 15.1 | 37.1 | 30.8 | 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: | 36.5 | 38.7 | 27.5 | 28.8 | 38.8 | 38.8 | 36.1 | 31.8 | 15.1 | 37.1 | 30.8 | 30.8 |
| LOS by Move: | D | D | C | C | D | D | D | C | B | D | C | C |
| HCM2kAvgQ: | 11 | 12 | 4 | 1 | 10 | 10 | 1 | 7 | 7 | 2 | 6 | 6 |

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

Horseshoe Grande Property - Alternative 3
Year 2025 With 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): 100 Critical Vol./Cap.(X): 0.822
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 45.2
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 | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Ovl | | | Include | | |
| Min. Green: | 18 | 18 | 18 | 18 | 18 | 18 | 10 | 21 | 21 | 10 | 21 | 21 |
| Lanes: | 1 0 | 1 0 | 1 | 1 0 | 1 | 1 0 | 1 0 | 1 0 | 1 | 2 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 | 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: | 452 | 436 | 335 | 122 | 522 | 49 | 50 | 356 | 452 | 341 | 304 | 95 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 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 | 353 | 128 | 549 | 52 | 53 | 375 | 476 | 359 | 320 | 100 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 476 | 459 | 353 | 128 | 549 | 52 | 53 | 375 | 476 | 359 | 320 | 100 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 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 | 353 | 128 | 549 | 52 | 53 | 375 | 476 | 359 | 320 | 100 |
| 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 | 0.95 | 1.00 | 0.85 | 0.92 | 0.96 | 0.96 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 1.83 | 0.17 | 1.00 | 1.00 | 1.00 | 2.00 | 0.76 | 0.24 |
| Final Sat.: | 1805 | 1900 | 1615 | 1805 | 3257 | 306 | 1805 | 1900 | 1615 | 3502 | 1396 | 436 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.26 | 0.24 | 0.22 | 0.07 | 0.17 | 0.17 | 0.03 | 0.20 | 0.29 | 0.10 | 0.23 | 0.23 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green/Cycle: | 0.29 | 0.29 | 0.29 | 0.19 | 0.19 | 0.19 | 0.10 | 0.24 | 0.53 | 0.12 | 0.26 | 0.26 |
| Volume/Cap: | 0.89 | 0.82 | 0.74 | 0.38 | 0.89 | 0.89 | 0.29 | 0.82 | 0.55 | 0.88 | 0.89 | 0.89 |
| Delay/Veh: | 51.1 | 42.1 | 37.9 | 36.1 | 54.0 | 54.0 | 42.6 | 47.6 | 16.1 | 62.2 | 55.0 | 55.0 |
| 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: | 51.1 | 42.1 | 37.9 | 36.1 | 54.0 | 54.0 | 42.6 | 47.6 | 16.1 | 62.2 | 55.0 | 55.0 |
| LOS by Move: | D | D | D | D | D | D | D | D | B | E | E | E |
| HCM2kAvgQ: | 18 | 15 | 11 | 4 | 13 | 13 | 2 | 13 | 10 | 9 | 16 | 16 |

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

Horseshoe Grande Property - Alternative 3
Year 2025 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): 0.613
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: | 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 |
| 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: | 136 | 486 | 95 | 128 | 465 | 155 | 113 | 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 | 512 | 100 | 135 | 489 | 163 | 119 | 426 | 197 | 115 | 508 | 101 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 143 | 512 | 100 | 135 | 489 | 163 | 119 | 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 | 512 | 100 | 135 | 489 | 163 | 119 | 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 | 1.50 | 0.50 | 1.00 | 2.00 | 1.00 | 1.00 | 1.67 | 0.33 |
| Final Sat.: | 1805 | 3610 | 1615 | 1805 | 2607 | 869 | 1805 | 3610 | 1615 | 1805 | 2936 | 584 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.14 | 0.06 | 0.07 | 0.19 | 0.19 | 0.07 | 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 | 0.47 | 0.20 | 0.69 | 0.62 | 0.62 | 0.61 | 0.39 | 0.40 | 0.58 | 0.57 | 0.57 |
| Delay/Veh: | 52.7 | 26.2 | 23.9 | 49.3 | 28.5 | 28.5 | 44.5 | 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 | 26.2 | 23.9 | 49.3 | 28.5 | 28.5 | 44.5 | 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 | 9 | 9 | 4 | 5 | 5 | 4 | 8 | 8 |

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

Horseshoe Grande Property - Alternative 3
Year 2025 With Project
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): 110 Critical Vol./Cap.(X): 0.843
Loss Time (sec): 16 (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: | 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 |
| 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: | 229 | 829 | 158 | 232 | 774 | 154 | 201 | 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 | 873 | 166 | 244 | 815 | 162 | 212 | 681 | 237 | 191 | 563 | 112 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 241 | 873 | 166 | 244 | 815 | 162 | 212 | 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 | 873 | 166 | 244 | 815 | 162 | 212 | 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 | 1.67 | 0.33 | 1.00 | 2.00 | 1.00 | 1.00 | 1.67 | 0.33 |
| Final Sat.: | 1805 | 3610 | 1615 | 1805 | 2936 | 584 | 1805 | 3610 | 1615 | 1805 | 2938 | 582 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.24 | 0.10 | 0.14 | 0.28 | 0.28 | 0.12 | 0.19 | 0.15 | 0.11 | 0.19 | 0.19 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green/Cycle: | 0.15 | 0.30 | 0.30 | 0.16 | 0.32 | 0.32 | 0.13 | 0.27 | 0.27 | 0.11 | 0.25 | 0.25 |
| Volume/Cap: | 0.88 | 0.79 | 0.34 | 0.84 | 0.88 | 0.88 | 0.88 | 0.69 | 0.54 | 0.93 | 0.75 | 0.75 |
| Delay/Veh: | 72.0 | 39.1 | 30.0 | 63.0 | 44.1 | 44.1 | 75.8 | 37.8 | 35.3 | 91.5 | 41.5 | 41.5 |
| 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: | 72.0 | 39.1 | 30.0 | 63.0 | 44.1 | 44.1 | 75.8 | 37.8 | 35.3 | 91.5 | 41.5 | 41.5 |
| LOS by Move: | E | D | C | E | D | D | E | D | D | F | D | D |
| HCM2kAvgQ: | 11 | 16 | 4 | 11 | 20 | 20 | 10 | 12 | 7 | 10 | 13 | 13 |

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

Horseshoe Grande Property - Alternative 3
Year 2025 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): 65 Critical Vol./Cap.(X): 0.638
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 21.7
Optimal Cycle: OPTIMIZED Level Of Service: C

| Approach: | North Bound | | | | | | South Bound | | | | | | East Bound | | | | | | West Bound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | | L | - | T | - | R | | L | - | T | - | R | | L | - | T | - | R | |
| Control: | 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 | |
| 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: | 87 | | 519 | | 58 | | 41 | | 580 | | 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 | | 546 | | 61 | | 43 | | 611 | | 106 | | 86 | | 382 | | 116 | | 72 | | 498 | | 88 | |
| Reduct Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduced Vol: | 92 | | 546 | | 61 | | 43 | | 611 | | 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 | | 546 | | 61 | | 43 | | 611 | | 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 | | 0.94 | | 0.94 | | 0.95 | | 0.93 | | 0.93 | | 0.28 | | 0.97 | | 0.97 | | 0.28 | | 1.00 | | 0.85 | |
| Lanes: | 1.00 | | 1.80 | | 0.20 | | 1.00 | | 1.70 | | 0.30 | | 1.00 | | 0.77 | | 0.23 | | 1.00 | | 1.00 | | 1.00 | |
| Final Sat.: | 1805 | | 3198 | | 357 | | 1805 | | 3007 | | 524 | | 542 | | 1407 | | 426 | | 542 | | 1900 | | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | | 0.17 | | 0.17 | | 0.02 | | 0.20 | | 0.20 | | 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 | | 0.65 | | 0.65 | | 0.16 | | 0.77 | | 0.77 | | 0.39 | | 0.66 | | 0.66 | | 0.32 | | 0.64 | | 0.13 | |
| Delay/Veh: | 26.8 | | 23.7 | | 23.7 | | 25.6 | | 26.9 | | 26.9 | | 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 | | 23.7 | | 23.7 | | 25.6 | | 26.9 | | 26.9 | | 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 | | 7 | | 7 | | 1 | | 9 | | 9 | | 2 | | 9 | | 9 | | 1 | | 9 | | 1 | |

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

Horseshoe Grande Property - Alternative 3
Year 2025 With Project
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): 95 Critical Vol./Cap.(X): 0.817
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 | 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 |
| 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: | 128 | 919 | 111 | 74 | 794 | 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 | 967 | 117 | 78 | 836 | 129 | 173 | 544 | 129 | 91 | 394 | 91 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 135 | 967 | 117 | 78 | 836 | 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 | 967 | 117 | 78 | 836 | 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 | 0.15 | 1.00 | 0.85 |
| Lanes: | 1.00 | 1.78 | 0.22 | 1.00 | 1.73 | 0.27 | 1.00 | 0.81 | 0.19 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1805 | 3169 | 383 | 1805 | 3063 | 475 | 758 | 1490 | 355 | 285 | 1900 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.31 | 0.31 | 0.04 | 0.27 | 0.27 | 0.23 | 0.37 | 0.37 | 0.32 | 0.21 | 0.06 |
| Crit Moves: | | **** | | **** | | | | **** | | | | |
| Green/Cycle: | 0.13 | 0.35 | 0.35 | 0.11 | 0.33 | 0.33 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 |
| Volume/Cap: | 0.59 | 0.87 | 0.87 | 0.41 | 0.83 | 0.83 | 0.54 | 0.87 | 0.87 | 0.76 | 0.50 | 0.13 |
| Delay/Veh: | 43.2 | 35.9 | 35.9 | 41.2 | 34.7 | 34.7 | 22.7 | 36.0 | 36.0 | 47.7 | 20.7 | 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: | 43.2 | 35.9 | 35.9 | 41.2 | 34.7 | 34.7 | 22.7 | 36.0 | 36.0 | 47.7 | 20.7 | 17.1 |
| LOS by Move: | D | D | D | D | C | C | C | D | D | D | C | B |
| HCM2kAvgQ: | 5 | 19 | 19 | 3 | 16 | 16 | 5 | 21 | 21 | 4 | 9 | 2 |

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

Horseshoe Grande Property - Alternative 3
Year 2025 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): 70 Critical Vol./Cap.(X): 0.717
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 23.4
Optimal Cycle: OPTIMIZED Level Of Service: C

| Approach: | North Bound | | | | | | South Bound | | | | | | East Bound | | | | | | West Bound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | | L | - | T | - | R | | L | - | T | - | R | | L | - | T | - | R | |
| Control: | 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 | |
| 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: | 134 | | 527 | | 90 | | 81 | | 601 | | 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 | | 555 | | 95 | | 85 | | 633 | | 153 | | 105 | | 144 | | 102 | | 142 | | 437 | | 102 | |
| Reduct Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduced Vol: | 141 | | 555 | | 95 | | 85 | | 633 | | 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 | | 555 | | 95 | | 85 | | 633 | | 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 | | 1.71 | | 0.29 | | 1.00 | | 1.61 | | 0.39 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 0.81 | | 0.19 | |
| Final Sat.: | 1805 | | 3016 | | 515 | | 1805 | | 2824 | | 681 | | 437 | | 1900 | | 1615 | | 1254 | | 1497 | | 350 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | | 0.18 | | 0.18 | | 0.05 | | 0.22 | | 0.22 | | 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 | | 0.67 | | 0.67 | | 0.31 | | 0.78 | | 0.78 | | 0.60 | | 0.19 | | 0.16 | | 0.28 | | 0.73 | | 0.73 | |
| Delay/Veh: | 30.4 | | 24.3 | | 24.3 | | 27.0 | | 27.1 | | 27.1 | | 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 | | 24.3 | | 24.3 | | 27.0 | | 27.1 | | 27.1 | | 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 | | 8 | | 8 | | 2 | | 10 | | 10 | | 3 | | 2 | | 1 | | 2 | | 11 | | 11 | |

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

Horseshoe Grande Property - Alternative 3
Year 2025 With Project
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): 85 Critical Vol./Cap.(X): 0.817
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 28.7
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: | 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 | |
| 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: | 102 | | 944 | | 223 | | 115 | | 851 | | 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 | | 994 | | 235 | | 121 | | 896 | | 103 | | 191 | | 377 | | 113 | | 136 | | 232 | | 123 | |
| Reduct Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduced Vol: | 107 | | 994 | | 235 | | 121 | | 896 | | 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 | | 994 | | 235 | | 121 | | 896 | | 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 | | 0.94 | | 0.94 | | 0.35 | | 1.00 | | 0.85 | | 0.33 | | 0.95 | | 0.95 | |
| Lanes: | 1.00 | | 1.62 | | 0.38 | | 1.00 | | 1.79 | | 0.21 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 0.65 | | 0.35 | |
| Final Sat.: | 1805 | | 2835 | | 670 | | 1805 | | 3189 | | 367 | | 671 | | 1900 | | 1615 | | 619 | | 1176 | | 625 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | | 0.35 | | 0.35 | | 0.07 | | 0.28 | | 0.28 | | 0.28 | | 0.20 | | 0.07 | | 0.22 | | 0.20 | | 0.20 | |
| 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: | 0.38 | | 0.86 | | 0.86 | | 0.57 | | 0.76 | | 0.76 | | 0.86 | | 0.60 | | 0.21 | | 0.66 | | 0.59 | | 0.59 | |
| Delay/Veh: | 33.1 | | 28.1 | | 28.1 | | 39.1 | | 25.9 | | 25.9 | | 52.8 | | 25.3 | | 20.6 | | 32.0 | | 25.2 | | 25.2 | |
| User DelAdj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| AdjDel/Veh: | 33.1 | | 28.1 | | 28.1 | | 39.1 | | 25.9 | | 25.9 | | 52.8 | | 25.3 | | 20.6 | | 32.0 | | 25.2 | | 25.2 | |
| LOS by Move: | C | | C | | C | | D | | C | | C | | D | | C | | C | | C | | C | | C | |
| HCM2kAvgQ: | 3 | | 18 | | 18 | | 4 | | 14 | | 14 | | 7 | | 9 | | 2 | | 4 | | 8 | | 8 | |

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

Horseshoe Grande Property - Alternative 3
Year 2025 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): 0.823
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 79.8
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: | 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 | 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: | 81 | 267 | 77 | 163 | 248 | 189 | 248 | 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 | 281 | 81 | 172 | 261 | 199 | 261 | 739 | 45 | 102 | 1173 | 213 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 85 | 281 | 81 | 172 | 261 | 199 | 261 | 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 | 281 | 81 | 172 | 261 | 199 | 261 | 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 | 1.55 | 0.45 | 1.00 | 1.00 | 1.00 | 1.00 | 1.88 | 0.12 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1805 | 2707 | 781 | 1864 | 1864 | 1615 | 1805 | 3371 | 206 | 1805 | 3610 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.10 | 0.10 | 0.09 | 0.14 | 0.12 | 0.14 | 0.22 | 0.22 | 0.06 | 0.32 | 0.13 |
| Crit Moves: | | **** | | | **** | | **** | | | | **** | |
| Green/Cycle: | 0.23 | 0.23 | 0.23 | 0.23 | 0.23 | 0.23 | 0.12 | 0.29 | 0.29 | 0.11 | 0.28 | 0.28 |
| Volume/Cap: | 0.20 | 0.45 | 0.45 | 0.39 | 0.60 | 0.53 | 1.17 | 0.74 | 0.74 | 0.54 | 1.17 | 0.48 |
| Delay/Veh: | 37.3 | 39.7 | 39.7 | 39.1 | 42.4 | 41.6 | 167.8 | 41.1 | 41.1 | 53.9 | 132 | 36.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 37.3 | 39.7 | 39.7 | 39.1 | 42.4 | 41.6 | 167.8 | 41.1 | 41.1 | 53.9 | 132 | 36.9 |
| LOS by Move: | D | D | D | D | D | D | F | D | D | D | F | D |
| HCM2kAvgQ: | 3 | 6 | 6 | 5 | 9 | 7 | 17 | 15 | 15 | 4 | 37 | 7 |

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

Horseshoe Grande Property - Alternative 3
Year 2025 With Project
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): 1.082
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 138.8
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: | 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 | 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: | 79 | 369 | 144 | 457 | 358 | 330 | 346 | 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 | 388 | 152 | 481 | 377 | 347 | 364 | 1228 | 114 | 181 | 1256 | 79 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 83 | 388 | 152 | 481 | 377 | 347 | 364 | 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 | 388 | 152 | 481 | 377 | 347 | 364 | 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 | 1.44 | 0.56 | 1.12 | 0.88 | 1.00 | 1.00 | 1.83 | 0.17 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1805 | 2488 | 971 | 2073 | 1624 | 1615 | 1805 | 3261 | 302 | 1805 | 3610 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.16 | 0.16 | 0.23 | 0.23 | 0.22 | 0.20 | 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 | 0.15 | 0.32 | 0.32 | 0.08 | 0.25 | 0.25 |
| Volume/Cap: | 0.20 | 0.67 | 0.67 | 0.99 | 0.99 | 0.92 | 1.37 | 1.19 | 1.19 | 1.19 | 1.37 | 0.19 |
| Delay/Veh: | 37.2 | 44.0 | 44.0 | 75.1 | 75.1 | 72.5 | 241.6 | 137 | 136.6 | 189.0 | 220 | 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: | 37.2 | 44.0 | 44.0 | 75.1 | 75.1 | 72.5 | 241.6 | 137 | 136.6 | 189.0 | 220 | 35.4 |
| LOS by Move: | D | D | D | E | E | E | F | F | F | F | F | D |
| HCM2kAvgQ: | 2 | 10 | 10 | 21 | 21 | 16 | 27 | 42 | 42 | 13 | 48 | 2 |

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

Horseshoe Grande Property - Alternative 3
Year 2025 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): 0.689
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 34.1
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 | | | | | | 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 | | 2 | 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 | | 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: | 81 | | 267 | | 77 | | 163 | | 248 | | 189 | | 248 | | 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 | | 281 | | 81 | | 172 | | 261 | | 199 | | 261 | | 739 | | 45 | | 102 | | 1173 | | 213 | |
| Reduct Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduced Vol: | 85 | | 281 | | 81 | | 172 | | 261 | | 199 | | 261 | | 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 | | 281 | | 81 | | 172 | | 261 | | 199 | | 261 | | 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 | | 0.92 | | 0.94 | | 0.94 | | 0.95 | | 0.95 | | 0.85 | |
| Lanes: | 1.00 | | 1.55 | | 0.45 | | 2.00 | | 1.00 | | 1.00 | | 2.00 | | 1.88 | | 0.12 | | 1.00 | | 2.00 | | 1.00 | |
| Final Sat.: | 1805 | | 2707 | | 781 | | 3502 | | 1900 | | 1615 | | 3502 | | 3371 | | 206 | | 1805 | | 3610 | | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | | 0.10 | | 0.10 | | 0.05 | | 0.14 | | 0.12 | | 0.07 | | 0.22 | | 0.22 | | 0.06 | | 0.32 | | 0.13 | |
| Crit Moves: | **** | | | | | | | | **** | | | | **** | | | | | | | | **** | | | |
| Green/Cycle: | 0.10 | | 0.27 | | 0.27 | | 0.10 | | 0.27 | | 0.36 | | 0.10 | | 0.36 | | 0.36 | | 0.13 | | 0.39 | | 0.39 | |
| Volume/Cap: | 0.50 | | 0.39 | | 0.39 | | 0.51 | | 0.52 | | 0.34 | | 0.78 | | 0.61 | | 0.61 | | 0.44 | | 0.83 | | 0.34 | |
| Delay/Veh: | 47.4 | | 31.8 | | 31.8 | | 46.6 | | 33.6 | | 24.7 | | 57.9 | | 28.6 | | 28.6 | | 43.7 | | 33.3 | | 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: | 47.4 | | 31.8 | | 31.8 | | 46.6 | | 33.6 | | 24.7 | | 57.9 | | 28.6 | | 28.6 | | 43.7 | | 33.3 | | 22.8 | |
| LOS by Move: | D | | C | | C | | D | | C | | C | | E | | C | | C | | D | | C | | C | |
| HCM2kAvgQ: | 3 | | 5 | | 5 | | 3 | | 8 | | 5 | | 6 | | 11 | | 11 | | 4 | | 20 | | 5 | |

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

Horseshoe Grande Property - Alternative 3
Year 2025 With 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): 0.889
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 54.5
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 | 2 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 |
| 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: | 79 | 369 | 144 | 457 | 358 | 330 | 346 | 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 | 388 | 152 | 481 | 377 | 347 | 364 | 1228 | 114 | 181 | 1256 | 79 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 83 | 388 | 152 | 481 | 377 | 347 | 364 | 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 | 388 | 152 | 481 | 377 | 347 | 364 | 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 | 0.92 | 0.94 | 0.94 | 0.95 | 0.95 | 0.85 |
| Lanes: | 1.00 | 1.44 | 0.56 | 2.00 | 1.00 | 1.00 | 2.00 | 1.83 | 0.17 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1805 | 2488 | 971 | 3502 | 1900 | 1615 | 3502 | 3261 | 302 | 1805 | 3610 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.16 | 0.16 | 0.14 | 0.20 | 0.22 | 0.10 | 0.38 | 0.38 | 0.10 | 0.35 | 0.05 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.10 | 0.23 | 0.23 | 0.14 | 0.28 | 0.39 | 0.11 | 0.39 | 0.39 | 0.10 | 0.38 | 0.38 |
| Volume/Cap: | 0.47 | 0.67 | 0.67 | 0.97 | 0.72 | 0.55 | 0.92 | 0.97 | 0.97 | 0.97 | 0.92 | 0.13 |
| Delay/Veh: | 53.0 | 44.0 | 44.0 | 83.9 | 44.0 | 29.6 | 78.8 | 53.5 | 53.5 | 110.5 | 45.7 | 24.5 |
| 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: | 53.0 | 44.0 | 44.0 | 83.9 | 44.0 | 29.6 | 78.8 | 53.5 | 53.5 | 110.5 | 45.7 | 24.5 |
| LOS by Move: | D | D | D | F | D | C | E | D | D | F | D | C |
| HCM2kAvgQ: | 3 | 10 | 10 | 13 | 14 | 10 | 10 | 31 | 31 | 10 | 27 | 2 |

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

Horseshoe Grande Property - Alternative 3
Year 2025 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): | 105 | Critical Vol./Cap.(X): | 0.681 |
| 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 | 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 |
| 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: | 64 | 848 | 383 | 114 | 436 | 37 | 42 | 318 | 95 | 238 | 238 | 53 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 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 | 403 | 120 | 459 | 39 | 44 | 335 | 100 | 251 | 251 | 56 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 67 | 893 | 403 | 120 | 459 | 39 | 44 | 335 | 100 | 251 | 251 | 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: | 67 | 893 | 403 | 120 | 459 | 39 | 44 | 335 | 100 | 251 | 251 | 56 |
| **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 | 1.84 | 0.16 | 1.00 | 1.54 | 0.46 | 1.00 | 1.64 | 0.36 |
| Final Sat.: | 1805 | 3610 | 1615 | 1805 | 3288 | 279 | 1805 | 2685 | 802 | 1805 | 2873 | 640 |
| **Capacity Analysis Module:** | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.25 | 0.25 | 0.07 | 0.14 | 0.14 | 0.02 | 0.12 | 0.12 | 0.14 | 0.09 | 0.09 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.12 | 0.31 | 0.31 | 0.10 | 0.29 | 0.29 | 0.12 | 0.27 | 0.27 | 0.17 | 0.33 | 0.33 |
| Volume/Cap: | 0.31 | 0.79 | 0.80 | 0.70 | 0.49 | 0.49 | 0.21 | 0.47 | 0.47 | 0.79 | 0.27 | 0.27 |
| Delay/Veh: | 43.1 | 37.1 | 42.2 | 58.0 | 31.4 | 31.4 | 42.5 | 32.6 | 32.6 | 54.6 | 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: | 43.1 | 37.1 | 42.2 | 58.0 | 31.4 | 31.4 | 42.5 | 32.6 | 32.6 | 54.6 | 26.3 | 26.3 |
| LOS by Move: | D | D | D | E | C | C | D | C | C | D | C | C |
| HCM2kAvgQ: | 2 | 16 | 14 | 5 | 7 | 7 | 1 | 6 | 6 | 10 | 4 | 4 |

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

Horseshoe Grande Property - Alternative 3
Year 2025 With Project
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): | 1.085 |
| Loss Time (sec): | 16 (Y+R=4.0 sec) | Average Delay (sec/veh): | 78.7 |
| 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 | | | 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 |
| 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: | 86 | 406 | 416 | 223 | 702 | 23 | 23 | 548 | 86 | 601 | 581 | 198 |
| User Adj: | 1.00 | 1.00 | 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 | 438 | 235 | 739 | 24 | 24 | 577 | 91 | 633 | 612 | 208 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 91 | 427 | 438 | 235 | 739 | 24 | 24 | 577 | 91 | 633 | 612 | 208 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 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 | 438 | 235 | 739 | 24 | 24 | 577 | 91 | 633 | 612 | 208 |
| 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 | 1.94 | 0.06 | 1.00 | 1.73 | 0.27 | 1.00 | 1.49 | 0.51 |
| Final Sat.: | 1805 | 3610 | 1615 | 1805 | 3478 | 114 | 1805 | 3058 | 480 | 1805 | 2590 | 883 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.12 | 0.27 | 0.13 | 0.21 | 0.21 | 0.01 | 0.19 | 0.19 | 0.35 | 0.24 | 0.24 |
| Crit Moves: | | | **** | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.10 | 0.23 | 0.23 | 0.11 | 0.24 | 0.24 | 0.14 | 0.23 | 0.23 | 0.30 | 0.39 | 0.39 |
| Volume/Cap: | 0.53 | 0.52 | 1.19 | 1.19 | 0.88 | 0.88 | 0.10 | 0.81 | 0.81 | 1.19 | 0.60 | 0.60 |
| Delay/Veh: | 54.7 | 41.1 | 154.5 | 176.9 | 53.5 | 53.5 | 45.4 | 49.4 | 49.4 | 144.1 | 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: | 54.7 | 41.1 | 154.5 | 176.9 | 53.5 | 53.5 | 45.4 | 49.4 | 49.4 | 144.1 | 29.9 | 29.9 |
| LOS by Move: | D | D | F | F | D | D | D | D | D | F | C | C |
| HCM2kAvgQ: | 4 | 8 | 27 | 16 | 17 | 17 | 1 | 14 | 14 | 38 | 13 | 13 |

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

Horseshoe Grande Property - Alternative 3
Year 2025 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): 100 Critical Vol./Cap.(X): 0.607
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 | 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 | 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: | 64 | 848 | 383 | 114 | 436 | 37 | 42 | 318 | 95 | 238 | 238 | 53 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 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 | 403 | 120 | 459 | 39 | 44 | 335 | 100 | 251 | 251 | 56 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 67 | 893 | 403 | 120 | 459 | 39 | 44 | 335 | 100 | 251 | 251 | 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: | 67 | 893 | 403 | 120 | 459 | 39 | 44 | 335 | 100 | 251 | 251 | 56 |
| 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 | 0.92 | 0.92 | 0.92 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 1.84 | 0.16 | 1.00 | 1.54 | 0.46 | 2.00 | 1.64 | 0.36 |
| Final Sat.: | 1805 | 3610 | 1615 | 1805 | 3288 | 279 | 1805 | 2685 | 802 | 3502 | 2873 | 640 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.25 | 0.25 | 0.07 | 0.14 | 0.14 | 0.02 | 0.12 | 0.12 | 0.07 | 0.09 | 0.09 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.13 | 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 | 0.70 | 0.66 | 0.43 | 0.43 | 0.24 | 0.45 | 0.45 | 0.69 | 0.31 | 0.31 |
| Delay/Veh: | 39.5 | 29.1 | 31.4 | 52.4 | 26.9 | 26.9 | 42.1 | 29.9 | 29.9 | 49.0 | 28.4 | 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: | 39.5 | 29.1 | 31.4 | 52.4 | 26.9 | 26.9 | 42.1 | 29.9 | 29.9 | 49.0 | 28.4 | 28.4 |
| LOS by Move: | D | C | C | D | C | C | D | C | C | D | C | C |
| HCM2kAvgQ: | 2 | 13 | 12 | 5 | 6 | 6 | 1 | 6 | 6 | 5 | 4 | 4 |

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

Horseshoe Grande Property - Alternative 3
Year 2025 With 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): 115 Critical Vol./Cap.(X): 0.895
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 49.5
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 | 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: | 86 | 406 | 416 | 223 | 702 | 23 | 23 | 548 | 86 | 601 | 581 | 198 |
| User Adj: | 1.00 | 1.00 | 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 | 438 | 235 | 739 | 24 | 24 | 577 | 91 | 633 | 612 | 208 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 91 | 427 | 438 | 235 | 739 | 24 | 24 | 577 | 91 | 633 | 612 | 208 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 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 | 438 | 235 | 739 | 24 | 24 | 577 | 91 | 633 | 612 | 208 |
| 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 | 0.92 | 0.91 | 0.91 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 1.94 | 0.06 | 1.00 | 1.73 | 0.27 | 2.00 | 1.49 | 0.51 |
| Final Sat.: | 1805 | 3610 | 1615 | 1805 | 3478 | 114 | 1805 | 3058 | 480 | 3502 | 2590 | 883 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.12 | 0.27 | 0.13 | 0.21 | 0.21 | 0.01 | 0.19 | 0.19 | 0.18 | 0.24 | 0.24 |
| Crit Moves: | | | **** | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.12 | 0.29 | 0.29 | 0.14 | 0.30 | 0.30 | 0.11 | 0.24 | 0.24 | 0.19 | 0.32 | 0.32 |
| Volume/Cap: | 0.41 | 0.41 | 0.94 | 0.94 | 0.70 | 0.70 | 0.12 | 0.77 | 0.77 | 0.94 | 0.74 | 0.74 |
| Delay/Veh: | 47.7 | 33.4 | 67.8 | 90.5 | 37.7 | 37.7 | 46.0 | 45.0 | 45.0 | 67.5 | 37.3 | 37.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 47.7 | 33.4 | 67.8 | 90.5 | 37.7 | 37.7 | 46.0 | 45.0 | 45.0 | 67.5 | 37.3 | 37.3 |
| LOS by Move: | D | C | E | F | D | D | D | D | D | E | D | D |
| HCM2kAvgQ: | 3 | 6 | 20 | 12 | 14 | 14 | 1 | 13 | 13 | 16 | 15 | 15 |

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

Horseshoe Grande Property - Alternative 3
Year 2025 With Project
Morning Peak Hour

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

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

**********

Average Delay (sec/veh): 17.4 Worst Case Level Of Service: F[194.0]

**********

| 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: | 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 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: | 136 1159 | | 8 | 34 627 | | 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 1220 | | 8 | 36 660 | | 112 | 75 | 2 | 119 | 3 | 5 | 1 |
| Reduct Vol: | 0 0 | | 0 | 0 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 143 1220 | | 8 | 36 660 | | 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: | 772 xxxx | xxxxx | | 1228 xxxx | xxxxx | | 1631 | 2246 | 330 | 1909 | 2349 | 610 |
| Potent Cap.: | 852 xxxx | xxxxx | | 574 xxxx | xxxxx | | 69 | 42 | 672 | 42 | 36 | 442 |
| Move Cap.: | 852 xxxx | xxxxx | | 574 xxxx | xxxxx | | 49 | 33 | 672 | 28 | 28 | 442 |
| Volume/Cap: | 0.17 xxxx | xxxx | | 0.06 xxxx | xxxx | | 1.52 | 0.06 | 0.18 | 0.11 | 0.19 | 0.00 |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | 0.6 xxxx | xxxxx | | 0.2 xxxx | xxxxx | | xxxx | xxxx | 0.6 | xxxx | xxxx | xxxxx |
| Control Del: | 10.1 xxxx | xxxxx | | 11.7 xxxx | xxxxx | | xxxxx | xxxx | 11.5 | 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 | | 48 | xxxx | xxxxx | xxxx | 31 | xxxxx |
| SharedQueue: | xxxxx xxxx | xxxxx | | xxxxx xxxx | xxxxx | | 7.4 | xxxx | xxxxx | xxxxx | 1.0 | xxxxx |
| Shrd ConDel: | xxxxx xxxx | xxxxx | | xxxxx xxxx | xxxxx | | 476.5 | xxxx | xxxxx | xxxxx | 163 | xxxxx |
| Shared LOS: | * | * | * | * | * | * | F | * | * | * | F | * |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 194.0 | | | 163.1 | | |
| ApproachLOS: | * | | | * | | | F | | | F | | |

**********

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

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Horseshoe Grande Property - Alternative 3
Year 2025 With Project
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): 87.0 Worst Case Level Of Service: F[499.3]

| 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: | 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 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: | 109 690 | | 1 | 61 1221 | | 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: | 115 726 | | 1 | 64 1285 | | 73 | 115 | 1 | 348 | 4 | 2 | 6 |
| Reduct Vol: | 0 0 | | 0 | 0 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 115 726 | | 1 | 64 1285 | | 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: | 1358 xxxx | xxxxx | | 727 xxxx | xxxxx | | 2007 | 2371 | 643 | 1727 | 2442 | 363 |
| Potent Cap.: | 513 xxxx | xxxxx | | 885 xxxx | xxxxx | | 36 | 35 | 421 | 58 | 32 | 639 |
| Move Cap.: | 513 xxxx | xxxxx | | 885 xxxx | xxxxx | | 26 | 25 | 421 | 8 | 23 | 639 |
| Volume/Cap: | 0.22 xxxx | xxxx | | 0.07 xxxx | xxxx | | 4.44 | 0.04 | 0.83 | 0.55 | 0.09 | 0.01 |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | 0.8 xxxx | xxxxx | | 0.2 xxxx | xxxxx | | xxxx | xxxx | 7.8 | xxxx | xxxx | xxxxx |
| Control Del: | 14.0 xxxx | xxxxx | | 9.4 xxxx | xxxxx | | xxxxx | xxxx | 43.2 | 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 | | 26 | xxxx | xxxxx | xxxx | 19 | xxxxx |
| SharedQueue: | xxxxx xxxx | xxxxx | | xxxxx xxxx | xxxxx | | 14.3 | xxxx | xxxxx | xxxxx | 1.8 | xxxxx |
| Shrd ConDel: | xxxxx xxxx | xxxxx | | xxxxx xxxx | xxxxx | | 1872 | xxxx | xxxxx | xxxxx | 360 | xxxxx |
| Shared LOS: | * | * | * | * | * | * | F | * | * | * | F | * |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 499.3 | | | 359.9 | | |
| ApproachLOS: | * | | | * | | | F | | | F | | |

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

Horseshoe Grande Property - Alternative 3
Year 2025 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): 0.441
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 | 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: | 136 | 1159 | 8 | 34 | 627 | 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 | 1220 | 8 | 36 | 660 | 112 | 75 | 2 | 119 | 3 | 5 | 1 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 143 | 1220 | 8 | 36 | 660 | 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 | 1220 | 8 | 36 | 660 | 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: | 0.37 | 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.: | 707 | 3610 | 1615 | 353 | 3610 | 1615 | 1340 | 38 | 1615 | 594 | 990 | 198 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.20 | 0.34 | 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: | 0.29 | 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 | 8.3 | 5.4 | 6.3 | 6.7 | 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 | 8.3 | 5.4 | 6.3 | 6.7 | 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 | 11 | 0 | 1 | 5 | 1 | 2 | 2 | 4 | 0 | 0 | 0 |

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

Horseshoe Grande Property - Alternative 3
Year 2025 With 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): 90 Critical Vol./Cap.(X): 0.694
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 14.4
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 | 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 | 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: | 109 | 690 | 1 | 61 | 1221 | 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 | 726 | 1 | 64 | 1285 | 73 | 115 | 1 | 348 | 4 | 2 | 6 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 115 | 726 | 1 | 64 | 1285 | 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 | 726 | 1 | 64 | 1285 | 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 | 0.33 | 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.: | 276 | 3610 | 1615 | 627 | 3610 | 1615 | 1335 | 12 | 1615 | 560 | 280 | 839 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.42 | 0.20 | 0.00 | 0.10 | 0.36 | 0.04 | 0.09 | 0.09 | 0.22 | 0.01 | 0.01 | 0.01 |
| Crit Moves: | **** | | | | | | | | **** | | | |
| Green/Cycle: | 0.60 | 0.60 | 0.60 | 0.60 | 0.60 | 0.60 | 0.31 | 0.31 | 0.31 | 0.31 | 0.31 | 0.31 |
| Volume/Cap: | 0.69 | 0.34 | 0.00 | 0.17 | 0.59 | 0.07 | 0.28 | 0.28 | 0.69 | 0.02 | 0.02 | 0.02 |
| Delay/Veh: | 24.4 | 9.1 | 7.2 | 8.2 | 11.6 | 7.6 | 23.7 | 23.7 | 31.4 | 21.5 | 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: | 24.4 | 9.1 | 7.2 | 8.2 | 11.6 | 7.6 | 23.7 | 23.7 | 31.4 | 21.5 | 21.5 | 21.5 |
| LOS by Move: | C | A | A | A | B | A | C | C | C | C | C | C |
| HCM2kAvgQ: | 4 | 5 | 0 | 1 | 12 | 1 | 3 | 3 | 10 | 0 | 0 | 0 |

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

Horseshoe Grande Property - Alternative 3
Year 2025 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): 75 Critical Vol./Cap.(X): 0.863
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 27.6
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 | |
| 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: | 232 | | 906 | | 0 | | 0 | | 477 | | 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 | | 954 | | 0 | | 0 | | 502 | | 146 | | 325 | | 0 | | 128 | | 0 | | 0 | | 0 | |
| Reduct Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduced Vol: | 244 | | 954 | | 0 | | 0 | | 502 | | 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 | | 954 | | 0 | | 0 | | 502 | | 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 | | 0.50 | | 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 | | 0.90 | | 0.00 | | 0.00 | | 0.83 | | 0.28 | | 0.80 | | 0.00 | | 0.28 | | 0.00 | | 0.00 | | 0.00 | |
| Delay/Veh: | 26.8 | | 24.6 | | 0.0 | | 0.0 | | 32.6 | | 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 | | 24.6 | | 0.0 | | 0.0 | | 32.6 | | 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 | | 24 | | 0 | | 0 | | 13 | | 3 | | 9 | | 0 | | 2 | | 0 | | 0 | | 0 | |

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

Horseshoe Grande Property - Alternative 3
Year 2025 With Project
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): 120 Critical Vol./Cap.(X): 1.061
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 61.9
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: | 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 | |
| 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: | 244 | | 503 | | 0 | | 0 | | 1044 | | 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 | | 529 | | 0 | | 0 | | 1099 | | 422 | | 262 | | 0 | | 379 | | 0 | | 0 | | 0 | |
| Reduct Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduced Vol: | 257 | | 529 | | 0 | | 0 | | 1099 | | 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 | | 529 | | 0 | | 0 | | 1099 | | 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 | | 0.28 | | 0.00 | | 0.00 | | 0.58 | | 0.26 | | 0.18 | | 0.00 | | 0.23 | | 0.00 | | 0.00 | | 0.00 | |
| Crit Moves: | **** | | | | | | | | **** | | | | | | | | **** | | | | | | | |
| Green/Cycle: | 0.13 | | 0.68 | | 0.00 | | 0.00 | | 0.54 | | 0.54 | | 0.22 | | 0.00 | | 0.22 | | 0.00 | | 0.00 | | 0.00 | |
| Volume/Cap: | 1.06 | | 0.41 | | 0.00 | | 0.00 | | 1.06 | | 0.48 | | 0.81 | | 0.00 | | 1.06 | | 0.00 | | 0.00 | | 0.00 | |
| Delay/Veh: | 126.9 | | 8.8 | | 0.0 | | 0.0 | | 73.1 | | 17.2 | | 58.7 | | 0.0 | | 111.5 | | 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: | 126.9 | | 8.8 | | 0.0 | | 0.0 | | 73.1 | | 17.2 | | 58.7 | | 0.0 | | 111.5 | | 0.0 | | 0.0 | | 0.0 | |
| LOS by Move: | F | | A | | A | | A | | E | | B | | E | | A | | F | | A | | A | | A | |
| HCM2kAvgQ: | 15 | | 9 | | 0 | | 0 | | 53 | | 10 | | 11 | | 0 | | 21 | | 0 | | 0 | | 0 | |

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

Horseshoe Grande Property - Alternative 3
Year 2025 With 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): 0.863
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 24.9
Optimal Cycle: OPTIMIZED Level Of Service: C

| Approach: | North Bound | | | | | | South Bound | | | | | | East Bound | | | | | | West Bound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | | L | - | T | - | R | | L | - | T | - | R | | L | - | T | - | R | |
| Control: | 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 | | 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: | 232 | | 906 | | 0 | | 0 | | 477 | | 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 | | 954 | | 0 | | 0 | | 502 | | 146 | | 325 | | 0 | | 128 | | 0 | | 0 | | 0 | |
| Reduct Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduced Vol: | 244 | | 954 | | 0 | | 0 | | 502 | | 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 | | 954 | | 0 | | 0 | | 502 | | 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 | | 0.50 | | 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 | | 0.90 | | 0.00 | | 0.00 | | 0.43 | | 0.28 | | 0.80 | | 0.00 | | 0.28 | | 0.00 | | 0.00 | | 0.00 | |
| Delay/Veh: | 26.8 | | 24.6 | | 0.0 | | 0.0 | | 20.4 | | 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 | | 24.6 | | 0.0 | | 0.0 | | 20.4 | | 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 | | 24 | | 0 | | 0 | | 5 | | 3 | | 9 | | 0 | | 2 | | 0 | | 0 | | 0 | |

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

Horseshoe Grande Property - Alternative 3
Year 2025 With 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): | 0.822 |
| 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 | | | 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 | 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: | 244 | 503 | 0 | 0 | 1044 | 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 | 529 | 0 | 0 | 1099 | 422 | 262 | 0 | 379 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 257 | 529 | 0 | 0 | 1099 | 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 | 529 | 0 | 0 | 1099 | 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 | 0.28 | 0.00 | 0.00 | 0.30 | 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: | 0.84 | 0.53 | 0.00 | 0.00 | 0.85 | 0.73 | 0.60 | 0.00 | 0.78 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 47.3 | 11.3 | 0.0 | 0.0 | 25.9 | 23.9 | 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: | 47.3 | 11.3 | 0.0 | 0.0 | 25.9 | 23.9 | 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 | 8 | 0 | 0 | 14 | 9 | 6 | 0 | 10 | 0 | 0 | 0 |

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

Horseshoe Grande Property - Alternative 3
Year 2025 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): 21.3 Worst Case Level Of Service: F[123.6]

| 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: | 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: | 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: | 202 | 0 | 24 | 0 | 0 | 0 | 0 | 366 | 116 | 75 | 556 | 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: | 213 | 0 | 25 | 0 | 0 | 0 | 0 | 385 | 122 | 79 | 585 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 213 | 0 | 25 | 0 | 0 | 0 | 0 | 385 | 122 | 79 | 585 | 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: | 1189 | xxxx | 446 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 507 | xxxx | xxxxx |
| Potent Cap.: | 209 | xxxx | 616 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 1068 | xxxx | xxxxx |
| Move Cap.: | 197 | xxxx | 616 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 1068 | xxxx | xxxxx |
| Volume/Cap: | 1.08 | xxxx | 0.04 | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | 0.07 | xxxx | xxxx |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | 10.0 | xxxx | 0.1 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 0.2 | xxxx | xxxxx |
| Control Del: | 136.9 | xxxx | 11.1 | 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: | 123.6 | | | xxxxxx | | | xxxxxx | | | xxxxxx | | |
| ApproachLOS: | F | | | * | | | * | | | * | | |

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

Horseshoe Grande Property - Alternative 3
Year 2025 With Project
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): 31.6 Worst Case Level Of Service: F[270.1]

**********

| 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: | 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: | 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: | 158 | 0 | 56 | 0 | 0 | 0 | 0 | 838 | 262 | 44 | 485 | 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: | 166 | 0 | 59 | 0 | 0 | 0 | 0 | 882 | 276 | 46 | 511 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 166 | 0 | 59 | 0 | 0 | 0 | 0 | 882 | 276 | 46 | 511 | 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: | 1623 | xxxx | 1020 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 1158 | xxxx | xxxxx |
| Potent Cap.: | 114 | xxxx | 290 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 611 | xxxx | xxxxx |
| Move Cap.: | 107 | xxxx | 290 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 611 | xxxx | xxxxx |
| Volume/Cap: | 1.55 | xxxx | 0.20 | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | 0.08 | xxxx | xxxx |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | 12.4 | xxxx | 0.7 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 0.2 | xxxx | xxxxx |
| Control Del: | 358.6 | xxxx | 20.6 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 11.4 | 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 | 0.2 | xxxx | xxxxx |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 11.4 | xxxx | xxxxx |
| Shared LOS: | * | * | * | * | * | * | * | * | * | B | * | * |
| ApproachDel: | 270.1 | | | 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 3
Year 2025 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): 0.605
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 10.8
Optimal Cycle: OPTIMIZED Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | 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: | 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: | 202 | 0 | 24 | 0 | 0 | 0 | 0 | 366 | 116 | 75 | 556 | 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: | 213 | 0 | 25 | 0 | 0 | 0 | 0 | 385 | 122 | 79 | 585 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 213 | 0 | 25 | 0 | 0 | 0 | 0 | 385 | 122 | 79 | 585 | 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: | 213 | 0 | 25 | 0 | 0 | 0 | 0 | 385 | 122 | 79 | 585 | 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 | 0.76 | 0.24 | 0.12 | 0.88 | 0.00 |
| Final Sat.: | 1461 | 0 | 1615 | 0 | 0 | 0 | 0 | 1395 | 442 | 202 | 1500 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.15 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 0.28 | 0.28 | 0.39 | 0.39 | 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: | 0.57 | 0.00 | 0.06 | 0.00 | 0.00 | 0.00 | 0.00 | 0.44 | 0.44 | 0.62 | 0.62 | 0.00 |
| Delay/Veh: | 24.6 | 0.0 | 19.7 | 0.0 | 0.0 | 0.0 | 0.0 | 6.9 | 6.9 | 9.0 | 9.0 | 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: | 24.6 | 0.0 | 19.7 | 0.0 | 0.0 | 0.0 | 0.0 | 6.9 | 6.9 | 9.0 | 9.0 | 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.

Horseshoe Grande Property - Alternative 3
Year 2025 With 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): 110 Critical Vol./Cap.(X): 0.802
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 14.5
Optimal Cycle: OPTIMIZED Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | 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: | 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: | 158 | 0 | 56 | 0 | 0 | 0 | 0 | 838 | 262 | 44 | 485 | 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: | 166 | 0 | 59 | 0 | 0 | 0 | 0 | 882 | 276 | 46 | 511 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 166 | 0 | 59 | 0 | 0 | 0 | 0 | 882 | 276 | 46 | 511 | 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: | 166 | 0 | 59 | 0 | 0 | 0 | 0 | 882 | 276 | 46 | 511 | 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 | 0.76 | 0.24 | 0.08 | 0.92 | 0.00 |
| Final Sat.: | 1461 | 0 | 1615 | 0 | 0 | 0 | 0 | 1401 | 438 | 134 | 1475 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | 0.00 | 0.04 | 0.00 | 0.00 | 0.00 | 0.00 | 0.63 | 0.63 | 0.35 | 0.35 | 0.00 |
| Crit Moves: | **** | | | | | | | **** | | | | |
| Green/Cycle: | 0.16 | 0.00 | 0.16 | 0.00 | 0.00 | 0.00 | 0.00 | 0.76 | 0.76 | 0.76 | 0.76 | 0.00 |
| Volume/Cap: | 0.70 | 0.00 | 0.22 | 0.00 | 0.00 | 0.00 | 0.00 | 0.82 | 0.82 | 0.45 | 0.45 | 0.00 |
| Delay/Veh: | 52.0 | 0.0 | 40.4 | 0.0 | 0.0 | 0.0 | 0.0 | 12.4 | 12.4 | 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: | 52.0 | 0.0 | 40.4 | 0.0 | 0.0 | 0.0 | 0.0 | 12.4 | 12.4 | 5.0 | 5.0 | 0.0 |
| LOS by Move: | D | A | D | A | A | A | A | B | B | A | A | A |
| HCM2kAvgQ: | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 27 | 27 | 7 | 7 | 0 |

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

Horseshoe Grande Property - Alternative 3
Year 2025 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): 1.5 Worst Case Level Of Service: F[ 65.5]

| 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 | 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 |
| 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: | 25 | 0 | 17 | 0 | 0 | 0 | 0 | 1200 | 13 | 9 | 690 | 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 | 1263 | 14 | 9 | 726 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 26 | 0 | 18 | 0 | 0 | 0 | 0 | 1263 | 14 | 9 | 726 | 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: | 2008 | xxxx | 1263 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 1277 | xxxx | xxxxx |
| Potent Cap.: | 66 | xxxx | 209 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 551 | xxxx | xxxxx |
| Move Cap.: | 65 | xxxx | 209 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 551 | xxxx | xxxxx |
| Volume/Cap: | 0.40 | xxxx | 0.09 | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | 0.02 | xxxx | xxxx |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | 1.5 | xxxx | 0.3 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 0.1 | xxxx | xxxxx |
| Control Del: | 93.9 | xxxx | 23.8 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 11.7 | 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: | 65.5 | | | xxxxxx | | | xxxxxx | | | xxxxxx | | |
| ApproachLOS: | F | | | * | | | * | | | * | | |

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

Horseshoe Grande Property - Alternative 3
Year 2025 With Project
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): 2.2 Worst Case Level Of Service: F[140.0]

| 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 | 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 |
| 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: | 22 | 0 | 14 | 0 | 0 | 0 | 0 | 940 | 66 | 22 | 1311 | 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 | 989 | 69 | 23 | 1380 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 23 | 0 | 15 | 0 | 0 | 0 | 0 | 989 | 69 | 23 | 1380 | 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: | 2416 | xxxx | 989 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 1059 | xxxx | xxxxx |
| Potent Cap.: | 36 | xxxx | 302 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 665 | xxxx | xxxxx |
| Move Cap.: | 35 | xxxx | 302 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 665 | xxxx | xxxxx |
| Volume/Cap: | 0.65 | xxxx | 0.05 | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | 0.03 | xxxx | xxxx |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | 2.3 | xxxx | 0.2 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 0.1 | xxxx | xxxxx |
| Control Del: | 218.0 | xxxx | 17.5 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 10.6 | 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: | 140.0 | | | xxxxxx | | | xxxxxx | | | xxxxxx | | |
| ApproachLOS: | F | | | * | | | * | | | * | | |

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

Horseshoe Grande Property - Alternative 3
Year 2025 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): 0.4 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: | 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: | 0 | 0 | 42 | 0 | 0 | 0 | 0 | 1089 | 13 | 9 | 622 | 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 | 42 | 0 | 0 | 0 | 0 | 1089 | 13 | 9 | 622 | 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: | 0 | 0 | 42 | 0 | 0 | 0 | 0 | 1200 | 13 | 9 | 715 | 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 | 44 | 0 | 0 | 0 | 0 | 1263 | 14 | 9 | 753 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 0 | 44 | 0 | 0 | 0 | 0 | 1263 | 14 | 9 | 753 | 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: | 1658 | xxxx | 632 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 1277 | xxxx | xxxxx |
| Potent Cap.: | 90 | xxxx | 428 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 551 | xxxx | xxxxx |
| Move Cap.: | 89 | xxxx | 428 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 551 | xxxx | xxxxx |
| Volume/Cap: | 0.00 | xxxx | 0.10 | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | 0.02 | xxxx | xxxx |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | 0.3 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 0.1 | xxxx | xxxxx |
| Control Del: | xxxxx | xxxx | 14.4 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 11.7 | 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: | | 14.4 | | | xxxxxx | | | xxxxxx | | | xxxxxx | |
| ApproachLOS: | | B | | | * | | | * | | | * | |

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

Horseshoe Grande Property - Alternative 3
Year 2025 With 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): 0.5 Worst Case Level Of Service: C[ 21.4]

| 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 | 2 | 0 1 | 1 0 | 2 | 0 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 9 | 0 | 36 | 0 | 0 | 0 | 0 | 654 | 66 | 22 | 1049 | 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: | 9 | 0 | 36 | 0 | 0 | 0 | 0 | 654 | 66 | 22 | 1049 | 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: | 9 | 0 | 36 | 0 | 0 | 0 | 0 | 940 | 66 | 22 | 1333 | 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: | 9 | 0 | 38 | 0 | 0 | 0 | 0 | 989 | 69 | 23 | 1403 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 9 | 0 | 38 | 0 | 0 | 0 | 0 | 989 | 69 | 23 | 1403 | 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: | 1737 | xxxx | 495 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 1059 | xxxx | xxxxx |
| Potent Cap.: | 80 | xxxx | 526 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 665 | xxxx | xxxxx |
| Move Cap.: | 78 | xxxx | 526 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 665 | xxxx | xxxxx |
| Volume/Cap: | 0.12 | 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: | 57.5 | xxxx | 12.4 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 10.6 | xxxx | xxxxx |
| LOS by Move: | F | * | 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: | 21.4 | | | xxxxxx | | | xxxxxx | | | xxxxxx | | |
| ApproachLOS: | C | | | * | | | * | | | * | | |

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

Horseshoe Grande Property - Alternative 3
Year 2025 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): 0.393
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 5.0
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 | 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 | 111 | 0 | 0 | 93 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 25 | 0 | 17 | 0 | 0 | 0 | 0 | 1200 | 13 | 9 | 690 | 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 | 1263 | 14 | 9 | 726 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 26 | 0 | 18 | 0 | 0 | 0 | 0 | 1263 | 14 | 9 | 726 | 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: | 26 | 0 | 18 | 0 | 0 | 0 | 0 | 1263 | 14 | 9 | 726 | 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 | 0.95 | 0.85 | 0.19 | 0.95 | 1.00 |
| Lanes: | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 1.00 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 1560 | 0 | 1615 | 0 | 0 | 0 | 0 | 3610 | 1615 | 369 | 3610 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.35 | 0.01 | 0.03 | 0.20 | 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 | 0.45 | 0.01 | 0.03 | 0.26 | 0.00 |
| Delay/Veh: | 44.3 | 0.0 | 44.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.4 | 2.8 | 2.9 | 3.6 | 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: | 44.3 | 0.0 | 44.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.4 | 2.8 | 2.9 | 3.6 | 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 | 8 | 0 | 0 | 4 | 0 |

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

Horseshoe Grande Property - Alternative 3
Year 2025 With Project
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): 0.425
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 4.9
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 | 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 | 286 | 0 | 0 | 284 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 22 | 0 | 14 | 0 | 0 | 0 | 0 | 940 | 66 | 22 | 1311 | 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 | 989 | 69 | 23 | 1380 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 23 | 0 | 15 | 0 | 0 | 0 | 0 | 989 | 69 | 23 | 1380 | 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 | 15 | 0 | 0 | 0 | 0 | 989 | 69 | 23 | 1380 | 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 | 0.95 | 0.85 | 0.27 | 0.95 | 1.00 |
| Lanes: | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 1.00 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 1575 | 0 | 1615 | 0 | 0 | 0 | 0 | 3610 | 1615 | 513 | 3610 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.27 | 0.04 | 0.05 | 0.38 | 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 | 0.35 | 0.05 | 0.06 | 0.49 | 0.00 |
| Delay/Veh: | 44.2 | 0.0 | 43.9 | 0.0 | 0.0 | 0.0 | 0.0 | 4.0 | 3.0 | 3.0 | 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: | 44.2 | 0.0 | 43.9 | 0.0 | 0.0 | 0.0 | 0.0 | 4.0 | 3.0 | 3.0 | 4.7 | 0.0 |
| LOS by Move: | D | A | D | A | A | A | A | A | A | A | A | A |
| HCM2kAvgQ: | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 9 | 0 |

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

Horseshoe Grande Property - Alternative 3
Year 2025 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): 1.7 Worst Case Level Of Service: D[ 30.5]

| 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: | 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 |
| 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: | 16 | 667 | 4 | 7 | 472 | 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 | 702 | 4 | 7 | 497 | 14 | 11 | 1 | 66 | 18 | 1 | 9 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 17 | 702 | 4 | 7 | 497 | 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: | 511 | xxxx | xxxxx | 706 | xxxx | xxxxx | 1255 | 1252 | 497 | 1290 | 1263 | 704 |
| Potent Cap.: | 1065 | xxxx | xxxxx | 901 | xxxx | xxxxx | 150 | 174 | 577 | 142 | 171 | 440 |
| Move Cap.: | 1065 | xxxx | xxxxx | 901 | xxxx | xxxxx | 143 | 170 | 577 | 123 | 167 | 440 |
| Volume/Cap: | 0.02 | xxxx | xxxx | 0.01 | xxxx | xxxx | 0.07 | 0.01 | 0.11 | 0.15 | 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: | 8.4 | xxxx | xxxxx | 9.0 | xxxx | xxxxx | xxxxx | xxxx | 12.0 | xxxxx | xxxx | 13.4 |
| 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 | 145 | xxxx | xxxxx | 124 | xxxx | xxxxx |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 0.3 | xxxx | xxxxx | 0.5 | xxxx | xxxxx |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 31.9 | xxxx | xxxxx | 39.1 | xxxx | xxxxx |
| Shared LOS: | * | * | * | * | * | * | D | * | * | E | * | * |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 15.0 | | | 30.5 | | |
| ApproachLOS: | * | | | * | | | B | | | D | | |

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

Horseshoe Grande Property - Alternative 3
Year 2025 With Project
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): 1.2 Worst Case Level Of Service: E[ 44.5]

| 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: | 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 |
| 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: | 52 | 576 | 17 | 9 | 852 | 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 | 606 | 18 | 9 | 897 | 16 | 5 | 1 | 27 | 6 | 1 | 4 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 55 | 606 | 18 | 9 | 897 | 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: | 913 | xxxx | xxxxx | 624 | xxxx | xxxxx | 1643 | 1649 | 897 | 1663 | 1656 | 615 |
| Potent Cap.: | 755 | xxxx | xxxxx | 967 | xxxx | xxxxx | 81 | 100 | 341 | 78 | 99 | 495 |
| Move Cap.: | 755 | xxxx | xxxxx | 967 | xxxx | xxxxx | 74 | 92 | 341 | 67 | 91 | 495 |
| Volume/Cap: | 0.07 | xxxx | xxxx | 0.01 | xxxx | xxxx | 0.07 | 0.01 | 0.08 | 0.09 | 0.01 | 0.01 |
| **Level Of Service Module:** | | | | | | | | | | | | |
| 2Way95thQ: | 0.2 | xxxx | xxxxx | 0.0 | xxxx | xxxxx | xxxx | xxxx | 0.3 | xxxx | xxxx | 0.0 |
| Control Del: | 10.1 | xxxx | xxxxx | 8.8 | xxxx | xxxxx | xxxxx | xxxx | 16.5 | xxxxx | xxxx | 12.3 |
| LOS by Move: | B | * | * | A | * | * | * | * | C | * | * | B |
| Movement: | LT - LTR - RT | | | LT - LTR - RT | | | LT - LTR - RT | | | LT - LTR - RT | | |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 77 | xxxx | xxxxx | 69 | xxxx | xxxxx |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 0.3 | xxxx | xxxxx | 0.3 | xxxx | xxxxx |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 56.1 | xxxx | xxxxx | 62.9 | xxxx | xxxxx |
| Shared LOS: | * | * | * | * | * | * | F | * | * | F | * | * |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 23.9 | | | 44.5 | | |
| ApproachLOS: | * | | | * | | | C | | | E | | |

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

Horseshoe Grande Property - Alternative 3
Year 2025 With Project
Morning Peak Hour - With Improvements

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[ 20.7]

**********

| 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 | 2 0 | 1 | 1 0 | 0 0 | 1 | 1 0 | 0 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 16 | 627 | 4 | 7 | 424 | 13 | 10 | 0 | 63 | 17 | 0 | 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 | 0 | 63 | 17 | 0 | 9 |
| 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: | 16 | 667 | 4 | 7 | 472 | 13 | 10 | 0 | 63 | 17 | 0 | 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 | 702 | 4 | 7 | 497 | 14 | 11 | 0 | 66 | 18 | 0 | 9 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 17 | 702 | 4 | 7 | 497 | 14 | 11 | 0 | 66 | 18 | 0 | 9 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | 4.1 | xxxx | xxxxx | 4.1 | xxxx | xxxxx | 7.1 | xxxx | 6.2 | 7.1 | xxxx | 6.2 |
| FollowUpTim: | 2.2 | xxxx | xxxxx | 2.2 | xxxx | xxxxx | 3.5 | xxxx | 3.3 | 3.5 | xxxx | 3.3 |
| Capacity Module: | | | | | | | | | | | | |
| Cnflict Vol: | 511 | xxxx | xxxxx | 706 | xxxx | xxxxx | 1254 | xxxx | 248 | 1001 | xxxx | 704 |
| Potent Cap.: | 1065 | xxxx | xxxxx | 901 | xxxx | xxxxx | 150 | xxxx | 795 | 223 | xxxx | 440 |
| Move Cap.: | 1065 | xxxx | xxxxx | 901 | xxxx | xxxxx | 144 | xxxx | 795 | 201 | xxxx | 440 |
| Volume/Cap: | 0.02 | xxxx | xxxx | 0.01 | xxxx | xxxx | 0.07 | xxxx | 0.08 | 0.09 | xxxx | 0.02 |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | 0.0 | xxxx | xxxxx | 0.0 | xxxx | xxxxx | 0.2 | xxxx | 0.3 | 0.3 | xxxx | 0.1 |
| Control Del: | 8.4 | xxxx | xxxxx | 9.0 | xxxx | xxxxx | 31.9 | xxxx | 9.9 | 24.6 | xxxx | 13.4 |
| LOS by Move: | A | * | * | A | * | * | D | * | A | 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: | xxxxxx | | | xxxxxx | | | 13.0 | | | 20.7 | | |
| ApproachLOS: | * | | | * | | | B | | | C | | |

**********

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

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Horseshoe Grande Property - Alternative 3
Year 2025 With Project
Evening Peak Hour - With Improvements

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[ 23.2]

**********

| 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 | 2 0 | 1 | 1 0 | 0 0 | 1 | 1 0 | 0 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 52 | 454 | 17 | 9 | 729 | 15 | 5 | 0 | 26 | 6 | 0 | 4 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 52 | 454 | 17 | 9 | 729 | 15 | 5 | 0 | 26 | 6 | 0 | 4 |
| 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: | 52 | 576 | 17 | 9 | 852 | 15 | 5 | 0 | 26 | 6 | 0 | 4 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 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 | 606 | 18 | 9 | 897 | 16 | 5 | 0 | 27 | 6 | 0 | 4 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 55 | 606 | 18 | 9 | 897 | 16 | 5 | 0 | 27 | 6 | 0 | 4 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | 4.1 | xxxx | xxxxx | 4.1 | xxxx | xxxxx | 7.1 | xxxx | 6.2 | 7.1 | xxxx | 6.2 |
| FollowUpTim: | 2.2 | xxxx | xxxxx | 2.2 | xxxx | xxxxx | 3.5 | xxxx | 3.3 | 3.5 | xxxx | 3.3 |
| Capacity Module: | | | | | | | | | | | | |
| Cnflict Vol: | 913 | xxxx | xxxxx | 624 | xxxx | xxxxx | 1643 | xxxx | 448 | 1192 | xxxx | 615 |
| Potent Cap.: | 755 | xxxx | xxxxx | 967 | xxxx | xxxxx | 81 | xxxx | 615 | 165 | xxxx | 495 |
| Move Cap.: | 755 | xxxx | xxxxx | 967 | xxxx | xxxxx | 75 | xxxx | 615 | 148 | xxxx | 495 |
| Volume/Cap: | 0.07 | xxxx | xxxx | 0.01 | xxxx | xxxx | 0.07 | xxxx | 0.04 | 0.04 | xxxx | 0.01 |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | 0.2 | xxxx | xxxxx | 0.0 | xxxx | xxxxx | 0.2 | xxxx | 0.1 | 0.1 | xxxx | 0.0 |
| Control Del: | 10.1 | xxxx | xxxxx | 8.8 | xxxx | xxxxx | 56.6 | xxxx | 11.1 | 30.4 | xxxx | 12.3 |
| LOS by Move: | B | * | * | A | * | * | F | * | B | D | * | 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: | xxxxxx | | | xxxxxx | | | 18.5 | | | 23.2 | | |
| ApproachLOS: | * | | | * | | | C | | | C | | |

**********

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

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Horseshoe Grande Property - Alternative 3
Year 2025 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): | 0.867 |
| Loss Time (sec): | 0 (Y+R=4.0 sec) | Average Delay (sec/veh): | 27.6 |
| 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: | 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: | 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: | 311 | 85 | 1 | 2 | 212 | 195 | 204 | 2 | 477 | 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: | 327 | 89 | 1 | 2 | 223 | 205 | 215 | 2 | 502 | 1 | 2 | 2 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 327 | 89 | 1 | 2 | 223 | 205 | 215 | 2 | 502 | 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: | 327 | 89 | 1 | 2 | 223 | 205 | 215 | 2 | 502 | 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: | 0.78 | 0.21 | 0.01 | 0.01 | 0.52 | 0.47 | 0.99 | 0.01 | 1.00 | 0.20 | 0.40 | 0.40 |
| Final Sat.: | 423 | 115 | 1 | 3 | 297 | 273 | 480 | 5 | 579 | 80 | 159 | 159 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.77 | 0.77 | 0.77 | 0.75 | 0.75 | 0.75 | 0.45 | 0.45 | 0.87 | 0.01 | 0.01 | 0.01 |
| Crit Moves: | | | **** | | **** | | | | **** | | **** | |
| Delay/Veh: | 27.7 | 27.7 | 27.7 | 24.5 | 24.5 | 24.5 | 15.8 | 15.8 | 35.5 | 10.8 | 10.8 | 10.8 |
| 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: | 27.7 | 27.7 | 27.7 | 24.5 | 24.5 | 24.5 | 15.8 | 15.8 | 35.5 | 10.8 | 10.8 | 10.8 |
| LOS by Move: | D | D | D | C | C | C | C | C | E | B | B | B |
| ApproachDel: | 27.7 | | | 24.5 | | | 29.5 | | | 10.8 | | |
| Delay Adj: | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | | |
| ApprAdjDel: | 27.7 | | | 24.5 | | | 29.5 | | | 10.8 | | |
| LOS by Appr: | D | | | C | | | D | | | B | | |
| AllWayAvgQ: | 2.7 | 2.7 | 2.7 | 2.4 | 2.4 | 2.4 | 0.8 | 0.8 | 4.3 | 0.0 | 0.0 | 0.0 |

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

Horseshoe Grande Property - Alternative 3
Year 2025 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): 1.701
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 233.6
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 |
| 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: | 571 | 257 | 1 | 2 | 349 | 441 | 280 | 2 | 640 | 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: | 601 | 271 | 1 | 2 | 367 | 464 | 295 | 2 | 674 | 1 | 2 | 2 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 601 | 271 | 1 | 2 | 367 | 464 | 295 | 2 | 674 | 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: | 601 | 271 | 1 | 2 | 367 | 464 | 295 | 2 | 674 | 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: | 0.68 | 0.31 | 0.01 | 0.01 | 0.44 | 0.55 | 0.99 | 0.01 | 1.00 | 0.20 | 0.40 | 0.40 |
| Final Sat.: | 353 | 159 | 1 | 1 | 242 | 306 | 449 | 3 | 532 | 80 | 160 | 160 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 1.70 | 1.70 | 1.70 | 1.52 | 1.52 | 1.52 | 0.66 | 0.66 | 1.27 | 0.01 | 0.01 | 0.01 |
| Crit Moves: | **** | | | | **** | | | | **** | | **** | |
| Delay/Veh: | 341.5 | 342 | 341.5 | 259.5 | 260 | 259.5 | 24.6 | 24.6 | 155.7 | 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: | 341.5 | 342 | 341.5 | 259.5 | 260 | 259.5 | 24.6 | 24.6 | 155.7 | 12.1 | 12.1 | 12.1 |
| LOS by Move: | F | F | F | F | F | F | C | C | F | B | B | B |
| ApproachDel: | 341.5 | | | 259.5 | | | 115.6 | | | 12.1 | | |
| Delay Adj: | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | | |
| ApprAdjDel: | 341.5 | | | 259.5 | | | 115.6 | | | 12.1 | | |
| LOS by Appr: | F | | | F | | | F | | | B | | |
| AllWayAvgQ: | 47.2 | 47.2 | 47.2 | 38.2 | 38.2 | 38.2 | 1.8 | 1.8 | 21.6 | 0.0 | 0.0 | 0.0 |

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

Horseshoe Grande Property - Alternative 3
Year 2025 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): 115 Critical Vol./Cap.(X): 0.420
Loss Time (sec): 16 (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 | | | 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: | 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: | 311 | 85 | 1 | 2 | 212 | 195 | 204 | 2 | 477 | 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: | 327 | 89 | 1 | 2 | 223 | 205 | 215 | 2 | 502 | 1 | 2 | 2 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 327 | 89 | 1 | 2 | 223 | 205 | 215 | 2 | 502 | 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: | 327 | 89 | 1 | 2 | 223 | 205 | 215 | 2 | 502 | 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 | 1874 | 22 | 1805 | 1900 | 1615 | 3586 | 35 | 1615 | 356 | 712 | 712 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.18 | 0.05 | 0.05 | 0.00 | 0.12 | 0.13 | 0.06 | 0.06 | 0.31 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | | **** | | | **** | | | **** | |
| Green/Cycle: | 0.24 | 0.25 | 0.25 | 0.14 | 0.16 | 0.46 | 0.31 | 0.31 | 0.55 | 0.16 | 0.16 | 0.16 |
| Volume/Cap: | 0.76 | 0.19 | 0.19 | 0.01 | 0.75 | 0.27 | 0.19 | 0.19 | 0.57 | 0.02 | 0.02 | 0.02 |
| Delay/Veh: | 48.2 | 33.7 | 33.7 | 42.4 | 56.5 | 19.1 | 29.3 | 29.3 | 17.9 | 41.1 | 41.1 | 41.1 |
| 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: | 48.2 | 33.7 | 33.7 | 42.4 | 56.5 | 19.1 | 29.3 | 29.3 | 17.9 | 41.1 | 41.1 | 41.1 |
| LOS by Move: | D | C | C | D | E | B | C | C | B | D | D | D |
| HCM2kAvgQ: | 12 | 2 | 2 | 0 | 9 | 4 | 3 | 3 | 12 | 0 | 0 | 0 |

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

Horseshoe Grande Property - Alternative 3
Year 2025 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): 120 Critical Vol./Cap.(X): 0.705
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 46.6
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 | | | 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: | 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: | 571 | 257 | 1 | 2 | 349 | 441 | 280 | 2 | 640 | 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: | 601 | 271 | 1 | 2 | 367 | 464 | 295 | 2 | 674 | 1 | 2 | 2 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 601 | 271 | 1 | 2 | 367 | 464 | 295 | 2 | 674 | 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: | 601 | 271 | 1 | 2 | 367 | 464 | 295 | 2 | 674 | 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 | 1.99 | 0.01 | 1.00 | 0.20 | 0.40 | 0.40 |
| Final Sat.: | 1805 | 1891 | 7 | 1805 | 1900 | 1615 | 3596 | 26 | 1615 | 356 | 712 | 712 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.33 | 0.14 | 0.14 | 0.00 | 0.19 | 0.29 | 0.08 | 0.08 | 0.42 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green/Cycle: | 0.36 | 0.36 | 0.36 | 0.20 | 0.21 | 0.36 | 0.15 | 0.15 | 0.51 | 0.15 | 0.15 | 0.15 |
| Volume/Cap: | 0.93 | 0.39 | 0.39 | 0.01 | 0.93 | 0.80 | 0.55 | 0.55 | 0.82 | 0.02 | 0.02 | 0.02 |
| Delay/Veh: | 56.9 | 28.7 | 28.7 | 38.2 | 74.7 | 42.6 | 48.4 | 48.4 | 31.5 | 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: | 56.9 | 28.7 | 28.7 | 38.2 | 74.7 | 42.6 | 48.4 | 48.4 | 31.5 | 43.5 | 43.5 | 43.5 |
| LOS by Move: | E | C | C | D | E | D | D | D | C | D | D | D |
| HCM2kAvgQ: | 26 | 7 | 7 | 0 | 17 | 17 | 6 | 6 | 23 | 0 | 0 | 0 |

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

Horseshoe Grande Property - Alternative 3
Year 2025 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): 120 Critical Vol./Cap.(X): 0.440
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 6.6
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 | 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 | 343 | 0 | 0 | 626 | 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 | 343 | 0 | 0 | 626 | 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 | 343 | 0 | 0 | 626 | 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 | 343 | 0 | 0 | 626 | 64 | 53 | 0 | 7 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 8 | 343 | 0 | 0 | 626 | 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 | 343 | 0 | 0 | 626 | 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: | 0.80 | 1.00 | 1.00 | 1.00 | 0.99 | 0.99 | 0.74 | 1.00 | 0.74 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.00 | 0.00 | 0.00 | 0.91 | 0.09 | 0.88 | 0.00 | 0.12 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 1518 | 1900 | 0 | 0 | 1701 | 174 | 1250 | 0 | 165 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.18 | 0.00 | 0.00 | 0.37 | 0.37 | 0.04 | 0.00 | 0.04 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | | | | **** | | **** | | | | | |
| Green/Cycle: | 0.78 | 0.78 | 0.00 | 0.00 | 0.78 | 0.78 | 0.15 | 0.00 | 0.15 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.01 | 0.23 | 0.00 | 0.00 | 0.47 | 0.47 | 0.28 | 0.00 | 0.28 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 2.8 | 3.5 | 0.0 | 0.0 | 4.7 | 4.7 | 46.0 | 0.0 | 46.0 | 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: | 2.8 | 3.5 | 0.0 | 0.0 | 4.7 | 4.7 | 46.0 | 0.0 | 46.0 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | A | A | A | A | A | D | A | D | A | A | A |
| HCM2kAvgQ: | 0 | 3 | 0 | 0 | 9 | 9 | 2 | 0 | 2 | 0 | 0 | 0 |

**********

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

**********

Horseshoe Grande Property - Alternative 3
Year 2025 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): 120 Critical Vol./Cap.(X): 0.659
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 | 726 | 0 | 0 | 888 | 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 | 726 | 0 | 0 | 888 | 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 | 726 | 0 | 0 | 888 | 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 | 726 | 0 | 0 | 888 | 102 | 101 | 0 | 20 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 20 | 726 | 0 | 0 | 888 | 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 | 726 | 0 | 0 | 888 | 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: | 0.64 | 1.00 | 1.00 | 1.00 | 0.99 | 0.99 | 0.73 | 1.00 | 0.73 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.00 | 0.00 | 0.00 | 0.90 | 0.10 | 0.83 | 0.00 | 0.17 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 1207 | 1900 | 0 | 0 | 1680 | 193 | 1163 | 0 | 230 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.38 | 0.00 | 0.00 | 0.53 | 0.53 | 0.09 | 0.00 | 0.09 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | | | | **** | | **** | | | | | |
| Green/Cycle: | 0.78 | 0.78 | 0.00 | 0.00 | 0.78 | 0.78 | 0.15 | 0.00 | 0.15 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.02 | 0.49 | 0.00 | 0.00 | 0.67 | 0.67 | 0.58 | 0.00 | 0.58 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 2.9 | 4.8 | 0.0 | 0.0 | 7.2 | 7.2 | 51.5 | 0.0 | 51.5 | 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: | 2.9 | 4.8 | 0.0 | 0.0 | 7.2 | 7.2 | 51.5 | 0.0 | 51.5 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | A | A | A | A | A | D | A | D | A | A | A |
| HCM2kAvgQ: | 0 | 9 | 0 | 0 | 17 | 17 | 5 | 0 | 5 | 0 | 0 | 0 |

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

Horseshoe Grande Property - Alternative 3
Year 2025 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): 85 Critical Vol./Cap.(X): 0.487
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 7.7
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: | 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 | 654 | 0 | 0 | 479 | 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 | 654 | 0 | 0 | 479 | 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 | 670 | 95 | 16 | 492 | 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 | 705 | 100 | 17 | 518 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 84 | 0 | 14 | 0 | 0 | 0 | 0 | 705 | 100 | 17 | 518 | 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 | 705 | 100 | 17 | 518 | 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 | 0.31 | 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.: | 1211 | 0 | 197 | 0 | 0 | 0 | 0 | 1900 | 1615 | 581 | 1900 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.00 | 0.07 | 0.00 | 0.00 | 0.00 | 0.00 | 0.37 | 0.06 | 0.03 | 0.27 | 0.00 |
| Crit Moves: | **** | | | | | | | **** | | | | |
| Green/Cycle: | 0.21 | 0.00 | 0.21 | 0.00 | 0.00 | 0.00 | 0.00 | 0.69 | 0.69 | 0.69 | 0.69 | 0.00 |
| Volume/Cap: | 0.33 | 0.00 | 0.33 | 0.00 | 0.00 | 0.00 | 0.00 | 0.53 | 0.09 | 0.04 | 0.39 | 0.00 |
| Delay/Veh: | 29.0 | 0.0 | 29.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.8 | 4.3 | 4.1 | 5.7 | 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: | 29.0 | 0.0 | 29.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.8 | 4.3 | 4.1 | 5.7 | 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 | 9 | 1 | 0 | 6 | 0 |

**********

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

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Horseshoe Grande Property - Alternative 3
Year 2025 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): 70 Critical Vol./Cap.(X): 0.852
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 16.8
Optimal Cycle: OPTIMIZED Level Of Service: B

**********

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | 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 | 840 | 0 | 0 | 932 | 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 | 840 | 0 | 0 | 932 | 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 | 881 | 245 | 41 | 973 | 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 | 927 | 258 | 43 | 1024 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 256 | 0 | 43 | 0 | 0 | 0 | 0 | 927 | 258 | 43 | 1024 | 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 | 927 | 258 | 43 | 1024 | 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 | 0.15 | 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 | 283 | 1900 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.22 | 0.00 | 0.22 | 0.00 | 0.00 | 0.00 | 0.00 | 0.49 | 0.16 | 0.15 | 0.54 | 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: | 0.84 | 0.00 | 0.84 | 0.00 | 0.00 | 0.00 | 0.00 | 0.78 | 0.25 | 0.24 | 0.86 | 0.00 |
| Delay/Veh: | 40.4 | 0.0 | 40.4 | 0.0 | 0.0 | 0.0 | 0.0 | 12.7 | 5.9 | 6.4 | 16.8 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 40.4 | 0.0 | 40.4 | 0.0 | 0.0 | 0.0 | 0.0 | 12.7 | 5.9 | 6.4 | 16.8 | 0.0 |
| LOS by Move: | D | A | D | A | A | A | A | B | A | A | B | A |
| HCM2kAvgQ: | 9 | 0 | 9 | 0 | 0 | 0 | 0 | 16 | 3 | 1 | 21 | 0 |

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

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# Freeway Analysis

**Existing**

Horseshoe Grande Property (Freeway Analysis)
Existing
Morning Peak Hour

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

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Intersection #1 I-215 Freeway SB Ramps (NS) at Bonnie Drive (EW)

**********

Average Delay (sec/veh): 4.1 Worst Case Level Of Service: F[ 52.7]

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| 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 | | | | | | Ignore | | | | | | Ignore | | | | | | Include | | | | | |
| 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: | 302 | 171 | | 0 | | | 0 | 624 | | 37 | | | 25 | | 0 | | 187 | | 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: | 302 | 171 | | 0 | | | 0 | 624 | | 37 | | | 25 | | 0 | | 187 | | 0 | | 0 | | 0 | |
| User Adj: | 1.00 | 1.00 | | 1.00 | | | 1.00 | 1.00 | | 0.00 | | | 1.00 | | 1.00 | | 0.00 | | 1.00 | | 1.00 | | 1.00 | |
| PHF Adj: | 0.95 | 0.95 | | 0.95 | | | 0.93 | 0.93 | | 0.00 | | | 0.91 | | 0.91 | | 0.00 | | 1.00 | | 1.00 | | 1.00 | |
| PHF Volume: | 317 | 179 | | 0 | | | 0 | 672 | | 0 | | | 27 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduct Vol: | 0 | 0 | | 0 | | | 0 | 0 | | 0 | | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| FinalVolume: | 317 | 179 | | 0 | | | 0 | 672 | | 0 | | | 27 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Critical Gap Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Critical Gp: | 4.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | | | | 6.4 | xxxx | | 6.2 | xxxxx | xxxx | xxxxx | | | | | |
| FollowUpTim: | 2.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | | | | 3.5 | xxxx | | 3.3 | xxxxx | xxxx | xxxxx | | | | | |
| Capacity Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Cnflict Vol: | 672 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | | | | 1485 | xxxx | | 672 | xxxx | xxxx | xxxxx | | | | | |
| Potent Cap.: | 928 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | | | | 139 | xxxx | | 459 | xxxx | xxxx | xxxxx | | | | | |
| Move Cap.: | 928 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | | | | 102 | xxxx | | 459 | xxxx | xxxx | xxxxx | | | | | |
| Volume/Cap: | 0.34 | xxxx | xxxx | xxxx | xxxx | xxxx | | | | | | | 0.27 | xxxx | | 0.00 | xxxx | xxxx | xxxx | | | | | |
| Level Of Service Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| 2Way95thQ: | 1.5 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | | | | 1.0 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | | | |
| Control Del: | 10.9 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | | | | 52.7 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | | | |
| LOS by Move: | B | * | | * | * | | * | * | | * | * | | F | * | | * | * | | * | * | | * | * | |
| 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: | xxxxxx | | | | | | xxxxxx | | | | | | 52.7 | | | | | | xxxxxx | | | | | |
| ApproachLOS: | * | | | | | | * | | | | | | F | | | | | | * | | | | | |

**********

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

**********

Horseshoe Grande Property (Freeway Analysis)
Existing
Evening Peak Hour

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

**********

Intersection #1 I-215 Freeway SB Ramps (NS) at Bonnie Drive (EW)

**********

Average Delay (sec/veh): 2.4 Worst Case Level Of Service: E[ 41.3]

**********

| 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 | | | | | Ignore | | | | | Ignore | | | | | Include | | | | |
| 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: | 200 | 183 | | 0 | | 0 | 782 | | 14 | | 12 | | 0 | 233 | | 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: | 200 | 183 | | 0 | | 0 | 782 | | 14 | | 12 | | 0 | 233 | | 0 | 0 | | 0 | |
| User Adj: | 1.00 | 1.00 | | 1.00 | | 1.00 | 1.00 | | 0.00 | | 1.00 | | 1.00 | 0.00 | | 1.00 | 1.00 | | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | | 0.89 | | 0.97 | 0.97 | | 0.00 | | 0.86 | | 0.86 | 0.00 | | 1.00 | 1.00 | | 1.00 | |
| PHF Volume: | 225 | 206 | | 0 | | 0 | 805 | | 0 | | 14 | | 0 | 0 | | 0 | 0 | | 0 | |
| Reduct Vol: | 0 | 0 | | 0 | | 0 | 0 | | 0 | | 0 | | 0 | 0 | | 0 | 0 | | 0 | |
| FinalVolume: | 225 | 206 | | 0 | | 0 | 805 | | 0 | | 14 | | 0 | 0 | | 0 | 0 | | 0 | |
| Critical Gap Module: | | | | | | | | | | | | | | | | | | | | |
| Critical Gp: | 4.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | | 6.4 | xxxx | | 6.2 | xxxxx | xxxx | xxxxx | | | |
| FollowUpTim: | 2.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | | 3.5 | xxxx | | 3.3 | xxxxx | xxxx | xxxxx | | | |
| Capacity Module: | | | | | | | | | | | | | | | | | | | | |
| Cnflict Vol: | 805 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | | 1463 | xxxx | | 805 | xxxx | xxxx | xxxxx | | | |
| Potent Cap.: | 828 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | | 143 | xxxx | | 385 | xxxx | xxxx | xxxxx | | | |
| Move Cap.: | 828 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | | 113 | xxxx | | 385 | xxxx | xxxx | xxxxx | | | |
| Volume/Cap: | 0.27 | xxxx | xxxx | xxxx | xxxx | xxxx | | | | | 0.12 | xxxx | | 0.00 | xxxx | xxxx | xxxx | | | |
| Level Of Service Module: | | | | | | | | | | | | | | | | | | | | |
| 2Way95thQ: | 1.1 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | | 0.4 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | |
| Control Del: | 11.0 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | | 41.3 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | |
| LOS by Move: | B | * | | * | * | * | | | | | E | * | | * | * | * | | | | |
| 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: | xxxxxx | | | | | xxxxxx | | | | | 41.3 | | | | | xxxxxx | | | | |
| ApproachLOS: | * | | | | | * | | | | | E | | | | | * | | | | |

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

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Horseshoe Grande Property (Freeway Analysis)
Existing
Morning Peak Hour

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

**********

Intersection #2 I-10 Freeway NB Ramps (NS) at SR-74 (EW)

**********

Average Delay (sec/veh): 7.5 Worst Case Level Of Service: F[ 57.8]

**********

| 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 | | | Ignore | | |
| Lanes: | 0 0 0 0 0 | | | 0 0 1! 0 0 | | | 1 0 2 0 0 | | | 0 0 2 0 1 | | |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 139 | 0 | 21 | 83 | 737 | 0 | 0 | 444 | 703 |
| Growth Adj: | 1.00 | 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 | 139 | 0 | 21 | 83 | 737 | 0 | 0 | 444 | 703 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 0.87 | 0.87 | 0.87 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.00 |
| PHF Volume: | 0 | 0 | 0 | 160 | 0 | 24 | 88 | 784 | 0 | 0 | 471 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 0 | 0 | 160 | 0 | 24 | 88 | 784 | 0 | 0 | 471 | 0 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | 6.8 | 6.5 | 6.9 | 4.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| FollowUpTim: | xxxxx | xxxx | xxxxx | 3.5 | 4.0 | 3.3 | 2.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Capacity Module: | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | 1039 | 1431 | 235 | 471 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Potent Cap.: | xxxx | xxxx | xxxxx | 229 | 136 | 772 | 1101 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Move Cap.: | xxxx | xxxx | xxxxx | 215 | 125 | 772 | 1101 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Volume/Cap: | xxxx | xxxx | xxxx | 0.74 | 0.00 | 0.03 | 0.08 | xxxx | xxxx | xxxx | xxxx | xxxx |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 0.3 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 8.6 | 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 | 238 | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | 5.6 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | 57.8 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shared LOS: | * | * | * | * | F | * | * | * | * | * | * | * |
| ApproachDel: | xxxxxx | | | 57.8 | | | xxxxxx | | | xxxxxx | | |
| ApproachLOS: | * | | | F | | | * | | | * | | |

**********

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

**********

Horseshoe Grande Property (Freeway Analysis)
Existing
Evening Peak Hour

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

Intersection #2 I-10 Freeway NB Ramps (NS) at SR-74 (EW)

Average Delay (sec/veh): 5.4 Worst Case Level Of Service: E[ 40.0]

| 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 | | | Ignore | | |
| Lanes: | 0 0 0 0 0 | | | 0 0 1! 0 0 | | | 1 0 2 0 0 | | | 0 0 2 0 1 | | |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 143 | 0 | 36 | 22 | 1008 | 0 | 0 | 340 | 586 |
| Growth Adj: | 1.00 | 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 | 143 | 0 | 36 | 22 | 1008 | 0 | 0 | 340 | 586 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 0.83 | 0.83 | 0.83 | 0.96 | 0.96 | 0.96 | 0.95 | 0.95 | 0.00 |
| PHF Volume: | 0 | 0 | 0 | 172 | 0 | 43 | 23 | 1049 | 0 | 0 | 360 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 0 | 0 | 172 | 0 | 43 | 23 | 1049 | 0 | 0 | 360 | 0 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | 6.8 | 6.5 | 6.9 | 4.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| FollowUpTim: | xxxxx | xxxx | xxxxx | 3.5 | 4.0 | 3.3 | 2.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Capacity Module: | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | 930 | 1454 | 180 | 360 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Potent Cap.: | xxxx | xxxx | xxxxx | 270 | 131 | 838 | 1210 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Move Cap.: | xxxx | xxxx | xxxxx | 266 | 129 | 838 | 1210 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Volume/Cap: | xxxx | xxxx | xxxx | 0.65 | 0.00 | 0.05 | 0.02 | xxxx | xxxx | xxxx | xxxx | xxxx |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 0.1 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 8.0 | 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 | 308 | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | 4.9 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | 40.0 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shared LOS: | * | * | * | * | E | * | * | * | * | * | * | * |
| ApproachDel: | xxxxxx | | | 40.0 | | | xxxxxx | | | xxxxxx | | |
| ApproachLOS: | * | | | E | | | * | | | * | | |

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

Horseshoe Grande Property (Freeway Analysis)
Existing
Morning Peak Hour

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

**********

Intersection #3 Beaumont Avenue (SR-79) (NS) at I-10 Freeway WB Ramps (EW)

**********

| | | | | |
|---|---|---|---|---|
| Cycle (sec): | 90 | Critical Vol./Cap.(X): | 0.755 | |
| 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 | 18 | 0 | 0 | 18 | 18 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 1 0 | 2 0 | 0 | 0 0 | 1 1 | 0 | 0 0 | 0 0 | 0 | 0 1 | 0 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 465 | 168 | 0 | 0 | 252 | 64 | 0 | 0 | 0 | 274 | 12 | 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: | 465 | 168 | 0 | 0 | 252 | 64 | 0 | 0 | 0 | 274 | 12 | 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: | 0.82 | 0.82 | 0.82 | 0.83 | 0.83 | 0.83 | 1.00 | 1.00 | 1.00 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 567 | 205 | 0 | 0 | 303 | 77 | 0 | 0 | 0 | 307 | 13 | 92 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 567 | 205 | 0 | 0 | 303 | 77 | 0 | 0 | 0 | 307 | 13 | 92 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 567 | 205 | 0 | 0 | 303 | 77 | 0 | 0 | 0 | 307 | 13 | 92 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 1.00 | 1.00 | 0.92 | 0.92 | 1.00 | 1.00 | 1.00 | 0.82 | 0.82 | 0.82 |
| Lanes: | 1.00 | 2.00 | 0.00 | 0.00 | 1.59 | 0.41 | 0.00 | 0.00 | 0.00 | 1.00 | 0.13 | 0.87 |
| Final Sat.: | 1805 | 3610 | 0 | 0 | 2792 | 709 | 0 | 0 | 0 | 1550 | 198 | 1352 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.31 | 0.06 | 0.00 | 0.00 | 0.11 | 0.11 | 0.00 | 0.00 | 0.00 | 0.20 | 0.07 | 0.07 |
| Crit Moves: | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.38 | 0.58 | 0.00 | 0.00 | 0.20 | 0.20 | 0.00 | 0.00 | 0.00 | 0.24 | 0.24 | 0.24 |
| Volume/Cap: | 0.82 | 0.10 | 0.00 | 0.00 | 0.54 | 0.54 | 0.00 | 0.00 | 0.00 | 0.82 | 0.28 | 0.28 |
| Delay/Veh: | 33.0 | 8.4 | 0.0 | 0.0 | 33.2 | 33.2 | 0.0 | 0.0 | 0.0 | 42.9 | 28.0 | 28.0 |
| 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: | 33.0 | 8.4 | 0.0 | 0.0 | 33.2 | 33.2 | 0.0 | 0.0 | 0.0 | 42.9 | 28.0 | 28.0 |
| LOS by Move: | C | A | A | A | C | C | A | A | A | D | C | C |
| HCM2kAvgQ: | 17 | 1 | 0 | 0 | 6 | 6 | 0 | 0 | 0 | 11 | 3 | 3 |

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

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Horseshoe Grande Property (Freeway Analysis)
Existing
Evening Peak Hour

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

**********

Intersection #3 Beaumont Avenue (SR-79) (NS) at I-10 Freeway WB Ramps (EW)

**********

Cycle (sec): 110 Critical Vol./Cap.(X): 0.887
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 43.9
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 | | 18 | | 0 | | 0 | | 18 | | 18 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Lanes: | 1 | 0 | 2 | 0 | 0 | | 0 | 0 | 1 | 1 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 1 | 0 | 1 | 0 | |
| Volume Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 349 | | 197 | | 0 | | 0 | | 323 | | 95 | | 0 | | 0 | | 0 | | 543 | | 38 | | 114 | |
| Growth Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| Initial Bse: | 349 | | 197 | | 0 | | 0 | | 323 | | 95 | | 0 | | 0 | | 0 | | 543 | | 38 | | 114 | |
| User Adj: | 1.00 | | 1.00 | | 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 | | 0.93 | | 0.93 | | 0.93 | | 1.00 | | 1.00 | | 1.00 | | 0.84 | | 0.84 | | 0.84 | |
| PHF Volume: | 389 | | 219 | | 0 | | 0 | | 346 | | 102 | | 0 | | 0 | | 0 | | 644 | | 45 | | 135 | |
| Reduct Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduced Vol: | 389 | | 219 | | 0 | | 0 | | 346 | | 102 | | 0 | | 0 | | 0 | | 644 | | 45 | | 135 | |
| PCE Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| MLF Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| FinalVolume: | 389 | | 219 | | 0 | | 0 | | 346 | | 102 | | 0 | | 0 | | 0 | | 644 | | 45 | | 135 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | | 1900 | | 1900 | | 1900 | | 1900 | | 1900 | | 1900 | | 1900 | | 1900 | | 1900 | | 1900 | | 1900 | |
| Adjustment: | 0.95 | | 0.95 | | 1.00 | | 1.00 | | 0.92 | | 0.92 | | 1.00 | | 1.00 | | 1.00 | | 0.82 | | 0.82 | | 0.82 | |
| Lanes: | 1.00 | | 2.00 | | 0.00 | | 0.00 | | 1.55 | | 0.45 | | 0.00 | | 0.00 | | 0.00 | | 1.00 | | 0.25 | | 0.75 | |
| Final Sat.: | 1805 | | 3610 | | 0 | | 0 | | 2695 | | 793 | | 0 | | 0 | | 0 | | 1554 | | 388 | | 1165 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.22 | | 0.06 | | 0.00 | | 0.00 | | 0.13 | | 0.13 | | 0.00 | | 0.00 | | 0.00 | | 0.41 | | 0.12 | | 0.12 | |
| Crit Moves: | **** | | | | | | | | **** | | | | | | | | | | **** | | | | | |
| Green/Cycle: | 0.24 | | 0.40 | | 0.00 | | 0.00 | | 0.16 | | 0.16 | | 0.00 | | 0.00 | | 0.00 | | 0.45 | | 0.45 | | 0.45 | |
| Volume/Cap: | 0.91 | | 0.15 | | 0.00 | | 0.00 | | 0.79 | | 0.79 | | 0.00 | | 0.00 | | 0.00 | | 0.91 | | 0.26 | | 0.26 | |
| Delay/Veh: | 64.4 | | 21.1 | | 0.0 | | 0.0 | | 51.2 | | 51.2 | | 0.0 | | 0.0 | | 0.0 | | 41.2 | | 18.5 | | 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: | 64.4 | | 21.1 | | 0.0 | | 0.0 | | 51.2 | | 51.2 | | 0.0 | | 0.0 | | 0.0 | | 41.2 | | 18.5 | | 18.5 | |
| LOS by Move: | E | | C | | A | | A | | D | | D | | A | | A | | A | | D | | B | | B | |
| HCM2kAvgQ: | 17 | | 2 | | 0 | | 0 | | 10 | | 10 | | 0 | | 0 | | 0 | | 25 | | 4 | | 4 | |

**********

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

**********

Horseshoe Grande Property (Freeway Analysis)
Existing
Evening Peak Hour

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

**********

Intersection #4 Beaumont Avenue (SR-79) (NS) at I-10 Freeway EB Ramps (EW)

**********

| | | | | |
|---|---|---|---|---|
| Cycle (sec): | 90 | Critical Vol./Cap.(X): | 0.845 | |
| Loss Time (sec): | 16 (Y+R=4.0 sec) | Average Delay (sec/veh): | 32.8 | |
| 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: | 0 | 18 | 18 | 10 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 0 0 | 1 1 | 0 | 1 0 | 2 0 | 0 | 0 1 | 0 1 | 0 | 0 0 | 0 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 458 | 321 | 105 | 692 | 0 | 88 | 3 | 558 | 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 | 458 | 321 | 105 | 692 | 0 | 88 | 3 | 558 | 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 | 0.91 | 0.91 | 0.91 | 0.93 | 0.93 | 0.93 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 482 | 338 | 116 | 764 | 0 | 94 | 3 | 599 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 482 | 338 | 116 | 764 | 0 | 94 | 3 | 599 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 482 | 338 | 116 | 764 | 0 | 94 | 3 | 599 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.89 | 0.89 | 0.95 | 0.95 | 1.00 | 0.81 | 0.81 | 0.81 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 1.18 | 0.82 | 1.00 | 2.00 | 0.00 | 0.97 | 0.03 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 1991 | 1395 | 1805 | 3610 | 0 | 1490 | 51 | 1541 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.24 | 0.24 | 0.06 | 0.21 | 0.00 | 0.06 | 0.06 | 0.39 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | **** | | | | | **** | | | |
| Green/Cycle: | 0.00 | 0.27 | 0.27 | 0.11 | 0.38 | 0.00 | 0.44 | 0.44 | 0.44 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.00 | 0.89 | 0.89 | 0.58 | 0.55 | 0.00 | 0.14 | 0.14 | 0.89 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 41.8 | 41.8 | 42.1 | 22.1 | 0.0 | 15.2 | 15.2 | 35.2 | 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: | 0.0 | 41.8 | 41.8 | 42.1 | 22.1 | 0.0 | 15.2 | 15.2 | 35.2 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | D | D | D | C | A | B | B | D | A | A | A |
| HCM2kAvgQ: | 0 | 15 | 15 | 4 | 9 | 0 | 2 | 2 | 20 | 0 | 0 | 0 |

**********

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

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Horseshoe Grande Property (Freeway Analysis)
Existing
Morning Peak Hour

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

**********

Intersection #4 Beaumont Avenue (SR-79) (NS) at I-10 Freeway EB Ramps (EW)

**********

| | | | | |
|---|---|---|---|---|
| Cycle (sec): | 90 | Critical Vol./Cap.(X): | 0.789 | |
| Loss Time (sec): | 16 (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 | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 18 | 18 | 10 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 0 0 | 1 1 | 0 | 1 0 | 2 0 | 0 | 0 1 | 0 1 | 0 | 0 0 | 0 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 554 | 499 | 107 | 443 | 0 | 56 | 1 | 354 | 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 | 554 | 499 | 107 | 443 | 0 | 56 | 1 | 354 | 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 | 0.96 | 0.96 | 0.96 | 0.90 | 0.90 | 0.90 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 585 | 527 | 112 | 464 | 0 | 62 | 1 | 393 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 585 | 527 | 112 | 464 | 0 | 62 | 1 | 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: | 0 | 585 | 527 | 112 | 464 | 0 | 62 | 1 | 393 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.88 | 0.88 | 0.95 | 0.95 | 1.00 | 0.81 | 0.81 | 0.81 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 1.05 | 0.95 | 1.00 | 2.00 | 0.00 | 0.98 | 0.02 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 1764 | 1589 | 1805 | 3610 | 0 | 1514 | 27 | 1541 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.33 | 0.33 | 0.06 | 0.13 | 0.00 | 0.04 | 0.04 | 0.26 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | **** | | | | | **** | | | |
| Green/Cycle: | 0.00 | 0.40 | 0.40 | 0.11 | 0.51 | 0.00 | 0.31 | 0.31 | 0.31 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.00 | 0.82 | 0.82 | 0.56 | 0.25 | 0.00 | 0.13 | 0.13 | 0.82 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 28.4 | 28.4 | 41.4 | 12.3 | 0.0 | 22.4 | 22.4 | 38.6 | 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: | 0.0 | 28.4 | 28.4 | 41.4 | 12.3 | 0.0 | 22.4 | 22.4 | 38.6 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | C | C | D | B | A | C | C | D | A | A | A |
| HCM2kAvgQ: | 0 | 17 | 17 | 4 | 4 | 0 | 1 | 1 | 13 | 0 | 0 | 0 |

**********

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

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## Opening Year (2010) Without Project – No Action

Horseshoe Grande Property (Freeway Analysis)
Opening Year (2010) Without Project - No Action
Morning Peak Hour

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

Intersection #1 I-215 Freeway SB Ramps (NS) at Bonnie Drive (EW)

Average Delay (sec/veh): 5.0 Worst Case Level Of Service: F[ 81.9]

| 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 | | | Ignore | | | Ignore | | | Include | | |
| Lanes: | 1 0 1 | 0 | 0 | 0 | 0 1 | 0 1 | 1 0 | 0 | 1 | 0 | 0 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 302 | 171 | 0 | 0 | 624 | 37 | 25 | 0 | 187 | 0 | 0 | 0 |
| Growth Adj: | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 |
| Initial Bse: | 335 | 190 | 0 | 0 | 693 | 41 | 28 | 0 | 208 | 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: | 335 | 190 | 0 | 0 | 693 | 41 | 28 | 0 | 208 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.93 | 0.93 | 0.00 | 0.91 | 0.91 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 352 | 199 | 0 | 0 | 747 | 0 | 30 | 0 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 352 | 199 | 0 | 0 | 747 | 0 | 30 | 0 | 0 | 0 | 0 | 0 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | 4.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 6.4 | xxxx | 6.2 | xxxxx | xxxx | xxxxx |
| FollowUpTim: | 2.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 3.5 | xxxx | 3.3 | xxxxx | xxxx | xxxxx |
| Capacity Module: | | | | | | | | | | | | |
| Cnflict Vol: | 747 | xxxx | xxxxx | xxxx | xxxx | xxxxx | 1649 | xxxx | 747 | xxxx | xxxx | xxxxx |
| Potent Cap.: | 871 | xxxx | xxxxx | xxxx | xxxx | xxxxx | 110 | xxxx | 416 | xxxx | xxxx | xxxxx |
| Move Cap.: | 871 | xxxx | xxxxx | xxxx | xxxx | xxxxx | 75 | xxxx | 416 | xxxx | xxxx | xxxxx |
| Volume/Cap: | 0.40 | xxxx | xxxx | xxxx | xxxx | xxxx | 0.40 | xxxx | 0.00 | xxxx | xxxx | xxxx |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | 2.0 | xxxx | xxxxx | xxxx | xxxx | xxxxx | 1.6 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Control Del: | 11.9 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 81.9 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| LOS by Move: | B | * | * | * | * | * | F | * | * | * | * | * |
| 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: | xxxxxx | | | xxxxxx | | | 81.9 | | | xxxxxx | | |
| ApproachLOS: | * | | | * | | | F | | | * | | |

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

Horseshoe Grande Property (Freeway Analysis)
Opening Year (2010) Without Project - No Action
Evening Peak Hour

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

Intersection #1 I-215 Freeway SB Ramps (NS) at Bonnie Drive (EW)

Average Delay (sec/veh): 2.8 Worst Case Level Of Service: F[ 56.5]

| 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 | | | Ignore | | | Ignore | | | Include | | |
| 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: | 200 | 183 | 0 | 0 | 782 | 14 | 12 | 0 | 233 | 0 | 0 | 0 |
| Growth Adj: | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 |
| Initial Bse: | 222 | 203 | 0 | 0 | 869 | 16 | 13 | 0 | 259 | 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: | 222 | 203 | 0 | 0 | 869 | 16 | 13 | 0 | 259 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.97 | 0.97 | 0.00 | 0.86 | 0.86 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 250 | 229 | 0 | 0 | 895 | 0 | 15 | 0 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 250 | 229 | 0 | 0 | 895 | 0 | 15 | 0 | 0 | 0 | 0 | 0 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | 4.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 6.4 | xxxx | 6.2 | xxxxx | xxxx | xxxxx |
| FollowUpTim: | 2.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 3.5 | xxxx | 3.3 | xxxxx | xxxx | xxxxx |
| Capacity Module: | | | | | | | | | | | | |
| Cnflict Vol: | 895 | xxxx | xxxxx | xxxx | xxxx | xxxxx | 1625 | xxxx | 895 | xxxx | xxxx | xxxxx |
| Potent Cap.: | 767 | xxxx | xxxxx | xxxx | xxxx | xxxxx | 114 | xxxx | 342 | xxxx | xxxx | xxxxx |
| Move Cap.: | 767 | xxxx | xxxxx | xxxx | xxxx | xxxxx | 85 | xxxx | 342 | xxxx | xxxx | xxxxx |
| Volume/Cap: | 0.33 | xxxx | xxxx | xxxx | xxxx | xxxx | 0.18 | xxxx | 0.00 | xxxx | xxxx | xxxx |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | 1.4 | xxxx | xxxxx | xxxx | xxxx | xxxxx | 0.6 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Control Del: | 12.0 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 56.5 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| LOS by Move: | B | * | * | * | * | * | F | * | * | * | * | * |
| 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: | xxxxxx | | | xxxxxx | | | 56.5 | | | xxxxxx | | |
| ApproachLOS: | * | | | * | | | F | | | * | | |

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

Horseshoe Grande Property (Freeway Analysis)
Opening Year (2010) Without Project - No Action
Morning Peak Hour - With Improvements

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

Intersection #1 I-215 Freeway SB Ramps (NS) at Bonnie Drive (EW)

| | | | |
|---|---|---|---|
| Cycle (sec): | 60 | Critical Vol./Cap.(X): | 0.755 |
| 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 | | | Ignore | | | Ignore | | | Include | | |
| Min. Green: | 10 | 24 | 0 | 0 | 24 | 24 | 0 | 0 | 0 | 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: | 302 | 171 | 0 | 0 | 624 | 37 | 25 | 0 | 187 | 0 | 0 | 0 |
| Growth Adj: | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 |
| Initial Bse: | 335 | 190 | 0 | 0 | 693 | 41 | 28 | 0 | 208 | 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: | 335 | 190 | 0 | 0 | 693 | 41 | 28 | 0 | 208 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.93 | 0.93 | 0.00 | 0.91 | 0.91 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 352 | 199 | 0 | 0 | 747 | 0 | 30 | 0 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 352 | 199 | 0 | 0 | 747 | 0 | 30 | 0 | 0 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 352 | 199 | 0 | 0 | 747 | 0 | 30 | 0 | 0 | 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 | 1.00 | 1.00 | 1.00 | 1.00 | 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 | 1900 | 1900 | 0 | 1900 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.19 | 0.10 | 0.00 | 0.00 | 0.39 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | | **** | | **** | | | | | |
| Green/Cycle: | 0.26 | 0.78 | 0.00 | 0.00 | 0.52 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.75 | 0.13 | 0.00 | 0.00 | 0.75 | 0.00 | 0.25 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 27.4 | 1.7 | 0.0 | 0.0 | 14.7 | 0.0 | 30.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 27.4 | 1.7 | 0.0 | 0.0 | 14.7 | 0.0 | 30.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | C | A | A | A | B | A | C | A | A | A | A | A |
| HCM2kAvgQ: | 8 | 1 | 0 | 0 | 13 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |

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

Horseshoe Grande Property (Freeway Analysis)
Opening Year (2010) Without Project - No Action
Evening Peak Hour - With Improvements

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

Intersection #1 I-215 Freeway SB Ramps (NS) at Bonnie Drive (EW)

| | | | |
|---|---|---|---|
| Cycle (sec): | 65 | Critical Vol./Cap.(X): | 0.758 |
| Loss Time (sec): | 12 (Y+R=4.0 sec) | Average Delay (sec/veh): | 14.4 |
| 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: | Protected | | | Permitted | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Ignore | | | Ignore | | | Include | | |
| Min. Green: | 10 | 24 | 0 | 0 | 24 | 24 | 0 | 0 | 0 | 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: | 200 | 183 | 0 | 0 | 782 | 14 | 12 | 0 | 233 | 0 | 0 | 0 |
| Growth Adj: | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 |
| Initial Bse: | 222 | 203 | 0 | 0 | 869 | 16 | 13 | 0 | 259 | 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: | 222 | 203 | 0 | 0 | 869 | 16 | 13 | 0 | 259 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.97 | 0.97 | 0.00 | 0.86 | 0.86 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 250 | 229 | 0 | 0 | 895 | 0 | 15 | 0 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 250 | 229 | 0 | 0 | 895 | 0 | 15 | 0 | 0 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 250 | 229 | 0 | 0 | 895 | 0 | 15 | 0 | 0 | 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 | 1.00 | 1.00 | 1.00 | 1.00 | 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 | 1900 | 1900 | 0 | 1900 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.14 | 0.12 | 0.00 | 0.00 | 0.47 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | | **** | | **** | | | | | |
| Green/Cycle: | 0.18 | 0.80 | 0.00 | 0.00 | 0.62 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.76 | 0.15 | 0.00 | 0.00 | 0.76 | 0.00 | 0.14 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 34.9 | 1.5 | 0.0 | 0.0 | 11.7 | 0.0 | 32.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 34.9 | 1.5 | 0.0 | 0.0 | 11.7 | 0.0 | 32.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | C | A | A | A | B | A | C | A | A | A | A | A |
| HCM2kAvgQ: | 7 | 1 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

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

Horseshoe Grande Property (Freeway Analysis)
Opening Year (2010) Without Project - No Action
Morning Peak Hour

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

Intersection #2 I-10 Freeway NB Ramps (NS) at SR-74 (EW)

Average Delay (sec/veh): 15.0 Worst Case Level Of Service: F[120.1]

| 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 | | | Ignore | | |
| Lanes: | 0 0 0 | 0 0 | 0 | 0 0 | 1! 0 | 0 | 1 0 | 2 0 | 0 | 0 0 | 2 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 139 | 0 | 21 | 83 | 737 | 0 | 0 | 444 | 703 |
| Growth Adj: | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 |
| Initial Bse: | 0 | 0 | 0 | 154 | 0 | 23 | 92 | 819 | 0 | 0 | 493 | 781 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 154 | 0 | 23 | 92 | 819 | 0 | 0 | 493 | 781 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 0.87 | 0.87 | 0.87 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.00 |
| PHF Volume: | 0 | 0 | 0 | 177 | 0 | 27 | 98 | 871 | 0 | 0 | 523 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 0 | 0 | 177 | 0 | 27 | 98 | 871 | 0 | 0 | 523 | 0 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | 6.8 | 6.5 | 6.9 | 4.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| FollowUpTim: | xxxxx | xxxx | xxxxx | 3.5 | 4.0 | 3.3 | 2.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Capacity Module: | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | 1155 | 1590 | 262 | 523 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Potent Cap.: | xxxx | xxxx | xxxxx | 193 | 109 | 743 | 1054 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Move Cap.: | xxxx | xxxx | xxxxx | 180 | 98 | 743 | 1054 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Volume/Cap: | xxxx | xxxx | xxxx | 0.99 | 0.00 | 0.04 | 0.09 | xxxx | xxxx | xxxx | xxxx | xxxx |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 0.3 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 8.8 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| LOS by Move: | * | * | * | * | * | * | A | * | * | * | * | * |
| Movement: | LT - | LTR - | RT | LT - | LTR - | RT | LT - | LTR - | RT | LT - | LTR - | RT |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | 199 | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | 9.1 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | 120 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shared LOS: | * | * | * | * | F | * | * | * | * | * | * | * |
| ApproachDel: | xxxxxx | | | 120.1 | | | xxxxxx | | | xxxxxx | | |
| ApproachLOS: | * | | | F | | | * | | | * | | |

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

Horseshoe Grande Property (Freeway Analysis)
Opening Year (2010) Without Project - No Action
Evening Peak Hour

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

Intersection #2 I-10 Freeway NB Ramps (NS) at SR-74 (EW)

Average Delay (sec/veh): 9.7 Worst Case Level Of Service: F[ 73.5]

| 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 | | | Ignore | | |
| Lanes: | 0 0 0 0 0 | | | 0 0 1! 0 0 | | | 1 0 2 0 0 | | | 0 0 2 0 1 | | |
| **Volume Module:** | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 143 | 0 | 36 | 22 | 1008 | 0 | 0 | 340 | 586 |
| Growth Adj: | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 |
| Initial Bse: | 0 | 0 | 0 | 159 | 0 | 40 | 24 | 1120 | 0 | 0 | 378 | 651 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 159 | 0 | 40 | 24 | 1120 | 0 | 0 | 378 | 651 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 0.83 | 0.83 | 0.83 | 0.96 | 0.96 | 0.96 | 0.95 | 0.95 | 0.00 |
| PHF Volume: | 0 | 0 | 0 | 192 | 0 | 48 | 25 | 1165 | 0 | 0 | 400 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 0 | 0 | 192 | 0 | 48 | 25 | 1165 | 0 | 0 | 400 | 0 |
| **Critical Gap Module:** | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | 6.8 | 6.5 | 6.9 | 4.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| FollowUpTim: | xxxxx | xxxx | xxxxx | 3.5 | 4.0 | 3.3 | 2.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| **Capacity Module:** | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | 1033 | 1616 | 200 | 400 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Potent Cap.: | xxxx | xxxx | xxxxx | 232 | 105 | 814 | 1170 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Move Cap.: | xxxx | xxxx | xxxxx | 228 | 102 | 814 | 1170 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Volume/Cap: | xxxx | xxxx | xxxx | 0.84 | 0.00 | 0.06 | 0.02 | xxxx | xxxx | xxxx | xxxx | xxxx |
| **Level Of Service Module:** | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 0.1 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 8.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| LOS by Move: | * | * | * | * | * | * | A | * | * | * | * | * |
| Movement: | LT | LTR | RT | LT | LTR | RT | LT | LTR | RT | LT | LTR | RT |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | 266 | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | 8.0 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | 73.5 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shared LOS: | * | * | * | * | F | * | * | * | * | * | * | * |
| ApproachDel: | xxxxxx | | | 73.5 | | | xxxxxx | | | xxxxxx | | |
| ApproachLOS: | * | | | F | | | * | | | * | | |

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

Horseshoe Grande Property (Freeway Analysis)
Opening Year (2010) Without Project - No Action
Morning Peak Hour - With Improvements

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

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Intersection #2 I-10 Freeway NB Ramps (NS) at SR-74 (EW)

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| | | | | |
|---|---|---|---|---|
| Cycle (sec): | 60 | Critical Vol./Cap.(X): | 0.449 |
| Loss Time (sec): | 8 (Y+R=4.0 sec) | Average Delay (sec/veh): | 9.2 |
| 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 | | | Permitted | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Ignore | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 24 | 0 | 0 | 24 | 24 |
| Lanes: | 0 0 | 0 0 | 0 | 0 0 | 1! 0 | 0 | 1 0 | 2 0 | 0 | 0 0 | 2 0 | 1 |
| **Volume Module:** | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 139 | 0 | 21 | 83 | 737 | 0 | 0 | 444 | 703 |
| Growth Adj: | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 |
| Initial Bse: | 0 | 0 | 0 | 154 | 0 | 23 | 92 | 819 | 0 | 0 | 493 | 781 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 154 | 0 | 23 | 92 | 819 | 0 | 0 | 493 | 781 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 0.87 | 0.87 | 0.87 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.00 |
| PHF Volume: | 0 | 0 | 0 | 177 | 0 | 27 | 98 | 871 | 0 | 0 | 523 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 177 | 0 | 27 | 98 | 871 | 0 | 0 | 523 | 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 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 0 | 0 | 0 | 177 | 0 | 27 | 98 | 871 | 0 | 0 | 523 | 0 |
| **Saturation Flow Module:** | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.73 | 1.00 | 0.73 | 0.44 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.87 | 0.00 | 0.13 | 1.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 1203 | 0 | 182 | 836 | 3610 | 0 | 0 | 3610 | 1900 |
| **Capacity Analysis Module:** | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.15 | 0.00 | 0.15 | 0.12 | 0.24 | 0.00 | 0.00 | 0.14 | 0.00 |
| Crit Moves: | | | | **** | | | | **** | | | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.33 | 0.00 | 0.33 | 0.54 | 0.54 | 0.00 | 0.00 | 0.54 | 0.00 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.45 | 0.00 | 0.45 | 0.22 | 0.45 | 0.00 | 0.00 | 0.27 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 16.6 | 0.0 | 16.6 | 7.5 | 8.6 | 0.0 | 0.0 | 7.6 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 16.6 | 0.0 | 16.6 | 7.5 | 8.6 | 0.0 | 0.0 | 7.6 | 0.0 |
| LOS by Move: | A | A | A | B | A | B | A | A | A | A | A | A |
| HCM2kAvgQ: | 0 | 0 | 0 | 3 | 0 | 3 | 1 | 5 | 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 (Freeway Analysis)
Opening Year (2010) Without Project - No Action
Evening Peak Hour - With Improvements

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

Intersection #2 I-10 Freeway NB Ramps (NS) at SR-74 (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.570
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 | | | Ignore | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 24 | 0 | 0 | 24 | 24 |
| Lanes: | 0 0 | 0 | 0 0 | 0 0 | 1! 0 | 0 | 1 0 | 2 | 0 0 | 0 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 143 | 0 | 36 | 22 | 1008 | 0 | 0 | 340 | 586 |
| Growth Adj: | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 |
| Initial Bse: | 0 | 0 | 0 | 159 | 0 | 40 | 24 | 1120 | 0 | 0 | 378 | 651 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 159 | 0 | 40 | 24 | 1120 | 0 | 0 | 378 | 651 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 0.83 | 0.83 | 0.83 | 0.96 | 0.96 | 0.96 | 0.95 | 0.95 | 0.00 |
| PHF Volume: | 0 | 0 | 0 | 192 | 0 | 48 | 25 | 1165 | 0 | 0 | 400 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 192 | 0 | 48 | 25 | 1165 | 0 | 0 | 400 | 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 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 0 | 0 | 0 | 192 | 0 | 48 | 25 | 1165 | 0 | 0 | 400 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.74 | 1.00 | 0.74 | 0.52 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.80 | 0.00 | 0.20 | 1.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 1119 | 0 | 282 | 979 | 3610 | 0 | 0 | 3610 | 1900 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.17 | 0.00 | 0.17 | 0.03 | 0.32 | 0.00 | 0.00 | 0.11 | 0.00 |
| Crit Moves: | | | | **** | | | | **** | | | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.30 | 0.00 | 0.30 | 0.57 | 0.57 | 0.00 | 0.00 | 0.57 | 0.00 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.57 | 0.00 | 0.57 | 0.05 | 0.57 | 0.00 | 0.00 | 0.20 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 19.6 | 0.0 | 19.6 | 5.8 | 8.7 | 0.0 | 0.0 | 6.4 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 19.6 | 0.0 | 19.6 | 5.8 | 8.7 | 0.0 | 0.0 | 6.4 | 0.0 |
| LOS by Move: | A | A | A | B | A | B | A | A | A | A | A | A |
| HCM2kAvgQ: | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 8 | 0 | 0 | 2 | 0 |

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

Horseshoe Grande Property (Freeway Analysis)
Opening Year (2010) Without Project - No Action
Morning Peak Hour

