APPENDIX 1.1

Approved Traffic Study Scoping Agreement

41 Corporate Park | Suite 300 | Irvine, CA 92606 | (949) 660-1994
www.urbanXroads.com

Date: May 21, 2013

This letter acknowledges the City of Moreno Valley Transportation Engineering Division requirements for the traffic impact analysis of the following project:

Case No.

Project Name: Moreno Valley Walmart

Project Address: South of Gentian Avenue and west of Perris Boulevard

Project Description: The proposed shopping center consists of the following uses:

- 189,520 square foot Walmart Superstore
- 16 vehicle fueling position gas station with convenience market and car wash

Related Cases:

	Consultant	Developer Representative
Name:	URBAN CROSSROADS, INC. Attn: Aric Evatt	GRESHAM SAVAGE NOLAN & TILDAN, PC Attn: Mr. Donovan Collier
Address:	41 Corporate Park, Suite 300 Irvine, CA 92606	550 E. Hospitality Lane, Suite 300 San Bernardino, CA 92408-4205
Telephone:	949-660-1994 x. 204	909-723-1814

I. Background

The proposed Moreno Valley Walmart development (referred to as "Project") is located west of Perris Boulevard and south of Gentian Avenue. It is our understanding that the proposed Project intends to process CUP applications for two (2) different design alternatives. However, the proposed development with the highest trip generation consists of a 189,520 square foot Walmart Superstore and a 16 vehicle fueling position gas station with a convenience market and car wash. The Project is anticipated to be built in a single phase with an anticipated opening year of 2018 (minimum five-year opening year per Moreno Valley traffic study guidelines). See preliminary site plan on **Exhibit 1**.

Exhibit 2 illustrates the study area and proposed existing and opening year intersection analysis locations. The long-range roadway network within the study area is anticipated to vary from existing conditions in some roadway connections currently do not exist, which in turn affects the Project trip distribution patterns. As such, **Exhibit 3** illustrates

the study area and proposed horizon year intersection analysis locations.

II. Trip Geographic Distribution and Assignment

The Opening Year Project trip distribution patterns were developed based on an understanding of existing travel patterns in the area, the geographical location of the site, and the site's proximity to the regional arterial and state highway system (see **Exhibit 4**). The proposed Project trip distribution patterns for Horizon Year (2035) traffic conditions has been based on a select zone run for the Project from the Moreno Valley Traffic Model (MVTM) (see **Exhibit 5**).

III. Site Trip Generation Forecast

A. Source for trip generation rates: Institute of Transportation Engineers (ITE) *Trip Generation Manual* 9th Edition (2012) for ITE Land Use Code 813 (Free-Standing Discount Superstore) and Land Use Code 946 (Gas Station with Convenience Market and Car Wash).

B. Weekday AM Peak: 7:00-9:00 AM

C. Weekday PM Peak: 4:00-6:00 PM

D. Saturday Mid-Day Peak: 12:00 – 2:00 PM

E. Intersection and link acceptable Level of Service "D" for some intersections and links and Level of Service "C" for others based upon the current City policy. (Use Highway Capacity Manual 2000 operations procedures; parameters per County of Riverside Traffic Impact Analysis Guidelines)

F. As the project is proposed to include a gas station, pass-by percentages have been obtained from Tables 5.29 and 5.30 of the ITE *Trip Generation Handbook* (2nd Edition, 2004). Although the ITE *Trip Generation Handbook* allows up to a 34% pass-by reduction on the free-standing discount superstore, no pass-by trip reductions were taken on this particular land use for the purposes of this analysis in an effort to overstate as opposed to understate project-related impacts.

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

Proposed Use Rates (1)

Free-Standing Discount Superstore (per TSF) Daily: 50.75 AM: 1.85 PM: 4.35

Gas Station with Convenience Store and Car Wash (per VFP) Daily: 152.84 AM: 11.84 PM: 13.86

(See attached **Table 1 & Table 2**)

Internal Trip Allowance: Yes: X No: _____ Percentage: 10%

Pass-by Trip Allowance: Yes: X No: _____ Percentage: Varies

(1) Institute of Transportation Engineers 9th Edition *Trip Generation Manual* (2012).

IV. Specific Project Issues to be Analyzed

A. The traffic study will address the adequacy of site access and identify specific near-term circulation improvements required at study area intersections and roadways to maintain acceptable peak hour and daily levels of service (LOS).
B. The traffic study shall address the project traffic impacts at all study intersections listed in Section VI and provide appropriate mitigation measures if applicable. Peak-hour traffic signal warrants shall be evaluated for all intersections that are not currently signalized.
C. Qualitative assessment of existing and planned non-motorized facilities (e.g., pedestrians, bike routes, trails, etc.) within the study area.
D. The turn pocket lengths will be determined through peak hour traffic simulations developed using Synchro and SimTraffic software in an effort to identify the required storage capacity for turn lanes at each Project driveway. Recommendations regarding site access and internal circulation features to accommodate both peak hour traffic volumes and delivery truck traffic will be included in the traffic study.
E. The proposed site access driveways will be assessed to ensure they can accommodate both WB-67 (Walmart) and WB-50 (outparcels) class delivery trucks. This assessment will be conducted using Auto-Turn software, and will be performed using truck turning templates for WB-67 and WB-50 trucks. Exhibits for each site access driveway will be included in the traffic study report. Truck turns will also be assessed at the site adjacent intersections of Perris Boulevard at Gentian Avenue and Perris Boulevard at Santiago Drive.

V. Study Horizon Year

A. Existing (2013)
B. Existing (2013) Plus Project
C. Opening Year (2018) Without Project (existing to opening year-2018, assuming a growth rate of 2% per year; does not include cumulative development traffic)
D. Opening Year (2018) With Project
E. Opening Year Cumulative (2018) Without Project (existing to opening year-2018, assuming a growth rate of 2% per year and includes the traffic from other cumulative development projects in the vicinity)
F. Opening Year Cumulative (2018) With Project

G. Horizon Year (2035) Without Project (volumes will be determined based upon a model run from the Moreno Valley Traffic Model).
H. Horizon Year (2035) With Project (volumes will be determined based upon a model run from the Moreno Valley Traffic Model).

VI. Facilities to be Studied

A. Existing/Opening Year Intersections: (See **Exhibit 2**)
1. I-215 Southbound Ramps / Cactus Avenue
2. I-215 Northbound Ramps / Cactus Avenue
3. Elsworth Street / Cactus Avenue
4. Frederick Street / Cactus Avenue
5. Graham Street / Cactus Avenue
6. Heacock Street / Alessandro Boulevard
7. Heacock Street / Cactus Avenue
8. Heacock Street / Meyer Drive/John F. Kennedy Drive
9. Webster Avenue / Harley Knox Boulevard
10. Indian Street / Cottonwood Avenue
11. Indian Street / Alessandro Boulevard
12. Indian Street / Cactus Avenue
13. Indian Street / John F. Kennedy Drive
14. Indian Street / Gentian Avenue
15. Indian street / Iris Avenue
16. Indian Street / Krameria Street
17. Indian Street / Harley Knox Boulevard
18. SR-60 Eastbound Off-Ramp / Sunnymead Boulevard
19. Perris Boulevard / SR-60 Westbound Ramps
20. Perris Boulevard / Sunnymead Boulevard
21. SR-60 Eastbound On-Ramp / Sunnymead Boulevard
22. Perris Boulevard / Eucalyptus Avenue
23. Perris Boulevard / Cottonwood Avenue
24. Perris Boulevard / Alessandro Boulevard
25. Perris Boulevard / Cactus Avenue
26. Perris Boulevard / John F. Kennedy Drive
27. Perris Boulevard / Gentian Avenue
28. Perris Boulevard / Santiago Drive
29. Perris Boulevard / Iris Avenue
30. Perris Boulevard / Krameria Street
31. Perris Boulevard / San Michele Road
32. Perris Boulevard / Nandina Avenue
33. Perris Boulevard / Harley Knox Boulevard
34. Perris Boulevard / Ramona Expressway
35. Kitching Street / Cactus Avenue
36. Kitching Street / John F. Kennedy Drive
37. Kitching Street / Iris Avenue
38. Lasselle Avenue / Iris Avenue

B. Horizon Year (2035) Intersections: (See **Exhibit 3**)
1. I-215 Southbound Ramps / Cactus Avenue
2. I-215 Northbound Ramps / Cactus Avenue
3. Elsworth Street / Cactus Avenue

4. Frederick Street / Cactus Avenue
5. Graham Street / Cactus Avenue
6. Heacock Street / Alessandro Boulevard
7. Heacock Street / Cactus Avenue
8. Heacock Street / Meyer Drive/John F. Kennedy Drive
9. Heacock Street / Gentian Avenue
10. Webster Avenue / Harley Knox Boulevard
11. Indian Street / Cottonwood Avenue
12. Indian Street / Alessandro Boulevard
13. Indian Street / Cactus Avenue
14. Indian Street / John F. Kennedy Drive
15. Indian Street / Gentian Avenue
16. Indian Street / Santiago Drive
17. Indian street / Iris Avenue
18. Indian Street / Krameria Street
19. Indian Street / San Michele Road
20. Indian Street / Nandina Avenue
21. Indian Street / Harley Knox Boulevard
22. SR-60 Eastbound Off-Ramp / Sunnymead Boulevard
23. Perris Boulevard / SR-60 Westbound Ramps
24. Perris Boulevard / Sunnymead Boulevard
25. SR-60 Eastbound On-Ramp / Sunnymead Boulevard
26. Perris Boulevard / Eucalyptus Avenue
27. Perris Boulevard / Cottonwood Avenue
28. Perris Boulevard / Alessandro Boulevard
29. Perris Boulevard / Cactus Avenue
30. Perris Boulevard / John F. Kennedy Drive
31. Perris Boulevard / Gentian Avenue
32. Perris Boulevard / Santiago Drive
33. Perris Boulevard / Iris Avenue
34. Perris Boulevard / Krameria Street
35. Perris Boulevard / San Michele Road
36. Perris Boulevard / Nandina Avenue
37. Perris Boulevard / Harley Knox Boulevard
38. Perris Boulevard / Ramona Expressway
39. Kitching Street / Cactus Avenue
40. Kitching Street / John F. Kennedy Drive
41. Kitching Street / Iris Avenue
42. Lasselle Avenue / Iris Avenue

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

C. Roadway Segments:
All roadway segments adjacent to intersection analysis locations will be analyzed (e.g. all legs of intersections listed above).

VII. Open Items

A. **Analysis Locations:** The proposed Project is anticipated to contribute less than 50 peak hour trips (or none at all) to the following currently existing intersections for

near-term, opening year traffic conditions; however, the Project would contribute 50 or more peak hour trips under long-range, Horizon Year traffic conditions:

1. Heacock Street / Gentian Avenue
2. Indian Street / Santiago Drive
3. Indian Street / San Michele Road
4. Indian Street / Nandina Avenue

We can count and analyze for all scenarios every study area intersection that currently exists (regardless of the Project's contribution to each location in the near-term); **or** we can analyze all intersections for Existing (2013) traffic conditions and Horizon Year (2035) traffic conditions only, while analyzing only the intersections where the Project contributes 50 or more peak hour trips under Opening Year (2018) traffic conditions.

B. **Cumulative Development Projects:** There is a list of cumulative projects provided on **Table 3** (also shown graphically on **Exhibit 6**) and is consistent with the cumulative lists on other recent projects. It is requested that the list of cumulative development projects be reviewed by the City and projects be removed/added, where applicable.

VIII. Deliverables

a. Draft traffic impact studies (2 copies each)
b. Final traffic impact studies (4 copies each)

All draft and final traffic impact studies shall be delivered with the appropriate review fee to the Permit Technician, Land Development Division - Moreno Valley City Hall, 14177 Frederick Street, Moreno Valley, CA 92552. Please contact the Land Development Division at 951-413-3110 prior to the delivery of the traffic study.

A review fee of $3,000.00 will be required upon submittal of the traffic study. **A signed copy of this *Scoping Agreement* must be included in the submitted draft and final traffic impact studies.**

If you have any questions regarding this *Scoping Agreement*, please contact Eric Lewis at 951-413-3140.

Recommended By:

Aric Evatt, PTP
Principal
Urban Crossroads, Inc.

Approved By:

MICHAEL LLOYD
FOR: Eric Lewis

NOTE: SECTION IV SHALL INCLUDE
F. MAKE RECOMMENDATION FOR
G.P. CROSS-SECTION OF GENTIAN AVE.
BASED ON YEAR 2035 PROJECTIONS.

Attachments

Table 1

Project Trip Generation Rates[1]

Land Use[1]	ITE LU Code	Units[2]	Weekday AM Peak Hour			Weekday PM Peak Hour			Weekday Daily	Saturday Mid-Day Peak Hour[3]		
			In	Out	Total	In	Out	Total		In	Out	Total
Free Standing Discount Superstore	813	TSF	1.04	0.81	1.85	2.13	2.22	4.35	50.75	2.82	2.82	5.64
Gas/Market/Car Wash	946	VFP	6.04	5.80	11.84	7.07	6.79	13.86	152.84	9.73	9.73	19.46

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

[2] TSF = Thousand Square Feet; VFP = Vehicle Fueling Positions

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

Table 2

Project Trip Generation Summary

Land Use	Quantity	Units[1]	Weekday AM Peak Hour			Weekday PM Peak Hour			Weekday	Saturday Mid-Day Peak Hour		
			In	Out	Total	In	Out	Total	Daily	In	Out	Total
Free-Standing Discount Superstore	189.520	TSF	197	154	351	404	421	824	9,618	534	534	1,069
Internal Trip Reduction (10%)			-15	-15	-31	-40	-40	-81	-962	-53	-53	-106
Subtotal			*182*	*138*	*320*	*363*	*380*	*744*	*8,656*	*481*	*481*	*963*
Gas Station/Market/Car Wash	16	VFP	97	93	189	113	109	222	2,445	156	156	311
Internal Trip Reduction (10%)			-9	-9	-18	-11	-11	-22	-245	-16	-16	-32
Pass-by Trip Reduction (62% AM; 56% PM/Daily)[2]			-54	-52	-106	-57	-55	-112	-1,233	-78	-78	-157
Subtotal			*33*	*32*	*65*	*45*	*43*	*88*	*968*	*61*	*62*	*123*
TOTAL NET TRIPS			215	170	385	408	423	832	9,625	543	543	1,086

[1] TSF = Thousand Square Feet; VFP = Vehicle Fueling Positions

[2] Pass-by reduction percentages are from the ITE Trip Generation Handbook (2nd Edition, 2004): Tables 5.29 and 5.30.

Table 3 (Page 1 of 2)

Cumulative Development Land Use Summary

TAZ	Project Name	Land Use[1]	Quantity	Units[2]
	CITY OF MORENO VALLEY			
1	PA 06-0152 & PA 06-0153 (First Park Nandina I & II)	High-Cube Warehouse	1,182.918	TSF
2	PA 06-0014 (Pierce Hardy Limited Partnership)[3]	Lumber Yard	67.000	TSF
3A	PA 08-0072 (Overton Moore Properties)	High-Cube Warehouse	520.000	TSF
3B	Harbor Freight Expansion	High-Cube Warehouse	1,279.910	TSF
4	PA 04-0063 (Centerpointe Buildings 8 and 9)	General Light Industrial	361.384	TSF
5	PA 07-0035; PA 07-0039 (Moreno Valley Industrial Park)	General Light Industrial	204.657	TSF
		High-Cube Warehouse	409.920	TSF
6	PA 07-0079 (Indian Business Park)	High-Cube Warehouse	1,560.046	TSF
7	PA 08-0047-0052 (Komar Cactus Plaza)[4]	Hotel	110	RMS
		Fast Food w/Drive Thru	8.000	TSF
		Commercial	42.400	TSF
8	First Inland Logistics Center	High-Cube Warehouse	400.130	TSF
9	TM 33607	Condo/Townhomes	54	DU
10	PA 08-0093 (Centerpointe Business Park II)	General Light Industrial	99.988	TSF
11	PA 06-0021; PA 06-0022; PA 06-0048; PA 06-0049 (Komar Investments)	Warehousing	2,057.400	TSF
12	PA 06-0017 (Ivan Devries)	Industrial Park	569.200	TSF
13	PA 09-0004 (Vogel)	High-Cube Warehouse	1,616.133	TSF
14	TM 34748	SFDR	135	DU
15	PA 08-0079-0081 (Winco Foods)	Discount Supermarket	95.440	TSF
		Specialty Retail	14.800	TSF
16	PA 09-0031	Gas Station	12	VFP
17	First Park Nandina III	High-Cube Warehouse	691.960	TSF
18	March Business Center	General Light Industrial	16.732	TSF
		Warehousing	87.429	TSF
		High-Cube Warehouse	1,380.246	TSF
19	TM 33810	SFDR	16	DU
20	TM 34151	SFDR	37	DU
21	TM 32716	SFDR	57	DU
22	TM 32917	Condo/Townhomes	227	DU
23	TM 33417	Condo/Townhomes	10	DU
24	TM 34988	Condo/Townhomes	251	DU
25	TM 34216	Condo/Townhomes	40	DU
26	TM 34681	Condo/Townhomes	49	DU
	MARCH JOINT POWERS AUTHORITY			
27	March Lifecare Campus Specific Plan[3]	Medical Offices	190.000	TSF
		Commercial Retail	210.000	TSF
		Research & Education	200.000	TSF
		Hospital	50	Beds
		Institutional Residential	660	Beds
28	Alessandro Metrolink Station	Light Rail Transit Station	300	SP
29	Airport Master Plan	Airport Use	559.000	TSF
30	Meridian Business Park North	Industrial Park	5,985.000	TSF

Table 3 (Page 2 of 2)

Cumulative Development Land Use Summary

TAZ	Project Name	Land Use[1]	Quantity	Units[2]
COUNTY OF RIVERSIDE				
31	SP 341; PP 21552 (Majestic Freeway Business Center)	High-Cube Warehouse	6,200.000	TSF
32	PP 20699 (Oleander Business Park)	Warehousing	1,206.710	TSF
33	Ramona Metrolink Station	Light Rail Transit Station	300	SP
34	PP 22925 (Amstar/Kaliber Development)	Office (258.102 TSF)	258.102	TSF
		Warehousing	409.312	TSF
		General Light Industrial	42.222	TSF
		Retail	10.000	TSF
CITY OF RIVERSIDE				
35	P07-1028 (Alessandro Business Park)	General Light Industrial	652.018	TSF
CITY OF PERRIS				
36	P 05-0113 (IDI)	High-Cube Warehouse	1,750.000	TSF
37	P 05-0192 (Oakmont I)	High-Cube Warehouse	697.600	TSF
38	P 05-0477	High-Cube Warehouse	462.692	TSF
39	Rados Distribution Center	High-Cube Warehouse	1,200.000	TSF
40	Investment Development Services (IDS) II	High-Cube Warehouse	350.000	TSF
41	P 07-09-0018	Warehousing	170.000	TSF
42	P 07-07-0029 (Oakmont II)	High-Cube Warehouse	1,600.000	TSF
43	TR 32707	SFDR	137	DU
44	TR 34716	SFDR	318	DU
45	P 05-0493 (Ridge I)	High-Cube Warehouse	700.000	TSF
46	Ridge II	High-Cube Warehouse	2,000.000	TSF
47	Harvest Landing Specific Plan	SFDR	717	DU
		Condo/Townhomes	1,139	DU
		Sports Park	16.700	AC
		Business Park	1,233.401	TSF
		Shopping Center	73.181	TSF
	Perris Marketplace	Shopping Center	450.000	TSF
48	P 06-0411 (Concrete Batch Plant)	Manufacturing	2.000	TSF
49	Jordan Distribution	High-Cube Warehouse	378.000	TSF
50	Aiere	High-Cube Warehouse	642.000	TSF
51	P 08-11-0005; P 08-11-0006 (Starcrest)	High-Cube Warehouse	454.088	TSF
52	Stratford Ranch Specific Plan	High-Cube Warehouse	1,725.411	TSF

[1] SFDR = Single Family Detached Residential

[2] DU = Dwelling Units; TSF = Thousand Square Feet; SP = Spaces; VFP = Vehicle Fueling Positions

[3] Source: March Lifecare Campus Specific Plan Traffic Impact Analysis, Mountain Pacific, Inc., May 2009 (Revised).

[4] Source: Cactus Avenue and Commerce Center Drive Commercial Center TIA, Urban Crossroads, Inc., December 9, 2008 (Revised).

EXHIBIT 1

PRELIMINARY SITE PLAN

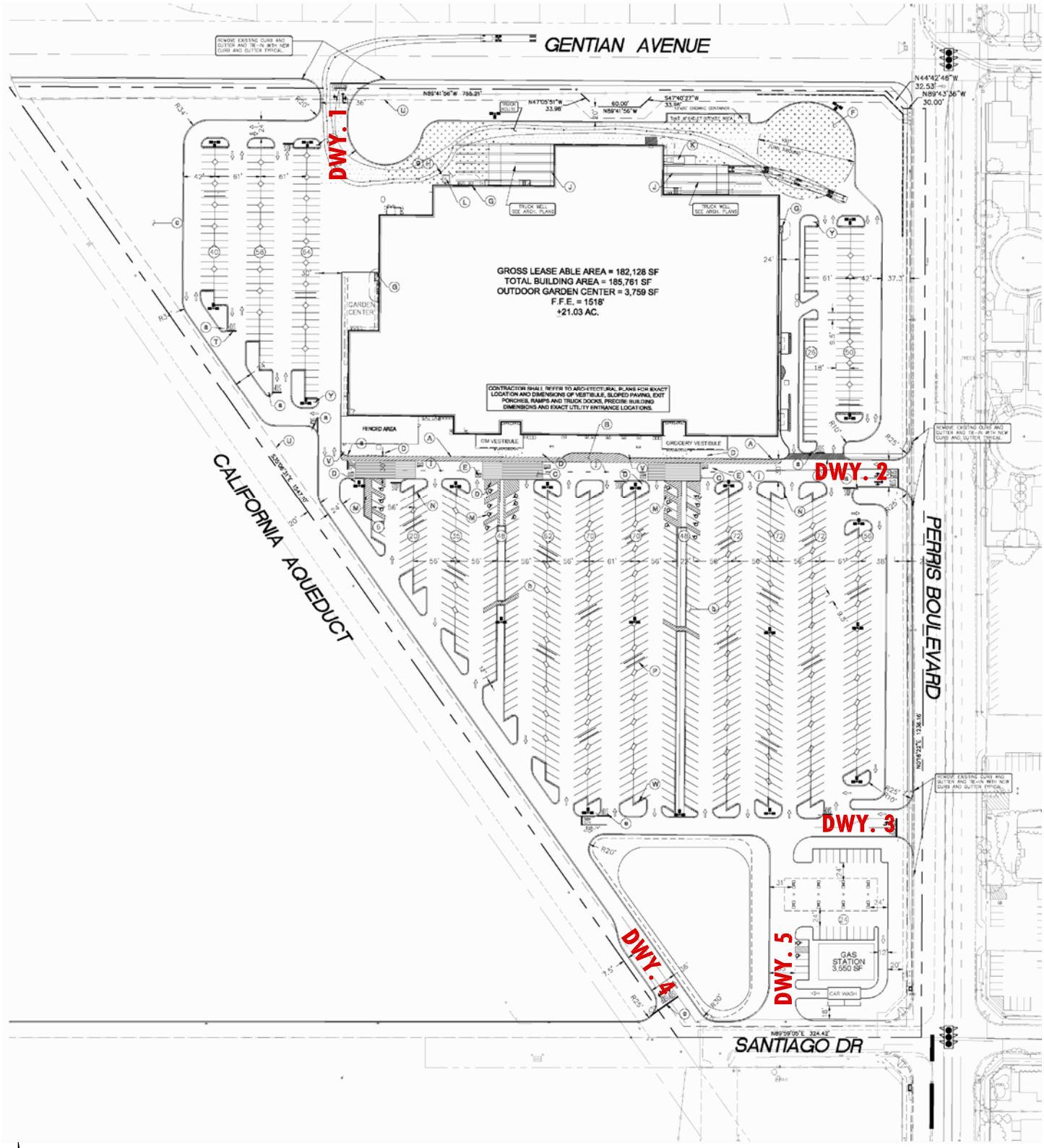


EXHIBIT 2

EXISTING (2013) AND OPENING YEAR (2018) LOCATION MAP

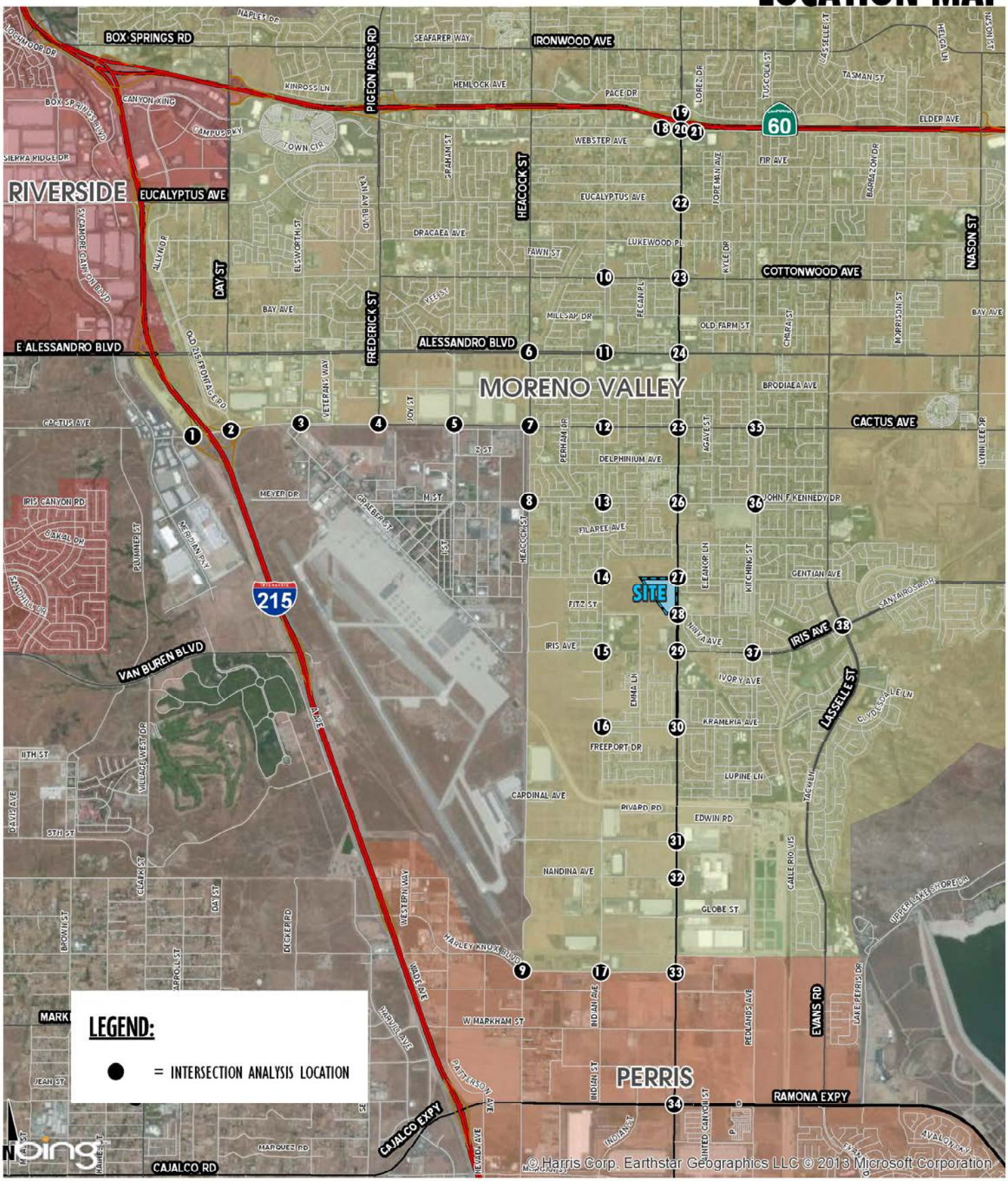


EXHIBIT 3

HORIZON YEAR (2035) LOCATION MAP

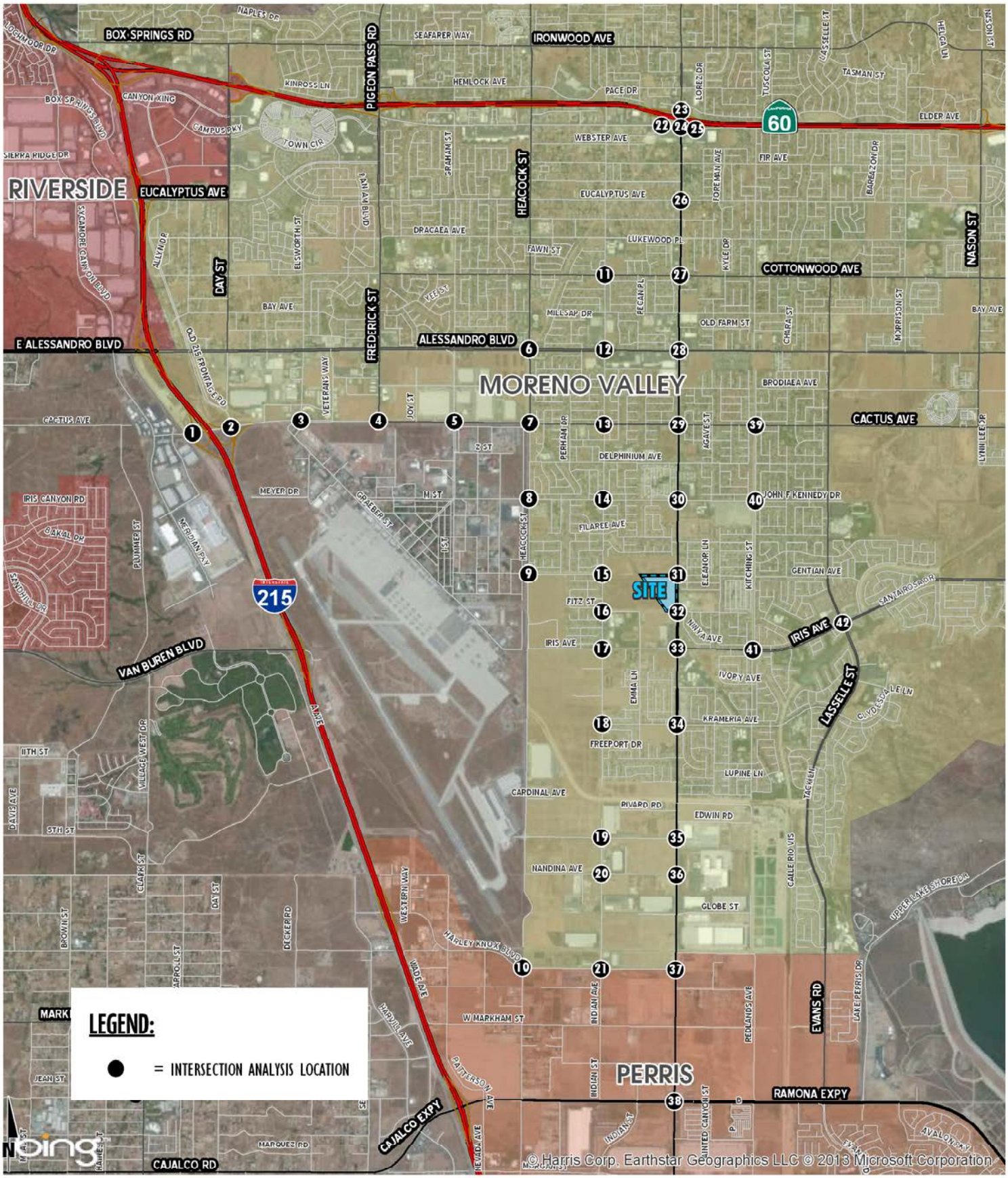


EXHIBIT 4

OPENING YEAR (2018) TRIP DISTRIBUTION

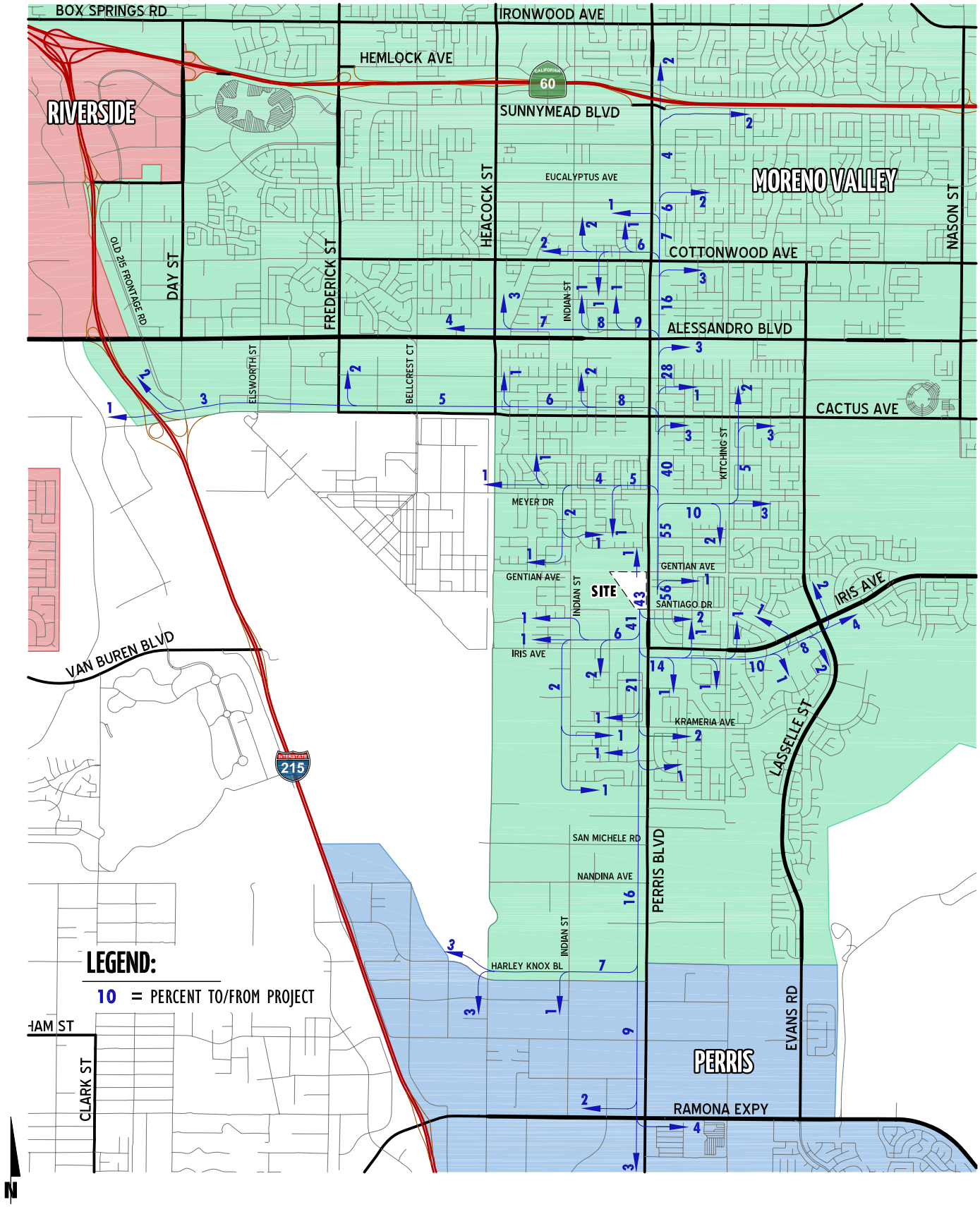


EXHIBIT 5

HORIZON YEAR (2035) TRIP DISTRIBUTION

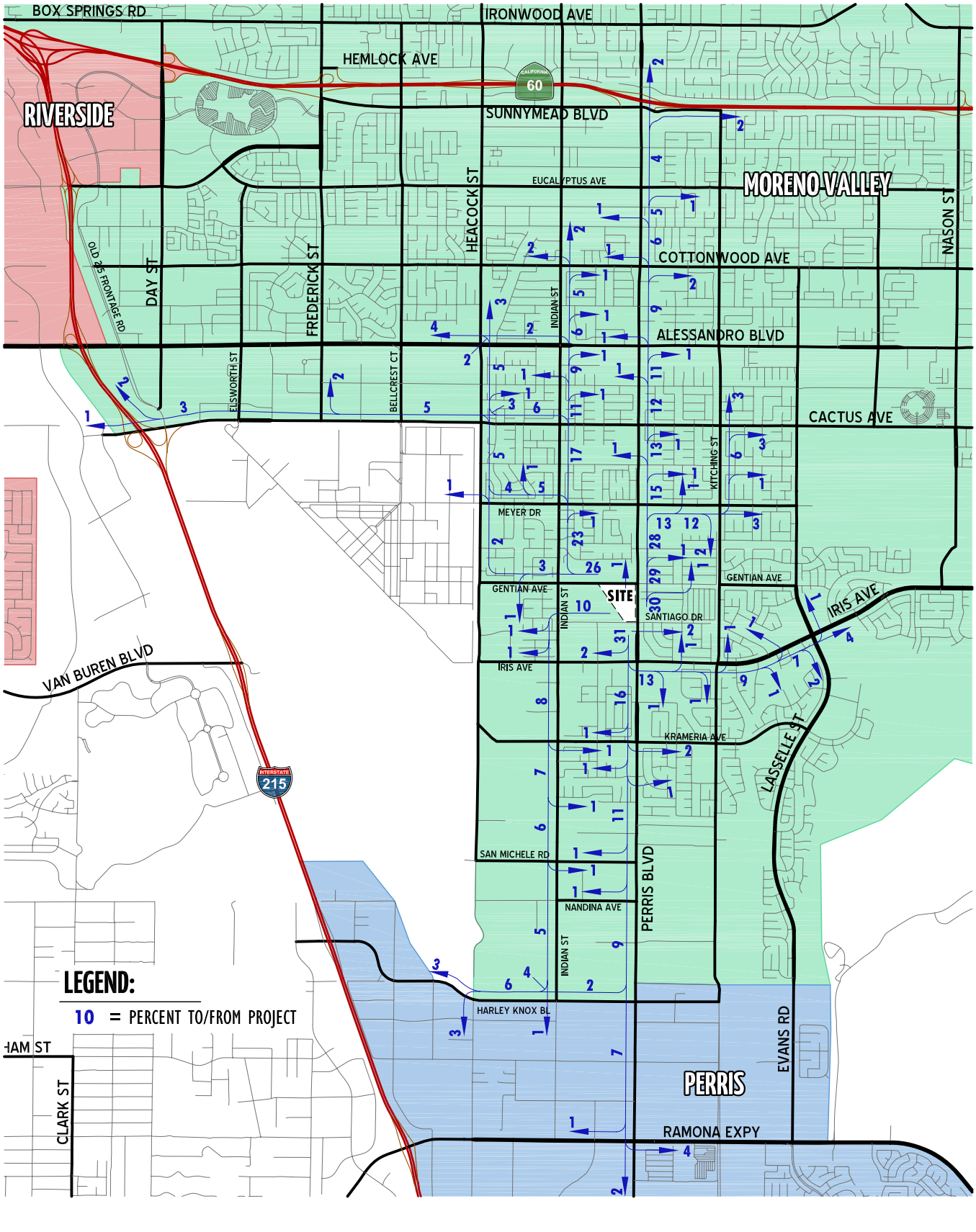
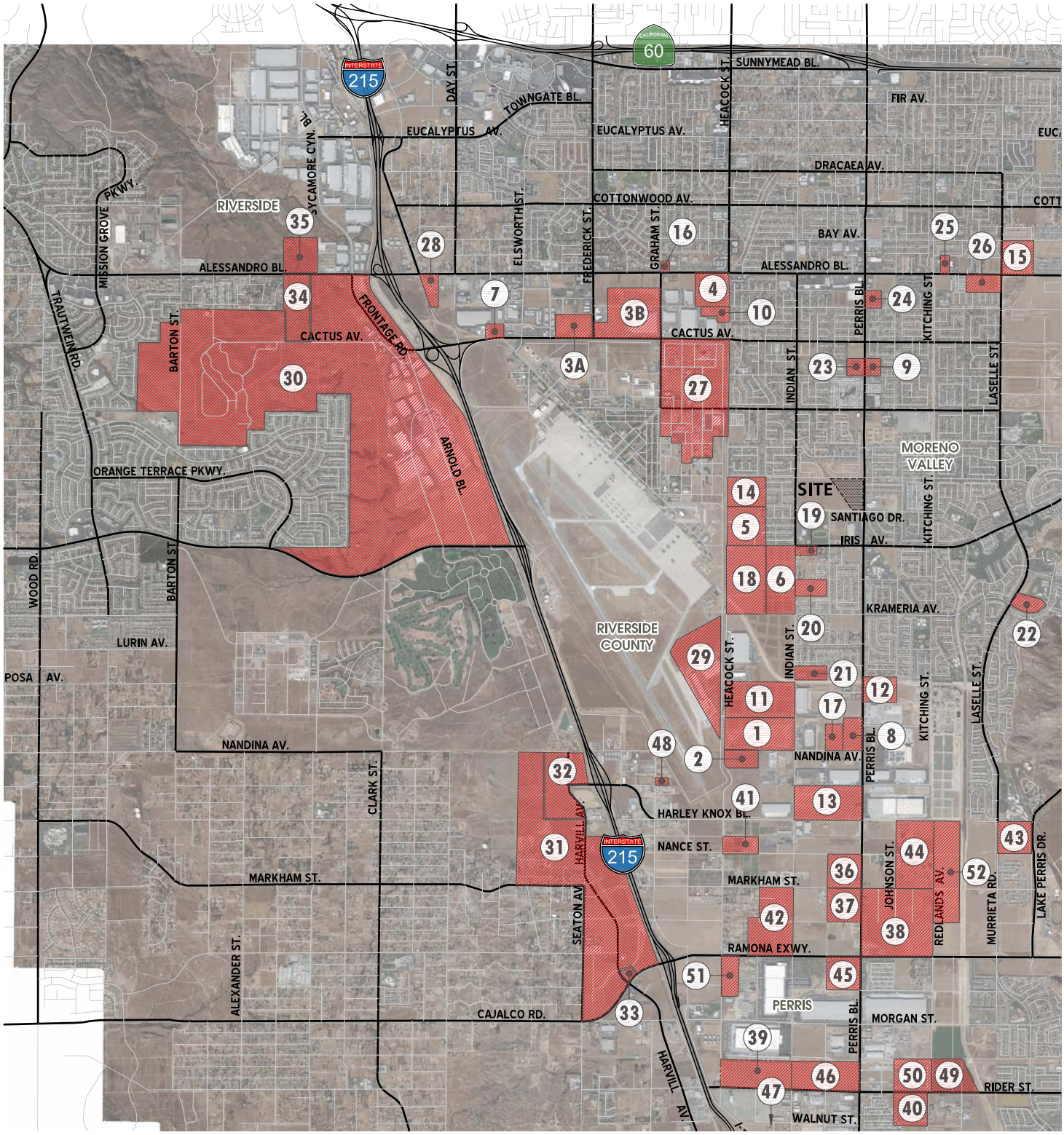


EXHIBIT 6

CUMULATIVE DEVELOPMENT PROJECTS LOCATION MAP



APPENDIX 3.1

Traffic Count Data – May 2013

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Moreno Valley
N/S: I-215 Southbound Ramps
E/W: Cactus Avenue
Weather: Sunny

File Name : MRV215CAAM
Site Code : 00000045
Start Date : 5/16/2013
Page No : 1

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

	I-215 Southbound Off Ramp Southbound				Cactus Avenue Westbound				I-215 Southbound On Ramp Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	34	34	85	203	0	288	0	0	88	88	0	49	2	51	461
07:15 AM	0	0	44	44	95	214	0	309	0	0	107	107	0	72	2	74	534
07:30 AM	0	0	38	38	83	181	0	264	0	0	121	121	0	70	2	72	495
07:45 AM	1	0	46	47	91	146	0	237	0	0	91	91	0	71	3	74	449
Total	1	0	162	163	354	744	0	1098	0	0	407	407	0	262	9	271	1939
08:00 AM	1	0	21	22	65	98	0	163	0	0	62	62	0	46	3	49	296
08:15 AM	0	0	30	30	64	70	0	134	0	0	92	92	0	52	8	60	316
08:30 AM	1	0	28	29	65	65	0	130	0	0	57	57	0	47	4	51	267
08:45 AM	0	0	26	26	53	41	0	94	0	0	73	73	0	47	3	50	243
Total	2	0	105	107	247	274	0	521	0	0	284	284	0	192	18	210	1122
Grand Total	3	0	267	270	601	1018	0	1619	0	0	691	691	0	454	27	481	3061
Apprch %	1.1	0	98.9		37.1	62.9	0		0	0	100		0	94.4	5.6		
Total %	0.1	0	8.7	8.8	19.6	33.3	0	52.9	0	0	22.6	22.6	0	14.8	0.9	15.7	
Passenger Vehicles	3	0	220	223	576	1008	0	1584	0	0	653	653	0	414	18	432	2892
% Passenger Vehicles	100	0	82.4	82.6	95.8	99	0	97.8	0	0	94.5	94.5	0	91.2	66.7	89.8	94.5
Large 2 Axle Trucks	0	0	12	12	17	4	0	21	0	0	16	16	0	8	5	13	62
% Large 2 Axle Trucks	0	0	4.5	4.4	2.8	0.4	0	1.3	0	0	2.3	2.3	0	1.8	18.5	2.7	2
3 Axle Vehicles	0	0	0	0	3	3	0	6	0	0	1	1	0	4	1	5	12
% 3 Axle Vehicles	0	0	0	0	0.5	0.3	0	0.4	0	0	0.1	0.1	0	0.9	3.7	1	0.4
4+ Axle Trucks	0	0	35	35	5	3	0	8	0	0	21	21	0	28	3	31	95
% 4+ Axle Trucks	0	0	13.1	13	0.8	0.3	0	0.5	0	0	3	3	0	6.2	11.1	6.4	3.1

	I-215 Southbound Off Ramp Southbound				Cactus Avenue Westbound				I-215 Southbound On Ramp Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	34	34	85	203	0	288	0	0	88	88	0	49	2	51	461
07:15 AM	0	0	44	44	**95**	**214**	0	**309**	0	0	107	107	0	**72**	2	**74**	**534**
07:30 AM	0	0	38	38	83	181	0	264	0	0	**121**	**121**	0	70	2	72	495
07:45 AM	**1**	0	**46**	**47**	91	146	0	237	0	0	91	91	0	71	**3**	74	449
Total Volume	1	0	162	163	354	744	0	1098	0	0	407	407	0	262	9	271	1939
% App. Total	0.6	0	99.4		32.2	67.8	0		0	0	100		0	96.7	3.3		
PHF	.250	.000	.880	.867	.932	.869	.000	.888	.000	.000	.841	.841	.000	.910	.750	.916	.908

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City of Moreno Valley
N/S: I-215 Southbound Ramps
E/W: Cactus Avenue
Weather: Sunny

File Name : MRV215CAAM
Site Code : 00000045
Start Date : 5/16/2013
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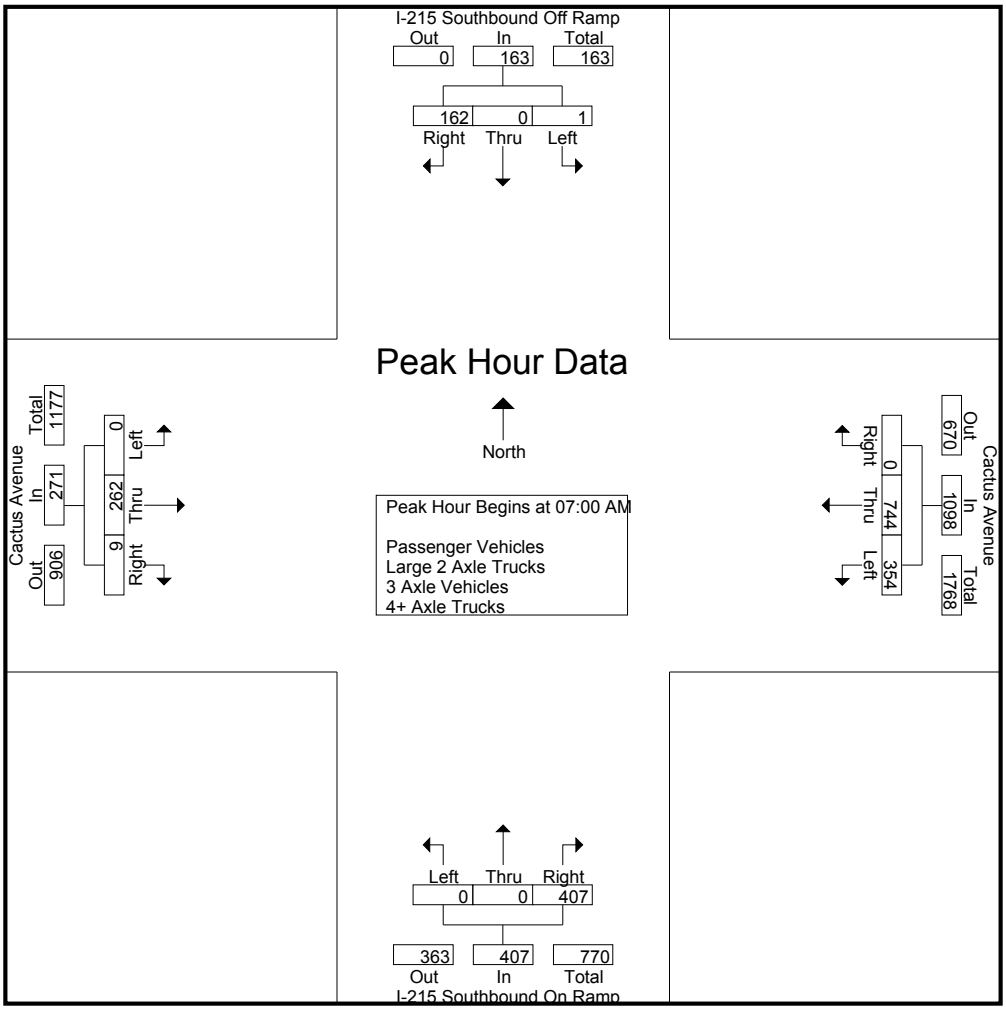

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	34	34	85	203	0	288	0	0	88	88	0	49	2	51
+15 mins.	0	0	44	44	**95**	**214**	0	**309**	0	0	107	107	0	**72**	2	**74**
+30 mins.	0	0	38	38	83	181	0	264	0	0	**121**	**121**	0	70	2	72
+45 mins.	**1**	0	**46**	**47**	91	146	0	237	0	0	91	91	0	71	**3**	74
Total Volume	1	0	162	163	354	744	0	1098	0	0	407	407	0	262	9	271
% App. Total	0.6	0	99.4		32.2	67.8	0		0	0	100		0	96.7	3.3	
PHF	.250	.000	.880	.867	.932	.869	.000	.888	.000	.000	.841	.841	.000	.910	.750	.916

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City of Moreno Valley
N/S: I-215 Southbound Ramps
E/W: Cactus Avenue
Weather: Sunny

File Name : MRV215CAAM
Site Code : 00000045
Start Date : 5/16/2013
Page No : 1

Groups Printed- Large 2 Axle Trucks

	I-215 Southbound Off Ramp Southbound				Cactus Avenue Westbound				I-215 Southbound On Ramp Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	1	1	3	2	0	5	0	0	6	6	0	0	0	0	12
07:15 AM	0	0	3	3	1	0	0	1	0	0	1	1	0	0	1	1	6
07:30 AM	0	0	1	1	2	0	0	2	0	0	2	2	0	0	1	1	6
07:45 AM	0	0	0	0	3	0	0	3	0	0	1	1	0	1	0	1	5
Total	0	0	5	5	9	2	0	11	0	0	10	10	0	1	2	3	29
08:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	3	0	3	4
08:15 AM	0	0	1	1	0	0	0	0	0	0	3	3	0	1	0	1	5
08:30 AM	0	0	3	3	4	2	0	6	0	0	0	0	0	1	1	2	11
08:45 AM	0	0	3	3	3	0	0	3	0	0	3	3	0	2	2	4	13
Total	0	0	7	7	8	2	0	10	0	0	6	6	0	7	3	10	33
Grand Total	0	0	12	12	17	4	0	21	0	0	16	16	0	8	5	13	62
Apprch %	0	0	100		81	19	0		0	0	100		0	61.5	38.5		
Total %	0	0	19.4	19.4	27.4	6.5	0	33.9	0	0	25.8	25.8	0	12.9	8.1	21	

	I-215 Southbound Off Ramp Southbound				Cactus Avenue Westbound				I-215 Southbound On Ramp Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	1	1	**3**	**2**	0	**5**	0	0	**6**	**6**	0	0	0	0	**12**
07:15 AM	0	0	**3**	**3**	1	0	0	1	0	0	1	1	0	0	**1**	**1**	6
07:30 AM	0	0	1	1	2	0	0	2	0	0	2	2	0	0	1	1	6
07:45 AM	0	0	0	0	3	0	0	3	0	0	1	1	0	**1**	0	1	5
Total Volume	0	0	5	5	9	2	0	11	0	0	10	10	0	1	2	3	29
% App. Total	0	0	100		81.8	18.2	0		0	0	100		0	33.3	66.7		
PHF	.000	.000	.417	.417	.750	.250	.000	.550	.000	.000	.417	.417	.000	.250	.500	.750	.604

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City of Moreno Valley
N/S: I-215 Southbound Ramps
E/W: Cactus Avenue
Weather: Sunny

File Name : MRV215CAAM
Site Code : 00000045
Start Date : 5/16/2013
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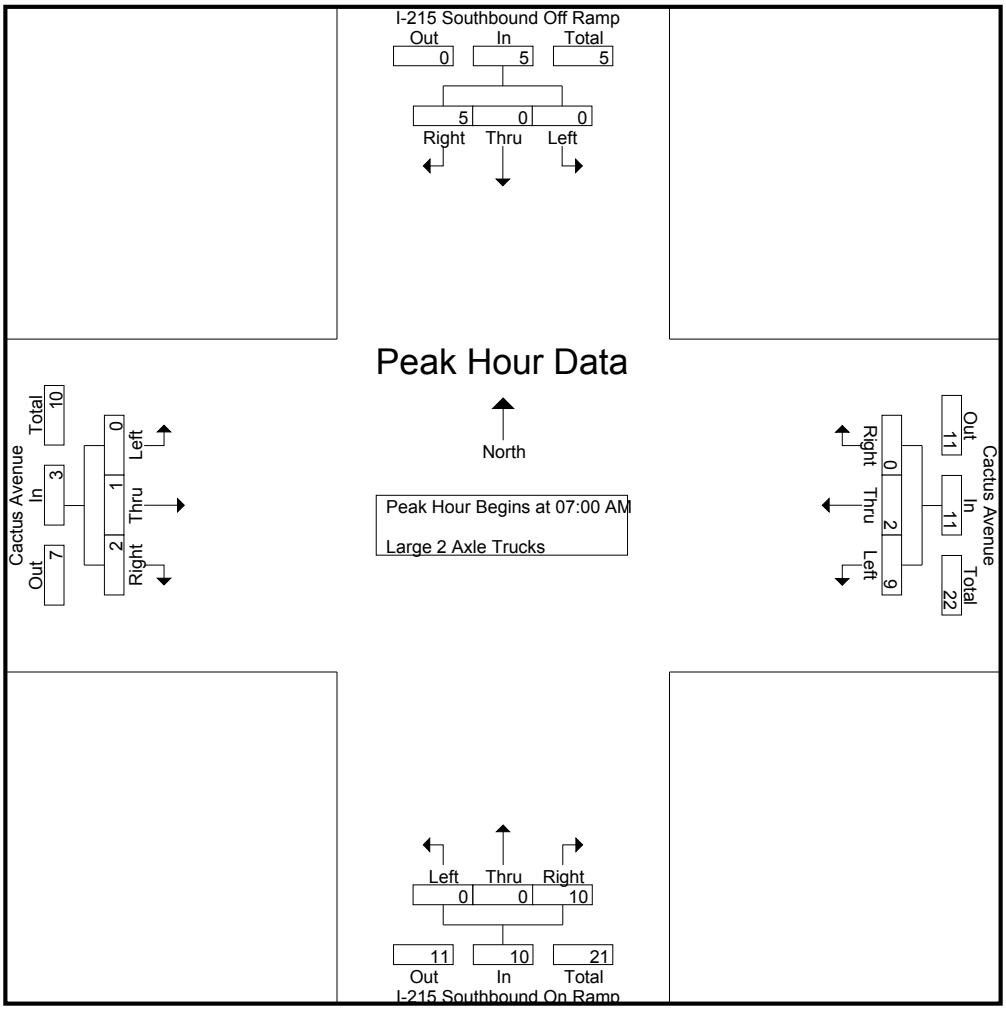

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	1	1	**3**	**2**	0	**5**	0	0	**6**	**6**	0	0	0	0
+15 mins.	0	0	**3**	**3**	1	0	0	1	0	0	1	1	0	0	**1**	**1**
+30 mins.	0	0	1	1	2	0	0	2	0	0	2	2	0	0	1	1
+45 mins.	0	0	0	0	3	0	0	3	0	0	1	1	0	**1**	0	1
Total Volume	0	0	5	5	9	2	0	11	0	0	10	10	0	1	2	3
% App. Total	0	0	100		81.8	18.2	0		0	0	100		0	33.3	66.7	
PHF	.000	.000	.417	.417	.750	.250	.000	.550	.000	.000	.417	.417	.000	.250	.500	.750

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City of Moreno Valley
N/S: I-215 Southbound Ramps
E/W: Cactus Avenue
Weather: Sunny

File Name : MRV215CAAM
Site Code : 00000045
Start Date : 5/16/2013
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Groups Printed- 3 Axle Vehicles

	I-215 Southbound Off Ramp Southbound				Cactus Avenue Westbound				I-215 Southbound On Ramp Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	1	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	0	0	0	0	1	1	0	2	0	0	0	0	0	3	0	3	5
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	2	1	0	3	0	0	1	1	0	1	1	2	6
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	2	2	0	4	0	0	1	1	0	1	1	2	7
Grand Total	0	0	0	0	3	3	0	6	0	0	1	1	0	4	1	5	12
Apprch %	0	0	0		50	50	0		0	0	100		0	80	20		
Total %	0	0	0	0	25	25	0	50	0	0	8.3	8.3	0	33.3	8.3	41.7	

	I-215 Southbound Off Ramp Southbound				Cactus Avenue Westbound				I-215 Southbound On Ramp Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	**1**	0	0	1	0	0	0	0	0	1	0	1	**2**
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	**2**	2
Total Volume	0	0	0	0	1	1	0	2	0	0	0	0	0	3	0	3	5
% App. Total	0	0	0		50	50	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.250	.250	.000	.500	.000	.000	.000	.000	.000	.375	.000	.375	.625

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City of Moreno Valley
N/S: I-215 Southbound Ramps
E/W: Cactus Avenue
Weather: Sunny

File Name : MRV215CAAM
Site Code : 00000045
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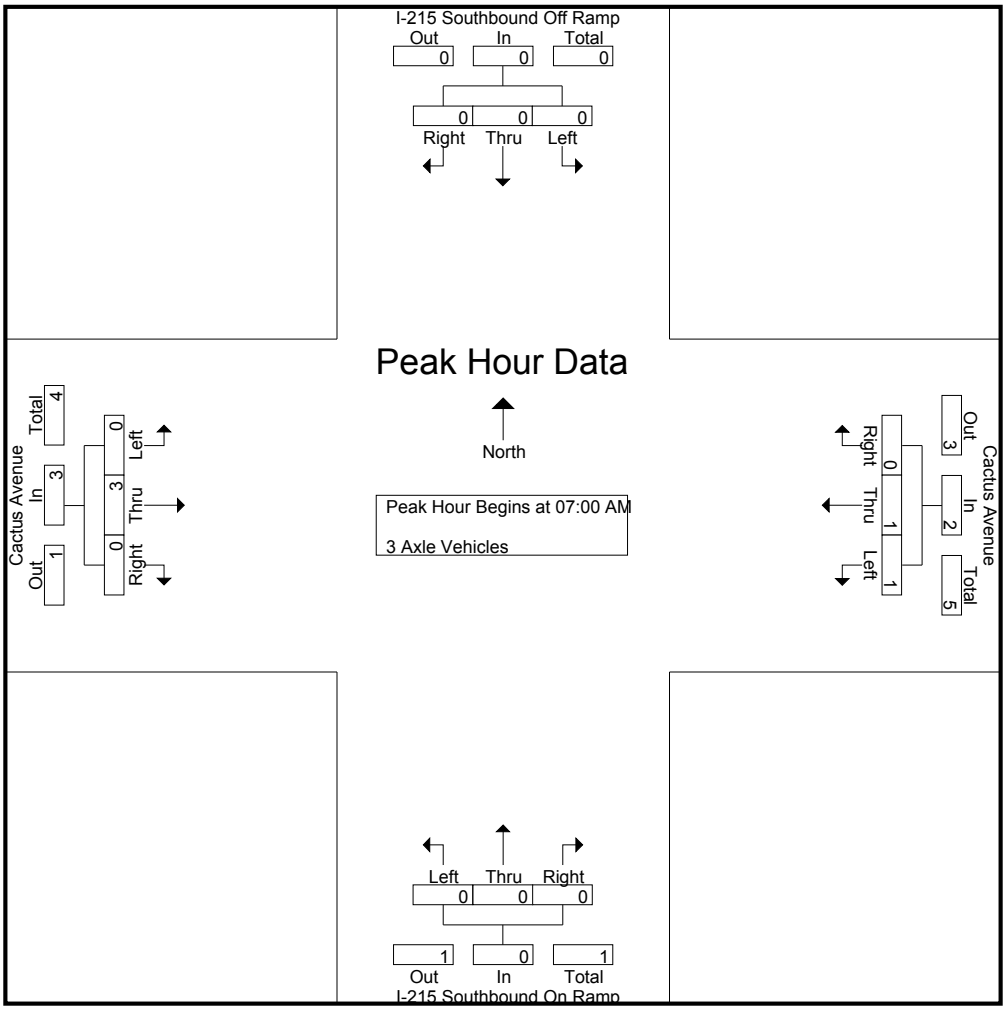

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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City of Moreno Valley
N/S: I-215 Southbound Ramps
E/W: Cactus Avenue
Weather: Sunny

File Name : MRV215CAAM
Site Code : 00000045
Start Date : 5/16/2013
Page No : 1

Groups Printed- 4+ Axle Trucks

	I-215 Southbound Off Ramp Southbound				Cactus Avenue Westbound				I-215 Southbound On Ramp Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	3	3	1	0	0	1	0	0	0	0	0	2	0	2	6
07:15 AM	0	0	2	2	0	1	0	1	0	0	4	4	0	3	0	3	10
07:30 AM	0	0	8	8	2	0	0	2	0	0	1	1	0	1	0	1	12
07:45 AM	0	0	7	7	0	0	0	0	0	0	2	2	0	6	0	6	15
Total	0	0	20	20	3	1	0	4	0	0	7	7	0	12	0	12	43
08:00 AM	0	0	2	2	0	2	0	2	0	0	2	2	0	3	0	3	9
08:15 AM	0	0	2	2	2	0	0	2	0	0	2	2	0	5	2	7	13
08:30 AM	0	0	6	6	0	0	0	0	0	0	6	6	0	5	1	6	18
08:45 AM	0	0	5	5	0	0	0	0	0	0	4	4	0	3	0	3	12
Total	0	0	15	15	2	2	0	4	0	0	14	14	0	16	3	19	52
Grand Total	0	0	35	35	5	3	0	8	0	0	21	21	0	28	3	31	95
Apprch %	0	0	100		62.5	37.5	0		0	0	100		0	90.3	9.7		
Total %	0	0	36.8	36.8	5.3	3.2	0	8.4	0	0	22.1	22.1	0	29.5	3.2	32.6	

	I-215 Southbound Off Ramp Southbound				Cactus Avenue Westbound				I-215 Southbound On Ramp Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	3	3	1	0	0	1	0	0	0	0	0	2	0	2	6
07:15 AM	0	0	2	2	0	**1**	0	1	0	0	**4**	**4**	0	3	0	3	10
07:30 AM	0	0	**8**	**8**	**2**	0	0	**2**	0	0	1	1	0	1	0	1	12
07:45 AM	0	0	7	7	0	0	0	0	0	0	2	2	0	**6**	0	**6**	**15**
Total Volume	0	0	20	20	3	1	0	4	0	0	7	7	0	12	0	12	43
% App. Total	0	0	100		75	25	0		0	0	100		0	100	0		
PHF	.000	.000	.625	.625	.375	.250	.000	.500	.000	.000	.438	.438	.000	.500	.000	.500	.717

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City of Moreno Valley
N/S: I-215 Southbound Ramps
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File Name : MRV215CAAM
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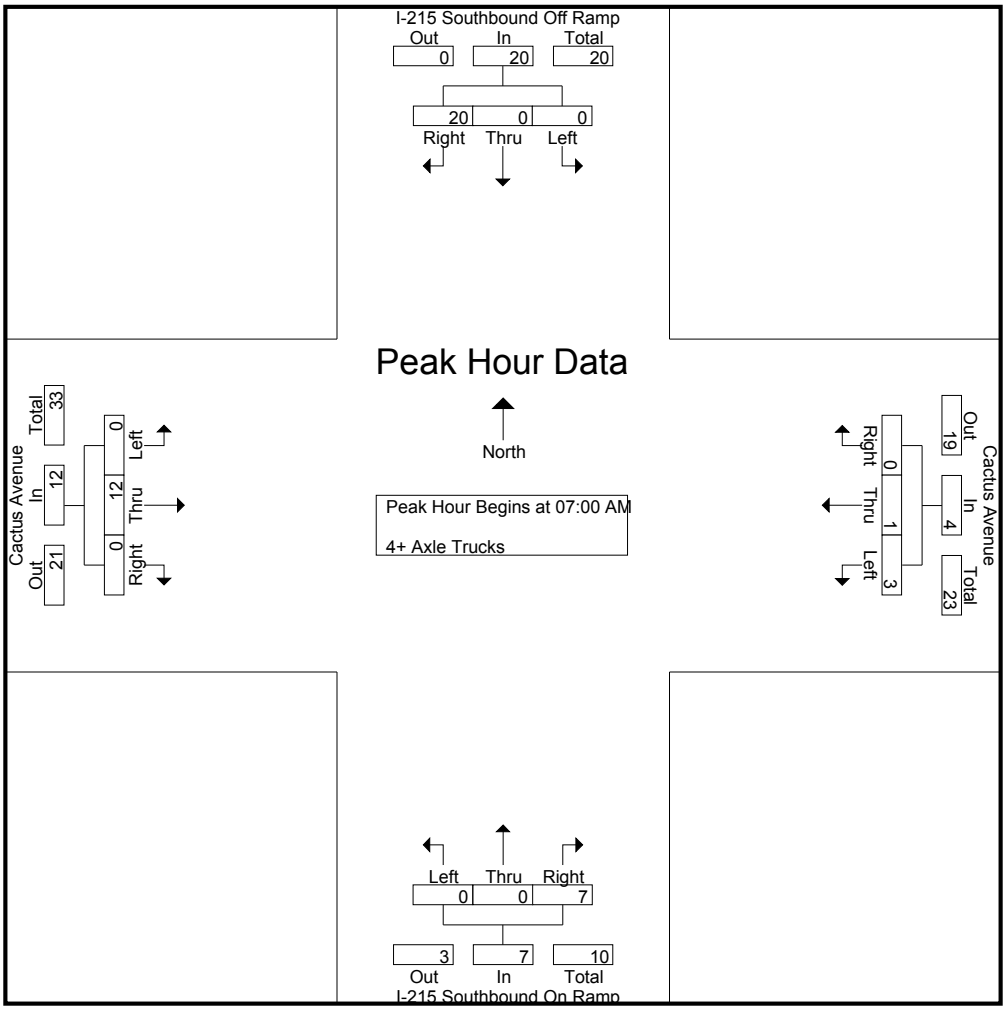

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	3	3	1	0	0	1	0	0	0	0	0	2	0	2
+15 mins.	0	0	2	2	0	**1**	0	1	0	0	**4**	**4**	0	3	0	3
+30 mins.	0	0	**8**	**8**	**2**	0	0	**2**	0	0	1	1	0	1	0	1
+45 mins.	0	0	7	7	0	0	0	0	0	0	2	2	0	**6**	0	**6**
Total Volume	0	0	20	20	3	1	0	4	0	0	7	7	0	12	0	12
% App. Total	0	0	100		75	25	0		0	0	100		0	100	0	
PHF	.000	.000	.625	.625	.375	.250	.000	.500	.000	.000	.438	.438	.000	.500	.000	.500