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

Intersection #3 Beaumont Avenue (SR-79) (NS) at I-10 Freeway WB Ramps (EW)

| | | | |
|---|---|---|---|
| Cycle (sec): | 95 | Critical Vol./Cap.(X): | 0.808 |
| Loss Time (sec): | 16 (Y+R=4.0 sec) | Average Delay (sec/veh): | 35.1 |
| 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 | 18 | 0 | 0 | 18 | 18 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 1 0 | 2 0 | 0 | 0 0 | 1 1 | 0 | 0 0 | 0 0 | 0 | 0 1 | 0 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 465 | 168 | 0 | 0 | 252 | 64 | 0 | 0 | 0 | 274 | 12 | 82 |
| Growth Adj: | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 |
| Initial Bse: | 504 | 182 | 0 | 0 | 273 | 69 | 0 | 0 | 0 | 297 | 13 | 89 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 504 | 182 | 0 | 0 | 273 | 69 | 0 | 0 | 0 | 297 | 13 | 89 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.82 | 0.82 | 0.82 | 0.83 | 0.83 | 0.83 | 1.00 | 1.00 | 1.00 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 614 | 222 | 0 | 0 | 328 | 83 | 0 | 0 | 0 | 332 | 15 | 99 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 614 | 222 | 0 | 0 | 328 | 83 | 0 | 0 | 0 | 332 | 15 | 99 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 614 | 222 | 0 | 0 | 328 | 83 | 0 | 0 | 0 | 332 | 15 | 99 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 1.00 | 1.00 | 0.92 | 0.92 | 1.00 | 1.00 | 1.00 | 0.82 | 0.82 | 0.82 |
| Lanes: | 1.00 | 2.00 | 0.00 | 0.00 | 1.59 | 0.41 | 0.00 | 0.00 | 0.00 | 1.00 | 0.13 | 0.87 |
| Final Sat.: | 1805 | 3610 | 0 | 0 | 2792 | 709 | 0 | 0 | 0 | 1550 | 198 | 1352 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.34 | 0.06 | 0.00 | 0.00 | 0.12 | 0.12 | 0.00 | 0.00 | 0.00 | 0.21 | 0.07 | 0.07 |
| Crit Moves: | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.39 | 0.58 | 0.00 | 0.00 | 0.19 | 0.19 | 0.00 | 0.00 | 0.00 | 0.25 | 0.25 | 0.25 |
| Volume/Cap: | 0.86 | 0.11 | 0.00 | 0.00 | 0.62 | 0.62 | 0.00 | 0.00 | 0.00 | 0.86 | 0.30 | 0.30 |
| Delay/Veh: | 37.1 | 8.8 | 0.0 | 0.0 | 37.2 | 37.2 | 0.0 | 0.0 | 0.0 | 48.2 | 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: | 37.1 | 8.8 | 0.0 | 0.0 | 37.2 | 37.2 | 0.0 | 0.0 | 0.0 | 48.2 | 29.1 | 29.1 |
| LOS by Move: | D | A | A | A | D | D | A | A | A | D | C | C |
| HCM2kAvgQ: | 19 | 1 | 0 | 0 | 7 | 7 | 0 | 0 | 0 | 13 | 3 | 3 |

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

Horseshoe Grande Property (Freeway Analysis)
Opening Year (2010) Without Project - No Action
Evening Peak Hour

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

Intersection #3 Beaumont Avenue (SR-79) (NS) at I-10 Freeway WB Ramps (EW)

| | | | |
|---|---|---|---|
| Cycle (sec): | 115 | Critical Vol./Cap.(X): | 0.954 |
| Loss Time (sec): | 16 (Y+R=4.0 sec) | Average Delay (sec/veh): | 53.7 |
| 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 | 18 | 0 | 0 | 18 | 18 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 1 0 | 2 0 | 0 | 0 0 | 1 1 | 0 | 0 0 | 0 0 | 0 | 0 1 | 0 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 349 | 197 | 0 | 0 | 323 | 95 | 0 | 0 | 0 | 543 | 38 | 114 |
| Growth Adj: | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 |
| Initial Bse: | 378 | 213 | 0 | 0 | 350 | 103 | 0 | 0 | 0 | 588 | 41 | 123 |
| 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: | 378 | 213 | 0 | 0 | 350 | 103 | 0 | 0 | 0 | 588 | 41 | 123 |
| User Adj: | 1.00 | 1.00 | 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 | 0.93 | 0.93 | 0.93 | 1.00 | 1.00 | 1.00 | 0.84 | 0.84 | 0.84 |
| PHF Volume: | 421 | 238 | 0 | 0 | 375 | 110 | 0 | 0 | 0 | 697 | 49 | 146 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 421 | 238 | 0 | 0 | 375 | 110 | 0 | 0 | 0 | 697 | 49 | 146 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 421 | 238 | 0 | 0 | 375 | 110 | 0 | 0 | 0 | 697 | 49 | 146 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 1.00 | 1.00 | 0.92 | 0.92 | 1.00 | 1.00 | 1.00 | 0.82 | 0.82 | 0.82 |
| Lanes: | 1.00 | 2.00 | 0.00 | 0.00 | 1.55 | 0.45 | 0.00 | 0.00 | 0.00 | 1.00 | 0.25 | 0.75 |
| Final Sat.: | 1805 | 3610 | 0 | 0 | 2695 | 793 | 0 | 0 | 0 | 1554 | 388 | 1165 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.23 | 0.07 | 0.00 | 0.00 | 0.14 | 0.14 | 0.00 | 0.00 | 0.00 | 0.45 | 0.13 | 0.13 |
| Crit Moves: | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.24 | 0.40 | 0.00 | 0.00 | 0.16 | 0.16 | 0.00 | 0.00 | 0.00 | 0.46 | 0.46 | 0.46 |
| Volume/Cap: | 0.97 | 0.17 | 0.00 | 0.00 | 0.89 | 0.89 | 0.00 | 0.00 | 0.00 | 0.97 | 0.27 | 0.27 |
| Delay/Veh: | 78.1 | 22.4 | 0.0 | 0.0 | 63.8 | 63.8 | 0.0 | 0.0 | 0.0 | 52.2 | 19.0 | 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: | 78.1 | 22.4 | 0.0 | 0.0 | 63.8 | 63.8 | 0.0 | 0.0 | 0.0 | 52.2 | 19.0 | 19.0 |
| LOS by Move: | E | C | A | A | E | E | A | A | A | D | B | B |
| HCM2kAvgQ: | 20 | 3 | 0 | 0 | 12 | 12 | 0 | 0 | 0 | 31 | 4 | 4 |

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

Horseshoe Grande Property (Freeway Analysis)
Opening Year (2010) Without Project - No Action
Morning Peak Hour

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

Intersection #4 Beaumont Avenue (SR-79) (NS) at I-10 Freeway EB Ramps (EW)

| | | | |
|---|---|---|---|
| Cycle (sec): | 95 | Critical Vol./Cap.(X): | 0.845 |
| Loss Time (sec): | 16 (Y+R=4.0 sec) | Average Delay (sec/veh): | 31.0 |
| 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: | 0 | 18 | 18 | 10 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 0 0 1 | 1 0 | | 1 0 2 | 0 0 | | 0 1 | 0 1 | 0 | 0 0 | 0 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 554 | 499 | 107 | 443 | 0 | 56 | 1 | 354 | 0 | 0 | 0 |
| Growth Adj: | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 |
| Initial Bse: | 0 | 600 | 540 | 116 | 480 | 0 | 61 | 1 | 383 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 600 | 540 | 116 | 480 | 0 | 61 | 1 | 383 | 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 | 0.96 | 0.96 | 0.96 | 0.90 | 0.90 | 0.90 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 633 | 571 | 121 | 502 | 0 | 67 | 1 | 425 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 633 | 571 | 121 | 502 | 0 | 67 | 1 | 425 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 633 | 571 | 121 | 502 | 0 | 67 | 1 | 425 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.88 | 0.88 | 0.95 | 0.95 | 1.00 | 0.81 | 0.81 | 0.81 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 1.05 | 0.95 | 1.00 | 2.00 | 0.00 | 0.98 | 0.02 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 1764 | 1589 | 1805 | 3610 | 0 | 1514 | 27 | 1541 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.36 | 0.36 | 0.07 | 0.14 | 0.00 | 0.04 | 0.04 | 0.28 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | **** | | | | | **** | | | |
| Green/Cycle: | 0.00 | 0.41 | 0.41 | 0.11 | 0.52 | 0.00 | 0.32 | 0.32 | 0.32 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.00 | 0.87 | 0.87 | 0.64 | 0.27 | 0.00 | 0.14 | 0.14 | 0.87 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 32.3 | 32.3 | 47.8 | 13.0 | 0.0 | 23.3 | 23.3 | 44.9 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 32.3 | 32.3 | 47.8 | 13.0 | 0.0 | 23.3 | 23.3 | 44.9 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | C | C | D | B | A | C | C | D | A | A | A |
| HCM2kAvgQ: | 0 | 20 | 20 | 5 | 4 | 0 | 2 | 2 | 16 | 0 | 0 | 0 |

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

Horseshoe Grande Property (Freeway Analysis)
Opening Year (2010) Without Project - No Action
Evening Peak Hour

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

Intersection #4 Beaumont Avenue (SR-79) (NS) at I-10 Freeway EB Ramps (EW)

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.896 |
| Loss Time (sec): | 16 (Y+R=4.0 sec) | Average Delay (sec/veh): | 38.4 |
| 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: | 0 | 18 | 18 | 10 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 0 0 | 1 1 | 0 | 1 0 | 2 0 | 0 | 0 1 | 0 1 | 0 | 0 0 | 0 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 458 | 321 | 105 | 692 | 0 | 88 | 3 | 558 | 0 | 0 | 0 |
| Growth Adj: | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 |
| Initial Bse: | 0 | 496 | 348 | 114 | 749 | 0 | 95 | 3 | 604 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 496 | 348 | 114 | 749 | 0 | 95 | 3 | 604 | 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 | 0.91 | 0.91 | 0.91 | 0.93 | 0.93 | 0.93 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 522 | 366 | 125 | 827 | 0 | 102 | 3 | 648 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 522 | 366 | 125 | 827 | 0 | 102 | 3 | 648 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 522 | 366 | 125 | 827 | 0 | 102 | 3 | 648 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.89 | 0.89 | 0.95 | 0.95 | 1.00 | 0.81 | 0.81 | 0.81 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 1.18 | 0.82 | 1.00 | 2.00 | 0.00 | 0.97 | 0.03 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 1991 | 1395 | 1805 | 3610 | 0 | 1490 | 51 | 1541 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.26 | 0.26 | 0.07 | 0.23 | 0.00 | 0.07 | 0.07 | 0.42 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | **** | | | | | **** | | | |
| Green/Cycle: | 0.00 | 0.28 | 0.28 | 0.10 | 0.38 | 0.00 | 0.46 | 0.46 | 0.46 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.00 | 0.92 | 0.92 | 0.70 | 0.60 | 0.00 | 0.15 | 0.15 | 0.92 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 48.7 | 48.7 | 54.7 | 25.3 | 0.0 | 15.9 | 15.9 | 41.4 | 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: | 0.0 | 48.7 | 48.7 | 54.7 | 25.3 | 0.0 | 15.9 | 15.9 | 41.4 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | D | D | D | C | A | B | B | D | A | A | A |
| HCM2kAvgQ: | 0 | 18 | 18 | 5 | 11 | 0 | 2 | 2 | 24 | 0 | 0 | 0 |

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

## Opening Year (2010) With Project – Proposed Action "A"

Horseshoe Grande Property (Freeway Analysis)
Opening Year (2010) With Project - Proposed Action "A"
Morning Peak Hour

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

Intersection #1 I-215 Freeway SB Ramps (NS) at Bonnie Drive (EW)

Average Delay (sec/veh): 5.0 Worst Case Level Of Service: F[ 87.2]

| 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 | | | | | Ignore | | | | | Ignore | | | | | Include | | | | |
| 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: | 302 | | 171 | | 0 | 0 | | 624 | | 37 | 25 | | 0 | | 187 | 0 | | 0 | | 0 |
| Growth Adj: | 1.11 | | 1.11 | | 1.11 | 1.11 | | 1.11 | | 1.11 | 1.11 | | 1.11 | | 1.11 | 1.11 | | 1.11 | | 1.11 |
| Initial Bse: | 335 | | 190 | | 0 | 0 | | 693 | | 41 | 28 | | 0 | | 208 | 0 | | 0 | | 0 |
| Added Vol: | 0 | | 29 | | 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: | 335 | | 219 | | 0 | 0 | | 693 | | 41 | 28 | | 0 | | 208 | 0 | | 0 | | 0 |
| User Adj: | 1.00 | | 1.00 | | 1.00 | 1.00 | | 1.00 | | 0.00 | 1.00 | | 1.00 | | 0.00 | 1.00 | | 1.00 | | 1.00 |
| PHF Adj: | 0.95 | | 0.95 | | 0.95 | 0.93 | | 0.93 | | 0.00 | 0.91 | | 0.91 | | 0.00 | 1.00 | | 1.00 | | 1.00 |
| PHF Volume: | 352 | | 230 | | 0 | 0 | | 747 | | 0 | 30 | | 0 | | 0 | 0 | | 0 | | 0 |
| Reduct Vol: | 0 | | 0 | | 0 | 0 | | 0 | | 0 | 0 | | 0 | | 0 | 0 | | 0 | | 0 |
| FinalVolume: | 352 | | 230 | | 0 | 0 | | 747 | | 0 | 30 | | 0 | | 0 | 0 | | 0 | | 0 |
| Critical Gap Module: | | | | | | | | | | | | | | | | | | | | |
| Critical Gp: | 4.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | | 6.4 | xxxx | | 6.2 | xxxxx | xxxx | xxxxx | | | |
| FollowUpTim: | 2.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | | 3.5 | xxxx | | 3.3 | xxxxx | xxxx | xxxxx | | | |
| Capacity Module: | | | | | | | | | | | | | | | | | | | | |
| Cnflict Vol: | 747 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | | 1680 | xxxx | | 747 | xxxx | xxxx | xxxxx | | | |
| Potent Cap.: | 871 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | | 105 | xxxx | | 416 | xxxx | xxxx | xxxxx | | | |
| Move Cap.: | 871 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | | 72 | xxxx | | 416 | xxxx | xxxx | xxxxx | | | |
| Volume/Cap: | 0.40 | xxxx | xxxx | xxxx | xxxx | xxxx | | | | | 0.42 | xxxx | | 0.00 | xxxx | xxxx | xxxx | | | |
| Level Of Service Module: | | | | | | | | | | | | | | | | | | | | |
| 2Way95thQ: | 2.0 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | | 1.7 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | |
| Control Del: | 11.9 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | | 87.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | |
| LOS by Move: | B | * | | * | * | * | | | | | F | * | | * | * | * | | | | |
| 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: | xxxxxx | | | xxxxxx | | | | | | | 87.2 | | | xxxxxx | | | | | | |
| ApproachLOS: | * | | | * | | | | | | | F | | | * | | | | | | |

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

Horseshoe Grande Property (Freeway Analysis)
Opening Year (2010) With Project - Proposed Action "A"
Evening Peak Hour

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

Intersection #1 I-215 Freeway SB Ramps (NS) at Bonnie Drive (EW)

Average Delay (sec/veh): 2.7 Worst Case Level Of Service: F[ 65.2]

| 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 | | | | | Ignore | | | | | Ignore | | | | | Include | | | | |
| 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: | 200 | 183 | | 0 | | 0 | 782 | | 14 | | 12 | | 0 | 233 | | 0 | 0 | | 0 | |
| Growth Adj: | 1.11 | 1.11 | | 1.11 | | 1.11 | 1.11 | | 1.11 | | 1.11 | | 1.11 | 1.11 | | 1.11 | 1.11 | | 1.11 | |
| Initial Bse: | 222 | 203 | | 0 | | 0 | 869 | | 16 | | 13 | | 0 | 259 | | 0 | 0 | | 0 | |
| Added Vol: | 0 | 80 | | 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: | 222 | 283 | | 0 | | 0 | 869 | | 16 | | 13 | | 0 | 259 | | 0 | 0 | | 0 | |
| User Adj: | 1.00 | 1.00 | | 1.00 | | 1.00 | 1.00 | | 0.00 | | 1.00 | | 1.00 | 0.00 | | 1.00 | 1.00 | | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | | 0.89 | | 0.97 | 0.97 | | 0.00 | | 0.86 | | 0.86 | 0.00 | | 1.00 | 1.00 | | 1.00 | |
| PHF Volume: | 250 | 319 | | 0 | | 0 | 895 | | 0 | | 15 | | 0 | 0 | | 0 | 0 | | 0 | |
| Reduct Vol: | 0 | 0 | | 0 | | 0 | 0 | | 0 | | 0 | | 0 | 0 | | 0 | 0 | | 0 | |
| FinalVolume: | 250 | 319 | | 0 | | 0 | 895 | | 0 | | 15 | | 0 | 0 | | 0 | 0 | | 0 | |
| Critical Gap Module: | | | | | | | | | | | | | | | | | | | | |
| Critical Gp: | 4.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | | 6.4 | xxxx | | 6.2 | xxxxx | xxxx | xxxxx | | | |
| FollowUpTim: | 2.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | | 3.5 | xxxx | | 3.3 | xxxxx | xxxx | xxxxx | | | |
| Capacity Module: | | | | | | | | | | | | | | | | | | | | |
| Cnflict Vol: | 895 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | | 1715 | xxxx | | 895 | xxxx | xxxx | xxxxx | | | |
| Potent Cap.: | 767 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | | 100 | xxxx | | 342 | xxxx | xxxx | xxxxx | | | |
| Move Cap.: | 767 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | | 75 | xxxx | | 342 | xxxx | xxxx | xxxxx | | | |
| Volume/Cap: | 0.33 | xxxx | xxxx | xxxx | xxxx | xxxx | | | | | 0.21 | xxxx | | 0.00 | xxxx | xxxx | xxxx | | | |
| Level Of Service Module: | | | | | | | | | | | | | | | | | | | | |
| 2Way95thQ: | 1.4 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | | 0.7 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | |
| Control Del: | 12.0 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | | 65.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | |
| LOS by Move: | B | * | * | * | * | * | | | | | F | * | * | * | * | * | | | | |
| 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: | xxxxxx | | | xxxxxx | | | | | | | 65.2 | | | xxxxxx | | | | | | |
| ApproachLOS: | * | | | * | | | | | | | F | | | * | | | | | | |

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

Horseshoe Grande Property (Freeway Analysis)
Opening Year (2010) With Project - Proposed Action "A"
Morning Peak Hour - With Improvements

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

Intersection #1 I-215 Freeway SB Ramps (NS) at Bonnie Drive (EW)

Cycle (sec): 75 Critical Vol./Cap.(X): 0.719
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 17.2
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 | | | Ignore | | | Ignore | | | Include | | |
| Min. Green: | 10 | 24 | 0 | 0 | 24 | 24 | 0 | 0 | 0 | 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: | 302 | 171 | 0 | 0 | 624 | 37 | 25 | 0 | 187 | 0 | 0 | 0 |
| Growth Adj: | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 |
| Initial Bse: | 335 | 190 | 0 | 0 | 693 | 41 | 28 | 0 | 208 | 0 | 0 | 0 |
| Added Vol: | 0 | 29 | 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: | 335 | 219 | 0 | 0 | 693 | 41 | 28 | 0 | 208 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.93 | 0.93 | 0.00 | 0.91 | 0.91 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 352 | 230 | 0 | 0 | 747 | 0 | 30 | 0 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 352 | 230 | 0 | 0 | 747 | 0 | 30 | 0 | 0 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 352 | 230 | 0 | 0 | 747 | 0 | 30 | 0 | 0 | 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 | 1.00 | 1.00 | 1.00 | 1.00 | 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 | 1900 | 1900 | 0 | 1900 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.19 | 0.12 | 0.00 | 0.00 | 0.39 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | | **** | | **** | | | | | |
| Green/Cycle: | 0.27 | 0.82 | 0.00 | 0.00 | 0.55 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.72 | 0.15 | 0.00 | 0.00 | 0.72 | 0.00 | 0.32 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 29.9 | 1.5 | 0.0 | 0.0 | 15.2 | 0.0 | 38.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 29.9 | 1.5 | 0.0 | 0.0 | 15.2 | 0.0 | 38.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | C | A | A | A | B | A | D | A | A | A | A | A |
| HCM2kAvgQ: | 9 | 1 | 0 | 0 | 14 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |

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

Horseshoe Grande Property (Freeway Analysis)
Opening Year (2010) With Project - Proposed Action "A"
Evening Peak Hour - With Improvements

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

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Intersection #1 I-215 Freeway SB Ramps (NS) at Bonnie Drive (EW)

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| | | | | |
|---|---|---|---|---|
| Cycle (sec): | 110 | Critical Vol./Cap.(X): | 0.693 | |
| Loss Time (sec): | 12 (Y+R=4.0 sec) | Average Delay (sec/veh): | 16.2 | |
| Optimal Cycle: OPTIMIZED | | Level Of Service: | B | |

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| 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 | | | Ignore | | | Ignore | | | Include | | |
| Min. Green: | 10 | 24 | 0 | 0 | 24 | 24 | 0 | 0 | 0 | 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: | 200 | 183 | 0 | 0 | 782 | 14 | 12 | 0 | 233 | 0 | 0 | 0 |
| Growth Adj: | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 |
| Initial Bse: | 222 | 203 | 0 | 0 | 869 | 16 | 13 | 0 | 259 | 0 | 0 | 0 |
| Added Vol: | 0 | 80 | 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: | 222 | 283 | 0 | 0 | 869 | 16 | 13 | 0 | 259 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.97 | 0.97 | 0.00 | 0.86 | 0.86 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 250 | 319 | 0 | 0 | 895 | 0 | 15 | 0 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 250 | 319 | 0 | 0 | 895 | 0 | 15 | 0 | 0 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 250 | 319 | 0 | 0 | 895 | 0 | 15 | 0 | 0 | 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 | 1.00 | 1.00 | 1.00 | 1.00 | 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 | 1900 | 1900 | 0 | 1900 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.14 | 0.17 | 0.00 | 0.00 | 0.47 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | | **** | | **** | | | | | |
| Green/Cycle: | 0.20 | 0.88 | 0.00 | 0.00 | 0.68 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.69 | 0.19 | 0.00 | 0.00 | 0.69 | 0.00 | 0.24 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 46.6 | 1.0 | 0.0 | 0.0 | 12.4 | 0.0 | 55.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 46.6 | 1.0 | 0.0 | 0.0 | 12.4 | 0.0 | 55.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | D | A | A | A | B | A | E | A | A | A | A | A |
| HCM2kAvgQ: | 9 | 2 | 0 | 0 | 19 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |

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

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Horseshoe Grande Property (Freeway Analysis)
Opening Year (2010) With Project - Proposed Action "A"
Morning Peak Hour

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

Intersection #2 I-10 Freeway NB Ramps (NS) at SR-74 (EW)

Average Delay (sec/veh): 49.1 Worst Case Level Of Service: F[310.5]

| 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 | | | Ignore | | |
| Lanes: | 0 0 0 | 0 0 | 0 | 0 0 1! | 0 0 | 0 | 1 0 2 | 0 0 | 0 | 0 0 2 | 0 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 139 | 0 | 21 | 83 | 737 | 0 | 0 | 444 | 703 |
| Growth Adj: | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 |
| Initial Bse: | 0 | 0 | 0 | 154 | 0 | 23 | 92 | 819 | 0 | 0 | 493 | 781 |
| Added Vol: | 0 | 0 | 0 | 68 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 222 | 0 | 23 | 92 | 819 | 0 | 0 | 522 | 781 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 0.87 | 0.87 | 0.87 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.00 |
| PHF Volume: | 0 | 0 | 0 | 256 | 0 | 27 | 98 | 871 | 0 | 0 | 554 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 0 | 0 | 256 | 0 | 27 | 98 | 871 | 0 | 0 | 554 | 0 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | 6.8 | 6.5 | 6.9 | 4.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| FollowUpTim: | xxxxx | xxxx | xxxxx | 3.5 | 4.0 | 3.3 | 2.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Capacity Module: | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | 1185 | 1621 | 277 | 554 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Potent Cap.: | xxxx | xxxx | xxxxx | 185 | 104 | 727 | 1027 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Move Cap.: | xxxx | xxxx | xxxxx | 171 | 94 | 727 | 1027 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Volume/Cap: | xxxx | xxxx | xxxx | 1.49 | 0.00 | 0.04 | 0.10 | xxxx | xxxx | xxxx | xxxx | xxxx |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 0.3 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 8.9 | 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 | 184 | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | 18.1 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | 310 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shared LOS: | * | * | * | * | F | * | * | * | * | * | * | * |
| ApproachDel: | xxxxxx | | | 310.5 | | | xxxxxx | | | xxxxxx | | |
| ApproachLOS: | * | | | F | | | * | | | * | | |

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

Horseshoe Grande Property (Freeway Analysis)
Opening Year (2010) With Project - Proposed Action "A"
Evening Peak Hour

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

Intersection #2 I-10 Freeway NB Ramps (NS) at SR-74 (EW)

Average Delay (sec/veh): 54.4 Worst Case Level Of Service: F[314.5]

| 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 | | | Ignore | | |
| Lanes: | 0 0 0 | 0 0 | 0 | 0 0 1! | 0 0 | 0 | 1 0 2 | 0 0 | 0 | 0 0 2 | 0 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 143 | 0 | 36 | 22 | 1008 | 0 | 0 | 340 | 586 |
| Growth Adj: | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 |
| Initial Bse: | 0 | 0 | 0 | 159 | 0 | 40 | 24 | 1120 | 0 | 0 | 378 | 651 |
| Added Vol: | 0 | 0 | 0 | 91 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 250 | 0 | 40 | 24 | 1120 | 0 | 0 | 458 | 651 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 0.83 | 0.83 | 0.83 | 0.96 | 0.96 | 0.96 | 0.95 | 0.95 | 0.00 |
| PHF Volume: | 0 | 0 | 0 | 301 | 0 | 48 | 25 | 1165 | 0 | 0 | 484 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 0 | 0 | 301 | 0 | 48 | 25 | 1165 | 0 | 0 | 484 | 0 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | 6.8 | 6.5 | 6.9 | 4.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| FollowUpTim: | xxxxx | xxxx | xxxxx | 3.5 | 4.0 | 3.3 | 2.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Capacity Module: | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | 1118 | 1700 | 242 | 484 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Potent Cap.: | xxxx | xxxx | xxxxx | 204 | 93 | 765 | 1089 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Move Cap.: | xxxx | xxxx | xxxxx | 201 | 91 | 765 | 1089 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Volume/Cap: | xxxx | xxxx | xxxx | 1.50 | 0.00 | 0.06 | 0.02 | xxxx | xxxx | xxxx | xxxx | xxxx |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 0.1 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 8.4 | 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 | 223 | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | 21.8 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | 314 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shared LOS: | * | * | * | * | F | * | * | * | * | * | * | * |
| ApproachDel: | xxxxxx | | | 314.5 | | | xxxxxx | | | xxxxxx | | |
| ApproachLOS: | * | | | F | | | * | | | * | | |

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

Horseshoe Grande Property (Freeway Analysis)
Opening Year (2010) With Project - Proposed Action "A"
Morning Peak Hour - With Improvements

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

Intersection #2 I-10 Freeway NB Ramps (NS) at SR-74 (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.515
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 11.5
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 | | | Ignore | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 24 | 0 | 0 | 24 | 24 |
| Lanes: | 0 0 | 0 0 | 0 | 0 0 | 1! 0 | 0 | 1 0 | 2 0 | 0 | 0 0 | 2 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 139 | 0 | 21 | 83 | 737 | 0 | 0 | 444 | 703 |
| Growth Adj: | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 |
| Initial Bse: | 0 | 0 | 0 | 154 | 0 | 23 | 92 | 819 | 0 | 0 | 493 | 781 |
| Added Vol: | 0 | 0 | 0 | 68 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 222 | 0 | 23 | 92 | 819 | 0 | 0 | 522 | 781 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 0.87 | 0.87 | 0.87 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.00 |
| PHF Volume: | 0 | 0 | 0 | 256 | 0 | 27 | 98 | 871 | 0 | 0 | 554 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 256 | 0 | 27 | 98 | 871 | 0 | 0 | 554 | 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 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 0 | 0 | 0 | 256 | 0 | 27 | 98 | 871 | 0 | 0 | 554 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.72 | 1.00 | 0.72 | 0.41 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.91 | 0.00 | 0.09 | 1.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 1246 | 0 | 131 | 773 | 3610 | 0 | 0 | 3610 | 1900 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.21 | 0.00 | 0.21 | 0.13 | 0.24 | 0.00 | 0.00 | 0.15 | 0.00 |
| Crit Moves: | | | | **** | | | | **** | | | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.40 | 0.00 | 0.40 | 0.47 | 0.47 | 0.00 | 0.00 | 0.47 | 0.00 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.52 | 0.00 | 0.52 | 0.27 | 0.52 | 0.00 | 0.00 | 0.33 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 14.5 | 0.0 | 14.5 | 10.1 | 11.5 | 0.0 | 0.0 | 10.1 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 14.5 | 0.0 | 14.5 | 10.1 | 11.5 | 0.0 | 0.0 | 10.1 | 0.0 |
| LOS by Move: | A | A | A | B | A | B | B | B | A | A | B | A |
| HCM2kAvgQ: | 0 | 0 | 0 | 5 | 0 | 5 | 1 | 6 | 0 | 0 | 4 | 0 |

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

Horseshoe Grande Property (Freeway Analysis)
Opening Year (2010) With Project - Proposed Action "A"
Evening Peak Hour - With Improvements

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

Intersection #2 I-10 Freeway NB Ramps (NS) at SR-74 (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.663
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 12.8
Optimal Cycle: OPTIMIZED Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Ignore | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 24 | 0 | 0 | 24 | 24 |
| Lanes: | 0 0 | 0 | 0 0 | 0 0 | 1! 0 | 0 | 1 0 | 2 | 0 0 | 0 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 143 | 0 | 36 | 22 | 1008 | 0 | 0 | 340 | 586 |
| Growth Adj: | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 |
| Initial Bse: | 0 | 0 | 0 | 159 | 0 | 40 | 24 | 1120 | 0 | 0 | 378 | 651 |
| Added Vol: | 0 | 0 | 0 | 91 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 250 | 0 | 40 | 24 | 1120 | 0 | 0 | 458 | 651 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 0.83 | 0.83 | 0.83 | 0.96 | 0.96 | 0.96 | 0.95 | 0.95 | 0.00 |
| PHF Volume: | 0 | 0 | 0 | 301 | 0 | 48 | 25 | 1165 | 0 | 0 | 484 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 301 | 0 | 48 | 25 | 1165 | 0 | 0 | 484 | 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 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 0 | 0 | 0 | 301 | 0 | 48 | 25 | 1165 | 0 | 0 | 484 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.73 | 1.00 | 0.73 | 0.46 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.86 | 0.00 | 0.14 | 1.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 1195 | 0 | 191 | 865 | 3610 | 0 | 0 | 3610 | 1900 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.25 | 0.00 | 0.25 | 0.03 | 0.32 | 0.00 | 0.00 | 0.13 | 0.00 |
| Crit Moves: | | | | **** | | | | **** | | | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.38 | 0.00 | 0.38 | 0.49 | 0.49 | 0.00 | 0.00 | 0.49 | 0.00 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.66 | 0.00 | 0.66 | 0.06 | 0.66 | 0.00 | 0.00 | 0.28 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 18.6 | 0.0 | 18.6 | 8.2 | 12.6 | 0.0 | 0.0 | 9.2 | 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: | 0.0 | 0.0 | 0.0 | 18.6 | 0.0 | 18.6 | 8.2 | 12.6 | 0.0 | 0.0 | 9.2 | 0.0 |
| LOS by Move: | A | A | A | B | A | B | A | B | A | A | A | A |
| HCM2kAvgQ: | 0 | 0 | 0 | 7 | 0 | 7 | 0 | 10 | 0 | 0 | 3 | 0 |

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

Horseshoe Grande Property (Freeway Analysis)
Opening Year (2010) With Project - Proposed Action "A"
Morning Peak Hour

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

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Intersection #3 Beaumont Avenue (SR-79) (NS) at I-10 Freeway WB Ramps (EW)

**********

Cycle (sec): 105 Critical Vol./Cap.(X): 0.847
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 40.0
Optimal Cycle: OPTIMIZED Level Of Service: D

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| 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 | 18 | 0 | 0 | 18 | 18 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 1 0 | 2 0 | 0 | 0 0 | 1 1 | 0 | 0 0 | 0 0 | 0 | 0 1 | 0 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 465 | 168 | 0 | 0 | 252 | 64 | 0 | 0 | 0 | 274 | 12 | 82 |
| Growth Adj: | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 |
| Initial Bse: | 504 | 182 | 0 | 0 | 273 | 69 | 0 | 0 | 0 | 297 | 13 | 89 |
| Added Vol: | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 533 | 182 | 0 | 0 | 273 | 69 | 0 | 0 | 0 | 333 | 13 | 89 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.82 | 0.82 | 0.82 | 0.83 | 0.83 | 0.83 | 1.00 | 1.00 | 1.00 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 649 | 222 | 0 | 0 | 328 | 83 | 0 | 0 | 0 | 373 | 15 | 99 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 649 | 222 | 0 | 0 | 328 | 83 | 0 | 0 | 0 | 373 | 15 | 99 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 649 | 222 | 0 | 0 | 328 | 83 | 0 | 0 | 0 | 373 | 15 | 99 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 1.00 | 1.00 | 0.92 | 0.92 | 1.00 | 1.00 | 1.00 | 0.81 | 0.81 | 0.81 |
| Lanes: | 1.00 | 2.00 | 0.00 | 0.00 | 1.59 | 0.41 | 0.00 | 0.00 | 0.00 | 1.00 | 0.13 | 0.87 |
| Final Sat.: | 1805 | 3610 | 0 | 0 | 2792 | 709 | 0 | 0 | 0 | 1548 | 198 | 1350 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.36 | 0.06 | 0.00 | 0.00 | 0.12 | 0.12 | 0.00 | 0.00 | 0.00 | 0.24 | 0.07 | 0.07 |
| Crit Moves: | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.41 | 0.58 | 0.00 | 0.00 | 0.17 | 0.17 | 0.00 | 0.00 | 0.00 | 0.27 | 0.27 | 0.27 |
| Volume/Cap: | 0.89 | 0.11 | 0.00 | 0.00 | 0.69 | 0.69 | 0.00 | 0.00 | 0.00 | 0.89 | 0.27 | 0.27 |
| Delay/Veh: | 41.8 | 10.1 | 0.0 | 0.0 | 44.1 | 44.1 | 0.0 | 0.0 | 0.0 | 52.9 | 30.2 | 30.2 |
| 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: | 41.8 | 10.1 | 0.0 | 0.0 | 44.1 | 44.1 | 0.0 | 0.0 | 0.0 | 52.9 | 30.2 | 30.2 |
| LOS by Move: | D | B | A | A | D | D | A | A | A | D | C | C |
| HCM2kAvgQ: | 23 | 2 | 0 | 0 | 8 | 8 | 0 | 0 | 0 | 16 | 3 | 3 |

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

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Horseshoe Grande Property (Freeway Analysis)
Opening Year (2010) With Project - Proposed Action "A"
Evening Peak Hour

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

Intersection #3 Beaumont Avenue (SR-79) (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec): 120 Critical Vol./Cap.(X): 1.046
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 74.2
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: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 10 | 18 | 0 | 0 | 18 | 18 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 1 0 | 2 0 | 0 | 0 0 | 1 1 | 0 | 0 0 | 0 0 | 0 | 0 1 | 0 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 349 | 197 | 0 | 0 | 323 | 95 | 0 | 0 | 0 | 543 | 38 | 114 |
| Growth Adj: | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 |
| Initial Bse: | 378 | 213 | 0 | 0 | 350 | 103 | 0 | 0 | 0 | 588 | 41 | 123 |
| Added Vol: | 80 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 458 | 213 | 0 | 0 | 350 | 103 | 0 | 0 | 0 | 635 | 41 | 123 |
| User Adj: | 1.00 | 1.00 | 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 | 0.93 | 0.93 | 0.93 | 1.00 | 1.00 | 1.00 | 0.84 | 0.84 | 0.84 |
| PHF Volume: | 510 | 238 | 0 | 0 | 375 | 110 | 0 | 0 | 0 | 753 | 49 | 146 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 510 | 238 | 0 | 0 | 375 | 110 | 0 | 0 | 0 | 753 | 49 | 146 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 510 | 238 | 0 | 0 | 375 | 110 | 0 | 0 | 0 | 753 | 49 | 146 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 1.00 | 1.00 | 0.92 | 0.92 | 1.00 | 1.00 | 1.00 | 0.82 | 0.82 | 0.82 |
| Lanes: | 1.00 | 2.00 | 0.00 | 0.00 | 1.55 | 0.45 | 0.00 | 0.00 | 0.00 | 1.00 | 0.25 | 0.75 |
| Final Sat.: | 1805 | 3610 | 0 | 0 | 2695 | 793 | 0 | 0 | 0 | 1554 | 388 | 1165 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.28 | 0.07 | 0.00 | 0.00 | 0.14 | 0.14 | 0.00 | 0.00 | 0.00 | 0.48 | 0.13 | 0.13 |
| Crit Moves: | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.26 | 0.41 | 0.00 | 0.00 | 0.15 | 0.15 | 0.00 | 0.00 | 0.00 | 0.45 | 0.45 | 0.45 |
| Volume/Cap: | 1.07 | 0.16 | 0.00 | 0.00 | 0.93 | 0.93 | 0.00 | 0.00 | 0.00 | 1.07 | 0.28 | 0.28 |
| Delay/Veh: | 105.6 | 22.1 | 0.0 | 0.0 | 73.2 | 73.2 | 0.0 | 0.0 | 0.0 | 83.8 | 20.6 | 20.6 |
| 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: | 105.6 | 22.1 | 0.0 | 0.0 | 73.2 | 73.2 | 0.0 | 0.0 | 0.0 | 83.8 | 20.6 | 20.6 |
| LOS by Move: | F | C | A | A | E | E | A | A | A | F | C | C |
| HCM2kAvgQ: | 27 | 3 | 0 | 0 | 13 | 13 | 0 | 0 | 0 | 40 | 5 | 5 |

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

Horseshoe Grande Property (Freeway Analysis)
Opening Year (2010) With Project - Proposed Action "A"
Morning Peak Hour - With Improvements

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

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Intersection #3 Beaumont Avenue (SR-79) (NS) at I-10 Freeway WB Ramps (EW)

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| | | | | |
|---|---|---|---|---|
| Cycle (sec): | 85 | Critical Vol./Cap.(X): | 0.736 | |
| Loss Time (sec): | 16 (Y+R=4.0 sec) | Average Delay (sec/veh): | 28.4 | |
| Optimal Cycle: OPTIMIZED | | Level Of Service: | C | |

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| 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 | 18 | 0 | 0 | 18 | 18 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 1 0 | 2 0 | 0 | 0 0 | 1 1 | 0 | 0 0 | 0 0 | 0 | 1 1 | 0 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 465 | 168 | 0 | 0 | 252 | 64 | 0 | 0 | 0 | 274 | 12 | 82 |
| Growth Adj: | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 |
| Initial Bse: | 504 | 182 | 0 | 0 | 273 | 69 | 0 | 0 | 0 | 297 | 13 | 89 |
| Added Vol: | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 533 | 182 | 0 | 0 | 273 | 69 | 0 | 0 | 0 | 333 | 13 | 89 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.82 | 0.82 | 0.82 | 0.83 | 0.83 | 0.83 | 1.00 | 1.00 | 1.00 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 649 | 222 | 0 | 0 | 328 | 83 | 0 | 0 | 0 | 373 | 15 | 99 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 649 | 222 | 0 | 0 | 328 | 83 | 0 | 0 | 0 | 373 | 15 | 99 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 649 | 222 | 0 | 0 | 328 | 83 | 0 | 0 | 0 | 373 | 15 | 99 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 1.00 | 1.00 | 0.92 | 0.92 | 1.00 | 1.00 | 1.00 | 0.81 | 0.81 | 0.81 |
| Lanes: | 1.00 | 2.00 | 0.00 | 0.00 | 1.59 | 0.41 | 0.00 | 0.00 | 0.00 | 2.00 | 0.13 | 0.87 |
| Final Sat.: | 1805 | 3610 | 0 | 0 | 2792 | 709 | 0 | 0 | 0 | 3096 | 198 | 1350 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.36 | 0.06 | 0.00 | 0.00 | 0.12 | 0.12 | 0.00 | 0.00 | 0.00 | 0.12 | 0.07 | 0.07 |
| Crit Moves: | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.45 | 0.66 | 0.00 | 0.00 | 0.21 | 0.21 | 0.00 | 0.00 | 0.00 | 0.15 | 0.15 | 0.15 |
| Volume/Cap: | 0.80 | 0.09 | 0.00 | 0.00 | 0.55 | 0.55 | 0.00 | 0.00 | 0.00 | 0.80 | 0.49 | 0.49 |
| Delay/Veh: | 25.8 | 5.2 | 0.0 | 0.0 | 30.8 | 30.8 | 0.0 | 0.0 | 0.0 | 42.3 | 33.5 | 33.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 25.8 | 5.2 | 0.0 | 0.0 | 30.8 | 30.8 | 0.0 | 0.0 | 0.0 | 42.3 | 33.5 | 33.5 |
| LOS by Move: | C | A | A | A | C | C | A | A | A | D | C | C |
| HCM2kAvgQ: | 17 | 1 | 0 | 0 | 6 | 6 | 0 | 0 | 0 | 7 | 4 | 4 |

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

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Horseshoe Grande Property (Freeway Analysis)
Opening Year (2010) With Project - Proposed Action "A"
Evening Peak Hour - With Improvements

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

Intersection #3 Beaumont Avenue (SR-79) (NS) at I-10 Freeway WB Ramps (EW)

| | | | |
|---|---|---|---|
| Cycle (sec): | 90 | Critical Vol./Cap.(X): | 0.808 |
| 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 | 18 | 0 | 0 | 18 | 18 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 1 0 | 2 0 | 0 | 0 0 | 1 1 | 0 | 0 0 | 0 0 | 0 | 1 1 | 0 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 349 | 197 | 0 | 0 | 323 | 95 | 0 | 0 | 0 | 543 | 38 | 114 |
| Growth Adj: | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 |
| Initial Bse: | 378 | 213 | 0 | 0 | 350 | 103 | 0 | 0 | 0 | 588 | 41 | 123 |
| Added Vol: | 80 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 458 | 213 | 0 | 0 | 350 | 103 | 0 | 0 | 0 | 635 | 41 | 123 |
| User Adj: | 1.00 | 1.00 | 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 | 0.93 | 0.93 | 0.93 | 1.00 | 1.00 | 1.00 | 0.84 | 0.84 | 0.84 |
| PHF Volume: | 510 | 238 | 0 | 0 | 375 | 110 | 0 | 0 | 0 | 753 | 49 | 146 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 510 | 238 | 0 | 0 | 375 | 110 | 0 | 0 | 0 | 753 | 49 | 146 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 510 | 238 | 0 | 0 | 375 | 110 | 0 | 0 | 0 | 753 | 49 | 146 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 1.00 | 1.00 | 0.92 | 0.92 | 1.00 | 1.00 | 1.00 | 0.82 | 0.82 | 0.82 |
| Lanes: | 1.00 | 2.00 | 0.00 | 0.00 | 1.55 | 0.45 | 0.00 | 0.00 | 0.00 | 2.00 | 0.25 | 0.75 |
| Final Sat.: | 1805 | 3610 | 0 | 0 | 2695 | 793 | 0 | 0 | 0 | 3107 | 388 | 1165 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.28 | 0.07 | 0.00 | 0.00 | 0.14 | 0.14 | 0.00 | 0.00 | 0.00 | 0.24 | 0.13 | 0.13 |
| Crit Moves: | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.33 | 0.53 | 0.00 | 0.00 | 0.20 | 0.20 | 0.00 | 0.00 | 0.00 | 0.29 | 0.29 | 0.29 |
| Volume/Cap: | 0.84 | 0.12 | 0.00 | 0.00 | 0.70 | 0.70 | 0.00 | 0.00 | 0.00 | 0.84 | 0.44 | 0.44 |
| Delay/Veh: | 38.2 | 10.4 | 0.0 | 0.0 | 36.5 | 36.5 | 0.0 | 0.0 | 0.0 | 36.1 | 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: | 38.2 | 10.4 | 0.0 | 0.0 | 36.5 | 36.5 | 0.0 | 0.0 | 0.0 | 36.1 | 26.3 | 26.3 |
| LOS by Move: | D | B | A | A | D | D | A | A | A | D | C | C |
| HCM2kAvgQ: | 16 | 2 | 0 | 0 | 8 | 8 | 0 | 0 | 0 | 13 | 5 | 5 |

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

Horseshoe Grande Property (Freeway Analysis)
Opening Year (2010) With Project - Proposed Action "A"
Morning Peak Hour

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

Intersection #4 Beaumont Avenue (SR-79) (NS) at I-10 Freeway EB Ramps (EW)

| | | | |
|---|---|---|---|
| Cycle (sec): | 110 | Critical Vol./Cap.(X): | 0.896 |
| Loss Time (sec): | 16 (Y+R=4.0 sec) | Average Delay (sec/veh): | 38.3 |
| 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: | 0 | 18 | 18 | 10 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 0 0 | 1 1 | 0 | 1 0 | 2 0 | 0 | 0 1 | 0 1 | 0 | 0 0 | 0 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 554 | 499 | 107 | 443 | 0 | 56 | 1 | 354 | 0 | 0 | 0 |
| Growth Adj: | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 |
| Initial Bse: | 0 | 600 | 540 | 116 | 480 | 0 | 61 | 1 | 383 | 0 | 0 | 0 |
| Added Vol: | 0 | 29 | 16 | 0 | 36 | 0 | 0 | 0 | 68 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 629 | 556 | 116 | 516 | 0 | 61 | 1 | 451 | 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 | 0.96 | 0.96 | 0.96 | 0.90 | 0.90 | 0.90 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 664 | 587 | 121 | 540 | 0 | 67 | 1 | 501 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 664 | 587 | 121 | 540 | 0 | 67 | 1 | 501 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 664 | 587 | 121 | 540 | 0 | 67 | 1 | 501 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.88 | 0.88 | 0.95 | 0.95 | 1.00 | 0.81 | 0.81 | 0.81 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 1.06 | 0.94 | 1.00 | 2.00 | 0.00 | 0.98 | 0.02 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 1781 | 1576 | 1805 | 3610 | 0 | 1512 | 27 | 1539 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.37 | 0.37 | 0.07 | 0.15 | 0.00 | 0.04 | 0.04 | 0.33 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | **** | | | | | **** | | | |
| Green/Cycle: | 0.00 | 0.41 | 0.41 | 0.09 | 0.50 | 0.00 | 0.36 | 0.36 | 0.36 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.00 | 0.91 | 0.91 | 0.74 | 0.30 | 0.00 | 0.13 | 0.13 | 0.91 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 40.5 | 40.5 | 65.0 | 16.4 | 0.0 | 23.9 | 23.9 | 52.0 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 40.5 | 40.5 | 65.0 | 16.4 | 0.0 | 23.9 | 23.9 | 52.0 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | D | D | E | B | A | C | C | D | A | A | A |
| HCM2kAvgQ: | 0 | 25 | 25 | 6 | 6 | 0 | 2 | 2 | 21 | 0 | 0 | 0 |

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

Horseshoe Grande Property (Freeway Analysis)
Opening Year (2010) With Project - Proposed Action "A"
Evening Peak Hour

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

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Intersection #4 Beaumont Avenue (SR-79) (NS) at I-10 Freeway EB Ramps (EW)

**********

| | | | | |
|---|---|---|---|---|
| Cycle (sec): | 120 | Critical Vol./Cap.(X): | 0.985 |
| Loss Time (sec): | 16 (Y+R=4.0 sec) | Average Delay (sec/veh): | 54.9 |
| Optimal Cycle: | OPTIMIZED | Level Of Service: | D |

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| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 18 | 18 | 10 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 0 0 | 1 1 | 0 | 1 0 | 2 0 | 0 | 0 1 | 0 1 | 0 | 0 0 | 0 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 458 | 321 | 105 | 692 | 0 | 88 | 3 | 558 | 0 | 0 | 0 |
| Growth Adj: | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 |
| Initial Bse: | 0 | 496 | 348 | 114 | 749 | 0 | 95 | 3 | 604 | 0 | 0 | 0 |
| Added Vol: | 0 | 80 | 42 | 0 | 47 | 0 | 0 | 0 | 91 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 576 | 390 | 114 | 796 | 0 | 95 | 3 | 695 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.91 | 0.91 | 0.91 | 0.93 | 0.93 | 0.93 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 606 | 410 | 125 | 879 | 0 | 102 | 3 | 746 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 606 | 410 | 125 | 879 | 0 | 102 | 3 | 746 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 606 | 410 | 125 | 879 | 0 | 102 | 3 | 746 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.89 | 0.89 | 0.95 | 0.95 | 1.00 | 0.81 | 0.81 | 0.81 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 1.19 | 0.81 | 1.00 | 2.00 | 0.00 | 0.97 | 0.03 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 2024 | 1369 | 1805 | 3610 | 0 | 1490 | 51 | 1540 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.30 | 0.30 | 0.07 | 0.24 | 0.00 | 0.07 | 0.07 | 0.48 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | **** | | | | | **** | | | |
| Green/Cycle: | 0.00 | 0.30 | 0.30 | 0.08 | 0.38 | 0.00 | 0.48 | 0.48 | 0.48 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.00 | 1.00 | 1.00 | 0.83 | 0.64 | 0.00 | 0.14 | 0.14 | 1.00 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 70.4 | 70.4 | 85.4 | 31.2 | 0.0 | 17.2 | 17.2 | 61.9 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 70.4 | 70.4 | 85.4 | 31.2 | 0.0 | 17.2 | 17.2 | 61.9 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | E | E | F | C | A | B | B | E | A | A | A |
| HCM2kAvgQ: | 0 | 26 | 26 | 7 | 14 | 0 | 2 | 2 | 36 | 0 | 0 | 0 |

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

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## Opening Year (2010) With Project – Proposed Action "B"

Horseshoe Grande Property (Freeway Analysis)
Opening Year (2010) With Project - Proposed Action "B"
Morning Peak Hour

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

Intersection #1 I-215 Freeway SB Ramps (NS) at Bonnie Drive (EW)

Average Delay (sec/veh): 5.0 Worst Case Level Of Service: F[ 87.0]

| 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 | | | Ignore | | | Ignore | | | Include | | |
| Lanes: | 1 0 1 | 0 | 0 | 0 0 1 | 0 | 1 | 1 0 | 0 | 1 | 0 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 302 | 171 | 0 | 0 | 624 | 37 | 25 | 0 | 187 | 0 | 0 | 0 |
| Growth Adj: | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 |
| Initial Bse: | 335 | 190 | 0 | 0 | 693 | 41 | 28 | 0 | 208 | 0 | 0 | 0 |
| Added Vol: | 0 | 28 | 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: | 335 | 218 | 0 | 0 | 693 | 41 | 28 | 0 | 208 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.93 | 0.93 | 0.00 | 0.91 | 0.91 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 352 | 228 | 0 | 0 | 747 | 0 | 30 | 0 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 352 | 228 | 0 | 0 | 747 | 0 | 30 | 0 | 0 | 0 | 0 | 0 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | 4.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 6.4 | xxxx | 6.2 | xxxxx | xxxx | xxxxx |
| FollowUpTim: | 2.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 3.5 | xxxx | 3.3 | xxxxx | xxxx | xxxxx |
| Capacity Module: | | | | | | | | | | | | |
| Cnflict Vol: | 747 | xxxx | xxxxx | xxxx | xxxx | xxxxx | 1679 | xxxx | 747 | xxxx | xxxx | xxxxx |
| Potent Cap.: | 871 | xxxx | xxxxx | xxxx | xxxx | xxxxx | 106 | xxxx | 416 | xxxx | xxxx | xxxxx |
| Move Cap.: | 871 | xxxx | xxxxx | xxxx | xxxx | xxxxx | 72 | xxxx | 416 | xxxx | xxxx | xxxxx |
| Volume/Cap: | 0.40 | xxxx | xxxx | xxxx | xxxx | xxxx | 0.42 | xxxx | 0.00 | xxxx | xxxx | xxxx |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | 2.0 | xxxx | xxxxx | xxxx | xxxx | xxxxx | 1.7 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Control Del: | 11.9 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 87.0 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| LOS by Move: | B | * | * | * | * | * | F | * | * | * | * | * |
| 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: | xxxxxx | | | xxxxxx | | | 87.0 | | | xxxxxx | | |
| ApproachLOS: | * | | | * | | | F | | | * | | |

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

Horseshoe Grande Property (Freeway Analysis)
Opening Year (2010) With Project - Proposed Action "B"
Evening Peak Hour

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

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Intersection #1 I-215 Freeway SB Ramps (NS) at Bonnie Drive (EW)

**********

Average Delay (sec/veh): 2.7 Worst Case Level Of Service: F[ 64.8]

**********

| 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 | | | Ignore | | | Ignore | | | Include | | |
| Lanes: | 1 0 1 | 0 | 0 | 0 0 1 | 0 | 1 | 1 0 | 0 | 1 | 0 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 200 | 183 | 0 | 0 | 782 | 14 | 12 | 0 | 233 | 0 | 0 | 0 |
| Growth Adj: | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 |
| Initial Bse: | 222 | 203 | 0 | 0 | 869 | 16 | 13 | 0 | 259 | 0 | 0 | 0 |
| Added Vol: | 0 | 77 | 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: | 222 | 280 | 0 | 0 | 869 | 16 | 13 | 0 | 259 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.97 | 0.97 | 0.00 | 0.86 | 0.86 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 250 | 316 | 0 | 0 | 895 | 0 | 15 | 0 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 250 | 316 | 0 | 0 | 895 | 0 | 15 | 0 | 0 | 0 | 0 | 0 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | 4.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 6.4 | xxxx | 6.2 | xxxxx | xxxx | xxxxx |
| FollowUpTim: | 2.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 3.5 | xxxx | 3.3 | xxxxx | xxxx | xxxxx |
| Capacity Module: | | | | | | | | | | | | |
| Cnflict Vol: | 895 | xxxx | xxxxx | xxxx | xxxx | xxxxx | 1712 | xxxx | 895 | xxxx | xxxx | xxxxx |
| Potent Cap.: | 767 | xxxx | xxxxx | xxxx | xxxx | xxxxx | 101 | xxxx | 342 | xxxx | xxxx | xxxxx |
| Move Cap.: | 767 | xxxx | xxxxx | xxxx | xxxx | xxxxx | 75 | xxxx | 342 | xxxx | xxxx | xxxxx |
| Volume/Cap: | 0.33 | xxxx | xxxx | xxxx | xxxx | xxxx | 0.21 | xxxx | 0.00 | xxxx | xxxx | xxxx |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | 1.4 | xxxx | xxxxx | xxxx | xxxx | xxxxx | 0.7 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Control Del: | 12.0 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 64.8 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| LOS by Move: | B | * | * | * | * | * | F | * | * | * | * | * |
| 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: | xxxxxx | | | xxxxxx | | | 64.8 | | | xxxxxx | | |
| ApproachLOS: | * | | | * | | | F | | | * | | |

**********

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

**********

Horseshoe Grande Property (Freeway Analysis)
Opening Year (2010) With Project - Proposed Action "B"
Morning Peak Hour - With Improvements

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

**********

Intersection #1 I-215 Freeway SB Ramps (NS) at Bonnie Drive (EW)

**********

| | | | | |
|---|---|---|---|---|
| Cycle (sec): | 75 | Critical Vol./Cap.(X): | 0.719 | |
| Loss Time (sec): | 12 (Y+R=4.0 sec) | Average Delay (sec/veh): | 17.2 | |
| 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 | | | Ignore | | | Ignore | | | Include | | |
| Min. Green: | 10 | 24 | 0 | 0 | 24 | 24 | 0 | 0 | 0 | 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: | 302 | 171 | 0 | 0 | 624 | 37 | 25 | 0 | 187 | 0 | 0 | 0 |
| Growth Adj: | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 |
| Initial Bse: | 335 | 190 | 0 | 0 | 693 | 41 | 28 | 0 | 208 | 0 | 0 | 0 |
| Added Vol: | 0 | 28 | 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: | 335 | 218 | 0 | 0 | 693 | 41 | 28 | 0 | 208 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.93 | 0.93 | 0.00 | 0.91 | 0.91 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 352 | 228 | 0 | 0 | 747 | 0 | 30 | 0 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 352 | 228 | 0 | 0 | 747 | 0 | 30 | 0 | 0 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 352 | 228 | 0 | 0 | 747 | 0 | 30 | 0 | 0 | 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 | 1.00 | 1.00 | 1.00 | 1.00 | 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 | 1900 | 1900 | 0 | 1900 | 0 | 0 | 0 |
| **Capacity Analysis Module:** | | | | | | | | | | | | |
| Vol/Sat: | 0.19 | 0.12 | 0.00 | 0.00 | 0.39 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | | **** | | **** | | | | | |
| Green/Cycle: | 0.27 | 0.82 | 0.00 | 0.00 | 0.55 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.72 | 0.15 | 0.00 | 0.00 | 0.72 | 0.00 | 0.32 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 29.9 | 1.5 | 0.0 | 0.0 | 15.2 | 0.0 | 38.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 29.9 | 1.5 | 0.0 | 0.0 | 15.2 | 0.0 | 38.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | C | A | A | A | B | A | D | A | A | A | A | A |
| HCM2kAvgQ: | 9 | 1 | 0 | 0 | 14 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |

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

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Horseshoe Grande Property (Freeway Analysis)
Opening Year (2010) With Project - Proposed Action "B"
Evening Peak Hour - With Improvements

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

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Intersection #1 I-215 Freeway SB Ramps (NS) at Bonnie Drive (EW)

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| | | | | |
|---|---|---|---|---|
| Cycle (sec): | 110 | Critical Vol./Cap.(X): | 0.693 | |
| Loss Time (sec): | 12 (Y+R=4.0 sec) | Average Delay (sec/veh): | 16.2 | |
| Optimal Cycle: OPTIMIZED | | Level Of Service: | B | |

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| 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 | | | Ignore | | | Ignore | | | Include | | |
| Min. Green: | 10 | 24 | 0 | 0 | 24 | 24 | 0 | 0 | 0 | 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: | 200 | 183 | 0 | 0 | 782 | 14 | 12 | 0 | 233 | 0 | 0 | 0 |
| Growth Adj: | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 |
| Initial Bse: | 222 | 203 | 0 | 0 | 869 | 16 | 13 | 0 | 259 | 0 | 0 | 0 |
| Added Vol: | 0 | 77 | 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: | 222 | 280 | 0 | 0 | 869 | 16 | 13 | 0 | 259 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.97 | 0.97 | 0.00 | 0.86 | 0.86 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 250 | 316 | 0 | 0 | 895 | 0 | 15 | 0 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 250 | 316 | 0 | 0 | 895 | 0 | 15 | 0 | 0 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 250 | 316 | 0 | 0 | 895 | 0 | 15 | 0 | 0 | 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 | 1.00 | 1.00 | 1.00 | 1.00 | 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 | 1900 | 1900 | 0 | 1900 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.14 | 0.17 | 0.00 | 0.00 | 0.47 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | | **** | | **** | | | | | |
| Green/Cycle: | 0.20 | 0.88 | 0.00 | 0.00 | 0.68 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.69 | 0.19 | 0.00 | 0.00 | 0.69 | 0.00 | 0.24 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 46.6 | 1.0 | 0.0 | 0.0 | 12.4 | 0.0 | 55.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 46.6 | 1.0 | 0.0 | 0.0 | 12.4 | 0.0 | 55.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | D | A | A | A | B | A | E | A | A | A | A | A |
| HCM2kAvgQ: | 9 | 2 | 0 | 0 | 19 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |

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

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Horseshoe Grande Property (Freeway Analysis)
Opening Year (2010) With Project - Proposed Action "B"
Morning Peak Hour

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

Intersection #2 I-10 Freeway NB Ramps (NS) at SR-74 (EW)

Average Delay (sec/veh): 47.7 Worst Case Level Of Service: F[303.8]

| 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 | | | Ignore | | |
| Lanes: | 0 0 0 0 0 | | | 0 0 1! 0 0 | | | 1 0 2 0 0 | | | 0 0 2 0 1 | | |
| **Volume Module:** | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 139 | 0 | 21 | 83 | 737 | 0 | 0 | 444 | 703 |
| Growth Adj: | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 |
| Initial Bse: | 0 | 0 | 0 | 154 | 0 | 23 | 92 | 819 | 0 | 0 | 493 | 781 |
| Added Vol: | 0 | 0 | 0 | 66 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 220 | 0 | 23 | 92 | 819 | 0 | 0 | 521 | 781 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 0.87 | 0.87 | 0.87 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.00 |
| PHF Volume: | 0 | 0 | 0 | 253 | 0 | 27 | 98 | 871 | 0 | 0 | 553 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 0 | 0 | 253 | 0 | 27 | 98 | 871 | 0 | 0 | 553 | 0 |
| **Critical Gap Module:** | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | 6.8 | 6.5 | 6.9 | 4.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| FollowUpTim: | xxxxx | xxxx | xxxxx | 3.5 | 4.0 | 3.3 | 2.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| **Capacity Module:** | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | 1184 | 1620 | 276 | 553 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Potent Cap.: | xxxx | xxxx | xxxxx | 185 | 104 | 727 | 1027 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Move Cap.: | xxxx | xxxx | xxxxx | 171 | 94 | 727 | 1027 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Volume/Cap: | xxxx | xxxx | xxxx | 1.48 | 0.00 | 0.04 | 0.10 | xxxx | xxxx | xxxx | xxxx | xxxx |
| **Level Of Service Module:** | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 0.3 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 8.9 | 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 | 185 | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | 17.8 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | 304 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shared LOS: | * | * | * | * | F | * | * | * | * | * | * | * |
| ApproachDel: | xxxxxx | | | 303.8 | | | xxxxxx | | | xxxxxx | | |
| ApproachLOS: | * | | | F | | | * | | | * | | |

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

Horseshoe Grande Property (Freeway Analysis)
Opening Year (2010) With Project - Proposed Action "B"
Evening Peak Hour

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

Intersection #2 I-10 Freeway NB Ramps (NS) at SR-74 (EW)

Average Delay (sec/veh): 52.2 Worst Case Level Of Service: F[303.6]

| 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 | | | Ignore | | |
| Lanes: | 0 0 0 0 0 | | | 0 0 1! 0 0 | | | 1 0 2 0 0 | | | 0 0 2 0 1 | | |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 143 | 0 | 36 | 22 | 1008 | 0 | 0 | 340 | 586 |
| Growth Adj: | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 |
| Initial Bse: | 0 | 0 | 0 | 159 | 0 | 40 | 24 | 1120 | 0 | 0 | 378 | 651 |
| Added Vol: | 0 | 0 | 0 | 88 | 0 | 0 | 0 | 0 | 0 | 0 | 77 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 247 | 0 | 40 | 24 | 1120 | 0 | 0 | 455 | 651 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 0.83 | 0.83 | 0.83 | 0.96 | 0.96 | 0.96 | 0.95 | 0.95 | 0.00 |
| PHF Volume: | 0 | 0 | 0 | 298 | 0 | 48 | 25 | 1165 | 0 | 0 | 481 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 0 | 0 | 298 | 0 | 48 | 25 | 1165 | 0 | 0 | 481 | 0 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | 6.8 | 6.5 | 6.9 | 4.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| FollowUpTim: | xxxxx | xxxx | xxxxx | 3.5 | 4.0 | 3.3 | 2.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Capacity Module: | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | 1115 | 1697 | 241 | 481 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Potent Cap.: | xxxx | xxxx | xxxxx | 205 | 93 | 767 | 1092 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Move Cap.: | xxxx | xxxx | xxxxx | 202 | 91 | 767 | 1092 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Volume/Cap: | xxxx | xxxx | xxxx | 1.48 | 0.00 | 0.06 | 0.02 | xxxx | xxxx | xxxx | xxxx | xxxx |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 0.1 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 8.4 | 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 | 225 | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | 21.3 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | 304 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shared LOS: | * | * | * | * | F | * | * | * | * | * | * | * |
| ApproachDel: | xxxxxx | | | 303.6 | | | xxxxxx | | | xxxxxx | | |
| ApproachLOS: | * | | | F | | | * | | | * | | |

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

Horseshoe Grande Property (Freeway Analysis)
Opening Year (2010) With Project - Proposed Action "B"
Morning Peak Hour - With Improvements

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

Intersection #2 I-10 Freeway NB Ramps (NS) at SR-74 (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.513
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 11.4
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 | | | Ignore | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 24 | 0 | 0 | 24 | 24 |
| Lanes: | 0 0 | 0 0 | 0 | 0 0 | 1! 0 | 0 | 1 0 | 2 0 | 0 | 0 0 | 2 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 139 | 0 | 21 | 83 | 737 | 0 | 0 | 444 | 703 |
| Growth Adj: | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 |
| Initial Bse: | 0 | 0 | 0 | 154 | 0 | 23 | 92 | 819 | 0 | 0 | 493 | 781 |
| Added Vol: | 0 | 0 | 0 | 66 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 220 | 0 | 23 | 92 | 819 | 0 | 0 | 521 | 781 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 0.87 | 0.87 | 0.87 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.00 |
| PHF Volume: | 0 | 0 | 0 | 253 | 0 | 27 | 98 | 871 | 0 | 0 | 553 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 253 | 0 | 27 | 98 | 871 | 0 | 0 | 553 | 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 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 0 | 0 | 0 | 253 | 0 | 27 | 98 | 871 | 0 | 0 | 553 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.72 | 1.00 | 0.72 | 0.41 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.90 | 0.00 | 0.10 | 1.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 1245 | 0 | 132 | 775 | 3610 | 0 | 0 | 3610 | 1900 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.20 | 0.00 | 0.20 | 0.13 | 0.24 | 0.00 | 0.00 | 0.15 | 0.00 |
| Crit Moves: | | | | **** | | | | **** | | | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.40 | 0.00 | 0.40 | 0.47 | 0.47 | 0.00 | 0.00 | 0.47 | 0.00 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.51 | 0.00 | 0.51 | 0.27 | 0.51 | 0.00 | 0.00 | 0.33 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 14.6 | 0.0 | 14.6 | 10.0 | 11.4 | 0.0 | 0.0 | 10.1 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 14.6 | 0.0 | 14.6 | 10.0 | 11.4 | 0.0 | 0.0 | 10.1 | 0.0 |
| LOS by Move: | A | A | A | B | A | B | B | B | A | A | B | A |
| HCM2kAvgQ: | 0 | 0 | 0 | 5 | 0 | 5 | 1 | 6 | 0 | 0 | 4 | 0 |

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

Horseshoe Grande Property (Freeway Analysis)
Opening Year (2010) With Project - Proposed Action "B"
Evening Peak Hour - With Improvements

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

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Intersection #2 I-10 Freeway NB Ramps (NS) at SR-74 (EW)

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| | | | | |
|---|---|---|---|---|
| Cycle (sec): | 60 | Critical Vol./Cap.(X): | 0.660 | |
| Loss Time (sec): | 8 (Y+R=4.0 sec) | Average Delay (sec/veh): | 12.7 | |
| Optimal Cycle: OPTIMIZED | | Level Of Service: | B | |

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| 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 | | | Ignore | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 24 | 0 | 0 | 24 | 24 |
| Lanes: | 0 0 | 0 0 | 0 | 0 0 | 1! 0 | 0 | 1 0 | 2 0 | 0 | 0 0 | 2 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 143 | 0 | 36 | 22 | 1008 | 0 | 0 | 340 | 586 |
| Growth Adj: | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 |
| Initial Bse: | 0 | 0 | 0 | 159 | 0 | 40 | 24 | 1120 | 0 | 0 | 378 | 651 |
| Added Vol: | 0 | 0 | 0 | 88 | 0 | 0 | 0 | 0 | 0 | 0 | 77 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 247 | 0 | 40 | 24 | 1120 | 0 | 0 | 455 | 651 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 0.83 | 0.83 | 0.83 | 0.96 | 0.96 | 0.96 | 0.95 | 0.95 | 0.00 |
| PHF Volume: | 0 | 0 | 0 | 298 | 0 | 48 | 25 | 1165 | 0 | 0 | 481 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 298 | 0 | 48 | 25 | 1165 | 0 | 0 | 481 | 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 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 0 | 0 | 0 | 298 | 0 | 48 | 25 | 1165 | 0 | 0 | 481 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.73 | 1.00 | 0.73 | 0.46 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.86 | 0.00 | 0.14 | 1.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 1193 | 0 | 193 | 868 | 3610 | 0 | 0 | 3610 | 1900 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.25 | 0.00 | 0.25 | 0.03 | 0.32 | 0.00 | 0.00 | 0.13 | 0.00 |
| Crit Moves: | | | | **** | | | | **** | | | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.38 | 0.00 | 0.38 | 0.49 | 0.49 | 0.00 | 0.00 | 0.49 | 0.00 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.66 | 0.00 | 0.66 | 0.06 | 0.66 | 0.00 | 0.00 | 0.27 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 18.6 | 0.0 | 18.6 | 8.1 | 12.5 | 0.0 | 0.0 | 9.1 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 18.6 | 0.0 | 18.6 | 8.1 | 12.5 | 0.0 | 0.0 | 9.1 | 0.0 |
| LOS by Move: | A | A | A | B | A | B | A | B | A | A | A | A |
| HCM2kAvgQ: | 0 | 0 | 0 | 7 | 0 | 7 | 0 | 10 | 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 (Freeway Analysis)
Opening Year (2010) With Project - Proposed Action "B"
Morning Peak Hour

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

**********

Intersection #3 Beaumont Avenue (SR-79) (NS) at I-10 Freeway WB Ramps (EW)

**********

| | | | | |
|---|---|---|---|---|
| Cycle (sec): | 105 | Critical Vol./Cap.(X): | 0.845 |
| Loss Time (sec): | 16 (Y+R=4.0 sec) | Average Delay (sec/veh): | 39.8 |
| Optimal Cycle: | OPTIMIZED | Level Of Service: | D |

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| 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 | 18 | 0 | 0 | 18 | 18 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 1 0 | 2 0 | 0 | 0 0 | 1 1 | 0 | 0 0 | 0 0 | 0 | 0 1 | 0 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 465 | 168 | 0 | 0 | 252 | 64 | 0 | 0 | 0 | 274 | 12 | 82 |
| Growth Adj: | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 |
| Initial Bse: | 504 | 182 | 0 | 0 | 273 | 69 | 0 | 0 | 0 | 297 | 13 | 89 |
| Added Vol: | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 532 | 182 | 0 | 0 | 273 | 69 | 0 | 0 | 0 | 332 | 13 | 89 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.82 | 0.82 | 0.82 | 0.83 | 0.83 | 0.83 | 1.00 | 1.00 | 1.00 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 648 | 222 | 0 | 0 | 328 | 83 | 0 | 0 | 0 | 371 | 15 | 99 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 648 | 222 | 0 | 0 | 328 | 83 | 0 | 0 | 0 | 371 | 15 | 99 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 648 | 222 | 0 | 0 | 328 | 83 | 0 | 0 | 0 | 371 | 15 | 99 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 1.00 | 1.00 | 0.92 | 0.92 | 1.00 | 1.00 | 1.00 | 0.81 | 0.81 | 0.81 |
| Lanes: | 1.00 | 2.00 | 0.00 | 0.00 | 1.59 | 0.41 | 0.00 | 0.00 | 0.00 | 1.00 | 0.13 | 0.87 |
| Final Sat.: | 1805 | 3610 | 0 | 0 | 2792 | 709 | 0 | 0 | 0 | 1548 | 198 | 1350 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.36 | 0.06 | 0.00 | 0.00 | 0.12 | 0.12 | 0.00 | 0.00 | 0.00 | 0.24 | 0.07 | 0.07 |
| Crit Moves: | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.41 | 0.58 | 0.00 | 0.00 | 0.17 | 0.17 | 0.00 | 0.00 | 0.00 | 0.27 | 0.27 | 0.27 |
| Volume/Cap: | 0.89 | 0.11 | 0.00 | 0.00 | 0.69 | 0.69 | 0.00 | 0.00 | 0.00 | 0.89 | 0.27 | 0.27 |
| Delay/Veh: | 41.5 | 10.0 | 0.0 | 0.0 | 44.1 | 44.1 | 0.0 | 0.0 | 0.0 | 52.6 | 30.2 | 30.2 |
| 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: | 41.5 | 10.0 | 0.0 | 0.0 | 44.1 | 44.1 | 0.0 | 0.0 | 0.0 | 52.6 | 30.2 | 30.2 |
| LOS by Move: | D | B | A | A | D | D | A | A | A | D | C | C |
| HCM2kAvgQ: | 23 | 2 | 0 | 0 | 8 | 8 | 0 | 0 | 0 | 15 | 3 | 3 |

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

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Horseshoe Grande Property (Freeway Analysis)
Opening Year (2010) With Project - Proposed Action "B"
Evening Peak Hour

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

**********

Intersection #3 Beaumont Avenue (SR-79) (NS) at I-10 Freeway WB Ramps (EW)

**********

Cycle (sec): 120 Critical Vol./Cap.(X): 1.043
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 73.4
Optimal Cycle: OPTIMIZED Level Of Service: E

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| 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 | 18 | 0 | 0 | 18 | 18 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 1 0 | 2 0 | 0 | 0 0 | 1 1 | 0 | 0 0 | 0 0 | 0 | 0 1 | 0 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 349 | 197 | 0 | 0 | 323 | 95 | 0 | 0 | 0 | 543 | 38 | 114 |
| Growth Adj: | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 |
| Initial Bse: | 378 | 213 | 0 | 0 | 350 | 103 | 0 | 0 | 0 | 588 | 41 | 123 |
| Added Vol: | 77 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 455 | 213 | 0 | 0 | 350 | 103 | 0 | 0 | 0 | 634 | 41 | 123 |
| User Adj: | 1.00 | 1.00 | 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 | 0.93 | 0.93 | 0.93 | 1.00 | 1.00 | 1.00 | 0.84 | 0.84 | 0.84 |
| PHF Volume: | 507 | 238 | 0 | 0 | 375 | 110 | 0 | 0 | 0 | 752 | 49 | 146 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 507 | 238 | 0 | 0 | 375 | 110 | 0 | 0 | 0 | 752 | 49 | 146 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 507 | 238 | 0 | 0 | 375 | 110 | 0 | 0 | 0 | 752 | 49 | 146 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 1.00 | 1.00 | 0.92 | 0.92 | 1.00 | 1.00 | 1.00 | 0.82 | 0.82 | 0.82 |
| Lanes: | 1.00 | 2.00 | 0.00 | 0.00 | 1.55 | 0.45 | 0.00 | 0.00 | 0.00 | 1.00 | 0.25 | 0.75 |
| Final Sat.: | 1805 | 3610 | 0 | 0 | 2695 | 793 | 0 | 0 | 0 | 1554 | 388 | 1165 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.28 | 0.07 | 0.00 | 0.00 | 0.14 | 0.14 | 0.00 | 0.00 | 0.00 | 0.48 | 0.13 | 0.13 |
| Crit Moves: | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.26 | 0.41 | 0.00 | 0.00 | 0.15 | 0.15 | 0.00 | 0.00 | 0.00 | 0.45 | 0.45 | 0.45 |
| Volume/Cap: | 1.07 | 0.16 | 0.00 | 0.00 | 0.93 | 0.93 | 0.00 | 0.00 | 0.00 | 1.07 | 0.28 | 0.28 |
| Delay/Veh: | 104.5 | 22.2 | 0.0 | 0.0 | 73.2 | 73.2 | 0.0 | 0.0 | 0.0 | 82.5 | 20.5 | 20.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 104.5 | 22.2 | 0.0 | 0.0 | 73.2 | 73.2 | 0.0 | 0.0 | 0.0 | 82.5 | 20.5 | 20.5 |
| LOS by Move: | F | C | A | A | E | E | A | A | A | F | C | C |
| HCM2kAvgQ: | 27 | 3 | 0 | 0 | 13 | 13 | 0 | 0 | 0 | 40 | 5 | 5 |

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

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Horseshoe Grande Property (Freeway Analysis)
Opening Year (2010) With Project - Proposed Action "B"
Morning Peak Hour - With Improvements

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

Intersection #3 Beaumont Avenue (SR-79) (NS) at I-10 Freeway WB Ramps (EW)

| | | | |
|---|---|---|---|
| Cycle (sec): | 85 | Critical Vol./Cap.(X): | 0.735 |
| Loss Time (sec): | 16 (Y+R=4.0 sec) | Average Delay (sec/veh): | 28.3 |
| 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 | 18 | 0 | 0 | 18 | 18 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 1 0 | 2 0 | 0 | 0 0 | 1 1 | 0 | 0 0 | 0 0 | 0 | 1 1 | 0 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 465 | 168 | 0 | 0 | 252 | 64 | 0 | 0 | 0 | 274 | 12 | 82 |
| Growth Adj: | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 |
| Initial Bse: | 504 | 182 | 0 | 0 | 273 | 69 | 0 | 0 | 0 | 297 | 13 | 89 |
| Added Vol: | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 532 | 182 | 0 | 0 | 273 | 69 | 0 | 0 | 0 | 332 | 13 | 89 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.82 | 0.82 | 0.82 | 0.83 | 0.83 | 0.83 | 1.00 | 1.00 | 1.00 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 648 | 222 | 0 | 0 | 328 | 83 | 0 | 0 | 0 | 371 | 15 | 99 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 648 | 222 | 0 | 0 | 328 | 83 | 0 | 0 | 0 | 371 | 15 | 99 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 648 | 222 | 0 | 0 | 328 | 83 | 0 | 0 | 0 | 371 | 15 | 99 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 1.00 | 1.00 | 0.92 | 0.92 | 1.00 | 1.00 | 1.00 | 0.81 | 0.81 | 0.81 |
| Lanes: | 1.00 | 2.00 | 0.00 | 0.00 | 1.59 | 0.41 | 0.00 | 0.00 | 0.00 | 2.00 | 0.13 | 0.87 |
| Final Sat.: | 1805 | 3610 | 0 | 0 | 2792 | 709 | 0 | 0 | 0 | 3096 | 198 | 1350 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.36 | 0.06 | 0.00 | 0.00 | 0.12 | 0.12 | 0.00 | 0.00 | 0.00 | 0.12 | 0.07 | 0.07 |
| Crit Moves: | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.45 | 0.66 | 0.00 | 0.00 | 0.21 | 0.21 | 0.00 | 0.00 | 0.00 | 0.15 | 0.15 | 0.15 |
| Volume/Cap: | 0.80 | 0.09 | 0.00 | 0.00 | 0.55 | 0.55 | 0.00 | 0.00 | 0.00 | 0.80 | 0.49 | 0.49 |
| Delay/Veh: | 25.7 | 5.2 | 0.0 | 0.0 | 30.8 | 30.8 | 0.0 | 0.0 | 0.0 | 42.2 | 33.5 | 33.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 25.7 | 5.2 | 0.0 | 0.0 | 30.8 | 30.8 | 0.0 | 0.0 | 0.0 | 42.2 | 33.5 | 33.5 |
| LOS by Move: | C | A | A | A | C | C | A | A | A | D | C | C |
| HCM2kAvgQ: | 17 | 1 | 0 | 0 | 6 | 6 | 0 | 0 | 0 | 7 | 4 | 4 |

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

Horseshoe Grande Property (Freeway Analysis)
Opening Year (2010) With Project - Proposed Action "B"
Evening Peak Hour - With Improvements

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

Intersection #3 Beaumont Avenue (SR-79) (NS) at I-10 Freeway WB Ramps (EW)

| | | | |
|---|---|---|---|
| Cycle (sec): | 90 | Critical Vol./Cap.(X): | 0.805 |
| Loss Time (sec): | 16 (Y+R=4.0 sec) | Average Delay (sec/veh): | 32.9 |
| 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 | 18 | 0 | 0 | 18 | 18 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 1 0 | 2 0 | 0 | 0 0 | 1 1 | 0 | 0 0 | 0 0 | 0 | 1 1 | 0 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 349 | 197 | 0 | 0 | 323 | 95 | 0 | 0 | 0 | 543 | 38 | 114 |
| Growth Adj: | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 |
| Initial Bse: | 378 | 213 | 0 | 0 | 350 | 103 | 0 | 0 | 0 | 588 | 41 | 123 |
| Added Vol: | 77 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 455 | 213 | 0 | 0 | 350 | 103 | 0 | 0 | 0 | 634 | 41 | 123 |
| User Adj: | 1.00 | 1.00 | 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 | 0.93 | 0.93 | 0.93 | 1.00 | 1.00 | 1.00 | 0.84 | 0.84 | 0.84 |
| PHF Volume: | 507 | 238 | 0 | 0 | 375 | 110 | 0 | 0 | 0 | 752 | 49 | 146 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 507 | 238 | 0 | 0 | 375 | 110 | 0 | 0 | 0 | 752 | 49 | 146 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 507 | 238 | 0 | 0 | 375 | 110 | 0 | 0 | 0 | 752 | 49 | 146 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 1.00 | 1.00 | 0.92 | 0.92 | 1.00 | 1.00 | 1.00 | 0.82 | 0.82 | 0.82 |
| Lanes: | 1.00 | 2.00 | 0.00 | 0.00 | 1.55 | 0.45 | 0.00 | 0.00 | 0.00 | 2.00 | 0.25 | 0.75 |
| Final Sat.: | 1805 | 3610 | 0 | 0 | 2695 | 793 | 0 | 0 | 0 | 3107 | 388 | 1165 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.28 | 0.07 | 0.00 | 0.00 | 0.14 | 0.14 | 0.00 | 0.00 | 0.00 | 0.24 | 0.13 | 0.13 |
| Crit Moves: | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.33 | 0.53 | 0.00 | 0.00 | 0.20 | 0.20 | 0.00 | 0.00 | 0.00 | 0.29 | 0.29 | 0.29 |
| Volume/Cap: | 0.84 | 0.12 | 0.00 | 0.00 | 0.70 | 0.70 | 0.00 | 0.00 | 0.00 | 0.84 | 0.44 | 0.44 |
| Delay/Veh: | 37.9 | 10.5 | 0.0 | 0.0 | 36.5 | 36.5 | 0.0 | 0.0 | 0.0 | 35.9 | 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: | 37.9 | 10.5 | 0.0 | 0.0 | 36.5 | 36.5 | 0.0 | 0.0 | 0.0 | 35.9 | 26.2 | 26.2 |
| LOS by Move: | D | B | A | A | D | D | A | A | A | D | C | C |
| HCM2kAvgQ: | 16 | 2 | 0 | 0 | 8 | 8 | 0 | 0 | 0 | 13 | 5 | 5 |

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

Horseshoe Grande Property (Freeway Analysis)
Opening Year (2010) With Project - Proposed Action "B"
Morning Peak Hour

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

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Intersection #4 Beaumont Avenue (SR-79) (NS) at I-10 Freeway EB Ramps (EW)

**********

| | | | | |
|---|---|---|---|---|
| Cycle (sec): | 110 | Critical Vol./Cap.(X): | 0.894 |
| Loss Time (sec): | 16 (Y+R=4.0 sec) | Average Delay (sec/veh): | 38.0 |
| Optimal Cycle: | OPTIMIZED | Level Of Service: | D |

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| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 18 | 18 | 10 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 0 0 | 1 1 | 0 | 1 0 | 2 0 | 0 | 0 1 | 0 1 | 0 | 0 0 | 0 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 554 | 499 | 107 | 443 | 0 | 56 | 1 | 354 | 0 | 0 | 0 |
| Growth Adj: | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 |
| Initial Bse: | 0 | 600 | 540 | 116 | 480 | 0 | 61 | 1 | 383 | 0 | 0 | 0 |
| Added Vol: | 0 | 28 | 16 | 0 | 35 | 0 | 0 | 0 | 66 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 628 | 556 | 116 | 515 | 0 | 61 | 1 | 449 | 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 | 0.96 | 0.96 | 0.96 | 0.90 | 0.90 | 0.90 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 663 | 587 | 121 | 539 | 0 | 67 | 1 | 499 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 663 | 587 | 121 | 539 | 0 | 67 | 1 | 499 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 663 | 587 | 121 | 539 | 0 | 67 | 1 | 499 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.88 | 0.88 | 0.95 | 0.95 | 1.00 | 0.81 | 0.81 | 0.81 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 1.06 | 0.94 | 1.00 | 2.00 | 0.00 | 0.98 | 0.02 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 1780 | 1577 | 1805 | 3610 | 0 | 1512 | 27 | 1539 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.37 | 0.37 | 0.07 | 0.15 | 0.00 | 0.04 | 0.04 | 0.32 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | **** | | | | | **** | | | |
| Green/Cycle: | 0.00 | 0.41 | 0.41 | 0.09 | 0.50 | 0.00 | 0.36 | 0.36 | 0.36 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.00 | 0.91 | 0.91 | 0.74 | 0.30 | 0.00 | 0.13 | 0.13 | 0.91 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 40.1 | 40.1 | 65.0 | 16.3 | 0.0 | 23.9 | 23.9 | 51.6 | 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: | 0.0 | 40.1 | 40.1 | 65.0 | 16.3 | 0.0 | 23.9 | 23.9 | 51.6 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | D | D | E | B | A | C | C | D | A | A | A |
| HCM2kAvgQ: | 0 | 25 | 25 | 6 | 6 | 0 | 2 | 2 | 21 | 0 | 0 | 0 |

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

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Horseshoe Grande Property (Freeway Analysis)
Opening Year (2010) With Project - Proposed Action "B"
Evening Peak Hour

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

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Intersection #4 Beaumont Avenue (SR-79) (NS) at I-10 Freeway EB Ramps (EW)

**********

Cycle (sec): 120 Critical Vol./Cap.(X): 0.981
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 54.2
Optimal Cycle: OPTIMIZED Level Of Service: D

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| Approach: | North Bound | | | | | | South Bound | | | | | | East Bound | | | | | | West Bound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | | L | - | T | - | R | | L | - | T | - | R | | L | - | T | - | R | |
| Control: | Protected | | | | | | Protected | | | | | | Protected | | | | | | Protected | | | | | |
| Rights: | Include | | | | | | Include | | | | | | Include | | | | | | Include | | | | | |
| Min. Green: | 0 | | 18 | | 18 | | 10 | | 18 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Lanes: | 0 | 0 | 1 | 1 | 0 | | 1 | 0 | 2 | 0 | 0 | | 0 | 1 | 0 | 1 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Volume Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | | 458 | | 321 | | 105 | | 692 | | 0 | | 88 | | 3 | | 558 | | 0 | | 0 | | 0 | |
| Growth Adj: | 1.08 | | 1.08 | | 1.08 | | 1.08 | | 1.08 | | 1.08 | | 1.08 | | 1.08 | | 1.08 | | 1.08 | | 1.08 | | 1.08 | |
| Initial Bse: | 0 | | 496 | | 348 | | 114 | | 749 | | 0 | | 95 | | 3 | | 604 | | 0 | | 0 | | 0 | |
| Added Vol: | 0 | | 77 | | 41 | | 0 | | 46 | | 0 | | 0 | | 0 | | 88 | | 0 | | 0 | | 0 | |
| PasserByVol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Initial Fut: | 0 | | 573 | | 389 | | 114 | | 795 | | 0 | | 95 | | 3 | | 692 | | 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 | | 0.91 | | 0.91 | | 0.91 | | 0.93 | | 0.93 | | 0.93 | | 1.00 | | 1.00 | | 1.00 | |
| PHF Volume: | 0 | | 603 | | 409 | | 125 | | 878 | | 0 | | 102 | | 3 | | 743 | | 0 | | 0 | | 0 | |
| Reduct Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduced Vol: | 0 | | 603 | | 409 | | 125 | | 878 | | 0 | | 102 | | 3 | | 743 | | 0 | | 0 | | 0 | |
| PCE Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| MLF Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| FinalVolume: | 0 | | 603 | | 409 | | 125 | | 878 | | 0 | | 102 | | 3 | | 743 | | 0 | | 0 | | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | | 1900 | | 1900 | | 1900 | | 1900 | | 1900 | | 1900 | | 1900 | | 1900 | | 1900 | | 1900 | | 1900 | |
| Adjustment: | 1.00 | | 0.89 | | 0.89 | | 0.95 | | 0.95 | | 1.00 | | 0.81 | | 0.81 | | 0.81 | | 1.00 | | 1.00 | | 1.00 | |
| Lanes: | 0.00 | | 1.19 | | 0.81 | | 1.00 | | 2.00 | | 0.00 | | 0.97 | | 0.03 | | 1.00 | | 0.00 | | 0.00 | | 0.00 | |
| Final Sat.: | 0 | | 2020 | | 1370 | | 1805 | | 3610 | | 0 | | 1490 | | 51 | | 1540 | | 0 | | 0 | | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | | 0.30 | | 0.30 | | 0.07 | | 0.24 | | 0.00 | | 0.07 | | 0.07 | | 0.48 | | 0.00 | | 0.00 | | 0.00 | |
| Crit Moves: | | | **** | | | | **** | | | | | | | | | | **** | | | | | | | |
| Green/Cycle: | 0.00 | | 0.30 | | 0.30 | | 0.08 | | 0.38 | | 0.00 | | 0.48 | | 0.48 | | 0.48 | | 0.00 | | 0.00 | | 0.00 | |
| Volume/Cap: | 0.00 | | 1.00 | | 1.00 | | 0.83 | | 0.64 | | 0.00 | | 0.14 | | 0.14 | | 1.00 | | 0.00 | | 0.00 | | 0.00 | |
| Delay/Veh: | 0.0 | | 69.4 | | 69.4 | | 85.4 | | 31.2 | | 0.0 | | 17.2 | | 17.2 | | 60.9 | | 0.0 | | 0.0 | | 0.0 | |
| User DelAdj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| AdjDel/Veh: | 0.0 | | 69.4 | | 69.4 | | 85.4 | | 31.2 | | 0.0 | | 17.2 | | 17.2 | | 60.9 | | 0.0 | | 0.0 | | 0.0 | |
| LOS by Move: | A | | E | | E | | F | | C | | A | | B | | B | | E | | A | | A | | A | |
| HCM2kAvgQ: | 0 | | 26 | | 26 | | 7 | | 14 | | 0 | | 2 | | 2 | | 36 | | 0 | | 0 | | 0 | |

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

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## Opening Year (2010) With Project – Alternative 1

Horseshoe Grande Property (Freeway Analysis)
Opening Year (2010) With Project - Alternative 1
Morning Peak Hour

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

Intersection #1 I-215 Freeway SB Ramps (NS) at Bonnie Drive (EW)

Average Delay (sec/veh): 5.0 Worst Case Level Of Service: F[ 85.7]

| 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 | | | | | Ignore | | | | | Ignore | | | | | Include | | | | |
| 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: | 302 | 171 | | 0 | | 0 | 624 | | 37 | | 25 | | 0 | | 187 | | 0 | | 0 | |
| Growth Adj: | 1.11 | 1.11 | | 1.11 | | 1.11 | 1.11 | | 1.11 | | 1.11 | | 1.11 | | 1.11 | | 1.11 | | 1.11 | |
| Initial Bse: | 335 | 190 | | 0 | | 0 | 693 | | 41 | | 28 | | 0 | | 208 | | 0 | | 0 | |
| Added Vol: | 0 | 21 | | 0 | | 0 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| PasserByVol: | 0 | 0 | | 0 | | 0 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Initial Fut: | 335 | 211 | | 0 | | 0 | 693 | | 41 | | 28 | | 0 | | 208 | | 0 | | 0 | |
| User Adj: | 1.00 | 1.00 | | 1.00 | | 1.00 | 1.00 | | 0.00 | | 1.00 | | 1.00 | | 0.00 | | 1.00 | | 1.00 | |
| PHF Adj: | 0.95 | 0.95 | | 0.95 | | 0.93 | 0.93 | | 0.00 | | 0.91 | | 0.91 | | 0.00 | | 1.00 | | 1.00 | |
| PHF Volume: | 352 | 221 | | 0 | | 0 | 747 | | 0 | | 30 | | 0 | | 0 | | 0 | | 0 | |
| Reduct Vol: | 0 | 0 | | 0 | | 0 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| FinalVolume: | 352 | 221 | | 0 | | 0 | 747 | | 0 | | 30 | | 0 | | 0 | | 0 | | 0 | |
| Critical Gap Module: | | | | | | | | | | | | | | | | | | | | |
| Critical Gp: | 4.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | | 6.4 | xxxx | | 6.2 | xxxxx | xxxx | xxxxx | | | |
| FollowUpTim: | 2.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | | 3.5 | xxxx | | 3.3 | xxxxx | xxxx | xxxxx | | | |
| Capacity Module: | | | | | | | | | | | | | | | | | | | | |
| Cnflict Vol: | 747 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | | 1671 | xxxx | | 747 | xxxx | xxxx | xxxxx | | | |
| Potent Cap.: | 871 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | | 107 | xxxx | | 416 | xxxx | xxxx | xxxxx | | | |
| Move Cap.: | 871 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | | 73 | xxxx | | 416 | xxxx | xxxx | xxxxx | | | |
| Volume/Cap: | 0.40 | xxxx | xxxx | xxxx | xxxx | xxxx | | | | | 0.42 | xxxx | | 0.00 | xxxx | xxxx | xxxx | | | |
| Level Of Service Module: | | | | | | | | | | | | | | | | | | | | |
| 2Way95thQ: | 2.0 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | | 1.6 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | |
| Control Del: | 11.9 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | | 85.7 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | |
| LOS by Move: | B | * | | * | | * | | | | | F | * | | * | | * | | | | |
| 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: | xxxxxx | | | xxxxxx | | | | | | | 85.7 | | | xxxxxx | | | | | | |
| ApproachLOS: | * | | | * | | | | | | | F | | | * | | | | | | |

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

Horseshoe Grande Property (Freeway Analysis)
Opening Year (2010) With Project - Alternative 1
Evening Peak Hour

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

Intersection #1 I-215 Freeway SB Ramps (NS) at Bonnie Drive (EW)

Average Delay (sec/veh): 2.7 Worst Case Level Of Service: F[ 62.8]

| 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 | | | Ignore | | | Ignore | | | Include | | |
| Lanes: | 1 0 1 | 0 | 0 | 0 0 1 | 0 | 1 | 1 0 | 0 | 1 | 0 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 200 | 183 | 0 | 0 | 782 | 14 | 12 | 0 | 233 | 0 | 0 | 0 |
| Growth Adj: | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 |
| Initial Bse: | 222 | 203 | 0 | 0 | 869 | 16 | 13 | 0 | 259 | 0 | 0 | 0 |
| Added Vol: | 0 | 59 | 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: | 222 | 262 | 0 | 0 | 869 | 16 | 13 | 0 | 259 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.97 | 0.97 | 0.00 | 0.86 | 0.86 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 250 | 296 | 0 | 0 | 895 | 0 | 15 | 0 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 250 | 296 | 0 | 0 | 895 | 0 | 15 | 0 | 0 | 0 | 0 | 0 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | 4.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 6.4 | xxxx | 6.2 | xxxxx | xxxx | xxxxx |
| FollowUpTim: | 2.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 3.5 | xxxx | 3.3 | xxxxx | xxxx | xxxxx |
| Capacity Module: | | | | | | | | | | | | |
| Cnflict Vol: | 895 | xxxx | xxxxx | xxxx | xxxx | xxxxx | 1691 | xxxx | 895 | xxxx | xxxx | xxxxx |
| Potent Cap.: | 767 | xxxx | xxxxx | xxxx | xxxx | xxxxx | 104 | xxxx | 342 | xxxx | xxxx | xxxxx |
| Move Cap.: | 767 | xxxx | xxxxx | xxxx | xxxx | xxxxx | 77 | xxxx | 342 | xxxx | xxxx | xxxxx |
| Volume/Cap: | 0.33 | xxxx | xxxx | xxxx | xxxx | xxxx | 0.20 | xxxx | 0.00 | xxxx | xxxx | xxxx |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | 1.4 | xxxx | xxxxx | xxxx | xxxx | xxxxx | 0.7 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Control Del: | 12.0 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 62.8 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| LOS by Move: | B | * | * | * | * | * | F | * | * | * | * | * |
| 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: | xxxxxx | | | xxxxxx | | | 62.8 | | | xxxxxx | | |
| ApproachLOS: | * | | | * | | | F | | | * | | |

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

Horseshoe Grande Property (Freeway Analysis)
Opening Year (2010) With Project - Alternative 1
Morning Peak Hour - With Improvements

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

**********

Intersection #1 I-215 Freeway SB Ramps (NS) at Bonnie Drive (EW)

**********

Cycle (sec): 70 Critical Vol./Cap.(X): 0.729
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 16.8
Optimal Cycle: OPTIMIZED Level Of Service: B

**********

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Permitted | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Ignore | | | Ignore | | | Include | | |
| Min. Green: | 10 | 24 | 0 | 0 | 24 | 24 | 0 | 0 | 0 | 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: | 302 | 171 | 0 | 0 | 624 | 37 | 25 | 0 | 187 | 0 | 0 | 0 |
| Growth Adj: | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 |
| Initial Bse: | 335 | 190 | 0 | 0 | 693 | 41 | 28 | 0 | 208 | 0 | 0 | 0 |
| Added Vol: | 0 | 21 | 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: | 335 | 211 | 0 | 0 | 693 | 41 | 28 | 0 | 208 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.93 | 0.93 | 0.00 | 0.91 | 0.91 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 352 | 221 | 0 | 0 | 747 | 0 | 30 | 0 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 352 | 221 | 0 | 0 | 747 | 0 | 30 | 0 | 0 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 352 | 221 | 0 | 0 | 747 | 0 | 30 | 0 | 0 | 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 | 1.00 | 1.00 | 1.00 | 1.00 | 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 | 1900 | 1900 | 0 | 1900 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.19 | 0.12 | 0.00 | 0.00 | 0.39 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | | **** | | **** | | | | | |
| Green/Cycle: | 0.27 | 0.81 | 0.00 | 0.00 | 0.54 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.73 | 0.14 | 0.00 | 0.00 | 0.73 | 0.00 | 0.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 28.9 | 1.5 | 0.0 | 0.0 | 14.9 | 0.0 | 35.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 28.9 | 1.5 | 0.0 | 0.0 | 14.9 | 0.0 | 35.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | C | A | A | A | B | A | D | A | A | A | A | A |
| HCM2kAvgQ: | 9 | 1 | 0 | 0 | 14 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |

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

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Horseshoe Grande Property (Freeway Analysis)
Opening Year (2010) With Project - Alternative 1
Evening Peak Hour - With Improvements

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

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Intersection #1 I-215 Freeway SB Ramps (NS) at Bonnie Drive (EW)

**********

| | | | | |
|---|---|---|---|---|
| Cycle (sec): | 85 | Critical Vol./Cap.(X): | 0.719 |
| Loss Time (sec): | 12 (Y+R=4.0 sec) | Average Delay (sec/veh): | 14.6 |
| Optimal Cycle: | OPTIMIZED | Level Of Service: | B |

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| 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 | | | Ignore | | | Ignore | | | Include | | |
| Min. Green: | 10 | 24 | 0 | 0 | 24 | 24 | 0 | 0 | 0 | 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: | 200 | 183 | 0 | 0 | 782 | 14 | 12 | 0 | 233 | 0 | 0 | 0 |
| Growth Adj: | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 |
| Initial Bse: | 222 | 203 | 0 | 0 | 869 | 16 | 13 | 0 | 259 | 0 | 0 | 0 |
| Added Vol: | 0 | 59 | 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: | 222 | 262 | 0 | 0 | 869 | 16 | 13 | 0 | 259 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.97 | 0.97 | 0.00 | 0.86 | 0.86 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 250 | 296 | 0 | 0 | 895 | 0 | 15 | 0 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 250 | 296 | 0 | 0 | 895 | 0 | 15 | 0 | 0 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 250 | 296 | 0 | 0 | 895 | 0 | 15 | 0 | 0 | 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 | 1.00 | 1.00 | 1.00 | 1.00 | 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 | 1900 | 1900 | 0 | 1900 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.14 | 0.16 | 0.00 | 0.00 | 0.47 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | | **** | | **** | | | | | |
| Green/Cycle: | 0.19 | 0.85 | 0.00 | 0.00 | 0.65 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.72 | 0.18 | 0.00 | 0.00 | 0.72 | 0.00 | 0.18 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 39.3 | 1.2 | 0.0 | 0.0 | 11.7 | 0.0 | 42.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 39.3 | 1.2 | 0.0 | 0.0 | 11.7 | 0.0 | 42.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | D | A | A | A | B | A | D | A | A | A | A | A |
| HCM2kAvgQ: | 8 | 1 | 0 | 0 | 16 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |

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

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Horseshoe Grande Property (Freeway Analysis)
Opening Year (2010) With Project - Alternative 1
Morning Peak Hour

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

Intersection #2 I-10 Freeway NB Ramps (NS) at SR-74 (EW)

Average Delay (sec/veh): 37.8 Worst Case Level Of Service: F[252.9]

| 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 | | | Ignore | | |
| Lanes: | 0 0 0 | 0 0 | | 0 0 | 1! 0 | 0 | 1 0 | 2 0 | 0 | 0 0 | 2 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 139 | 0 | 21 | 83 | 737 | 0 | 0 | 444 | 703 |
| Growth Adj: | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 |
| Initial Bse: | 0 | 0 | 0 | 154 | 0 | 23 | 92 | 819 | 0 | 0 | 493 | 781 |
| Added Vol: | 0 | 0 | 0 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 204 | 0 | 23 | 92 | 819 | 0 | 0 | 514 | 781 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 0.87 | 0.87 | 0.87 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.00 |
| PHF Volume: | 0 | 0 | 0 | 235 | 0 | 27 | 98 | 871 | 0 | 0 | 545 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 0 | 0 | 235 | 0 | 27 | 98 | 871 | 0 | 0 | 545 | 0 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | 6.8 | 6.5 | 6.9 | 4.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| FollowUpTim: | xxxxx | xxxx | xxxxx | 3.5 | 4.0 | 3.3 | 2.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Capacity Module: | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | 1177 | 1612 | 273 | 545 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Potent Cap.: | xxxx | xxxx | xxxxx | 187 | 105 | 731 | 1034 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Move Cap.: | xxxx | xxxx | xxxxx | 173 | 95 | 731 | 1034 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Volume/Cap: | xxxx | xxxx | xxxx | 1.36 | 0.00 | 0.04 | 0.09 | xxxx | xxxx | xxxx | xxxx | xxxx |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 0.3 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 8.8 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| LOS by Move: | * | * | * | * | * | * | A | * | * | * | * | * |
| Movement: | LT | LTR | RT | LT | LTR | RT | LT | LTR | RT | LT | LTR | RT |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | 188 | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | 15.5 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | 253 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shared LOS: | * | * | * | * | F | * | * | * | * | * | * | * |
| ApproachDel: | xxxxxx | | | 252.9 | | | xxxxxx | | | xxxxxx | | |
| ApproachLOS: | * | | | F | | | * | | | * | | |

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

Horseshoe Grande Property (Freeway Analysis)
Opening Year (2010) With Project - Alternative 1
Evening Peak Hour

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

Intersection #2 I-10 Freeway NB Ramps (NS) at SR-74 (EW)

Average Delay (sec/veh): 38.2 Worst Case Level Of Service: F[234.3]

| 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 | | | Ignore | | |
| Lanes: | 0 0 0 | 0 0 | 0 | 0 0 1! | 0 0 | 0 | 1 0 2 | 0 0 | 0 | 0 0 2 | 0 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 143 | 0 | 36 | 22 | 1008 | 0 | 0 | 340 | 586 |
| Growth Adj: | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 |
| Initial Bse: | 0 | 0 | 0 | 159 | 0 | 40 | 24 | 1120 | 0 | 0 | 378 | 651 |
| Added Vol: | 0 | 0 | 0 | 67 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 226 | 0 | 40 | 24 | 1120 | 0 | 0 | 437 | 651 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 0.83 | 0.83 | 0.83 | 0.96 | 0.96 | 0.96 | 0.95 | 0.95 | 0.00 |
| PHF Volume: | 0 | 0 | 0 | 272 | 0 | 48 | 25 | 1165 | 0 | 0 | 462 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 0 | 0 | 272 | 0 | 48 | 25 | 1165 | 0 | 0 | 462 | 0 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | 6.8 | 6.5 | 6.9 | 4.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| FollowUpTim: | xxxxx | xxxx | xxxxx | 3.5 | 4.0 | 3.3 | 2.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Capacity Module: | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | 1096 | 1678 | 231 | 462 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Potent Cap.: | xxxx | xxxx | xxxxx | 211 | 96 | 777 | 1110 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Move Cap.: | xxxx | xxxx | xxxxx | 207 | 94 | 777 | 1110 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Volume/Cap: | xxxx | xxxx | xxxx | 1.31 | 0.00 | 0.06 | 0.02 | xxxx | xxxx | xxxx | xxxx | xxxx |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 0.1 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 8.3 | 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 | 233 | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | 17.7 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | 234 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shared LOS: | * | * | * | * | F | * | * | * | * | * | * | * |
| ApproachDel: | xxxxxx | | | 234.3 | | | xxxxxx | | | xxxxxx | | |
| ApproachLOS: | * | | | F | | | * | | | * | | |

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

Horseshoe Grande Property (Freeway Analysis)
Opening Year (2010) With Project - Alternative 1
Morning Peak Hour - With Improvements

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

Intersection #2 I-10 Freeway NB Ramps (NS) at SR-74 (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.497
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 10.9
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 | | | Ignore | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 24 | 0 | 0 | 24 | 24 |
| Lanes: | 0 0 | 0 0 | 0 | 0 0 | 1! 0 | 0 | 1 0 | 2 0 | 0 | 0 0 | 2 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 139 | 0 | 21 | 83 | 737 | 0 | 0 | 444 | 703 |
| Growth Adj: | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 |
| Initial Bse: | 0 | 0 | 0 | 154 | 0 | 23 | 92 | 819 | 0 | 0 | 493 | 781 |
| Added Vol: | 0 | 0 | 0 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 204 | 0 | 23 | 92 | 819 | 0 | 0 | 514 | 781 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 0.87 | 0.87 | 0.87 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.00 |
| PHF Volume: | 0 | 0 | 0 | 235 | 0 | 27 | 98 | 871 | 0 | 0 | 545 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 235 | 0 | 27 | 98 | 871 | 0 | 0 | 545 | 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 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 0 | 0 | 0 | 235 | 0 | 27 | 98 | 871 | 0 | 0 | 545 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.73 | 1.00 | 0.73 | 0.42 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.90 | 0.00 | 0.10 | 1.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 1238 | 0 | 141 | 790 | 3610 | 0 | 0 | 3610 | 1900 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.19 | 0.00 | 0.19 | 0.12 | 0.24 | 0.00 | 0.00 | 0.15 | 0.00 |
| Crit Moves: | | | | **** | | | | **** | | | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.38 | 0.00 | 0.38 | 0.49 | 0.49 | 0.00 | 0.00 | 0.49 | 0.00 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.50 | 0.00 | 0.50 | 0.26 | 0.50 | 0.00 | 0.00 | 0.31 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 14.9 | 0.0 | 14.9 | 9.4 | 10.7 | 0.0 | 0.0 | 9.5 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 14.9 | 0.0 | 14.9 | 9.4 | 10.7 | 0.0 | 0.0 | 9.5 | 0.0 |
| LOS by Move: | A | A | A | B | A | B | A | B | A | A | A | A |
| HCM2kAvgQ: | 0 | 0 | 0 | 4 | 0 | 4 | 1 | 6 | 0 | 0 | 3 | 0 |

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

Horseshoe Grande Property (Freeway Analysis)
Opening Year (2010) With Project - Alternative 1
Evening Peak Hour - With Improvements

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

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Intersection #2 I-10 Freeway NB Ramps (NS) at SR-74 (EW)

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Cycle (sec): 60 Critical Vol./Cap.(X): 0.639
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 12.0
Optimal Cycle: OPTIMIZED Level Of Service: B

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| 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 | | | Ignore | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 24 | 0 | 0 | 24 | 24 |
| Lanes: | 0 0 | 0 | 0 0 | 0 0 | 1! 0 | 0 | 1 0 | 2 | 0 0 | 0 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 143 | 0 | 36 | 22 | 1008 | 0 | 0 | 340 | 586 |
| Growth Adj: | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 |
| Initial Bse: | 0 | 0 | 0 | 159 | 0 | 40 | 24 | 1120 | 0 | 0 | 378 | 651 |
| Added Vol: | 0 | 0 | 0 | 67 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 226 | 0 | 40 | 24 | 1120 | 0 | 0 | 437 | 651 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 0.83 | 0.83 | 0.83 | 0.96 | 0.96 | 0.96 | 0.95 | 0.95 | 0.00 |
| PHF Volume: | 0 | 0 | 0 | 272 | 0 | 48 | 25 | 1165 | 0 | 0 | 462 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 272 | 0 | 48 | 25 | 1165 | 0 | 0 | 462 | 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 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 0 | 0 | 0 | 272 | 0 | 48 | 25 | 1165 | 0 | 0 | 462 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.73 | 1.00 | 0.73 | 0.47 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.85 | 0.00 | 0.15 | 1.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 1180 | 0 | 209 | 897 | 3610 | 0 | 0 | 3610 | 1900 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.23 | 0.00 | 0.23 | 0.03 | 0.32 | 0.00 | 0.00 | 0.13 | 0.00 |
| Crit Moves: | | | | **** | | | | **** | | | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.36 | 0.00 | 0.36 | 0.51 | 0.51 | 0.00 | 0.00 | 0.51 | 0.00 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.64 | 0.00 | 0.64 | 0.06 | 0.64 | 0.00 | 0.00 | 0.25 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 18.7 | 0.0 | 18.7 | 7.6 | 11.6 | 0.0 | 0.0 | 8.5 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 18.7 | 0.0 | 18.7 | 7.6 | 11.6 | 0.0 | 0.0 | 8.5 | 0.0 |
| LOS by Move: | A | A | A | B | A | B | A | B | A | A | A | A |
| HCM2kAvgQ: | 0 | 0 | 0 | 6 | 0 | 6 | 0 | 9 | 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 (Freeway Analysis)
Opening Year (2010) With Project - Alternative 1
Morning Peak Hour

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

Intersection #3 Beaumont Avenue (SR-79) (NS) at I-10 Freeway WB Ramps (EW)

| | | | |
|---|---|---|---|
| Cycle (sec): | 105 | Critical Vol./Cap.(X): | 0.832 |
| Loss Time (sec): | 16 (Y+R=4.0 sec) | Average Delay (sec/veh): | 38.5 |
| 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 | 18 | 0 | 0 | 18 | 18 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 1 0 | 2 0 | 0 | 0 0 | 1 1 | 0 | 0 0 | 0 0 | 0 | 0 1 | 0 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 465 | 168 | 0 | 0 | 252 | 64 | 0 | 0 | 0 | 274 | 12 | 82 |
| Growth Adj: | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 |
| Initial Bse: | 504 | 182 | 0 | 0 | 273 | 69 | 0 | 0 | 0 | 297 | 13 | 89 |
| Added Vol: | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 525 | 182 | 0 | 0 | 273 | 69 | 0 | 0 | 0 | 323 | 13 | 89 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.82 | 0.82 | 0.82 | 0.83 | 0.83 | 0.83 | 1.00 | 1.00 | 1.00 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 640 | 222 | 0 | 0 | 328 | 83 | 0 | 0 | 0 | 361 | 15 | 99 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 640 | 222 | 0 | 0 | 328 | 83 | 0 | 0 | 0 | 361 | 15 | 99 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 640 | 222 | 0 | 0 | 328 | 83 | 0 | 0 | 0 | 361 | 15 | 99 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 1.00 | 1.00 | 0.92 | 0.92 | 1.00 | 1.00 | 1.00 | 0.82 | 0.82 | 0.82 |
| Lanes: | 1.00 | 2.00 | 0.00 | 0.00 | 1.59 | 0.41 | 0.00 | 0.00 | 0.00 | 1.00 | 0.13 | 0.87 |
| Final Sat.: | 1805 | 3610 | 0 | 0 | 2792 | 709 | 0 | 0 | 0 | 1550 | 198 | 1352 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.35 | 0.06 | 0.00 | 0.00 | 0.12 | 0.12 | 0.00 | 0.00 | 0.00 | 0.23 | 0.07 | 0.07 |
| Crit Moves: | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.41 | 0.58 | 0.00 | 0.00 | 0.17 | 0.17 | 0.00 | 0.00 | 0.00 | 0.27 | 0.27 | 0.27 |
| Volume/Cap: | 0.87 | 0.11 | 0.00 | 0.00 | 0.69 | 0.69 | 0.00 | 0.00 | 0.00 | 0.87 | 0.27 | 0.27 |
| Delay/Veh: | 39.3 | 9.9 | 0.0 | 0.0 | 44.1 | 44.1 | 0.0 | 0.0 | 0.0 | 50.6 | 30.4 | 30.4 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 39.3 | 9.9 | 0.0 | 0.0 | 44.1 | 44.1 | 0.0 | 0.0 | 0.0 | 50.6 | 30.4 | 30.4 |
| LOS by Move: | D | A | A | A | D | D | A | A | A | D | C | C |
| HCM2kAvgQ: | 22 | 2 | 0 | 0 | 8 | 8 | 0 | 0 | 0 | 15 | 3 | 3 |

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

Horseshoe Grande Property (Freeway Analysis)
Opening Year (2010) With Project - Alternative 1
Evening Peak Hour

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

Intersection #3 Beaumont Avenue (SR-79) (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec): 120 Critical Vol./Cap.(X): 1.021
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 68.3
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: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 10 | 18 | 0 | 0 | 18 | 18 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 1 0 | 2 0 | 0 | 0 0 | 1 1 | 0 | 0 0 | 0 0 | 0 | 0 1 | 0 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 349 | 197 | 0 | 0 | 323 | 95 | 0 | 0 | 0 | 543 | 38 | 114 |
| Growth Adj: | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 |
| Initial Bse: | 378 | 213 | 0 | 0 | 350 | 103 | 0 | 0 | 0 | 588 | 41 | 123 |
| Added Vol: | 59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 437 | 213 | 0 | 0 | 350 | 103 | 0 | 0 | 0 | 623 | 41 | 123 |
| User Adj: | 1.00 | 1.00 | 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 | 0.93 | 0.93 | 0.93 | 1.00 | 1.00 | 1.00 | 0.84 | 0.84 | 0.84 |
| PHF Volume: | 487 | 238 | 0 | 0 | 375 | 110 | 0 | 0 | 0 | 739 | 49 | 146 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 487 | 238 | 0 | 0 | 375 | 110 | 0 | 0 | 0 | 739 | 49 | 146 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 487 | 238 | 0 | 0 | 375 | 110 | 0 | 0 | 0 | 739 | 49 | 146 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 1.00 | 1.00 | 0.92 | 0.92 | 1.00 | 1.00 | 1.00 | 0.82 | 0.82 | 0.82 |
| Lanes: | 1.00 | 2.00 | 0.00 | 0.00 | 1.55 | 0.45 | 0.00 | 0.00 | 0.00 | 1.00 | 0.25 | 0.75 |
| Final Sat.: | 1805 | 3610 | 0 | 0 | 2695 | 793 | 0 | 0 | 0 | 1552 | 388 | 1164 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.27 | 0.07 | 0.00 | 0.00 | 0.14 | 0.14 | 0.00 | 0.00 | 0.00 | 0.48 | 0.13 | 0.13 |
| Crit Moves: | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.26 | 0.41 | 0.00 | 0.00 | 0.15 | 0.15 | 0.00 | 0.00 | 0.00 | 0.46 | 0.46 | 0.46 |
| Volume/Cap: | 1.04 | 0.16 | 0.00 | 0.00 | 0.93 | 0.93 | 0.00 | 0.00 | 0.00 | 1.04 | 0.27 | 0.27 |
| Delay/Veh: | 97.0 | 22.5 | 0.0 | 0.0 | 73.2 | 73.2 | 0.0 | 0.0 | 0.0 | 73.6 | 20.2 | 20.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 97.0 | 22.5 | 0.0 | 0.0 | 73.2 | 73.2 | 0.0 | 0.0 | 0.0 | 73.6 | 20.2 | 20.2 |
| LOS by Move: | F | C | A | A | E | E | A | A | A | E | C | C |
| HCM2kAvgQ: | 25 | 3 | 0 | 0 | 13 | 13 | 0 | 0 | 0 | 38 | 5 | 5 |

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

Horseshoe Grande Property (Freeway Analysis)
Opening Year (2010) With Project - Alternative 1
Morning Peak Hour - With Improvements

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

Intersection #3 Beaumont Avenue (SR-79) (NS) at I-10 Freeway WB Ramps (EW)

| | | | |
|---|---|---|---|
| Cycle (sec): | 85 | Critical Vol./Cap.(X): | 0.725 |
| Loss Time (sec): | 16 (Y+R=4.0 sec) | Average Delay (sec/veh): | 27.8 |
| 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 | 18 | 0 | 0 | 18 | 18 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 1 0 | 2 0 | 0 | 0 0 | 1 1 | 0 | 0 0 | 0 0 | 0 | 1 1 | 0 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 465 | 168 | 0 | 0 | 252 | 64 | 0 | 0 | 0 | 274 | 12 | 82 |
| Growth Adj: | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 |
| Initial Bse: | 504 | 182 | 0 | 0 | 273 | 69 | 0 | 0 | 0 | 297 | 13 | 89 |
| Added Vol: | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 525 | 182 | 0 | 0 | 273 | 69 | 0 | 0 | 0 | 323 | 13 | 89 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.82 | 0.82 | 0.82 | 0.83 | 0.83 | 0.83 | 1.00 | 1.00 | 1.00 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 640 | 222 | 0 | 0 | 328 | 83 | 0 | 0 | 0 | 361 | 15 | 99 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 640 | 222 | 0 | 0 | 328 | 83 | 0 | 0 | 0 | 361 | 15 | 99 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 640 | 222 | 0 | 0 | 328 | 83 | 0 | 0 | 0 | 361 | 15 | 99 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 1.00 | 1.00 | 0.92 | 0.92 | 1.00 | 1.00 | 1.00 | 0.82 | 0.82 | 0.82 |
| Lanes: | 1.00 | 2.00 | 0.00 | 0.00 | 1.59 | 0.41 | 0.00 | 0.00 | 0.00 | 2.00 | 0.13 | 0.87 |
| Final Sat.: | 1805 | 3610 | 0 | 0 | 2792 | 709 | 0 | 0 | 0 | 3099 | 198 | 1352 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.35 | 0.06 | 0.00 | 0.00 | 0.12 | 0.12 | 0.00 | 0.00 | 0.00 | 0.12 | 0.07 | 0.07 |
| Crit Moves: | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.45 | 0.66 | 0.00 | 0.00 | 0.21 | 0.21 | 0.00 | 0.00 | 0.00 | 0.15 | 0.15 | 0.15 |
| Volume/Cap: | 0.78 | 0.09 | 0.00 | 0.00 | 0.55 | 0.55 | 0.00 | 0.00 | 0.00 | 0.78 | 0.50 | 0.50 |
| Delay/Veh: | 24.9 | 5.2 | 0.0 | 0.0 | 30.8 | 30.8 | 0.0 | 0.0 | 0.0 | 41.6 | 33.7 | 33.7 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 24.9 | 5.2 | 0.0 | 0.0 | 30.8 | 30.8 | 0.0 | 0.0 | 0.0 | 41.6 | 33.7 | 33.7 |
| LOS by Move: | C | A | A | A | C | C | A | A | A | D | C | C |
| HCM2kAvgQ: | 16 | 1 | 0 | 0 | 6 | 6 | 0 | 0 | 0 | 7 | 4 | 4 |

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

Horseshoe Grande Property (Freeway Analysis)
Opening Year (2010) With Project - Alternative 1
Evening Peak Hour - With Improvements

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

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Intersection #3 Beaumont Avenue (SR-79) (NS) at I-10 Freeway WB Ramps (EW)

**********

| | | | | |
|---|---|---|---|---|
| Cycle (sec): | 85 | Critical Vol./Cap.(X): | 0.797 |
| Loss Time (sec): | 16 (Y+R=4.0 sec) | Average Delay (sec/veh): | 31.6 |
| Optimal Cycle: | OPTIMIZED | Level Of Service: | C |

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| 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 | 18 | 0 | 0 | 18 | 18 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 1 0 | 2 0 | 0 | 0 0 | 1 1 | 0 | 0 0 | 0 0 | 0 | 1 1 | 0 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 349 | 197 | 0 | 0 | 323 | 95 | 0 | 0 | 0 | 543 | 38 | 114 |
| Growth Adj: | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 |
| Initial Bse: | 378 | 213 | 0 | 0 | 350 | 103 | 0 | 0 | 0 | 588 | 41 | 123 |
| Added Vol: | 59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 437 | 213 | 0 | 0 | 350 | 103 | 0 | 0 | 0 | 623 | 41 | 123 |
| User Adj: | 1.00 | 1.00 | 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 | 0.93 | 0.93 | 0.93 | 1.00 | 1.00 | 1.00 | 0.84 | 0.84 | 0.84 |
| PHF Volume: | 487 | 238 | 0 | 0 | 375 | 110 | 0 | 0 | 0 | 739 | 49 | 146 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 487 | 238 | 0 | 0 | 375 | 110 | 0 | 0 | 0 | 739 | 49 | 146 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 487 | 238 | 0 | 0 | 375 | 110 | 0 | 0 | 0 | 739 | 49 | 146 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 1.00 | 1.00 | 0.92 | 0.92 | 1.00 | 1.00 | 1.00 | 0.82 | 0.82 | 0.82 |
| Lanes: | 1.00 | 2.00 | 0.00 | 0.00 | 1.55 | 0.45 | 0.00 | 0.00 | 0.00 | 2.00 | 0.25 | 0.75 |
| Final Sat.: | 1805 | 3610 | 0 | 0 | 2695 | 793 | 0 | 0 | 0 | 3104 | 388 | 1164 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.27 | 0.07 | 0.00 | 0.00 | 0.14 | 0.14 | 0.00 | 0.00 | 0.00 | 0.24 | 0.13 | 0.13 |
| Crit Moves: | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.32 | 0.53 | 0.00 | 0.00 | 0.21 | 0.21 | 0.00 | 0.00 | 0.00 | 0.28 | 0.28 | 0.28 |
| Volume/Cap: | 0.85 | 0.12 | 0.00 | 0.00 | 0.66 | 0.66 | 0.00 | 0.00 | 0.00 | 0.85 | 0.45 | 0.45 |
| Delay/Veh: | 38.2 | 10.1 | 0.0 | 0.0 | 32.8 | 32.8 | 0.0 | 0.0 | 0.0 | 35.0 | 25.3 | 25.3 |
| 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: | 38.2 | 10.1 | 0.0 | 0.0 | 32.8 | 32.8 | 0.0 | 0.0 | 0.0 | 35.0 | 25.3 | 25.3 |
| LOS by Move: | D | B | A | A | C | C | A | A | A | C | C | C |
| HCM2kAvgQ: | 15 | 2 | 0 | 0 | 7 | 7 | 0 | 0 | 0 | 12 | 5 | 5 |

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

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Horseshoe Grande Property (Freeway Analysis)
Opening Year (2010) With Project - Alternative 1
Morning Peak Hour

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

Intersection #4 Beaumont Avenue (SR-79) (NS) at I-10 Freeway EB Ramps (EW)

| | | | |
|---|---|---|---|
| Cycle (sec): | 105 | Critical Vol./Cap.(X): | 0.883 |
| Loss Time (sec): | 16 (Y+R=4.0 sec) | Average Delay (sec/veh): | 36.1 |
| 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: | 0 | 18 | 18 | 10 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 0 0 | 1 1 | 0 | 1 0 | 2 0 | 0 | 0 1 | 0 1 | 0 | 0 0 | 0 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 554 | 499 | 107 | 443 | 0 | 56 | 1 | 354 | 0 | 0 | 0 |
| Growth Adj: | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 |
| Initial Bse: | 0 | 600 | 540 | 116 | 480 | 0 | 61 | 1 | 383 | 0 | 0 | 0 |
| Added Vol: | 0 | 21 | 12 | 0 | 26 | 0 | 0 | 0 | 50 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 621 | 552 | 116 | 506 | 0 | 61 | 1 | 433 | 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 | 0.96 | 0.96 | 0.96 | 0.90 | 0.90 | 0.90 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 656 | 583 | 121 | 530 | 0 | 67 | 1 | 481 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 656 | 583 | 121 | 530 | 0 | 67 | 1 | 481 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 656 | 583 | 121 | 530 | 0 | 67 | 1 | 481 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.88 | 0.88 | 0.95 | 0.95 | 1.00 | 0.81 | 0.81 | 0.81 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 1.06 | 0.94 | 1.00 | 2.00 | 0.00 | 0.98 | 0.02 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 1775 | 1579 | 1805 | 3610 | 0 | 1513 | 27 | 1540 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.37 | 0.37 | 0.07 | 0.15 | 0.00 | 0.04 | 0.04 | 0.31 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | **** | | | | | **** | | | |
| Green/Cycle: | 0.00 | 0.41 | 0.41 | 0.10 | 0.50 | 0.00 | 0.34 | 0.34 | 0.34 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.00 | 0.91 | 0.91 | 0.71 | 0.29 | 0.00 | 0.13 | 0.13 | 0.91 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 38.1 | 38.1 | 58.6 | 15.3 | 0.0 | 23.6 | 23.6 | 50.0 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 38.1 | 38.1 | 58.6 | 15.3 | 0.0 | 23.6 | 23.6 | 50.0 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | D | D | E | B | A | C | C | D | A | A | A |
| HCM2kAvgQ: | 0 | 24 | 24 | 5 | 5 | 0 | 2 | 2 | 19 | 0 | 0 | 0 |

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

Horseshoe Grande Property (Freeway Analysis)
Opening Year (2010) With Project - Alternative 1
Evening Peak Hour

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

Intersection #4 Beaumont Avenue (SR-79) (NS) at I-10 Freeway EB Ramps (EW)

| | | | |
|---|---|---|---|
| Cycle (sec): | 120 | Critical Vol./Cap.(X): | 0.955 |
| Loss Time (sec): | 16 (Y+R=4.0 sec) | Average Delay (sec/veh): | 49.5 |
| 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: | 0 | 18 | 18 | 10 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 0 0 | 1 1 | 0 | 1 0 | 2 0 | 0 | 0 1 | 0 1 | 0 | 0 0 | 0 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 458 | 321 | 105 | 692 | 0 | 88 | 3 | 558 | 0 | 0 | 0 |
| Growth Adj: | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 |
| Initial Bse: | 0 | 496 | 348 | 114 | 749 | 0 | 95 | 3 | 604 | 0 | 0 | 0 |
| Added Vol: | 0 | 59 | 31 | 0 | 35 | 0 | 0 | 0 | 67 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 555 | 379 | 114 | 784 | 0 | 95 | 3 | 671 | 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 | 0.91 | 0.91 | 0.91 | 0.93 | 0.93 | 0.93 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 584 | 399 | 125 | 866 | 0 | 102 | 3 | 720 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 584 | 399 | 125 | 866 | 0 | 102 | 3 | 720 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 584 | 399 | 125 | 866 | 0 | 102 | 3 | 720 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.89 | 0.89 | 0.95 | 0.95 | 1.00 | 0.81 | 0.81 | 0.81 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 1.19 | 0.81 | 1.00 | 2.00 | 0.00 | 0.97 | 0.03 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 2015 | 1375 | 1805 | 3610 | 0 | 1488 | 51 | 1539 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.29 | 0.29 | 0.07 | 0.24 | 0.00 | 0.07 | 0.07 | 0.47 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | **** | | | | | **** | | | |
| Green/Cycle: | 0.00 | 0.30 | 0.30 | 0.08 | 0.38 | 0.00 | 0.48 | 0.48 | 0.48 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.00 | 0.97 | 0.97 | 0.83 | 0.63 | 0.00 | 0.14 | 0.14 | 0.97 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 62.2 | 62.2 | 85.4 | 31.0 | 0.0 | 17.2 | 17.2 | 53.2 | 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: | 0.0 | 62.2 | 62.2 | 85.4 | 31.0 | 0.0 | 17.2 | 17.2 | 53.2 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | E | E | F | C | A | B | B | D | A | A | A |
| HCM2kAvgQ: | 0 | 24 | 24 | 7 | 14 | 0 | 2 | 2 | 33 | 0 | 0 | 0 |

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

**Opening Year (2010) With Project – Alternative 2**

Horseshoe Grande Property (Freeway Analysis)
Opening Year (2010) With Project - Alternative 2
Morning Peak Hour

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

Intersection #1 I-215 Freeway SB Ramps (NS) at Bonnie Drive (EW)

Average Delay (sec/veh): 5.0 Worst Case Level Of Service: F[ 83.7]

| 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 | | | | | Ignore | | | | | Ignore | | | | | Include | | | | |
| 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: | 302 | 171 | | 0 | | 0 | 624 | | 37 | | 25 | | 0 | | 187 | 0 | | 0 | | |
| Growth Adj: | 1.11 | 1.11 | | 1.11 | | 1.11 | 1.11 | | 1.11 | | 1.11 | | 1.11 | | 1.11 | 1.11 | | 1.11 | | |
| Initial Bse: | 335 | 190 | | 0 | | 0 | 693 | | 41 | | 28 | | 0 | | 208 | 0 | | 0 | | |
| Added Vol: | 0 | 10 | | 0 | | 0 | 0 | | 0 | | 0 | | 0 | | 0 | 0 | | 0 | | |
| PasserByVol: | 0 | 0 | | 0 | | 0 | 0 | | 0 | | 0 | | 0 | | 0 | 0 | | 0 | | |
| Initial Fut: | 335 | 200 | | 0 | | 0 | 693 | | 41 | | 28 | | 0 | | 208 | 0 | | 0 | | |
| User Adj: | 1.00 | 1.00 | | 1.00 | | 1.00 | 1.00 | | 0.00 | | 1.00 | | 1.00 | | 0.00 | 1.00 | | 1.00 | | |
| PHF Adj: | 0.95 | 0.95 | | 0.95 | | 0.93 | 0.93 | | 0.00 | | 0.91 | | 0.91 | | 0.00 | 1.00 | | 1.00 | | |
| PHF Volume: | 352 | 210 | | 0 | | 0 | 747 | | 0 | | 30 | | 0 | | 0 | 0 | | 0 | | |
| Reduct Vol: | 0 | 0 | | 0 | | 0 | 0 | | 0 | | 0 | | 0 | | 0 | 0 | | 0 | | |
| FinalVolume: | 352 | 210 | | 0 | | 0 | 747 | | 0 | | 30 | | 0 | | 0 | 0 | | 0 | | |
| Critical Gap Module: | | | | | | | | | | | | | | | | | | | | |
| Critical Gp: | 4.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | | 6.4 | xxxx | | 6.2 | xxxxx | xxxx | xxxxx | | | |
| FollowUpTim: | 2.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | | 3.5 | xxxx | | 3.3 | xxxxx | xxxx | xxxxx | | | |
| Capacity Module: | | | | | | | | | | | | | | | | | | | | |
| Cnflict Vol: | 747 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | | 1660 | xxxx | | 747 | xxxx | xxxx | xxxxx | | | |
| Potent Cap.: | 871 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | | 108 | xxxx | | 416 | xxxx | xxxx | xxxxx | | | |
| Move Cap.: | 871 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | | 74 | xxxx | | 416 | xxxx | xxxx | xxxxx | | | |
| Volume/Cap: | 0.40 | xxxx | xxxx | xxxx | xxxx | xxxx | | | | | 0.41 | xxxx | | 0.00 | xxxx | xxxx | xxxx | | | |
| Level Of Service Module: | | | | | | | | | | | | | | | | | | | | |
| 2Way95thQ: | 2.0 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | | 1.6 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | |
| Control Del: | 11.9 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | | 83.7 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | |
| LOS by Move: | B | * | * | * | * | * | | | | | F | * | * | * | * | * | | | | |
| 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: | xxxxxx | | | xxxxxx | | | | | | | 83.7 | | | xxxxxx | | | | | | |
| ApproachLOS: | * | | | * | | | | | | | F | | | * | | | | | | |

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

Horseshoe Grande Property (Freeway Analysis)
Opening Year (2010) With Project - Alternative 2
Evening Peak Hour

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

Intersection #1 I-215 Freeway SB Ramps (NS) at Bonnie Drive (EW)

Average Delay (sec/veh): 2.8 Worst Case Level Of Service: F[ 58.5]

| 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 | | | Ignore | | | Ignore | | | Include | | |
| 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: | 200 | 183 | 0 | 0 | 782 | 14 | 12 | 0 | 233 | 0 | 0 | 0 |
| Growth Adj: | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 |
| Initial Bse: | 222 | 203 | 0 | 0 | 869 | 16 | 13 | 0 | 259 | 0 | 0 | 0 |
| Added Vol: | 0 | 20 | 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: | 222 | 223 | 0 | 0 | 869 | 16 | 13 | 0 | 259 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.97 | 0.97 | 0.00 | 0.86 | 0.86 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 250 | 252 | 0 | 0 | 895 | 0 | 15 | 0 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 250 | 252 | 0 | 0 | 895 | 0 | 15 | 0 | 0 | 0 | 0 | 0 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | 4.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 6.4 | xxxx | 6.2 | xxxxx | xxxx | xxxxx |
| FollowUpTim: | 2.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 3.5 | xxxx | 3.3 | xxxxx | xxxx | xxxxx |
| Capacity Module: | | | | | | | | | | | | |
| Cnflict Vol: | 895 | xxxx | xxxxx | xxxx | xxxx | xxxxx | 1647 | xxxx | 895 | xxxx | xxxx | xxxxx |
| Potent Cap.: | 767 | xxxx | xxxxx | xxxx | xxxx | xxxxx | 110 | xxxx | 342 | xxxx | xxxx | xxxxx |
| Move Cap.: | 767 | xxxx | xxxxx | xxxx | xxxx | xxxxx | 82 | xxxx | 342 | xxxx | xxxx | xxxxx |
| Volume/Cap: | 0.33 | xxxx | xxxx | xxxx | xxxx | xxxx | 0.19 | xxxx | 0.00 | xxxx | xxxx | xxxx |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | 1.4 | xxxx | xxxxx | xxxx | xxxx | xxxxx | 0.6 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Control Del: | 12.0 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 58.5 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| LOS by Move: | B | * | * | * | * | * | F | * | * | * | * | * |
| 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: | xxxxxx | | | xxxxxx | | | 58.5 | | | xxxxxx | | |
| ApproachLOS: | * | | | * | | | F | | | * | | |

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

Horseshoe Grande Property (Freeway Analysis)
Opening Year (2010) With Project - Alternative 2
Morning Peak Hour - With Improvements

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

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Intersection #1 I-215 Freeway SB Ramps (NS) at Bonnie Drive (EW)

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| | | | | |
|---|---|---|---|---|
| Cycle (sec): | 65 | Critical Vol./Cap.(X): | 0.741 |
| Loss Time (sec): | 12 (Y+R=4.0 sec) | Average Delay (sec/veh): | 16.6 |
| Optimal Cycle: | OPTIMIZED | Level Of Service: | B |

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| 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 | | | Ignore | | | Ignore | | | Include | | |
| Min. Green: | 10 | 24 | 0 | 0 | 24 | 24 | 0 | 0 | 0 | 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: | 302 | 171 | 0 | 0 | 624 | 37 | 25 | 0 | 187 | 0 | 0 | 0 |
| Growth Adj: | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 |
| Initial Bse: | 335 | 190 | 0 | 0 | 693 | 41 | 28 | 0 | 208 | 0 | 0 | 0 |
| Added Vol: | 0 | 10 | 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: | 335 | 200 | 0 | 0 | 693 | 41 | 28 | 0 | 208 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.93 | 0.93 | 0.00 | 0.91 | 0.91 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 352 | 210 | 0 | 0 | 747 | 0 | 30 | 0 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 352 | 210 | 0 | 0 | 747 | 0 | 30 | 0 | 0 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 352 | 210 | 0 | 0 | 747 | 0 | 30 | 0 | 0 | 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 | 1.00 | 1.00 | 1.00 | 1.00 | 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 | 1900 | 1900 | 0 | 1900 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.19 | 0.11 | 0.00 | 0.00 | 0.39 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | | **** | | **** | | | | | |
| Green/Cycle: | 0.26 | 0.79 | 0.00 | 0.00 | 0.53 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.74 | 0.14 | 0.00 | 0.00 | 0.74 | 0.00 | 0.27 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 28.1 | 1.6 | 0.0 | 0.0 | 14.8 | 0.0 | 32.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 28.1 | 1.6 | 0.0 | 0.0 | 14.8 | 0.0 | 32.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | C | A | A | A | B | A | C | A | A | A | A | A |
| HCM2kAvgQ: | 8 | 1 | 0 | 0 | 13 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |

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

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Horseshoe Grande Property (Freeway Analysis)
Opening Year (2010) With Project - Alternative 2
Evening Peak Hour - With Improvements

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

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Intersection #1 I-215 Freeway SB Ramps (NS) at Bonnie Drive (EW)

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| | | | | |
|---|---|---|---|---|
| Cycle (sec): | 75 | Critical Vol./Cap.(X): | 0.735 | |
| Loss Time (sec): | 12 (Y+R=4.0 sec) | Average Delay (sec/veh): | 14.5 | |
| Optimal Cycle: OPTIMIZED | | Level Of Service: | B | |

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| 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 | | | Ignore | | | Ignore | | | Include | | |
| Min. Green: | 10 | 24 | 0 | 0 | 24 | 24 | 0 | 0 | 0 | 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: | 200 | 183 | 0 | 0 | 782 | 14 | 12 | 0 | 233 | 0 | 0 | 0 |
| Growth Adj: | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 |
| Initial Bse: | 222 | 203 | 0 | 0 | 869 | 16 | 13 | 0 | 259 | 0 | 0 | 0 |
| Added Vol: | 0 | 20 | 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: | 222 | 223 | 0 | 0 | 869 | 16 | 13 | 0 | 259 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.97 | 0.97 | 0.00 | 0.86 | 0.86 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 250 | 252 | 0 | 0 | 895 | 0 | 15 | 0 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 250 | 252 | 0 | 0 | 895 | 0 | 15 | 0 | 0 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 250 | 252 | 0 | 0 | 895 | 0 | 15 | 0 | 0 | 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 | 1.00 | 1.00 | 1.00 | 1.00 | 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 | 1900 | 1900 | 0 | 1900 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.14 | 0.13 | 0.00 | 0.00 | 0.47 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | | **** | | **** | | | | | |
| Green/Cycle: | 0.19 | 0.83 | 0.00 | 0.00 | 0.64 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.74 | 0.16 | 0.00 | 0.00 | 0.74 | 0.00 | 0.16 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 36.8 | 1.3 | 0.0 | 0.0 | 11.5 | 0.0 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 36.8 | 1.3 | 0.0 | 0.0 | 11.5 | 0.0 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | D | A | A | A | B | A | D | A | A | A | A | A |
| HCM2kAvgQ: | 7 | 1 | 0 | 0 | 15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |

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

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Horseshoe Grande Property (Freeway Analysis)
Opening Year (2010) With Project - Alternative 2
Morning Peak Hour

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

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Intersection #2 I-10 Freeway NB Ramps (NS) at SR-74 (EW)

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Average Delay (sec/veh): 23.0 Worst Case Level Of Service: F[170.7]

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| 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 | | | Ignore | | |
| Lanes: | 0 0 0 | 0 0 | | 0 0 1! | 0 0 | | 1 0 2 | 0 0 | | 0 0 2 | 0 1 | |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 139 | 0 | 21 | 83 | 737 | 0 | 0 | 444 | 703 |
| Growth Adj: | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 |
| Initial Bse: | 0 | 0 | 0 | 154 | 0 | 23 | 92 | 819 | 0 | 0 | 493 | 781 |
| Added Vol: | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 175 | 0 | 23 | 92 | 819 | 0 | 0 | 503 | 781 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 0.87 | 0.87 | 0.87 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.00 |
| PHF Volume: | 0 | 0 | 0 | 202 | 0 | 27 | 98 | 871 | 0 | 0 | 534 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 0 | 0 | 202 | 0 | 27 | 98 | 871 | 0 | 0 | 534 | 0 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | 6.8 | 6.5 | 6.9 | 4.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| FollowUpTim: | xxxxx | xxxx | xxxxx | 3.5 | 4.0 | 3.3 | 2.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Capacity Module: | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | 1165 | 1601 | 267 | 534 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Potent Cap.: | xxxx | xxxx | xxxxx | 190 | 107 | 737 | 1044 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Move Cap.: | xxxx | xxxx | xxxxx | 177 | 97 | 737 | 1044 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Volume/Cap: | xxxx | xxxx | xxxx | 1.14 | 0.00 | 0.04 | 0.09 | xxxx | xxxx | xxxx | xxxx | xxxx |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 0.3 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 8.8 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| LOS by Move: | * | * | * | * | * | * | A | * | * | * | * | * |
| Movement: | LT | LTR | RT | LT | LTR | RT | LT | LTR | RT | LT | LTR | RT |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | 194 | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | 11.7 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | 171 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shared LOS: | * | * | * | * | F | * | * | * | * | * | * | * |
| ApproachDel: | xxxxxx | | | 170.7 | | | 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 (Freeway Analysis)
Opening Year (2010) With Project - Alternative 2
Evening Peak Hour

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

Intersection #2 I-10 Freeway NB Ramps (NS) at SR-74 (EW)

Average Delay (sec/veh): 13.9 Worst Case Level Of Service: F[100.1]

| 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 | | | Ignore | | |
| Lanes: | 0 0 0 | 0 0 | 0 | 0 0 1! | 0 0 | 0 | 1 0 2 | 0 0 | 0 | 0 0 2 | 0 1 | |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 143 | 0 | 36 | 22 | 1008 | 0 | 0 | 340 | 586 |
| Growth Adj: | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 |
| Initial Bse: | 0 | 0 | 0 | 159 | 0 | 40 | 24 | 1120 | 0 | 0 | 378 | 651 |
| Added Vol: | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 173 | 0 | 40 | 24 | 1120 | 0 | 0 | 398 | 651 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 0.83 | 0.83 | 0.83 | 0.96 | 0.96 | 0.96 | 0.95 | 0.95 | 0.00 |
| PHF Volume: | 0 | 0 | 0 | 209 | 0 | 48 | 25 | 1165 | 0 | 0 | 421 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 0 | 0 | 209 | 0 | 48 | 25 | 1165 | 0 | 0 | 421 | 0 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | 6.8 | 6.5 | 6.9 | 4.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| FollowUpTim: | xxxxx | xxxx | xxxxx | 3.5 | 4.0 | 3.3 | 2.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Capacity Module: | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | 1054 | 1637 | 210 | 421 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Potent Cap.: | xxxx | xxxx | xxxxx | 224 | 102 | 801 | 1149 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Move Cap.: | xxxx | xxxx | xxxxx | 221 | 99 | 801 | 1149 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Volume/Cap: | xxxx | xxxx | xxxx | 0.95 | 0.00 | 0.06 | 0.02 | xxxx | xxxx | xxxx | xxxx | xxxx |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 0.1 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 8.2 | 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 | 255 | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | 9.9 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | 100 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shared LOS: | * | * | * | * | F | * | * | * | * | * | * | * |
| ApproachDel: | xxxxxx | | | 100.1 | | | xxxxxx | | | xxxxxx | | |
| ApproachLOS: | * | | | F | | | * | | | * | | |

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

Horseshoe Grande Property (Freeway Analysis)
Opening Year (2010) With Project - Alternative 2
Morning Peak Hour - With Improvements

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

Intersection #2 I-10 Freeway NB Ramps (NS) at SR-74 (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.469
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 9.9
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 | | | Ignore | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 24 | 0 | 0 | 24 | 24 |
| Lanes: | 0 0 | 0 | 0 0 | 0 0 | 1! | 0 0 | 1 0 | 2 | 0 0 | 0 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 139 | 0 | 21 | 83 | 737 | 0 | 0 | 444 | 703 |
| Growth Adj: | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 |
| Initial Bse: | 0 | 0 | 0 | 154 | 0 | 23 | 92 | 819 | 0 | 0 | 493 | 781 |
| Added Vol: | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 175 | 0 | 23 | 92 | 819 | 0 | 0 | 503 | 781 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 0.87 | 0.87 | 0.87 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.00 |
| PHF Volume: | 0 | 0 | 0 | 202 | 0 | 27 | 98 | 871 | 0 | 0 | 534 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 202 | 0 | 27 | 98 | 871 | 0 | 0 | 534 | 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 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 0 | 0 | 0 | 202 | 0 | 27 | 98 | 871 | 0 | 0 | 534 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.73 | 1.00 | 0.73 | 0.43 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.88 | 0.00 | 0.12 | 1.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 1219 | 0 | 162 | 815 | 3610 | 0 | 0 | 3610 | 1900 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.17 | 0.00 | 0.17 | 0.12 | 0.24 | 0.00 | 0.00 | 0.15 | 0.00 |
| Crit Moves: | | | | **** | | | | **** | | | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.35 | 0.00 | 0.35 | 0.51 | 0.51 | 0.00 | 0.00 | 0.51 | 0.00 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.47 | 0.00 | 0.47 | 0.23 | 0.47 | 0.00 | 0.00 | 0.29 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 15.8 | 0.0 | 15.8 | 8.3 | 9.5 | 0.0 | 0.0 | 8.4 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 15.8 | 0.0 | 15.8 | 8.3 | 9.5 | 0.0 | 0.0 | 8.4 | 0.0 |
| LOS by Move: | A | A | A | B | A | B | A | A | A | A | A | A |
| HCM2kAvgQ: | 0 | 0 | 0 | 4 | 0 | 4 | 1 | 6 | 0 | 0 | 3 | 0 |

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

Horseshoe Grande Property (Freeway Analysis)
Opening Year (2010) With Project - Alternative 2
Evening Peak Hour - With Improvements

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

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Intersection #2 I-10 Freeway NB Ramps (NS) at SR-74 (EW)

**********

Cycle (sec): 60 Critical Vol./Cap.(X): 0.584
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 10.1
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 | | | Ignore | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 24 | 0 | 0 | 24 | 24 |
| Lanes: | 0 0 | 0 | 0 0 | 0 0 | 1! 0 | 0 | 1 0 | 2 | 0 0 | 0 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 143 | 0 | 36 | 22 | 1008 | 0 | 0 | 340 | 586 |
| Growth Adj: | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 |
| Initial Bse: | 0 | 0 | 0 | 159 | 0 | 40 | 24 | 1120 | 0 | 0 | 378 | 651 |
| Added Vol: | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 173 | 0 | 40 | 24 | 1120 | 0 | 0 | 398 | 651 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 0.83 | 0.83 | 0.83 | 0.96 | 0.96 | 0.96 | 0.95 | 0.95 | 0.00 |
| PHF Volume: | 0 | 0 | 0 | 209 | 0 | 48 | 25 | 1165 | 0 | 0 | 421 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 209 | 0 | 48 | 25 | 1165 | 0 | 0 | 421 | 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 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 0 | 0 | 0 | 209 | 0 | 48 | 25 | 1165 | 0 | 0 | 421 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.74 | 1.00 | 0.74 | 0.50 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.81 | 0.00 | 0.19 | 1.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 1136 | 0 | 263 | 958 | 3610 | 0 | 0 | 3610 | 1900 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.18 | 0.00 | 0.18 | 0.03 | 0.32 | 0.00 | 0.00 | 0.12 | 0.00 |
| Crit Moves: | | | | **** | | | | **** | | | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.31 | 0.00 | 0.31 | 0.55 | 0.55 | 0.00 | 0.00 | 0.55 | 0.00 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.58 | 0.00 | 0.58 | 0.05 | 0.58 | 0.00 | 0.00 | 0.21 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 19.3 | 0.0 | 19.3 | 6.2 | 9.3 | 0.0 | 0.0 | 6.9 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 19.3 | 0.0 | 19.3 | 6.2 | 9.3 | 0.0 | 0.0 | 6.9 | 0.0 |
| LOS by Move: | A | A | A | B | A | B | A | A | A | A | A | A |
| HCM2kAvgQ: | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 8 | 0 | 0 | 2 | 0 |

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

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Horseshoe Grande Property (Freeway Analysis)
Opening Year (2010) With Project - Alternative 2
Morning Peak Hour

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

**********

Intersection #3 Beaumont Avenue (SR-79) (NS) at I-10 Freeway WB Ramps (EW)

**********

Cycle (sec): 100 Critical Vol./Cap.(X): 0.818
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 36.6
Optimal Cycle: OPTIMIZED Level Of Service: D

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| 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 | 18 | 0 | 0 | 18 | 18 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 1 0 | 2 0 | 0 | 0 0 | 1 1 | 0 | 0 0 | 0 0 | 0 | 0 1 | 0 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 465 | 168 | 0 | 0 | 252 | 64 | 0 | 0 | 0 | 274 | 12 | 82 |
| Growth Adj: | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 |
| Initial Bse: | 504 | 182 | 0 | 0 | 273 | 69 | 0 | 0 | 0 | 297 | 13 | 89 |
| Added Vol: | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 514 | 182 | 0 | 0 | 273 | 69 | 0 | 0 | 0 | 309 | 13 | 89 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.82 | 0.82 | 0.82 | 0.83 | 0.83 | 0.83 | 1.00 | 1.00 | 1.00 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 626 | 222 | 0 | 0 | 328 | 83 | 0 | 0 | 0 | 346 | 15 | 99 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 626 | 222 | 0 | 0 | 328 | 83 | 0 | 0 | 0 | 346 | 15 | 99 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 626 | 222 | 0 | 0 | 328 | 83 | 0 | 0 | 0 | 346 | 15 | 99 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 1.00 | 1.00 | 0.92 | 0.92 | 1.00 | 1.00 | 1.00 | 0.82 | 0.82 | 0.82 |
| Lanes: | 1.00 | 2.00 | 0.00 | 0.00 | 1.59 | 0.41 | 0.00 | 0.00 | 0.00 | 1.00 | 0.13 | 0.87 |
| Final Sat.: | 1805 | 3610 | 0 | 0 | 2792 | 709 | 0 | 0 | 0 | 1550 | 198 | 1352 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.35 | 0.06 | 0.00 | 0.00 | 0.12 | 0.12 | 0.00 | 0.00 | 0.00 | 0.22 | 0.07 | 0.07 |
| Crit Moves: | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.40 | 0.58 | 0.00 | 0.00 | 0.18 | 0.18 | 0.00 | 0.00 | 0.00 | 0.26 | 0.26 | 0.26 |
| Volume/Cap: | 0.86 | 0.11 | 0.00 | 0.00 | 0.65 | 0.65 | 0.00 | 0.00 | 0.00 | 0.86 | 0.28 | 0.28 |
| Delay/Veh: | 37.9 | 9.3 | 0.0 | 0.0 | 40.5 | 40.5 | 0.0 | 0.0 | 0.0 | 49.1 | 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: | 37.9 | 9.3 | 0.0 | 0.0 | 40.5 | 40.5 | 0.0 | 0.0 | 0.0 | 49.1 | 29.8 | 29.8 |
| LOS by Move: | D | A | A | A | D | D | A | A | A | D | C | C |
| HCM2kAvgQ: | 21 | 2 | 0 | 0 | 7 | 7 | 0 | 0 | 0 | 14 | 3 | 3 |

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

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Horseshoe Grande Property (Freeway Analysis)
Opening Year (2010) With Project - Alternative 2
Evening Peak Hour

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

**********

Intersection #3 Beaumont Avenue (SR-79) (NS) at I-10 Freeway WB Ramps (EW)

**********

| | | | |
|---|---|---|---|
| Cycle (sec): | 115 | Critical Vol./Cap.(X): | 0.976 |
| Loss Time (sec): | 16 (Y+R=4.0 sec) | Average Delay (sec/veh): | 57.9 |
| Optimal Cycle: | OPTIMIZED | Level Of Service: | E |

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| 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 | 18 | 0 | 0 | 18 | 18 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 1 0 | 2 0 | 0 | 0 0 | 1 1 | 0 | 0 0 | 0 0 | 0 | 0 1 | 0 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 349 | 197 | 0 | 0 | 323 | 95 | 0 | 0 | 0 | 543 | 38 | 114 |
| Growth Adj: | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 |
| Initial Bse: | 378 | 213 | 0 | 0 | 350 | 103 | 0 | 0 | 0 | 588 | 41 | 123 |
| Added Vol: | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 398 | 213 | 0 | 0 | 350 | 103 | 0 | 0 | 0 | 597 | 41 | 123 |
| User Adj: | 1.00 | 1.00 | 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 | 0.93 | 0.93 | 0.93 | 1.00 | 1.00 | 1.00 | 0.84 | 0.84 | 0.84 |
| PHF Volume: | 443 | 238 | 0 | 0 | 375 | 110 | 0 | 0 | 0 | 708 | 49 | 146 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 443 | 238 | 0 | 0 | 375 | 110 | 0 | 0 | 0 | 708 | 49 | 146 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 443 | 238 | 0 | 0 | 375 | 110 | 0 | 0 | 0 | 708 | 49 | 146 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 1.00 | 1.00 | 0.92 | 0.92 | 1.00 | 1.00 | 1.00 | 0.82 | 0.82 | 0.82 |
| Lanes: | 1.00 | 2.00 | 0.00 | 0.00 | 1.55 | 0.45 | 0.00 | 0.00 | 0.00 | 1.00 | 0.25 | 0.75 |
| Final Sat.: | 1805 | 3610 | 0 | 0 | 2695 | 793 | 0 | 0 | 0 | 1554 | 388 | 1165 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.25 | 0.07 | 0.00 | 0.00 | 0.14 | 0.14 | 0.00 | 0.00 | 0.00 | 0.46 | 0.13 | 0.13 |
| Crit Moves: | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.25 | 0.40 | 0.00 | 0.00 | 0.16 | 0.16 | 0.00 | 0.00 | 0.00 | 0.46 | 0.46 | 0.46 |
| Volume/Cap: | 1.00 | 0.16 | 0.00 | 0.00 | 0.89 | 0.89 | 0.00 | 0.00 | 0.00 | 1.00 | 0.27 | 0.27 |
| Delay/Veh: | 84.7 | 22.0 | 0.0 | 0.0 | 63.8 | 63.8 | 0.0 | 0.0 | 0.0 | 59.8 | 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: | 84.7 | 22.0 | 0.0 | 0.0 | 63.8 | 63.8 | 0.0 | 0.0 | 0.0 | 59.8 | 19.4 | 19.4 |
| LOS by Move: | F | C | A | A | E | E | A | A | A | E | B | B |
| HCM2kAvgQ: | 21 | 3 | 0 | 0 | 12 | 12 | 0 | 0 | 0 | 33 | 4 | 4 |

**********

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

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Horseshoe Grande Property (Freeway Analysis)
Opening Year (2010) With Project - Alternative 2
Morning Peak Hour - With Improvements

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

**********

Intersection #3 Beaumont Avenue (SR-79) (NS) at I-10 Freeway WB Ramps (EW)

**********

Cycle (sec): 80 Critical Vol./Cap.(X): 0.720
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 26.9
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 | 18 | 0 | 0 | 18 | 18 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 1 0 | 2 0 | 0 | 0 0 | 1 1 | 0 | 0 0 | 0 0 | 0 | 1 1 | 0 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 465 | 168 | 0 | 0 | 252 | 64 | 0 | 0 | 0 | 274 | 12 | 82 |
| Growth Adj: | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 |
| Initial Bse: | 504 | 182 | 0 | 0 | 273 | 69 | 0 | 0 | 0 | 297 | 13 | 89 |
| Added Vol: | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 514 | 182 | 0 | 0 | 273 | 69 | 0 | 0 | 0 | 309 | 13 | 89 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.82 | 0.82 | 0.82 | 0.83 | 0.83 | 0.83 | 1.00 | 1.00 | 1.00 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 626 | 222 | 0 | 0 | 328 | 83 | 0 | 0 | 0 | 346 | 15 | 99 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 626 | 222 | 0 | 0 | 328 | 83 | 0 | 0 | 0 | 346 | 15 | 99 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 626 | 222 | 0 | 0 | 328 | 83 | 0 | 0 | 0 | 346 | 15 | 99 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 1.00 | 1.00 | 0.92 | 0.92 | 1.00 | 1.00 | 1.00 | 0.82 | 0.82 | 0.82 |
| Lanes: | 1.00 | 2.00 | 0.00 | 0.00 | 1.59 | 0.41 | 0.00 | 0.00 | 0.00 | 2.00 | 0.13 | 0.87 |
| Final Sat.: | 1805 | 3610 | 0 | 0 | 2792 | 709 | 0 | 0 | 0 | 3100 | 198 | 1352 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.35 | 0.06 | 0.00 | 0.00 | 0.12 | 0.12 | 0.00 | 0.00 | 0.00 | 0.11 | 0.07 | 0.07 |
| Crit Moves: | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.44 | 0.66 | 0.00 | 0.00 | 0.23 | 0.23 | 0.00 | 0.00 | 0.00 | 0.14 | 0.14 | 0.14 |
| Volume/Cap: | 0.80 | 0.09 | 0.00 | 0.00 | 0.52 | 0.52 | 0.00 | 0.00 | 0.00 | 0.80 | 0.53 | 0.53 |
| Delay/Veh: | 25.3 | 4.9 | 0.0 | 0.0 | 27.9 | 27.9 | 0.0 | 0.0 | 0.0 | 41.0 | 32.5 | 32.5 |
| 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: | 25.3 | 4.9 | 0.0 | 0.0 | 27.9 | 27.9 | 0.0 | 0.0 | 0.0 | 41.0 | 32.5 | 32.5 |
| LOS by Move: | C | A | A | A | C | C | A | A | A | D | C | C |
| HCM2kAvgQ: | 15 | 1 | 0 | 0 | 5 | 5 | 0 | 0 | 0 | 7 | 4 | 4 |

**********

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

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Horseshoe Grande Property (Freeway Analysis)
Opening Year (2010) With Project - Alternative 2
Evening Peak Hour - With Improvements

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

**********

Intersection #3 Beaumont Avenue (SR-79) (NS) at I-10 Freeway WB Ramps (EW)

**********

| | | | | |
|---|---|---|---|---|
| Cycle (sec): | 80 | Critical Vol./Cap.(X): | 0.766 |
| Loss Time (sec): | 16 (Y+R=4.0 sec) | Average Delay (sec/veh): | 29.0 |
| 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 | 18 | 0 | 0 | 18 | 18 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 1 0 | 2 0 | 0 | 0 0 | 1 1 | 0 | 0 0 | 0 0 | 0 | 1 1 | 0 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 349 | 197 | 0 | 0 | 323 | 95 | 0 | 0 | 0 | 543 | 38 | 114 |
| Growth Adj: | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 |
| Initial Bse: | 378 | 213 | 0 | 0 | 350 | 103 | 0 | 0 | 0 | 588 | 41 | 123 |
| Added Vol: | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 398 | 213 | 0 | 0 | 350 | 103 | 0 | 0 | 0 | 597 | 41 | 123 |
| User Adj: | 1.00 | 1.00 | 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 | 0.93 | 0.93 | 0.93 | 1.00 | 1.00 | 1.00 | 0.84 | 0.84 | 0.84 |
| PHF Volume: | 443 | 238 | 0 | 0 | 375 | 110 | 0 | 0 | 0 | 708 | 49 | 146 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 443 | 238 | 0 | 0 | 375 | 110 | 0 | 0 | 0 | 708 | 49 | 146 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 443 | 238 | 0 | 0 | 375 | 110 | 0 | 0 | 0 | 708 | 49 | 146 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 1.00 | 1.00 | 0.92 | 0.92 | 1.00 | 1.00 | 1.00 | 0.82 | 0.82 | 0.82 |
| Lanes: | 1.00 | 2.00 | 0.00 | 0.00 | 1.55 | 0.45 | 0.00 | 0.00 | 0.00 | 2.00 | 0.25 | 0.75 |
| Final Sat.: | 1805 | 3610 | 0 | 0 | 2695 | 793 | 0 | 0 | 0 | 3108 | 388 | 1165 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.25 | 0.07 | 0.00 | 0.00 | 0.14 | 0.14 | 0.00 | 0.00 | 0.00 | 0.23 | 0.13 | 0.13 |
| Crit Moves: | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.30 | 0.52 | 0.00 | 0.00 | 0.23 | 0.23 | 0.00 | 0.00 | 0.00 | 0.28 | 0.28 | 0.28 |
| Volume/Cap: | 0.82 | 0.13 | 0.00 | 0.00 | 0.62 | 0.62 | 0.00 | 0.00 | 0.00 | 0.82 | 0.45 | 0.45 |
| Delay/Veh: | 36.0 | 9.8 | 0.0 | 0.0 | 29.4 | 29.4 | 0.0 | 0.0 | 0.0 | 32.2 | 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: | 36.0 | 9.8 | 0.0 | 0.0 | 29.4 | 29.4 | 0.0 | 0.0 | 0.0 | 32.2 | 24.1 | 24.1 |
| LOS by Move: | D | A | A | A | C | C | A | A | A | C | C | C |
| HCM2kAvgQ: | 13 | 2 | 0 | 0 | 7 | 7 | 0 | 0 | 0 | 11 | 5 | 5 |

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

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Horseshoe Grande Property (Freeway Analysis)
Opening Year (2010) With Project - Alternative 2
Morning Peak Hour

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

Intersection #4 Beaumont Avenue (SR-79) (NS) at I-10 Freeway EB Ramps (EW)

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.861 |
| 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: | 0 | 18 | 18 | 10 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 0 0 | 1 1 | 0 | 1 0 | 2 0 | 0 | 0 1 | 0 1 | 0 | 0 0 | 0 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 554 | 499 | 107 | 443 | 0 | 56 | 1 | 354 | 0 | 0 | 0 |
| Growth Adj: | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 |
| Initial Bse: | 0 | 600 | 540 | 116 | 480 | 0 | 61 | 1 | 383 | 0 | 0 | 0 |
| Added Vol: | 0 | 10 | 7 | 0 | 12 | 0 | 0 | 0 | 21 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 610 | 547 | 116 | 492 | 0 | 61 | 1 | 404 | 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 | 0.96 | 0.96 | 0.96 | 0.90 | 0.90 | 0.90 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 644 | 578 | 121 | 515 | 0 | 67 | 1 | 449 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 644 | 578 | 121 | 515 | 0 | 67 | 1 | 449 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 644 | 578 | 121 | 515 | 0 | 67 | 1 | 449 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.88 | 0.88 | 0.95 | 0.95 | 1.00 | 0.81 | 0.81 | 0.81 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 1.05 | 0.95 | 1.00 | 2.00 | 0.00 | 0.98 | 0.02 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 1767 | 1586 | 1805 | 3610 | 0 | 1513 | 27 | 1541 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.36 | 0.36 | 0.07 | 0.14 | 0.00 | 0.04 | 0.04 | 0.29 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | **** | | | | | **** | | | |
| Green/Cycle: | 0.00 | 0.41 | 0.41 | 0.10 | 0.51 | 0.00 | 0.33 | 0.33 | 0.33 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.00 | 0.89 | 0.89 | 0.67 | 0.28 | 0.00 | 0.14 | 0.14 | 0.89 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 34.5 | 34.5 | 52.9 | 14.0 | 0.0 | 23.6 | 23.6 | 46.9 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 34.5 | 34.5 | 52.9 | 14.0 | 0.0 | 23.6 | 23.6 | 46.9 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | C | C | D | B | A | C | C | D | A | A | A |
| HCM2kAvgQ: | 0 | 22 | 22 | 5 | 5 | 0 | 2 | 2 | 17 | 0 | 0 | 0 |

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

Horseshoe Grande Property (Freeway Analysis)
Opening Year (2010) With Project - Alternative 2
Evening Peak Hour

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

Intersection #4 Beaumont Avenue (SR-79) (NS) at I-10 Freeway EB Ramps (EW)

| | | | |
|---|---|---|---|
| Cycle (sec): | 105 | Critical Vol./Cap.(X): | 0.911 |
| Loss Time (sec): | 16 (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 | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 18 | 18 | 10 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 0 0 | 1 1 | 0 | 1 0 | 2 0 | 0 | 0 1 | 0 1 | 0 | 0 0 | 0 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 458 | 321 | 105 | 692 | 0 | 88 | 3 | 558 | 0 | 0 | 0 |
| Growth Adj: | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 |
| Initial Bse: | 0 | 496 | 348 | 114 | 749 | 0 | 95 | 3 | 604 | 0 | 0 | 0 |
| Added Vol: | 0 | 20 | 12 | 0 | 9 | 0 | 0 | 0 | 14 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 516 | 360 | 114 | 758 | 0 | 95 | 3 | 618 | 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 | 0.91 | 0.91 | 0.91 | 0.93 | 0.93 | 0.93 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 543 | 379 | 125 | 837 | 0 | 102 | 3 | 663 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 543 | 379 | 125 | 837 | 0 | 102 | 3 | 663 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 543 | 379 | 125 | 837 | 0 | 102 | 3 | 663 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.89 | 0.89 | 0.95 | 0.95 | 1.00 | 0.81 | 0.81 | 0.81 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 1.18 | 0.82 | 1.00 | 2.00 | 0.00 | 0.97 | 0.03 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 1995 | 1391 | 1805 | 3610 | 0 | 1490 | 51 | 1541 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.27 | 0.27 | 0.07 | 0.23 | 0.00 | 0.07 | 0.07 | 0.43 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | **** | | | | | **** | | | |
| Green/Cycle: | 0.00 | 0.29 | 0.29 | 0.10 | 0.39 | 0.00 | 0.46 | 0.46 | 0.46 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.00 | 0.93 | 0.93 | 0.73 | 0.60 | 0.00 | 0.15 | 0.15 | 0.93 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 51.5 | 51.5 | 60.9 | 26.4 | 0.0 | 16.4 | 16.4 | 44.2 | 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: | 0.0 | 51.5 | 51.5 | 60.9 | 26.4 | 0.0 | 16.4 | 16.4 | 44.2 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | D | D | E | C | A | B | B | D | A | A | A |
| HCM2kAvgQ: | 0 | 20 | 20 | 6 | 12 | 0 | 2 | 2 | 26 | 0 | 0 | 0 |

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

**Opening Year (2010) With Project – Alternative 3**

Horseshoe Grande Property (Freeway Analysis)
Opening Year (2010) With Project - Alternative 3
Morning Peak Hour

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

Intersection #1 I-215 Freeway SB Ramps (NS) at Bonnie Drive (EW)

Average Delay (sec/veh): 5.0 Worst Case Level Of Service: F[ 84.2]

| 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 | | | | | | Ignore | | | | | | Ignore | | | | | | Include | | | | | |
| 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: | 302 | 171 | | 0 | | | 0 | 624 | | 37 | | | 25 | | 0 | | 187 | | 0 | | 0 | | 0 | |
| Growth Adj: | 1.11 | 1.11 | | 1.11 | | | 1.11 | 1.11 | | 1.11 | | | 1.11 | | 1.11 | | 1.11 | | 1.11 | | 1.11 | | 1.11 | |
| Initial Bse: | 335 | 190 | | 0 | | | 0 | 693 | | 41 | | | 28 | | 0 | | 208 | | 0 | | 0 | | 0 | |
| Added Vol: | 0 | 13 | | 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: | 335 | 203 | | 0 | | | 0 | 693 | | 41 | | | 28 | | 0 | | 208 | | 0 | | 0 | | 0 | |
| User Adj: | 1.00 | 1.00 | | 1.00 | | | 1.00 | 1.00 | | 0.00 | | | 1.00 | | 1.00 | | 0.00 | | 1.00 | | 1.00 | | 1.00 | |
| PHF Adj: | 0.95 | 0.95 | | 0.95 | | | 0.93 | 0.93 | | 0.00 | | | 0.91 | | 0.91 | | 0.00 | | 1.00 | | 1.00 | | 1.00 | |
| PHF Volume: | 352 | 213 | | 0 | | | 0 | 747 | | 0 | | | 30 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduct Vol: | 0 | 0 | | 0 | | | 0 | 0 | | 0 | | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| FinalVolume: | 352 | 213 | | 0 | | | 0 | 747 | | 0 | | | 30 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Critical Gap Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Critical Gp: | 4.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | 6.4 | xxxx | | 6.2 | xxxxx | xxxx | xxxxx | | | | | | | | | | |
| FollowUpTim: | 2.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | 3.5 | xxxx | | 3.3 | xxxxx | xxxx | xxxxx | | | | | | | | | | |
| Capacity Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Cnflict Vol: | 747 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | 1663 | xxxx | | 747 | xxxx | xxxx | xxxxx | | | | | | | | | | |
| Potent Cap.: | 871 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | 108 | xxxx | | 416 | xxxx | xxxx | xxxxx | | | | | | | | | | |
| Move Cap.: | 871 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | 74 | xxxx | | 416 | xxxx | xxxx | xxxxx | | | | | | | | | | |
| Volume/Cap: | 0.40 | xxxx | xxxx | xxxx | xxxx | xxxx | | 0.41 | xxxx | | 0.00 | xxxx | xxxx | xxxx | | | | | | | | | | |
| Level Of Service Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| 2Way95thQ: | 2.0 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | 1.6 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | | | | | | | | |
| Control Del: | 11.9 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | 84.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | | | | | | | | |
| LOS by Move: | B | * | * | * | * | * | | F | * | * | * | * | * | | | | | | | | | | | |
| 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: | xxxxxx | | | xxxxxx | | | | 84.2 | | | xxxxxx | | | | | | | | | | | | | |
| ApproachLOS: | * | | | * | | | | F | | | * | | | | | | | | | | | | | |

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

Horseshoe Grande Property (Freeway Analysis)
Opening Year (2010) With Project - Alternative 3
Evening Peak Hour

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

Intersection #1 I-215 Freeway SB Ramps (NS) at Bonnie Drive (EW)

Average Delay (sec/veh): 2.7 Worst Case Level Of Service: F[ 60.8]

| 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 | | | Ignore | | | Ignore | | | Include | | |
| 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: | 200 | 183 | 0 | 0 | 782 | 14 | 12 | 0 | 233 | 0 | 0 | 0 |
| Growth Adj: | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 |
| Initial Bse: | 222 | 203 | 0 | 0 | 869 | 16 | 13 | 0 | 259 | 0 | 0 | 0 |
| Added Vol: | 0 | 41 | 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: | 222 | 244 | 0 | 0 | 869 | 16 | 13 | 0 | 259 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.97 | 0.97 | 0.00 | 0.86 | 0.86 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 250 | 275 | 0 | 0 | 895 | 0 | 15 | 0 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 250 | 275 | 0 | 0 | 895 | 0 | 15 | 0 | 0 | 0 | 0 | 0 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | 4.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 6.4 | xxxx | 6.2 | xxxxx | xxxx | xxxxx |
| FollowUpTim: | 2.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 3.5 | xxxx | 3.3 | xxxxx | xxxx | xxxxx |
| Capacity Module: | | | | | | | | | | | | |
| Cnflict Vol: | 895 | xxxx | xxxxx | xxxx | xxxx | xxxxx | 1671 | xxxx | 895 | xxxx | xxxx | xxxxx |
| Potent Cap.: | 767 | xxxx | xxxxx | xxxx | xxxx | xxxxx | 107 | xxxx | 342 | xxxx | xxxx | xxxxx |
| Move Cap.: | 767 | xxxx | xxxxx | xxxx | xxxx | xxxxx | 80 | xxxx | 342 | xxxx | xxxx | xxxxx |
| Volume/Cap: | 0.33 | xxxx | xxxx | xxxx | xxxx | xxxx | 0.19 | xxxx | 0.00 | xxxx | xxxx | xxxx |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | 1.4 | xxxx | xxxxx | xxxx | xxxx | xxxxx | 0.7 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Control Del: | 12.0 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 60.8 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| LOS by Move: | B | * | * | * | * | * | F | * | * | * | * | * |
| 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: | xxxxxx | | | xxxxxx | | | 60.8 | | | xxxxxx | | |
| ApproachLOS: | * | | | * | | | F | | | * | | |

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

Horseshoe Grande Property (Freeway Analysis)
Opening Year (2010) With Project - Alternative 3
Morning Peak Hour - With Improvements

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

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Intersection #1 I-215 Freeway SB Ramps (NS) at Bonnie Drive (EW)

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| | | | | |
|---|---|---|---|---|
| Cycle (sec): | 65 | Critical Vol./Cap.(X): | 0.741 |
| Loss Time (sec): | 12 (Y+R=4.0 sec) | Average Delay (sec/veh): | 16.6 |
| Optimal Cycle: OPTIMIZED | | Level Of Service: | B |

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| 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 | | | Ignore | | | Ignore | | | Include | | |
| Min. Green: | 10 | 24 | 0 | 0 | 24 | 24 | 0 | 0 | 0 | 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: | 302 | 171 | 0 | 0 | 624 | 37 | 25 | 0 | 187 | 0 | 0 | 0 |
| Growth Adj: | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 |
| Initial Bse: | 335 | 190 | 0 | 0 | 693 | 41 | 28 | 0 | 208 | 0 | 0 | 0 |
| Added Vol: | 0 | 13 | 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: | 335 | 203 | 0 | 0 | 693 | 41 | 28 | 0 | 208 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.93 | 0.93 | 0.00 | 0.91 | 0.91 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 352 | 213 | 0 | 0 | 747 | 0 | 30 | 0 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 352 | 213 | 0 | 0 | 747 | 0 | 30 | 0 | 0 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 352 | 213 | 0 | 0 | 747 | 0 | 30 | 0 | 0 | 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 | 1.00 | 1.00 | 1.00 | 1.00 | 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 | 1900 | 1900 | 0 | 1900 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.19 | 0.11 | 0.00 | 0.00 | 0.39 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | | **** | | **** | | | | | |
| Green/Cycle: | 0.26 | 0.79 | 0.00 | 0.00 | 0.53 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.74 | 0.14 | 0.00 | 0.00 | 0.74 | 0.00 | 0.27 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 28.1 | 1.6 | 0.0 | 0.0 | 14.8 | 0.0 | 32.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 28.1 | 1.6 | 0.0 | 0.0 | 14.8 | 0.0 | 32.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | C | A | A | A | B | A | C | A | A | A | A | A |
| HCM2kAvgQ: | 8 | 1 | 0 | 0 | 13 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |

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

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Horseshoe Grande Property (Freeway Analysis)
Opening Year (2010) With Project - Alternative 3
Evening Peak Hour - With Improvements

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

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Intersection #1 I-215 Freeway SB Ramps (NS) at Bonnie Drive (EW)

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Cycle (sec): 85 Critical Vol./Cap.(X): 0.719
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 14.8
Optimal Cycle: OPTIMIZED Level Of Service: B

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| 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 | | | | | | Ignore | | | | | | Ignore | | | | | | Include | | | | | |
| Min. Green: | 10 | | 24 | | 0 | | 0 | | 24 | | 24 | | 0 | | 0 | | 0 | | 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: | 200 | | 183 | | 0 | | 0 | | 782 | | 14 | | 12 | | 0 | | 233 | | 0 | | 0 | | 0 | |
| Growth Adj: | 1.11 | | 1.11 | | 1.11 | | 1.11 | | 1.11 | | 1.11 | | 1.11 | | 1.11 | | 1.11 | | 1.11 | | 1.11 | | 1.11 | |
| Initial Bse: | 222 | | 203 | | 0 | | 0 | | 869 | | 16 | | 13 | | 0 | | 259 | | 0 | | 0 | | 0 | |
| Added Vol: | 0 | | 41 | | 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: | 222 | | 244 | | 0 | | 0 | | 869 | | 16 | | 13 | | 0 | | 259 | | 0 | | 0 | | 0 | |
| User Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 0.00 | | 1.00 | | 1.00 | | 0.00 | | 1.00 | | 1.00 | | 1.00 | |
| PHF Adj: | 0.89 | | 0.89 | | 0.89 | | 0.97 | | 0.97 | | 0.00 | | 0.86 | | 0.86 | | 0.00 | | 1.00 | | 1.00 | | 1.00 | |
| PHF Volume: | 250 | | 275 | | 0 | | 0 | | 895 | | 0 | | 15 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduct Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduced Vol: | 250 | | 275 | | 0 | | 0 | | 895 | | 0 | | 15 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| PCE Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 0.00 | | 1.00 | | 1.00 | | 0.00 | | 1.00 | | 1.00 | | 1.00 | |
| MLF Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 0.00 | | 1.00 | | 1.00 | | 0.00 | | 1.00 | | 1.00 | | 1.00 | |
| FinalVolume: | 250 | | 275 | | 0 | | 0 | | 895 | | 0 | | 15 | | 0 | | 0 | | 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 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 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 | | 1900 | | 1900 | | 0 | | 1900 | | 0 | | 0 | | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.14 | | 0.14 | | 0.00 | | 0.00 | | 0.47 | | 0.00 | | 0.01 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | |
| Crit Moves: | **** | | | | | | | | **** | | | | **** | | | | | | | | | | | |
| Green/Cycle: | 0.19 | | 0.85 | | 0.00 | | 0.00 | | 0.65 | | 0.00 | | 0.01 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | |
| Volume/Cap: | 0.72 | | 0.17 | | 0.00 | | 0.00 | | 0.72 | | 0.00 | | 0.18 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | |
| Delay/Veh: | 39.3 | | 1.2 | | 0.0 | | 0.0 | | 11.7 | | 0.0 | | 42.7 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | |
| User DelAdj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| AdjDel/Veh: | 39.3 | | 1.2 | | 0.0 | | 0.0 | | 11.7 | | 0.0 | | 42.7 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | |
| LOS by Move: | D | | A | | A | | A | | B | | A | | D | | A | | A | | A | | A | | A | |
| HCM2kAvgQ: | 8 | | 1 | | 0 | | 0 | | 16 | | 0 | | 1 | | 0 | | 0 | | 0 | | 0 | | 0 | |

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

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Horseshoe Grande Property (Freeway Analysis)
Opening Year (2010) With Project - Alternative 3
Morning Peak Hour

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

Intersection #2 I-10 Freeway NB Ramps (NS) at SR-74 (EW)

Average Delay (sec/veh): 21.3 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: | Stop Sign | | | Stop Sign | | | Uncontrolled | | | Uncontrolled | | |
| Rights: | Include | | | Include | | | Include | | | Ignore | | |
| Lanes: | 0 0 0 0 0 | | | 0 0 1! 0 0 | | | 1 0 2 0 0 | | | 0 0 2 0 1 | | |
| **Volume Module:** | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 139 | 0 | 21 | 83 | 737 | 0 | 0 | 444 | 703 |
| Growth Adj: | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 |
| Initial Bse: | 0 | 0 | 0 | 154 | 0 | 23 | 92 | 819 | 0 | 0 | 493 | 781 |
| Added Vol: | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 170 | 0 | 23 | 92 | 819 | 0 | 0 | 506 | 781 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 0.87 | 0.87 | 0.87 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.00 |
| PHF Volume: | 0 | 0 | 0 | 196 | 0 | 27 | 98 | 871 | 0 | 0 | 537 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 0 | 0 | 196 | 0 | 27 | 98 | 871 | 0 | 0 | 537 | 0 |
| **Critical Gap Module:** | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | 6.8 | 6.5 | 6.9 | 4.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| FollowUpTim: | xxxxx | xxxx | xxxxx | 3.5 | 4.0 | 3.3 | 2.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| **Capacity Module:** | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | 1169 | 1604 | 268 | 537 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Potent Cap.: | xxxx | xxxx | xxxxx | 189 | 107 | 736 | 1041 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Move Cap.: | xxxx | xxxx | xxxxx | 176 | 96 | 736 | 1041 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Volume/Cap: | xxxx | xxxx | xxxx | 1.11 | 0.00 | 0.04 | 0.09 | xxxx | xxxx | xxxx | xxxx | xxxx |
| **Level Of Service Module:** | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 0.3 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 8.8 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| LOS by Move: | * | * | * | * | * | * | A | * | * | * | * | * |
| Movement: | LT | LTR | RT | LT | LTR | RT | LT | LTR | RT | LT | LTR | RT |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | 193 | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | 11.1 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | 162 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shared LOS: | * | * | * | * | F | * | * | * | * | * | * | * |
| ApproachDel: | xxxxxx | | | 161.6 | | | xxxxxx | | | xxxxxx | | |
| ApproachLOS: | * | | | F | | | * | | | * | | |

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

Horseshoe Grande Property (Freeway Analysis)
Opening Year (2010) With Project - Alternative 3
Evening Peak Hour

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

Intersection #2 I-10 Freeway NB Ramps (NS) at SR-74 (EW)

Average Delay (sec/veh): 24.4 Worst Case Level Of Service: F[161.7]

| 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 | | | Ignore | | |
| Lanes: | 0 0 0 | 0 0 | 0 | 0 0 1! | 0 0 | 0 | 1 0 2 | 0 0 | 0 | 0 0 2 | 0 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 143 | 0 | 36 | 22 | 1008 | 0 | 0 | 340 | 586 |
| Growth Adj: | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 |
| Initial Bse: | 0 | 0 | 0 | 159 | 0 | 40 | 24 | 1120 | 0 | 0 | 378 | 651 |
| Added Vol: | 0 | 0 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 200 | 0 | 40 | 24 | 1120 | 0 | 0 | 419 | 651 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 0.83 | 0.83 | 0.83 | 0.96 | 0.96 | 0.96 | 0.95 | 0.95 | 0.00 |
| PHF Volume: | 0 | 0 | 0 | 241 | 0 | 48 | 25 | 1165 | 0 | 0 | 443 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 0 | 0 | 241 | 0 | 48 | 25 | 1165 | 0 | 0 | 443 | 0 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | 6.8 | 6.5 | 6.9 | 4.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| FollowUpTim: | xxxxx | xxxx | xxxxx | 3.5 | 4.0 | 3.3 | 2.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Capacity Module: | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | 1077 | 1659 | 222 | 443 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Potent Cap.: | xxxx | xxxx | xxxxx | 217 | 99 | 788 | 1128 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Move Cap.: | xxxx | xxxx | xxxxx | 213 | 96 | 788 | 1128 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Volume/Cap: | xxxx | xxxx | xxxx | 1.13 | 0.00 | 0.06 | 0.02 | xxxx | xxxx | xxxx | xxxx | xxxx |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 0.1 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 8.3 | 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 | 243 | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | 13.7 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | 162 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shared LOS: | * | * | * | * | F | * | * | * | * | * | * | * |
| ApproachDel: | xxxxxx | | | 161.7 | | | xxxxxx | | | xxxxxx | | |
| ApproachLOS: | * | | | F | | | * | | | * | | |

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

Horseshoe Grande Property (Freeway Analysis)
Opening Year (2010) With Project - Alternative 3
Morning Peak Hour - With Improvements

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

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Intersection #2 I-10 Freeway NB Ramps (NS) at SR-74 (EW)

**********

Cycle (sec): 60 Critical Vol./Cap.(X): 0.464
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 9.8
Optimal Cycle: OPTIMIZED Level Of Service: A

**********

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Ignore | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 24 | 0 | 0 | 24 | 24 |
| Lanes: | 0 0 | 0 | 0 0 | 0 0 | 1! 0 | 0 | 1 0 | 2 | 0 0 | 0 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 139 | 0 | 21 | 83 | 737 | 0 | 0 | 444 | 703 |
| Growth Adj: | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 |
| Initial Bse: | 0 | 0 | 0 | 154 | 0 | 23 | 92 | 819 | 0 | 0 | 493 | 781 |
| Added Vol: | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 170 | 0 | 23 | 92 | 819 | 0 | 0 | 506 | 781 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 0.87 | 0.87 | 0.87 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.00 |
| PHF Volume: | 0 | 0 | 0 | 196 | 0 | 27 | 98 | 871 | 0 | 0 | 537 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 196 | 0 | 27 | 98 | 871 | 0 | 0 | 537 | 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 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 0 | 0 | 0 | 196 | 0 | 27 | 98 | 871 | 0 | 0 | 537 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.73 | 1.00 | 0.73 | 0.43 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.88 | 0.00 | 0.12 | 1.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 1217 | 0 | 167 | 815 | 3610 | 0 | 0 | 3610 | 1900 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.16 | 0.00 | 0.16 | 0.12 | 0.24 | 0.00 | 0.00 | 0.15 | 0.00 |
| Crit Moves: | | | | **** | | | | **** | | | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.35 | 0.00 | 0.35 | 0.52 | 0.52 | 0.00 | 0.00 | 0.52 | 0.00 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.46 | 0.00 | 0.46 | 0.23 | 0.46 | 0.00 | 0.00 | 0.29 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 16.0 | 0.0 | 16.0 | 8.1 | 9.3 | 0.0 | 0.0 | 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: | 0.0 | 0.0 | 0.0 | 16.0 | 0.0 | 16.0 | 8.1 | 9.3 | 0.0 | 0.0 | 8.2 | 0.0 |
| LOS by Move: | A | A | A | B | A | B | A | A | A | A | A | A |
| HCM2kAvgQ: | 0 | 0 | 0 | 4 | 0 | 4 | 1 | 6 | 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 (Freeway Analysis)
Opening Year (2010) With Project - Alternative 3
Evening Peak Hour - With Improvements

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

Intersection #2 I-10 Freeway NB Ramps (NS) at SR-74 (EW)

| | | | |
|---|---|---|---|
| Cycle (sec): | 60 | Critical Vol./Cap.(X): | 0.612 |
| Loss Time (sec): | 8 (Y+R=4.0 sec) | Average Delay (sec/veh): | 11.1 |
| 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 | | | Ignore | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 24 | 0 | 0 | 24 | 24 |
| Lanes: | 0 0 | 0 | 0 0 | 0 | 0 1! | 0 0 | 1 0 | 2 | 0 0 | 0 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 143 | 0 | 36 | 22 | 1008 | 0 | 0 | 340 | 586 |
| Growth Adj: | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 | 1.11 |
| Initial Bse: | 0 | 0 | 0 | 159 | 0 | 40 | 24 | 1120 | 0 | 0 | 378 | 651 |
| Added Vol: | 0 | 0 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 200 | 0 | 40 | 24 | 1120 | 0 | 0 | 419 | 651 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 0.83 | 0.83 | 0.83 | 0.96 | 0.96 | 0.96 | 0.95 | 0.95 | 0.00 |
| PHF Volume: | 0 | 0 | 0 | 241 | 0 | 48 | 25 | 1165 | 0 | 0 | 443 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 241 | 0 | 48 | 25 | 1165 | 0 | 0 | 443 | 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 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 0 | 0 | 0 | 241 | 0 | 48 | 25 | 1165 | 0 | 0 | 443 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.73 | 1.00 | 0.73 | 0.49 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.83 | 0.00 | 0.17 | 1.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 1160 | 0 | 232 | 929 | 3610 | 0 | 0 | 3610 | 1900 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.21 | 0.00 | 0.21 | 0.03 | 0.32 | 0.00 | 0.00 | 0.12 | 0.00 |
| Crit Moves: | | | | **** | | | | **** | | | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.34 | 0.00 | 0.34 | 0.53 | 0.53 | 0.00 | 0.00 | 0.53 | 0.00 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.61 | 0.00 | 0.61 | 0.05 | 0.61 | 0.00 | 0.00 | 0.23 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 18.9 | 0.0 | 18.9 | 6.9 | 10.5 | 0.0 | 0.0 | 7.7 | 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: | 0.0 | 0.0 | 0.0 | 18.9 | 0.0 | 18.9 | 6.9 | 10.5 | 0.0 | 0.0 | 7.7 | 0.0 |
| LOS by Move: | A | A | A | B | A | B | A | B | A | A | A | A |
| HCM2kAvgQ: | 0 | 0 | 0 | 6 | 0 | 6 | 0 | 9 | 0 | 0 | 2 | 0 |

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

Horseshoe Grande Property (Freeway Analysis)
Opening Year (2010) With Project - Alternative 3
Morning Peak Hour

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

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Intersection #3 Beaumont Avenue (SR-79) (NS) at I-10 Freeway WB Ramps (EW)

**********

Cycle (sec): 100 Critical Vol./Cap.(X): 0.817
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 36.4
Optimal Cycle: OPTIMIZED Level Of Service: D

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| 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 | 18 | 0 | 0 | 18 | 18 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 1 0 | 2 0 | 0 | 0 0 | 1 1 | 0 | 0 0 | 0 0 | 0 | 0 1 | 0 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 465 | 168 | 0 | 0 | 252 | 64 | 0 | 0 | 0 | 274 | 12 | 82 |
| Growth Adj: | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 |
| Initial Bse: | 504 | 182 | 0 | 0 | 273 | 69 | 0 | 0 | 0 | 297 | 13 | 89 |
| Added Vol: | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 517 | 182 | 0 | 0 | 273 | 69 | 0 | 0 | 0 | 305 | 13 | 89 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.82 | 0.82 | 0.82 | 0.83 | 0.83 | 0.83 | 1.00 | 1.00 | 1.00 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 630 | 222 | 0 | 0 | 328 | 83 | 0 | 0 | 0 | 341 | 15 | 99 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 630 | 222 | 0 | 0 | 328 | 83 | 0 | 0 | 0 | 341 | 15 | 99 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 630 | 222 | 0 | 0 | 328 | 83 | 0 | 0 | 0 | 341 | 15 | 99 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 1.00 | 1.00 | 0.92 | 0.92 | 1.00 | 1.00 | 1.00 | 0.82 | 0.82 | 0.82 |
| Lanes: | 1.00 | 2.00 | 0.00 | 0.00 | 1.59 | 0.41 | 0.00 | 0.00 | 0.00 | 1.00 | 0.13 | 0.87 |
| Final Sat.: | 1805 | 3610 | 0 | 0 | 2792 | 709 | 0 | 0 | 0 | 1550 | 198 | 1352 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.35 | 0.06 | 0.00 | 0.00 | 0.12 | 0.12 | 0.00 | 0.00 | 0.00 | 0.22 | 0.07 | 0.07 |
| Crit Moves: | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.40 | 0.58 | 0.00 | 0.00 | 0.18 | 0.18 | 0.00 | 0.00 | 0.00 | 0.26 | 0.26 | 0.26 |
| Volume/Cap: | 0.86 | 0.11 | 0.00 | 0.00 | 0.65 | 0.65 | 0.00 | 0.00 | 0.00 | 0.86 | 0.29 | 0.29 |
| Delay/Veh: | 37.5 | 9.2 | 0.0 | 0.0 | 40.5 | 40.5 | 0.0 | 0.0 | 0.0 | 49.2 | 30.0 | 30.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 37.5 | 9.2 | 0.0 | 0.0 | 40.5 | 40.5 | 0.0 | 0.0 | 0.0 | 49.2 | 30.0 | 30.0 |
| LOS by Move: | D | A | A | A | D | D | A | A | A | D | C | C |
| HCM2kAvgQ: | 21 | 2 | 0 | 0 | 7 | 7 | 0 | 0 | 0 | 14 | 3 | 3 |

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

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Horseshoe Grande Property (Freeway Analysis)
Opening Year (2010) With Project - Alternative 3
Evening Peak Hour

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

Intersection #3 Beaumont Avenue (SR-79) (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec): 115 Critical Vol./Cap.(X): 1.001
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 62.8
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 | 18 | 0 | 0 | 18 | 18 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 1 0 | 2 0 | 0 | 0 0 | 1 1 | 0 | 0 0 | 0 0 | 0 | 0 1 | 0 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 349 | 197 | 0 | 0 | 323 | 95 | 0 | 0 | 0 | 543 | 38 | 114 |
| Growth Adj: | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 |
| Initial Bse: | 378 | 213 | 0 | 0 | 350 | 103 | 0 | 0 | 0 | 588 | 41 | 123 |
| Added Vol: | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 419 | 213 | 0 | 0 | 350 | 103 | 0 | 0 | 0 | 608 | 41 | 123 |
| User Adj: | 1.00 | 1.00 | 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 | 0.93 | 0.93 | 0.93 | 1.00 | 1.00 | 1.00 | 0.84 | 0.84 | 0.84 |
| PHF Volume: | 466 | 238 | 0 | 0 | 375 | 110 | 0 | 0 | 0 | 721 | 49 | 146 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 466 | 238 | 0 | 0 | 375 | 110 | 0 | 0 | 0 | 721 | 49 | 146 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 466 | 238 | 0 | 0 | 375 | 110 | 0 | 0 | 0 | 721 | 49 | 146 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 1.00 | 1.00 | 0.92 | 0.92 | 1.00 | 1.00 | 1.00 | 0.82 | 0.82 | 0.82 |
| Lanes: | 1.00 | 2.00 | 0.00 | 0.00 | 1.55 | 0.45 | 0.00 | 0.00 | 0.00 | 1.00 | 0.25 | 0.75 |
| Final Sat.: | 1805 | 3610 | 0 | 0 | 2695 | 793 | 0 | 0 | 0 | 1554 | 388 | 1165 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.26 | 0.07 | 0.00 | 0.00 | 0.14 | 0.14 | 0.00 | 0.00 | 0.00 | 0.46 | 0.13 | 0.13 |
| Crit Moves: | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.25 | 0.41 | 0.00 | 0.00 | 0.16 | 0.16 | 0.00 | 0.00 | 0.00 | 0.45 | 0.45 | 0.45 |
| Volume/Cap: | 1.03 | 0.16 | 0.00 | 0.00 | 0.89 | 0.89 | 0.00 | 0.00 | 0.00 | 1.03 | 0.28 | 0.28 |
| Delay/Veh: | 92.0 | 21.6 | 0.0 | 0.0 | 63.8 | 63.8 | 0.0 | 0.0 | 0.0 | 68.4 | 19.8 | 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: | 92.0 | 21.6 | 0.0 | 0.0 | 63.8 | 63.8 | 0.0 | 0.0 | 0.0 | 68.4 | 19.8 | 19.8 |
| LOS by Move: | F | C | A | A | E | E | A | A | A | E | B | B |
| HCM2kAvgQ: | 23 | 3 | 0 | 0 | 12 | 12 | 0 | 0 | 0 | 35 | 4 | 4 |

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

Horseshoe Grande Property (Freeway Analysis)
Opening Year (2010) With Project - Alternative 3
Morning Peak Hour - With Improvements

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

Intersection #3 Beaumont Avenue (SR-79) (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec): 80 Critical Vol./Cap.(X): 0.721
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 26.9
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 | 18 | 0 | 0 | 18 | 18 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 1 0 | 2 0 | 0 | 0 0 | 1 1 | 0 | 0 0 | 0 0 | 0 | 1 1 | 0 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 465 | 168 | 0 | 0 | 252 | 64 | 0 | 0 | 0 | 274 | 12 | 82 |
| Growth Adj: | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 |
| Initial Bse: | 504 | 182 | 0 | 0 | 273 | 69 | 0 | 0 | 0 | 297 | 13 | 89 |
| Added Vol: | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 517 | 182 | 0 | 0 | 273 | 69 | 0 | 0 | 0 | 305 | 13 | 89 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.82 | 0.82 | 0.82 | 0.83 | 0.83 | 0.83 | 1.00 | 1.00 | 1.00 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 630 | 222 | 0 | 0 | 328 | 83 | 0 | 0 | 0 | 341 | 15 | 99 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 630 | 222 | 0 | 0 | 328 | 83 | 0 | 0 | 0 | 341 | 15 | 99 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 630 | 222 | 0 | 0 | 328 | 83 | 0 | 0 | 0 | 341 | 15 | 99 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 1.00 | 1.00 | 0.92 | 0.92 | 1.00 | 1.00 | 1.00 | 0.82 | 0.82 | 0.82 |
| Lanes: | 1.00 | 2.00 | 0.00 | 0.00 | 1.59 | 0.41 | 0.00 | 0.00 | 0.00 | 2.00 | 0.13 | 0.87 |
| Final Sat.: | 1805 | 3610 | 0 | 0 | 2792 | 709 | 0 | 0 | 0 | 3100 | 198 | 1352 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.35 | 0.06 | 0.00 | 0.00 | 0.12 | 0.12 | 0.00 | 0.00 | 0.00 | 0.11 | 0.07 | 0.07 |
| Crit Moves: | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.44 | 0.66 | 0.00 | 0.00 | 0.23 | 0.23 | 0.00 | 0.00 | 0.00 | 0.14 | 0.14 | 0.14 |
| Volume/Cap: | 0.80 | 0.09 | 0.00 | 0.00 | 0.52 | 0.52 | 0.00 | 0.00 | 0.00 | 0.80 | 0.53 | 0.53 |
| Delay/Veh: | 25.2 | 4.9 | 0.0 | 0.0 | 27.9 | 27.9 | 0.0 | 0.0 | 0.0 | 41.2 | 32.7 | 32.7 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 25.2 | 4.9 | 0.0 | 0.0 | 27.9 | 27.9 | 0.0 | 0.0 | 0.0 | 41.2 | 32.7 | 32.7 |
| LOS by Move: | C | A | A | A | C | C | A | A | A | D | C | C |
| HCM2kAvgQ: | 15 | 1 | 0 | 0 | 5 | 5 | 0 | 0 | 0 | 7 | 4 | 4 |

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

Horseshoe Grande Property (Freeway Analysis)
Opening Year (2010) With Project - Alternative 3
Evening Peak Hour - With Improvements

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

**********

Intersection #3 Beaumont Avenue (SR-79) (NS) at I-10 Freeway WB Ramps (EW)

**********

| | | | | |
|---|---|---|---|---|
| Cycle (sec): | 85 | Critical Vol./Cap.(X): | 0.776 |
| 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 | 18 | 0 | 0 | 18 | 18 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 1 0 | 2 0 | 0 | 0 0 | 1 1 | 0 | 0 0 | 0 0 | 0 | 1 1 | 0 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 349 | 197 | 0 | 0 | 323 | 95 | 0 | 0 | 0 | 543 | 38 | 114 |
| Growth Adj: | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 |
| Initial Bse: | 378 | 213 | 0 | 0 | 350 | 103 | 0 | 0 | 0 | 588 | 41 | 123 |
| Added Vol: | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 419 | 213 | 0 | 0 | 350 | 103 | 0 | 0 | 0 | 608 | 41 | 123 |
| User Adj: | 1.00 | 1.00 | 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 | 0.93 | 0.93 | 0.93 | 1.00 | 1.00 | 1.00 | 0.84 | 0.84 | 0.84 |
| PHF Volume: | 466 | 238 | 0 | 0 | 375 | 110 | 0 | 0 | 0 | 721 | 49 | 146 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 466 | 238 | 0 | 0 | 375 | 110 | 0 | 0 | 0 | 721 | 49 | 146 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 466 | 238 | 0 | 0 | 375 | 110 | 0 | 0 | 0 | 721 | 49 | 146 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 1.00 | 1.00 | 0.92 | 0.92 | 1.00 | 1.00 | 1.00 | 0.82 | 0.82 | 0.82 |
| Lanes: | 1.00 | 2.00 | 0.00 | 0.00 | 1.55 | 0.45 | 0.00 | 0.00 | 0.00 | 2.00 | 0.25 | 0.75 |
| Final Sat.: | 1805 | 3610 | 0 | 0 | 2695 | 793 | 0 | 0 | 0 | 3108 | 388 | 1165 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.26 | 0.07 | 0.00 | 0.00 | 0.14 | 0.14 | 0.00 | 0.00 | 0.00 | 0.23 | 0.13 | 0.13 |
| Crit Moves: | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.32 | 0.53 | 0.00 | 0.00 | 0.21 | 0.21 | 0.00 | 0.00 | 0.00 | 0.28 | 0.28 | 0.28 |
| Volume/Cap: | 0.82 | 0.12 | 0.00 | 0.00 | 0.66 | 0.66 | 0.00 | 0.00 | 0.00 | 0.82 | 0.44 | 0.44 |
| Delay/Veh: | 35.8 | 10.2 | 0.0 | 0.0 | 32.8 | 32.8 | 0.0 | 0.0 | 0.0 | 33.2 | 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: | 35.8 | 10.2 | 0.0 | 0.0 | 32.8 | 32.8 | 0.0 | 0.0 | 0.0 | 33.2 | 25.1 | 25.1 |
| LOS by Move: | D | B | A | A | C | C | A | A | A | C | C | C |
| HCM2kAvgQ: | 14 | 2 | 0 | 0 | 7 | 7 | 0 | 0 | 0 | 12 | 5 | 5 |

**********

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

**********

Horseshoe Grande Property (Freeway Analysis)
Opening Year (2010) With Project - Alternative 3
Morning Peak Hour

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

Intersection #4 Beaumont Avenue (SR-79) (NS) at I-10 Freeway EB Ramps (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.858
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 32.8
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: | 0 | | 18 | | 18 | | 10 | | 18 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Lanes: | 0 | 0 | 1 | 1 | 0 | | 1 | 0 | 2 | 0 | 0 | | 0 | 1 | 0 | 1 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Volume Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | | 554 | | 499 | | 107 | | 443 | | 0 | | 56 | | 1 | | 354 | | 0 | | 0 | | 0 | |
| Growth Adj: | 1.08 | | 1.08 | | 1.08 | | 1.08 | | 1.08 | | 1.08 | | 1.08 | | 1.08 | | 1.08 | | 1.08 | | 1.08 | | 1.08 | |
| Initial Bse: | 0 | | 600 | | 540 | | 116 | | 480 | | 0 | | 61 | | 1 | | 383 | | 0 | | 0 | | 0 | |
| Added Vol: | 0 | | 13 | | 7 | | 0 | | 8 | | 0 | | 0 | | 0 | | 16 | | 0 | | 0 | | 0 | |
| PasserByVol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Initial Fut: | 0 | | 613 | | 547 | | 116 | | 488 | | 0 | | 61 | | 1 | | 399 | | 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 | | 0.96 | | 0.96 | | 0.96 | | 0.90 | | 0.90 | | 0.90 | | 1.00 | | 1.00 | | 1.00 | |
| PHF Volume: | 0 | | 647 | | 578 | | 121 | | 511 | | 0 | | 67 | | 1 | | 443 | | 0 | | 0 | | 0 | |
| Reduct Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduced Vol: | 0 | | 647 | | 578 | | 121 | | 511 | | 0 | | 67 | | 1 | | 443 | | 0 | | 0 | | 0 | |
| PCE Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| MLF Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| FinalVolume: | 0 | | 647 | | 578 | | 121 | | 511 | | 0 | | 67 | | 1 | | 443 | | 0 | | 0 | | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | | 1900 | | 1900 | | 1900 | | 1900 | | 1900 | | 1900 | | 1900 | | 1900 | | 1900 | | 1900 | | 1900 | |
| Adjustment: | 1.00 | | 0.88 | | 0.88 | | 0.95 | | 0.95 | | 1.00 | | 0.81 | | 0.81 | | 0.81 | | 1.00 | | 1.00 | | 1.00 | |
| Lanes: | 0.00 | | 1.06 | | 0.94 | | 1.00 | | 2.00 | | 0.00 | | 0.98 | | 0.02 | | 1.00 | | 0.00 | | 0.00 | | 0.00 | |
| Final Sat.: | 0 | | 1772 | | 1582 | | 1805 | | 3610 | | 0 | | 1512 | | 27 | | 1539 | | 0 | | 0 | | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | | 0.37 | | 0.37 | | 0.07 | | 0.14 | | 0.00 | | 0.04 | | 0.04 | | 0.29 | | 0.00 | | 0.00 | | 0.00 | |
| Crit Moves: | | | **** | | | | **** | | | | | | | | | | **** | | | | | | | |
| Green/Cycle: | 0.00 | | 0.41 | | 0.41 | | 0.10 | | 0.51 | | 0.00 | | 0.33 | | 0.33 | | 0.33 | | 0.00 | | 0.00 | | 0.00 | |
| Volume/Cap: | 0.00 | | 0.88 | | 0.88 | | 0.67 | | 0.28 | | 0.00 | | 0.14 | | 0.14 | | 0.88 | | 0.00 | | 0.00 | | 0.00 | |
| Delay/Veh: | 0.0 | | 34.1 | | 34.1 | | 52.9 | | 13.8 | | 0.0 | | 23.8 | | 23.8 | | 46.7 | | 0.0 | | 0.0 | | 0.0 | |
| User DelAdj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| AdjDel/Veh: | 0.0 | | 34.1 | | 34.1 | | 52.9 | | 13.8 | | 0.0 | | 23.8 | | 23.8 | | 46.7 | | 0.0 | | 0.0 | | 0.0 | |
| LOS by Move: | A | | C | | C | | D | | B | | A | | C | | C | | D | | A | | A | | A | |
| HCM2kAvgQ: | 0 | | 22 | | 22 | | 5 | | 5 | | 0 | | 2 | | 2 | | 17 | | 0 | | 0 | | 0 | |

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

Horseshoe Grande Property (Freeway Analysis)
Opening Year (2010) With Project - Alternative 3
Evening Peak Hour

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

Intersection #4 Beaumont Avenue (SR-79) (NS) at I-10 Freeway EB Ramps (EW)

| | | | |
|---|---|---|---|
| Cycle (sec): | 115 | Critical Vol./Cap.(X): | 0.929 |
| 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: | 0 | 18 | 18 | 10 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 0 0 | 1 1 | 0 | 1 0 | 2 0 | 0 | 0 1 | 0 1 | 0 | 0 0 | 0 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 458 | 321 | 105 | 692 | 0 | 88 | 3 | 558 | 0 | 0 | 0 |
| Growth Adj: | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 |
| Initial Bse: | 0 | 496 | 348 | 114 | 749 | 0 | 95 | 3 | 604 | 0 | 0 | 0 |
| Added Vol: | 0 | 41 | 20 | 0 | 20 | 0 | 0 | 0 | 41 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 537 | 368 | 114 | 769 | 0 | 95 | 3 | 645 | 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 | 0.91 | 0.91 | 0.91 | 0.93 | 0.93 | 0.93 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 565 | 387 | 125 | 849 | 0 | 102 | 3 | 692 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 565 | 387 | 125 | 849 | 0 | 102 | 3 | 692 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 565 | 387 | 125 | 849 | 0 | 102 | 3 | 692 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.89 | 0.89 | 0.95 | 0.95 | 1.00 | 0.81 | 0.81 | 0.81 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 1.19 | 0.81 | 1.00 | 2.00 | 0.00 | 0.97 | 0.03 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 2012 | 1378 | 1805 | 3610 | 0 | 1490 | 51 | 1541 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.28 | 0.28 | 0.07 | 0.24 | 0.00 | 0.07 | 0.07 | 0.45 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | **** | | | | | **** | | | |
| Green/Cycle: | 0.00 | 0.30 | 0.30 | 0.09 | 0.38 | 0.00 | 0.48 | 0.48 | 0.48 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.00 | 0.94 | 0.94 | 0.80 | 0.61 | 0.00 | 0.14 | 0.14 | 0.94 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 55.9 | 55.9 | 76.0 | 29.3 | 0.0 | 16.9 | 16.9 | 47.3 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 55.9 | 55.9 | 76.0 | 29.3 | 0.0 | 16.9 | 16.9 | 47.3 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | E | E | E | C | A | B | B | D | A | A | A |
| HCM2kAvgQ: | 0 | 22 | 22 | 6 | 13 | 0 | 2 | 2 | 29 | 0 | 0 | 0 |

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

**Year 2025 Without Project – No Action**

Horseshoe Grande Property (Freeway Analysis)
Year 2025 Without Project - No Action
Morning Peak Hour

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

Intersection #1 I-215 Freeway SB Ramps (NS) at Bonnie Drive (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 | | | | | Ignore | | | | | Ignore | | | | | Include | | | | |
| 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: | 302 | 171 | | 0 | | 0 | 624 | | 37 | | 25 | | 0 | | 187 | | 0 | | 0 | |
| Growth Adj: | 2.45 | 2.45 | | 2.45 | | 2.45 | 2.45 | | 2.45 | | 2.45 | | 2.45 | | 2.45 | | 2.45 | | 2.45 | |
| Initial Bse: | 738 | 418 | | 0 | | 0 | 1526 | | 90 | | 61 | | 0 | | 457 | | 0 | | 0 | |
| Added Vol: | 0 | 0 | | 0 | | 0 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| PasserByVol: | 0 | 0 | | 0 | | 0 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Initial Fut: | 738 | 418 | | 0 | | 0 | 1526 | | 90 | | 61 | | 0 | | 457 | | 0 | | 0 | |
| User Adj: | 1.00 | 1.00 | | 1.00 | | 1.00 | 1.00 | | 0.00 | | 1.00 | | 1.00 | | 0.00 | | 1.00 | | 1.00 | |
| PHF Adj: | 0.95 | 0.95 | | 0.95 | | 0.95 | 0.95 | | 0.00 | | 0.95 | | 0.95 | | 0.00 | | 0.95 | | 0.95 | |
| PHF Volume: | 777 | 440 | | 0 | | 0 | 1606 | | 0 | | 64 | | 0 | | 0 | | 0 | | 0 | |
| Reduct Vol: | 0 | 0 | | 0 | | 0 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| FinalVolume: | 777 | 440 | | 0 | | 0 | 1606 | | 0 | | 64 | | 0 | | 0 | | 0 | | 0 | |
| Critical Gap Module: | | | | | | | | | | | | | | | | | | | | |
| Critical Gp: | 4.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | | 6.4 | xxxx | | 6.2 | xxxxx | xxxx | xxxxx | | | |
| FollowUpTim: | 2.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | | 3.5 | xxxx | | 3.3 | xxxxx | xxxx | xxxxx | | | |
| Capacity Module: | | | | | | | | | | | | | | | | | | | | |
| Cnflict Vol: | 1606 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | | 3601 | xxxx | | 1606 | xxxx | xxxx | xxxxx | | | |
| Potent Cap.: | 412 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | | 6 | xxxx | | 131 | xxxx | xxxx | xxxxx | | | |
| Move Cap.: | 412 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | | 0 | xxxx | | 131 | xxxx | xxxx | xxxxx | | | |
| Volume/Cap: | 1.88 | xxxx | xxxx | xxxx | xxxx | xxxx | | | | | xxxx | xxxx | | 0.00 | xxxx | xxxx | xxxx | | | |
| Level Of Service Module: | | | | | | | | | | | | | | | | | | | | |
| 2Way95thQ: | 51.3 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | | xxxx | xxxx | xxxxx | | | xxxx | xxxx | xxxxx | | |
| Control Del: | 429.6 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | | xxxxx | xxxx | xxxxx | | | xxxxx | xxxx | xxxxx | | |
| LOS by Move: | F | | * | | * | | * | | * | | | * | | * | | | * | | * | |
| 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: | xxxxxx | | | | | xxxxxx | | | | | xxxxxx | | | | | xxxxxx | | | | |
| ApproachLOS: | * | | | | | * | | | | | F | | | | | * | | | | |

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

Horseshoe Grande Property (Freeway Analysis)
Year 2025 Without Project - No Action
Evening Peak Hour

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

Intersection #1 I-215 Freeway SB Ramps (NS) at Bonnie Drive (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 | | | Ignore | | | Ignore | | | Include | | |
| 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: | 200 | 183 | 0 | 0 | 782 | 14 | 12 | 0 | 233 | 0 | 0 | 0 |
| Growth Adj: | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 |
| Initial Bse: | 489 | 447 | 0 | 0 | 1912 | 34 | 29 | 0 | 570 | 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: | 489 | 447 | 0 | 0 | 1912 | 34 | 29 | 0 | 570 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.00 | 0.95 | 0.95 | 0.00 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 515 | 471 | 0 | 0 | 2013 | 0 | 31 | 0 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 515 | 471 | 0 | 0 | 2013 | 0 | 31 | 0 | 0 | 0 | 0 | 0 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | 4.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 6.4 | xxxx | 6.2 | xxxxx | xxxx | xxxxx |
| FollowUpTim: | 2.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 3.5 | xxxx | 3.3 | xxxxx | xxxx | xxxxx |
| Capacity Module: | | | | | | | | | | | | |
| Cnflict Vol: | 2013 | xxxx | xxxxx | xxxx | xxxx | xxxxx | 3513 | xxxx | 2013 | xxxx | xxxx | xxxxx |
| Potent Cap.: | 287 | xxxx | xxxxx | xxxx | xxxx | xxxxx | 7 | xxxx | 75 | xxxx | xxxx | xxxxx |
| Move Cap.: | 287 | xxxx | xxxxx | xxxx | xxxx | xxxxx | 0 | xxxx | 75 | xxxx | xxxx | xxxxx |
| Volume/Cap: | 1.79 | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | 0.00 | xxxx | xxxx | xxxx |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | 34.1 | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Control Del: | 400.0 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| LOS by Move: | F | * | * | * | * | * | * | * | * | * | * | * |
| 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: | xxxxxx | | | xxxxxx | | | xxxxxx | | | xxxxxx | | |
| ApproachLOS: | * | | | * | | | F | | | * | | |

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

Horseshoe Grande Property (Freeway Analysis)
Year 2025 Without Project - No Action
Morning Peak Hour - With Improvements

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

Intersection #1 I-215 Freeway SB Ramps (NS) at Bonnie Drive (EW)

| | | | |
|---|---|---|---|
| Cycle (sec): | 65 | Critical Vol./Cap.(X): | 0.859 |
| 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 | | | Ignore | | | Ignore | | | Include | | |
| Min. Green: | 10 | 24 | 0 | 0 | 24 | 24 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 2 0 1 | 0 0 | | 0 0 2 | 0 1 | | 1 0 | 0 0 | 1 | 0 0 | 0 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 302 | 171 | 0 | 0 | 624 | 37 | 25 | 0 | 187 | 0 | 0 | 0 |
| Growth Adj: | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 |
| Initial Bse: | 738 | 418 | 0 | 0 | 1526 | 90 | 61 | 0 | 457 | 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: | 738 | 418 | 0 | 0 | 1526 | 90 | 61 | 0 | 457 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.00 | 0.95 | 0.95 | 0.00 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 777 | 440 | 0 | 0 | 1606 | 0 | 64 | 0 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 777 | 440 | 0 | 0 | 1606 | 0 | 64 | 0 | 0 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 777 | 440 | 0 | 0 | 1606 | 0 | 64 | 0 | 0 | 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 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 1.00 | 0.00 | 0.00 | 2.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 3502 | 1900 | 0 | 0 | 3610 | 1900 | 1900 | 0 | 1900 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.22 | 0.23 | 0.00 | 0.00 | 0.44 | 0.00 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | | **** | | **** | | | | | |
| Green/Cycle: | 0.26 | 0.78 | 0.00 | 0.00 | 0.52 | 0.00 | 0.04 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.86 | 0.30 | 0.00 | 0.00 | 0.86 | 0.00 | 0.58 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 31.3 | 2.2 | 0.0 | 0.0 | 17.9 | 0.0 | 38.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 31.3 | 2.2 | 0.0 | 0.0 | 17.9 | 0.0 | 38.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | C | A | A | A | B | A | D | A | A | A | A | A |
| HCM2kAvgQ: | 11 | 3 | 0 | 0 | 18 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |

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

Horseshoe Grande Property (Freeway Analysis)
Year 2025 Without Project - No Action
Evening Peak Hour - With Improvements

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

Intersection #1 I-215 Freeway SB Ramps (NS) at Bonnie Drive (EW)

| | | | |
|---|---|---|---|
| Cycle (sec): | 75 | Critical Vol./Cap.(X): | 0.858 |
| Loss Time (sec): | 12 (Y+R=4.0 sec) | Average Delay (sec/veh): | 17.0 |
| 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 | | | Ignore | | | Ignore | | | Include | | |
| Min. Green: | 10 | 24 | 0 | 24 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 2 0 1 | 0 0 | | 0 0 2 | 0 1 | | 1 0 | 0 0 | 1 | 0 0 | 0 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 200 | 183 | 0 | 0 | 782 | 14 | 12 | 0 | 233 | 0 | 0 | 0 |
| Growth Adj: | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 |
| Initial Bse: | 489 | 447 | 0 | 0 | 1912 | 34 | 29 | 0 | 570 | 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: | 489 | 447 | 0 | 0 | 1912 | 34 | 29 | 0 | 570 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.00 | 0.95 | 0.95 | 0.00 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 515 | 471 | 0 | 0 | 2013 | 0 | 31 | 0 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 515 | 471 | 0 | 0 | 2013 | 0 | 31 | 0 | 0 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 515 | 471 | 0 | 0 | 2013 | 0 | 31 | 0 | 0 | 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 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 1.00 | 0.00 | 0.00 | 2.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 3502 | 1900 | 0 | 0 | 3610 | 1900 | 1900 | 0 | 1900 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.15 | 0.25 | 0.00 | 0.00 | 0.56 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | | **** | | **** | | | | | |
| Green/Cycle: | 0.17 | 0.82 | 0.00 | 0.00 | 0.65 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.86 | 0.30 | 0.00 | 0.00 | 0.86 | 0.00 | 0.32 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 42.0 | 1.7 | 0.0 | 0.0 | 13.8 | 0.0 | 38.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 42.0 | 1.7 | 0.0 | 0.0 | 13.8 | 0.0 | 38.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | D | A | A | A | B | A | D | A | A | A | A | A |
| HCM2kAvgQ: | 9 | 3 | 0 | 0 | 22 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |

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

Horseshoe Grande Property (Freeway Analysis)
Year 2025 Without Project - No Action
Morning Peak Hour

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

Intersection #2 I-10 Freeway NB Ramps (NS) at SR-74 (EW)

Average Delay (sec/veh): 1041.6 Worst Case Level Of Service: F[9262.8]

| 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 | | | Ignore | | |
| Lanes: | 0 0 0 | 0 0 | 0 | 0 0 | 1! 0 | 0 | 1 0 | 2 0 | 0 | 0 0 | 2 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 139 | 0 | 21 | 83 | 737 | 0 | 0 | 444 | 703 |
| Growth Adj: | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 |
| Initial Bse: | 0 | 0 | 0 | 340 | 0 | 51 | 203 | 1802 | 0 | 0 | 1086 | 1719 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 340 | 0 | 51 | 203 | 1802 | 0 | 0 | 1086 | 1719 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.00 |
| PHF Volume: | 0 | 0 | 0 | 358 | 0 | 54 | 214 | 1897 | 0 | 0 | 1143 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 0 | 0 | 358 | 0 | 54 | 214 | 1897 | 0 | 0 | 1143 | 0 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | 6.8 | 6.5 | 6.9 | 4.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| FollowUpTim: | xxxxx | xxxx | xxxxx | 3.5 | 4.0 | 3.3 | 2.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Capacity Module: | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | 2518 | 3467 | 571 | 1143 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Potent Cap.: | xxxx | xxxx | xxxxx | 24 | 7 | 469 | 619 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Move Cap.: | xxxx | xxxx | xxxxx | 17 | 4 | 469 | 619 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Volume/Cap: | xxxx | xxxx | xxxx | 20.64 | 0.00 | 0.12 | 0.35 | xxxx | xxxx | xxxx | xxxx | xxxx |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 1.5 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 13.9 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| LOS by Move: | * | * | * | * | * | * | B | * | * | * | * | * |
| Movement: | LT - LTR - RT | | | LT - LTR - RT | | | LT - LTR - RT | | | LT - LTR - RT | | |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | 20 | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | 52.0 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | 9263 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shared LOS: | * | * | * | * | F | * | * | * | * | * | * | * |
| ApproachDel: | xxxxxx | | | 9262.8 | | | xxxxxx | | | xxxxxx | | |
| ApproachLOS: | * | | | F | | | * | | | * | | |

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

Horseshoe Grande Property (Freeway Analysis)
Year 2025 Without Project - No Action
Evening Peak Hour

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

Intersection #2 I-10 Freeway NB Ramps (NS) at SR-74 (EW)

Average Delay (sec/veh): 571.4 Worst Case Level Of Service: F[4943.8]

| 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 | | | Ignore | | |
| Lanes: | 0 0 0 | 0 0 | 0 | 0 0 1! | 0 0 | 0 | 1 0 2 | 0 0 | 0 | 0 0 2 | 0 1 | |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 143 | 0 | 36 | 22 | 1008 | 0 | 0 | 340 | 586 |
| Growth Adj: | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 |
| Initial Bse: | 0 | 0 | 0 | 350 | 0 | 88 | 54 | 2465 | 0 | 0 | 831 | 1433 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 350 | 0 | 88 | 54 | 2465 | 0 | 0 | 831 | 1433 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.00 |
| PHF Volume: | 0 | 0 | 0 | 368 | 0 | 93 | 57 | 2594 | 0 | 0 | 875 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 0 | 0 | 368 | 0 | 93 | 57 | 2594 | 0 | 0 | 875 | 0 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | 6.8 | 6.5 | 6.9 | 4.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| FollowUpTim: | xxxxx | xxxx | xxxxx | 3.5 | 4.0 | 3.3 | 2.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Capacity Module: | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | 2286 | 3583 | 438 | 875 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Potent Cap.: | xxxx | xxxx | xxxxx | 34 | 6 | 572 | 780 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Move Cap.: | xxxx | xxxx | xxxxx | 32 | 5 | 572 | 780 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Volume/Cap: | xxxx | xxxx | xxxx | 11.40 | 0.00 | 0.16 | 0.07 | xxxx | xxxx | xxxx | xxxx | xxxx |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 0.2 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 10.0 | 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 | 40 | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | 55.7 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | 4944 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shared LOS: | * | * | * | * | F | * | * | * | * | * | * | * |
| ApproachDel: | xxxxxx | | | 4943.8 | | | xxxxxx | | | xxxxxx | | |
| ApproachLOS: | * | | | F | | | * | | | * | | |

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

Horseshoe Grande Property (Freeway Analysis)
Year 2025 Without Project - No Action
Morning Peak Hour - With Improvements

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

Intersection #2 I-10 Freeway NB Ramps (NS) at SR-74 (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.858
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 13.5
Optimal Cycle: OPTIMIZED Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Protected | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Ignore | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 24 | 0 | 0 | 24 | 24 |
| Lanes: | 0 0 | 0 | 0 0 | 1 0 | 0 | 0 1 | 1 0 | 2 | 0 0 | 0 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 139 | 0 | 21 | 83 | 737 | 0 | 0 | 444 | 703 |
| Growth Adj: | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 |
| Initial Bse: | 0 | 0 | 0 | 340 | 0 | 51 | 203 | 1802 | 0 | 0 | 1086 | 1719 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 340 | 0 | 51 | 203 | 1802 | 0 | 0 | 1086 | 1719 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.00 |
| PHF Volume: | 0 | 0 | 0 | 358 | 0 | 54 | 214 | 1897 | 0 | 0 | 1143 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 358 | 0 | 54 | 214 | 1897 | 0 | 0 | 1143 | 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 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 0 | 0 | 0 | 358 | 0 | 54 | 214 | 1897 | 0 | 0 | 1143 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 0.85 | 0.21 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 1805 | 0 | 1615 | 391 | 3610 | 0 | 0 | 3610 | 1900 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.20 | 0.00 | 0.03 | 0.55 | 0.53 | 0.00 | 0.00 | 0.32 | 0.00 |
| Crit Moves: | | | | **** | | | **** | | | | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.22 | 0.00 | 0.22 | 0.65 | 0.65 | 0.00 | 0.00 | 0.65 | 0.00 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.89 | 0.00 | 0.15 | 0.85 | 0.81 | 0.00 | 0.00 | 0.49 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 44.3 | 0.0 | 19.0 | 30.7 | 10.3 | 0.0 | 0.0 | 5.7 | 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: | 0.0 | 0.0 | 0.0 | 44.3 | 0.0 | 19.0 | 30.7 | 10.3 | 0.0 | 0.0 | 5.7 | 0.0 |
| LOS by Move: | A | A | A | D | A | B | C | B | A | A | A | A |
| HCM2kAvgQ: | 0 | 0 | 0 | 10 | 0 | 1 | 6 | 16 | 0 | 0 | 6 | 0 |

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

Horseshoe Grande Property (Freeway Analysis)
Year 2025 Without Project - No Action
Evening Peak Hour - With Improvements

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

**********

Intersection #2 I-10 Freeway NB Ramps (NS) at SR-74 (EW)

**********

Cycle (sec): 120 Critical Vol./Cap.(X): 0.988
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 30.8
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 | | | Protected | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Ignore | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 24 | 0 | 0 | 24 | 24 |
| Lanes: | 0 0 | 0 | 0 0 | 1 0 | 0 | 0 1 | 1 0 | 2 | 0 0 | 0 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 143 | 0 | 36 | 22 | 1008 | 0 | 0 | 340 | 586 |
| Growth Adj: | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 |
| Initial Bse: | 0 | 0 | 0 | 350 | 0 | 88 | 54 | 2465 | 0 | 0 | 831 | 1433 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 350 | 0 | 88 | 54 | 2465 | 0 | 0 | 831 | 1433 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.00 |
| PHF Volume: | 0 | 0 | 0 | 368 | 0 | 93 | 57 | 2594 | 0 | 0 | 875 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 368 | 0 | 93 | 57 | 2594 | 0 | 0 | 875 | 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 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 0 | 0 | 0 | 368 | 0 | 93 | 57 | 2594 | 0 | 0 | 875 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 0.85 | 0.30 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 1805 | 0 | 1615 | 562 | 3610 | 0 | 0 | 3610 | 1900 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.20 | 0.00 | 0.06 | 0.10 | 0.72 | 0.00 | 0.00 | 0.24 | 0.00 |
| Crit Moves: | | | | **** | | | | **** | | | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.21 | 0.00 | 0.21 | 0.73 | 0.73 | 0.00 | 0.00 | 0.73 | 0.00 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.99 | 0.00 | 0.28 | 0.14 | 0.99 | 0.00 | 0.00 | 0.33 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 90.9 | 0.0 | 40.6 | 5.1 | 30.8 | 0.0 | 0.0 | 6.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 90.9 | 0.0 | 40.6 | 5.1 | 30.8 | 0.0 | 0.0 | 6.0 | 0.0 |
| LOS by Move: | A | A | A | F | A | D | A | C | A | A | A | A |
| HCM2kAvgQ: | 0 | 0 | 0 | 19 | 0 | 3 | 1 | 56 | 0 | 0 | 6 | 0 |

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

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Horseshoe Grande Property (Freeway Analysis)
Year 2025 Without Project - No Action
Morning Peak Hour

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

Intersection #3 Beaumont Avenue (SR-79) (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec): 110 Critical Vol./Cap.(X): 1.271
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 136.7
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 | 18 | 0 | 0 | 18 | 18 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 1 0 | 2 0 | 0 | 0 0 | 1 1 | 0 | 0 0 | 0 0 | 0 | 0 1 | 0 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 465 | 168 | 0 | 0 | 252 | 64 | 0 | 0 | 0 | 274 | 12 | 82 |
| Growth Adj: | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 |
| Initial Bse: | 915 | 330 | 0 | 0 | 496 | 126 | 0 | 0 | 0 | 539 | 24 | 161 |
| 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: | 915 | 330 | 0 | 0 | 496 | 126 | 0 | 0 | 0 | 539 | 24 | 161 |
| User Adj: | 1.00 | 1.00 | 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: | 963 | 348 | 0 | 0 | 522 | 133 | 0 | 0 | 0 | 567 | 25 | 170 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 963 | 348 | 0 | 0 | 522 | 133 | 0 | 0 | 0 | 567 | 25 | 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: | 963 | 348 | 0 | 0 | 522 | 133 | 0 | 0 | 0 | 567 | 25 | 170 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 1.00 | 1.00 | 0.92 | 0.92 | 1.00 | 1.00 | 1.00 | 0.82 | 0.82 | 0.82 |
| Lanes: | 1.00 | 2.00 | 0.00 | 0.00 | 1.59 | 0.41 | 0.00 | 0.00 | 0.00 | 1.00 | 0.13 | 0.87 |
| Final Sat.: | 1805 | 3610 | 0 | 0 | 2792 | 709 | 0 | 0 | 0 | 1550 | 198 | 1352 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.53 | 0.10 | 0.00 | 0.00 | 0.19 | 0.19 | 0.00 | 0.00 | 0.00 | 0.37 | 0.13 | 0.13 |
| Crit Moves: | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.41 | 0.57 | 0.00 | 0.00 | 0.16 | 0.16 | 0.00 | 0.00 | 0.00 | 0.28 | 0.28 | 0.28 |
| Volume/Cap: | 1.30 | 0.17 | 0.00 | 0.00 | 1.14 | 1.14 | 0.00 | 0.00 | 0.00 | 1.30 | 0.45 | 0.45 |
| Delay/Veh: | 178.1 | 11.1 | 0.0 | 0.0 | 129 | 129.2 | 0.0 | 0.0 | 0.0 | 187.6 | 32.7 | 32.7 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 178.1 | 11.1 | 0.0 | 0.0 | 129 | 129.2 | 0.0 | 0.0 | 0.0 | 187.6 | 32.7 | 32.7 |
| LOS by Move: | F | B | A | A | F | F | A | A | A | F | C | C |
| HCM2kAvgQ: | 61 | 3 | 0 | 0 | 20 | 20 | 0 | 0 | 0 | 39 | 6 | 6 |

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

Horseshoe Grande Property (Freeway Analysis)
Year 2025 Without Project - No Action
Evening Peak Hour

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

Intersection #3 Beaumont Avenue (SR-79) (NS) at I-10 Freeway WB Ramps (EW)

| | | | |
|---|---|---|---|
| Cycle (sec): | 105 | Critical Vol./Cap.(X): | 1.619 |
| Loss Time (sec): | 16 (Y+R=4.0 sec) | Average Delay (sec/veh): | 250.5 |
| 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: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 10 | 18 | 0 | 0 | 18 | 18 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 1 0 | 2 0 | 0 | 0 0 | 1 1 | 0 | 0 0 | 0 0 | 0 | 0 1 | 0 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 349 | 197 | 0 | 0 | 323 | 95 | 0 | 0 | 0 | 543 | 38 | 114 |
| Growth Adj: | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 |
| Initial Bse: | 687 | 388 | 0 | 0 | 635 | 187 | 0 | 0 | 0 | 1068 | 75 | 224 |
| 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: | 687 | 388 | 0 | 0 | 635 | 187 | 0 | 0 | 0 | 1068 | 75 | 224 |
| User Adj: | 1.00 | 1.00 | 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: | 723 | 408 | 0 | 0 | 669 | 197 | 0 | 0 | 0 | 1124 | 79 | 236 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 723 | 408 | 0 | 0 | 669 | 197 | 0 | 0 | 0 | 1124 | 79 | 236 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 723 | 408 | 0 | 0 | 669 | 197 | 0 | 0 | 0 | 1124 | 79 | 236 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 1.00 | 1.00 | 0.92 | 0.92 | 1.00 | 1.00 | 1.00 | 0.82 | 0.82 | 0.82 |
| Lanes: | 1.00 | 2.00 | 0.00 | 0.00 | 1.55 | 0.45 | 0.00 | 0.00 | 0.00 | 1.00 | 0.25 | 0.75 |
| Final Sat.: | 1805 | 3610 | 0 | 0 | 2695 | 793 | 0 | 0 | 0 | 1554 | 388 | 1165 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.40 | 0.11 | 0.00 | 0.00 | 0.25 | 0.25 | 0.00 | 0.00 | 0.00 | 0.72 | 0.20 | 0.20 |
| Crit Moves: | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.24 | 0.41 | 0.00 | 0.00 | 0.17 | 0.17 | 0.00 | 0.00 | 0.00 | 0.44 | 0.44 | 0.44 |
| Volume/Cap: | 1.66 | 0.27 | 0.00 | 0.00 | 1.45 | 1.45 | 0.00 | 0.00 | 0.00 | 1.66 | 0.47 | 0.47 |
| Delay/Veh: | 347.9 | 20.5 | 0.0 | 0.0 | 254 | 254.3 | 0.0 | 0.0 | 0.0 | 332.7 | 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: | 347.9 | 20.5 | 0.0 | 0.0 | 254 | 254.3 | 0.0 | 0.0 | 0.0 | 332.7 | 21.1 | 21.1 |
| LOS by Move: | F | C | A | A | F | F | A | A | A | F | C | C |
| HCM2kAvgQ: | 59 | 5 | 0 | 0 | 34 | 34 | 0 | 0 | 0 | 96 | 8 | 8 |

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

Horseshoe Grande Property (Freeway Analysis)
Year 2025 Without Project - No Action
Morning Peak Hour - With Improvements

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

Intersection #3 Beaumont Avenue (SR-79) (NS) at I-10 Freeway WB Ramps (EW)

| | | | |
|---|---|---|---|
| Cycle (sec): | 75 | Critical Vol./Cap.(X): | 0.748 |
| 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: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 10 | 18 | 0 | 0 | 18 | 18 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 2 0 | 2 0 | 0 | 0 0 | 2 1 | 0 | 0 0 | 0 0 | 0 | 1 1 | 0 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 465 | 168 | 0 | 0 | 252 | 64 | 0 | 0 | 0 | 274 | 12 | 82 |
| Growth Adj: | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 |
| Initial Bse: | 915 | 330 | 0 | 0 | 496 | 126 | 0 | 0 | 0 | 539 | 24 | 161 |
| 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: | 915 | 330 | 0 | 0 | 496 | 126 | 0 | 0 | 0 | 539 | 24 | 161 |
| User Adj: | 1.00 | 1.00 | 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: | 963 | 348 | 0 | 0 | 522 | 133 | 0 | 0 | 0 | 567 | 25 | 170 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 963 | 348 | 0 | 0 | 522 | 133 | 0 | 0 | 0 | 567 | 25 | 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: | 963 | 348 | 0 | 0 | 522 | 133 | 0 | 0 | 0 | 567 | 25 | 170 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.95 | 1.00 | 1.00 | 0.88 | 0.88 | 1.00 | 1.00 | 1.00 | 0.82 | 0.82 | 0.82 |
| Lanes: | 2.00 | 2.00 | 0.00 | 0.00 | 2.39 | 0.61 | 0.00 | 0.00 | 0.00 | 2.00 | 0.13 | 0.87 |
| Final Sat.: | 3502 | 3610 | 0 | 0 | 4012 | 1019 | 0 | 0 | 0 | 3100 | 198 | 1352 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.27 | 0.10 | 0.00 | 0.00 | 0.13 | 0.13 | 0.00 | 0.00 | 0.00 | 0.18 | 0.13 | 0.13 |
| Crit Moves: | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.33 | 0.57 | 0.00 | 0.00 | 0.24 | 0.24 | 0.00 | 0.00 | 0.00 | 0.22 | 0.22 | 0.22 |
| Volume/Cap: | 0.84 | 0.17 | 0.00 | 0.00 | 0.54 | 0.54 | 0.00 | 0.00 | 0.00 | 0.84 | 0.57 | 0.57 |
| Delay/Veh: | 28.9 | 7.8 | 0.0 | 0.0 | 25.4 | 25.4 | 0.0 | 0.0 | 0.0 | 34.9 | 26.8 | 26.8 |
| 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: | 28.9 | 7.8 | 0.0 | 0.0 | 25.4 | 25.4 | 0.0 | 0.0 | 0.0 | 34.9 | 26.8 | 26.8 |
| LOS by Move: | C | A | A | A | C | C | A | A | A | C | C | C |
| HCM2kAvgQ: | 13 | 2 | 0 | 0 | 5 | 5 | 0 | 0 | 0 | 9 | 5 | 5 |

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

Horseshoe Grande Property (Freeway Analysis)
Year 2025 Without Project - No Action
Evening Peak Hour - With Improvements

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

Intersection #3 Beaumont Avenue (SR-79) (NS) at I-10 Freeway WB Ramps (EW)

| | | | |
|---|---|---|---|
| Cycle (sec): | 90 | Critical Vol./Cap.(X): | 0.916 |
| Loss Time (sec): | 16 (Y+R=4.0 sec) | Average Delay (sec/veh): | 37.7 |
| 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 | 18 | 0 | 0 | 18 | 18 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 2 0 | 2 0 | 0 | 0 0 | 2 0 | 1 | 0 0 | 0 0 | 0 | 1 1 | 0 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 349 | 197 | 0 | 0 | 323 | 95 | 0 | 0 | 0 | 543 | 38 | 114 |
| Growth Adj: | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 |
| Initial Bse: | 687 | 388 | 0 | 0 | 635 | 187 | 0 | 0 | 0 | 1068 | 75 | 224 |
| 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: | 687 | 388 | 0 | 0 | 635 | 187 | 0 | 0 | 0 | 1068 | 75 | 224 |
| User Adj: | 1.00 | 1.00 | 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: | 723 | 408 | 0 | 0 | 669 | 197 | 0 | 0 | 0 | 1124 | 79 | 236 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 723 | 408 | 0 | 0 | 669 | 197 | 0 | 0 | 0 | 1124 | 79 | 236 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 723 | 408 | 0 | 0 | 669 | 197 | 0 | 0 | 0 | 1124 | 79 | 236 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.95 | 1.00 | 1.00 | 0.95 | 0.85 | 1.00 | 1.00 | 1.00 | 0.82 | 0.82 | 0.82 |
| Lanes: | 2.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.25 | 0.75 |
| Final Sat.: | 3502 | 3610 | 0 | 0 | 3610 | 1615 | 0 | 0 | 0 | 3108 | 388 | 1165 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.21 | 0.11 | 0.00 | 0.00 | 0.19 | 0.12 | 0.00 | 0.00 | 0.00 | 0.36 | 0.20 | 0.20 |
| Crit Moves: | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.23 | 0.43 | 0.00 | 0.00 | 0.20 | 0.20 | 0.00 | 0.00 | 0.00 | 0.39 | 0.39 | 0.39 |
| Volume/Cap: | 0.92 | 0.26 | 0.00 | 0.00 | 0.92 | 0.60 | 0.00 | 0.00 | 0.00 | 0.92 | 0.51 | 0.51 |
| Delay/Veh: | 49.4 | 16.7 | 0.0 | 0.0 | 51.5 | 35.8 | 0.0 | 0.0 | 0.0 | 34.6 | 20.8 | 20.8 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 49.4 | 16.7 | 0.0 | 0.0 | 51.5 | 35.8 | 0.0 | 0.0 | 0.0 | 34.6 | 20.8 | 20.8 |
| LOS by Move: | D | B | A | A | D | D | A | A | A | C | C | C |
| HCM2kAvgQ: | 14 | 4 | 0 | 0 | 14 | 6 | 0 | 0 | 0 | 20 | 7 | 7 |

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

Horseshoe Grande Property (Freeway Analysis)
Year 2025 Without Project - No Action
Morning Peak Hour

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

Intersection #4 Beaumont Avenue (SR-79) (NS) at I-10 Freeway EB Ramps (EW)

| | | | |
|---|---|---|---|
| Cycle (sec): | 120 | Critical Vol./Cap.(X): | 1.441 |
| Loss Time (sec): | 16 (Y+R=4.0 sec) | Average Delay (sec/veh): | 186.4 |
| 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: | 0 | 18 | 18 | 10 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 0 0 | 1 1 | 0 | 1 0 | 2 0 | 0 | 0 1 | 0 1 | 0 | 0 0 | 0 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 554 | 499 | 107 | 443 | 0 | 56 | 1 | 354 | 0 | 0 | 0 |
| Growth Adj: | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 |
| Initial Bse: | 0 | 1090 | 982 | 210 | 871 | 0 | 110 | 2 | 696 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 1090 | 982 | 210 | 871 | 0 | 110 | 2 | 696 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 0 | 1147 | 1033 | 222 | 917 | 0 | 116 | 2 | 733 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1147 | 1033 | 222 | 917 | 0 | 116 | 2 | 733 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 1147 | 1033 | 222 | 917 | 0 | 116 | 2 | 733 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.88 | 0.88 | 0.95 | 0.95 | 1.00 | 0.81 | 0.81 | 0.81 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 1.05 | 0.95 | 1.00 | 2.00 | 0.00 | 0.98 | 0.02 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 1764 | 1589 | 1805 | 3610 | 0 | 1514 | 27 | 1541 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.65 | 0.65 | 0.12 | 0.25 | 0.00 | 0.08 | 0.08 | 0.48 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | **** | | | | | **** | | | |
| Green/Cycle: | 0.00 | 0.45 | 0.45 | 0.09 | 0.54 | 0.00 | 0.33 | 0.33 | 0.33 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.00 | 1.44 | 1.44 | 1.44 | 0.47 | 0.00 | 0.23 | 0.23 | 1.44 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 235 | 235.1 | 286.1 | 17.5 | 0.0 | 29.2 | 29.2 | 248.0 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 235 | 235.1 | 286.1 | 17.5 | 0.0 | 29.2 | 29.2 | 248.0 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | F | F | F | B | A | C | C | F | A | A | A |
| HCM2kAvgQ: | 0 | 85 | 85 | 18 | 11 | 0 | 3 | 3 | 58 | 0 | 0 | 0 |

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

Horseshoe Grande Property (Freeway Analysis)
Year 2025 Without Project - No Action
Evening Peak Hour

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

Intersection #4 Beaumont Avenue (SR-79) (NS) at I-10 Freeway EB Ramps (EW)

| | | | |
|---|---|---|---|
| Cycle (sec): | 120 | Critical Vol./Cap.(X): | 1.554 |
| Loss Time (sec): | 16 (Y+R=4.0 sec) | Average Delay (sec/veh): | 213.7 |
| 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: | 0 | 18 | 18 | 10 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 0 0 1 | 1 0 | | 1 0 2 | 0 0 | | 0 1 | 0 1 | 0 | 0 0 | 0 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 458 | 321 | 105 | 692 | 0 | 88 | 3 | 558 | 0 | 0 | 0 |
| Growth Adj: | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 |
| Initial Bse: | 0 | 901 | 631 | 207 | 1361 | 0 | 173 | 6 | 1098 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 901 | 631 | 207 | 1361 | 0 | 173 | 6 | 1098 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 0 | 948 | 665 | 217 | 1433 | 0 | 182 | 6 | 1155 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 948 | 665 | 217 | 1433 | 0 | 182 | 6 | 1155 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 948 | 665 | 217 | 1433 | 0 | 182 | 6 | 1155 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.89 | 0.89 | 0.95 | 0.95 | 1.00 | 0.81 | 0.81 | 0.81 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 1.18 | 0.82 | 1.00 | 2.00 | 0.00 | 0.97 | 0.03 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 1991 | 1395 | 1805 | 3610 | 0 | 1490 | 51 | 1541 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.48 | 0.48 | 0.12 | 0.40 | 0.00 | 0.12 | 0.12 | 0.75 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | **** | | | | | **** | | | |
| Green/Cycle: | 0.00 | 0.30 | 0.30 | 0.08 | 0.39 | 0.00 | 0.48 | 0.48 | 0.48 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.00 | 1.57 | 1.57 | 1.45 | 1.02 | 0.00 | 0.26 | 0.26 | 1.57 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 301 | 300.9 | 288.7 | 67.1 | 0.0 | 18.6 | 18.6 | 291.4 | 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: | 0.0 | 301 | 300.9 | 288.7 | 67.1 | 0.0 | 18.6 | 18.6 | 291.4 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | F | F | F | E | A | B | B | F | A | A | A |
| HCM2kAvgQ: | 0 | 69 | 69 | 18 | 36 | 0 | 4 | 4 | 98 | 0 | 0 | 0 |