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City of Moreno Valley
N/S: I-215 Southbound Ramps
E/W: Cactus Avenue
Weather: Sunny

File Name : MRV215CAPM
Site Code : 00000045
Start Date : 5/16/2013
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Groups Printed- Passenger Vehicles - Large 2 Axle Trucks - 3 Axle Vehicles - 4+ Axle Trucks

	I-215 Southbound Off Ramp Southbound				Cactus Avenue Westbound				I-215 Southbound On Ramp Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	0	27	28	160	84	0	244	0	0	117	117	0	77	5	82	471
04:15 PM	1	0	27	28	143	87	0	230	0	0	115	115	0	95	7	102	475
04:30 PM	0	0	21	21	144	79	0	223	0	0	111	111	0	120	18	138	493
04:45 PM	0	0	11	11	153	65	0	218	0	0	110	110	0	98	12	110	449
Total	2	0	86	88	600	315	0	915	0	0	453	453	0	390	42	432	1888
05:00 PM	1	0	39	40	135	71	0	206	0	0	127	127	0	124	30	154	527
05:15 PM	0	1	49	50	117	95	0	212	0	0	124	124	0	97	18	115	501
05:30 PM	0	0	30	30	117	79	0	196	0	0	151	151	0	112	14	126	503
05:45 PM	0	0	38	38	94	65	0	159	0	0	140	140	0	80	13	93	430
Total	1	1	156	158	463	310	0	773	0	0	542	542	0	413	75	488	1961
Grand Total	3	1	242	246	1063	625	0	1688	0	0	995	995	0	803	117	920	3849
Apprch %	1.2	0.4	98.4		63	37	0		0	0	100		0	87.3	12.7		
Total %	0.1	0	6.3	6.4	27.6	16.2	0	43.9	0	0	25.9	25.9	0	20.9	3	23.9	
Passenger Vehicles	3	1	211	215	1051	601	0	1652	0	0	959	959	0	762	101	863	3689
% Passenger Vehicles	100	100	87.2	87.4	98.9	96.2	0	97.9	0	0	96.4	96.4	0	94.9	86.3	93.8	95.8
Large 2 Axle Trucks	0	0	5	5	7	11	0	18	0	0	14	14	0	15	0	15	52
% Large 2 Axle Trucks	0	0	2.1	2	0.7	1.8	0	1.1	0	0	1.4	1.4	0	1.9	0	1.6	1.4
3 Axle Vehicles	0	0	26	26	2	10	0	12	0	0	0	0	0	12	2	14	52
% 3 Axle Vehicles	0	0	10.7	10.6	0.2	1.6	0	0.7	0	0	0	0	0	1.5	1.7	1.5	1.4
4+ Axle Trucks	0	0	0	0	3	3	0	6	0	0	22	22	0	14	14	28	56
% 4+ Axle Trucks	0	0	0	0	0.3	0.5	0	0.4	0	0	2.2	2.2	0	1.7	12	3	1.5

	I-215 Southbound Off Ramp Southbound				Cactus Avenue Westbound				I-215 Southbound On Ramp Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	11	11	**153**	65	0	**218**	0	0	110	110	0	98	12	110	449
05:00 PM	**1**	0	39	40	135	71	0	206	0	0	127	127	0	**124**	**30**	**154**	**527**
05:15 PM	0	**1**	**49**	**50**	117	**95**	0	212	0	0	124	124	0	97	18	115	501
05:30 PM	0	0	30	30	117	79	0	196	0	0	**151**	**151**	0	112	14	126	503
Total Volume	1	1	129	131	522	310	0	832	0	0	512	512	0	431	74	505	1980
% App. Total	0.8	0.8	98.5		62.7	37.3	0		0	0	100		0	85.3	14.7		
PHF	.250	.250	.658	.655	.853	.816	.000	.954	.000	.000	.848	.848	.000	.869	.617	.820	.939

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City of Moreno Valley
N/S: I-215 Southbound Ramps
E/W: Cactus Avenue
Weather: Sunny

File Name : MRV215CAPM
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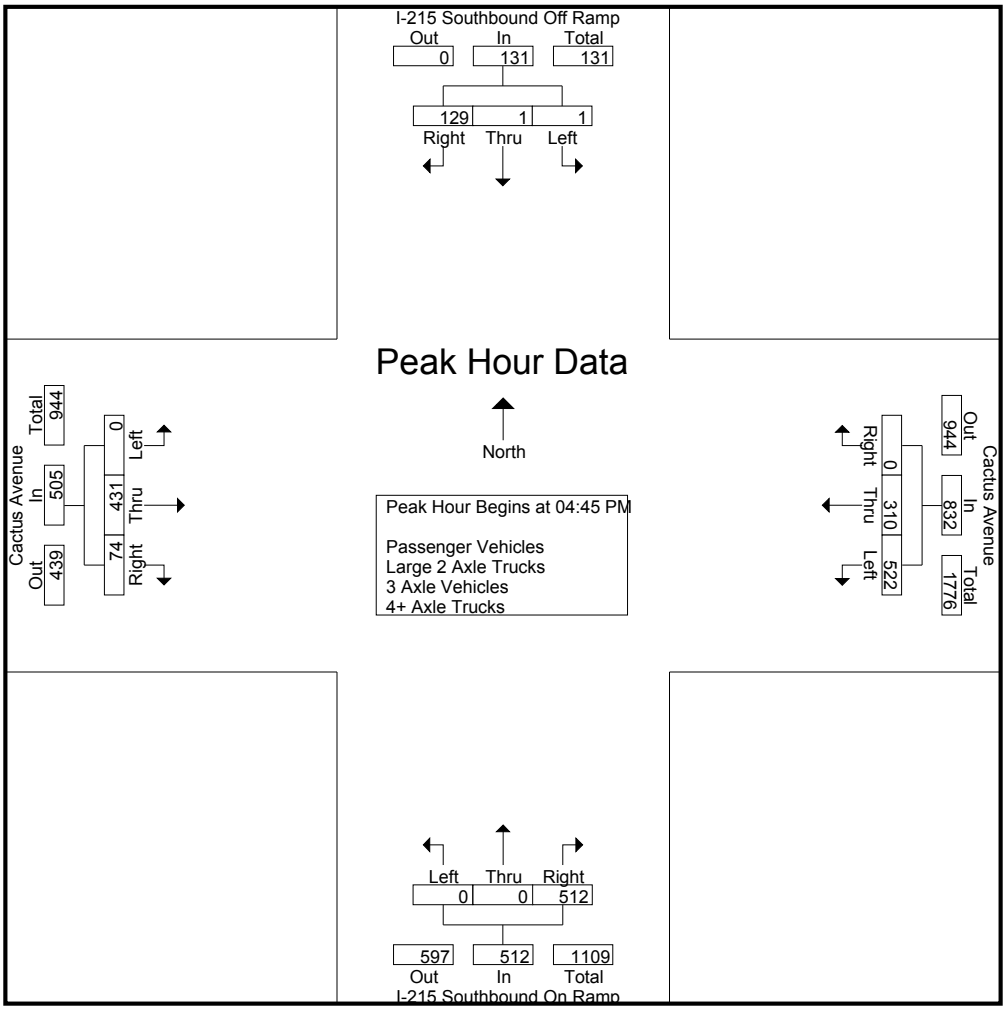

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:00 PM				05:00 PM				04:30 PM			
+0 mins.	**1**	0	39	40	**160**	84	0	**244**	0	0	127	127	0	120	18	138
+15 mins.	0	**1**	**49**	**50**	143	**87**	0	230	0	0	124	124	0	98	12	110
+30 mins.	0	0	30	30	144	79	0	223	0	0	**151**	**151**	0	**124**	**30**	**154**
+45 mins.	0	0	38	38	153	65	0	218	0	0	140	140	0	97	18	115
Total Volume	1	1	156	158	600	315	0	915	0	0	542	542	0	439	78	517
% App. Total	0.6	0.6	98.7		65.6	34.4	0		0	0	100		0	84.9	15.1	
PHF	.250	.250	.796	.790	.938	.905	.000	.938	.000	.000	.897	.897	.000	.885	.650	.839

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City of Moreno Valley
N/S: I-215 Southbound Ramps
E/W: Cactus Avenue
Weather: Sunny

File Name : MRV215CAPM
Site Code : 00000045
Start Date : 5/16/2013
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Groups Printed- Large 2 Axle Trucks

	I-215 Southbound Off Ramp Southbound				Cactus Avenue Westbound				I-215 Southbound On Ramp Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	1	1	0	3	0	3	0	0	3	3	0	2	0	2	9
04:15 PM	0	0	1	1	2	2	0	4	0	0	2	2	0	2	0	2	9
04:30 PM	0	0	1	1	2	2	0	4	0	0	2	2	0	2	0	2	9
04:45 PM	0	0	1	1	2	1	0	3	0	0	2	2	0	5	0	5	11
Total	0	0	4	4	6	8	0	14	0	0	9	9	0	11	0	11	38
05:00 PM	0	0	1	1	0	0	0	0	0	0	2	2	0	0	0	0	3
05:15 PM	0	0	0	0	1	1	0	2	0	0	1	1	0	1	0	1	4
05:30 PM	0	0	0	0	0	2	0	2	0	0	2	2	0	2	0	2	6
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	1	1	1	3	0	4	0	0	5	5	0	4	0	4	14
Grand Total	0	0	5	5	7	11	0	18	0	0	14	14	0	15	0	15	52
Apprch %	0	0	100		38.9	61.1	0		0	0	100		0	100	0		
Total %	0	0	9.6	9.6	13.5	21.2	0	34.6	0	0	26.9	26.9	0	28.8	0	28.8	

	I-215 Southbound Off Ramp Southbound				Cactus Avenue Westbound				I-215 Southbound On Ramp Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	**1**	**1**	**2**	1	0	**3**	0	0	**2**	**2**	0	**5**	0	**5**	**11**
05:00 PM	0	0	1	1	0	0	0	0	0	0	2	2	0	0	0	0	3
05:15 PM	0	0	0	0	1	1	0	2	0	0	1	1	0	1	0	1	4
05:30 PM	0	0	0	0	0	**2**	0	2	0	0	2	2	0	2	0	2	6
Total Volume	0	0	2	2	3	4	0	7	0	0	7	7	0	8	0	8	24
% App. Total	0	0	100		42.9	57.1	0		0	0	100		0	100	0		
PHF	.000	.000	.500	.500	.375	.500	.000	.583	.000	.000	.875	.875	.000	.400	.000	.400	.545

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City of Moreno Valley
N/S: I-215 Southbound Ramps
E/W: Cactus Avenue
Weather: Sunny

File Name : MRV215CAPM
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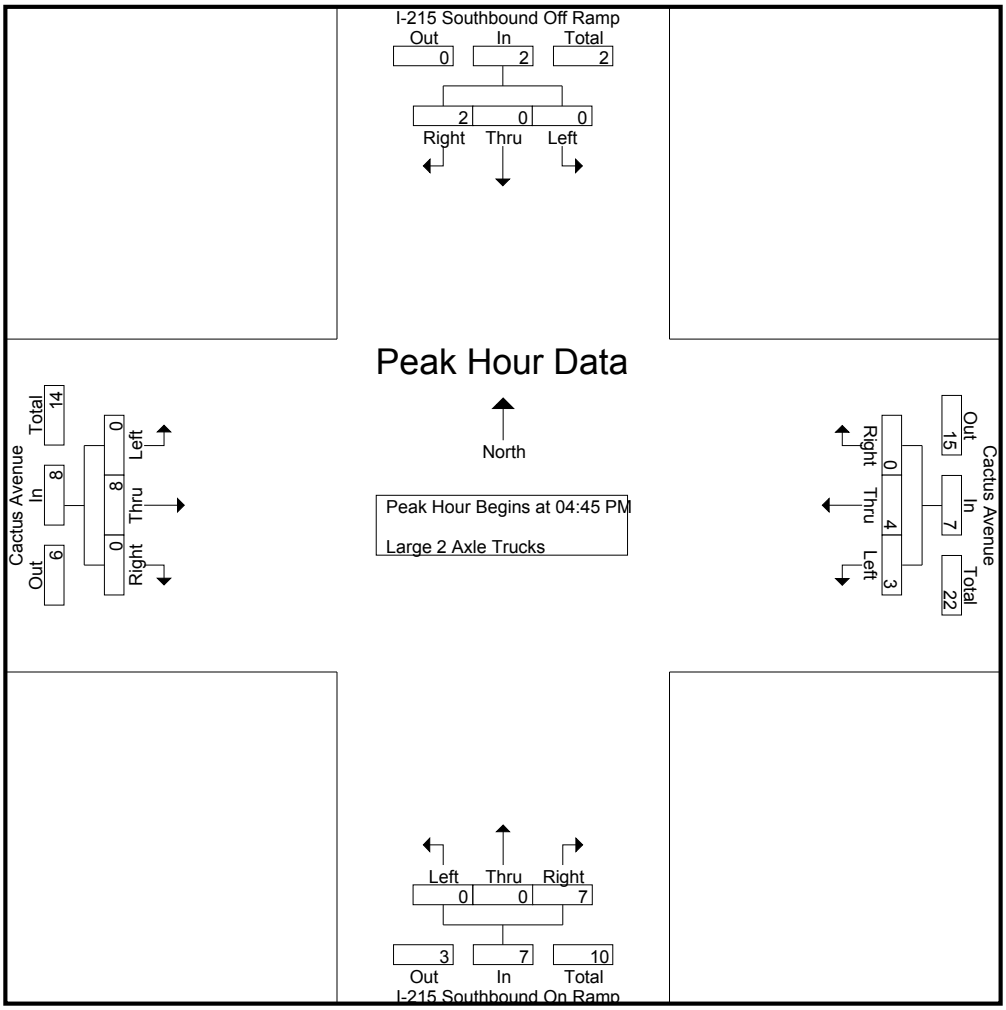

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	**1**	**1**	**2**	1	0	**3**	0	0	**2**	**2**	0	**5**	0	**5**
+15 mins.	0	0	1	1	0	0	0	0	0	0	2	2	0	0	0	0
+30 mins.	0	0	0	0	1	1	0	2	0	0	1	1	0	1	0	1
+45 mins.	0	0	0	0	0	**2**	0	2	0	0	2	2	0	2	0	2
Total Volume	0	0	2	2	3	4	0	7	0	0	7	7	0	8	0	8
% App. Total	0	0	100		42.9	57.1	0		0	0	100		0	100	0	
PHF	.000	.000	.500	.500	.375	.500	.000	.583	.000	.000	.875	.875	.000	.400	.000	.400

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City of Moreno Valley
N/S: I-215 Southbound Ramps
E/W: Cactus Avenue
Weather: Sunny

File Name : MRV215CAPM
Site Code : 00000045
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Groups Printed- 3 Axle Vehicles

	I-215 Southbound Off Ramp Southbound				Cactus Avenue Westbound				I-215 Southbound On Ramp Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	1	1	0	2	0	2	0	0	0	0	0	2	0	2	5
04:15 PM	0	0	6	6	1	1	0	2	0	0	0	0	0	1	1	2	10
04:30 PM	0	0	5	5	0	1	0	1	0	0	0	0	0	1	0	1	7
04:45 PM	0	0	2	2	0	2	0	2	0	0	0	0	0	3	0	3	7
Total	0	0	14	14	1	6	0	7	0	0	0	0	0	7	1	8	29
05:00 PM	0	0	5	5	0	1	0	1	0	0	0	0	0	2	1	3	9
05:15 PM	0	0	2	2	0	0	0	0	0	0	0	0	0	2	0	2	4
05:30 PM	0	0	2	2	1	2	0	3	0	0	0	0	0	1	0	1	6
05:45 PM	0	0	3	3	0	1	0	1	0	0	0	0	0	0	0	0	4
Total	0	0	12	12	1	4	0	5	0	0	0	0	0	5	1	6	23
Grand Total	0	0	26	26	2	10	0	12	0	0	0	0	0	12	2	14	52
Apprch %	0	0	100		16.7	83.3	0		0	0	0		0	85.7	14.3		
Total %	0	0	50	50	3.8	19.2	0	23.1	0	0	0	0	0	23.1	3.8	26.9	

	I-215 Southbound Off Ramp Southbound				Cactus Avenue Westbound				I-215 Southbound On Ramp Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	2	2	0	**2**	0	2	0	0	0	0	0	**3**	0	**3**	7
05:00 PM	0	0	**5**	**5**	0	1	0	1	0	0	0	0	0	2	**1**	3	**9**
05:15 PM	0	0	2	2	0	0	0	0	0	0	0	0	0	2	0	2	4
05:30 PM	0	0	2	2	**1**	2	0	**3**	0	0	0	0	0	1	0	1	6
Total Volume	0	0	11	11	1	5	0	6	0	0	0	0	0	8	1	9	26
% App. Total	0	0	100		16.7	83.3	0		0	0	0		0	88.9	11.1		
PHF	.000	.000	.550	.550	.250	.625	.000	.500	.000	.000	.000	.000	.000	.667	.250	.750	.722

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City of Moreno Valley
N/S: I-215 Southbound Ramps
E/W: Cactus Avenue
Weather: Sunny

File Name : MRV215CAPM
Site Code : 00000045
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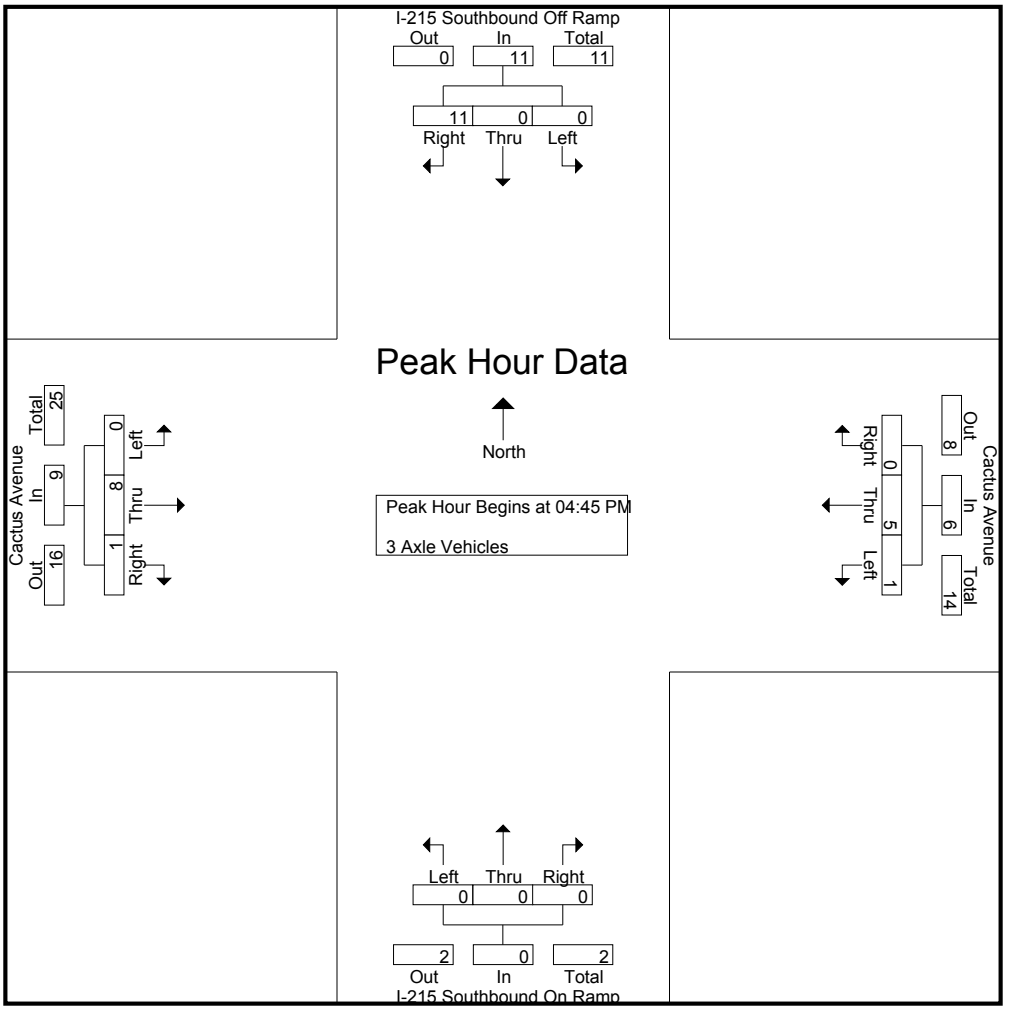

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	2	2	0	**2**	0	2	0	0	0	0	0	**3**	0	**3**
+15 mins.	0	0	**5**	**5**	0	1	0	1	0	0	0	0	0	2	**1**	3
+30 mins.	0	0	2	2	0	0	0	0	0	0	0	0	0	2	0	2
+45 mins.	0	0	2	2	**1**	2	0	**3**	0	0	0	0	0	1	0	1
Total Volume	0	0	11	11	1	5	0	6	0	0	0	0	0	8	1	9
% App. Total	0	0	100		16.7	83.3	0		0	0	0		0	88.9	11.1	
PHF	.000	.000	.550	.550	.250	.625	.000	.500	.000	.000	.000	.000	.000	.667	.250	.750

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City of Moreno Valley
N/S: I-215 Southbound Ramps
E/W: Cactus Avenue
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File Name : MRV215CAPM
Site Code : 00000045
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Groups Printed- 4+ Axle Trucks

	I-215 Southbound Off Ramp Southbound				Cactus Avenue Westbound				I-215 Southbound On Ramp Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	0	1	0	0	2	2	0	2	1	3	6
04:15 PM	0	0	0	0	1	0	0	1	0	0	2	2	0	2	2	4	7
04:30 PM	0	0	0	0	0	0	0	0	0	0	3	3	0	0	2	2	5
04:45 PM	0	0	0	0	1	1	0	2	0	0	1	1	0	1	0	1	4
Total	0	0	0	0	2	2	0	4	0	0	8	8	0	5	5	10	22
05:00 PM	0	0	0	0	1	1	0	2	0	0	2	2	0	2	4	6	10
05:15 PM	0	0	0	0	0	0	0	0	0	0	4	4	0	3	1	4	8
05:30 PM	0	0	0	0	0	0	0	0	0	0	5	5	0	2	1	3	8
05:45 PM	0	0	0	0	0	0	0	0	0	0	3	3	0	2	3	5	8
Total	0	0	0	0	1	1	0	2	0	0	14	14	0	9	9	18	34
Grand Total	0	0	0	0	3	3	0	6	0	0	22	22	0	14	14	28	56
Apprch %	0	0	0		50	50	0		0	0	100		0	50	50		
Total %	0	0	0	0	5.4	5.4	0	10.7	0	0	39.3	39.3	0	25	25	50	

	I-215 Southbound Off Ramp Southbound				Cactus Avenue Westbound				I-215 Southbound On Ramp Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	**1**	**1**	0	**2**	0	0	1	1	0	1	0	1	4
05:00 PM	0	0	0	0	1	1	0	2	0	0	2	2	0	2	**4**	**6**	**10**
05:15 PM	0	0	0	0	0	0	0	0	0	0	4	4	0	**3**	1	4	8
05:30 PM	0	0	0	0	0	0	0	0	0	0	**5**	**5**	0	2	1	3	8
Total Volume	0	0	0	0	2	2	0	4	0	0	12	12	0	8	6	14	30
% App. Total	0	0	0		50	50	0		0	0	100		0	57.1	42.9		
PHF	.000	.000	.000	.000	.500	.500	.000	.500	.000	.000	.600	.600	.000	.667	.375	.583	.750

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City of Moreno Valley
N/S: I-215 Southbound Ramps
E/W: Cactus Avenue
Weather: Sunny

File Name : MRV215CAPM
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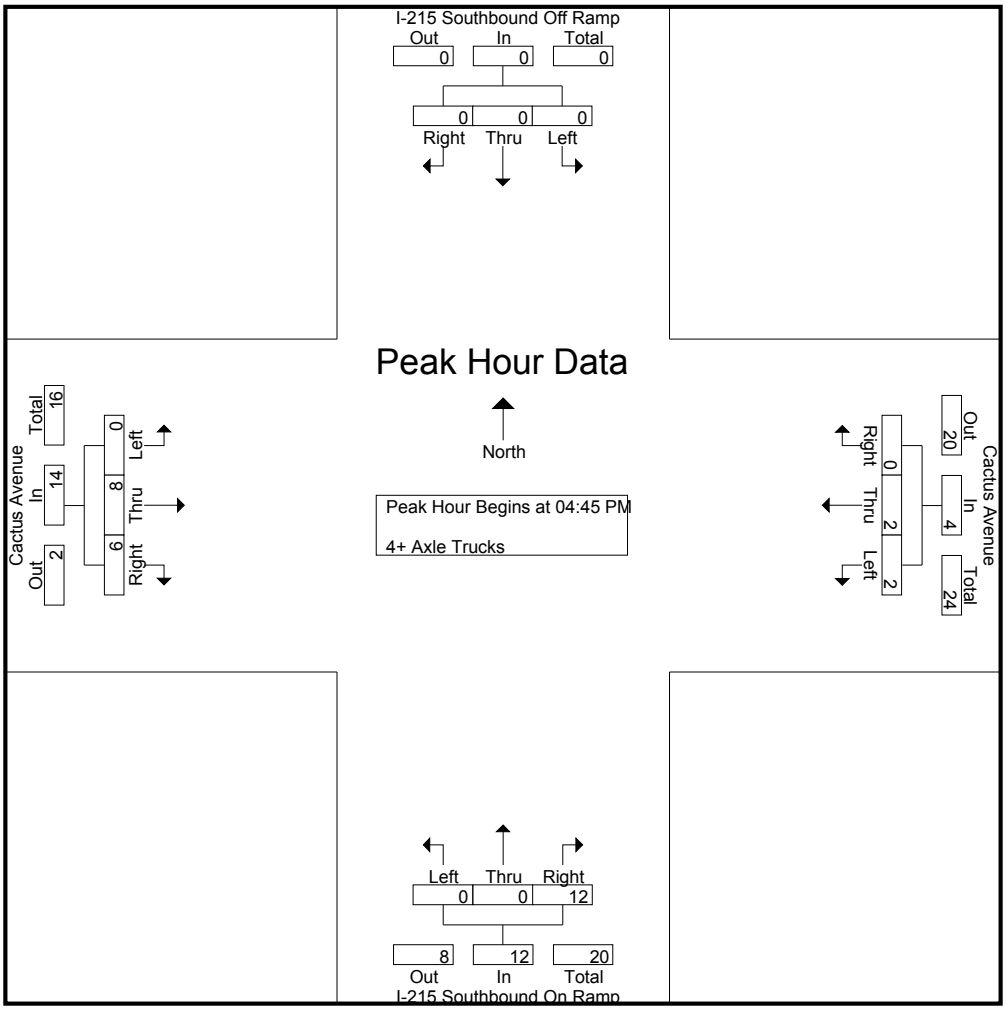

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	**1**	**1**	0	**2**	0	0	1	1	0	1	0	1
+15 mins.	0	0	0	0	1	1	0	2	0	0	2	2	0	2	**4**	**6**
+30 mins.	0	0	0	0	0	0	0	0	0	0	4	4	0	**3**	1	4
+45 mins.	0	0	0	0	0	0	0	0	0	0	**5**	**5**	0	2	1	3
Total Volume	0	0	0	0	2	2	0	4	0	0	12	12	0	8	6	14
% App. Total	0	0	0		50	50	0		0	0	100		0	57.1	42.9	
PHF	.000	.000	.000	.000	.500	.500	.000	.500	.000	.000	.600	.600	.000	.667	.375	.583

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City of Moreno Valley
N/S: I-215 Southbound Ramps
E/W: Cactus Avenue
Weather: Sunny

File Name : MRV215SCASAT
Site Code : 00000155
Start Date : 5/18/2013
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	I-215 Southbound Off Ramp Southbound				Cactus Avenue Westbound				I-215 Southbound Ramps Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	0	0	20	20	71	43	0	114	0	0	76	76	0	61	5	66	276
12:15 PM	0	0	27	27	51	28	0	79	0	0	92	92	0	52	4	56	254
12:30 PM	0	1	23	24	62	31	0	93	0	0	75	75	0	53	2	55	247
12:45 PM	0	0	11	11	58	39	0	97	0	0	80	80	0	39	3	42	230
Total	0	1	81	82	242	141	0	383	0	0	323	323	0	205	14	219	1007
01:00 PM	0	1	26	27	44	33	0	77	0	0	71	71	0	60	1	61	236
01:15 PM	0	0	20	20	79	49	0	128	0	0	99	99	0	44	4	48	295
01:30 PM	0	0	15	15	62	40	0	102	0	0	68	68	0	38	6	44	229
01:45 PM	1	0	9	10	47	32	0	79	0	0	78	78	0	39	5	44	211
Total	1	1	70	72	232	154	0	386	0	0	316	316	0	181	16	197	971
02:00 PM	0	0	10	10	74	24	0	98	0	0	88	88	0	44	1	45	241
02:15 PM	1	1	20	22	72	44	0	116	0	0	90	90	0	61	3	64	292
02:30 PM	0	0	15	15	51	30	0	81	0	0	93	93	0	69	5	74	263
02:45 PM	2	0	12	14	58	25	0	83	0	0	99	99	0	56	2	58	254
Total	3	1	57	61	255	123	0	378	0	0	370	370	0	230	11	241	1050
Grand Total	4	3	208	215	729	418	0	1147	0	0	1009	1009	0	616	41	657	3028
Apprch %	1.9	1.4	96.7		63.6	36.4	0		0	0	100		0	93.8	6.2		
Total %	0.1	0.1	6.9	7.1	24.1	13.8	0	37.9	0	0	33.3	33.3	0	20.3	1.4	21.7	
Passenger Vehicles	4	3	173	180	720	398	0	1118	0	0	975	975	0	589	32	621	2894
% Passenger Vehicles	100	100	83.2	83.7	98.8	95.2	0	97.5	0	0	96.6	96.6	0	95.6	78	94.5	95.6
Large 2 Axle Vehicles	0	0	3	3	8	3	0	11	0	0	3	3	0	6	1	7	24
% Large 2 Axle Vehicles	0	0	1.4	1.4	1.1	0.7	0	1	0	0	0.3	0.3	0	1	2.4	1.1	0.8
3 Axle Vehicles	0	0	4	4	0	13	0	13	0	0	3	3	0	6	1	7	27
% 3 Axle Vehicles	0	0	1.9	1.9	0	3.1	0	1.1	0	0	0.3	0.3	0	1	2.4	1.1	0.9
4+ Axle Trucks	0	0	28	28	1	4	0	5	0	0	28	28	0	15	7	22	83
% 4+ Axle Trucks	0	0	13.5	13	0.1	1	0	0.4	0	0	2.8	2.8	0	2.4	17.1	3.3	2.7

	I-215 Southbound Off Ramp Southbound				Cactus Avenue Westbound				I-215 Southbound Ramps Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	0	10	10	**74**	24	0	98	0	0	88	88	0	44	1	45	241
02:15 PM	1	**1**	**20**	**22**	72	**44**	0	**116**	0	0	90	90	0	61	3	64	**292**
02:30 PM	0	0	15	15	51	30	0	81	0	0	93	93	0	**69**	**5**	**74**	263
02:45 PM	**2**	0	12	14	58	25	0	83	0	0	**99**	**99**	0	56	2	58	254
Total Volume	3	1	57	61	255	123	0	378	0	0	370	370	0	230	11	241	1050
% App. Total	4.9	1.6	93.4		67.5	32.5	0		0	0	100		0	95.4	4.6		
PHF	.375	.250	.713	.693	.861	.699	.000	.815	.000	.000	.934	.934	.000	.833	.550	.814	.899

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City of Moreno Valley
N/S: I-215 Southbound Ramps
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File Name : MRV215SCASAT
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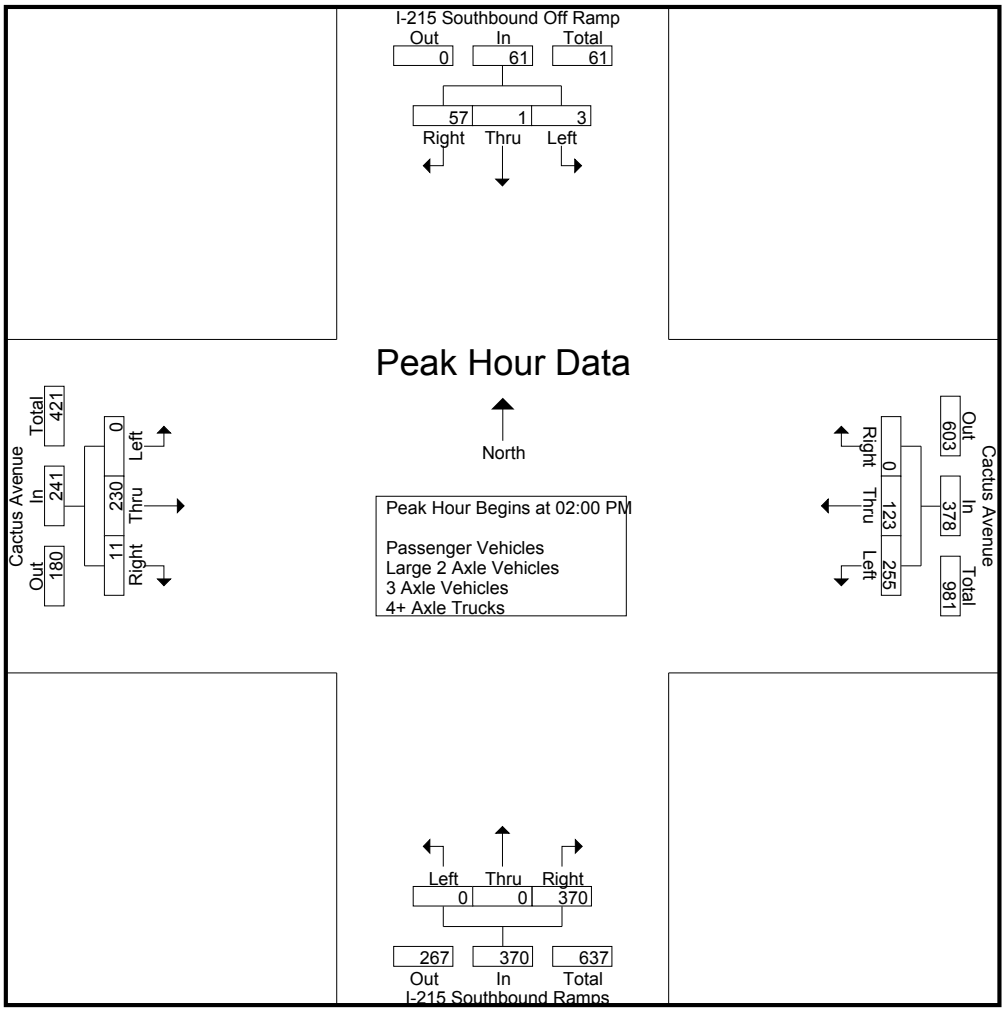

Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	12:15 PM				01:15 PM				02:00 PM				02:00 PM			
+0 mins.	0	0	**27**	**27**	**79**	**49**	0	**128**	0	0	88	88	0	44	1	45
+15 mins.	0	**1**	23	24	62	40	0	102	0	0	90	90	0	61	3	64
+30 mins.	0	0	11	11	47	32	0	79	0	0	93	93	0	**69**	**5**	**74**
+45 mins.	0	1	26	27	74	24	0	98	0	0	**99**	**99**	0	56	2	58
Total Volume	0	2	87	89	262	145	0	407	0	0	370	370	0	230	11	241
% App. Total	0	2.2	97.8		64.4	35.6	0		0	0	100		0	95.4	4.6	
PHF	.000	.500	.806	.824	.829	.740	.000	.795	.000	.000	.934	.934	.000	.833	.550	.814

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City of Moreno Valley
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E/W: Cactus Avenue
Weather: Sunny

File Name : MRV215SCASAT
Site Code : 00000155
Start Date : 5/18/2013
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	I-215 Southbound Off Ramp Southbound				Cactus Avenue Westbound				I-215 Southbound Ramps Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	0	0	0	0	2	1	0	3	0	0	0	0	0	0	0	0	3
12:15 PM	0	0	1	1	0	1	0	1	0	0	1	1	0	0	0	0	3
12:30 PM	0	0	1	1	2	0	0	2	0	0	0	0	0	1	0	1	4
12:45 PM	0	0	0	0	1	0	0	1	0	0	1	1	0	0	0	0	2
Total	0	0	2	2	5	2	0	7	0	0	2	2	0	1	0	1	12
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:30 PM	0	0	0	0	3	0	0	3	0	0	0	0	0	1	1	2	5
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	0	0	1	1	3	0	0	3	0	0	0	0	0	3	1	4	8
02:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	2	3
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	1	1	0	2	0	2	4
Grand Total	0	0	3	3	8	3	0	11	0	0	3	3	0	6	1	7	24
Apprch %	0	0	100		72.7	27.3	0		0	0	100		0	85.7	14.3		
Total %	0	0	12.5	12.5	33.3	12.5	0	45.8	0	0	12.5	12.5	0	25	4.2	29.2	

	I-215 Southbound Off Ramp Southbound				Cactus Avenue Westbound				I-215 Southbound Ramps Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	1
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	**2**	0	**2**	**3**
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	0	1	1	0	2	0	2	4
% App. Total	0	0	0		0	100	0		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.250	.250	.000	.250	.000	.250	.333

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PO Box 1178
Corona, CA 92878
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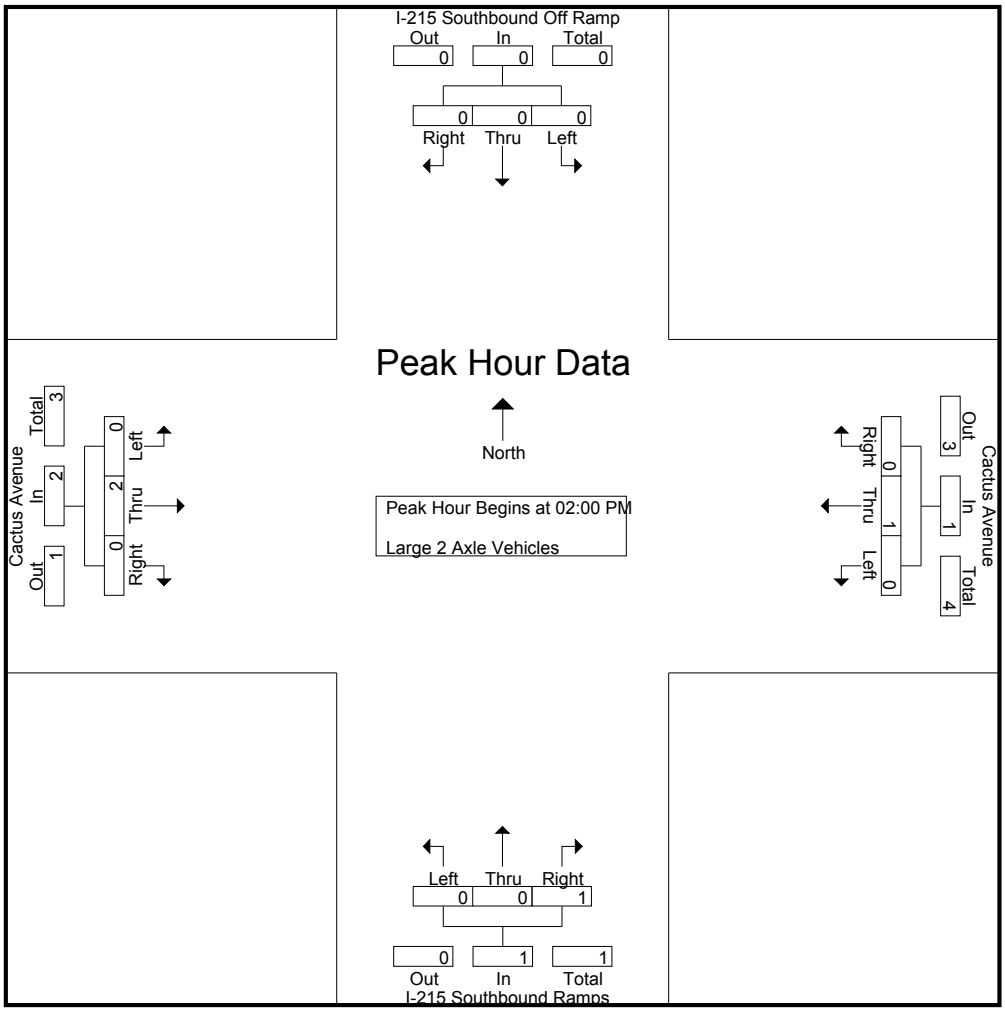
City of Moreno Valley
N/S: I-215 Southbound Ramps
E/W: Cactus Avenue
Weather: Sunny

File Name : MRV215SCASAT
Site Code : 00000155
Start Date : 5/18/2013
Page No : 2



Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	**2**	0	**2**
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	0	1	1	0	2	0	2
% App. Total	0	0	0		0	100	0		0	0	100		0	100	0	
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.250	.250	.000	.250	.000	.250

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City of Moreno Valley
N/S: I-215 Southbound Ramps
E/W: Cactus Avenue
Weather: Sunny

File Name : MRV215SCASAT
Site Code : 00000155
Start Date : 5/18/2013
Page No : 1

Groups Printed- 3 Axle Vehicles

	I-215 Southbound Off Ramp Southbound				Cactus Avenue Westbound				I-215 Southbound Ramps Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	0	0	1	1	0	2	0	2	0	0	0	0	0	1	0	1	4
12:15 PM	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	2
12:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
12:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
Total	0	0	2	2	0	5	0	5	0	0	1	1	0	4	0	4	12
01:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
01:15 PM	0	0	0	0	0	1	0	1	0	0	1	1	0	0	1	1	3
01:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
01:45 PM	0	0	2	2	0	3	0	3	0	0	0	0	0	1	0	1	6
Total	0	0	2	2	0	6	0	6	0	0	1	1	0	1	1	2	11
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
02:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	1	2
02:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	2	0	2	0	0	1	1	0	1	0	1	4
Grand Total	0	0	4	4	0	13	0	13	0	0	3	3	0	6	1	7	27
Apprch %	0	0	100		0	100	0		0	0	100		0	85.7	14.3		
Total %	0	0	14.8	14.8	0	48.1	0	48.1	0	0	11.1	11.1	0	22.2	3.7	25.9	

	I-215 Southbound Off Ramp Southbound				Cactus Avenue Westbound				I-215 Southbound Ramps Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	1
02:30 PM	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	**1**	0	**1**	**2**
02:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	2	0	2	0	0	1	1	0	1	0	1	4
% App. Total	0	0	0		0	100	0		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.250	.250	.000	.250	.000	.250	.500

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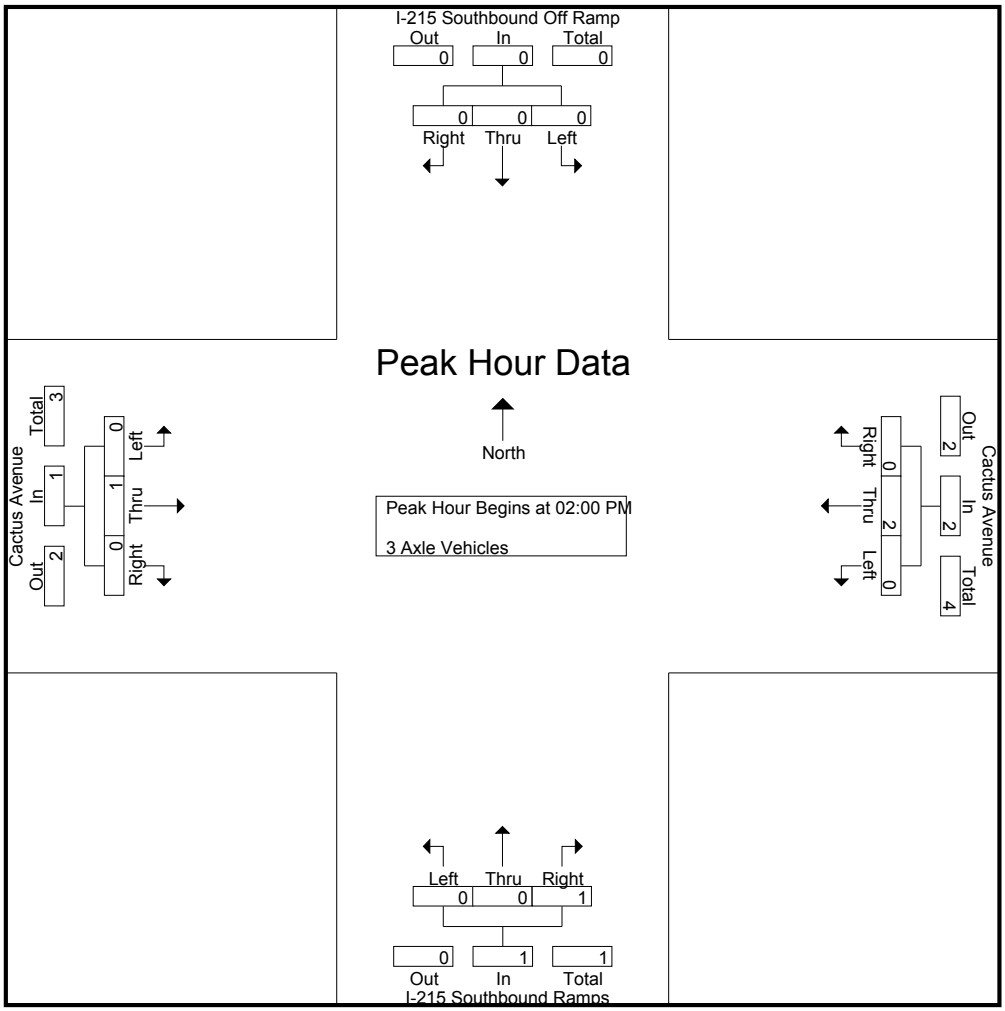
City of Moreno Valley
N/S: I-215 Southbound Ramps
E/W: Cactus Avenue
Weather: Sunny

File Name : MRV215SCASAT
Site Code : 00000155
Start Date : 5/18/2013
Page No : 2



Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	**1**	0	**1**
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	2	0	2	0	0	1	1	0	1	0	1
% App. Total	0	0	0		0	100	0		0	0	100		0	100	0	
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.250	.250	.000	.250	.000	.250

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City of Moreno Valley
N/S: I-215 Southbound Ramps
E/W: Cactus Avenue
Weather: Sunny

File Name : MRV215SCASAT
Site Code : 00000155
Start Date : 5/18/2013
Page No : 1

Groups Printed- 4+ Axle Trucks

	I-215 Southbound Off Ramp Southbound				Cactus Avenue Westbound				I-215 Southbound Ramps Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	0	0	4	4	0	1	0	1	0	0	4	4	0	4	1	5	14
12:15 PM	0	0	6	6	0	1	0	1	0	0	5	5	0	2	1	3	15
12:30 PM	0	0	5	5	1	0	0	1	0	0	1	1	0	2	0	2	9
12:45 PM	0	0	2	2	0	1	0	1	0	0	3	3	0	0	1	1	7
Total	0	0	17	17	1	3	0	4	0	0	13	13	0	8	3	11	45
01:00 PM	0	0	5	5	0	0	0	0	0	0	3	3	0	3	0	3	11
01:15 PM	0	0	0	0	0	0	0	0	0	0	3	3	0	1	1	2	5
01:30 PM	0	0	1	1	0	0	0	0	0	0	2	2	0	0	2	2	5
01:45 PM	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	2
Total	0	0	6	6	0	0	0	0	0	0	10	10	0	4	3	7	23
02:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
02:15 PM	0	0	2	2	0	1	0	1	0	0	2	2	0	1	0	1	6
02:30 PM	0	0	2	2	0	0	0	0	0	0	0	0	0	1	1	2	4
02:45 PM	0	0	1	1	0	0	0	0	0	0	2	2	0	1	0	1	4
Total	0	0	5	5	0	1	0	1	0	0	5	5	0	3	1	4	15
Grand Total	0	0	28	28	1	4	0	5	0	0	28	28	0	15	7	22	83
Apprch %	0	0	100		20	80	0		0	0	100		0	68.2	31.8		
Total %	0	0	33.7	33.7	1.2	4.8	0	6	0	0	33.7	33.7	0	18.1	8.4	26.5	

	I-215 Southbound Off Ramp Southbound				Cactus Avenue Westbound				I-215 Southbound Ramps Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
02:15 PM	0	0	**2**	**2**	0	**1**	0	**1**	0	0	**2**	**2**	0	**1**	0	1	**6**
02:30 PM	0	0	2	2	0	0	0	0	0	0	0	0	0	1	**1**	**2**	4
02:45 PM	0	0	1	1	0	0	0	0	0	0	2	2	0	1	0	1	4
Total Volume	0	0	5	5	0	1	0	1	0	0	5	5	0	3	1	4	15
% App. Total	0	0	100		0	100	0		0	0	100		0	75	25		
PHF	.000	.000	.625	.625	.000	.250	.000	.250	.000	.000	.625	.625	.000	.750	.250	.500	.625

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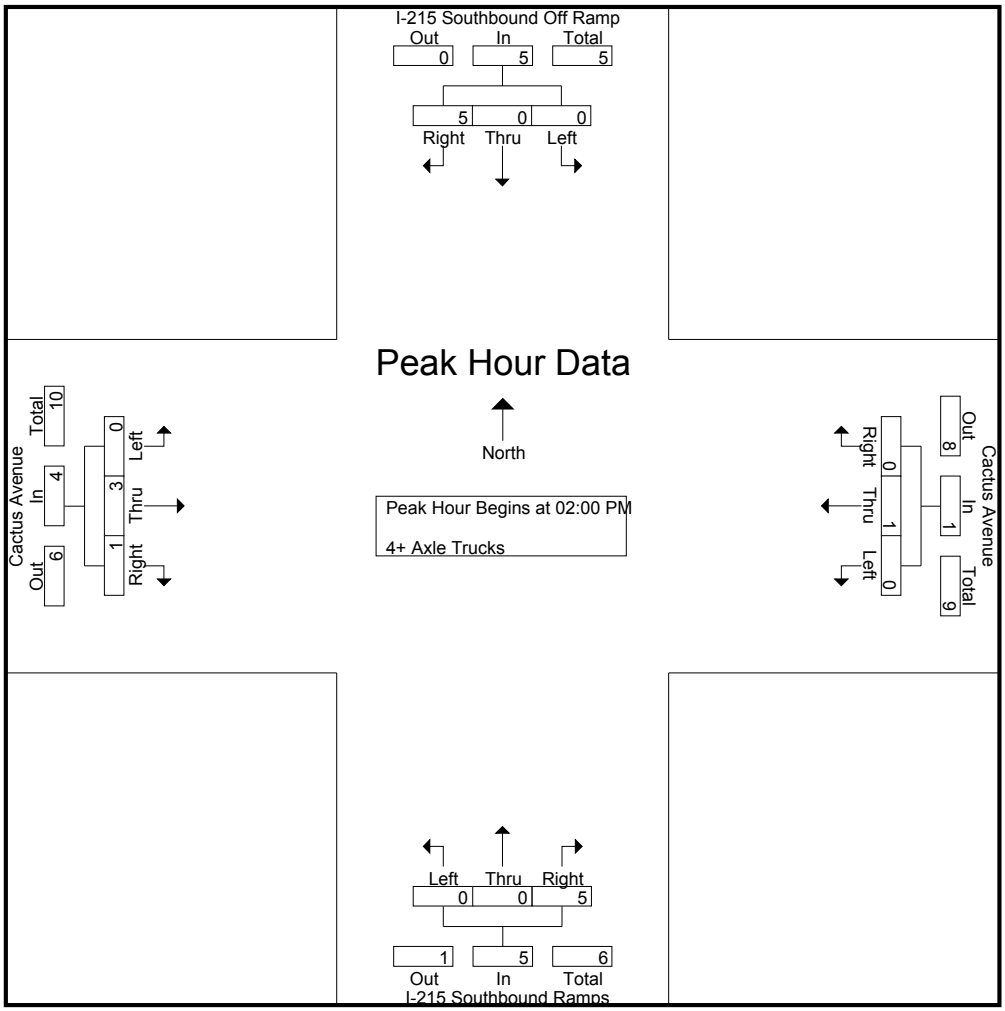
City of Moreno Valley
N/S: I-215 Southbound Ramps
E/W: Cactus Avenue
Weather: Sunny

File Name : MRV215SCASAT
Site Code : 00000155
Start Date : 5/18/2013
Page No : 2



Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
+15 mins.	0	0	**2**	**2**	0	**1**	0	**1**	0	0	**2**	**2**	0	**1**	0	1
+30 mins.	0	0	2	2	0	0	0	0	0	0	0	0	0	1	**1**	**2**
+45 mins.	0	0	1	1	0	0	0	0	0	0	2	2	0	1	0	1
Total Volume	0	0	5	5	0	1	0	1	0	0	5	5	0	3	1	4
% App. Total	0	0	100		0	100	0		0	0	100		0	75	25	
PHF	.000	.000	.625	.625	.000	.250	.000	.250	.000	.000	.625	.625	.000	.750	.250	.500

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City of Moreno Valley
N/S: I-215 Northbound Ramps
E/W: Cactus Avenue
Weather: Sunny

File Name : MRV215NCAAM
Site Code : 00000045
Start Date : 5/16/2013
Page No : 1

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

	Old 215 Frontage Road Southbound					Cactus Avenue Westbound					I-215 Northbound Off Ramp Northbound					Cactus Avenue Eastbound					I-215 Northbound On Ramp Southeastbound					
Start Time	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Int. Total
07:00 AM	5	0	5	0	10	0	347	104	42	493	42	0	20	169	231	0	1	136	3	140	0	0	0	0	0	874
07:15 AM	8	0	6	0	14	0	329	90	34	453	55	0	26	184	265	0	4	166	2	172	0	0	0	0	0	904
07:30 AM	4	0	6	0	10	0	307	88	35	430	51	0	17	190	258	0	2	193	6	201	0	0	0	0	0	899
07:45 AM	8	0	5	0	13	0	284	90	27	401	27	0	22	178	227	0	3	150	6	159	0	0	0	0	0	800
Total	25	0	22	0	47	0	1267	372	138	1777	175	0	85	721	981	0	10	645	17	672	0	0	0	0	0	3477
08:00 AM	6	0	5	1	12	0	299	136	32	467	18	0	8	171	197	0	3	119	7	129	0	0	0	0	0	805
08:15 AM	6	0	0	0	6	0	232	121	16	369	14	0	10	145	169	0	1	129	8	138	0	0	0	0	0	682
08:30 AM	8	0	5	0	13	0	219	127	19	365	8	0	5	149	162	0	2	99	13	114	0	0	0	0	0	654
08:45 AM	7	0	4	0	11	0	211	132	10	353	8	0	8	113	129	0	2	113	10	125	0	0	0	0	0	618
Total	27	0	14	1	42	0	961	516	77	1554	48	0	31	578	657	0	8	460	38	506	0	0	0	0	0	2759
Grand Total	52	0	36	1	89	0	2228	888	215	3331	223	0	116	1299	1638	0	18	1105	55	1178	0	0	0	0	0	6236
Apprch %	58.4	0	40.4	1.1		0	66.9	26.7	6.5		13.6	0	7.1	79.3		0	1.5	93.8	4.7		0	0	0	0		
Total %	0.8	0	0.6	0	1.4	0	35.7	14.2	3.4	53.4	3.6	0	1.9	20.8	26.3	0	0.3	17.7	0.9	18.9	0	0	0	0	0	
Passenger Vehicles	49	0	25	1	75	0	2176	852	206	3234	218	0	111	1287	1616	0	11	1061	31	1103	0	0	0	0	0	6028
% Passenger Vehicles	94.2	0	69.4	100	84.3	0	97.7	95.9	95.8	97.1	97.8	0	95.7	99.1	98.7	0	61.1	96	56.4	93.6	0	0	0	0	0	96.7
Large 2 Axle Trucks	1	0	1	0	2	0	21	4	3	28	3	0	1	4	8	0	2	17	3	22	0	0	0	0	0	60
% Large 2 Axle Trucks	1.9	0	2.8	0	2.2	0	0.9	0.5	1.4	0.8	1.3	0	0.9	0.3	0.5	0	11.1	1.5	5.5	1.9	0	0	0	0	0	1
3 Axle Vehicles	0	0	0	0	0	0	9	4	3	16	1	0	2	2	5	0	0	5	0	5	0	0	0	0	0	26
% 3 Axle Vehicles	0	0	0	0	0	0	0.4	0.5	1.4	0.5	0.4	0	1.7	0.2	0.3	0	0	0.5	0	0.4	0	0	0	0	0	0.4
4+ Axle Trucks	2	0	10	0	12	0	22	28	3	53	1	0	2	6	9	0	5	22	21	48	0	0	0	0	0	122
% 4+ Axle Trucks	3.8	0	27.8	0	13.5	0	1	3.2	1.4	1.6	0.4	0	1.7	0.5	0.5	0	27.8	2	38.2	4.1	0	0	0	0	0	2

	Old 215 Frontage Road Southbound					Cactus Avenue Westbound					I-215 Northbound Off Ramp Northbound					Cactus Avenue Eastbound					I-215 Northbound On Ramp Southeastbound					
Start Time	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 07:00 AM																										
07:00 AM	5	0	5	0	10	0	**347**	**104**	**42**	**493**	42	0	20	169	231	0	1	136	3	140	0	0	0	0	0	874
07:15 AM	**8**	0	**6**	0	**14**	0	329	90	34	453	**55**	0	**26**	184	**265**	0	**4**	166	2	172	0	0	0	0	0	**904**
07:30 AM	4	0	6	0	10	0	307	88	35	430	51	0	17	**190**	258	0	2	**193**	**6**	**201**	0	0	0	0	0	899
07:45 AM	8	0	5	0	13	0	284	90	27	401	27	0	22	178	227	0	3	150	6	159	0	0	0	0	0	800
Total Volume	25	0	22	0	47	0	1267	372	138	1777	175	0	85	721	981	0	10	645	17	672	0	0	0	0	0	3477
% App. Total	53.2	0	46.8	0		0	71.3	20.9	7.8		17.8	0	8.7	73.5		0	1.5	96	2.5		0	0	0	0		
PHF	.781	.000	.917	.000	.839	.000	.913	.894	.821	.901	.795	.000	.817	.949	.925	.000	.625	.835	.708	.836	.000	.000	.000	.000	.000	.962

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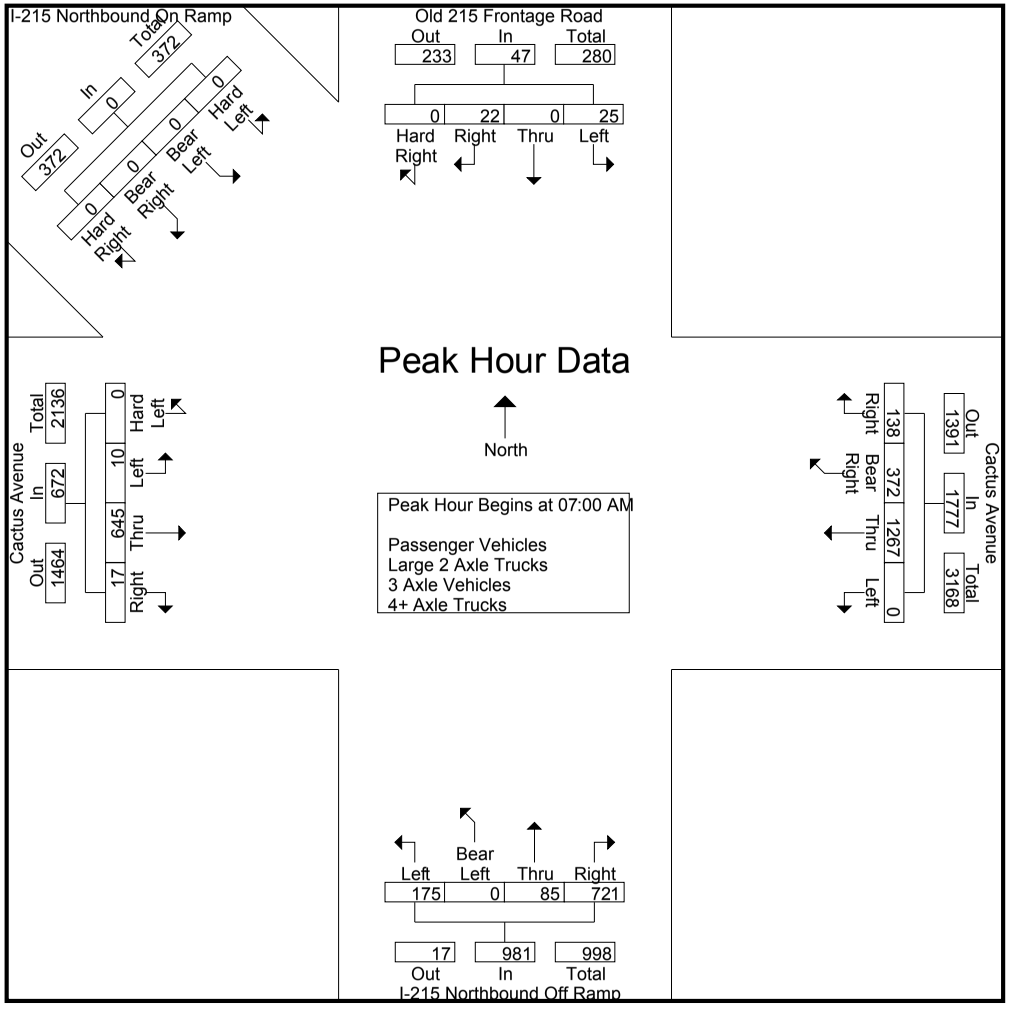
City of Moreno Valley
N/S: I-215 Northbound Ramps
E/W: Cactus Avenue
Weather: Sunny

File Name : MRV215NCAAM
Site Code : 00000045
Start Date : 5/16/2013
Page No : 2



Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Moreno Valley
N/S: I-215 Northbound Ramps
E/W: Cactus Avenue
Weather: Sunny

File Name : MRV215NCAAM
Site Code : 00000045
Start Date : 5/16/2013
Page No : 3

	Old 215 Frontage Road Southbound					Cactus Avenue Westbound					I-215 Northbound Off Ramp Northbound					Cactus Avenue Eastbound					I-215 Northbound On Ramp Southeastbound					
Start Time	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																										
Peak Hour for Each Approach Begins at:																										
	07:15 AM					07:00 AM					07:00 AM					07:00 AM					07:00 AM					
+0 mins.	**8**	0	**6**	0	**14**	0	**347**	**104**	**42**	**493**	42	0	20	169	231	0	1	136	3	140	0	0	0	0	0	
+15 mins.	4	0	6	0	10	0	329	90	34	453	**55**	0	**26**	184	**265**	0	**4**	166	2	172	0	0	0	0	0	
+30 mins.	8	0	5	0	13	0	307	88	35	430	51	0	17	**190**	258	0	2	**193**	**6**	**201**	0	0	0	0	0	
+45 mins.	6	0	5	**1**	12	0	284	90	27	401	27	0	22	178	227	0	3	150	6	159	0	0	0	0	0	
Total Volume	26	0	22	1	49	0	1267	372	138	1777	175	0	85	721	981	0	10	645	17	672	0	0	0	0	0	
% App. Total	53.1	0	44.9	2		0	71.3	20.9	7.8		17.8	0	8.7	73.5		0	1.5	96	2.5		0	0	0	0		
PHF	.813	.000	.917	.250	.875	.000	.913	.894	.821	.901	.795	.000	.817	.949	.925	.000	.625	.835	.708	.836	.000	.000	.000	.000	.000	

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City of Moreno Valley
N/S: I-215 Northbound Ramps
E/W: Cactus Avenue
Weather: Sunny

File Name : MRV215NCAAM
Site Code : 00000045
Start Date : 5/16/2013
Page No : 1

Groups Printed- Large 2 Axle Trucks

	Old 215 Frontage Road Southbound					Cactus Avenue Westbound					I-215 Northbound Off Ramp Northbound					Cactus Avenue Eastbound					I-215 Northbound On Ramp Southeastbound					
Start Time	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	2	2	1	5	1	0	0	1	2	0	0	3	0	3	0	0	0	0	0	10
07:15 AM	1	0	0	0	1	0	2	0	0	2	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	5
07:30 AM	0	0	0	0	0	0	2	0	1	3	0	0	0	1	1	0	0	2	0	2	0	0	0	0	0	6
07:45 AM	0	0	0	0	0	0	2	1	0	3	0	0	0	1	1	0	0	1	1	2	0	0	0	0	0	6
Total	1	0	0	0	1	0	8	3	2	13	1	0	1	3	5	0	1	6	1	8	0	0	0	0	0	27
08:00 AM	0	0	0	0	0	0	4	0	1	5	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	8
08:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	4	1	5	0	0	0	0	0	7
08:30 AM	0	0	1	0	1	0	3	1	0	4	1	0	0	1	2	0	0	2	0	2	0	0	0	0	0	9
08:45 AM	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	0	0	3	1	4	0	0	0	0	0	9
Total	0	0	1	0	1	0	13	1	1	15	2	0	0	1	3	0	1	11	2	14	0	0	0	0	0	33
Grand Total	1	0	1	0	2	0	21	4	3	28	3	0	1	4	8	0	2	17	3	22	0	0	0	0	0	60
Apprch %	50	0	50	0		0	75	14.3	10.7		37.5	0	12.5	50		0	9.1	77.3	13.6		0	0	0	0		
Total %	1.7	0	1.7	0	3.3	0	35	6.7	5	46.7	5	0	1.7	6.7	13.3	0	3.3	28.3	5	36.7	0	0	0	0	0	

	Old 215 Frontage Road Southbound					Cactus Avenue Westbound					I-215 Northbound Off Ramp Northbound					Cactus Avenue Eastbound					I-215 Northbound On Ramp Southeastbound					
Start Time	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 07:00 AM																										
07:00 AM	0	0	0	0	0	0	**2**	**2**	**1**	**5**	**1**	0	0	**1**	**2**	0	0	**3**	0	**3**	0	0	0	0	0	**10**
07:15 AM	**1**	0	0	0	**1**	0	2	0	0	2	0	0	**1**	0	1	0	**1**	0	0	1	0	0	0	0	0	5
07:30 AM	0	0	0	0	0	0	2	0	1	3	0	0	0	1	1	0	0	2	0	2	0	0	0	0	0	6
07:45 AM	0	0	0	0	0	0	2	1	0	3	0	0	0	1	1	0	0	1	**1**	2	0	0	0	0	0	6
Total Volume	1	0	0	0	1	0	8	3	2	13	1	0	1	3	5	0	1	6	1	8	0	0	0	0	0	27
% App. Total	100	0	0	0		0	61.5	23.1	15.4		20	0	20	60		0	12.5	75	12.5		0	0	0	0		
PHF	.250	.000	.000	.000	.250	.000	1.00	.375	.500	.650	.250	.000	.250	.750	.625	.000	.250	.500	.250	.667	.000	.000	.000	.000	.000	.675

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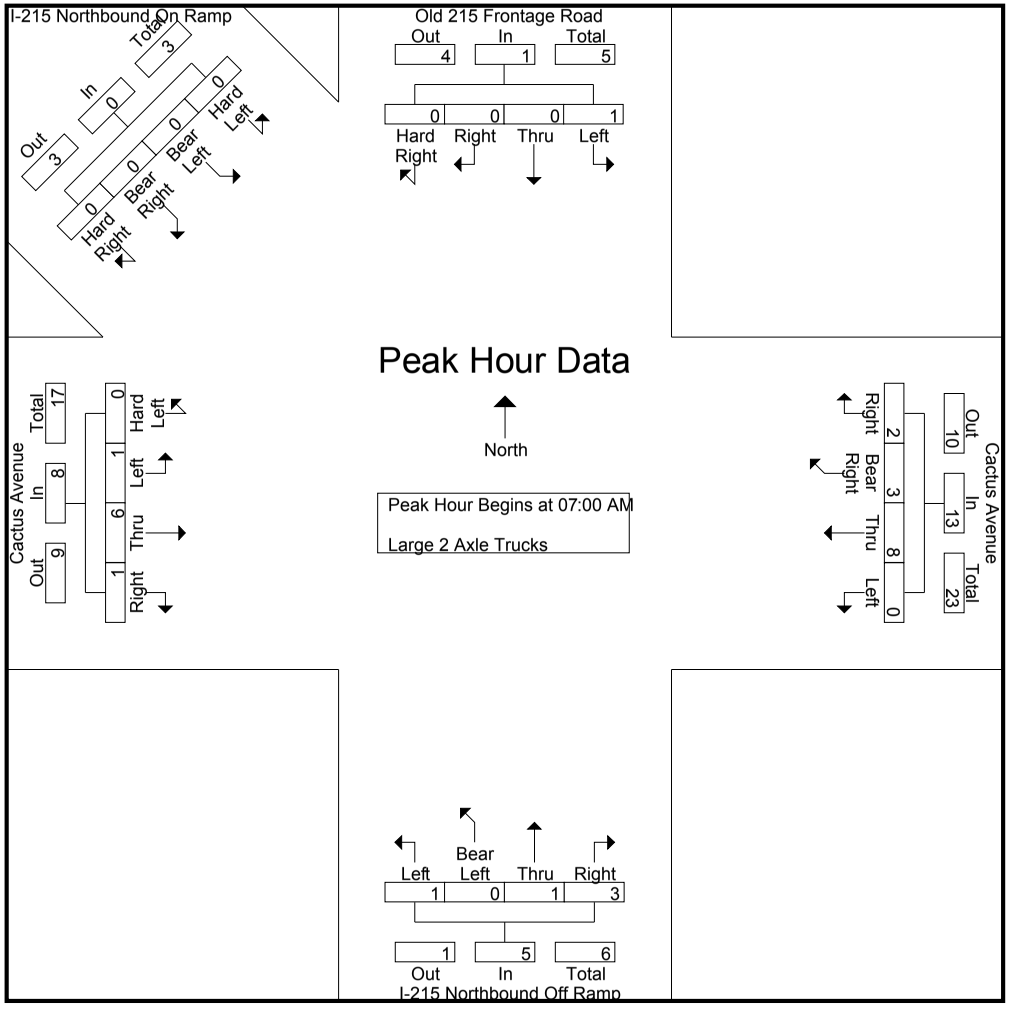
City of Moreno Valley
N/S: I-215 Northbound Ramps
E/W: Cactus Avenue
Weather: Sunny