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

Horseshoe Grande Property (Freeway Analysis)
Year 2025 Without Project - No Action
Morning Peak Hour - With Improvements

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

Intersection #4 Beaumont Avenue (SR-79) (NS) at I-10 Freeway EB Ramps (EW)

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.862 |
| Loss Time (sec): | 16 (Y+R=4.0 sec) | Average Delay (sec/veh): | 29.0 |
| 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: | 0 | 18 | 18 | 10 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 0 0 | 1 1 | 1 | 2 0 | 2 0 | 0 | 1 0 | 0 1 | 1 | 0 0 | 0 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 554 | 499 | 107 | 443 | 0 | 56 | 1 | 354 | 0 | 0 | 0 |
| Growth Adj: | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 |
| Initial Bse: | 0 | 1090 | 982 | 210 | 871 | 0 | 110 | 2 | 696 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 1090 | 982 | 210 | 871 | 0 | 110 | 2 | 696 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 0 | 1147 | 1033 | 222 | 917 | 0 | 116 | 2 | 733 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1147 | 1033 | 222 | 917 | 0 | 116 | 2 | 733 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 1147 | 1033 | 222 | 917 | 0 | 116 | 2 | 733 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.88 | 0.88 | 0.92 | 0.95 | 1.00 | 0.85 | 0.85 | 0.85 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 1.58 | 1.42 | 2.00 | 2.00 | 0.00 | 1.00 | 0.01 | 1.99 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 2647 | 2384 | 3502 | 3610 | 0 | 1615 | 9 | 3221 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.43 | 0.43 | 0.06 | 0.25 | 0.00 | 0.07 | 0.23 | 0.23 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | **** | | | | **** | | | | |
| Green/Cycle: | 0.00 | 0.49 | 0.49 | 0.10 | 0.59 | 0.00 | 0.25 | 0.25 | 0.25 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.00 | 0.89 | 0.89 | 0.63 | 0.43 | 0.00 | 0.28 | 0.89 | 0.89 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 28.0 | 28.0 | 47.0 | 11.7 | 0.0 | 30.3 | 48.1 | 48.1 | 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: | 0.0 | 28.0 | 28.0 | 47.0 | 11.7 | 0.0 | 30.3 | 48.1 | 48.1 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | C | C | D | B | A | C | D | D | A | A | A |
| HCM2kAvgQ: | 0 | 25 | 25 | 5 | 8 | 0 | 3 | 14 | 14 | 0 | 0 | 0 |

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

Horseshoe Grande Property (Freeway Analysis)
Year 2025 Without Project - No Action
Evening Peak Hour - With Improvements

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

Intersection #4 Beaumont Avenue (SR-79) (NS) at I-10 Freeway EB Ramps (EW)

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.880 |
| Loss Time (sec): | 16 (Y+R=4.0 sec) | Average Delay (sec/veh): | 36.4 |
| 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: | 0 | 18 | 18 | 10 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 0 0 | 1 1 | 1 | 2 0 | 2 0 | 0 | 1 0 | 0 1 | 1 | 0 0 | 0 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 458 | 321 | 105 | 692 | 0 | 88 | 3 | 558 | 0 | 0 | 0 |
| Growth Adj: | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 |
| Initial Bse: | 0 | 901 | 631 | 207 | 1361 | 0 | 173 | 6 | 1098 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 901 | 631 | 207 | 1361 | 0 | 173 | 6 | 1098 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 0 | 948 | 665 | 217 | 1433 | 0 | 182 | 6 | 1155 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 948 | 665 | 217 | 1433 | 0 | 182 | 6 | 1155 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 948 | 665 | 217 | 1433 | 0 | 182 | 6 | 1155 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.89 | 0.89 | 0.92 | 0.95 | 1.00 | 0.85 | 0.85 | 0.85 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 1.76 | 1.24 | 2.00 | 2.00 | 0.00 | 1.00 | 0.01 | 1.99 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 2986 | 2093 | 3502 | 3610 | 0 | 1615 | 17 | 3217 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.32 | 0.32 | 0.06 | 0.40 | 0.00 | 0.11 | 0.36 | 0.36 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | **** | | | | **** | | | | |
| Green/Cycle: | 0.00 | 0.35 | 0.35 | 0.10 | 0.45 | 0.00 | 0.39 | 0.39 | 0.39 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.00 | 0.91 | 0.91 | 0.62 | 0.89 | 0.00 | 0.29 | 0.91 | 0.91 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 39.1 | 39.1 | 46.6 | 31.7 | 0.0 | 21.0 | 39.1 | 39.1 | 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: | 0.0 | 39.1 | 39.1 | 46.6 | 31.7 | 0.0 | 21.0 | 39.1 | 39.1 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | D | D | D | C | A | C | D | D | A | A | A |
| HCM2kAvgQ: | 0 | 21 | 21 | 4 | 25 | 0 | 4 | 21 | 21 | 0 | 0 | 0 |

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

## Year 2025 With Project – Proposed Action "A"

Horseshoe Grande Property (Freeway Analysis)
Year 2025 With Project - Proposed Action "A"
Morning Peak Hour

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

Intersection #1 I-215 Freeway SB Ramps (NS) at Bonnie Drive (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 | | | | | Ignore | | | | | Ignore | | | | | Include | | | | |
| 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: | 302 | 171 | | 0 | | 0 | 624 | | 37 | | 25 | | 0 | | 187 | | 0 | | 0 | |
| Growth Adj: | 2.45 | 2.45 | | 2.45 | | 2.45 | 2.45 | | 2.45 | | 2.45 | | 2.45 | | 2.45 | | 2.45 | | 2.45 | |
| Initial Bse: | 738 | 418 | | 0 | | 0 | 1526 | | 90 | | 61 | | 0 | | 457 | | 0 | | 0 | |
| Added Vol: | 0 | 29 | | 0 | | 0 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| PasserByVol: | 0 | 0 | | 0 | | 0 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Initial Fut: | 738 | 447 | | 0 | | 0 | 1526 | | 90 | | 61 | | 0 | | 457 | | 0 | | 0 | |
| User Adj: | 1.00 | 1.00 | | 1.00 | | 1.00 | 1.00 | | 0.00 | | 1.00 | | 1.00 | | 0.00 | | 1.00 | | 1.00 | |
| PHF Adj: | 0.95 | 0.95 | | 0.95 | | 0.95 | 0.95 | | 0.00 | | 0.95 | | 0.95 | | 0.00 | | 0.95 | | 0.95 | |
| PHF Volume: | 777 | 471 | | 0 | | 0 | 1606 | | 0 | | 64 | | 0 | | 0 | | 0 | | 0 | |
| Reduct Vol: | 0 | 0 | | 0 | | 0 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| FinalVolume: | 777 | 471 | | 0 | | 0 | 1606 | | 0 | | 64 | | 0 | | 0 | | 0 | | 0 | |
| Critical Gap Module: | | | | | | | | | | | | | | | | | | | | |
| Critical Gp: | 4.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | | 6.4 | xxxx | | 6.2 | xxxxx | xxxx | xxxxx | | | |
| FollowUpTim: | 2.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | | 3.5 | xxxx | | 3.3 | xxxxx | xxxx | xxxxx | | | |
| Capacity Module: | | | | | | | | | | | | | | | | | | | | |
| Cnflict Vol: | 1606 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | | 3631 | xxxx | | 1606 | xxxx | xxxx | xxxxx | | | |
| Potent Cap.: | 412 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | | 6 | xxxx | | 131 | xxxx | xxxx | xxxxx | | | |
| Move Cap.: | 412 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | | 0 | xxxx | | 131 | xxxx | xxxx | xxxxx | | | |
| Volume/Cap: | 1.88 | xxxx | xxxx | xxxx | xxxx | xxxx | | | | | xxxx | xxxx | | 0.00 | xxxx | xxxx | xxxx | | | |
| Level Of Service Module: | | | | | | | | | | | | | | | | | | | | |
| 2Way95thQ: | 51.3 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | | xxxx | xxxx | xxxxx | | | xxxx | xxxx | xxxxx | | |
| Control Del: | 429.6 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | | xxxxx | xxxx | xxxxx | | | xxxxx | xxxx | xxxxx | | |
| LOS by Move: | F | * | | * | | * | | | | | * | * | | * | | * | * | | | |
| 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: | xxxxxx | | | xxxxxx | | | | | | | xxxxxx | | | | | xxxxxx | | | | |
| ApproachLOS: | * | | | * | | | | | | | F | | | | | * | | | | |

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

Horseshoe Grande Property (Freeway Analysis)
Year 2025 With Project - Proposed Action "A"
Evening Peak Hour

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

**********

Intersection #1 I-215 Freeway SB Ramps (NS) at Bonnie Drive (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 | | | Ignore | | | Ignore | | | Include | | |
| 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: | 200 | 183 | 0 | 0 | 782 | 14 | 12 | 0 | 233 | 0 | 0 | 0 |
| Growth Adj: | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 |
| Initial Bse: | 489 | 447 | 0 | 0 | 1912 | 34 | 29 | 0 | 570 | 0 | 0 | 0 |
| Added Vol: | 0 | 80 | 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: | 489 | 527 | 0 | 0 | 1912 | 34 | 29 | 0 | 570 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.00 | 0.95 | 0.95 | 0.00 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 515 | 555 | 0 | 0 | 2013 | 0 | 31 | 0 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 515 | 555 | 0 | 0 | 2013 | 0 | 31 | 0 | 0 | 0 | 0 | 0 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | 4.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 6.4 | xxxx | 6.2 | xxxxx | xxxx | xxxxx |
| FollowUpTim: | 2.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 3.5 | xxxx | 3.3 | xxxxx | xxxx | xxxxx |
| Capacity Module: | | | | | | | | | | | | |
| Cnflict Vol: | 2013 | xxxx | xxxxx | xxxx | xxxx | xxxxx | 3597 | xxxx | 2013 | xxxx | xxxx | xxxxx |
| Potent Cap.: | 287 | xxxx | xxxxx | xxxx | xxxx | xxxxx | 6 | xxxx | 75 | xxxx | xxxx | xxxxx |
| Move Cap.: | 287 | xxxx | xxxxx | xxxx | xxxx | xxxxx | 0 | xxxx | 75 | xxxx | xxxx | xxxxx |
| Volume/Cap: | 1.79 | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | 0.00 | xxxx | xxxx | xxxx |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | 34.1 | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Control Del: | 400.0 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| LOS by Move: | F | * | * | * | * | * | * | * | * | * | * | * |
| 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: | xxxxxx | | | 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 (Freeway Analysis)
Year 2025 With Project - Proposed Action "A"
Morning Peak Hour - With Improvements

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

**********

Intersection #1 I-215 Freeway SB Ramps (NS) at Bonnie Drive (EW)

**********

Cycle (sec): 80 Critical Vol./Cap.(X): 0.825
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 | | | Ignore | | | Ignore | | | Include | | |
| Min. Green: | 10 | 24 | 0 | 0 | 24 | 24 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 2 0 1 | 0 0 | | 0 0 2 | 0 1 | | 1 0 | 0 0 1 | | 0 0 | 0 0 0 | |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 302 | 171 | 0 | 0 | 624 | 37 | 25 | 0 | 187 | 0 | 0 | 0 |
| Growth Adj: | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 |
| Initial Bse: | 738 | 418 | 0 | 0 | 1526 | 90 | 61 | 0 | 457 | 0 | 0 | 0 |
| Added Vol: | 0 | 29 | 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: | 738 | 447 | 0 | 0 | 1526 | 90 | 61 | 0 | 457 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.00 | 0.95 | 0.95 | 0.00 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 777 | 471 | 0 | 0 | 1606 | 0 | 64 | 0 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 777 | 471 | 0 | 0 | 1606 | 0 | 64 | 0 | 0 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 777 | 471 | 0 | 0 | 1606 | 0 | 64 | 0 | 0 | 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 | 0.95 | 1.00 | 0.98 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 1.00 | 0.00 | 0.00 | 2.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 3502 | 1900 | 0 | 0 | 3610 | 1900 | 1858 | 0 | 1900 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.22 | 0.25 | 0.00 | 0.00 | 0.44 | 0.00 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | | **** | | **** | | | | | |
| Green/Cycle: | 0.27 | 0.80 | 0.00 | 0.00 | 0.53 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.83 | 0.31 | 0.00 | 0.00 | 0.83 | 0.00 | 0.68 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 34.3 | 2.3 | 0.0 | 0.0 | 19.0 | 0.0 | 55.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 34.3 | 2.3 | 0.0 | 0.0 | 19.0 | 0.0 | 55.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | C | A | A | A | B | A | E | A | A | A | A | A |
| HCM2kAvgQ: | 12 | 3 | 0 | 0 | 20 | 0 | 3 | 0 | 0 | 0 | 0 | 0 |

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

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Horseshoe Grande Property (Freeway Analysis)
Year 2025 With Project - Proposed Action "A"
Evening Peak Hour - With Improvements

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

**********

Intersection #1 I-215 Freeway SB Ramps (NS) at Bonnie Drive (EW)

**********

Cycle (sec): 110 Critical Vol./Cap.(X): 0.809
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 18.3
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: | Protected | | | Permitted | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Ignore | | | Ignore | | | Include | | |
| Min. Green: | 10 | 24 | 0 | 24 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 2 0 1 | 0 | 0 | 0 | 0 2 | 0 1 | 1 | 0 0 | 0 1 | 0 | 0 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 200 | 183 | 0 | 0 | 782 | 14 | 12 | 0 | 233 | 0 | 0 | 0 |
| Growth Adj: | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 |
| Initial Bse: | 489 | 447 | 0 | 0 | 1912 | 34 | 29 | 0 | 570 | 0 | 0 | 0 |
| Added Vol: | 0 | 80 | 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: | 489 | 527 | 0 | 0 | 1912 | 34 | 29 | 0 | 570 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.00 | 0.95 | 0.95 | 0.00 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 515 | 555 | 0 | 0 | 2013 | 0 | 31 | 0 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 515 | 555 | 0 | 0 | 2013 | 0 | 31 | 0 | 0 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 515 | 555 | 0 | 0 | 2013 | 0 | 31 | 0 | 0 | 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 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 1.00 | 0.00 | 0.00 | 2.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 3502 | 1900 | 0 | 0 | 3610 | 1900 | 1900 | 0 | 1900 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.15 | 0.29 | 0.00 | 0.00 | 0.56 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | | **** | | **** | | | | | |
| Green/Cycle: | 0.18 | 0.87 | 0.00 | 0.00 | 0.69 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.81 | 0.34 | 0.00 | 0.00 | 0.81 | 0.00 | 0.47 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 50.8 | 1.4 | 0.0 | 0.0 | 14.1 | 0.0 | 58.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 50.8 | 1.4 | 0.0 | 0.0 | 14.1 | 0.0 | 58.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | D | A | A | A | B | A | E | A | A | A | A | A |
| HCM2kAvgQ: | 11 | 4 | 0 | 0 | 27 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |

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

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Horseshoe Grande Property (Freeway Analysis)
Year 2025 With Project - Proposed Action "A"
Morning Peak Hour

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

Intersection #2 I-10 Freeway NB Ramps (NS) at SR-74 (EW)

Average Delay (sec/veh): 1517.9 Worst Case Level Of Service: F[11823.2]

| 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 | | | Ignore | | |
| Lanes: | 0 0 0 | 0 0 | 0 | 0 0 1! | 0 0 | 0 | 1 0 2 | 0 0 | 0 | 0 0 2 | 0 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 139 | 0 | 21 | 83 | 737 | 0 | 0 | 444 | 703 |
| Growth Adj: | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 |
| Initial Bse: | 0 | 0 | 0 | 340 | 0 | 51 | 203 | 1802 | 0 | 0 | 1086 | 1719 |
| Added Vol: | 0 | 0 | 0 | 68 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 408 | 0 | 51 | 203 | 1802 | 0 | 0 | 1115 | 1719 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.00 |
| PHF Volume: | 0 | 0 | 0 | 429 | 0 | 54 | 214 | 1897 | 0 | 0 | 1173 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 0 | 0 | 429 | 0 | 54 | 214 | 1897 | 0 | 0 | 1173 | 0 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | 6.8 | 6.5 | 6.9 | 4.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| FollowUpTim: | xxxxx | xxxx | xxxxx | 3.5 | 4.0 | 3.3 | 2.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Capacity Module: | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | 2549 | 3497 | 587 | 1173 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Potent Cap.: | xxxx | xxxx | xxxxx | 23 | 6 | 458 | 603 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Move Cap.: | xxxx | xxxx | xxxxx | 16 | 4 | 458 | 603 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Volume/Cap: | xxxx | xxxx | xxxx | 26.26 | 0.00 | 0.12 | 0.35 | xxxx | xxxx | xxxx | xxxx | xxxx |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 1.6 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 14.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| LOS by Move: | * | * | * | * | * | * | B | * | * | * | * | * |
| Movement: | LT - LTR - RT | | | LT - LTR - RT | | | LT - LTR - RT | | | LT - LTR - RT | | |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | 18 | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | 61.1 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shared LOS: | * | * | * | * | F | * | * | * | * | * | * | * |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | xxxxxx | | |
| ApproachLOS: | * | | | F | | | * | | | * | | |

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

Horseshoe Grande Property (Freeway Analysis)
Year 2025 With Project - Proposed Action "A"
Evening Peak Hour

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

Intersection #2 I-10 Freeway NB Ramps (NS) at SR-74 (EW)

Average Delay (sec/veh): 970.3 Worst Case Level Of Service: F[7264.4]

| 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 | | | Ignore | | |
| Lanes: | 0 0 0 | 0 0 | 0 | 0 0 1! | 0 0 | 0 | 1 0 2 | 0 0 | 0 | 0 0 2 | 0 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 143 | 0 | 36 | 22 | 1008 | 0 | 0 | 340 | 586 |
| Growth Adj: | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 |
| Initial Bse: | 0 | 0 | 0 | 350 | 0 | 88 | 54 | 2465 | 0 | 0 | 831 | 1433 |
| Added Vol: | 0 | 0 | 0 | 91 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 441 | 0 | 88 | 54 | 2465 | 0 | 0 | 911 | 1433 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.00 |
| PHF Volume: | 0 | 0 | 0 | 464 | 0 | 93 | 57 | 2594 | 0 | 0 | 959 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 0 | 0 | 464 | 0 | 93 | 57 | 2594 | 0 | 0 | 959 | 0 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | 6.8 | 6.5 | 6.9 | 4.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| FollowUpTim: | xxxxx | xxxx | xxxxx | 3.5 | 4.0 | 3.3 | 2.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Capacity Module: | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | 2370 | 3667 | 480 | 959 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Potent Cap.: | xxxx | xxxx | xxxxx | 30 | 5 | 538 | 725 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Move Cap.: | xxxx | xxxx | xxxxx | 28 | 5 | 538 | 725 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Volume/Cap: | xxxx | xxxx | xxxx | 16.47 | 0.00 | 0.17 | 0.08 | xxxx | xxxx | xxxx | xxxx | xxxx |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 0.3 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 10.4 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| LOS by Move: | * | * | * | * | * | * | B | * | * | * | * | * |
| Movement: | LT - | LTR - | RT | LT - | LTR - | RT | LT - | LTR - | RT | LT - | LTR - | RT |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | 33 | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | 68.4 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | 7264 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shared LOS: | * | * | * | * | F | * | * | * | * | * | * | * |
| ApproachDel: | xxxxxx | | | 7264.4 | | | xxxxxx | | | xxxxxx | | |
| ApproachLOS: | * | | | F | | | * | | | * | | |

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

Horseshoe Grande Property (Freeway Analysis)
Year 2025 With Project - Proposed Action "A"
Morning Peak Hour - With Improvements

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

Intersection #2 I-10 Freeway NB Ramps (NS) at SR-74 (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.748
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 | | | Protected | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Ignore | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 24 | 0 | 0 | 24 | 24 |
| Lanes: | 0 0 | 0 | 0 0 | 2 | 0 0 | 0 1 | 1 0 | 2 | 0 0 | 0 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 139 | 0 | 21 | 83 | 737 | 0 | 0 | 444 | 703 |
| Growth Adj: | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 |
| Initial Bse: | 0 | 0 | 0 | 340 | 0 | 51 | 203 | 1802 | 0 | 0 | 1086 | 1719 |
| Added Vol: | 0 | 0 | 0 | 68 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 408 | 0 | 51 | 203 | 1802 | 0 | 0 | 1115 | 1719 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.00 |
| PHF Volume: | 0 | 0 | 0 | 429 | 0 | 54 | 214 | 1897 | 0 | 0 | 1173 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 429 | 0 | 54 | 214 | 1897 | 0 | 0 | 1173 | 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 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 0 | 0 | 0 | 429 | 0 | 54 | 214 | 1897 | 0 | 0 | 1173 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.92 | 1.00 | 0.85 | 0.21 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 | 1.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 3502 | 0 | 1615 | 405 | 3610 | 0 | 0 | 3610 | 1900 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.12 | 0.00 | 0.03 | 0.53 | 0.53 | 0.00 | 0.00 | 0.33 | 0.00 |
| Crit Moves: | | | | **** | | | | **** | | | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.15 | 0.00 | 0.15 | 0.71 | 0.71 | 0.00 | 0.00 | 0.71 | 0.00 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.79 | 0.00 | 0.22 | 0.74 | 0.74 | 0.00 | 0.00 | 0.46 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 32.4 | 0.0 | 22.6 | 15.1 | 6.4 | 0.0 | 0.0 | 3.8 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 32.4 | 0.0 | 22.6 | 15.1 | 6.4 | 0.0 | 0.0 | 3.8 | 0.0 |
| LOS by Move: | A | A | A | C | A | C | B | A | A | A | A | A |
| HCM2kAvgQ: | 0 | 0 | 0 | 6 | 0 | 1 | 4 | 13 | 0 | 0 | 5 | 0 |

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

Horseshoe Grande Property (Freeway Analysis)
Year 2025 With Project - Proposed Action "A"
Evening Peak Hour - With Improvements

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

Intersection #2 I-10 Freeway NB Ramps (NS) at SR-74 (EW)

Cycle (sec): 90 Critical Vol./Cap.(X): 0.934
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 18.1
Optimal Cycle: OPTIMIZED Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Protected | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Ignore | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 24 | 0 | 0 | 24 | 24 |
| Lanes: | 0 0 | 0 | 0 0 | 2 | 0 0 | 0 1 | 1 | 0 2 | 0 0 | 0 | 0 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 143 | 0 | 36 | 22 | 1008 | 0 | 0 | 340 | 586 |
| Growth Adj: | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 |
| Initial Bse: | 0 | 0 | 0 | 350 | 0 | 88 | 54 | 2465 | 0 | 0 | 831 | 1433 |
| Added Vol: | 0 | 0 | 0 | 91 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 441 | 0 | 88 | 54 | 2465 | 0 | 0 | 911 | 1433 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.00 |
| PHF Volume: | 0 | 0 | 0 | 464 | 0 | 93 | 57 | 2594 | 0 | 0 | 959 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 464 | 0 | 93 | 57 | 2594 | 0 | 0 | 959 | 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 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 0 | 0 | 0 | 464 | 0 | 93 | 57 | 2594 | 0 | 0 | 959 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.92 | 1.00 | 0.85 | 0.28 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 | 1.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 3502 | 0 | 1615 | 536 | 3610 | 0 | 0 | 3610 | 1900 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.13 | 0.00 | 0.06 | 0.11 | 0.72 | 0.00 | 0.00 | 0.27 | 0.00 |
| Crit Moves: | | | | **** | | | | **** | | | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.14 | 0.00 | 0.14 | 0.77 | 0.77 | 0.00 | 0.00 | 0.77 | 0.00 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.93 | 0.00 | 0.40 | 0.14 | 0.93 | 0.00 | 0.00 | 0.35 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 63.2 | 0.0 | 36.3 | 2.8 | 15.2 | 0.0 | 0.0 | 3.3 | 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: | 0.0 | 0.0 | 0.0 | 63.2 | 0.0 | 36.3 | 2.8 | 15.2 | 0.0 | 0.0 | 3.3 | 0.0 |
| LOS by Move: | A | A | A | E | A | D | A | B | A | A | A | A |
| HCM2kAvgQ: | 0 | 0 | 0 | 10 | 0 | 3 | 1 | 36 | 0 | 0 | 4 | 0 |

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

Horseshoe Grande Property (Freeway Analysis)
Year 2025 With Project - Proposed Action "A"
Morning Peak Hour

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

Intersection #3 Beaumont Avenue (SR-79) (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec): 115 Critical Vol./Cap.(X): 1.311
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 152.6
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: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 10 | 18 | 0 | 0 | 18 | 18 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 1 0 | 2 0 | 0 | 0 0 | 1 1 | 0 | 0 0 | 0 0 | 0 | 0 1 | 0 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 465 | 168 | 0 | 0 | 252 | 64 | 0 | 0 | 0 | 274 | 12 | 82 |
| Growth Adj: | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 |
| Initial Bse: | 915 | 330 | 0 | 0 | 496 | 126 | 0 | 0 | 0 | 539 | 24 | 161 |
| Added Vol: | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 944 | 330 | 0 | 0 | 496 | 126 | 0 | 0 | 0 | 575 | 24 | 161 |
| User Adj: | 1.00 | 1.00 | 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: | 993 | 348 | 0 | 0 | 522 | 133 | 0 | 0 | 0 | 605 | 25 | 170 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 993 | 348 | 0 | 0 | 522 | 133 | 0 | 0 | 0 | 605 | 25 | 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: | 993 | 348 | 0 | 0 | 522 | 133 | 0 | 0 | 0 | 605 | 25 | 170 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 1.00 | 1.00 | 0.92 | 0.92 | 1.00 | 1.00 | 1.00 | 0.81 | 0.81 | 0.81 |
| Lanes: | 1.00 | 2.00 | 0.00 | 0.00 | 1.59 | 0.41 | 0.00 | 0.00 | 0.00 | 1.00 | 0.13 | 0.87 |
| Final Sat.: | 1805 | 3610 | 0 | 0 | 2792 | 709 | 0 | 0 | 0 | 1548 | 198 | 1350 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.55 | 0.10 | 0.00 | 0.00 | 0.19 | 0.19 | 0.00 | 0.00 | 0.00 | 0.39 | 0.13 | 0.13 |
| Crit Moves: | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.41 | 0.57 | 0.00 | 0.00 | 0.16 | 0.16 | 0.00 | 0.00 | 0.00 | 0.29 | 0.29 | 0.29 |
| Volume/Cap: | 1.34 | 0.17 | 0.00 | 0.00 | 1.19 | 1.19 | 0.00 | 0.00 | 0.00 | 1.34 | 0.43 | 0.43 |
| Delay/Veh: | 194.3 | 11.9 | 0.0 | 0.0 | 153 | 152.7 | 0.0 | 0.0 | 0.0 | 203.2 | 33.1 | 33.1 |
| 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: | 194.3 | 11.9 | 0.0 | 0.0 | 153 | 152.7 | 0.0 | 0.0 | 0.0 | 203.2 | 33.1 | 33.1 |
| LOS by Move: | F | B | A | A | F | F | A | A | A | F | C | C |
| HCM2kAvgQ: | 67 | 3 | 0 | 0 | 22 | 22 | 0 | 0 | 0 | 44 | 6 | 6 |

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

Horseshoe Grande Property (Freeway Analysis)
Year 2025 With Project - Proposed Action "A"
Evening Peak Hour

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

Intersection #3 Beaumont Avenue (SR-79) (NS) at I-10 Freeway WB Ramps (EW)

| | | | |
|---|---|---|---|
| Cycle (sec): | 110 | Critical Vol./Cap.(X): | 1.698 |
| Loss Time (sec): | 16 (Y+R=4.0 sec) | Average Delay (sec/veh): | 282.1 |
| 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: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 10 | 18 | 0 | 0 | 18 | 18 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 1 0 | 2 0 | 0 | 0 0 | 1 1 | 0 | 0 0 | 0 0 | 0 | 0 1 | 0 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 349 | 197 | 0 | 0 | 323 | 95 | 0 | 0 | 0 | 543 | 38 | 114 |
| Growth Adj: | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 |
| Initial Bse: | 687 | 388 | 0 | 0 | 635 | 187 | 0 | 0 | 0 | 1068 | 75 | 224 |
| Added Vol: | 80 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 767 | 388 | 0 | 0 | 635 | 187 | 0 | 0 | 0 | 1115 | 75 | 224 |
| User Adj: | 1.00 | 1.00 | 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: | 807 | 408 | 0 | 0 | 669 | 197 | 0 | 0 | 0 | 1174 | 79 | 236 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 807 | 408 | 0 | 0 | 669 | 197 | 0 | 0 | 0 | 1174 | 79 | 236 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 807 | 408 | 0 | 0 | 669 | 197 | 0 | 0 | 0 | 1174 | 79 | 236 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 1.00 | 1.00 | 0.92 | 0.92 | 1.00 | 1.00 | 1.00 | 0.82 | 0.82 | 0.82 |
| Lanes: | 1.00 | 2.00 | 0.00 | 0.00 | 1.55 | 0.45 | 0.00 | 0.00 | 0.00 | 1.00 | 0.25 | 0.75 |
| Final Sat.: | 1805 | 3610 | 0 | 0 | 2695 | 793 | 0 | 0 | 0 | 1554 | 388 | 1165 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.45 | 0.11 | 0.00 | 0.00 | 0.25 | 0.25 | 0.00 | 0.00 | 0.00 | 0.76 | 0.20 | 0.20 |
| Crit Moves: | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.26 | 0.42 | 0.00 | 0.00 | 0.16 | 0.16 | 0.00 | 0.00 | 0.00 | 0.43 | 0.43 | 0.43 |
| Volume/Cap: | 1.74 | 0.27 | 0.00 | 0.00 | 1.52 | 1.52 | 0.00 | 0.00 | 0.00 | 1.74 | 0.47 | 0.47 |
| Delay/Veh: | 382.9 | 20.9 | 0.0 | 0.0 | 287 | 287.5 | 0.0 | 0.0 | 0.0 | 369.2 | 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: | 382.9 | 20.9 | 0.0 | 0.0 | 287 | 287.5 | 0.0 | 0.0 | 0.0 | 369.2 | 22.2 | 22.2 |
| LOS by Move: | F | C | A | A | F | F | A | A | A | F | C | C |
| HCM2kAvgQ: | 70 | 5 | 0 | 0 | 36 | 36 | 0 | 0 | 0 | 106 | 8 | 8 |

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

Horseshoe Grande Property (Freeway Analysis)
Year 2025 With Project - Proposed Action "A"
Morning Peak Hour - With Improvements

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

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Intersection #3 Beaumont Avenue (SR-79) (NS) at I-10 Freeway WB Ramps (EW)

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Cycle (sec): 80 Critical Vol./Cap.(X): 0.762
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 27.7
Optimal Cycle: OPTIMIZED Level Of Service: C

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| 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 | 18 | 0 | 0 | 18 | 18 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 2 0 | 2 0 | 0 | 0 0 | 2 1 | 0 | 0 0 | 0 0 | 0 | 1 1 | 0 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 465 | 168 | 0 | 0 | 252 | 64 | 0 | 0 | 0 | 274 | 12 | 82 |
| Growth Adj: | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 |
| Initial Bse: | 915 | 330 | 0 | 0 | 496 | 126 | 0 | 0 | 0 | 539 | 24 | 161 |
| Added Vol: | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 944 | 330 | 0 | 0 | 496 | 126 | 0 | 0 | 0 | 575 | 24 | 161 |
| User Adj: | 1.00 | 1.00 | 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: | 993 | 348 | 0 | 0 | 522 | 133 | 0 | 0 | 0 | 605 | 25 | 170 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 993 | 348 | 0 | 0 | 522 | 133 | 0 | 0 | 0 | 605 | 25 | 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: | 993 | 348 | 0 | 0 | 522 | 133 | 0 | 0 | 0 | 605 | 25 | 170 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.95 | 1.00 | 1.00 | 0.88 | 0.88 | 1.00 | 1.00 | 1.00 | 0.81 | 0.81 | 0.81 |
| Lanes: | 2.00 | 2.00 | 0.00 | 0.00 | 2.39 | 0.61 | 0.00 | 0.00 | 0.00 | 2.00 | 0.13 | 0.87 |
| Final Sat.: | 3502 | 3610 | 0 | 0 | 4012 | 1019 | 0 | 0 | 0 | 3096 | 198 | 1350 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.28 | 0.10 | 0.00 | 0.00 | 0.13 | 0.13 | 0.00 | 0.00 | 0.00 | 0.20 | 0.13 | 0.13 |
| Crit Moves: | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.34 | 0.57 | 0.00 | 0.00 | 0.23 | 0.23 | 0.00 | 0.00 | 0.00 | 0.23 | 0.23 | 0.23 |
| Volume/Cap: | 0.83 | 0.17 | 0.00 | 0.00 | 0.58 | 0.58 | 0.00 | 0.00 | 0.00 | 0.83 | 0.54 | 0.54 |
| Delay/Veh: | 29.5 | 8.4 | 0.0 | 0.0 | 28.4 | 28.4 | 0.0 | 0.0 | 0.0 | 35.5 | 27.2 | 27.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 29.5 | 8.4 | 0.0 | 0.0 | 28.4 | 28.4 | 0.0 | 0.0 | 0.0 | 35.5 | 27.2 | 27.2 |
| LOS by Move: | C | A | A | A | C | C | A | A | A | D | C | C |
| HCM2kAvgQ: | 14 | 2 | 0 | 0 | 6 | 6 | 0 | 0 | 0 | 10 | 5 | 5 |

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

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Horseshoe Grande Property (Freeway Analysis)
Year 2025 With Project - Proposed Action "A"
Evening Peak Hour - With Improvements

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

**********

Intersection #3 Beaumont Avenue (SR-79) (NS) at I-10 Freeway WB Ramps (EW)

**********

| | | | | |
|---|---|---|---|---|
| Cycle (sec): | 95 | Critical Vol./Cap.(X): | 0.954 |
| Loss Time (sec): | 16 (Y+R=4.0 sec) | Average Delay (sec/veh): | 43.8 |
| Optimal Cycle: | OPTIMIZED | Level Of Service: | D |

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| 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 | 18 | 0 | 0 | 18 | 18 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 2 0 | 2 0 | 0 | 0 0 | 2 0 | 1 | 0 0 | 0 0 | 0 | 1 1 | 0 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 349 | 197 | 0 | 0 | 323 | 95 | 0 | 0 | 0 | 543 | 38 | 114 |
| Growth Adj: | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 |
| Initial Bse: | 687 | 388 | 0 | 0 | 635 | 187 | 0 | 0 | 0 | 1068 | 75 | 224 |
| Added Vol: | 80 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 767 | 388 | 0 | 0 | 635 | 187 | 0 | 0 | 0 | 1115 | 75 | 224 |
| User Adj: | 1.00 | 1.00 | 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: | 807 | 408 | 0 | 0 | 669 | 197 | 0 | 0 | 0 | 1174 | 79 | 236 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 807 | 408 | 0 | 0 | 669 | 197 | 0 | 0 | 0 | 1174 | 79 | 236 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 807 | 408 | 0 | 0 | 669 | 197 | 0 | 0 | 0 | 1174 | 79 | 236 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.95 | 1.00 | 1.00 | 0.95 | 0.85 | 1.00 | 1.00 | 1.00 | 0.82 | 0.82 | 0.82 |
| Lanes: | 2.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.25 | 0.75 |
| Final Sat.: | 3502 | 3610 | 0 | 0 | 3610 | 1615 | 0 | 0 | 0 | 3108 | 388 | 1165 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.23 | 0.11 | 0.00 | 0.00 | 0.19 | 0.12 | 0.00 | 0.00 | 0.00 | 0.38 | 0.20 | 0.20 |
| Crit Moves: | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.24 | 0.44 | 0.00 | 0.00 | 0.19 | 0.19 | 0.00 | 0.00 | 0.00 | 0.40 | 0.40 | 0.40 |
| Volume/Cap: | 0.95 | 0.26 | 0.00 | 0.00 | 0.95 | 0.63 | 0.00 | 0.00 | 0.00 | 0.95 | 0.51 | 0.51 |
| Delay/Veh: | 56.1 | 17.1 | 0.0 | 0.0 | 61.1 | 39.1 | 0.0 | 0.0 | 0.0 | 41.3 | 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: | 56.1 | 17.1 | 0.0 | 0.0 | 61.1 | 39.1 | 0.0 | 0.0 | 0.0 | 41.3 | 21.9 | 21.9 |
| LOS by Move: | E | B | A | A | E | D | A | A | A | D | C | C |
| HCM2kAvgQ: | 17 | 4 | 0 | 0 | 15 | 6 | 0 | 0 | 0 | 23 | 8 | 8 |

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

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Horseshoe Grande Property (Freeway Analysis)
Year 2025 With Project - Proposed Action "A"
Morning Peak Hour

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

Intersection #4 Beaumont Avenue (SR-79) (NS) at I-10 Freeway EB Ramps (EW)

| | | | |
|---|---|---|---|
| Cycle (sec): | 120 | Critical Vol./Cap.(X): | 1.511 |
| Loss Time (sec): | 16 (Y+R=4.0 sec) | Average Delay (sec/veh): | 210.9 |
| 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: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 18 | 18 | 10 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 0 0 | 1 1 | 0 | 1 0 | 2 0 | 0 | 0 1 | 0 1 | 0 | 0 0 | 0 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 554 | 499 | 107 | 443 | 0 | 56 | 1 | 354 | 0 | 0 | 0 |
| Growth Adj: | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 |
| Initial Bse: | 0 | 1090 | 982 | 210 | 871 | 0 | 110 | 2 | 696 | 0 | 0 | 0 |
| Added Vol: | 0 | 29 | 16 | 0 | 36 | 0 | 0 | 0 | 68 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 1119 | 998 | 210 | 907 | 0 | 110 | 2 | 764 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 0 | 1178 | 1050 | 222 | 955 | 0 | 116 | 2 | 805 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1178 | 1050 | 222 | 955 | 0 | 116 | 2 | 805 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 1178 | 1050 | 222 | 955 | 0 | 116 | 2 | 805 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.88 | 0.88 | 0.95 | 0.95 | 1.00 | 0.81 | 0.81 | 0.81 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 1.06 | 0.94 | 1.00 | 2.00 | 0.00 | 0.98 | 0.02 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 1773 | 1581 | 1805 | 3610 | 0 | 1512 | 27 | 1539 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.66 | 0.66 | 0.12 | 0.26 | 0.00 | 0.08 | 0.08 | 0.52 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | **** | | | | | **** | | | |
| Green/Cycle: | 0.00 | 0.44 | 0.44 | 0.08 | 0.52 | 0.00 | 0.35 | 0.35 | 0.35 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.00 | 1.52 | 1.52 | 1.47 | 0.51 | 0.00 | 0.22 | 0.22 | 1.52 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 269 | 269.2 | 300.2 | 18.9 | 0.0 | 27.9 | 27.9 | 279.7 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 269 | 269.2 | 300.2 | 18.9 | 0.0 | 27.9 | 27.9 | 279.7 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | F | F | F | B | A | C | C | F | A | A | A |
| HCM2kAvgQ: | 0 | 92 | 92 | 19 | 12 | 0 | 3 | 3 | 67 | 0 | 0 | 0 |

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

Horseshoe Grande Property (Freeway Analysis)
Year 2025 With Project - Proposed Action "A"
Evening Peak Hour

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

Intersection #4 Beaumont Avenue (SR-79) (NS) at I-10 Freeway EB Ramps (EW)

Cycle (sec): 120 Critical Vol./Cap.(X): 1.669
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 254.4
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: | 0 | | 18 | | 18 | | 10 | | 18 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Lanes: | 0 | 0 | 1 | 1 | 0 | | 1 | 0 | 2 | 0 | 0 | | 0 | 1 | 0 | 1 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Volume Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | | 458 | | 321 | | 105 | | 692 | | 0 | | 88 | | 3 | | 558 | | 0 | | 0 | | 0 | |
| Growth Adj: | 1.97 | | 1.97 | | 1.97 | | 1.97 | | 1.97 | | 1.97 | | 1.97 | | 1.97 | | 1.97 | | 1.97 | | 1.97 | | 1.97 | |
| Initial Bse: | 0 | | 901 | | 631 | | 207 | | 1361 | | 0 | | 173 | | 6 | | 1098 | | 0 | | 0 | | 0 | |
| Added Vol: | 0 | | 80 | | 42 | | 0 | | 47 | | 0 | | 0 | | 0 | | 91 | | 0 | | 0 | | 0 | |
| PasserByVol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Initial Fut: | 0 | | 981 | | 673 | | 207 | | 1408 | | 0 | | 173 | | 6 | | 1189 | | 0 | | 0 | | 0 | |
| User Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| PHF Adj: | 0.95 | | 0.95 | | 0.95 | | 0.95 | | 0.95 | | 0.95 | | 0.95 | | 0.95 | | 0.95 | | 0.95 | | 0.95 | | 0.95 | |
| PHF Volume: | 0 | | 1033 | | 709 | | 217 | | 1482 | | 0 | | 182 | | 6 | | 1251 | | 0 | | 0 | | 0 | |
| Reduct Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduced Vol: | 0 | | 1033 | | 709 | | 217 | | 1482 | | 0 | | 182 | | 6 | | 1251 | | 0 | | 0 | | 0 | |
| PCE Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| MLF Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| FinalVolume: | 0 | | 1033 | | 709 | | 217 | | 1482 | | 0 | | 182 | | 6 | | 1251 | | 0 | | 0 | | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | | 1900 | | 1900 | | 1900 | | 1900 | | 1900 | | 1900 | | 1900 | | 1900 | | 1900 | | 1900 | | 1900 | |
| Adjustment: | 1.00 | | 0.89 | | 0.89 | | 0.95 | | 0.95 | | 1.00 | | 0.81 | | 0.81 | | 0.81 | | 1.00 | | 1.00 | | 1.00 | |
| Lanes: | 0.00 | | 1.19 | | 0.81 | | 1.00 | | 2.00 | | 0.00 | | 0.97 | | 0.03 | | 1.00 | | 0.00 | | 0.00 | | 0.00 | |
| Final Sat.: | 0 | | 2010 | | 1380 | | 1805 | | 3610 | | 0 | | 1490 | | 51 | | 1541 | | 0 | | 0 | | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | | 0.51 | | 0.51 | | 0.12 | | 0.41 | | 0.00 | | 0.12 | | 0.12 | | 0.81 | | 0.00 | | 0.00 | | 0.00 | |
| Crit Moves: | | | **** | | | | **** | | | | | | | | | | **** | | | | | | | |
| Green/Cycle: | 0.00 | | 0.30 | | 0.30 | | 0.08 | | 0.39 | | 0.00 | | 0.48 | | 0.48 | | 0.48 | | 0.00 | | 0.00 | | 0.00 | |
| Volume/Cap: | 0.00 | | 1.69 | | 1.69 | | 1.45 | | 1.06 | | 0.00 | | 0.25 | | 0.25 | | 1.69 | | 0.00 | | 0.00 | | 0.00 | |
| Delay/Veh: | 0.0 | | 358 | | 357.7 | | 288.7 | | 79.0 | | 0.0 | | 18.5 | | 18.5 | | 348.0 | | 0.0 | | 0.0 | | 0.0 | |
| User DelAdj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| AdjDel/Veh: | 0.0 | | 358 | | 357.7 | | 288.7 | | 79.0 | | 0.0 | | 18.5 | | 18.5 | | 348.0 | | 0.0 | | 0.0 | | 0.0 | |
| LOS by Move: | A | | F | | F | | F | | E | | A | | B | | B | | F | | A | | A | | A | |
| HCM2kAvgQ: | 0 | | 80 | | 80 | | 18 | | 39 | | 0 | | 4 | | 4 | | 114 | | 0 | | 0 | | 0 | |

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

Horseshoe Grande Property (Freeway Analysis)
Year 2025 With Project - Proposed Action "A"
Morning Peak Hour - With Improvements

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

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Intersection #4 Beaumont Avenue (SR-79) (NS) at I-10 Freeway EB Ramps (EW)

**********

Cycle (sec): 110 Critical Vol./Cap.(X): 0.885
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 32.3
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: | 0 | 18 | 18 | 10 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 0 0 | 1 1 | 1 | 2 0 | 2 0 | 0 | 1 0 | 0 1 | 1 | 0 0 | 0 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 554 | 499 | 107 | 443 | 0 | 56 | 1 | 354 | 0 | 0 | 0 |
| Growth Adj: | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 |
| Initial Bse: | 0 | 1090 | 982 | 210 | 871 | 0 | 110 | 2 | 696 | 0 | 0 | 0 |
| Added Vol: | 0 | 29 | 16 | 0 | 36 | 0 | 0 | 0 | 68 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 1119 | 998 | 210 | 907 | 0 | 110 | 2 | 764 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 0 | 1178 | 1050 | 222 | 955 | 0 | 116 | 2 | 805 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1178 | 1050 | 222 | 955 | 0 | 116 | 2 | 805 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 1178 | 1050 | 222 | 955 | 0 | 116 | 2 | 805 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.88 | 0.88 | 0.92 | 0.95 | 1.00 | 0.85 | 0.85 | 0.85 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 1.59 | 1.41 | 2.00 | 2.00 | 0.00 | 1.00 | 0.01 | 1.99 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 2659 | 2371 | 3502 | 3610 | 0 | 1615 | 8 | 3222 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.44 | 0.44 | 0.06 | 0.26 | 0.00 | 0.07 | 0.25 | 0.25 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | **** | | | | **** | | | | |
| Green/Cycle: | 0.00 | 0.49 | 0.49 | 0.09 | 0.58 | 0.00 | 0.28 | 0.28 | 0.28 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.00 | 0.91 | 0.91 | 0.70 | 0.46 | 0.00 | 0.26 | 0.91 | 0.91 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 31.2 | 31.2 | 55.1 | 13.4 | 0.0 | 31.4 | 51.3 | 51.3 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 31.2 | 31.2 | 55.1 | 13.4 | 0.0 | 31.4 | 51.3 | 51.3 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | C | C | E | B | A | C | D | D | A | A | A |
| HCM2kAvgQ: | 0 | 28 | 28 | 5 | 10 | 0 | 3 | 17 | 17 | 0 | 0 | 0 |

**********

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

**********

Horseshoe Grande Property (Freeway Analysis)
Year 2025 With Project - Proposed Action "A"
Evening Peak Hour - With Improvements

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

**********

Intersection #4 Beaumont Avenue (SR-79) (NS) at I-10 Freeway EB Ramps (EW)

**********

| | | | | |
|---|---|---|---|---|
| Cycle (sec): | 115 | Critical Vol./Cap.(X): | 0.922 |
| 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: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 18 | 18 | 10 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 0 0 | 1 1 | 1 | 2 0 | 2 0 | 0 | 1 0 | 0 1 | 1 | 0 0 | 0 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 458 | 321 | 105 | 692 | 0 | 88 | 3 | 558 | 0 | 0 | 0 |
| Growth Adj: | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 |
| Initial Bse: | 0 | 901 | 631 | 207 | 1361 | 0 | 173 | 6 | 1098 | 0 | 0 | 0 |
| Added Vol: | 0 | 80 | 42 | 0 | 47 | 0 | 0 | 0 | 91 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 981 | 673 | 207 | 1408 | 0 | 173 | 6 | 1189 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 0 | 1033 | 709 | 217 | 1482 | 0 | 182 | 6 | 1251 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1033 | 709 | 217 | 1482 | 0 | 182 | 6 | 1251 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 1033 | 709 | 217 | 1482 | 0 | 182 | 6 | 1251 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.89 | 0.89 | 0.92 | 0.95 | 1.00 | 0.85 | 0.85 | 0.85 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 1.78 | 1.22 | 2.00 | 2.00 | 0.00 | 1.00 | 0.01 | 1.99 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 3015 | 2070 | 3502 | 3610 | 0 | 1615 | 16 | 3218 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.34 | 0.34 | 0.06 | 0.41 | 0.00 | 0.11 | 0.39 | 0.39 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | **** | | | | **** | | | | |
| Green/Cycle: | 0.00 | 0.36 | 0.36 | 0.09 | 0.45 | 0.00 | 0.41 | 0.41 | 0.41 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.00 | 0.94 | 0.94 | 0.71 | 0.91 | 0.00 | 0.27 | 0.94 | 0.94 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 46.2 | 46.2 | 58.9 | 37.9 | 0.0 | 22.7 | 46.2 | 46.2 | 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: | 0.0 | 46.2 | 46.2 | 58.9 | 37.9 | 0.0 | 22.7 | 46.2 | 46.2 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | D | D | E | D | A | C | D | D | A | A | A |
| HCM2kAvgQ: | 0 | 26 | 26 | 5 | 30 | 0 | 4 | 26 | 26 | 0 | 0 | 0 |

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

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## Year 2025 With Project – Proposed Action "B"

Horseshoe Grande Property (Freeway Analysis)
Year 2025 With Project - Proposed Action "B"
Morning Peak Hour

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

Intersection #1 I-215 Freeway SB Ramps (NS) at Bonnie Drive (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 | | | Ignore | | | Ignore | | | Include | | |
| 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: | 302 | 171 | 0 | 0 | 624 | 37 | 25 | 0 | 187 | 0 | 0 | 0 |
| Growth Adj: | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 |
| Initial Bse: | 738 | 418 | 0 | 0 | 1526 | 90 | 61 | 0 | 457 | 0 | 0 | 0 |
| Added Vol: | 0 | 28 | 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: | 738 | 446 | 0 | 0 | 1526 | 90 | 61 | 0 | 457 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.00 | 0.95 | 0.95 | 0.00 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 777 | 470 | 0 | 0 | 1606 | 0 | 64 | 0 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 777 | 470 | 0 | 0 | 1606 | 0 | 64 | 0 | 0 | 0 | 0 | 0 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | 4.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 6.4 | xxxx | 6.2 | xxxxx | xxxx | xxxxx |
| FollowUpTim: | 2.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 3.5 | xxxx | 3.3 | xxxxx | xxxx | xxxxx |
| Capacity Module: | | | | | | | | | | | | |
| Cnflict Vol: | 1606 | xxxx | xxxxx | xxxx | xxxx | xxxxx | 3630 | xxxx | 1606 | xxxx | xxxx | xxxxx |
| Potent Cap.: | 412 | xxxx | xxxxx | xxxx | xxxx | xxxxx | 6 | xxxx | 131 | xxxx | xxxx | xxxxx |
| Move Cap.: | 412 | xxxx | xxxxx | xxxx | xxxx | xxxxx | 0 | xxxx | 131 | xxxx | xxxx | xxxxx |
| Volume/Cap: | 1.88 | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | 0.00 | xxxx | xxxx | xxxx |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | 51.3 | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Control Del: | 429.6 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| LOS by Move: | F | * | * | * | * | * | * | * | * | * | * | * |
| 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: | xxxxxx | | | xxxxxx | | | xxxxxx | | | xxxxxx | | |
| ApproachLOS: | * | | | * | | | F | | | * | | |

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

Horseshoe Grande Property (Freeway Analysis)
Year 2025 With Project - Proposed Action "B"
Evening Peak Hour

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

Intersection #1 I-215 Freeway SB Ramps (NS) at Bonnie Drive (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 | | | | | | Ignore | | | | | | Ignore | | | | | | Include | | | | | |
| 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: | 200 | 183 | | 0 | | | 0 | 782 | | 14 | | | 12 | | 0 | | 233 | | 0 | | 0 | | 0 | |
| Growth Adj: | 2.45 | 2.45 | | 2.45 | | | 2.45 | 2.45 | | 2.45 | | | 2.45 | | 2.45 | | 2.45 | | 2.45 | | 2.45 | | 2.45 | |
| Initial Bse: | 489 | 447 | | 0 | | | 0 | 1912 | | 34 | | | 29 | | 0 | | 570 | | 0 | | 0 | | 0 | |
| Added Vol: | 0 | 77 | | 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: | 489 | 524 | | 0 | | | 0 | 1912 | | 34 | | | 29 | | 0 | | 570 | | 0 | | 0 | | 0 | |
| User Adj: | 1.00 | 1.00 | | 1.00 | | | 1.00 | 1.00 | | 0.00 | | | 1.00 | | 1.00 | | 0.00 | | 1.00 | | 1.00 | | 1.00 | |
| PHF Adj: | 0.95 | 0.95 | | 0.95 | | | 0.95 | 0.95 | | 0.00 | | | 0.95 | | 0.95 | | 0.00 | | 0.95 | | 0.95 | | 0.95 | |
| PHF Volume: | 515 | 552 | | 0 | | | 0 | 2013 | | 0 | | | 31 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduct Vol: | 0 | 0 | | 0 | | | 0 | 0 | | 0 | | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| FinalVolume: | 515 | 552 | | 0 | | | 0 | 2013 | | 0 | | | 31 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Critical Gap Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Critical Gp: | 4.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | | | | 6.4 | xxxx | | 6.2 | xxxxx | xxxx | xxxxx | | | | | |
| FollowUpTim: | 2.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | | | | 3.5 | xxxx | | 3.3 | xxxxx | xxxx | xxxxx | | | | | |
| Capacity Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Cnflict Vol: | 2013 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | | | | 3594 | xxxx | | 2013 | xxxx | xxxx | xxxxx | | | | | |
| Potent Cap.: | 287 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | | | | 6 | xxxx | | 75 | xxxx | xxxx | xxxxx | | | | | |
| Move Cap.: | 287 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | | | | 0 | xxxx | | 75 | xxxx | xxxx | xxxxx | | | | | |
| Volume/Cap: | 1.79 | xxxx | xxxx | xxxx | xxxx | xxxx | | | | | | | xxxx | xxxx | | 0.00 | xxxx | xxxx | xxxx | | | | | |
| Level Of Service Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| 2Way95thQ: | 34.1 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | | | | xxxx | xxxx | xxxxx | | | | xxxx | xxxx | xxxxx | | | |
| Control Del: | 400.0 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | | | | xxxxx | xxxx | xxxxx | | | | xxxxx | xxxx | xxxxx | | | |
| LOS by Move: | F | * | | * | * | * | | | | | | | * | * | * | | | | * | * | * | | | |
| 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: | xxxxxx | | | | xxxxxx | | | | | | | | xxxxxx | | | | | | xxxxxx | | | | | |
| ApproachLOS: | * | | | | * | | | | | | | | F | | | | | | * | | | | | |

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

Horseshoe Grande Property (Freeway Analysis)
Year 2025 With Project - Proposed Action "B"
Morning Peak Hour - With Improvements

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

Intersection #1 I-215 Freeway SB Ramps (NS) at Bonnie Drive (EW)

| | | | |
|---|---|---|---|
| Cycle (sec): | 80 | Critical Vol./Cap.(X): | 0.825 |
| 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 | | | Ignore | | | Ignore | | | Include | | |
| Min. Green: | 10 | 24 | 0 | 0 | 24 | 24 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 2 0 1 | 0 0 | | 0 0 2 | 0 1 | | 1 0 | 0 0 | 1 | 0 0 | 0 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 302 | 171 | 0 | 0 | 624 | 37 | 25 | 0 | 187 | 0 | 0 | 0 |
| Growth Adj: | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 |
| Initial Bse: | 738 | 418 | 0 | 0 | 1526 | 90 | 61 | 0 | 457 | 0 | 0 | 0 |
| Added Vol: | 0 | 28 | 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: | 738 | 446 | 0 | 0 | 1526 | 90 | 61 | 0 | 457 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.00 | 0.95 | 0.95 | 0.00 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 777 | 470 | 0 | 0 | 1606 | 0 | 64 | 0 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 777 | 470 | 0 | 0 | 1606 | 0 | 64 | 0 | 0 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 777 | 470 | 0 | 0 | 1606 | 0 | 64 | 0 | 0 | 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 | 0.95 | 1.00 | 0.98 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 1.00 | 0.00 | 0.00 | 2.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 3502 | 1900 | 0 | 0 | 3610 | 1900 | 1858 | 0 | 1900 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.22 | 0.25 | 0.00 | 0.00 | 0.44 | 0.00 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | | **** | | **** | | | | | |
| Green/Cycle: | 0.27 | 0.80 | 0.00 | 0.00 | 0.53 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.83 | 0.31 | 0.00 | 0.00 | 0.83 | 0.00 | 0.68 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 34.3 | 2.3 | 0.0 | 0.0 | 19.0 | 0.0 | 55.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 34.3 | 2.3 | 0.0 | 0.0 | 19.0 | 0.0 | 55.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | C | A | A | A | B | A | E | A | A | A | A | A |
| HCM2kAvgQ: | 12 | 3 | 0 | 0 | 20 | 0 | 3 | 0 | 0 | 0 | 0 | 0 |

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

Horseshoe Grande Property (Freeway Analysis)
Year 2025 With Project - Proposed Action "B"
Evening Peak Hour - With Improvements

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

Intersection #1 I-215 Freeway SB Ramps (NS) at Bonnie Drive (EW)

Cycle (sec): 105 Critical Vol./Cap.(X): 0.814
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 | | | Ignore | | | Ignore | | | Include | | |
| Min. Green: | 10 | 24 | 0 | 24 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 2 0 | 1 0 | 0 | 0 0 | 2 0 | 1 | 1 0 | 0 0 | 1 | 0 0 | 0 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 200 | 183 | 0 | 0 | 782 | 14 | 12 | 0 | 233 | 0 | 0 | 0 |
| Growth Adj: | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 |
| Initial Bse: | 489 | 447 | 0 | 0 | 1912 | 34 | 29 | 0 | 570 | 0 | 0 | 0 |
| Added Vol: | 0 | 77 | 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: | 489 | 524 | 0 | 0 | 1912 | 34 | 29 | 0 | 570 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.00 | 0.95 | 0.95 | 0.00 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 515 | 552 | 0 | 0 | 2013 | 0 | 31 | 0 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 515 | 552 | 0 | 0 | 2013 | 0 | 31 | 0 | 0 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 515 | 552 | 0 | 0 | 2013 | 0 | 31 | 0 | 0 | 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 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 1.00 | 0.00 | 0.00 | 2.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 3502 | 1900 | 0 | 0 | 3610 | 1900 | 1900 | 0 | 1900 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.15 | 0.29 | 0.00 | 0.00 | 0.56 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | | **** | | **** | | | | | |
| Green/Cycle: | 0.18 | 0.87 | 0.00 | 0.00 | 0.69 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.81 | 0.34 | 0.00 | 0.00 | 0.81 | 0.00 | 0.45 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 49.3 | 1.5 | 0.0 | 0.0 | 13.9 | 0.0 | 55.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 49.3 | 1.5 | 0.0 | 0.0 | 13.9 | 0.0 | 55.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | D | A | A | A | B | A | E | A | A | A | A | A |
| HCM2kAvgQ: | 11 | 4 | 0 | 0 | 26 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |

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

Horseshoe Grande Property (Freeway Analysis)
Year 2025 With Project - Proposed Action "B"
Morning Peak Hour

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

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Intersection #2 I-10 Freeway NB Ramps (NS) at SR-74 (EW)

**********

Average Delay (sec/veh): 1502.0 Worst Case Level Of Service: F[11740.4]

**********

| 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 | | | Ignore | | |
| Lanes: | 0 0 0 | 0 0 | 0 | 0 0 | 1! 0 | 0 | 1 0 | 2 0 | 0 | 0 0 | 2 0 | 1 |
| **Volume Module:** | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 139 | 0 | 21 | 83 | 737 | 0 | 0 | 444 | 703 |
| Growth Adj: | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 |
| Initial Bse: | 0 | 0 | 0 | 340 | 0 | 51 | 203 | 1802 | 0 | 0 | 1086 | 1719 |
| Added Vol: | 0 | 0 | 0 | 66 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 406 | 0 | 51 | 203 | 1802 | 0 | 0 | 1114 | 1719 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.00 |
| PHF Volume: | 0 | 0 | 0 | 427 | 0 | 54 | 214 | 1897 | 0 | 0 | 1172 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 0 | 0 | 427 | 0 | 54 | 214 | 1897 | 0 | 0 | 1172 | 0 |
| **Critical Gap Module:** | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | 6.8 | 6.5 | 6.9 | 4.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| FollowUpTim: | xxxxx | xxxx | xxxxx | 3.5 | 4.0 | 3.3 | 2.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| **Capacity Module:** | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | 2548 | 3496 | 586 | 1172 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Potent Cap.: | xxxx | xxxx | xxxxx | 23 | 6 | 459 | 603 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Move Cap.: | xxxx | xxxx | xxxxx | 16 | 4 | 459 | 603 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Volume/Cap: | xxxx | xxxx | xxxx | 26.08 | 0.00 | 0.12 | 0.35 | xxxx | xxxx | xxxx | xxxx | xxxx |
| **Level Of Service Module:** | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 1.6 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 14.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| LOS by Move: | * | * | * | * | * | * | B | * | * | * | * | * |
| Movement: | LT - | LTR - | RT | LT - | LTR - | RT | LT - | LTR - | RT | LT - | LTR - | RT |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | 18 | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | 60.8 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shared LOS: | * | * | * | * | F | * | * | * | * | * | * | * |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | xxxxxx | | |
| ApproachLOS: | * | | | F | | | * | | | * | | |

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

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Horseshoe Grande Property (Freeway Analysis)
Year 2025 With Project - Proposed Action "B"
Evening Peak Hour

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

Intersection #2 I-10 Freeway NB Ramps (NS) at SR-74 (EW)

Average Delay (sec/veh): 954.4 Worst Case Level Of Service: F[7174.7]

| 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 | | | Ignore | | |
| Lanes: | 0 0 0 | 0 0 | 0 | 0 0 1! | 0 0 | 0 | 1 0 2 | 0 0 | 0 | 0 0 2 | 0 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 143 | 0 | 36 | 22 | 1008 | 0 | 0 | 340 | 586 |
| Growth Adj: | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 |
| Initial Bse: | 0 | 0 | 0 | 350 | 0 | 88 | 54 | 2465 | 0 | 0 | 831 | 1433 |
| Added Vol: | 0 | 0 | 0 | 88 | 0 | 0 | 0 | 0 | 0 | 0 | 77 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 438 | 0 | 88 | 54 | 2465 | 0 | 0 | 908 | 1433 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.00 |
| PHF Volume: | 0 | 0 | 0 | 461 | 0 | 93 | 57 | 2594 | 0 | 0 | 956 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 0 | 0 | 461 | 0 | 93 | 57 | 2594 | 0 | 0 | 956 | 0 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | 6.8 | 6.5 | 6.9 | 4.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| FollowUpTim: | xxxxx | xxxx | xxxxx | 3.5 | 4.0 | 3.3 | 2.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Capacity Module: | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | 2367 | 3664 | 478 | 956 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Potent Cap.: | xxxx | xxxx | xxxxx | 30 | 5 | 539 | 727 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Move Cap.: | xxxx | xxxx | xxxxx | 28 | 5 | 539 | 727 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Volume/Cap: | xxxx | xxxx | xxxx | 16.27 | 0.00 | 0.17 | 0.08 | xxxx | xxxx | xxxx | xxxx | xxxx |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 0.3 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 10.4 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| LOS by Move: | * | * | * | * | * | * | B | * | * | * | * | * |
| Movement: | LT | LTR | RT | LT | LTR | RT | LT | LTR | RT | LT | LTR | RT |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | 34 | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | 68.0 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | 7175 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shared LOS: | * | * | * | * | F | * | * | * | * | * | * | * |
| ApproachDel: | xxxxxx | | | 7174.7 | | | xxxxxx | | | xxxxxx | | |
| ApproachLOS: | * | | | F | | | * | | | * | | |

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

Horseshoe Grande Property (Freeway Analysis)
Year 2025 With Project - Proposed Action "B"
Morning Peak Hour - With Improvements

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

Intersection #2 I-10 Freeway NB Ramps (NS) at SR-74 (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.747
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 9.2
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 | | | Ignore | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 24 | 0 | 0 | 24 | 24 |
| Lanes: | 0 0 | 0 | 0 0 | 2 0 | 0 | 0 1 | 1 0 | 2 | 0 0 | 0 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 139 | 0 | 21 | 83 | 737 | 0 | 0 | 444 | 703 |
| Growth Adj: | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 |
| Initial Bse: | 0 | 0 | 0 | 340 | 0 | 51 | 203 | 1802 | 0 | 0 | 1086 | 1719 |
| Added Vol: | 0 | 0 | 0 | 66 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 406 | 0 | 51 | 203 | 1802 | 0 | 0 | 1114 | 1719 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.00 |
| PHF Volume: | 0 | 0 | 0 | 427 | 0 | 54 | 214 | 1897 | 0 | 0 | 1172 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 427 | 0 | 54 | 214 | 1897 | 0 | 0 | 1172 | 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 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 0 | 0 | 0 | 427 | 0 | 54 | 214 | 1897 | 0 | 0 | 1172 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.92 | 1.00 | 0.85 | 0.21 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 | 1.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 3502 | 0 | 1615 | 405 | 3610 | 0 | 0 | 3610 | 1900 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.12 | 0.00 | 0.03 | 0.53 | 0.53 | 0.00 | 0.00 | 0.32 | 0.00 |
| Crit Moves: | | | | **** | | | | **** | | | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.15 | 0.00 | 0.15 | 0.71 | 0.71 | 0.00 | 0.00 | 0.71 | 0.00 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.79 | 0.00 | 0.22 | 0.74 | 0.74 | 0.00 | 0.00 | 0.46 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 32.1 | 0.0 | 22.6 | 15.1 | 6.4 | 0.0 | 0.0 | 3.8 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 32.1 | 0.0 | 22.6 | 15.1 | 6.4 | 0.0 | 0.0 | 3.8 | 0.0 |
| LOS by Move: | A | A | A | C | A | C | B | A | A | A | A | A |
| HCM2kAvgQ: | 0 | 0 | 0 | 6 | 0 | 1 | 4 | 13 | 0 | 0 | 5 | 0 |

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

Horseshoe Grande Property (Freeway Analysis)
Year 2025 With Project - Proposed Action "B"
Evening Peak Hour - With Improvements

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

Intersection #2 I-10 Freeway NB Ramps (NS) at SR-74 (EW)

Cycle (sec): 90 Critical Vol./Cap.(X): 0.933
Loss Time (sec): 8 (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: | Permitted | | | Protected | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Ignore | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 24 | 0 | 0 | 24 | 24 |
| Lanes: | 0 0 | 0 | 0 0 | 2 | 0 | 0 0 1 | 1 | 0 2 | 0 0 | 0 | 0 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 143 | 0 | 36 | 22 | 1008 | 0 | 0 | 340 | 586 |
| Growth Adj: | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 |
| Initial Bse: | 0 | 0 | 0 | 350 | 0 | 88 | 54 | 2465 | 0 | 0 | 831 | 1433 |
| Added Vol: | 0 | 0 | 0 | 88 | 0 | 0 | 0 | 0 | 0 | 0 | 77 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 438 | 0 | 88 | 54 | 2465 | 0 | 0 | 908 | 1433 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.00 |
| PHF Volume: | 0 | 0 | 0 | 461 | 0 | 93 | 57 | 2594 | 0 | 0 | 956 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 461 | 0 | 93 | 57 | 2594 | 0 | 0 | 956 | 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 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 0 | 0 | 0 | 461 | 0 | 93 | 57 | 2594 | 0 | 0 | 956 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.92 | 1.00 | 0.85 | 0.28 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 | 1.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 3502 | 0 | 1615 | 540 | 3610 | 0 | 0 | 3610 | 1900 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.13 | 0.00 | 0.06 | 0.10 | 0.72 | 0.00 | 0.00 | 0.26 | 0.00 |
| Crit Moves: | | | | **** | | | | **** | | | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.14 | 0.00 | 0.14 | 0.77 | 0.77 | 0.00 | 0.00 | 0.77 | 0.00 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.93 | 0.00 | 0.41 | 0.14 | 0.93 | 0.00 | 0.00 | 0.34 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 63.1 | 0.0 | 36.4 | 2.8 | 15.1 | 0.0 | 0.0 | 3.3 | 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: | 0.0 | 0.0 | 0.0 | 63.1 | 0.0 | 36.4 | 2.8 | 15.1 | 0.0 | 0.0 | 3.3 | 0.0 |
| LOS by Move: | A | A | A | E | A | D | A | B | A | A | A | A |
| HCM2kAvgQ: | 0 | 0 | 0 | 10 | 0 | 3 | 1 | 36 | 0 | 0 | 4 | 0 |

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

Horseshoe Grande Property (Freeway Analysis)
Year 2025 With Project - Proposed Action "B"
Morning Peak Hour

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

Intersection #3 Beaumont Avenue (SR-79) (NS) at I-10 Freeway WB Ramps (EW)

| | | | |
|---|---|---|---|
| Cycle (sec): | 115 | Critical Vol./Cap.(X): | 1.309 |
| Loss Time (sec): | 16 (Y+R=4.0 sec) | Average Delay (sec/veh): | 151.9 |
| 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: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 10 | 18 | 0 | 0 | 18 | 18 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 1 0 | 2 0 | 0 | 0 0 | 1 1 | 0 | 0 0 | 0 0 | 0 | 0 1 | 0 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 465 | 168 | 0 | 0 | 252 | 64 | 0 | 0 | 0 | 274 | 12 | 82 |
| Growth Adj: | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 |
| Initial Bse: | 915 | 330 | 0 | 0 | 496 | 126 | 0 | 0 | 0 | 539 | 24 | 161 |
| Added Vol: | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 943 | 330 | 0 | 0 | 496 | 126 | 0 | 0 | 0 | 574 | 24 | 161 |
| User Adj: | 1.00 | 1.00 | 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: | 992 | 348 | 0 | 0 | 522 | 133 | 0 | 0 | 0 | 604 | 25 | 170 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 992 | 348 | 0 | 0 | 522 | 133 | 0 | 0 | 0 | 604 | 25 | 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: | 992 | 348 | 0 | 0 | 522 | 133 | 0 | 0 | 0 | 604 | 25 | 170 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 1.00 | 1.00 | 0.92 | 0.92 | 1.00 | 1.00 | 1.00 | 0.82 | 0.82 | 0.82 |
| Lanes: | 1.00 | 2.00 | 0.00 | 0.00 | 1.59 | 0.41 | 0.00 | 0.00 | 0.00 | 1.00 | 0.13 | 0.87 |
| Final Sat.: | 1805 | 3610 | 0 | 0 | 2792 | 709 | 0 | 0 | 0 | 1550 | 198 | 1352 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.55 | 0.10 | 0.00 | 0.00 | 0.19 | 0.19 | 0.00 | 0.00 | 0.00 | 0.39 | 0.13 | 0.13 |
| Crit Moves: | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.41 | 0.57 | 0.00 | 0.00 | 0.16 | 0.16 | 0.00 | 0.00 | 0.00 | 0.29 | 0.29 | 0.29 |
| Volume/Cap: | 1.33 | 0.17 | 0.00 | 0.00 | 1.19 | 1.19 | 0.00 | 0.00 | 0.00 | 1.33 | 0.43 | 0.43 |
| Delay/Veh: | 193.2 | 11.9 | 0.0 | 0.0 | 153 | 152.7 | 0.0 | 0.0 | 0.0 | 202.2 | 33.1 | 33.1 |
| 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: | 193.2 | 11.9 | 0.0 | 0.0 | 153 | 152.7 | 0.0 | 0.0 | 0.0 | 202.2 | 33.1 | 33.1 |
| LOS by Move: | F | B | A | A | F | F | A | A | A | F | C | C |
| HCM2kAvgQ: | 66 | 3 | 0 | 0 | 22 | 22 | 0 | 0 | 0 | 44 | 6 | 6 |

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

Horseshoe Grande Property (Freeway Analysis)
Year 2025 With Project - Proposed Action "B"
Evening Peak Hour

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

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Intersection #3 Beaumont Avenue (SR-79) (NS) at I-10 Freeway WB Ramps (EW)

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Cycle (sec): 110 Critical Vol./Cap.(X): 1.695
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 281.1
Optimal Cycle: OPTIMIZED Level Of Service: F

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| 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 | | 18 | | 0 | | 0 | | 18 | | 18 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Lanes: | 1 | 0 | 2 | 0 | 0 | | 0 | 0 | 1 | 1 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 1 | 0 | 1 | 0 | |
| Volume Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 349 | | 197 | | 0 | | 0 | | 323 | | 95 | | 0 | | 0 | | 0 | | 543 | | 38 | | 114 | |
| Growth Adj: | 1.97 | | 1.97 | | 1.97 | | 1.97 | | 1.97 | | 1.97 | | 1.97 | | 1.97 | | 1.97 | | 1.97 | | 1.97 | | 1.97 | |
| Initial Bse: | 687 | | 388 | | 0 | | 0 | | 635 | | 187 | | 0 | | 0 | | 0 | | 1068 | | 75 | | 224 | |
| Added Vol: | 77 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 46 | | 0 | | 0 | |
| PasserByVol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Initial Fut: | 764 | | 388 | | 0 | | 0 | | 635 | | 187 | | 0 | | 0 | | 0 | | 1114 | | 75 | | 224 | |
| User Adj: | 1.00 | | 1.00 | | 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: | 804 | | 408 | | 0 | | 0 | | 669 | | 197 | | 0 | | 0 | | 0 | | 1173 | | 79 | | 236 | |
| Reduct Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduced Vol: | 804 | | 408 | | 0 | | 0 | | 669 | | 197 | | 0 | | 0 | | 0 | | 1173 | | 79 | | 236 | |
| PCE Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| MLF Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| FinalVolume: | 804 | | 408 | | 0 | | 0 | | 669 | | 197 | | 0 | | 0 | | 0 | | 1173 | | 79 | | 236 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | | 1900 | | 1900 | | 1900 | | 1900 | | 1900 | | 1900 | | 1900 | | 1900 | | 1900 | | 1900 | | 1900 | |
| Adjustment: | 0.95 | | 0.95 | | 1.00 | | 1.00 | | 0.92 | | 0.92 | | 1.00 | | 1.00 | | 1.00 | | 0.82 | | 0.82 | | 0.82 | |
| Lanes: | 1.00 | | 2.00 | | 0.00 | | 0.00 | | 1.55 | | 0.45 | | 0.00 | | 0.00 | | 0.00 | | 1.00 | | 0.25 | | 0.75 | |
| Final Sat.: | 1805 | | 3610 | | 0 | | 0 | | 2695 | | 793 | | 0 | | 0 | | 0 | | 1554 | | 388 | | 1165 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.45 | | 0.11 | | 0.00 | | 0.00 | | 0.25 | | 0.25 | | 0.00 | | 0.00 | | 0.00 | | 0.75 | | 0.20 | | 0.20 | |
| Crit Moves: | **** | | | | | | | | **** | | | | | | | | | | **** | | | | | |
| Green/Cycle: | 0.26 | | 0.42 | | 0.00 | | 0.00 | | 0.16 | | 0.16 | | 0.00 | | 0.00 | | 0.00 | | 0.43 | | 0.43 | | 0.43 | |
| Volume/Cap: | 1.74 | | 0.27 | | 0.00 | | 0.00 | | 1.52 | | 1.52 | | 0.00 | | 0.00 | | 0.00 | | 1.74 | | 0.47 | | 0.47 | |
| Delay/Veh: | 381.4 | | 21.0 | | 0.0 | | 0.0 | | 287 | | 287.5 | | 0.0 | | 0.0 | | 0.0 | | 367.6 | | 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: | 381.4 | | 21.0 | | 0.0 | | 0.0 | | 287 | | 287.5 | | 0.0 | | 0.0 | | 0.0 | | 367.6 | | 22.2 | | 22.2 | |
| LOS by Move: | F | | C | | A | | A | | F | | F | | A | | A | | A | | F | | C | | C | |
| HCM2kAvgQ: | 69 | | 5 | | 0 | | 0 | | 36 | | 36 | | 0 | | 0 | | 0 | | 105 | | 8 | | 8 | |

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

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Horseshoe Grande Property (Freeway Analysis)
Year 2025 With Project - Proposed Action "B"
Morning Peak Hour - With Improvements

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

**********

Intersection #3 Beaumont Avenue (SR-79) (NS) at I-10 Freeway WB Ramps (EW)

**********

| | | | | |
|---|---|---|---|---|
| Cycle (sec): | 80 | Critical Vol./Cap.(X): | 0.760 |
| Loss Time (sec): | 16 (Y+R=4.0 sec) | Average Delay (sec/veh): | 27.7 |
| Optimal Cycle: | OPTIMIZED | Level Of Service: | C |

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| 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 | 18 | 0 | 0 | 18 | 18 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 2 0 | 2 0 | 0 | 0 0 | 2 1 | 0 | 0 0 | 0 0 | 0 | 1 1 | 0 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 465 | 168 | 0 | 0 | 252 | 64 | 0 | 0 | 0 | 274 | 12 | 82 |
| Growth Adj: | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 |
| Initial Bse: | 915 | 330 | 0 | 0 | 496 | 126 | 0 | 0 | 0 | 539 | 24 | 161 |
| Added Vol: | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 943 | 330 | 0 | 0 | 496 | 126 | 0 | 0 | 0 | 574 | 24 | 161 |
| User Adj: | 1.00 | 1.00 | 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: | 992 | 348 | 0 | 0 | 522 | 133 | 0 | 0 | 0 | 604 | 25 | 170 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 992 | 348 | 0 | 0 | 522 | 133 | 0 | 0 | 0 | 604 | 25 | 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: | 992 | 348 | 0 | 0 | 522 | 133 | 0 | 0 | 0 | 604 | 25 | 170 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.95 | 1.00 | 1.00 | 0.88 | 0.88 | 1.00 | 1.00 | 1.00 | 0.82 | 0.82 | 0.82 |
| Lanes: | 2.00 | 2.00 | 0.00 | 0.00 | 2.39 | 0.61 | 0.00 | 0.00 | 0.00 | 2.00 | 0.13 | 0.87 |
| Final Sat.: | 3502 | 3610 | 0 | 0 | 4012 | 1019 | 0 | 0 | 0 | 3100 | 198 | 1352 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.28 | 0.10 | 0.00 | 0.00 | 0.13 | 0.13 | 0.00 | 0.00 | 0.00 | 0.19 | 0.13 | 0.13 |
| Crit Moves: | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.34 | 0.57 | 0.00 | 0.00 | 0.23 | 0.23 | 0.00 | 0.00 | 0.00 | 0.23 | 0.23 | 0.23 |
| Volume/Cap: | 0.83 | 0.17 | 0.00 | 0.00 | 0.58 | 0.58 | 0.00 | 0.00 | 0.00 | 0.83 | 0.54 | 0.54 |
| Delay/Veh: | 29.4 | 8.4 | 0.0 | 0.0 | 28.4 | 28.4 | 0.0 | 0.0 | 0.0 | 35.4 | 27.2 | 27.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 29.4 | 8.4 | 0.0 | 0.0 | 28.4 | 28.4 | 0.0 | 0.0 | 0.0 | 35.4 | 27.2 | 27.2 |
| LOS by Move: | C | A | A | A | C | C | A | A | A | D | C | C |
| HCM2kAvgQ: | 14 | 2 | 0 | 0 | 6 | 6 | 0 | 0 | 0 | 10 | 5 | 5 |

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

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Horseshoe Grande Property (Freeway Analysis)
Year 2025 With Project - Proposed Action "B"
Evening Peak Hour - With Improvements

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

**********

Intersection #3 Beaumont Avenue (SR-79) (NS) at I-10 Freeway WB Ramps (EW)

**********

Cycle (sec): 95 Critical Vol./Cap.(X): 0.953
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 43.5
Optimal Cycle: OPTIMIZED Level Of Service: D

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| 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 | 18 | 0 | 0 | 18 | 18 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 2 0 | 2 0 | 0 | 0 0 | 2 0 | 1 | 0 0 | 0 0 | 0 | 1 1 | 0 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 349 | 197 | 0 | 0 | 323 | 95 | 0 | 0 | 0 | 543 | 38 | 114 |
| Growth Adj: | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 |
| Initial Bse: | 687 | 388 | 0 | 0 | 635 | 187 | 0 | 0 | 0 | 1068 | 75 | 224 |
| Added Vol: | 77 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 764 | 388 | 0 | 0 | 635 | 187 | 0 | 0 | 0 | 1114 | 75 | 224 |
| User Adj: | 1.00 | 1.00 | 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: | 804 | 408 | 0 | 0 | 669 | 197 | 0 | 0 | 0 | 1173 | 79 | 236 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 804 | 408 | 0 | 0 | 669 | 197 | 0 | 0 | 0 | 1173 | 79 | 236 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 804 | 408 | 0 | 0 | 669 | 197 | 0 | 0 | 0 | 1173 | 79 | 236 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.95 | 1.00 | 1.00 | 0.95 | 0.85 | 1.00 | 1.00 | 1.00 | 0.82 | 0.82 | 0.82 |
| Lanes: | 2.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.25 | 0.75 |
| Final Sat.: | 3502 | 3610 | 0 | 0 | 3610 | 1615 | 0 | 0 | 0 | 3108 | 388 | 1165 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.23 | 0.11 | 0.00 | 0.00 | 0.19 | 0.12 | 0.00 | 0.00 | 0.00 | 0.38 | 0.20 | 0.20 |
| Crit Moves: | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.24 | 0.44 | 0.00 | 0.00 | 0.19 | 0.19 | 0.00 | 0.00 | 0.00 | 0.40 | 0.40 | 0.40 |
| Volume/Cap: | 0.95 | 0.26 | 0.00 | 0.00 | 0.95 | 0.63 | 0.00 | 0.00 | 0.00 | 0.95 | 0.51 | 0.51 |
| Delay/Veh: | 55.8 | 17.2 | 0.0 | 0.0 | 60.8 | 39.1 | 0.0 | 0.0 | 0.0 | 41.0 | 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: | 55.8 | 17.2 | 0.0 | 0.0 | 60.8 | 39.1 | 0.0 | 0.0 | 0.0 | 41.0 | 21.9 | 21.9 |
| LOS by Move: | E | B | A | A | E | D | A | A | A | D | C | C |
| HCM2kAvgQ: | 17 | 4 | 0 | 0 | 15 | 6 | 0 | 0 | 0 | 23 | 8 | 8 |

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

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Horseshoe Grande Property (Freeway Analysis)
Year 2025 With Project - Proposed Action "B"
Morning Peak Hour

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

**********

Intersection #4 Beaumont Avenue (SR-79) (NS) at I-10 Freeway EB Ramps (EW)

**********

Cycle (sec): 120 Critical Vol./Cap.(X): 1.509
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 210.2
Optimal Cycle: OPTIMIZED Level Of Service: F

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| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 18 | 18 | 10 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 0 0 | 1 1 | 0 | 1 0 | 2 0 | 0 | 0 1 | 0 1 | 0 | 0 0 | 0 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 554 | 499 | 107 | 443 | 0 | 56 | 1 | 354 | 0 | 0 | 0 |
| Growth Adj: | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 |
| Initial Bse: | 0 | 1090 | 982 | 210 | 871 | 0 | 110 | 2 | 696 | 0 | 0 | 0 |
| Added Vol: | 0 | 28 | 16 | 0 | 35 | 0 | 0 | 0 | 66 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 1118 | 998 | 210 | 906 | 0 | 110 | 2 | 762 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 0 | 1177 | 1050 | 222 | 954 | 0 | 116 | 2 | 802 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1177 | 1050 | 222 | 954 | 0 | 116 | 2 | 802 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 1177 | 1050 | 222 | 954 | 0 | 116 | 2 | 802 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.88 | 0.88 | 0.95 | 0.95 | 1.00 | 0.81 | 0.81 | 0.81 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 1.06 | 0.94 | 1.00 | 2.00 | 0.00 | 0.98 | 0.02 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 1772 | 1582 | 1805 | 3610 | 0 | 1512 | 27 | 1539 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.66 | 0.66 | 0.12 | 0.26 | 0.00 | 0.08 | 0.08 | 0.52 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | **** | | | | | **** | | | |
| Green/Cycle: | 0.00 | 0.44 | 0.44 | 0.08 | 0.52 | 0.00 | 0.34 | 0.34 | 0.34 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.00 | 1.51 | 1.51 | 1.47 | 0.51 | 0.00 | 0.22 | 0.22 | 1.51 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 268 | 268.2 | 300.2 | 18.9 | 0.0 | 27.9 | 27.9 | 278.8 | 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: | 0.0 | 268 | 268.2 | 300.2 | 18.9 | 0.0 | 27.9 | 27.9 | 278.8 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | F | F | F | B | A | C | C | F | A | A | A |
| HCM2kAvgQ: | 0 | 92 | 92 | 19 | 12 | 0 | 3 | 3 | 67 | 0 | 0 | 0 |

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

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Horseshoe Grande Property (Freeway Analysis)
Year 2025 With Project - Proposed Action "B"
Evening Peak Hour

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

Intersection #4 Beaumont Avenue (SR-79) (NS) at I-10 Freeway EB Ramps (EW)

| | | | |
|---|---|---|---|
| Cycle (sec): | 120 | Critical Vol./Cap.(X): | 1.665 |
| Loss Time (sec): | 16 (Y+R=4.0 sec) | Average Delay (sec/veh): | 253.1 |
| 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: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 18 | 18 | 10 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 0 0 1 | 1 0 | | 1 0 2 | 0 0 | | 0 1 | 0 1 | 0 | 0 0 | 0 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 458 | 321 | 105 | 692 | 0 | 88 | 3 | 558 | 0 | 0 | 0 |
| Growth Adj: | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 |
| Initial Bse: | 0 | 901 | 631 | 207 | 1361 | 0 | 173 | 6 | 1098 | 0 | 0 | 0 |
| Added Vol: | 0 | 77 | 41 | 0 | 46 | 0 | 0 | 0 | 88 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 978 | 672 | 207 | 1407 | 0 | 173 | 6 | 1186 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 0 | 1029 | 708 | 217 | 1481 | 0 | 182 | 6 | 1248 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1029 | 708 | 217 | 1481 | 0 | 182 | 6 | 1248 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 1029 | 708 | 217 | 1481 | 0 | 182 | 6 | 1248 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.89 | 0.89 | 0.95 | 0.95 | 1.00 | 0.81 | 0.81 | 0.81 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 1.19 | 0.81 | 1.00 | 2.00 | 0.00 | 0.97 | 0.03 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 2009 | 1381 | 1805 | 3610 | 0 | 1490 | 51 | 1541 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.51 | 0.51 | 0.12 | 0.41 | 0.00 | 0.12 | 0.12 | 0.81 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | **** | | | | | **** | | | |
| Green/Cycle: | 0.00 | 0.30 | 0.30 | 0.08 | 0.39 | 0.00 | 0.48 | 0.48 | 0.48 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.00 | 1.69 | 1.69 | 1.45 | 1.06 | 0.00 | 0.25 | 0.25 | 1.69 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 356 | 355.8 | 288.7 | 78.8 | 0.0 | 18.5 | 18.5 | 346.1 | 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: | 0.0 | 356 | 355.8 | 288.7 | 78.8 | 0.0 | 18.5 | 18.5 | 346.1 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | F | F | F | E | A | B | B | F | A | A | A |
| HCM2kAvgQ: | 0 | 79 | 79 | 18 | 39 | 0 | 4 | 4 | 113 | 0 | 0 | 0 |

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

Horseshoe Grande Property (Freeway Analysis)
Year 2025 With Project - Proposed Action "B"
Morning Peak Hour - With Improvements

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

Intersection #4 Beaumont Avenue (SR-79) (NS) at I-10 Freeway EB Ramps (EW)

| | | | |
|---|---|---|---|
| Cycle (sec): | 110 | Critical Vol./Cap.(X): | 0.884 |
| Loss Time (sec): | 16 (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 | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 18 | 18 | 10 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 0 0 | 1 1 | 1 | 2 0 | 2 0 | 0 | 1 0 | 0 1 | 1 | 0 0 | 0 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 554 | 499 | 107 | 443 | 0 | 56 | 1 | 354 | 0 | 0 | 0 |
| Growth Adj: | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 |
| Initial Bse: | 0 | 1090 | 982 | 210 | 871 | 0 | 110 | 2 | 696 | 0 | 0 | 0 |
| Added Vol: | 0 | 28 | 16 | 0 | 35 | 0 | 0 | 0 | 66 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 1118 | 998 | 210 | 906 | 0 | 110 | 2 | 762 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 0 | 1177 | 1050 | 222 | 954 | 0 | 116 | 2 | 802 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1177 | 1050 | 222 | 954 | 0 | 116 | 2 | 802 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 1177 | 1050 | 222 | 954 | 0 | 116 | 2 | 802 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.88 | 0.88 | 0.92 | 0.95 | 1.00 | 0.85 | 0.85 | 0.85 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 1.59 | 1.41 | 2.00 | 2.00 | 0.00 | 1.00 | 0.01 | 1.99 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 2658 | 2372 | 3502 | 3610 | 0 | 1615 | 8 | 3222 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.44 | 0.44 | 0.06 | 0.26 | 0.00 | 0.07 | 0.25 | 0.25 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | **** | | | | **** | | | | |
| Green/Cycle: | 0.00 | 0.49 | 0.49 | 0.09 | 0.58 | 0.00 | 0.27 | 0.27 | 0.27 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.00 | 0.91 | 0.91 | 0.70 | 0.46 | 0.00 | 0.26 | 0.91 | 0.91 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 31.1 | 31.1 | 55.1 | 13.4 | 0.0 | 31.5 | 51.2 | 51.2 | 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: | 0.0 | 31.1 | 31.1 | 55.1 | 13.4 | 0.0 | 31.5 | 51.2 | 51.2 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | C | C | E | B | A | C | D | D | A | A | A |
| HCM2kAvgQ: | 0 | 28 | 28 | 5 | 10 | 0 | 3 | 17 | 17 | 0 | 0 | 0 |

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

Horseshoe Grande Property (Freeway Analysis)
Year 2025 With Project - Proposed Action "B"
Evening Peak Hour - With Improvements

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

Intersection #4 Beaumont Avenue (SR-79) (NS) at I-10 Freeway EB Ramps (EW)

Cycle (sec): 115 Critical Vol./Cap.(X): 0.920
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 43.1
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: | 0 | 18 | 18 | 10 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 0 0 | 1 1 | 1 | 2 0 | 2 0 | 0 | 1 0 | 0 1 | 1 | 0 0 | 0 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 458 | 321 | 105 | 692 | 0 | 88 | 3 | 558 | 0 | 0 | 0 |
| Growth Adj: | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 |
| Initial Bse: | 0 | 901 | 631 | 207 | 1361 | 0 | 173 | 6 | 1098 | 0 | 0 | 0 |
| Added Vol: | 0 | 77 | 41 | 0 | 46 | 0 | 0 | 0 | 88 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 978 | 672 | 207 | 1407 | 0 | 173 | 6 | 1186 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 0 | 1029 | 708 | 217 | 1481 | 0 | 182 | 6 | 1248 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1029 | 708 | 217 | 1481 | 0 | 182 | 6 | 1248 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 1029 | 708 | 217 | 1481 | 0 | 182 | 6 | 1248 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.89 | 0.89 | 0.92 | 0.95 | 1.00 | 0.85 | 0.85 | 0.85 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 1.78 | 1.22 | 2.00 | 2.00 | 0.00 | 1.00 | 0.01 | 1.99 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 3013 | 2072 | 3502 | 3610 | 0 | 1615 | 16 | 3218 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.34 | 0.34 | 0.06 | 0.41 | 0.00 | 0.11 | 0.39 | 0.39 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | **** | | | | **** | | | | |
| Green/Cycle: | 0.00 | 0.36 | 0.36 | 0.09 | 0.45 | 0.00 | 0.41 | 0.41 | 0.41 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.00 | 0.94 | 0.94 | 0.71 | 0.91 | 0.00 | 0.27 | 0.94 | 0.94 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 45.9 | 45.9 | 58.9 | 37.8 | 0.0 | 22.7 | 45.9 | 45.9 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 45.9 | 45.9 | 58.9 | 37.8 | 0.0 | 22.7 | 45.9 | 45.9 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | D | D | E | D | A | C | D | D | A | A | A |
| HCM2kAvgQ: | 0 | 26 | 26 | 5 | 30 | 0 | 4 | 26 | 26 | 0 | 0 | 0 |

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

## Year 2025 With Project – Alternative 1

Horseshoe Grande Property (Freeway Analysis)
Year 2025 With Project - Alternative 1
Morning Peak Hour

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

Intersection #1 I-215 Freeway SB Ramps (NS) at Bonnie Drive (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 | | | Ignore | | | Ignore | | | Include | | |
| 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: | 302 | 171 | 0 | 0 | 624 | 37 | 25 | 0 | 187 | 0 | 0 | 0 |
| Growth Adj: | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 |
| Initial Bse: | 738 | 418 | 0 | 0 | 1526 | 90 | 61 | 0 | 457 | 0 | 0 | 0 |
| Added Vol: | 0 | 21 | 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: | 738 | 439 | 0 | 0 | 1526 | 90 | 61 | 0 | 457 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.00 | 0.95 | 0.95 | 0.00 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 777 | 462 | 0 | 0 | 1606 | 0 | 64 | 0 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 777 | 462 | 0 | 0 | 1606 | 0 | 64 | 0 | 0 | 0 | 0 | 0 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | 4.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 6.4 | xxxx | 6.2 | xxxxx | xxxx | xxxxx |
| FollowUpTim: | 2.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 3.5 | xxxx | 3.3 | xxxxx | xxxx | xxxxx |
| Capacity Module: | | | | | | | | | | | | |
| Cnflict Vol: | 1606 | xxxx | xxxxx | xxxx | xxxx | xxxxx | 3623 | xxxx | 1606 | xxxx | xxxx | xxxxx |
| Potent Cap.: | 412 | xxxx | xxxxx | xxxx | xxxx | xxxxx | 6 | xxxx | 131 | xxxx | xxxx | xxxxx |
| Move Cap.: | 412 | xxxx | xxxxx | xxxx | xxxx | xxxxx | 0 | xxxx | 131 | xxxx | xxxx | xxxxx |
| Volume/Cap: | 1.88 | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | 0.00 | xxxx | xxxx | xxxx |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | 51.3 | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Control Del: | 429.6 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| LOS by Move: | F | * | * | * | * | * | * | * | * | * | * | * |
| 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: | xxxxxx | | | xxxxxx | | | xxxxxx | | | xxxxxx | | |
| ApproachLOS: | * | | | * | | | F | | | * | | |

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

Horseshoe Grande Property (Freeway Analysis)
Year 2025 With Project - Alternative 1
Evening Peak Hour

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

Intersection #1 I-215 Freeway SB Ramps (NS) at Bonnie Drive (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 | | | Ignore | | | Ignore | | | Include | | |
| 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: | 200 | 183 | 0 | 0 | 782 | 14 | 12 | 0 | 233 | 0 | 0 | 0 |
| Growth Adj: | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 |
| Initial Bse: | 489 | 447 | 0 | 0 | 1912 | 34 | 29 | 0 | 570 | 0 | 0 | 0 |
| Added Vol: | 0 | 59 | 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: | 489 | 506 | 0 | 0 | 1912 | 34 | 29 | 0 | 570 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.00 | 0.95 | 0.95 | 0.00 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 515 | 533 | 0 | 0 | 2013 | 0 | 31 | 0 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 515 | 533 | 0 | 0 | 2013 | 0 | 31 | 0 | 0 | 0 | 0 | 0 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | 4.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 6.4 | xxxx | 6.2 | xxxxx | xxxx | xxxxx |
| FollowUpTim: | 2.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 3.5 | xxxx | 3.3 | xxxxx | xxxx | xxxxx |
| Capacity Module: | | | | | | | | | | | | |
| Cnflict Vol: | 2013 | xxxx | xxxxx | xxxx | xxxx | xxxxx | 3575 | xxxx | 2013 | xxxx | xxxx | xxxxx |
| Potent Cap.: | 287 | xxxx | xxxxx | xxxx | xxxx | xxxxx | 6 | xxxx | 75 | xxxx | xxxx | xxxxx |
| Move Cap.: | 287 | xxxx | xxxxx | xxxx | xxxx | xxxxx | 0 | xxxx | 75 | xxxx | xxxx | xxxxx |
| Volume/Cap: | 1.79 | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | 0.00 | xxxx | xxxx | xxxx |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | 34.1 | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Control Del: | 400.0 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| LOS by Move: | F | * | * | * | * | * | * | * | * | * | * | * |
| 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: | xxxxxx | | | xxxxxx | | | xxxxxx | | | xxxxxx | | |
| ApproachLOS: | * | | | * | | | F | | | * | | |

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

Horseshoe Grande Property (Freeway Analysis)
Year 2025 With Project - Alternative 1
Morning Peak Hour - With Improvements

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

Intersection #1 I-215 Freeway SB Ramps (NS) at Bonnie Drive (EW)

| | | | |
|---|---|---|---|
| Cycle (sec): | 75 | Critical Vol./Cap.(X): | 0.834 |
| Loss Time (sec): | 12 (Y+R=4.0 sec) | Average Delay (sec/veh): | 20.6 |
| 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 | | | Ignore | | | Ignore | | | Include | | |
| Min. Green: | 10 | 24 | 0 | 0 | 24 | 24 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 2 0 1 | 0 0 | | 0 0 2 | 0 1 | | 1 0 | 0 0 1 | | 0 0 | 0 0 0 | |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 302 | 171 | 0 | 0 | 624 | 37 | 25 | 0 | 187 | 0 | 0 | 0 |
| Growth Adj: | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 |
| Initial Bse: | 738 | 418 | 0 | 0 | 1526 | 90 | 61 | 0 | 457 | 0 | 0 | 0 |
| Added Vol: | 0 | 21 | 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: | 738 | 439 | 0 | 0 | 1526 | 90 | 61 | 0 | 457 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.00 | 0.95 | 0.95 | 0.00 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 777 | 462 | 0 | 0 | 1606 | 0 | 64 | 0 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 777 | 462 | 0 | 0 | 1606 | 0 | 64 | 0 | 0 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 777 | 462 | 0 | 0 | 1606 | 0 | 64 | 0 | 0 | 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 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 1.00 | 0.00 | 0.00 | 2.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 3502 | 1900 | 0 | 0 | 3610 | 1900 | 1900 | 0 | 1900 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.22 | 0.24 | 0.00 | 0.00 | 0.44 | 0.00 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | | **** | | **** | | | | | |
| Green/Cycle: | 0.26 | 0.79 | 0.00 | 0.00 | 0.53 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.84 | 0.31 | 0.00 | 0.00 | 0.84 | 0.00 | 0.67 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 33.1 | 2.2 | 0.0 | 0.0 | 18.5 | 0.0 | 52.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 33.1 | 2.2 | 0.0 | 0.0 | 18.5 | 0.0 | 52.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | C | A | A | A | B | A | D | A | A | A | A | A |
| HCM2kAvgQ: | 12 | 3 | 0 | 0 | 19 | 0 | 3 | 0 | 0 | 0 | 0 | 0 |

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

Horseshoe Grande Property (Freeway Analysis)
Year 2025 With Project - Alternative 1
Evening Peak Hour - With Improvements

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

**********

Intersection #1 I-215 Freeway SB Ramps (NS) at Bonnie Drive (EW)

**********

Cycle (sec): 100 Critical Vol./Cap.(X): 0.819
Loss Time (sec): 12 (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: | Protected | | | Permitted | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Ignore | | | Ignore | | | Include | | |
| Min. Green: | 10 | 24 | 0 | 24 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 2 0 | 1 0 | 0 | 0 0 | 2 0 | 1 | 1 0 | 0 0 | 1 | 0 0 | 0 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 200 | 183 | 0 | 0 | 782 | 14 | 12 | 0 | 233 | 0 | 0 | 0 |
| Growth Adj: | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 |
| Initial Bse: | 489 | 447 | 0 | 0 | 1912 | 34 | 29 | 0 | 570 | 0 | 0 | 0 |
| Added Vol: | 0 | 59 | 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: | 489 | 506 | 0 | 0 | 1912 | 34 | 29 | 0 | 570 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.00 | 0.95 | 0.95 | 0.00 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 515 | 533 | 0 | 0 | 2013 | 0 | 31 | 0 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 515 | 533 | 0 | 0 | 2013 | 0 | 31 | 0 | 0 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 515 | 533 | 0 | 0 | 2013 | 0 | 31 | 0 | 0 | 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 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 1.00 | 0.00 | 0.00 | 2.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 3502 | 1900 | 0 | 0 | 3610 | 1900 | 1900 | 0 | 1900 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.15 | 0.28 | 0.00 | 0.00 | 0.56 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | | **** | | **** | | | | | |
| Green/Cycle: | 0.18 | 0.86 | 0.00 | 0.00 | 0.68 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.82 | 0.33 | 0.00 | 0.00 | 0.82 | 0.00 | 0.43 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 47.8 | 1.5 | 0.0 | 0.0 | 13.8 | 0.0 | 52.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 47.8 | 1.5 | 0.0 | 0.0 | 13.8 | 0.0 | 52.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | D | A | A | A | B | A | D | A | A | A | A | A |
| HCM2kAvgQ: | 10 | 3 | 0 | 0 | 25 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |

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

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Horseshoe Grande Property (Freeway Analysis)
Year 2025 With Project - Alternative 1
Morning Peak Hour

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

Intersection #2 I-10 Freeway NB Ramps (NS) at SR-74 (EW)

Average Delay (sec/veh): 1380.8 Worst Case Level Of Service: F[11111.9]

| 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 | | | Ignore | | |
| Lanes: | 0 0 0 | 0 0 | 0 | 0 0 1! | 0 0 | 0 | 1 0 2 | 0 0 | | 0 0 2 | 0 1 | |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 139 | 0 | 21 | 83 | 737 | 0 | 0 | 444 | 703 |
| Growth Adj: | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 |
| Initial Bse: | 0 | 0 | 0 | 340 | 0 | 51 | 203 | 1802 | 0 | 0 | 1086 | 1719 |
| Added Vol: | 0 | 0 | 0 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 390 | 0 | 51 | 203 | 1802 | 0 | 0 | 1107 | 1719 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.00 |
| PHF Volume: | 0 | 0 | 0 | 410 | 0 | 54 | 214 | 1897 | 0 | 0 | 1165 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 0 | 0 | 410 | 0 | 54 | 214 | 1897 | 0 | 0 | 1165 | 0 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | 6.8 | 6.5 | 6.9 | 4.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| FollowUpTim: | xxxxx | xxxx | xxxxx | 3.5 | 4.0 | 3.3 | 2.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Capacity Module: | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | 2541 | 3489 | 582 | 1165 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Potent Cap.: | xxxx | xxxx | xxxxx | 23 | 7 | 461 | 607 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Move Cap.: | xxxx | xxxx | xxxxx | 17 | 4 | 461 | 607 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Volume/Cap: | xxxx | xxxx | xxxx | 24.70 | 0.00 | 0.12 | 0.35 | xxxx | xxxx | xxxx | xxxx | xxxx |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 1.6 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 14.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| LOS by Move: | * | * | * | * | * | * | B | * | * | * | * | * |
| Movement: | LT - LTR - RT | | | LT - LTR - RT | | | LT - LTR - RT | | | LT - LTR - RT | | |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | 19 | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | 58.7 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shared LOS: | * | * | * | * | F | * | * | * | * | * | * | * |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | xxxxxx | | |
| ApproachLOS: | * | | | F | | | * | | | * | | |

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

Horseshoe Grande Property (Freeway Analysis)
Year 2025 With Project - Alternative 1
Evening Peak Hour

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

Intersection #2 I-10 Freeway NB Ramps (NS) at SR-74 (EW)

Average Delay (sec/veh): 851.6 Worst Case Level Of Service: F[6602.6]

| 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 | | | Ignore | | |
| Lanes: | 0 0 0 | 0 0 | 0 | 0 0 1! | 0 0 | 0 | 1 0 2 | 0 0 | 0 | 0 0 2 | 0 1 | 0 |
| **Volume Module:** | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 143 | 0 | 36 | 22 | 1008 | 0 | 0 | 340 | 586 |
| Growth Adj: | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 |
| Initial Bse: | 0 | 0 | 0 | 350 | 0 | 88 | 54 | 2465 | 0 | 0 | 831 | 1433 |
| Added Vol: | 0 | 0 | 0 | 67 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 417 | 0 | 88 | 54 | 2465 | 0 | 0 | 890 | 1433 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.00 |
| PHF Volume: | 0 | 0 | 0 | 439 | 0 | 93 | 57 | 2594 | 0 | 0 | 937 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 0 | 0 | 439 | 0 | 93 | 57 | 2594 | 0 | 0 | 937 | 0 |
| **Critical Gap Module:** | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | 6.8 | 6.5 | 6.9 | 4.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| FollowUpTim: | xxxxx | xxxx | xxxxx | 3.5 | 4.0 | 3.3 | 2.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| **Capacity Module:** | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | 2348 | 3645 | 469 | 937 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Potent Cap.: | xxxx | xxxx | xxxxx | 31 | 5 | 547 | 739 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Move Cap.: | xxxx | xxxx | xxxxx | 29 | 5 | 547 | 739 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Volume/Cap: | xxxx | xxxx | xxxx | 15.02 | 0.00 | 0.17 | 0.08 | xxxx | xxxx | xxxx | xxxx | xxxx |
| **Level Of Service Module:** | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 0.2 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 10.3 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| LOS by Move: | * | * | * | * | * | * | B | * | * | * | * | * |
| Movement: | LT | LTR | RT | LT | LTR | RT | LT | LTR | RT | LT | LTR | RT |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | 35 | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | 65.1 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | 6603 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shared LOS: | * | * | * | * | F | * | * | * | * | * | * | * |
| ApproachDel: | xxxxxx | | | 6602.6 | | | xxxxxx | | | xxxxxx | | |
| ApproachLOS: | * | | | F | | | * | | | * | | |

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

Horseshoe Grande Property (Freeway Analysis)
Year 2025 With Project - Alternative 1
Morning Peak Hour - With Improvements

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

Intersection #2 I-10 Freeway NB Ramps (NS) at SR-74 (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.742
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 8.9
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 | | | Protected | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Ignore | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 24 | 0 | 0 | 24 | 24 |
| Lanes: | 0 0 | 0 | 0 0 | 2 | 0 0 | 0 1 | 1 | 0 2 | 0 0 | 0 | 0 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 139 | 0 | 21 | 83 | 737 | 0 | 0 | 444 | 703 |
| Growth Adj: | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 |
| Initial Bse: | 0 | 0 | 0 | 340 | 0 | 51 | 203 | 1802 | 0 | 0 | 1086 | 1719 |
| Added Vol: | 0 | 0 | 0 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 390 | 0 | 51 | 203 | 1802 | 0 | 0 | 1107 | 1719 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.00 |
| PHF Volume: | 0 | 0 | 0 | 410 | 0 | 54 | 214 | 1897 | 0 | 0 | 1165 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 410 | 0 | 54 | 214 | 1897 | 0 | 0 | 1165 | 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 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 0 | 0 | 0 | 410 | 0 | 54 | 214 | 1897 | 0 | 0 | 1165 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.92 | 1.00 | 0.85 | 0.22 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 | 1.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 3502 | 0 | 1615 | 410 | 3610 | 0 | 0 | 3610 | 1900 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.12 | 0.00 | 0.03 | 0.52 | 0.53 | 0.00 | 0.00 | 0.32 | 0.00 |
| Crit Moves: | | | | **** | | | | **** | | | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.15 | 0.00 | 0.15 | 0.72 | 0.72 | 0.00 | 0.00 | 0.72 | 0.00 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.77 | 0.00 | 0.22 | 0.73 | 0.73 | 0.00 | 0.00 | 0.45 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 31.5 | 0.0 | 22.8 | 13.9 | 6.2 | 0.0 | 0.0 | 3.7 | 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: | 0.0 | 0.0 | 0.0 | 31.5 | 0.0 | 22.8 | 13.9 | 6.2 | 0.0 | 0.0 | 3.7 | 0.0 |
| LOS by Move: | A | A | A | C | A | C | B | A | A | A | A | A |
| HCM2kAvgQ: | 0 | 0 | 0 | 6 | 0 | 1 | 4 | 13 | 0 | 0 | 5 | 0 |

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

Horseshoe Grande Property (Freeway Analysis)
Year 2025 With Project - Alternative 1
Evening Peak Hour - With Improvements

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

Intersection #2 I-10 Freeway NB Ramps (NS) at SR-74 (EW)

| | | | |
|---|---|---|---|
| Cycle (sec): | 120 | Critical Vol./Cap.(X): | 0.904 |
| Loss Time (sec): | 8 (Y+R=4.0 sec) | Average Delay (sec/veh): | 18.0 |
| Optimal Cycle: | 110 | 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 | | | Protected | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Ignore | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 24 | 0 | 0 | 24 | 24 |
| Lanes: | 0 0 | 0 | 0 0 | 2 | 0 0 | 0 1 | 1 | 0 2 | 0 0 | 0 | 0 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 143 | 0 | 36 | 22 | 1008 | 0 | 0 | 340 | 586 |
| Growth Adj: | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 |
| Initial Bse: | 0 | 0 | 0 | 350 | 0 | 88 | 54 | 2465 | 0 | 0 | 831 | 1433 |
| Added Vol: | 0 | 0 | 0 | 67 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 417 | 0 | 88 | 54 | 2465 | 0 | 0 | 890 | 1433 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.00 |
| PHF Volume: | 0 | 0 | 0 | 439 | 0 | 93 | 57 | 2594 | 0 | 0 | 937 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 439 | 0 | 93 | 57 | 2594 | 0 | 0 | 937 | 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 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 0 | 0 | 0 | 439 | 0 | 93 | 57 | 2594 | 0 | 0 | 937 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.92 | 1.00 | 0.85 | 0.29 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 | 1.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 3502 | 0 | 1615 | 549 | 3610 | 0 | 0 | 3610 | 1900 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.13 | 0.00 | 0.06 | 0.10 | 0.72 | 0.00 | 0.00 | 0.26 | 0.00 |
| Crit Moves: | | | | **** | | | | **** | | | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.14 | 0.00 | 0.14 | 0.79 | 0.79 | 0.00 | 0.00 | 0.79 | 0.00 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.90 | 0.00 | 0.41 | 0.13 | 0.90 | 0.00 | 0.00 | 0.33 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 71.1 | 0.0 | 48.5 | 3.0 | 13.5 | 0.0 | 0.0 | 3.5 | 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: | 0.0 | 0.0 | 0.0 | 71.1 | 0.0 | 48.5 | 3.0 | 13.5 | 0.0 | 0.0 | 3.5 | 0.0 |
| LOS by Move: | A | A | A | E | A | D | A | B | A | A | A | A |
| HCM2kAvgQ: | 0 | 0 | 0 | 11 | 0 | 4 | 1 | 40 | 0 | 0 | 5 | 0 |

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

Horseshoe Grande Property (Freeway Analysis)
Year 2025 With Project - Alternative 1
Morning Peak Hour

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

Intersection #3 Beaumont Avenue (SR-79) (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec): 115 Critical Vol./Cap.(X): 1.297
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 148.1
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: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 10 | 18 | 0 | 0 | 18 | 18 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 1 0 | 2 0 | 0 | 0 0 | 1 1 | 0 | 0 0 | 0 0 | 0 | 0 1 | 0 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 465 | 168 | 0 | 0 | 252 | 64 | 0 | 0 | 0 | 274 | 12 | 82 |
| Growth Adj: | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 |
| Initial Bse: | 915 | 330 | 0 | 0 | 496 | 126 | 0 | 0 | 0 | 539 | 24 | 161 |
| Added Vol: | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 936 | 330 | 0 | 0 | 496 | 126 | 0 | 0 | 0 | 565 | 24 | 161 |
| User Adj: | 1.00 | 1.00 | 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: | 985 | 348 | 0 | 0 | 522 | 133 | 0 | 0 | 0 | 595 | 25 | 170 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 985 | 348 | 0 | 0 | 522 | 133 | 0 | 0 | 0 | 595 | 25 | 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: | 985 | 348 | 0 | 0 | 522 | 133 | 0 | 0 | 0 | 595 | 25 | 170 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 1.00 | 1.00 | 0.92 | 0.92 | 1.00 | 1.00 | 1.00 | 0.82 | 0.82 | 0.82 |
| Lanes: | 1.00 | 2.00 | 0.00 | 0.00 | 1.59 | 0.41 | 0.00 | 0.00 | 0.00 | 1.00 | 0.13 | 0.87 |
| Final Sat.: | 1805 | 3610 | 0 | 0 | 2792 | 709 | 0 | 0 | 0 | 1550 | 198 | 1352 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.55 | 0.10 | 0.00 | 0.00 | 0.19 | 0.19 | 0.00 | 0.00 | 0.00 | 0.38 | 0.13 | 0.13 |
| Crit Moves: | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.41 | 0.57 | 0.00 | 0.00 | 0.16 | 0.16 | 0.00 | 0.00 | 0.00 | 0.29 | 0.29 | 0.29 |
| Volume/Cap: | 1.32 | 0.17 | 0.00 | 0.00 | 1.19 | 1.19 | 0.00 | 0.00 | 0.00 | 1.32 | 0.43 | 0.43 |
| Delay/Veh: | 186.9 | 11.8 | 0.0 | 0.0 | 153 | 152.7 | 0.0 | 0.0 | 0.0 | 196.1 | 33.2 | 33.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 186.9 | 11.8 | 0.0 | 0.0 | 153 | 152.7 | 0.0 | 0.0 | 0.0 | 196.1 | 33.2 | 33.2 |
| LOS by Move: | F | B | A | A | F | F | A | A | A | F | C | C |
| HCM2kAvgQ: | 65 | 3 | 0 | 0 | 22 | 22 | 0 | 0 | 0 | 42 | 6 | 6 |

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

Horseshoe Grande Property (Freeway Analysis)
Year 2025 With Project - Alternative 1
Evening Peak Hour

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

Intersection #3 Beaumont Avenue (SR-79) (NS) at I-10 Freeway WB Ramps (EW)

| | | | |
|---|---|---|---|
| Cycle (sec): | 110 | Critical Vol./Cap.(X): | 1.674 |
| Loss Time (sec): | 16 (Y+R=4.0 sec) | Average Delay (sec/veh): | 273.9 |
| 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: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 10 | 18 | 0 | 0 | 18 | 18 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 1 0 | 2 0 | 0 | 0 0 | 1 1 | 0 | 0 0 | 0 0 | 0 | 0 1 | 0 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 349 | 197 | 0 | 0 | 323 | 95 | 0 | 0 | 0 | 543 | 38 | 114 |
| Growth Adj: | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 |
| Initial Bse: | 687 | 388 | 0 | 0 | 635 | 187 | 0 | 0 | 0 | 1068 | 75 | 224 |
| Added Vol: | 59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 746 | 388 | 0 | 0 | 635 | 187 | 0 | 0 | 0 | 1103 | 75 | 224 |
| User Adj: | 1.00 | 1.00 | 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: | 785 | 408 | 0 | 0 | 669 | 197 | 0 | 0 | 0 | 1161 | 79 | 236 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 785 | 408 | 0 | 0 | 669 | 197 | 0 | 0 | 0 | 1161 | 79 | 236 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 785 | 408 | 0 | 0 | 669 | 197 | 0 | 0 | 0 | 1161 | 79 | 236 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 1.00 | 1.00 | 0.92 | 0.92 | 1.00 | 1.00 | 1.00 | 0.82 | 0.82 | 0.82 |
| Lanes: | 1.00 | 2.00 | 0.00 | 0.00 | 1.55 | 0.45 | 0.00 | 0.00 | 0.00 | 1.00 | 0.25 | 0.75 |
| Final Sat.: | 1805 | 3610 | 0 | 0 | 2695 | 793 | 0 | 0 | 0 | 1554 | 388 | 1165 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.43 | 0.11 | 0.00 | 0.00 | 0.25 | 0.25 | 0.00 | 0.00 | 0.00 | 0.75 | 0.20 | 0.20 |
| Crit Moves: | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.25 | 0.42 | 0.00 | 0.00 | 0.16 | 0.16 | 0.00 | 0.00 | 0.00 | 0.44 | 0.44 | 0.44 |
| Volume/Cap: | 1.71 | 0.27 | 0.00 | 0.00 | 1.52 | 1.52 | 0.00 | 0.00 | 0.00 | 1.71 | 0.46 | 0.46 |
| Delay/Veh: | 370.1 | 21.1 | 0.0 | 0.0 | 287 | 287.5 | 0.0 | 0.0 | 0.0 | 355.8 | 22.0 | 22.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 370.1 | 21.1 | 0.0 | 0.0 | 287 | 287.5 | 0.0 | 0.0 | 0.0 | 355.8 | 22.0 | 22.0 |
| LOS by Move: | F | C | A | A | F | F | A | A | A | F | C | C |
| HCM2kAvgQ: | 67 | 5 | 0 | 0 | 36 | 36 | 0 | 0 | 0 | 103 | 8 | 8 |

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

Horseshoe Grande Property (Freeway Analysis)
Year 2025 With Project - Alternative 1
Morning Peak Hour - With Improvements

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

Intersection #3 Beaumont Avenue (SR-79) (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec): 80 Critical Vol./Cap.(X): 0.754
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 27.4
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 | 18 | 0 | 0 | 18 | 18 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 2 0 | 2 0 | 0 | 0 0 | 2 1 | 0 | 0 0 | 0 0 | 0 | 1 1 | 0 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 465 | 168 | 0 | 0 | 252 | 64 | 0 | 0 | 0 | 274 | 12 | 82 |
| Growth Adj: | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 |
| Initial Bse: | 915 | 330 | 0 | 0 | 496 | 126 | 0 | 0 | 0 | 539 | 24 | 161 |
| Added Vol: | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 936 | 330 | 0 | 0 | 496 | 126 | 0 | 0 | 0 | 565 | 24 | 161 |
| User Adj: | 1.00 | 1.00 | 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: | 985 | 348 | 0 | 0 | 522 | 133 | 0 | 0 | 0 | 595 | 25 | 170 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 985 | 348 | 0 | 0 | 522 | 133 | 0 | 0 | 0 | 595 | 25 | 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: | 985 | 348 | 0 | 0 | 522 | 133 | 0 | 0 | 0 | 595 | 25 | 170 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.95 | 1.00 | 1.00 | 0.88 | 0.88 | 1.00 | 1.00 | 1.00 | 0.82 | 0.82 | 0.82 |
| Lanes: | 2.00 | 2.00 | 0.00 | 0.00 | 2.39 | 0.61 | 0.00 | 0.00 | 0.00 | 2.00 | 0.13 | 0.87 |
| Final Sat.: | 3502 | 3610 | 0 | 0 | 4012 | 1019 | 0 | 0 | 0 | 3100 | 198 | 1352 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.28 | 0.10 | 0.00 | 0.00 | 0.13 | 0.13 | 0.00 | 0.00 | 0.00 | 0.19 | 0.13 | 0.13 |
| Crit Moves: | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.34 | 0.57 | 0.00 | 0.00 | 0.23 | 0.23 | 0.00 | 0.00 | 0.00 | 0.23 | 0.23 | 0.23 |
| Volume/Cap: | 0.82 | 0.17 | 0.00 | 0.00 | 0.58 | 0.58 | 0.00 | 0.00 | 0.00 | 0.82 | 0.54 | 0.54 |
| Delay/Veh: | 28.8 | 8.3 | 0.0 | 0.0 | 28.4 | 28.4 | 0.0 | 0.0 | 0.0 | 34.9 | 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: | 28.8 | 8.3 | 0.0 | 0.0 | 28.4 | 28.4 | 0.0 | 0.0 | 0.0 | 34.9 | 27.3 | 27.3 |
| LOS by Move: | C | A | A | A | C | C | A | A | A | C | C | C |
| HCM2kAvgQ: | 14 | 2 | 0 | 0 | 6 | 6 | 0 | 0 | 0 | 10 | 5 | 5 |

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

Horseshoe Grande Property (Freeway Analysis)
Year 2025 With Project - Alternative 1
Evening Peak Hour - With Improvements

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

Intersection #3 Beaumont Avenue (SR-79) (NS) at I-10 Freeway WB Ramps (EW)

| | | | |
|---|---|---|---|
| Cycle (sec): | 95 | Critical Vol./Cap.(X): | 0.942 |
| Loss Time (sec): | 16 (Y+R=4.0 sec) | Average Delay (sec/veh): | 42.0 |
| 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 | 18 | 0 | 0 | 18 | 18 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 2 0 | 2 0 | 0 | 0 0 | 2 0 | 1 | 0 0 | 0 0 | 0 | 1 1 | 0 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 349 | 197 | 0 | 0 | 323 | 95 | 0 | 0 | 0 | 543 | 38 | 114 |
| Growth Adj: | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 |
| Initial Bse: | 687 | 388 | 0 | 0 | 635 | 187 | 0 | 0 | 0 | 1068 | 75 | 224 |
| Added Vol: | 59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 746 | 388 | 0 | 0 | 635 | 187 | 0 | 0 | 0 | 1103 | 75 | 224 |
| User Adj: | 1.00 | 1.00 | 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: | 785 | 408 | 0 | 0 | 669 | 197 | 0 | 0 | 0 | 1161 | 79 | 236 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 785 | 408 | 0 | 0 | 669 | 197 | 0 | 0 | 0 | 1161 | 79 | 236 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 785 | 408 | 0 | 0 | 669 | 197 | 0 | 0 | 0 | 1161 | 79 | 236 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.95 | 1.00 | 1.00 | 0.95 | 0.85 | 1.00 | 1.00 | 1.00 | 0.82 | 0.82 | 0.82 |
| Lanes: | 2.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.25 | 0.75 |
| Final Sat.: | 3502 | 3610 | 0 | 0 | 3610 | 1615 | 0 | 0 | 0 | 3108 | 388 | 1165 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.22 | 0.11 | 0.00 | 0.00 | 0.19 | 0.12 | 0.00 | 0.00 | 0.00 | 0.37 | 0.20 | 0.20 |
| Crit Moves: | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.24 | 0.43 | 0.00 | 0.00 | 0.20 | 0.20 | 0.00 | 0.00 | 0.00 | 0.40 | 0.40 | 0.40 |
| Volume/Cap: | 0.94 | 0.26 | 0.00 | 0.00 | 0.94 | 0.62 | 0.00 | 0.00 | 0.00 | 0.94 | 0.51 | 0.51 |
| Delay/Veh: | 54.1 | 17.2 | 0.0 | 0.0 | 58.3 | 38.6 | 0.0 | 0.0 | 0.0 | 39.2 | 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: | 54.1 | 17.2 | 0.0 | 0.0 | 58.3 | 38.6 | 0.0 | 0.0 | 0.0 | 39.2 | 21.8 | 21.8 |
| LOS by Move: | D | B | A | A | E | D | A | A | A | D | C | C |
| HCM2kAvgQ: | 16 | 4 | 0 | 0 | 15 | 6 | 0 | 0 | 0 | 22 | 8 | 8 |

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

Horseshoe Grande Property (Freeway Analysis)
Year 2025 With Project - Alternative 1
Morning Peak Hour

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

Intersection #4 Beaumont Avenue (SR-79) (NS) at I-10 Freeway EB Ramps (EW)

Cycle (sec): 120 Critical Vol./Cap.(X): 1.492
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 204.1
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: | Protected | | | | | | Protected | | | | | | Protected | | | | | | Protected | | | | | |
| Rights: | Include | | | | | | Include | | | | | | Include | | | | | | Include | | | | | |
| Min. Green: | 0 | | 18 | | 18 | | 10 | | 18 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Lanes: | 0 | 0 | 1 | 1 | 0 | | 1 | 0 | 2 | 0 | 0 | | 0 | 1 | 0 | 1 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Volume Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | | 554 | | 499 | | 107 | | 443 | | 0 | | 56 | | 1 | | 354 | | 0 | | 0 | | 0 | |
| Growth Adj: | 1.97 | | 1.97 | | 1.97 | | 1.97 | | 1.97 | | 1.97 | | 1.97 | | 1.97 | | 1.97 | | 1.97 | | 1.97 | | 1.97 | |
| Initial Bse: | 0 | | 1090 | | 982 | | 210 | | 871 | | 0 | | 110 | | 2 | | 696 | | 0 | | 0 | | 0 | |
| Added Vol: | 0 | | 21 | | 12 | | 0 | | 26 | | 0 | | 0 | | 0 | | 50 | | 0 | | 0 | | 0 | |
| PasserByVol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Initial Fut: | 0 | | 1111 | | 994 | | 210 | | 897 | | 0 | | 110 | | 2 | | 746 | | 0 | | 0 | | 0 | |
| User Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| PHF Adj: | 0.95 | | 0.95 | | 0.95 | | 0.95 | | 0.95 | | 0.95 | | 0.95 | | 0.95 | | 0.95 | | 0.95 | | 0.95 | | 0.95 | |
| PHF Volume: | 0 | | 1169 | | 1046 | | 222 | | 945 | | 0 | | 116 | | 2 | | 786 | | 0 | | 0 | | 0 | |
| Reduct Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduced Vol: | 0 | | 1169 | | 1046 | | 222 | | 945 | | 0 | | 116 | | 2 | | 786 | | 0 | | 0 | | 0 | |
| PCE Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| MLF Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| FinalVolume: | 0 | | 1169 | | 1046 | | 222 | | 945 | | 0 | | 116 | | 2 | | 786 | | 0 | | 0 | | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | | 1900 | | 1900 | | 1900 | | 1900 | | 1900 | | 1900 | | 1900 | | 1900 | | 1900 | | 1900 | | 1900 | |
| Adjustment: | 1.00 | | 0.88 | | 0.88 | | 0.95 | | 0.95 | | 1.00 | | 0.81 | | 0.81 | | 0.81 | | 1.00 | | 1.00 | | 1.00 | |
| Lanes: | 0.00 | | 1.06 | | 0.94 | | 1.00 | | 2.00 | | 0.00 | | 0.98 | | 0.02 | | 1.00 | | 0.00 | | 0.00 | | 0.00 | |
| Final Sat.: | 0 | | 1770 | | 1583 | | 1805 | | 3610 | | 0 | | 1513 | | 27 | | 1541 | | 0 | | 0 | | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | | 0.66 | | 0.66 | | 0.12 | | 0.26 | | 0.00 | | 0.08 | | 0.08 | | 0.51 | | 0.00 | | 0.00 | | 0.00 | |
| Crit Moves: | | | **** | | | | **** | | | | | | | | | | **** | | | | | | | |
| Green/Cycle: | 0.00 | | 0.44 | | 0.44 | | 0.08 | | 0.53 | | 0.00 | | 0.34 | | 0.34 | | 0.34 | | 0.00 | | 0.00 | | 0.00 | |
| Volume/Cap: | 0.00 | | 1.49 | | 1.49 | | 1.47 | | 0.50 | | 0.00 | | 0.22 | | 0.22 | | 1.49 | | 0.00 | | 0.00 | | 0.00 | |
| Delay/Veh: | 0.0 | | 259 | | 259.5 | | 300.2 | | 18.5 | | 0.0 | | 28.2 | | 28.2 | | 270.6 | | 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: | 0.0 | | 259 | | 259.5 | | 300.2 | | 18.5 | | 0.0 | | 28.2 | | 28.2 | | 270.6 | | 0.0 | | 0.0 | | 0.0 | |
| LOS by Move: | A | | F | | F | | F | | B | | A | | C | | C | | F | | A | | A | | A | |
| HCM2kAvgQ: | 0 | | 90 | | 90 | | 19 | | 12 | | 0 | | 3 | | 3 | | 65 | | 0 | | 0 | | 0 | |

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

Horseshoe Grande Property (Freeway Analysis)
Year 2025 With Project - Alternative 1
Evening Peak Hour

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

Intersection #4 Beaumont Avenue (SR-79) (NS) at I-10 Freeway EB Ramps (EW)

| | | | |
|---|---|---|---|
| Cycle (sec): | 120 | Critical Vol./Cap.(X): | 1.639 |
| Loss Time (sec): | 16 (Y+R=4.0 sec) | Average Delay (sec/veh): | 243.5 |
| 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: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 18 | 18 | 10 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 0 0 | 1 1 | 0 | 1 0 | 2 0 | 0 | 0 1 | 0 1 | 0 | 0 0 | 0 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 458 | 321 | 105 | 692 | 0 | 88 | 3 | 558 | 0 | 0 | 0 |
| Growth Adj: | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 |
| Initial Bse: | 0 | 901 | 631 | 207 | 1361 | 0 | 173 | 6 | 1098 | 0 | 0 | 0 |
| Added Vol: | 0 | 59 | 31 | 0 | 35 | 0 | 0 | 0 | 67 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 960 | 662 | 207 | 1396 | 0 | 173 | 6 | 1165 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 0 | 1010 | 697 | 217 | 1470 | 0 | 182 | 6 | 1226 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1010 | 697 | 217 | 1470 | 0 | 182 | 6 | 1226 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 1010 | 697 | 217 | 1470 | 0 | 182 | 6 | 1226 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.89 | 0.89 | 0.95 | 0.95 | 1.00 | 0.81 | 0.81 | 0.81 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 1.18 | 0.82 | 1.00 | 2.00 | 0.00 | 0.97 | 0.03 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 2006 | 1384 | 1805 | 3610 | 0 | 1490 | 51 | 1541 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.50 | 0.50 | 0.12 | 0.41 | 0.00 | 0.12 | 0.12 | 0.80 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | **** | | | | | **** | | | |
| Green/Cycle: | 0.00 | 0.30 | 0.30 | 0.08 | 0.39 | 0.00 | 0.48 | 0.48 | 0.48 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.00 | 1.66 | 1.66 | 1.45 | 1.05 | 0.00 | 0.25 | 0.25 | 1.66 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 343 | 342.7 | 288.7 | 75.8 | 0.0 | 18.5 | 18.5 | 333.0 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 343 | 342.7 | 288.7 | 75.8 | 0.0 | 18.5 | 18.5 | 333.0 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | F | F | F | E | A | B | B | F | A | A | A |
| HCM2kAvgQ: | 0 | 77 | 77 | 18 | 38 | 0 | 4 | 4 | 110 | 0 | 0 | 0 |

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

Horseshoe Grande Property (Freeway Analysis)
Year 2025 With Project - Alternative 1
Morning Peak Hour - With Improvements

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

Intersection #4 Beaumont Avenue (SR-79) (NS) at I-10 Freeway EB Ramps (EW)

| | | | |
|---|---|---|---|
| Cycle (sec): | 105 | Critical Vol./Cap.(X): | 0.882 |
| 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: | 0 | 18 | 18 | 10 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 0 0 | 1 1 | 1 | 2 0 | 2 0 | 0 | 1 0 | 0 1 | 1 | 0 0 | 0 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 554 | 499 | 107 | 443 | 0 | 56 | 1 | 354 | 0 | 0 | 0 |
| Growth Adj: | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 |
| Initial Bse: | 0 | 1090 | 982 | 210 | 871 | 0 | 110 | 2 | 696 | 0 | 0 | 0 |
| Added Vol: | 0 | 21 | 12 | 0 | 26 | 0 | 0 | 0 | 50 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 1111 | 994 | 210 | 897 | 0 | 110 | 2 | 746 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 0 | 1169 | 1046 | 222 | 945 | 0 | 116 | 2 | 786 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1169 | 1046 | 222 | 945 | 0 | 116 | 2 | 786 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 1169 | 1046 | 222 | 945 | 0 | 116 | 2 | 786 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.88 | 0.88 | 0.92 | 0.95 | 1.00 | 0.85 | 0.85 | 0.85 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 1.58 | 1.42 | 2.00 | 2.00 | 0.00 | 1.00 | 0.01 | 1.99 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 2655 | 2375 | 3502 | 3610 | 0 | 1615 | 8 | 3222 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.44 | 0.44 | 0.06 | 0.26 | 0.00 | 0.07 | 0.24 | 0.24 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | **** | | | | **** | | | | |
| Green/Cycle: | 0.00 | 0.48 | 0.48 | 0.10 | 0.58 | 0.00 | 0.27 | 0.27 | 0.27 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.00 | 0.91 | 0.91 | 0.66 | 0.45 | 0.00 | 0.27 | 0.91 | 0.91 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 30.5 | 30.5 | 50.9 | 12.7 | 0.0 | 30.6 | 50.6 | 50.6 | 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: | 0.0 | 30.5 | 30.5 | 50.9 | 12.7 | 0.0 | 30.6 | 50.6 | 50.6 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | C | C | D | B | A | C | D | D | A | A | A |
| HCM2kAvgQ: | 0 | 27 | 27 | 5 | 9 | 0 | 3 | 16 | 16 | 0 | 0 | 0 |

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

Horseshoe Grande Property (Freeway Analysis)
Year 2025 With Project - Alternative 1
Evening Peak Hour - With Improvements

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

**********

Intersection #4 Beaumont Avenue (SR-79) (NS) at I-10 Freeway EB Ramps (EW)

**********

Cycle (sec): 110 Critical Vol./Cap.(X): 0.912
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 41.3
Optimal Cycle: OPTIMIZED Level Of Service: D

**********

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 18 | 18 | 10 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 0 0 | 1 1 | 1 | 2 0 | 2 0 | 0 | 1 0 | 0 1 | 1 | 0 0 | 0 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 458 | 321 | 105 | 692 | 0 | 88 | 3 | 558 | 0 | 0 | 0 |
| Growth Adj: | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 |
| Initial Bse: | 0 | 901 | 631 | 207 | 1361 | 0 | 173 | 6 | 1098 | 0 | 0 | 0 |
| Added Vol: | 0 | 59 | 31 | 0 | 35 | 0 | 0 | 0 | 67 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 960 | 662 | 207 | 1396 | 0 | 173 | 6 | 1165 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 0 | 1010 | 697 | 217 | 1470 | 0 | 182 | 6 | 1226 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1010 | 697 | 217 | 1470 | 0 | 182 | 6 | 1226 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 1010 | 697 | 217 | 1470 | 0 | 182 | 6 | 1226 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.89 | 0.89 | 0.92 | 0.95 | 1.00 | 0.85 | 0.85 | 0.85 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 1.78 | 1.22 | 2.00 | 2.00 | 0.00 | 1.00 | 0.01 | 1.99 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 3009 | 2076 | 3502 | 3610 | 0 | 1615 | 16 | 3217 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.34 | 0.34 | 0.06 | 0.41 | 0.00 | 0.11 | 0.38 | 0.38 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | **** | | | | **** | | | | |
| Green/Cycle: | 0.00 | 0.36 | 0.36 | 0.09 | 0.45 | 0.00 | 0.41 | 0.41 | 0.41 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.00 | 0.94 | 0.94 | 0.68 | 0.91 | 0.00 | 0.28 | 0.94 | 0.94 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 44.2 | 44.2 | 54.5 | 36.0 | 0.0 | 22.1 | 44.3 | 44.3 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 44.2 | 44.2 | 54.5 | 36.0 | 0.0 | 22.1 | 44.3 | 44.3 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | D | D | D | D | A | C | D | D | A | A | A |
| HCM2kAvgQ: | 0 | 24 | 24 | 5 | 28 | 0 | 4 | 25 | 25 | 0 | 0 | 0 |

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

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**Year 2025 With Project – Alternative 2**

Horseshoe Grande Property (Freeway Analysis)
Year 2025 With Project - Alternative 2
Morning Peak Hour

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

Intersection #1 I-215 Freeway SB Ramps (NS) at Bonnie Drive (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 | | | | | | Ignore | | | | | | Ignore | | | | | | Include | | | | | |
| 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: | 302 | 171 | | 0 | | | 0 | 624 | | 37 | | | 25 | | 0 | | 187 | | 0 | | 0 | | 0 | |
| Growth Adj: | 2.45 | 2.45 | | 2.45 | | | 2.45 | 2.45 | | 2.45 | | | 2.45 | | 2.45 | | 2.45 | | 2.45 | | 2.45 | | 2.45 | |
| Initial Bse: | 738 | 418 | | 0 | | | 0 | 1526 | | 90 | | | 61 | | 0 | | 457 | | 0 | | 0 | | 0 | |
| Added Vol: | 0 | 10 | | 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: | 738 | 428 | | 0 | | | 0 | 1526 | | 90 | | | 61 | | 0 | | 457 | | 0 | | 0 | | 0 | |
| User Adj: | 1.00 | 1.00 | | 1.00 | | | 1.00 | 1.00 | | 0.00 | | | 1.00 | | 1.00 | | 0.00 | | 1.00 | | 1.00 | | 1.00 | |
| PHF Adj: | 0.95 | 0.95 | | 0.95 | | | 0.95 | 0.95 | | 0.00 | | | 0.95 | | 0.95 | | 0.00 | | 0.95 | | 0.95 | | 0.95 | |
| PHF Volume: | 777 | 451 | | 0 | | | 0 | 1606 | | 0 | | | 64 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduct Vol: | 0 | 0 | | 0 | | | 0 | 0 | | 0 | | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| FinalVolume: | 777 | 451 | | 0 | | | 0 | 1606 | | 0 | | | 64 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Critical Gap Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Critical Gp: | 4.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | | | | 6.4 | xxxx | | 6.2 | xxxxx | xxxx | xxxxx | | | | | |
| FollowUpTim: | 2.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | | | | 3.5 | xxxx | | 3.3 | xxxxx | xxxx | xxxxx | | | | | |
| Capacity Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Cnflict Vol: | 1606 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | | | | 3611 | xxxx | | 1606 | xxxx | xxxx | xxxxx | | | | | |
| Potent Cap.: | 412 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | | | | 6 | xxxx | | 131 | xxxx | xxxx | xxxxx | | | | | |
| Move Cap.: | 412 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | | | | 0 | xxxx | | 131 | xxxx | xxxx | xxxxx | | | | | |
| Volume/Cap: | 1.88 | xxxx | xxxx | xxxx | xxxx | xxxx | | | | | | | xxxx | xxxx | | 0.00 | xxxx | xxxx | xxxx | | | | | |
| Level Of Service Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| 2Way95thQ: | 51.3 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | | | | xxxx | xxxx | xxxxx | | | | xxxx | xxxx | xxxxx | | | |
| Control Del: | 429.6 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | | | | xxxxx | xxxx | xxxxx | | | | xxxxx | xxxx | xxxxx | | | |
| LOS by Move: | F | * | | * | * | | | | | | | | * | * | | * | | | * | * | | | | |
| 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: | xxxxxx | | | xxxxxx | | | | | | | | | xxxxxx | | | | | | xxxxxx | | | | | |
| ApproachLOS: | * | | | * | | | | | | | | | F | | | | | | * | | | | | |

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

Horseshoe Grande Property (Freeway Analysis)
Year 2025 With Project - Alternative 2
Evening Peak Hour

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

Intersection #1 I-215 Freeway SB Ramps (NS) at Bonnie Drive (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 | | | Ignore | | | Ignore | | | Include | | |
| 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: | 200 | 183 | 0 | 0 | 782 | 14 | 12 | 0 | 233 | 0 | 0 | 0 |
| Growth Adj: | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 |
| Initial Bse: | 489 | 447 | 0 | 0 | 1912 | 34 | 29 | 0 | 570 | 0 | 0 | 0 |
| Added Vol: | 0 | 20 | 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: | 489 | 467 | 0 | 0 | 1912 | 34 | 29 | 0 | 570 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.00 | 0.95 | 0.95 | 0.00 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 515 | 492 | 0 | 0 | 2013 | 0 | 31 | 0 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 515 | 492 | 0 | 0 | 2013 | 0 | 31 | 0 | 0 | 0 | 0 | 0 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | 4.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 6.4 | xxxx | 6.2 | xxxxx | xxxx | xxxxx |
| FollowUpTim: | 2.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 3.5 | xxxx | 3.3 | xxxxx | xxxx | xxxxx |
| Capacity Module: | | | | | | | | | | | | |
| Cnflict Vol: | 2013 | xxxx | xxxxx | xxxx | xxxx | xxxxx | 3534 | xxxx | 2013 | xxxx | xxxx | xxxxx |
| Potent Cap.: | 287 | xxxx | xxxxx | xxxx | xxxx | xxxxx | 7 | xxxx | 75 | xxxx | xxxx | xxxxx |
| Move Cap.: | 287 | xxxx | xxxxx | xxxx | xxxx | xxxxx | 0 | xxxx | 75 | xxxx | xxxx | xxxxx |
| Volume/Cap: | 1.79 | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | 0.00 | xxxx | xxxx | xxxx |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | 34.1 | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Control Del: | 400.0 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| LOS by Move: | F | * | * | * | * | * | * | * | * | * | * | * |
| 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: | xxxxxx | | | xxxxxx | | | xxxxxx | | | xxxxxx | | |
| ApproachLOS: | * | | | * | | | F | | | * | | |

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

Horseshoe Grande Property (Freeway Analysis)
Year 2025 With Project - Alternative 2
Morning Peak Hour - With Improvements

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

Intersection #1 I-215 Freeway SB Ramps (NS) at Bonnie Drive (EW)

| | | | |
|---|---|---|---|
| Cycle (sec): | 70 | Critical Vol./Cap.(X): | 0.846 |
| Loss Time (sec): | 12 (Y+R=4.0 sec) | Average Delay (sec/veh): | 20.0 |
| 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 | | | Ignore | | | Ignore | | | Include | | |
| Min. Green: | 10 | 24 | 0 | 0 | 24 | 24 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 2 0 1 | 0 0 | | 0 0 2 | 0 1 | | 1 0 | 0 0 1 | | 0 0 | 0 0 0 | |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 302 | 171 | 0 | 0 | 624 | 37 | 25 | 0 | 187 | 0 | 0 | 0 |
| Growth Adj: | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 |
| Initial Bse: | 738 | 418 | 0 | 0 | 1526 | 90 | 61 | 0 | 457 | 0 | 0 | 0 |
| Added Vol: | 0 | 10 | 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: | 738 | 428 | 0 | 0 | 1526 | 90 | 61 | 0 | 457 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.00 | 0.95 | 0.95 | 0.00 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 777 | 451 | 0 | 0 | 1606 | 0 | 64 | 0 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 777 | 451 | 0 | 0 | 1606 | 0 | 64 | 0 | 0 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 777 | 451 | 0 | 0 | 1606 | 0 | 64 | 0 | 0 | 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 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 1.00 | 0.00 | 0.00 | 2.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 3502 | 1900 | 0 | 0 | 3610 | 1900 | 1900 | 0 | 1900 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.22 | 0.24 | 0.00 | 0.00 | 0.44 | 0.00 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | | **** | | **** | | | | | |
| Green/Cycle: | 0.26 | 0.79 | 0.00 | 0.00 | 0.52 | 0.00 | 0.04 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.85 | 0.30 | 0.00 | 0.00 | 0.85 | 0.00 | 0.63 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 32.1 | 2.2 | 0.0 | 0.0 | 18.1 | 0.0 | 44.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 32.1 | 2.2 | 0.0 | 0.0 | 18.1 | 0.0 | 44.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | C | A | A | A | B | A | D | A | A | A | A | A |
| HCM2kAvgQ: | 11 | 3 | 0 | 0 | 19 | 0 | 3 | 0 | 0 | 0 | 0 | 0 |

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

Horseshoe Grande Property (Freeway Analysis)
Year 2025 With Project - Alternative 2
Evening Peak Hour - With Improvements

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

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Intersection #1 I-215 Freeway SB Ramps (NS) at Bonnie Drive (EW)

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Cycle (sec): 85 Critical Vol./Cap.(X): 0.839
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 17.1
Optimal Cycle: OPTIMIZED Level Of Service: B

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| 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 | | | Ignore | | | Ignore | | | Include | | |
| Min. Green: | 10 | 24 | 0 | 24 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 2 0 1 | 0 0 | | 0 0 2 | 0 1 | | 1 0 | 0 0 | 1 | 0 0 | 0 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 200 | 183 | 0 | 0 | 782 | 14 | 12 | 0 | 233 | 0 | 0 | 0 |
| Growth Adj: | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 |
| Initial Bse: | 489 | 447 | 0 | 0 | 1912 | 34 | 29 | 0 | 570 | 0 | 0 | 0 |
| Added Vol: | 0 | 20 | 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: | 489 | 467 | 0 | 0 | 1912 | 34 | 29 | 0 | 570 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.00 | 0.95 | 0.95 | 0.00 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 515 | 492 | 0 | 0 | 2013 | 0 | 31 | 0 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 515 | 492 | 0 | 0 | 2013 | 0 | 31 | 0 | 0 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 515 | 492 | 0 | 0 | 2013 | 0 | 31 | 0 | 0 | 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 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 1.00 | 0.00 | 0.00 | 2.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 3502 | 1900 | 0 | 0 | 3610 | 1900 | 1900 | 0 | 1900 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.15 | 0.26 | 0.00 | 0.00 | 0.56 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | | **** | | **** | | | | | |
| Green/Cycle: | 0.18 | 0.84 | 0.00 | 0.00 | 0.66 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.84 | 0.31 | 0.00 | 0.00 | 0.84 | 0.00 | 0.36 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 43.9 | 1.6 | 0.0 | 0.0 | 13.6 | 0.0 | 43.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 43.9 | 1.6 | 0.0 | 0.0 | 13.6 | 0.0 | 43.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | D | A | A | A | B | A | D | A | A | A | A | A |
| HCM2kAvgQ: | 9 | 3 | 0 | 0 | 23 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |

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

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Horseshoe Grande Property (Freeway Analysis)
Year 2025 With Project - Alternative 2
Morning Peak Hour

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

Intersection #2 I-10 Freeway NB Ramps (NS) at SR-74 (EW)

Average Delay (sec/veh): 1179.8 Worst Case Level Of Service: F[10047.4]

| 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 | | | Ignore | | |
| Lanes: | 0 0 0 | 0 0 | 0 | 0 0 1! | 0 0 | 0 | 1 0 2 | 0 0 | 0 | 0 0 2 | 0 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 139 | 0 | 21 | 83 | 737 | 0 | 0 | 444 | 703 |
| Growth Adj: | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 |
| Initial Bse: | 0 | 0 | 0 | 340 | 0 | 51 | 203 | 1802 | 0 | 0 | 1086 | 1719 |
| Added Vol: | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 361 | 0 | 51 | 203 | 1802 | 0 | 0 | 1096 | 1719 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.00 |
| PHF Volume: | 0 | 0 | 0 | 380 | 0 | 54 | 214 | 1897 | 0 | 0 | 1153 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 0 | 0 | 380 | 0 | 54 | 214 | 1897 | 0 | 0 | 1153 | 0 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | 6.8 | 6.5 | 6.9 | 4.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| FollowUpTim: | xxxxx | xxxx | xxxxx | 3.5 | 4.0 | 3.3 | 2.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Capacity Module: | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | 2529 | 3477 | 577 | 1153 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Potent Cap.: | xxxx | xxxx | xxxxx | 23 | 7 | 465 | 613 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Move Cap.: | xxxx | xxxx | xxxxx | 17 | 4 | 465 | 613 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Volume/Cap: | xxxx | xxxx | xxxx | 22.36 | 0.00 | 0.12 | 0.35 | xxxx | xxxx | xxxx | xxxx | xxxx |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 1.6 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 14.0 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| LOS by Move: | * | * | * | * | * | * | B | * | * | * | * | * |
| Movement: | LT | LTR | RT | LT | LTR | RT | LT | LTR | RT | LT | LTR | RT |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | 19 | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | 54.8 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shared LOS: | * | * | * | * | F | * | * | * | * | * | * | * |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | xxxxxx | | |
| ApproachLOS: | * | | | F | | | * | | | * | | |

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

Horseshoe Grande Property (Freeway Analysis)
Year 2025 With Project - Alternative 2
Evening Peak Hour

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

Intersection #1 I-215 Freeway SB Ramps (NS) at Bonnie Drive (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 | | | Ignore | | | Ignore | | | Include | | |
| 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: | 200 | 183 | 0 | 0 | 782 | 14 | 12 | 0 | 233 | 0 | 0 | 0 |
| Growth Adj: | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 |
| Initial Bse: | 489 | 447 | 0 | 0 | 1912 | 34 | 29 | 0 | 570 | 0 | 0 | 0 |
| Added Vol: | 0 | 20 | 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: | 489 | 467 | 0 | 0 | 1912 | 34 | 29 | 0 | 570 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.00 | 0.95 | 0.95 | 0.00 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 515 | 492 | 0 | 0 | 2013 | 0 | 31 | 0 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 515 | 492 | 0 | 0 | 2013 | 0 | 31 | 0 | 0 | 0 | 0 | 0 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | 4.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 6.4 | xxxx | 6.2 | xxxxx | xxxx | xxxxx |
| FollowUpTim: | 2.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 3.5 | xxxx | 3.3 | xxxxx | xxxx | xxxxx |
| Capacity Module: | | | | | | | | | | | | |
| Cnflict Vol: | 2013 | xxxx | xxxxx | xxxx | xxxx | xxxxx | 3534 | xxxx | 2013 | xxxx | xxxx | xxxxx |
| Potent Cap.: | 287 | xxxx | xxxxx | xxxx | xxxx | xxxxx | 7 | xxxx | 75 | xxxx | xxxx | xxxxx |
| Move Cap.: | 287 | xxxx | xxxxx | xxxx | xxxx | xxxxx | 0 | xxxx | 75 | xxxx | xxxx | xxxxx |
| Volume/Cap: | 1.79 | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | 0.00 | xxxx | xxxx | xxxx |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | 34.1 | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Control Del: | 400.0 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| LOS by Move: | F | * | * | * | * | * | * | * | * | * | * | * |
| 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: | xxxxxx | | | xxxxxx | | | xxxxxx | | | xxxxxx | | |
| ApproachLOS: | * | | | * | | | F | | | * | | |

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

Horseshoe Grande Property (Freeway Analysis)
Year 2025 With Project - Alternative 2
Morning Peak Hour - With Improvements

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

Intersection #2 I-10 Freeway NB Ramps (NS) at SR-74 (EW)

Cycle (sec): 65 Critical Vol./Cap.(X): 0.878
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 14.8
Optimal Cycle: OPTIMIZED Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Protected | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Ignore | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 24 | 0 | 0 | 24 | 24 |
| Lanes: | 0 0 | 0 | 0 0 | 1 0 | 0 | 0 1 | 1 0 | 2 | 0 0 | 0 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 139 | 0 | 21 | 83 | 737 | 0 | 0 | 444 | 703 |
| Growth Adj: | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 |
| Initial Bse: | 0 | 0 | 0 | 340 | 0 | 51 | 203 | 1802 | 0 | 0 | 1086 | 1719 |
| Added Vol: | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 361 | 0 | 51 | 203 | 1802 | 0 | 0 | 1096 | 1719 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.00 |
| PHF Volume: | 0 | 0 | 0 | 380 | 0 | 54 | 214 | 1897 | 0 | 0 | 1153 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 380 | 0 | 54 | 214 | 1897 | 0 | 0 | 1153 | 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 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 0 | 0 | 0 | 380 | 0 | 54 | 214 | 1897 | 0 | 0 | 1153 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 0.85 | 0.20 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 1805 | 0 | 1615 | 382 | 3610 | 0 | 0 | 3610 | 1900 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.21 | 0.00 | 0.03 | 0.56 | 0.53 | 0.00 | 0.00 | 0.32 | 0.00 |
| Crit Moves: | | | | **** | | | **** | | | | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.23 | 0.00 | 0.23 | 0.65 | 0.65 | 0.00 | 0.00 | 0.65 | 0.00 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.91 | 0.00 | 0.15 | 0.86 | 0.81 | 0.00 | 0.00 | 0.49 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 48.9 | 0.0 | 20.1 | 34.9 | 10.8 | 0.0 | 0.0 | 6.1 | 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: | 0.0 | 0.0 | 0.0 | 48.9 | 0.0 | 20.1 | 34.9 | 10.8 | 0.0 | 0.0 | 6.1 | 0.0 |
| LOS by Move: | A | A | A | D | A | C | C | B | A | A | A | A |
| HCM2kAvgQ: | 0 | 0 | 0 | 12 | 0 | 1 | 7 | 17 | 0 | 0 | 7 | 0 |

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

Horseshoe Grande Property (Freeway Analysis)
Year 2025 With Project - Alternative 2
Evening Peak Hour - With Improvements

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

Intersection #2 I-10 Freeway NB Ramps (NS) at SR-74 (EW)

Cycle (sec): 120 Critical Vol./Cap.(X): 0.997
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 32.8
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 | | | Protected | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Ignore | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 24 | 0 | 0 | 24 | 24 |
| Lanes: | 0 0 | 0 | 0 0 | 1 | 0 0 | 0 1 | 1 | 0 2 | 0 0 | 0 | 0 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 143 | 0 | 36 | 22 | 1008 | 0 | 0 | 340 | 586 |
| Growth Adj: | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 |
| Initial Bse: | 0 | 0 | 0 | 350 | 0 | 88 | 54 | 2465 | 0 | 0 | 831 | 1433 |
| Added Vol: | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 364 | 0 | 88 | 54 | 2465 | 0 | 0 | 851 | 1433 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.00 |
| PHF Volume: | 0 | 0 | 0 | 383 | 0 | 93 | 57 | 2594 | 0 | 0 | 896 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 383 | 0 | 93 | 57 | 2594 | 0 | 0 | 896 | 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 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 0 | 0 | 0 | 383 | 0 | 93 | 57 | 2594 | 0 | 0 | 896 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 0.85 | 0.29 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 1805 | 0 | 1615 | 547 | 3610 | 0 | 0 | 3610 | 1900 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.21 | 0.00 | 0.06 | 0.10 | 0.72 | 0.00 | 0.00 | 0.25 | 0.00 |
| Crit Moves: | | | | **** | | | | **** | | | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.21 | 0.00 | 0.21 | 0.72 | 0.72 | 0.00 | 0.00 | 0.72 | 0.00 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.27 | 0.14 | 1.00 | 0.00 | 0.00 | 0.34 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 92.3 | 0.0 | 39.9 | 5.4 | 33.6 | 0.0 | 0.0 | 6.3 | 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: | 0.0 | 0.0 | 0.0 | 92.3 | 0.0 | 39.9 | 5.4 | 33.6 | 0.0 | 0.0 | 6.3 | 0.0 |
| LOS by Move: | A | A | A | F | A | D | A | C | A | A | A | A |
| HCM2kAvgQ: | 0 | 0 | 0 | 20 | 0 | 3 | 1 | 58 | 0 | 0 | 6 | 0 |

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

Horseshoe Grande Property (Freeway Analysis)
Year 2025 With Project - Alternative 2
Morning Peak Hour

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

Intersection #3 Beaumont Avenue (SR-79) (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec): 110 Critical Vol./Cap.(X): 1.288
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 142.0
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: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 10 | 18 | 0 | 0 | 18 | 18 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 1 0 | 2 0 | 0 | 0 0 | 1 1 | 0 | 0 0 | 0 0 | 0 | 0 1 | 0 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 465 | 168 | 0 | 0 | 252 | 64 | 0 | 0 | 0 | 274 | 12 | 82 |
| Growth Adj: | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 |
| Initial Bse: | 915 | 330 | 0 | 0 | 496 | 126 | 0 | 0 | 0 | 539 | 24 | 161 |
| Added Vol: | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 925 | 330 | 0 | 0 | 496 | 126 | 0 | 0 | 0 | 551 | 24 | 161 |
| User Adj: | 1.00 | 1.00 | 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: | 973 | 348 | 0 | 0 | 522 | 133 | 0 | 0 | 0 | 580 | 25 | 170 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 973 | 348 | 0 | 0 | 522 | 133 | 0 | 0 | 0 | 580 | 25 | 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: | 973 | 348 | 0 | 0 | 522 | 133 | 0 | 0 | 0 | 580 | 25 | 170 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 1.00 | 1.00 | 0.92 | 0.92 | 1.00 | 1.00 | 1.00 | 0.82 | 0.82 | 0.82 |
| Lanes: | 1.00 | 2.00 | 0.00 | 0.00 | 1.59 | 0.41 | 0.00 | 0.00 | 0.00 | 1.00 | 0.13 | 0.87 |
| Final Sat.: | 1805 | 3610 | 0 | 0 | 2792 | 709 | 0 | 0 | 0 | 1550 | 198 | 1352 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.54 | 0.10 | 0.00 | 0.00 | 0.19 | 0.19 | 0.00 | 0.00 | 0.00 | 0.37 | 0.13 | 0.13 |
| Crit Moves: | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.41 | 0.57 | 0.00 | 0.00 | 0.16 | 0.16 | 0.00 | 0.00 | 0.00 | 0.28 | 0.28 | 0.28 |
| Volume/Cap: | 1.32 | 0.17 | 0.00 | 0.00 | 1.14 | 1.14 | 0.00 | 0.00 | 0.00 | 1.32 | 0.44 | 0.44 |
| Delay/Veh: | 186.9 | 11.2 | 0.0 | 0.0 | 129 | 129.2 | 0.0 | 0.0 | 0.0 | 196.1 | 32.5 | 32.5 |
| 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: | 186.9 | 11.2 | 0.0 | 0.0 | 129 | 129.2 | 0.0 | 0.0 | 0.0 | 196.1 | 32.5 | 32.5 |
| LOS by Move: | F | B | A | A | F | F | A | A | A | F | C | C |
| HCM2kAvgQ: | 63 | 3 | 0 | 0 | 20 | 20 | 0 | 0 | 0 | 41 | 6 | 6 |

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

Horseshoe Grande Property (Freeway Analysis)
Year 2025 With Project - Alternative 2
Evening Peak Hour

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

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Intersection #3 Beaumont Avenue (SR-79) (NS) at I-10 Freeway WB Ramps (EW)

**********

Cycle (sec): 105 Critical Vol./Cap.(X): 1.639
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 257.4
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 | 18 | 0 | 0 | 18 | 18 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 1 0 | 2 0 | 0 | 0 0 | 1 1 | 0 | 0 0 | 0 0 | 0 | 0 1 | 0 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 349 | 197 | 0 | 0 | 323 | 95 | 0 | 0 | 0 | 543 | 38 | 114 |
| Growth Adj: | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 |
| Initial Bse: | 687 | 388 | 0 | 0 | 635 | 187 | 0 | 0 | 0 | 1068 | 75 | 224 |
| Added Vol: | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 707 | 388 | 0 | 0 | 635 | 187 | 0 | 0 | 0 | 1077 | 75 | 224 |
| User Adj: | 1.00 | 1.00 | 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: | 744 | 408 | 0 | 0 | 669 | 197 | 0 | 0 | 0 | 1134 | 79 | 236 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 744 | 408 | 0 | 0 | 669 | 197 | 0 | 0 | 0 | 1134 | 79 | 236 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 744 | 408 | 0 | 0 | 669 | 197 | 0 | 0 | 0 | 1134 | 79 | 236 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 1.00 | 1.00 | 0.92 | 0.92 | 1.00 | 1.00 | 1.00 | 0.82 | 0.82 | 0.82 |
| Lanes: | 1.00 | 2.00 | 0.00 | 0.00 | 1.55 | 0.45 | 0.00 | 0.00 | 0.00 | 1.00 | 0.25 | 0.75 |
| Final Sat.: | 1805 | 3610 | 0 | 0 | 2695 | 793 | 0 | 0 | 0 | 1556 | 389 | 1167 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.41 | 0.11 | 0.00 | 0.00 | 0.25 | 0.25 | 0.00 | 0.00 | 0.00 | 0.73 | 0.20 | 0.20 |
| Crit Moves: | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.24 | 0.42 | 0.00 | 0.00 | 0.17 | 0.17 | 0.00 | 0.00 | 0.00 | 0.43 | 0.43 | 0.43 |
| Volume/Cap: | 1.69 | 0.27 | 0.00 | 0.00 | 1.45 | 1.45 | 0.00 | 0.00 | 0.00 | 1.69 | 0.47 | 0.47 |
| Delay/Veh: | 358.7 | 20.3 | 0.0 | 0.0 | 254 | 254.3 | 0.0 | 0.0 | 0.0 | 344.2 | 21.3 | 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: | 358.7 | 20.3 | 0.0 | 0.0 | 254 | 254.3 | 0.0 | 0.0 | 0.0 | 344.2 | 21.3 | 21.3 |
| LOS by Move: | F | C | A | A | F | F | A | A | A | F | C | C |
| HCM2kAvgQ: | 62 | 4 | 0 | 0 | 34 | 34 | 0 | 0 | 0 | 98 | 8 | 8 |

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

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Horseshoe Grande Property (Freeway Analysis)
Year 2025 With Project - Alternative 2
Morning Peak Hour - With Improvements

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

Intersection #3 Beaumont Avenue (SR-79) (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec): 80 Critical Vol./Cap.(X): 0.744
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 26.9
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 | 18 | 0 | 0 | 18 | 18 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 2 0 | 2 0 | 0 | 0 0 | 2 1 | 0 | 0 0 | 0 0 | 0 | 1 1 | 0 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 465 | 168 | 0 | 0 | 252 | 64 | 0 | 0 | 0 | 274 | 12 | 82 |
| Growth Adj: | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 |
| Initial Bse: | 915 | 330 | 0 | 0 | 496 | 126 | 0 | 0 | 0 | 539 | 24 | 161 |
| Added Vol: | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 925 | 330 | 0 | 0 | 496 | 126 | 0 | 0 | 0 | 551 | 24 | 161 |
| User Adj: | 1.00 | 1.00 | 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: | 973 | 348 | 0 | 0 | 522 | 133 | 0 | 0 | 0 | 580 | 25 | 170 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 973 | 348 | 0 | 0 | 522 | 133 | 0 | 0 | 0 | 580 | 25 | 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: | 973 | 348 | 0 | 0 | 522 | 133 | 0 | 0 | 0 | 580 | 25 | 170 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.95 | 1.00 | 1.00 | 0.88 | 0.88 | 1.00 | 1.00 | 1.00 | 0.82 | 0.82 | 0.82 |
| Lanes: | 2.00 | 2.00 | 0.00 | 0.00 | 2.39 | 0.61 | 0.00 | 0.00 | 0.00 | 2.00 | 0.13 | 0.87 |
| Final Sat.: | 3502 | 3610 | 0 | 0 | 4012 | 1019 | 0 | 0 | 0 | 3100 | 198 | 1352 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.28 | 0.10 | 0.00 | 0.00 | 0.13 | 0.13 | 0.00 | 0.00 | 0.00 | 0.19 | 0.13 | 0.13 |
| Crit Moves: | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.34 | 0.57 | 0.00 | 0.00 | 0.23 | 0.23 | 0.00 | 0.00 | 0.00 | 0.23 | 0.23 | 0.23 |
| Volume/Cap: | 0.81 | 0.17 | 0.00 | 0.00 | 0.58 | 0.58 | 0.00 | 0.00 | 0.00 | 0.81 | 0.54 | 0.54 |
| Delay/Veh: | 28.1 | 8.3 | 0.0 | 0.0 | 28.4 | 28.4 | 0.0 | 0.0 | 0.0 | 34.3 | 27.5 | 27.5 |
| 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: | 28.1 | 8.3 | 0.0 | 0.0 | 28.4 | 28.4 | 0.0 | 0.0 | 0.0 | 34.3 | 27.5 | 27.5 |
| LOS by Move: | C | A | A | A | C | C | A | A | A | C | C | C |
| HCM2kAvgQ: | 14 | 2 | 0 | 0 | 6 | 6 | 0 | 0 | 0 | 10 | 5 | 5 |

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

Horseshoe Grande Property (Freeway Analysis)
Year 2025 With Project - Alternative 2
Evening Peak Hour - With Improvements

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

Intersection #3 Beaumont Avenue (SR-79) (NS) at I-10 Freeway WB Ramps (EW)

| | | | |
|---|---|---|---|
| Cycle (sec): | 90 | Critical Vol./Cap.(X): | 0.927 |
| 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 | 18 | 0 | 0 | 18 | 18 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 2 0 | 2 0 | 0 | 0 0 | 2 0 | 1 | 0 0 | 0 0 | 0 | 1 1 | 0 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 349 | 197 | 0 | 0 | 323 | 95 | 0 | 0 | 0 | 543 | 38 | 114 |
| Growth Adj: | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 |
| Initial Bse: | 687 | 388 | 0 | 0 | 635 | 187 | 0 | 0 | 0 | 1068 | 75 | 224 |
| Added Vol: | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 707 | 388 | 0 | 0 | 635 | 187 | 0 | 0 | 0 | 1077 | 75 | 224 |
| User Adj: | 1.00 | 1.00 | 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: | 744 | 408 | 0 | 0 | 669 | 197 | 0 | 0 | 0 | 1134 | 79 | 236 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 744 | 408 | 0 | 0 | 669 | 197 | 0 | 0 | 0 | 1134 | 79 | 236 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 744 | 408 | 0 | 0 | 669 | 197 | 0 | 0 | 0 | 1134 | 79 | 236 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.95 | 1.00 | 1.00 | 0.95 | 0.85 | 1.00 | 1.00 | 1.00 | 0.82 | 0.82 | 0.82 |
| Lanes: | 2.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.25 | 0.75 |
| Final Sat.: | 3502 | 3610 | 0 | 0 | 3610 | 1615 | 0 | 0 | 0 | 3111 | 389 | 1167 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.21 | 0.11 | 0.00 | 0.00 | 0.19 | 0.12 | 0.00 | 0.00 | 0.00 | 0.36 | 0.20 | 0.20 |
| Crit Moves: | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.23 | 0.43 | 0.00 | 0.00 | 0.20 | 0.20 | 0.00 | 0.00 | 0.00 | 0.39 | 0.39 | 0.39 |
| Volume/Cap: | 0.93 | 0.26 | 0.00 | 0.00 | 0.93 | 0.61 | 0.00 | 0.00 | 0.00 | 0.93 | 0.51 | 0.51 |
| Delay/Veh: | 50.6 | 16.6 | 0.0 | 0.0 | 53.3 | 36.2 | 0.0 | 0.0 | 0.0 | 36.0 | 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: | 50.6 | 16.6 | 0.0 | 0.0 | 53.3 | 36.2 | 0.0 | 0.0 | 0.0 | 36.0 | 20.9 | 20.9 |
| LOS by Move: | D | B | A | A | D | D | A | A | A | D | C | C |
| HCM2kAvgQ: | 15 | 4 | 0 | 0 | 14 | 6 | 0 | 0 | 0 | 20 | 7 | 7 |

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

Horseshoe Grande Property (Freeway Analysis)
Year 2025 With Project - Alternative 2
Morning Peak Hour

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

Intersection #4 Beaumont Avenue (SR-79) (NS) at I-10 Freeway EB Ramps (EW)

Cycle (sec): 120 Critical Vol./Cap.(X): 1.464
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 194.3
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: | Protected | | | | | | Protected | | | | | | Protected | | | | | | Protected | | | | | |
| Rights: | Include | | | | | | Include | | | | | | Include | | | | | | Include | | | | | |
| Min. Green: | 0 | | 18 | | 18 | | 10 | | 18 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Lanes: | 0 | 0 | 1 | 1 | 0 | | 1 | 0 | 2 | 0 | 0 | | 0 | 1 | 0 | 1 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Volume Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | | 554 | | 499 | | 107 | | 443 | | 0 | | 56 | | 1 | | 354 | | 0 | | 0 | | 0 | |
| Growth Adj: | 1.97 | | 1.97 | | 1.97 | | 1.97 | | 1.97 | | 1.97 | | 1.97 | | 1.97 | | 1.97 | | 1.97 | | 1.97 | | 1.97 | |
| Initial Bse: | 0 | | 1090 | | 982 | | 210 | | 871 | | 0 | | 110 | | 2 | | 696 | | 0 | | 0 | | 0 | |
| Added Vol: | 0 | | 10 | | 7 | | 0 | | 12 | | 0 | | 0 | | 0 | | 21 | | 0 | | 0 | | 0 | |
| PasserByVol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Initial Fut: | 0 | | 1100 | | 989 | | 210 | | 883 | | 0 | | 110 | | 2 | | 717 | | 0 | | 0 | | 0 | |
| User Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| PHF Adj: | 0.95 | | 0.95 | | 0.95 | | 0.95 | | 0.95 | | 0.95 | | 0.95 | | 0.95 | | 0.95 | | 0.95 | | 0.95 | | 0.95 | |
| PHF Volume: | 0 | | 1158 | | 1041 | | 222 | | 930 | | 0 | | 116 | | 2 | | 755 | | 0 | | 0 | | 0 | |
| Reduct Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduced Vol: | 0 | | 1158 | | 1041 | | 222 | | 930 | | 0 | | 116 | | 2 | | 755 | | 0 | | 0 | | 0 | |
| PCE Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| MLF Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| FinalVolume: | 0 | | 1158 | | 1041 | | 222 | | 930 | | 0 | | 116 | | 2 | | 755 | | 0 | | 0 | | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | | 1900 | | 1900 | | 1900 | | 1900 | | 1900 | | 1900 | | 1900 | | 1900 | | 1900 | | 1900 | | 1900 | |
| Adjustment: | 1.00 | | 0.88 | | 0.88 | | 0.95 | | 0.95 | | 1.00 | | 0.81 | | 0.81 | | 0.81 | | 1.00 | | 1.00 | | 1.00 | |
| Lanes: | 0.00 | | 1.05 | | 0.95 | | 1.00 | | 2.00 | | 0.00 | | 0.98 | | 0.02 | | 1.00 | | 0.00 | | 0.00 | | 0.00 | |
| Final Sat.: | 0 | | 1766 | | 1588 | | 1805 | | 3610 | | 0 | | 1512 | | 27 | | 1539 | | 0 | | 0 | | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | | 0.66 | | 0.66 | | 0.12 | | 0.26 | | 0.00 | | 0.08 | | 0.08 | | 0.49 | | 0.00 | | 0.00 | | 0.00 | |
| Crit Moves: | | | **** | | | | **** | | | | | | | | | | **** | | | | | | | |
| Green/Cycle: | 0.00 | | 0.45 | | 0.45 | | 0.08 | | 0.53 | | 0.00 | | 0.34 | | 0.34 | | 0.34 | | 0.00 | | 0.00 | | 0.00 | |
| Volume/Cap: | 0.00 | | 1.46 | | 1.46 | | 1.46 | | 0.48 | | 0.00 | | 0.23 | | 0.23 | | 1.46 | | 0.00 | | 0.00 | | 0.00 | |
| Delay/Veh: | 0.0 | | 246 | | 245.7 | | 296.3 | | 17.9 | | 0.0 | | 28.8 | | 28.8 | | 257.9 | | 0.0 | | 0.0 | | 0.0 | |
| User DelAdj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| AdjDel/Veh: | 0.0 | | 246 | | 245.7 | | 296.3 | | 17.9 | | 0.0 | | 28.8 | | 28.8 | | 257.9 | | 0.0 | | 0.0 | | 0.0 | |
| LOS by Move: | A | | F | | F | | F | | B | | A | | C | | C | | F | | A | | A | | A | |
| HCM2kAvgQ: | 0 | | 87 | | 87 | | 19 | | 11 | | 0 | | 3 | | 3 | | 61 | | 0 | | 0 | | 0 | |

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

Horseshoe Grande Property (Freeway Analysis)
Year 2025 With Project - Alternative 2
Evening Peak Hour

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

Intersection #4 Beaumont Avenue (SR-79) (NS) at I-10 Freeway EB Ramps (EW)

| | | | |
|---|---|---|---|
| Cycle (sec): | 120 | Critical Vol./Cap.(X): | 1.576 |
| Loss Time (sec): | 16 (Y+R=4.0 sec) | Average Delay (sec/veh): | 221.2 |
| 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: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 18 | 18 | 10 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 0 0 | 1 1 | 0 | 1 0 | 2 0 | 0 | 0 1 | 0 1 | 0 | 0 0 | 0 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 458 | 321 | 105 | 692 | 0 | 88 | 3 | 558 | 0 | 0 | 0 |
| Growth Adj: | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 |
| Initial Bse: | 0 | 901 | 631 | 207 | 1361 | 0 | 173 | 6 | 1098 | 0 | 0 | 0 |
| Added Vol: | 0 | 20 | 12 | 0 | 9 | 0 | 0 | 0 | 14 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 921 | 643 | 207 | 1370 | 0 | 173 | 6 | 1112 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 0 | 969 | 677 | 217 | 1442 | 0 | 182 | 6 | 1170 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 969 | 677 | 217 | 1442 | 0 | 182 | 6 | 1170 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 969 | 677 | 217 | 1442 | 0 | 182 | 6 | 1170 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.89 | 0.89 | 0.95 | 0.95 | 1.00 | 0.81 | 0.81 | 0.81 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 1.18 | 0.82 | 1.00 | 2.00 | 0.00 | 0.97 | 0.03 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 1993 | 1393 | 1805 | 3610 | 0 | 1490 | 51 | 1541 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.49 | 0.49 | 0.12 | 0.40 | 0.00 | 0.12 | 0.12 | 0.76 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | **** | | | | | **** | | | |
| Green/Cycle: | 0.00 | 0.31 | 0.31 | 0.08 | 0.39 | 0.00 | 0.48 | 0.48 | 0.48 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.00 | 1.59 | 1.59 | 1.45 | 1.03 | 0.00 | 0.26 | 0.26 | 1.59 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 312 | 311.9 | 288.7 | 67.8 | 0.0 | 18.7 | 18.7 | 302.6 | 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: | 0.0 | 312 | 311.9 | 288.7 | 67.8 | 0.0 | 18.7 | 18.7 | 302.6 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | F | F | F | E | A | B | B | F | A | A | A |
| HCM2kAvgQ: | 0 | 72 | 72 | 18 | 36 | 0 | 4 | 4 | 101 | 0 | 0 | 0 |

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

Horseshoe Grande Property (Freeway Analysis)
Year 2025 With Project - Alternative 2
Morning Peak Hour - With Improvements

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

Intersection #4 Beaumont Avenue (SR-79) (NS) at I-10 Freeway EB Ramps (EW)

Cycle (sec): 105 Critical Vol./Cap.(X): 0.867
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: | 0 | 18 | 18 | 10 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 0 0 | 1 1 | 1 | 2 0 | 2 0 | 0 | 1 0 | 0 1 | 1 | 0 0 | 0 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 554 | 499 | 107 | 443 | 0 | 56 | 1 | 354 | 0 | 0 | 0 |
| Growth Adj: | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 |
| Initial Bse: | 0 | 1090 | 982 | 210 | 871 | 0 | 110 | 2 | 696 | 0 | 0 | 0 |
| Added Vol: | 0 | 10 | 7 | 0 | 12 | 0 | 0 | 0 | 21 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 1100 | 989 | 210 | 883 | 0 | 110 | 2 | 717 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 0 | 1158 | 1041 | 222 | 930 | 0 | 116 | 2 | 755 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1158 | 1041 | 222 | 930 | 0 | 116 | 2 | 755 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 1158 | 1041 | 222 | 930 | 0 | 116 | 2 | 755 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.88 | 0.88 | 0.92 | 0.95 | 1.00 | 0.85 | 0.85 | 0.85 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 1.58 | 1.42 | 2.00 | 2.00 | 0.00 | 1.00 | 0.01 | 1.99 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 2649 | 2381 | 3502 | 3610 | 0 | 1615 | 9 | 3221 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.44 | 0.44 | 0.06 | 0.26 | 0.00 | 0.07 | 0.23 | 0.23 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | **** | | | | **** | | | | |
| Green/Cycle: | 0.00 | 0.49 | 0.49 | 0.10 | 0.58 | 0.00 | 0.26 | 0.26 | 0.26 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.00 | 0.89 | 0.89 | 0.66 | 0.44 | 0.00 | 0.27 | 0.89 | 0.89 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 28.9 | 28.9 | 50.9 | 12.3 | 0.0 | 31.1 | 49.0 | 49.0 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 28.9 | 28.9 | 50.9 | 12.3 | 0.0 | 31.1 | 49.0 | 49.0 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | C | C | D | B | A | C | D | D | A | A | A |
| HCM2kAvgQ: | 0 | 26 | 26 | 5 | 9 | 0 | 3 | 15 | 15 | 0 | 0 | 0 |

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

Horseshoe Grande Property (Freeway Analysis)
Year 2025 With Project - Alternative 2
Evening Peak Hour - With Improvements

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

Intersection #4 Beaumont Avenue (SR-79) (NS) at I-10 Freeway EB Ramps (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.893
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: | 0 | 18 | 18 | 10 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 0 0 | 1 1 | 1 | 2 0 | 2 0 | 0 | 1 0 | 0 1 | 1 | 0 0 | 0 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 458 | 321 | 105 | 692 | 0 | 88 | 3 | 558 | 0 | 0 | 0 |
| Growth Adj: | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 |
| Initial Bse: | 0 | 901 | 631 | 207 | 1361 | 0 | 173 | 6 | 1098 | 0 | 0 | 0 |
| Added Vol: | 0 | 20 | 12 | 0 | 9 | 0 | 0 | 0 | 14 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 921 | 643 | 207 | 1370 | 0 | 173 | 6 | 1112 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 0 | 969 | 677 | 217 | 1442 | 0 | 182 | 6 | 1170 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 969 | 677 | 217 | 1442 | 0 | 182 | 6 | 1170 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 969 | 677 | 217 | 1442 | 0 | 182 | 6 | 1170 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.89 | 0.89 | 0.92 | 0.95 | 1.00 | 0.85 | 0.85 | 0.85 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 1.77 | 1.23 | 2.00 | 2.00 | 0.00 | 1.00 | 0.01 | 1.99 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 2990 | 2089 | 3502 | 3610 | 0 | 1615 | 17 | 3217 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.32 | 0.32 | 0.06 | 0.40 | 0.00 | 0.11 | 0.36 | 0.36 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | **** | | | | **** | | | | |
| Green/Cycle: | 0.00 | 0.35 | 0.35 | 0.10 | 0.45 | 0.00 | 0.39 | 0.39 | 0.39 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.00 | 0.93 | 0.93 | 0.62 | 0.89 | 0.00 | 0.29 | 0.93 | 0.93 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 40.6 | 40.6 | 46.6 | 31.9 | 0.0 | 21.1 | 41.2 | 41.2 | 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: | 0.0 | 40.6 | 40.6 | 46.6 | 31.9 | 0.0 | 21.1 | 41.2 | 41.2 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | D | D | D | C | A | C | D | D | A | A | A |
| HCM2kAvgQ: | 0 | 22 | 22 | 4 | 25 | 0 | 4 | 22 | 22 | 0 | 0 | 0 |

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

**Year 2025 With Project – Alternative 3**

Horseshoe Grande Property (Freeway Analysis)
Year 2025 With Project - Alternative 3
Morning Peak Hour

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

Intersection #1 I-215 Freeway SB Ramps (NS) at Bonnie Drive (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 | | | | | | Ignore | | | | | | Ignore | | | | | | Include | | | | | |
| 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: | 302 | 171 | | 0 | | | 0 | 624 | | 37 | | | 25 | | 0 | | 187 | | 0 | | 0 | | 0 | |
| Growth Adj: | 2.45 | 2.45 | | 2.45 | | | 2.45 | 2.45 | | 2.45 | | | 2.45 | | 2.45 | | 2.45 | | 2.45 | | 2.45 | | 2.45 | |
| Initial Bse: | 738 | 418 | | 0 | | | 0 | 1526 | | 90 | | | 61 | | 0 | | 457 | | 0 | | 0 | | 0 | |
| Added Vol: | 0 | 13 | | 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: | 738 | 431 | | 0 | | | 0 | 1526 | | 90 | | | 61 | | 0 | | 457 | | 0 | | 0 | | 0 | |
| User Adj: | 1.00 | 1.00 | | 1.00 | | | 1.00 | 1.00 | | 0.00 | | | 1.00 | | 1.00 | | 0.00 | | 1.00 | | 1.00 | | 1.00 | |
| PHF Adj: | 0.95 | 0.95 | | 0.95 | | | 0.95 | 0.95 | | 0.00 | | | 0.95 | | 0.95 | | 0.00 | | 0.95 | | 0.95 | | 0.95 | |
| PHF Volume: | 777 | 454 | | 0 | | | 0 | 1606 | | 0 | | | 64 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduct Vol: | 0 | 0 | | 0 | | | 0 | 0 | | 0 | | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| FinalVolume: | 777 | 454 | | 0 | | | 0 | 1606 | | 0 | | | 64 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Critical Gap Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Critical Gp: | 4.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | | | | 6.4 | xxxx | | 6.2 | xxxxx | xxxx | xxxxx | | | | | |
| FollowUpTim: | 2.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | | | | 3.5 | xxxx | | 3.3 | xxxxx | xxxx | xxxxx | | | | | |
| Capacity Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Cnflict Vol: | 1606 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | | | | 3614 | xxxx | | 1606 | xxxx | xxxx | xxxxx | | | | | |
| Potent Cap.: | 412 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | | | | 6 | xxxx | | 131 | xxxx | xxxx | xxxxx | | | | | |
| Move Cap.: | 412 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | | | | 0 | xxxx | | 131 | xxxx | xxxx | xxxxx | | | | | |
| Volume/Cap: | 1.88 | xxxx | xxxx | xxxx | xxxx | xxxx | | | | | | | xxxx | xxxx | | 0.00 | xxxx | xxxx | xxxx | | | | | |
| Level Of Service Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| 2Way95thQ: | 51.3 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | | | | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | | | | |
| Control Del: | 429.6 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | | | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | | | | |
| LOS by Move: | F | * | | * | | * | | | | | | | * | * | | * | | * | * | | | | | |
| 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: | xxxxxx | | | xxxxxx | | | | | | | | | xxxxxx | | | | | | xxxxxx | | | | | |
| ApproachLOS: | * | | | * | | | | | | | | | F | | | | | | * | | | | | |

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

Horseshoe Grande Property (Freeway Analysis)
Year 2025 With Project - Alternative 3
Evening Peak Hour

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

**********

Intersection #1 I-215 Freeway SB Ramps (NS) at Bonnie Drive (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 | | | Ignore | | | Ignore | | | Include | | |
| 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: | 200 | 183 | 0 | 0 | 782 | 14 | 12 | 0 | 233 | 0 | 0 | 0 |
| Growth Adj: | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 |
| Initial Bse: | 489 | 447 | 0 | 0 | 1912 | 34 | 29 | 0 | 570 | 0 | 0 | 0 |
| Added Vol: | 0 | 41 | 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: | 489 | 488 | 0 | 0 | 1912 | 34 | 29 | 0 | 570 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.00 | 0.95 | 0.95 | 0.00 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 515 | 514 | 0 | 0 | 2013 | 0 | 31 | 0 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 515 | 514 | 0 | 0 | 2013 | 0 | 31 | 0 | 0 | 0 | 0 | 0 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | 4.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 6.4 | xxxx | 6.2 | xxxxx | xxxx | xxxxx |
| FollowUpTim: | 2.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 3.5 | xxxx | 3.3 | xxxxx | xxxx | xxxxx |
| Capacity Module: | | | | | | | | | | | | |
| Cnflict Vol: | 2013 | xxxx | xxxxx | xxxx | xxxx | xxxxx | 3556 | xxxx | 2013 | xxxx | xxxx | xxxxx |
| Potent Cap.: | 287 | xxxx | xxxxx | xxxx | xxxx | xxxxx | 7 | xxxx | 75 | xxxx | xxxx | xxxxx |
| Move Cap.: | 287 | xxxx | xxxxx | xxxx | xxxx | xxxxx | 0 | xxxx | 75 | xxxx | xxxx | xxxxx |
| Volume/Cap: | 1.79 | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | 0.00 | xxxx | xxxx | xxxx |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | 34.1 | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Control Del: | 400.0 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| LOS by Move: | F | * | * | * | * | * | * | * | * | * | * | * |
| 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: | xxxxxx | | | xxxxxx | | | xxxxxx | | | xxxxxx | | |
| ApproachLOS: | * | | | * | | | F | | | * | | |

**********

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

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Horseshoe Grande Property (Freeway Analysis)
Year 2025 With Project - Alternative 3
Morning Peak Hour - With Improvements

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

Intersection #1 I-215 Freeway SB Ramps (NS) at Bonnie Drive (EW)

| | | | |
|---|---|---|---|
| Cycle (sec): | 70 | Critical Vol./Cap.(X): | 0.846 |
| 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 | | | Ignore | | | Ignore | | | Include | | |
| Min. Green: | 10 | 24 | 0 | 0 | 24 | 24 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 2 0 1 | 0 0 | | 0 0 2 | 0 1 | | 1 0 | 0 0 | 1 | 0 0 | 0 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 302 | 171 | 0 | 0 | 624 | 37 | 25 | 0 | 187 | 0 | 0 | 0 |
| Growth Adj: | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 |
| Initial Bse: | 738 | 418 | 0 | 0 | 1526 | 90 | 61 | 0 | 457 | 0 | 0 | 0 |
| Added Vol: | 0 | 13 | 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: | 738 | 431 | 0 | 0 | 1526 | 90 | 61 | 0 | 457 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.00 | 0.95 | 0.95 | 0.00 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 777 | 454 | 0 | 0 | 1606 | 0 | 64 | 0 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 777 | 454 | 0 | 0 | 1606 | 0 | 64 | 0 | 0 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 777 | 454 | 0 | 0 | 1606 | 0 | 64 | 0 | 0 | 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 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 1.00 | 0.00 | 0.00 | 2.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 3502 | 1900 | 0 | 0 | 3610 | 1900 | 1900 | 0 | 1900 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.22 | 0.24 | 0.00 | 0.00 | 0.44 | 0.00 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | | **** | | **** | | | | | |
| Green/Cycle: | 0.26 | 0.79 | 0.00 | 0.00 | 0.52 | 0.00 | 0.04 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.85 | 0.30 | 0.00 | 0.00 | 0.85 | 0.00 | 0.63 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 32.1 | 2.2 | 0.0 | 0.0 | 18.1 | 0.0 | 44.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 32.1 | 2.2 | 0.0 | 0.0 | 18.1 | 0.0 | 44.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | C | A | A | A | B | A | D | A | A | A | A | A |
| HCM2kAvgQ: | 11 | 3 | 0 | 0 | 19 | 0 | 3 | 0 | 0 | 0 | 0 | 0 |

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

Horseshoe Grande Property (Freeway Analysis)
Year 2025 With Project - Alternative 3
Evening Peak Hour - With Improvements

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

Intersection #1 I-215 Freeway SB Ramps (NS) at Bonnie Drive (EW)

| | | | |
|---|---|---|---|
| Cycle (sec): | 95 | Critical Vol./Cap.(X): | 0.825 |
| 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 | | | Ignore | | | Ignore | | | Include | | |
| Min. Green: | 10 | 24 | 0 | 24 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 2 0 1 | 0 0 | | 0 0 2 | 0 1 | | 1 0 | 0 0 | 1 | 0 0 | 0 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 200 | 183 | 0 | 0 | 782 | 14 | 12 | 0 | 233 | 0 | 0 | 0 |
| Growth Adj: | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 |
| Initial Bse: | 489 | 447 | 0 | 0 | 1912 | 34 | 29 | 0 | 570 | 0 | 0 | 0 |
| Added Vol: | 0 | 41 | 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: | 489 | 488 | 0 | 0 | 1912 | 34 | 29 | 0 | 570 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.00 | 0.95 | 0.95 | 0.00 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 515 | 514 | 0 | 0 | 2013 | 0 | 31 | 0 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 515 | 514 | 0 | 0 | 2013 | 0 | 31 | 0 | 0 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 515 | 514 | 0 | 0 | 2013 | 0 | 31 | 0 | 0 | 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 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 1.00 | 0.00 | 0.00 | 2.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 3502 | 1900 | 0 | 0 | 3610 | 1900 | 1900 | 0 | 1900 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.15 | 0.27 | 0.00 | 0.00 | 0.56 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | | **** | | **** | | | | | |
| Green/Cycle: | 0.18 | 0.85 | 0.00 | 0.00 | 0.68 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.82 | 0.32 | 0.00 | 0.00 | 0.83 | 0.00 | 0.41 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 46.4 | 1.5 | 0.0 | 0.0 | 13.7 | 0.0 | 49.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 46.4 | 1.5 | 0.0 | 0.0 | 13.7 | 0.0 | 49.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | D | A | A | A | B | A | D | A | A | A | A | A |
| HCM2kAvgQ: | 10 | 3 | 0 | 0 | 25 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |

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

Horseshoe Grande Property (Freeway Analysis)
Year 2025 With Project - Alternative 3
Morning Peak Hour

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

Intersection #2 I-10 Freeway NB Ramps (NS) at SR-74 (EW)

Average Delay (sec/veh): 1157.2 Worst Case Level Of Service: F[9970.0]

| 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 | | | Ignore | | |
| Lanes: | 0 0 0 | 0 0 | 0 | 0 0 1! | 0 0 | 0 | 1 0 2 | 0 0 | 0 | 0 0 2 | 0 1 | |
| **Volume Module:** | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 139 | 0 | 21 | 83 | 737 | 0 | 0 | 444 | 703 |
| Growth Adj: | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 |
| Initial Bse: | 0 | 0 | 0 | 340 | 0 | 51 | 203 | 1802 | 0 | 0 | 1086 | 1719 |
| Added Vol: | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 356 | 0 | 51 | 203 | 1802 | 0 | 0 | 1099 | 1719 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.00 |
| PHF Volume: | 0 | 0 | 0 | 375 | 0 | 54 | 214 | 1897 | 0 | 0 | 1156 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 0 | 0 | 375 | 0 | 54 | 214 | 1897 | 0 | 0 | 1156 | 0 |
| **Critical Gap Module:** | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | 6.8 | 6.5 | 6.9 | 4.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| FollowUpTim: | xxxxx | xxxx | xxxxx | 3.5 | 4.0 | 3.3 | 2.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| **Capacity Module:** | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | 2532 | 3481 | 578 | 1156 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Potent Cap.: | xxxx | xxxx | xxxxx | 23 | 7 | 464 | 611 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Move Cap.: | xxxx | xxxx | xxxxx | 17 | 4 | 464 | 611 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Volume/Cap: | xxxx | xxxx | xxxx | 22.18 | 0.00 | 0.12 | 0.35 | xxxx | xxxx | xxxx | xxxx | xxxx |
| **Level Of Service Module:** | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 1.6 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 14.0 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| LOS by Move: | * | * | * | * | * | * | B | * | * | * | * | * |
| Movement: | LT | LTR | RT | LT | LTR | RT | LT | LTR | RT | LT | LTR | RT |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | 19 | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | 54.1 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | 9970 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shared LOS: | * | * | * | * | F | * | * | * | * | * | * | * |
| ApproachDel: | xxxxxx | | | 9970.0 | | | xxxxxx | | | xxxxxx | | |
| ApproachLOS: | * | | | F | | | * | | | * | | |

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

Horseshoe Grande Property (Freeway Analysis)
Year 2025 With Project - Alternative 3
Evening Peak Hour

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

Intersection #2 I-10 Freeway NB Ramps (NS) at SR-74 (EW)

Average Delay (sec/veh): 739.8 Worst Case Level Of Service: F[5979.4]

| 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 | | | Ignore | | |
| Lanes: | 0 0 0 | 0 0 | 0 | 0 0 1! | 0 0 | 0 | 1 0 2 | 0 0 | 0 | 0 0 2 | 0 1 | |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 143 | 0 | 36 | 22 | 1008 | 0 | 0 | 340 | 586 |
| Growth Adj: | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 |
| Initial Bse: | 0 | 0 | 0 | 350 | 0 | 88 | 54 | 2465 | 0 | 0 | 831 | 1433 |
| Added Vol: | 0 | 0 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 391 | 0 | 88 | 54 | 2465 | 0 | 0 | 872 | 1433 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.00 |
| PHF Volume: | 0 | 0 | 0 | 411 | 0 | 93 | 57 | 2594 | 0 | 0 | 918 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 0 | 0 | 411 | 0 | 93 | 57 | 2594 | 0 | 0 | 918 | 0 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | 6.8 | 6.5 | 6.9 | 4.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| FollowUpTim: | xxxxx | xxxx | xxxxx | 3.5 | 4.0 | 3.3 | 2.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Capacity Module: | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | 2329 | 3626 | 459 | 918 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Potent Cap.: | xxxx | xxxx | xxxxx | 32 | 5 | 554 | 751 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Move Cap.: | xxxx | xxxx | xxxxx | 30 | 5 | 554 | 751 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Volume/Cap: | xxxx | xxxx | xxxx | 13.66 | 0.00 | 0.17 | 0.08 | xxxx | xxxx | xxxx | xxxx | xxxx |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 0.2 | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 10.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| LOS by Move: | * | * | * | * | * | * | B | * | * | * | * | * |
| Movement: | LT | LTR | RT | LT | LTR | RT | LT | LTR | RT | LT | LTR | RT |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | 36 | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | 61.5 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | 5979 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shared LOS: | * | * | * | * | F | * | * | * | * | * | * | * |
| ApproachDel: | xxxxxx | | | 5979.4 | | | xxxxxx | | | xxxxxx | | |
| ApproachLOS: | * | | | F | | | * | | | * | | |

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

Horseshoe Grande Property (Freeway Analysis)
Year 2025 With Project - Alternative 3
Morning Peak Hour - With Improvements

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

Intersection #2 I-10 Freeway NB Ramps (NS) at SR-74 (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.730
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 | | | Protected | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Ignore | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 24 | 0 | 0 | 24 | 24 |
| Lanes: | 0 0 | 0 | 0 0 | 2 | 0 0 | 0 1 | 1 | 0 2 | 0 0 | 0 | 0 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 139 | 0 | 21 | 83 | 737 | 0 | 0 | 444 | 703 |
| Growth Adj: | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 |
| Initial Bse: | 0 | 0 | 0 | 340 | 0 | 51 | 203 | 1802 | 0 | 0 | 1086 | 1719 |
| Added Vol: | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 356 | 0 | 51 | 203 | 1802 | 0 | 0 | 1099 | 1719 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.00 |
| PHF Volume: | 0 | 0 | 0 | 375 | 0 | 54 | 214 | 1897 | 0 | 0 | 1156 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 375 | 0 | 54 | 214 | 1897 | 0 | 0 | 1156 | 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 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 0 | 0 | 0 | 375 | 0 | 54 | 214 | 1897 | 0 | 0 | 1156 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.92 | 1.00 | 0.85 | 0.22 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 | 1.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 3502 | 0 | 1615 | 418 | 3610 | 0 | 0 | 3610 | 1900 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.11 | 0.00 | 0.03 | 0.51 | 0.53 | 0.00 | 0.00 | 0.32 | 0.00 |
| Crit Moves: | | | | **** | | | | **** | | | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.14 | 0.00 | 0.14 | 0.72 | 0.72 | 0.00 | 0.00 | 0.72 | 0.00 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.75 | 0.00 | 0.23 | 0.71 | 0.73 | 0.00 | 0.00 | 0.44 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 30.8 | 0.0 | 23.3 | 12.1 | 5.9 | 0.0 | 0.0 | 3.5 | 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: | 0.0 | 0.0 | 0.0 | 30.8 | 0.0 | 23.3 | 12.1 | 5.9 | 0.0 | 0.0 | 3.5 | 0.0 |
| LOS by Move: | A | A | A | C | A | C | B | A | A | A | A | A |
| HCM2kAvgQ: | 0 | 0 | 0 | 5 | 0 | 1 | 4 | 12 | 0 | 0 | 5 | 0 |

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

Horseshoe Grande Property (Freeway Analysis)
Year 2025 With Project - Alternative 3
Evening Peak Hour - With Improvements

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

Intersection #2 I-10 Freeway NB Ramps (NS) at SR-74 (EW)

Cycle (sec): 90 Critical Vol./Cap.(X): 0.918
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 16.1
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 | | | Protected | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Ignore | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 24 | 0 | 0 | 24 | 24 |
| Lanes: | 0 0 | 0 | 0 0 | 2 | 0 0 | 0 1 | 1 | 0 2 | 0 0 | 0 | 0 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 143 | 0 | 36 | 22 | 1008 | 0 | 0 | 340 | 586 |
| Growth Adj: | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 | 2.45 |
| Initial Bse: | 0 | 0 | 0 | 350 | 0 | 88 | 54 | 2465 | 0 | 0 | 831 | 1433 |
| Added Vol: | 0 | 0 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 391 | 0 | 88 | 54 | 2465 | 0 | 0 | 872 | 1433 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.00 |
| PHF Volume: | 0 | 0 | 0 | 411 | 0 | 93 | 57 | 2594 | 0 | 0 | 918 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 411 | 0 | 93 | 57 | 2594 | 0 | 0 | 918 | 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 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 0 | 0 | 0 | 411 | 0 | 93 | 57 | 2594 | 0 | 0 | 918 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.92 | 1.00 | 0.85 | 0.30 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 | 1.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 3502 | 0 | 1615 | 564 | 3610 | 0 | 0 | 3610 | 1900 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.12 | 0.00 | 0.06 | 0.10 | 0.72 | 0.00 | 0.00 | 0.25 | 0.00 |
| Crit Moves: | | | | **** | | | | **** | | | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.13 | 0.00 | 0.13 | 0.78 | 0.78 | 0.00 | 0.00 | 0.78 | 0.00 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.92 | 0.00 | 0.45 | 0.13 | 0.92 | 0.00 | 0.00 | 0.32 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 62.4 | 0.0 | 37.8 | 2.5 | 12.9 | 0.0 | 0.0 | 2.9 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 62.4 | 0.0 | 37.8 | 2.5 | 12.9 | 0.0 | 0.0 | 2.9 | 0.0 |
| LOS by Move: | A | A | A | E | A | D | A | B | A | A | A | A |
| HCM2kAvgQ: | 0 | 0 | 0 | 9 | 0 | 3 | 0 | 34 | 0 | 0 | 4 | 0 |

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

Horseshoe Grande Property (Freeway Analysis)
Year 2025 With Project - Alternative 3
Morning Peak Hour

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

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Intersection #3 Beaumont Avenue (SR-79) (NS) at I-10 Freeway WB Ramps (EW)

**********

| | | | | |
|---|---|---|---|---|
| Cycle (sec): | 110 | Critical Vol./Cap.(X): | 1.286 |
| Loss Time (sec): | 16 (Y+R=4.0 sec) | Average Delay (sec/veh): | 141.6 |
| 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: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 10 | 18 | 0 | 0 | 18 | 18 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 1 0 | 2 0 | 0 | 0 0 | 1 1 | 0 | 0 0 | 0 0 | 0 | 0 1 | 0 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 465 | 168 | 0 | 0 | 252 | 64 | 0 | 0 | 0 | 274 | 12 | 82 |
| Growth Adj: | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 |
| Initial Bse: | 915 | 330 | 0 | 0 | 496 | 126 | 0 | 0 | 0 | 539 | 24 | 161 |
| Added Vol: | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 928 | 330 | 0 | 0 | 496 | 126 | 0 | 0 | 0 | 547 | 24 | 161 |
| User Adj: | 1.00 | 1.00 | 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: | 977 | 348 | 0 | 0 | 522 | 133 | 0 | 0 | 0 | 576 | 25 | 170 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 977 | 348 | 0 | 0 | 522 | 133 | 0 | 0 | 0 | 576 | 25 | 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: | 977 | 348 | 0 | 0 | 522 | 133 | 0 | 0 | 0 | 576 | 25 | 170 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 1.00 | 1.00 | 0.92 | 0.92 | 1.00 | 1.00 | 1.00 | 0.82 | 0.82 | 0.82 |
| Lanes: | 1.00 | 2.00 | 0.00 | 0.00 | 1.59 | 0.41 | 0.00 | 0.00 | 0.00 | 1.00 | 0.13 | 0.87 |
| Final Sat.: | 1805 | 3610 | 0 | 0 | 2792 | 709 | 0 | 0 | 0 | 1550 | 198 | 1352 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.54 | 0.10 | 0.00 | 0.00 | 0.19 | 0.19 | 0.00 | 0.00 | 0.00 | 0.37 | 0.13 | 0.13 |
| Crit Moves: | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.41 | 0.57 | 0.00 | 0.00 | 0.16 | 0.16 | 0.00 | 0.00 | 0.00 | 0.28 | 0.28 | 0.28 |
| Volume/Cap: | 1.32 | 0.17 | 0.00 | 0.00 | 1.14 | 1.14 | 0.00 | 0.00 | 0.00 | 1.32 | 0.45 | 0.45 |
| Delay/Veh: | 186.2 | 11.1 | 0.0 | 0.0 | 129 | 129.2 | 0.0 | 0.0 | 0.0 | 195.6 | 32.7 | 32.7 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 186.2 | 11.1 | 0.0 | 0.0 | 129 | 129.2 | 0.0 | 0.0 | 0.0 | 195.6 | 32.7 | 32.7 |
| LOS by Move: | F | B | A | A | F | F | A | A | A | F | C | C |
| HCM2kAvgQ: | 63 | 3 | 0 | 0 | 20 | 20 | 0 | 0 | 0 | 40 | 6 | 6 |

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

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Horseshoe Grande Property (Freeway Analysis)
Year 2025 With Project - Alternative 3
Evening Peak Hour

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

Intersection #3 Beaumont Avenue (SR-79) (NS) at I-10 Freeway WB Ramps (EW)

| | | | |
|---|---|---|---|
| Cycle (sec): | 105 | Critical Vol./Cap.(X): | 1.663 |
| Loss Time (sec): | 16 (Y+R=4.0 sec) | Average Delay (sec/veh): | 265.7 |
| 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 | 18 | 0 | 0 | 18 | 18 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 1 0 | 2 0 | 0 | 0 0 | 1 1 | 0 | 0 0 | 0 0 | 0 | 0 1 | 0 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 349 | 197 | 0 | 0 | 323 | 95 | 0 | 0 | 0 | 543 | 38 | 114 |
| Growth Adj: | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 |
| Initial Bse: | 687 | 388 | 0 | 0 | 635 | 187 | 0 | 0 | 0 | 1068 | 75 | 224 |
| Added Vol: | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 728 | 388 | 0 | 0 | 635 | 187 | 0 | 0 | 0 | 1088 | 75 | 224 |
| User Adj: | 1.00 | 1.00 | 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: | 766 | 408 | 0 | 0 | 669 | 197 | 0 | 0 | 0 | 1145 | 79 | 236 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 766 | 408 | 0 | 0 | 669 | 197 | 0 | 0 | 0 | 1145 | 79 | 236 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 766 | 408 | 0 | 0 | 669 | 197 | 0 | 0 | 0 | 1145 | 79 | 236 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 1.00 | 1.00 | 0.92 | 0.92 | 1.00 | 1.00 | 1.00 | 0.82 | 0.82 | 0.82 |
| Lanes: | 1.00 | 2.00 | 0.00 | 0.00 | 1.55 | 0.45 | 0.00 | 0.00 | 0.00 | 1.00 | 0.25 | 0.75 |
| Final Sat.: | 1805 | 3610 | 0 | 0 | 2695 | 793 | 0 | 0 | 0 | 1554 | 388 | 1165 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.42 | 0.11 | 0.00 | 0.00 | 0.25 | 0.25 | 0.00 | 0.00 | 0.00 | 0.74 | 0.20 | 0.20 |
| Crit Moves: | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.25 | 0.42 | 0.00 | 0.00 | 0.17 | 0.17 | 0.00 | 0.00 | 0.00 | 0.43 | 0.43 | 0.43 |
| Volume/Cap: | 1.72 | 0.27 | 0.00 | 0.00 | 1.45 | 1.45 | 0.00 | 0.00 | 0.00 | 1.72 | 0.47 | 0.47 |
| Delay/Veh: | 371.8 | 20.1 | 0.0 | 0.0 | 254 | 254.3 | 0.0 | 0.0 | 0.0 | 357.9 | 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: | 371.8 | 20.1 | 0.0 | 0.0 | 254 | 254.3 | 0.0 | 0.0 | 0.0 | 357.9 | 21.6 | 21.6 |
| LOS by Move: | F | C | A | A | F | F | A | A | A | F | C | C |
| HCM2kAvgQ: | 65 | 4 | 0 | 0 | 34 | 34 | 0 | 0 | 0 | 100 | 8 | 8 |

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

Horseshoe Grande Property (Freeway Analysis)
Year 2025 With Project - Alternative 3
Morning Peak Hour - With Improvements

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

Intersection #3 Beaumont Avenue (SR-79) (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec): 80 Critical Vol./Cap.(X): 0.743
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 26.9
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 | 18 | 0 | 0 | 18 | 18 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 2 0 | 2 0 | 0 | 0 0 | 2 1 | 0 | 0 0 | 0 0 | 0 | 1 1 | 0 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 465 | 168 | 0 | 0 | 252 | 64 | 0 | 0 | 0 | 274 | 12 | 82 |
| Growth Adj: | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 |
| Initial Bse: | 915 | 330 | 0 | 0 | 496 | 126 | 0 | 0 | 0 | 539 | 24 | 161 |
| Added Vol: | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 928 | 330 | 0 | 0 | 496 | 126 | 0 | 0 | 0 | 547 | 24 | 161 |
| User Adj: | 1.00 | 1.00 | 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: | 977 | 348 | 0 | 0 | 522 | 133 | 0 | 0 | 0 | 576 | 25 | 170 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 977 | 348 | 0 | 0 | 522 | 133 | 0 | 0 | 0 | 576 | 25 | 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: | 977 | 348 | 0 | 0 | 522 | 133 | 0 | 0 | 0 | 576 | 25 | 170 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.95 | 1.00 | 1.00 | 0.88 | 0.88 | 1.00 | 1.00 | 1.00 | 0.82 | 0.82 | 0.82 |
| Lanes: | 2.00 | 2.00 | 0.00 | 0.00 | 2.39 | 0.61 | 0.00 | 0.00 | 0.00 | 2.00 | 0.13 | 0.87 |
| Final Sat.: | 3502 | 3610 | 0 | 0 | 4012 | 1019 | 0 | 0 | 0 | 3100 | 198 | 1352 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.28 | 0.10 | 0.00 | 0.00 | 0.13 | 0.13 | 0.00 | 0.00 | 0.00 | 0.19 | 0.13 | 0.13 |
| Crit Moves: | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.35 | 0.57 | 0.00 | 0.00 | 0.23 | 0.23 | 0.00 | 0.00 | 0.00 | 0.23 | 0.23 | 0.23 |
| Volume/Cap: | 0.81 | 0.17 | 0.00 | 0.00 | 0.58 | 0.58 | 0.00 | 0.00 | 0.00 | 0.81 | 0.55 | 0.55 |
| Delay/Veh: | 27.9 | 8.2 | 0.0 | 0.0 | 28.4 | 28.4 | 0.0 | 0.0 | 0.0 | 34.3 | 27.6 | 27.6 |
| 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: | 27.9 | 8.2 | 0.0 | 0.0 | 28.4 | 28.4 | 0.0 | 0.0 | 0.0 | 34.3 | 27.6 | 27.6 |
| LOS by Move: | C | A | A | A | C | C | A | A | A | C | C | C |
| HCM2kAvgQ: | 14 | 2 | 0 | 0 | 6 | 6 | 0 | 0 | 0 | 9 | 5 | 5 |

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

Horseshoe Grande Property (Freeway Analysis)
Year 2025 With Project - Alternative 3
Evening Peak Hour - With Improvements

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

Intersection #3 Beaumont Avenue (SR-79) (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec): 90 Critical Vol./Cap.(X): 0.940
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 | 18 | 0 | 0 | 18 | 18 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 2 0 | 2 0 | 0 | 0 0 | 2 0 | 1 | 0 0 | 0 0 | 0 | 1 1 | 0 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 349 | 197 | 0 | 0 | 323 | 95 | 0 | 0 | 0 | 543 | 38 | 114 |
| Growth Adj: | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 |
| Initial Bse: | 687 | 388 | 0 | 0 | 635 | 187 | 0 | 0 | 0 | 1068 | 75 | 224 |
| Added Vol: | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 728 | 388 | 0 | 0 | 635 | 187 | 0 | 0 | 0 | 1088 | 75 | 224 |
| User Adj: | 1.00 | 1.00 | 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: | 766 | 408 | 0 | 0 | 669 | 197 | 0 | 0 | 0 | 1145 | 79 | 236 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 766 | 408 | 0 | 0 | 669 | 197 | 0 | 0 | 0 | 1145 | 79 | 236 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 766 | 408 | 0 | 0 | 669 | 197 | 0 | 0 | 0 | 1145 | 79 | 236 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.95 | 1.00 | 1.00 | 0.95 | 0.85 | 1.00 | 1.00 | 1.00 | 0.82 | 0.82 | 0.82 |
| Lanes: | 2.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.25 | 0.75 |
| Final Sat.: | 3502 | 3610 | 0 | 0 | 3610 | 1615 | 0 | 0 | 0 | 3108 | 388 | 1165 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.22 | 0.11 | 0.00 | 0.00 | 0.19 | 0.12 | 0.00 | 0.00 | 0.00 | 0.37 | 0.20 | 0.20 |
| Crit Moves: | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.23 | 0.43 | 0.00 | 0.00 | 0.20 | 0.20 | 0.00 | 0.00 | 0.00 | 0.39 | 0.39 | 0.39 |
| Volume/Cap: | 0.94 | 0.26 | 0.00 | 0.00 | 0.93 | 0.61 | 0.00 | 0.00 | 0.00 | 0.94 | 0.52 | 0.52 |
| Delay/Veh: | 53.3 | 16.5 | 0.0 | 0.0 | 53.3 | 36.2 | 0.0 | 0.0 | 0.0 | 38.5 | 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: | 53.3 | 16.5 | 0.0 | 0.0 | 53.3 | 36.2 | 0.0 | 0.0 | 0.0 | 38.5 | 21.1 | 21.1 |
| LOS by Move: | D | B | A | A | D | D | A | A | A | D | C | C |
| HCM2kAvgQ: | 15 | 4 | 0 | 0 | 14 | 6 | 0 | 0 | 0 | 21 | 7 | 7 |

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

Horseshoe Grande Property (Freeway Analysis)
Year 2025 With Project - Alternative 3
Morning Peak Hour

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

Intersection #4 Beaumont Avenue (SR-79) (NS) at I-10 Freeway EB Ramps (EW)

| | | | |
|---|---|---|---|
| Cycle (sec): | 120 | Critical Vol./Cap.(X): | 1.461 |
| Loss Time (sec): | 16 (Y+R=4.0 sec) | Average Delay (sec/veh): | 193.4 |
| 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: | 0 | 18 | 18 | 10 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 0 0 | 1 1 | 0 | 1 0 | 2 0 | 0 | 0 1 | 0 1 | 0 | 0 0 | 0 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 554 | 499 | 107 | 443 | 0 | 56 | 1 | 354 | 0 | 0 | 0 |
| Growth Adj: | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 |
| Initial Bse: | 0 | 1090 | 982 | 210 | 871 | 0 | 110 | 2 | 696 | 0 | 0 | 0 |
| Added Vol: | 0 | 13 | 7 | 0 | 8 | 0 | 0 | 0 | 16 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 1103 | 989 | 210 | 879 | 0 | 110 | 2 | 712 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 0 | 1161 | 1041 | 222 | 926 | 0 | 116 | 2 | 750 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1161 | 1041 | 222 | 926 | 0 | 116 | 2 | 750 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 1161 | 1041 | 222 | 926 | 0 | 116 | 2 | 750 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.88 | 0.88 | 0.95 | 0.95 | 1.00 | 0.81 | 0.81 | 0.81 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 1.05 | 0.95 | 1.00 | 2.00 | 0.00 | 0.98 | 0.02 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 1768 | 1585 | 1805 | 3610 | 0 | 1512 | 27 | 1539 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.66 | 0.66 | 0.12 | 0.26 | 0.00 | 0.08 | 0.08 | 0.49 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | **** | | | | | **** | | | |
| Green/Cycle: | 0.00 | 0.45 | 0.45 | 0.08 | 0.53 | 0.00 | 0.33 | 0.33 | 0.33 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.00 | 1.46 | 1.46 | 1.46 | 0.48 | 0.00 | 0.23 | 0.23 | 1.46 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 244 | 244.3 | 295.0 | 17.8 | 0.0 | 28.9 | 28.9 | 256.7 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 244 | 244.3 | 295.0 | 17.8 | 0.0 | 28.9 | 28.9 | 256.7 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | F | F | F | B | A | C | C | F | A | A | A |
| HCM2kAvgQ: | 0 | 87 | 87 | 19 | 11 | 0 | 3 | 3 | 60 | 0 | 0 | 0 |

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

Horseshoe Grande Property (Freeway Analysis)
Year 2025 With Project - Alternative 3
Evening Peak Hour

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

**********

Intersection #4 Beaumont Avenue (SR-79) (NS) at I-10 Freeway EB Ramps (EW)

**********

| | | | | |
|---|---|---|---|---|
| Cycle (sec): | 120 | Critical Vol./Cap.(X): | 1.609 |
| Loss Time (sec): | 16 (Y+R=4.0 sec) | Average Delay (sec/veh): | 232.6 |
| 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: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 18 | 18 | 10 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 0 0 | 1 1 | 0 | 1 0 | 2 0 | 0 | 0 1 | 0 1 | 0 | 0 0 | 0 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 458 | 321 | 105 | 692 | 0 | 88 | 3 | 558 | 0 | 0 | 0 |
| Growth Adj: | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 |
| Initial Bse: | 0 | 901 | 631 | 207 | 1361 | 0 | 173 | 6 | 1098 | 0 | 0 | 0 |
| Added Vol: | 0 | 41 | 20 | 0 | 20 | 0 | 0 | 0 | 41 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 942 | 651 | 207 | 1381 | 0 | 173 | 6 | 1139 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 0 | 992 | 686 | 217 | 1454 | 0 | 182 | 6 | 1199 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 992 | 686 | 217 | 1454 | 0 | 182 | 6 | 1199 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 992 | 686 | 217 | 1454 | 0 | 182 | 6 | 1199 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.89 | 0.89 | 0.95 | 0.95 | 1.00 | 0.81 | 0.81 | 0.81 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 1.18 | 0.82 | 1.00 | 2.00 | 0.00 | 0.97 | 0.03 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 2004 | 1386 | 1805 | 3610 | 0 | 1488 | 51 | 1539 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.49 | 0.49 | 0.12 | 0.40 | 0.00 | 0.12 | 0.12 | 0.78 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | **** | | | | | **** | | | |
| Green/Cycle: | 0.00 | 0.30 | 0.30 | 0.08 | 0.39 | 0.00 | 0.48 | 0.48 | 0.48 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.00 | 1.63 | 1.63 | 1.45 | 1.04 | 0.00 | 0.26 | 0.26 | 1.63 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 328 | 327.9 | 288.7 | 71.5 | 0.0 | 18.6 | 18.6 | 318.3 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 328 | 327.9 | 288.7 | 71.5 | 0.0 | 18.6 | 18.6 | 318.3 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | F | F | F | E | A | B | B | F | A | A | A |
| HCM2kAvgQ: | 0 | 74 | 74 | 18 | 37 | 0 | 4 | 4 | 105 | 0 | 0 | 0 |

**********

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

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Horseshoe Grande Property (Freeway Analysis)
Year 2025 With Project - Alternative 3
Morning Peak Hour - With Improvements

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

Intersection #4 Beaumont Avenue (SR-79) (NS) at I-10 Freeway EB Ramps (EW)

Cycle (sec): 105 Critical Vol./Cap.(X): 0.866
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 29.9
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: | 0 | 18 | 18 | 10 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 0 0 1 | 1 1 | | 2 0 2 | 0 0 | | 1 0 0 | 1 1 | | 0 0 0 | 0 0 | |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 554 | 499 | 107 | 443 | 0 | 56 | 1 | 354 | 0 | 0 | 0 |
| Growth Adj: | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 |
| Initial Bse: | 0 | 1090 | 982 | 210 | 871 | 0 | 110 | 2 | 696 | 0 | 0 | 0 |
| Added Vol: | 0 | 13 | 7 | 0 | 8 | 0 | 0 | 0 | 16 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 1103 | 989 | 210 | 879 | 0 | 110 | 2 | 712 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 0 | 1161 | 1041 | 222 | 926 | 0 | 116 | 2 | 750 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1161 | 1041 | 222 | 926 | 0 | 116 | 2 | 750 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 1161 | 1041 | 222 | 926 | 0 | 116 | 2 | 750 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.88 | 0.88 | 0.92 | 0.95 | 1.00 | 0.85 | 0.85 | 0.85 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 1.58 | 1.42 | 2.00 | 2.00 | 0.00 | 1.00 | 0.01 | 1.99 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 2653 | 2378 | 3502 | 3610 | 0 | 1615 | 9 | 3221 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.44 | 0.44 | 0.06 | 0.26 | 0.00 | 0.07 | 0.23 | 0.23 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | **** | | | | **** | | | | |
| Green/Cycle: | 0.00 | 0.49 | 0.49 | 0.10 | 0.59 | 0.00 | 0.26 | 0.26 | 0.26 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.00 | 0.89 | 0.89 | 0.66 | 0.44 | 0.00 | 0.27 | 0.89 | 0.89 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 28.7 | 28.7 | 50.9 | 12.2 | 0.0 | 31.2 | 49.0 | 49.0 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 28.7 | 28.7 | 50.9 | 12.2 | 0.0 | 31.2 | 49.0 | 49.0 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | C | C | D | B | A | C | D | D | A | A | A |
| HCM2kAvgQ: | 0 | 26 | 26 | 5 | 9 | 0 | 3 | 15 | 15 | 0 | 0 | 0 |

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

Horseshoe Grande Property (Freeway Analysis)
Year 2025 With Project - Alternative 3
Evening Peak Hour - With Improvements

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

Intersection #4 Beaumont Avenue (SR-79) (NS) at I-10 Freeway EB Ramps (EW)

Cycle (sec): 105 Critical Vol./Cap.(X): 0.902
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 39.3
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: | 0 | 18 | 18 | 10 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 0 0 | 1 1 | 1 | 2 0 | 2 0 | 0 | 1 0 | 0 1 | 1 | 0 0 | 0 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 458 | 321 | 105 | 692 | 0 | 88 | 3 | 558 | 0 | 0 | 0 |
| Growth Adj: | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 | 1.97 |
| Initial Bse: | 0 | 901 | 631 | 207 | 1361 | 0 | 173 | 6 | 1098 | 0 | 0 | 0 |
| Added Vol: | 0 | 41 | 20 | 0 | 20 | 0 | 0 | 0 | 41 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 942 | 651 | 207 | 1381 | 0 | 173 | 6 | 1139 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 0 | 992 | 686 | 217 | 1454 | 0 | 182 | 6 | 1199 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 992 | 686 | 217 | 1454 | 0 | 182 | 6 | 1199 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 992 | 686 | 217 | 1454 | 0 | 182 | 6 | 1199 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.89 | 0.89 | 0.92 | 0.95 | 1.00 | 0.85 | 0.85 | 0.85 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 1.77 | 1.23 | 2.00 | 2.00 | 0.00 | 1.00 | 0.01 | 1.99 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 3006 | 2079 | 3502 | 3610 | 0 | 1615 | 17 | 3217 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.33 | 0.33 | 0.06 | 0.40 | 0.00 | 0.11 | 0.37 | 0.37 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | **** | | | | **** | | | | |
| Green/Cycle: | 0.00 | 0.35 | 0.35 | 0.10 | 0.45 | 0.00 | 0.40 | 0.40 | 0.40 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.00 | 0.93 | 0.93 | 0.65 | 0.90 | 0.00 | 0.28 | 0.93 | 0.93 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 42.3 | 42.3 | 50.4 | 33.8 | 0.0 | 21.6 | 42.6 | 42.6 | 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: | 0.0 | 42.3 | 42.3 | 50.4 | 33.8 | 0.0 | 21.6 | 42.6 | 42.6 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | D | D | D | C | A | C | D | D | A | A | A |
| HCM2kAvgQ: | 0 | 23 | 23 | 5 | 26 | 0 | 4 | 23 | 23 | 0 | 0 | 0 |

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

# APPENDIX D

## Traffic Signal Warrant Worksheets

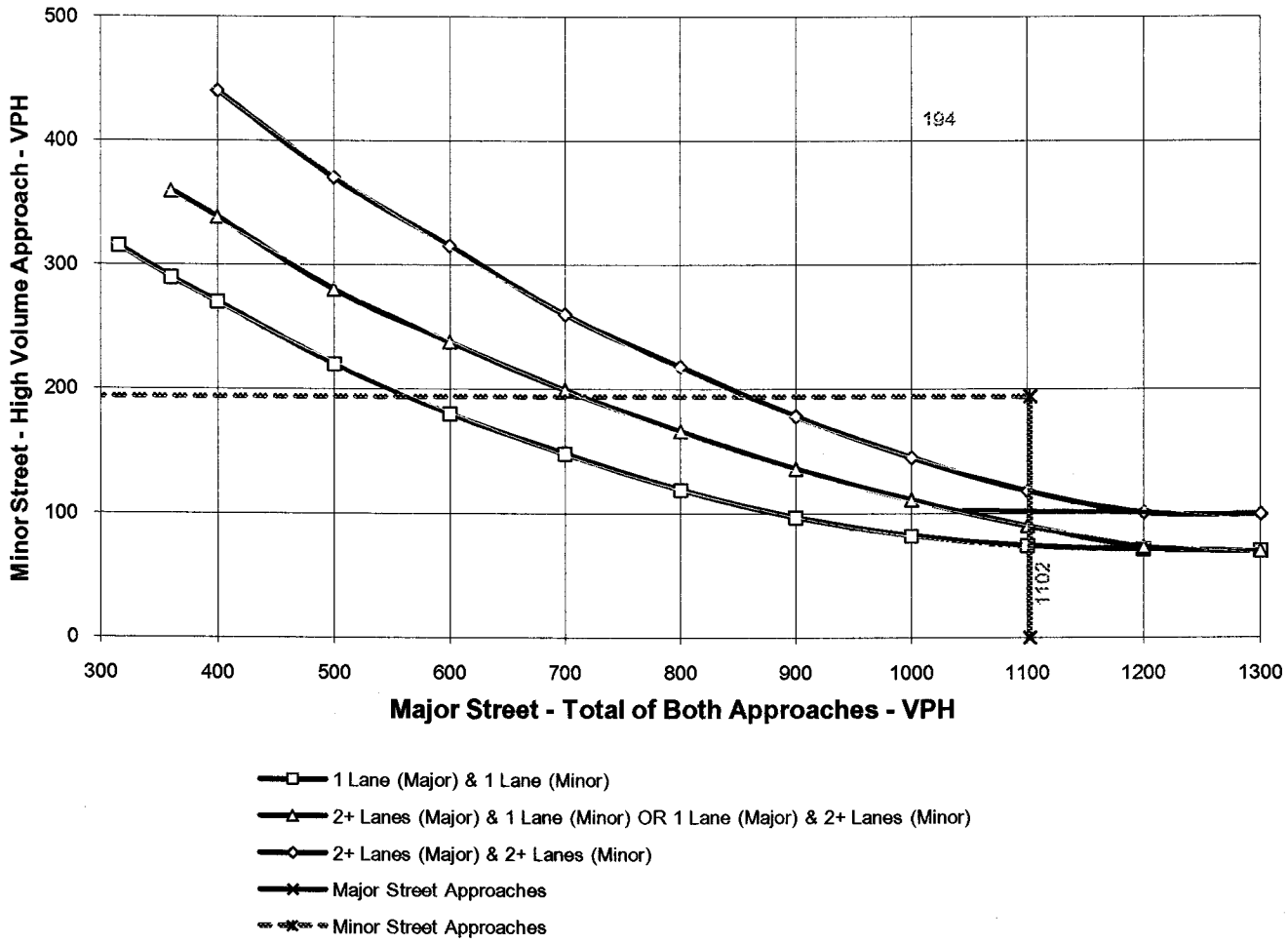
# PEAK HOUR VOLUME WARRANT
## (Rural Areas)

**Existing**

Major Street Name = **State Street/Gilman Springs Road** Total of Both Approaches (VPH) = **1102**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Soboba Road** High Volume Approach (VPH) = **194**
Number of Approach Lanes Minor Street = **1**

**WARRANTED FOR A SIGNAL**




** NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

# PEAK HOUR VOLUME WARRANT
## (Rural Areas)

**Existing**

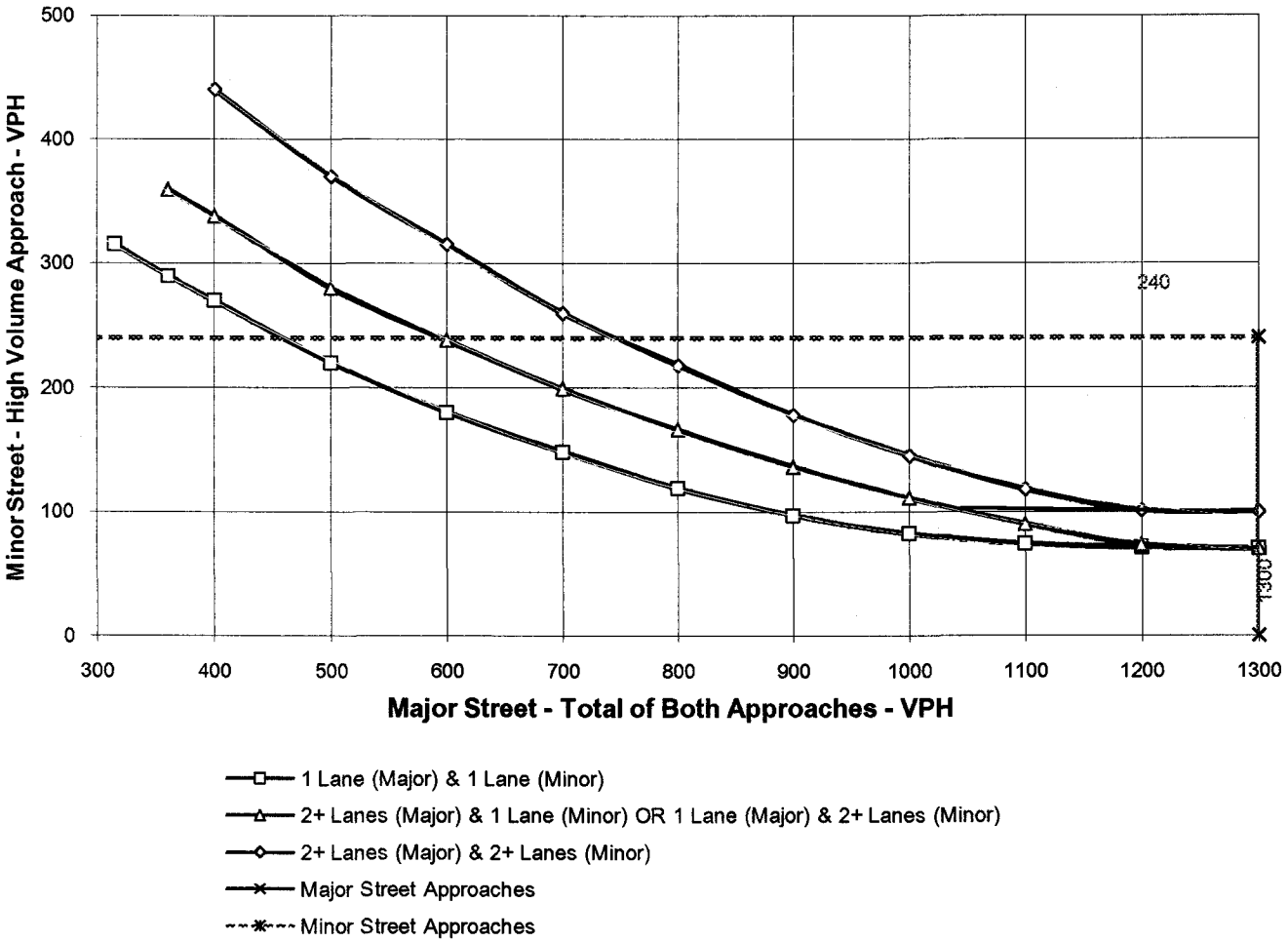
Major Street Name = **Ramona Expressway** Total of Both Approaches (VPH) = **1327**

Number of Approach Lanes Major Street = **2**

Minor Street Name = **7th Street** High Volume Approach (VPH) = **240**

Number of Approach Lanes Minor Street = **1**

**WARRANTED FOR A SIGNAL**




** NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

# PEAK HOUR VOLUME WARRANT
## (Rural Areas)

**Existing**

Major Street Name = **Soboba Road**

Total of Both Approaches (VPH) = **614**

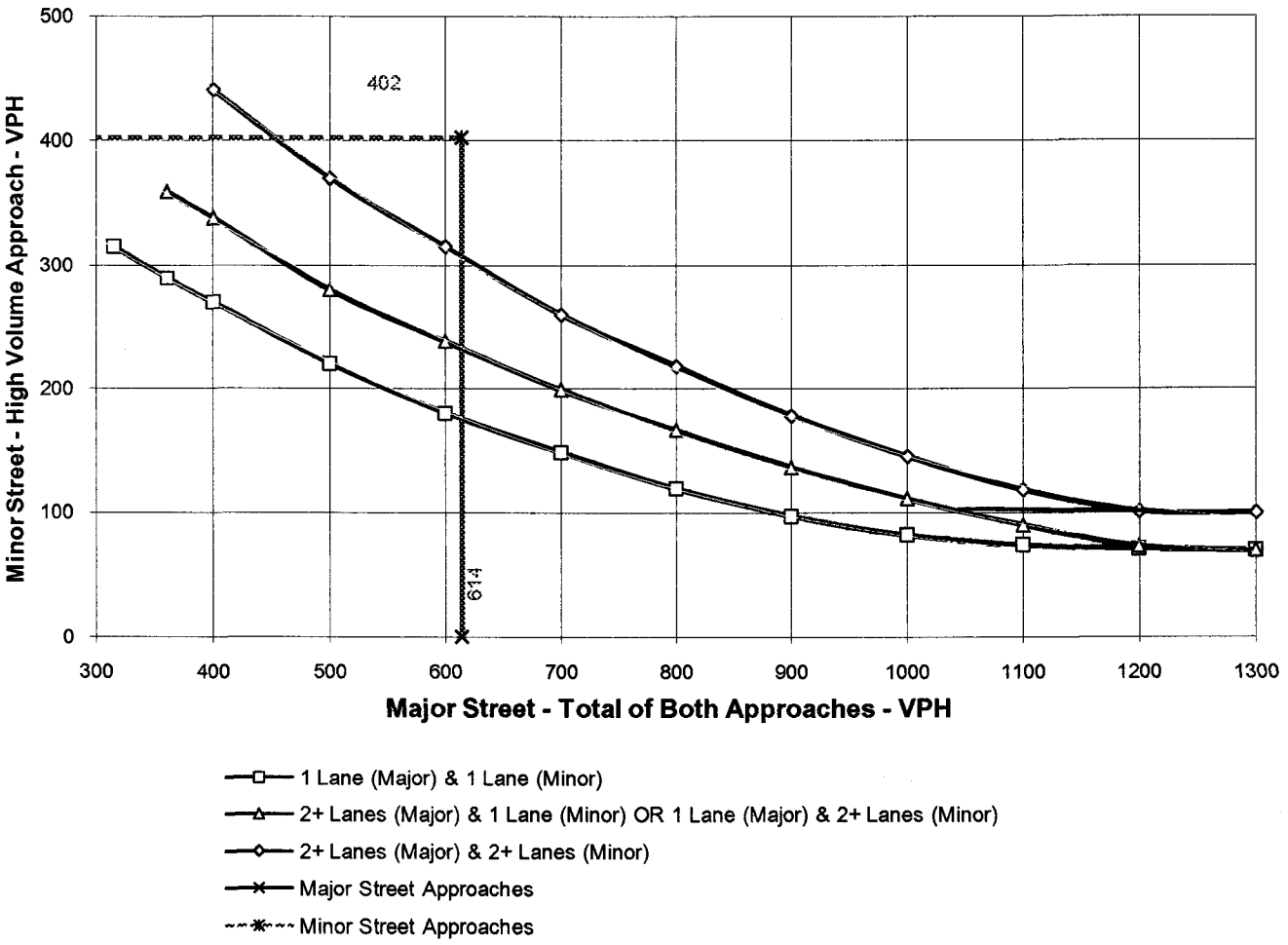
Number of Approach Lanes Major Street = **2**

Minor Street Name = **Lake Park Drive**

High Volume Approach (VPH) = **402**

Number of Approach Lanes Minor Street = **1**

**WARRANTED FOR A SIGNAL**




** NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

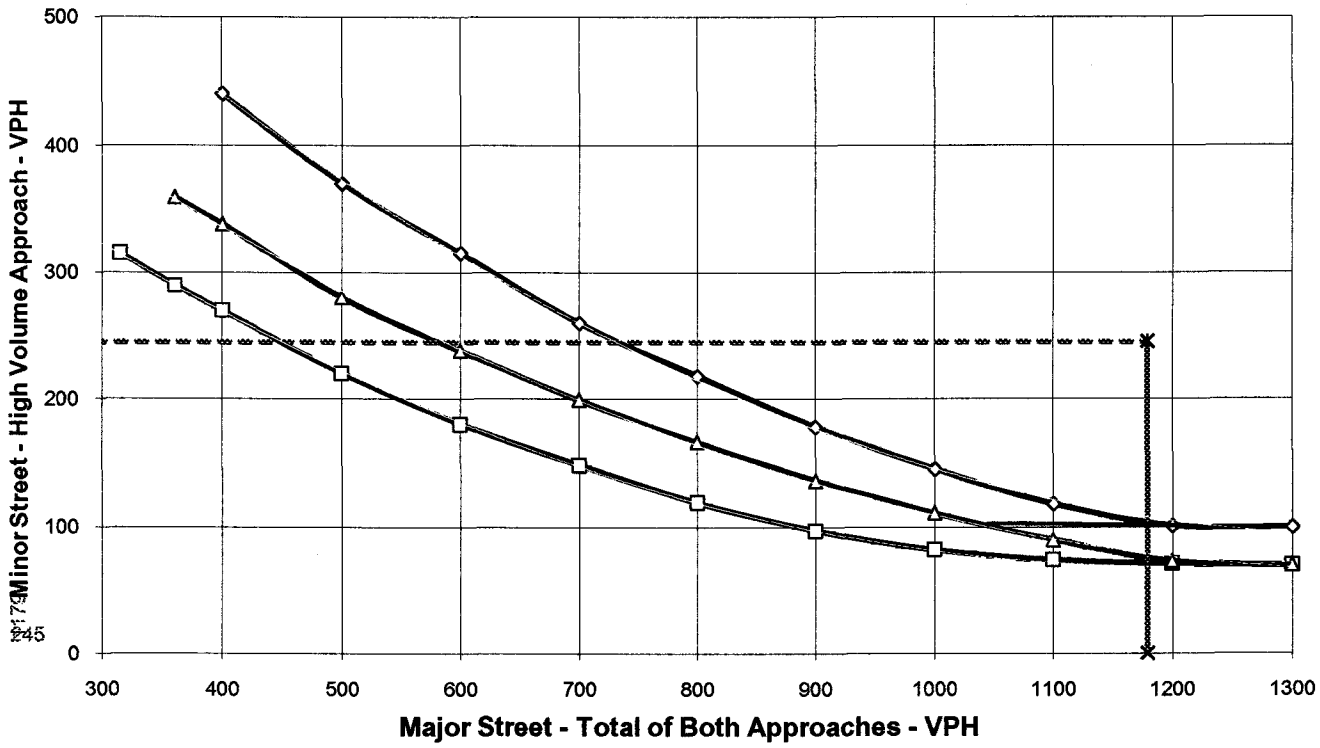
# PEAK HOUR VOLUME WARRANT
## (Rural Areas)

**Existing**

Major Street Name = **I-215 Freeway SB Ramps** Total of Both Approaches (VPH) = **1179**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Bonnie Drive** High Volume Approach (VPH) = **245**
Number of Approach Lanes Minor Street = **1**

**WARRANTED FOR A SIGNAL**




** NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

# PEAK HOUR VOLUME WARRANT
## (Rural Areas)

**Existing**

Major Street Name = **SR-74**

Total of Both Approaches (VPH) = **1956**

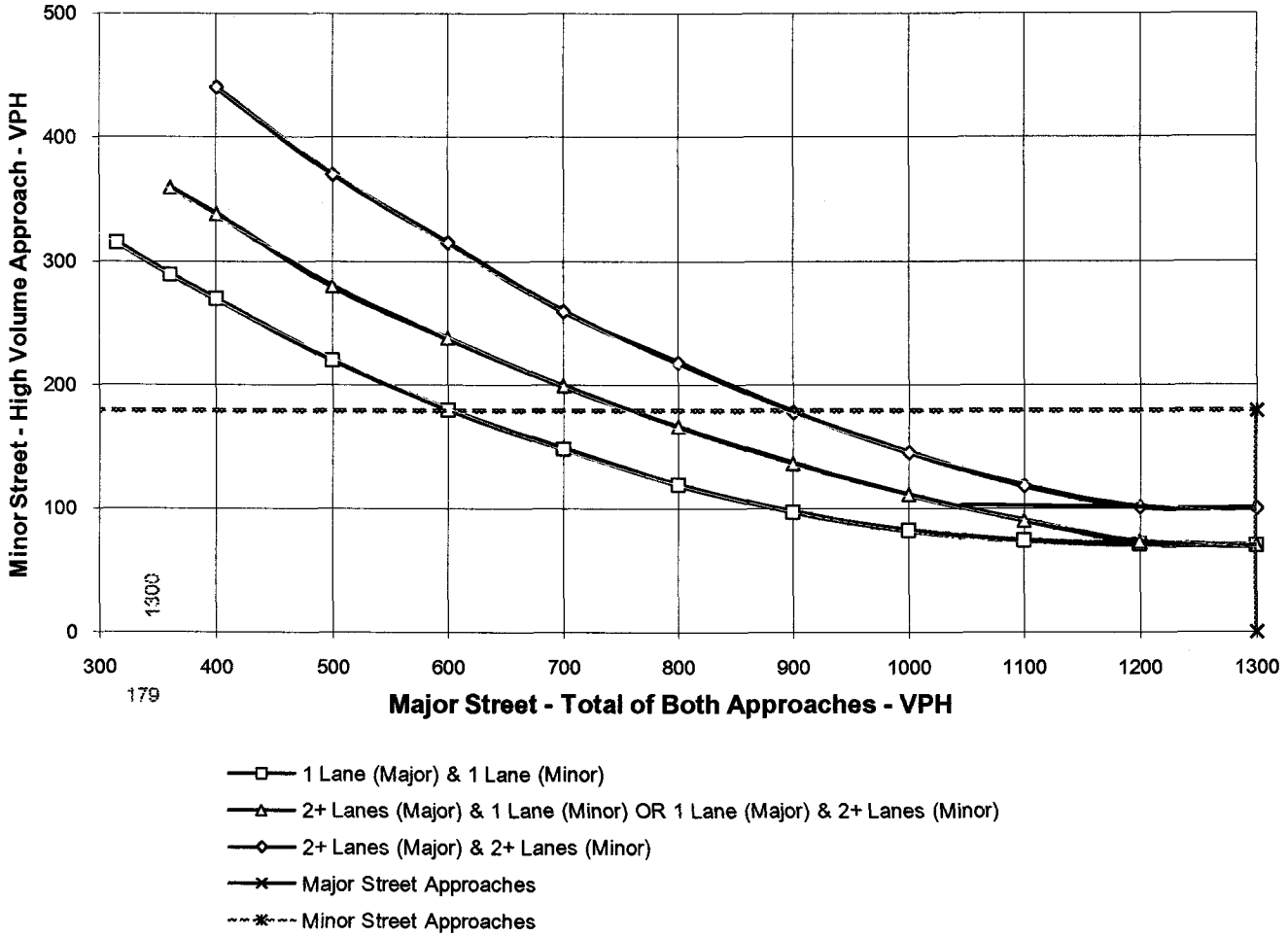
Number of Approach Lanes Major Street = **1**