File Name : MRV215NCAAM
Site Code : 00000045
Start Date : 5/16/2013
Page No : 2



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City of Moreno Valley
N/S: I-215 Northbound Ramps
E/W: Cactus Avenue
Weather: Sunny

File Name : MRV215NCAAM
Site Code : 00000045
Start Date : 5/16/2013
Page No : 1

Groups Printed- 3 Axle Vehicles

	Old 215 Frontage Road Southbound					Cactus Avenue Westbound					I-215 Northbound Off Ramp Northbound					Cactus Avenue Eastbound					I-215 Northbound On Ramp Southeastbound					
Start Time	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	2	1	0	3	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	4
07:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	1	1	0	0	2	0	2	0	0	0	0	0	4
Total	0	0	0	0	0	0	3	2	1	6	0	0	1	1	2	0	0	3	0	3	0	0	0	0	0	11
08:00 AM	0	0	0	0	0	0	3	1	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
08:15 AM	0	0	0	0	0	0	1	1	0	2	1	0	0	0	1	0	0	2	0	2	0	0	0	0	0	5
08:30 AM	0	0	0	0	0	0	1	0	1	2	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	4
08:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	6	2	2	10	1	0	1	1	3	0	0	2	0	2	0	0	0	0	0	15
Grand Total	0	0	0	0	0	0	9	4	3	16	1	0	2	2	5	0	0	5	0	5	0	0	0	0	0	26
Apprch %	0	0	0	0		0	56.2	25	18.8		20	0	40	40		0	0	100	0		0	0	0	0		
Total %	0	0	0	0	0	0	34.6	15.4	11.5	61.5	3.8	0	7.7	7.7	19.2	0	0	19.2	0	19.2	0	0	0	0	0	

	Old 215 Frontage Road Southbound					Cactus Avenue Westbound					I-215 Northbound Off Ramp Northbound					Cactus Avenue Eastbound					I-215 Northbound On Ramp Southeastbound					
Start Time	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 07:00 AM																										
07:00 AM	0	0	0	0	0	0	**2**	**1**	0	**3**	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	**4**
07:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	**1**	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	**1**	1	0	0	**2**	0	**2**	0	0	0	0	0	4
Total Volume	0	0	0	0	0	0	3	2	1	6	0	0	1	1	2	0	0	3	0	3	0	0	0	0	0	11
% App. Total	0	0	0	0		0	50	33.3	16.7		0	0	50	50		0	0	100	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.375	.500	.250	.500	.000	.000	.250	.250	.500	.000	.000	.375	.000	.375	.000	.000	.000	.000	.000	.688

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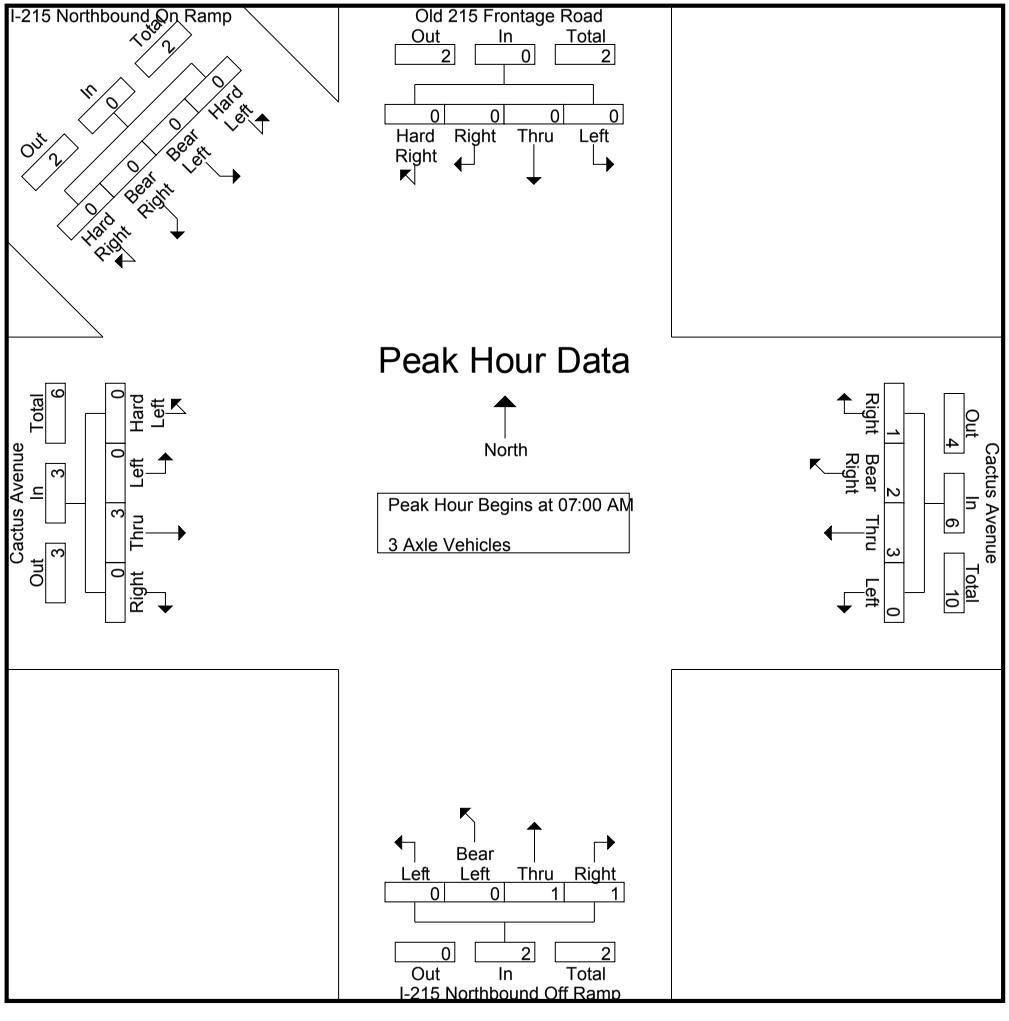
City of Moreno Valley
N/S: I-215 Northbound Ramps
E/W: Cactus Avenue
Weather: Sunny

File Name : MRV215NCAAM
Site Code : 00000045
Start Date : 5/16/2013
Page No : 2



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City of Moreno Valley
N/S: I-215 Northbound Ramps
E/W: Cactus Avenue
Weather: Sunny

File Name : MRV215NCAAM
Site Code : 00000045
Start Date : 5/16/2013
Page No : 1

Groups Printed- 4+ Axle Trucks

	Old 215 Frontage Road Southbound					Cactus Avenue Westbound					I-215 Northbound Off Ramp Northbound					Cactus Avenue Eastbound					I-215 Northbound On Ramp Southeastbound					
Start Time	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Int. Total
07:00 AM	0	0	2	0	2	0	0	2	0	2	0	0	0	1	1	0	0	2	0	2	0	0	0	0	0	7
07:15 AM	1	0	3	0	4	0	1	3	2	6	0	0	0	1	1	0	1	3	1	5	0	0	0	0	0	16
07:30 AM	0	0	1	0	1	0	7	5	0	12	0	0	0	1	1	0	0	3	2	5	0	0	0	0	0	19
07:45 AM	0	0	1	0	1	0	2	4	0	6	0	0	0	0	0	0	1	3	3	7	0	0	0	0	0	14
Total	1	0	7	0	8	0	10	14	2	26	0	0	0	3	3	0	2	11	6	19	0	0	0	0	0	56
08:00 AM	0	0	1	0	1	0	2	3	0	5	1	0	0	2	3	0	1	2	3	6	0	0	0	0	0	15
08:15 AM	0	0	0	0	0	0	5	3	0	8	0	0	0	0	0	0	0	1	5	6	0	0	0	0	0	14
08:30 AM	1	0	1	0	2	0	4	5	0	9	0	0	1	1	2	0	1	4	4	9	0	0	0	0	0	22
08:45 AM	0	0	1	0	1	0	1	3	1	5	0	0	1	0	1	0	1	4	3	8	0	0	0	0	0	15
Total	1	0	3	0	4	0	12	14	1	27	1	0	2	3	6	0	3	11	15	29	0	0	0	0	0	66
Grand Total	2	0	10	0	12	0	22	28	3	53	1	0	2	6	9	0	5	22	21	48	0	0	0	0	0	122
Apprch %	16.7	0	83.3	0		0	41.5	52.8	5.7		11.1	0	22.2	66.7		0	10.4	45.8	43.8		0	0	0	0		
Total %	1.6	0	8.2	0	9.8	0	18	23	2.5	43.4	0.8	0	1.6	4.9	7.4	0	4.1	18	17.2	39.3	0	0	0	0	0	

	Old 215 Frontage Road Southbound					Cactus Avenue Westbound					I-215 Northbound Off Ramp Northbound					Cactus Avenue Eastbound					I-215 Northbound On Ramp Southeastbound					
Start Time	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 07:00 AM																										
07:00 AM	0	0	2	0	2	0	0	2	0	2	0	0	0	**1**	**1**	0	0	2	0	2	0	0	0	0	0	7
07:15 AM	**1**	0	**3**	0	**4**	0	1	3	**2**	6	0	0	0	1	1	0	**1**	**3**	1	5	0	0	0	0	0	16
07:30 AM	0	0	1	0	1	0	**7**	**5**	0	**12**	0	0	0	1	1	0	0	3	2	5	0	0	0	0	0	**19**
07:45 AM	0	0	1	0	1	0	2	4	0	6	0	0	0	0	0	0	1	3	**3**	**7**	0	0	0	0	0	14
Total Volume	1	0	7	0	8	0	10	14	2	26	0	0	0	3	3	0	2	11	6	19	0	0	0	0	0	56
% App. Total	12.5	0	87.5	0		0	38.5	53.8	7.7		0	0	0	100		0	10.5	57.9	31.6		0	0	0	0		
PHF	.250	.000	.583	.000	.500	.000	.357	.700	.250	.542	.000	.000	.000	.750	.750	.000	.500	.917	.500	.679	.000	.000	.000	.000	.000	.737

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City of Moreno Valley
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File Name : MRV215NCAAM
Site Code : 00000045
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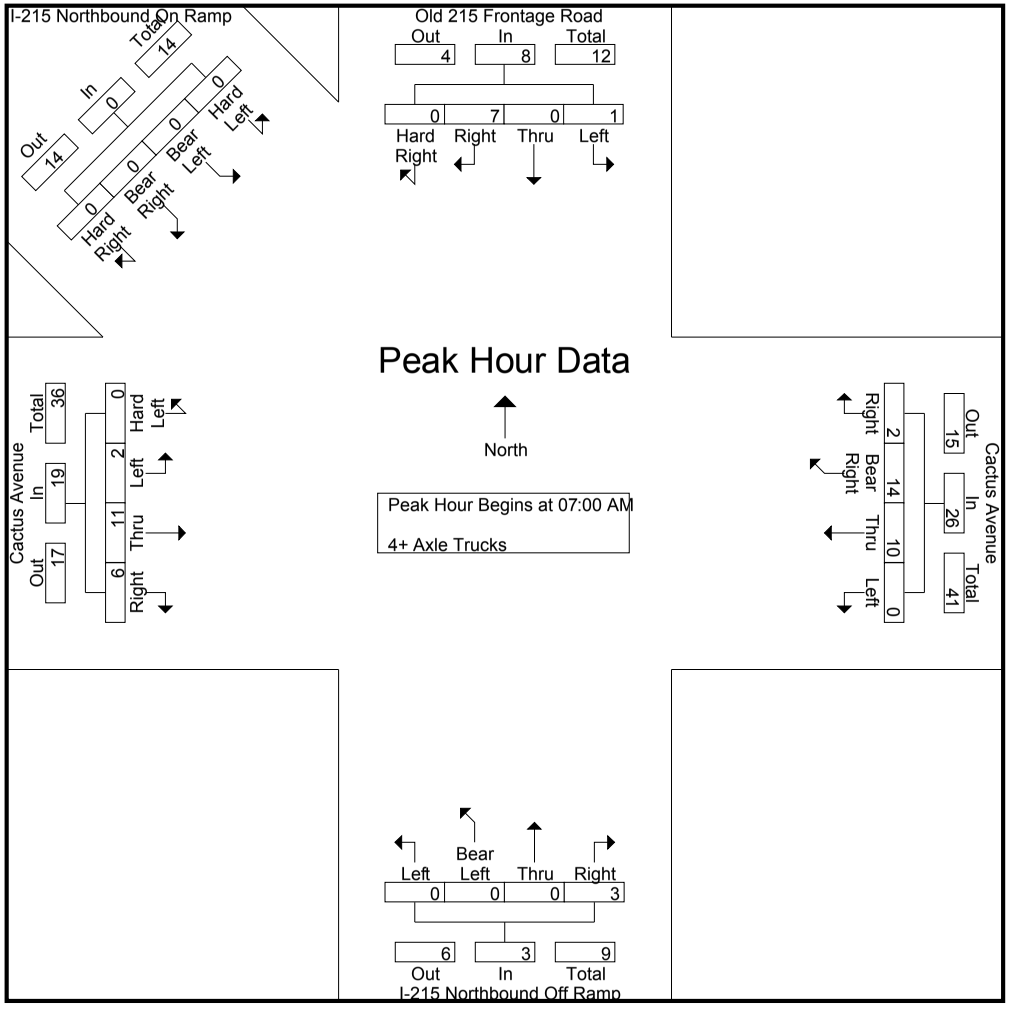
Page No : 2



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City of Moreno Valley
N/S: I-215 Northbound Ramps
E/W: Cactus Avenue
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File Name : MRV215NCAPM
Site Code : 00000045
Start Date : 5/16/2013
Page No : 1

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

	Old 215 Frontage Road Southbound					Cactus Avenue Westbound					I-215 Northbound Off Ramp Northbound					Cactus Avenue Eastbound					I-215 Northbound On Ramp Southeastbound					
Start Time	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Int. Total
04:00 PM	13	0	7	0	20	0	431	194	15	640	7	0	7	127	141	0	3	173	21	197	0	0	0	0	0	998
04:15 PM	16	2	14	0	32	0	366	155	9	530	7	0	10	112	129	0	3	199	19	221	0	0	0	0	0	912
04:30 PM	18	0	7	1	26	0	385	181	16	582	6	0	10	98	114	0	9	201	33	243	0	0	0	0	0	965
04:45 PM	26	0	4	0	30	0	317	126	19	462	5	0	7	102	114	0	2	186	21	209	0	0	0	0	0	815
Total	73	2	32	1	108	0	1499	656	59	2214	25	0	34	439	498	0	17	759	94	870	0	0	0	0	0	3690
05:00 PM	12	0	7	1	20	0	388	172	20	580	8	0	7	108	123	0	4	240	34	278	0	0	0	0	0	1001
05:15 PM	16	0	7	0	23	0	299	115	10	424	4	0	4	119	127	0	1	194	24	219	0	0	0	0	0	793
05:30 PM	23	0	5	0	28	0	324	147	13	484	8	0	3	115	126	0	4	255	20	279	0	0	0	0	0	917
05:45 PM	19	0	7	1	27	0	266	125	18	409	5	0	8	108	121	0	1	212	23	236	0	0	0	0	0	793
Total	70	0	26	2	98	0	1277	559	61	1897	25	0	22	450	497	0	10	901	101	1012	0	0	0	0	0	3504
Grand Total	143	2	58	3	206	0	2776	1215	120	4111	50	0	56	889	995	0	27	1660	195	1882	0	0	0	0	0	7194
Apprch %	69.4	1	28.2	1.5		0	67.5	29.6	2.9		5	0	5.6	89.3		0	1.4	88.2	10.4		0	0	0	0		
Total %	2	0	0.8	0	2.9	0	38.6	16.9	1.7	57.1	0.7	0	0.8	12.4	13.8	0	0.4	23.1	2.7	26.2	0	0	0	0	0	
Passenger Vehicles	143	1	56	3	203	0	2739	1191	119	4049	34	0	54	880	968	0	20	1615	180	1815	0	0	0	0	0	7035
% Passenger Vehicles	100	50	96.6	100	98.5	0	98.7	98	99.2	98.5	68	0	96.4	99	97.3	0	74.1	97.3	92.3	96.4	0	0	0	0	0	97.8
Large 2 Axle Trucks	0	1	2	0	3	0	22	13	0	35	6	0	0	6	12	0	2	17	6	25	0	0	0	0	0	75
% Large 2 Axle Trucks	0	50	3.4	0	1.5	0	0.8	1.1	0	0.9	12	0	0	0.7	1.2	0	7.4	1	3.1	1.3	0	0	0	0	0	1
3 Axle Vehicles	0	0	0	0	0	0	7	6	0	13	8	0	1	0	9	0	2	3	3	8	0	0	0	0	0	30
% 3 Axle Vehicles	0	0	0	0	0	0	0.3	0.5	0	0.3	16	0	1.8	0	0.9	0	7.4	0.2	1.5	0.4	0	0	0	0	0	0.4
4+ Axle Trucks	0	0	0	0	0	0	8	5	1	14	2	0	1	3	6	0	3	25	6	34	0	0	0	0	0	54
% 4+ Axle Trucks	0	0	0	0	0	0	0.3	0.4	0.8	0.3	4	0	1.8	0.3	0.6	0	11.1	1.5	3.1	1.8	0	0	0	0	0	0.8

	Old 215 Frontage Road Southbound					Cactus Avenue Westbound					I-215 Northbound Off Ramp Northbound					Cactus Avenue Eastbound					I-215 Northbound On Ramp Southeastbound					
Start Time	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 04:15 PM																										
04:15 PM	16	**2**	**14**	0	**32**	0	366	155	9	530	7	0	**10**	**112**	**129**	0	3	199	19	221	0	0	0	0	0	912
04:30 PM	18	0	7	**1**	26	0	385	**181**	16	**582**	6	0	10	98	114	0	**9**	201	33	243	0	0	0	0	0	965
04:45 PM	**26**	0	4	0	30	0	317	126	19	462	5	0	7	102	114	0	2	186	21	209	0	0	0	0	0	815
05:00 PM	12	0	7	1	20	0	**388**	172	**20**	580	**8**	0	7	108	123	0	4	**240**	**34**	**278**	0	0	0	0	0	**1001**
Total Volume	72	2	32	2	108	0	1456	634	64	2154	26	0	34	420	480	0	18	826	107	951	0	0	0	0	0	3693
% App. Total	66.7	1.9	29.6	1.9		0	67.6	29.4	3		5.4	0	7.1	87.5		0	1.9	86.9	11.3		0	0	0	0		
PHF	.692	.250	.571	.500	.844	.000	.938	.876	.800	.925	.813	.000	.850	.938	.930	.000	.500	.860	.787	.855	.000	.000	.000	.000	.000	.922

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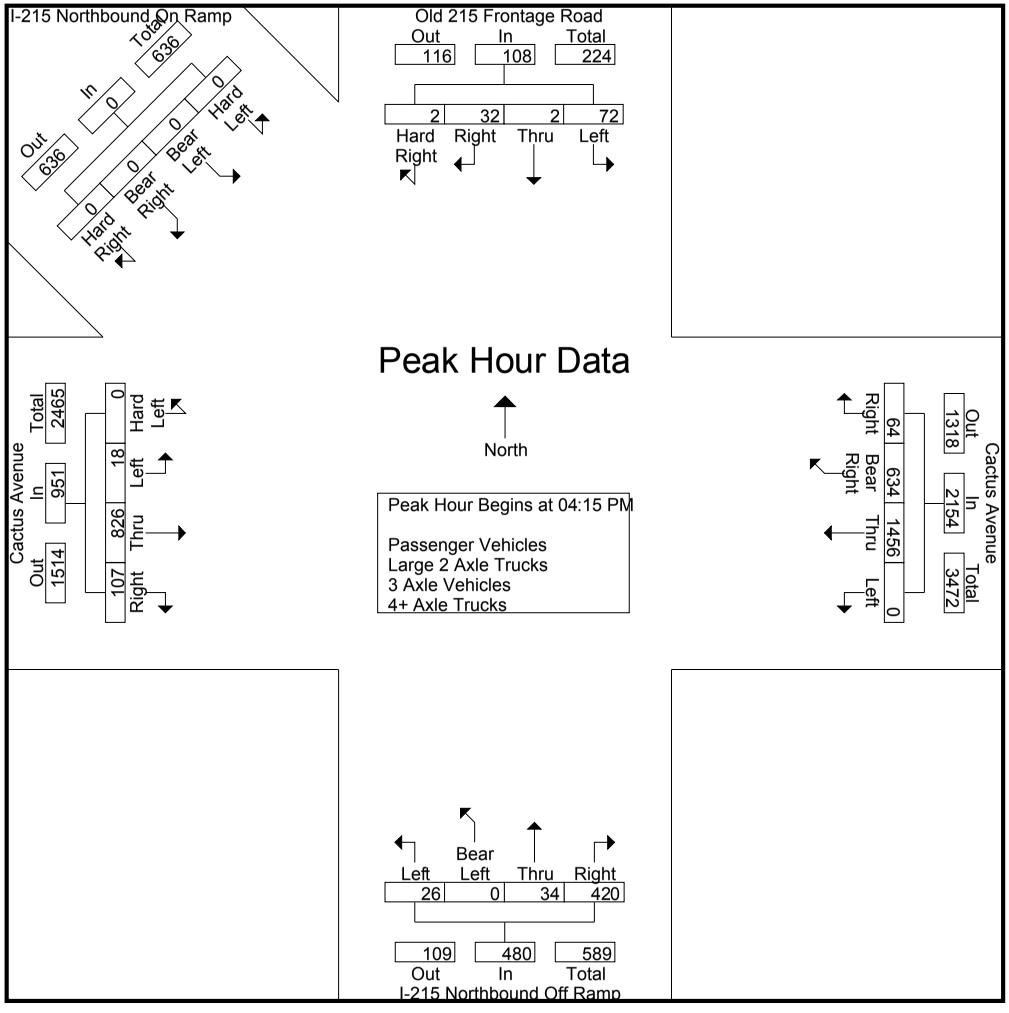
City of Moreno Valley
N/S: I-215 Northbound Ramps
E/W: Cactus Avenue
Weather: Sunny

File Name : MRV215NCAPM
Site Code : 00000045
Start Date : 5/16/2013
Page No : 2



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City of Moreno Valley
N/S: I-215 Northbound Ramps
E/W: Cactus Avenue
Weather: Sunny

File Name : MRV215NCAPM
Site Code : 00000045
Start Date : 5/16/2013
Page No : 3

	Old 215 Frontage Road Southbound					Cactus Avenue Westbound					I-215 Northbound Off Ramp Northbound					Cactus Avenue Eastbound					I-215 Northbound On Ramp Southeastbound					
Start Time	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																										
Peak Hour for Each Approach Begins at:																										
	04:00 PM					04:00 PM					04:00 PM					05:00 PM					04:00 PM					
+0 mins.	13	0	7	0	20	0	**431**	**194**	15	**640**	**7**	0	7	**127**	**141**	0	**4**	240	**34**	278	0	0	0	0	0	
+15 mins.	16	**2**	**14**	0	**32**	0	366	155	9	530	7	0	**10**	112	129	0	1	194	24	219	0	0	0	0	0	
+30 mins.	18	0	7	**1**	26	0	385	181	16	582	6	0	10	98	114	0	4	**255**	20	**279**	0	0	0	0	0	
+45 mins.	**26**	0	4	0	30	0	317	126	**19**	462	5	0	7	102	114	0	1	212	23	236	0	0	0	0	0	
Total Volume	73	2	32	1	108	0	1499	656	59	2214	25	0	34	439	498	0	10	901	101	1012	0	0	0	0	0	
% App. Total	67.6	1.9	29.6	0.9		0	67.7	29.6	2.7		5	0	6.8	88.2		0	1	89	10		0	0	0	0		
PHF	.702	.250	.571	.250	.844	.000	.869	.845	.776	.865	.893	.000	.850	.864	.883	.000	.625	.883	.743	.907	.000	.000	.000	.000	.000	

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City of Moreno Valley
N/S: I-215 Northbound Ramps
E/W: Cactus Avenue
Weather: Sunny

File Name : MRV215NCAPM
Site Code : 00000045
Start Date : 5/16/2013
Page No : 1

Groups Printed- Large 2 Axle Trucks

	Old 215 Frontage Road Southbound					Cactus Avenue Westbound					I-215 Northbound Off Ramp Northbound					Cactus Avenue Eastbound					I-215 Northbound On Ramp Southeastbound					
Start Time	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Int. Total
04:00 PM	0	0	1	0	1	0	5	5	0	10	2	0	0	1	3	0	0	3	0	3	0	0	0	0	0	17
04:15 PM	0	1	1	0	2	0	3	0	0	3	0	0	0	1	1	0	1	0	0	1	0	0	0	0	0	7
04:30 PM	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	0	1	4	1	6	0	0	0	0	0	10
04:45 PM	0	0	0	0	0	0	5	4	0	9	2	0	0	2	4	0	0	3	3	6	0	0	0	0	0	19
Total	0	1	2	0	3	0	16	9	0	25	5	0	0	4	9	0	2	10	4	16	0	0	0	0	0	53
05:00 PM	0	0	0	0	0	0	2	2	0	4	0	0	0	1	1	0	0	1	0	1	0	0	0	0	0	6
05:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	5
05:30 PM	0	0	0	0	0	0	2	1	0	3	0	0	0	1	1	0	0	4	0	4	0	0	0	0	0	8
05:45 PM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	1	1	0	0	0	0	0	3
Total	0	0	0	0	0	0	6	4	0	10	1	0	0	2	3	0	0	7	2	9	0	0	0	0	0	22
Grand Total	0	1	2	0	3	0	22	13	0	35	6	0	0	6	12	0	2	17	6	25	0	0	0	0	0	75
Apprch %	0	33.3	66.7	0		0	62.9	37.1	0		50	0	0	50		0	8	68	24		0	0	0	0		
Total %	0	1.3	2.7	0	4	0	29.3	17.3	0	46.7	8	0	0	8	16	0	2.7	22.7	8	33.3	0	0	0	0	0	

	Old 215 Frontage Road Southbound					Cactus Avenue Westbound					I-215 Northbound Off Ramp Northbound					Cactus Avenue Eastbound					I-215 Northbound On Ramp Southeastbound					
Start Time	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 04:15 PM																										
04:15 PM	0	**1**	**1**	0	**2**	0	3	0	0	3	0	0	0	1	1	0	**1**	0	0	1	0	0	0	0	0	7
04:30 PM	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	0	1	**4**	1	**6**	0	0	0	0	0	10
04:45 PM	0	0	0	0	0	0	**5**	**4**	0	**9**	**2**	0	0	**2**	**4**	0	0	3	**3**	6	0	0	0	0	0	**19**
05:00 PM	0	0	0	0	0	0	2	2	0	4	0	0	0	1	1	0	0	1	0	1	0	0	0	0	0	6
Total Volume	0	1	1	0	2	0	13	6	0	19	3	0	0	4	7	0	2	8	4	14	0	0	0	0	0	42
% App. Total	0	50	50	0		0	68.4	31.6	0		42.9	0	0	57.1		0	14.3	57.1	28.6		0	0	0	0		
PHF	.000	.250	.250	.000	.250	.000	.650	.375	.000	.528	.375	.000	.000	.500	.438	.000	.500	.500	.333	.583	.000	.000	.000	.000	.000	.553

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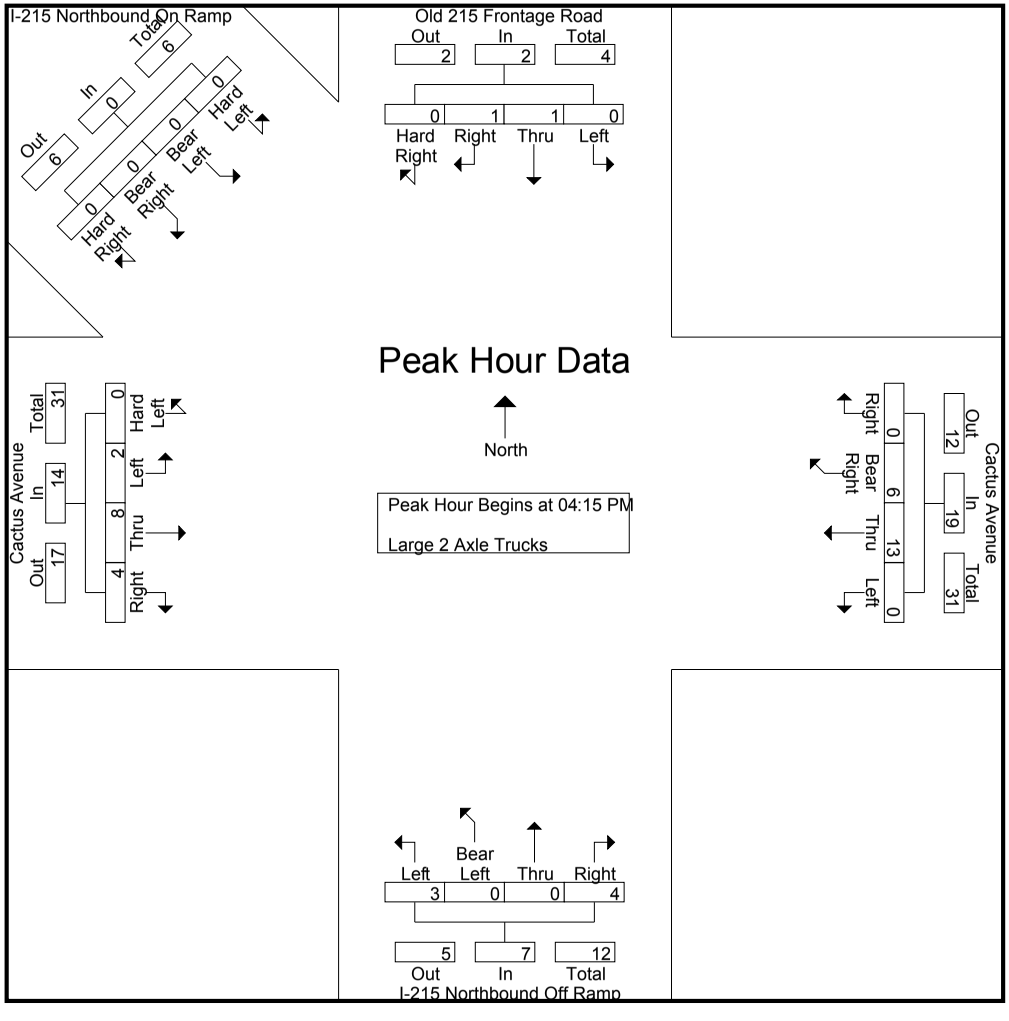
City of Moreno Valley
N/S: I-215 Northbound Ramps
E/W: Cactus Avenue
Weather: Sunny

File Name : MRV215NCAPM
Site Code : 00000045
Start Date : 5/16/2013
Page No : 2



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City of Moreno Valley
N/S: I-215 Northbound Ramps
E/W: Cactus Avenue
Weather: Sunny

File Name : MRV215NCAPM
Site Code : 00000045
Start Date : 5/16/2013
Page No : 1

Groups Printed- 3 Axle Vehicles

	Old 215 Frontage Road Southbound					Cactus Avenue Westbound					I-215 Northbound Off Ramp Northbound					Cactus Avenue Eastbound					I-215 Northbound On Ramp Southeastbound					
Start Time	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	1	1	0	0	0	0	0	3
04:15 PM	0	0	0	0	0	0	2	2	0	4	2	0	0	0	2	0	1	0	1	2	0	0	0	0	0	8
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	3
Total	0	0	0	0	0	0	3	2	0	5	5	0	0	0	5	0	1	1	2	4	0	0	0	0	0	14
05:00 PM	0	0	0	0	0	0	2	1	0	3	1	0	0	0	1	0	0	0	1	1	0	0	0	0	0	5
05:15 PM	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	3
05:30 PM	0	0	0	0	0	0	2	0	0	2	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	5
05:45 PM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	3
Total	0	0	0	0	0	0	4	4	0	8	3	0	1	0	4	0	1	2	1	4	0	0	0	0	0	16
Grand Total	0	0	0	0	0	0	7	6	0	13	8	0	1	0	9	0	2	3	3	8	0	0	0	0	0	30
Apprch %	0	0	0	0		0	53.8	46.2	0		88.9	0	11.1	0		0	25	37.5	37.5		0	0	0	0		
Total %	0	0	0	0	0	0	23.3	20	0	43.3	26.7	0	3.3	0	30	0	6.7	10	10	26.7	0	0	0	0	0	

	Old 215 Frontage Road Southbound					Cactus Avenue Westbound					I-215 Northbound Off Ramp Northbound					Cactus Avenue Eastbound					I-215 Northbound On Ramp Southeastbound					
Start Time	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 04:15 PM																										
04:15 PM	0	0	0	0	0	0	**2**	**2**	0	**4**	**2**	0	0	0	**2**	0	**1**	0	**1**	**2**	0	0	0	0	0	**8**
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	0	**1**	0	1	0	0	0	0	0	3
05:00 PM	0	0	0	0	0	0	2	1	0	3	1	0	0	0	1	0	0	0	1	1	0	0	0	0	0	5
Total Volume	0	0	0	0	0	0	5	3	0	8	4	0	0	0	4	0	1	1	2	4	0	0	0	0	0	16
% App. Total	0	0	0	0		0	62.5	37.5	0		100	0	0	0		0	25	25	50		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.625	.375	.000	.500	.500	.000	.000	.000	.500	.000	.250	.250	.500	.500	.000	.000	.000	.000	.000	.500

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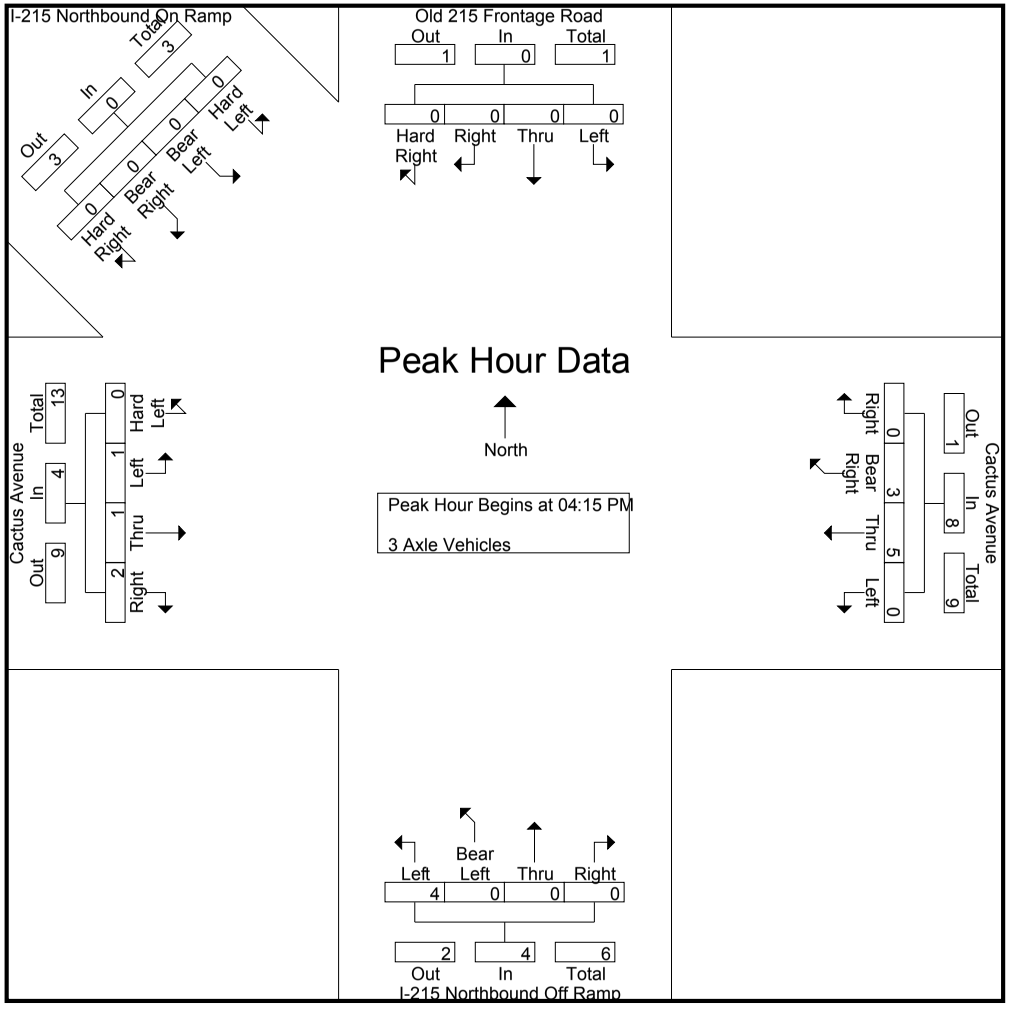
City of Moreno Valley
N/S: I-215 Northbound Ramps
E/W: Cactus Avenue
Weather: Sunny

File Name : MRV215NCAPM
Site Code : 00000045
Start Date : 5/16/2013
Page No : 2



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City of Moreno Valley
N/S: I-215 Northbound Ramps
E/W: Cactus Avenue
Weather: Sunny

File Name : MRV215NCAPM
Site Code : 00000045
Start Date : 5/16/2013
Page No : 1

Groups Printed- 4+ Axle Trucks

	Old 215 Frontage Road Southbound					Cactus Avenue Westbound					I-215 Northbound Off Ramp Northbound					Cactus Avenue Eastbound					I-215 Northbound On Ramp Southeastbound					
Start Time	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	1	1	0	2	1	0	1	0	2	0	1	1	3	5	0	0	0	0	0	9
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	4	0	4	0	0	0	0	0	5
04:30 PM	0	0	0	0	0	0	2	2	0	4	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	7
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	1	2	0	0	0	0	0	3
Total	0	0	0	0	0	0	3	3	0	6	1	0	1	2	4	0	2	8	4	14	0	0	0	0	0	24
05:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	1	1	0	0	3	0	3	0	0	0	0	0	6
05:15 PM	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	6	0	6	0	0	0	0	0	8
05:30 PM	0	0	0	0	0	0	2	1	0	3	1	0	0	0	1	0	0	5	2	7	0	0	0	0	0	11
05:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	3	0	4	0	0	0	0	0	5
Total	0	0	0	0	0	0	5	2	1	8	1	0	0	1	2	0	1	17	2	20	0	0	0	0	0	30
Grand Total	0	0	0	0	0	0	8	5	1	14	2	0	1	3	6	0	3	25	6	34	0	0	0	0	0	54
Apprch %	0	0	0	0		0	57.1	35.7	7.1		33.3	0	16.7	50		0	8.8	73.5	17.6		0	0	0	0		
Total %	0	0	0	0	0	0	14.8	9.3	1.9	25.9	3.7	0	1.9	5.6	11.1	0	5.6	46.3	11.1	63	0	0	0	0	0	

	Old 215 Frontage Road Southbound					Cactus Avenue Westbound					I-215 Northbound Off Ramp Northbound					Cactus Avenue Eastbound					I-215 Northbound On Ramp Southeastbound					
Start Time	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 04:15 PM																										
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	0	**4**	0	**4**	0	0	0	0	0	5
04:30 PM	0	0	0	0	0	0	**2**	**2**	0	**4**	0	0	0	0	0	0	**1**	2	0	3	0	0	0	0	0	**7**
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	**1**	2	0	0	0	0	0	3
05:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	1	1	0	0	3	0	3	0	0	0	0	0	6
Total Volume	0	0	0	0	0	0	4	2	0	6	0	0	0	3	3	0	1	10	1	12	0	0	0	0	0	21
% App. Total	0	0	0	0		0	66.7	33.3	0		0	0	0	100		0	8.3	83.3	8.3		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.500	.250	.000	.375	.000	.000	.000	.750	.750	.000	.250	.625	.250	.750	.000	.000	.000	.000	.000	.750

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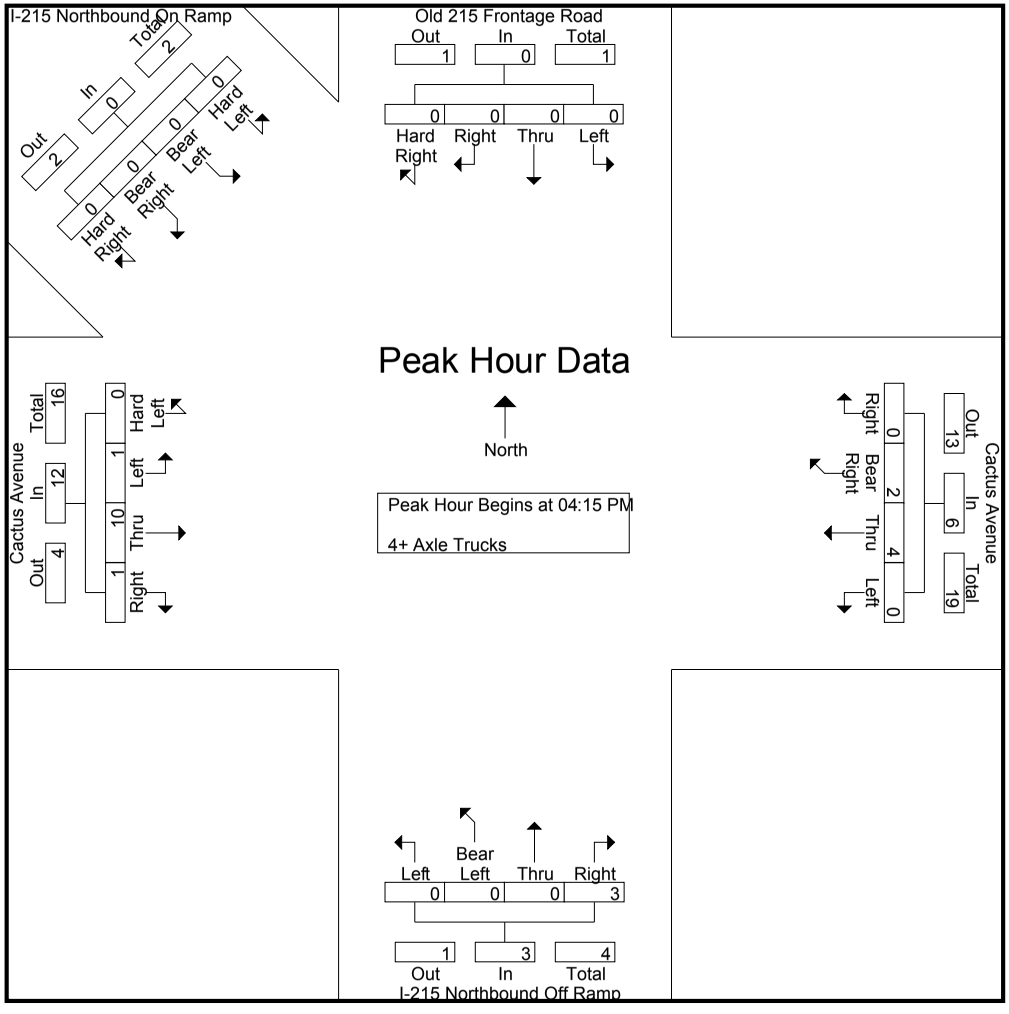
City of Moreno Valley
N/S: I-215 Northbound Ramps
E/W: Cactus Avenue
Weather: Sunny

File Name : MRV215NCAPM
Site Code : 00000045
Start Date : 5/16/2013
Page No : 2



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City of Moreno Valley
N/S: I-215 NB Ramps/Old 215 Frontage
E/W: Cactus Avenue
Weather: Sunny Sunny

File Name : MRV215NCASAT
Site Code : 00000155
Start Date : 5/18/2013
Page No : 1

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

	Old 215 Southbound					Cactus Avenue Westbound					I-215 Northbound Ramps Northbound						Cactus Avenue Eastbound					I-215 Northbound On Ramp Southeastbound						
Start Time	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	NB Rt Ramp	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	Peds	App. Total	Int. Total
12:00 PM	12	0	3	0	15	0	91	136	13	240	6	0	1	0	76	83	0	2	118	16	136	0	0	0	0	0	0	474
12:15 PM	12	0	2	0	14	0	83	108	14	205	7	0	0	2	85	94	0	1	150	25	176	0	0	0	0	0	0	489
12:30 PM	15	0	4	0	19	0	79	106	16	201	5	0	5	1	74	85	0	4	124	14	142	0	0	0	0	0	0	447
12:45 PM	12	0	2	0	14	0	86	114	15	215	6	0	8	1	80	95	0	2	119	11	132	0	0	0	0	0	0	456
Total	51	0	11	0	62	0	339	464	58	861	24	0	14	4	315	357	0	9	511	66	586	0	0	0	0	0	0	1866
01:00 PM	12	0	4	0	16	0	72	131	11	214	1	0	1	1	77	80	0	1	115	16	132	0	0	0	0	0	0	442
01:15 PM	8	0	5	0	13	0	97	111	5	213	10	0	3	1	63	77	0	0	144	14	158	0	0	0	0	0	0	461
01:30 PM	16	0	8	0	24	0	91	103	12	206	5	0	5	0	72	82	0	2	107	11	120	0	0	0	0	0	0	432
01:45 PM	14	0	5	0	19	0	80	115	12	207	5	0	7	0	65	77	0	3	113	10	126	0	0	0	0	0	0	429
Total	50	0	22	0	72	0	340	460	40	840	21	0	16	2	277	316	0	6	479	51	536	0	0	0	0	0	0	1764
02:00 PM	7	0	1	0	8	0	122	129	13	264	3	0	1	3	60	67	0	0	138	6	144	0	0	0	0	0	0	483
02:15 PM	10	0	3	0	13	1	59	130	14	204	3	0	2	0	68	73	0	2	126	15	143	0	0	0	0	0	0	433
02:30 PM	12	0	2	0	14	0	68	123	14	205	3	0	6	1	59	69	0	1	144	18	163	0	0	0	0	0	0	451
02:45 PM	9	0	1	0	10	0	75	95	9	179	5	0	5	0	63	73	0	2	143	16	161	0	0	0	0	0	0	423
Total	38	0	7	0	45	1	324	477	50	852	14	0	14	4	250	282	0	5	551	55	611	0	0	0	0	0	0	1790
Grand Total	139	0	40	0	179	1	1003	1401	148	2553	59	0	44	10	842	955	0	20	1541	172	1733	0	0	0	0	0	0	5420
Apprch %	77.7	0	22.3	0		0	39.3	54.9	5.8		6.2	0	4.6	1	88.2		0	1.2	88.9	9.9		0	0	0	0	0		
Total %	2.6	0	0.7	0	3.3	0	18.5	25.8	2.7	47.1	1.1	0	0.8	0.2	15.5	17.6	0	0.4	28.4	3.2	32	0	0	0	0	0	0	
Passenger Vehicles	139	0	38	0	177	1	988	1363	148	2500	43	0	44	10	840	937	0	17	1504	149	1670	0	0	0	0	0	0	5284
% Passenger Vehicles																												
Large 2 Axle Vehicles	0	0	2	0	2	0	9	10	0	19	1	0	0	0	2	3	0	0	8	4	12	0	0	0	0	0	0	36
% Large 2 Axle Vehicles	0	0	5	0	1.1	0	0.9	0.7	0	0.7	1.7	0	0	0	0.2	0.3	0	0	0.5	2.3	0.7	0	0	0	0	0	0	0.7
3 Axle Vehicles	0	0	0	0	0	0	5	0	0	5	10	0	0	0	0	10	0	0	5	6	11	0	0	0	0	0	0	26
% 3 Axle Vehicles																												
4+ Axle Trucks	0	0	0	0	0	0	1	28	0	29	5	0	0	0	0	5	0	3	24	13	40	0	0	0	0	0	0	74
% 4+ Axle Trucks	0	0	0	0	0	0	0.1	2	0	1.1	8.5	0	0	0	0	0.5	0	15	1.6	7.6	2.3	0	0	0	0	0	0	1.4

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City of Moreno Valley
N/S: I-215 NB Ramps/Old 215 Frontage
E/W: Cactus Avenue
Weather: Sunny Sunny

File Name : MRV215NCASAT
Site Code : 00000155
Start Date : 5/18/2013
Page No : 2

	Old 215 Southbound					Cactus Avenue Westbound					I-215 Northbound Ramps Northbound						Cactus Avenue Eastbound					I-215 Northbound On Ramp Southeastbound						
Start Time	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	NB Rt Ramp	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1																												
Peak Hour for Entire Intersection Begins at 12:00 PM																												
12:00 PM	12	0	3	0	15	0	**91**	**136**	13	**240**	6	0	1	0	76	83	0	2	118	16	136	0	0	0	0	0	0	474
12:15 PM	12	0	2	0	14	0	83	108	14	205	**7**	0	0	**2**	**85**	94	0	1	**150**	**25**	**176**	0	0	0	0	0	0	**489**
12:30 PM	**15**	0	**4**	0	**19**	0	79	106	**16**	201	5	0	5	1	74	85	0	**4**	124	14	142	0	0	0	0	0	0	447
12:45 PM	12	0	2	0	14	0	86	114	15	215	6	0	**8**	1	80	**95**	0	2	119	11	132	0	0	0	0	0	0	456
Total Volume	51	0	11	0	62	0	339	464	58	861	24	0	14	4	315	357	0	9	511	66	586	0	0	0	0	0	0	1866
% App. Total	82.3	0	17.7	0		0	39.4	53.9	6.7		6.7	0	3.9	1.1	88.2		0	1.5	87.2	11.3		0	0	0	0	0		
PHF	.850	.000	.688	.000	.816	.000	.931	.853	.906	.897	.857	.000	.438	.500	.926	.939	.000	.563	.852	.660	.832	.000	.000	.000	.000	.000	.000	.954

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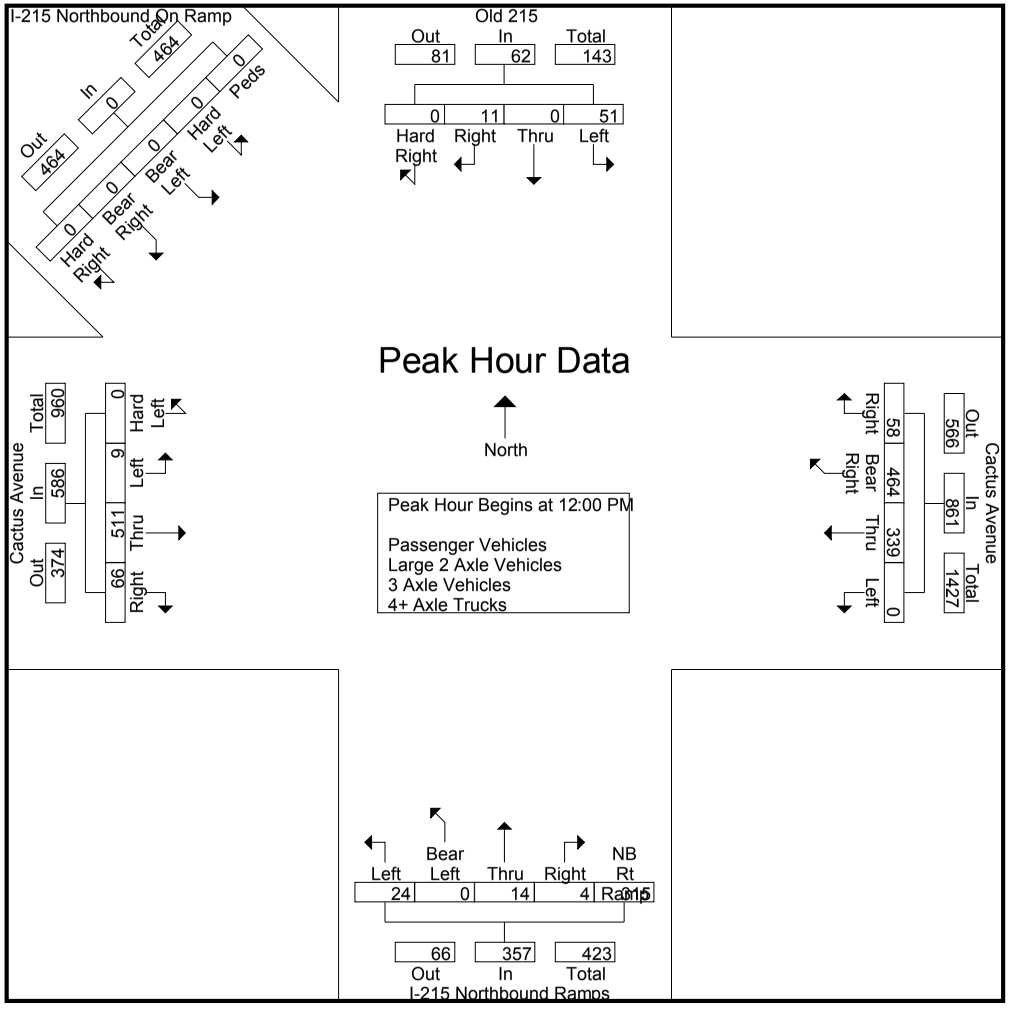
City of Moreno Valley
N/S: I-215 NB Ramps/Old 215 Frontage
E/W: Cactus Avenue
Weather: Sunny Sunny

File Name : MRV215NCASAT
Site Code : 00000155
Start Date : 5/18/2013
Page No : 3



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City of Moreno Valley
N/S: I-215 NB Ramps/Old 215 Frontage
E/W: Cactus Avenue
Weather: Sunny Sunny

File Name : MRV215NCASAT
Site Code : 00000155
Start Date : 5/18/2013
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Old 215 Southbound					Cactus Avenue Westbound					I-215 Northbound Ramps Northbound						Cactus Avenue Eastbound					I-215 Northbound On Ramp Southeastbound						
Start Time	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	NB Rt Ramp	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	Peds	App. Total	Int. Total
12:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	4
12:15 PM	0	0	0	0	0	0	1	2	0	3	1	0	0	0	1	2	0	0	2	0	2	0	0	0	0	0	0	7
12:30 PM	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
12:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	3
Total	0	0	0	0	0	0	7	3	0	10	1	0	0	0	1	2	0	0	5	0	5	0	0	0	0	0	0	17
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	1	3	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
01:30 PM	0	0	1	0	1	0	0	1	0	1	0	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	4
01:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	3
Total	0	0	2	0	2	0	1	4	0	5	0	0	0	0	1	1	0	0	0	3	3	0	0	0	0	0	0	11
02:00 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	4	0	0	0	0	0	0	4
02:45 PM	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	0	0	0	0	0	1	3	0	4	0	0	0	0	0	0	0	0	3	1	4	0	0	0	0	0	0	8
Grand Total	0	0	2	0	2	0	9	10	0	19	1	0	0	0	2	3	0	0	8	4	12	0	0	0	0	0	0	36
Apprch %	0	0	100	0		0	47.4	52.6	0		33.3	0	0	0	66.7		0	0	66.7	33.3		0	0	0	0	0		
Total %	0	0	5.6	0	5.6	0	25	27.8	0	52.8	2.8	0	0	0	5.6	8.3	0	0	22.2	11.1	33.3	0	0	0	0	0	0	

	Old 215 Southbound					Cactus Avenue Westbound					I-215 Northbound Ramps Northbound						Cactus Avenue Eastbound					I-215 Northbound On Ramp Southeastbound						
Start Time	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	NB Rt Ramp	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 12:45 PM - Peak 1 of 1																												
Peak Hour for Entire Intersection Begins at 12:00 PM																												
12:00 PM	0	0	0	0	0	0	**3**	0	0	**3**	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	4
12:15 PM	0	0	0	0	0	0	1	**2**	0	3	**1**	0	0	0	**1**	**2**	0	0	**2**	0	**2**	0	0	0	0	0	0	**7**
12:30 PM	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
12:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	3
Total Volume	0	0	0	0	0	0	7	3	0	10	1	0	0	0	1	2	0	0	5	0	5	0	0	0	0	0	0	17
% App. Total	0	0	0	0		0	70	30	0		50	0	0	0	50		0	0	100	0		0	0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.583	.375	.000	.833	.250	.000	.000	.000	.250	.250	.000	.000	.625	.000	.625	.000	.000	.000	.000	.000	.000	.607

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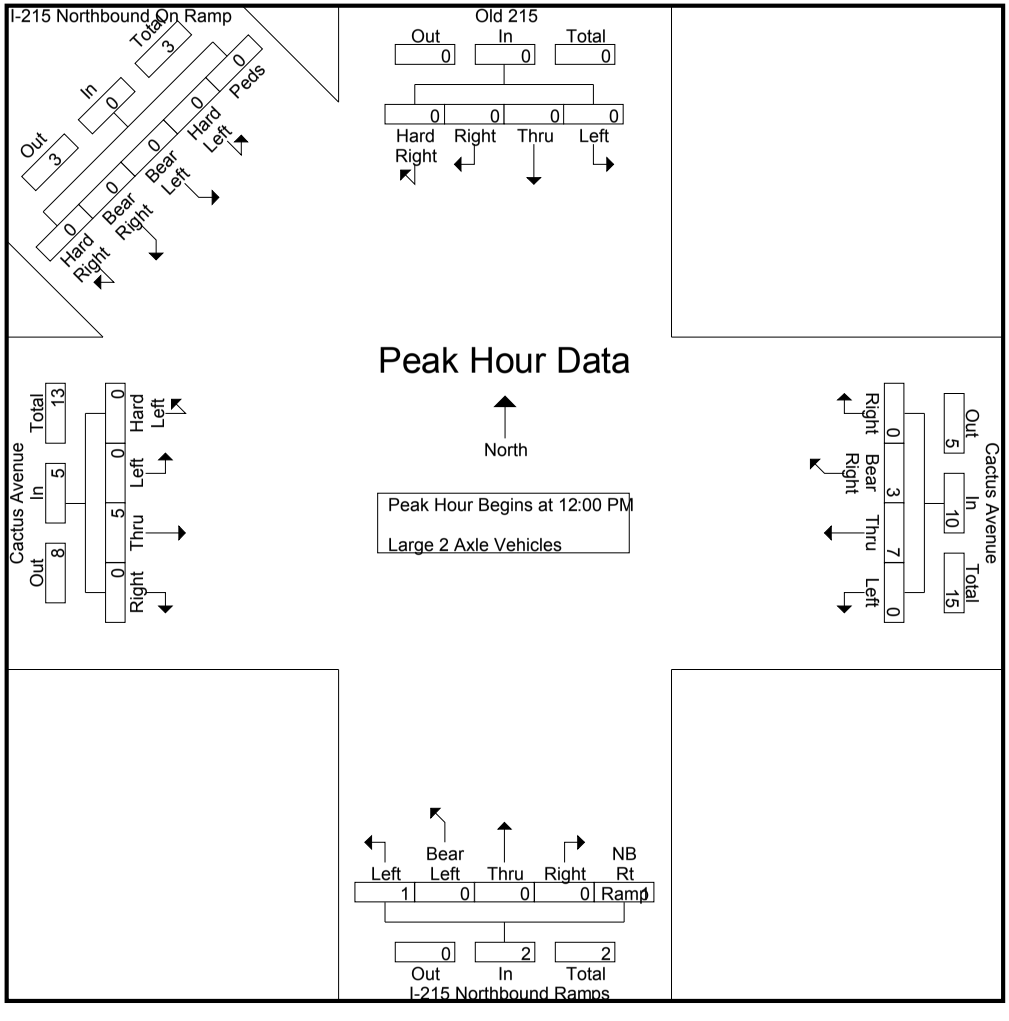
City of Moreno Valley
N/S: I-215 NB Ramps/Old 215 Frontage
E/W: Cactus Avenue
Weather: Sunny Sunny

File Name : MRV215NCASAT
Site Code : 00000155
Start Date : 5/18/2013
Page No : 2



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City of Moreno Valley
N/S: I-215 NB Ramps/Old 215 Frontage
E/W: Cactus Avenue
Weather: Sunny Sunny

File Name : MRV215NCASAT
Site Code : 00000155
Start Date : 5/18/2013
Page No : 1

Groups Printed- 3 Axle Vehicles

	Old 215 Southbound					Cactus Avenue Westbound					I-215 Northbound Ramps Northbound						Cactus Avenue Eastbound					I-215 Northbound On Ramp Southeastbound						
Start Time	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	NB Rt Ramp	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	Peds	App. Total	Int. Total
12:00 PM	0	0	0	0	0	0	1	0	0	1	3	0	0	0	0	3	0	0	0	1	1	0	0	0	0	0	0	5
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	2
12:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	2	2	0	0	0	0	0	0	3
12:45 PM	0	0	0	0	0	0	2	0	0	2	1	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	4
Total	0	0	0	0	0	0	3	0	0	3	5	0	0	0	0	5	0	0	2	4	6	0	0	0	0	0	0	14
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
01:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2
01:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:45 PM	0	0	0	0	0	0	1	0	0	1	2	0	0	0	0	2	0	0	0	1	1	0	0	0	0	0	0	4
Total	0	0	0	0	0	0	2	0	0	2	3	0	0	0	0	3	0	0	2	1	3	0	0	0	0	0	0	8
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	2
02:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	1	1	2	0	0	0	0	0	0	4
Grand Total	0	0	0	0	0	0	5	0	0	5	10	0	0	0	0	10	0	0	5	6	11	0	0	0	0	0	0	26
Apprch %	0	0	0	0		0	100	0	0		100	0	0	0	0		0	0	45.5	54.5		0	0	0	0	0		
Total %	0	0	0	0	0	0	19.2	0	0	19.2	38.5	0	0	0	0	38.5	0	0	19.2	23.1	42.3	0	0	0	0	0	0	

	Old 215 Southbound					Cactus Avenue Westbound					I-215 Northbound Ramps Northbound						Cactus Avenue Eastbound					I-215 Northbound On Ramp Southeastbound						
Start Time	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	NB Rt Ramp	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 12:45 PM - Peak 1 of 1																												
Peak Hour for Entire Intersection Begins at 12:00 PM																												
12:00 PM	0	0	0	0	0	0	1	0	0	1	**3**	0	0	0	0	**3**	0	0	0	1	1	0	0	0	0	0	0	**5**
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	0	2
12:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	**2**	2	0	0	0	0	0	0	3
12:45 PM	0	0	0	0	0	0	**2**	0	0	**2**	1	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	4
Total Volume	0	0	0	0	0	0	3	0	0	3	5	0	0	0	0	5	0	0	2	4	6	0	0	0	0	0	0	14
% App. Total	0	0	0	0		0	100	0	0		100	0	0	0	0		0	0	33.3	66.7		0	0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.375	.000	.000	.375	.417	.000	.000	.000	.000	.417	.000	.000	.250	.500	.750	.000	.000	.000	.000	.000	.000	.700

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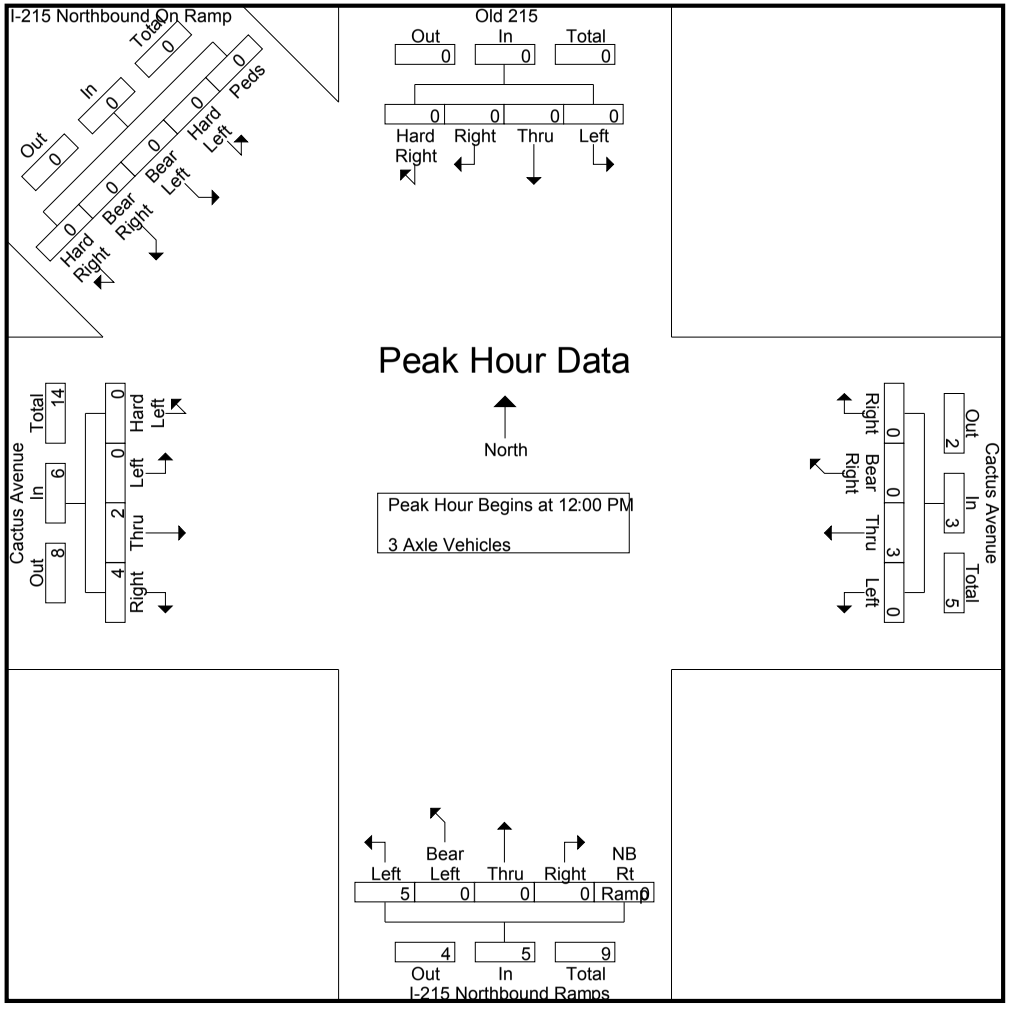
City of Moreno Valley
N/S: I-215 NB Ramps/Old 215 Frontage
E/W: Cactus Avenue
Weather: Sunny Sunny

File Name : MRV215NCASAT
Site Code : 00000155
Start Date : 5/18/2013
Page No : 2



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City of Moreno Valley
N/S: I-215 NB Ramps/Old 215 Frontage
E/W: Cactus Avenue
Weather: Sunny Sunny