Minor Street Name = **I-215 Freeway NB Ramps**

High Volume Approach (VPH) = **179**

Number of Approach Lanes Minor Street = **1**

**WARRANTED FOR A SIGNAL**




** NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

# PEAK HOUR VOLUME WARRANT
## (Rural Areas)

### Opening Year (2010) Without Project - No Action

Major Street Name = **Mountain Avenue**

Total of Both Approaches (VPH) = **1082**

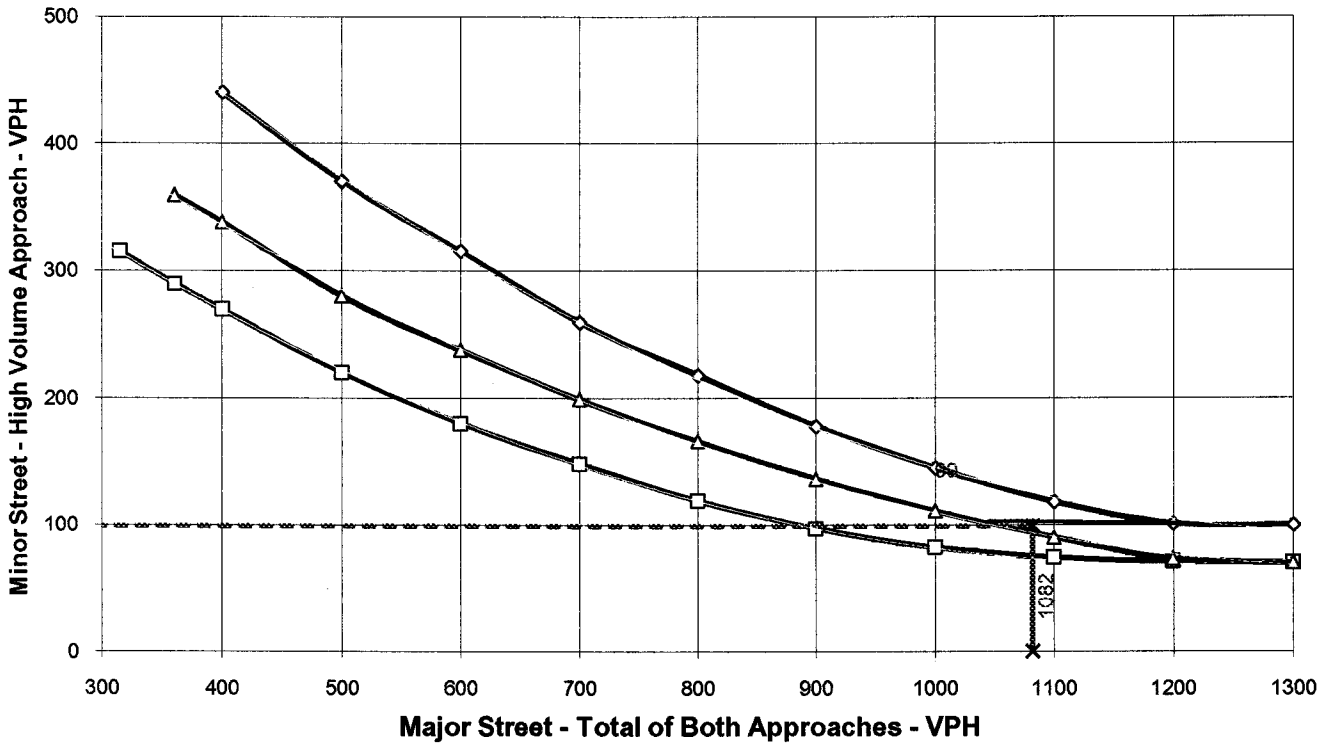
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Soboba Street**

High Volume Approach (VPH) = **99**

Number of Approach Lanes Minor Street = **2**

**WARRANTED FOR A SIGNAL**




** NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

# PEAK HOUR VOLUME WARRANT
## (Rural Areas)

### Opening Year (2010) With Project - Proposed Action "A"

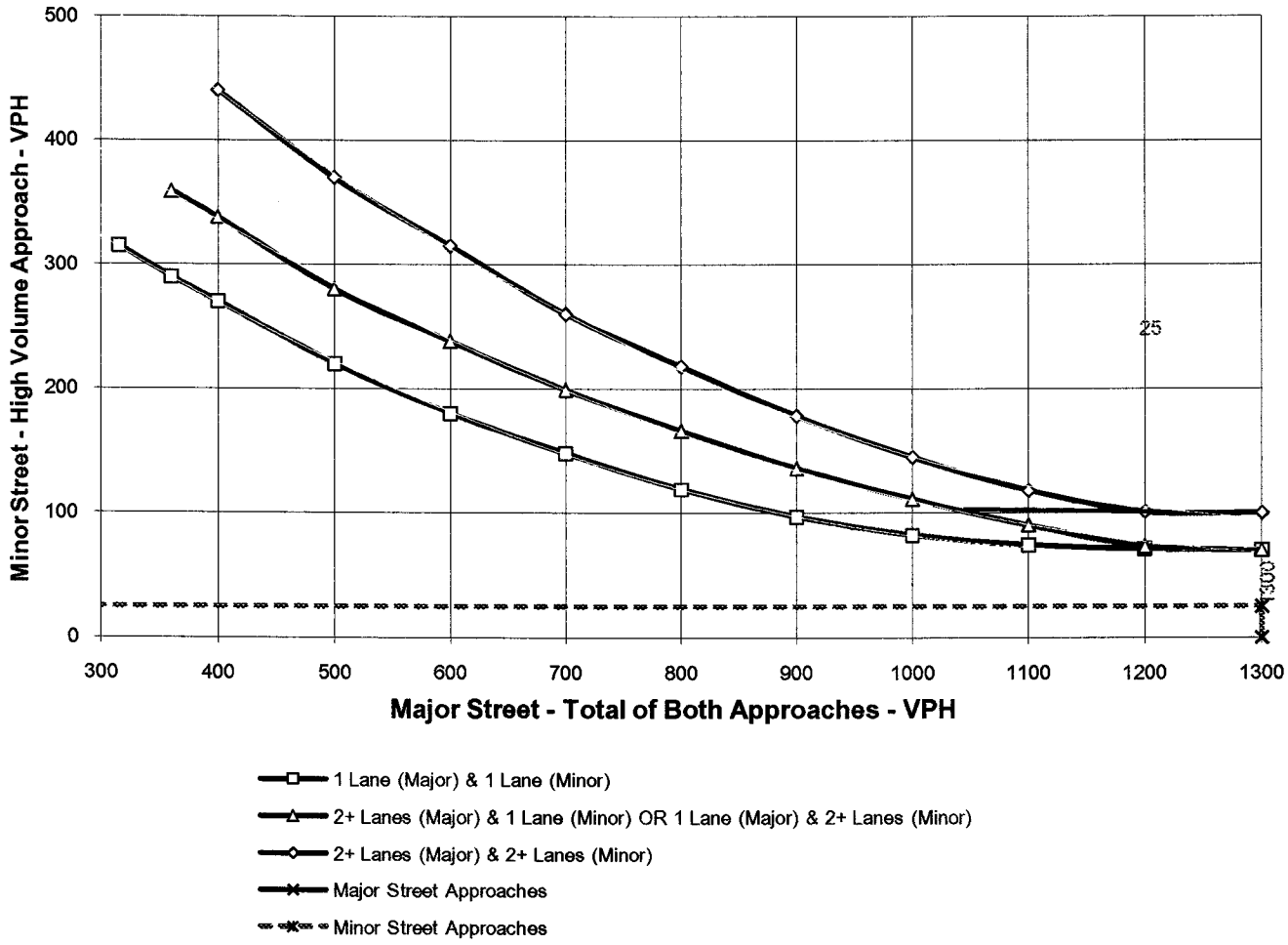
Major Street Name = **Lake Park Drive** Total of Both Approaches (VPH) = **2222**

Number of Approach Lanes Major Street = **1**

Minor Street Name = **Soboba Springs Drive** High Volume Approach (VPH) = **25**

Number of Approach Lanes Minor Street = **1**

**SIGNAL WARRANT NOT SATISFIED**




** NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

# PEAK HOUR VOLUME WARRANT
## (Rural Areas)

**Opening Year (2010) With Project - Proposed Action "B"**

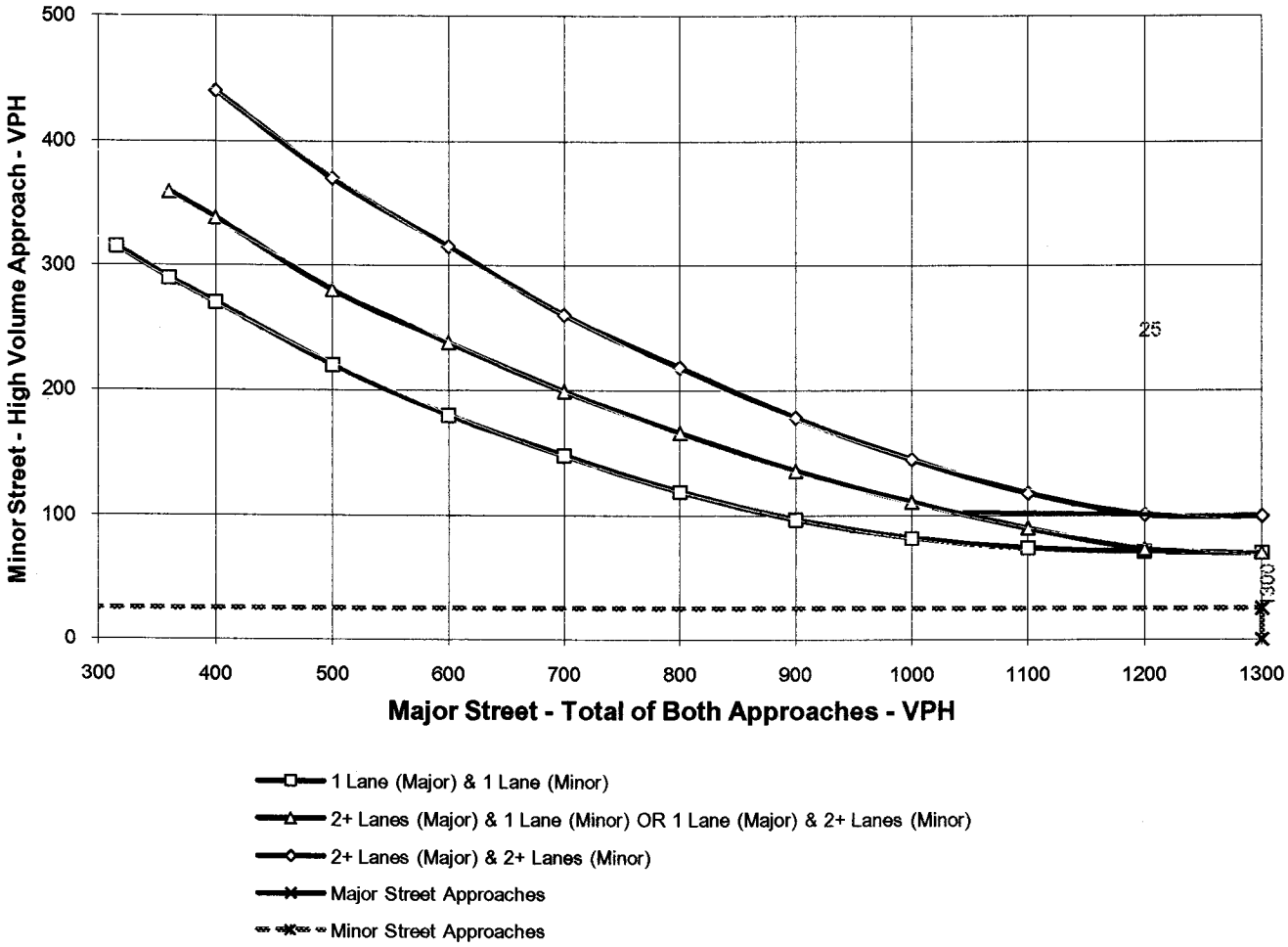
Major Street Name = **Lake Park Drive** Total of Both Approaches (VPH) = **2186**

Number of Approach Lanes Major Street = **1**

Minor Street Name = **Soboba Springs Drive** High Volume Approach (VPH) = **25**

Number of Approach Lanes Minor Street = **1**

**SIGNAL WARRANT NOT SATISFIED**




** NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

# PEAK HOUR VOLUME WARRANT
## (Rural Areas)

### Opening Year (2010) With Project - Alternative 1

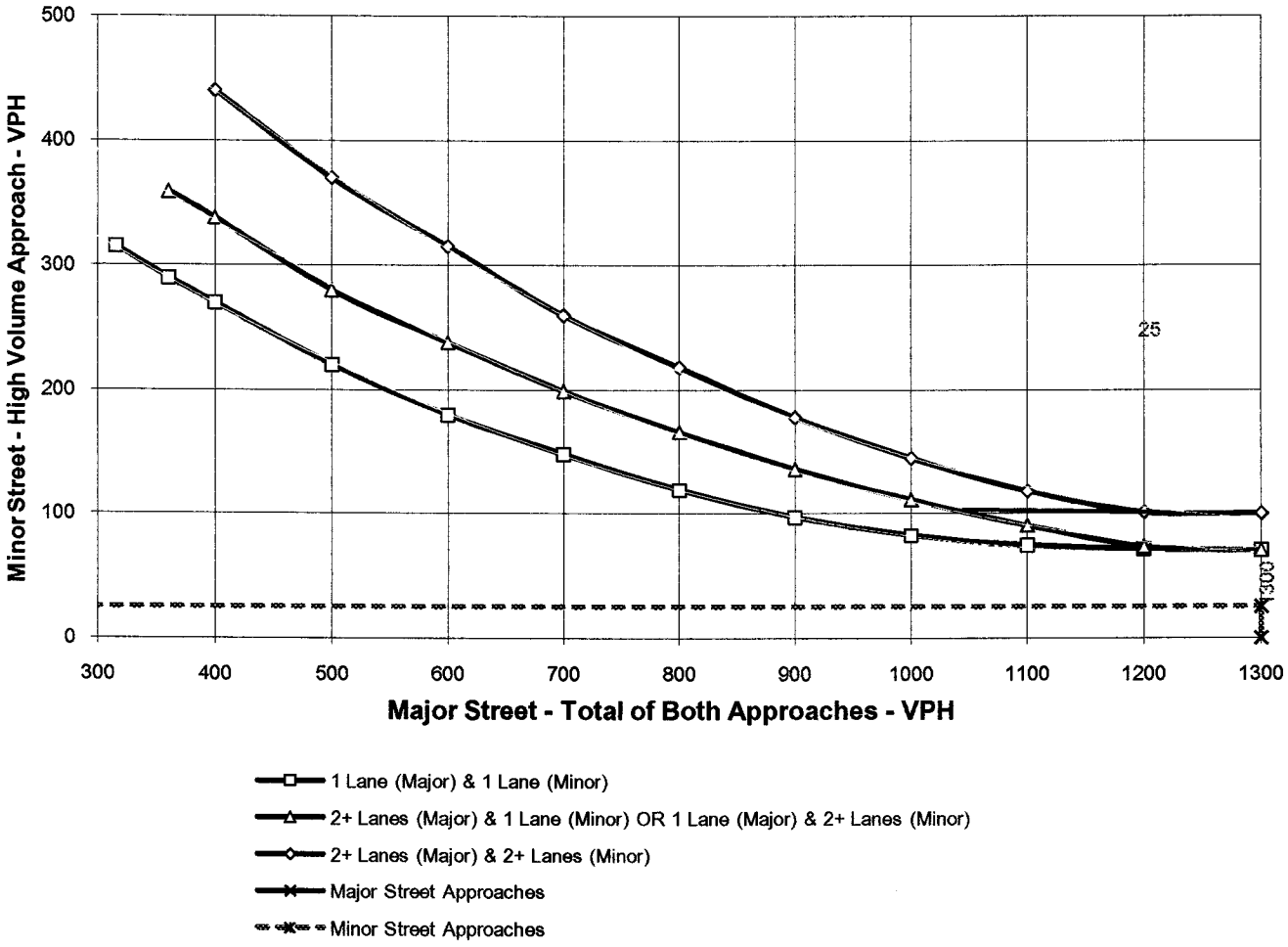
Major Street Name = **Lake Park Drive** Total of Both Approaches (VPH) = **1904**

Number of Approach Lanes Major Street = **1**

Minor Street Name = **Soboba Springs Drive** High Volume Approach (VPH) = **25**

Number of Approach Lanes Minor Street = **1**

**SIGNAL WARRANT NOT SATISFIED**




** NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

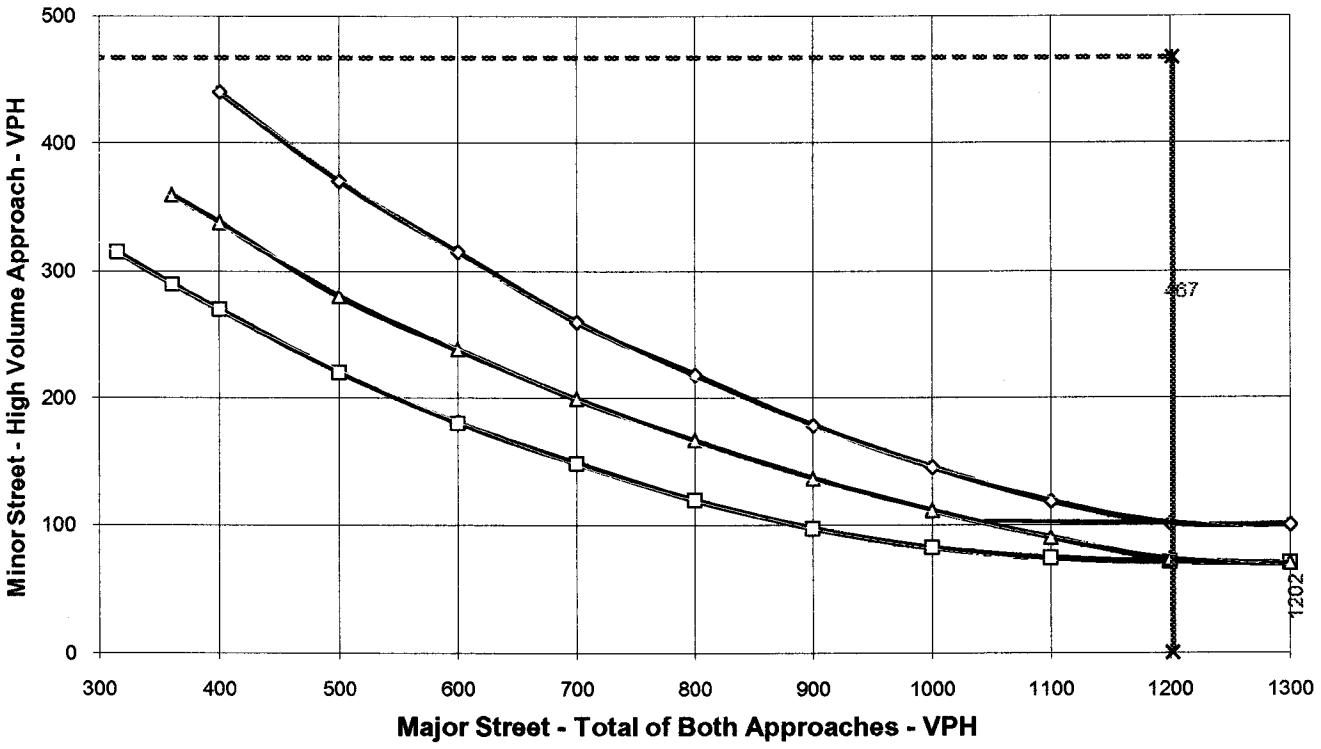
# PEAK HOUR VOLUME WARRANT
## (Rural Areas)

### Opening Year (2010) With Project - Proposed Action "A"

Major Street Name = **Project North Entrance** Total of Both Approaches (VPH) = **1202**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Soboba Road** High Volume Approach (VPH) = **467**
Number of Approach Lanes Minor Street = **1**

**WARRANTED FOR A SIGNAL**




** NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

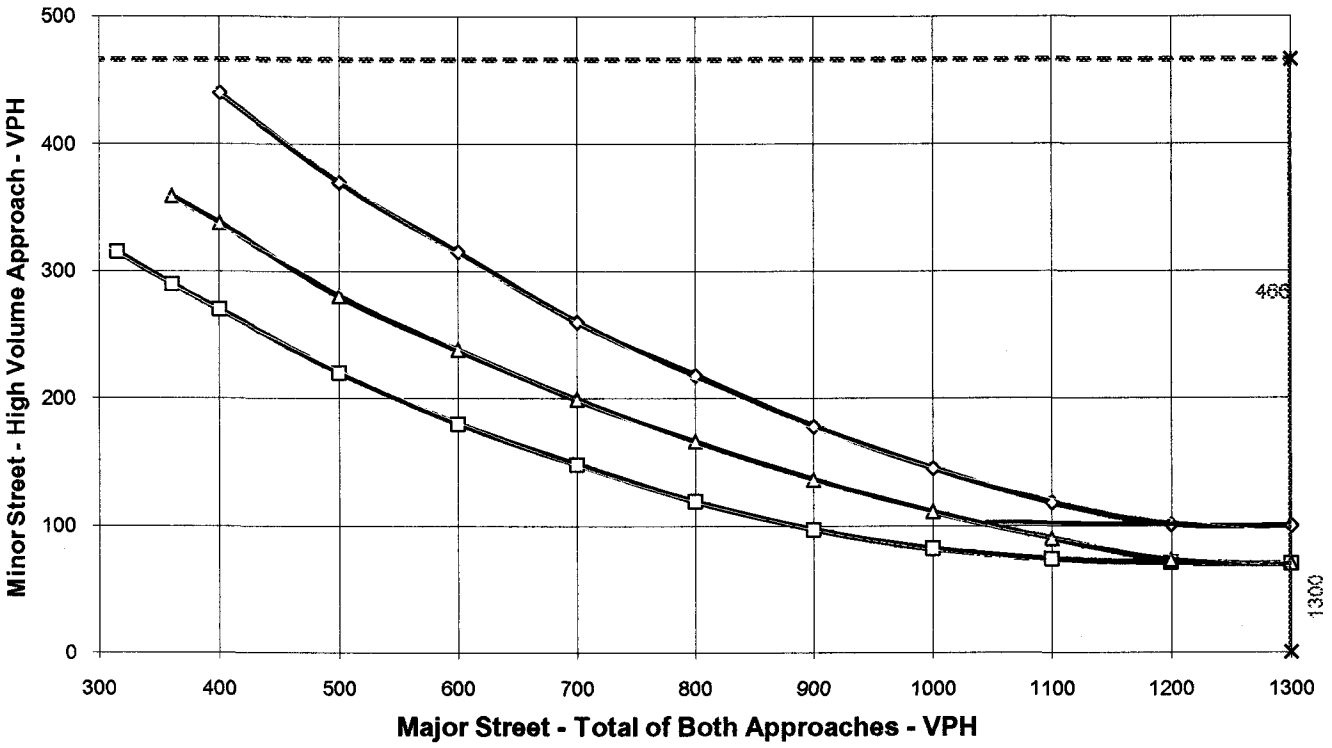
# PEAK HOUR VOLUME WARRANT
## (Rural Areas)

### Opening Year (2010) With Project - Proposed Action "A"

Major Street Name = **Project South Entrance** Total of Both Approaches (VPH) = **1601**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Soboba Road** High Volume Approach (VPH) = **466**
Number of Approach Lanes Minor Street = **1**

**WARRANTED FOR A SIGNAL**




** NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

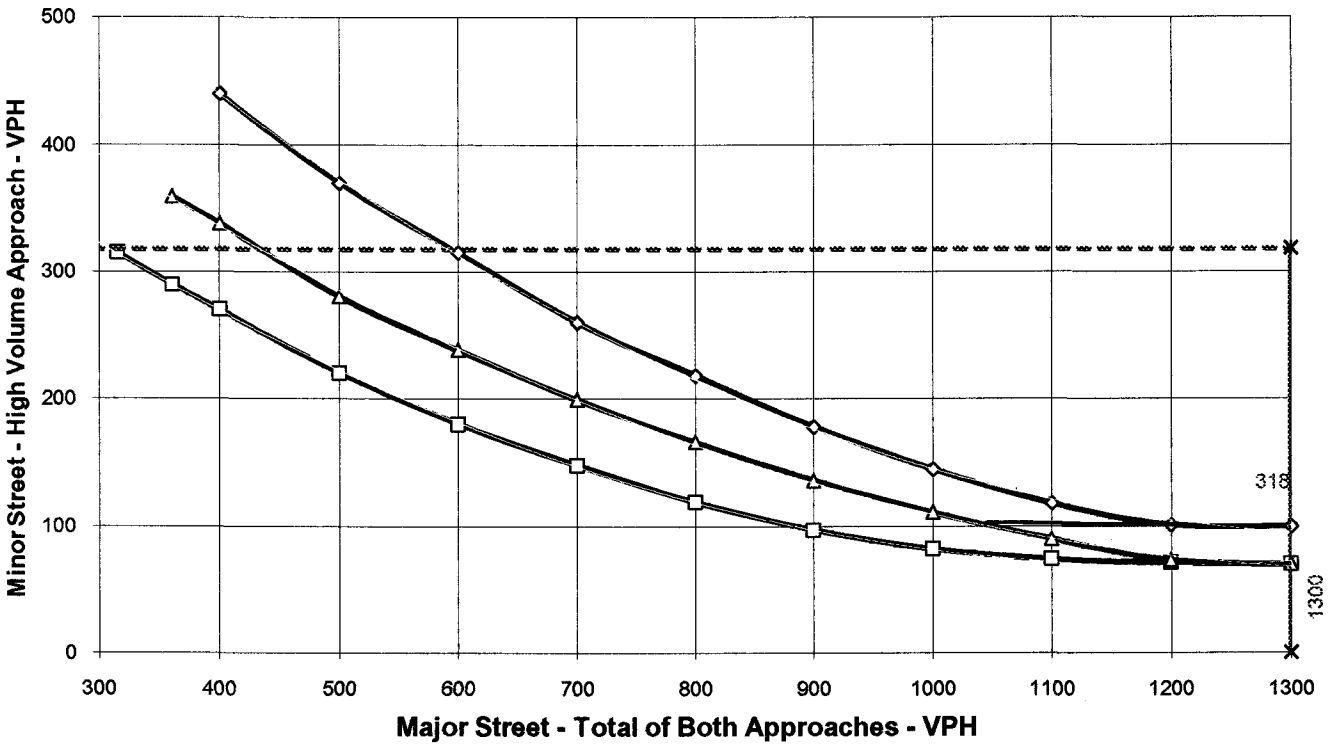
# PEAK HOUR VOLUME WARRANT
## (Rural Areas)

### Opening Year (2010) With Project - Proposed Action "B"

Major Street Name = **Project North Access** Total of Both Approaches (VPH) = **1338**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Soboba Road** High Volume Approach (VPH) = **318**
Number of Approach Lanes Minor Street = **1**

**WARRANTED FOR A SIGNAL**




1 Lane (Major) & 1 Lane (Minor)
2+ Lanes (Major) & 1 Lane (Minor) OR 1 Lane (Major) & 2+ Lanes (Minor)
2+ Lanes (Major) & 2+ Lanes (Minor)
Major Street Approaches
Minor Street Approaches

** NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

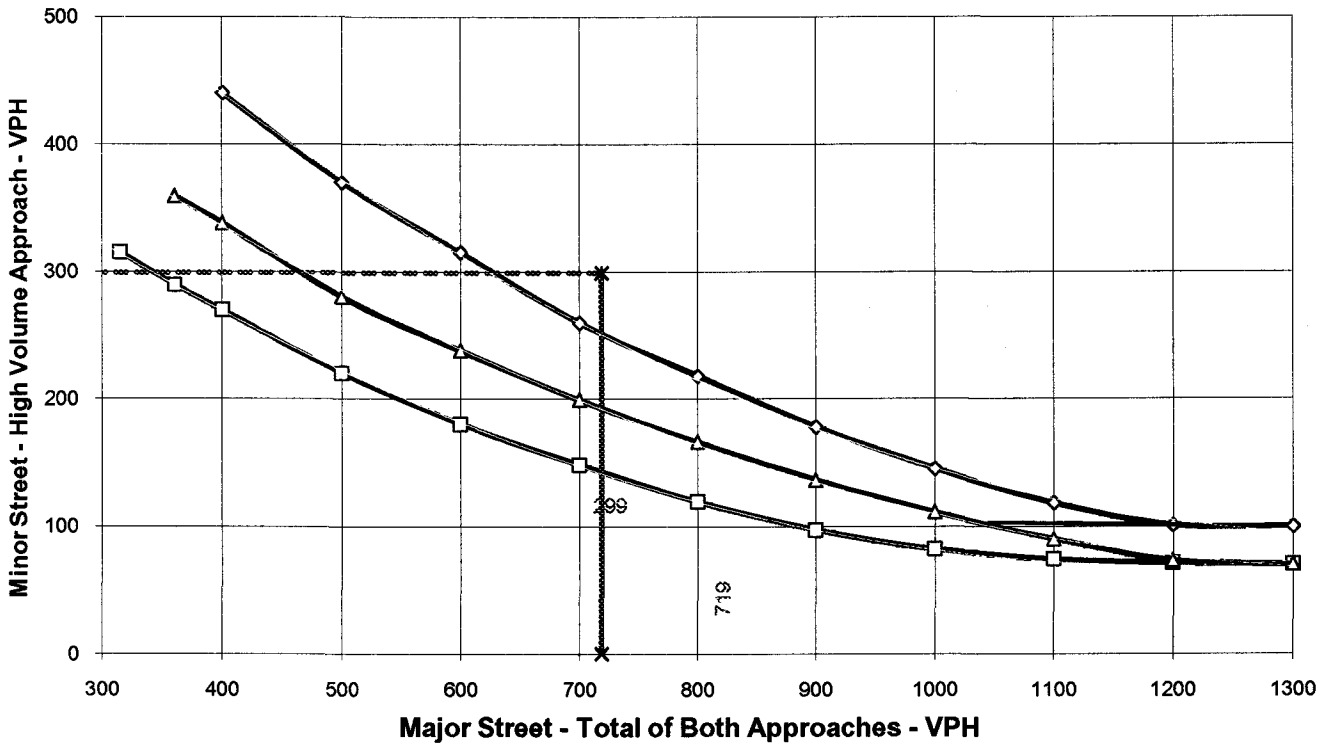
# PEAK HOUR VOLUME WARRANT
## (Rural Areas)

### Opening Year (2010) With Project - Proposed Action "B"

Major Street Name = **Project South Access** Total of Both Approaches (VPH) = **719**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Soboba Road** High Volume Approach (VPH) = **299**
Number of Approach Lanes Minor Street = **1**

**WARRANTED FOR A SIGNAL**




** NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

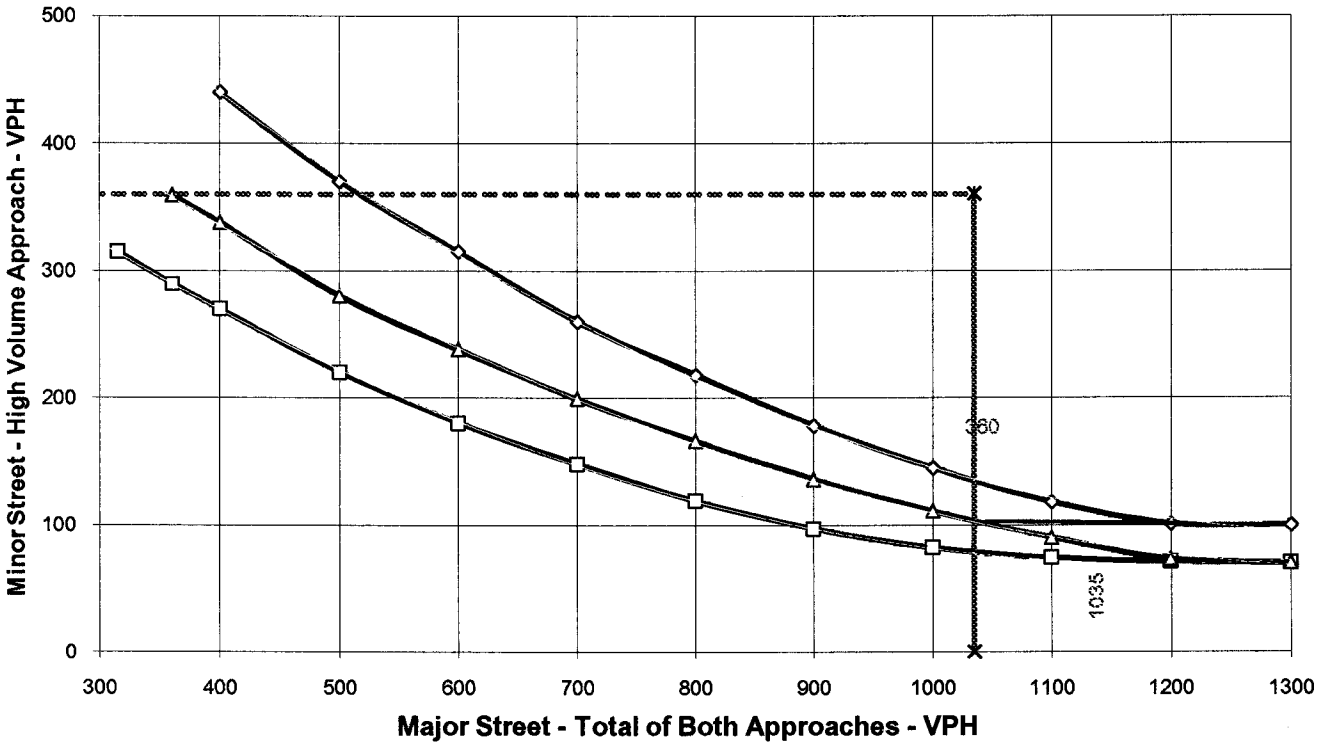
# PEAK HOUR VOLUME WARRANT
## (Rural Areas)

### Opening Year (2010) With Project - Alternative 1

Major Street Name = **Project North Access** Total of Both Approaches (VPH) = **1035**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Soboba Road** High Volume Approach (VPH) = **360**
Number of Approach Lanes Minor Street = **1**

**WARRANTED FOR A SIGNAL**




** NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

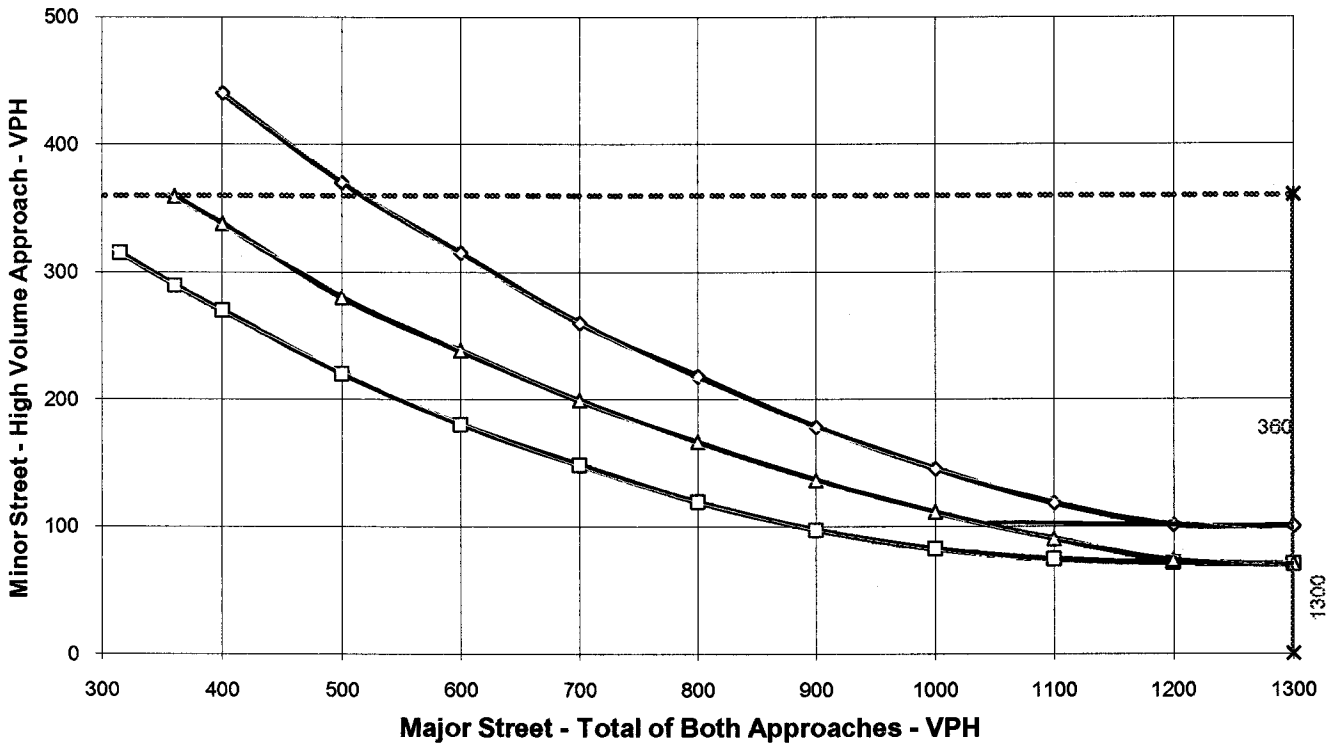
# PEAK HOUR VOLUME WARRANT
## (Rural Areas)

### Opening Year (2010) With Project - Alternative 1

Major Street Name = **Project South Access** Total of Both Approaches (VPH) = **1344**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Soboba Road** High Volume Approach (VPH) = **360**
Number of Approach Lanes Minor Street = **1**

**WARRANTED FOR A SIGNAL**




1 Lane (Major) & 1 Lane (Minor)
2+ Lanes (Major) & 1 Lane (Minor) OR 1 Lane (Major) & 2+ Lanes (Minor)
2+ Lanes (Major) & 2+ Lanes (Minor)
Major Street Approaches
Minor Street Approaches

** NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

# PEAK HOUR VOLUME WARRANT
## (Rural Areas)

### Opening Year (2010) With Project - Alternative 3

Major Street Name = **Lake Park Drive**

Total of Both Approaches (VPH) = **1363**

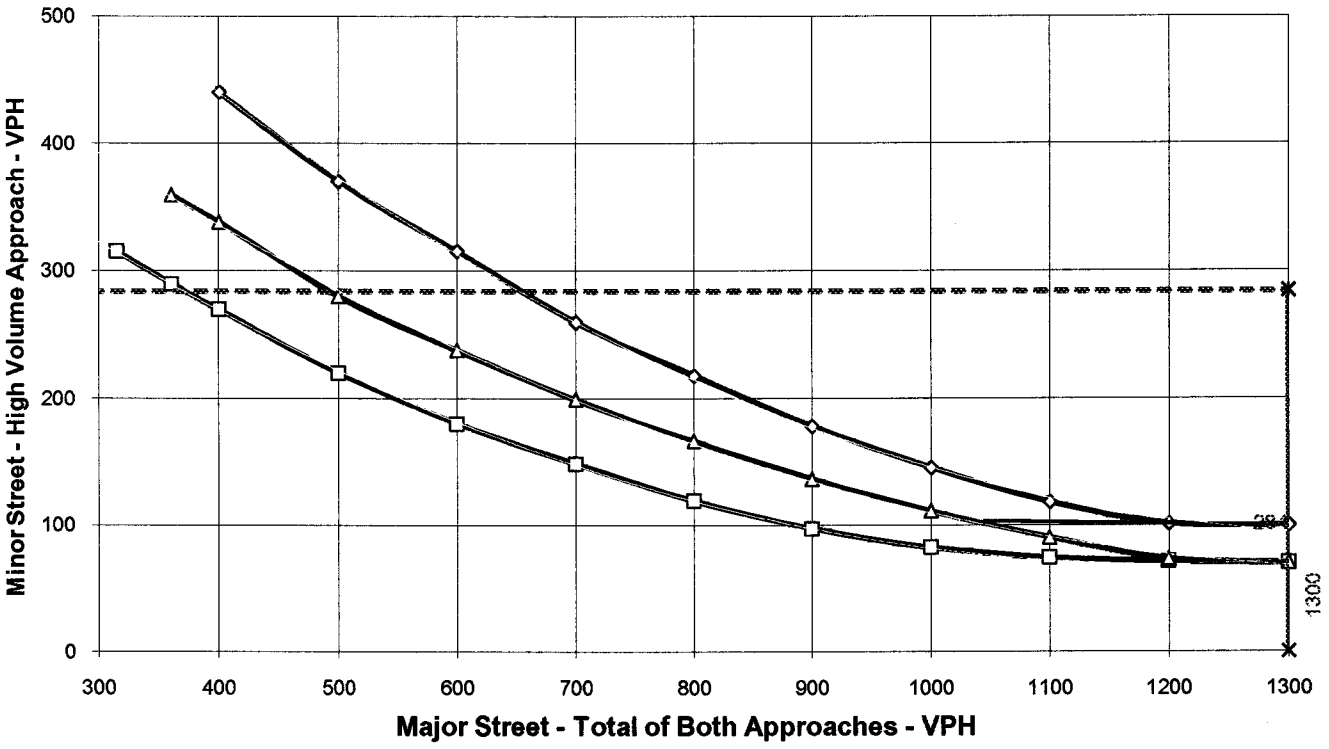
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Project Access**

High Volume Approach (VPH) = **284**

Number of Approach Lanes Minor Street = **1**

**WARRANTED FOR A SIGNAL**




** NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

# PEAK HOUR VOLUME WARRANT
## (Rural Areas)

### Opening Year (2010) With Project - Alternative 3

Major Street Name = **Soboba Road**

Total of Both Approaches (VPH) = **1081**

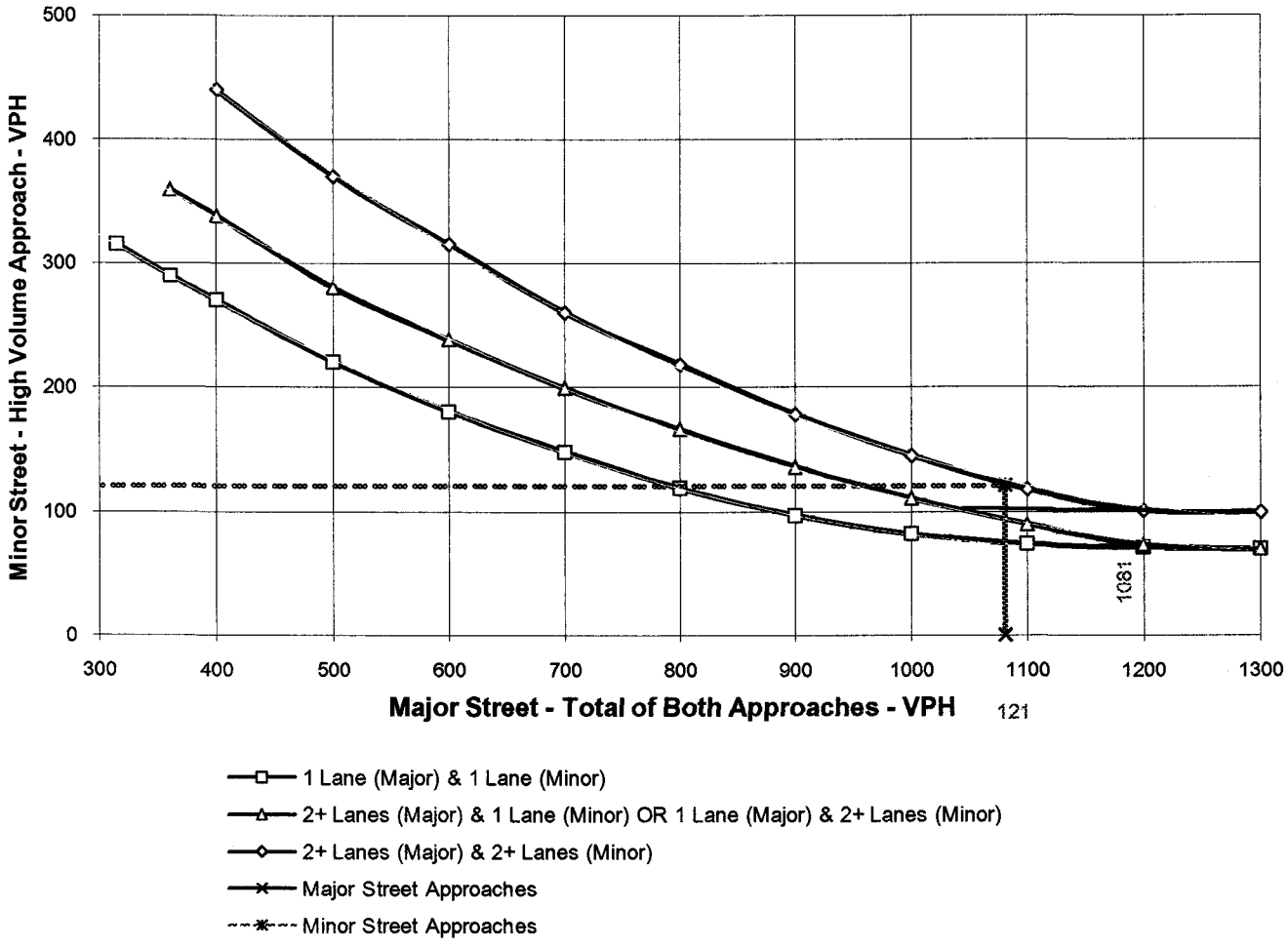
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Project Access**

High Volume Approach (VPH) = **121**

Number of Approach Lanes Minor Street = **1**

**WARRANTED FOR A SIGNAL**




** NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

# PEAK HOUR VOLUME WARRANT
## (Rural Areas)

**Year 2025 With Project - Proposed Action "A"**

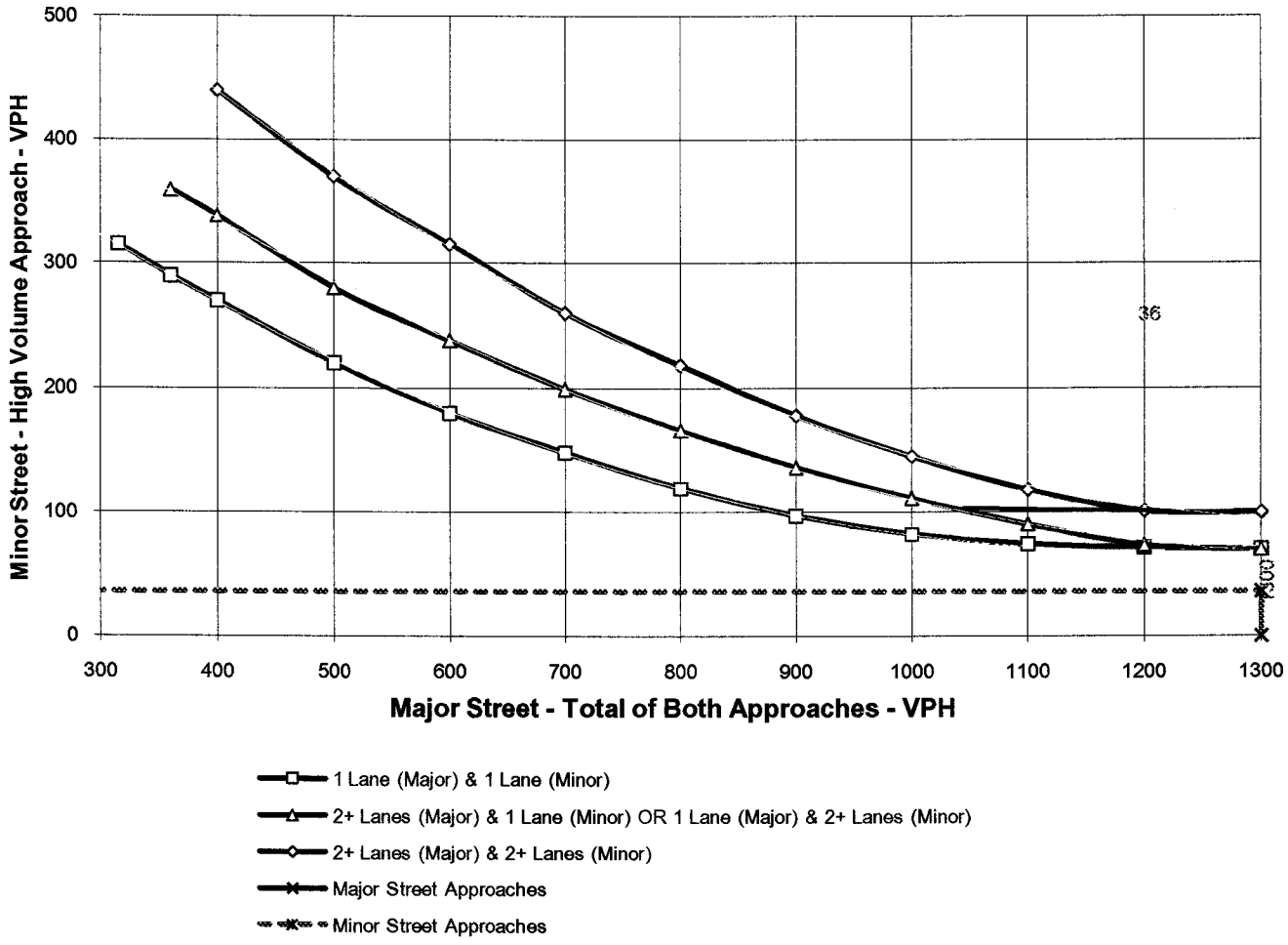
Major Street Name = **Lake Park Drive** Total of Both Approaches (VPH) = **3012**

Number of Approach Lanes Major Street = **1**

Minor Street Name = **Soboba Springs Drive** High Volume Approach (VPH) = **36**

Number of Approach Lanes Minor Street = **1**

**SIGNAL WARRANT NOT SATISFIED**




** NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

# PEAK HOUR VOLUME WARRANT
## (Rural Areas)

### Year 2025 With Project - Proposed Action "B"

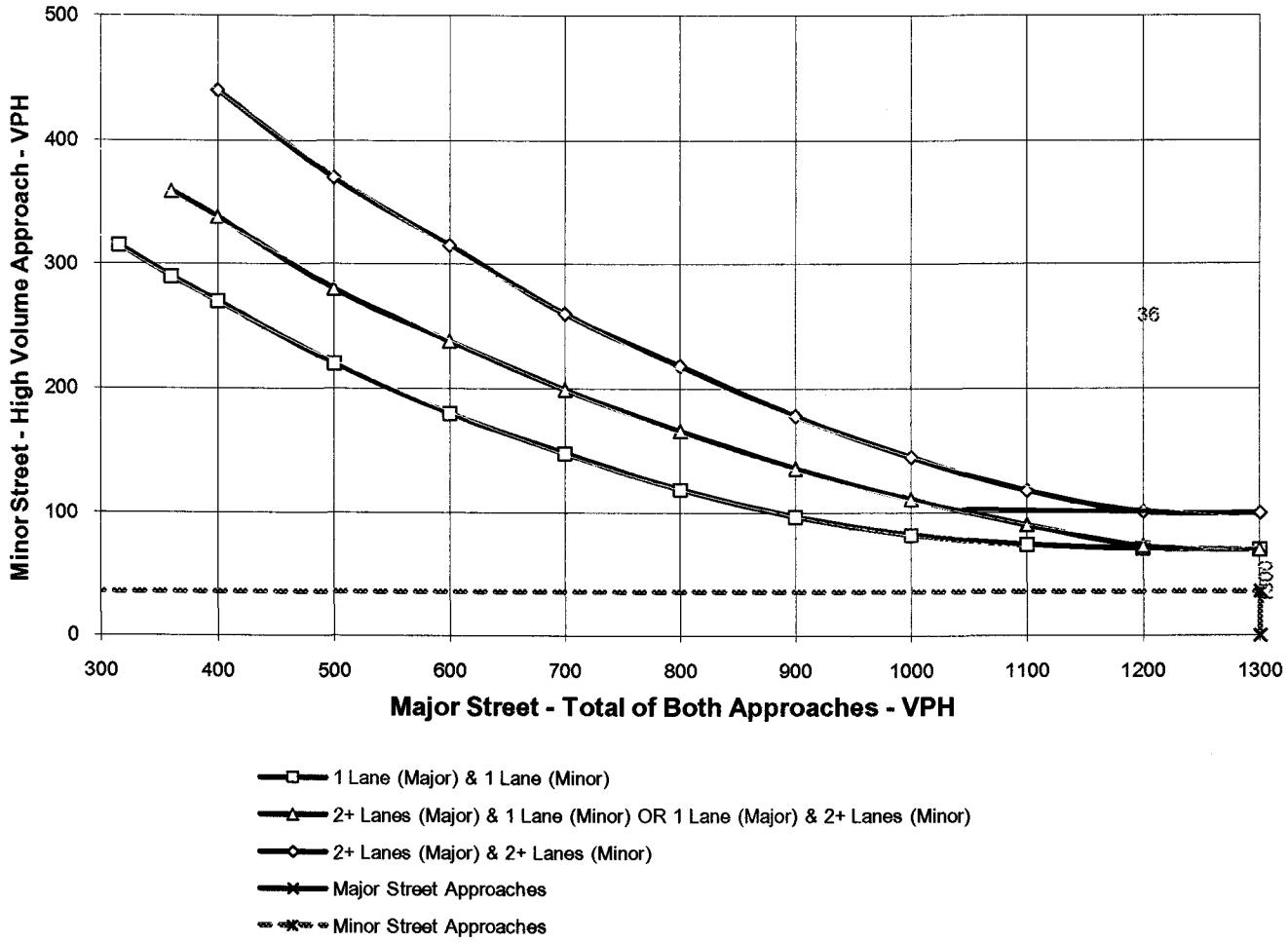
Major Street Name = **Lake Park Drive** Total of Both Approaches (VPH) = **2976**

Number of Approach Lanes Major Street = **1**

Minor Street Name = **Soboba Springs Drive** High Volume Approach (VPH) = **36**

Number of Approach Lanes Minor Street = **1**

**SIGNAL WARRANT NOT SATISFIED**




** NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

# PEAK HOUR VOLUME WARRANT
## (Rural Areas)

**Year 2025 With Project - Alternative 1**

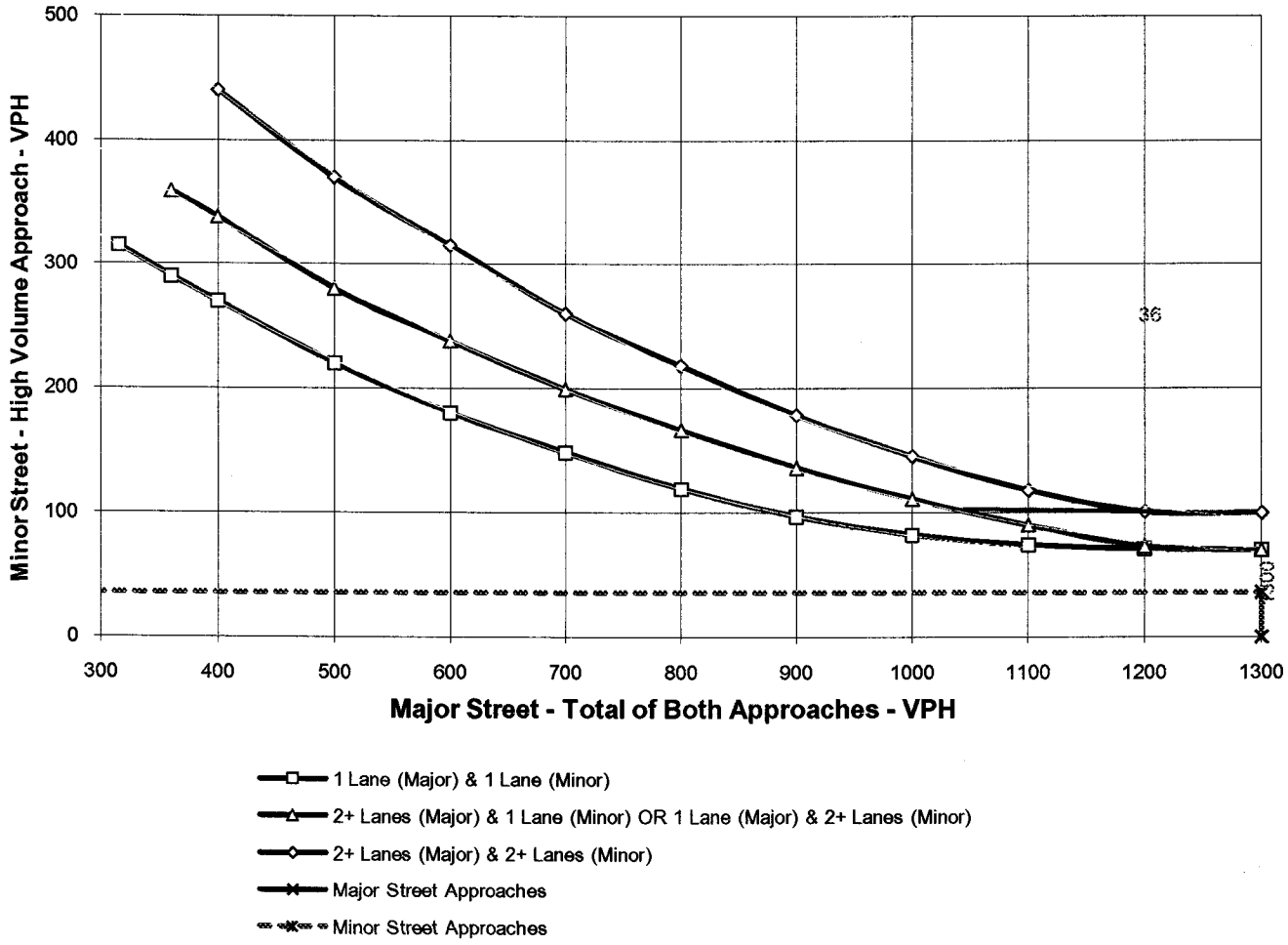
Major Street Name = **Lake Park Drive** Total of Both Approaches (VPH) = **2694**

Number of Approach Lanes Major Street = **1**

Minor Street Name = **Soboba Springs Drive** High Volume Approach (VPH) = **36**

Number of Approach Lanes Minor Street = **1**

**SIGNAL WARRANT NOT SATISFIED**




** NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

# PEAK HOUR VOLUME WARRANT
## (Rural Areas)

**Year 2025 With Project - Alternative 2**

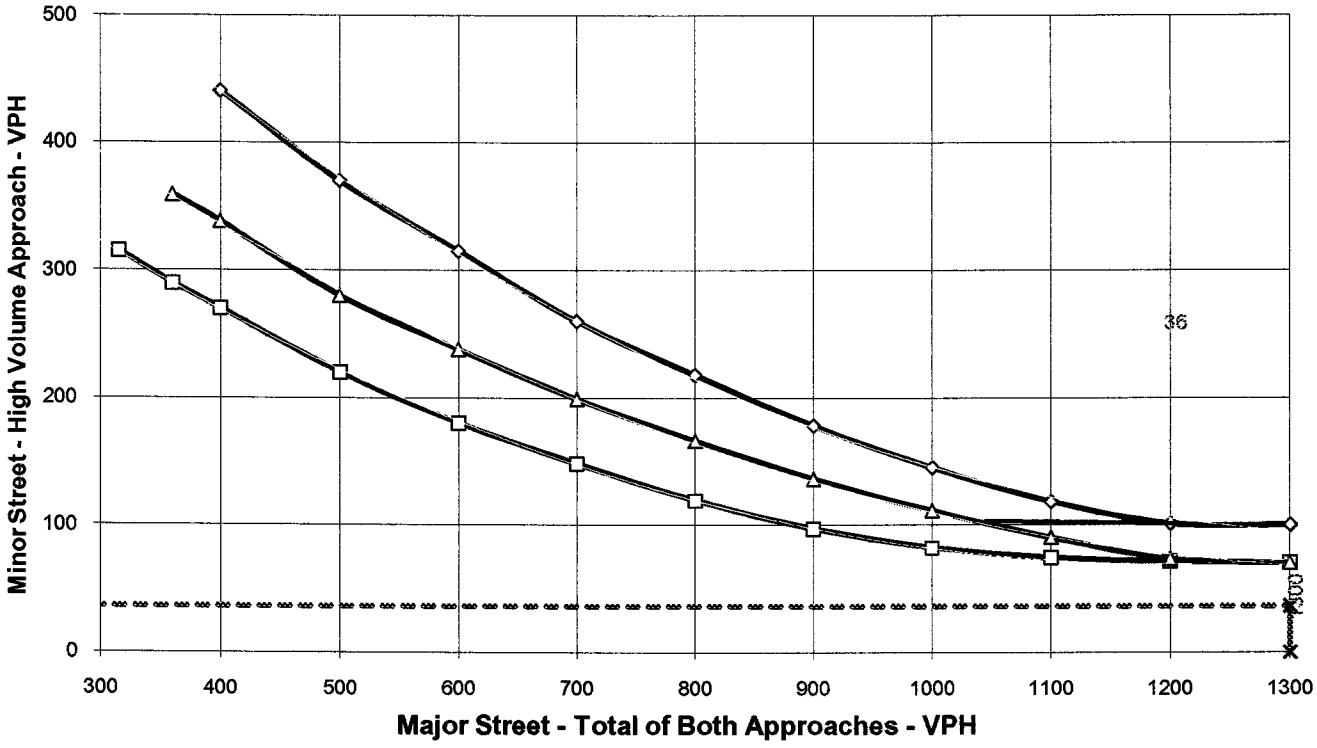
Major Street Name = **Lake Park Drive** Total of Both Approaches (VPH) = **2080**

Number of Approach Lanes Major Street = **1**

Minor Street Name = **Soboba Springs Drive** High Volume Approach (VPH) = **36**

Number of Approach Lanes Minor Street = **1**

**SIGNAL WARRANT NOT SATISFIED**




** NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

# PEAK HOUR VOLUME WARRANT
## (Rural Areas)

**Year 2025 With Project - Alternative 3**

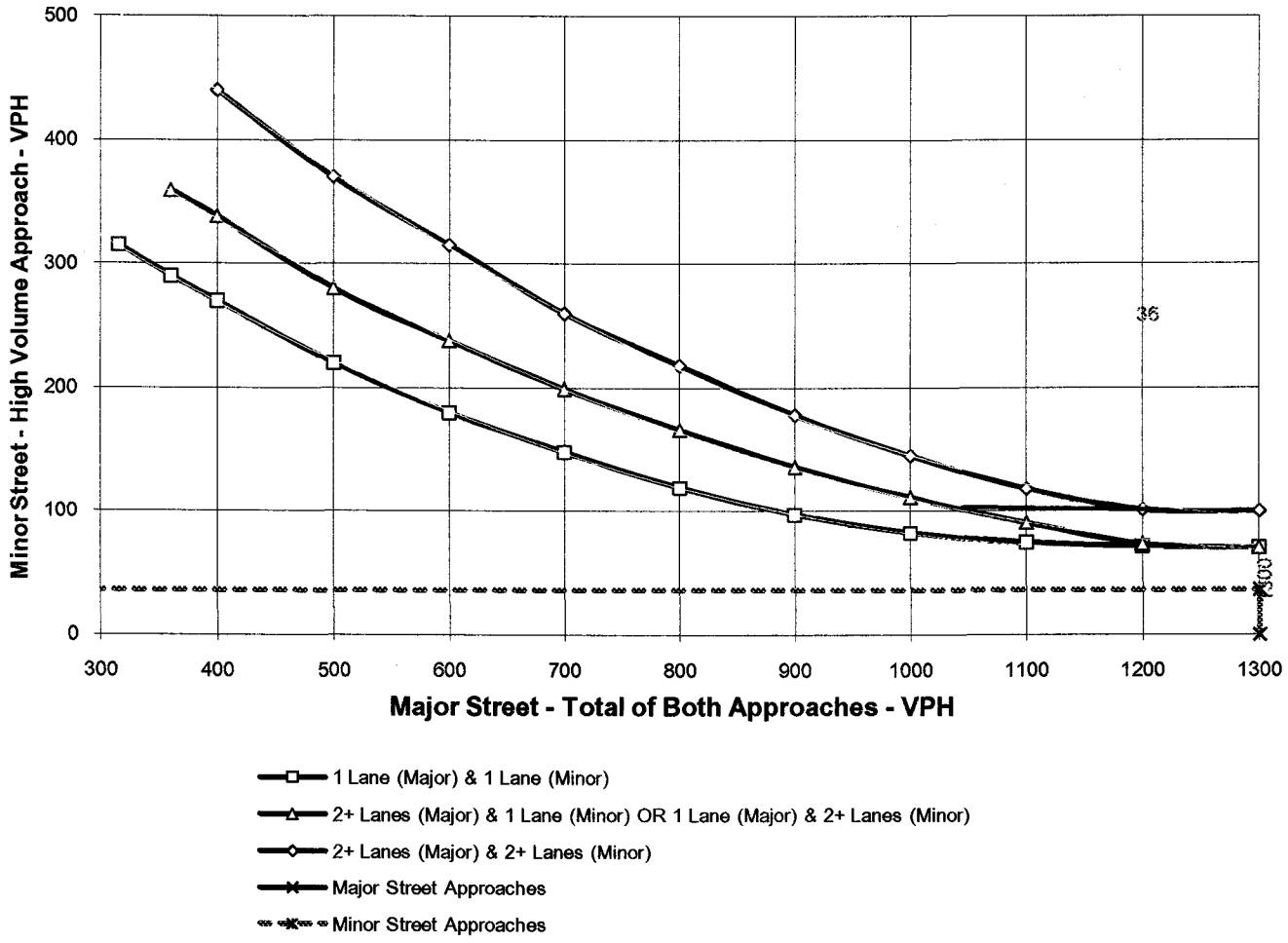
Major Street Name = **Lake Park Drive** Total of Both Approaches (VPH) = **2339**

Number of Approach Lanes Major Street = **1**

Minor Street Name = **Soboba Springs Drive** High Volume Approach (VPH) = **36**

Number of Approach Lanes Minor Street = **1**

**SIGNAL WARRANT NOT SATISFIED**




** NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

# PEAK HOUR VOLUME WARRANT
## (Rural Areas)

**Year 2025 With Project - Alternative 2**

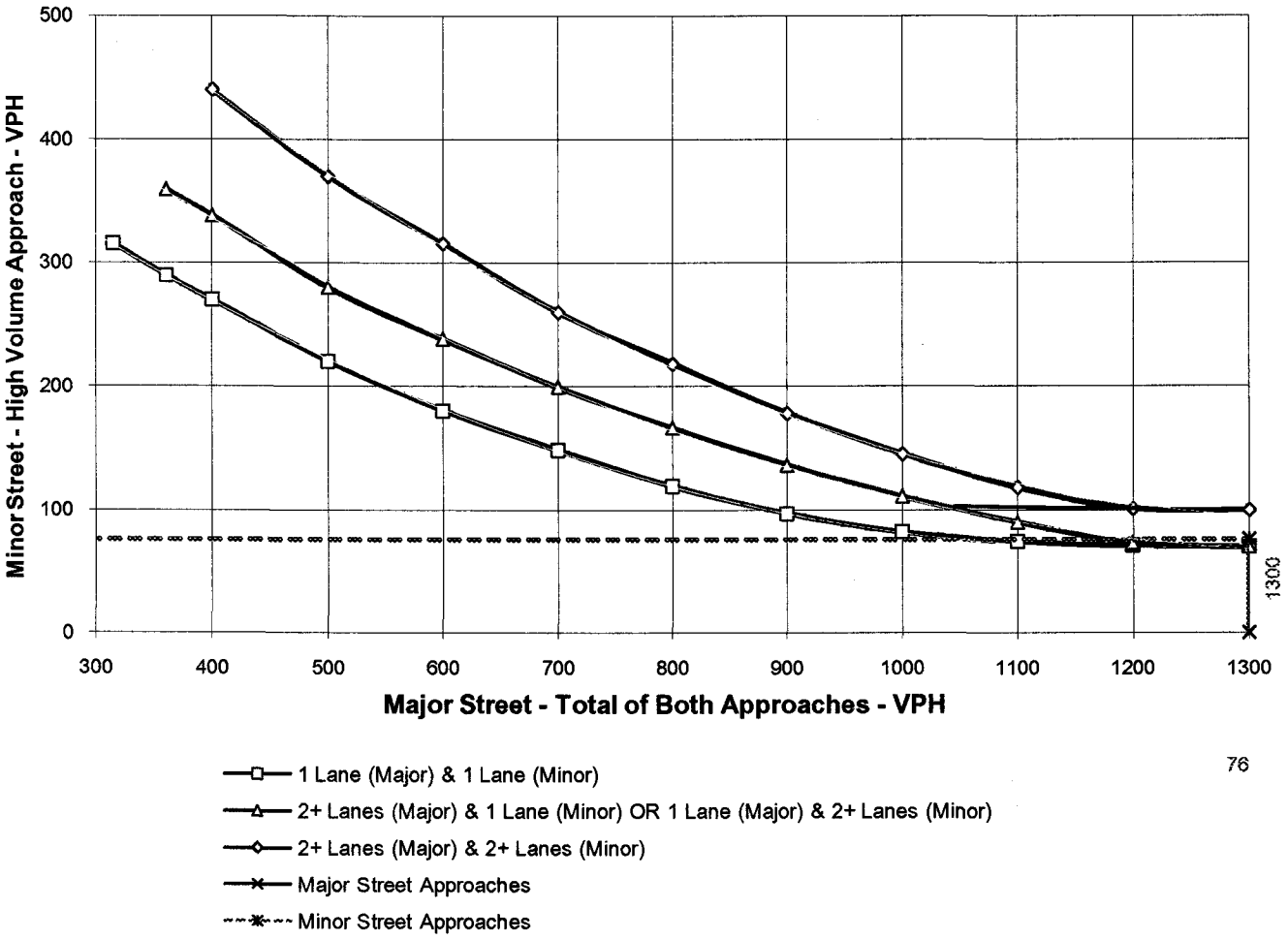
Major Street Name = **Soboba Road** Total of Both Approaches (VPH) = **1655**

Number of Approach Lanes Major Street = **1**

Minor Street Name = **Project South Access** High Volume Approach (VPH) = **76**

Number of Approach Lanes Minor Street = **1**

**WARRANTED FOR A SIGNAL**




** NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

# APPENDIX E

**Shingle Springs Rancheria Interchange**
**Transportation/Circulation Report**

# TRANSPORTATION/CIRCULATION

## INTRODUCTION

This study was prepared to assess the traffic impacts and operations associated with the proposed Shingle Springs Rancheria Interchange, which is being proposed to provide access to the existing Shingle Springs Rancheria, and the newly proposed Shingle Springs Rancheria Casino. The analysis investigates existing operations in the vicinity of the proposed interchange, as well as operations in the vicinity of the proposed interchange for cumulative conditions, which for this study is assumed to be the year 2025. The analysis also investigates the traffic operations and impacts associated with the proposed interchange for both existing and cumulative conditions.

This study analyzes impacts for the following three alternatives:

- Alternative AA – No Project Alternative
- Alternative AB – "Flyover Alternative" - Modified trumpet design (Type L-11)
- Alternative AC – "Diamond Alternative" - Modified tight diamond w/ no right-of-way taking (Type L-1)

# ENVIRONMENTAL SETTING

## EXISTING SETTING

### *EXISTING ROADS*

The following roadways are located in the vicinity of the proposed interchange:

**US-50** is an east-west freeway which provides regional access between Sacramento and Placerville, and recreational areas within the southern Lake Tahoe area. In the vicinity of the proposed interchange, US-50 has two lanes in each direction, 10 ft. paved outside shoulders and 5 ft. paved inside shoulders, and a 70 ft. wide grassy median. At present, approximately 45,500 average daily trips occur along US-50 in the vicinity of the proposed interchange.

**East Shingle Springs Drive** is a 2-lane rural roadway which runs in a north-south direction immediately west of the proposed interchange. The roadway begins within the gated residential community immediately north of US-50 and Rock Barn Road, and continues south of US-50 approximately 1 mile to Buckeye Road, where the roadway terminates. At present, the average daily traffic along the roadway is less than 1,000 vehicles per day. E. Shingle Springs Drive is maintained by the County of El Dorado up to the private gate immediately north of US-50 and Rock Barn Road.

**Greenstone Road** is a 2-lane rural roadway which runs in a north-south direction immediately east of the proposed interchange. The roadway begins approximately 1 mile north of US-50 at Green Valley Road, and continues south of US-50 a few miles to Mother Lode Drive. At

present, the average daily traffic along the roadway is approximately 2,000 vehicles per day north of US-50, and less than 1,000 vehicles per day south of US-50. There are no sidewalks and minimal or non-existent shoulders along the roadway, and the roadway width is approximately 24 feet. Greenstone Road is maintained by the County of El Dorado.

**Grassy Run Road**, **Rolling Rock Road**, and **Reservation Road** comprise the route which is currently used to access the Shingle Springs Rancheria. The construction of the new interchange will result in the rerouting of a significant percentage of Rancheria traffic currently using these roadways to the new interchange. To access the Rancheria today, traffic turns left from Greenstone Road to Grassy Run Road. A few hundred feet west of Greenstone Road, Grassy Run Road transitions from a County road to a private residential roadway. Rancheria bound traffic continues along the private roads of Rolling Rock Road and Reservation Road. A count of traffic along the route currently used to access the site was conducted early 1999, and showed that during the PM peak hour approximately 15 inbound vehicles and 7 outbound vehicles were travelling to and from the Rancheria (and adjacent private development). All three of these roads are narrow 2-lane roadways with no sidewalk or shoulder, and contain extreme horizontal and vertical curvature.

## *EXISTING TRAFFIC VOLUMES*

### Peak Hour Volumes

Existing weekday AM and PM peak hour and Saturday peak hour counts along US-50 were established using the following resources:

1) Raw 1999 Caltrans Traffic counts from their count station on US-50 between the Cameron Park Drive and Ponderosa Road interchanges (Caltrans does not maintain a count station in the immediate vicinity of the proposed interchange).
2) *Caltrans' 1998 Traffic Volumes on California State Highways* (including "Peak Hour Volume Data by Direction" within Appendix).
3) Peak hour ramp counts at the US-50/East Shingle Springs Drive interchange.
4) 7-day/24-hour roadway tube counts along East Shingle Springs Drive south of US-50.

Although Caltrans publishes ADT volumes for US-50 between East Shingle Springs Drive and Greenstone Road, they are not based on counts at the exact location, but rather are based on counts collected at the nearest count station. Additionally, counts published by Caltrans do not provide detailed directional counts or peak hour counts. The Caltrans count station nearest to the area in question is located a few miles west of the project site between Cameron Park Drive and Ponderosa Road. Hourly counts from this count station were obtained from Caltrans for the entire calendar year 1999. Although the specific location of these Caltrans counts were a few interchanges towards the west, these detailed counts were used as a basis for establishing directional peak hour counts at the site of the proposed interchange. Weekday AM and PM peak hour volumes, as well as Saturday peak hour volumes, were established at the count station by averaging the peak hour volumes occurring throughout the year for each of the three specific peak hours. These counts were converted to volumes which would be expected along US-50

between East Shingle Springs Drive and Greenstone Road using the methodologies outlined in the following paragraphs.

Using *Caltrans' 1998 Traffic Volumes on California State Highways*, it was noted that the AADT (Annual Average Daily Traffic) east of Ponderosa Road (between Ponderosa Road and East Shingle Springs Drive) was 45,500 vehicles in 1998, which is 86% of the 1998 AADT of 53,000 reported west of Ponderosa Road. This same factor was applied to the peak hour counts west of Ponderosa Road to establish peak hour counts between Ponderosa Road and East Shingle Springs Drive.

To establish peak hour volumes along US-50 east of East Shingle Springs Drive, peak hour ramp volumes along US-50/East Shingle Springs Drive interchange ramps were added and subtracted to those volumes occurring west of the interchange. David Evans and Associates, Inc. collected weekday AM peak hour ramp volumes at the US-50/East Shingle Springs Drive interchange on Tuesday, March 28, 2000, and weekday PM peak hour volumes on Tuesday, November 9, 1999. Saturday peak hour ramp volumes were established by factoring, adjusting and balancing weekday PM peak counts. This factoring, adjustment and balancing was made based on 7-day/24-hour roadway counts collected March, 2000 along East Shingle Springs Drive immediately south of the interchange, and the hourly Caltrans US-50 counts previously described. The resulting Saturday peak hour counts were confirmed by a field sampling of Saturday counts. This procedure was used instead of an actual Saturday count since it is difficult to establish exactly when the peak hour occurs on a Saturday.

**Table 1** provides a summary of existing freeway volumes along US-50 for all three peak hour scenarios.

**Table 1**
**Existing No Project**
**Peak Hour Volumes**

| Freeway Segment | Peak Hour Volumes AM Peak Hour | PM Peak Hour | Saturday Peak Hour |
|---|---|---|---|
| EB US-50 (btwn E. Shingle Springs & Greenstone) | 1,229 | 2,407 | 1,872 |
| WB US-50 (btwn Greenstone & E. Shingle Springs) | 2,206 | 1,589 | 1,691 |
| **TOTAL** | **3,435** | **3,996** | **3,563** |

**Daily Volumes**

Existing daily volumes as reported for the local roads analysis is based on traffic counts as reported within El Dorado County Department of Transportation's "*2000 Traffic Count Annual Summary.*" These counts were supplemented as necessary from additional traffic counts supplied by the El Dorado County Department of Transportation, the 1994 Regional Transportation Plan for El Dorado County. All older counts which were used were increased to reflect 2000 counts.

Volumes along Caltrans facilities were obtained from "*2000 Caltrans Traffic Volume on California State Highways*" data as included on Caltrans' web site.

### LEVEL OF SERVICE CONCEPT

The operating conditions experienced by motorists are described as "levels of service" (LOS). Level of service is a qualitative measure of the effect of a number of factors, including speed and travel time, traffic interruptions, freedom to maneuver, driving comfort and convenience. Levels of service are designated "A" through "F" from best to worst, which cover the entire range of traffic operations that might occur. Levels of service "A" through "E" generally represent traffic volumes at less than roadway capacity, while LOS "F" represents over capacity and/or forced flow conditions.

### EXISTING FREEWAY MAINLINE OPERATIONS

Traffic operations were evaluated for existing weekday AM peak hour, PM peak hour, and Saturday peak hour conditions.

**Table 2** shows the current freeway mainline operations for all three peak hour scenarios.

**Table 2**
**Existing No Project**
**Freeway Mainline Level of Service**

| Freeway Segment | Freeway Level of Service[1][2] AM Peak Hour | PM Peak Hour | Saturday Peak Hour |
|---|---|---|---|
| EB US-50 (btwn E. Shingle Springs & Greenstone) | B | D | C |
| WB US-50 (btwn Greenstone & E. Shingle Springs) | D | C | C |

Notes:
(1) Free Flow speed varies - "Ideal" Free Flow Speed of 65 mph adjusted to account for specific highway geometry.
(2) The *Route 50 Transportation Concept Report* states that the concept level of service for US-50 between Sacramento and Placerville is LOS E.

As the above table shows, the freeway currently operates acceptably at LOS D along the eastbound direction during the PM peak hour, and along the westbound direction during the AM peak hour. During the Saturday peak hour, and along the opposing non-peak direction of travel during weekday AM and PM peak hours, the freeway operates acceptably at LOS C or better.

Detailed level of service analysis data is provided in **Appendix A.**

## ACCIDENT ANALYSIS

To establish potential safety issues and accident potential along US-50 in the vicinity of the new interchange, an analysis of accidents over the past 4 years was conducted along US-50 between the East Shingle Springs Drive and Greenstone Road interchanges, which are located approximately 1 mile west and east of the proposed interchange, respectively.

**Table 3** compares the accident rate occurring along this stretch of highway with the statewide average for a similar roadway facilities.

**Table 3**
**Accident Rate**

| | |
|---|---|
| Total Accidents (4 years)[1] | 27 accidents |
| Total Fatalities (4 years) | 0 fatalities |
| Distance (E Shingle Springs to Greenstone) | 1.89 miles |
| Daily Average Daily Traffic Volume[1] | Year 1997 to 1999: 43,300 veh/day<br>Year 2000: 43,000 veh/day |
| 4 Year Volume | 63.1085 million-vehicles |
| **Actual Accident Rate** | **0.23 accidents/million-vehicle-miles** |
| **Average Accident Rate for Similar Facility[1]** | **0.60 accidents/million-vehicle-miles** |

Notes: (1) Caltrans accident summary printout.

As the above table shows, the accident rate along US-50 in the vicinity of the proposed interchange is 0.23 accidents per million-vehicle-miles, which is less than half the average rate for similar facilities of 0.60 accidents per million-vehicle-miles.

The above table also shows that there were no fatalities along this stretch of US-50 during the 4 year period studied.

To summarize, the section of US-50 in the vicinity of the proposed interchange does not experience a high number of any particular type of accidents, a high number of accidents due to any particular roadway condition, or a higher rate of accidents than that which occurs along similar types of facilities.

**Table 4** provides an annual and 4-year summary of accidents occurring along US-50 between East Shingle Springs Drive and Greenstone Road. The table shows a total of 27 accidents occurred along this freeway segment during the 4 year period between January 1, 1997 and December 31, 2000. The table also shows that no particular type of accident, or roadway conditions or factors contributing to accidents, are significantly higher than any of the other accident types, or contributing roadway conditions or factors.

Table 3

## CUMULATIVE (2025) SETTING

### *CUMULATIVE ROADWAY NETWORK*

The roadway network in the immediate vicinity of the project site is assumed to remain the same for Cumulative Conditions as that which currently exists for Existing Conditions.

Caltrans currently has no programmed improvement for US-50 for Cumulative Conditions, although there are currently discussions to either provide an HOV lane along the freeway, and/or 6 standard lanes along the freeway. Within this analysis, it is assumed that US-50 will remain a 4-lane facility.

The cumulative roadway network analyzed for the local roads analysis was established in coordination with El Dorado County traffic engineering personnel. Local roadways which were analyzed were those identified as "major roadways," which are defined as those roadways identified on both the *"El Dorado County General Plan Circulation Map,"* and within the roadway network contained within the 1999 version of the *"El Dorado County Travel Demand Forecasting Model"* in MINUTP. Cumulative year roadway geometrics are based on the roadway network geometries included within the 2022 CIP (Capitol Improvement Program) data network files contained with the 1999 El Dorado County travel demand model.

### *CUMULATIVE BACKGROUND VOLUMES*

#### Peak Hour Volumes

Cumulative traffic volumes were established based on the El Dorado County traffic model as established for the 1996 El Dorado County General Plan. The model volumes are based on weekday PM peak hour conditions, and utilize Year 2022 as the future horizon year. Caltrans has established that the Year 2025 should be utilized to analyze Cumulative Conditions for this study. Cumulative volumes were initially established for year 2022 conditions, then factored up to year 2025 conditions through a straight line extrapolation of volumes.

US-50 volumes from the El Dorado County traffic model for 2022 conditions were very suspect. An analysis of PM peak hour volumes for 2022 conditions for US-50 shows that there was a loss of 850 vehicles from US-50 west of East Shingle Springs Drive to east of East Shingle Springs Drive. Since the model shows only 383 vehicles along East Shingle Springs Drive south of US-50 (and volumes north of US-50 would continue to be very low and negligible), there was an obvious error in the model. El Dorado County has recognized this flaw and is in the process of correcting the model.

To establish the general integrity of volumes from the model, we compared existing AM and PM peak hour volumes which were collected by David Evans and Associates, Inc. for US-50, East Shingle Springs Drive, and the US-50/East Shingle Springs Drive freeway ramps to forecasted volumes from the model. Focusing on the PM peak hour, it is noted that US-50 west of the East Shingle Springs Drive interchange are projected to experience an annual growth rate between 1.7-4.3%. However, US-50 east of the interchange is projected to increase only 0.7-0.9% per

year. This helped to confirm that forecasted US-50 volumes east of the interchange are very circumspect, and likely too low. To address this error, we increased the volume obtained from the model for US-50 east of the interchange. This adjustment was made by establishing reasonable cumulative ramp volumes along US-50/East Shingle Springs Drive freeway ramps for cumulative conditions based on both existing peak hour volumes, and projected growth as shown in the model. These ramp volumes were then added and subtracted from US-50 volumes west of the US-50/East Shingle Springs Drive interchange to establish US-50 volumes east of the US-50/East Shingle Springs Drive interchange.

**Table 5** provides a summary of cumulative (2025) freeway volumes along US-50 for all three peak hour scenarios.

**Table 5**
**Cumulative No Project**
**Peak Hour Volumes**

| Freeway Segment | Peak Hour Volumes | | |
|---|---|---|---|
| | AM Peak Hour | PM Peak Hour | Saturday Peak Hour |
| EB US-50 (btwn E. Shingle Springs & Greenstone) | 2,150 | 3,441 | 2,681 |
| WB US-50 (btwn Greenstone & E. Shingle Springs) | 3,086 | 2,316 | 2,465 |
| **TOTAL** | **5,236** | **5,757** | **5,146** |

**Daily Volumes**

Cumulative daily volumes as reported for the local roads analysis are based primarily on traffic counts as reported within the 1999 version of the "*El Dorado County Travel Demand Forecasting Model.*" Traffic volumes along Caltrans facilities were adjusted to reflect 2025 volumes already used within this analysis, as well as additional 2025 traffic volumes as supplied by Caltrans.

## *CUMULATIVE FREEWAY MAINLINE OPERATIONS*

**Table 6** shows the freeway mainline operations which are projected for all three peak hour scenarios for a 4-lane facility.

**Table 6**
**Cumulative No Project (4-lanes)**
**Freeway Mainline Level of Service**

| Freeway Segment | Freeway Level of Service[1][2] AM Peak Hour | PM Peak Hour | Saturday Peak Hour |
|---|---|---|---|
| EB US-50 (btwn E. Shingle Springs & Greenstone) | D | E | E |
| WB US-50 (btwn Greenstone & E. Shingle Springs) | E | D | D |

Notes:
(1). Free Flow speed varies - "Ideal" Free Flow Speed of 65 mph adjusted to account for specific highway geometry.
(2). The *Route 50 Transportation Concept Report* states that the concept level of service for US-50 between Sacramento and Placerville is LOS E.

As the above table shows, if US-50 remains a 4-lane facility without any auxiliary lanes, the freeway is projected to operate acceptably at LOS E along the eastbound direction during the weekday PM peak hour and Saturday peak hour, and along the westbound direction during the AM peak hour. The levels of service along the opposing direction during all three peak hours are also projected to operate acceptably at LOS D.

Detailed level of service analysis data is provided in **Appendix B.**

## DIRECT IMPACTS AND MEASURES TO MINIMIZE

### SIGNIFICANCE CRITERIA

#### *CALTRANS ROUTE CONCEPT REPORT*

The target level of service for this analysis is based primarily on *Caltrans' State Route 50 Transportation Concept Report*, issued in April. The report includes the following text which describes Caltrans' goals and objectives for US-50 within El Dorado County, specifically within the vicinity of the proposed interchange.

> *Segment 6 consists of a four-lane divided freeway from the Sacramento/El Dorado County Line to the West Placerville Undercrossing. The terrain is predominantly rolling (some steep grades).*
>
> *This segment carries the greater share of commuter travel emanating from El Dorado County. Although this segment stretches to just west of Placerville, the primary focus for this segment is on the commuter travel shed which lies between the Sacramento/El Dorado County Line to Ponderosa, near Shingle Springs. The increases in commute travel volumes arise from the growing communities of El Dorado Hills, Bass Lake, Cameron Park, and Shingle Springs which act as bedroom communities to employment centers in Sacramento County, i.e., Folsom,*

*Rancho Cordova. The remainder of the segment carries relatively lower commute traffic volumes, and travel patterns turn mostly interregional and recreational in nature. This segment overall operates at an acceptable LOS E. However, the western portion of this segment often, during peak periods, falls to LOS F. The level of service for the entire segment is expected to drop to "F" by the year 2007. By the year 2017, it is estimated that demand will exceed the capacity of the facility by 1.63 times with two or more hours of delay.*

** Implementation of the Concept Improvements, i.e., six-lane freeway with HOV, in conjunction with additional local parallel facilities, light-rail extensions, etc., will not provide this segment with LOS E the entire twenty-year period. It will be necessary, therefore, to examine the need to further expand this segment of SR 50 prior to the conclusion of the planning period rather than beyond the twenty-year period.*

*SACOG U.S. 50 CORRIDOR STUDY:*

*On December 18, 1997, the SACOG Board adopted the strategies in the Investment Strategy for the U.S. Corridor Major Investment Study. The study evaluated long-term investment strategies including light-rail extensions, alternative phasing strategies for carpool lanes, and transportation management strategies within the SR 50 Corridor from downtown Sacramento to El Dorado Hills in El Dorado County.*

*Relative to Segment 6, the findings of the study identified the following Tier 1 strategy project (projects for early funding consideration from regional or discretionary sources – in priority order): Priority No. 8 – HOV lanes on U.S. 50 between Prairie City Road and El Dorado Hills Boulevard ($9.4 million). Under Tier 2 (projects to be considered for Regional or Discretionary Funds), the study also recommended transportation management strategies and operational policies to be implemented or studied.*

The *Route 50 Transportation Concept Report* states that the concept level of service for US-50 between Sacramento and Placerville is LOS E. Thus for this analysis, LOS below this level (LOS "F") would be considered an unacceptable condition.

### STANDARDS OF SIGNIFICANCE - FREEWAY MAINLINE AND FREEWAY RAMPS

At the direction of Caltrans staff, the concept level of service for freeway mainline and freeway ramp merge analysis is LOS E, thus LOS "F" is considered unacceptable for freeway mainline and merge analyses.

The target level of service for freeway ramp diverge analysis is a reduced LOS D, thus LOS "E" or "F" is considered unacceptable for diverge analyses.

### STANDARDS OF SIGNIFICANCE - STUDY INTERSECTIONS

In terms of the new intersections which may be a part of the proposed interchange, the applicable target level of service criteria for the new intersections would likely need to conform to Caltrans level of service standards. Using Caltrans concept level of service criteria as described above, LOS D would logically be used as the target level of service for new intersections.

However, intersection levels of service should also be checked against the target level of service criteria established for El Dorado County. The 1996 El Dorado County General Plan states the following in Policy 3.5.1.1:

> *The County shall adopt a roadway plan consistent with planned land use and shall maintain an operating Level of Service of 'E' or better on all roadways, consistent with Objective 3.5.1. In addition, all road segments projected in the roadway plan at the year 2015 to be operating at LOS A, B, or C shall not be allowed to fall below LOS C and all road segments at LOS D shall not fall below LOS D.*

Therefore, LOS "C" is regarded as the target LOS for the newly created intersections. LOS below this level (LOS "D", "E" or "F") is considered an unacceptable condition.

### STANDARDS OF SIGNIFICANCE - LOCAL ROADS

Potential impacts to local roads (including SR-49 SR-198) were analyzed using the following methodology, as established in coordination with El Dorado County traffic engineering personnel.

- Impacts to all "major roads" within El Dorado County were analyzed, as identified and included within both the *"El Dorado County General Plan Circulation Map"*, and the 1999 version of the *"El Dorado County Travel Demand Forecasting Model"* in MINUTP.
- Impacts were analyzed for existing and cumulative daily conditions.
- Roadway capacities, and resulting levels of service, were established through use of spreadsheets associated with the El Dorado County model.
- Roadway geometries, and corresponding capacities, for cumulative conditions are based on the roadway network geometries included within the 2022 CIP (Capitol Improvement Program) data network files contained with the 1999 El Dorado County travel demand model.
- A roadway was assumed to be impacted, but not necessarily "significantly impacted" by the project, if it added more than 2% to the existing roadway volume.
- A roadway was assumed to be significantly impacted by the project if it <u>also</u> met any of the following criteria:
  a) Degrading from acceptable LOS (A,B or C) without the project to an unacceptable LOS (D,E or F) with the project

b) Degrading from unacceptable LOS D without project to unacceptable LOS E with the project, when the cumulative LOS is D or better (as defined within the 2015 CIP)
c) Degrading from unacceptable LOS D without project to unacceptable LOS F with project
d) Degrading from unacceptable LOS E without project to unacceptable LOS F with the project
e) Unacceptable LOS F both without and with the project

Impacts along US-50 from the Sacramento/El Dorado County line to east of the project site are based on the concept level of service E, established within *Caltrans' State Route 50 Transportation Concept Report* and additional information provided by Caltrans. Thus LOS F is considered an unacceptable level of service for US-50.

## METHODOLOGY

### *OVERVIEW*

The traffic operations analysis included within this study evaluates the following:

- Freeway Mainline Operations
- Freeway Ramp Merge/Diverge Operations
- Freeway Auxiliary Lane/Weaving Analysis
- Interchange Intersection Operations
- Interchange Queuing
- Freeway Ramp Metering
- Local Roads
- Accidents

### *ANALYSIS SCENARIOS*

Traffic operations associated with the proposed interchange are analyzed for the following three peak hour scenarios, as established through coordination with Caltrans:

- Weekday AM Peak Hour
- Weekday PM Peak Hour
- Saturday Peak Hour

The peak hour scenarios which are selected for analysis are based on the peaking characteristics of US-50, as well as the peaking characteristics of the casino. Although casinos generally do not generate a significant amount of traffic during weekday AM peak hours (7-9 AM), the AM peak hour was analyzed along with the weekday PM peak hour (4-6 PM) to determine operations during the peak hours of operation along US-50.

It should be noted that the peak hour of trip generation for a casino through the week is typically in the early evening hours, which include the 4-6 PM time period. The Saturday peak hour was also selected for analysis in recognition of the fact that casino trip generation is typically highest on weekends, and particularly on Saturday. For this analysis, the Saturday peak hour is assumed

to be an amalgamation of the peak hour of regional background traffic (i.e. the hour when traffic volumes on US-50, etc. are heaviest) and the peak hour of trip generation by the casino. Since traffic volumes are relatively uniform on a Saturday, no specific peak hour is designated. Similarly, no specific peak hour is designated for casinos on a Saturday, although casino generated traffic typically tends to peak in the early evening hours. For these reasons, Saturday peak hour volumes are established by combining background traffic occurring during the busiest hour on a Saturday (i.e. when traffic volumes are heaviest on US-50) with the traffic generated by the casino during the casino's busiest hour. This combination creates a worst case scenario for analysis. Saturday peak hour traffic is described in more detail in subsequent sections.
Traffic operations are also analyzed for both of the following scenarios:

- Existing Conditions
- Cumulative (Year 2025) Conditions

For the local roads analysis, impacts are analyzed for daily conditions.

## TRAFFIC OPERATIONS ANALYSIS METHODOLOGY

### Freeway Mainline Analysis

Methodologies described in Chapter 3 of the *1997 Highway Capacity Manual* were used to analyze level of service operations for basic freeway segments. Highway Capacity Software (HCS) was used to perform freeway mainline analysis. The level of service for a freeway section is based on the density of the traffic.

In analyzing freeway mainline operations, the free flow speed along the freeway mainline was established by adjusting the assumed "ideal" free flow speed of 65 mph, which equals the freeway's posted speed limit. This adjustment takes into account specific highway geometry such as lane width, right-shoulder lateral clearance, interchange density and number of lanes. This methodology was used instead of using a "measured" free flow speed which could be obtained through field surveys.

Freeway mainline analysis within this report assumes that 6% of traffic volumes along US-50 in the vicinity of the proposed interchange are trucks, which reflects truck percentages as reported in Caltrans' *1997 Annual Average Daily Truck Traffic on the California State Highway System.* In addition, it was assumed that an additional 3% of traffic volumes are recreational vehicles, and that an additional 1% of traffic volumes are buses. These percentages were used for all peak hour scenarios for both existing and cumulative conditions.

It is expected that driver characteristics will differ between weekday peak hour conditions and Saturday conditions along US-50. During the weekday peak hours, it is assumed that a significant percentage of drivers are commuter oriented, travel the same route daily, and thus are more familiar with the route. However on Saturdays, it is assumed a much larger percentage of the drivers along the route are more recreation oriented, don't travel the route as frequently, and thus are less familiar with the route. This difference in travel characteristics results in a lessened capacity during the weekend. To account for this characteristic, freeway mainline analysis includes a "Driver Population Adjustment Factor" which allows for an adjustment to the freeway's capacity. For this analysis, the default Driver Population Adjustment Factor of 1.0 is used for weekday peak hour

conditions, whereas a factor of 0.9 is used for Saturday conditions. This reduced factor results in a more conservative analysis for weekend conditions. These same factors are also used for ramp merge/diverge analysis and weaving zone analysis described below.

**Table 7** provides a LOS breakdown for freeway volumes. Different values are provided for weekday peak hour conditions (where a factor of 1.0 was used) and Saturday conditions (when a factor of 0.9 was used).

**Table 7**
**Freeway Level of Service Breakdown**

| Scenario | A | B | C | D | E |
|---|---|---|---|---|---|
| Threshold Volume Weekday AM & PM Peak Hour Conditions (Driver Population Adjustment Factor = 1.0) | 884 | 1,414 | 2,121 | 2,768 | 3,503 |
| Threshold Volume Saturday Peak Hour Conditions (Driver Population Adjustment Factor = 0.9) | 796 | 1,274 | 1,910 | 2,493 | 3,155 |

Note: As calculated using Highway Capacity Software

**Freeway Ramp/Merge Diverge Analysis**

Methodologies described in Chapter 5 of the *1997 Highway Capacity Manual* were used to analyze level of service operations for freeway merge/diverge areas. Highway Capacity Software (HCS) was used to perform freeway ramp merge/diverge analysis. The level of service for freeway merge/diverge areas is based primarily on the density of traffic in the "influence area" of the ramp, which is defined as the 1,500 ft. section of freeway immediately following an on-ramp or preceding an off-ramp, and includes the acceleration/deceleration lane and two adjacent freeway mainline lanes. A secondary measure of level of influence for merge/diverge areas is the minimum speed experienced in the influence area. When the mainline freeway volumes, combined with oncoming traffic from an on-ramp, exceeds the discharge capacity of the freeway downstream from the ramp, the system is defined as unstable, or level of service F. Similarly, level of service F is experienced when demand along an off-ramp exceeds the ramp's capacity resulting in backup onto the freeway itself.

Freeway ramp merge/diverge analysis were analyzed two different ways to provide for a comparative analysis, and to account for the various alternatives which are currently being proposed. The first method of analysis calculates ramp merge/diverge operations for rolling terrain, and does not take into account the specific grades and grade lengths; whereas the second method uses actual specific grades and grade lengths of the freeway leading up to the ramp, and along the ramp itself.

For detailed analysis which takes into account the specific grade and grade lengths of the freeway and ramp in establishing ramp merge/diverge operations, the grade length is calculated based on the following methodology, which was outlined in the 1997 Highway Capacity Manual. The total grade length is established by taking the length of the constant grade portion of the highway leading to (and perhaps continuing slightly past) the ramp juncture point, and adding to that ¼ of the length

of the vertical curve at each end of the constant grade portion. The specific grade is taken to be the grade along the constant grade portion. By calculating the specific grade and grade length along the freeway in this manner, minor differences in the location of the ramp juncture points for various alternatives do not change the length of the grade, since the ramp juncture point location is not directly used to determine the length of the grade. Therefore, the same specific grade and grade length along the freeway are applicable to analyses for both project alternatives.

Although level of service analysis as included within HCS also provides for the input of specific ramp grade and length, this data is negligible in terms of the analysis unless the volume along the ramp approaches the capacity of the ramp. Within the analyses included within this report, it was found that the specific grade and length of the ramps itself were negligible in terms of the level of service of the ramp merge/diverge. To establish variances in merge/diverge levels of service for both project alternatives, a detailed analysis was performed for Alternative AB, and a trial and error input of the other possible input values for the Alternative AC. This trial and error input included the ramp lengths and grades for Alternative AC, as well as extreme ramp lengths and grades outside the range of current design values for Alternative AC. This trial and error analysis confirmed that the merge/diverge levels of service for both alternatives and peak hour scenarios correspond to those calculated for Alternative AB. Therefore, for analyses which provide for the input of specific grades and grade lengths, the same values are used for both alternatives since the input for each result in exactly the same level of service results.

Additionally, a free flow speed of 48 kph (30 mph) was used for both alternatives. This default value was used to approximate the following design speeds along the ramps:

- Alternative AB – Design speed of 80 kph (50 mph) at inlet and exit noses, and 45 kph (28 mph) along remainder of ramp.
- Alternative AC – Design speed of 80 kph (50 mph) at inlet and exit noses, and 40 kph (25 mph) along remainder of ramp.

Ramp merge/diverge analyses are performed only along the peak direction of travel for weekday peak hour conditions, which is along the westbound direction during the AM peak hour, and the eastbound direction during the PM peak hour. Ramp merge/diverge analyses are performed along both directions of travel for the Saturday peak hour.

Freeway ramp analysis within this report assumes that 2% of traffic volumes along the new ramps will be trucks. Although 6% of traffic volumes along the US-50 mainline are assumed to be trucks as described above, the percentage of trucks along the ramps would not be as high due to the Rancheria land uses. In addition, it was assumed that 3% of traffic volumes along the ramps would be recreational vehicles, and that 1% of traffic volumes would be buses. These percentages were used for all peak hour scenarios for both existing and cumulative conditions.

Freeway ramp merge/diverge analysis also provides for the consideration of interference to traffic flow and capacity based on the location of adjacent freeway ramps, and the traffic volumes to and from them. For 4-lane freeway merge/diverge analysis, the length to the adjacent ramp and the volume on the adjacent ramp does not impact the result in anyway since the equation used to calculate level of service does not include this variable.

In the case of an off-ramp, the adjacent ramp can be taken to be either the on-ramp within the nearest interchange upstream of the off-ramp being analyzed, or the on-ramp immediately downstream within the same interchange. In the case of an on-ramp, the adjacent ramp can be taken to be either the off-ramp within the nearest interchange downstream of the on-ramp being analyzed, or the off-ramp immediately upstream within the same interchange. The Highway Capacity Manual recommends that both analyses be performed. However, separate analysis was not performed for this (4-lane freeway) analysis since the distance between ramps is not relevant for merge/diverge analysis as discussed above.

**Auxiliary Lane/Weaving Analysis**

For scenarios where an auxiliary lane is proposed to provide acceptable levels of service, a weaving analysis was performed. Weaving analysis describes operations when traffic flows conflict with and cross each other to and from the freeway and ramps. If auxiliary lanes are proposed, weaving becomes the controlling factor in establishing the level of service for the ramp merge/diverge area due to the unique and often severe turbulence which is experienced within sections including auxiliary lanes.

Two different methodologies were utilized to analyze level of service operations for the weaving zone created by a new auxiliary lane: (1) methodologies as included within Caltrans' *Highway Design Manual*; and (2) methodologies described in the *1997 Highway Capacity Manual*. The first methodology, which is the methodology preferred by Caltrans, is described within Section 504.12 – Weaving Sections of the Caltrans' *Highway Design Manual*. The Highway Design Manual states that "a rough rule of thumb for length of a weaving section is one foot of length per weaving vehicle." A more detailed weaving analysis methodology is also included within the Caltrans' *Highway Design Manual* utilizing the nomograph depicted in Figure 504.7A. Although the nomograph can be used to determine the necessary weaving section length, it is intended more for design purposes. The output of the nomograph describes necessary weaving section length and number of lanes for given traffic volumes and a desired level of service. However, the nomograph can also be used to test proposed design and traffic volume characteristics, and determine if these result in an acceptable level of service, which was done for this analysis.

Caltrans weaving analysis methodologies were supplemented by methodologies described in Chapter 4 of the *1997 Highway Capacity Manual,* which were analyzed using Highway Capacity Software (HCS). This methodology establishes that the level of service associated with the weaving sections of the freeway is based on the average density of both weaving and non-weaving vehicles within the weaving lanes. The average density is calculated by first establishing the average (space mean) speed of all vehicles in the weaving section. The average density is then calculated by dividing total volumes by the average (space mean) speed, and converting results into passenger cars per mile per lane. The breakdown of operation within the weaving area of a freeway, or Level of Service F, is defined as conditions resulting in densities greater than 43 vehicles per mile per lane.

The *1997 Highway Capacity Manual* specifies that for weaving sections less than 2,500 ft. in length, weaving methodologies as described in Chapter 4 of the *Highway Capacity Manual* should be used, whereas for weaving sections greater than 2,500 ft. in length, ramp merge/diverge methodologies as described in Chapter 5 of the *Highway Capacity* Manual (and

above) should be used. However, for this study, Chapter 4 methodologies were used to analyze weaving along the eastbound lanes preceding the new interchange's eastbound off-ramp for both alternatives even though weaving section lengths may technically be slightly greater than 2,500 ft.

**Unsignalized Intersection Analysis**

Stop-controlled intersections were analyzed using the methodology outlined in the Transportation Research Board's Special Report 209, *Highway Capacity Manual, 1994*. This methodology calculates an average total delay per vehicle for each controlled movement and for the intersection as a whole. A level of service designation is assigned based upon the delay. **Table 8** presents the relationship of total delay to level of service for unsignalized intersections. Intersection levels of service reported in this analysis are presented for the overall weighted level of service for the intersection as a whole, as well as for the worse case movement.

**Table 8**
**Level of Service Criteria**
**Unsignalized Intersections**

| Level of Service | Total Delay per Vehicle (Seconds) | Description |
|---|---|---|
| A | 0 - 5.0 | Little or no delay |
| B | 5.1 – 10.0 | Short traffic delay |
| C | 10.1 – 20.0 | Average traffic delays |
| D | 20.1 – 30.0 | Long traffic delays |
| E | 30.1 – 45.0 | Very long traffic delays |
| F | > 45.0 | Extreme delays potentially affecting other traffic movements in the intersection |

Source: *Highway Capacity Manual*, Transportation Research Board, Special Report No. 209, Washington, D.C., 1994.

**Signalized Intersection Analysis**

Signalized intersection analyses were conducted using a methodology outlined in the Transportation Research Board's Special Report 209, *Highway Capacity* Manual, *1994*. The methodology utilized is known as "operations analysis". This procedure calculates an average stopped delay per vehicle at a signalized intersection, and assigns a level of service designation based upon the delay. The method also provides a calculation of the volume-to-capacity (v/c) ratio of the critical movements at the intersection.

**Table 9**
**Level of Service Criteria**
**Signalized Intersections**

| Level of Service | Stopped Delay per Vehicle (sec) | Description |
|---|---|---|
| A | 0 - 5.0 | Very low delay. 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. |
| B | 5.1 – 15.0 | Generally occurs with good progression, short cycle lengths, or both. More vehicles stop than with LOS "A," causing higher levels of average delay. |
| C | 15.1 – 25.0 | These higher delays may result from fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, though may still pass through the intersection without stopping. |
| D | 25.1 – 40.0 | The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high v/c ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable. |
| E | 40.1 – 60.0 | These high delay values generally indicate poor progression, long cycle lengths, and high v/c ratios. Individual cycle failures are frequent occurrences. |
| F | > 60.0 | This level, considered to be unacceptable to most drivers, often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the intersection. It may also occur at high v/c ratios below 1.0 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels. |

Source: *Highway Capacity Manual*, Transportation Research Board, Special Report No. 209, Washington, D.C., 1994.

## Queuing and Signal Coordination Analysis

Closely spaced intersections, such as those proposed for the new interchange, do not operate the same as isolated intersections with similar volumes. The HCM methodologies described above, and corresponding level of service grades, do not take into account closely spaced intersections, the effects of queuing on upstream intersections, coordinated signal systems, etc.

More advanced analysis methodologies such as SYNCHRO computer software provide the capability to simulate and analyze a coordinated signal system, analyze queues, and determine the intersection level of service. This process allows for a secondary analysis of intersection operations, and the analysis of the roadway corridor itself. Thus, a SYNCHRO analysis was performed to assure recommended intersection and roadway geometry will accommodate projected traffic queues.

## Signal Warrant Analysis

For intersections where signalization is recommended, a Caltrans signal warrant analysis for rural conditions was performed for all three peak hour scenarios.

## Ramp Metering Analysis

Ramp metering analysis was performed for 2010 conditions along the proposed eastbound and westbound on-ramps using analysis methodologies as described within Caltrans' *Ramp Meter Design Manual, 2000*. The analysis was performed for 2010 conditions, and 2010 conditions only, at the direction of Caltrans staff. Caltrans staff have indicated that ramp metering analysis is typically not done for long range (i.e. 20 year) planning, but rather is performed for near term conditions (typically about 5 years after the planned completion of construction). Since there is not a near term plan for ramp metering within this section of US-50, Caltrans requested that ramp metering be investigated as a potential interim solution.

Ramp metering analysis assumes that the proposed on-ramps would be metered in the cumulative condition. The purpose of the analysis is to determine if the minimum metering rate permitted by Caltrans can accommodate maximum vehicle queues within the available storage length of the on-ramps.

In performing this analysis, metered single-lane entrance ramps were considered for the on-ramps.

The peak hour volume for the Saturday conditions was used as a worst case condition since the volumes along the ramps are highest compared to other peak hour periods. The ramp storage length was determined by measuring the length directly from the design layout of the new interchange. Also, minimum vehicle spacing of 9 meters (29.5 ft) was used in considering storage length on metered ramps.

### Local Roads Analysis

To perform an analysis of potential impacts to local roads, the methodology and study approach outlined in the standards of significance section, as established in coordination with El Dorado County traffic engineering personnel, was used.

### Accident Analysis

An analysis of accidents over the past 4 years was conducted along US-50 between the East Shingle Springs Drive and Greenstone Road interchanges for Existing No Project conditions only. The analysis compares the accident rate occurring along this stretch of highway with the statewide average for a similar roadway facilities.

## *INTERCHANGE DESIGN*

There are two "project" alternatives under consideration for the interchange (not including the "no project" Alternative AA):

- Alternative AB – "Flyover Alternative" - Modified trumpet design (Type L-11)
- Alternative AC – "Diamond Alternative" - Modified tight diamond w/ no right-of-way taking (Type L-1)

Both of these project alternatives are "modified" due to the absence of the southside leg.

For purposes of the analysis contained within this study, the relative positions of the ramp juncture points are relatively close to each other. **Table 10** lists the metric station locations of these ramp juncture points, as well as the centerline of the new bridge structure, where applicable, for each alternative.

**Table 10**
**New Ramp Stations**

| | Metric Stations[1] | | | | |
|---|---|---|---|---|---|
| **Alternative** | **Eastbound Off-Ramp** | **Eastbound On-Ramp** | **Westbound Off-Ramp** | **Westbound On-Ramp** | **Bridge Centerline** |
| Alternative AB | 31+85 | 38+00 | 37+70 | 32+45 | na |
| Alternative AC | 32+43 | 38+00 | 38+13 | 32+20 | 34+90 |

Notes:
(1) Station identifying beginning of on-ramps located 100 meters (328 ft) upstream of gore point, and station identifying beginning of off-ramps located at gore point.

**Table 11** provides the freeway segment length (or weaving length) between new interchange ramps and the adjacent ramps at the East Shingle Springs Drive and Greenstone Road interchanges, as defined within Caltrans' *Highway Design Manual.*

**Table 11**
**US-50 Freeway Segment Lengths**

| US-50 Freeway Segment | Distance between Ramps[1] Meters | Feet |
|---|---|---|
| ***Alternative AB – "Flyover Alternative" –*** | | |
| ***Modified trumpet design (Type L-11)*** | | |
| EB US-50 btwn E. Shingle Springs on-ramp & Rancheria off-ramp | 791.5 | 2,597 |
| EB US-50 btwn Rancheria off-ramp & on-ramp | 615.0 | 2,018 |
| EB US-50 btwn Rancheria on-ramp & Greenstone off-ramp | 1,296.3 | 4,253 |
| WB US-50 btwn Greenstone on-ramp & Rancheria off-ramp | 696.3 | 2,285 |
| WB US-50 btwn Rancheria off-ramp & on-ramp | 552.0 | 1,723 |
| WB US-50 btwn Rancheria on-ramp & E. Shingle Springs off-ramp | 867.1 | 2,845 |
| ***Alternative AC – "Diamond Alternative" –*** | | |
| ***Modified tight diamond w/ no right-of-way taking (Type L-1)*** | | |
| EB US-50 btwn E. Shingle Springs on-ramp & Rancheria off-ramp | 849.5 | 2,787 |
| EB US-50 btwn Rancheria off-ramp & on-ramp | 557.0 | 1,828 |
| EB US-50 btwn Rancheria on-ramp & Greenstone off-ramp | 1,296.3 | 4,253 |
| WB US-50 btwn Greenstone on-ramp & Rancheria off-ramp | 653.3 | 2,143 |
| WB US-50 btwn Rancheria off-ramp & on-ramp | 593.0 | 1,946 |
| WB US-50 btwn Rancheria on-ramp & E. Shingle Springs off-ramp | 842.1 | 2,763 |

Notes:
(1) Freeway segment lengths measured from 100 meters (328 ft) upstream of on-ramp gore pts to gore points of off-ramps. Slightly different values used for ramp merge/diverge analysis since 1997 Highway Capacity Manual methodologies use distance between ramps measured from gore point to gore point for merge/diverge analysis.

The proposed diamond interchange would consist of only a "T' intersection on the southside of the interchange, since no access is proposed south of US-50. This new "T" intersection would consist of the eastbound on and off ramps, and the new access road which would connect the eastbound ramps with the Rancheria. The new intersection along the northside of the interchange would be a standard 4-legged freeway ramp intersection consisting of the westbound on and off ramps, and the new access road.

Each of the intersections is currently designed to include single lane approaches, with the exception of the southbound approach along the 4-lane access road connecting the Rancheria with the westbound ramps, where a separate through lane and right turn lane would exist. **Figure 1** depicts the proposed lane geometrics.

## BASELINE RANCHERIA TRAFFIC

### Existing Baseline Rancheria Traffic

The provision of a new freeway interchange which will provide access to the existing Rancheria will result in a slight adjustment of traffic on roadways surrounding the project site. Vehicles currently access the Rancheria site from Greenstone Road via the private roadways of Grassy Run Road, Rolling Rock Road, and Reservation Road. Following the construction of the new interchange, these vehicles would likely shift over to the interchange. A count of traffic along

Figure 1

the route currently used to access the site was conducted early 1999, and showed that during the PM peak hour approximately 15 inbound vehicles and 7 outbound vehicles were travelling to and from the Rancheria (and adjacent private development). These volumes were reassigned to the new interchange and US-50 to create an adjusted baseline weekday PM peak hour scenario. AM peak hour and Saturday peak hour volumes throughout the study area were similarly adjusted to reflect rerouted trips during these peak hour periods. Newly generated trips from the proposed casino/hotel were added to these baseline Rancheria volumes.

**Cumulative Baseline Rancheria Traffic**

Baseline Rancheria traffic is expected to grow along with background traffic within the rest of the El Dorado County area. For this analysis, an annual growth rate of 1% per year was assumed and added to existing baseline Rancheria peak hour traffic volumes to establish cumulative baseline Rancheria volumes. The 1% annual growth rate was established through consultation with officials of the tribal council who provided information regarding historical growth, and projected growth within the Rancheria. Rather than increase each of the individual turning movements, the inbound/outbound volumes were grown by a compounded growth rate of 1% per year. These were then proportioned out among the intersection turning movements at each of the ramp intersections. Newly generated trips from the proposed casino/hotel were added to these baseline Rancheria volumes.

## *CASINO TRAFFIC VOLUMES*

This section establishes the trips which would be generated by the proposed casino/hotel development. This is necessary since the casino development will comprise nearly all of the traffic volumes for the interchange. To establish total volumes for the proposed interchange, the casino/hotel volumes established within this section are added to baseline Rancheria traffic volumes which are generated by the remainder of the Rancheria.

**Casino Project Description**

The proposed casino project, as currently proposed, consists of development of a hotel/casino within the southernmost portion of the existing Rancheria, located a few hundred feet north of the newly proposed US-50 interchange.

The proposed project would include a 238,500 sq. ft. casino complex, a 250 room (142,750 sq. ft.) hotel, and 37,400 sq. ft. of convention/event center development. Included within the 238,500 sq. ft. casino complex would be 82,800 sq. ft. of casino gaming floor area, 43,300 sq. ft. of food and beverage facilities (with total seating capacity of 1,425 seats), banking and administration facilities, child care/family fun room, and retail. The gaming floor area is proposed to contain 3,000 gaming positions.

The analysis contained within this study is a follow up to previous traffic studies which were performed for the development of the casino/hotel complex. These earlier studies analyzed traffic impacts for a variety of alternatives which included a larger casino development, and a location other than that currently proposed (including the south side of US-50 at the southeast

corner of the US-50/E. Shingle Springs Drive interchange). Some of the analysis included within this report is based on information obtained for earlier versions of the proposed casino project.

**Casino Project Trip Generation Methodology**

Trip generation relates land uses to the number of persons or vehicles entering or exiting the site. To estimate the amount of traffic which would be added to roadways surrounding and serving the casino project site, the trip generation (in terms of vehicles) is established by multiplying some measurable aspect of the site (i.e. square footage, employees) by corresponding trip generation rates established for similar land uses. The directional split of traffic between inbound and outbound traffic is also quantified.

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 (ITE) *Trip Generation* Manual, 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.

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, information from these sources were utilized to verify trip generation assumptions.

Two very different approaches were used to establish the trip generation for the proposed casino. The first approach was to review the marketing study performed for an earlier, and larger, version of the project by Urban Systems. The marketing study established potential trips to the originally proposed casino to provide a basis from which potential casino revenues could be generated. These potential trips were factored down within this analysis to account for the reduced square footage currently proposed. Although it would be unwise to use these estimates alone from a traffic impact analysis perspective, they are useful for providing a baseline from which trip generation numbers from other means of analysis can be compared. The second approach for establishing trip generation rates for the casino is to investigate trip generation characteristics at other casinos, including both information within traffic studies for other Casinos, and the results of surveys conducted at two northern California Indian gaming casinos for this project.

To establish a trip generation rate at existing casinos, vehicular traffic both entering and exiting the sites are counted during the peak time periods for which a peak hour rate is desired. To account for the seasonal variations experienced by casinos, these rates require adjustment to establish trip generation for peak month conditions. The March 1999 ITE Journal article titled "*Gaming Casino Traffic*" (authored by Paul C. Box and William Bunte) summarizes the results of year long traffic counts at St Louis, Missouri area casinos. This article provides for the factoring of traffic counts or trip generation rates collected during an off-peak month to a peak month condition. Although some variations may occur from region to region, they do seem to reasonably reflect seasonal variations which would be experienced at northern California casinos.

According to these factors, the peak months for a casino are generally the summer months of May through August. Counts collected during the remaining months are factored up by 1.1-1.3 to convert values to peak month conditions. Casino patronage is particularly low during the winter months between October and February when a 1.2-1.3 factor is required to convert to peak month conditions.

Available traffic studies which provided useful trip generation survey results for existing casinos were:

1) *Mississippi Gulf Coast Transportation Management Plan for Waterfront Development,* Gulf Regional Planing Commission, Gulfport, MS, June, 1993.
2) *Auburn Rancheria Gaming Facility Traffic Study*, Fehr and Peers, June 1, 1999.

Independent Variable

To establish trip generation rates for any type of development, it is necessary to establish the variable against which actual trip volumes will be compared to establish trip generation rates. For casinos, trip generation is typically calculated based on one of the following variables:

- Entire Casino square footage
- Casino Gaming Floor square footage
- Gaming positions
- Employees

Available trip generation information from available sources use primarily the square footage of the entire casino or the square footage of the gaming floor area itself. Unfortunately, some trip generation information is not clear regarding whether trip generation rates were derived using the square footage for the entire casino, only the gaming portion of the casino, or other fractional parts of the casino or casino-hotel complex. Therefore, great care must be used when reviewing other studies. The traffic studies for the Mississippi Casino calculated trip generation based on only the gaming floor area. Although trip generation from the Auburn Rancheria Gaming Facility Traffic Study Information might erroneously be construed as using only the square footage of the gaming floor area to establish casino trip generation rates, in reality it established rates using the assumed entire square footage of the casino. Unfortunately, it is difficult to establish with complete certainty the square footage of other casinos due to the reluctance of casinos to divulge this information, and the lack of public information such as building plans since the casinos are on sovereign rancherias. A best estimate of the square footages of the casinos surveyed were established based on all available information and contacts with the respective casinos.

**Casino Project Trip Generation Rates**

As described earlier, two very different approaches were used to establish trip generation rates for the project.

Marketing Study

The first approach used to establish trip generation rates was a review of data within the Urban Systems Marketing Study. Although the market study established potential trips to the casino to provide a basis from which potential casino revenues could be generated, these rates provide a baseline for comparison with other trip generation rates established through actual traffic counts at other casinos.

As previously described, the marketing study was conducted for a slightly different project consisting of a slightly larger casino complex at a different location. The following details the trip generation established for the earlier version of the project, and the adjustments to convert trip generation to the smaller facility currently proposed.

**Table 12a** provides a summary of the trips which were projected by the marketing study for the previously proposed casino development during a weekday, weekday PM peak hour, Saturday, and Saturday peak hour during both an average month and the peak month. Trip generation rates are based on the total size of the previously proposed casino (282,600 square feet) which excludes the 250 room hotel and convention/event center development. The trip generation associated with these ancillary uses are described later in this section.