File Name : MRV215NCASAT
Site Code : 00000155
Start Date : 5/18/2013
Page No : 1

Groups Printed- 4+ Axle Trucks

	Old 215 Southbound					Cactus Avenue Westbound					I-215 Northbound Ramps Northbound						Cactus Avenue Eastbound					I-215 Northbound On Ramp Southeastbound						
Start Time	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	NB Rt Ramp	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	Peds	App. Total	Int. Total
12:00 PM	0	0	0	0	0	0	0	5	0	5	1	0	0	0	0	1	0	0	1	3	4	0	0	0	0	0	0	10
12:15 PM	0	0	0	0	0	0	1	2	0	3	1	0	0	0	0	1	0	1	5	3	9	0	0	0	0	0	0	13
12:30 PM	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	0	6
12:45 PM	0	0	0	0	0	0	0	3	0	3	2	0	0	0	0	2	0	1	1	0	2	0	0	0	0	0	0	7
Total	0	0	0	0	0	0	1	13	0	14	4	0	0	0	0	4	0	2	9	7	18	0	0	0	0	0	0	36
01:00 PM	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	1	3	4	0	0	0	0	0	0	7
01:15 PM	0	0	0	0	0	0	0	3	0	3	1	0	0	0	0	1	0	0	4	1	5	0	0	0	0	0	0	9
01:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	3
01:45 PM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	0	5
Total	0	0	0	0	0	0	0	9	0	9	1	0	0	0	0	1	0	1	9	4	14	0	0	0	0	0	0	24
02:00 PM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	3
02:15 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	3	1	4	0	0	0	0	0	0	5
02:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
02:45 PM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	4
Total	0	0	0	0	0	0	0	6	0	6	0	0	0	0	0	0	0	0	6	2	8	0	0	0	0	0	0	14
Grand Total	0	0	0	0	0	0	1	28	0	29	5	0	0	0	0	5	0	3	24	13	40	0	0	0	0	0	0	74
Apprch %	0	0	0	0		0	3.4	96.6	0		100	0	0	0	0		0	7.5	60	32.5		0	0	0	0	0		
Total %	0	0	0	0	0	0	1.4	37.8	0	39.2	6.8	0	0	0	0	6.8	0	4.1	32.4	17.6	54.1	0	0	0	0	0	0	

	Old 215 Southbound					Cactus Avenue Westbound					I-215 Northbound Ramps Northbound						Cactus Avenue Eastbound					I-215 Northbound On Ramp Southeastbound						
Start Time	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	NB Rt Ramp	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 12:45 PM - Peak 1 of 1																												
Peak Hour for Entire Intersection Begins at 12:00 PM																												
12:00 PM	0	0	0	0	0	0	0	**5**	0	**5**	1	0	0	0	0	1	0	0	1	**3**	4	0	0	0	0	0	0	10
12:15 PM	0	0	0	0	0	0	**1**	2	0	3	1	0	0	0	0	1	0	**1**	**5**	3	**9**	0	0	0	0	0	0	**13**
12:30 PM	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	0	6
12:45 PM	0	0	0	0	0	0	0	3	0	3	**2**	0	0	0	0	**2**	0	1	1	0	2	0	0	0	0	0	0	7
Total Volume	0	0	0	0	0	0	1	13	0	14	4	0	0	0	0	4	0	2	9	7	18	0	0	0	0	0	0	36
% App. Total	0	0	0	0		0	7.1	92.9	0		100	0	0	0	0		0	11.1	50	38.9		0	0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.250	.650	.000	.700	.500	.000	.000	.000	.000	.500	.000	.500	.450	.583	.500	.000	.000	.000	.000	.000	.000	.692

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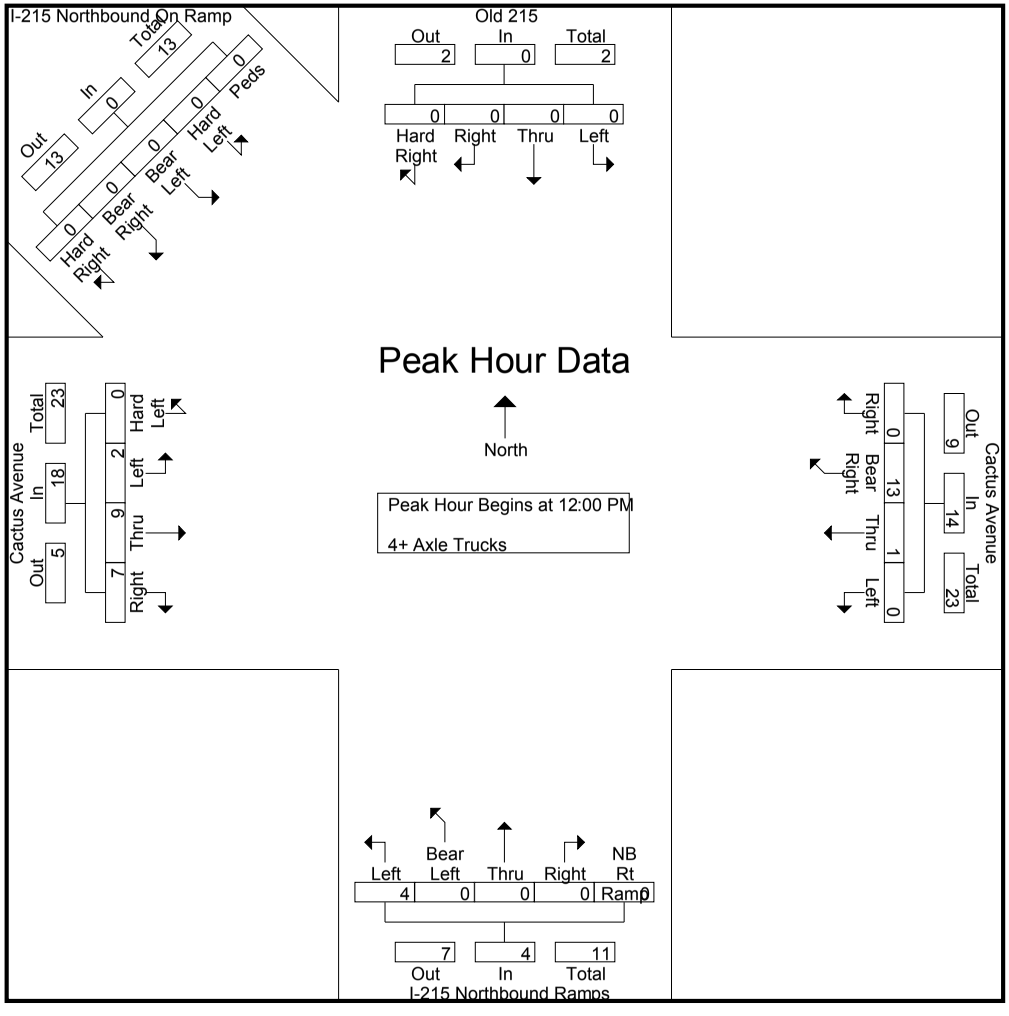
City of Moreno Valley
N/S: I-215 NB Ramps/Old 215 Frontage
E/W: Cactus Avenue
Weather: Sunny Sunny

File Name : MRV215NCASAT
Site Code : 00000155
Start Date : 5/18/2013
Page No : 2



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City of Moreno Valley
N/S: Elsworth Street
E/W: Cactus Avenue
Weather: Sunny

File Name : MRVELCAAM
Site Code : 00000006
Start Date : 5/16/2013
Page No : 1

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

	Elsworth Street Southbound				Cactus Avenue Westbound				March ARB Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	29	36	67	25	346	22	393	8	5	2	15	21	199	90	310	785
07:15 AM	11	35	27	73	30	335	12	377	11	6	7	24	31	281	94	406	880
07:30 AM	18	29	17	64	19	306	21	346	15	6	4	25	26	263	70	359	794
07:45 AM	14	32	23	69	23	273	23	319	12	6	4	22	48	270	62	380	790
Total	45	125	103	273	97	1260	78	1435	46	23	17	86	126	1013	316	1455	3249
08:00 AM	13	10	25	48	11	289	21	321	13	5	12	30	32	197	35	264	663
08:15 AM	16	17	20	53	6	207	19	232	21	5	9	35	38	202	25	265	585
08:30 AM	12	9	24	45	11	200	10	221	11	5	5	21	36	196	20	252	539
08:45 AM	12	18	21	51	13	194	9	216	13	4	9	26	28	201	23	252	545
Total	53	54	90	197	41	890	59	990	58	19	35	112	134	796	103	1033	2332
Grand Total	98	179	193	470	138	2150	137	2425	104	42	52	198	260	1809	419	2488	5581
Apprch %	20.9	38.1	41.1		5.7	88.7	5.6		52.5	21.2	26.3		10.5	72.7	16.8		
Total %	1.8	3.2	3.5	8.4	2.5	38.5	2.5	43.5	1.9	0.8	0.9	3.5	4.7	32.4	7.5	44.6	
Passenger Vehicles	95	179	189	463	137	2100	135	2372	101	42	52	195	252	1756	418	2426	5456
% Passenger Vehicles	96.9	100	97.9	98.5	99.3	97.7	98.5	97.8	97.1	100	100	98.5	96.9	97.1	99.8	97.5	97.8
Large 2 Axle Vehicles	3	0	4	7	1	15	2	18	3	0	0	3	6	17	1	24	52
% Large 2 Axle Vehicles	3.1	0	2.1	1.5	0.7	0.7	1.5	0.7	2.9	0	0	1.5	2.3	0.9	0.2	1	0.9
3 Axle Vehicles	0	0	0	0	0	11	0	11	0	0	0	0	0	11	0	11	22
% 3 Axle Vehicles	0	0	0	0	0	0.5	0	0.5	0	0	0	0	0	0.6	0	0.4	0.4
4+ Axle Trucks	0	0	0	0	0	24	0	24	0	0	0	0	2	25	0	27	51
% 4+ Axle Trucks	0	0	0	0	0	1.1	0	1	0	0	0	0	0.8	1.4	0	1.1	0.9

	Elsworth Street Southbound				Cactus Avenue Westbound				March ARB Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	2	29	**36**	67	25	**346**	22	**393**	8	5	2	15	21	199	90	310	785
07:15 AM	11	**35**	27	**73**	**30**	335	12	377	11	**6**	**7**	24	31	**281**	**94**	**406**	**880**
07:30 AM	**18**	29	17	64	19	306	21	346	**15**	6	4	**25**	26	263	70	359	794
07:45 AM	14	32	23	69	23	273	**23**	319	12	6	4	22	**48**	270	62	380	790
Total Volume	45	125	103	273	97	1260	78	1435	46	23	17	86	126	1013	316	1455	3249
% App. Total	16.5	45.8	37.7		6.8	87.8	5.4		53.5	26.7	19.8		8.7	69.6	21.7		
PHF	.625	.893	.715	.935	.808	.910	.848	.913	.767	.958	.607	.860	.656	.901	.840	.896	.923

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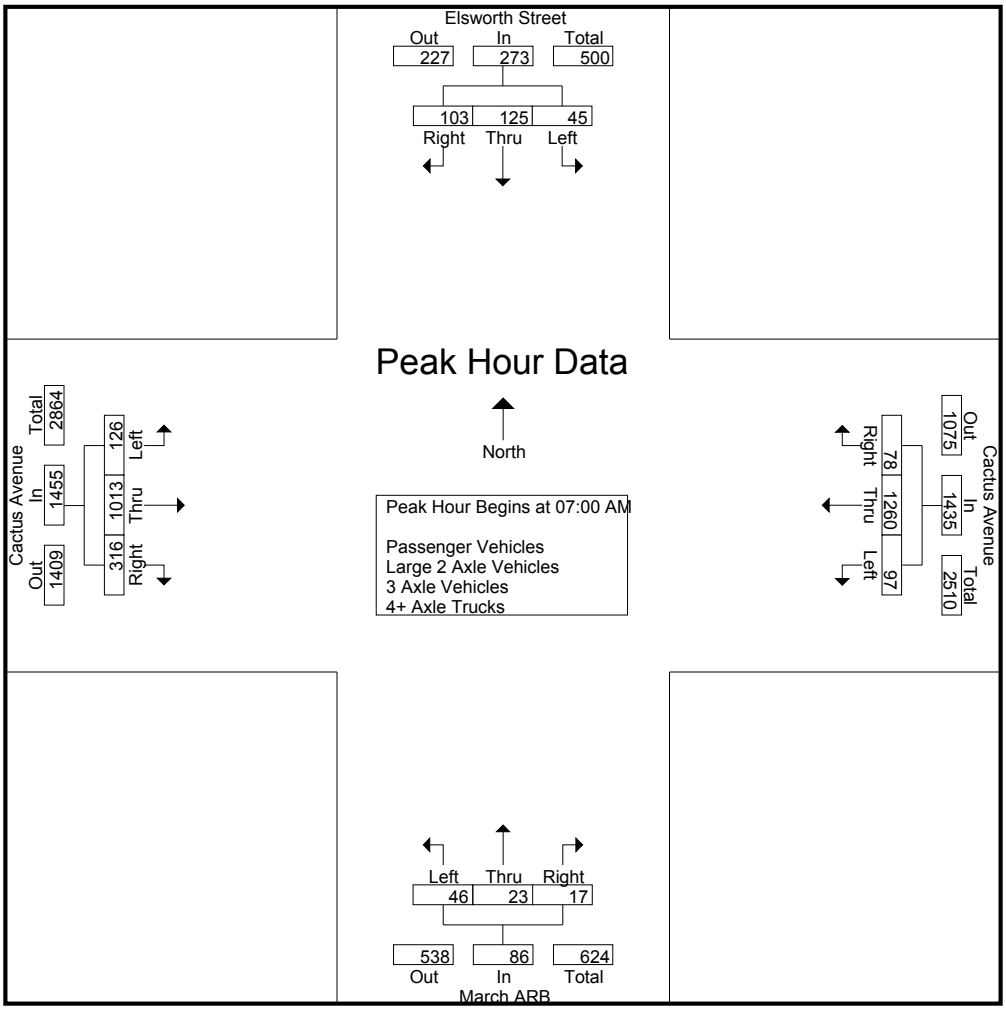
City of Moreno Valley
N/S: Elsworth Street
E/W: Cactus Avenue
Weather: Sunny

File Name : MRVELCAAM
Site Code : 00000006
Start Date : 5/16/2013
Page No : 2



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

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:30 AM				07:00 AM			
+0 mins.	2	29	**36**	67	25	**346**	22	**393**	15	**6**	4	25	21	199	90	310
+15 mins.	11	**35**	27	**73**	**30**	335	12	377	12	6	4	22	31	**281**	**94**	**406**
+30 mins.	**18**	29	17	64	19	306	21	346	13	5	**12**	30	26	263	70	359
+45 mins.	14	32	23	69	23	273	**23**	319	**21**	5	9	**35**	**48**	270	62	380
Total Volume	45	125	103	273	97	1260	78	1435	61	22	29	112	126	1013	316	1455
% App. Total	16.5	45.8	37.7		6.8	87.8	5.4		54.5	19.6	25.9		8.7	69.6	21.7	
PHF	.625	.893	.715	.935	.808	.910	.848	.913	.726	.917	.604	.800	.656	.901	.840	.896

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City of Moreno Valley
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Weather: Sunny

File Name : MRVELCAAM
Site Code : 00000006
Start Date : 5/16/2013
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Elsworth Street Southbound				Cactus Avenue Westbound				March ARB Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	1	1	0	1	0	1	1	0	0	1	0	2	0	2	5
07:15 AM	0	0	0	0	0	2	1	3	0	0	0	0	1	2	0	3	6
07:30 AM	1	0	1	2	0	1	0	1	1	0	0	1	1	1	1	3	7
07:45 AM	0	0	1	1	0	0	0	0	1	0	0	1	2	0	0	2	4
Total	1	0	3	4	0	4	1	5	3	0	0	3	4	5	1	10	22
08:00 AM	0	0	0	0	1	4	0	5	0	0	0	0	0	3	0	3	8
08:15 AM	1	0	1	2	0	1	1	2	0	0	0	0	1	2	0	3	7
08:30 AM	1	0	0	1	0	3	0	3	0	0	0	0	1	5	0	6	10
08:45 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
Total	2	0	1	3	1	11	1	13	0	0	0	0	2	12	0	14	30
Grand Total	3	0	4	7	1	15	2	18	3	0	0	3	6	17	1	24	52
Apprch %	42.9	0	57.1		5.6	83.3	11.1		100	0	0		25	70.8	4.2		
Total %	5.8	0	7.7	13.5	1.9	28.8	3.8	34.6	5.8	0	0	5.8	11.5	32.7	1.9	46.2	

	Elsworth Street Southbound				Cactus Avenue Westbound				March ARB Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	**1**	1	0	1	0	1	**1**	0	0	**1**	0	**2**	0	2	5
07:15 AM	0	0	0	0	0	**2**	**1**	**3**	0	0	0	0	1	2	0	**3**	6
07:30 AM	**1**	0	1	**2**	0	1	0	1	1	0	0	1	1	1	**1**	3	**7**
07:45 AM	0	0	1	1	0	0	0	0	1	0	0	1	**2**	0	0	2	4
Total Volume	1	0	3	4	0	4	1	5	3	0	0	3	4	5	1	10	22
% App. Total	25	0	75		0	80	20		100	0	0		40	50	10		
PHF	.250	.000	.750	.500	.000	.500	.250	.417	.750	.000	.000	.750	.500	.625	.250	.833	.786

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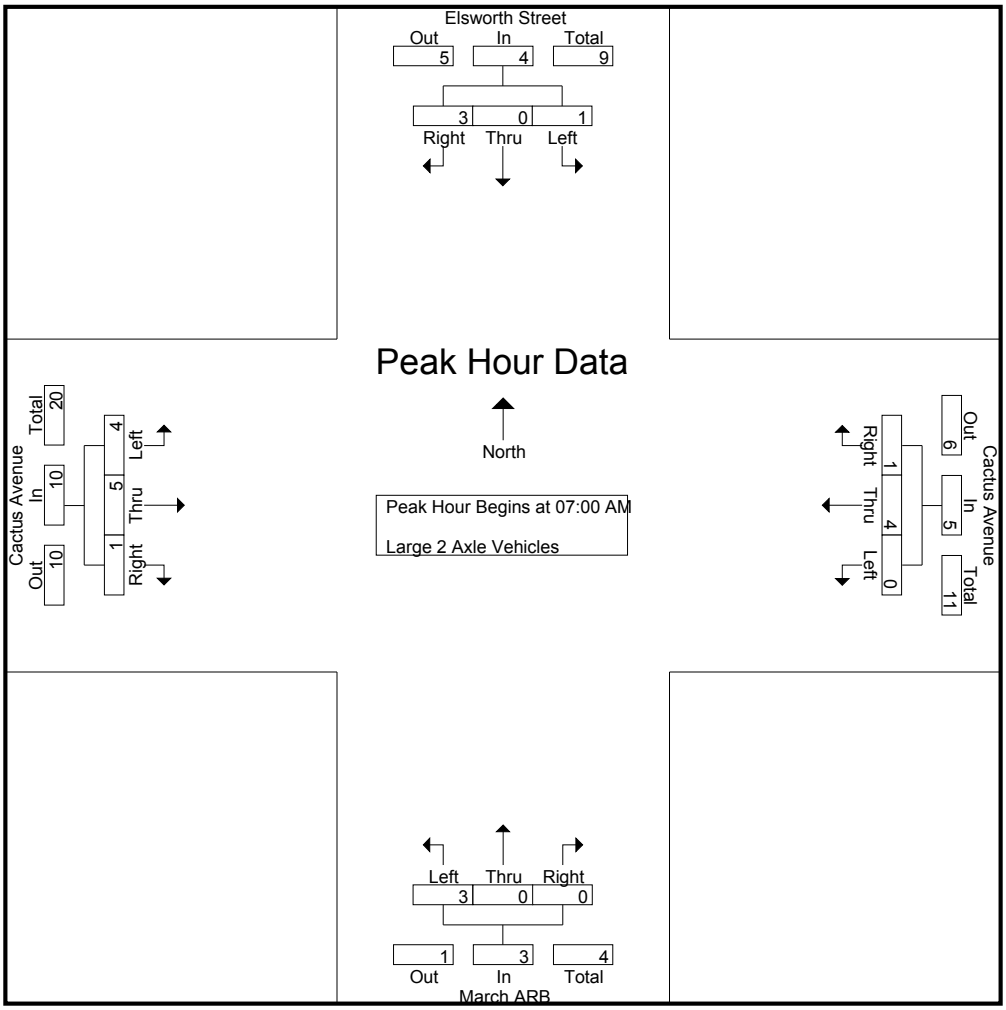
Weather: Sunny

File Name : MRVELCAAM
Site Code : 00000006
Start Date : 5/16/2013
Page No : 2



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

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	**1**	1	0	1	0	1	**1**	0	0	**1**	0	**2**	0	2
+15 mins.	0	0	0	0	0	**2**	**1**	**3**	0	0	0	0	1	2	0	**3**
+30 mins.	**1**	0	1	**2**	0	1	0	1	1	0	0	1	1	1	**1**	3
+45 mins.	0	0	1	1	0	0	0	0	1	0	0	1	**2**	0	0	2
Total Volume	1	0	3	4	0	4	1	5	3	0	0	3	4	5	1	10
% App. Total	25	0	75		0	80	20		100	0	0		40	50	10	
PHF	.250	.000	.750	.500	.000	.500	.250	.417	.750	.000	.000	.750	.500	.625	.250	.833

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Weather: Sunny

File Name : MRVELCAAM
Site Code : 00000006
Start Date : 5/16/2013
Page No : 1

Groups Printed- 3 Axle Vehicles

	Elsworth Street Southbound				Cactus Avenue Westbound				March ARB Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total	0	0	0	0	0	4	0	4	0	0	0	0	0	5	0	5	9
08:00 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
08:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total	0	0	0	0	0	7	0	7	0	0	0	0	0	6	0	6	13
Grand Total	0	0	0	0	0	11	0	11	0	0	0	0	0	11	0	11	22
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0	0	0	50	0	50	0	0	0	0	0	50	0	50	

	Elsworth Street Southbound				Cactus Avenue Westbound				March ARB Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	1	0	1	2
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	**2**	0	**2**	**3**
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total Volume	0	0	0	0	0	4	0	4	0	0	0	0	0	5	0	5	9
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	1.00	.000	1.00	.000	.000	.000	.000	.000	.625	.000	.625	.750

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City of Moreno Valley
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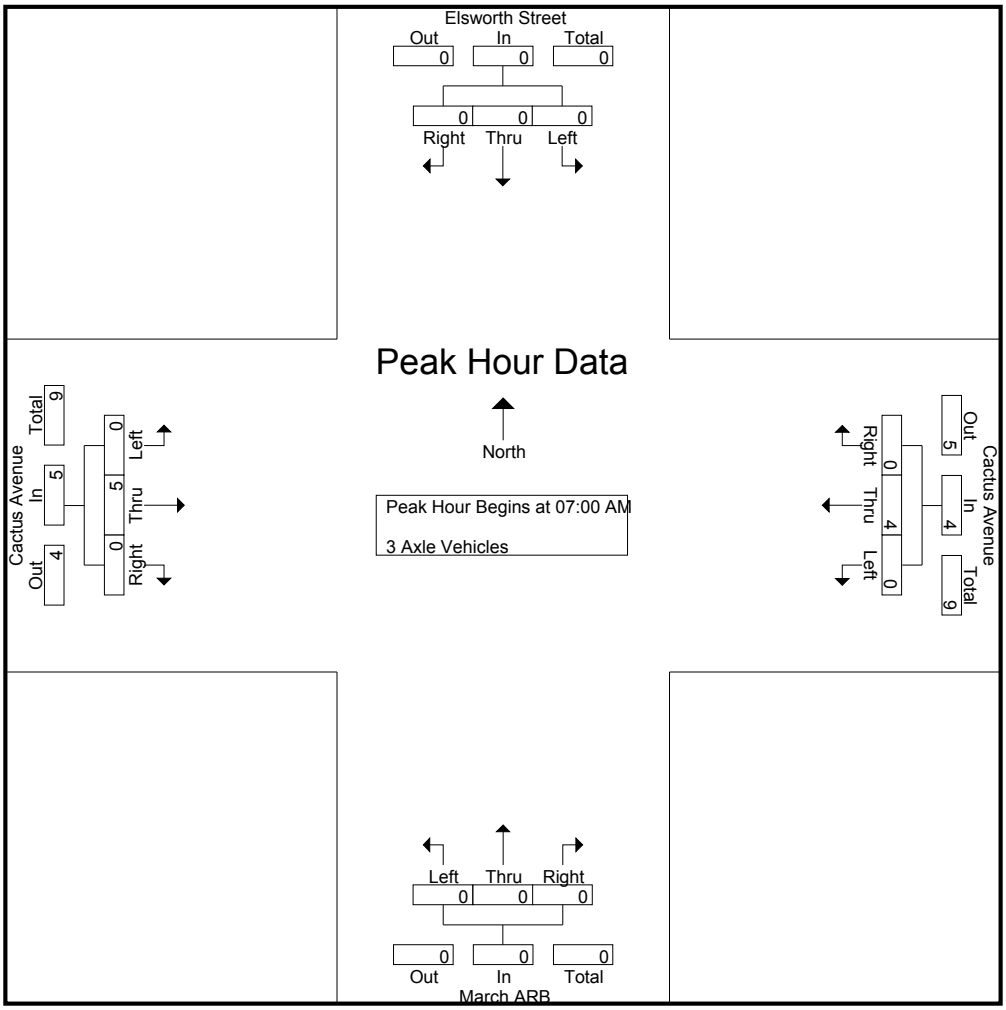
E/W: Cactus Avenue
Weather: Sunny

File Name : MRVELCAAM
Site Code : 00000006
Start Date : 5/16/2013
Page No : 2



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

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	**2**	0	**2**
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	4	0	4	0	0	0	0	0	5	0	5
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	1.000	.000	1.000	.000	.000	.000	.000	.000	.625	.000	.625

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City of Moreno Valley
N/S: Elsworth Street
E/W: Cactus Avenue
Weather: Sunny

File Name : MRVELCAAM
Site Code : 00000006
Start Date : 5/16/2013
Page No : 1

Groups Printed- 4+ Axle Trucks

	Elsworth Street Southbound				Cactus Avenue Westbound				March ARB Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
07:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	4	0	4	6
07:30 AM	0	0	0	0	0	6	0	6	0	0	0	0	1	3	0	4	10
07:45 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
Total	0	0	0	0	0	12	0	12	0	0	0	0	1	13	0	14	26
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
08:15 AM	0	0	0	0	0	5	0	5	0	0	0	0	1	1	0	2	7
08:30 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	5	0	5	8
08:45 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	4	0	4	7
Total	0	0	0	0	0	12	0	12	0	0	0	0	1	12	0	13	25
Grand Total	0	0	0	0	0	24	0	24	0	0	0	0	2	25	0	27	51
Apprch %	0	0	0		0	100	0		0	0	0		7.4	92.6	0		
Total %	0	0	0	0	0	47.1	0	47.1	0	0	0	0	3.9	49	0	52.9	

	Elsworth Street Southbound				Cactus Avenue Westbound				March ARB Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
07:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	**4**	0	**4**	6
07:30 AM	0	0	0	0	0	**6**	0	**6**	0	0	0	0	**1**	3	0	4	**10**
07:45 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
Total Volume	0	0	0	0	0	12	0	12	0	0	0	0	1	13	0	14	26
% App. Total	0	0	0		0	100	0		0	0	0		7.1	92.9	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.250	.813	.000	.875	.650

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File Name : MRVELCAAM
Site Code : 00000006
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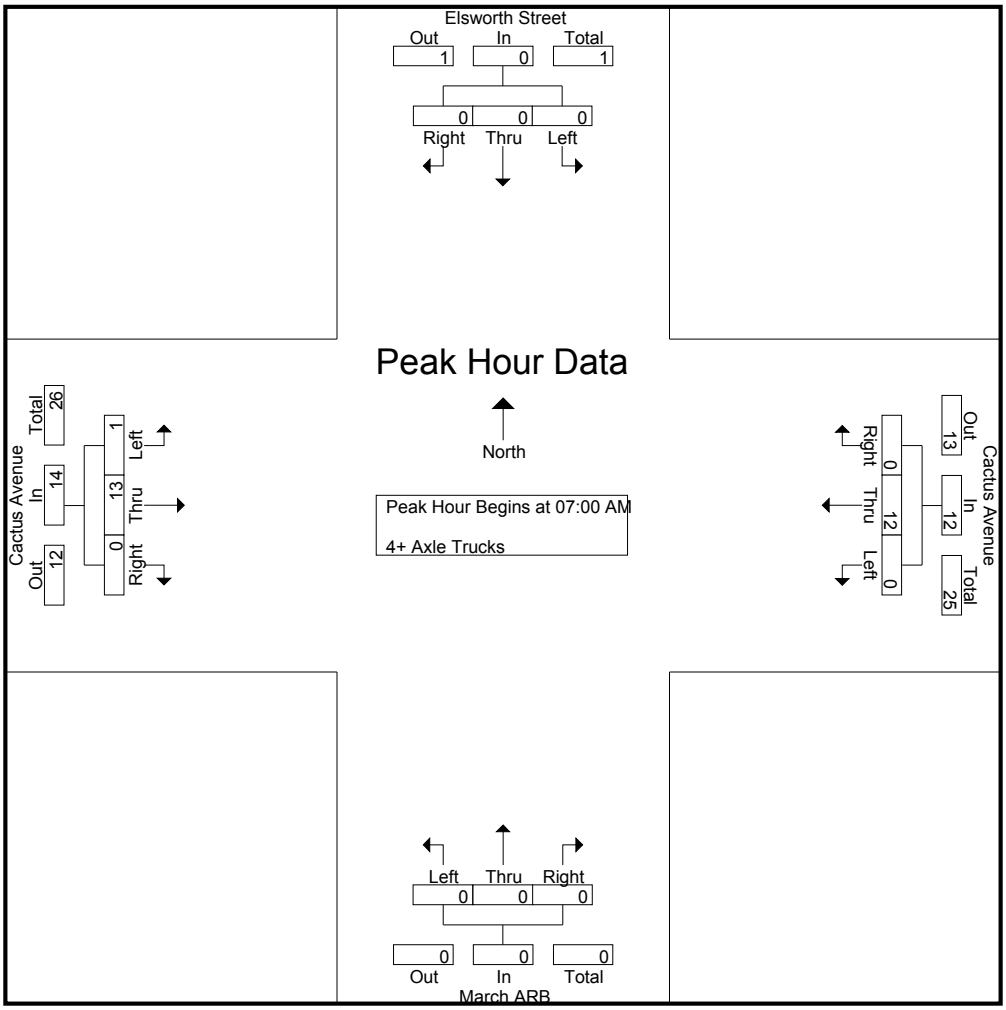

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3
+15 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	**4**	0	**4**
+30 mins.	0	0	0	0	0	**6**	0	**6**	0	0	0	0	**1**	3	0	4
+45 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3
Total Volume	0	0	0	0	0	12	0	12	0	0	0	0	1	13	0	14
% App. Total	0	0	0		0	100	0		0	0	0		7.1	92.9	0	
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.250	.813	.000	.875

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File Name : MRVELCAPM
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Elsworth Street Southbound				Cactus Avenue Westbound				March ARB Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	27	3	39	69	6	255	21	282	134	39	44	217	21	283	14	318	886
04:15 PM	32	7	38	77	7	227	16	250	115	32	30	177	30	269	6	305	809
04:30 PM	34	8	33	75	7	264	20	291	97	23	38	158	20	296	5	321	845
04:45 PM	16	4	30	50	7	244	22	273	51	9	24	84	19	287	5	311	718
Total	109	22	140	271	27	990	79	1096	397	103	136	636	90	1135	30	1255	3258
05:00 PM	34	3	46	83	13	264	17	294	66	25	26	117	17	326	3	346	840
05:15 PM	40	5	44	89	3	248	13	264	37	14	10	61	25	320	4	349	763
05:30 PM	33	6	46	85	5	249	21	275	30	14	11	55	24	361	4	389	804
05:45 PM	27	8	32	67	8	213	17	238	26	11	7	44	29	310	3	342	691
Total	134	22	168	324	29	974	68	1071	159	64	54	277	95	1317	14	1426	3098
Grand Total	243	44	308	595	56	1964	147	2167	556	167	190	913	185	2452	44	2681	6356
Apprch %	40.8	7.4	51.8		2.6	90.6	6.8		60.9	18.3	20.8		6.9	91.5	1.6		
Total %	3.8	0.7	4.8	9.4	0.9	30.9	2.3	34.1	8.7	2.6	3	14.4	2.9	38.6	0.7	42.2	
Passenger Vehicles	240	44	303	587	56	1933	146	2135	556	167	189	912	180	2404	44	2628	6262
% Passenger Vehicles	98.8	100	98.4	98.7	100	98.4	99.3	98.5	100	100	99.5	99.9	97.3	98	100	98	98.5
Large 2 Axle Vehicles	3	0	5	8	0	15	1	16	0	0	1	1	3	24	0	27	52
% Large 2 Axle Vehicles	1.2	0	1.6	1.3	0	0.8	0.7	0.7	0	0	0.5	0.1	1.6	1	0	1	0.8
3 Axle Vehicles	0	0	0	0	0	6	0	6	0	0	0	0	0	3	0	3	9
% 3 Axle Vehicles	0	0	0	0	0	0.3	0	0.3	0	0	0	0	0	0.1	0	0.1	0.1
4+ Axle Trucks	0	0	0	0	0	10	0	10	0	0	0	0	2	21	0	23	33
% 4+ Axle Trucks	0	0	0	0	0	0.5	0	0.5	0	0	0	0	1.1	0.9	0	0.9	0.5

	Elsworth Street Southbound				Cactus Avenue Westbound				March ARB Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	27	3	**39**	69	6	255	21	282	**134**	**39**	**44**	**217**	21	283	**14**	318	**886**
04:15 PM	32	7	38	**77**	**7**	227	16	250	115	32	30	177	**30**	269	6	305	809
04:30 PM	**34**	**8**	33	75	7	**264**	20	**291**	97	23	38	158	20	**296**	5	**321**	845
04:45 PM	16	4	30	50	7	244	**22**	273	51	9	24	84	19	287	5	311	718
Total Volume	109	22	140	271	27	990	79	1096	397	103	136	636	90	1135	30	1255	3258
% App. Total	40.2	8.1	51.7		2.5	90.3	7.2		62.4	16.2	21.4		7.2	90.4	2.4		
PHF	.801	.688	.897	.880	.964	.938	.898	.942	.741	.660	.773	.733	.750	.959	.536	.977	.919

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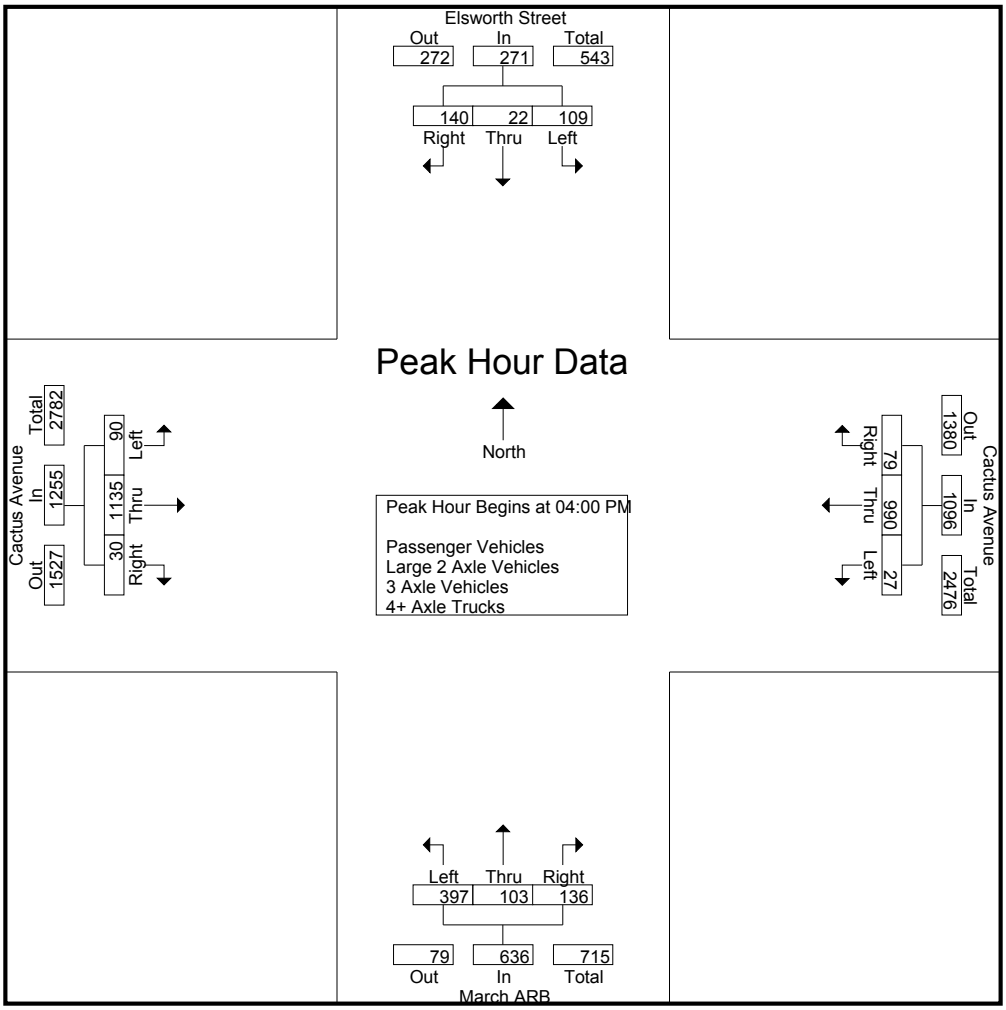

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				04:30 PM				04:00 PM				05:00 PM			
+0 mins.	34	3	**46**	83	7	**264**	20	291	**134**	**39**	**44**	**217**	17	326	3	346
+15 mins.	**40**	5	44	**89**	7	244	**22**	273	115	32	30	177	25	320	**4**	349
+30 mins.	33	6	46	85	**13**	264	17	**294**	97	23	38	158	24	**361**	4	**389**
+45 mins.	27	**8**	32	67	3	248	13	264	51	9	24	84	**29**	310	3	342
Total Volume	134	22	168	324	30	1020	72	1122	397	103	136	636	95	1317	14	1426
% App. Total	41.4	6.8	51.9		2.7	90.9	6.4		62.4	16.2	21.4		6.7	92.4	1	
PHF	.838	.688	.913	.910	.577	.966	.818	.954	.741	.660	.773	.733	.819	.912	.875	.916

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Groups Printed- Large 2 Axle Vehicles

	Elsworth Street Southbound				Cactus Avenue Westbound				March ARB Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
04:15 PM	0	0	1	1	0	2	0	2	0	0	0	0	1	3	0	4	7
04:30 PM	1	0	0	1	0	2	0	2	0	0	0	0	0	4	0	4	7
04:45 PM	0	0	2	2	0	4	1	5	0	0	0	0	0	2	0	2	9
Total	1	0	3	4	0	10	1	11	0	0	0	0	1	12	0	13	28
05:00 PM	1	0	0	1	0	2	0	2	0	0	0	0	0	3	0	3	6
05:15 PM	1	0	1	2	0	1	0	1	0	0	0	0	1	5	0	6	9
05:30 PM	0	0	1	1	0	1	0	1	0	0	1	1	0	4	0	4	7
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	1	0	0	1	2
Total	2	0	2	4	0	5	0	5	0	0	1	1	2	12	0	14	24
Grand Total	3	0	5	8	0	15	1	16	0	0	1	1	3	24	0	27	52
Apprch %	37.5	0	62.5		0	93.8	6.2		0	0	100		11.1	88.9	0		
Total %	5.8	0	9.6	15.4	0	28.8	1.9	30.8	0	0	1.9	1.9	5.8	46.2	0	51.9	

	Elsworth Street Southbound				Cactus Avenue Westbound				March ARB Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
04:15 PM	0	0	1	1	0	2	0	2	0	0	0	0	**1**	3	0	**4**	7
04:30 PM	**1**	0	0	1	0	2	0	2	0	0	0	0	0	**4**	0	4	7
04:45 PM	0	0	**2**	**2**	0	**4**	**1**	**5**	0	0	0	0	0	2	0	2	**9**
Total Volume	1	0	3	4	0	10	1	11	0	0	0	0	1	12	0	13	28
% App. Total	25	0	75		0	90.9	9.1		0	0	0		7.7	92.3	0		
PHF	.250	.000	.375	.500	.000	.625	.250	.550	.000	.000	.000	.000	.250	.750	.000	.813	.778

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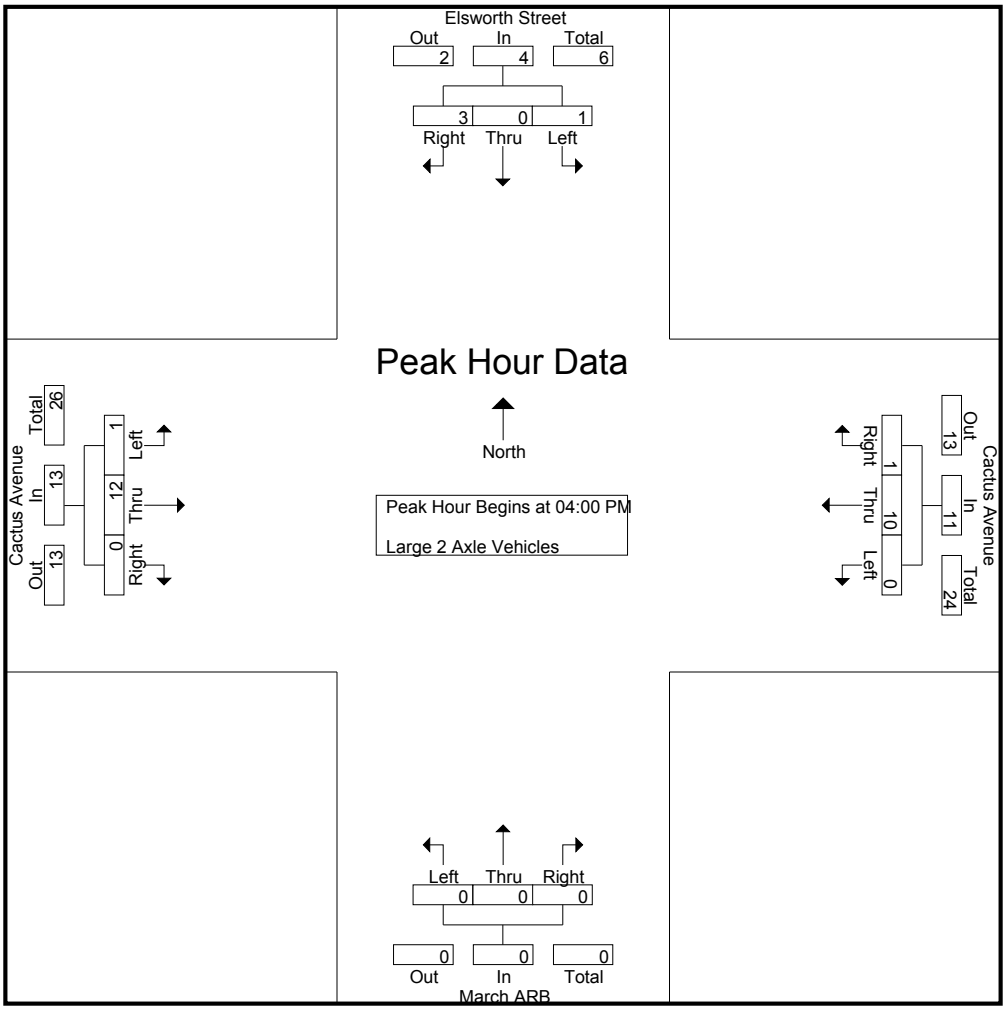

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3
+15 mins.	0	0	1	1	0	2	0	2	0	0	0	0	**1**	3	0	**4**
+30 mins.	**1**	0	0	1	0	2	0	2	0	0	0	0	0	**4**	0	4
+45 mins.	0	0	**2**	**2**	0	**4**	**1**	**5**	0	0	0	0	0	2	0	2
Total Volume	1	0	3	4	0	10	1	11	0	0	0	0	1	12	0	13
% App. Total	25	0	75		0	90.9	9.1		0	0	0		7.7	92.3	0	
PHF	.250	.000	.375	.500	.000	.625	.250	.550	.000	.000	.000	.000	.250	.750	.000	.813

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Groups Printed- 3 Axle Vehicles

	Elsworth Street Southbound				Cactus Avenue Westbound				March ARB Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
05:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2	6
Grand Total	0	0	0	0	0	6	0	6	0	0	0	0	0	3	0	3	9
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0	0	0	66.7	0	66.7	0	0	0	0	0	33.3	0	33.3	

	Elsworth Street Southbound				Cactus Avenue Westbound				March ARB Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	**1**
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	1
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.750

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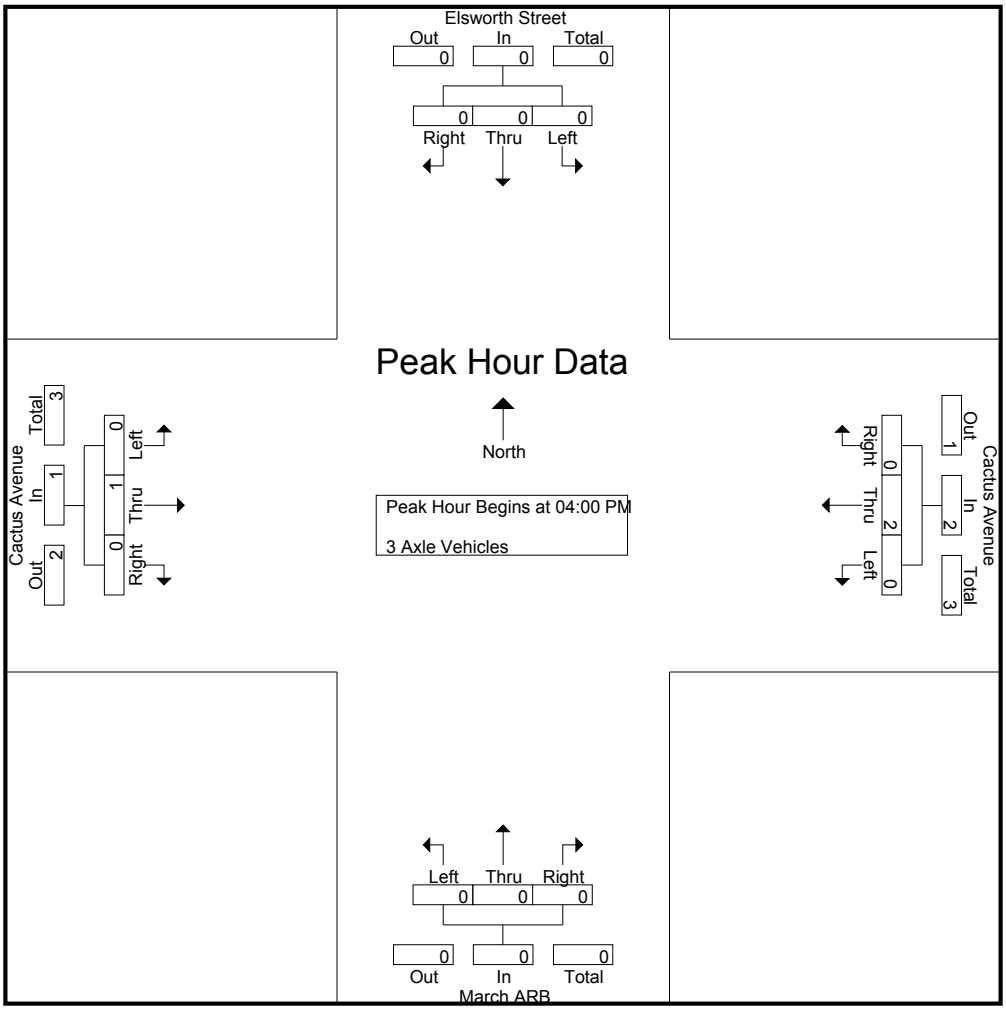

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250

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Groups Printed- 4+ Axle Trucks

	Elsworth Street Southbound				Cactus Avenue Westbound				March ARB Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	1	3	0	4	5
04:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	5	0	5	0	0	0	0	1	8	0	9	14
05:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	1	2	0	3	4
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	5	0	5	6
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
Total	0	0	0	0	0	5	0	5	0	0	0	0	1	13	0	14	19
Grand Total	0	0	0	0	0	10	0	10	0	0	0	0	2	21	0	23	33
Apprch %	0	0	0		0	100	0		0	0	0		8.7	91.3	0		
Total %	0	0	0	0	0	30.3	0	30.3	0	0	0	0	6.1	63.6	0	69.7	

	Elsworth Street Southbound				Cactus Avenue Westbound				March ARB Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	**1**	**3**	0	**4**	**5**
04:30 PM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	3	0	3	5
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	5	0	5	0	0	0	0	1	8	0	9	14
% App. Total	0	0	0		0	100	0		0	0	0		11.1	88.9	0		
PHF	.000	.000	.000	.000	.000	.625	.000	.625	.000	.000	.000	.000	.250	.667	.000	.563	.700

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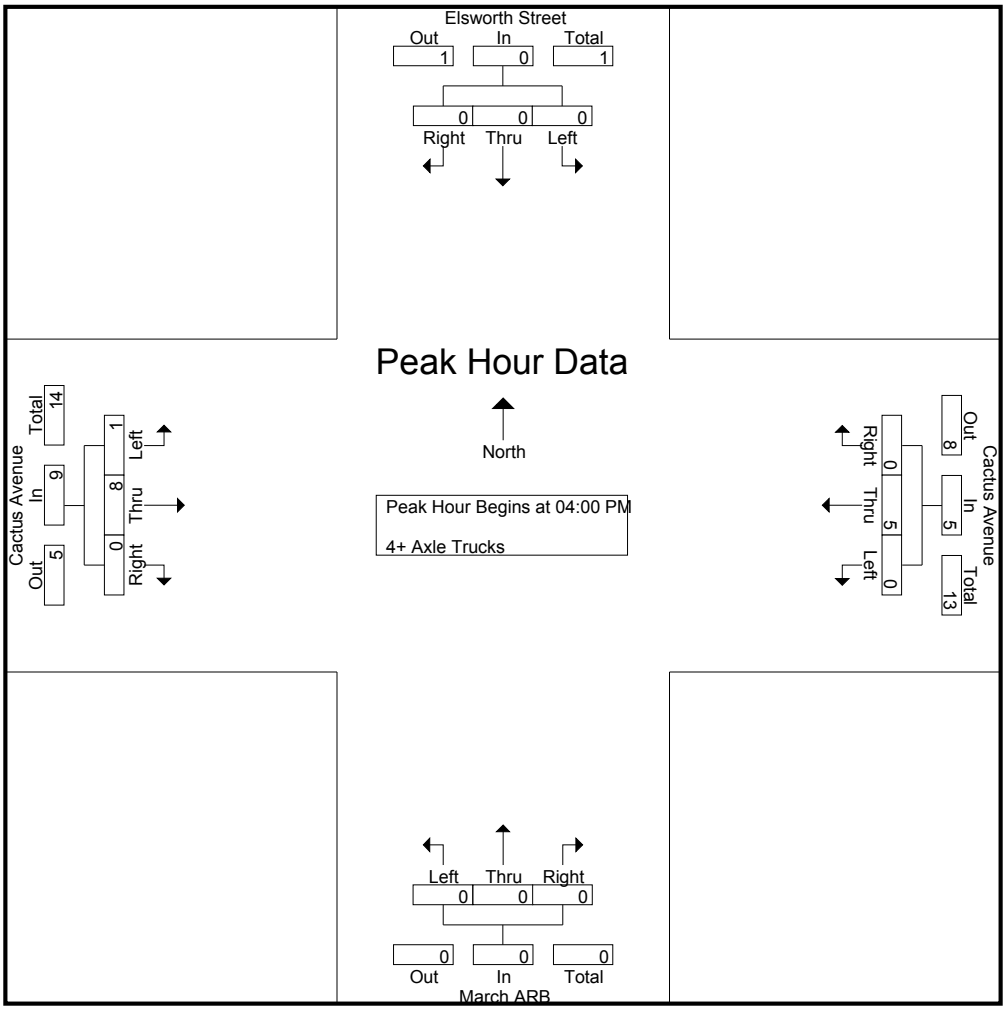

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	**1**	**3**	0	**4**
+30 mins.	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	3	0	3
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	5	0	5	0	0	0	0	1	8	0	9
% App. Total	0	0	0		0	100	0		0	0	0		11.1	88.9	0	
PHF	.000	.000	.000	.000	.000	.625	.000	.625	.000	.000	.000	.000	.250	.667	.000	.563

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City of Moreno Valley
N/S: Elsworth Street/March Air Base
E/W: Cactus Avenue
Weather: Sunny

File Name : MRVELCASAT
Site Code : 00000155
Start Date : 5/18/2013
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Groups Printed- Total Volume

	Elsworth Street Southbound				Cactus Avenue Westbound				March Air Reserve Base Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	15	19	11	45	25	157	14	196	25	44	22	91	18	195	24	237	569
12:15 PM	12	17	13	42	24	183	13	220	26	34	13	73	10	165	15	190	525
12:30 PM	11	13	8	32	25	179	22	226	22	29	16	67	20	182	15	217	542
12:45 PM	11	6	10	27	19	176	22	217	25	23	34	82	19	171	15	205	531
Total	49	55	42	146	93	695	71	859	98	130	85	313	67	713	69	849	2167
01:00 PM	3	4	10	17	19	176	8	203	29	9	26	64	14	170	18	202	486
01:15 PM	13	8	8	29	17	172	7	196	23	10	20	53	14	179	20	213	491
01:30 PM	12	2	12	26	22	162	13	197	28	12	23	63	10	167	16	193	479
01:45 PM	14	6	6	26	14	177	6	197	21	11	17	49	8	159	23	190	462
Total	42	20	36	98	72	687	34	793	101	42	86	229	46	675	77	798	1918
02:00 PM	41	10	7	58	21	184	7	212	21	10	19	50	7	168	23	198	518
02:15 PM	20	11	9	40	31	199	22	252	18	7	26	51	11	201	16	228	571
02:30 PM	14	5	10	29	20	208	14	242	22	11	10	43	11	169	21	201	515
02:45 PM	14	7	10	31	18	204	8	230	24	4	14	42	6	154	19	179	482
Total	89	33	36	158	90	795	51	936	85	32	69	186	35	692	79	806	2086
Grand Total	180	108	114	402	255	2177	156	2588	284	204	240	728	148	2080	225	2453	6171
Apprch %	44.8	26.9	28.4		9.9	84.1	6		39	28	33		6	84.8	9.2		
Total %	2.9	1.8	1.8	6.5	4.1	35.3	2.5	41.9	4.6	3.3	3.9	11.8	2.4	33.7	3.6	39.8	

	Elsworth Street Southbound				Cactus Avenue Westbound				March Air Reserve Base Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	**15**	**19**	11	**45**	**25**	157	14	196	25	**44**	22	**91**	18	**195**	**24**	**237**	**569**
12:15 PM	12	17	**13**	42	24	**183**	13	220	**26**	34	13	73	10	165	15	190	525
12:30 PM	11	13	8	32	25	179	**22**	**226**	22	29	16	67	**20**	182	15	217	542
12:45 PM	11	6	10	27	19	176	22	217	25	23	**34**	82	19	171	15	205	531
Total Volume	49	55	42	146	93	695	71	859	98	130	85	313	67	713	69	849	2167
% App. Total	33.6	37.7	28.8		10.8	80.9	8.3		31.3	41.5	27.2		7.9	84	8.1		
PHF	.817	.724	.808	.811	.930	.949	.807	.950	.942	.739	.625	.860	.838	.914	.719	.896	.952

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City of Moreno Valley
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File Name : MRVELCASAT
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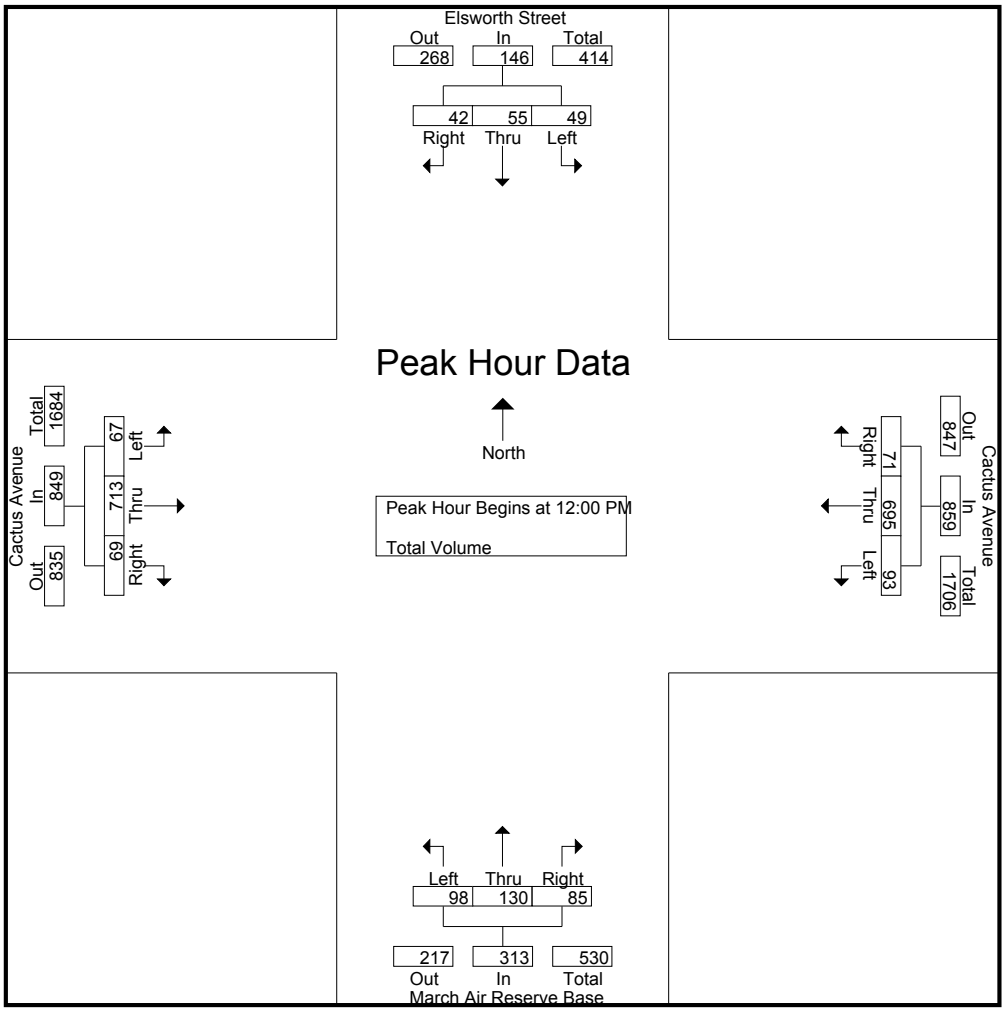

Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				12:00 PM				12:00 PM			
+0 mins.	**41**	10	7	**58**	21	184	7	212	25	**44**	22	**91**	18	**195**	**24**	**237**
+15 mins.	20	**11**	9	40	**31**	199	**22**	**252**	**26**	34	13	73	10	165	15	190
+30 mins.	14	5	**10**	29	20	**208**	14	242	22	29	16	67	**20**	182	15	217
+45 mins.	14	7	10	31	18	204	8	230	25	23	**34**	82	19	171	15	205
Total Volume	89	33	36	158	90	795	51	936	98	130	85	313	67	713	69	849
% App. Total	56.3	20.9	22.8		9.6	84.9	5.4		31.3	41.5	27.2		7.9	84	8.1	
PHF	.543	.750	.900	.681	.726	.956	.580	.929	.942	.739	.625	.860	.838	.914	.719	.896

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City of Moreno Valley
N/S: Frederick Street
E/W: Cactus Avenue
Weather: Sunny

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Groups Printed- Total Volume

	Frederick Street Southbound			Cactus Avenue Westbound			Cactus Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	27	11	38	330	11	341	10	208	218	597
07:15 AM	32	6	38	338	17	355	15	213	228	621
07:30 AM	23	14	37	320	34	354	13	255	268	659
07:45 AM	24	6	30	334	40	374	17	205	222	626
Total	106	37	143	1322	102	1424	55	881	936	2503
08:00 AM	24	8	32	305	39	344	11	195	206	582
08:15 AM	24	10	34	241	22	263	12	181	193	490
08:30 AM	31	7	38	246	34	280	9	168	177	495
08:45 AM	14	10	24	193	36	229	14	169	183	436
Total	93	35	128	985	131	1116	46	713	759	2003
Grand Total	199	72	271	2307	233	2540	101	1594	1695	4506
Apprch %	73.4	26.6		90.8	9.2		6	94		
Total %	4.4	1.6	6	51.2	5.2	56.4	2.2	35.4	37.6	

	Frederick Street Southbound			Cactus Avenue Westbound			Cactus Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	27	11	**38**	330	11	341	10	208	218	597
07:15 AM	**32**	6	38	**338**	17	355	15	213	228	621
07:30 AM	23	**14**	37	320	34	354	13	**255**	**268**	**659**
07:45 AM	24	6	30	334	**40**	**374**	**17**	205	222	626
Total Volume	106	37	143	1322	102	1424	55	881	936	2503
% App. Total	74.1	25.9		92.8	7.2		5.9	94.1		
PHF	.828	.661	.941	.978	.638	.952	.809	.864	.873	.950

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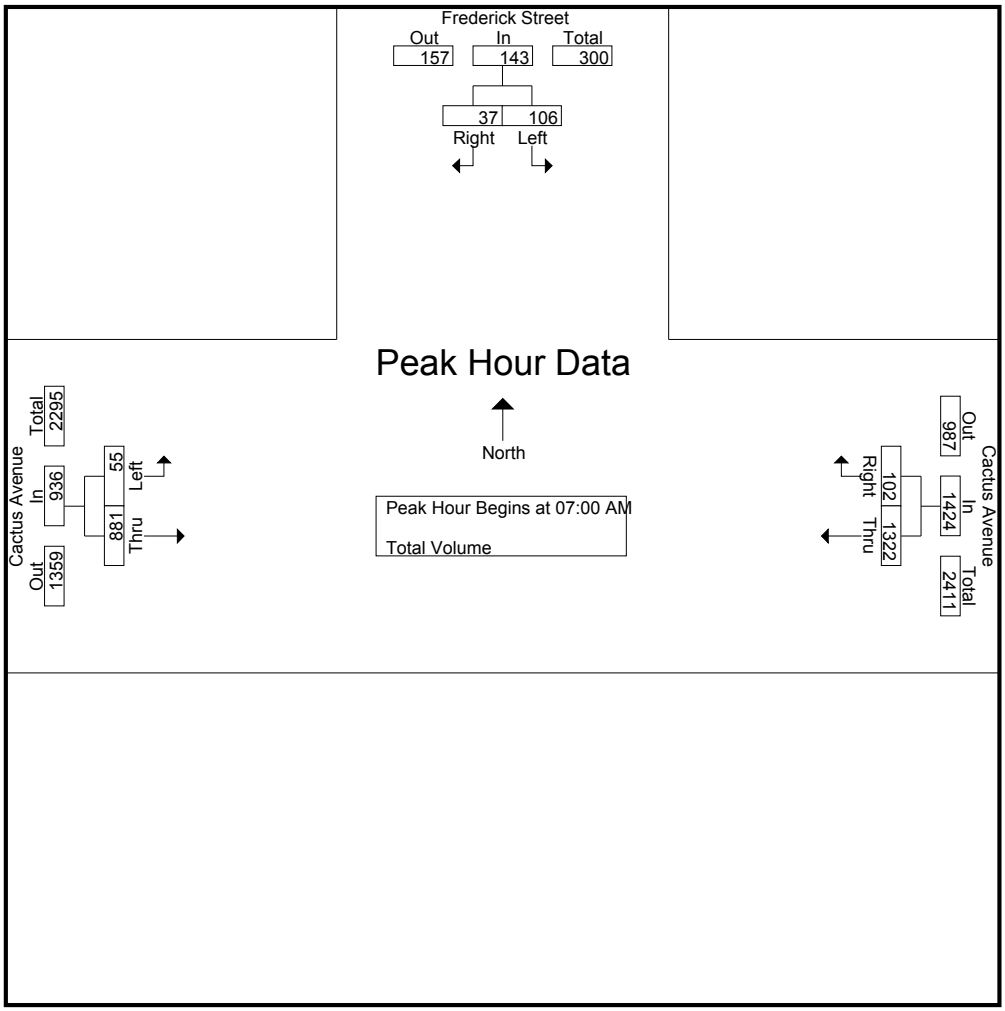

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM			07:15 AM			07:00 AM		
+0 mins.	27	11	**38**	**338**	17	355	10	208	218
+15 mins.	**32**	6	38	320	34	354	15	213	228
+30 mins.	23	**14**	37	334	**40**	**374**	13	**255**	**268**
+45 mins.	24	6	30	305	39	344	**17**	205	222
Total Volume	106	37	143	1297	130	1427	55	881	936
% App. Total	74.1	25.9		90.9	9.1		5.9	94.1	
PHF	.828	.661	.941	.959	.813	.954	.809	.864	.873

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City of Moreno Valley
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Groups Printed- Total Volume

	Frederick Street Southbound			Cactus Avenue Westbound			Cactus Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	44	11	55	271	29	300	18	319	337	692
04:15 PM	55	19	74	226	22	248	13	312	325	647
04:30 PM	42	22	64	267	29	296	15	342	357	717
04:45 PM	41	19	60	227	18	245	10	315	325	630
Total	182	71	253	991	98	1089	56	1288	1344	2686
05:00 PM	59	24	83	243	26	269	13	379	392	744
05:15 PM	51	13	64	220	25	245	11	329	340	649
05:30 PM	76	24	100	240	32	272	6	394	400	772
05:45 PM	60	18	78	199	38	237	5	341	346	661
Total	246	79	325	902	121	1023	35	1443	1478	2826
Grand Total	428	150	578	1893	219	2112	91	2731	2822	5512
Apprch %	74	26		89.6	10.4		3.2	96.8		
Total %	7.8	2.7	10.5	34.3	4	38.3	1.7	49.5	51.2	

	Frederick Street Southbound			Cactus Avenue Westbound			Cactus Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	59	**24**	83	**243**	26	269	**13**	379	392	744
05:15 PM	51	13	64	220	25	245	11	329	340	649
05:30 PM	**76**	24	**100**	240	32	**272**	6	**394**	**400**	**772**
05:45 PM	60	18	78	199	**38**	237	5	341	346	661
Total Volume	246	79	325	902	121	1023	35	1443	1478	2826
% App. Total	75.7	24.3		88.2	11.8		2.4	97.6		
PHF	.809	.823	.813	.928	.796	.940	.673	.916	.924	.915

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City of Moreno Valley
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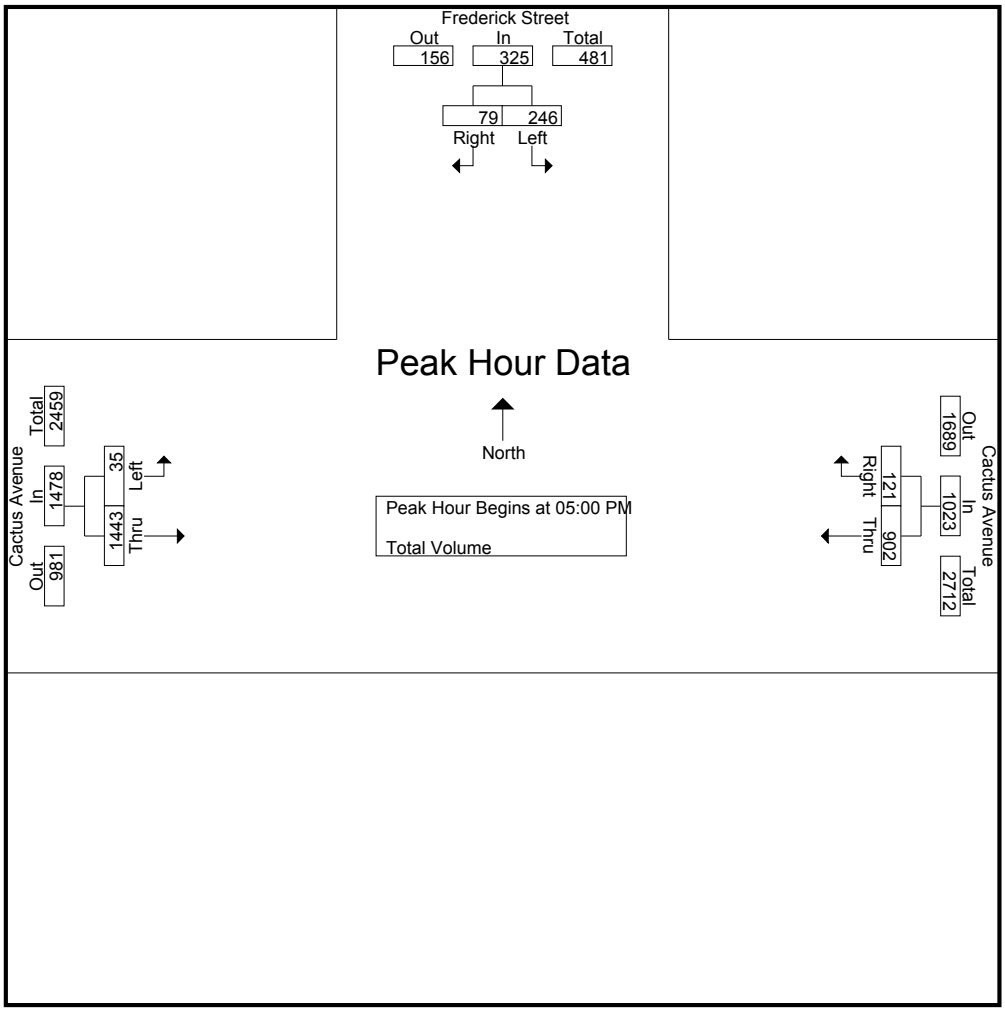