**Table 12a**
**Trip Generation from Marketing Study**
**(for previously proposed 282,600 sq. ft. Casino)**

| | Weekday | | Saturday | |
|---|---|---|---|---|
| Trip Type | Average | Peak Month | Average | Peak Month |
| ***Daily Vehicle Trips*** | | | | |
| Visitors & Employees | 8,326 | 11,102 | 13,878 | 16,652 |
| Buses & Deliveries | 40 | 40 | 40 | 40 |
| **TOTAL TRIPS** | **8,366** | **11,142** | **13,918** | **16,692** |
| **DAILY TRIP GENERATION RATE** | **29.60 trips/ksf** | **39.43 trips/ksf** | **49.25 trips/ksf** | **59.07 trips/ksf** |
| ***PM Peak Hour Trips*** | | | | |
| Visitors & Employees | 830 – 970 | 1,110 - 1,390 | 1,390 - 1,530 | 1,660 – 1,940 |
| Buses & Deliveries | 10 | 10 | 10 | 10 |
| **TOTAL TRIPS (Maximum)** | **980** | **1,400** | **1,540** | **1,950** |
| **PM PEAK HOUR TRIP GENERATION RATE** | **3.47 trips/ksf** | **4.95 trips/ksf** | **5.45 trips/ksf** | **6.90 trips/ksf** |

Notes: ksf = 1,000 square feet
Source: *Urban Systems Marketing Study*

It was assumed that a total of 20 buses and deliveries would be generated by the site on an average day, which accounts for an additional 40 trips per day (1 trip inbound plus 1 trip outbound for each bus and delivery). The Urban Systems Marketing Study assumed that 9 buses

per day would bring visitors to the site, and information provided by the shipping and receiving department of a similar northern California Indian gaming casino revealed that they experience an average of 9 deliveries a day. A conservative estimate of 5 buses and deliveries a day (25% of the daily total) was assumed for peak hour conditions.

Based on the marketing study, it was projected that a 282,600 sq. ft. casino would generate 29.60 trips per 1,000 square feet (ksf) of casino during an average weekday, and 3.47 trips/ksf during the PM peak hour of an average weekday. During the peak month, these rates increase to 39.43 trips/ksf and 4.95 trips/ksf, respectively. On an average Saturday, it is projected that a 282,600 sq. ft. casino would generate 49.25 trips/ksf, and 5.45 trips/ksf during the average Saturday peak hour. During the peak month, these rates increase to 59.07 trips/ksf and 6.90 trips/ksf, respectively

These same trip generation rates were applied to the newly proposed, and slightly smaller, casino. The casino as currently proposed is 238, 500 sq. ft., which is approximately 16% smaller than the 282,600 sq. ft. casino previously proposed. Since the same trip generation rates were used, the number of trips which would be associated with the smaller casino were also assumed to be approximately 16% less than those reported in the marketing study. The trip generation for the currently proposed 238,500 sq. ft. casino are summarized in **Table 12b**.

**Table 12b**
**Trip Generation based on Marketing Study**
**(for currently proposed 238,500 sq. ft. Casino)**

| | Weekday | | Saturday | |
|---|---|---|---|---|
| **Trip Type** | **Average** | **Peak Month** | **Average** | **Peak Month** |
| ***Daily Vehicle Trips*** | | | | |
| **DAILY TRIP GENERATION RATE** | **29.60 trips/ksf** | **39.43 trips/ksf** | **49.25 trips/ksf** | **59.07 trips/ksf** |
| **TOTAL TRIPS** | **7,060** | **9,403** | **11,746** | **14,088** |
| ***PM Peak Hour Trips*** | | | | |
| **PM PEAK HOUR TRIP GENERATION RATE** | **3.47 trips/ksf** | **4.95 trips/ksf** | **5.45 trips/ksf** | **6.90 trips/ksf** |
| **TOTAL TRIPS (Maximum)** | **827** | **1,181** | **1,300** | **1,646** |

Notes:
ksf = 1,000 square feet
Source: *Urban Systems Marketing Study*

Existing Casino Surveys

The second approach used for establishing trip generation rates for the casino was to investigate trip generation characteristics at other casinos, including both information within traffic studies for other casinos, and the results of surveys conducted at two northern California Indian gaming casinos specifically for this project.

David Evans and Associates, Inc. conducted surveys of two Indian gaming casinos in the vicinity of the proposed project during both the PM peak period of a weekday, and the assumed peak hour period for a Saturday (late afternoon/early evening). One of the two casinos was also surveyed during a weekday AM peak period. At the request of the casinos surveyed, their identities are not divulged in this study. Traffic counts were collected at one northern California casino (Survey location A in **Table 13**) during the months of December and April. Utilizing monthly variation factors from the March 1999 ITE Journal article "*Gaming Casino Traffic*", the December weekday PM peak hour counts were factored by 1.2, and the April Saturday peak hour counts were factored by 1.1 to establish peak month rates. Traffic counts were collected at a second northern California casino (Survey location B in **Table 13**) during the month March for all three peak periods. Counts at this casino were factored by 1.1 to establish peak month rates.

Trip generation rates for three other northern California casinos were also used as reported within the traffic study performed for the proposed Auburn Rancheria Gaming Facility in Placer County. This traffic study, which was issued by Fehr and Peers on June 1, 1999, surveyed a total of four northern California Indian gaming casinos, one of which was also surveyed by David Evans and Associates, Inc. These surveys only analyzed trip generation during the PM peak hour of a weekday. Trip generation rates reported within this traffic study were also for peak month conditions following the factoring of raw counts utilizing the "*Gaming Casino Traffic*" article monthly variation factors.

**Table 13** provides a summary of 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. **Table 13** also provides a summary of the trip rates established from the marketing study for comparison. Due to the confidential nature of the surveyed casinos, their identities are designated simply as survey locations A through E.

**Table 13**
**Casino Trip Generation Rates**

| Survey Location | Estimated Size (sq. ft.) | Trip Generation Rates (vehicle trips per 1,000 square feet of Casino) Weekday AM Peak Hour in / out Split | Weekday AM Peak Hour Total Rate | Weekday PM Peak Hour In / out Split | Weekday PM Peak Hour Total Rate | Saturday Peak Hour in / out Split | Saturday Peak Hour total rate |
|---|---|---|---|---|---|---|---|
| ***Market Study***[1] | | | | | | | |
| Average | 282,600[1] | — | — | — | 3.47 | — | 5.45 |
| Peak | 282,600[1] | — | — | — | 4.95 | — | 6.90 |
| ***Casino Surveys*** | | | | | | | |
| A[2] | 78,000 | — | — | 45% / 55% | 2.67 | 36% / 64% | 5.86 |
| B[3] | 50,000 | 70% / 30% | 3.02 | 55% / 45% | 5.06 | 56% / 44% | 8.08 |
| C[4] | 32,400 | — | — | 44% / 56% | 9.26 | — | — |
| D[4] | 20,000 | — | — | 67% / 33% | 8.80 | — | — |
| E[4] | 17,300 | — | — | 56% / 44% | 13.83 | — | — |
| Average in/out Split | | 70% / 30% | | 53% / 47% | | 46% / 54% | |
| Weighted Average Rate | | | 3.02 | | 5.95 | | 6.73 |
| **Final Trip Rate (trips/ksf of Casino)** | | **70% / 30%** | **2.95**[5] | **53% / 47%** | **4.95** | **46% / 54%** | **6.90**[6] |

Notes:
(1) = Casino size from market study based on previously proposed casino square footage of 282,600 sq. ft.
(2) = Weekday PM peak hour count conducted at Site A in December, factored by 1.2 to peak month.
Saturday peak hour count conducted at site A in April, factored by 1.1 to peak month.
(3) = Peak hour counts conducted at site B in March, factored by 1.1 to peak month.
(4) = Information from Auburn Rancheria Gaming Facility traffic study, Fehr & Peers, June 1, 1999.
PM Peak hour count conducted at site C, D & E in October, factored by 1.2 to peak month.
(5) = AM peak hour trip rate assumed to be 60% of PM peak hour rate based on comparison of AM and PM rates at site B (60% of 5.06 = 3.02)(60% of 4.95 = 2.95).
(6) = Saturday peak hour trip rate based on Market Study.

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 surveyed casinos for each respective peak hour.

Use of the weighted average to establish trip rates is justified based on the following precedents:
(1) A similar methodology using a "weighted average" was used by Fehr and Pehrs within their traffic study for the Auburn Rancheria. A PM peak hour rate was established within that report by using a "weighted average" of PM peak hour rates at four northern California casinos.
(2) The member of the technical advisory committee which helped to put together the report prepared for the Institute of Transportation Engineers titled "*Casino Trip Generation*"

verified that this methodology was valid for determining reasonable trip generation for the project.

(3) Page 7 of the Institute of Transportation Engineer's *"Trip Generation Handbook"* published October, 1998 states:

*The data presented in Trip Generation allow for several trips of analyses of trip generation data for each combination of land use type, independent variable, and time period.*

*Weighted Average Trip Generation Rate: This rate is defined as the number of weighted trip ends per unit of the independent variable. The rate simply assumes a linear relationship between trip ends and the independent variable, having a slope equal to the rate and with the straight line passing through the origin (i.e., with a value of zero for the independent variable, the number of trips generated in zero). The averages (weighted by the units of the independent variable).*

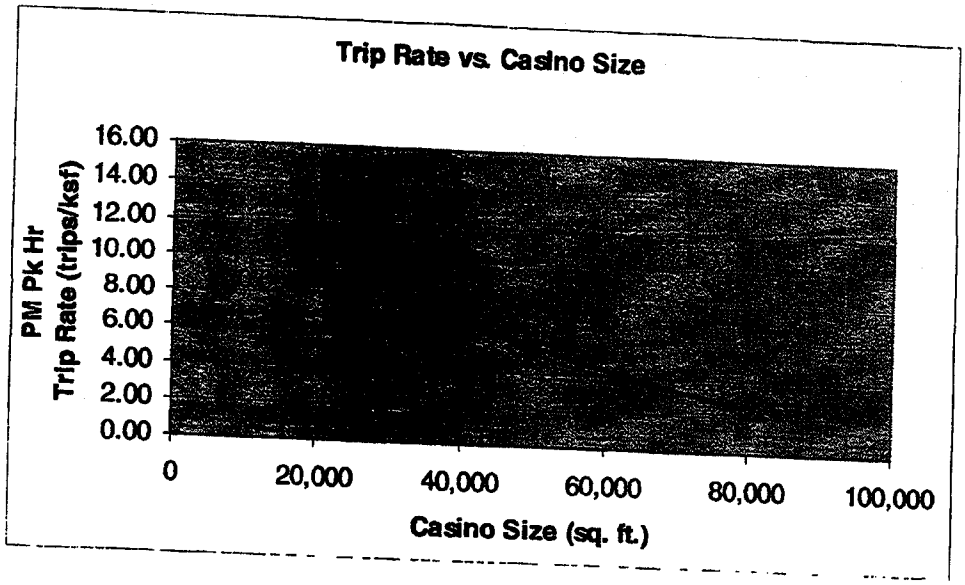
Weekday PM Peak Hour Trip Generation Rates

The weekday PM peak hour rate was established prior to rates for weekday AM peak hour and Saturday peak hour conditions due to the large amount of information available, and to create a baseline from which peak hour rates for the remaining scenarios could be compared and established.

A review of the weekday PM peak hour trip rates at the five northern California casinos shows that the rates range from 2.67 trips/ksf at site A (which has the largest square footage of the five locations) to 13.83 trips/ksf at site E (which has the smallest square footage of the five locations). The graph within **Graph 1** below illustrates how smaller casinos experience high trip rates, whereas larger casinos experience smaller trip rates, and that trip rates begin to level off as the casino becomes increasingly large. This decrease, which is best exemplified by the fitted curve, reveals that trip rates decrease dramatically as the square footage of the smaller casinos increase, and continue to decrease (although at a steadily decreasing rate) as the casino size increases to large casinos such as the proposed project.

As **Table 13** shows, the weighted average of the PM peak hour trip rates established for the five surveyed casinos was calculated as 5.95 trips/ksf. A weighted average was used rather than a straight average (which would have resulted in 7.92 trips/ksf) to give more weight to the larger casinos.

**Graph 1**
**Casino Trip Generation Rates vs. Casino Size Graph**




Using the above graph, an argument could be made that the trip generation for the proposed project would only be approximately 2-4 trips/ksf. As the graph shows, the fitted curve line begins to level off in the 2-4 trips/ksf range for casinos approaching 100,000 sq. ft. Since the proposed casino would be 282,600 sq. ft. in size, and thus well to the right of the point in the line where the rate levels off, it is not unreasonable to expect that only 3-4 trips/ksf would be generated by the project during the PM peak hour during a peak month.

Trip rates derived from the market study projected 3.47 trips/ksf for an average PM peak hour, and 4.95 for a peak month PM peak hour. These rates lie between the lower potential trip generation rates of 3-4 trips/ksf from the fitted curve, and the higher weighted average of 5.95 trips/ksf.

For this study, the PM peak hour rate of 4.95 trips/ksf from the market study was used for the weekday PM peak hour trip generation rate for peak month conditions. Based on the large size of the proposed casino, the same relative trip rate per 1,000 square feet is assumed to generally be the same for casinos over 200,000 sq. ft. It is believed that 4.95 trips/ksf is a reasonable rate for the proposed project, since it lies half way between the higher weighted average of 5.95, and the lower potential rates of 3-4 trips/ksf which the fitted curve in the above graph indicates could reasonably represent the rate for a large casino such as the proposed project.

Weekday AM Peak Hour Trip Generation Rates

Neither the marketing study, or any other trip generation information reviewed, provided information regarding AM peak hour trip generation for casinos.

Very few trips are generated by a casino during AM peak periods when compared to the PM peak hour and weekends, therefore a survey of a single existing casino during the AM peak hour was considered sufficient for purposes of this study. The AM peak hour trip generation rate for the proposed casino was established based on the assumption that casinos would likely experience similar proportional amounts of traffic during the AM peak hour as would be generated during the PM peak hour. For example, since traffic to and from casino B during the AM peak hour was found to be 60% of the trips the casino experienced during the PM peak hour, it is expected that other casinos (including the proposed project) would similarly experience the same proportional differences. Therefore, 60% of the trip rate assumed for weekday PM peak hour conditions is assumed for the weekday AM peak hour rate, resulting in a weekday AM peak hour trip generation rate of 2.95 trips/ksf for peak month conditions.

Saturday Peak Hour Trip Generation Rates

The weekends, and particularly Saturday, are typically the busiest time periods for a casino. Two northern California casinos were surveyed during the late afternoon/early evening hours of a Saturday to establish Saturday peak hour trip generation rates.

As **Table 13** shows, the weighted average of the two Saturday peak hour trip rates established for the two surveyed casinos was calculated as 6.73 trips/ksf.

This rate of 6.73 trips/ksf lies between the average and maximum trip rates derived from the market study, lying well above the projected 5.45 trips/ksf during an average Saturday peak hour, and just below the 6.90 trips/ksf for the Saturday peak hour during the peak month.

For this study, the more conservative rate of 6.90 trips/ksf derived from the marketing study for Saturday peak hour/peak month conditions was used. Although there would likely only be a dozen or so days per year which would experience Saturday peak hour/peak month conditions, this rate was used to provide a worst case scenario for the project. In addition, it is important to note that peak hour spikes are not as pronounced on a Saturday as they are through the week. Instead high traffic volumes are experienced for long periods of time on a Saturday. Although there would only be one hour on any given Saturday which would constitute the "peak hour" for that day, observations show that the peak hour is only the absolute highest of a number of peak hours during which traffic volumes to and from the casino are high. Therefore, care must be taken with regards to the number of hours during which Saturday peak hour conditions are expected to occur. In reality, Saturday peak hour conditions can be assumed to generally exist for perhaps 6 or more hours. Typically, it is reasonable and justifiable to mitigate project impacts for the 25$^{th}$-30$^{th}$ worst hour of a year. This is because there will always be special events during which excessively high traffic volumes can occur which can not be fully mitigated to acceptable levels of service. Additionally, it is prohibitively costly to mitigate for the absolute worst hour or day of the year. Care must be taken to differentiate between the 25$^{th}$-30$^{th}$ worst hour vs. the 25$^{th}$-30$^{th}$ worst day. Since volumes very near those generated during the peak hour may occur for up to 6 or so hours of a Saturday during the peak month, the worst 25-30 peak hours might actually occur during a total of only a half dozen or so days.

Based on these considerations, a trip rate of 6.90 trips/ksf is assumed for Saturday peak hour conditions during the peak month.

Hotel Trip Generation Rates

The proposed casino project includes a 250 room hotel. The existence of the hotel will not necessarily result in a significant increase in trip generation from that which the casino would generate if a hotel did not exist. In fact, a review of trip generation at the 50,000 square foot northern California casino designated as Site B, which includes a hotel, did not show a relative increase in trip generation than was calculated at the other four surveyed casinos (none of which included hotels). In fact, a review of the graph on the preceding page shows that the rate is less than the rates which would lie along the theoretical trip generation rate fitted curve.

This characteristic is due to the fact that the existence of the hotel will result in a significant level of internal trips. The marketing study confirmed that nearly all of the hotel guests are expected to also visit the casino, hence they are accounted for within the trip generation characteristics of the casino itself. Adding trip generation for them based on the hotel would result in a double counting of trips. Therefore, trips associated with casino visitors whom also are staying in the hotel should be deducted from any hotel trip generation calculations. Additionally, trip generation for casinos without hotels would include a number of trips to account for visitors arriving from or departing for their hotels, thus trip generation for the proposed casino could theoretically be reduced to account for this reduction in trips. This reduction in trips could in theory result in up to a 100% internal capture for the hotel.

These assumptions are validated by surveys of Mississippi Coast casinos included within the traffic study titled *Mississippi Gulf Coast Transportation Management Plan for Waterfront Development.* Of the eight casinos surveyed within this report, half had casinos and half did not. **Table 14** summarizes the trip generation rates for the eight casinos, as well as the weighted average for all of the casinos, those casinos with hotels, and those without hotels.

As the below table shows, the weighted Saturday peak hour average rate for hotels with casinos is actually lower than the rates for hotels without casinos (as well as the rate for all casinos either with or without hotels).

Although it is not unreasonable to conclude that the existence of the hotel would not add to the trip generation which would be expected if the casino stood alone, to be conservative, this study assumes that the hotel would generate 25% of the trips which would be generated by the hotel if it stood alone. Trip generation rates, and directional splits for inbound/outbound traffic for the hotel, were obtained from the ITE Trip Generation Manual, 6th Edition (Land Use Code 310 = Hotel).

**Table 14**
**Mississippi Coasts Casino Trip Generation Rates**

| Casino | Casino Gaming Area Size (ksf) | Saturday Peak Hour Rate[1] (trips/ksf) |
|---|---|---|
| ***w/ Hotels*** | | |
| Grand (Gulfport) | 65,000 | 10.11 |
| Grand | 60,000 | 10.75 |
| Casino One | 19,350 | 12.56 |
| Isle of Capri | 35,000 | 13.34 |
| ***w/out Hotels*** | | |
| Copa Casino | 30,000 | 10.77 |
| Gold Coast | 20,000 | 12.55 |
| Biloxi Belle | 18,000 | 14.17 |
| Casino Magic | 57,000 | 12.16 |
| Weighted Average (all) | | 11.61 |
| Weighted Average (w/ HOTEL) | | 11.22 |
| Weighted Average (w/out HOTEL) | | 12.18 |

Notes:
(1) = Rate is trips/1,000 square feet of casino gaming floor area only, and not square footage of entire casino as rates within remainder of study reference.
Source: *Mississippi Gulf Coast Transportation Management Plan for Waterfront Development*, Gulf Regional Planing Commission, Gulfport, MS, June, 1993.

**Casino Project Trip Generation**

Using the rates and inbound/outbound directional splits as shown in **Table 13** and described above for a casino, the number of vehicular trips to and from the proposed casino project were calculated for all three peak hour scenarios. Trips associated with the hotel portion of the casino project were also calculated. **Table 15a** provides a summary of trips which are projected to be generated from the casino project as originally proposed.

Trip generation for the casino for the 24 hour weekday and Saturday periods reflects the trip generation from the marketing study during the peak month for the project.

As the below table shows, it is projected that the proposed hotel/casino would generate a total of 9,918 trips during a typical weekday of the peak month, 739 of which would occur during the AM peak hour, and 1,219 of which would occur during the PM peak hour. On a Saturday during the peak month of the project, it is projected that the proposed project would generate 14,600 trips, 1,691 of which would occur during the peak hour. Trip generation for the proposed casino-

hotel are not specific to any year, and thus are assumed to be applicable for both existing and cumulative conditions.

**Table 15a**
**Casino-Hotel Project Trip Generation**

| Time Period | Size | Rate | in / out Split | Trip Generation In | Out | total |
|---|---|---|---|---|---|---|
| ***Casino Trip Generation*** | | | | | | |
| Weekday | 238.5 Ksf | 39.43 | | — | — | 9,404 |
| Saturday | 238.5 Ksf | 59.07 | | — | — | 14,088 |
| Weekday AM Pk Hr | 238.5 Ksf | 2.95 | 70% / 30% | 493 | 211 | 704 |
| Weekday PM Pk Hr | 238.5 Ksf | 4.95 | 53% / 47% | 626 | 555 | 1,181 |
| Saturday Peak Hour | 238.5 Ksf | 6.90 | 46% / 54% | 757 | 889 | 1,646 |
| ***Hotel Trip Generation[1]*** | | | | | | |
| Weekday | 250 Rooms | 2.06 | | — | — | 514 |
| Saturday | 250 Rooms | 2.05 | | — | — | 512 |
| Weekday AM Pk Hr | 250 Rooms | 0.14 | 61% / 39% | 21 | 14 | 35 |
| Weekday PM Pk Hr | 250 Rooms | 0.15 | 53% / 47% | 20 | 18 | 38 |
| Saturday Peak Hour | 250 Rooms | 0.18 | 56% / 44% | 25 | 20 | 45 |
| ***TOTAL TRIP GENERATION*** | | | | | | |
| **Weekday** | | | | — | — | **9,918** |
| **Saturday** | | | | — | — | **14,600** |
| **Weekday AM Peak Hour** | | | | **514** | **225** | **739** |
| **Weekday PM Peak Hour** | | | | **646** | **573** | **1,219** |
| **Saturday Peak Hour** | | | | **782** | **909** | **1,691** |

Notes:
ksf = 1,000 square feet
(1) = Trip rates based on ITE Trip Generation – Hotel (Land Use 310).
Rate reduced by 75% to account for internal capture to/from casino.

## Casino Project Trip Generation Validation

Subsequent to the initial establishment of trip generation for this study, additional research was conducted to validate trip generation assumptions. Some parties have publicly stated that the proposed hotel and casino would generate over 17,000 trips per day instead of the of 9,918 weekday trips assumed within this analysis.

The trip generation established in the previous section was established using separate trip generation rates for casinos and hotels, not a combined Shingle Springs casino-hotel facility. **Table 15b** establishes trip generation rates based on the TOTAL number of trips that were established for the entire casino-hotel facility. Rates for a combined facility are necessary to help validate trip generation assumptions used within this analysis against research described below.

**Table 15b**
**Casino-Hotel Project Trip Generation**

| | Trips Generated by Shingle Springs Casino | | | Trips Generated by Shingle Springs Hotel (25% of ITE Trip Gen) | | | Trips Generated by Shingle Springs Casino-Hotel | | |
|---|---|---|---|---|---|---|---|---|---|
| | Size (GFA ksf) | Trip Rate | Trips | Size (rooms) | Trip Rate | Trips | Size (GFA ksf) | Adj Trip Rate | TOTAL TRIPS |
| Weekday Daily | 238.5 | 39.43 | 9,404 | 250 | 2.06 | 514 | 238.5 | 41.58 | 9,918 |
| Wkdy AM Pk Hr | 238.5 | 2.95 | 704 | 250 | 0.14 | 35 | 238.5 | 3.10 | 739 |
| Wkdy PM Pk Hr | 238.5 | 4.95 | 1,181 | 250 | 0.15 | 38 | 238.5 | 5.11 | 1,219 |
| Saturday Daily | 238.5 | 59.07 | 14,088 | 250 | 2.05 | 512 | 238.5 | 61.22 | 14,600 |
| Saturday Pk Hr | 238.5 | 6.90 | 1,646 | 250 | 0.18 | 45 | 238.5 | 7.09 | 1,691 |

Notes: Trip Rates for casino and casino-hotel based on square footage of "Casino Gaming Floor Area" (GFA).

The following research and analysis helps to verify that the trip generation assumptions used within this report are reasonable and conservative, and helps illuminate how erroneous conclusions might be mistakenly drawn by others from similar research.

San Diego Casino Study

San Diego County Department of Public Works prepared a study of casino trip generation titled "*Report on the Potential Impacts of Tribal Gaming on Northern and Eastern San Diego County.*" The traffic study portion of this report, which was included as an appendix, was titled "*Preliminary Traffic Assessment of Indian Gaming Projects in the San Diego Region*" dated October 17, 2000. Due to confusion regarding the specific criteria used in preparing this study, David Evans & Associates contacted the licensed traffic engineer serving as the project manager for this study. The project manager stated that the November 1, 2000 report which has been referenced within comments was only a preliminary report, and that the assumptions used regarding trips rates have since been revised. Additionally, it is important to note that the preliminary San Diego report did not specifically differentiate between the square footage of the ENTIRE casino facility vs. the square footage of ONLY the gaming floor area. This distinction is crucial when comparing trip generation rates. The project manager stated that since the submittal of the preliminary report, they have established that the 130 trips/1,000 sq. ft. of casino they used previously was with respect to the square footage of ONLY the gaming floor area, and not the square footage of the ENTIRE casino. Trip generation rates associated with the ENTIRE square footage of the casino would logically be significantly smaller than rates associated with the square footage of ONLY the gaming floor area due to the inclusion of square footage associated with ancillary uses such as restaurants, banking facilities, day care, offices, rest rooms, lobby areas, retail, etc. San Diego County is in the process of revising their earlier report with a more detailed report using more refined numbers, which will specify that the trip generation rates used are relative to the square footage of ONLY the gaming floor area. The project manager stated that they will be revising their trip generation rate down to 100 trips/1,000 square feet of gaming floor area.

The ENTIRE Shingle Springs casino, including all ancillary uses (but excluding the hotel) is proposed to be 238,500 sq. ft., whereas the gaming floor area is proposed to include only 82,800

sq. ft. The following shows how the total trip generation was initially calculated within the Shingle Springs traffic study using trip rates corresponding to the 238,500 sq. ft. of the ENTIRE Casino square footage:

Shingle Springs Trip Generation
(using ENTIRE Casino square footage as originally used within traffic study)

| | | |
|---|---|---|
| Trip Rate used within Shingle Springs Traffic Study = | | 39.43 trips per 1,000 sq. ft. of ENTIRE Casino |
| Size of ENTIRE Shingle Springs Casino = | x | 238.5 ksf (thousand sq. ft.) |
| Shingle Springs Trip Generation (used in Traffic Study) = | | 9,404 trips |

If instead, the 82,800 sq. ft. of ONLY the gaming floor area of Shingle Springs was used, the trip rate (assuming the total trip generation were held constant) would be 113.57, as shown within the following calculation:

Shingle Springs Trip Generation
(using sq. ft. of ONLY Casino Gaming area as used within San Diego traffic study)

| | | | |
|---|---|---|---|
| Shingle Springs Trip Generation (used in Traffic Study) / Trip Rate used within Revised San Diego Traffic Study | = | 9,404 trips / 82.8 ksf | = 113.57 trips per 1,000 sq. ft. of ONLY Casino Gaming Floor Area |

As can be seen, the trip generation rate which would correspond to the trip generation used for the project would be almost 14% higher than the trip rate which is being used within the revised San Diego report. If the rates which will be used within the Revised San Diego study were to be used for the Shingle Springs Traffic Study, the total number of trips which the casino would generate would be as follow:

Shingle Springs Trip Generation
(using trip rate used within Revised San Diego Traffic Study)

| | | |
|---|---|---|
| Trip Rate used within Revised San Diego Traffic Study = | | 100 trips per 1,000 sq. ft. of ONLY Casino Gaming Floor Area |
| Size of Shingle Springs Casino Gaming Floor Area = | x | 82.8 ksf (thousand sq. ft.) |
| Alternative Shingle Springs Trip Generation = | | 8,280 trips |

The use of this rate would result in a reduction of 1,184 daily trips (a 12.6% reduction).

The project manager also stated that the revised San Diego study will also assume an internal capture for a mixed hotel/casino, although a slightly more conservative rate of 3.0 trips/room for an average weekday will be added to casino hotel trip generation. Based on the Institute of Transportation Engineers', *"Trip Generation, 6th Edition,"* a hotel generates 8.23 trips per room on an average weekday. The Shingle Springs report assumed that 25% of the trips which the hotel would generate if standing alone would be added onto the trips generated by the hotel, which resulted in an average daily rate of 2.06 trips per room (8.23 x 0.25 = 2.06). The revised

San Diego Study rate of 3.0 trips/room assumes that 36.5% of the trips which the hotel would generate if standing alone would be added onto the trips generated by the casino (3.0/8.23 = 36.5%). If the Shingle Springs report used a similar assumption of 3 trips/room, it would result in an addition of only 236 trips during an average day, 16 additional trips during the AM peak hour, and 17 additional trips during the PM peak hour. With respect to assumptions used with the revised San Diego traffic study, these differences would easily have been absorbed within the extra 1,184 daily trips which would have derived were the 100 trips/ksf of gaming floor space per the revised San Diego study. Ignoring that, however, these additional trips would have resulted in only negligible changes in the calculated levels of service within the report, and would have created no additional impacts or changes in any of the conclusions of the traffic study.

Mystic Lake Casino

David Evans and Associates located trip generation calculation research for Mystic Lake Casino-Hotel, a large stand-alone Indian gaming casino facility in southwestern Minnesota. This research was included within the *"St. Croix Meadows Racing Park Proposed Casino Traffic Impact Study; Hudson, Wisconsin"* (also called the Hudson Casino) prepared by BRW within the past 2 years. The Mystic Lake Casino-Hotel is also a very large complex, and very similar in nature to the proposed Shingle Springs casino, as shown by the comparison in **Table 16a.**

**Table 16a**
**Shingle Springs vs. Mystic Lake Size Comparison**

| Variable | Mystic Lake | Shingle Springs |
|---|---|---|
| Size of Casino (All – without Hotel) | 447.6 ksf | 238.5 |
| Size of Casino Gaming Floor Area | 101.5 ksf | 82.8 |
| Number of Hotel Rooms | 416 rooms | 250 rooms |
| Number of Gaming Positions | 3,916 | 3,000 |

Source: *"St. Croix Meadows Racing Park Proposed Casino Traffic Impact Study; Hudson, Wisconsin;"* BRW.

Trip rates for the Mystic Lake Casino-Hotel were established based on surveys of existing weekday PM peak hour, and Saturday peak hour trips which are currently visiting the facility. Because this facility is large, it is assumed that trip rates experienced at the facility would provide a reasonable check of peak hour trip rates used for the Shingle Springs analysis. A comparison of weekday PM peak hour and Saturday peak hour rates is provided in **Table 16b.**

**Table 16b**
**Shingle Springs vs. Mystic Lake Trip Generation Rate Comparison**

| Casino-Hotel | Size of Entire Casino (without Hotel) (ksf) | Trip Generation Rate (ksf) Weekday PM Pk Hr | Saturday Pk Hr |
|---|---|---|---|
| Mystic Lake | 447.6 | 4.08 | 4.51 |
| Shingle Springs | 238.5 | 5.11 | 7.09 |
| % Difference | | +25% | +57% |

Source: Mystic Lake data from *"St. Croix Meadows Racing Park Proposed Casino Traffic Impact Study; Hudson Wisconsin;"* BRW.

As can be seen, the trip rates assumed for the Shingle Springs Casino are 25% higher for weekday PM peak hour conditions, and 57% higher than Saturday peak hour conditions than actually occur at the Mystic Lake Casino-Hotel. Thus, from this perspective, the peak hour trip rates used for the Shingle Springs facility are considered to be conservative.

Trip rates for the Shingle Springs facility were established using 25% of ITE trip rates for stand-alone hotels. Since these result in trip generation 25%-57% less than trip rates established for the Mystic Lake Casino-Hotel, this validates that the assumption in which only 25% of hotel trips as established in the ITE Trip Generation Manual were used to establish Shingle Springs trip generation are reasonable and conservative.

ITE Article

An article published within the May, 1992 Institute of Transportation Engineers Journal titled "*Trip Generation Rates for Las Vegas Area Hotel-Casinos*" was referenced to see how trip generation rates for the proposed Shingle Springs Casino corresponded to the findings within the article. Trip characteristics for "all hotel-casinos" analyzed as part of the study, rather than "strip hotel-casinos," were used for comparisons since they included rural casinos in outlying areas, and off-strip casinos with 200-300 rooms, as well as strip casinos. Inclusion of these other casino types would provide results closer to those which would be expected for the Shingle Springs facility than would results due to strictly strip casinos. As discussed elsewhere, the use of trip generation rates for Las Vegas area casinos, particularly those lying along the strip, are not considered to be directly applicable to the trip rates for the Shingle Springs Casino, but are provided here to provide an additional check on the peak hour trip rates used. Within this study, trip generation rates for entire hotel-casino complexes were established using three separate variables (1) number of hotel rooms, (2) employees, (3) thousand square feet of casino gaming floor area. Using the fitted curve equations provided, and quantities as assumed for the Shingle Springs facility, the Shingle Springs facility would generate the trips shown in **Table 17**.

**Table 17**
**Shingle Springs vs. Las Vegas Casino-Hotels Peak Hour Trip Rate Comparison**

| | 250 Rooms | 1,500 Employees | 82.8 ksf Casino Gaming Floor Area | Average Trips |
|---|---|---|---|---|
| **AM Peak Hour** | | | | |
| Shingle Springs Trips (Per Traffic Study) | 739 | 739 | 739 | 739 |
| Trips per ITE Article Fitted Curve Equation | 328 | 503 | 851 | 561 |
| Difference in Volumes (Traffic Study vs. Article) | -411 | -236 | +112 | -178 |
| % Difference (Article Rates vs. Traffic Study Rates) | -125% | -47% | +13% | -32% |
| Coefficient of Determination (R2) | 0.568 | 0.927 | 0.748 | --- |
| **PM Peak Hour** | | | | |
| Shingle Springs Trips (Per Traffic Study) | 1,219 | 1,219 | 1,219 | 1,219 |
| Trips per ITE Article Fitted Curve Equation | 501 | 827 | 1,386 | 905 |
| Difference in Volumes (Traffic Study vs. Article) | -718 | -392 | +167 | -314 |
| % Difference (Article Rates vs. Traffic Study Rates) | -143% | -47% | +12% | -35% |
| Coefficient of Determination (R2) | 0.445 | 0.799 | 0.631 | --- |

Source: "*Trip Generation Rates for Las Vegas Area Hotel-Casinos*" May, 1992 Institute of Transportation Engineers Journal.

As the table shows, use of the fitted curve equations for Shingle Springs quantities for two of the three variables result in peak hour volumes between 47% and 143% less than those which are assumed for the Shingle Springs study. The remaining variable (casino gaming floor area) results in slightly higher peak hour rates (12-13% higher). When average together, it can be seen that fitted curve equations within the article result in an average number of trips which are 32-35% lower than those which were actually used. Thus, from this perspective, the peak hour trip rates used for the Shingle Springs facility are considered to be conservative.

Because hotels are included within these studies, these results also validates that the assumption in which only 25% of hotel trips as established in the ITE Trip Generation Manual were used to establish Shingle Springs trip generation are reasonable and conservative.

ITE Casino Trip Generation Report

A write up regarding trip generation rates for the Shingle Springs study was submitted to a member of the technical advisory committee which helped to put together a report prepared for the Institute of Transportation Engineers titled "*Casino Trip Generation.*" This report is currently undergoing final review and is expected to be published in the near future. This individual reviewed the trip generation assumptions used within the Shingle Springs study, which included trip rates for total square footage (238,500 sq. ft.), gaming floor area square footage (82,800 sq. ft.), trips per gaming position (3,000), and trips per employee (1,500). He verified that the rates and methodology were fully consistent with this report, and that in his opinion, the rates used, and trips generation volumes calculated, were very conservative for a facility this size.

He also verified that an assumption of approximately 2 trip/room (25% of the trip generation vs. a stand alone hotel) is reasonable.

Casino Project Trip Generation Validation Summary

As the research and analysis above indicates, the trip generation assumptions used within this report are reasonable and conservative.

Additionally, the discussion above shows that great care must be taken when comparing assumptions used within this analysis against those drawn from other sources. As shown, it is important that data be used correctly. For example, it is important that trip generation based on rates established for the square footage of the gaming floor area be carefully distinguished from those established for the square footage of an entire casino. Similarly, it is important that allowances be made for the mixed nature of the project, and recognized that a combined casino-hotel will draw significantly less traffic than the combined traffic associated with a similar sized stand alone casino and stand alone hotel.

**Water Supply Trucks**

It is anticipated that an average of 25 trucks may deliver water to the casino-hotel per day, which when accounting for the inbound and outbound leg of each delivery, would result in a total of 50 trips per day on average. Although not specifically identified within the trip generation breakdown described elsewhere in this report, they could conceivably be included within the

total. This is especially true when it is remembered that the trip generation utilized within this study is considered to be extremely conservative, well more than the site will likely experience, and was established without regards to individual trip types. Trip generation breakdowns described elsewhere in this report were established by delineating the total number of trips into all of the various potential trip types, and were performed prior to the decision to include water delivery trucks. Nonetheless, the addition of water trucks would likley be negligible for the following reasons: (1) they would comprise only ½% of the 9,918 daily trips; (2) deliveries would be spread out over the entire 24 hour period each day, and to avoid peak hour congestion, it is likely that very few, if any, deliveries would be made during the AM or PM peak periods due to congestion.

However, impacts identified within this study were tested to determine if the addition of water delivery trucks could potentially cause additional impacts beyond those identified. At most, it is assumed that 10% of deliveries would occur during the AM, PM and/or Saturday peak hour, since peak hour traffic volumes typically represent approximately 10% of daily volumes along any traffic facility. It was found that the addition of 5 trips during any peak hour (10% of 50 trips), or 50 daily trips, would not create any additional impacts beyond those identified within this study, including intersections, ramps, US-50 freeway mainline, and local roads.

## *CASINO PROJECT TRIP DISTRIBUTION AND ASSIGNMENT*

Different approaches were taken to distribute peak hour and daily trips. The initial phase of this study investigated peak hour trip distribution and considered only trips in the immediate vicinity of the project. To facilitate the more detailed phase of this study which considered impacts to local streets throughout El Dorado County, a more detailed trip distribution scenario was established. However, the local street analysis requiring a more detailed trip distribution scenario considered trip distribution on a daily basis rather than a peak hour basis.

### Peak Hour Trip Distribution and Assignment

Peak Hour Trip Distribution

Peak hour trip distribution of casino project generated traffic is based on information in the Urban Systems Marketing Study, and the geographical location of population centers from which the casino is expected to draw both customers and employees. Based on this criteria, a significant percentage of the casino's traffic is expected to originate from the Sacramento/San Francisco Bay area.

Based on this criteria, peak hour trips to and from the proposed casino project (for analysis of impacts within the immediate vicinity of the project) were distributed as follows:

- 80% to/from the west (Sacramento/San Francisco Bay area)
- 20% to/from the east (Placerville/South Lake Tahoe area)

Casino project trips as assigned to the two proposed freeway interchange intersections for weekday AM and PM peak hours, and the Saturday peak hour, are depicted in **Figure 2**.

Figure 2

Peak Hour Passer-By Diversion

Not all of the traffic to and from the proposed casino project would be newly generated trips. A significant percentage of the through traffic on Highway 50 consists of vehicles travelling to and from Lake Tahoe, and a large percentage of these trips have a known propensity to gamble. Also, Shingle Springs will be an attractive stop for vehicles travelling a significant distance to and from locations such as the Bay Area, Stockton, etc. Thus, many of the people visiting the casino will be people who would have already been on the freeway en route to other existing casinos or recreational activities, particularly east of the project site including in large part the Tahoe area. Therefore, the trip generation calculated for the proposed casino must be adjusted before assigning the trips to the freeway. In other words, although 100% of the trips generated by the casino/hotel would be assigned as new trips to the ramps, intersections, and roadways of the new interchange, only a percentage of these trips should be assigned to US-50 as new trips since a significant percentage are assumed to already exist on the freeway. Without the new interchange and casino, these trips would have continued past the new interchange along US-50.

With the new interchange and casino, it is assumed some of these trips will be intercepted or diverted to the new casino.

For this traffic analysis, it was conservatively assumed that 40% of peak hour trips generated by the proposed casino project would be trips which are already assumed to exist within existing (and future projected baseline) US-50 traffic volumes during peak hours. Following the completion of the casino and interchange, this 40% is assumed to stop at the site rather than continuing past the site, which they would do in the absence of the development. This assumed passer-by capture rate was established in coordination with Caltrans traffic engineering personnel.

The assumed passer-by capture rate of 40% is based on and/or validated by the following:

(1). Mississippi Coast Casinos - License plate data included within *the "Mississippi Gulf Coast Transportation Management Plan for Waterfront Development"* traffic study suggests a 40% capture from the local area.

(2a). Urban Systems Marketing Study - The Urban Systems Marketing Study provided research regarding capture rates of I-15 traffic to facilities in Primm, Nevada. Primm, Nevada is located just inside the California/Nevada border, approximately 25 miles southwest of Las Vegas. Thus Primm is also located along a heavily used corridor in which a large percentage of trips have a known propensity to gamble. Studies show that 20% to 24% of "non-commuter, non-truck" traffic passing traffic chooses to exit I-15 and visit a facility located in Primm. In addition to multiple casino facilities, Primm offers hotels, dining and fuel, thus the capture rate is not due exclusively to gaming.

Using this information as a basis, the Urban Systems Marketing Study concluded that 8% of "through" vehicular traffic passing along US-50 would be captured. Again, through traffic excluded both commuter traffic and truck traffic. Based on research conducted by Urban Systems, it is assumed that 65% of traffic along US-50 in the vicinity of the project is commuter

oriented. Additionally, Caltrans truck volume data shows that 6% of the volumes along US-50 in the vicinity of the project are trucks. Based on 2000 Caltrans counts, the average annual daily traffic volumes along US-50 between Shingle Springs is 43,000 vehicles. Thus, as the following calculation shows, there are 12,470 through vehicular (non-truck) trips on an average weekday.

| **2000 AADT on US-50 between Shingle Springs & Greenstone** | **43,000** |
|---|---|
| Commuter Traffic = 65% | 27,950 |
| Through Traffic = 35% | 15,050 |
| Truck Traffic = 6% | 2,580 |
| **Through Vehicular (Non-Truck) Traffic** | **12,470** |
| Traffic which Casino will Intercept = 8% | 1,000 |
| **Trips due to traffic intercept (2 trip ends/vehicle)** | **2,000** |
| Total Shingle Springs Trip Generation (Average Weekday) | 9,918 |
| **% of Average Daily Trip Generation** | **20.2%** |

If it is assumed that the project captures 8% of this traffic, then 20.2% of the trips generated by the project on an average weekday are due to the "capture" of passing through traffic.

The diversions outlined within the Urban System Marketing Study do not necessarily include other types of potential trip diversions, including the diversions of commuters, business travelers, truckers, vacationers, etc. traveling between SF Bay/Sacramento and the Placerville/South Lake Tahoe area who might decide to stop for an hour or two of leisure before continuing on. The exact number of visitors falling into these categories is unknown, but are obvious components. As outlined in detail within the next section, these other potential trip diversions potentially include the following trip types:

- Interception of gamers who would have been traveling to South Lake Tahoe casinos, but instead will visit Shingle Springs. Note that most of these gamers would have been arriving from the west (i.e. Bay Area, Sacramento, and Stockton), however some of the gamers would have been diverted from portions of El Dorado County, including locations east of the project site.
- Diversion of gamers from the west (i.e. Bay Area, Sacramento, and Stockton) who would have gone to South Lake Tahoe casinos in the absence of Shingle Springs, is visiting Shingle Springs as a primary destination instead, but will still continue to Tahoe as a secondary destination
- Diversion and interception of a portion of the following unique trip types, which it is assumed would have already been on US-50 with or without the casino-hotel:
  - gamers who are primarily tourists visiting family and friends in the area
  - gamers who are primarily in the area on business or attending conventions
  - gamers who are primarily in the area vacationing
  - employees who would have been on US-50 to/from other jobs in the area
  - guests staying in casino's hotel who would have been participating in area recreation (and possibly staying in other area hotels)
  - other miscellaneous hotel related trips
  - buses
  - vehicles making deliveries

(2b). Urban Systems Marketing Study - An early draft of the Environmental Assessment for this study included the following assumptions regarding the potential interception and diversion of traffic to the casino. These assumptions were calculated based on information from the Urban Systems Marketing Study:

- A 20.9% interception of South Lake Tahoe trips (trips which would potentially travel to the proposed casino instead of going to South Lake Tahoe recreational activities)
- A 21.8% interception of Stateline casino trips (trips which would potentially travel to the proposed casino instead of going to Stateline casinos)
- A 15.0% diversion of South Lake Tahoe trips (trips which would still continue to/from Lake Tahoe after stopping temporarily at the new casino)

It is important to note that these percentages are not percentages of US-50 traffic volumes, but rather the percentage of trips generated by the proposed casino/hotel. Together, these potential diversions and intercepts add up to a 57.7% total potential reduction of casino project trip generation which would travel along US-50. Additionally, due to the actual interception of traffic which would have gone to Tahoe without the new casino, baseline volumes along US-50 east off the site could theoretically be reduced by a volume equal to 15% of the total project trip generation. However, neither existing or future baseline volumes are reduced within this analysis to account for this potential characteristic.

(3). Auburn Rancheria Environmental Assessment - The "*Environmental Assessment for the United Auburn Indian Community of the Auburn Rancheria*" (Environmental Science Associates, June, 2000) assumed that a minimum of 30% of the trips generated by the casino would be "pass-by" trips. Since this facility is located a few miles off from I-80, it is reasonable that the passer-by capture for a facility located immediately next to a major freeway such as Shingle Springs would attract a higher passer-by percentage, thus 40% seems reasonable in comparison.

(4). Sensitivity Analysis - A sensitivity analysis was performed to establish the passer-by capture threshold where additional potential impacts than those identified within this traffic study might be created. This sensitivity analysis shows that as long as the passer-by capture rate is no less than 29%, that no additional peak hour impacts than those identified within this traffic study would be created.

The establishment of a capture rate for any project is not an exact science, and is very difficult to establish with certainty. This is especially true for a complex project such as Shingle Springs where a broad spectrum of trips types relating to gamers, hotel guests, employees, recreation related traffic, etc. will exist in unknown quantities. Although a reasonable estimate of the total trip generation can will be established based on comparisons with other facilities, the exact nature of various trip types is more troublesome. Additionally, the breakdown between new trips, trips which would have existed without the project, diverted passer-by trips, intercepted passer-by trips, etc. are also troublesome to breakdown. There are other factors which will influence passer-by capture.

It is important to note that trip generation characteristics will likely be affected during time periods when US-50 is experiencing peak congestion. Although US-50 in the vicinity of the project does not currently operate in a significantly congested manner, freeway congestion will continue to become increasingly problematic in the future until the freeway is widened to 6-lanes. During times when the freeway is highly congested, persons desiring to travel to or from the casino would potentially be discouraged from travelling during peak hour conditions when US-50 volumes are approaching or exceeding capacity. This would be especially true for traffic to and from the Sacramento/SF Bay area, which would encounter significant traffic problems along long stretches of the route. For these reasons, it is probable that during peak hours when US-50 is congested that less traffic would travel to/from the Sacramento/SF Bay area. Additionally, the facility would have an added attractiveness when the highway is congested, at which time the casino would provide an even higher degree of attraction as a means of waiting out congestion.

Similarly, since the facility is located in the vicinity of the Sierra snowline, and at a point where the highway is frequently shut down, or where chain control begins, the facility would have an added attractiveness during times when continued travel up into the mountains is questionable.

Trip generation as described above is based on peak hour characteristics at similar facilities, which also experienced congestion along access roadways. Thus, the trip generation characteristics described above are considered to be a fair representation of the trips for the proposed casino project, even when US-50 is congested. However, to account for the reduced number of longer trips during these congested peak hour periods, trips generated by the casino would be expected to be more locally oriented, or the result of trip diversions. Although it is recognized that the diversions might in reality be lower during uncongested peak hours (and newly generated trips might constitute a higher percentage of all generated trips), this aspect would be more than offset by the lower traffic volumes along an uncongested freeway. Thus, the same 40% reduction is assumed for all three peak hour scenarios.

**Daily Trip Distribution and Assignment**

To establish daily trip distribution to local roads, it was necessary to disaggregate the total number of project trips into various trip types to differentiate between newly generated trips and those which are assumed to already be on US-50 as passer-by trips. To do this, the total daily project traffic volumes for an average weekday during the peak month were used:

9,404 casino trips + 514 hotel trips = **9,918 TOTAL trips**

A variety of materials were used to separate these trips into trip types, particularly the November, 1999 Marketing Study performed by Urban Systems. Urban System's personnel were also contacted to establish additional information such as casino employee characteristics, typical vehicle occupancy rates, etc. which were helpful in converting information within the Marketing Study to vehicular trips. Substantial additional research and analysis was also performed to refine the assumptions, and distribute the traffic.

Trips generated by Single Springs were broken down into categories and assigned to highways and local roadways within El Dorado County as shown in **Table 18.**

**Table 18**
**Shingle Springs Average Daily Trip Generation**

| Trip Type | Avg Wkdy Trips |
|---|---|
| Employees (Assume Hotel = 10%) | 1,375 |
| Gamers - Local Residents (El Dorado Co. & vicinity) | 965 |
| Gamers - Regional Residents (SF, Sacramento, etc.) | |
| (West along US-50) | 4,565 |
| (North along SR-49) | 199 |
| (South along SR-49) | 135 |
| Gamers – Tourists | |
| Visiting Friends & Family | 48 |
| Business | 169 |
| Conventioneers | 14 |
| Vacationers | 37 |
| Recreation by Hotel Guests | 304 |
| Other Hotel (Non Employee/Recreation) | 72 |
| Buses | 20 |
| Deliveries | 20 |
| Traffic Diversion of "Passing Through" Traffic | 1,995 |
| **Total** | **9,918** |

The specific types of trips which are assumed to be generated by the proposed casino/hotel, and methodologies used to distribute the trips, are described below:

**Employee Trips** to both the casino and hotel were established assuming a total of 1,500 casino employees (including full time administrative staff) and an additional 200 hotel employees. It was assumed that on an average weekday that 550 casino employees, 200 administrative employees, and 90 hotel employees would travel to and from the site. It was assumed that each employee vehicle would include 1.2 people, and that each vehicle would make a total of 2.2 trips per day. Employee trips were distributed using the County's travel forecast model, which distributed traffic volumes to US-50 interchanges as shown in **Table 19**.

**Local & Regional Gamer Trips** are defined as trips where a gamer's trip originated generally from their residence. These trips were established through use of market forecasts as described within the Marketing Study performed by Urban Systems. This study carefully analyzed the potential gaming market and the likely locations where gamers would be drawn from. Factors such as distance from the proposed casino, the propensity for gaming by residents in certain locations, and the influence of competing casinos such as Jackson Rancheria and the proposed Auburn Rancheria were considered. The exact locations of gamers was delineated as much as was necessary to determine the exact roadways in which gamers would arrive at the project site. For example, all of the gamers from the San Francisco, Sacramento, and Stockton areas would arrive via US-50, whereas gamers in the Rocklin, Auburn area have a choice between SR-49 and US-50 (via Auburn-Folsom Rd, Sunrise Blvd, Hazel Ave, etc.). Local gamer trips were

separated from regional gamer trips and distributed onto the local roadway network using the County's travel forecast model, in the same manner in which employees were distributed. It is assumed that gamers and employees living in the immediate vicinity of the project will be distributed in a similar manner since each is a function of the location of local residential development.

**Table 19**
**Local Trip Distribution (Employees & Local Gamers)**

| US-50 Interchange/Intersection | Cumulative % | % to/from South | Total % to/from Interchange | % to/from North |
|---|---|---|---|---|
| | *9.1% (Continuing West)* | | | |
| 1. El Dorado Hills Blvd / Latrobe Rd | | <--- 2.0% | 9.8% | 7.8% ---> |
| | 18.9% | | | |
| 2. Bass Lake Rd | | <--- 0.6% | 1.4% | 0.8% ---> |
| | 20.3% | | | |
| 3. Cambridge Rd | | <--- 0.1% | 3.0% | 2.9% ---> |
| | 23.3% | | | |
| 4. Cameron Pk Dr | | <--- 2.0% | 12.0% | 10.0% ---> |
| | 35.3% | | | |
| 5. Ponderosa Rd / S. Shingle Rd | | <--- 5.5% | 14.3% | 8.8% ---> |
| | 49.6% | | | |
| 6. E. Shingle Springs Dr | | <--- 3.5% | 7.0% | |
| | *53.1% (to/from west)* | | | |
| **6.5. NEW SHINGLE SPRINGS RANCHERIA INTERCHANGE** | | | | |
| | *46.9% (to/from east)* | | | |
| 7. Greenstone Rd | | <--- 7.9% | 12.8% | 4.9% ---> |
| | 34.1% | | | |
| 8. El Dorado Rd | | <--- 0.6% | 0.9% | 0.3% ---> |
| | 33.2% | | | |
| 9. Missouri Flat Rd | | <--- 9.3% | 13.2% | 3.9% ---> |
| | 20.0% | | | |
| 10. Placerville Dr / Forni Rd | | <--- 1.3% | 6.0% | 4.7% ---> |
| | 14.0% | | | |
| 11. Main St | | <--- 0.2% | 1.0% | 0.8% ---> |
| | 13.0% | | | |
| 12. SR 49 | | <--- 2.1% | 3.4% | 1.3% ---> |
| | 9.6% | | | |
| 13. Bedford Ave | | <--- 0.8% | 2.2% | 1.4% ---> |
| | 7.4% | | | |
| 14. Mosquito Rd | | <--- 0.9% | 2.0% | 1.1% ---> |
| | 5.4% | | | |
| 15. Schnell School Rd | | <--- 0.8% | 1.3% | 0.5% ---> |
| | 4.1% | | | |
| 16. Point View Dr | | <--- 0.6% | 0.8% | 0.2% ---> |
| | 3.3% | | | |
| 17. Carson Rd | | <--- 0.4% | 0.7% | 0.3% ---> |
| | 2.6% | | | |
| 18. Carson Rd (@ Barkely) | | | 0.7% | 0.7% ---> |
| | 1.9% | | | |
| 19. Carson Rd (@ Pony Express Tr) | | | 0.4% | 0.4% ---> |
| | 1.5% | | | |

| | | | |
|---|---|---|---|
| 20. Pony Express Tr | | 0.5% | 0.5% --> |
| | 1.0% | | |
| 21. Sly Park Rd | <--- 0.3% | 0.6% | 0.3% --> |
| | *0.4% (Continuing East)* | | |

Source: 1999 El Dorado County travel forecast model

**Tourist Gamer Trips** are defined as gamers who are visiting the northern California area. These can be separated into people visiting family and friends in Northern California, people visiting the area on business or attending conventions, and people who are vacationing in the area. For purposes of this study, it is assumed that most of the business people and conventioneers will be arriving at the site from locations west of El Dorado County (i.e. Sacramento). It is also assumed that 80% of the tourist gamers visiting family and friends would also be arriving from the west, with the remaining 20% assumed to be visiting family and friends within El Dorado County (and thus also distributed to local roadways using the County's travel forecast model). Finally, people who are vacationing in the area were assumed to arrive from local points of recreation (described below). Most of the trips associated with Tourist Gamers were assumed to be arriving at the site from locations west of El Dorado County, although a portion of the trips were assigned to local roadways within El Dorado County.

**Recreation Trips by Hotel Guests** are based on the assumption that some of those people who are staying at the hotel (whether they are gamers or not) will visit one or more of the many recreational spots in the area. Assuming that each hotel guest party (i.e. 1 occupied room) stays an average of 1.75 days, and assuming that each party makes 1.25 recreation oriented trips per stay, an average of 304 trips per day (inbound plus outbound) would be generated by the project. Extensive research was performed regarding the various recreational choices in the area, and the number of visitors to each. Using this information, as well as input from the El Dorado County Chamber of Commerce, recreational trips by guests were distributed to roadways to and from the destinations shown in **Table 20**.

**Table 20**
**Hotel Recreation Trip Distribution**

| Recreation Choice | Percentage |
|---|---|
| Downtown Placerville (Antiques, Museums, Restaurants, Shopping, etc.) | 25% |
| Apple Hill (+ North County Wineries) | 13% |
| Coloma area North County Wineries | 1% |
| South County Wineries | 8% |
| Marshall Gold State Park | 12% |
| Gold Bug Park | 3% |
| White Water Rafting (Coloma Put In) | 3% |
| White Water Rafting (Chili Bar Put In) | 2% |
| Golf (El Dorado Hills Golf Course) | 2% |
| Golf (Apple Mtn Golf Course) | 3% |
| Other Misc. Attractions (in western & central El Dorado Co.) | 5% |

| | |
|---|---|
| South Lake Tahoe & other attractions in East County (east along US-50) | 8% |
| Sacramento & Folsom (west along US-50) | 10% |
| Auburn (and other pts north along SR-49) | 3% |
| Yosemite (& other pts south along SR-49) | 2% |
| *TOTAL* | 100% |

**Other Hotel Trips** are trips associated with that portion of trips related specifically to the hotel, which are over and above project trips calculated specifically in connection with the casino. Other hotel trips are the remainder of hotel trips after deductions for hotel employee trips (assumed as 10% of the projected 1,500 employees), and recreation trips as described above. As discussed elsewhere, 75% of trips associated with the hotel are assumed to be trips which would have been generated by the casino with or without the hotel. Most of these trips were assumed to be arriving at the site from locations west of El Dorado County.

**Bus Trips** are assumed to number, on average, 20 per day based on information included within the Marketing Study performed by Urban Systems. It is assumed that these trips would be arriving at the site from locations west of El Dorado County.

**Delivery Trips** are assumed to number, on average, 20 per day based on information provided by the shipping and receiving department of a similar northern California casino. It is assumed that these trips would be arriving at the site from Placerville.

**Traffic Intercept Trips** are the most difficult component of the traffic to establish. Although the previous traffic study assumed a passer-by capture rate of 40% along US-50, a more refined calculation was established which took into account the assumed passer-by capture for each individual trip type generated by the project. The following details this breakdown.

As described within the introduction to this section, the Urban Systems Marketing Study concluded that 8% of "through" vehicular traffic passing along US-50 would be captured (excluding both commuter traffic and truck traffic), which converts to 20.2% of trips generated by the project on an average weekday being due to the "capture" of passing through traffic. These trips do not fall into any other category, and thus are assumed to be simply "passer-by capture of through vehicular volumes" trips.

It is important to note, however, that other trips generated by the project will also exist on US-50, and thus should not be added to trip generation volumes on US-50. **Table 21** breaks down the various types of trips which are assumed would already exist along US-50, and which would be either diverted or intercepted by Shingle Springs. These trip type percentages are based in large part on information provided by Urban Systems both within the Marketing Study and verbally. However, additional assumptions are based on assumptions considered to be reasonable for the project.

**Table 21**
**Passer-By Capture % by Trip Type**

| | |
|---|---|
| Passer-By Capture (Through Vehicular) includes gamers with South Lake Tahoe as primary destination | 20.1% |
| "Intercepted Trips" associated with Bay Area, Sacramento, and Stockton gamers who would have been traveling to South Lake Tahoe casinos, but instead will visit Shingle Springs. (12% of trips as defined) | 5.5% |
| "Diverted Trips" associated with Bay Area, Sacramento, and Stockton gamers who would have gone to South Lake Tahoe casinos in the absence of Shingle Springs, is visiting Shingle Springs as a primary destination instead, but will still continue to Tahoe as a secondary destination (4% of trips as defined) | 1.8% |
| "Intercepted Trips" associated with El Dorado County area gamers who would have gone to South Lake Tahoe casinos in the absence of Shingle Springs, but instead will visit Shingle Springs. (63% of trips as defined) (Note: Capture rate varies along US-50 within El Dorado County) | 6.1% |
| "Diverted Trips" associated with Employees who are assumed would have been on US-50 to/from other jobs in the area (25% of trips as defined) | 3.5% |
| "Diverted & Intercepted Trips" associated with Gamers who are Tourists visiting family and friends (20%), in area on Business (10%), in area attending Conventions (10%), in area Vacationing (25%) | 0.4% |
| Misc. "Diverted & Intercepted Trips" associated with Hotel Guests participating in area Recreation (25%), other misc. Hotel related trips (50%), Buses (50%), and Deliveries (100%) | 1.4% |
| **TOTAL PASSER-BY CAPTURE** | **38.8%** |

As the table shows, it is assumed that almost 39% of the trips which the project would generate on an average weekday would already be present on US-50. This is slightly less than the 40% passer-by capture assumed for peak hour conditions. It is expected that the passer-by capture during peak hours is higher than daily conditions due to increased traffic volumes and congestion during the peak hours, at which time the casino would provide an even higher degree of attraction as a means of waiting out congestion.

It is important to note that the total number of project trips was established through careful research of trip generation characteristics at other casino facilities, some of which includes hotels. Trip generation rates were established by conducting counts of traffic entering and exiting driveways at other casinos, which would thus include every type of trip possible including each of the various types of project trips described above such as the employee trips, recreation oriented trips, buses, deliveries, capture of passerby volumes, and obviously gamer trips. It is important to note that in realty the exact number of trips which would correspond to any specific trip type can never be known with certainty, and in fact many trips would be spread out over the various trip types. It would be nearly impossible for a study of this magnitude, with the

complexity and variety of trips generated, to be broken down perfectly into each exact trip type. However, the assumptions, trip allocations between trip types, and distribution and assignments to highways and local roadways represents the analyst's best faith effort to reasonably identify all trip types, and simulate traffic conditions with the project. Although close scrutiny may result in reasonable questions regarding the nature of each trip type, overlap between trip types, etc., it is believed the analysis reasonably represents the manner in which trips would be generated and distributed "as a whole." The breakdown into trip types simply represents the best analytical approach to reasonably distribute trips.

### *PEAK HOUR PROJECT VOLUMES*

**Existing Plus Project – Peak Hour Volumes**

Peak hour turning movements at the new ramp intersections which would be expected without the proposed casino/hotel are depicted in **Figure 3** for Existing Conditions.

Peak hour turning movements at the new ramp intersections following the completion and opening of the proposed casino/hotel are depicted in **Figure 4** for Existing Conditions.

**Table 22** provides a breakdown of the volumes along the freeway ramps and freeway mainline. This breakdown includes existing (no project) volumes, passer-by volumes, rerouted baseline Rancheria volumes, and newly generated casino traffic volumes.

**Table 22**
**Freeway & Freeway Ramp Volumes by Type**
**Existing Plus Project Conditions**

| US-50 WB On-Ramp | | AM Pk Hr | PM Pk Hr | SAT Pk Hr |
|---|---|---|---|---|
| PLUS PROJECT | Rancheria Only | 5 | 3 | 3 |
| | New Casino | 108 | 275 | 436 |
| | Casino Passer-By | 58 | 92 | 171 |
| | **Total Volume** | **171** | **370** | **610** |

| US-50 WB Off-Ramp | | AM Pk Hr | PM Pk Hr | SAT Pk Hr |
|---|---|---|---|---|
| PLUS PROJECT | Rancheria Only | 4 | 10 | 7 |
| | New Casino | 62 | 78 | 94 |
| | Casino Passer-By | 131 | 103 | 147 |
| | **Total Volume** | **197** | **191** | **248** |

| US-50 WB Mainline (West of New Interchange) | AM Pk Hr | PM Pk Hr | SAT Pk Hr |
|---|---|---|---|
| No Project Freeway Vol | 2,206 | 1,589 | 1,691 |
| - Non-Casino Off-Ramp Vol* | 135 | 113 | 154 |
| Adj No Project Fwy Vol | 2,071 | 1,476 | 1,537 |
| + On-Ramp Volume | 171 | 370 | 610 |
| **Plus Project Freeway Vol** | **2,242** | **1,846** | **2,147** |

* "Non-Casino Off-Ramp Volume" subtracted from "No Project Freeway Volume" to account for cumulative volumes (Rancheria volumes and "Passer-by" Volumes) diverted to upstream off-ramp.

| US-50 WB Mainline (East of New Interchange) | AM Pk Hr | PM Pk Hr | SAT Pk Hr |
|---|---|---|---|
| No Project Freeway Vol** | 2,206 | 1,589 | 1,691 |
| + New Casino Vol | 62 | 78 | 94 |
| **Plus Project Freeway Vol** | **2,268** | **1,667** | **1,785** |

** "No Project Freeway Volume" includes existing Rancheria Traffic

| US-50 EB Off-Ramp | | AM Pk Hr | PM Pk Hr | SAT Pk Hr |
|---|---|---|---|---|
| PLUS PROJECT | Rancheria Only | 3 | 5 | 4 |
| | New Casino | 246 | 310 | 375 |
| | Casino Passer-By | 75 | 155 | 166 |
| | **Total Volume** | **324** | **470** | **545** |

| US-50 EB Mainline (West of New Interchange) | AM Pk Hr | PM Pk Hr | SAT Pk Hr |
|---|---|---|---|
| No Project Freeway Vol** | 1,229 | 2,407 | 1,872 |
| + New Casino Vol | 246 | 310 | 375 |
| **Plus Project Freeway Vol** | **1,475** | **2,717** | **2,247** |

** "No Project Freeway Volume" includes existing Rancheria Traffic

| US-50 EB On-Ramp | | AM Pk Hr | PM Pk Hr | SAT Pk Hr |
|---|---|---|---|---|
| PLUS PROJECT | Rancheria Only | 10 | 4 | 3 |
| | New Casino | 27 | 69 | 109 |
| | Casino Passer-By | 32 | 137 | 193 |
| | **Total Volume** | **69** | **210** | **305** |

| US-50 EB Mainline (East of New Interchange) | AM Pk Hr | PM Pk Hr | SAT Pk Hr |
|---|---|---|---|
| No Project Freeway Vol | 1,229 | 2,407 | 1,872 |
| - Non-Casino Off-Ramp Vol* | 78 | 160 | 170 |
| Adj No Project Fwy Vol | 1,151 | 2,247 | 1,702 |
| + On-Ramp Volume | 69 | 210 | 305 |
| **Plus Project Freeway Vol** | **1,220** | **2,457** | **2,007** |

* "Non-Casino Off-Ramp Volume" subtracted from No Project Freeway Volume" to account for cumulative volumes (Rancheria volumes and "Passer-by" Volumes) diverted to upstream off-ramp.

**Figure 3**

**Figure 4**

## Cumulative Plus Project - Peak Hour Volumes

Peak hour turning movements at the new ramp intersections following the completion and opening of the proposed casino/hotel are depicted in **Figure 5** for Cumulative Conditions.

**Table 23** provides a breakdown of the volumes along the freeway ramps and freeway mainline. This breakdown includes cumulative (no project) volumes, passer-by volumes, rerouted baseline Rancheria volumes, and newly generated casino traffic volumes.

**Table 23**
**Freeway & Freeway Ramp Volumes by Type Cumulative Plus Project Conditions**

| US-50 WB On-Ramp | | AM Pk Hr | PM Pk Hr | SAT Pk Hr |
|---|---|---|---|---|
| PLUS PROJECT | Rancheria Only | 7 | 4 | 4 |
| | New Casino | 108 | 275 | 436 |
| | Casino Passer-By | 57 | 92 | 175 |
| | **Total Volume** | **172** | **371** | **615** |

| US-50 WB Off-Ramp | | AM Pk Hr | PM Pk Hr | SAT Pk Hr |
|---|---|---|---|---|
| PLUS PROJECT | Rancheria Only | 5 | 12 | 8 |
| | New Casino | 62 | 78 | 94 |
| | Casino Passer-By | 131 | 103 | 150 |
| | **Total Volume** | **198** | **193** | **252** |

| US-50 WB Mainline (West of New Interchange) | AM Pk Hr | PM Pk Hr | SAT Pk Hr |
|---|---|---|---|
| No Project Freeway Vol | 3,086 | 2,316 | 2,465 |
| - Non-Casino Off-Ramp Vol* | 136 | 115 | 158 |
| Adj No Project Fwy Vol | 2,950 | 2,201 | 2,307 |
| + On-Ramp Volume | 172 | 371 | 615 |
| **Plus Project Freeway Vol** | **3,122** | **2,572** | **2,922** |

* "Non-Casino Off-Ramp Volume" subtracted from "No Project Freeway Volume" to account for cumulative volumes (Rancheria volumes and "Passer-by" Volumes) diverted to upstream off-ramp.

| US-50 WB Mainline (East of New Interchange) | AM Pk Hr | PM Pk Hr | SAT Pk Hr |
|---|---|---|---|
| No Project Freeway Vol** | 3,086 | 2,316 | 2,465 |
| + New Casino Vol | 62 | 78 | 94 |
| **Plus Project Freeway Vol** | **3,148** | **2,394** | **2,559** |

** "No Project Freeway Volume" includes existing Rancheria Traffic

| US-50 EB Off-Ramp | | AM Pk Hr | PM Pk Hr | SAT Pk Hr |
|---|---|---|---|---|
| PLUS PROJECT | Rancheria Only | 4 | 7 | 6 |
| | New Casino | 246 | 310 | 375 |
| | Casino Passer-By | 85 | 155 | 165 |
| | **Total Volume** | **335** | **472** | **546** |

| US-50 EB On-Ramp | | AM Pk Hr | PM Pk Hr | SAT Pk Hr |
|---|---|---|---|---|
| PLUS PROJECT | Rancheria Only | 12 | 5 | 4 |
| | New Casino | 27 | 69 | 109 |
| | Casino Passer-By | 37 | 137 | 193 |
| | **Total Volume** | **76** | **211** | **306** |

| US-50 EB Mainline (West of New Interchange) | AM Pk Hr | PM Pk Hr | SAT Pk Hr |
|---|---|---|---|
| No Project Freeway Vol** | 2,150 | 3,441 | 2,681 |
| + New Casino Vol | 246 | 310 | 375 |
| **Plus Project Freeway Vol** | **2,396** | **3,751** | **3,056** |

** "No Project Freeway Volume" includes existing Rancheria Traffic

| US-50 EB Mainline (East of New Interchange) | AM Pk Hr | PM Pk Hr | SAT Pk Hr |
|---|---|---|---|
| No Project Freeway Vol | 2,150 | 3,441 | 2,681 |
| - Non-Casino Off-Ramp Vol* | 89 | 162 | 171 |
| Adj No Project Fwy Vol | 2,061 | 3,279 | 2,510 |
| + On-Ramp Volume | 69 | 210 | 305 |
| **Plus Project Freeway Vol** | **2,137** | **3,490** | **2,816** |

* "Non-Casino Off-Ramp Volume" subtracted from No Project Freeway Volume" to account for cumulative volumes (Rancheria volumes and "Passer-by" Volumes) diverted to upstream off-ramp.

**Figure 5**

## DIRECT IMPACTS/MEASURES TO MINIMIZE

### *DIRECT IMPACT 1. EXISTING PLUS PROJECT- RAMP MERGE/DIVERGE OPERATIONS*

**Development of the project would create new merge/diverge lanes along US-50 at newly created interchange ramps, thereby increasing peak hour congestion along US-50 between East Shingle Springs Road and Greenstone Road.**

**AA No Project Alternative**

There would be ***no impact*** associated with the No Project Alternative.

**AB Flyover Alternative**

As described in the methodology section, freeway ramp merge/diverge analysis were analyzed two different ways to provide for a comparative analysis, and to account for the various alternatives which are currently being proposed. The first method of analysis calculates ramp merge/diverge operations for rolling terrain, and does not take into account the specific grades and grade lengths; whereas the second method uses actual specific grades and grade lengths of the freeway leading up to the ramp, and along the ramp itself.

For detailed analysis which takes into account the specific grade and grade lengths of the freeway and ramp in establishing ramp merge/diverge operations, the grade length is calculated by taking the straight portion of the grade leading to (and perhaps continuing past) the ramp juncture point, and adding to this value ¼ of the vertical curves at both the beginning and end of the grade. By calculating the specific grade and grade length along the freeway in this manner, minor differences in the location of the ramp juncture points for each alternative do not change the length of the grade.

Although level of service analysis as included within HCS (Highway Capacity Software) also provides for the input of specific ramp grade and length, this data is negligible in terms of the analysis unless the volume along the ramp approaches the capacity of the ramp. Within the analyses included within this report, it was found that the specific grade and length of the ramps itself were negligible in terms of the level of service of the ramp merge/diverge.

As discussed in the methodology section, freeway ramp merge/diverge analysis also provides for the consideration of interference to traffic flow and capacity based on the location of adjacent freeway ramps, and the traffic volumes to and from them. For 4-lane freeway merge/diverge analysis, the length to the adjacent ramp and the volume on the adjacent ramp does not impact the result in anyway since the equation used to calculate level of service does not include this variable. Thus, although a distance to the adjacent ramp may be provided within 4-lane merge/diverge analysis included within the appendix, the value is irrelevant in terms of the level of service calculation.

A free flow speed of 48 kph (30 mph) was used for both project alternatives. This default value was used to approximate the design speed of 80 kph (50 mph) at inlet and exit noses of the ramps associated with Alternative AB, and 45 kph (28 mph) along the remainder of ramp.

Ramp merge/diverge analyses are performed only along the peak direction of travel for weekday peak hour conditions, which is along the westbound direction during the AM peak hour, and the eastbound direction during the PM peak hour. Ramp merge/diverge analyses are performed along both directions of travel for the Saturday peak hour. Analyses were not performed along the non-peak direction of travel following consultation and approval of Caltrans personnel.

**Table 24a** provides a summary of freeway merge/diverge operations for all three peak hour scenarios following the completion of the proposed interchange and proposed hotel/casino. The ramp merge/diverge level of service is applicable to all three scenarios, and uses "rolling terrain" to establish levels of service. The levels of service depicted are based on minimum acceleration/deceleration lengths of 250 ft. (76 meters).

**Table 24a**
**Existing plus Project**
**Freeway Ramp Level of Service (Rolling Terrain)[1]**

| | Level of Service | | |
|---|---|---|---|
| | **AM Peak Hour** | **PM Peak Hour** | **Saturday Peak Hour** |
| EB off-ramp | ------ | D | D |
| EB on-ramp | ------ | D | C |
| WB off-ramp | C | ------ | C |
| WB on-ramp | C | ------ | C |

Notes:
Length of deceleration and acceleration lanes assumed to be 250 ft. (76 meters)
(1) Level of service calculated using generalized "rolling" terrain instead of exact specific grade/length.

As the above table shows, all of the ramps are projected to operate acceptably at LOS D or better during all three peak hour scenarios for existing conditions with the new interchange and casino/hotel.

**Table 24b** provides a similar summary of freeway merge/diverge operations, but is based on the use of the specific grade and grade length along the freeway. As previously described, it has been determined that the levels of service reported are the same for both alternatives. Again, the levels of service depicted are based on minimum acceleration/deceleration lengths of 250 ft. (76 meters).

**Table 24b**
**Existing plus Project**
**Freeway Ramp Level of Service (Specific Grade/Length)[1]**

| | Specific Grade | Specific Length (ft) | Level of Service AM Peak Hour | PM Peak Hour | Saturday Peak Hour |
|---|---|---|---|---|---|
| EB off-ramp | +4.38 | 2,525 | ------ | D | D |
| EB on-ramp | +2.28 | 1,150 | ------ | C | C |
| WB off-ramp | -2.28 | 1,150 | C | ------ | C |
| WB on-ramp | -4.38 | 2,525 | C | ------ | C |

Notes:
Length of deceleration and acceleration lanes assumed to be 250 ft. (76 meters)
(1) Level of service calculated using exact specific grade/length instead of generalized "rolling" terrain.

As both of the above table shows, the freeway ramp merge/diverge areas for the new interchange are projected to operate acceptably at LOS D or better during all three peak hour scenarios for existing conditions with the new interchange and casino/hotel, regardless of whether they are analyzed using rolling terrain or specific grade/length. Therefore, this is considered a ***less-than-significant impact.***

**Figure 6** provides a summary of Existing plus Project ramp volumes and merge/diverge levels of service as calculated using specific grades and lengths.

Detailed analysis data using both "rolling" terrain and specific grades and lengths are provided in **Appendix C.**

### AC Diamond Alternative (tight diamond)

Impacts associated with Alternative AC are identical to those identified above for Alternative AB.

Because of the methodology used to calculate the specific grade and grade length along the freeway, minor differences in the location of the ramp juncture points for each alternative do not change the length of the grade. Therefore, the specific grade and length of the ramps itself were negligible in terms of the level of service of the ramp merge/diverge, and the same specific grade and grade length along the freeway are applicable to analyses for both alternatives. To verify, a detailed analysis was performed for Alternative AB, and a trial and error input of the other possible input values for the Alternative AC was performed. This trial and error input included the ramp lengths, grades and volumes for Alternative AC, as well as extreme ramp lengths, grades and volumes outside the range of possibilities for Alternative AC. This trial and error analysis confirmed that the merge/diverge levels of service for the all alternatives and peak hour scenarios correspond to those calculated for Alternative AB. Therefore, for analyses which provide for the input of specific grades and grade lengths, the same values are used for both alternatives since the input for each result in exactly the same level of service results.

Figure 6

A free flow speed of 48 kph (30 mph) was used for both project alternatives. This default value was used to approximate the design speed of 80 kph (50 mph) at inlet and exit noses of the ramps associated with both alternatives, and 40 kph (25 mph) along the remainder of the ramp associated specifically with Alternative AC.

As the above tables show, the freeway ramp merge/diverge areas for the new interchange are projected to still operate acceptably at LOS D or better during all three peak hour scenarios for existing conditions (assuming either rolling terrain or specific grade/length) with the new interchange and casino/hotel. Therefore, this is considered a ***less-than-significant impact.***

### DIRECT IMPACT 2. EXISTING PLUS PROJECT- PEAK HOUR FREEWAY MAINLINE OPERATIONS

**Development of the project would increase peak hour congestion along US-50 between East Shingle Springs Road and Greenstone Road.**

**AA No Project Alternative**

There would be ***no impact*** associated with the No Project Alternative.

**AB Flyover Alternative**

**Table 25** shows the freeway mainline operations for all three peak hour scenarios following the completion of the proposed interchange and proposed hotel/casino.

**Table 25**
**Existing Plus Project**
**Freeway Mainline Level of Service**

| | Freeway Level of Service[1] | | | | | |
|---|---|---|---|---|---|---|
| | Existing (no project) | | | Existing plus Project | | |
| Freeway Segment | AM Pk Hr | PM Pk Hr | Sat Pk Hr | AM Pk Hr | PM Pk Hr | Sat Pk Hr |
| EB US-50 (btwn E. Shingle Springs & Rancheria) | B | D | C | C | D | D |
| EB US-50 (btwn Rancheria & Greenstone) | B | D | C | B | D | D |
| WB US-50 (btwn Greenstone & Rancheria) | D | C | C | D | C | C |
| WB US-50 (btwn Rancheria & E. Shingle Springs) | D | C | C | D | C | D |

Notes:
(1) Free Flow speed varies - "Ideal" Free Flow Speed of 65 mph adjusted to account for specific hwy geometry.

As the above table shows, the freeway is projected to operate acceptably at LOS D or better during all three peak hour scenarios for existing conditions with the new interchange and casino/hotel. Therefore, this is considered a ***less-than-significant-impact.***

**Figure 6** provides a summary of Existing plus Project freeway volumes and levels of service. Detailed analysis data is provided in **Appendix D.**

**AC Diamond Alternative (tight diamond)**

Impacts associated with Alternative AC are identical to those identified above for Alternative AB. As the above table shows, the freeway is projected to operate acceptably at LOS D or better during all three peak hour scenarios for existing conditions with the new interchange and casino/hotel. Therefore, this is considered a ***less-than-significant impact.***

***DIRECT IMPACT 3. EXISTING PLUS PROJECT- INTERCHANGE INTERSECTION OPERATIONS***

**Development of the project would create two new intersections within the newly created interchange, each of which would experience newly created delays.**

**AA No Project Alternative**

There would be ***no impact*** associated with the no project alternative

**AB Flyover Alternative**

Since there are no intersections associated with the Flyover Alternative, there would be ***no impact*** associated with the Flyover Alternative.

**AC Diamond Alternative (tight diamond)**

Interchange operations are analyzed only for Alternative AC, since the modified trumpet design of Alternative AB contains no intersections to analyze. If constructed as a diamond interchange as proposed for Alternative AC, the interchange would include two intersections.

Unsignalized Intersection Analysis

**Table 26a** provides a summary of intersection operations following the completion of the interchange and casino/hotel for unsignalized intersections.

**Table 26a**
**Existing plus Project**
**Unsignalized Level of Service**

| Intersection | AM Peak Hour LOS | AM Peak Hour delay (sec) | PM Peak Hour LOS | PM Peak Hour delay (sec) | Saturday Peak Hour LOS | Saturday Peak Hour delay (sec) |
|---|---|---|---|---|---|---|
| New Shingle Springs Rancheria Road / WB ramps | A | (1.3) | A | (1.0) | A | (1.2) |
| New Shingle Springs Rancheria Road / EB ramps | B | (5.3) | C | (11.8) | [redacted] | |

Notes:
Applicable only for Alternative AC since Alternative AB includes no intersections.
Delay for unsignalized intersections based on overall average vehicle delay.

[redacted]

As the above table shows, the eastbound ramp intersection would not operate at an acceptable level of service as an unsignalized intersection.

Signalized Intersection Analysis

Both of the intersections would meet Caltrans signal warrants for rural conditions, although the westbound ramps are warranted only for weekday PM peak hour and Saturday peak hour conditions, and the eastbound ramps are warranted only for Saturday peak hour conditions. It is thus recommended that at a minimum the eastbound ramp intersection be signalized as part of the interchange construction. Although not necessary to provide acceptable level of service operation, it is also recommended that the westbound ramp intersection also be signalized to provide efficient operation.

**Table 26b** below shows the level of service for the two intersections following signalization.

The signalized analysis was conducted using SYNCHRO software, which considered the effects of each of the two intersections upon each other.

Detailed analysis data for both unsignalized and signalized intersections, as well as a signal Warrant worksheet, are provided in **Appendix E**.

**Table 26b**
**Existing plus Project**
**Signalized Level of Service**

| Intersection | AM Peak Hour LOS | AM Peak Hour delay (sec) | PM Peak Hour LOS | PM Peak Hour delay (sec) | Saturday Peak Hour LOS | Saturday Peak Hour delay (sec) |
|---|---|---|---|---|---|---|
| New Shingle Springs Rancheria Road / WB ramps | A | (3.4) | A | (3.6) | B | (6.8) |
| New Shingle Springs Rancheria Road / EB ramps | B | (8.1) | B | (6.7) | B | (8.4) |

Notes:
Applicable only for Alternative AC since Alternative AB includes no intersections.

Interchange Queuing Analysis

Using the SYNCHRO analysis described previously, the queuing along each of the intersection approaches were analyzed. **Table 27** summarizes the queuing which would occur for Alternative AC along each of the intersection approaches for existing conditions following the completion of the interchange project for signalized intersections.

**Table 27**
**Existing plus Project**
**Intersection Queuing for Signalized Intersections**

| Movement | Available Queue Capacity (ft) | AM Peak Hour Queue (ft) 50th Percentile | AM Peak Hour Queue (ft) 95th Percentile | PM Peak Hour Queue (ft) 50th Percentile | PM Peak Hour Queue (ft) 95th Percentile | Saturday Peak Hour Queue (ft) 50th Percentile | Saturday Peak Hour Queue (ft) 95th Percentile |
|---|---|---|---|---|---|---|---|
| ***New Project Access / Westbound US-50 Ramps*** | | | | | | | |
| NB | 163 | 0 | 0 | 0 | 0 | 0 | 0 |
| SB Thru | 760+ | 8 | 26 | 25 | 65 | 45 | 91 |
| SB Right | 760+ | 20 | 59 | 52 | 133 | 131 | 336 |
| WB | 1,275 | 55 | 92 | 54 | 93 | 69 | 129 |
| ***New Project Access / Eastbound US-50 Ramps*** | | | | | | | |
| SB | 163 | 16 | 42 | 49 | 117 | 87 | [redacted] |
| EB | 983 | 89 | 135 | 125 | 171 | 134 | 215 |

Notes:
[redacted]

As the above table shows, the queuing capacity for each of the approaches is expected to easily accommodate the projected queues for each of the peak hour scenarios for Alternative AC, with the exception of the southbound approach to the eastbound ramp intersection during Saturday peak hour conditions. Although the queue capacity is adequate for more than 50% of the Saturday peak hours (as shown by the 50th percentile queue), it would exceed the link capacity between the westbound and eastbound ramps during at least 5% of the Saturday peak hours (as shown by the 95th percentile queue). Even then, the excess queue would amount only to a single vehicle. This excess queue would in effect stretch through the westbound ramp intersection to the section of the new roadway north of the interchange. If signalized and coordinated with the signal for the eastbound ramps, the signal timing coordination could ensure that the eastbound ramp intersection would provide additional or offset green time to clear the westbound intersection. Additionally, even in a worse case scenario where traffic did extend through the westbound ramp intersection, these vehicles would not block any of the predominate movements through the intersection, since the other movements are associated primarily with southbound rights and westbound off-ramp right turns to the Rancheria. The only movements which would potentially be blocked would be associated with vehicles which intended to use the interchange to reverse their direction of travel along US-50. If the interchange were congested to such a degree that this extreme queuing developed, it is doubtful anyone would negotiate this movement at this particular interchange at that time.

Detailed queuing analysis is included within **Appendix E.**

Recommended Interchange Intersection Design

To summarize, it is recommended that the two newly created intersections be signalized, and that the signals be coordinated to assure that queues would not develop which would block the westbound ramp intersection. Therefore, this is considered a ***less-than-significant impact.***

## *DIRECT IMPACT 4. EXISTING PLUS PROJECT- LOCAL ROADS ANALYSIS*

**Development of the project would add traffic to local roadways within El Dorado County.**

### AA No Project Alternative

There would be ***no impact*** associated with the no project alternative

### AB Flyover Alternative

**Table 28a** provides a summary of all of the local roadway and highway segments within El Dorado County along which the project is projected to increase existing traffic volumes by 2% or more. The table also shows the resulting level of service along the roadway using capacities as established within spreadsheets associated with the El Dorado County model.

## Table 28a
## Existing Local Roadway Impact Summary (Existing + Project Volumes 2% over Existing)

| Road | Segment | Geometry/Classification | Existing Daily Vol | Existing LOS | Project Daily Vol | Project % Inc | Existing + Project Daily Vol | Existing + Project LOS |
|---|---|---|---|---|---|---|---|---|
| **BARKLEY RD.** | | | | | | | | |
| | North of Carson Rd | 2-Lane Rural Local Rd | 1,009 | B | 21 | 2.1% | 1,030 | B |
| **BIG CUT RD** | | | | | | | | |
| | Benham St to Quarry Rd | 2-Lane Rural Local Rd | 1,068 | B | 28 | 2.6% | 1,096 | B |
| **BUCKEYE RD** | | | | | | | | |
| | E. Shingle Springs to Mother Lode Rd (W) | 2-Lane Rural Local Rd | 201 | A | 59 | 29.4% | 260 | A |
| **E. SHINGLE SPRINGS RD** | | | | | | | | |
| | US-50 to Buckeye Rd | 2-Lane Rural Local Rd | 1,886 | C | 83 | 4.4% | 1,969 | C |
| **FORNI RD** | | | | | | | | |
| | Ray Lawyer Ext to Placerville Dr | 2-Lane Local Rural Rd | 902 | B | 18 | 2.0% | 920 | B |
| **GREENSTONE RD.** | | | | | | | | |
| | Mother Lode to US 50 | 2-Lane Rural Minor Collector | 1,085 | B | 322 | 29.7% | 1,407 | B |
| | US 50 to Green Vly Rd | 2-Lane Rural Minor Collector | 2,659 | D | 268 | 10.1% | 2,927 | D |
| **GREEN VALLEY RD.** | | | | | | | | |
| | Lotus Rd to Greenstone | 2-Lane Urban Minor Arterial | 3,981 | D | 238 | 6.0% | 4,219 | D |
| **LARSEN RD** | | | | | | | | |
| | Barkley Rd to North Canyon Rd | 2-Lane Rural Local Rd | 460 | B | 21 | 4.6% | 481 | B |
| **LOTUS RD.** | | | | | | | | |
| | Green Vly Rd to GoldHill Rd | 2-Lane Rural Minor Arterial | 7,760 | D | 224 | 2.9% | 7,984 | D |
| | GoldHill Rd to Thompson Hill | 2-Lane Rural Minor Arterial | 4,860 | D | 207 | 4.3% | 5,067 | D |
| | Thompson Hill to Bassi Rd | 2-Lane Rural Minor Arterial | 4,985 | E | 207 | 4.2% | 5,192 | E |
| | Bassi Rd to SR 49 | 2-Lane Rural Minor Arterial | 4,985 | E | 207 | 4.2% | 5,192 | E |
| **MOTHER LODE DR.** | | | | | | | | |
| | Greenstone to Pleasant Vly Rd | 2-Lane Rural Major Collector | 10,001 | E | 279 | 2.8% | 10,280 | E |
| **NORTH SHINGLE RD.** | | | | | | | | |
| | US 50 to Ponderosa | 2-Lane Urban Minor Arterial | 7,440 | E | 208 | 2.8% | 7,648 | E |
| **OLD FRENCHTOWN RD.** | | | | | | | | |
| | French Crk to Mother Lode Dr | 2-Lane Rural Minor Collector | 1,301 | B | 28 | 2.2% | 1,329 | B |
| **OXFORD RD** | | | | | | | | |
| | Cambrdige Rd to Cameron Park Dr. | 2-Lane Urban Collector | 3,609 | D | 85 | 2.4% | 3,694 | D |
| **PLEASANT VALLEY RD.** | | | | | | | | |
| | Mother Lode Dr to El Dorado Rd | 2-Lane Rural Minor Arterial | 8,045 | D | 250 | 3.1% | 8,295 | D |
| | El Dorado Rd to SR 49 | 2-Lane Rural Minor Arterial | 9,680 | E | 243 | 2.5% | 9,923 | E |
| **SR 49** | | | | | | | | |
| | County Line to Sandridge | 2-Lane Rural Highway | 5,600 | C | 146 | 2.6% | 5,746 | C |
| | Sandridge to Pleasant Valley Rd. | 2-Lane Rural Highway | 7,900 | E | 189 | 2.4% | 8,089 | E |
| | US 50 to SR 193 (N) | 2-Lane Rural Highway | 5,000 | E | 152 | 3.0% | 5,152 | E |
| | SR 193 (N) to Gold Hill | 2-Lane Rural Highway | 3,900 | D | 108 | 2.8% | 4,008 | D |
| | Gold Hill Rd to Cold Springs | 2-Lane Rural Highway | 1,800 | C | 101 | 5.6% | 1,901 | C |
| | Cold Springs to Lotus Rd | 2-Lane Rural Highway | 1,800 | C | 112 | 6.2% | 1,912 | C |
| | Lotus Rd to Marshall Rd. | 2-Lane Rural Highway | 4,300 | C | 235 | 5.5% | 4,535 | C |
| | Marshall to Salmon Falls Rd | 2-Lane Rural Highway | 2,750 | B | 203 | 7.4% | 2,953 | B |
| | Salmon Falls Rd to SR 193 | 2-Lane Rural Highway | 2,750 | D | 198 | 7.2% | 2,948 | D |

Note: Existing daily volumes based primarily on El Dorado County Department of Transportation's "*2000 Traffic Count Annual Summary.*" Exceptions include Buckeye Road and Larsen Road which were derived from the 1999 version of the "*El Dorado County Travel Demand Forecasting Model,*" and SR-49 which were obtained from "*2000 Caltrans Traffic Volume on California State Highways*" data as included on Caltrans' web site.

A local roadway is assumed to be significantly impacted by the project if it meets any of the following criteria:

a) Degrading from acceptable LOS (A,B or C) without the project to an unacceptable LOS (D,E or F) with the project
b) Degrading from unacceptable LOS D without project to unacceptable LOS E with the project, when the cumulative LOS is D or better (as defined within the 2015 CIP)
c) Degrading from unacceptable LOS D without project to unacceptable LOS F with project
d) Degrading from unacceptable LOS E without project to unacceptable LOS F with the project
e) Unacceptable LOS F both without and with the project

**Table 28b** provides a summary of the portion of US-50 within El Dorado County along which the project is projected to increase existing traffic volumes by 2% or more (with the exception of US-50 between East Shingle Springs Drive and Greenstone Road, which is analyzed elsewhere for peak hour conditions). Traffic volumes east of Greenstone Road are not expected to increase by 2% or more. The table also shows the resulting level of service along the roadway using capacities as established within spreadsheets associated with the El Dorado County model.

Impacts along US-50 from the Sacramento/El Dorado County line to east of the project site are based on the concept level of service "E", established within *Caltrans' State Route 50 Transportation Concept Report* and additional information provided by Caltrans. Thus LOS F is considered an unacceptable level of service for US-50.

**Table 28b**
**Existing Local Roadway (US-50) Impact Summary**
**(Existing + Project Volumes 2% over Existing)**

| | | | Existing | | Project | | Existing + Project | |
|---|---|---|---|---|---|---|---|---|
| Road | Segment | Geometry/Classification | Daily Vol | LOS | Daily Vol | % Inc | Daily Vol | LOS |
| US HIGHWAY 50 | | | | | | | | |
| | County Line to EDHB/Latrobe | 4-Lane Freeway | 70,000 | D | 4,235 | 6.1% | 74,235 | D |
| | EDHB/Latrobe to Bass Lake Rd | 4-Lane Freeway | 62,000 | D | 4,377 | 7.1% | 66,377 | D |
| | Bass Lake Rd to Cambridge Rd | 4-Lane Freeway | 56,000 | C | 4,397 | 7.9% | 60,397 | C |
| | Cambridge Rd to Cameron Pk Dr | 4-Lane Freeway | 55,000 | C | 4,439 | 8.1% | 59,439 | C |
| | Cameron Pk Dr to Shingle Springs | 4-Lane Freeway | 57,000 | C | 4,607 | 8.1% | 61,607 | C |
| | Shingle Springs to E. Shingle Spr | 4-Lane Freeway | 43,000 | B | 4,807 | 11.2% | 47,807 | C |
| | E. Shingle Spr to New Interchange | 4-Lane Freeway | 43,000 | B | 4,856 | 11.3% | 47,856 | C |

Note: Existing daily volumes for US-50 from "*2000 Caltrans Traffic Volume on California State Highways*" data as included on Caltrans' web site.

Based on the methodology and impact analysis criteria established above, the proposed project was found to not significantly impact any of the local roadways and highways (including US-50, SR-49, and SR-193) for existing conditions on an average weekday. Therefore, this is considered a ***less-than-significant impact.***

### AC Diamond Alternative (tight diamond)

Impacts associated with Alternative AC are identical to those identified above for Alternative AB. Based on the methodology and impact analysis criteria established above, the proposed project was found to not significantly impact any of the local roadways and highways (including US-50, SR-49, and SR-193) for existing conditions on an average weekday. Therefore, this is considered a ***less-than-significant impact***.

## DIRECT IMPACT 5. CUMULATIVE PLUS PROJECT- RAMP MERGE/DIVERGE OPERATIONS

**Development of the project would create new merge/diverge lanes along US-50 at newly created interchange ramps, thereby increasing peak hour congestion along US-50 between East Shingle Springs Road and Greenstone Road.**

### AA No Project Alternative

There would be ***no impact*** associated with the No Project Alternative.

### AB Flyover Alternative

As described in the methodology section, freeway ramp merge/diverge analysis were analyzed two different ways to provide for a comparative analysis, and to account for the various alternatives which are currently being proposed. The first method of analysis calculates ramp merge/diverge operations for rolling terrain, and does not take into account the specific grades and grade lengths; whereas the second method uses actual specific grades and grade lengths of the freeway leading up to the ramp, and along the ramp itself.

For detailed analysis which takes into account the specific grade and grade lengths of the freeway and ramp in establishing ramp merge/diverge operations, the grade length is calculated by taking the straight portion of the grade leading to (and perhaps continuing past) the ramp juncture point, and adding to this value ¼ of the vertical curves at both the beginning and end of the grade. By calculating the specific grade and grade length along the freeway in this manner, minor differences in the location of the ramp juncture points for each alternative do not change the length of the grade.

Although level of service analysis as included within HCS (Highway Capacity Software) also provides for the input of specific ramp grade and length, this data is negligible in terms of the analysis unless the volume along the ramp approaches the capacity of the ramp. Within the analyses included within this report, it was found that the specific grade and length of the ramps itself were negligible in terms of the level of service of the ramp merge/diverge.

As discussed in the methodology section, freeway ramp merge/diverge analysis also provides for the consideration of interference to traffic flow and capacity based on the location of adjacent freeway ramps, and the traffic volumes to and from them. For 4-lane freeway merge/diverge analysis, the length to the adjacent ramp and the volume on the adjacent ramp does not impact the result in anyway since the equation used to calculate level of service does not include this

variable. Thus, although a distance to the adjacent ramp may be provided within 4-lane merge/diverge analysis included within the appendix, the value is irrelevant in terms of the level of service calculation.

A free flow speed of 48 kph (30 mph) was used for both project alternatives. This default value was used to approximate the design speed of 80 kph (50 mph) at inlet and exit noses of the ramps associated with Alternative AB, and 45 kph (28 mph) along the remainder of ramp.

Ramp merge/diverge analyses are performed only along the peak direction of travel for weekday peak hour conditions, which is along the westbound direction during the AM peak hour, and the eastbound direction during the PM peak hour. Ramp merge/diverge analyses are performed along both directions of travel for the Saturday peak hour. Analyses were not performed along the non-peak direction of travel following consultation and approval of Caltrans personnel.

**Table 29a** provides a summary of cumulative freeway merge/diverge operations along the existing 4-lane freeway for all three peak hour scenarios following the completion of the proposed interchange and proposed hotel/casino. The ramp merge/diverge level of service is applicable to all three scenarios, and uses "rolling terrain" to establish levels of service. The levels of service depicted are based on minimum acceleration/deceleration lengths of 250 ft. (76 meters).

**Table 29a**
**Cumulative plus Project**
**Freeway Ramp Level of Service (Rolling Terrain)[1]**

| | Level of Service | | |
|---|---|---|---|
| | **AM Peak Hour** | **PM Peak Hour** | **Saturday Peak Hour** |
| EB off-ramp | ------ | [redacted] | [redacted] |
| EB on-ramp | ------ | E | E |
| WB off-ramp | [redacted] | ------ | D |
| WB on-ramp | E | ------ | E |

Notes:
Length of deceleration and acceleration lanes assumed to be 250 ft.(76 meters).
(1) Level of service calculated using generalized "rolling" terrain instead of exact specific grade/length.
(2) LOS D is the target level of service for freeway diverge analysis, thus LOS E is unacceptable for off-ramp operations. LOS E is the target level of service for freeway mainline and merge (on-ramp) analyses.
[redacted]

As the above table shows, both the eastbound and westbound on ramps are projected to operate acceptably along a 4-lane facility during all three peak hours. However, the eastbound off-ramp is projected to operate unacceptably at LOS F during the weekday PM peak hour and Saturday peak hour, and the westbound off-ramp is projected to operate unacceptably at LOS E during the AM peak hour. The principal reason for these deficient operations is the LOS F operation along the freeway mainline which results in unacceptable levels of service at the ramp merge/diverge region.

**Table 29b** provides a similar summary of cumulative freeway merge/diverge operations, but is based on the use of the specific grade and grade length along the freeway. As previously described, it has been determined that the levels of service reported are the same for both alternatives. Again, the levels of service depicted are based on minimum acceleration/deceleration lengths of 250 ft.(76 meters).

**Table 29b**
**Cumulative plus Project**
**Freeway Ramp Level of Service (Specific Grade/Length)[1]**

| | Specific Grade | Specific Length (ft) | Level of Service AM Peak Hour | PM Peak Hour | Saturday Peak Hour |
|---|---|---|---|---|---|
| EB off-ramp | +4.38 | 2,525 | ------ | [redacted] | [redacted] |
| EB on-ramp | +2.28 | 1,150 | ------ | E | D |
| WB off-ramp | -2.28 | 1,150 | D | ------ | D |
| WB on-ramp | -4.38 | 2,525 | D | ------ | D |

Notes:
Length of deceleration and acceleration lanes assumed to be 250 ft.(76 meters).
(1) Level of service calculated using exact specific grade/length instead of generalized "rolling" terrain.
[redacted]

As the above table shows, some levels of services are shown to be slightly improved when compared to levels of service calculated when using "rolling" terrain instead of actual specific grades and grade lengths. Specifically, the westbound off-ramp is found to operate acceptably at LOS D for all peak hour scenarios, whereas both on-ramps are projected to operate acceptably at LOS E or better. Therefore, these are considered as ***less-than-significant impacts***.

Using minimum acceleration/deceleration lengths of 250 ft. (76 meters) along a 4-lane facility, the eastbound off-ramp would continue to operate unacceptably at LOS F for cumulative conditions during both the weekday PM peak hour and Saturday peak hour.

The possibility of obtaining improved LOS by extending the deceleration lane leading from the eastbound off-ramp was investigated. The ramp will continue to operate unacceptably regardless of the length of the deceleration lane due to the high volumes and weaving along the freeway which exceeds capacity. This is considered a ***significant impact***.

New Eastbound Auxiliary Lane

To provide acceptable level of service for the ramp diverge area of the eastbound off-ramp, it would be necessary to provide an eastbound auxiliary lane between the eastbound East Shingle Springs Drive on-ramp and the eastbound off-ramp to the Rancheria. The provision of this auxiliary lane would result in acceptable LOS D or better operation for the eastbound off-ramp during all three peak hour scenarios during the cumulative year.

Two different methodologies were utilized to analyze level of service operations for the weaving zone created by a new auxiliary lane; (1) methodologies as included within Caltrans' *Highway Design Manual*; and (2) methodologies described in the *1997 Highway Capacity Manual*. The first

methodology, which is the methodology preferred by Caltrans, is described within Section 504.12 – Weaving Sections of the Caltrans' *Highway Design Manual.* The Highway Design Manual states that "a rough rule of thumb for length of a weaving section is one foot of length per weaving vehicle." For Cumulative plus Project conditions it is projected that eastbound US-50 would experience approximately 900 weaving vehicles during the Saturday peak hour, and 742 weaving vehicles during the weekday PM peak hour. In both cases, the weaving volumes would indicate the need for a weaving section of less than 1000 ft using the rule-of-thumb methodology. The weaving section length of approximately 2,500 ft. far exceed this.

A more detailed weaving analysis methodology is also included within the Caltrans' *Highway Design Manual* utilizing the nomograph depicted in Figure 504.7A. Although the nomograph can be used to determine the necessary weaving section length, it is intended more for design purposes. The output of the nomograph describes necessary weaving section length and number of lanes for given traffic volumes and a desired level of service. However, the nomograph can also be used to test proposed design and traffic volume characteristics, and determine if these result in an acceptable level of service, which was done for this analysis.

Using the nomograph, it was determined that the weaving section would operate at LOS D or better for all peak hour scenarios provided the weaving section was at least 175 meters long (approximately 575 ft.) and included three lanes.

Caltrans weaving analysis methodologies were supplemented by methodologies described in Chapter 4 of the *1997 Highway Capacity Manual,* which were analyzed using Highway Capacity Software (HCS). As discussed earlier, Chapter 4 methodologies are appropriate for weaving sections less than 2,500 ft. in length; whereas Chapter 5 ramp merge/diverge methodologies are considered more appropriate for weaving sections greater than 2,500 ft. in length. However, for this study, Chapter 4 methodologies were used to analyze weaving along the eastbound lanes preceding the new interchange's eastbound off-ramp for both alternatives.

For Alternative AB, the exact weaving length between the eastbound East Shingle Springs Drive on-ramp and the eastbound off-ramp to the Rancheria, as defined by Caltrans' *Highway Design Manual*, is 2,597 ft (791.5 meters)

For *1997 Highway Capacity Manual* weaving analysis, the weaving zone lengths are slightly longer due to a different definition of where the zone is said to begin and end relative to the freeway ramp gore points. Although the weaving length of the eastbound freeway segment upstream of the new off-ramp is technically within a few hundred feet over the 2,500 ft. threshold, the methodologies were still used to provide a worst case analysis.

Using HCM methodologies it was determined the 3-lane weaving section (which includes an eastbound auxiliary lane between the eastbound East Shingle Springs Drive on-ramp and the eastbound off-ramp to the Rancheria) would operate at an acceptable LOS D or better operation during all three peak hour scenarios during the cumulative year.

**Figure 7** provides a summary of Cumulative plus Project ramp volumes and necessary improvements to provide acceptable ramp merge/diverge levels of service for a 4-lane freeway.

Figure 7

Ramp merge/diverge levels of service are calculated using specific freeway grade and grade length.

Detailed ramp merge/diverge analysis using both "rolling" terrain and specific grades and lengths for a 4-lane facility are provided in **Appendix F**; while analysis for the weaving section created by the provision of an eastbound auxiliary lane are provided in **Appendix G**.

### AC Diamond Alternative (tight diamond)

Impacts associated with Alternative AC are identical to those identified above for Alternative AB.

Because of the methodology used to calculate the specific grade and grade length along the freeway, minor differences in the location of the ramp juncture points for each alternative do not change the length of the grade. Therefore, the specific grade and length of the ramps itself were negligible in terms of the level of service of the ramp merge/diverge, and the same specific grade and grade length along the freeway are applicable to analyses for both alternatives. To verify, a detailed analysis was performed for Alternative AB, and a trial and error input of the other possible input values for the Alternative AC was performed. This trial and error input included the ramp lengths, grades and volumes for Alternative AC, as well as extreme ramp lengths, grades and volumes outside the range of possibilities for Alternative AC. This trial and error analysis confirmed that the merge/diverge levels of service for the all alternatives and peak hour scenarios correspond to those calculated for Alternative AB. Therefore, for analyses which provide for the input of specific grades and grade lengths, the same values are used for both alternatives since the input for each result in exactly the same level of service results.

A free flow speed of 48 kph (30 mph) was used for both project alternatives. This default value was used to approximate the design speed of 80 kph (50 mph) at inlet and exit noses of the ramps associated with both alternatives, and 40 kph (25 mph) along the remainder of the ramp associated specifically with Alternative AC.

As the applicable tables for Alternative AB show, the westbound off-ramp is found to operate acceptably at LOS D for all peak hour scenarios, whereas both on-ramps are projected to operate acceptably at LOS E or better. Therefore, these are considered as ***less-than-significant impacts***.

Using minimum acceleration/deceleration lengths of 250 ft. (76 meters) along a 4-lane facility, the eastbound off-ramp would operate unacceptably at LOS F for cumulative conditions during both the weekday PM peak hour and Saturday peak hour. The ramp will continue to operate unacceptably regardless of the length of the deceleration lane due to the high volumes and weaving along the freeway which exceeds capacity. This is considered a ***significant impact***.

<u>New Eastbound Auxiliary Lane</u>

As was recommended for Alternative AB, to provide acceptable level of service for the ramp diverge area of the eastbound off-ramp, it would be necessary to provide an eastbound auxiliary lane between the eastbound East Shingle Springs Drive on-ramp and the eastbound off-ramp to the Rancheria. The provision of this auxiliary lane would result in acceptable LOS D or better

operation for the eastbound off-ramp during all three peak hour scenarios during the cumulative year.

For Alternative AC, the exact weaving length between the eastbound East Shingle Springs Drive on-ramp and the eastbound off-ramp to the Rancheria, as defined by Caltrans' *Highway Design Manual*, is 2,787 ft (849.5 meters)

Using HCM methodologies it was determined the 3-lane weaving section (which includes an eastbound auxiliary lane between the eastbound East Shingle Springs Drive on-ramp and the eastbound off-ramp to the Rancheria) would operate at an acceptable LOS D or better operation during all three peak hour scenarios during the cumulative year.

### ***MEASURES TO MINIMIZE IMPACT***

**AB Flyover Alternative**

Provide an eastbound auxiliary lane between the eastbound East Shingle Springs Drive on-ramp and the eastbound off-ramp to the Rancheria. The provision of this auxiliary lane would result in acceptable LOS D or better operation for the eastbound off-ramp during all three peak hour scenarios during the cumulative year.

**AC Diamond Alternative (tight diamond)**

Provide an eastbound auxiliary lane between the eastbound East Shingle Springs Drive on-ramp and the eastbound off-ramp to the Rancheria. The provision of this auxiliary lane would result in acceptable LOS D or better operation for the eastbound off-ramp during all three peak hour scenarios during the cumulative year.

## ***DIRECT IMPACT 6. CUMULATIVE PLUS PROJECT- PEAK HR FREEWAY MAINLINE OPERATIONS***

**Development of the project would increase peak hour congestion along US-50 between East Shingle Springs Road and Greenstone Road.**

**AA No Project Alternative**

There would be ***no impact*** associated with the No Project Alternative.

**AB Flyover Alternative**

**Table 30** shows the freeway mainline operations along the existing 4-lane freeway for all three peak hour scenarios during the cumulative year 2025 following the completion of the proposed interchange and proposed hotel/casino.

**Table 30**
**Cumulative Plus Project (4-lanes)**
**Peak Hour Freeway Mainline Level of Service**

| Freeway Segment | Freeway Level of Service[1] | | | | | |
|---|---|---|---|---|---|---|
| | Cumulative (no project) | | | Cumulative plus Project | | |
| | AM Pk Hr | PM Pk Hr | Sat Pk Hr | AM Pk Hr | PM Pk Hr | Sat Pk Hr |
| EB US-50 (btwn E. Shingle Springs & Rancheria) | D | E | E | D | [redacted] | E |
| EB US-50 (btwn Rancheria & Greenstone) | D | E | E | D | E | E |
| WB US-50 (btwn Greenstone & Rancheria) | E | D | D | E | D | E |
| WB US-50 (btwn Rancheria & E. Shingle Springs) | E | D | D | E | D | E |

Notes:
(1) Free Flow speed varies - "Ideal" Free Flow Speed of 65 mph adjusted to account for specific hwy geometry.
[redacted]

As the above table shows, the freeway is projected to operate acceptably at LOS E or better for both east and west of the proposed interchange along both directions during AM and Saturday peak hour conditions. During the PM peak hour, the freeway is projected to operate acceptably at LOS E or better both east and west of the proposed interchange along the westbound direction, and east of the proposed interchange along the eastbound direction. Therefore, these are considered ***less-than-significant impacts.***

However, the freeway is projected to operate unacceptably at LOS F west of the proposed interchange along the eastbound direction during the PM peak hour. Therefore, this is considered a ***significant impact.***

**Figure 7** provides a summary of Cumulative plus Project freeway volumes and levels of service for a 4-lane freeway.

Detailed analysis data for a 4-lane freeway segment is provided in **Appendix H.**

### AC Diamond Alternative (tight diamond)

Impacts associated with Alternative AC are identical to those identified above for Alternative AB.

As the above table shows, the freeway is projected to operate acceptably at LOS E or better for both east and west of the proposed interchange along both directions during AM and Saturday peak hour conditions. During the PM peak hour, the freeway is projected to operate acceptably at LOS E or better both east and west of the proposed interchange along the westbound direction,

and east of the proposed interchange along the eastbound direction. Therefore, these are considered ***less-than-significant impacts***.

However, the freeway is projected to operate unacceptably at LOS F west of the proposed interchange along the eastbound direction during the PM peak hour. Therefore, this is considered a ***significant impact***.

### MEASURES TO MINIMIZE IMPACT

**AB Flyover Alternative**

Provide an eastbound auxiliary lane between the eastbound East Shingle Springs Drive on-ramp and the eastbound off-ramp to the Rancheria. The provision of this auxiliary lane would result in acceptable LOS D or better operation along the 3-lane weaving section (which includes an eastbound auxiliary lane between the eastbound East Shingle Springs Drive on-ramp and the eastbound off-ramp to the Rancheria) during all three peak hour scenarios during the cumulative year.

**AC Diamond Alternative (tight diamond)**

Provide an eastbound auxiliary lane between the eastbound East Shingle Springs Drive on-ramp and the eastbound off-ramp to the Rancheria. The provision of this auxiliary lane would result in acceptable LOS D or better operation along the 3-lane weaving section (which includes an eastbound auxiliary lane between the eastbound East Shingle Springs Drive on-ramp and the eastbound off-ramp to the Rancheria) during all three peak hour scenarios during the cumulative year.

## DIRECT IMPACT 7. CUMULATIVE PLUS PROJECT- INTERCHANGE INTERSECTION OPERATIONS

**Development of the project would create two new intersections within the newly created interchange, each of which would experience newly created delays.**

**AA No Project Alternative**

There would be ***no impact*** associated with the no project alternative

**AB Flyover Alternative**

Since there are no intersections associated with the Flyover Alternative, there would be ***no impact*** associated with the Flyover Alternative.

## AC Diamond Alternative (tight diamond)

Interchange operations are analyzed only for Alternative AC, since the modified trumpet design of Alternative AB contains no intersections to analyze. If constructed as a diamond interchange as proposed for Alternative AC, the interchange would include two intersections.

Unsignalized Intersection Analysis

**Table 31a** provides a summary of cumulative plus project intersection operations following the completion of the interchange and casino/hotel for unsignalized intersections.

**Table 31a**
**Cumulative plus Project**
**Unsignalized Level of Service**

| Intersection | AM Peak Hour LOS | AM Peak Hour delay (sec) | PM Peak Hour LOS | PM Peak Hour delay (sec) | Saturday Peak Hour LOS | Saturday Peak Hour delay (sec) |
|---|---|---|---|---|---|---|
| New Shingle Springs Rancheria Road / WB ramps | A | (1.3) | A | (1.0) | A | (1.2) |
| New Shingle Springs Rancheria Road / EB ramps | B | (5.5) | C | (12.0) | [redacted] | |

Notes:
Applicable only for Alternative AC since Alternative AB includes no intersections.
Delay for unsignalized intersections based on overall average vehicle delay.

[redacted]

As the above table shows, the eastbound ramp intersection would not operate at an acceptable level of service as an unsignalized intersection.

Signalized Intersection Analysis

Both of the intersections would meet Caltrans signal warrants for rural conditions, although the westbound ramps are warranted only for weekday PM peak hour and Saturday peak hour conditions, and the eastbound ramps are warranted only for Saturday peak hour conditions. It is thus recommended that at a minimum the eastbound ramp intersection be signalized as part of the interchange construction. Although not necessary to provide acceptable level of service operation, it is also recommended that the westbound ramp intersection also be signalized to provide efficient operation.

**Table 31b** below shows the level of service for the two intersections following signalization for cumulative conditions.

**Table 31b**
**Cumulative plus Project**
**Signalized Level of Service**

| Intersection | AM Peak Hour LOS | AM Peak Hour delay (sec) | PM Peak Hour LOS | PM Peak Hour delay (sec) | Saturday Peak Hour LOS | Saturday Peak Hour delay (sec) |
|---|---|---|---|---|---|---|
| New Shingle Springs Rancheria Road / WB ramps | A | (3.4) | A | (3.6) | B | (7.0) |
| New Shingle Springs Rancheria Road / EB ramps | B | (8.3) | B | (6.8) | B | (8.4) |

Notes:
Applicable only for Alternative AC since Alternative AB includes no intersections.

The signalized analysis was conducted using SYNCHRO software, which considered the effects of each of the two intersections upon each other.

Detailed analysis data for both unsignalized and signalized intersections, as well as a signal warrant worksheet, are provided in **Appendix I**.

Interchange Queuing Analysis

Using the SYNCHRO software analysis described previously, the queuing along each of the intersection approaches were analyzed. **Table 32** summarizes the queuing which would occur along each of the intersection approaches for cumulative conditions following the completion of the interchange project for signalized intersections.

As the below shows, the queuing capacity for each of the approaches is expected to easily accommodate the projected queues for each of the cumulative peak hour scenarios for Alternative AC, with the exception of the southbound approach to the eastbound ramp intersection during Saturday peak hour conditions. Although the queue capacity is adequate for more than 50% of the Saturday peak hours (as shown by the $50^{th}$ percentile queue), it would exceed the link capacity between the westbound and eastbound ramps during at least 5% of the Saturday peak hours (as shown by the $95^{th}$ percentile queue). Even then, the excess queue would amount only to a single vehicle. This excess queue would in effect stretch through the westbound ramp intersection to the section of the new roadway north of the interchange. If signalized and coordinated with the signal for the eastbound ramps, the signal timing coordination could ensure that the eastbound ramp intersection would provide additional or offset green time to clear the westbound intersection. Additionally, even in a worse case scenario where traffic did extend through the westbound ramp intersection, these vehicles would not block any of the predominate movements through the intersection, since the other movements are associated primarily with southbound rights and westbound off-ramp right turns to the Rancheria.

**Table 32**
**Cumulative plus Project**
**Intersection Queuing for Signalized Intersections**

| Movement | Available Queue Capacity (ft) | AM Peak Hour Queue (ft) 50th Percentile | AM Peak Hour Queue (ft) 95th Percentile | PM Peak Hour Queue (ft) 50th Percentile | PM Peak Hour Queue (ft) 95th Percentile | Saturday Peak Hour Queue (ft) 50th Percentile | Saturday Peak Hour Queue (ft) 95th Percentile |
|---|---|---|---|---|---|---|---|
| ***New Project Access / Westbound US-50 Ramps*** | | | | | | | |
| NB | 163 | 0 | 0 | 0 | 0 | 0 | 0 |
| SB Thru | 760+ | 8 | 28 | 25 | 65 | 46 | 91 |
| SB Right | 760+ | 21 | 59 | 53 | 133 | 134 | 340 |
| WB | 1,275 | 56 | 93 | 54 | 94 | 70 | 131 |
| ***New Project Access / Eastbound US-50 Ramps*** | | | | | | | |
| SB | 163 | 18 | 46 | 50 | 117 | 87 | **174 [11]** |
| EB | 983 | 92 | 140 | 125 | 172 | 134 | 216 |

Notes:

[redacted]

The only movements which would potentially be blocked would be associated with vehicles which intended to use the interchange to reverse their direction of travel along US-50. If the interchange were congested, it is doubtful anyone would negotiate this movement at this particular interchange.

Detailed queuing analysis is included within **Appendix I.**

Recommended Interchange Intersection Design

To summarize, it is recommended that the two newly created intersections be signalized, and that the signals be coordinated to assure that queues would not develop which would block the westbound ramp intersection. Therefore, this is considered a ***less-than-significant impact.***

## *DIRECT IMPACT 8. CUMULATIVE PLUS PROJECT- RAMP METERING*

**Development of the project would create two new on-ramps, which would increase congestion along US-50 during periods when on-ramps experience high volumes warranting ramp metering.**

### AA No Project Alternative

There would be ***no impact*** associated with the no project alternative

### AB Flyover Alternative

Ramp metering analysis was performed for 2010 conditions along the proposed eastbound and westbound on-ramps using analysis methodologies as described within Caltrans' *Ramp Meter Design Manual, 2000*. The analysis assumes that the proposed on-ramps would be metered in the cumulative condition. However, it should be noted that ramp metering is not proposed as part of the interchange project, or in any 20-year Transportation System Management Plans. The analysis was performed to insure that there is proper storage available on the ramps for expected queues, should metering be implemented. This was determined by investigating whether the minimum metering rate permitted by Caltrans can accommodate maximum vehicle queues within the available storage length of the on-ramps.

In performing this analysis, metered single-lane entrance ramps were considered for the on-ramps.

The peak hour volume for the Saturday conditions was used as a worst case condition since the volumes along the ramps are highest compared to other peak hour periods. The ramp storage length was determined by measuring the length directly from the design layout of the new interchange. Also, minimum vehicle spacing of 9 meters (29.5 ft) was used in considering storage length on metered ramps.

**Table 33** provides a summary of the ramp metering conditions along the new on-ramps for Saturday peak hour conditions. Saturday peak hour conditions is when traffic volumes along the new on-ramps would be heaviest. The table shows that the ramp metering at the proposed on-ramps would operate without the queue exceeding the storage length if metering rates were as provided.