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM			04:00 PM			05:00 PM		
+0 mins.	59	**24**	83	**271**	**29**	**300**	**13**	379	392
+15 mins.	51	13	64	226	22	248	11	329	340
+30 mins.	**76**	24	**100**	267	29	296	6	**394**	**400**
+45 mins.	60	18	78	227	18	245	5	341	346
Total Volume	246	79	325	991	98	1089	35	1443	1478
% App. Total	75.7	24.3		91	9		2.4	97.6	
PHF	.809	.823	.813	.914	.845	.908	.673	.916	.924

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Groups Printed- Total Volume

	Frederick Street Southbound			Cactus Avenue Westbound			Cactus Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
12:00 PM	41	10	51	248	22	270	4	198	202	523
12:15 PM	45	10	55	199	29	228	7	219	226	509
12:30 PM	34	7	41	199	40	239	7	205	212	492
12:45 PM	39	13	52	205	34	239	10	194	204	495
Total	159	40	199	851	125	976	28	816	844	2019
01:00 PM	56	8	64	235	31	266	6	220	226	556
01:15 PM	39	15	54	188	29	217	3	200	203	474
01:30 PM	40	12	52	194	24	218	9	194	203	473
01:45 PM	37	4	41	218	21	239	7	237	244	524
Total	172	39	211	835	105	940	25	851	876	2027
02:00 PM	37	5	42	231	24	255	8	188	196	493
02:15 PM	43	4	47	210	20	230	2	227	229	506
02:30 PM	45	7	52	181	17	198	14	239	253	503
02:45 PM	39	6	45	179	21	200	9	216	225	470
Total	164	22	186	801	82	883	33	870	903	1972
Grand Total	495	101	596	2487	312	2799	86	2537	2623	6018
Apprch %	83.1	16.9		88.9	11.1		3.3	96.7		
Total %	8.2	1.7	9.9	41.3	5.2	46.5	1.4	42.2	43.6	

	Frederick Street Southbound			Cactus Avenue Westbound			Cactus Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 12:15 PM										
12:15 PM	45	10	55	199	29	228	7	219	**226**	509
12:30 PM	34	7	41	199	**40**	239	7	205	212	492
12:45 PM	39	**13**	52	205	34	239	**10**	194	204	495
01:00 PM	**56**	8	**64**	**235**	31	**266**	6	**220**	226	**556**
Total Volume	174	38	212	838	134	972	30	838	868	2052
% App. Total	82.1	17.9		86.2	13.8		3.5	96.5		
PHF	.777	.731	.828	.891	.838	.914	.750	.952	.960	.923

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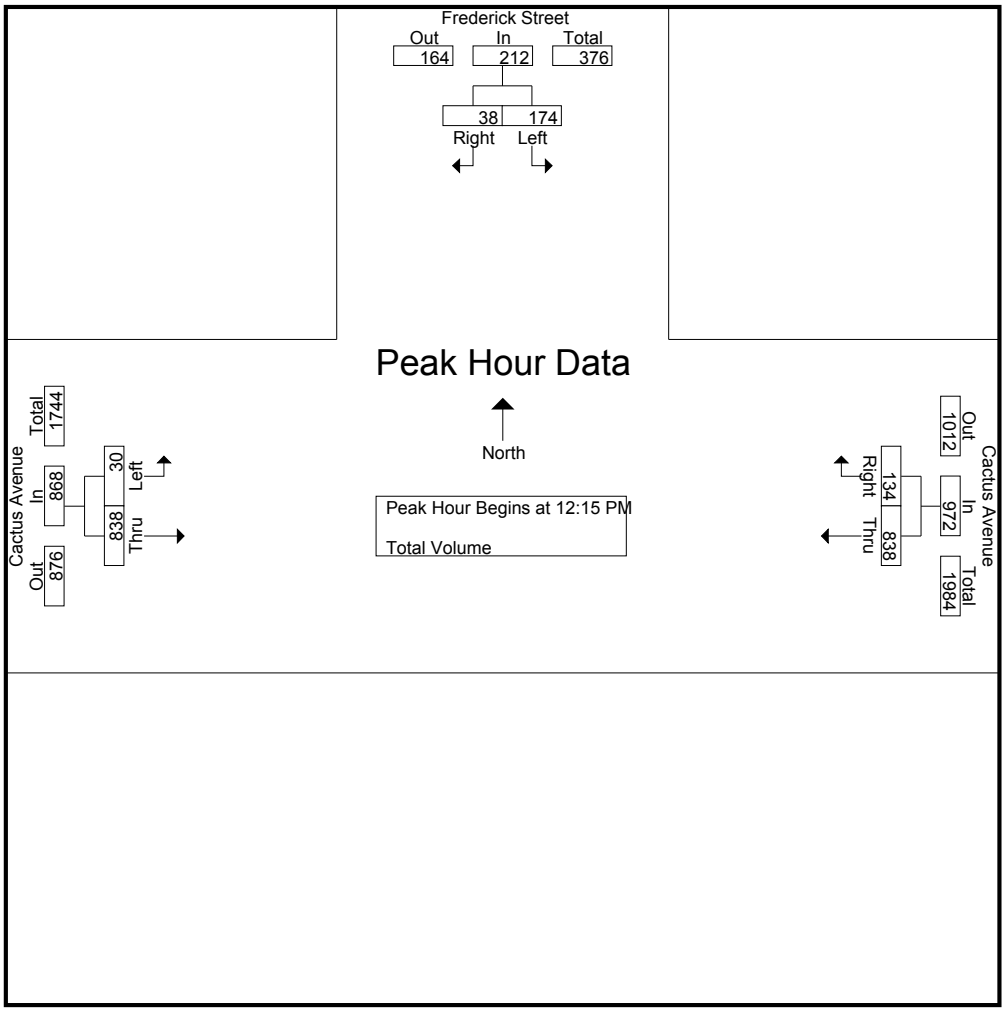

Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	12:45 PM			12:00 PM			01:45 PM		
+0 mins.	39	13	52	**248**	22	**270**	7	237	244
+15 mins.	**56**	8	**64**	199	29	228	8	188	196
+30 mins.	39	**15**	54	199	**40**	239	2	227	229
+45 mins.	40	12	52	205	34	239	**14**	**239**	**253**
Total Volume	174	48	222	851	125	976	31	891	922
% App. Total	78.4	21.6		87.2	12.8		3.4	96.6	
PHF	.777	.800	.867	.858	.781	.904	.554	.932	.911

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City of Moreno Valley
N/S: Graham Street
E/W: Cactus Avenue
Weather: Sunny

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

	Graham Street Southbound				Cactus Avenue Westbound				Riverside Drive Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	7	9	11	27	2	361	22	385	24	10	0	34	12	152	28	192	638
07:15 AM	12	18	9	39	2	381	15	398	40	20	1	61	16	182	44	242	740
07:30 AM	11	18	9	38	3	307	28	338	27	15	0	42	28	208	45	281	699
07:45 AM	25	28	6	59	3	304	35	342	25	19	1	45	27	184	34	245	691
Total	55	73	35	163	10	1353	100	1463	116	64	2	182	83	726	151	960	2768
08:00 AM	17	19	6	42	3	293	22	318	30	17	0	47	27	148	42	217	624
08:15 AM	13	14	13	40	1	239	21	261	31	22	0	53	10	147	33	190	544
08:30 AM	29	10	7	46	1	214	18	233	24	11	2	37	3	132	32	167	483
08:45 AM	17	8	11	36	2	216	20	238	20	7	0	27	17	144	60	221	522
Total	76	51	37	164	7	962	81	1050	105	57	2	164	57	571	167	795	2173
Grand Total	131	124	72	327	17	2315	181	2513	221	121	4	346	140	1297	318	1755	4941
Apprch %	40.1	37.9	22		0.7	92.1	7.2		63.9	35	1.2		8	73.9	18.1		
Total %	2.7	2.5	1.5	6.6	0.3	46.9	3.7	50.9	4.5	2.4	0.1	7	2.8	26.2	6.4	35.5	

	Graham Street Southbound				Cactus Avenue Westbound				Riverside Drive Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	7	9	**11**	27	2	361	22	385	24	10	0	34	12	152	28	192	638
07:15 AM	12	18	9	39	2	**381**	15	**398**	**40**	**20**	**1**	**61**	16	182	44	242	**740**
07:30 AM	11	18	9	38	**3**	307	28	338	27	15	0	42	**28**	**208**	**45**	**281**	699
07:45 AM	**25**	**28**	6	**59**	3	304	**35**	342	25	19	1	45	27	184	34	245	691
Total Volume	55	73	35	163	10	1353	100	1463	116	64	2	182	83	726	151	960	2768
% App. Total	33.7	44.8	21.5		0.7	92.5	6.8		63.7	35.2	1.1		8.6	75.6	15.7		
PHF	.550	.652	.795	.691	.833	.888	.714	.919	.725	.800	.500	.746	.741	.873	.839	.854	.935

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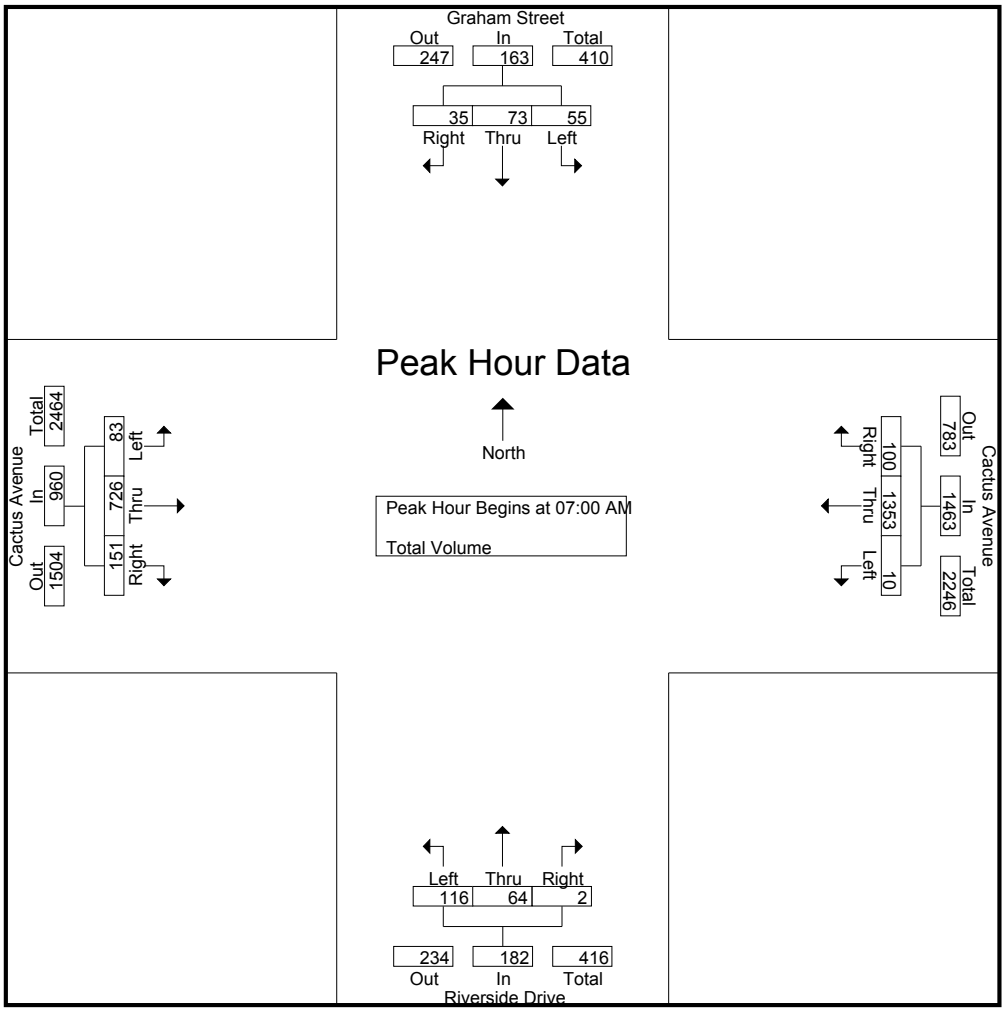

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45 AM				07:00 AM				07:15 AM				07:15 AM			
+0 mins.	25	**28**	6	**59**	2	361	22	385	**40**	**20**	**1**	**61**	16	182	44	242
+15 mins.	17	19	6	42	2	**381**	15	**398**	27	15	0	42	**28**	**208**	**45**	**281**
+30 mins.	13	14	**13**	40	**3**	307	28	338	25	19	1	45	27	184	34	245
+45 mins.	**29**	10	7	46	3	304	**35**	342	30	17	0	47	27	148	42	217
Total Volume	84	71	32	187	10	1353	100	1463	122	71	2	195	98	722	165	985
% App. Total	44.9	38	17.1		0.7	92.5	6.8		62.6	36.4	1		9.9	73.3	16.8	
PHF	.724	.634	.615	.792	.833	.888	.714	.919	.763	.888	.500	.799	.875	.868	.917	.876

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(951) 268-6268

City of Moreno Valley
N/S: Graham Street
E/W: Cactus Avenue
Weather: Sunny

File Name : MRVGRCAPM
Site Code : 00000155
Start Date : 5/16/2013
Page No : 1

Groups Printed- Total Volume

	Graham Street Southbound				Cactus Avenue Westbound				Riverside Drive Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	31	33	12	76	3	202	9	214	60	22	4	86	11	259	73	343	719
04:15 PM	41	34	12	87	7	167	16	190	40	21	7	68	14	264	69	347	692
04:30 PM	31	28	17	76	5	206	24	235	49	18	3	70	13	322	87	422	803
04:45 PM	34	26	14	74	2	202	18	222	45	18	4	67	16	235	77	328	691
Total	137	121	55	313	17	777	67	861	194	79	18	291	54	1080	306	1440	2905
05:00 PM	31	26	14	71	4	169	10	183	48	19	1	68	18	301	102	421	743
05:15 PM	39	43	10	92	1	212	10	223	42	14	2	58	12	320	97	429	802
05:30 PM	46	40	25	111	3	198	8	209	32	11	1	44	17	293	84	394	758
05:45 PM	27	21	11	59	0	174	14	188	38	8	0	46	22	328	61	411	704
Total	143	130	60	333	8	753	42	803	160	52	4	216	69	1242	344	1655	3007
Grand Total	280	251	115	646	25	1530	109	1664	354	131	22	507	123	2322	650	3095	5912
Apprch %	43.3	38.9	17.8		1.5	91.9	6.6		69.8	25.8	4.3		4	75	21		
Total %	4.7	4.2	1.9	10.9	0.4	25.9	1.8	28.1	6	2.2	0.4	8.6	2.1	39.3	11	52.4	

	Graham Street Southbound				Cactus Avenue Westbound				Riverside Drive Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	31	28	**17**	76	**5**	206	**24**	**235**	**49**	18	3	**70**	13	**322**	87	422	**803**
04:45 PM	34	26	14	74	2	202	18	222	45	18	**4**	67	16	235	77	328	691
05:00 PM	31	26	14	71	4	169	10	183	48	**19**	1	68	**18**	301	**102**	421	743
05:15 PM	**39**	**43**	10	**92**	1	**212**	10	223	42	14	2	58	12	320	97	**429**	802
Total Volume	135	123	55	313	12	789	62	863	184	69	10	263	59	1178	363	1600	3039
% App. Total	43.1	39.3	17.6		1.4	91.4	7.2		70	26.2	3.8		3.7	73.6	22.7		
PHF	.865	.715	.809	.851	.600	.930	.646	.918	.939	.908	.625	.939	.819	.915	.890	.932	.946

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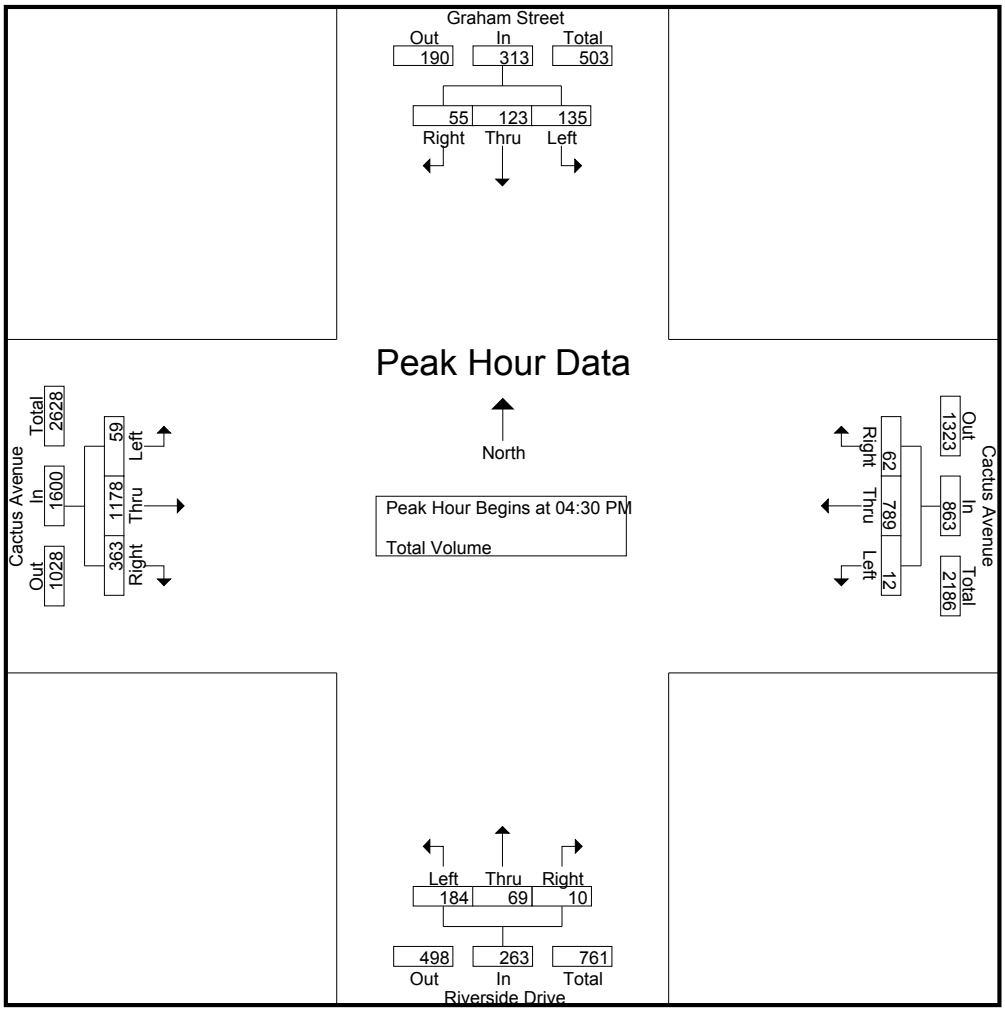

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				04:30 PM				04:00 PM				05:00 PM			
+0 mins.	34	26	14	74	**5**	206	**24**	**235**	**60**	**22**	4	**86**	18	301	**102**	421
+15 mins.	31	26	14	71	2	202	18	222	40	21	**7**	68	12	320	97	**429**
+30 mins.	39	**43**	10	92	4	169	10	183	49	18	3	70	17	293	84	394
+45 mins.	**46**	40	**25**	**111**	1	**212**	10	223	45	18	4	67	**22**	**328**	61	411
Total Volume	150	135	63	348	12	789	62	863	194	79	18	291	69	1242	344	1655
% App. Total	43.1	38.8	18.1		1.4	91.4	7.2		66.7	27.1	6.2		4.2	75	20.8	
PHF	.815	.785	.630	.784	.600	.930	.646	.918	.808	.898	.643	.846	.784	.947	.843	.964

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City of Moreno Valley
N/S: Graham Street
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File Name : MRVGRCASAT
Site Code : 00000155
Start Date : 5/18/2013
Page No : 1

Groups Printed- Total Volume

	Graham Street Southbound				Cactus Avenue Westbound				Riverside Drive Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	25	25	10	60	4	217	9	230	61	25	3	89	4	169	66	239	618
12:15 PM	18	25	16	59	2	158	12	172	36	14	0	50	10	175	72	257	538
12:30 PM	13	25	7	45	4	199	9	212	45	14	1	60	8	167	65	240	557
12:45 PM	12	16	8	36	4	183	13	200	42	9	2	53	8	177	57	242	531
Total	68	91	41	200	14	757	43	814	184	62	6	252	30	688	260	978	2244
01:00 PM	16	28	9	53	7	188	10	205	57	16	0	73	19	179	76	274	605
01:15 PM	16	19	7	42	6	178	10	194	47	16	2	65	10	164	55	229	530
01:30 PM	22	18	11	51	6	187	10	203	31	15	2	48	7	179	54	240	542
01:45 PM	22	18	12	52	5	163	12	180	34	13	4	51	8	190	47	245	528
Total	76	83	39	198	24	716	42	782	169	60	8	237	44	712	232	988	2205
02:00 PM	19	21	6	46	4	165	12	181	45	16	1	62	9	168	60	237	526
02:15 PM	23	26	14	63	2	203	16	221	39	19	1	59	11	201	41	253	596
02:30 PM	16	21	10	47	1	161	9	171	37	16	3	56	12	200	59	271	545
02:45 PM	23	27	11	61	1	132	9	142	41	6	1	48	11	191	62	264	515
Total	81	95	41	217	8	661	46	715	162	57	6	225	43	760	222	1025	2182
Grand Total	225	269	121	615	46	2134	131	2311	515	179	20	714	117	2160	714	2991	6631
Apprch %	36.6	43.7	19.7		2	92.3	5.7		72.1	25.1	2.8		3.9	72.2	23.9		
Total %	3.4	4.1	1.8	9.3	0.7	32.2	2	34.9	7.8	2.7	0.3	10.8	1.8	32.6	10.8	45.1	

	Graham Street Southbound				Cactus Avenue Westbound				Riverside Drive Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	**25**	**25**	10	**60**	**4**	**217**	9	**230**	**61**	**25**	**3**	**89**	4	169	66	239	**618**
12:15 PM	18	25	**16**	59	2	158	12	172	36	14	0	50	**10**	175	**72**	**257**	538
12:30 PM	13	25	7	45	4	199	9	212	45	14	1	60	8	167	65	240	557
12:45 PM	12	16	8	36	4	183	**13**	200	42	9	2	53	8	**177**	57	242	531
Total Volume	68	91	41	200	14	757	43	814	184	62	6	252	30	688	260	978	2244
% App. Total	34	45.5	20.5		1.7	93	5.3		73	24.6	2.4		3.1	70.3	26.6		
PHF	.680	.910	.641	.833	.875	.872	.827	.885	.754	.620	.500	.708	.750	.972	.903	.951	.908

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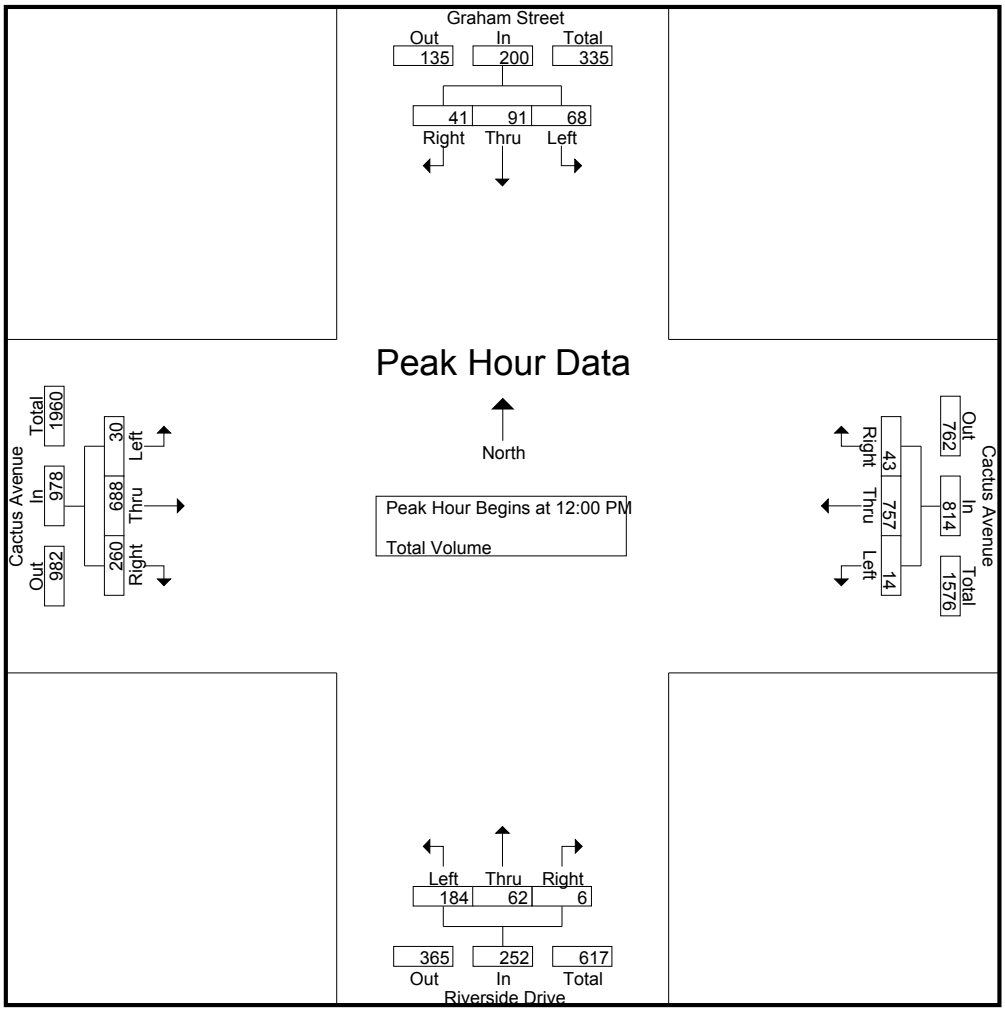

Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				12:00 PM				12:00 PM				02:00 PM			
+0 mins.	19	21	6	46	**4**	**217**	9	**230**	**61**	**25**	**3**	**89**	9	168	60	237
+15 mins.	**23**	26	**14**	**63**	2	158	12	172	36	14	0	50	11	**201**	41	253
+30 mins.	16	21	10	47	4	199	9	212	45	14	1	60	**12**	200	59	**271**
+45 mins.	23	**27**	11	61	4	183	**13**	200	42	9	2	53	11	191	**62**	264
Total Volume	81	95	41	217	14	757	43	814	184	62	6	252	43	760	222	1025
% App. Total	37.3	43.8	18.9		1.7	93	5.3		73	24.6	2.4		4.2	74.1	21.7	
PHF	.880	.880	.732	.861	.875	.872	.827	.885	.754	.620	.500	.708	.896	.945	.895	.946

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City of Moreno Valley
N/S: Heacock Street
E/W: Alessandro Boulevard
Weather: Sunny

File Name : MRVHEALAM
Site Code : 00000051
Start Date : 5/14/2013
Page No : 1

Groups Printed- Total Volume

	Heacock Street Southbound				Alessandro Boulevard Westbound				Heacock Street Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	13	37	30	80	4	189	10	203	37	53	7	97	15	78	4	97	477
07:15 AM	22	44	29	95	8	281	21	310	49	64	12	125	10	91	11	112	642
07:30 AM	40	54	31	125	5	258	37	300	49	89	14	152	22	109	15	146	723
07:45 AM	25	61	38	124	11	218	38	267	49	91	14	154	29	102	18	149	694
Total	100	196	128	424	28	946	106	1080	184	297	47	528	76	380	48	504	2536
08:00 AM	26	41	33	100	4	236	38	278	43	74	10	127	22	104	22	148	653
08:15 AM	29	33	31	93	14	211	37	262	44	80	12	136	34	117	9	160	651
08:30 AM	21	58	30	109	5	165	41	211	28	65	9	102	31	108	18	157	579
08:45 AM	39	46	30	115	7	173	26	206	40	53	7	100	24	113	17	154	575
Total	115	178	124	417	30	785	142	957	155	272	38	465	111	442	66	619	2458
Grand Total	215	374	252	841	58	1731	248	2037	339	569	85	993	187	822	114	1123	4994
Apprch %	25.6	44.5	30		2.8	85	12.2		34.1	57.3	8.6		16.7	73.2	10.2		
Total %	4.3	7.5	5	16.8	1.2	34.7	5	40.8	6.8	11.4	1.7	19.9	3.7	16.5	2.3	22.5	

	Heacock Street Southbound				Alessandro Boulevard Westbound				Heacock Street Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**40**	54	31	**125**	5	**258**	37	**300**	**49**	89	**14**	152	22	109	15	146	**723**
07:45 AM	25	**61**	**38**	124	11	218	**38**	267	49	**91**	14	**154**	29	102	18	149	694
08:00 AM	26	41	33	100	4	236	38	278	43	74	10	127	22	104	**22**	148	653
08:15 AM	29	33	31	93	**14**	211	37	262	44	80	12	136	**34**	**117**	9	**160**	651
Total Volume	120	189	133	442	34	923	150	1107	185	334	50	569	107	432	64	603	2721
% App. Total	27.1	42.8	30.1		3.1	83.4	13.6		32.5	58.7	8.8		17.7	71.6	10.6		
PHF	.750	.775	.875	.884	.607	.894	.987	.923	.944	.918	.893	.924	.787	.923	.727	.942	.941

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File Name : MRVHEALAM
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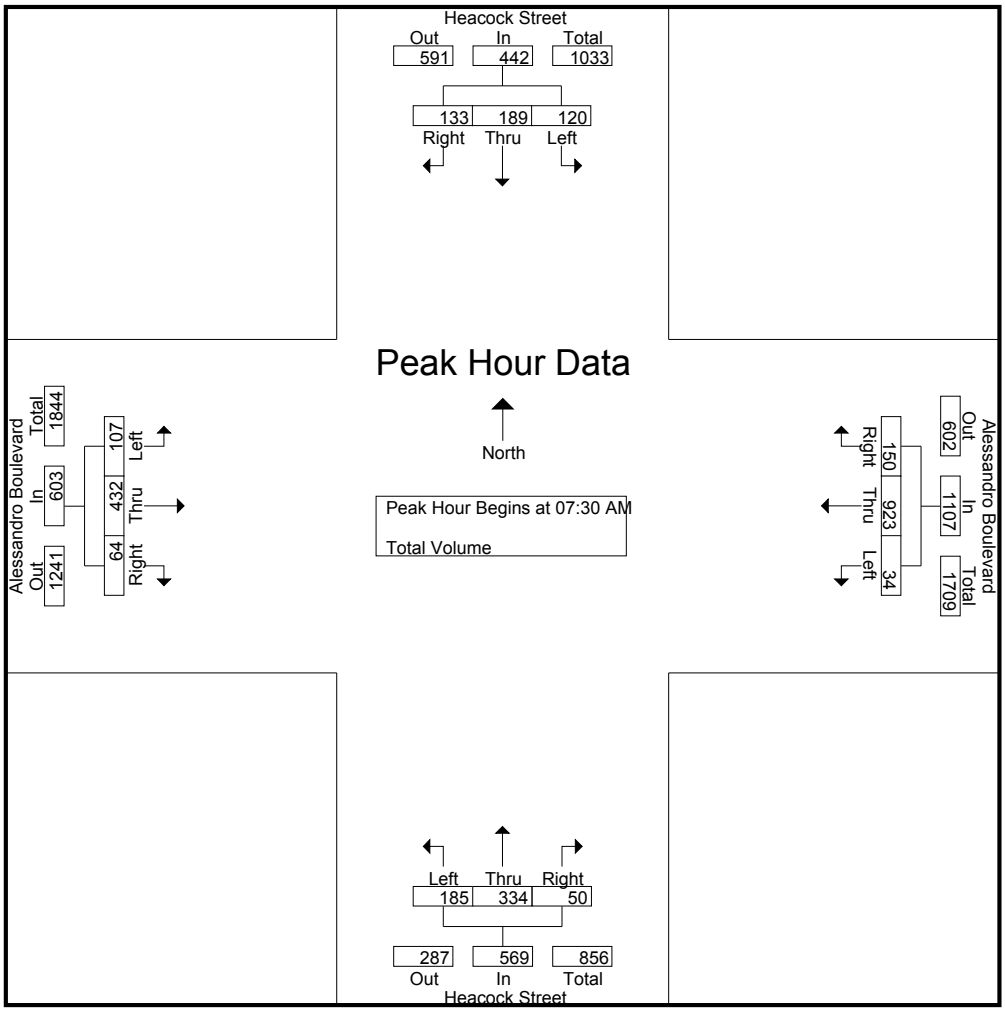

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:30 AM				08:00 AM			
+0 mins.	22	44	29	95	8	**281**	21	**310**	**49**	89	**14**	152	22	104	**22**	148
+15 mins.	**40**	54	31	**125**	5	258	37	300	49	**91**	14	**154**	**34**	**117**	9	**160**
+30 mins.	25	**61**	**38**	124	**11**	218	**38**	267	43	74	10	127	31	108	18	157
+45 mins.	26	41	33	100	4	236	38	278	44	80	12	136	24	113	17	154
Total Volume	113	200	131	444	28	993	134	1155	185	334	50	569	111	442	66	619
% App. Total	25.5	45	29.5		2.4	86	11.6		32.5	58.7	8.8		17.9	71.4	10.7	
PHF	.706	.820	.862	.888	.636	.883	.882	.931	.944	.918	.893	.924	.816	.944	.750	.967

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City of Moreno Valley
N/S: Heacock Street
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File Name : MRVHEALPM
Site Code : 00000051
Start Date : 5/14/2013
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Groups Printed- Total Volume

	Heacock Street Southbound				Alessandro Boulevard Westbound				Heacock Street Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	56	77	50	183	6	208	43	257	44	88	7	139	34	247	39	320	899
04:15 PM	46	82	33	161	10	182	37	229	36	70	16	122	33	209	25	267	779
04:30 PM	69	77	32	178	10	151	39	200	47	85	12	144	35	237	34	306	828
04:45 PM	49	91	48	188	13	180	35	228	47	74	13	134	26	239	34	299	849
Total	220	327	163	710	39	721	154	914	174	317	48	539	128	932	132	1192	3355
05:00 PM	54	101	47	202	11	169	52	232	44	48	16	108	21	259	36	316	858
05:15 PM	44	84	46	174	10	181	31	222	21	61	10	92	29	283	30	342	830
05:30 PM	68	87	42	197	8	152	21	181	40	73	12	125	19	229	27	275	778
05:45 PM	50	88	34	172	17	167	30	214	41	64	15	120	34	237	37	308	814
Total	216	360	169	745	46	669	134	849	146	246	53	445	103	1008	130	1241	3280
Grand Total	436	687	332	1455	85	1390	288	1763	320	563	101	984	231	1940	262	2433	6635
Apprch %	30	47.2	22.8		4.8	78.8	16.3		32.5	57.2	10.3		9.5	79.7	10.8		
Total %	6.6	10.4	5	21.9	1.3	20.9	4.3	26.6	4.8	8.5	1.5	14.8	3.5	29.2	3.9	36.7	

	Heacock Street Southbound				Alessandro Boulevard Westbound				Heacock Street Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**69**	77	32	178	10	151	39	200	**47**	**85**	12	**144**	**35**	237	34	306	828
04:45 PM	49	91	**48**	188	**13**	180	35	228	47	74	13	134	26	239	34	299	849
05:00 PM	54	**101**	47	**202**	11	169	**52**	**232**	44	48	**16**	108	21	259	**36**	316	**858**
05:15 PM	44	84	46	174	10	**181**	31	222	21	61	10	92	29	**283**	30	**342**	830
Total Volume	216	353	173	742	44	681	157	882	159	268	51	478	111	1018	134	1263	3365
% App. Total	29.1	47.6	23.3		5	77.2	17.8		33.3	56.1	10.7		8.8	80.6	10.6		
PHF	.783	.874	.901	.918	.846	.941	.755	.950	.846	.788	.797	.830	.793	.899	.931	.923	.980

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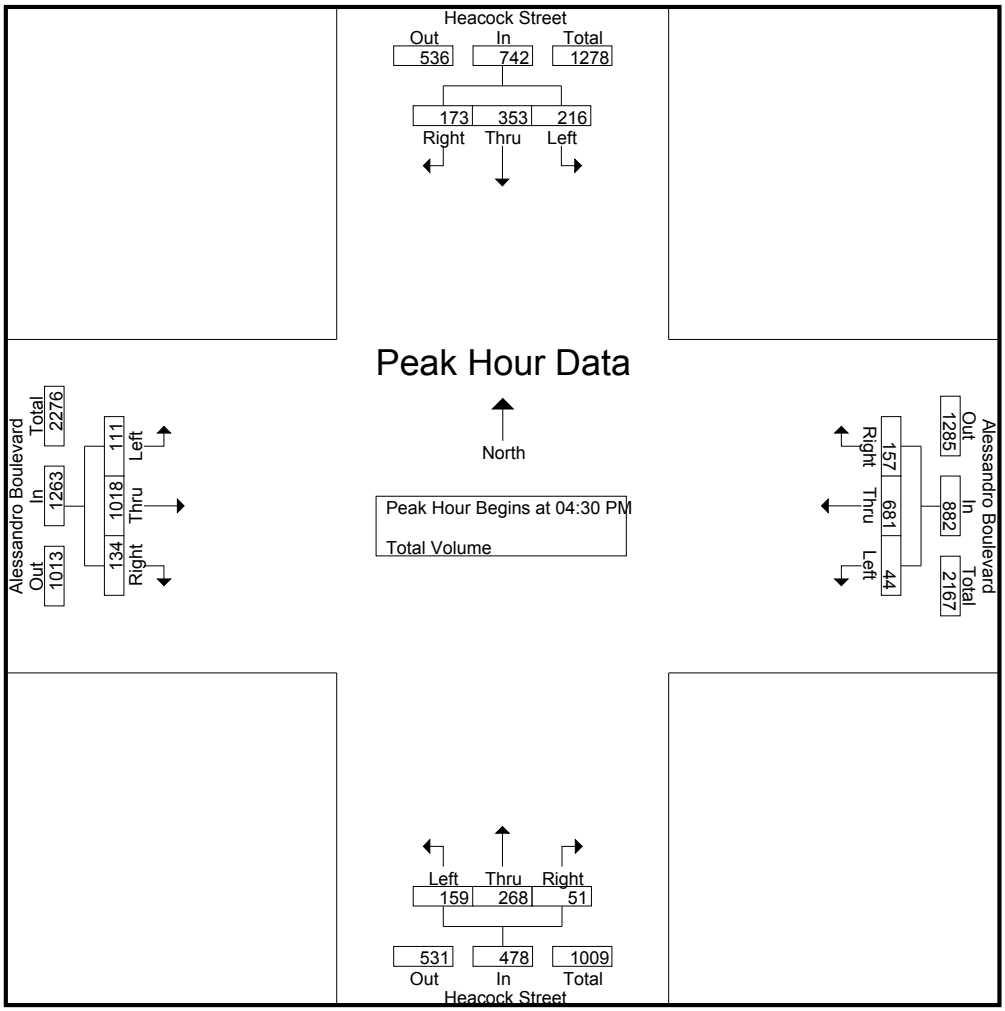

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:00 PM				04:00 PM				04:30 PM			
+0 mins.	49	91	**48**	188	6	**208**	**43**	**257**	44	**88**	7	139	**35**	237	34	306
+15 mins.	54	**101**	47	**202**	10	182	37	229	36	70	**16**	122	26	239	34	299
+30 mins.	44	84	46	174	10	151	39	200	**47**	85	12	**144**	21	259	**36**	316
+45 mins.	**68**	87	42	197	**13**	180	35	228	47	74	13	134	29	**283**	30	**342**
Total Volume	215	363	183	761	39	721	154	914	174	317	48	539	111	1018	134	1263
% App. Total	28.3	47.7	24		4.3	78.9	16.8		32.3	58.8	8.9		8.8	80.6	10.6	
PHF	.790	.899	.953	.942	.750	.867	.895	.889	.926	.901	.750	.936	.793	.899	.931	.923

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File Name : MRVHEALSAT
Site Code : 00000155
Start Date : 5/18/2013
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Groups Printed- Total Volume

	Heacock Street Southbound				Alessandro Boulevard Westbound				Heacock Street Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	22	175	27	224	53	55	30	138	11	181	37	229	46	72	23	141	732
12:15 PM	19	155	19	193	45	46	23	114	12	179	38	229	37	54	8	99	635
12:30 PM	18	123	19	160	42	54	35	131	6	159	30	195	26	55	5	86	572
12:45 PM	21	194	17	232	47	69	18	134	5	182	31	218	44	57	6	107	691
Total	80	647	82	809	187	224	106	517	34	701	136	871	153	238	42	433	2630
01:00 PM	26	204	20	250	36	68	19	123	12	187	30	229	36	39	11	86	688
01:15 PM	22	182	26	230	39	69	32	140	11	171	34	216	34	63	11	108	694
01:30 PM	22	190	25	237	39	75	33	147	7	174	31	212	45	52	8	105	701
01:45 PM	21	201	27	249	43	65	26	134	10	181	33	224	43	67	13	123	730
Total	91	777	98	966	157	277	110	544	40	713	128	881	158	221	43	422	2813
02:00 PM	21	170	25	216	53	70	35	158	8	168	38	214	48	52	18	118	706
02:15 PM	20	176	35	231	43	67	30	140	16	185	31	232	38	70	14	122	725
02:30 PM	19	211	27	257	46	54	26	126	11	180	28	219	39	48	9	96	698
02:45 PM	25	165	31	221	54	63	30	147	4	175	39	218	31	57	14	102	688
Total	85	722	118	925	196	254	121	571	39	708	136	883	156	227	55	438	2817
Grand Total	256	2146	298	2700	540	755	337	1632	113	2122	400	2635	467	686	140	1293	8260
Apprch %	9.5	79.5	11		33.1	46.3	20.6		4.3	80.5	15.2		36.1	53.1	10.8		
Total %	3.1	26	3.6	32.7	6.5	9.1	4.1	19.8	1.4	25.7	4.8	31.9	5.7	8.3	1.7	15.7	

	Heacock Street Southbound				Alessandro Boulevard Westbound				Heacock Street Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:30 PM																	
01:30 PM	**22**	190	25	237	39	**75**	33	147	7	174	31	212	45	52	8	105	701
01:45 PM	21	**201**	27	**249**	43	65	26	134	10	181	33	224	43	67	13	**123**	**730**
02:00 PM	21	170	25	216	**53**	70	**35**	**158**	8	168	**38**	214	**48**	52	**18**	118	706
02:15 PM	20	176	**35**	231	43	67	30	140	**16**	**185**	31	**232**	38	**70**	14	122	725
Total Volume	84	737	112	933	178	277	124	579	41	708	133	882	174	241	53	468	2862
% App. Total	9	79	12		30.7	47.8	21.4		4.6	80.3	15.1		37.2	51.5	11.3		
PHF	.955	.917	.800	.937	.840	.923	.886	.916	.641	.957	.875	.950	.906	.861	.736	.951	.980

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File Name : MRVHEALSAT
Site Code : 00000155
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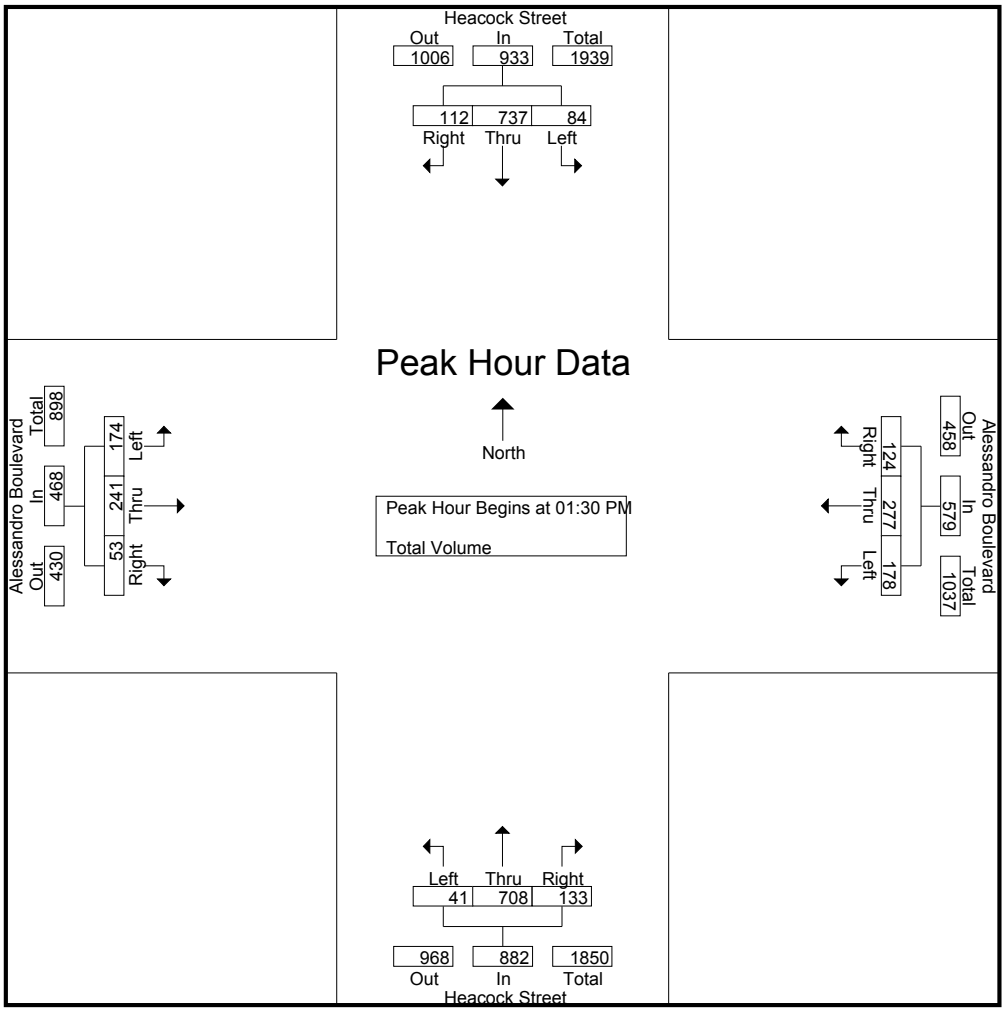

Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	01:00 PM				01:15 PM				01:45 PM				01:30 PM			
+0 mins.	**26**	**204**	20	**250**	39	69	32	140	10	181	33	224	45	52	8	105
+15 mins.	22	182	26	230	39	**75**	33	147	8	168	**38**	214	43	67	13	**123**
+30 mins.	22	190	25	237	43	65	26	134	**16**	**185**	31	**232**	**48**	52	**18**	118
+45 mins.	21	201	**27**	249	**53**	70	**35**	**158**	11	180	28	219	38	**70**	14	122
Total Volume	91	777	98	966	174	279	126	579	45	714	130	889	174	241	53	468
% App. Total	9.4	80.4	10.1		30.1	48.2	21.8		5.1	80.3	14.6		37.2	51.5	11.3	
PHF	.875	.952	.907	.966	.821	.930	.900	.916	.703	.965	.855	.958	.906	.861	.736	.951

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City of Moreno Valley
N/S: Heacock Street
E/W: Cactus Avenue
Weather: Sunny

File Name : MRVHECAAM
Site Code : 00000155
Start Date : 5/16/2013
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Groups Printed- Total Volume

	Heacock Street Southbound				Cactus Avenue Westbound				Heacock Street Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	11	17	5	33	2	168	14	184	165	48	1	214	11	125	48	184	615
07:15 AM	7	40	6	53	1	181	11	193	186	74	0	260	15	115	51	181	687
07:30 AM	2	42	9	53	3	204	20	227	131	94	3	228	22	135	61	218	726
07:45 AM	17	54	6	77	3	184	24	211	162	104	1	267	22	112	71	205	760
Total	37	153	26	216	9	737	69	815	644	320	5	969	70	487	231	788	2788
08:00 AM	13	45	9	67	2	168	22	192	141	99	1	241	24	101	59	184	684
08:15 AM	13	49	6	68	0	137	14	151	119	64	2	185	23	96	44	163	567
08:30 AM	9	49	3	61	3	142	16	161	121	91	2	214	6	87	59	152	588
08:45 AM	11	46	9	66	3	132	16	151	91	73	1	165	16	100	46	162	544
Total	46	189	27	262	8	579	68	655	472	327	6	805	69	384	208	661	2383
Grand Total	83	342	53	478	17	1316	137	1470	1116	647	11	1774	139	871	439	1449	5171
Apprch %	17.4	71.5	11.1		1.2	89.5	9.3		62.9	36.5	0.6		9.6	60.1	30.3		
Total %	1.6	6.6	1	9.2	0.3	25.4	2.6	28.4	21.6	12.5	0.2	34.3	2.7	16.8	8.5	28	

	Heacock Street Southbound				Cactus Avenue Westbound				Heacock Street Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	7	40	6	53	1	181	11	193	**186**	74	0	260	15	115	51	181	687
07:30 AM	2	42	**9**	53	**3**	**204**	20	**227**	131	94	**3**	228	22	**135**	61	**218**	726
07:45 AM	**17**	**54**	6	**77**	3	184	**24**	211	162	**104**	1	**267**	22	112	**71**	205	**760**
08:00 AM	13	45	9	67	2	168	22	192	141	99	1	241	**24**	101	59	184	684
Total Volume	39	181	30	250	9	737	77	823	620	371	5	996	83	463	242	788	2857
% App. Total	15.6	72.4	12		1.1	89.6	9.4		62.2	37.2	0.5		10.5	58.8	30.7		
PHF	.574	.838	.833	.812	.750	.903	.802	.906	.833	.892	.417	.933	.865	.857	.852	.904	.940

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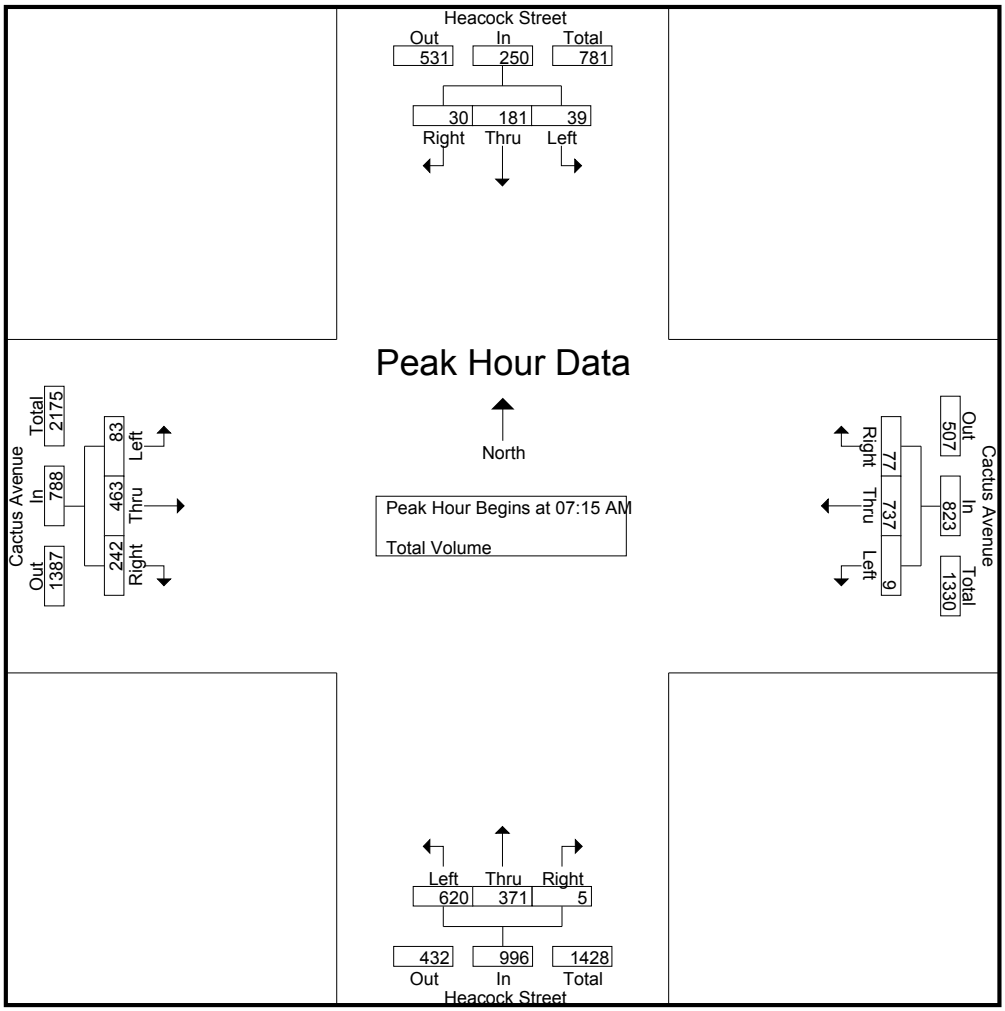

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45 AM				07:15 AM				07:15 AM				07:00 AM			
+0 mins.	**17**	**54**	6	**77**	1	181	11	193	**186**	74	0	260	11	125	48	184
+15 mins.	13	45	**9**	67	**3**	**204**	20	**227**	131	94	**3**	228	15	115	51	181
+30 mins.	13	49	6	68	3	184	**24**	211	162	**104**	1	**267**	**22**	**135**	61	**218**
+45 mins.	9	49	3	61	2	168	22	192	141	99	1	241	22	112	**71**	205
Total Volume	52	197	24	273	9	737	77	823	620	371	5	996	70	487	231	788
% App. Total	19	72.2	8.8		1.1	89.6	9.4		62.2	37.2	0.5		8.9	61.8	29.3	
PHF	.765	.912	.667	.886	.750	.903	.802	.906	.833	.892	.417	.933	.795	.902	.813	.904

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City of Moreno Valley
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File Name : MRVHECAPM
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Groups Printed- Total Volume

	Heacok Street Southbound				Cactus Avenue Westbound				Heacok Street Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	21	95	13	129	3	124	20	147	85	74	2	161	16	149	116	281	718
04:15 PM	18	85	7	110	4	124	16	144	80	79	3	162	16	148	129	293	709
04:30 PM	14	98	9	121	1	142	21	164	72	80	0	152	19	184	132	335	772
04:45 PM	16	95	7	118	0	114	17	131	96	92	2	190	15	167	140	322	761
Total	69	373	36	478	8	504	74	586	333	325	7	665	66	648	517	1231	2960
05:00 PM	17	86	15	118	4	102	15	121	72	75	0	147	23	162	144	329	715
05:15 PM	20	105	7	132	3	127	19	149	60	78	3	141	17	166	138	321	743
05:30 PM	9	101	5	115	2	124	21	147	96	72	1	169	13	183	134	330	761
05:45 PM	30	90	6	126	2	127	13	142	85	74	0	159	22	178	170	370	797
Total	76	382	33	491	11	480	68	559	313	299	4	616	75	689	586	1350	3016
Grand Total	145	755	69	969	19	984	142	1145	646	624	11	1281	141	1337	1103	2581	5976
Apprch %	15	77.9	7.1		1.7	85.9	12.4		50.4	48.7	0.9		5.5	51.8	42.7		
Total %	2.4	12.6	1.2	16.2	0.3	16.5	2.4	19.2	10.8	10.4	0.2	21.4	2.4	22.4	18.5	43.2	

	Heacok Street Southbound				Cactus Avenue Westbound				Heacok Street Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	17	86	**15**	118	**4**	102	15	121	72	75	0	147	**23**	162	144	329	715
05:15 PM	20	**105**	7	**132**	3	**127**	19	**149**	60	**78**	**3**	141	17	166	138	321	743
05:30 PM	9	101	5	115	2	124	**21**	147	**96**	72	1	**169**	13	**183**	134	330	761
05:45 PM	**30**	90	6	126	2	127	13	142	85	74	0	159	22	178	**170**	**370**	**797**
Total Volume	76	382	33	491	11	480	68	559	313	299	4	616	75	689	586	1350	3016
% App. Total	15.5	77.8	6.7		2	85.9	12.2		50.8	48.5	0.6		5.6	51	43.4		
PHF	.633	.910	.550	.930	.688	.945	.810	.938	.815	.958	.333	.911	.815	.941	.862	.912	.946

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File Name : MRVHECAPM
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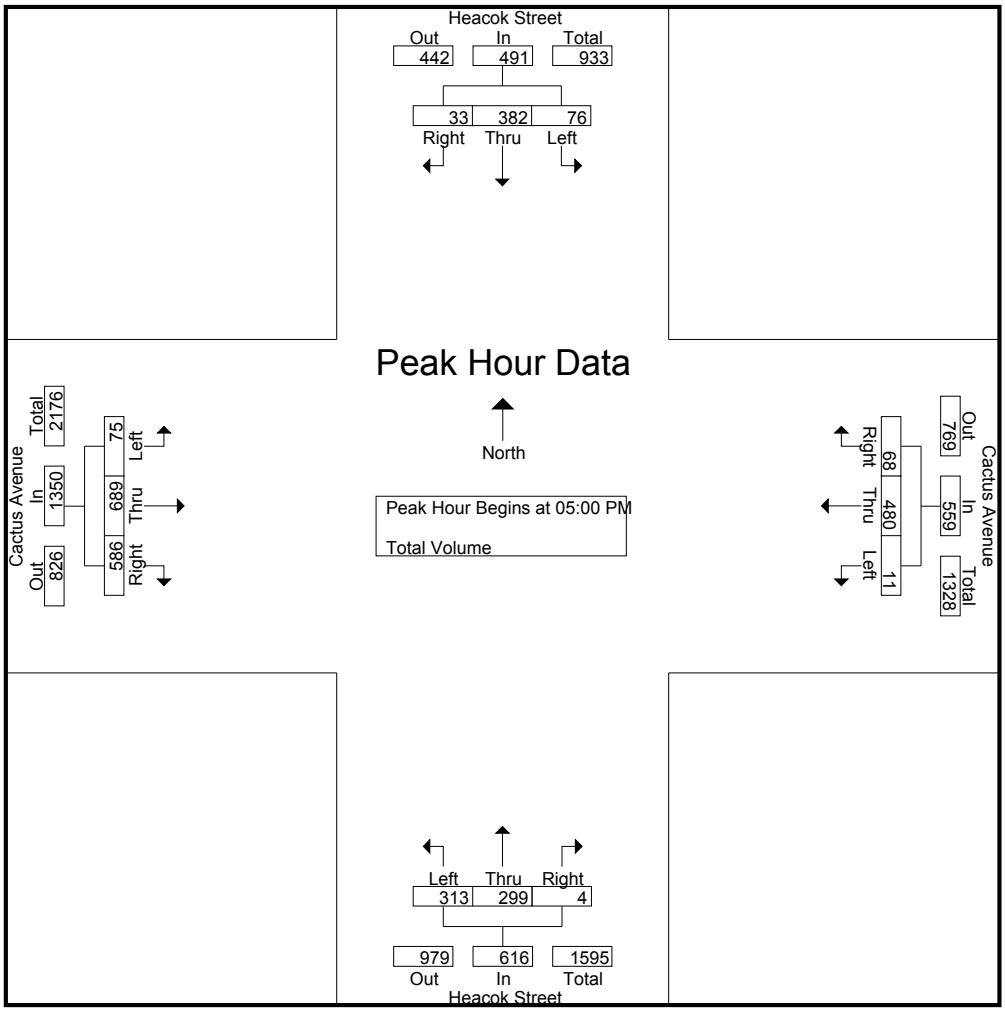

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				04:00 PM				04:00 PM				05:00 PM			
+0 mins.	17	86	**15**	118	3	124	20	147	85	74	2	161	**23**	162	144	329
+15 mins.	20	**105**	7	**132**	**4**	124	16	144	80	79	**3**	162	17	166	138	321
+30 mins.	9	101	5	115	1	**142**	**21**	**164**	72	80	0	152	13	**183**	134	330
+45 mins.	**30**	90	6	126	0	114	17	131	**96**	**92**	2	**190**	22	178	**170**	**370**
Total Volume	76	382	33	491	8	504	74	586	333	325	7	665	75	689	586	1350
% App. Total	15.5	77.8	6.7		1.4	86	12.6		50.1	48.9	1.1		5.6	51	43.4	
PHF	.633	.910	.550	.930	.500	.887	.881	.893	.867	.883	.583	.875	.815	.941	.862	.912

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City of Moreno Valley
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Weather: Sunny

File Name : MRVHECASAT
Site Code : 00000155
Start Date : 5/18/2013
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Groups Printed- Total Volume

	Heacock Street Southbound				Cactus Avenue Westbound				Heacock Street Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	10	65	11	86	0	122	14	136	81	89	5	175	9	105	60	174	571
12:15 PM	13	63	5	81	1	106	16	123	86	72	0	158	13	96	63	172	534
12:30 PM	16	50	9	75	0	122	19	141	86	69	1	156	9	113	65	187	559
12:45 PM	17	77	11	105	4	86	28	118	81	68	4	153	4	93	55	152	528
Total	56	255	36	347	5	436	77	518	334	298	10	642	35	407	243	685	2192
01:00 PM	16	68	8	92	3	110	13	126	88	62	3	153	5	93	66	164	535
01:15 PM	9	84	7	100	2	103	23	128	85	56	3	144	15	91	74	180	552
01:30 PM	20	70	7	97	2	96	23	121	86	74	3	163	16	96	69	181	562
01:45 PM	16	66	12	94	2	116	19	137	69	84	1	154	14	119	70	203	588
Total	61	288	34	383	9	425	78	512	328	276	10	614	50	399	279	728	2237
02:00 PM	15	60	10	85	3	115	12	130	72	71	3	146	10	110	59	179	540
02:15 PM	16	83	10	109	1	114	15	130	72	90	3	165	19	119	90	228	632
02:30 PM	19	60	6	85	3	91	11	105	64	66	1	131	17	111	77	205	526
02:45 PM	17	86	3	106	2	105	16	123	62	60	3	125	13	131	98	242	596
Total	67	289	29	385	9	425	54	488	270	287	10	567	59	471	324	854	2294
Grand Total	184	832	99	1115	23	1286	209	1518	932	861	30	1823	144	1277	846	2267	6723
Apprch %	16.5	74.6	8.9		1.5	84.7	13.8		51.1	47.2	1.6		6.4	56.3	37.3		
Total %	2.7	12.4	1.5	16.6	0.3	19.1	3.1	22.6	13.9	12.8	0.4	27.1	2.1	19	12.6	33.7	

	Heacock Street Southbound				Cactus Avenue Westbound				Heacock Street Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:30 PM																	
01:30 PM	**20**	70	7	97	2	96	**23**	121	**86**	74	**3**	163	16	96	69	181	562
01:45 PM	16	66	**12**	94	2	**116**	19	**137**	69	84	1	154	14	**119**	70	203	588
02:00 PM	15	60	10	85	**3**	115	12	130	72	71	3	146	10	110	59	179	540
02:15 PM	16	**83**	10	**109**	1	114	15	130	72	**90**	3	**165**	**19**	119	**90**	**228**	**632**
Total Volume	67	279	39	385	8	441	69	518	299	319	10	628	59	444	288	791	2322
% App. Total	17.4	72.5	10.1		1.5	85.1	13.3		47.6	50.8	1.6		7.5	56.1	36.4		
PHF	.838	.840	.813	.883	.667	.950	.750	.945	.869	.886	.833	.952	.776	.933	.800	.867	.919

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Weather: Sunny

File Name : MRVHECASAT
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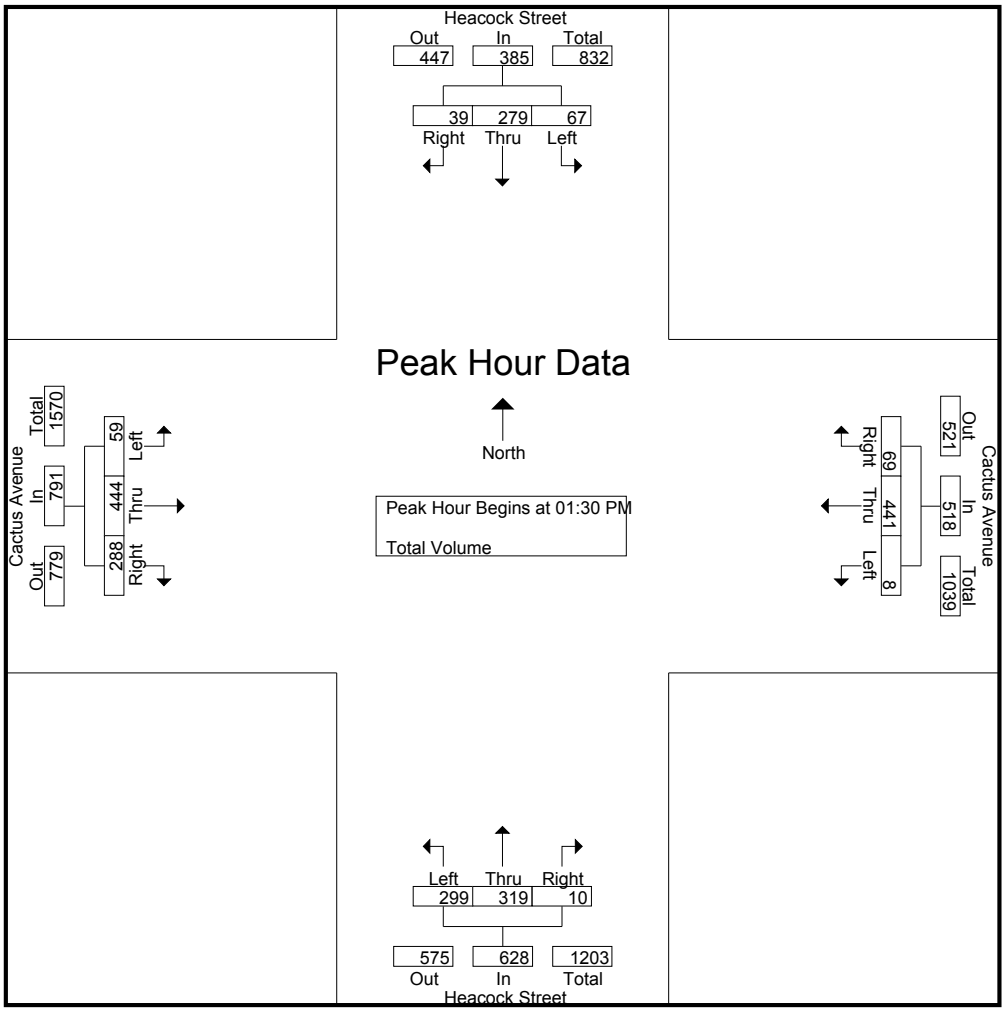

Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	12:45 PM				12:00 PM				12:00 PM				02:00 PM			
+0 mins.	17	77	**11**	**105**	0	**122**	14	136	81	**89**	**5**	**175**	10	110	59	179
+15 mins.	16	68	8	92	1	106	16	123	**86**	72	0	158	**19**	119	90	228
+30 mins.	9	**84**	7	100	0	122	19	**141**	86	69	1	156	17	111	77	205
+45 mins.	**20**	70	7	97	**4**	86	**28**	118	81	68	4	153	13	**131**	**98**	**242**
Total Volume	62	299	33	394	5	436	77	518	334	298	10	642	59	471	324	854
% App. Total	15.7	75.9	8.4		1	84.2	14.9		52	46.4	1.6		6.9	55.2	37.9	
PHF	.775	.890	.750	.938	.313	.893	.688	.918	.971	.837	.500	.917	.776	.899	.827	.882

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City of Moreno Valley
N/S: Heacock Street
E/W: John F Kennedy Drive
Weather: Sunny

File Name : MRVHEJFKAM
Site Code : 00000006
Start Date : 5/16/2013
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Groups Printed- Total Volume

	Heacok Street Southbound				John F Kennedy Drive Westbound				Heacok Street Northbound				Meyers Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	19	53	4	76	3	26	55	84	16	155	5	176	2	12	13	27	363
07:15 AM	22	77	5	104	7	32	71	110	18	145	6	169	3	8	17	28	411
07:30 AM	32	72	3	107	11	27	58	96	25	204	10	239	4	16	21	41	483
07:45 AM	37	57	7	101	8	39	68	115	28	205	13	246	3	23	14	40	502
Total	110	259	19	388	29	124	252	405	87	709	34	830	12	59	65	136	1759
08:00 AM	39	39	9	87	8	37	49	94	35	142	8	185	1	18	11	30	396
08:15 AM	35	41	2	78	3	33	57	93	31	121	9	161	3	21	5	29	361
08:30 AM	30	49	6	85	2	13	43	58	26	119	15	160	1	13	13	27	330
08:45 AM	29	43	6	78	2	16	64	82	15	106	7	128	0	12	11	23	311
Total	133	172	23	328	15	99	213	327	107	488	39	634	5	64	40	109	1398
Grand Total	243	431	42	716	44	223	465	732	194	1197	73	1464	17	123	105	245	3157
Apprch %	33.9	60.2	5.9		6	30.5	63.5		13.3	81.8	5		6.9	50.2	42.9		
Total %	7.7	13.7	1.3	22.7	1.4	7.1	14.7	23.2	6.1	37.9	2.3	46.4	0.5	3.9	3.3	7.8	

	Heacok Street Southbound				John F Kennedy Drive Westbound				Heacok Street Northbound				Meyers Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	22	**77**	5	104	7	32	**71**	110	18	145	6	169	3	8	17	28	411
07:30 AM	32	72	3	**107**	**11**	27	58	96	25	204	10	239	**4**	16	**21**	**41**	483
07:45 AM	37	57	7	101	8	**39**	68	**115**	28	**205**	**13**	**246**	3	**23**	14	40	**502**
08:00 AM	**39**	39	**9**	87	8	37	49	94	**35**	142	8	185	1	18	11	30	396
Total Volume	130	245	24	399	34	135	246	415	106	696	37	839	11	65	63	139	1792
% App. Total	32.6	61.4	6		8.2	32.5	59.3		12.6	83	4.4		7.9	46.8	45.3		
PHF	.833	.795	.667	.932	.773	.865	.866	.902	.757	.849	.712	.853	.688	.707	.750	.848	.892

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City of Moreno Valley
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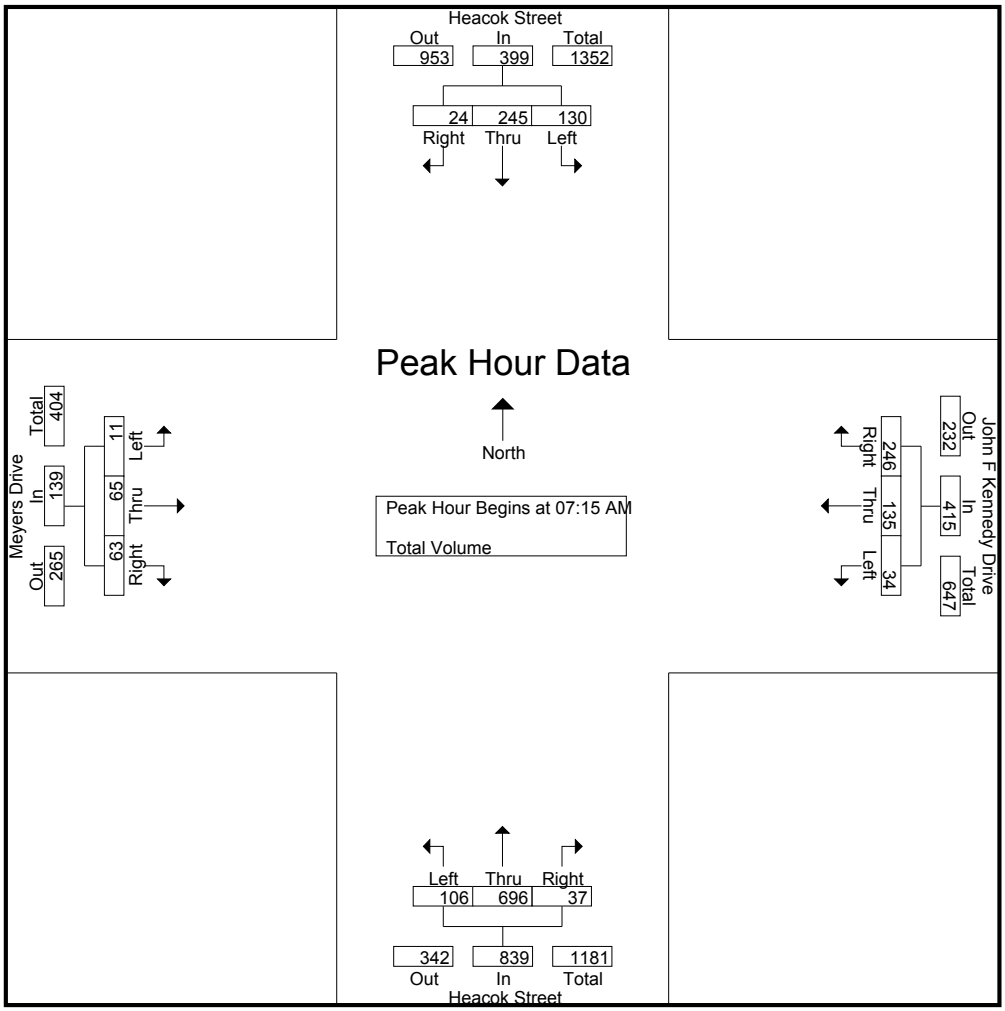
Weather: Sunny

File Name : MRVHEJFKAM
Site Code : 00000006
Start Date : 5/16/2013
Page No : 2



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

Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:30 AM			
+0 mins.	22	**77**	5	104	7	32	**71**	110	18	145	6	169	**4**	16	**21**	**41**
+15 mins.	32	72	3	**107**	**11**	27	58	96	25	204	10	239	3	**23**	14	40
+30 mins.	37	57	7	101	8	**39**	68	**115**	28	**205**	**13**	**246**	1	18	11	30
+45 mins.	**39**	39	**9**	87	8	37	49	94	**35**	142	8	185	3	21	5	29
Total Volume	130	245	24	399	34	135	246	415	106	696	37	839	11	78	51	140
% App. Total	32.6	61.4	6		8.2	32.5	59.3		12.6	83	4.4		7.9	55.7	36.4	
PHF	.833	.795	.667	.932	.773	.865	.866	.902	.757	.849	.712	.853	.688	.848	.607	.854

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City of Moreno Valley
N/S: Heacock Street
E/W: John F Kennedy Drive
Weather: Sunny

File Name : MRVHEJFKPM
Site Code : 00000006
Start Date : 5/16/2013
Page No : 1

Groups Printed- Total Volume

	Heacock Street Southbound				John F Kennedy Drive Westbound				Heacock Street Northbound				Meyers Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	56	115	9	180	2	15	39	56	11	91	8	110	10	57	42	109	455
04:15 PM	65	123	6	194	4	19	52	75	15	96	4	115	8	39	47	94	478
04:30 PM	86	131	6	223	3	20	47	70	15	99	11	125	7	44	44	95	513
04:45 PM	76	131	4	211	2	16	56	74	12	94	8	114	6	45	48	99	498
Total	283	500	25	808	11	70	194	275	53	380	31	464	31	185	181	397	1944
05:00 PM	76	138	12	226	4	12	44	60	12	85	12	109	5	50	48	103	498
05:15 PM	64	137	9	210	3	21	38	62	21	93	10	124	11	62	58	131	527
05:30 PM	80	160	15	255	6	18	51	75	18	83	9	110	4	63	59	126	566
05:45 PM	80	144	11	235	2	22	49	73	11	75	6	92	9	55	64	128	528
Total	300	579	47	926	15	73	182	270	62	336	37	435	29	230	229	488	2119
Grand Total	583	1079	72	1734	26	143	376	545	115	716	68	899	60	415	410	885	4063
Apprch %	33.6	62.2	4.2		4.8	26.2	69		12.8	79.6	7.6		6.8	46.9	46.3		
Total %	14.3	26.6	1.8	42.7	0.6	3.5	9.3	13.4	2.8	17.6	1.7	22.1	1.5	10.2	10.1	21.8	

	Heacock Street Southbound				John F Kennedy Drive Westbound				Heacock Street Northbound				Meyers Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	76	138	12	226	4	12	44	60	12	85	**12**	109	5	50	48	103	498
05:15 PM	64	137	9	210	3	21	38	62	**21**	**93**	10	**124**	**11**	62	58	**131**	527
05:30 PM	**80**	**160**	**15**	**255**	**6**	18	**51**	**75**	18	83	9	110	4	**63**	59	126	**566**
05:45 PM	80	144	11	235	2	**22**	49	73	11	75	6	92	9	55	**64**	128	528
Total Volume	300	579	47	926	15	73	182	270	62	336	37	435	29	230	229	488	2119
% App. Total	32.4	62.5	5.1		5.6	27	67.4		14.3	77.2	8.5		5.9	47.1	46.9		
PHF	.938	.905	.783	.908	.625	.830	.892	.900	.738	.903	.771	.877	.659	.913	.895	.931	.936

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Weather: Sunny

File Name : MRVHEJFKPM
Site Code : 00000006
Start Date : 5/16/2013
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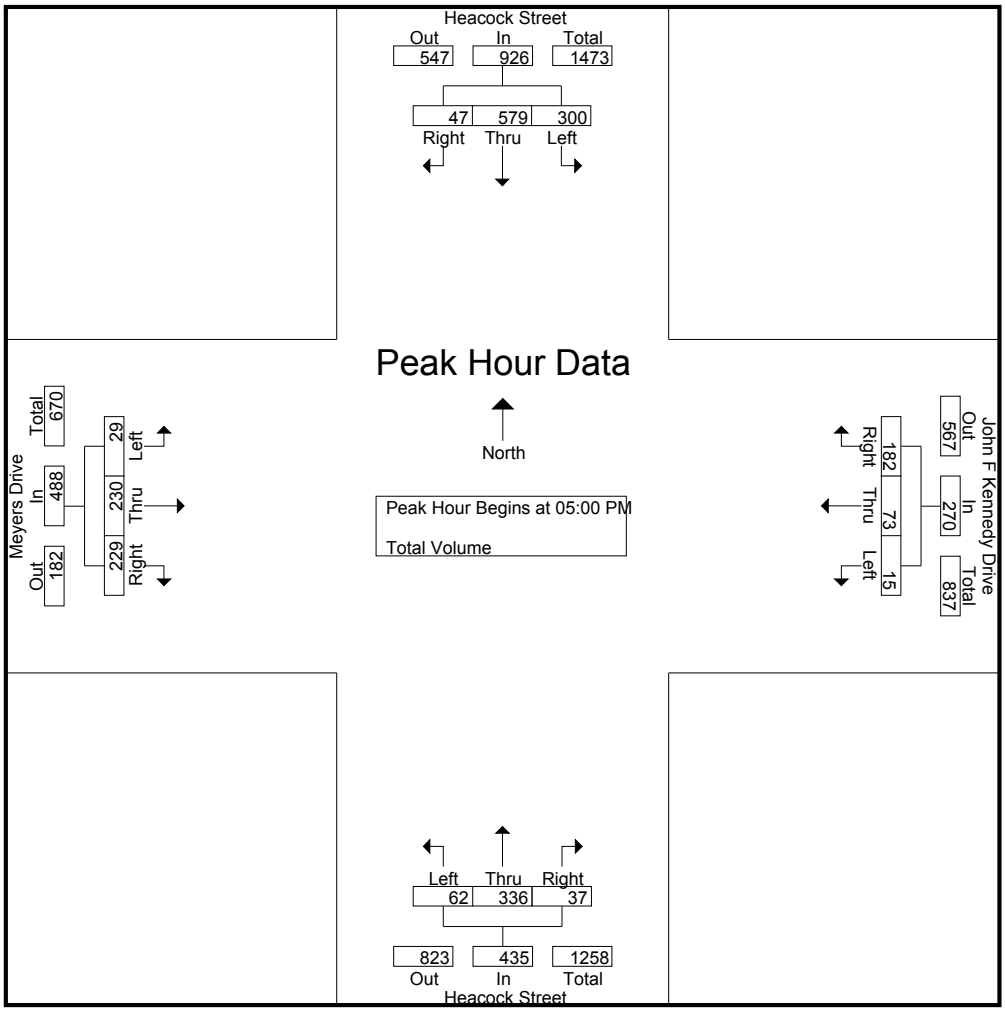

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				04:15 PM				04:30 PM				05:00 PM			
+0 mins.	76	138	12	226	**4**	19	52	**75**	15	**99**	11	**125**	5	50	48	103
+15 mins.	64	137	9	210	3	**20**	47	70	12	94	8	114	**11**	62	58	**131**
+30 mins.	**80**	**160**	**15**	**255**	2	16	**56**	74	12	85	**12**	109	4	**63**	59	126
+45 mins.	80	144	11	235	4	12	44	60	**21**	93	10	124	9	55	**64**	128
Total Volume	300	579	47	926	13	67	199	279	60	371	41	472	29	230	229	488
% App. Total	32.4	62.5	5.1		4.7	24	71.3		12.7	78.6	8.7		5.9	47.1	46.9	
PHF	.938	.905	.783	.908	.813	.838	.888	.930	.714	.937	.854	.944	.659	.913	.895	.931

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City of Moreno Valley
N/S: Heacock Street
E/W: John F Kennedy Drive/Meyers Drive
Weather: Sunny

File Name : MRVHEJFKSAT
Site Code : 00000155
Start Date : 5/18/2013
Page No : 1

Groups Printed- Total Volume

	Heacock Street Southbound				John F Kennedy Drive Westbound				Heacock Street Northbound				Meyers Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	41	72	9	122	3	23	46	72	13	75	6	94	10	27	12	49	337
12:15 PM	38	75	8	121	1	8	51	60	7	82	6	95	5	26	19	50	326
12:30 PM	44	62	9	115	1	17	58	76	13	83	4	100	2	32	19	53	344
12:45 PM	52	69	11	132	4	19	47	70	10	85	5	100	8	25	28	61	363
Total	175	278	37	490	9	67	202	278	43	325	21	389	25	110	78	213	1370
01:00 PM	58	65	11	134	2	14	51	67	6	81	2	89	11	36	26	73	363
01:15 PM	54	81	4	139	4	14	48	66	14	83	11	108	21	57	29	107	420
01:30 PM	55	66	7	128	3	16	51	70	4	80	5	89	8	34	28	70	357
01:45 PM	51	82	6	139	3	9	43	55	8	86	4	98	6	30	19	55	347
Total	218	294	28	540	12	53	193	258	32	330	22	384	46	157	102	305	1487
02:00 PM	61	78	4	143	1	12	44	57	10	73	4	87	6	25	38	69	356
02:15 PM	56	79	2	137	3	14	56	73	8	75	8	91	5	19	19	43	344
02:30 PM	52	87	4	143	1	17	48	66	7	90	3	100	7	30	21	58	367
02:45 PM	54	63	5	122	4	17	44	65	8	72	5	85	11	19	17	47	319
Total	223	307	15	545	9	60	192	261	33	310	20	363	29	93	95	217	1386
Grand Total	616	879	80	1575	30	180	587	797	108	965	63	1136	100	360	275	735	4243
Apprch %	39.1	55.8	5.1		3.8	22.6	73.7		9.5	84.9	5.5		13.6	49	37.4		
Total %	14.5	20.7	1.9	37.1	0.7	4.2	13.8	18.8	2.5	22.7	1.5	26.8	2.4	8.5	6.5	17.3	

	Heacock Street Southbound				John F Kennedy Drive Westbound				Heacock Street Northbound				Meyers Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:45 PM																	
12:45 PM	52	69	**11**	132	**4**	**19**	47	**70**	10	**85**	5	100	8	25	28	61	363
01:00 PM	**58**	65	11	134	2	14	**51**	67	6	81	2	89	11	36	26	73	363
01:15 PM	54	**81**	4	**139**	4	14	48	66	**14**	83	**11**	**108**	**21**	**57**	**29**	**107**	**420**
01:30 PM	55	66	7	128	3	16	51	70	4	80	5	89	8	34	28	70	357
Total Volume	219	281	33	533	13	63	197	273	34	329	23	386	48	152	111	311	1503
% App. Total	41.1	52.7	6.2		4.8	23.1	72.2		8.8	85.2	6		15.4	48.9	35.7		
PHF	.944	.867	.750	.959	.813	.829	.966	.975	.607	.968	.523	.894	.571	.667	.957	.727	.895

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City of Moreno Valley
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Weather: Sunny

File Name : MRVHEJFKSAT
Site Code : 00000155
Start Date : 5/18/2013
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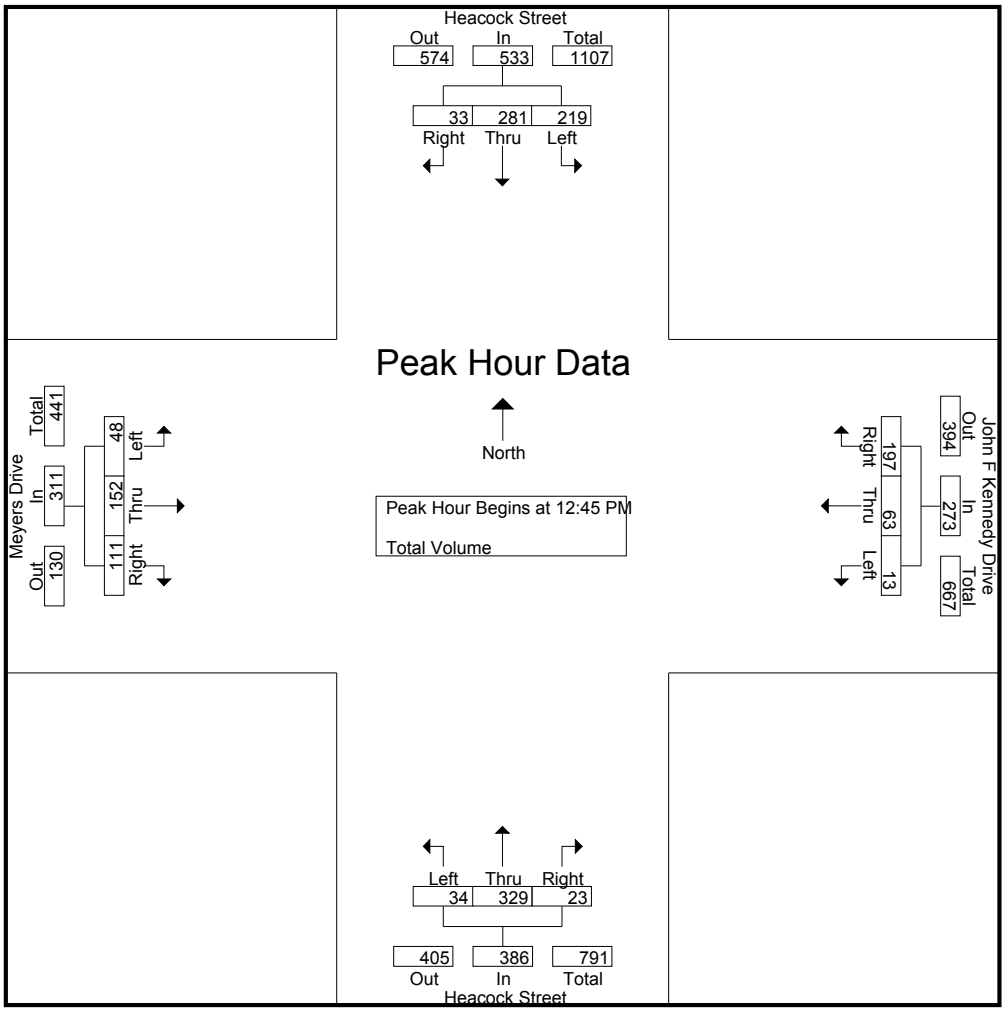

Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	01:45 PM				12:30 PM				12:30 PM				12:45 PM			
+0 mins.	51	82	**6**	139	1	17	**58**	**76**	13	83	4	100	8	25	28	61
+15 mins.	**61**	78	4	**143**	**4**	**19**	47	70	10	**85**	5	100	11	36	26	73
+30 mins.	56	79	2	137	2	14	51	67	6	81	2	89	**21**	**57**	**29**	**107**
+45 mins.	52	**87**	4	143	4	14	48	66	**14**	83	**11**	**108**	8	34	28	70
Total Volume	220	326	16	562	11	64	204	279	43	332	22	397	48	152	111	311
% App. Total	39.1	58	2.8		3.9	22.9	73.1		10.8	83.6	5.5		15.4	48.9	35.7	
PHF	.902	.937	.667	.983	.688	.842	.879	.918	.768	.976	.500	.919	.571	.667	.957	.727

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City of Moreno Valley
N/S: Heacock Street
E/W: Gentian Avenue
Weather: Sunny

File Name : MRVHEGEAM
Site Code : 00000155
Start Date : 5/16/2013
Page No : 1

Groups Printed- Total Volume

	Heacock Street Southbound			Gentian Avenue Westbound			Heacock Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	15	56	71	1	22	23	132	0	132	226
07:15 AM	25	61	86	0	32	32	129	2	131	249
07:30 AM	18	90	108	2	33	35	114	0	114	257
07:45 AM	14	88	102	0	23	23	136	0	136	261
Total	72	295	367	3	110	113	511	2	513	993
08:00 AM	8	48	56	1	9	10	132	0	132	198
08:15 AM	3	57	60	0	12	12	103	0	103	175
08:30 AM	3	47	50	1	20	21	101	0	101	172
08:45 AM	3	44	47	0	10	10	74	0	74	131
Total	17	196	213	2	51	53	410	0	410	676
Grand Total	89	491	580	5	161	166	921	2	923	1669
Apprch %	15.3	84.7		3	97		99.8	0.2		
Total %	5.3	29.4	34.8	0.3	9.6	9.9	55.2	0.1	55.3	

	Heacock Street Southbound			Gentian Avenue Westbound			Heacock Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	15	56	71	1	22	23	132	0	132	226
07:15 AM	**25**	61	86	0	32	32	129	**2**	131	249
07:30 AM	18	**90**	**108**	**2**	**33**	**35**	114	0	114	257
07:45 AM	14	88	102	0	23	23	**136**	0	**136**	**261**
Total Volume	72	295	367	3	110	113	511	2	513	993
% App. Total	19.6	80.4		2.7	97.3		99.6	0.4		
PHF	.720	.819	.850	.375	.833	.807	.939	.250	.943	.951

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File Name : MRVHEGEAM
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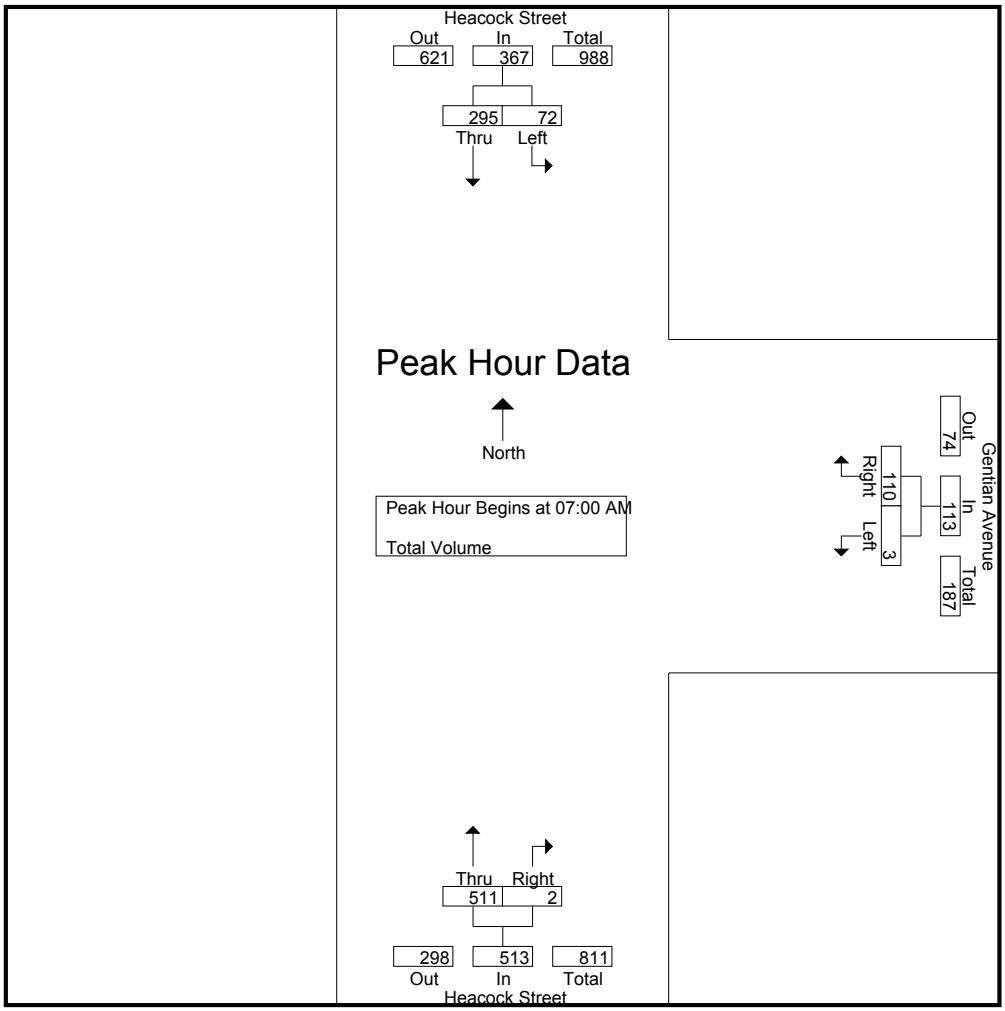

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	15	56	71	1	22	23	132	0	132
+15 mins.	**25**	61	86	0	32	32	129	**2**	131
+30 mins.	18	**90**	**108**	**2**	**33**	**35**	114	0	114
+45 mins.	14	88	102	0	23	23	**136**	0	**136**
Total Volume	72	295	367	3	110	113	511	2	513
% App. Total	19.6	80.4		2.7	97.3		99.6	0.4	
PHF	.720	.819	.850	.375	.833	.807	.939	.250	.943

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City of Moreno Valley
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Weather: Sunny

File Name : MRVHEGEPM
Site Code : 00000155
Start Date : 5/16/2013
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Groups Printed- Total Volume

	Heacock Street Southbound			Gentian Avenue Westbound			Heacock Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	16	128	144	0	17	17	84	0	84	245
04:15 PM	21	151	172	1	8	9	84	0	84	265
04:30 PM	28	145	173	0	13	13	118	2	120	306
04:45 PM	16	149	165	1	11	12	65	3	68	245
Total	81	573	654	2	49	51	351	5	356	1061
05:00 PM	20	158	178	1	10	11	80	1	81	270
05:15 PM	29	204	233	0	5	5	74	2	76	314
05:30 PM	21	200	221	0	17	17	78	2	80	318
05:45 PM	25	142	167	0	10	10	73	1	74	251
Total	95	704	799	1	42	43	305	6	311	1153
Grand Total	176	1277	1453	3	91	94	656	11	667	2214
Apprch %	12.1	87.9		3.2	96.8		98.4	1.6		
Total %	7.9	57.7	65.6	0.1	4.1	4.2	29.6	0.5	30.1	

	Heacock Street Southbound			Gentian Avenue Westbound			Heacock Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	20	158	178	**1**	10	11	**80**	1	**81**	270
05:15 PM	**29**	**204**	**233**	0	5	5	74	**2**	76	314
05:30 PM	21	200	221	0	**17**	**17**	78	2	80	**318**
05:45 PM	25	142	167	0	10	10	73	1	74	251
Total Volume	95	704	799	1	42	43	305	6	311	1153
% App. Total	11.9	88.1		2.3	97.7		98.1	1.9		
PHF	.819	.863	.857	.250	.618	.632	.953	.750	.960	.906

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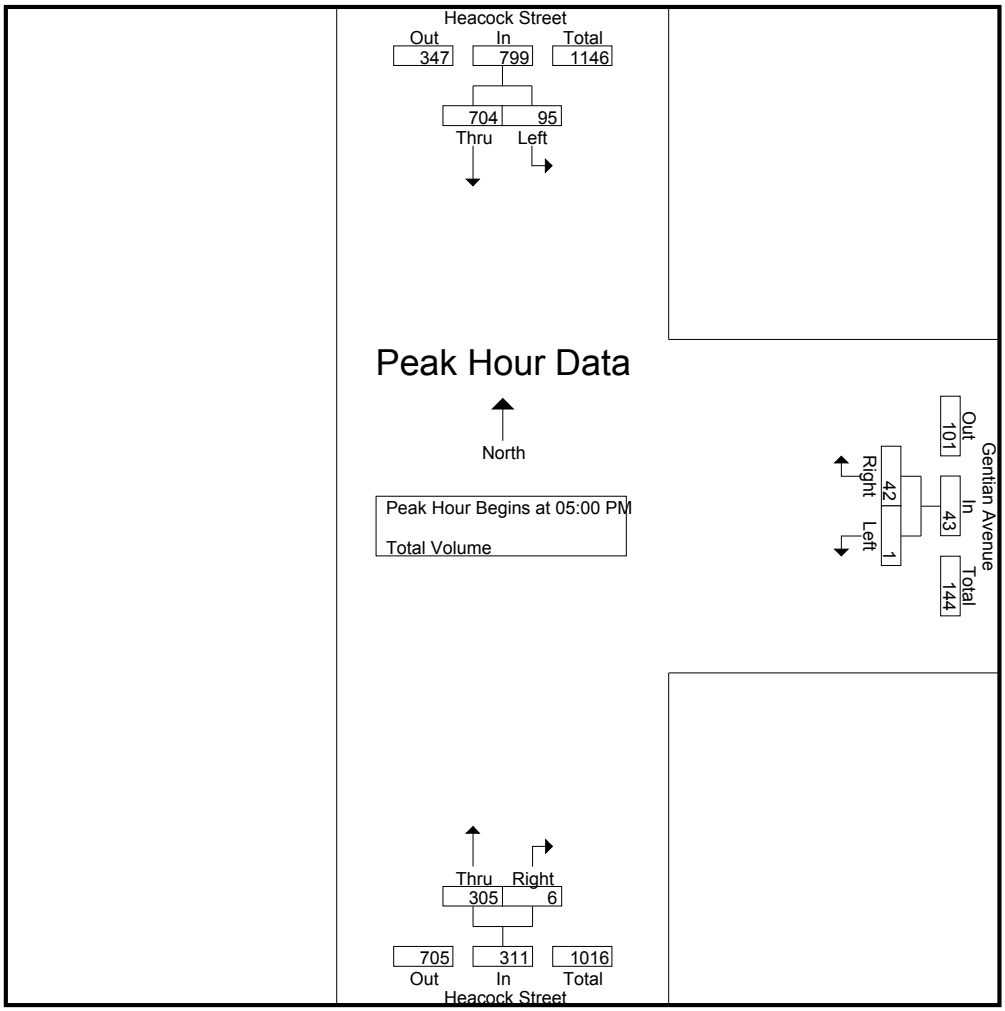

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM			04:00 PM			04:00 PM		
+0 mins.	20	158	178	0	**17**	**17**	84	0	84
+15 mins.	**29**	**204**	**233**	**1**	8	9	84	0	84
+30 mins.	21	200	221	0	13	13	**118**	2	**120**
+45 mins.	25	142	167	1	11	12	65	**3**	68
Total Volume	95	704	799	2	49	51	351	5	356
% App. Total	11.9	88.1		3.9	96.1		98.6	1.4	
PHF	.819	.863	.857	.500	.721	.750	.744	.417	.742

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City of Moreno Valley
N/S: Heacock Street
E/W: Gentian Avenue
Weather: Sunny

File Name : MRVHEGESAT
Site Code : 00000155
Start Date : 5/18/2013
Page No : 1

Groups Printed- Total Volume

	Heacock Street Southbound			Gentian Avenue Westbound			Heacock Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
12:00 PM	10	72	82	0	13	13	84	0	84	179
12:15 PM	10	73	83	0	16	16	69	0	69	168
12:30 PM	10	69	79	0	7	7	77	3	80	166
12:45 PM	12	85	97	0	16	16	85	1	86	199
Total	42	299	341	0	52	52	315	4	319	712
01:00 PM	17	100	117	1	19	20	84	0	84	221
01:15 PM	11	108	119	2	2	4	77	0	77	200
01:30 PM	15	94	109	0	4	4	102	4	106	219
01:45 PM	11	99	110	0	14	14	89	3	92	216
Total	54	401	455	3	39	42	352	7	359	856
02:00 PM	14	84	98	0	15	15	102	0	102	215
02:15 PM	6	97	103	0	10	10	85	2	87	200
02:30 PM	17	87	104	1	14	15	77	1	78	197
02:45 PM	22	100	122	0	8	8	60	0	60	190
Total	59	368	427	1	47	48	324	3	327	802
Grand Total	155	1068	1223	4	138	142	991	14	1005	2370
Apprch %	12.7	87.3		2.8	97.2		98.6	1.4		
Total %	6.5	45.1	51.6	0.2	5.8	6	41.8	0.6	42.4	

	Heacock Street Southbound			Gentian Avenue Westbound			Heacock Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 01:00 PM										
01:00 PM	**17**	100	117	1	**19**	**20**	84	0	84	**221**
01:15 PM	11	**108**	**119**	**2**	2	4	77	0	77	200
01:30 PM	15	94	109	0	4	4	**102**	**4**	**106**	219
01:45 PM	11	99	110	0	14	14	89	3	92	216
Total Volume	54	401	455	3	39	42	352	7	359	856
% App. Total	11.9	88.1		7.1	92.9		98.1	1.9		
PHF	.794	.928	.956	.375	.513	.525	.863	.438	.847	.968

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City of Moreno Valley
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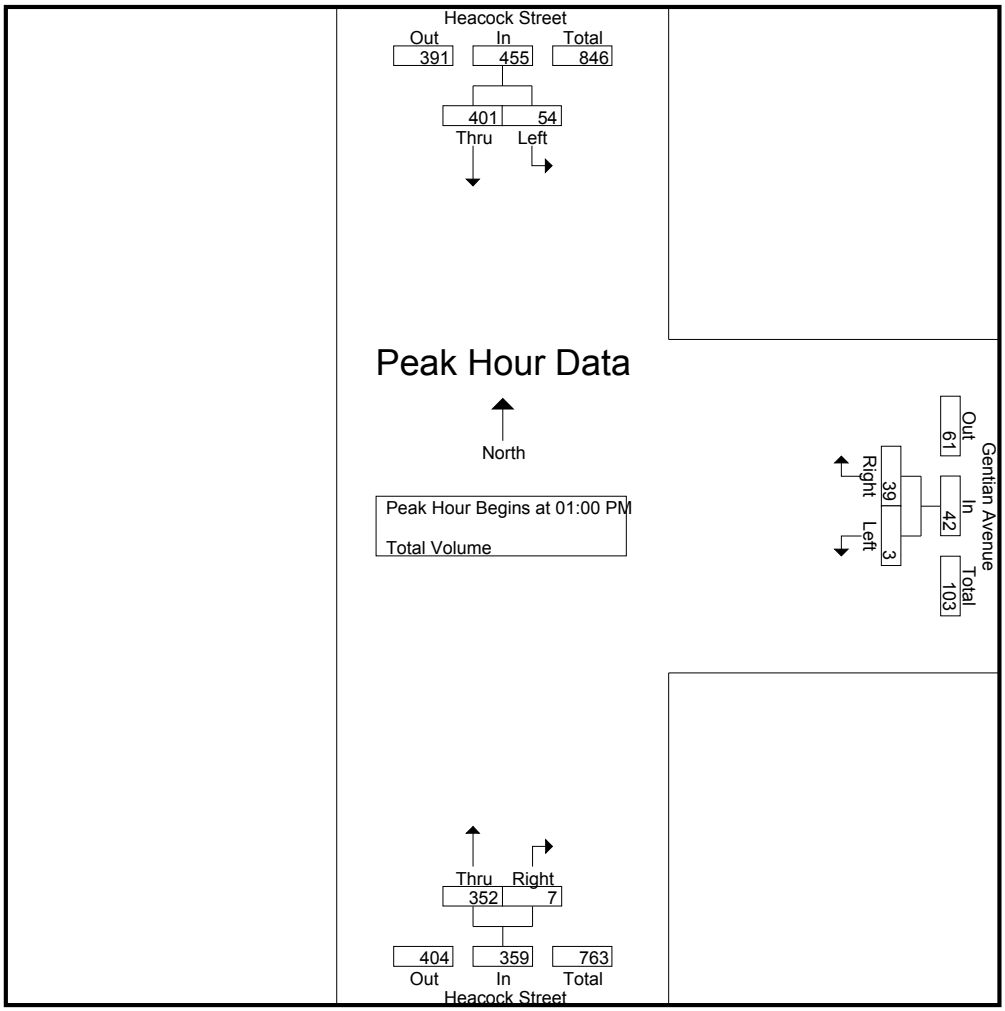
E/W: Gentian Avenue
Weather: Sunny

File Name : MRVHEGESAT
Site Code : 00000155
Start Date : 5/18/2013
Page No : 2



Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	01:00 PM			12:15 PM			01:30 PM		
+0 mins.	**17**	100	117	0	16	16	**102**	**4**	**106**
+15 mins.	11	**108**	**119**	0	7	7	89	3	92
+30 mins.	15	94	109	0	16	16	102	0	102
+45 mins.	11	99	110	**1**	**19**	**20**	85	2	87
Total Volume	54	401	455	1	58	59	378	9	387
% App. Total	11.9	88.1		1.7	98.3		97.7	2.3	
PHF	.794	.928	.956	.250	.763	.738	.926	.563	.913

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City of Moreno Valley
N/S: Heacok Street
E/W: Harley Knox Boulevard
Weather: Sunny

File Name : MRVHEHKAM
Site Code : 00000097
Start Date : 5/16/2013
Page No : 1

Groups Printed- Total Volume

	Heacok Street Southbound				Harley Knox Boulevard Westbound				Webster Avenue Northbound				Harley Knox Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	1	2	0	122	0	122	0	2	0	2	0	99	0	99	225
07:15 AM	0	0	0	0	0	99	0	99	0	0	0	0	0	93	0	93	192
07:30 AM	0	0	0	0	0	67	0	67	1	0	1	2	0	91	1	92	161
07:45 AM	0	0	0	0	0	69	0	69	0	0	0	0	0	75	0	75	144
Total	0	1	1	2	0	357	0	357	1	2	1	4	0	358	1	359	722
08:00 AM	0	0	0	0	0	59	0	59	2	0	0	2	0	59	0	59	120
08:15 AM	0	0	0	0	0	56	0	56	0	0	1	1	0	74	1	75	132
08:30 AM	0	0	0	0	0	54	0	54	1	0	0	1	0	69	0	69	124
08:45 AM	0	0	0	0	0	32	0	32	0	0	0	0	0	50	0	50	82
Total	0	0	0	0	0	201	0	201	3	0	1	4	0	252	1	253	458
Grand Total	0	1	1	2	0	558	0	558	4	2	2	8	0	610	2	612	1180
Apprch %	0	50	50		0	100	0		50	25	25		0	99.7	0.3		
Total %	0	0.1	0.1	0.2	0	47.3	0	47.3	0.3	0.2	0.2	0.7	0	51.7	0.2	51.9	

	Heacok Street Southbound				Harley Knox Boulevard Westbound				Webster Avenue Northbound				Harley Knox Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	**1**	**1**	**2**	0	**122**	0	**122**	0	**2**	0	**2**	0	**99**	0	**99**	**225**
07:15 AM	0	0	0	0	0	99	0	99	0	0	0	0	0	93	0	93	192
07:30 AM	0	0	0	0	0	67	0	67	**1**	0	**1**	2	0	91	**1**	92	161
07:45 AM	0	0	0	0	0	69	0	69	0	0	0	0	0	75	0	75	144
Total Volume	0	1	1	2	0	357	0	357	1	2	1	4	0	358	1	359	722
% App. Total	0	50	50		0	100	0		25	50	25		0	99.7	0.3		
PHF	.000	.250	.250	.250	.000	.732	.000	.732	.250	.250	.250	.500	.000	.904	.250	.907	.802

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E/W: Harley Knox Boulevard
Weather: Sunny

File Name : MRVHEHKAM
Site Code : 00000097
Start Date : 5/16/2013
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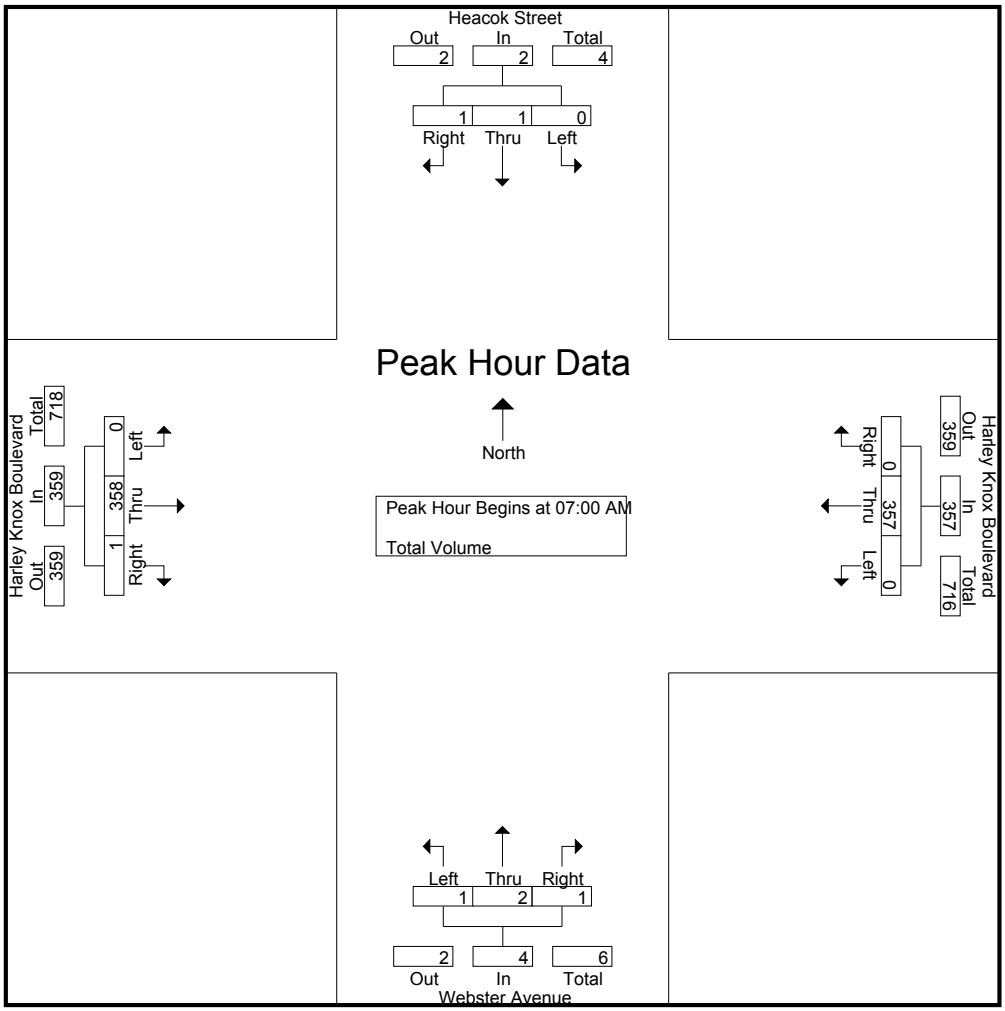

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:30 AM				07:00 AM			
+0 mins.	0	**1**	**1**	**2**	0	**122**	0	**122**	1	0	**1**	**2**	0	**99**	0	**99**
+15 mins.	0	0	0	0	0	99	0	99	0	0	0	0	0	93	0	93
+30 mins.	0	0	0	0	0	67	0	67	**2**	0	0	2	0	91	**1**	92
+45 mins.	0	0	0	0	0	69	0	69	0	0	1	1	0	75	0	75
Total Volume	0	1	1	2	0	357	0	357	3	0	2	5	0	358	1	359
% App. Total	0	50	50		0	100	0		60	0	40		0	99.7	0.3	
PHF	.000	.250	.250	.250	.000	.732	.000	.732	.375	.000	.500	.625	.000	.904	.250	.907

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City of Moreno Valley
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Weather: Sunny

File Name : MRVHEHKPM
Site Code : 00000097
Start Date : 5/16/2013
Page No : 1

Groups Printed- Total Volume

	Heacok Street Southbound				Harley Knox Boulevard Westbound				Webster Avenue Northbound				Harley Knox Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	2	94	0	96	1	0	0	1	0	99	0	99	196
04:15 PM	0	0	0	0	0	90	0	90	0	0	1	1	0	122	0	122	213
04:30 PM	0	0	0	0	0	80	0	80	0	0	0	0	0	119	0	119	199
04:45 PM	0	1	0	1	0	74	0	74	1	0	0	1	1	94	0	95	171
Total	0	1	0	1	2	338	0	340	2	0	1	3	1	434	0	435	779
05:00 PM	0	0	0	0	0	78	0	78	0	0	0	0	0	114	0	114	192
05:15 PM	0	0	0	0	0	54	0	54	0	1	0	1	0	107	1	108	163
05:30 PM	0	0	1	1	1	54	0	55	0	0	0	0	0	100	0	100	156
05:45 PM	0	0	0	0	0	63	0	63	0	0	1	1	0	111	0	111	175
Total	0	0	1	1	1	249	0	250	0	1	1	2	0	432	1	433	686
Grand Total	0	1	1	2	3	587	0	590	2	1	2	5	1	866	1	868	1465
Apprch %	0	50	50		0.5	99.5	0		40	20	40		0.1	99.8	0.1		
Total %	0	0.1	0.1	0.1	0.2	40.1	0	40.3	0.1	0.1	0.1	0.3	0.1	59.1	0.1	59.2	

	Heacok Street Southbound				Harley Knox Boulevard Westbound				Webster Avenue Northbound				Harley Knox Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	**2**	**94**	0	**96**	**1**	0	0	**1**	0	99	0	99	196
04:15 PM	0	0	0	0	0	90	0	90	0	0	**1**	1	0	**122**	0	**122**	**213**
04:30 PM	0	0	0	0	0	80	0	80	0	0	0	0	0	119	0	119	199
04:45 PM	0	**1**	0	**1**	0	74	0	74	1	0	0	1	**1**	94	0	95	171
Total Volume	0	1	0	1	2	338	0	340	2	0	1	3	1	434	0	435	779
% App. Total	0	100	0		0.6	99.4	0		66.7	0	33.3		0.2	99.8	0		
PHF	.000	.250	.000	.250	.250	.899	.000	.885	.500	.000	.250	.750	.250	.889	.000	.891	.914

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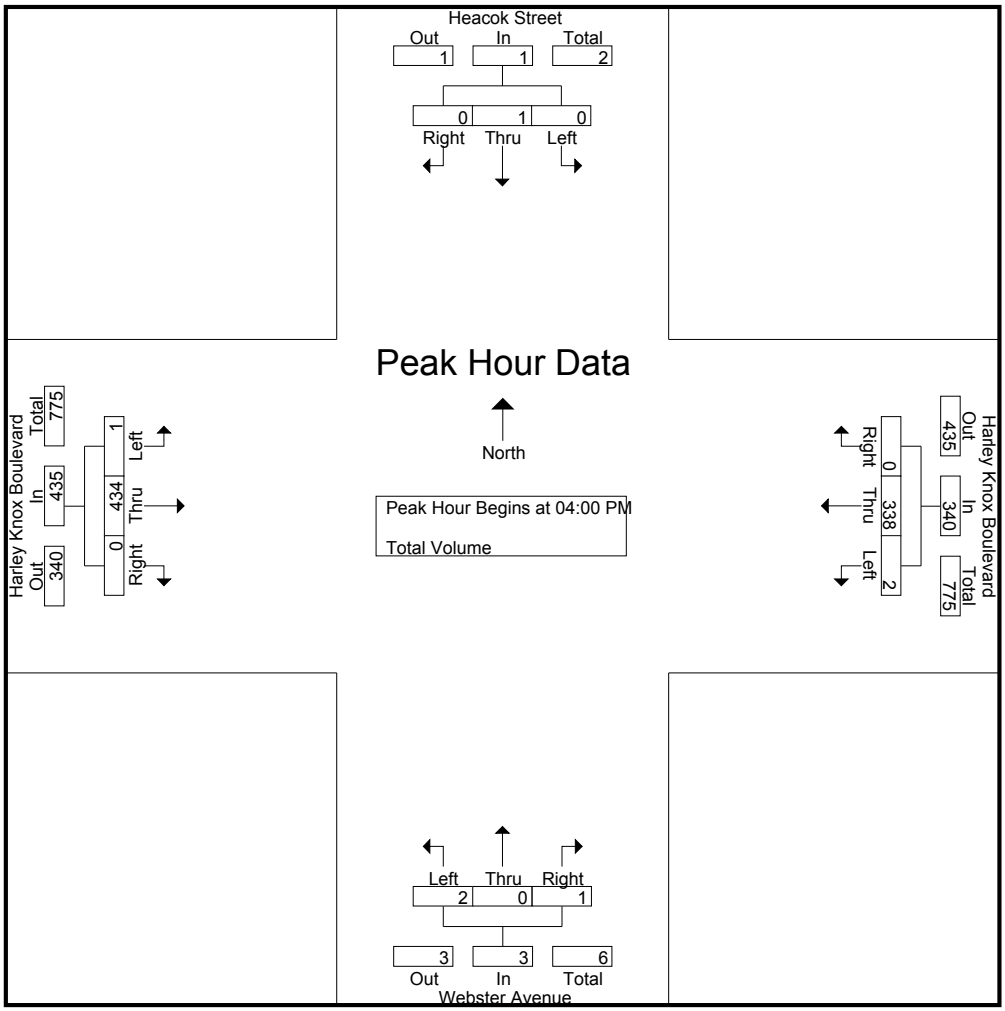
File Name : MRVHEHKPM
Site Code : 00000097
Start Date : 5/16/2013
Page No : 2



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

Peak Hour for Each Approach Begins at:

	04:45 PM				04:00 PM				04:00 PM				04:15 PM			
+0 mins.	0	**1**	0	**1**	**2**	**94**	0	**96**	**1**	0	0	**1**	0	**122**	0	**122**
+15 mins.	0	0	0	0	0	90	0	90	0	0	**1**	1	0	119	0	119
+30 mins.	0	0	0	0	0	80	0	80	0	0	0	0	**1**	94	0	95
+45 mins.	0	0	**1**	1	0	74	0	74	1	0	0	1	0	114	0	114
Total Volume	0	1	1	2	2	338	0	340	2	0	1	3	1	449	0	450
% App. Total	0	50	50		0.6	99.4	0		66.7	0	33.3		0.2	99.8	0	
PHF	.000	.250	.250	.500	.250	.899	.000	.885	.500	.000	.250	.750	.250	.920	.000	.922

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City of Moreno Valley
N/S: Heacock Street
E/W: Harley Knox Boulevard
Weather: Sunny

File Name : MRVHEHKSAT
Site Code : 00000001
Start Date : 5/18/2013
Page No : 1

Groups Printed- Total Volume

	Heacock Street Southbound				Harley Knox Boulevard Westbound				Webster Avenue Northbound				Harley Knox Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	0	0	0	0	0	45	0	45	0	0	0	0	0	35	0	35	80
12:15 PM	0	0	0	0	0	31	0	31	0	0	0	0	0	44	0	44	75
12:30 PM	0	0	0	0	0	44	0	44	0	0	0	0	0	49	0	49	93
12:45 PM	0	0	0	0	0	36	0	36	2	0	3	5	0	48	1	49	90
Total	0	0	0	0	0	156	0	156	2	0	3	5	0	176	1	177	338
01:00 PM	0	0	0	0	0	35	0	35	0	0	0	0	0	42	0	42	77
01:15 PM	0	0	0	0	0	32	0	32	0	0	2	2	0	46	0	46	80
01:30 PM	0	0	0	0	0	39	0	39	0	0	0	0	0	32	1	33	72
01:45 PM	0	0	0	0	0	32	0	32	1	0	1	2	0	41	0	41	75
Total	0	0	0	0	0	138	0	138	1	0	3	4	0	161	1	162	304
02:00 PM	0	0	0	0	0	21	0	21	1	0	2	3	0	39	0	39	63
02:15 PM	0	0	0	0	1	36	0	37	0	0	1	1	0	46	0	46	84
02:30 PM	0	0	0	0	0	38	0	38	0	0	0	0	0	58	0	58	96
02:45 PM	0	0	0	0	0	39	0	39	0	0	0	0	0	62	0	62	101
Total	0	0	0	0	1	134	0	135	1	0	3	4	0	205	0	205	344
Grand Total	0	0	0	0	1	428	0	429	4	0	9	13	0	542	2	544	986
Apprch %	0	0	0		0.2	99.8	0		30.8	0	69.2		0	99.6	0.4		
Total %	0	0	0	0	0.1	43.4	0	43.5	0.4	0	0.9	1.3	0	55	0.2	55.2	

	Heacock Street Southbound				Harley Knox Boulevard Westbound				Webster Avenue Northbound				Harley Knox Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	0	0	0	0	21	0	21	**1**	0	**2**	**3**	0	39	0	39	63
02:15 PM	0	0	0	0	**1**	36	0	37	0	0	1	1	0	46	0	46	84
02:30 PM	0	0	0	0	0	38	0	38	0	0	0	0	0	58	0	58	96
02:45 PM	0	0	0	0	0	**39**	0	**39**	0	0	0	0	0	**62**	0	**62**	**101**
Total Volume	0	0	0	0	1	134	0	135	1	0	3	4	0	205	0	205	344
% App. Total	0	0	0		0.7	99.3	0		25	0	75		0	100	0		
PHF	.000	.000	.000	.000	.250	.859	.000	.865	.250	.000	.375	.333	.000	.827	.000	.827	.851

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N/S: Heacock Street
E/W: Harley Knox Boulevard
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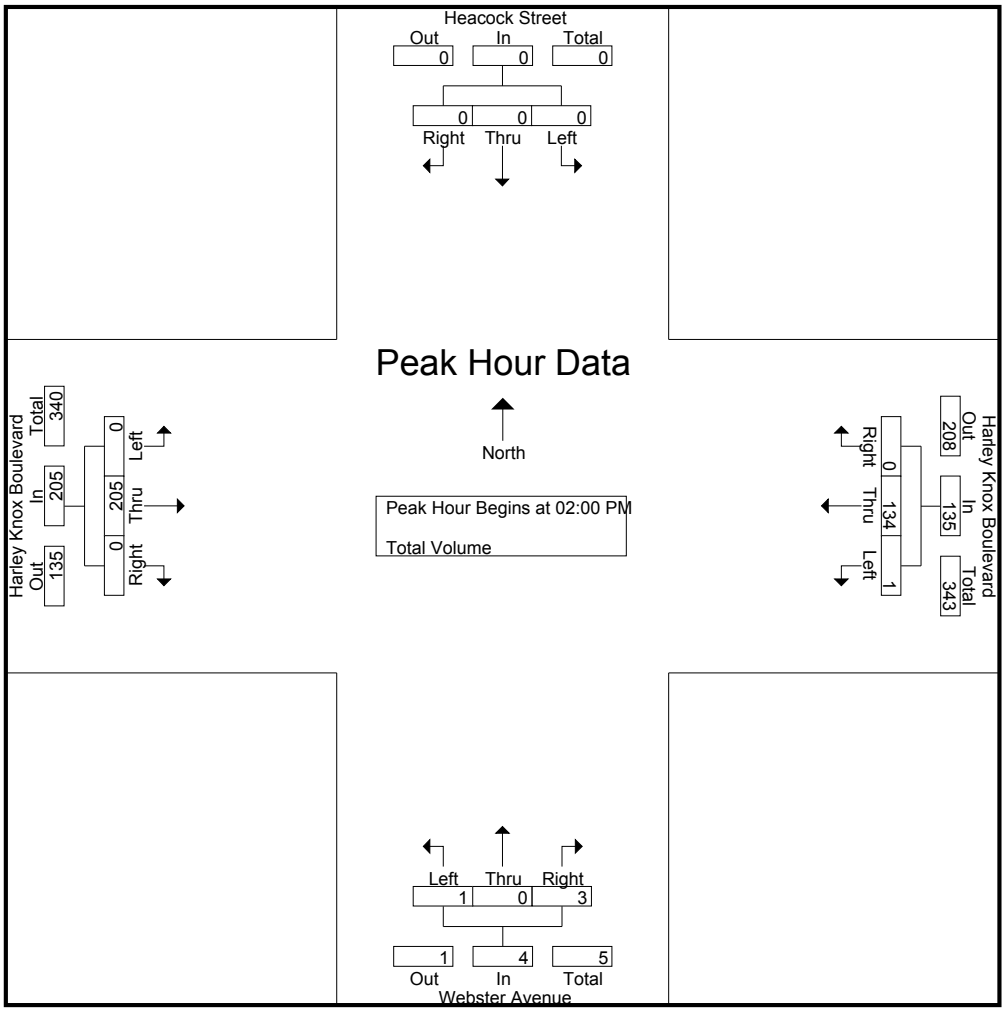
File Name : MRVHEHKSAT
Site Code : 00000001
Start Date : 5/18/2013
Page No : 2



Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	12:00 PM				12:00 PM				12:30 PM				02:00 PM			
+0 mins.	0	0	0	0	0	**45**	0	**45**	0	0	0	0	0	39	0	39
+15 mins.	0	0	0	0	0	31	0	31	**2**	0	**3**	**5**	0	46	0	46
+30 mins.	0	0	0	0	0	44	0	44	0	0	0	0	0	58	0	58
+45 mins.	0	0	0	0	0	36	0	36	0	0	2	2	0	**62**	0	**62**
Total Volume	0	0	0	0	0	156	0	156	2	0	5	7	0	205	0	205
% App. Total	0	0	0		0	100	0		28.6	0	71.4		0	100	0	
PHF	.000	.000	.000	.000	.000	.867	.000	.867	.250	.000	.417	.350	.000	.827	.000	.827

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City of Moreno Valley
N/S: Indian Street
E/W: Cottonwood Avenue
Weather: Sunny

File Name : MRVINCOAM
Site Code : 00000051
Start Date : 5/15/2013
Page No : 1

Groups Printed- Total Volume

	Indian Street Southbound				Cottonwood Avenue Westbound				Indian Street Northbound				Cottonwood Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	5	15	5	25	1	40	7	48	15	21	5	41	5	20	13	38	152
07:15 AM	4	35	9	48	8	49	8	65	20	37	4	61	6	45	11	62	236
07:30 AM	15	47	21	83	6	83	15	104	21	51	16	88	7	53	31	91	366
07:45 AM	18	63	9	90	23	106	30	159	30	67	9	106	22	84	44	150	505
Total	42	160	44	246	38	278	60	376	86	176	34	296	40	202	99	341	1259
08:00 AM	11	48	13	72	14	85	22	121	34	69	8	111	13	49	35	97	401
08:15 AM	0	44	13	57	3	63	11	77	16	61	4	81	7	41	22	70	285
08:30 AM	9	27	11	47	8	57	21	86	11	43	8	62	4	28	26	58	253
08:45 AM	4	54	7	65	6	52	14	72	14	55	8	77	12	40	31	83	297
Total	24	173	44	241	31	257	68	356	75	228	28	331	36	158	114	308	1236
Grand Total	66	333	88	487	69	535	128	732	161	404	62	627	76	360	213	649	2495
Apprch %	13.6	68.4	18.1		9.4	73.1	17.5		25.7	64.4	9.9		11.7	55.5	32.8		
Total %	2.6	13.3	3.5	19.5	2.8	21.4	5.1	29.3	6.5	16.2	2.5	25.1	3	14.4	8.5	26	

	Indian Street Southbound				Cottonwood Avenue Westbound				Indian Street Northbound				Cottonwood Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	15	47	**21**	83	6	83	15	104	21	51	**16**	88	7	53	31	91	366
07:45 AM	**18**	**63**	9	**90**	**23**	**106**	**30**	**159**	30	67	9	106	**22**	**84**	**44**	**150**	**505**
08:00 AM	11	48	13	72	14	85	22	121	**34**	**69**	8	**111**	13	49	35	97	401
08:15 AM	0	44	13	57	3	63	11	77	16	61	4	81	7	41	22	70	285
Total Volume	44	202	56	302	46	337	78	461	101	248	37	386	49	227	132	408	1557
% App. Total	14.6	66.9	18.5		10	73.1	16.9		26.2	64.2	9.6		12	55.6	32.4		
PHF	.611	.802	.667	.839	.500	.795	.650	.725	.743	.899	.578	.869	.557	.676	.750	.680	.771

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City of Moreno Valley
N/S: Indian Street
E/W: Cottonwood Avenue
Weather: Sunny

File Name : MRVINCOAM
Site Code : 00000051
Start Date : 5/15/2013
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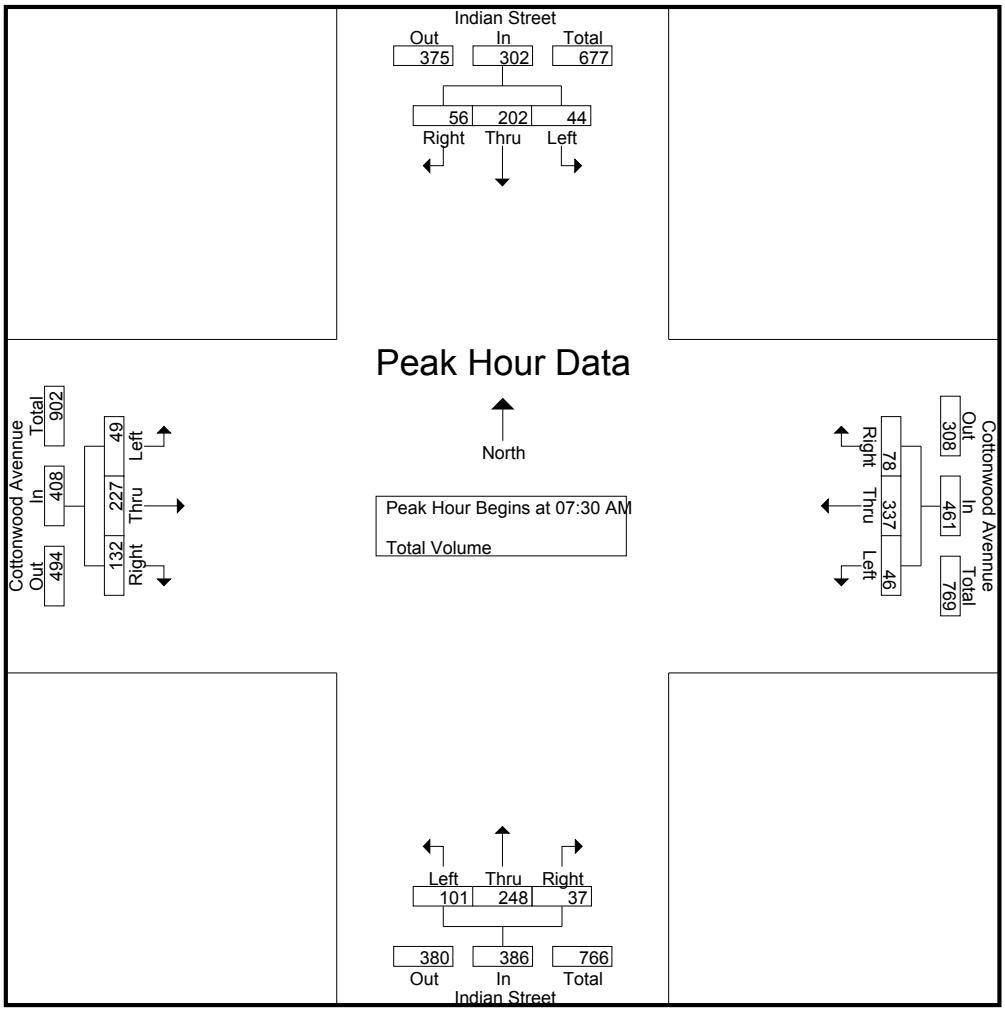

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	15	47	**21**	83	6	83	15	104	21	51	**16**	88	7	53	31	91
+15 mins.	**18**	**63**	9	**90**	**23**	**106**	**30**	**159**	30	67	9	106	**22**	**84**	**44**	**150**
+30 mins.	11	48	13	72	14	85	22	121	**34**	**69**	8	**111**	13	49	35	97
+45 mins.	0	44	13	57	3	63	11	77	16	61	4	81	7	41	22	70
Total Volume	44	202	56	302	46	337	78	461	101	248	37	386	49	227	132	408
% App. Total	14.6	66.9	18.5		10	73.1	16.9		26.2	64.2	9.6		12	55.6	32.4	
PHF	.611	.802	.667	.839	.500	.795	.650	.725	.743	.899	.578	.869	.557	.676	.750	.680

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City of Moreno Valley
N/S: Indian Street
E/W: Cottonwood Avenue
Weather: Sunny

File Name : MRVINCOPM
Site Code : 00000051
Start Date : 5/15/2013
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Groups Printed- Total Volume

	Indian Street Southbound				Cottonwood Avenue Westbound				Indian Street Northbound				Cottonwood Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	13	50	7	70	5	47	2	54	20	55	7	82	8	48	31	87	293
04:15 PM	8	41	9	58	14	47	9	70	26	56	18	100	9	83	26	118	346
04:30 PM	3	46	11	60	4	44	7	55	21	58	11	90	6	71	41	118	323
04:45 PM	5	59	10	74	10	56	23	89	17	66	9	92	15	75	38	128	383
Total	29	196	37	262	33	194	41	268	84	235	45	364	38	277	136	451	1345
05:00 PM	7	58	12	77	15	58	7	80	18	64	15	97	12	64	18	94	348
05:15 PM	4	54	9	67	10	67	6	83	22	47	8	77	7	58	37	102	329
05:30 PM	7	77	12	96	6	46	4	56	19	67	7	93	11	86	43	140	385
05:45 PM	14	70	8	92	8	45	4	57	20	57	16	93	7	63	40	110	352
Total	32	259	41	332	39	216	21	276	79	235	46	360	37	271	138	446	1414
Grand Total	61	455	78	594	72	410	62	544	163	470	91	724	75	548	274	897	2759
Apprch %	10.3	76.6	13.1		13.2	75.4	11.4		22.5	64.9	12.6		8.4	61.1	30.5		
Total %	2.2	16.5	2.8	21.5	2.6	14.9	2.2	19.7	5.9	17	3.3	26.2	2.7	19.9	9.9	32.5	

	Indian Street Southbound				Cottonwood Avenue Westbound				Indian Street Northbound				Cottonwood Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	5	59	10	74	10	56	**23**	**89**	17	66	9	92	**15**	75	38	128	383
05:00 PM	**7**	58	**12**	77	**15**	58	7	80	18	64	**15**	**97**	12	64	18	94	348
05:15 PM	4	54	9	67	10	**67**	6	83	**22**	47	8	77	7	58	37	102	329
05:30 PM	7	**77**	12	**96**	6	46	4	56	19	**67**	7	93	11	**86**	**43**	**140**	**385**
Total Volume	23	248	43	314	41	227	40	308	76	244	39	359	45	283	136	464	1445
% App. Total	7.3	79	13.7		13.3	73.7	13		21.2	68	10.9		9.7	61	29.3		
PHF	.821	.805	.896	.818	.683	.847	.435	.865	.864	.910	.650	.925	.750	.823	.791	.829	.938

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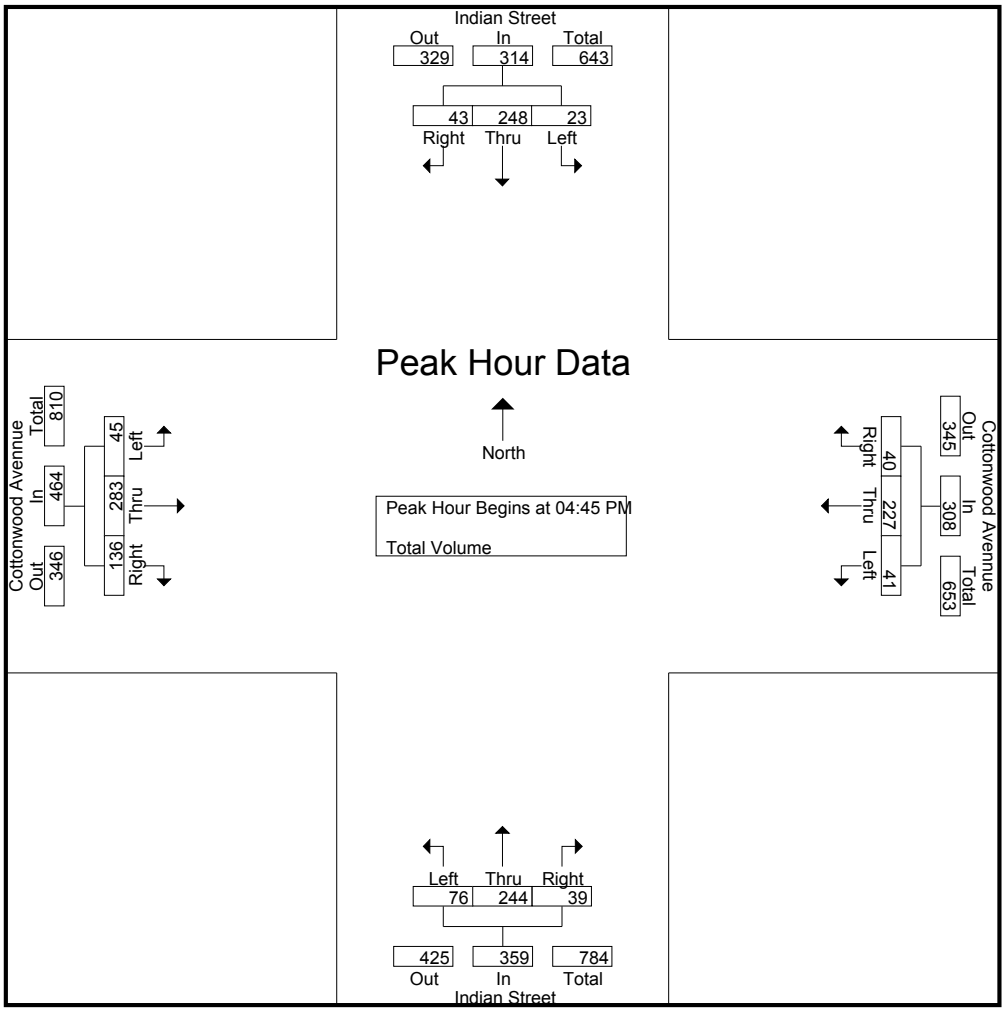