**Table 33**
**Ramp Metering**

| On-Ramp | Storage Length | Storage Vehicles | Peak Hour Volumes | Metering Rate (vph) |
|---|---|---|---|---|
| Westbound on-ramp | 472 ft (144 meters) | 16 | 615 | 600 |
| Eastbound on-ramp | 640 ft (195 meters) | 22 | 305 | 285 |

Provided the recommended metering rates are provided, this is considered a ***less-than-significant impact.***

### AC Diamond Alternative (tight diamond)

Impacts associated with Alternative AC are identical to those identified above for Alternative AB. Provided the recommended metering rates are provided, this is considered a ***less-than-significant impact.***

## DIRECT IMPACT 9. CUMULATIVE PLUS PROJECT- LOCAL ROADS ANALYSIS

**Development of the project would add traffic to local roadways within El Dorado County.**

### AA No Project Alternative

There would be ***no impact*** associated with the no project alternative

### AB Flyover Alternative

**Table 34a** provides a summary of all of the local roadway and highway segments within El Dorado County along which the project is projected to increase existing traffic volumes by 2% or more. The table also shows the resulting level of service along the roadway using capacities as established within spreadsheets associated with the El Dorado County model.

Roadway geometries, and corresponding capacities, for cumulative conditions are based on the roadway network geometries included within the 2022 CIP (Capitol Improvement Program) data network files contained with the 1999 El Dorado County travel demand model.

A local roadway is assumed to be significantly impacted by the project if it meets any of the following criteria:

a) Degrading from acceptable LOS (A,B or C) without the project to an unacceptable LOS (D,E or F) with the project
b) Degrading from unacceptable LOS D without project to unacceptable LOS E with the project, when the cumulative LOS is D or better (as defined within the 2015 CIP)
c) Degrading from unacceptable LOS D without project to unacceptable LOS F with project
d) Degrading from unacceptable LOS E w/out project to unacceptable LOS F with project
e) Unacceptable LOS F both without and with the project

**Table 34b** provides a summary of the portion of US-50 within El Dorado County along which the project is projected to increase existing traffic volumes by 2% or more (with the exception of US-50 between East Shingle Springs Drive and Greenstone Road, which is analyzed elsewhere for peak hour conditions). Traffic volumes east of Greenstone Road are not projected to increase by 2% or more. The table also shows the resulting level of service along the roadway using capacities as established within spreadsheets associated with the El Dorado County model.

Based on the methodology and impact analysis criteria established above, the proposed project was found to not significantly impact any of the local roadways and highways (including SR-49 and SR-193, but excluding US-50) for cumulative conditions on an average weekday. Therefore, this is considered a ***less-than-significant impact***.

Impacts along US-50 from the Sacramento/El Dorado County line to east of the project site are based on the concept level of service "E", established within *Caltrans' State Route 50 Transportation Concept Report* and additional information provided by Caltrans. Thus LOS F is considered an unacceptable level of service for US-50.

## Table 34a
## Cumulative Local Roadway Impact Summary
## (Cumulative + Project Volumes 2% over Cumulative No Project)

| Road / Segment | Geometry/Classification | Cumulative Daily Vol | Cumulative LOS | Project Daily Vol | Project % Inc | Cumulative + Project Daily Vol | Cumulative + Project LOS |
|---|---|---|---|---|---|---|---|
| **BIG CUT RD** | | | | | | | |
| Benham St to Quarry Rd | 2-Lane Rural Local Rd | 1,388 | B | 28 | 2.0% | 1,416 | B |
| **BUCKEYE RD** | | | | | | | |
| E. Shingle Springs to Mother Lode Rd (W) | 2-Lane Rural Local Rd | 469 | B | 59 | 12.6% | 528 | B |
| **GREENSTONE RD.** | | | | | | | |
| Mother Lode to US 50 | 2-Lane Rural Minor Collector | 922 | B | 322 | 34.9% | 1,244 | B |
| US 50 to Green Vly Rd | 2-Lane Rural Minor Collector | 3,784 | B | 268 | 7.1% | 4,052 | B |
| **GREEN VALLEY RD.** | | | | | | | |
| Lotus Rd to Greenstone | 4-Lane Divided Urban Minor Arterial (Upgraded) | 4,308 | A | 238 | 5.5% | 4,546 | A |
| **LARSEN RD** | | | | | | | |
| Barkley Rd to North Canyon Rd | 2-Lane Rural Local Rd | 618 | B | 21 | 3.4% | 639 | B |
| **LOTUS RD.** | | | | | | | |
| Green Vly Rd to GoldHill Rd | 2-Lane Rural Minor Arterial | 9,077 | D | 224 | 2.5% | 9,301 | D |
| GoldHill Rd to Thompson Hill | 2-Lane Rural Minor Arterial | 6,360 | C | 207 | 3.3% | 6,567 | C |
| Thompson Hill to Bassi Rd | 2-Lane Rural Minor Arterial | 6,360 | E | 207 | 3.3% | 6,567 | E |
| Bassi Rd to SR 49 | 2-Lane Rural Minor Arterial | 6,360 | E | 207 | 3.3% | 6,567 | E |
| **MISSOURI FLAT RD.** | | | | | | | |
| MO Flat Conn to Pleasant Valley Rd | 2-Lane Rural Minor Arterial | 8,236 | D | 184 | 2.2% | 8,420 | D |
| **MOTHER LODE DR.** | | | | | | | |
| Greenstone to Pleasant Vly Rd | 2-Lane Rural Major Collector | 11,372 | E | 279 | 2.5% | 11,651 | E |
| **PLEASANT VALLEY RD.** | | | | | | | |
| Mother Lode Dr to El Dorado Rd | 2-Lane Rural Minor Arterial | 9,166 | E | 250 | 2.7% | 9,416 | E |
| El Dorado Rd to SR 49 | 2-Lane Rural Minor Arterial | 11,000 | E | 243 | 2.2% | 11,243 | E |
| **SR 49** | | | | | | | |
| Mo Flat Rd to Pleasant Vly (DS) | 2-Lane Rural Highway | 5,792 | D | 132 | 2.3% | 5,924 | D |
| US 50 to SR 193 (N) | 2-Lane Rural Highway | 6,200 | E | 152 | 2.5% | 6,352 | E |
| SR 193 (N) to Gold Hill | 2-Lane Rural Highway | 4,487 | E | 108 | 2.4% | 4,595 | E |
| Gold Hill Rd to Cold Springs | 2-Lane Rural Highway | 2,362 | C | 101 | 4.3% | 2,463 | C |
| Cold Springs to Lotus Rd | 2-Lane Rural Highway | 3,545 | D | 112 | 3.2% | 3,657 | D |
| Lotus Rd to Marshall Rd. | 2-Lane Rural Highway | 6,026 | C | 235 | 3.9% | 6,261 | C |
| Marshall to Salmon Falls Rd | 2-Lane Rural Highway | 4,509 | B | 203 | 4.5% | 4,712 | B |
| Salmon Falls Rd to SR 193 | 2-Lane Rural Highway | 6,589 | C | 198 | 3.0% | 6,787 | C |

Note: Cumulative daily volumes are 2022 year volumes as reported within the 1999 version of the *"El Dorado County Travel Demand Forecasting Model."*

**Table 34b**
**Cumulative US-50 Impact Summary**
**(Cumulative + Project Volumes 2% over Cumulative No Project)**

| Segment | Geometry/ Classification | Cumulative Daily Vol[1] | Cumulative LOS | Project Daily Vol | Project % Inc | Cumulative + Project Daily Vol | Cumulative + Project LOS | Target LOS E or Better? [2] |
|---|---|---|---|---|---|---|---|---|
| County Line to EDHB/Latrobe | 6-Lane Freeway | [redacted] | | 4,235 | 3.1% | [redacted] | | |
| EDHB/Latrobe to Bass Lake Rd | 6-Lane Freeway | 111,347 | D | 4,377 | 3.9% | 115,724 | E | Yes |
| Bass Lake Rd to Cambridge Rd | 6-Lane Freeway | 98,896 | D | 4,397 | 4.4% | 103,293 | D | Yes |
| Cambridge Rd to Cameron Pk Dr | 6-Lane Freeway | 86,247 | C | 4,439 | 5.1% | 90,686 | C | Yes |
| Cameron Pk Dr to Shingle Springs | 6-Lane Freeway | 72,045 | C | 4,607 | 6.4% | 76,652 | C | Yes |
| Shingle Springs to E. Shingle Spr | 4-Lane Freeway | 63,285 | D | 4,807 | 7.6% | 68,092 | D | Yes |
| E. Shingle Spr to New Interchange | 4-Lane Freeway | 61,690 | C | 4,856 | 7.9% | 66,546 | D | Yes |

Notes:
(1) Cumulative daily volumes are 2022 year volumes as reported within the 1999 version of the "*El Dorado County Travel Demand Forecasting Model,*" with exception of County Line to EDHB/Latrobe which was supplied by Caltrans.
(2) Concept level of service for US-50 is LOS E based on *Caltrans' State Route 50 Transportation Concept Report.*
[redacted]

Based on the methodology and impact analysis criteria established above, the proposed project was found to not significantly impact US-50 within El Dorado County east of El Dorado Hills Boulevard. Therefore, this is considered a ***less-than-significant impact.***

However, as noted, it is anticipated that the section of US-50 between the El Dorado County Line and El Dorado Hills Boulevard will operate at a deficient LOS F operation without the project. The addition of project traffic will add to the projected adverse operation within this section of US-50. To address this incremental cumulative impact, it is recommended that the project participate in a fair share contribution for future master planned improvements as identified by Caltrans and El Dorado County for this section of freeway.

### AC Diamond Alternative (tight diamond)

Impacts associated with Alternative AC are identical to those identified above for Alternative AB.

Based on the methodology and impact analysis criteria established above, the proposed project was found to not significantly impact any of the local roadways and highways (including SR-49 and SR-193, but excluding US-50) for cumulative conditions on an average weekday. Therefore, this is considered a ***less-than-significant impact.***

Based on the methodology and impact analysis criteria established above, the proposed project was found to not significantly impact US-50 within El Dorado County east of El Dorado Hills Boulevard. Therefore, this is considered a ***less-than-significant impact.***

However, as noted, it is anticipated that the section of US-50 between the El Dorado County Line and El Dorado Hills Boulevard will operate at a deficient LOS F operation without the project.

The addition of project traffic will add to the projected adverse operation within this section of US-50. To address this incremental cumulative impact, it is recommended that the project participate in a fair share contribution for future master planned improvements as identified by Caltrans and El Dorado County for this section of freeway.

### MEASURE TO MINIMIZE IMPACT

Pursuant to Section 10.8 of Tribal State Compact, the tribal government will contribute a fair share contribution to future master planned improvements as identified by Caltrans and El Dorado County for the section of US-50 between the El Dorado County Line and El Dorado Hills Boulevard.

### SUMMARY OF DIRECT IMPACTS

This traffic operations analysis shows that the proposed interchange will result in acceptable levels of service along the freeway mainline and at the new ramp merge/diverge areas for Existing Conditions for both alternatives. For Alternative AC, which include new intersections, it is recommended that the new eastbound ramp intersection be signalized for existing conditions to accommodate trips generated by the casino/hotel. Although not necessary to provide acceptable level of service operation, it is also recommended that the westbound ramp intersection also be signalized to provide efficient operation. Both of the intersections would meet Caltrans signal warrants for rural conditions, although the westbound ramps are warranted only for weekday PM peak hour and Saturday peak hour conditions, and the eastbound ramps are warranted only for Saturday peak hour conditions.

The 2010 ramp metering analysis shows that both of the proposed on-ramps can easily accommodate the maximum number of peak hour trips generated by Rancheria and casino/hotel complex with allowable ramp metering rates.

For cumulative conditions, all of the study freeway segments are projected to operate acceptably at LOS E or better during AM and Saturday peak hour conditions. During the PM peak hour, the freeway is projected to operate acceptably at LOS E or better both east and west of the proposed interchange along the westbound direction; and east of the proposed interchange along the eastbound direction. However, the freeway is projected to operate unacceptably at LOS F west of the proposed interchange along the eastbound direction during the PM peak hour. This deficiency would also result in unacceptable levels of service within the ramp diverge area.

The operational problem along eastbound US-50 west of the interchange is due to the concentration of exiting traffic in the outer lane for the eastbound off-ramp. The provision of an auxiliary lane (or an additional mixed flow lane) will mitigate this conditions. It is thus recommended that an auxiliary lane be constructed along eastbound US-50 between the East Shingle Springs Drive on-ramp and the new interchange's eastbound off-ramp. To allow for the eventual widening of the freeway to a 6-lane facility, which Caltrans has stated they eventually plan to do, it is recommended that a third eastbound lane be constructed within the median between East Shingle Springs Drive and the new interchange. Following construction, it is

recommended that traffic in the current #1 lane be transitioned to the newly constructed lane within the median at East Shingle Springs Drive, and that traffic in the current #2 lane be transitioned to the old #1 lane (newly created center lane). East of the eastbound off-ramp of the new interchange, traffic would be transitioned back to the original two lanes. With this new transition, the current #2 lane would be restriped to provide an auxiliary lane between the East Shingle Springs Drive on-ramp and the new interchange's eastbound off-ramp. This alignment would easily accommodate the eventual widening of US-50 to 6-lanes.

The other ramp merge/diverge areas would operate acceptably along a 4-lane US-50 highway provided the westbound ramps provided a minimum of 250 ft. (76 meters) long acceleration/deceleration lanes, and the eastbound on-ramp provided a minimum of 300 ft. (91 meters) long acceleration lane. These recommendations are applicable to both alternatives. A lengthening of the acceleration/deceleration lanes as traffic volumes increase helps to improve the operation and safety of the merge/diverge areas. This improvement is due to the necessity of vehicles to use more of the acceleration/deceleration lane (or "speed-change" lane) to increase or decrease speeds between the freeway and ramp, then would be necessary with lower traffic volumes. When volumes are lower, vehicles are able to use more of the ramp and/or freeway mainline to increase or decrease their speed, but when traffic volumes are high, the need arises to use more of the acceleration/deceleration lane for this purpose, hence an increase in the length is warranted.

The traffic operations analysis within this report is for "typical" peak hour scenarios, even for peak month/seasonal conditions. It is possible that the proposed casino facility will have occasional special events which will result in higher traffic volumes. If special events are planned at the casino facility (or elsewhere within the Rancheria) which will generate traffic volumes than those reported within this analysis, it is recommended that a traffic management plan be established and implemented that will minimize traffic impacts to US-50. This could potentially include, but not necessarily be limited to, parking and traffic control personnel directing traffic, limiting or eliminating conflicting turning movements such as traffic turning left to the eastbound on-ramp, traffic cones to reduce or eliminate weaving and lane changes, etc.

It is anticipated that the section of US-50 between the El Dorado County Line and El Dorado Hills Boulevard will operate at a deficient LOS F operation without the project for daily conditions. The addition of project traffic will add to the projected adverse operation within this section of US-50. Pursuant to Section 10.8 of Tribal State Compact, the tribal government will contribute a fair share contribution to future master planned improvements as identified by Caltrans and El Dorado County for the section of US-50 between the El Dorado County Line and El Dorado Hills Boulevard.

Caltrans personnel have stated that due to uncertainty regarding trip generation and passer-by capture assumptions, the following measures should be taken:

- Loop detectors should be placed on all ramps
- Following completion of the project, traffic volumes should be counted and monitored at the new ramp interchange/intersections, freeway mainline, and driveways to the casinos to determine if future modifications are necessary.

- If possible, a license plate survey may also be needed to determine trip distribution in the area.

However, the trip generation assumptions used within this report are assumed to be conservative. It is expected that time periods where trip generation and conditions described within this report would be rare. The worst case scenario is the situation where crowds greater than those typically anticipated would cause the off-ramps to back up onto the freeway interfering with through traffic. However, this condition is unlikely provided queue detectors are installed for the off-ramp signals, which would provide green lights to off-ramp traffic before it backed up onto the freeway. Since the new roadway leading to the rancheria and casino would provide four lanes of travel, in essence each on-ramp and off-ramp leads to its own lane on the local road system. Thus, there are essentially no negative consequences to the local streets that might be caused by the extra traffic.

The proposed interchange is projected to work as well as it will because it will be comparatively lightly utilized and is custom designed for the anticipated conditions with a comfortable factor of safety.

# APPENDIX F

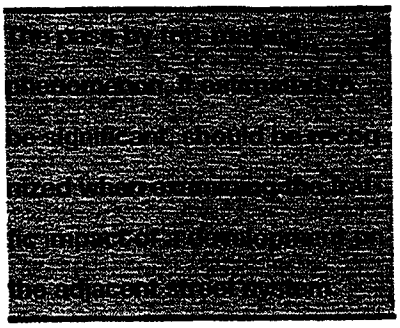
## Pass-By Trips

CHAPTER 5

# Pass-by, Primary, and Diverted Linked Trips

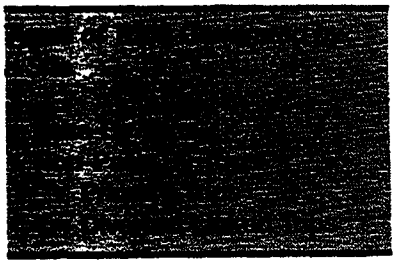
## 5.1 Background

The trip generation rates and equations contained in *Trip Generation* are derived from actual measurements of traffic generated by individual sites. These rates and equations represent vehicles entering and exiting a site at its driveways. Therefore, these volumes are appropriate for determining the total traffic to be accommodated by site driveways.

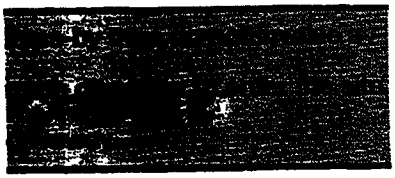


There are instances, however, when the total number of trips generated by a site is different from the amount of new traffic **added** to the street system by the generator. For example, retail-oriented developments such as shopping centers, discount stores, restaurants, banks, service stations, and convenience markets often locate adjacent to busy streets in order to attract the motorists already on the street. These sites attract a portion of their trips from traffic passing the site on the way from an origin to an ultimate destination. These retail trips **may not add new traffic** to the adjacent street system.

Trip-making can be broken down into two major categories: **pass-by trips** and **non-pass-by trips.** In some traffic impact study applications, it is necessary to further subdivide non-pass-by trips into **primary trips** and **diverted linked trips.** These trip types are illustrated in figure 5.1 and are defined below.



*Pass-by trips* are made as intermediate stops *on the way* from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from traffic passing the site *on an adjacent street* or roadway that offers direct access to the generator. **Pass-by trips are not diverted from another roadway.**

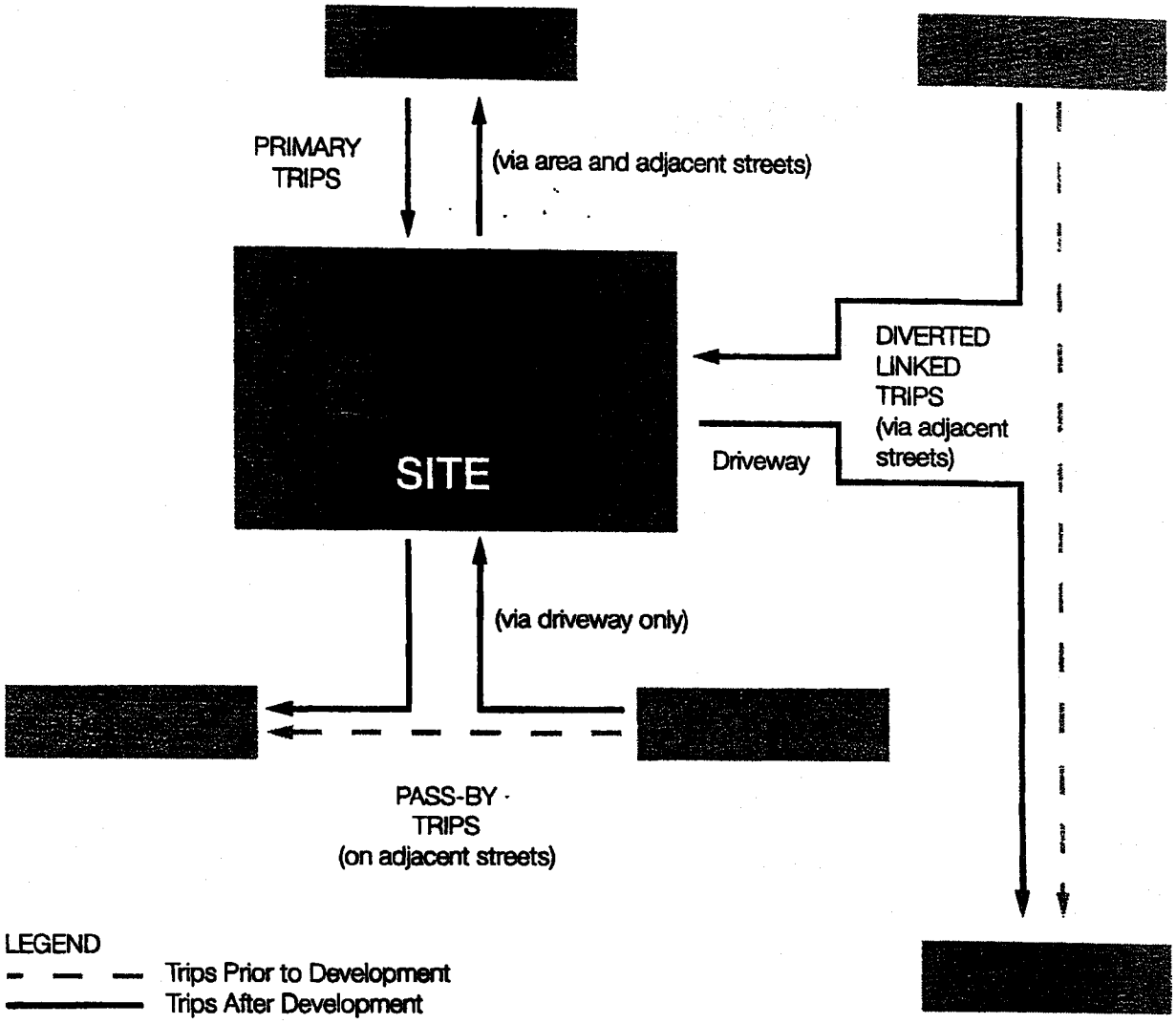


*Non-pass-by trips* are simply all trips generated by a site that are not pass-by trips. This term is sometimes used when diverted linked trips are not tabulated separately from primary trips.

*Primary trips* are trips made for the specific purpose of visiting the generator. The stop at the generator is the primary reason for the trip. The trip typically goes from origin to generator and then returns to the origin. For example, a home-to-shopping-to-home combination of trips is a primary trip set.

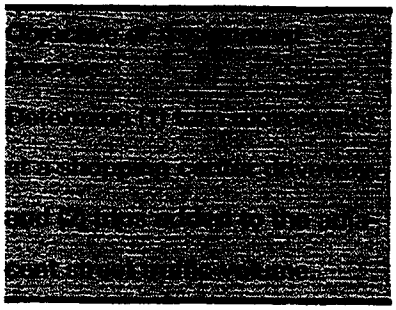
*Diverted linked trips* are trips that are attracted from the traffic volume on roadways within the vicinity of the generator but that require a diversion from that roadway to another roadway to gain access to the site. These trips could travel on highways or freeways adjacent to a generator, but without access to the generator. **Diverted linked trips add traffic to streets adjacent to a site, but may not add traffic to the area's major travel routes** (see figure 5.1). Both pass-by and diverted linked trips may be part of a multiple-stop chain of trips.

**Figure 5.1 Types of Trips**



## 5.2 Sample Application of Pass-By Trip Assignment Process

In this example, the objectives are to (1) estimate the number of new trips added to the adjacent street traffic volume with the development of a shopping center with 580,000 square feet of gross leasable area, and (2) determine the turn movements at the shopping center driveway. The forecasted two-way evening peak hour traffic on a street adjacent to the proposed shopping center is 1,200 vehicles, as shown in figure 5.2(A)—1,000 traveling west and 200 traveling east.



The shopping center is estimated to generate 2,000 evening peak hour trips (based on the fitted curve equation given for Land Use Code 820 on page 1,339 of *Trip Generation*, Sixth Edition). An assessment of the shopping center parking configuration and access points indicates that an estimated 20 percent of the site-generated traffic will use the driveway being analyzed in this example. Thus, the driveway volume is estimated to be 400 evening peak hour trips (i.e., 20 percent of 2,000 trips). For this example, 50 percent enter and 50 percent exit the shopping center (as shown in figure 5.2(B)).

From data collected at other shopping centers, it is estimated (in this example) that about 15 percent of the driveway volume is pass-by (figure 5.2(B)). Therefore, 30 of the inbound vehicles (i.e., 15 percent of 200 vehicles) and 30 of the outbound vehicles are considered pass-by trips.

The assumed trip distribution for the non-pass-by trips is shown in figure 5.2(C). These values are based on local knowledge of expected trip patterns for primary and diverted linked trips to and from the shopping center (based on existing travel patterns, surrounding land uses, etc.). For example, 80 percent of the non-pass-by trips are expected to arrive from the east and to return to the east after the trip to the shopping center.

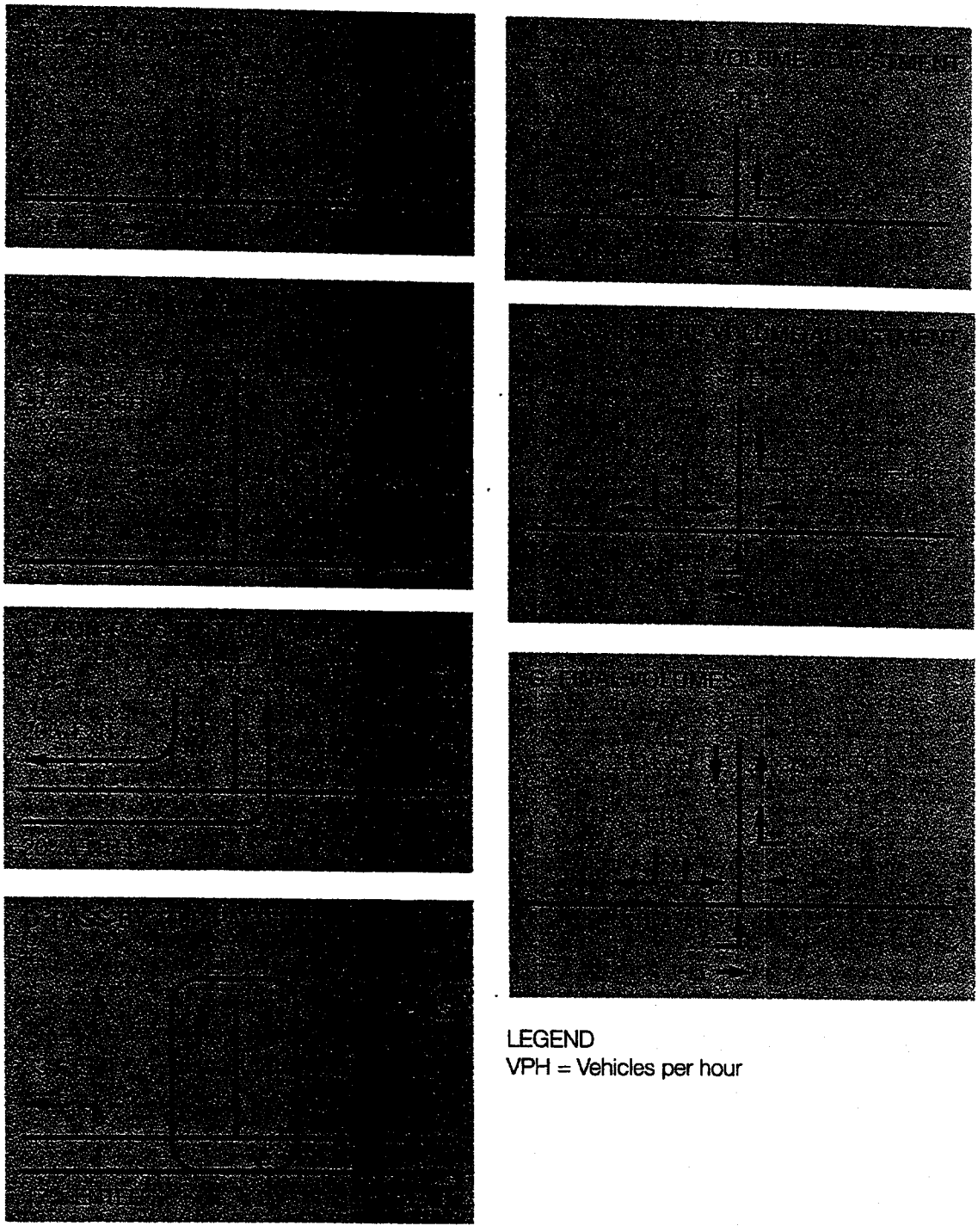
The distribution of the pass-by trips is based on the volume of traffic passing the driveway, as shown in figure 5.2(D). Because 83 percent of the traffic passing by the site comes from the east (i.e., 1,000 of the 1,200 shown previously in figure 5.2 (A)), it is assumed that 83 percent of the pass-by trips will likewise arrive from the east and will depart toward the west.

The assignment of the non-pass-by trips generated by the site is shown in figure 5.2(E). The total number of non-pass-by trips destined to the site is 170 (the 200 total trips minus the 30 inbound pass-by trips shown earlier in figure 5.2(B)). Eighty percent (or 136) are expected to arrive from the east and to return to the east.

The assignment of the pass-by trips is shown in figure 5.2(F). Of the 30 pass-by trips, 83 percent (or 25) arrive from the east and depart to the west. Likewise, 17 percent (or 5) arrive from the west and depart to the east. Note that the calculation also shows the expected through-trip reductions as the trips passing the site turn into the new driveway. For example, the new westbound right-turn volume of 25 causes a reduction in the westbound through movement.

The final assignment of all trips entering and leaving the shopping center driveway, as well as passing the driveway, is shown in figure 5.2(G). These values are simply the sum of the base volumes (from figure 5.2(A)), the non-pass-by trips generated by the site (from figure 5.2(E)), and the pass-by trips generated by the site (from figure 5.2(F)). Note that the through-traffic volumes in both directions on the major street are reduced as a result of the pass-by trip analysis.

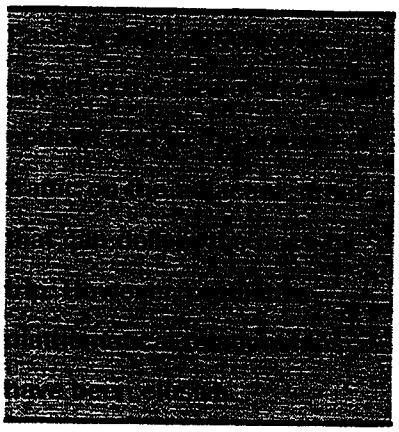
## Figure 5.2 Application of Pass-By Trips



LEGEND
VPH = Vehicles per hour

## 5.3 Cautions

Statistical analysis and correlation of the pass-by data collected by the profession continue to evolve. However, due to the limited amount of pass-by data available and the inherent variability in surveyed site characteristics, it has still proven difficult to obtain high correlation indices.



Traditional pass-by trip analyses have attempted to correlate pass-by trip percentages (i.e., percent of the total number of trips generated by a site) with units of occupied site development (such as gross leasable area, gross floor area, seats in a restaurant, or fueling positions at a gas/service station). Limited results for some land uses show that this correlation can be enhanced further by including the magnitude of the traffic passing the site on the adjacent roadways.

The analyst should exercise caution in the use of pass-by and diverted linked data presented in this chapter to ensure that the following aspects of pass-by trip characteristics are handled appropriately in the analysis process.

Diverted linked trips are clearly different from pass-by trips. Diverted linked trips add trips to the adjacent roads at a proposed or expanded site, but may not add trips to nearby major highways or freeways.

Diverted linked trips are often difficult to identify. Therefore, **diverted linked trips should be treated similarly to primary trips,** unless: (1) all three (primary, pass-by, and diverted linked) categories are being analyzed and processed separately, and (2) the travel routes for diverted linked trips can be clearly established.

Pass-by trips are drawn from the passing traffic stream, **but are always included in the site driveway movements.** In traffic analyses, summation of driveway volumes must equal the total external site generation (i.e., the sum of primary, pass-by, and diverted linked trips). Pass-by trips are not included in (and thus, subtracted from) the through-volumes passing a given site access point on an adjacent road. Standard methodologies for assessing the traffic impacts of site development typically require that diverted linked trips be included as additional trips within the confines of local impact assessment studies.

In a multi-use development, it is likely that there will be trips internal to the site (refer to chapter 7 for guidance). Before applying the pass-by reduction, the internal trips should be removed from the total number of trips generated by the multi-use site. **Pass-by trips are only applicable to trips that enter or exit the site, not internal trips.**

Overall, diverted linked trips represent a change in local area travel patterns but constitute no new increase on a *macroscopic* scale. Within the immediate study area, diverted linked trips do represent additional traffic on individual streets and should be analyzed that way.

## 5.4 Data Base on Pass-By, Primary, and Diverted Linked Trips

Listed in table 5.1 are 19 land uses for which ITE has received and compiled pass-by and diverted linked trip data. The table denotes whether the data are presented in this handbook in a table or a figure (in a data plot similar to those presented in *Trip Generation* for trip end data). Table 5.1 also identifies the time periods for which the data have been reported.

Tables 5.2 through 5.26 present the values for percentage of site generation that is accounted for by pass-by, non-pass-by, primary, and diverted linked trips.

Figures 5.3 through 5.15 plot the average *pass-by* trip percentages associated with the various land uses. No plots are provided for *diverted linked* trips. These figures are provided to enable the user to visualize the data scatter provided in tables 5.2 through 5.26.

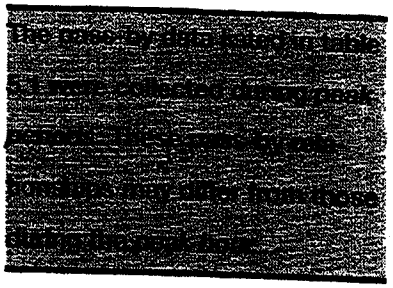
Data plots are provided for each land use where nine or more data points are available for a specific independent variable.

For all land uses except shopping centers, data are plotted for only one independent variable. For shopping centers, data are plotted for GLA and peak hour traffic on adjacent streets for the weekday evening peak period; GLA is also used as the independent variable for shopping centers during the midday Saturday time period.

A regression equation is shown on the data plot if there are more than 10 points and the $R^2$ is greater than 0.25 (which only occurs on two of the Land Use Code 820 data plots). Note that this threshold is less than the 0.5 threshold for $R^2$ used for data plots in *Trip Generation*.

**Recommended guidelines for using the data presented in these figures and tables are provided in section 5.5 of this chapter. In particular, the guidelines recommend when to use the data and how to select a pass-by percentage.**

Users of the data are cautioned that the number and geographic distribution of sites are limited. Little or no data on adjacent street traffic volumes have been collected for uses other than shopping centers. The actual pass-by and diverted



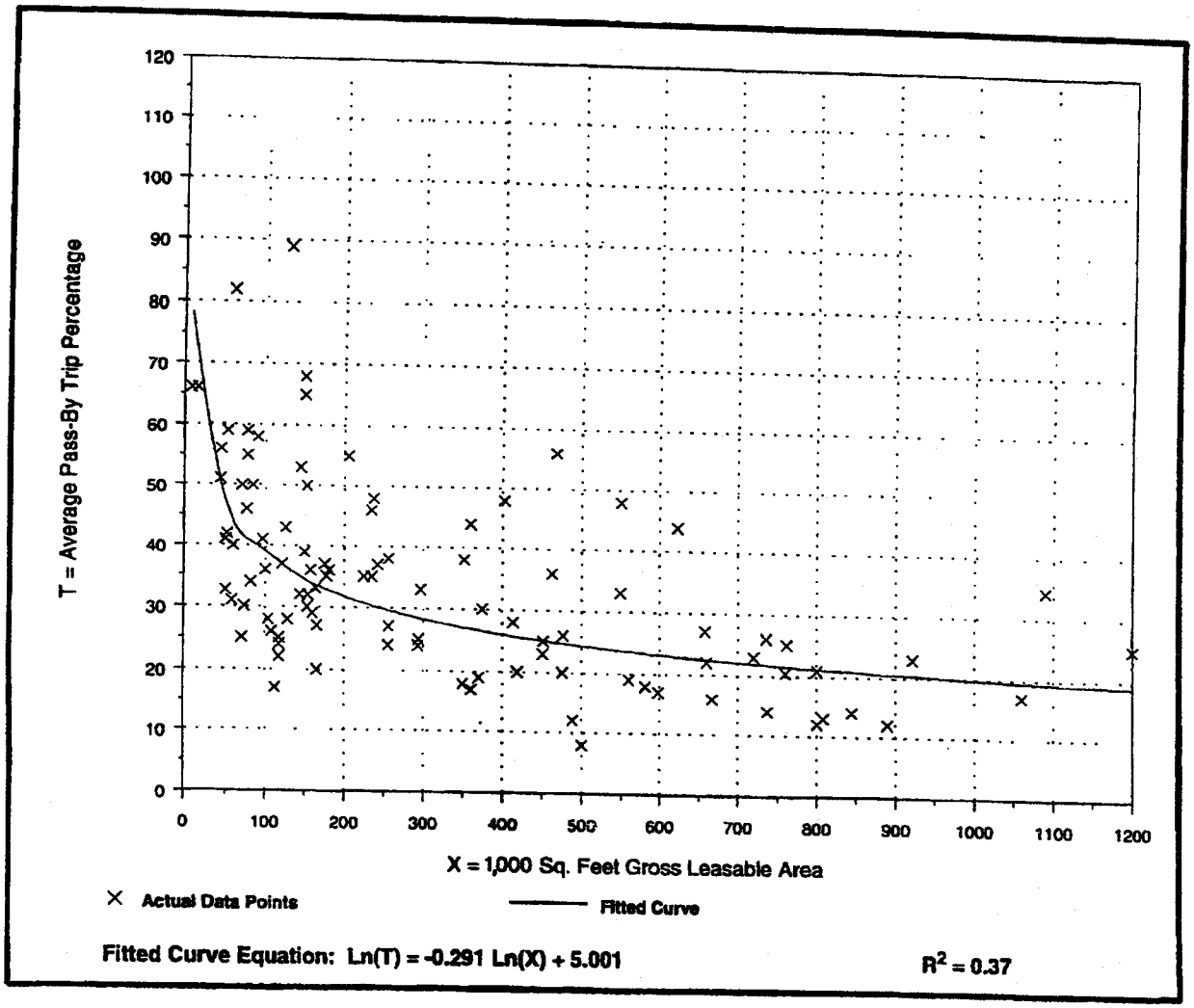
linked trip percentages may vary by site due to the specific influences of the characteristics of passing traffic, area roadway network patterns, specific businesses in the site being analyzed, other nearby development, and so forth. Surveys of similar developments near the analysis site are encouraged.

Because data are limited for many of the land uses, the analyst is encouraged to collect pass-by trip data and transmit the data to ITE. Section 5.6 of this chapter describes how to collect the appropriate data and provides sample forms to use.

## Figure 5.5 Shopping Center (820)

**Average Pass-By Trip Percentage vs:** 1,000 Sq. Feet Gross Leasable Area
**On a:** Weekday, P.M. Peak Period
Number of Studies: 100
Average 1,000 Sq. Feet GLA: 329

**Data Plot**



# APPENDIX G

## Freeway Analysis

## Table 1

## 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 |
| I-215 Freeway SB Ramps (NS) at: Bonnie Drive (EW)[4] | CSS | 1 | 1 | 0 | 0 | 1 | 1>> | 1 | 0 | 1>> | 0 | 0 | 0 | 52.7-F | 41.3-E |
| I-215 Freeway NB Ramps (NS) at: SR-74 (EW)[4] | CSS | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 2 | 1>> | 57.8-F | 40.0-E |
| Beaumont Avenue (SR-79) (NS) at: | | | | | | | | | | | | | | | |
| I-10 Freeway WB Ramps (EW) | TS | 1 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0.5 | 1 | 0.5 | 31.4-C | 43.9-D |
| I-10 Freeway EB Ramps (EW) | TS | 0 | 2 | 0 | 1 | 2 | 0 | 0.5 | 1 | 0.5 | 0 | 0 | 0 | 27.3-C | 32.8-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; >> = Free Right Turn

[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] CSS = Cross Street Stop; TS = Traffic Signal

[4] A traffic signal is warranted for Existing traffic conditions.

## Table 2

## 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 |
| I-215 Freeway SB Ramps (NS) at: | | | | | | | | | | | | | | | |
| Bonnie Drive (EW) | | | | | | | | | | | | | | | |
| - Without Improvements | CSS | 1 | 1 | 0 | 0 | 1 | 1>> | 1 | 0 | 1>> | 0 | 0 | 0 | 81.9-F | 56.5-F |
| - With Improvements | **TS** | 1 | 1 | 0 | 0 | 1 | 1>> | 1 | 0 | 1>> | 0 | 0 | 0 | 16.5-B | 14.4-B |
| I-215 Freeway NB Ramps (NS) at: | | | | | | | | | | | | | | | |
| SR-74 (EW) | | | | | | | | | | | | | | | |
| - Without Improvements | CSS | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 2 | 1>> | 99.9-F[4] | 73.5-F |
| - With Improvements | **TS** | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 2 | 1>> | 9.2-A | 9.6-A |
| Beaumont Avenue (SR-79) (NS) at: | | | | | | | | | | | | | | | |
| I-10 Freeway WB Ramps (EW) | TS | 1 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0.5 | 1 | 0.5 | 35.1-D | 53.7-D |
| I-10 Freeway EB Ramps (EW) | TS | 0 | 2 | 0 | 1 | 2 | 0 | 0.5 | 1 | 0.5 | 0 | 0 | 0 | 31.0-C | 38.4-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; >> = Free Right Turn; **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] CSS = Cross Street Stop; TS = Traffic Signal

[4] 99.9-F = Delay High, Intersection Unstable, Level of Service F.

## Table 3

## Opening Year (2010) With Project - Proposed Action "A"
## 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 |
| I-215 Freeway SB Ramps (NS) at: | | | | | | | | | | | | | | | |
| Bonnie Drive (EW) | | | | | | | | | | | | | | | |
| - Without Improvements | CSS | 1 | 1 | 0 | 0 | 1 | 1>> | 1 | 0 | 1>> | 0 | 0 | 0 | 87.2-F | 65.2-F |
| - With Improvements | **TS** | 1 | 1 | 0 | 0 | 1 | 1>> | 1 | 0 | 1>> | 0 | 0 | 0 | 17.2-B | 16.2-B |
| I-215 Freeway NB Ramps (NS) at: | | | | | | | | | | | | | | | |
| SR-74 (EW) | | | | | | | | | | | | | | | |
| - Without Improvements | CSS | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 2 | 1>> | 99.9-F[4] | 99.9-F |
| - With Improvements | **TS** | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 2 | 1>> | 11.5-B | 12.8-B |
| Beaumont Avenue (SR-79) (NS) at: | | | | | | | | | | | | | | | |
| I-10 Freeway WB Ramps (EW) | | | | | | | | | | | | | | | |
| - Without Improvements | TS | 1 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0.5 | 1 | 0.5 | 40.0-D | 99.9-F |
| - With Improvements | TS | 1 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | **1.5** | 1 | 0.5 | 28.4-C | 33.0-C |
| I-10 Freeway EB Ramps (EW) | TS | 0 | 2 | 0 | 1 | 2 | 0 | 0.5 | 1 | 0.5 | 0 | 0 | 0 | 38.3-D | 54.9-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; >> = Free Right Turn; **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] CSS = Cross Street Stop; TS = Traffic Signal

[4] 99.9-F = Delay High, Intersection Unstable, Level of Service F.

## Table 4

## Opening Year (2010) With Project - Proposed Action "B"
## 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 |
| I-215 Freeway SB Ramps (NS) at: | | | | | | | | | | | | | | | |
| Bonnie Drive (EW) | | | | | | | | | | | | | | | |
| - Without Improvements | CSS | 1 | 1 | 0 | 0 | 1 | 1>> | 1 | 0 | 1>> | 0 | 0 | 0 | 87.0-F | 64.8-F |
| - With Improvements | **TS** | 1 | 1 | 0 | 0 | 1 | 1>> | 1 | 0 | 1>> | 0 | 0 | 0 | 17.2-B | 16.2-B |
| I-215 Freeway NB Ramps (NS) at: | | | | | | | | | | | | | | | |
| SR-74 (EW) | | | | | | | | | | | | | | | |
| - Without Improvements | CSS | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 2 | 1>> | 99.9-F[4] | 99.9-F |
| - With Improvements | **TS** | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 2 | 1>> | 11.4-B | 12.7-B |
| Beaumont Avenue (SR-79) (NS) at: | | | | | | | | | | | | | | | |
| I-10 Freeway WB Ramps (EW) | | | | | | | | | | | | | | | |
| - Without Improvements | TS | 1 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0.5 | 1 | 0.5 | 39.8-D | 99.9-F |
| - With Improvements | TS | 1 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | **1.5** | 1 | 0.5 | 28.3-C | 32.9-C |
| I-10 Freeway EB Ramps (EW) | TS | 0 | 2 | 0 | 1 | 2 | 0 | 0.5 | 1 | 0.5 | 0 | 0 | 0 | 38.0-D | 54.2-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; >> = Free Right Turn; **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] CSS = Cross Street Stop; TS = Traffic Signal

[4] 99.9-F = Delay High, Intersection Unstable, Level of Service F.

## Table 5

## 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 |
| I-215 Freeway SB Ramps (NS) at: | | | | | | | | | | | | | | | |
| Bonnie Drive (EW) | | | | | | | | | | | | | | | |
| - Without Improvements | CSS | 1 | 1 | 0 | 0 | 1 | 1>> | 1 | 0 | 1>> | 0 | 0 | 0 | 85.7-F | 62.8-F |
| - With Improvements | **TS** | 1 | 1 | 0 | 0 | 1 | 1>> | 1 | 0 | 1>> | 0 | 0 | 0 | 16.8-B | 15.8-B |
| I-215 Freeway NB Ramps (NS) at: | | | | | | | | | | | | | | | |
| SR-74 (EW) | | | | | | | | | | | | | | | |
| - Without Improvements | CSS | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 2 | 1>> | 99.9-F[4] | 99.9-F |
| - With Improvements | **TS** | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 2 | 1>> | 10.9-B | 12.0-B |
| Beaumont Avenue (SR-79) (NS) at: | | | | | | | | | | | | | | | |
| I-10 Freeway WB Ramps (EW) | | | | | | | | | | | | | | | |
| - Without Improvements | TS | 1 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0.5 | 1 | 0.5 | 38.5-D | 99.9-F |
| - With Improvements | TS | 1 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | **1.5** | 1 | 0.5 | 27.8-C | 31.6-D |
| I-10 Freeway EB Ramps (EW) | TS | 0 | 2 | 0 | 1 | 2 | 0 | 0.5 | 1 | 0.5 | 0 | 0 | 0 | 36.1-D | 49.5-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; >> = Free Right Turn; **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] CSS = Cross Street Stop; TS = Traffic Signal

[4] 99.9-F = Delay High, Intersection Unstable, Level of Service F.

## Table 6

## 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 |
| I-215 Freeway SB Ramps (NS) at: | | | | | | | | | | | | | | | |
| Bonnie Drive (EW) | | | | | | | | | | | | | | | |
| - Without Improvements | CSS | 1 | 1 | 0 | 0 | 1 | 1>> | 1 | 0 | 1>> | 0 | 0 | 0 | 83.7-F | 58.5-F |
| - With Improvements | **TS** | 1 | 1 | 0 | 0 | 1 | 1>> | 1 | 0 | 1>> | 0 | 0 | 0 | 16.6-B | 14.5-B |
| I-215 Freeway NB Ramps (NS) at: | | | | | | | | | | | | | | | |
| SR-74 (EW) | | | | | | | | | | | | | | | |
| - Without Improvements | CSS | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 2 | 1>> | 99.9-F[4] | 99.9-F |
| - With Improvements | **TS** | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 2 | 1>> | 9.9-F | 10.1-B |
| Beaumont Avenue (SR-79) (NS) at: | | | | | | | | | | | | | | | |
| I-10 Freeway WB Ramps (EW) | | | | | | | | | | | | | | | |
| - Without Improvements | TS | 1 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0.5 | 1 | 0.5 | 36.6-D | 57.9-E |
| - With Improvements | TS | 1 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | **1.5** | 1 | 0.5 | 26.9-C | 29.0-C |
| I-10 Freeway EB Ramps (EW) | TS | 0 | 2 | 0 | 1 | 2 | 0 | 0.5 | 1 | 0.5 | 0 | 0 | 0 | 33.0-C | 40.8-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; >> = Free Right Turn; **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] CSS = Cross Street Stop; TS = Traffic Signal

[4] 99.9-F = Delay High, Intersection Unstable, Level of Service F.

## Table 7

## 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 |
| I-215 Freeway SB Ramps (NS) at: | | | | | | | | | | | | | | | |
| Bonnie Drive (EW) | | | | | | | | | | | | | | | |
| - Without Improvements | CSS | 1 | 1 | 0 | 0 | 1 | 1>> | 1 | 0 | 1>> | 0 | 0 | 0 | 84.2-F | 60.8-F |
| - With Improvements | **TS** | 1 | 1 | 0 | 0 | 1 | 1>> | 1 | 0 | 1>> | 0 | 0 | 0 | 16.6-B | 14.8-B |
| I-215 Freeway NB Ramps (NS) at: | | | | | | | | | | | | | | | |
| SR-74 (EW) | | | | | | | | | | | | | | | |
| - Without Improvements | CSS | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 2 | 1>> | 99.9-F[4] | 99.9-F |
| - With Improvements | **TS** | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 2 | 1>> | 9.8-A | 11.1-B |
| Beaumont Avenue (SR-79) (NS) at: | | | | | | | | | | | | | | | |
| I-10 Freeway WB Ramps (EW) | | | | | | | | | | | | | | | |
| - Without Improvements | TS | 1 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0.5 | 1 | 0.5 | 36.4-D | 99.9-F |
| - With Improvements | TS | 1 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | **1.5** | 1 | 0.5 | 26.9-C | 30.3-C |
| I-10 Freeway EB Ramps (EW) | TS | 0 | 2 | 0 | 1 | 2 | 0 | 0.5 | 1 | 0.5 | 0 | 0 | 0 | 32.8-C | 44.8-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; >> = Free Right Turn; **1** = Improvement

[2] Delay and level of service has been calculated using the following analysis software: Traffix, Version 7.9.0125 (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] CSS = Cross Street Stop; TS = Traffic Signal

[4] 99.9-F = Delay High, Intersection Unstable, Level of Service F.

## Table 8

## Year 2025 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 |
| I-215 Freeway SB Ramps (NS) at: | | | | | | | | | | | | | | | |
| Bonnie Drive (EW) | | | | | | | | | | | | | | | |
| - Without Improvements | CSS | 1 | 1 | 0 | 0 | 1 | 1>> | 1 | 0 | 1>> | 0 | 0 | 0 | 99.9-F[4] | 99.9-F |
| - With Improvements | **TS** | **2** | 1 | 0 | 0 | **2** | 1>> | 1 | 0 | 1>> | 0 | 0 | 0 | 19.6-B | 17.0-B |
| I-215 Freeway NB Ramps (NS) at: | | | | | | | | | | | | | | | |
| SR-74 (EW) | | | | | | | | | | | | | | | |
| - Without Improvements | CSS | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 2 | 1>> | 99.9-F | 99.9-F |
| - With Improvements | **TS** | 0 | 0 | 0 | **1** | 0 | **1** | 1 | 2 | 0 | 0 | 2 | 1>> | 13.5-B | 30.8-C |
| Beaumont Avenue (SR-79) (NS) at: | | | | | | | | | | | | | | | |
| I-10 Freeway WB Ramps (EW) | | | | | | | | | | | | | | | |
| - Without Improvements | TS | 1 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0.5 | 1 | 0.5 | 99.9-F | 99.9-F |
| - With Improvements | TS | 2 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | **1.5** | 1 | 0.5 | 26.5-C | 37.7-D |
| I-10 Freeway EB Ramps (EW) | | | | | | | | | | | | | | | |
| - Without Improvements | TS | 0 | 2 | 0 | 1 | 2 | 0 | 0.5 | 1 | 0.5 | 0 | 0 | 0 | 99.9-F | 99.9-F |
| - With Improvements | TS | 0 | 1.5 | **1.5** | **2** | 2 | 0 | **1** | 0.5 | **1.5** | 0 | 0 | 0 | 29.0-C | 36.4-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; >> = Free Right Turn; **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] CSS = Cross Street Stop; TS = Traffic Signal

[4] 99.9-F = Delay High, Intersection Unstable, Level of Service F.

## Table 9

## Year 2025 With Project - Proposed Action "A"
## 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 |
| I-215 Freeway SB Ramps (NS) at: | | | | | | | | | | | | | | | |
| Bonnie Drive (EW) | | | | | | | | | | | | | | | |
| - Without Improvements | CSS | 1 | 1 | 0 | 0 | 1 | 1>> | 1 | 0 | 1>> | 0 | 0 | 0 | 99.9-F[4] | 99.9-F |
| - With Improvements | **TS** | **2** | 1 | 0 | 0 | **2** | 1>> | 1 | 0 | 1>> | 0 | 0 | 0 | 21.2-C | 18.3-B |
| I-215 Freeway NB Ramps (NS) at: | | | | | | | | | | | | | | | |
| SR-74 (EW) | | | | | | | | | | | | | | | |
| - Without Improvements | CSS | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 2 | 1>> | 99.9-F | 99.9-F |
| - With Improvements | **TS** | 0 | 0 | 0 | **2** | 0 | **1** | 1 | 2 | 0 | 0 | 2 | 1>> | 9.3-A | 18.1-B |
| Beaumont Avenue (SR-79) (NS) at: | | | | | | | | | | | | | | | |
| I-10 Freeway WB Ramps (EW) | | | | | | | | | | | | | | | |
| - Without Improvements | TS | 1 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0.5 | 1 | 0.5 | 99.9-F | 99.9-F |
| - With Improvements | TS | 2 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | **1.5** | 1 | 0.5 | 27.7-C | 43.8-D |
| I-10 Freeway EB Ramps (EW) | | | | | | | | | | | | | | | |
| - Without Improvements | TS | 0 | 2 | 0 | 1 | 2 | 0 | 0.5 | 1 | 0.5 | 0 | 0 | 0 | 99.9-F | 99.9-F |
| - With Improvements | TS | 0 | 1.5 | **1.5** | **2** | 2 | 0 | **1** | 0.5 | **1.5** | 0 | 0 | 0 | 32.3-C | 43.4-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; >> = Free Right Turn; **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] CSS = Cross Street Stop; TS = Traffic Signal

[4] 99.9-F = Delay High, Intersection Unstable, Level of Service F.

## Table 10

## Year 2025 With Project - Proposed Action "B"
## 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 |
| I-215 Freeway SB Ramps (NS) at: | | | | | | | | | | | | | | | |
| Bonnie Drive (EW) | | | | | | | | | | | | | | | |
| - Without Improvements | CSS | 1 | 1 | 0 | 0 | 1 | 1>> | 1 | 0 | 1>> | 0 | 0 | 0 | 99.9-F[4] | 99.9-F |
| - With Improvements | **TS** | **2** | 1 | 0 | 0 | **2** | 1>> | 1 | 0 | 1>> | 0 | 0 | 0 | 21.2-C | 18.0-B |
| I-215 Freeway NB Ramps (NS) at: | | | | | | | | | | | | | | | |
| SR-74 (EW) | | | | | | | | | | | | | | | |
| - Without Improvements | CSS | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 2 | 1>> | 99.9-F | 99.9-F |
| - With Improvements | **TS** | 0 | 0 | 0 | **2** | 0 | **1** | 1 | 2 | 0 | 0 | 2 | 1>> | 9.2-A | 18.0-B |
| Beaumont Avenue (SR-79) (NS) at: | | | | | | | | | | | | | | | |
| I-10 Freeway WB Ramps (EW) | | | | | | | | | | | | | | | |
| - Without Improvements | TS | 1 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0.5 | 1 | 0.5 | 99.9-F | 99.9-F |
| - With Improvements | TS | 2 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | **1.5** | 1 | 0.5 | 27.7-C | 43.5-D |
| I-10 Freeway EB Ramps (EW) | | | | | | | | | | | | | | | |
| - Without Improvements | TS | 0 | 2 | 0 | 1 | 2 | 0 | 0.5 | 1 | 0.5 | 0 | 0 | 0 | 99.9-F | 99.9-F |
| - With Improvements | TS | 0 | 1.5 | **1.5** | **2** | 2 | 0 | **1** | 0.5 | **1.5** | 0 | 0 | 0 | 32.2-C | 43.1-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; >> = Free Right Turn; **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] CSS = Cross Street Stop; TS = Traffic Signal

[4] 99.9-F = Delay High, Intersection Unstable, Level of Service F.

## Table 11

## 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 |
| I-215 Freeway SB Ramps (NS) at: | | | | | | | | | | | | | | | |
| Bonnie Drive (EW) | | | | | | | | | | | | | | | |
| - Without Improvements | CSS | 1 | 1 | 0 | 0 | 1 | 1>> | 1 | 0 | 1>> | 0 | 0 | 0 | 99.9-F[4] | 99.9-F |
| - With Improvements | **TS** | **2** | 1 | 0 | 0 | **2** | 1>> | 1 | 0 | 1>> | 0 | 0 | 0 | 20.6-C | 17.7-B |
| I-215 Freeway NB Ramps (NS) at: | | | | | | | | | | | | | | | |
| SR-74 (EW) | | | | | | | | | | | | | | | |
| - Without Improvements | CSS | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 2 | 1>> | 99.9-F | 99.9-F |
| - With Improvements | **TS** | 0 | 0 | 0 | **2** | 0 | **1** | 1 | 2 | 0 | 0 | 2 | 1>> | 8.9-A | 17.1-B |
| Beaumont Avenue (SR-79) (NS) at: | | | | | | | | | | | | | | | |
| I-10 Freeway WB Ramps (EW) | | | | | | | | | | | | | | | |
| - Without Improvements | TS | 1 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0.5 | 1 | 0.5 | 99.9-F | 99.9-F |
| - With Improvements | TS | 2 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | **1.5** | 1 | 0.5 | 27.4-C | 42.0-D |
| I-10 Freeway EB Ramps (EW) | | | | | | | | | | | | | | | |
| - Without Improvements | TS | 0 | 2 | 0 | 1 | 2 | 0 | 0.5 | 1 | 0.5 | 0 | 0 | 0 | 99.9-F | 99.9-F |
| - With Improvements | TS | 0 | 1.5 | **1.5** | **2** | 2 | 0 | **1** | 0.5 | **1.5** | 0 | 0 | 0 | 31.4-C | 41.3-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; >> = Free Right Turn; **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] CSS = Cross Street Stop; TS = Traffic Signal

[4] 99.9-F = Delay High, Intersection Unstable, Level of Service F.

## Table 12

## Year 2025 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 |
| I-215 Freeway SB Ramps (NS) at: | | | | | | | | | | | | | | | |
| Bonnie Drive (EW) | | | | | | | | | | | | | | | |
| - Without Improvements | CSS | 1 | 1 | 0 | 0 | 1 | 1>> | 1 | 0 | 1>> | 0 | 0 | 0 | 99.9-F[4] | 99.9-F |
| - With Improvements | **TS** | **2** | 1 | 0 | 0 | **2** | 1>> | 1 | 0 | 1>> | 0 | 0 | 0 | 20.0-B | 17.1-B |
| I-215 Freeway NB Ramps (NS) at: | | | | | | | | | | | | | | | |
| SR-74 (EW) | | | | | | | | | | | | | | | |
| - Without Improvements | CSS | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 2 | 1>> | 99.9-F | 99.9-F |
| - With Improvements | **TS** | 0 | 0 | 0 | **1** | 0 | **1** | 1 | 2 | 0 | 0 | 2 | 1>> | 14.8-B | 32.8-C |
| Beaumont Avenue (SR-79) (NS) at: | | | | | | | | | | | | | | | |
| I-10 Freeway WB Ramps (EW) | | | | | | | | | | | | | | | |
| - Without Improvements | TS | 1 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0.5 | 1 | 0.5 | 99.9-F | 99.9-F |
| - With Improvements | TS | 2 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | **1.5** | 1 | 0.5 | 26.9-C | 38.8-D |
| I-10 Freeway EB Ramps (EW) | | | | | | | | | | | | | | | |
| - Without Improvements | TS | 0 | 2 | 0 | 1 | 2 | 0 | 0.5 | 1 | 0.5 | 0 | 0 | 0 | 99.9-F | 99.9-F |
| - With Improvements | TS | 0 | 1.5 | **1.5** | **2** | 2 | 0 | **1** | 0.5 | **1.5** | 0 | 0 | 0 | 30.1-C | 37.6-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; >> = Free Right Turn; **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] CSS = Cross Street Stop; TS = Traffic Signal

[4] 99.9-F = Delay High, Intersection Unstable, Level of Service F.

## Table 13

## 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 |
| I-215 Freeway SB Ramps (NS) at: | | | | | | | | | | | | | | | |
| Bonnie Drive (EW) | | | | | | | | | | | | | | | |
| - Without Improvements | CSS | 1 | 1 | 0 | 0 | 1 | 1>> | 1 | 0 | 1>> | 0 | 0 | 0 | 99.9-F[4] | 99.9-F |
| - With Improvements | **TS** | **2** | 1 | 0 | 0 | **2** | 1>> | 1 | 0 | 1>> | 0 | 0 | 0 | 19.9-B | 17.5-B |
| I-215 Freeway NB Ramps (NS) at: | | | | | | | | | | | | | | | |
| SR-74 (EW) | | | | | | | | | | | | | | | |
| - Without Improvements | CSS | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 2 | 1>> | 99.9-F | 99.9-F |
| - With Improvements | **TS** | 0 | 0 | 0 | **2** | 0 | **1** | 1 | 2 | 0 | 0 | 2 | 1>> | 8.3-A | 16.1-B |
| Beaumont Avenue (SR-79) (NS) at: | | | | | | | | | | | | | | | |
| I-10 Freeway WB Ramps (EW) | | | | | | | | | | | | | | | |
| - Without Improvements | TS | 1 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0.5 | 1 | 0.5 | 99.9-F | 99.9-F |
| - With Improvements | TS | 2 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | **1.5** | 1 | 0.5 | 26.9-C | 40.3-D |
| I-10 Freeway EB Ramps (EW) | | | | | | | | | | | | | | | |
| - Without Improvements | TS | 0 | 2 | 0 | 1 | 2 | 0 | 0.5 | 1 | 0.5 | 0 | 0 | 0 | 99.9-F | 99.9-F |
| - With Improvements | TS | 0 | 1.5 | **1.5** | **2** | 2 | 0 | **1** | 0.5 | **1.5** | 0 | 0 | 0 | 29.9-C | 39.9-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; >> = Free Right Turn; **1** = Improvement

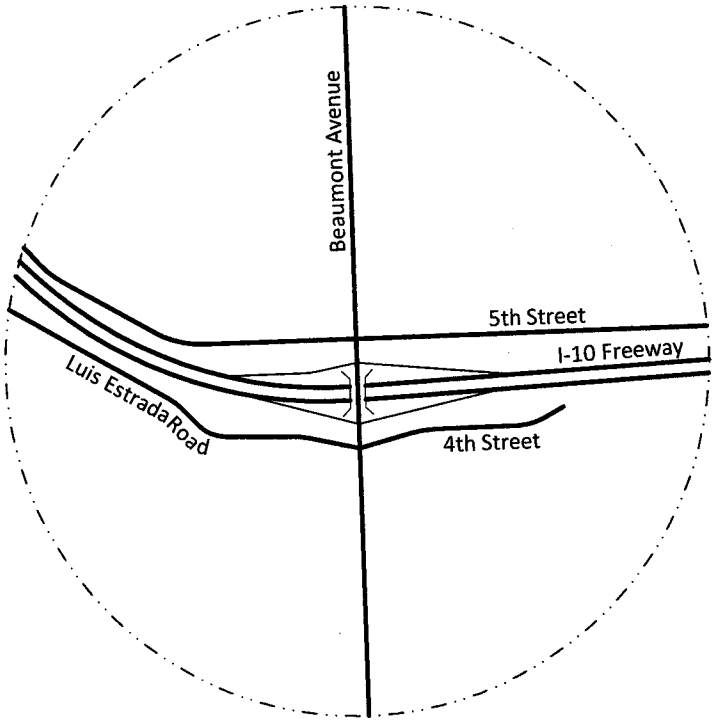
[2] Delay and level of service has been calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control. For intersections 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] CSS = Cross Street Stop; TS = Traffic Signal

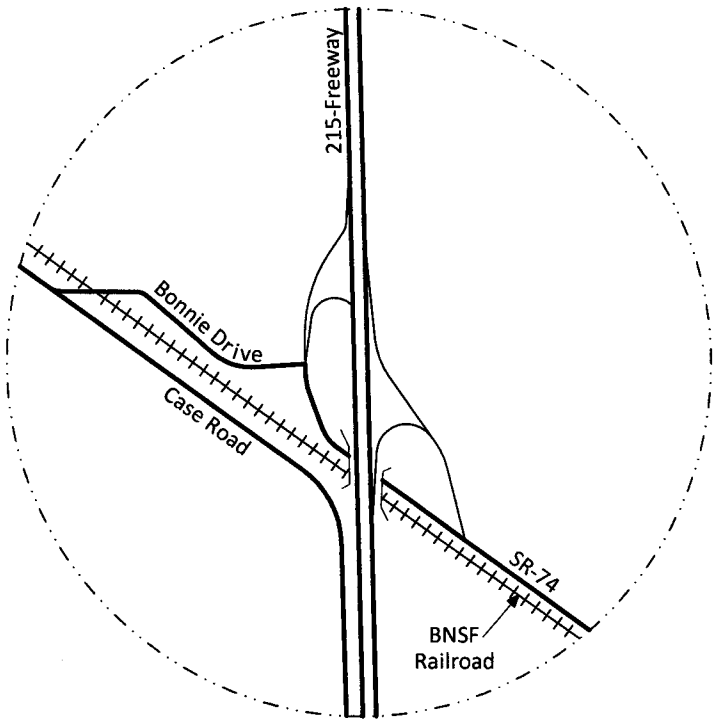
[4] 99.9-F = Delay High, Intersection Unstable, Level of Service F.

# Figure 1
# Freeway Analysis Location Map

## I-10 Freeway and Beaumont Avenue (SR-79) Interchange




## I-215 Freeway and Bonnie Drive/SR-74 Interchange

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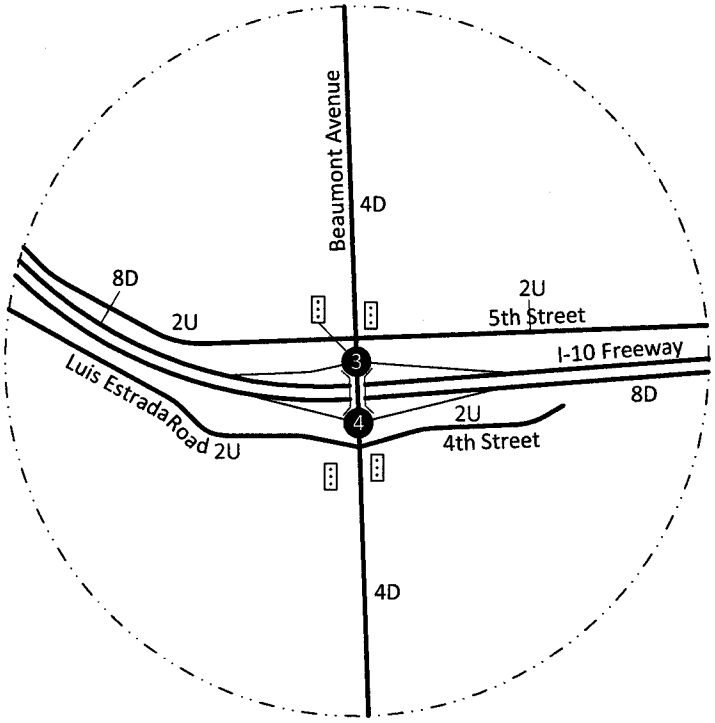
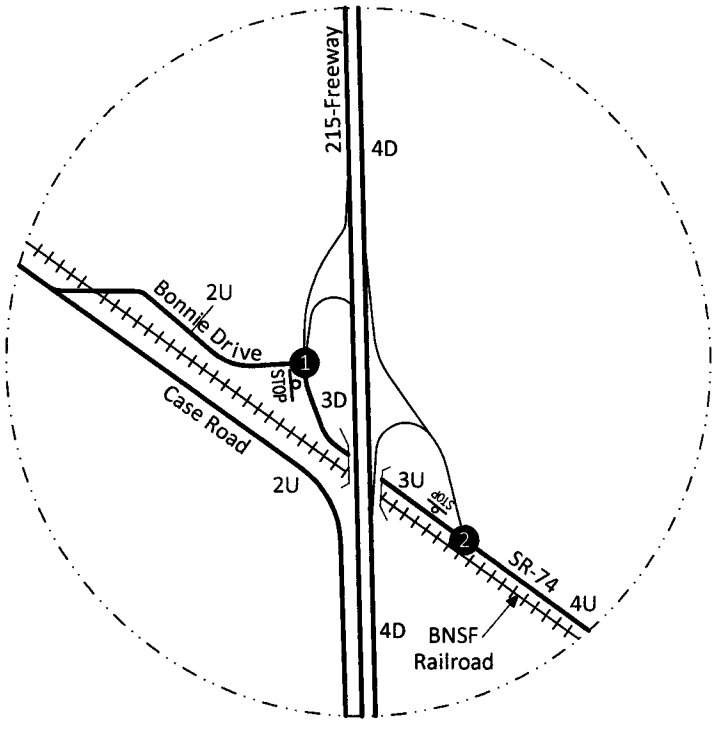
# Figure 2
## Existing Through Travel Lanes and Intersection Controls

### I-10 Freeway and Beaumont Avenue (SR-79) Interchange

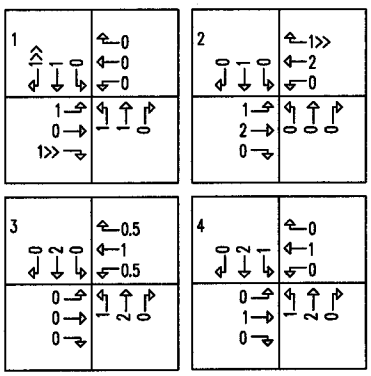



### I-215 Freeway and Bonnie Drive/SR-74 Interchange




### Legend

- = Traffic Signal
- STOP = Stop Sign
- 4 = Through Travel Lanes
- D = Divided
- U = Undivided

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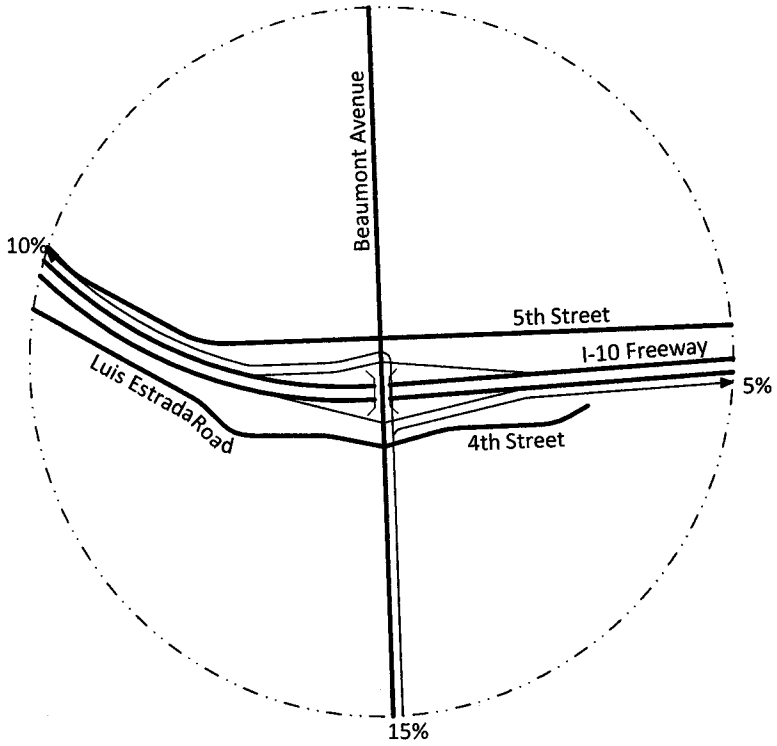
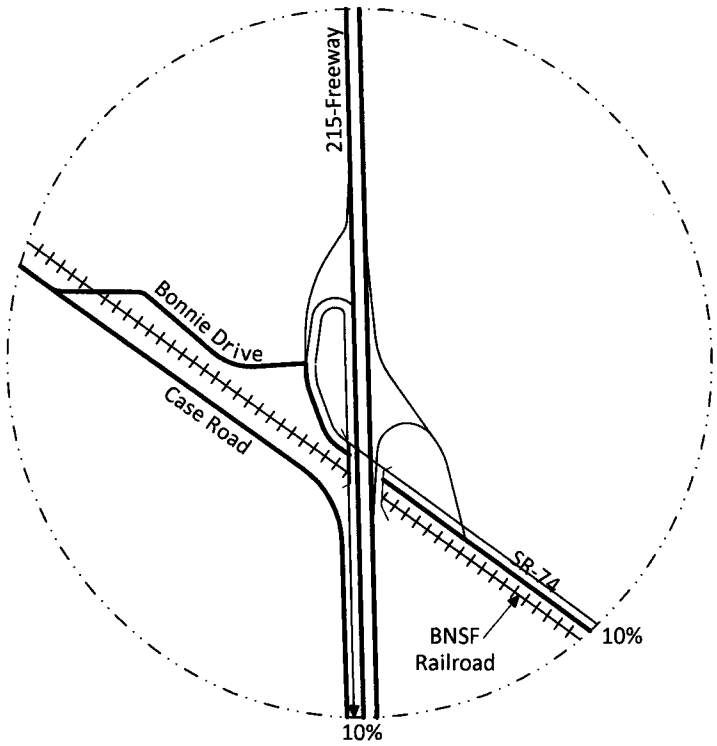
OVER 30 YEARS OF EXCELLENT SERVICE

# Figure 3
## Proposed Action "A" Project Traffic Distribution
## (Casino, Event Arena, Convention Center and Hotel)
## I-10 Freeway and Beaumont Avenue (SR-79) Interchange




## I-215 Freeway and Bonnie Drive/SR-74 Interchange




**Legend**

10% = Percent To/From Project

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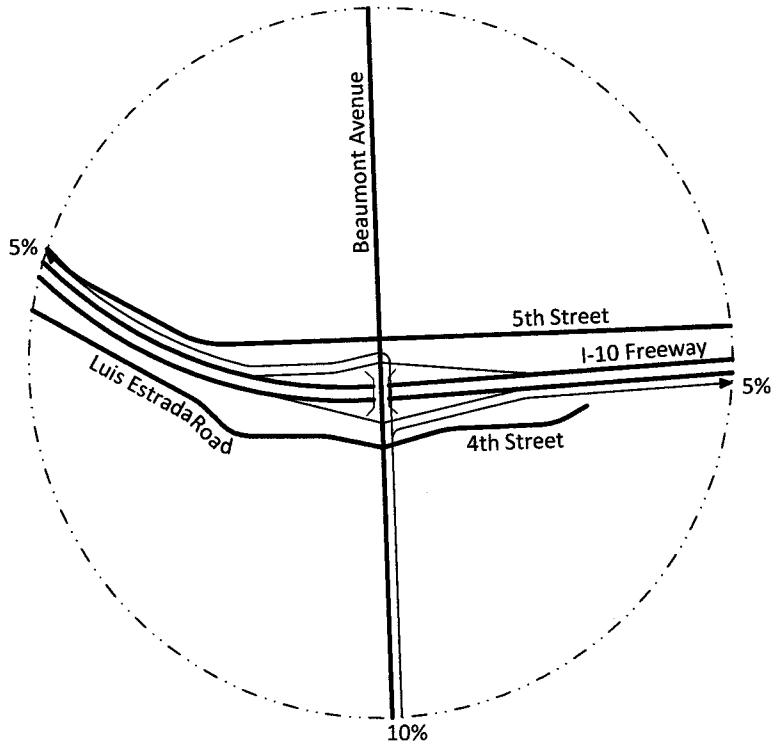
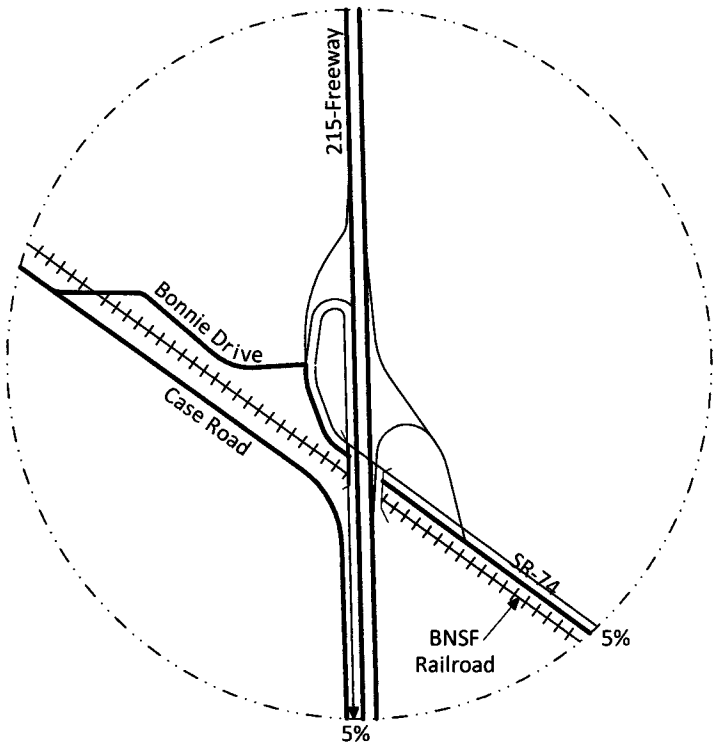
# Figure 4
## Proposed Action "A" Project Traffic Distribution
## (Service Station and Fire Station)

### I-10 Freeway and Beaumont Avenue (SR-79) Interchange




### I-215 Freeway and Bonnie Drive/SR-74 Interchange




**Legend**

10% = Percent To/From Project

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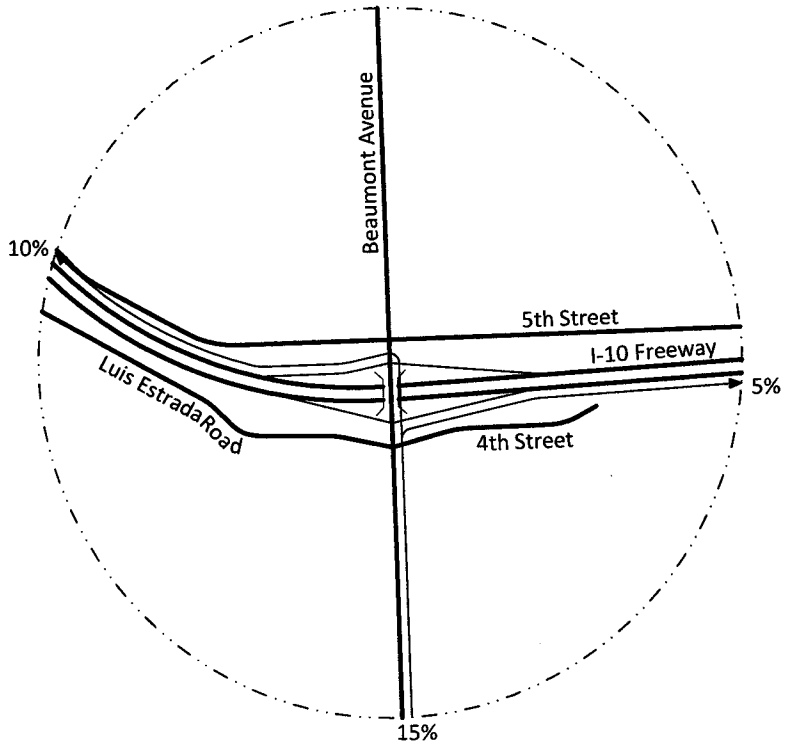
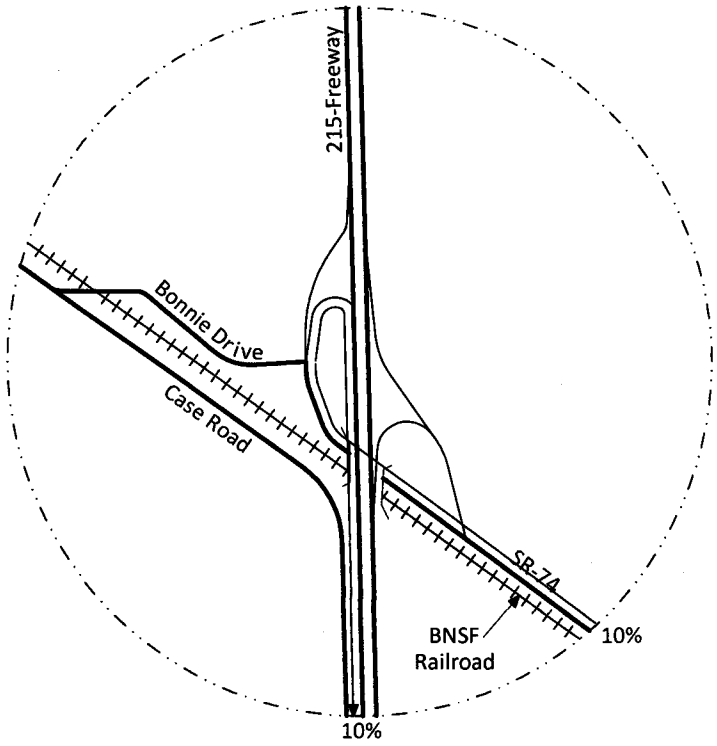
# Figure 5
## Proposed Action "B" Project Traffic Distribution
## (Casino, Event Arena, Convention Center and Hotel)

### I-10 Freeway and Beaumont Avenue (SR-79) Interchange




### I-215 Freeway and Bonnie Drive/SR-74 Interchange




**Legend**

10% = Percent To/From Project

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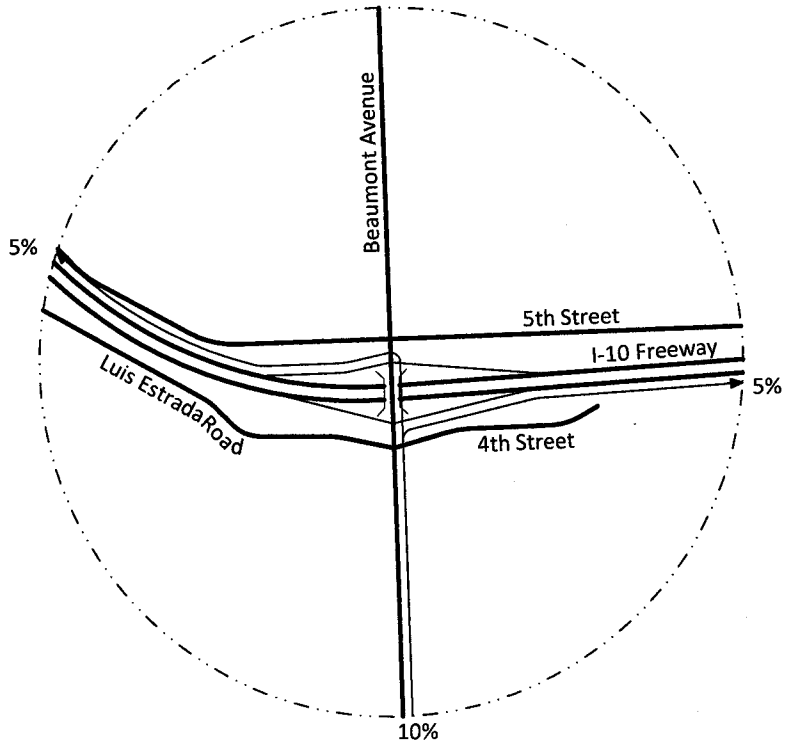
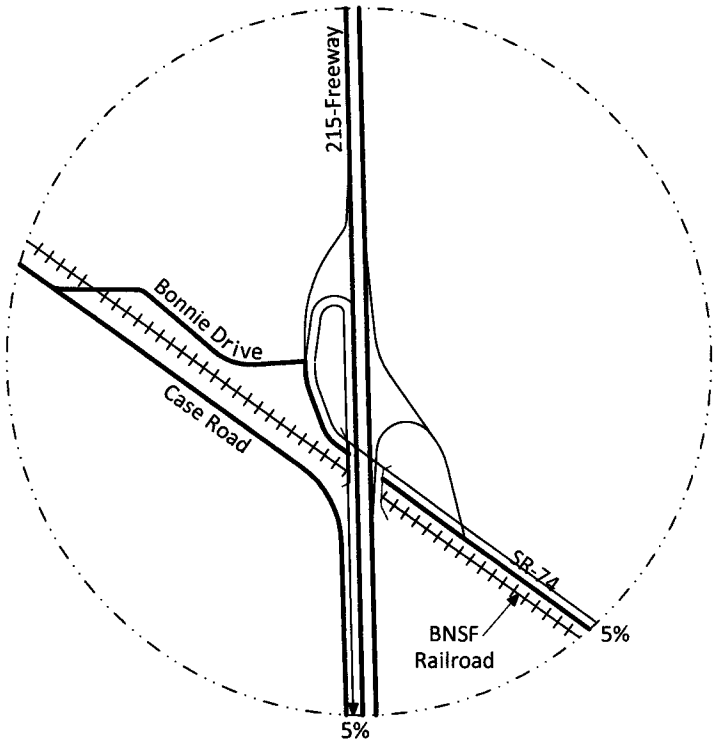
4030d/5

# Figure 6
## Proposed Action "B" Project Traffic Distribution
## (Service Station and Fire Station)

### I-10 Freeway and Beaumont Avenue (SR-79) Interchange




### I-215 Freeway and Bonnie Drive/SR-74 Interchange




**Legend**

10% = Percent To/From Project

N

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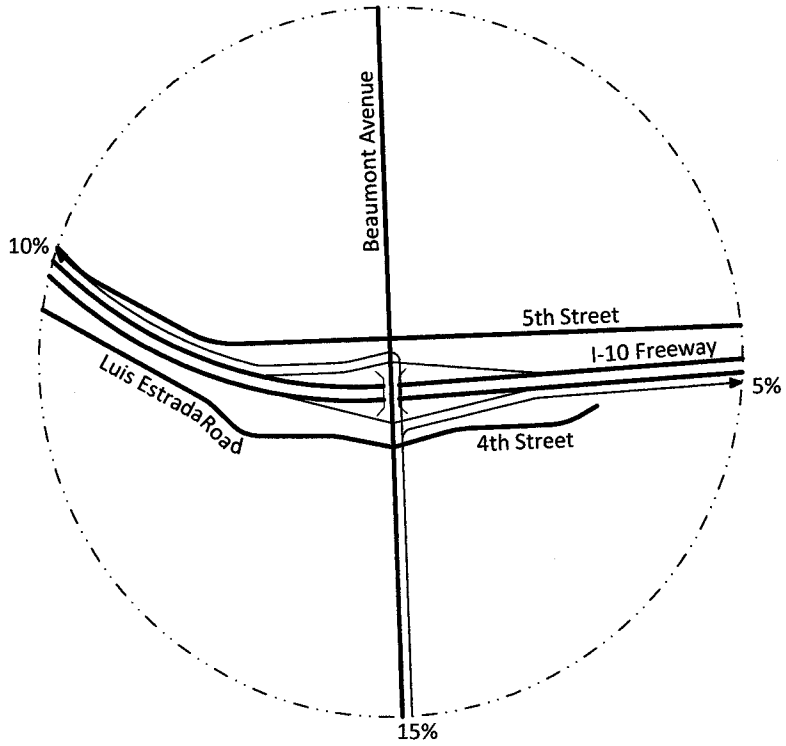
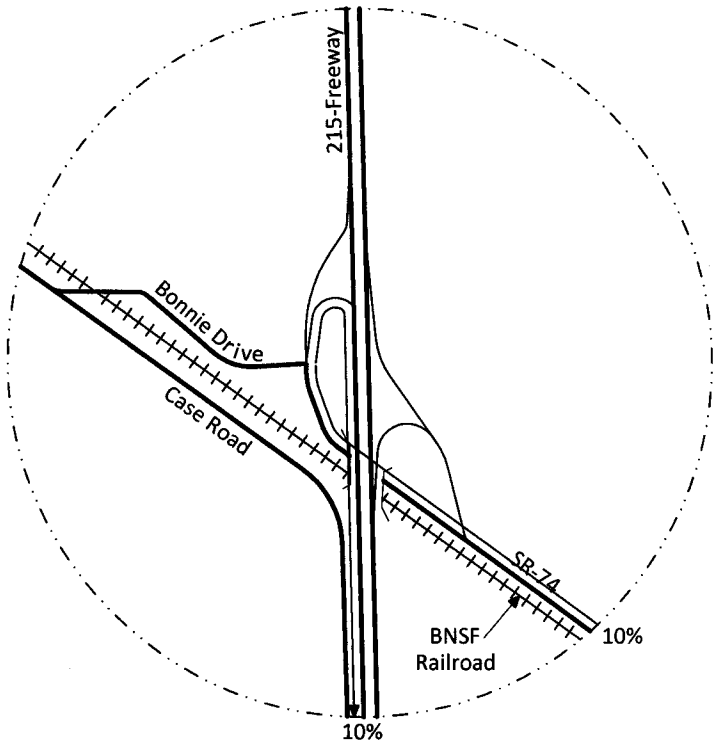
4030d/6

# Figure 7
## Alternative 1 Project Traffic Distribution
## (Casino, Event Arena, Convention Center and Hotel)

### I-10 Freeway and Beaumont Avenue (SR-79) Interchange




### I-215 Freeway and Bonnie Drive/SR-74 Interchange




**Legend**

10% = Percent To/From Project

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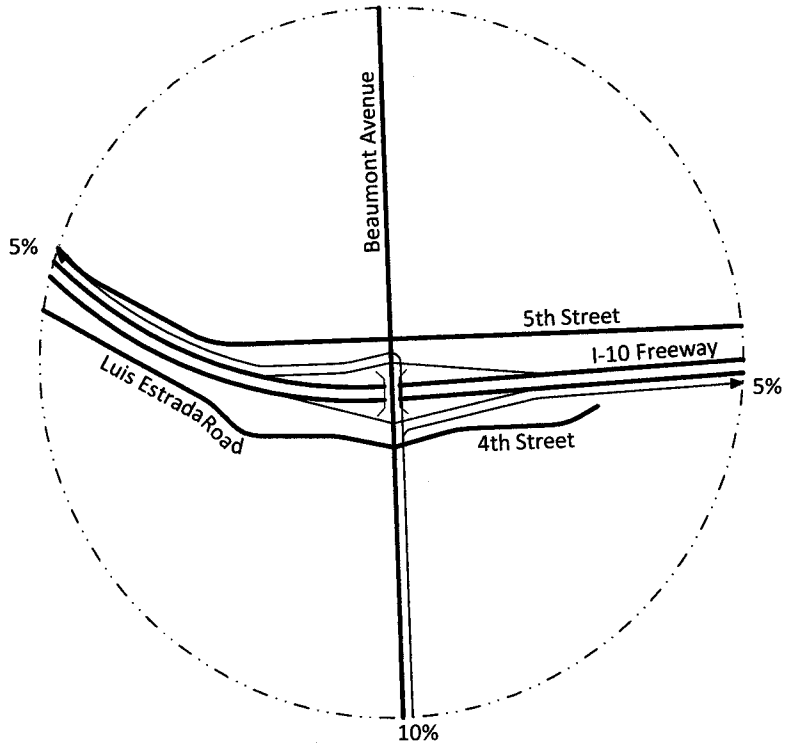
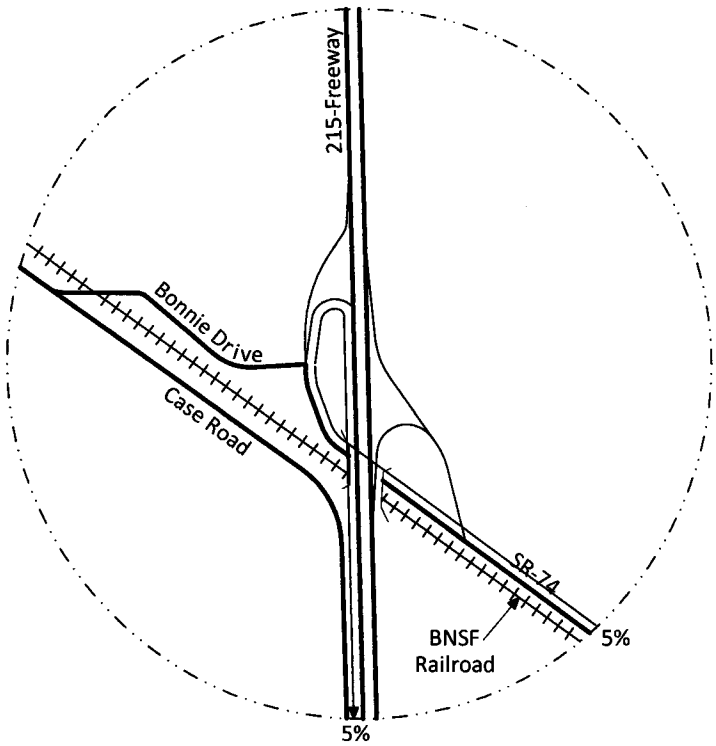
# Figure 8
## Alternative 1 Project Traffic Distribution
## (Service Station and Fire Station)

### I-10 Freeway and Beaumont Avenue (SR-79) Interchange




### I-215 Freeway and Bonnie Drive/SR-74 Interchange




**Legend**

10% = Percent To/From Project

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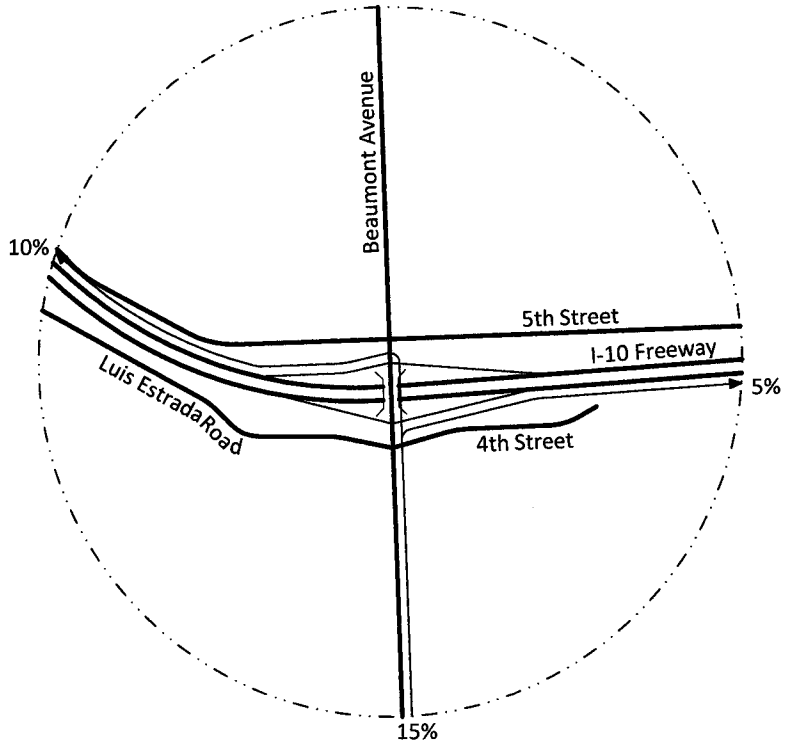
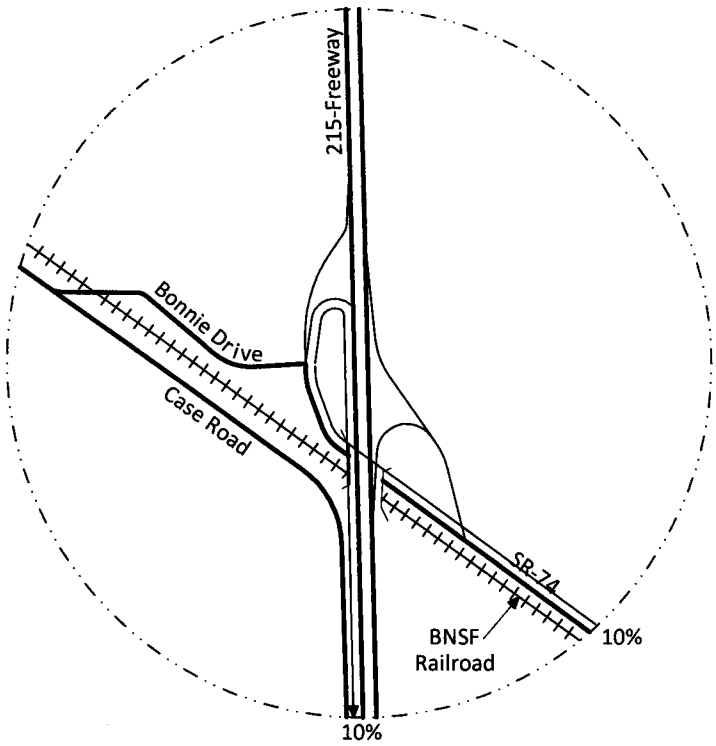
# Figure 9
## Alternative 2 Project Traffic Distribution
## (Hotel and Convention Center)

### I-10 Freeway and Beaumont Avenue (SR-79) Interchange




### I-215 Freeway and Bonnie Drive/SR-74 Interchange




**Legend**

10% = Percent To/From Project

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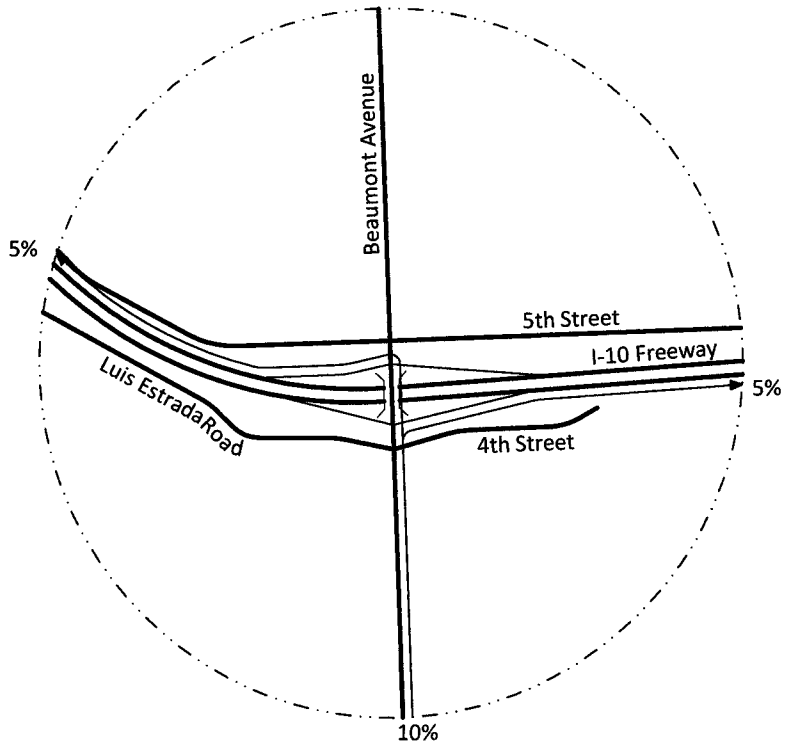
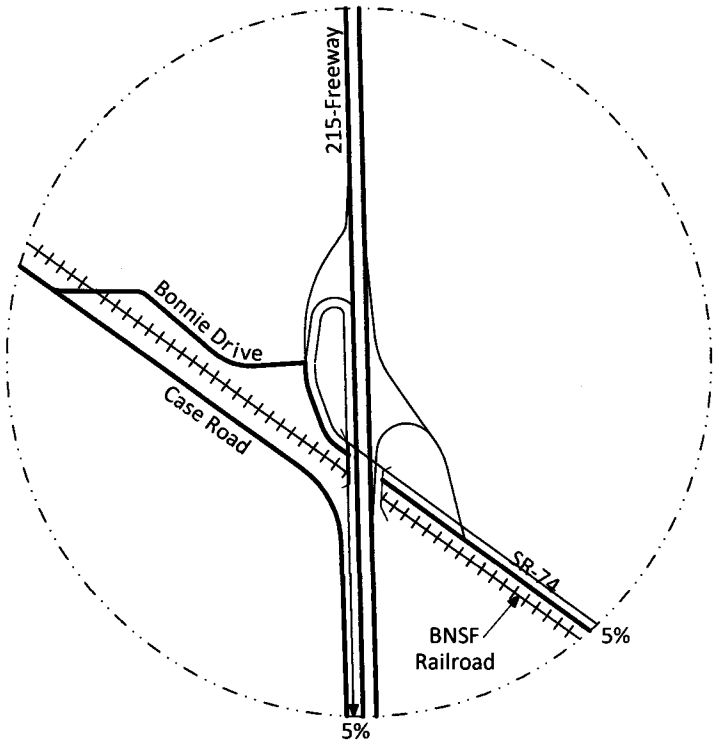
# Figure 10
## Alternative 2 Project Traffic Distribution
## (Service Station and Fire Station)

### I-10 Freeway and Beaumont Avenue (SR-79) Interchange




### I-215 Freeway and Bonnie Drive/SR-74 Interchange




**Legend**

10% = Percent To/From Project

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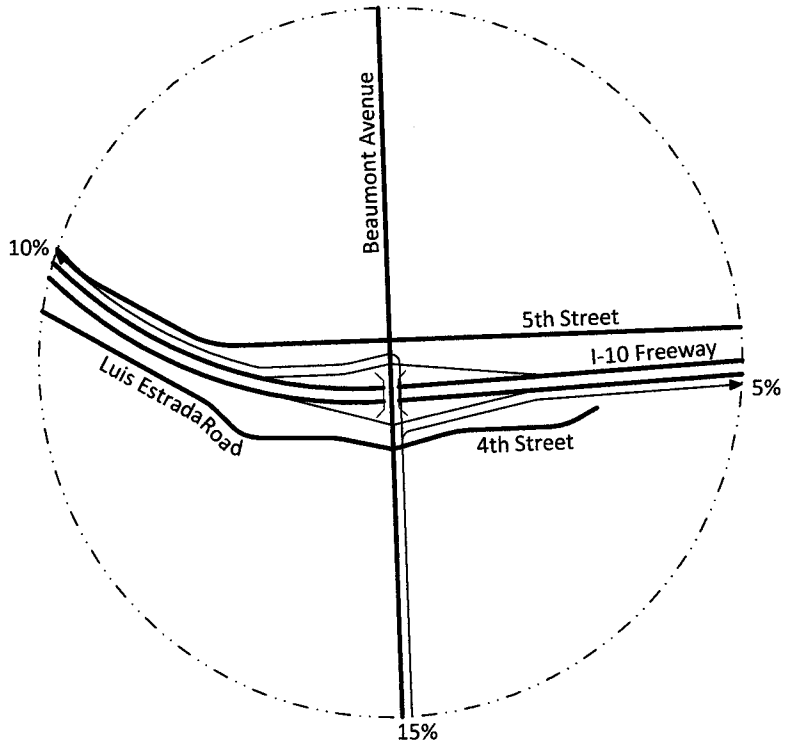
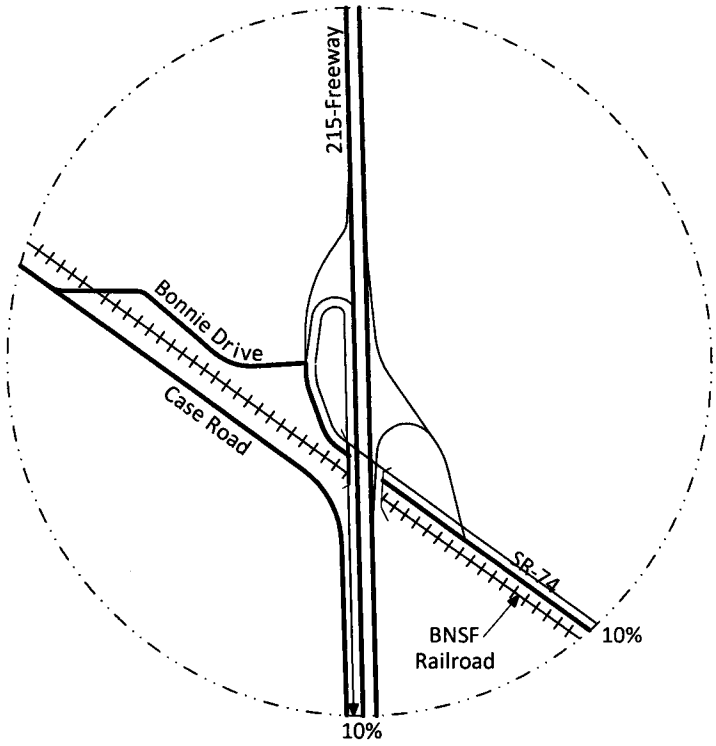
# Figure 11
# Alternative 3 Project Traffic Distribution

## I-10 Freeway and Beaumont Avenue (SR-79) Interchange




## I-215 Freeway and Bonnie Drive/SR-74 Interchange




**Legend**

10% = Percent To/From Project

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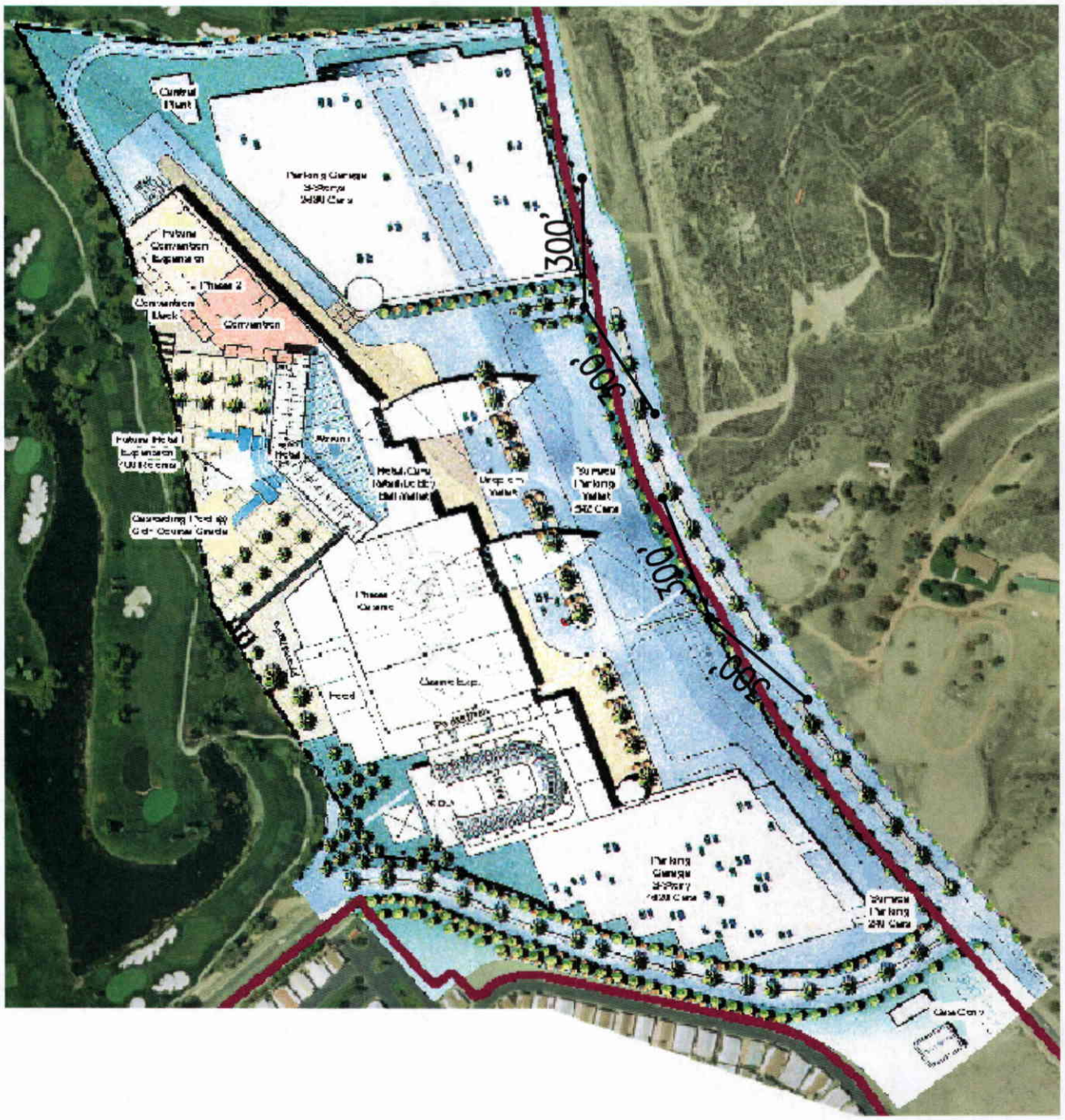
# APPENDIX H

## Line of Sight Analysis

# Figure 1
# Proposed Action "A" Sight Distance

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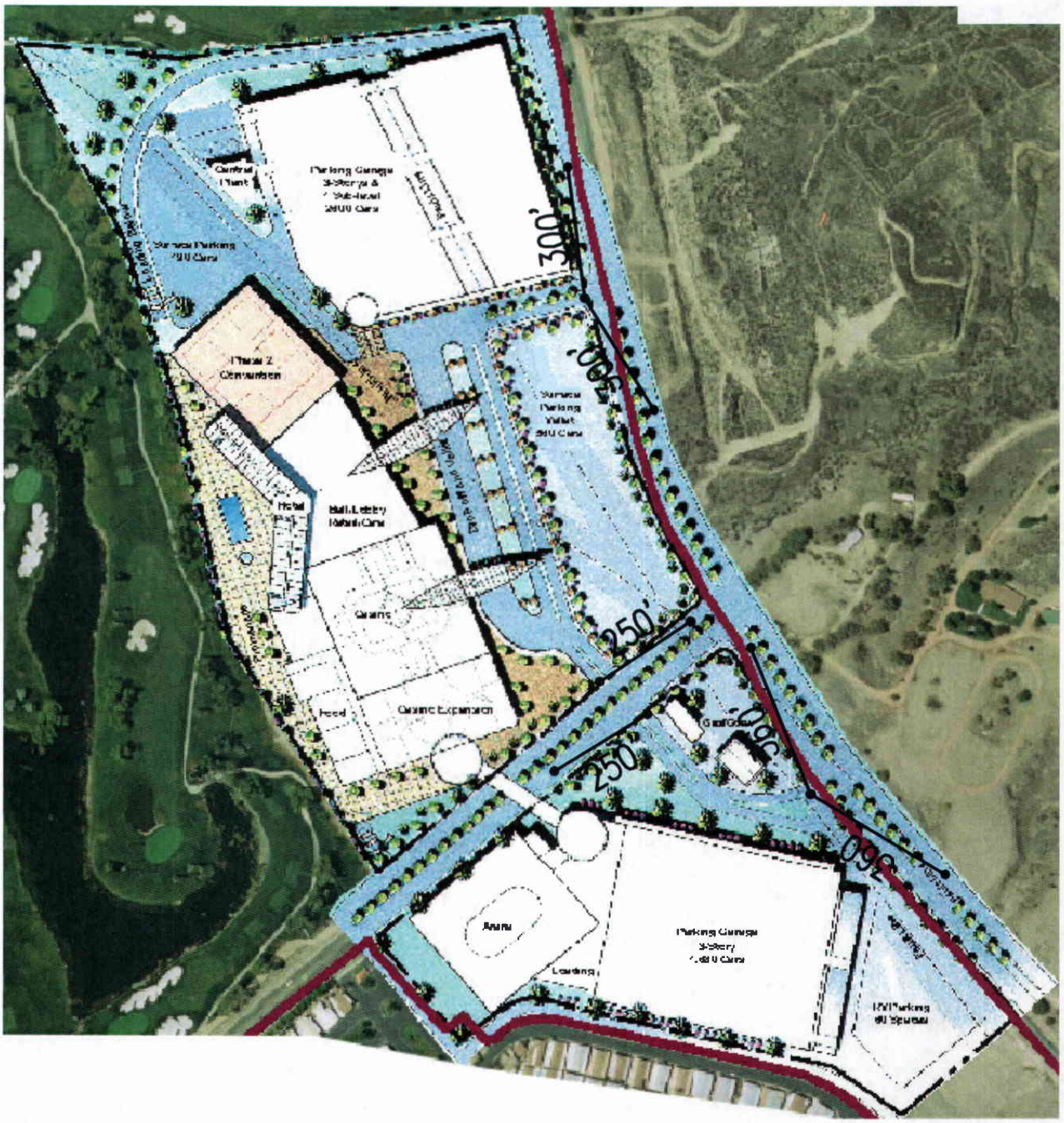
# Figure 2
# Proposed Action "B" Sight Distance

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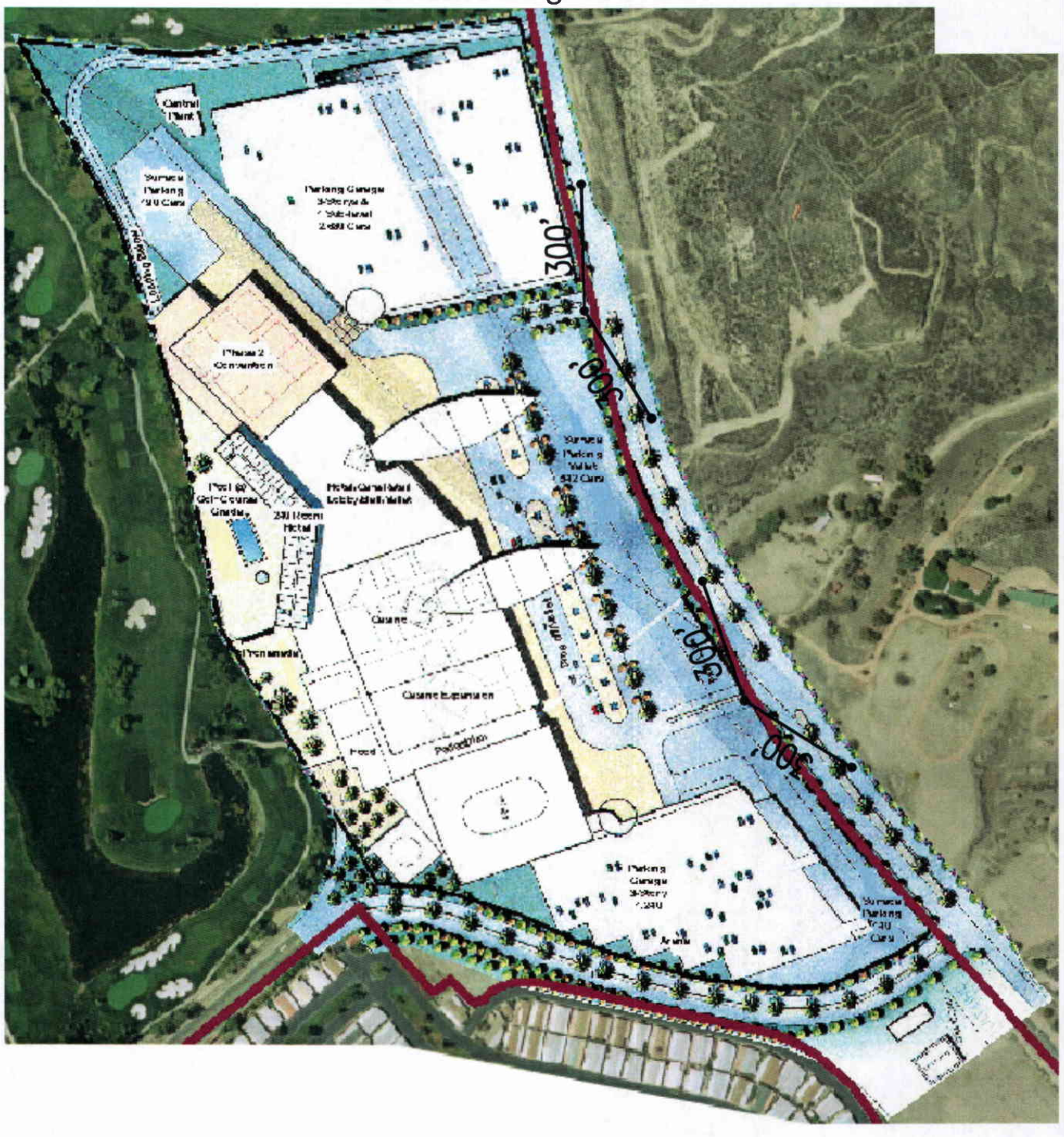
# Figure 3
# Alternative 1 Sight Distance

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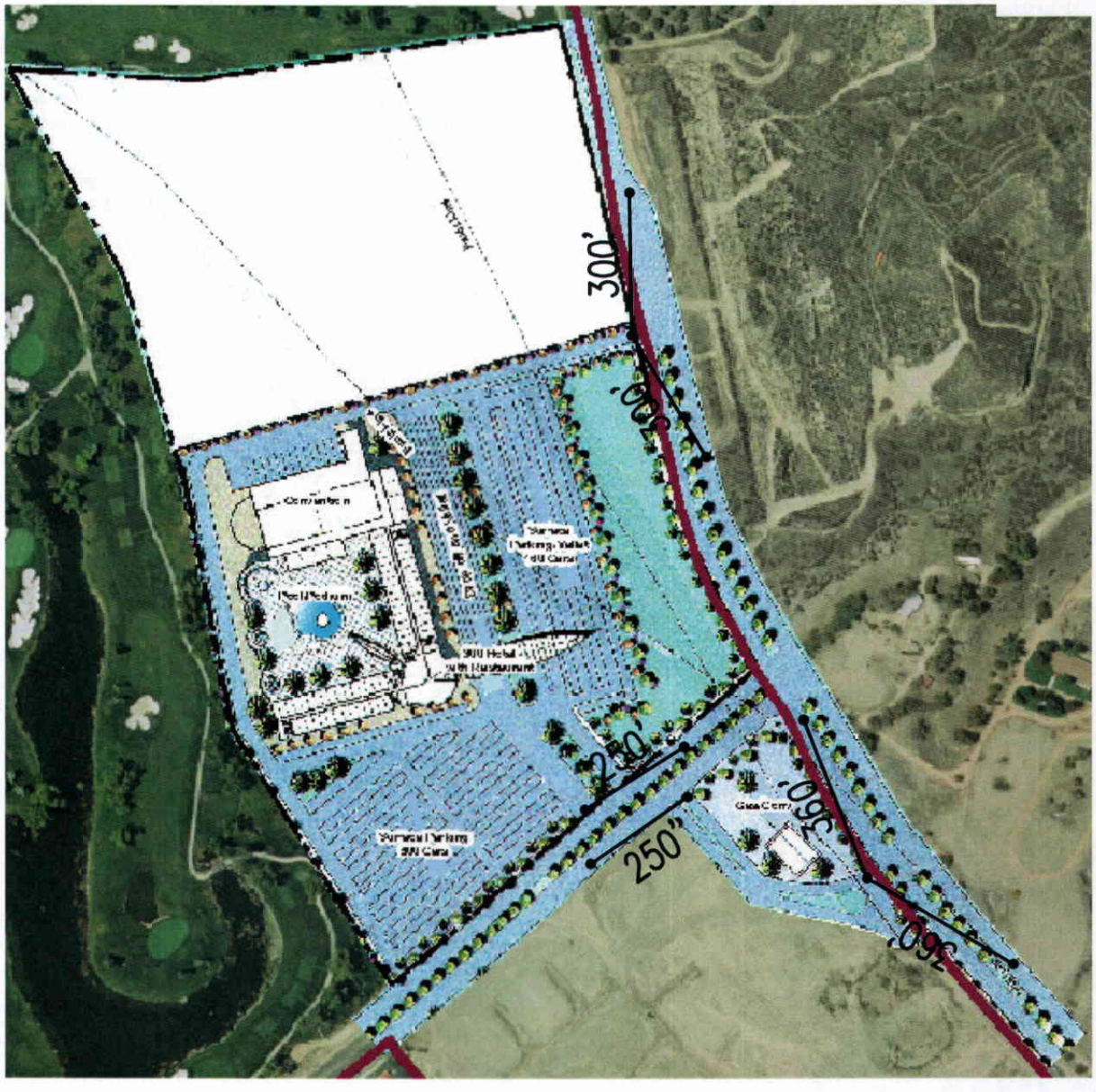
OVER 30 YEARS OF EXCELLENT SERVICE

# Figure 4
# Alternative 2 Sight Distance

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# Figure 5
# Alternative 3 Sight Distance



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