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				04:45 PM				04:15 PM				04:45 PM			
+0 mins.	7	58	**12**	77	10	56	**23**	**89**	**26**	56	**18**	**100**	**15**	75	38	128
+15 mins.	4	54	9	67	**15**	58	7	80	21	58	11	90	12	64	18	94
+30 mins.	7	**77**	12	**96**	10	**67**	6	83	17	**66**	9	92	7	58	37	102
+45 mins.	**14**	70	8	92	6	46	4	56	18	64	15	97	11	**86**	**43**	**140**
Total Volume	32	259	41	332	41	227	40	308	82	244	53	379	45	283	136	464
% App. Total	9.6	78	12.3		13.3	73.7	13		21.6	64.4	14		9.7	61	29.3	
PHF	.571	.841	.854	.865	.683	.847	.435	.865	.788	.924	.736	.948	.750	.823	.791	.829

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City of Moreno Valley
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File Name : MRVINCOSAT
Site Code : 00000051
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Groups Printed- Total Volume

	Indian Street Southbound				Cottonwood Avenue Westbound				Indian Street Northbound				Cottonwood Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	3	36	7	46	8	48	7	63	21	49	9	79	5	44	23	72	260
12:15 PM	5	57	1	63	6	45	4	55	19	45	10	74	5	41	29	75	267
12:30 PM	12	48	5	65	9	41	9	59	21	57	8	86	7	38	23	68	278
12:45 PM	8	39	5	52	6	34	5	45	18	61	2	81	1	32	30	63	241
Total	28	180	18	226	29	168	25	222	79	212	29	320	18	155	105	278	1046
01:00 PM	7	44	8	59	5	45	5	55	21	53	8	82	3	48	22	73	269
01:15 PM	3	43	7	53	7	37	4	48	14	62	5	81	3	61	29	93	275
01:30 PM	3	41	4	48	5	47	5	57	15	59	7	81	3	42	29	74	260
01:45 PM	2	37	8	47	6	49	4	59	12	53	8	73	11	58	24	93	272
Total	15	165	27	207	23	178	18	219	62	227	28	317	20	209	104	333	1076
02:00 PM	2	56	4	62	5	38	4	47	23	38	7	68	4	48	21	73	250
02:15 PM	3	41	6	50	4	40	5	49	9	57	5	71	7	54	23	84	254
02:30 PM	5	40	4	49	5	48	5	58	18	54	10	82	4	57	27	88	277
02:45 PM	8	51	9	68	2	50	3	55	17	52	1	70	3	61	24	88	281
Total	18	188	23	229	16	176	17	209	67	201	23	291	18	220	95	333	1062
Grand Total	61	533	68	662	68	522	60	650	208	640	80	928	56	584	304	944	3184
Apprch %	9.2	80.5	10.3		10.5	80.3	9.2		22.4	69	8.6		5.9	61.9	32.2		
Total %	1.9	16.7	2.1	20.8	2.1	16.4	1.9	20.4	6.5	20.1	2.5	29.1	1.8	18.3	9.5	29.6	

	Indian Street Southbound				Cottonwood Avenue Westbound				Indian Street Northbound				Cottonwood Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	**7**	**44**	**8**	**59**	5	45	**5**	55	**21**	53	**8**	**82**	3	48	22	73	269
01:15 PM	3	43	7	53	**7**	37	4	48	14	**62**	5	81	3	**61**	**29**	**93**	**275**
01:30 PM	3	41	4	48	5	47	5	57	15	59	7	81	3	42	29	74	260
01:45 PM	2	37	8	47	6	**49**	4	**59**	12	53	8	73	**11**	58	24	93	272
Total Volume	15	165	27	207	23	178	18	219	62	227	28	317	20	209	104	333	1076
% App. Total	7.2	79.7	13		10.5	81.3	8.2		19.6	71.6	8.8		6	62.8	31.2		
PHF	.536	.938	.844	.877	.821	.908	.900	.928	.738	.915	.875	.966	.455	.857	.897	.895	.978

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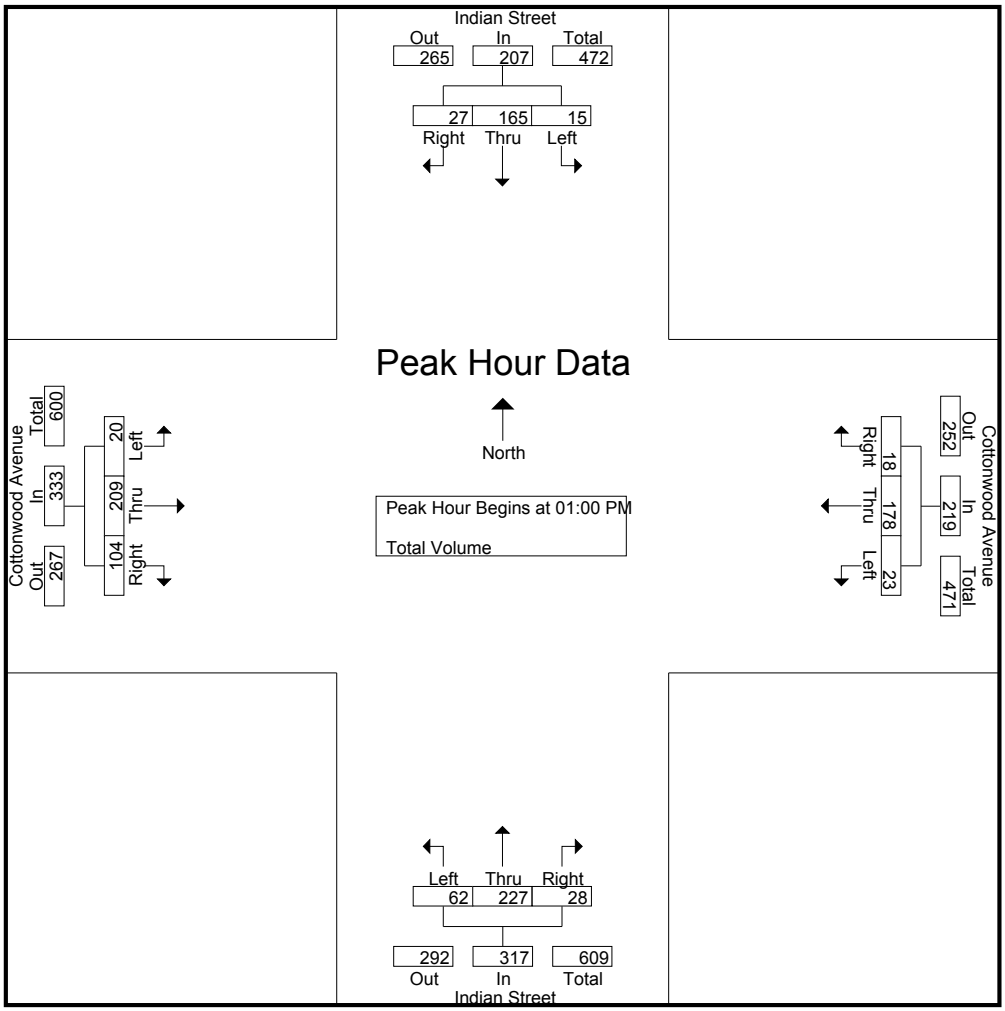

Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	12:15 PM				12:00 PM				12:30 PM				01:45 PM			
+0 mins.	5	**57**	1	63	8	**48**	7	**63**	**21**	57	**8**	**86**	**11**	**58**	24	**93**
+15 mins.	**12**	48	5	**65**	6	45	4	55	18	61	2	81	4	48	21	73
+30 mins.	8	39	5	52	**9**	41	**9**	59	21	53	8	82	7	54	23	84
+45 mins.	7	44	**8**	59	6	34	5	45	14	**62**	5	81	4	57	**27**	88
Total Volume	32	188	19	239	29	168	25	222	74	233	23	330	26	217	95	338
% App. Total	13.4	78.7	7.9		13.1	75.7	11.3		22.4	70.6	7		7.7	64.2	28.1	
PHF	.667	.825	.594	.919	.806	.875	.694	.881	.881	.940	.719	.959	.591	.935	.880	.909

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City of Moreno Valley
N/S: Indian Street
E/W: Alessandro Boulevard
Weather: Sunny

File Name : MRVINALAM
Site Code : 00000051
Start Date : 5/16/2013
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Groups Printed- Total Volume

	Indian Street Southbound				Alessandro Boulevard Westbound				Indian Street Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	10	21	8	39	3	173	11	187	15	27	6	48	5	75	10	90	364
07:15 AM	6	33	20	59	7	217	5	229	22	42	12	76	9	64	9	82	446
07:30 AM	16	39	21	76	7	175	13	195	32	44	16	92	13	97	20	130	493
07:45 AM	16	43	23	82	15	211	13	239	40	69	25	134	13	112	14	139	594
Total	48	136	72	256	32	776	42	850	109	182	59	350	40	348	53	441	1897
08:00 AM	12	32	18	62	11	234	21	266	44	54	19	117	8	97	22	127	572
08:15 AM	19	27	16	62	3	164	22	189	39	50	22	111	7	107	22	136	498
08:30 AM	22	41	9	72	17	130	17	164	33	44	18	95	3	89	19	111	442
08:45 AM	18	49	9	76	11	150	21	182	38	54	30	122	8	105	21	134	514
Total	71	149	52	272	42	678	81	801	154	202	89	445	26	398	84	508	2026
Grand Total	119	285	124	528	74	1454	123	1651	263	384	148	795	66	746	137	949	3923
Apprch %	22.5	54	23.5		4.5	88.1	7.5		33.1	48.3	18.6		7	78.6	14.4		
Total %	3	7.3	3.2	13.5	1.9	37.1	3.1	42.1	6.7	9.8	3.8	20.3	1.7	19	3.5	24.2	

	Indian Street Southbound				Alessandro Boulevard Westbound				Indian Street Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	16	39	21	76	7	175	13	195	32	44	16	92	**13**	97	20	130	493
07:45 AM	16	**43**	**23**	**82**	**15**	211	13	239	40	**69**	**25**	**134**	13	**112**	14	**139**	**594**
08:00 AM	12	32	18	62	11	**234**	21	**266**	**44**	54	19	117	8	97	**22**	127	572
08:15 AM	**19**	27	16	62	3	164	**22**	189	39	50	22	111	7	107	22	136	498
Total Volume	63	141	78	282	36	784	69	889	155	217	82	454	41	413	78	532	2157
% App. Total	22.3	50	27.7		4	88.2	7.8		34.1	47.8	18.1		7.7	77.6	14.7		
PHF	.829	.820	.848	.860	.600	.838	.784	.836	.881	.786	.820	.847	.788	.922	.886	.957	.908

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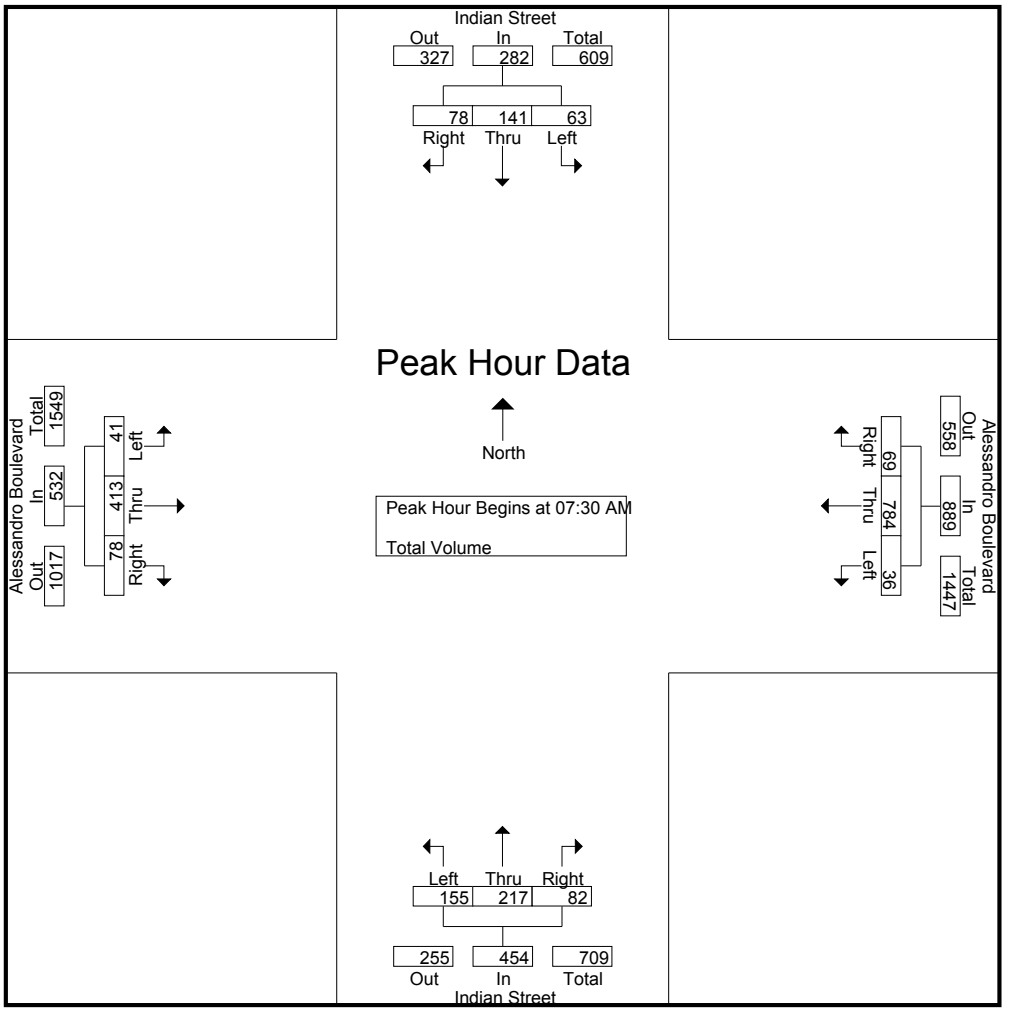

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM				07:15 AM				07:45 AM				07:30 AM			
+0 mins.	16	39	21	76	7	217	5	229	40	**69**	**25**	**134**	**13**	97	20	130
+15 mins.	16	**43**	**23**	**82**	7	175	13	195	**44**	54	19	117	13	**112**	14	**139**
+30 mins.	12	32	18	62	**15**	211	13	239	39	50	22	111	8	97	**22**	127
+45 mins.	**19**	27	16	62	11	**234**	**21**	**266**	33	44	18	95	7	107	22	136
Total Volume	63	141	78	282	40	837	52	929	156	217	84	457	41	413	78	532
% App. Total	22.3	50	27.7		4.3	90.1	5.6		34.1	47.5	18.4		7.7	77.6	14.7	
PHF	.829	.820	.848	.860	.667	.894	.619	.873	.886	.786	.840	.853	.788	.922	.886	.957

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Groups Printed- Total Volume

	Indian Street Southbound				Alessandro Boulevard Westbound				Indian Street Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	33	82	13	128	18	188	16	222	23	60	15	98	21	226	33	280	728
04:15 PM	29	59	14	102	13	183	30	226	37	55	16	108	35	179	39	253	689
04:30 PM	39	48	15	102	17	177	42	236	35	47	11	93	22	218	40	280	711
04:45 PM	38	75	7	120	15	157	25	197	35	54	19	108	31	199	25	255	680
Total	139	264	49	452	63	705	113	881	130	216	61	407	109	822	137	1068	2808
05:00 PM	31	59	19	109	12	177	43	232	24	51	15	90	15	200	40	255	686
05:15 PM	39	57	13	109	15	192	30	237	30	49	24	103	23	190	25	238	687
05:30 PM	32	78	11	121	20	180	28	228	32	48	15	95	25	244	27	296	740
05:45 PM	33	70	13	116	22	131	26	179	29	47	24	100	18	230	38	286	681
Total	135	264	56	455	69	680	127	876	115	195	78	388	81	864	130	1075	2794
Grand Total	274	528	105	907	132	1385	240	1757	245	411	139	795	190	1686	267	2143	5602
Apprch %	30.2	58.2	11.6		7.5	78.8	13.7		30.8	51.7	17.5		8.9	78.7	12.5		
Total %	4.9	9.4	1.9	16.2	2.4	24.7	4.3	31.4	4.4	7.3	2.5	14.2	3.4	30.1	4.8	38.3	

	Indian Street Southbound				Alessandro Boulevard Westbound				Indian Street Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	33	**82**	13	**128**	**18**	**188**	16	222	23	**60**	15	98	21	**226**	33	**280**	**728**
04:15 PM	29	59	14	102	13	183	30	226	**37**	55	16	**108**	**35**	179	39	253	689
04:30 PM	**39**	48	**15**	102	17	177	**42**	**236**	35	47	11	93	22	218	**40**	280	711
04:45 PM	38	75	7	120	15	157	25	197	35	54	**19**	108	31	199	25	255	680
Total Volume	139	264	49	452	63	705	113	881	130	216	61	407	109	822	137	1068	2808
% App. Total	30.8	58.4	10.8		7.2	80	12.8		31.9	53.1	15		10.2	77	12.8		
PHF	.891	.805	.817	.883	.875	.938	.673	.933	.878	.900	.803	.942	.779	.909	.856	.954	.964

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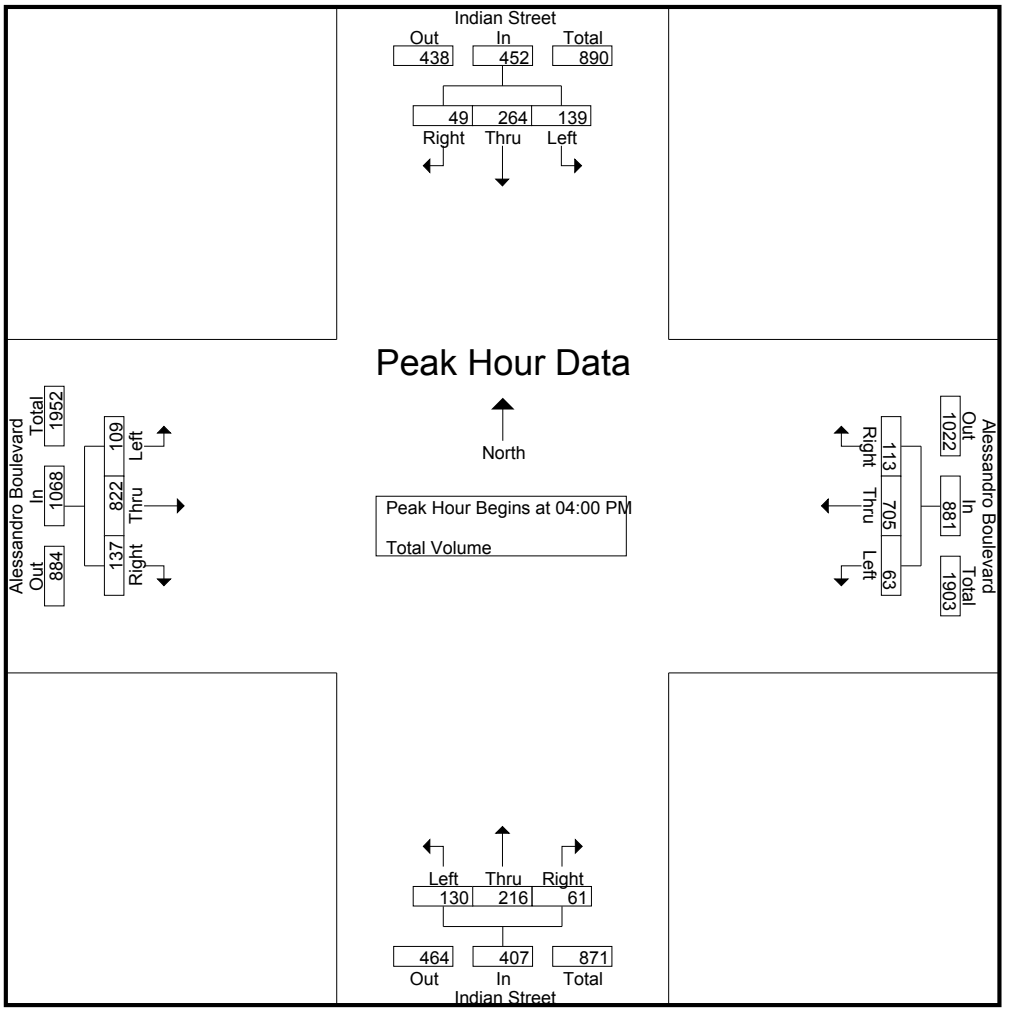

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				04:30 PM				04:00 PM				05:00 PM			
+0 mins.	38	75	7	120	**17**	177	42	236	23	**60**	15	98	15	200	**40**	255
+15 mins.	31	59	**19**	109	15	157	25	197	**37**	55	16	**108**	23	190	25	238
+30 mins.	**39**	57	13	109	12	177	**43**	232	35	47	11	93	**25**	**244**	27	**296**
+45 mins.	32	**78**	11	**121**	15	**192**	30	**237**	35	54	**19**	108	18	230	38	286
Total Volume	140	269	50	459	59	703	140	902	130	216	61	407	81	864	130	1075
% App. Total	30.5	58.6	10.9		6.5	77.9	15.5		31.9	53.1	15		7.5	80.4	12.1	
PHF	.897	.862	.658	.948	.868	.915	.814	.951	.878	.900	.803	.942	.810	.885	.813	.908

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Site Code : 00000155
Start Date : 5/18/2013
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Groups Printed- Total Volume

	Indian Street Southbound				Alessandro Boulevard Westbound				Indian Street Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	27	50	10	87	20	154	17	191	31	45	20	96	8	132	17	157	531
12:15 PM	33	49	16	98	20	185	22	227	34	41	10	85	15	149	27	191	601
12:30 PM	37	58	21	116	22	160	19	201	34	41	20	95	11	134	17	162	574
12:45 PM	29	55	8	92	17	143	21	181	34	32	25	91	12	178	26	216	580
Total	126	212	55	393	79	642	79	800	133	159	75	367	46	593	87	726	2286
01:00 PM	32	44	12	88	24	165	23	212	32	35	18	85	10	175	20	205	590
01:15 PM	37	49	9	95	26	154	15	195	43	55	15	113	14	155	17	186	589
01:30 PM	34	50	11	95	20	174	22	216	29	63	19	111	18	177	21	216	638
01:45 PM	26	44	17	87	22	145	14	181	40	45	21	106	16	170	13	199	573
Total	129	187	49	365	92	638	74	804	144	198	73	415	58	677	71	806	2390
02:00 PM	35	55	9	99	19	168	21	208	39	47	27	113	13	184	17	214	634
02:15 PM	25	54	10	89	22	146	35	203	29	41	17	87	15	148	15	178	557
02:30 PM	29	45	15	89	18	171	13	202	29	36	14	79	19	190	26	235	605
02:45 PM	21	46	12	79	14	148	20	182	29	37	14	80	12	157	13	182	523
Total	110	200	46	356	73	633	89	795	126	161	72	359	59	679	71	809	2319
Grand Total	365	599	150	1114	244	1913	242	2399	403	518	220	1141	163	1949	229	2341	6995
Apprch %	32.8	53.8	13.5		10.2	79.7	10.1		35.3	45.4	19.3		7	83.3	9.8		
Total %	5.2	8.6	2.1	15.9	3.5	27.3	3.5	34.3	5.8	7.4	3.1	16.3	2.3	27.9	3.3	33.5	

	Indian Street Southbound				Alessandro Boulevard Westbound				Indian Street Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:15 PM																	
01:15 PM	**37**	49	9	95	**26**	154	15	195	**43**	55	15	**113**	14	155	17	186	589
01:30 PM	34	50	11	95	20	**174**	**22**	**216**	29	**63**	19	111	**18**	177	**21**	**216**	**638**
01:45 PM	26	44	**17**	87	22	145	14	181	40	45	21	106	16	170	13	199	573
02:00 PM	35	**55**	9	**99**	19	168	21	208	39	47	**27**	113	13	**184**	17	214	634
Total Volume	132	198	46	376	87	641	72	800	151	210	82	443	61	686	68	815	2434
% App. Total	35.1	52.7	12.2		10.9	80.1	9		34.1	47.4	18.5		7.5	84.2	8.3		
PHF	.892	.900	.676	.949	.837	.921	.818	.926	.878	.833	.759	.980	.847	.932	.810	.943	.954

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City of Moreno Valley
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Weather: Sunny

File Name : MRVINALSAT
Site Code : 00000155
Start Date : 5/18/2013
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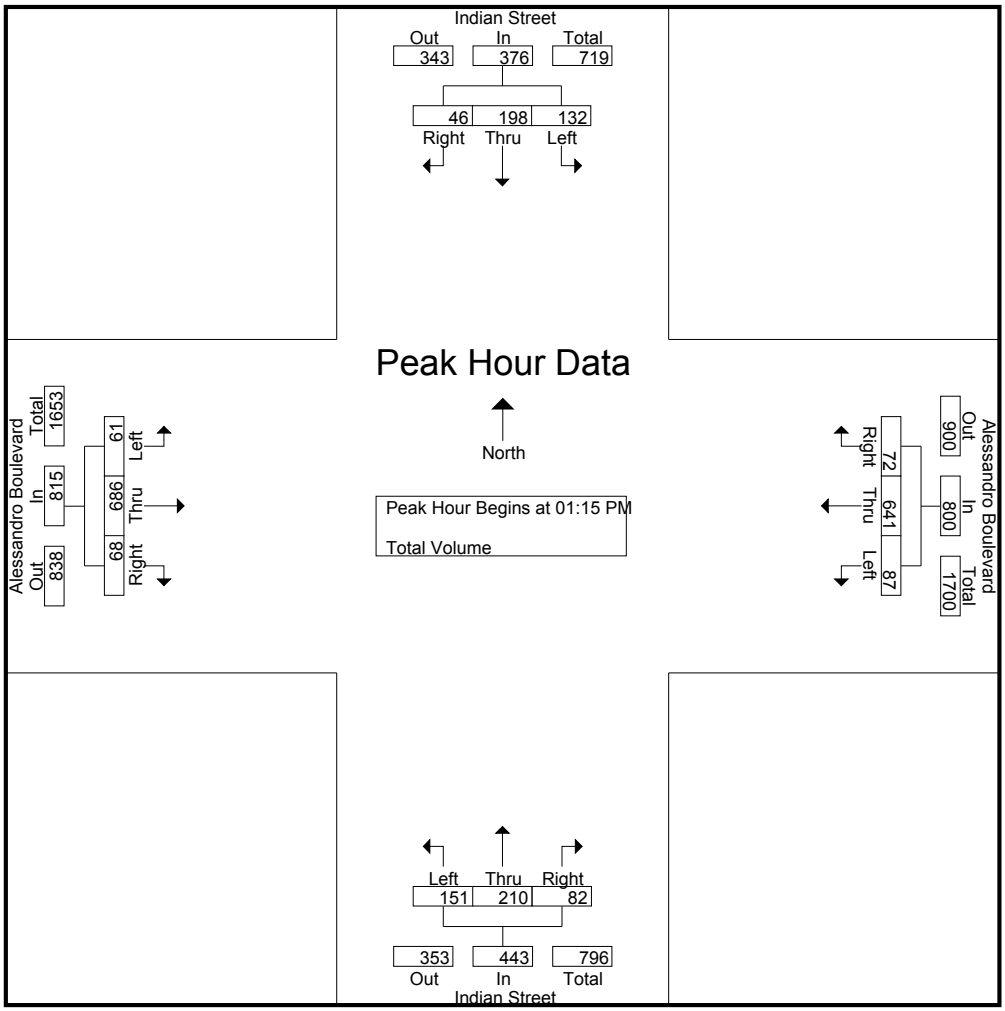

Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	12:15 PM				12:15 PM				01:15 PM				01:45 PM			
+0 mins.	33	49	16	98	20	**185**	22	**227**	**43**	55	15	**113**	16	170	13	199
+15 mins.	**37**	**58**	**21**	**116**	22	160	19	201	29	**63**	19	111	13	184	17	214
+30 mins.	29	55	8	92	17	143	21	181	40	45	21	106	15	148	15	178
+45 mins.	32	44	12	88	**24**	165	**23**	212	39	47	**27**	113	**19**	**190**	**26**	**235**
Total Volume	131	206	57	394	83	653	85	821	151	210	82	443	63	692	71	826
% App. Total	33.2	52.3	14.5		10.1	79.5	10.4		34.1	47.4	18.5		7.6	83.8	8.6	
PHF	.885	.888	.679	.849	.865	.882	.924	.904	.878	.833	.759	.980	.829	.911	.683	.879

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City of Moreno Valley
N/S: Indian Street
E/W: Cactus Avenue
Weather: Sunny

File Name : MRVINCAAM
Site Code : 00000097
Start Date : 5/16/2013
Page No : 1

Groups Printed- Total Volume

	Indian Street Southbound				Cactus Avenue Westbound				Indian Street Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	14	43	2	59	15	153	17	185	7	73	5	85	9	128	13	150	479
07:15 AM	19	56	2	77	11	145	31	187	10	74	10	94	7	108	10	125	483
07:30 AM	14	59	3	76	5	156	24	185	7	61	6	74	3	135	9	147	482
07:45 AM	7	66	7	80	10	163	11	184	13	63	4	80	7	119	11	137	481
Total	54	224	14	292	41	617	83	741	37	271	25	333	26	490	43	559	1925
08:00 AM	14	54	7	75	14	120	22	156	14	74	2	90	7	104	11	122	443
08:15 AM	15	59	10	84	9	143	20	172	11	75	3	89	7	114	11	132	477
08:30 AM	23	53	5	81	16	141	30	187	5	74	4	83	6	127	10	143	494
08:45 AM	15	59	10	84	13	160	23	196	14	79	6	99	7	109	11	127	506
Total	67	225	32	324	52	564	95	711	44	302	15	361	27	454	43	524	1920
Grand Total	121	449	46	616	93	1181	178	1452	81	573	40	694	53	944	86	1083	3845
Apprch %	19.6	72.9	7.5		6.4	81.3	12.3		11.7	82.6	5.8		4.9	87.2	7.9		
Total %	3.1	11.7	1.2	16	2.4	30.7	4.6	37.8	2.1	14.9	1	18	1.4	24.6	2.2	28.2	

	Indian Street Southbound				Cactus Avenue Westbound				Indian Street Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	14	43	2	59	**15**	153	17	185	7	73	5	85	**9**	128	**13**	**150**	479
07:15 AM	**19**	56	2	77	11	145	**31**	**187**	10	**74**	**10**	**94**	7	108	10	125	**483**
07:30 AM	14	59	3	76	5	156	24	185	7	61	6	74	3	**135**	9	147	482
07:45 AM	7	**66**	**7**	**80**	10	**163**	11	184	**13**	63	4	80	7	119	11	137	481
Total Volume	54	224	14	292	41	617	83	741	37	271	25	333	26	490	43	559	1925
% App. Total	18.5	76.7	4.8		5.5	83.3	11.2		11.1	81.4	7.5		4.7	87.7	7.7		
PHF	.711	.848	.500	.913	.683	.946	.669	.991	.712	.916	.625	.886	.722	.907	.827	.932	.996

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City of Moreno Valley
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Weather: Sunny

File Name : MRVINCAAM
Site Code : 00000097
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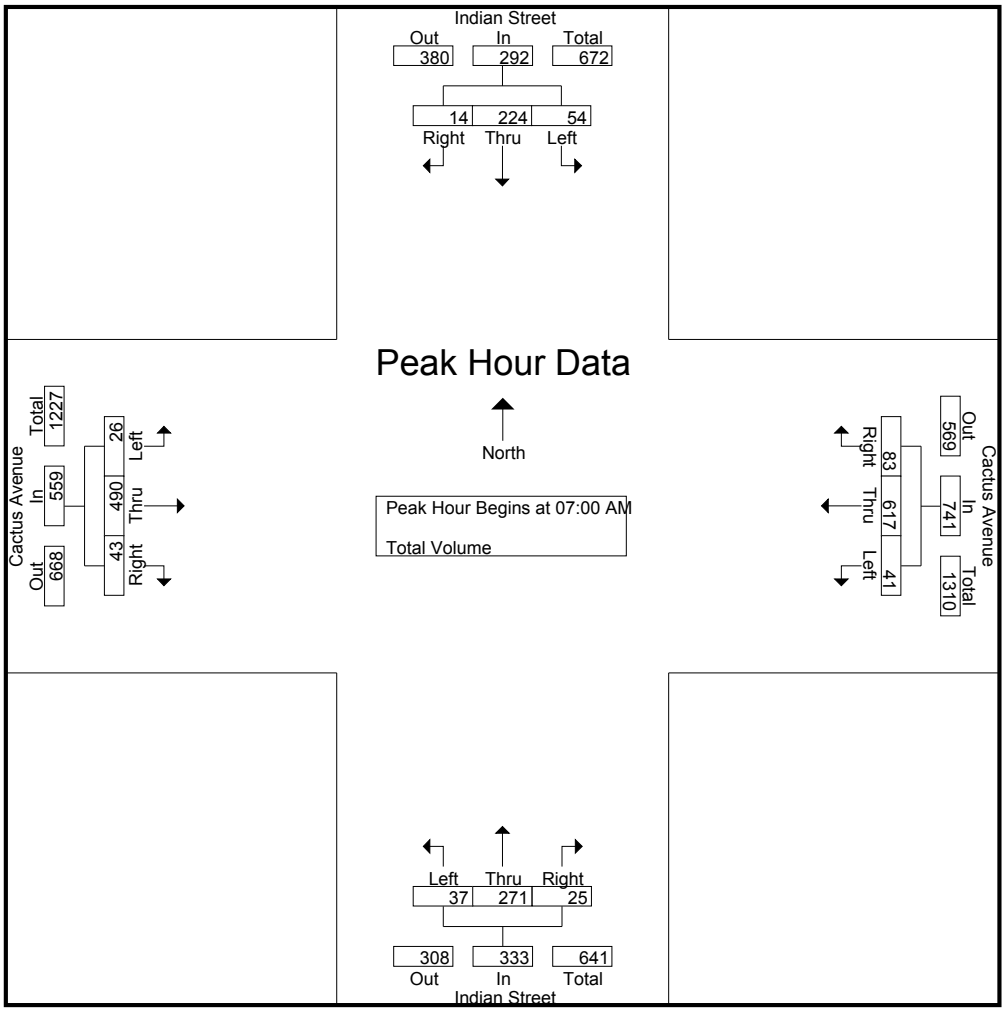

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM				07:00 AM				08:00 AM				07:00 AM			
+0 mins.	14	54	7	75	**15**	153	17	185	**14**	74	2	90	**9**	128	**13**	**150**
+15 mins.	15	**59**	**10**	**84**	11	145	**31**	**187**	11	75	3	89	7	108	10	125
+30 mins.	**23**	53	5	81	5	156	24	185	5	74	4	83	3	**135**	9	147
+45 mins.	15	59	10	84	10	**163**	11	184	14	**79**	**6**	**99**	7	119	11	137
Total Volume	67	225	32	324	41	617	83	741	44	302	15	361	26	490	43	559
% App. Total	20.7	69.4	9.9		5.5	83.3	11.2		12.2	83.7	4.2		4.7	87.7	7.7	
PHF	.728	.953	.800	.964	.683	.946	.669	.991	.786	.956	.625	.912	.722	.907	.827	.932

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City of Moreno Valley
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Weather: Sunny

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Groups Printed- Total Volume

	Indian Street Southbound				Cactus Avenue Westbound				Indian Street Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	11	29	1	41	7	74	22	103	0	26	4	30	5	141	5	151	325
04:15 PM	36	57	10	103	7	103	26	136	5	45	3	53	5	160	8	173	465
04:30 PM	27	82	14	123	7	128	18	153	9	70	2	81	11	171	17	199	556
04:45 PM	31	126	10	167	6	105	27	138	17	79	5	101	15	190	21	226	632
Total	105	294	35	434	27	410	93	530	31	220	14	265	36	662	51	749	1978
05:00 PM	27	106	9	142	5	81	22	108	7	58	5	70	5	174	14	193	513
05:15 PM	20	64	3	87	11	77	23	111	11	52	3	66	5	126	9	140	404
05:30 PM	31	93	14	138	6	73	23	102	18	53	4	75	3	127	18	148	463
05:45 PM	32	97	7	136	6	83	14	103	10	55	11	76	3	117	17	137	452
Total	110	360	33	503	28	314	82	424	46	218	23	287	16	544	58	618	1832
Grand Total	215	654	68	937	55	724	175	954	77	438	37	552	52	1206	109	1367	3810
Apprch %	22.9	69.8	7.3		5.8	75.9	18.3		13.9	79.3	6.7		3.8	88.2	8		
Total %	5.6	17.2	1.8	24.6	1.4	19	4.6	25	2	11.5	1	14.5	1.4	31.7	2.9	35.9	

	Indian Street Southbound				Cactus Avenue Westbound				Indian Street Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	**36**	57	10	103	**7**	103	26	136	5	45	3	53	5	160	8	173	465
04:30 PM	27	82	**14**	123	7	**128**	18	**153**	9	70	2	81	11	171	17	199	556
04:45 PM	31	**126**	10	**167**	6	105	**27**	138	**17**	**79**	**5**	**101**	**15**	**190**	**21**	**226**	**632**
05:00 PM	27	106	9	142	5	81	22	108	7	58	5	70	5	174	14	193	513
Total Volume	121	371	43	535	25	417	93	535	38	252	15	305	36	695	60	791	2166
% App. Total	22.6	69.3	8		4.7	77.9	17.4		12.5	82.6	4.9		4.6	87.9	7.6		
PHF	.840	.736	.768	.801	.893	.814	.861	.874	.559	.797	.750	.755	.600	.914	.714	.875	.857

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File Name : MRVINCAPM
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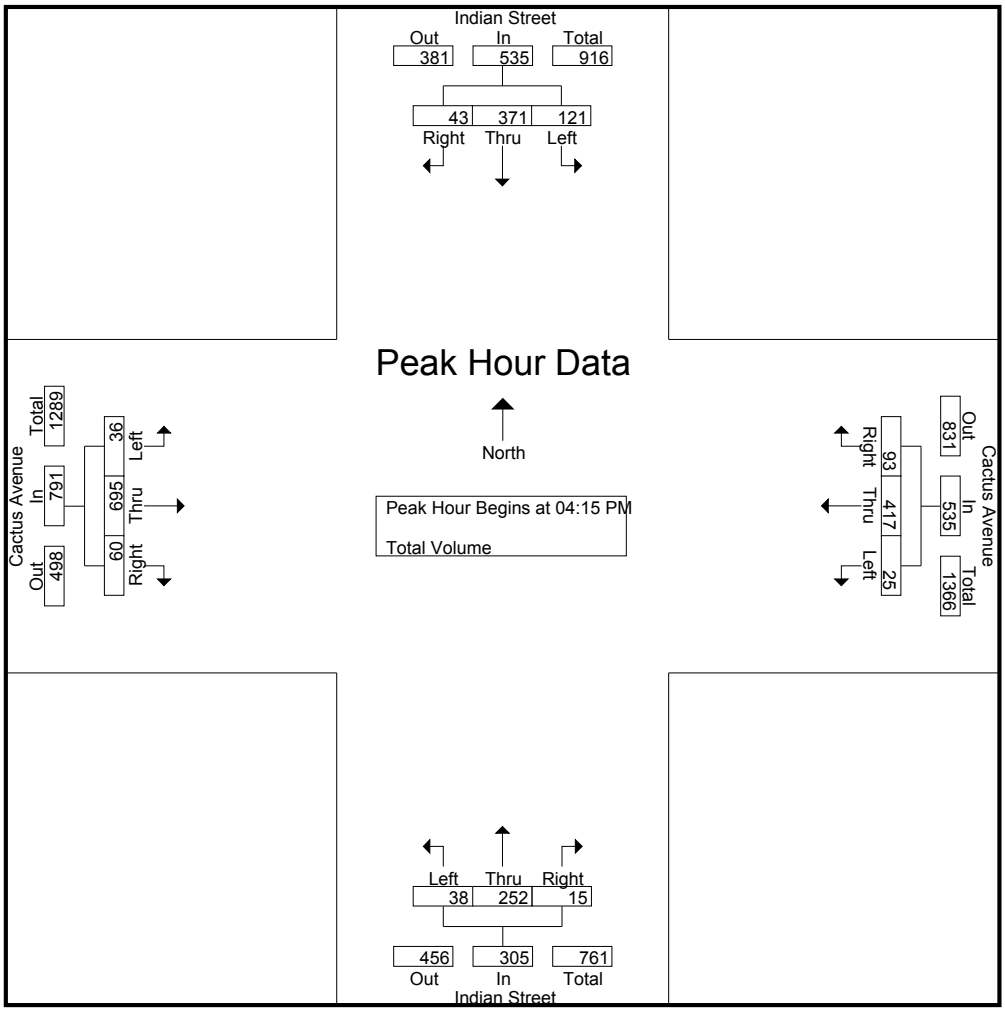

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:30 PM				04:15 PM			
+0 mins.	**36**	57	10	103	**7**	103	26	136	9	70	2	81	5	160	8	173
+15 mins.	27	82	**14**	123	7	**128**	18	**153**	**17**	**79**	**5**	**101**	11	171	17	199
+30 mins.	31	**126**	10	**167**	6	105	**27**	138	7	58	5	70	**15**	**190**	**21**	**226**
+45 mins.	27	106	9	142	5	81	22	108	11	52	3	66	5	174	14	193
Total Volume	121	371	43	535	25	417	93	535	44	259	15	318	36	695	60	791
% App. Total	22.6	69.3	8		4.7	77.9	17.4		13.8	81.4	4.7		4.6	87.9	7.6	
PHF	.840	.736	.768	.801	.893	.814	.861	.874	.647	.820	.750	.787	.600	.914	.714	.875

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City of Moreno Valley
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Weather: Sunny

File Name : MRVINCASAT
Site Code : 00000155
Start Date : 5/18/2013
Page No : 1

Groups Printed- Total Volume

	Indian Street Southbound				Cactus Avenue Westbound				Indian Street Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	5	54	5	64	3	111	5	119	14	60	5	79	8	86	12	106	368
12:15 PM	11	60	4	75	3	100	9	112	10	51	5	66	11	92	8	111	364
12:30 PM	8	52	11	71	5	97	12	114	13	49	3	65	10	91	8	109	359
12:45 PM	10	46	13	69	4	77	9	90	20	49	1	70	6	88	18	112	341
Total	34	212	33	279	15	385	35	435	57	209	14	280	35	357	46	438	1432
01:00 PM	8	58	9	75	5	93	16	114	20	52	1	73	6	81	11	98	360
01:15 PM	13	61	6	80	4	96	16	116	17	48	10	75	2	83	11	96	367
01:30 PM	6	53	6	65	5	95	11	111	12	67	8	87	4	84	15	103	366
01:45 PM	8	60	6	74	1	117	7	125	20	64	4	88	12	96	13	121	408
Total	35	232	27	294	15	401	50	466	69	231	23	323	24	344	50	418	1501
02:00 PM	3	67	4	74	2	100	5	107	7	68	5	80	15	98	12	125	386
02:15 PM	15	67	5	87	4	104	17	125	8	49	2	59	6	99	15	120	391
02:30 PM	10	50	3	63	3	100	15	118	5	41	3	49	11	105	9	125	355
02:45 PM	8	53	4	65	4	77	14	95	11	42	2	55	6	92	12	110	325
Total	36	237	16	289	13	381	51	445	31	200	12	243	38	394	48	480	1457
Grand Total	105	681	76	862	43	1167	136	1346	157	640	49	846	97	1095	144	1336	4390
Apprch %	12.2	79	8.8		3.2	86.7	10.1		18.6	75.7	5.8		7.3	82	10.8		
Total %	2.4	15.5	1.7	19.6	1	26.6	3.1	30.7	3.6	14.6	1.1	19.3	2.2	24.9	3.3	30.4	

	Indian Street Southbound				Cactus Avenue Westbound				Indian Street Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:30 PM																	
01:30 PM	6	53	**6**	65	**5**	95	11	111	12	67	**8**	87	4	84	**15**	103	366
01:45 PM	8	60	6	74	1	**117**	7	**125**	**20**	64	4	**88**	12	96	13	121	**408**
02:00 PM	3	**67**	4	74	2	100	5	107	7	**68**	5	80	**15**	98	12	**125**	386
02:15 PM	**15**	67	5	**87**	4	104	**17**	125	8	49	2	59	6	**99**	15	120	391
Total Volume	32	247	21	300	12	416	40	468	47	248	19	314	37	377	55	469	1551
% App. Total	10.7	82.3	7		2.6	88.9	8.5		15	79	6.1		7.9	80.4	11.7		
PHF	.533	.922	.875	.862	.600	.889	.588	.936	.588	.912	.594	.892	.617	.952	.917	.938	.950

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City of Moreno Valley
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Weather: Sunny

File Name : MRVINCASAT
Site Code : 00000155
Start Date : 5/18/2013
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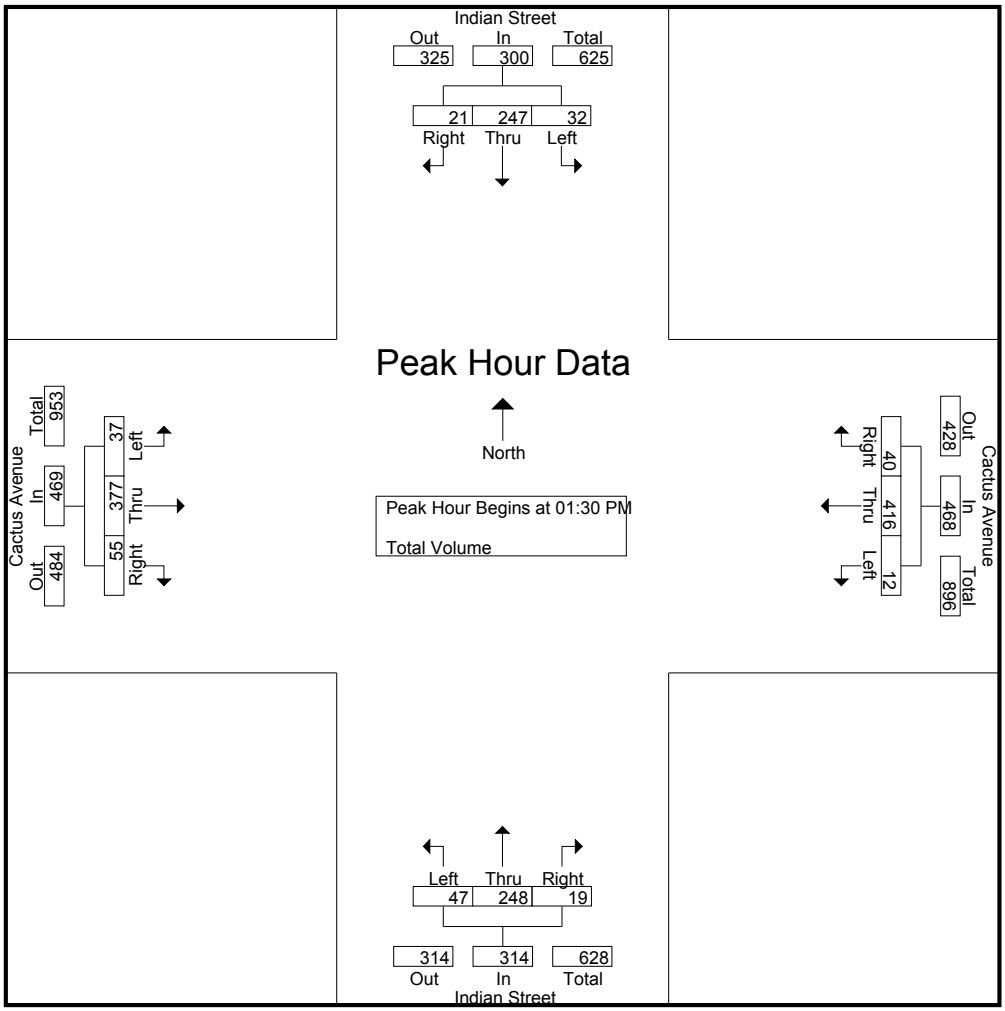

Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	01:30 PM				01:45 PM				01:15 PM				01:45 PM			
+0 mins.	6	53	**6**	65	1	**117**	7	**125**	17	48	**10**	75	12	96	13	121
+15 mins.	8	60	6	74	2	100	5	107	12	67	8	87	**15**	98	12	**125**
+30 mins.	3	**67**	4	74	**4**	104	**17**	125	**20**	64	4	**88**	6	99	**15**	120
+45 mins.	**15**	67	5	**87**	3	100	15	118	7	**68**	5	80	11	**105**	9	125
Total Volume	32	247	21	300	10	421	44	475	56	247	27	330	44	398	49	491
% App. Total	10.7	82.3	7		2.1	88.6	9.3		17	74.8	8.2		9	81.1	10	
PHF	.533	.922	.875	.862	.625	.900	.647	.950	.700	.908	.675	.938	.733	.948	.817	.982

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City of Moreno Valley
N/S: Indian Street
E/W: John F Kennedy Drive
Weather: Sunny

File Name : MRVINJFKAM
Site Code : 00000001
Start Date : 5/14/2013
Page No : 1

Groups Printed- Total Volume

	Indian Street Southbound				John F Kennedy Drive Westbound				Indian Street Northbound				John F Kennedy Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	11	28	3	42	6	63	14	83	12	43	8	63	7	24	10	41	229
07:15 AM	18	38	6	62	12	71	8	91	9	57	7	73	8	40	6	54	280
07:30 AM	36	40	10	86	9	79	21	109	12	55	26	93	5	71	12	88	376
07:45 AM	34	45	8	87	15	93	29	137	14	97	37	148	15	66	14	95	467
Total	99	151	27	277	42	306	72	420	47	252	78	377	35	201	42	278	1352
08:00 AM	14	50	10	74	28	99	25	152	18	64	13	95	4	48	17	69	390
08:15 AM	9	32	9	50	17	56	10	83	9	42	11	62	9	46	15	70	265
08:30 AM	7	26	13	46	13	51	9	73	11	46	12	69	12	49	15	76	264
08:45 AM	16	37	8	61	9	74	7	90	6	52	13	71	12	42	10	64	286
Total	46	145	40	231	67	280	51	398	44	204	49	297	37	185	57	279	1205
Grand Total	145	296	67	508	109	586	123	818	91	456	127	674	72	386	99	557	2557
Apprch %	28.5	58.3	13.2		13.3	71.6	15		13.5	67.7	18.8		12.9	69.3	17.8		
Total %	5.7	11.6	2.6	19.9	4.3	22.9	4.8	32	3.6	17.8	5	26.4	2.8	15.1	3.9	21.8	

	Indian Street Southbound				John F Kennedy Drive Westbound				Indian Street Northbound				John F Kennedy Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	18	38	6	62	12	71	8	91	9	57	7	73	8	40	6	54	280
07:30 AM	**36**	40	**10**	86	9	79	21	109	12	55	26	93	5	**71**	12	88	376
07:45 AM	34	45	8	**87**	15	93	**29**	137	14	**97**	**37**	**148**	**15**	66	14	**95**	**467**
08:00 AM	14	**50**	10	74	**28**	**99**	25	**152**	**18**	64	13	95	4	48	**17**	69	390
Total Volume	102	173	34	309	64	342	83	489	53	273	83	409	32	225	49	306	1513
% App. Total	33	56	11		13.1	69.9	17		13	66.7	20.3		10.5	73.5	16		
PHF	.708	.865	.850	.888	.571	.864	.716	.804	.736	.704	.561	.691	.533	.792	.721	.805	.810

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Weather: Sunny

File Name : MRVINJFKAM
Site Code : 00000001
Start Date : 5/14/2013
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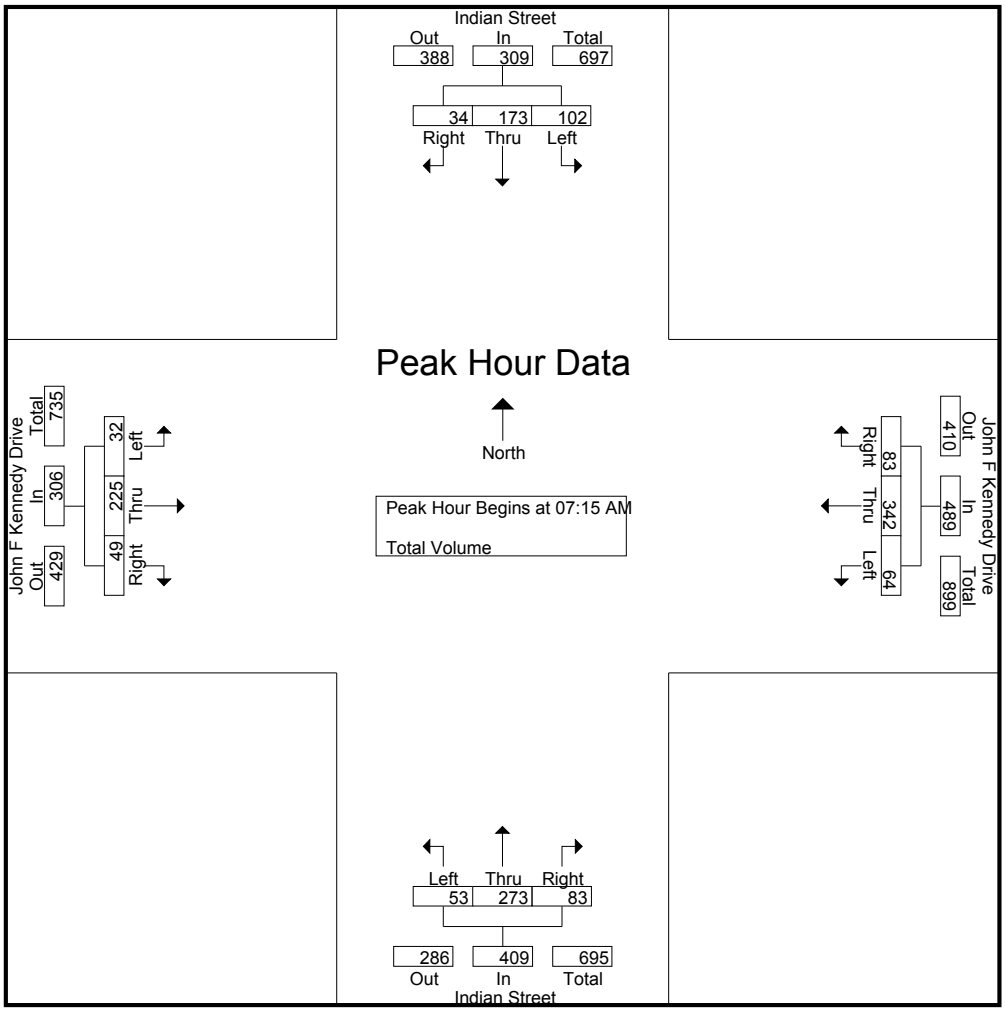

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:30 AM			
+0 mins.	18	38	6	62	12	71	8	91	9	57	7	73	5	**71**	12	88
+15 mins.	**36**	40	**10**	86	9	79	21	109	12	55	26	93	**15**	66	14	**95**
+30 mins.	34	45	8	**87**	15	93	**29**	137	14	**97**	**37**	**148**	4	48	**17**	69
+45 mins.	14	**50**	10	74	**28**	**99**	25	**152**	**18**	64	13	95	9	46	15	70
Total Volume	102	173	34	309	64	342	83	489	53	273	83	409	33	231	58	322
% App. Total	33	56	11		13.1	69.9	17		13	66.7	20.3		10.2	71.7	18	
PHF	.708	.865	.850	.888	.571	.864	.716	.804	.736	.704	.561	.691	.550	.813	.853	.847

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Groups Printed- Total Volume

	Indian Street Southbound				John F Kennedy Drive Westbound				Indian Street Northbound				John F Kennedy Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	10	56	12	78	11	53	12	76	10	38	8	56	6	89	19	114	324
04:15 PM	20	64	6	90	12	44	8	64	12	56	14	82	6	72	15	93	329
04:30 PM	13	62	7	82	13	57	12	82	12	44	9	65	8	93	24	125	354
04:45 PM	15	41	7	63	18	50	8	76	10	47	3	60	7	93	25	125	324
Total	58	223	32	313	54	204	40	298	44	185	34	263	27	347	83	457	1331
05:00 PM	21	61	4	86	13	53	16	82	13	44	10	67	7	76	25	108	343
05:15 PM	18	52	5	75	11	49	9	69	7	47	6	60	5	84	26	115	319
05:30 PM	14	73	8	95	16	51	8	75	15	52	9	76	6	104	21	131	377
05:45 PM	15	60	11	86	12	55	7	74	12	46	14	72	5	88	23	116	348
Total	68	246	28	342	52	208	40	300	47	189	39	275	23	352	95	470	1387
Grand Total	126	469	60	655	106	412	80	598	91	374	73	538	50	699	178	927	2718
Apprch %	19.2	71.6	9.2		17.7	68.9	13.4		16.9	69.5	13.6		5.4	75.4	19.2		
Total %	4.6	17.3	2.2	24.1	3.9	15.2	2.9	22	3.3	13.8	2.7	19.8	1.8	25.7	6.5	34.1	

	Indian Street Southbound				John F Kennedy Drive Westbound				Indian Street Northbound				John F Kennedy Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**21**	61	4	86	13	53	**16**	**82**	13	44	10	67	**7**	76	25	108	343
05:15 PM	18	52	5	75	11	49	9	69	7	47	6	60	5	84	**26**	115	319
05:30 PM	14	**73**	8	**95**	**16**	51	8	75	**15**	**52**	9	**76**	6	**104**	21	**131**	**377**
05:45 PM	15	60	**11**	86	12	**55**	7	74	12	46	**14**	72	5	88	23	116	348
Total Volume	68	246	28	342	52	208	40	300	47	189	39	275	23	352	95	470	1387
% App. Total	19.9	71.9	8.2		17.3	69.3	13.3		17.1	68.7	14.2		4.9	74.9	20.2		
PHF	.810	.842	.636	.900	.813	.945	.625	.915	.783	.909	.696	.905	.821	.846	.913	.897	.920

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File Name : MRVINJFKPM
Site Code : 00000001
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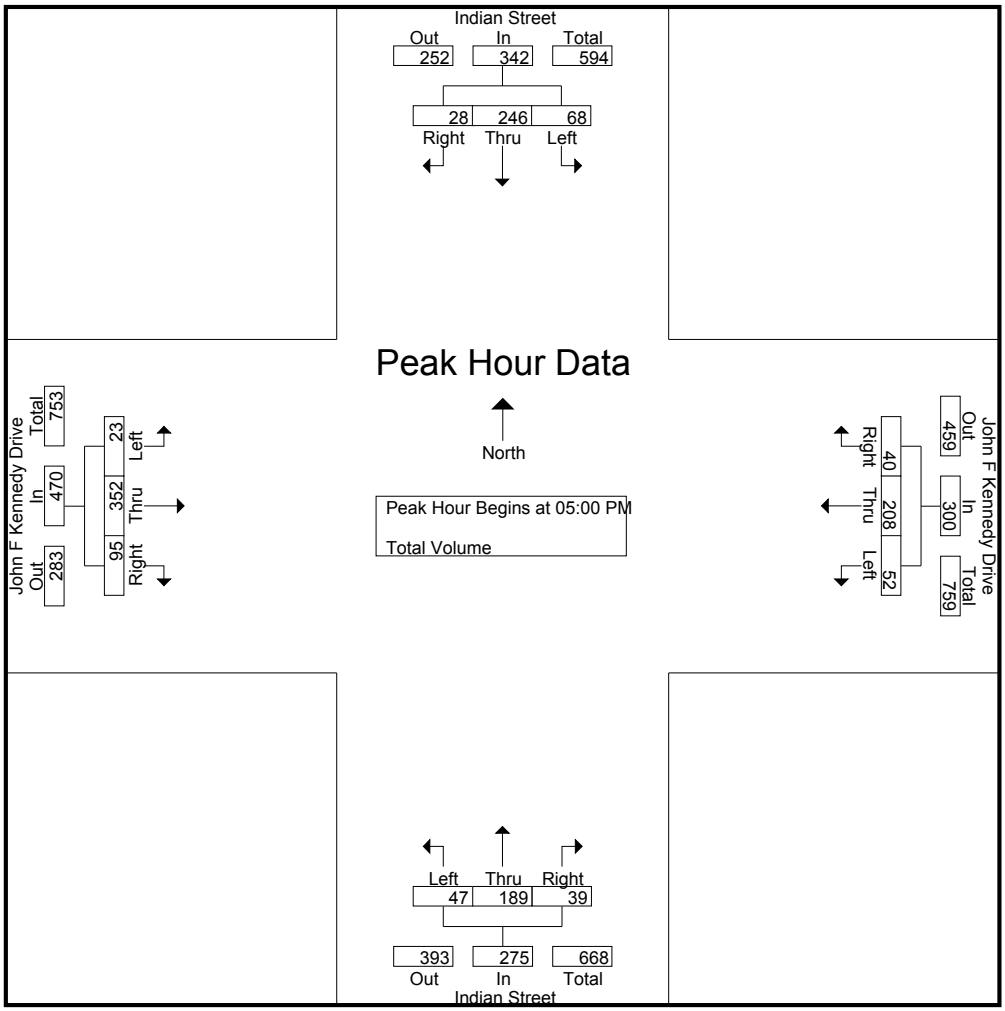

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				04:30 PM				05:00 PM				04:45 PM			
+0 mins.	**21**	61	4	86	13	**57**	12	**82**	13	44	10	67	**7**	93	25	125
+15 mins.	18	52	5	75	**18**	50	8	76	7	47	6	60	7	76	25	108
+30 mins.	14	**73**	8	**95**	13	53	**16**	82	**15**	**52**	9	**76**	5	84	**26**	115
+45 mins.	15	60	**11**	86	11	49	9	69	12	46	**14**	72	6	**104**	21	**131**
Total Volume	68	246	28	342	55	209	45	309	47	189	39	275	25	357	97	479
% App. Total	19.9	71.9	8.2		17.8	67.6	14.6		17.1	68.7	14.2		5.2	74.5	20.3	
PHF	.810	.842	.636	.900	.764	.917	.703	.942	.783	.909	.696	.905	.893	.858	.933	.914

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City of Moreno Valley
N/S: Indian Street
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Weather: Sunny

File Name : MRVINJFKSAT
Site Code : 00000155
Start Date : 5/18/2013
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Groups Printed- Total Volume

	Indian Street Southbound				John F Kennedy Drive Westbound				Indian Street Northbound				John F Kennedy Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	7	40	2	49	9	45	8	62	12	44	7	63	8	44	18	70	244
12:15 PM	11	36	5	52	1	46	7	54	11	42	4	57	7	46	19	72	235
12:30 PM	7	38	3	48	7	57	4	68	11	44	5	60	1	55	16	72	248
12:45 PM	16	41	6	63	7	42	7	56	14	46	9	69	6	53	14	73	261
Total	41	155	16	212	24	190	26	240	48	176	25	249	22	198	67	287	988
01:00 PM	13	40	5	58	4	37	4	45	11	49	9	69	6	53	9	68	240
01:15 PM	9	38	3	50	8	41	6	55	9	47	6	62	9	80	19	108	275
01:30 PM	10	47	5	62	5	40	13	58	9	36	9	54	5	56	10	71	245
01:45 PM	15	40	7	62	7	36	3	46	8	35	8	51	6	59	14	79	238
Total	47	165	20	232	24	154	26	204	37	167	32	236	26	248	52	326	998
02:00 PM	12	45	7	64	13	45	4	62	6	27	12	45	5	57	10	72	243
02:15 PM	15	44	8	67	9	45	4	58	10	37	7	54	8	48	11	67	246
02:30 PM	15	49	7	71	18	43	8	69	14	48	10	72	4	54	10	68	280
02:45 PM	21	44	7	72	4	43	11	58	11	40	10	61	5	51	12	68	259
Total	63	182	29	274	44	176	27	247	41	152	39	232	22	210	43	275	1028
Grand Total	151	502	65	718	92	520	79	691	126	495	96	717	70	656	162	888	3014
Apprch %	21	69.9	9.1		13.3	75.3	11.4		17.6	69	13.4		7.9	73.9	18.2		
Total %	5	16.7	2.2	23.8	3.1	17.3	2.6	22.9	4.2	16.4	3.2	23.8	2.3	21.8	5.4	29.5	

	Indian Street Southbound				John F Kennedy Drive Westbound				Indian Street Northbound				John F Kennedy Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	12	45	7	64	13	**45**	4	62	6	27	**12**	45	5	**57**	10	**72**	243
02:15 PM	15	44	**8**	67	9	45	4	58	10	37	7	54	**8**	48	11	67	246
02:30 PM	15	**49**	7	71	**18**	43	8	**69**	**14**	**48**	10	**72**	4	54	10	68	**280**
02:45 PM	**21**	44	7	**72**	4	43	**11**	58	11	40	10	61	5	51	**12**	68	259
Total Volume	63	182	29	274	44	176	27	247	41	152	39	232	22	210	43	275	1028
% App. Total	23	66.4	10.6		17.8	71.3	10.9		17.7	65.5	16.8		8	76.4	15.6		
PHF	.750	.929	.906	.951	.611	.978	.614	.895	.732	.792	.813	.806	.688	.921	.896	.955	.918

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File Name : MRVINJFKSAT
Site Code : 00000155
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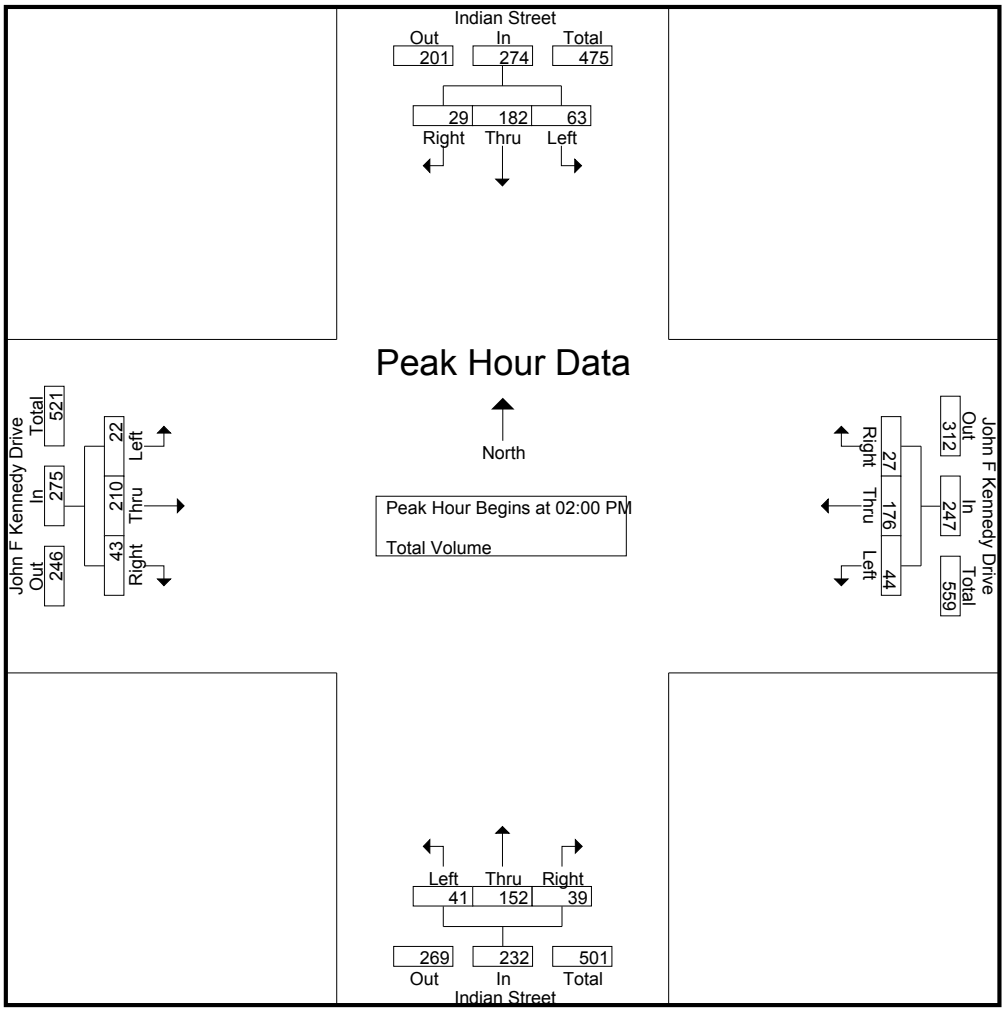

Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				12:30 PM				01:15 PM			
+0 mins.	12	45	7	64	13	**45**	4	62	11	44	5	60	**9**	**80**	**19**	**108**
+15 mins.	15	44	**8**	67	9	45	4	58	**14**	46	**9**	**69**	5	56	10	71
+30 mins.	15	**49**	7	71	**18**	43	8	**69**	11	**49**	9	69	6	59	14	79
+45 mins.	**21**	44	7	**72**	4	43	**11**	58	9	47	6	62	5	57	10	72
Total Volume	63	182	29	274	44	176	27	247	45	186	29	260	25	252	53	330
% App. Total	23	66.4	10.6		17.8	71.3	10.9		17.3	71.5	11.2		7.6	76.4	16.1	
PHF	.750	.929	.906	.951	.611	.978	.614	.895	.804	.949	.806	.942	.694	.788	.697	.764

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City of Moreno Valley
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E/W: Gentian Avenue
Weather: Sunny

File Name : MRVINGEAM
Site Code : 00000155
Start Date : 5/15/2013
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Groups Printed- Total Volume

	Indian Street Southbound			Indian Street Northbound			Gentian Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	32	2	34	12	41	53	6	8	14	101
07:15 AM	50	3	53	18	66	84	2	22	24	161
07:30 AM	40	3	43	21	89	110	11	19	30	183
07:45 AM	53	11	64	18	82	100	6	19	25	189
Total	175	19	194	69	278	347	25	68	93	634
08:00 AM	40	16	56	15	56	71	4	5	9	136
08:15 AM	25	6	31	10	31	41	2	3	5	77
08:30 AM	33	5	38	8	38	46	5	5	10	94
08:45 AM	46	4	50	4	39	43	2	2	4	97
Total	144	31	175	37	164	201	13	15	28	404
Grand Total	319	50	369	106	442	548	38	83	121	1038
Apprch %	86.4	13.6		19.3	80.7		31.4	68.6		
Total %	30.7	4.8	35.5	10.2	42.6	52.8	3.7	8	11.7	

	Indian Street Southbound			Indian Street Northbound			Gentian Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	50	3	53	18	66	84	2	**22**	24	161
07:30 AM	40	3	43	**21**	**89**	**110**	**11**	19	**30**	183
07:45 AM	**53**	11	**64**	18	82	100	6	19	25	**189**
08:00 AM	40	**16**	56	15	56	71	4	5	9	136
Total Volume	183	33	216	72	293	365	23	65	88	669
% App. Total	84.7	15.3		19.7	80.3		26.1	73.9		
PHF	.863	.516	.844	.857	.823	.830	.523	.739	.733	.885

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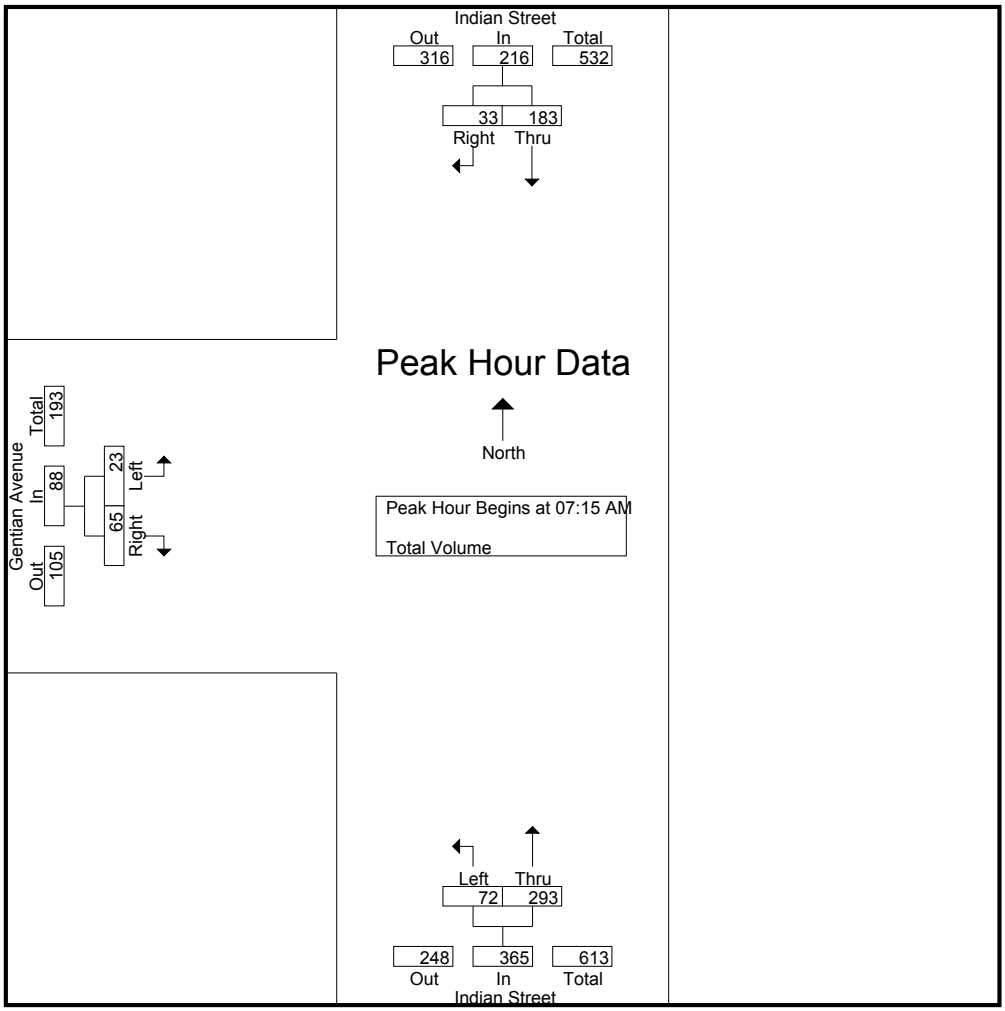

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:00 AM		
+0 mins.	50	3	53	18	66	84	6	8	14
+15 mins.	40	3	43	**21**	**89**	**110**	2	**22**	24
+30 mins.	**53**	11	**64**	18	82	100	**11**	19	**30**
+45 mins.	40	**16**	56	15	56	71	6	19	25
Total Volume	183	33	216	72	293	365	25	68	93
% App. Total	84.7	15.3		19.7	80.3		26.9	73.1	
PHF	.863	.516	.844	.857	.823	.830	.568	.773	.775

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City of Moreno Valley
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File Name : MRVINGEPM
Site Code : 00000155
Start Date : 5/15/2013
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Groups Printed- Total Volume

	Indian Street Southbound			Indian Street Northbound			Gentian Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	50	9	59	11	51	62	6	13	19	140
04:15 PM	59	5	64	9	49	58	3	10	13	135
04:30 PM	68	2	70	1	49	50	6	11	17	137
04:45 PM	61	7	68	3	55	58	8	15	23	149
Total	238	23	261	24	204	228	23	49	72	561
05:00 PM	57	4	61	6	45	51	5	16	21	133
05:15 PM	62	4	66	6	46	52	5	15	20	138
05:30 PM	73	3	76	7	53	60	9	19	28	164
05:45 PM	65	5	70	10	42	52	5	13	18	140
Total	257	16	273	29	186	215	24	63	87	575
Grand Total	495	39	534	53	390	443	47	112	159	1136
Apprch %	92.7	7.3		12	88		29.6	70.4		
Total %	43.6	3.4	47	4.7	34.3	39	4.1	9.9	14	

	Indian Street Southbound			Indian Street Northbound			Gentian Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	61	**7**	68	3	**55**	58	8	15	23	149
05:00 PM	57	4	61	6	45	51	5	16	21	133
05:15 PM	62	4	66	6	46	52	5	15	20	138
05:30 PM	**73**	3	**76**	**7**	53	**60**	**9**	**19**	**28**	**164**
Total Volume	253	18	271	22	199	221	27	65	92	584
% App. Total	93.4	6.6		10	90		29.3	70.7		
PHF	.866	.643	.891	.786	.905	.921	.750	.855	.821	.890

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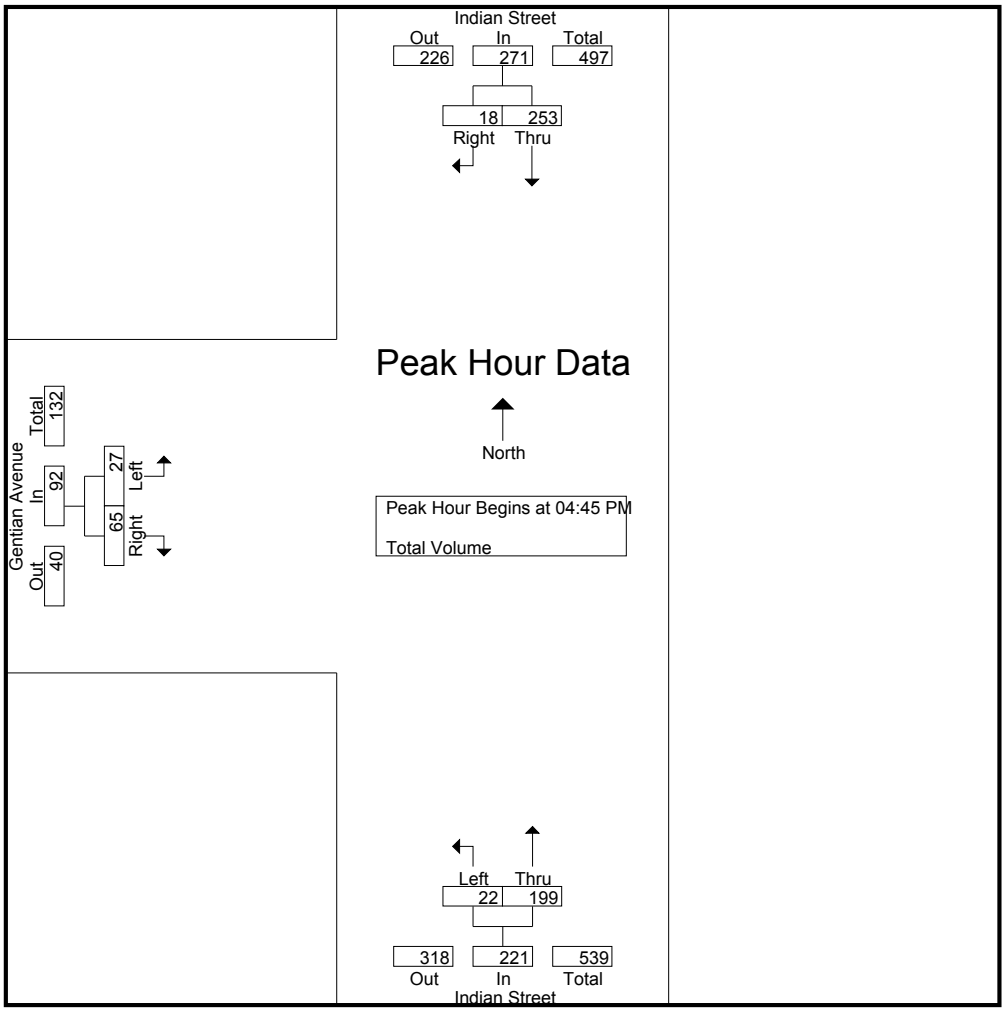

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM			04:00 PM			04:45 PM		
+0 mins.	57	4	61	**11**	51	**62**	8	15	23
+15 mins.	62	4	66	9	49	58	5	16	21
+30 mins.	**73**	3	**76**	1	49	50	5	15	20
+45 mins.	65	**5**	70	3	**55**	58	**9**	**19**	**28**
Total Volume	257	16	273	24	204	228	27	65	92
% App. Total	94.1	5.9		10.5	89.5		29.3	70.7	
PHF	.880	.800	.898	.545	.927	.919	.750	.855	.821

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Weather: Sunny

File Name : MRVINGESAT
Site Code : 00000155
Start Date : 5/18/2013
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Groups Printed- Total Volume

	Indian Street Southbound			Indian Street Northbound			Gentian Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
12:00 PM	41	7	48	8	59	67	6	11	17	132
12:15 PM	46	7	53	5	44	49	3	7	10	112
12:30 PM	40	4	44	6	33	39	5	10	15	98
12:45 PM	55	5	60	11	43	54	2	9	11	125
Total	182	23	205	30	179	209	16	37	53	467
01:00 PM	42	8	50	12	43	55	3	9	12	117
01:15 PM	50	4	54	7	50	57	5	11	16	127
01:30 PM	55	7	62	2	71	73	11	10	21	156
01:45 PM	38	6	44	9	56	65	5	10	15	124
Total	185	25	210	30	220	250	24	40	64	524
02:00 PM	52	5	57	5	44	49	2	4	6	112
02:15 PM	53	4	57	8	48	56	8	7	15	128
02:30 PM	42	9	51	8	40	48	5	5	10	109
02:45 PM	47	8	55	7	39	46	3	7	10	111
Total	194	26	220	28	171	199	18	23	41	460
Grand Total	561	74	635	88	570	658	58	100	158	1451
Apprch %	88.3	11.7		13.4	86.6		36.7	63.3		
Total %	38.7	5.1	43.8	6.1	39.3	45.3	4	6.9	10.9	

	Indian Street Southbound			Indian Street Northbound			Gentian Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 12:45 PM										
12:45 PM	**55**	5	60	11	43	54	2	9	11	125
01:00 PM	42	**8**	50	**12**	43	55	3	9	12	117
01:15 PM	50	4	54	7	50	57	5	**11**	16	127
01:30 PM	55	7	**62**	2	**71**	**73**	**11**	10	**21**	**156**
Total Volume	202	24	226	32	207	239	21	39	60	525
% App. Total	89.4	10.6		13.4	86.6		35	65		
PHF	.918	.750	.911	.667	.729	.818	.477	.886	.714	.841

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City of Moreno Valley
N/S: Indian Street
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Weather: Sunny

File Name : MRVINGESAT
Site Code : 00000155
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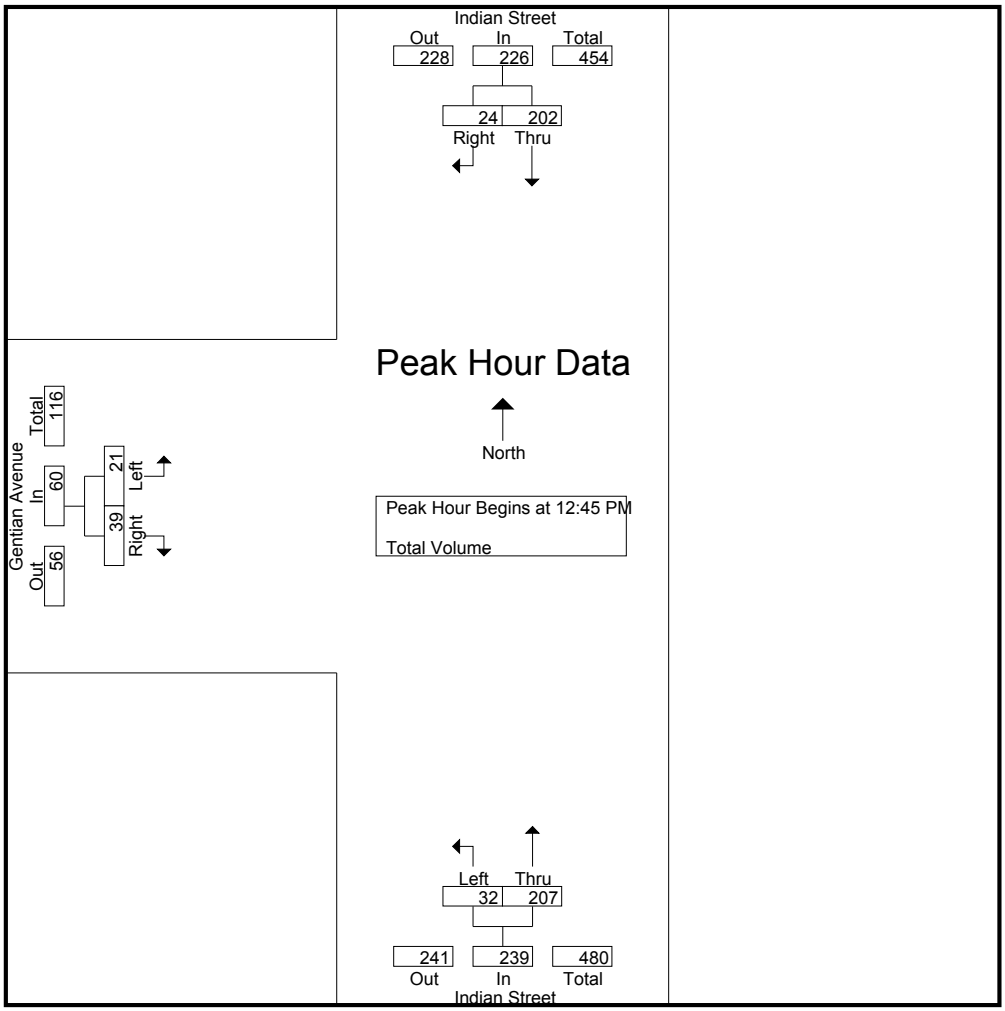

Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	12:45 PM			01:00 PM			01:00 PM		
+0 mins.	**55**	5	60	**12**	43	55	3	9	12
+15 mins.	42	**8**	50	7	50	57	5	**11**	16
+30 mins.	50	4	54	2	**71**	**73**	**11**	10	**21**
+45 mins.	55	7	**62**	9	56	65	5	10	15
Total Volume	202	24	226	30	220	250	24	40	64
% App. Total	89.4	10.6		12	88		37.5	62.5	
PHF	.918	.750	.911	.625	.775	.856	.545	.909	.762

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City of Moreno Valley
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E/W: Santiago Drive
Weather: Sunny

File Name : MRVINSAAM
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Start Date : 5/16/2013
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Groups Printed- Total Volume

	Indian Street Southbound			Santiago Drive Westbound			Indian Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	45	45	7	6	13	48	0	48	106
07:15 AM	5	84	89	24	18	42	75	0	75	206
07:30 AM	10	64	74	60	42	102	82	8	90	266
07:45 AM	14	65	79	99	35	134	65	9	74	287
Total	29	258	287	190	101	291	270	17	287	865
08:00 AM	0	53	53	39	17	56	57	1	58	167
08:15 AM	0	26	26	0	2	2	39	0	39	67
08:30 AM	0	35	35	2	0	2	46	0	46	83
08:45 AM	0	42	42	0	0	0	42	0	42	84
Total	0	156	156	41	19	60	184	1	185	401
Grand Total	29	414	443	231	120	351	454	18	472	1266
Apprch %	6.5	93.5		65.8	34.2		96.2	3.8		
Total %	2.3	32.7	35	18.2	9.5	27.7	35.9	1.4	37.3	

	Indian Street Southbound			Santiago Drive Westbound			Indian Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	5	**84**	**89**	24	18	42	75	0	75	206
07:30 AM	10	64	74	60	**42**	102	**82**	8	**90**	266
07:45 AM	**14**	65	79	**99**	35	**134**	65	**9**	74	**287**
08:00 AM	0	53	53	39	17	56	57	1	58	167
Total Volume	29	266	295	222	112	334	279	18	297	926
% App. Total	9.8	90.2		66.5	33.5		93.9	6.1		
PHF	.518	.792	.829	.561	.667	.623	.851	.500	.825	.807

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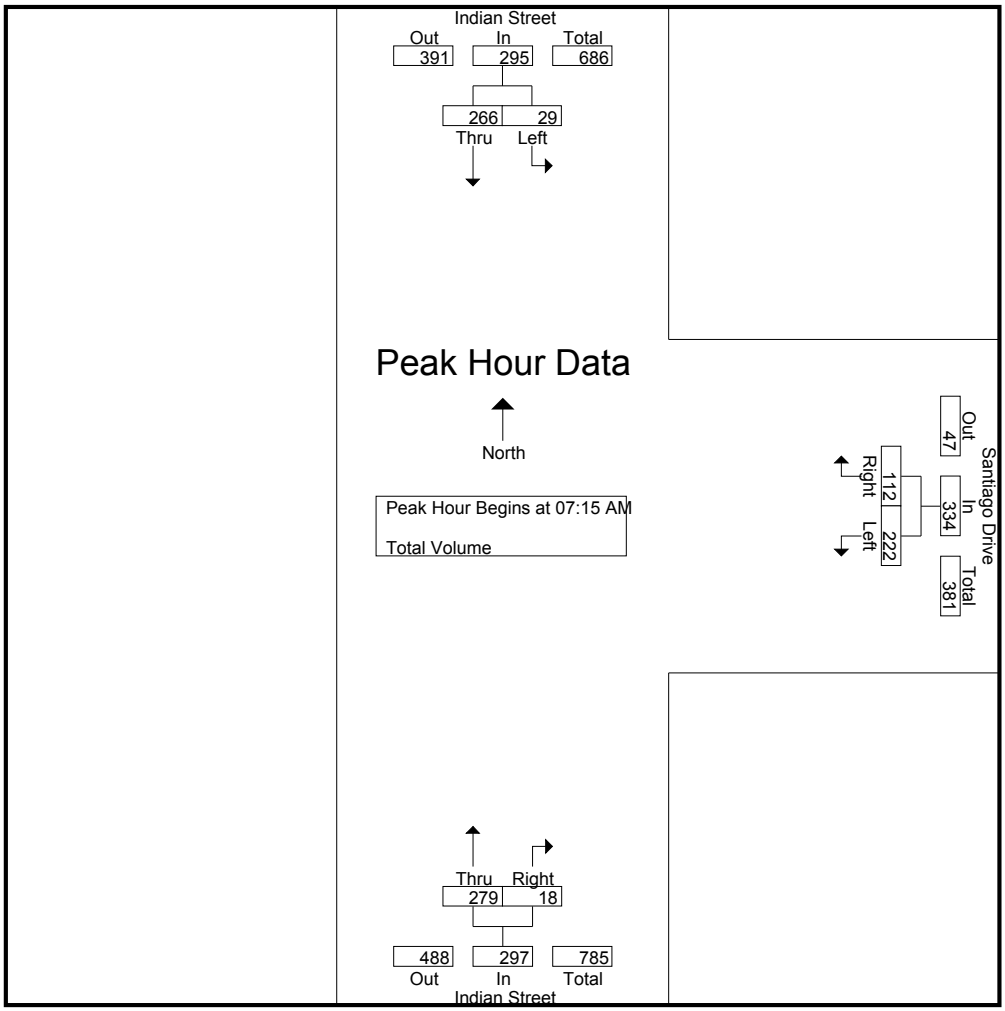

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	5	**84**	**89**	24	18	42	75	0	75
+15 mins.	10	64	74	60	**42**	102	**82**	8	**90**
+30 mins.	**14**	65	79	**99**	35	**134**	65	**9**	74
+45 mins.	0	53	53	39	17	56	57	1	58
Total Volume	29	266	295	222	112	334	279	18	297
% App. Total	9.8	90.2		66.5	33.5		93.9	6.1	
PHF	.518	.792	.829	.561	.667	.623	.851	.500	.825

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Groups Printed- Total Volume

	Indian Street Southbound			Santiago Drive Westbound			Indian Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	62	62	0	1	1	63	0	63	126
04:15 PM	0	62	62	0	1	1	54	0	54	117
04:30 PM	0	113	113	2	0	2	91	0	91	206
04:45 PM	1	46	47	0	1	1	20	0	20	68
Total	1	283	284	2	3	5	228	0	228	517
05:00 PM	0	56	56	0	0	0	42	0	42	98
05:15 PM	5	72	77	0	2	2	48	0	48	127
05:30 PM	1	76	77	1	1	2	58	0	58	137
05:45 PM	1	73	74	0	2	2	54	2	56	132
Total	7	277	284	1	5	6	202	2	204	494
Grand Total	8	560	568	3	8	11	430	2	432	1011
Apprch %	1.4	98.6		27.3	72.7		99.5	0.5		
Total %	0.8	55.4	56.2	0.3	0.8	1.1	42.5	0.2	42.7	

	Indian Street Southbound			Santiago Drive Westbound			Indian Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	62	62	0	**1**	1	63	0	63	126
04:15 PM	0	62	62	0	1	1	54	0	54	117
04:30 PM	0	**113**	**113**	**2**	0	**2**	**91**	0	**91**	**206**
04:45 PM	**1**	46	47	0	1	1	20	0	20	68
Total Volume	1	283	284	2	3	5	228	0	228	517
% App. Total	0.4	99.6		40	60		100	0		
PHF	.250	.626	.628	.250	.750	.625	.626	.000	.626	.627

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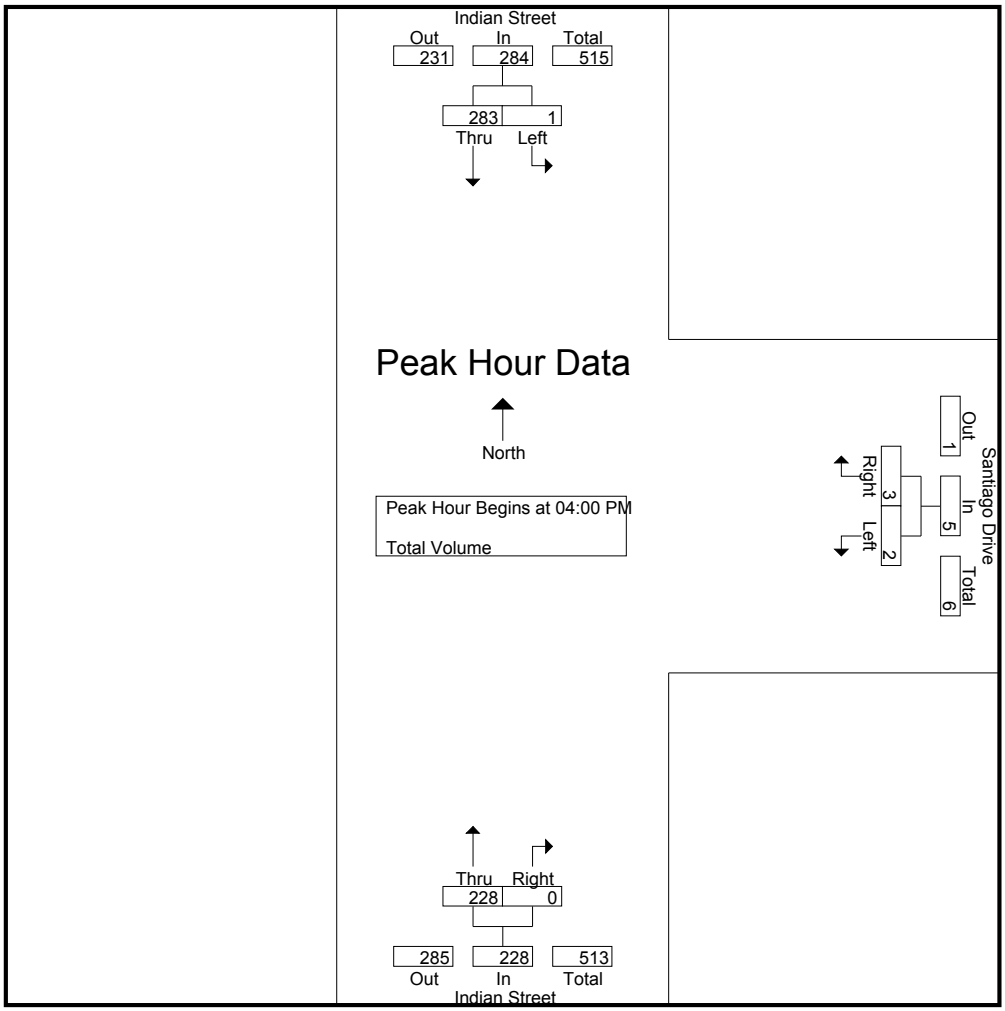

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM			05:00 PM			04:00 PM		
+0 mins.	0	**113**	**113**	0	0	0	63	0	63
+15 mins.	1	46	47	0	**2**	**2**	54	0	54
+30 mins.	0	56	56	**1**	1	2	**91**	0	**91**
+45 mins.	**5**	72	77	0	2	2	20	0	20
Total Volume	6	287	293	1	5	6	228	0	228
% App. Total	2	98		16.7	83.3		100	0	
PHF	.300	.635	.648	.250	.625	.750	.626	.000	.626

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Groups Printed- Total Volume

	Indian Street Southbound			Santiago Drive Westbound			Indian Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
12:00 PM	0	51	51	0	0	0	64	0	64	115
12:15 PM	0	44	44	0	0	0	52	0	52	96
12:30 PM	0	54	54	0	0	0	36	0	36	90
12:45 PM	0	63	63	0	0	0	55	0	55	118
Total	0	212	212	0	0	0	207	0	207	419
01:00 PM	0	50	50	0	0	0	53	0	53	103
01:15 PM	0	57	57	0	0	0	54	0	54	111
01:30 PM	0	67	67	0	0	0	71	0	71	138
01:45 PM	0	49	49	0	0	0	76	0	76	125
Total	0	223	223	0	0	0	254	0	254	477
02:00 PM	0	61	61	0	0	0	55	0	55	116
02:15 PM	0	54	54	0	0	0	56	0	56	110
02:30 PM	1	49	50	0	0	0	49	0	49	99
02:45 PM	0	53	53	0	0	0	55	0	55	108
Total	1	217	218	0	0	0	215	0	215	433
Grand Total	1	652	653	0	0	0	676	0	676	1329
Apprch %	0.2	99.8		0	0		100	0		
Total %	0.1	49.1	49.1	0	0	0	50.9	0	50.9	

	Indian Street Southbound			Santiago Drive Westbound			Indian Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 01:15 PM										
01:15 PM	0	57	57	0	0	0	54	0	54	111
01:30 PM	0	**67**	**67**	0	0	0	71	0	71	**138**
01:45 PM	0	49	49	0	0	0	**76**	0	**76**	125
02:00 PM	0	61	61	0	0	0	55	0	55	116
Total Volume	0	234	234	0	0	0	256	0	256	490
% App. Total	0	100		0	0		100	0		
PHF	.000	.873	.873	.000	.000	.000	.842	.000	.842	.888

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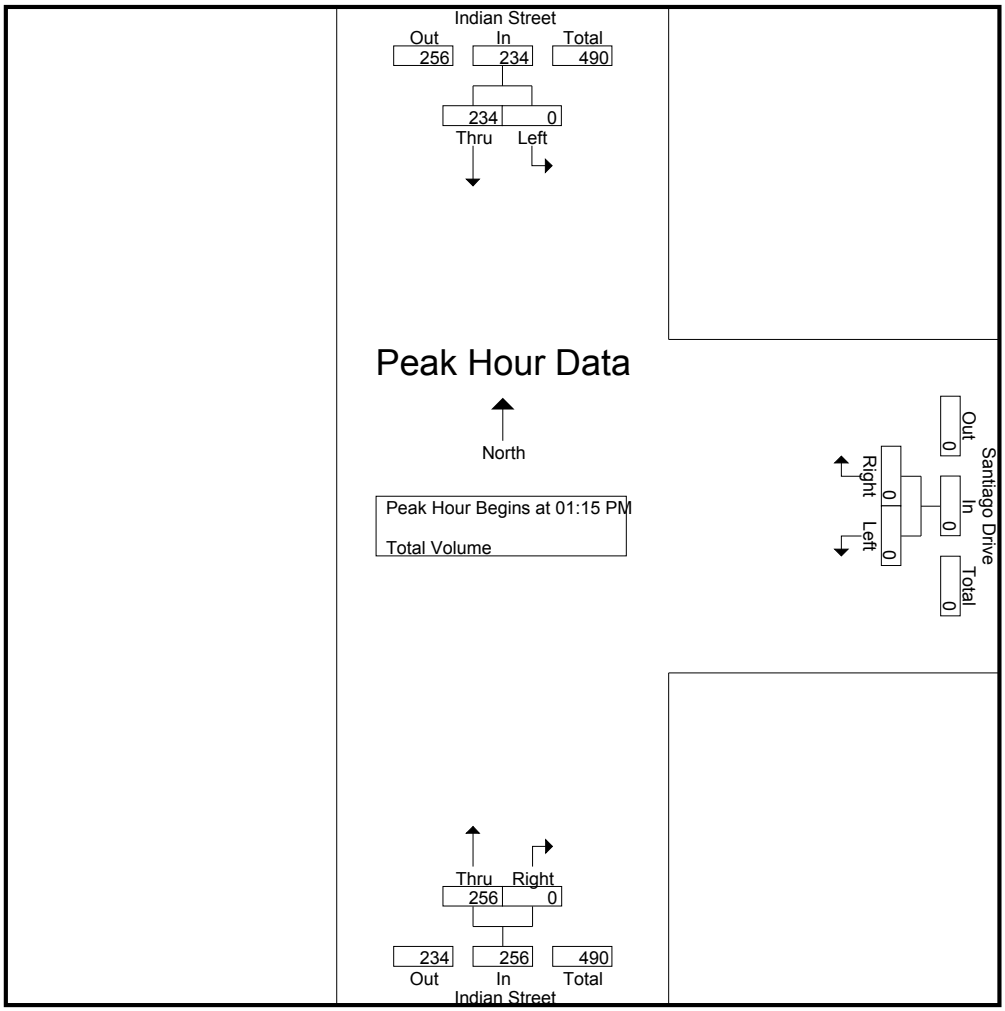

Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	12:45 PM			12:00 PM			01:30 PM		
+0 mins.	0	63	63	0	0	0	71	0	71
+15 mins.	0	50	50	0	0	0	**76**	0	**76**
+30 mins.	0	57	57	0	0	0	55	0	55
+45 mins.	0	**67**	**67**	0	0	0	56	0	56
Total Volume	0	237	237	0	0	0	258	0	258
% App. Total	0	100		0	0		100	0	
PHF	.000	.884	.884	.000	.000	.000	.849	.000	.849

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E/W: Iris Avenue
Weather: Sunny

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Groups Printed- Total Volume

	Indian Street Southbound				Iris Avenue Westbound				Indian Street Northbound				Iris Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	31	20	2	53	1	85	62	148	29	36	2	67	6	40	10	56	324
07:15 AM	59	44	2	105	1	95	111	207	35	76	1	112	7	47	9	63	487
07:30 AM	75	63	9	147	2	90	132	224	32	85	3	120	14	53	11	78	569
07:45 AM	107	79	3	189	0	94	106	200	27	77	3	107	7	64	8	79	575
Total	272	206	16	494	4	364	411	779	123	274	9	406	34	204	38	276	1955
08:00 AM	60	38	2	100	2	77	62	141	33	26	0	59	2	34	11	47	347
08:15 AM	24	9	1	34	0	46	21	67	31	16	1	48	0	38	8	46	195
08:30 AM	24	11	0	35	1	55	32	88	19	18	0	37	0	32	6	38	198
08:45 AM	24	14	2	40	1	51	28	80	12	13	1	26	0	36	12	48	194
Total	132	72	5	209	4	229	143	376	95	73	2	170	2	140	37	179	934
Grand Total	404	278	21	703	8	593	554	1155	218	347	11	576	36	344	75	455	2889
Apprch %	57.5	39.5	3		0.7	51.3	48		37.8	60.2	1.9		7.9	75.6	16.5		
Total %	14	9.6	0.7	24.3	0.3	20.5	19.2	40	7.5	12	0.4	19.9	1.2	11.9	2.6	15.7	

	Indian Street Southbound				Iris Avenue Westbound				Indian Street Northbound				Iris Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	59	44	2	105	1	**95**	111	207	**35**	76	1	112	7	47	9	63	487
07:30 AM	75	63	**9**	147	**2**	90	**132**	**224**	32	**85**	**3**	**120**	**14**	53	**11**	78	569
07:45 AM	**107**	**79**	3	**189**	0	94	106	200	27	77	3	107	7	**64**	8	**79**	**575**
08:00 AM	60	38	2	100	2	77	62	141	33	26	0	59	2	34	11	47	347
Total Volume	301	224	16	541	5	356	411	772	127	264	7	398	30	198	39	267	1978
% App. Total	55.6	41.4	3		0.6	46.1	53.2		31.9	66.3	1.8		11.2	74.2	14.6		
PHF	.703	.709	.444	.716	.625	.937	.778	.862	.907	.776	.583	.829	.536	.773	.886	.845	.860

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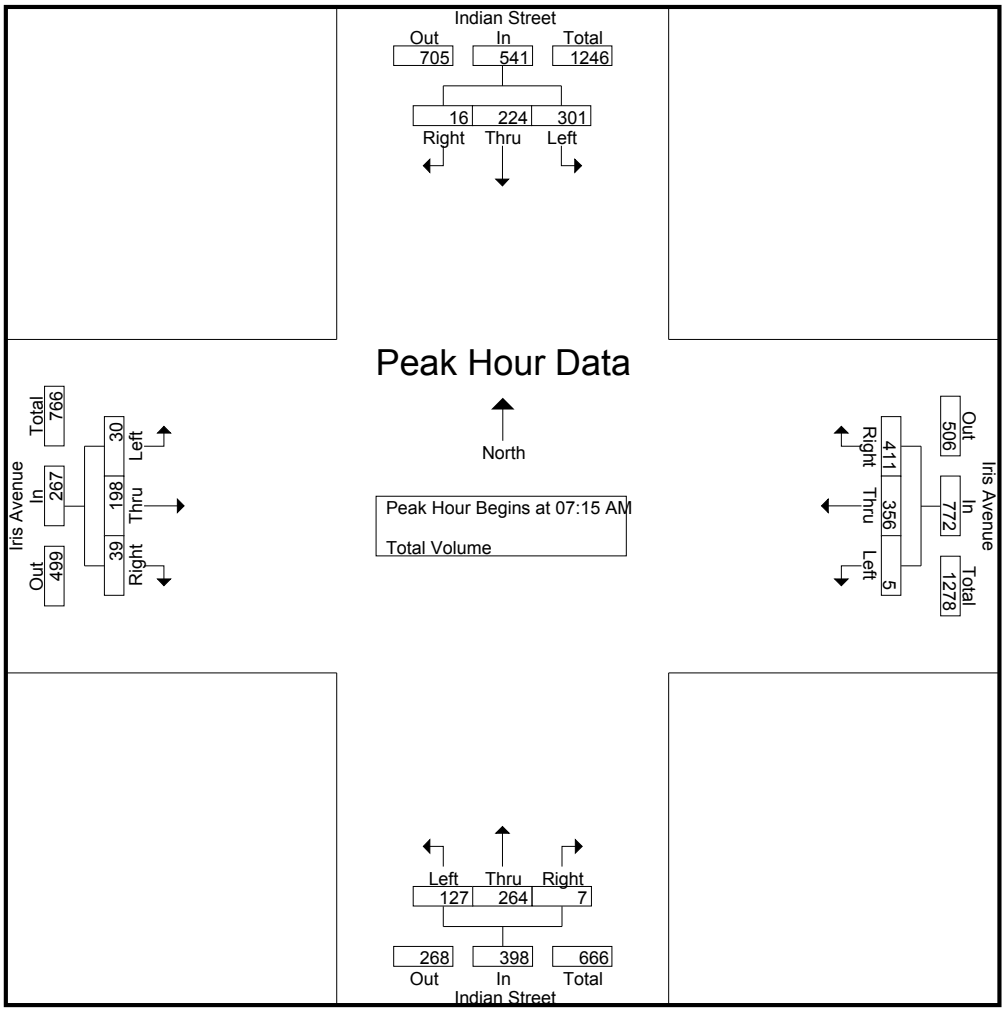

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	59	44	2	105	1	85	62	148	29	36	2	67	6	40	10	56
+15 mins.	75	63	**9**	147	1	**95**	111	207	**35**	76	1	112	7	47	9	63
+30 mins.	**107**	**79**	3	**189**	**2**	90	**132**	**224**	32	**85**	**3**	**120**	**14**	53	**11**	78
+45 mins.	60	38	2	100	0	94	106	200	27	77	3	107	7	**64**	8	**79**
Total Volume	301	224	16	541	4	364	411	779	123	274	9	406	34	204	38	276
% App. Total	55.6	41.4	3		0.5	46.7	52.8		30.3	67.5	2.2		12.3	73.9	13.8	
PHF	.703	.709	.444	.716	.500	.958	.778	.869	.879	.806	.750	.846	.607	.797	.864	.873

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Groups Printed- Total Volume

	Indian Street Southbound				Iris Avenue Westbound				Indian Street Northbound				Iris Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	40	25	4	69	3	50	46	99	9	12	1	22	3	75	26	104	294
04:15 PM	40	26	4	70	1	49	45	95	6	12	1	19	3	78	26	107	291
04:30 PM	39	22	3	64	2	62	36	100	11	14	3	28	2	103	25	130	322
04:45 PM	52	32	1	85	6	55	40	101	11	15	3	29	2	111	29	142	357
Total	171	105	12	288	12	216	167	395	37	53	8	98	10	367	106	483	1264
05:00 PM	48	26	2	76	4	58	41	103	10	11	4	25	0	99	31	130	334
05:15 PM	49	23	1	73	0	58	41	99	12	11	1	24	1	105	28	134	330
05:30 PM	62	33	2	97	0	65	47	112	15	23	0	38	4	93	27	124	371
05:45 PM	47	24	1	72	6	48	45	99	13	16	2	31	1	113	31	145	347
Total	206	106	6	318	10	229	174	413	50	61	7	118	6	410	117	533	1382
Grand Total	377	211	18	606	22	445	341	808	87	114	15	216	16	777	223	1016	2646
Apprch %	62.2	34.8	3		2.7	55.1	42.2		40.3	52.8	6.9		1.6	76.5	21.9		
Total %	14.2	8	0.7	22.9	0.8	16.8	12.9	30.5	3.3	4.3	0.6	8.2	0.6	29.4	8.4	38.4	

	Indian Street Southbound				Iris Avenue Westbound				Indian Street Northbound				Iris Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	52	32	1	85	**6**	55	40	101	11	15	3	29	2	**111**	29	**142**	357
05:00 PM	48	26	**2**	76	4	58	41	103	10	11	**4**	25	0	99	**31**	130	334
05:15 PM	49	23	1	73	0	58	41	99	12	11	1	24	1	105	28	134	330
05:30 PM	**62**	**33**	2	**97**	0	**65**	**47**	**112**	**15**	**23**	0	**38**	**4**	93	27	124	**371**
Total Volume	211	114	6	331	10	236	169	415	48	60	8	116	7	408	115	530	1392
% App. Total	63.7	34.4	1.8		2.4	56.9	40.7		41.4	51.7	6.9		1.3	77	21.7		
PHF	.851	.864	.750	.853	.417	.908	.899	.926	.800	.652	.500	.763	.438	.919	.927	.933	.938

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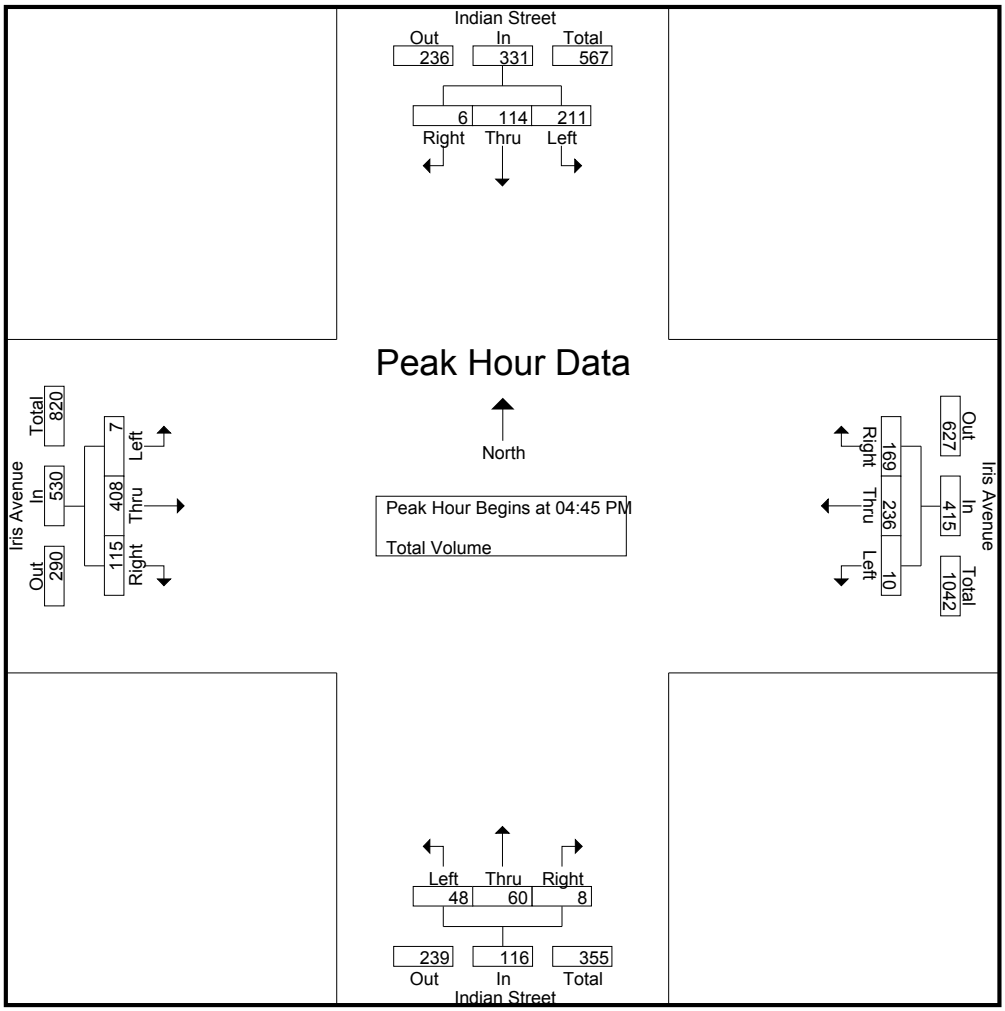

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				05:00 PM				04:30 PM			
+0 mins.	52	32	1	85	**6**	55	40	101	10	11	**4**	25	**2**	103	25	130
+15 mins.	48	26	**2**	76	4	58	41	103	12	11	1	24	2	**111**	29	**142**
+30 mins.	49	23	1	73	0	58	41	99	**15**	**23**	0	**38**	0	99	**31**	130
+45 mins.	**62**	**33**	2	**97**	0	**65**	**47**	**112**	13	16	2	31	1	105	28	134
Total Volume	211	114	6	331	10	236	169	415	50	61	7	118	5	418	113	536
% App. Total	63.7	34.4	1.8		2.4	56.9	40.7		42.4	51.7	5.9		0.9	78	21.1	
PHF	.851	.864	.750	.853	.417	.908	.899	.926	.833	.663	.438	.776	.625	.941	.911	.944

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City of Moreno Valley
N/S: Indian Avenue
E/W: Iris Avenue
Weather: Sunny

File Name : MRVINIRSAT
Site Code : 00000099
Start Date : 5/18/2013
Page No : 1

Groups Printed- Total Volume

	Indian Avenue Southbound				Iris Avenue Westbound				Indian Avenue Northbound				Iris Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	25	19	0	44	5	63	41	109	8	20	4	32	0	56	15	71	256
12:15 PM	31	14	0	45	3	51	35	89	16	15	2	33	2	45	11	58	225
12:30 PM	40	15	0	55	0	47	27	74	19	12	3	34	1	50	8	59	222
12:45 PM	37	17	4	58	3	60	37	100	17	15	1	33	1	51	15	67	258
Total	133	65	4	202	11	221	140	372	60	62	10	132	4	202	49	255	961
01:00 PM	37	18	1	56	3	59	38	100	15	13	3	31	2	69	14	85	272
01:15 PM	28	22	3	53	1	68	44	113	10	16	1	27	0	59	14	73	266
01:30 PM	42	20	4	66	3	61	57	121	16	11	0	27	0	59	18	77	291
01:45 PM	39	12	3	54	3	45	47	95	9	19	1	29	2	61	22	85	263
Total	146	72	11	229	10	233	186	429	50	59	5	114	4	248	68	320	1092
02:00 PM	36	21	0	57	1	80	37	118	13	16	2	31	2	43	21	66	272
02:15 PM	32	23	1	56	2	52	36	90	17	17	0	34	1	59	13	73	253
02:30 PM	35	14	1	50	0	43	37	80	17	13	0	30	0	61	11	72	232
02:45 PM	31	17	3	51	2	43	45	90	11	9	2	22	0	70	19	89	252
Total	134	75	5	214	5	218	155	378	58	55	4	117	3	233	64	300	1009
Grand Total	413	212	20	645	26	672	481	1179	168	176	19	363	11	683	181	875	3062
Apprch %	64	32.9	3.1		2.2	57	40.8		46.3	48.5	5.2		1.3	78.1	20.7		
Total %	13.5	6.9	0.7	21.1	0.8	21.9	15.7	38.5	5.5	5.7	0.6	11.9	0.4	22.3	5.9	28.6	

	Indian Avenue Southbound				Iris Avenue Westbound				Indian Avenue Northbound				Iris Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	37	18	1	56	**3**	59	38	100	15	13	**3**	**31**	**2**	**69**	14	**85**	272
01:15 PM	28	**22**	3	53	1	**68**	44	113	10	16	1	27	0	59	14	73	266
01:30 PM	**42**	20	**4**	**66**	3	61	**57**	**121**	**16**	11	0	27	0	59	18	77	**291**
01:45 PM	39	12	3	54	3	45	47	95	9	**19**	1	29	2	61	**22**	85	263
Total Volume	146	72	11	229	10	233	186	429	50	59	5	114	4	248	68	320	1092
% App. Total	63.8	31.4	4.8		2.3	54.3	43.4		43.9	51.8	4.4		1.2	77.5	21.2		
PHF	.869	.818	.688	.867	.833	.857	.816	.886	.781	.776	.417	.919	.500	.899	.773	.941	.938

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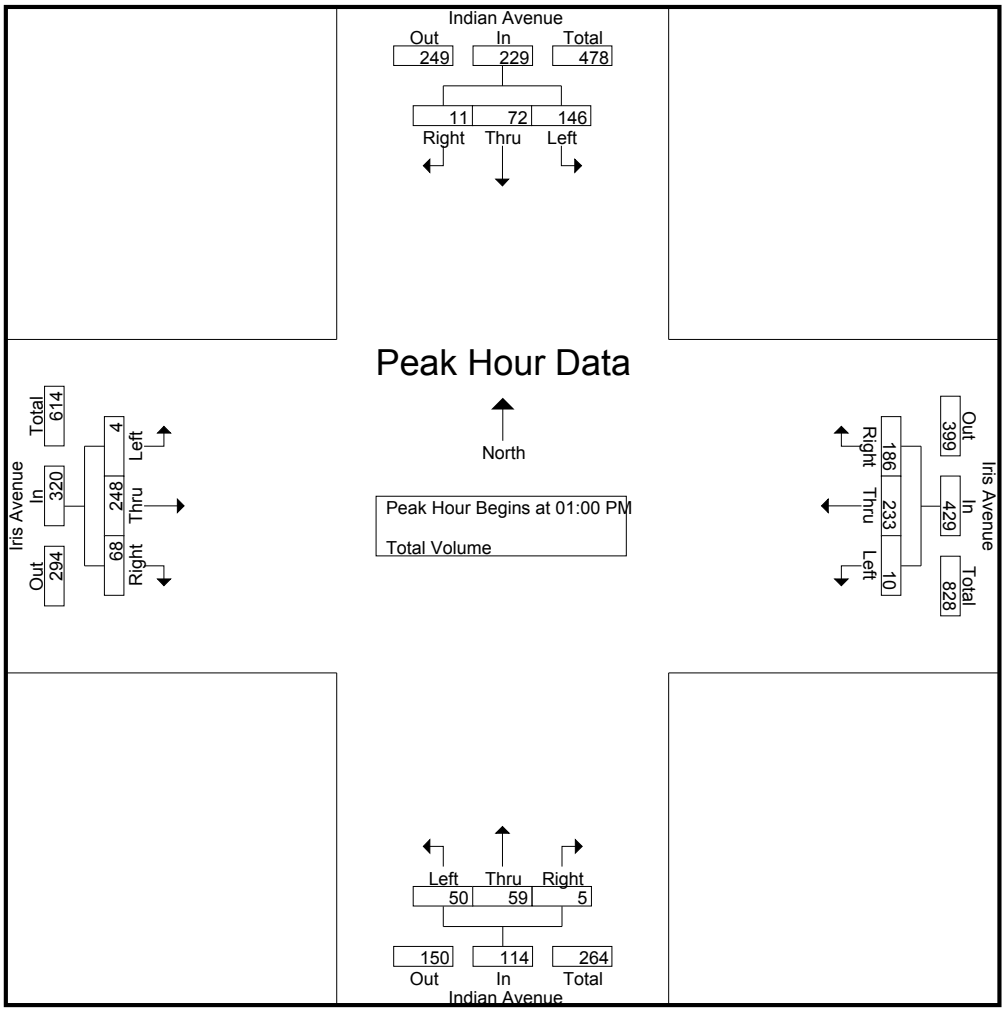
City of Moreno Valley
N/S: Indian Avenue
E/W: Iris Avenue
Weather: Sunny

File Name : MRVINIRSAT
Site Code : 00000099
Start Date : 5/18/2013
Page No : 2



Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	12:45 PM				01:15 PM				12:00 PM				01:00 PM			
+0 mins.	37	17	**4**	58	1	68	44	113	8	**20**	**4**	32	**2**	**69**	14	**85**
+15 mins.	37	18	1	56	**3**	61	**57**	**121**	16	15	2	33	0	59	14	73
+30 mins.	28	**22**	3	53	3	45	47	95	**19**	12	3	**34**	0	59	18	77
+45 mins.	**42**	20	4	**66**	1	**80**	37	118	17	15	1	33	2	61	**22**	85
Total Volume	144	77	12	233	8	254	185	447	60	62	10	132	4	248	68	320
% App. Total	61.8	33	5.2		1.8	56.8	41.4		45.5	47	7.6		1.2	77.5	21.2	
PHF	.857	.875	.750	.883	.667	.794	.811	.924	.789	.775	.625	.971	.500	.899	.773	.941

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City of Moreno Valley
N/S: Indian Street
E/W: Krameria Street
Weather: Sunny

File Name : MRVINKRAM
Site Code : 00000155
Start Date : 5/16/2013
Page No : 1

Groups Printed- Total Volume

	Indian Street Southbound			Krameria Street Westbound			Indian Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	31	7	38	2	36	38	27	4	31	107
07:15 AM	48	22	70	0	81	81	33	7	40	191
07:30 AM	52	27	79	1	83	84	38	1	39	202
07:45 AM	62	20	82	0	63	63	21	3	24	169
Total	193	76	269	3	263	266	119	15	134	669
08:00 AM	28	14	42	2	35	37	12	2	14	93
08:15 AM	14	5	19	1	32	33	12	0	12	64
08:30 AM	11	4	15	0	31	31	10	1	11	57
08:45 AM	7	7	14	1	28	29	9	1	10	53
Total	60	30	90	4	126	130	43	4	47	267
Grand Total	253	106	359	7	389	396	162	19	181	936
Apprch %	70.5	29.5		1.8	98.2		89.5	10.5		
Total %	27	11.3	38.4	0.7	41.6	42.3	17.3	2	19.3	

	Indian Street Southbound			Krameria Street Westbound			Indian Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	31	7	38	**2**	36	38	27	4	31	107
07:15 AM	48	22	70	0	81	81	33	**7**	**40**	191
07:30 AM	52	**27**	79	1	**83**	**84**	**38**	1	39	**202**
07:45 AM	**62**	20	**82**	0	63	63	21	3	24	169
Total Volume	193	76	269	3	263	266	119	15	134	669
% App. Total	71.7	28.3		1.1	98.9		88.8	11.2		
PHF	.778	.704	.820	.375	.792	.792	.783	.536	.838	.828

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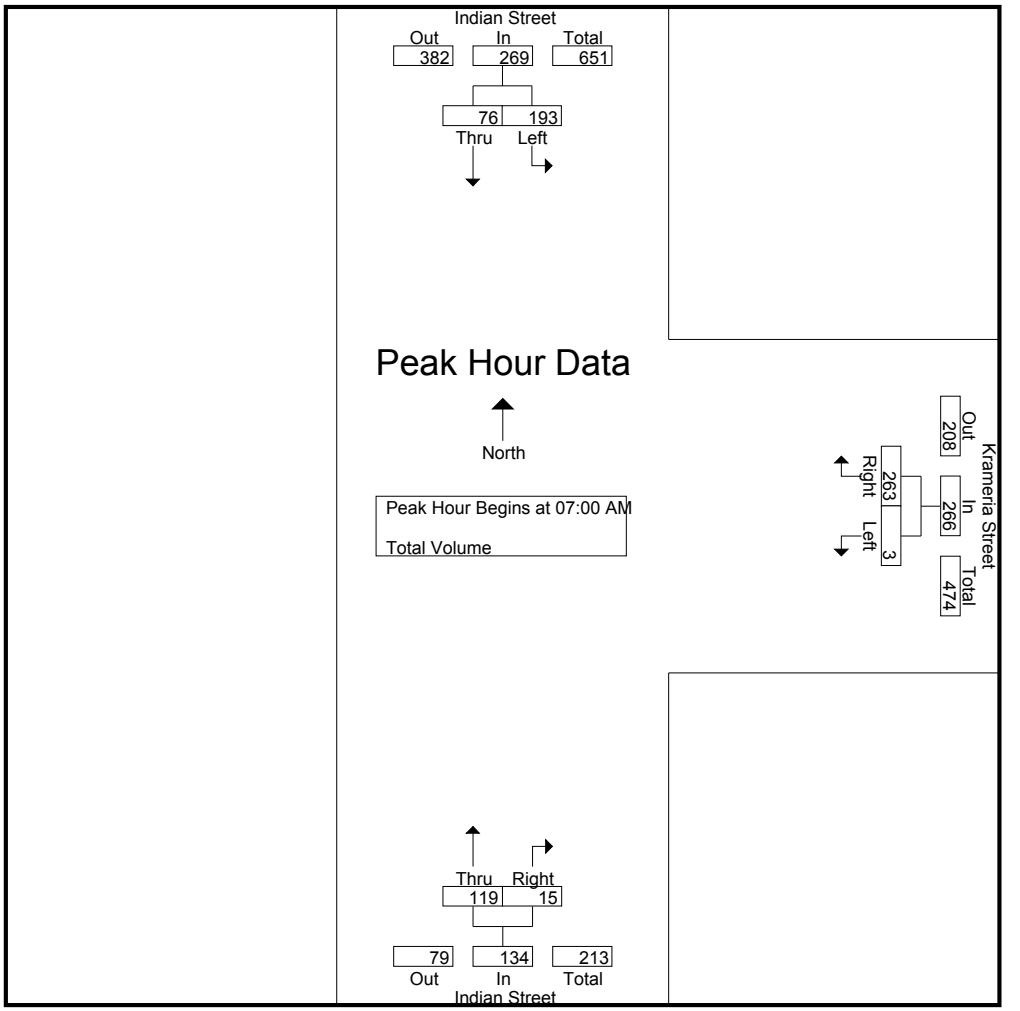
City of Moreno Valley
N/S: Indian Street
E/W: Krameria Street
Weather: Sunny

File Name : MRVINKRAM
Site Code : 00000155
Start Date : 5/16/2013
Page No : 2



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

Peak Hour for Each Approach Begins at:

	07:15 AM			07:00 AM			07:00 AM		
+0 mins.	48	22	70	**2**	36	38	27	4	31
+15 mins.	52	**27**	79	0	81	81	33	**7**	**40**
+30 mins.	**62**	20	**82**	1	**83**	**84**	**38**	1	39
+45 mins.	28	14	42	0	63	63	21	3	24
Total Volume	190	83	273	3	263	266	119	15	134
% App. Total	69.6	30.4		1.1	98.9		88.8	11.2	
PHF	.766	.769	.832	.375	.792	.792	.783	.536	.838

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City of Moreno Valley
N/S: Indian Street
E/W: Krameria Street
Weather: Sunny

File Name : MRVINKRPM
Site Code : 00000155
Start Date : 5/16/2013
Page No : 1

Groups Printed- Total Volume

	Indian Street Southbound			Krameria Street Westbound			Indian Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	30	22	52	1	16	17	8	1	9	78
04:15 PM	29	23	52	1	12	13	10	0	10	75
04:30 PM	27	26	53	1	17	18	10	2	12	83
04:45 PM	35	27	62	0	18	18	9	1	10	90
Total	121	98	219	3	63	66	37	4	41	326
05:00 PM	35	24	59	2	15	17	12	3	15	91
05:15 PM	32	23	55	1	11	12	14	0	14	81
05:30 PM	45	22	67	1	21	22	18	1	19	108
05:45 PM	35	28	63	2	14	16	17	2	19	98
Total	147	97	244	6	61	67	61	6	67	378
Grand Total	268	195	463	9	124	133	98	10	108	704
Apprch %	57.9	42.1		6.8	93.2		90.7	9.3		
Total %	38.1	27.7	65.8	1.3	17.6	18.9	13.9	1.4	15.3	

	Indian Street Southbound			Krameria Street Westbound			Indian Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	35	24	59	**2**	15	17	12	**3**	15	91
05:15 PM	32	23	55	1	11	12	14	0	14	81
05:30 PM	**45**	22	**67**	1	**21**	**22**	**18**	1	**19**	**108**
05:45 PM	35	**28**	63	2	14	16	17	2	19	98
Total Volume	147	97	244	6	61	67	61	6	67	378
% App. Total	60.2	39.8		9	91		91	9		
PHF	.817	.866	.910	.750	.726	.761	.847	.500	.882	.875

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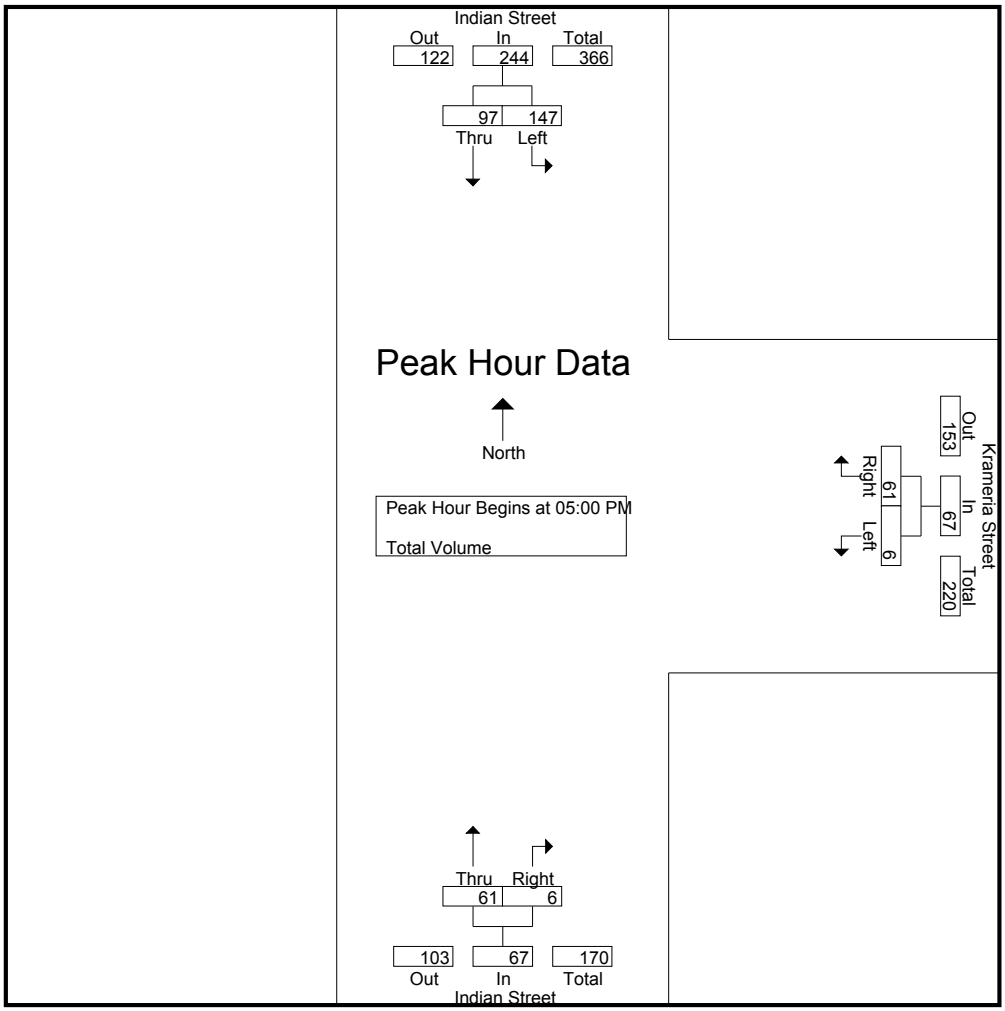
City of Moreno Valley
N/S: Indian Street
E/W: Krameria Street
Weather: Sunny

File Name : MRVINKRPM
Site Code : 00000155
Start Date : 5/16/2013
Page No : 2



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

Peak Hour for Each Approach Begins at:

	05:00 PM			04:45 PM			05:00 PM		
+0 mins.	35	24	59	0	18	18	12	**3**	15
+15 mins.	32	23	55	**2**	15	17	14	0	14
+30 mins.	**45**	22	**67**	1	11	12	**18**	1	**19**
+45 mins.	35	**28**	63	1	**21**	**22**	17	2	19
Total Volume	147	97	244	4	65	69	61	6	67
% App. Total	60.2	39.8		5.8	94.2		91	9	
PHF	.817	.866	.910	.500	.774	.784	.847	.500	.882

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City of Moreno Valley
N/S: Indian Street
E/W: Krameria Street
Weather: Sunny

File Name : MRVINKRSAT
Site Code : 00000045
Start Date : 5/18/2013
Page No : 1

Groups Printed- Total Volume

	Indian Street Southbound			Krameria Street Westbound			Indian Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
12:00 PM	22	17	39	1	17	18	15	3	18	75
12:15 PM	15	14	29	1	18	19	13	1	14	62
12:30 PM	15	9	24	0	28	28	9	2	11	63
12:45 PM	17	16	33	1	20	21	11	2	13	67
Total	69	56	125	3	83	86	48	8	56	267
01:00 PM	20	17	37	1	20	21	12	3	15	73
01:15 PM	20	19	39	0	16	16	12	1	13	68
01:30 PM	21	17	38	1	22	23	8	0	8	69
01:45 PM	26	16	42	2	14	16	13	1	14	72
Total	87	69	156	4	72	76	45	5	50	282
02:00 PM	23	18	41	1	16	17	14	1	15	73
02:15 PM	24	16	40	0	29	29	9	2	11	80
02:30 PM	14	11	25	2	17	19	11	0	11	55
02:45 PM	23	13	36	4	10	14	14	2	16	66
Total	84	58	142	7	72	79	48	5	53	274
Grand Total	240	183	423	14	227	241	141	18	159	823
Apprch %	56.7	43.3		5.8	94.2		88.7	11.3		
Total %	29.2	22.2	51.4	1.7	27.6	29.3	17.1	2.2	19.3	

	Indian Street Southbound			Krameria Street Westbound			Indian Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 01:30 PM										
01:30 PM	21	17	38	1	22	23	8	0	8	69
01:45 PM	**26**	16	**42**	**2**	14	16	13	1	14	72
02:00 PM	23	**18**	41	1	16	17	**14**	1	**15**	73
02:15 PM	24	16	40	0	**29**	**29**	9	**2**	11	**80**
Total Volume	94	67	161	4	81	85	44	4	48	294
% App. Total	58.4	41.6		4.7	95.3		91.7	8.3		
PHF	.904	.931	.958	.500	.698	.733	.786	.500	.800	.919

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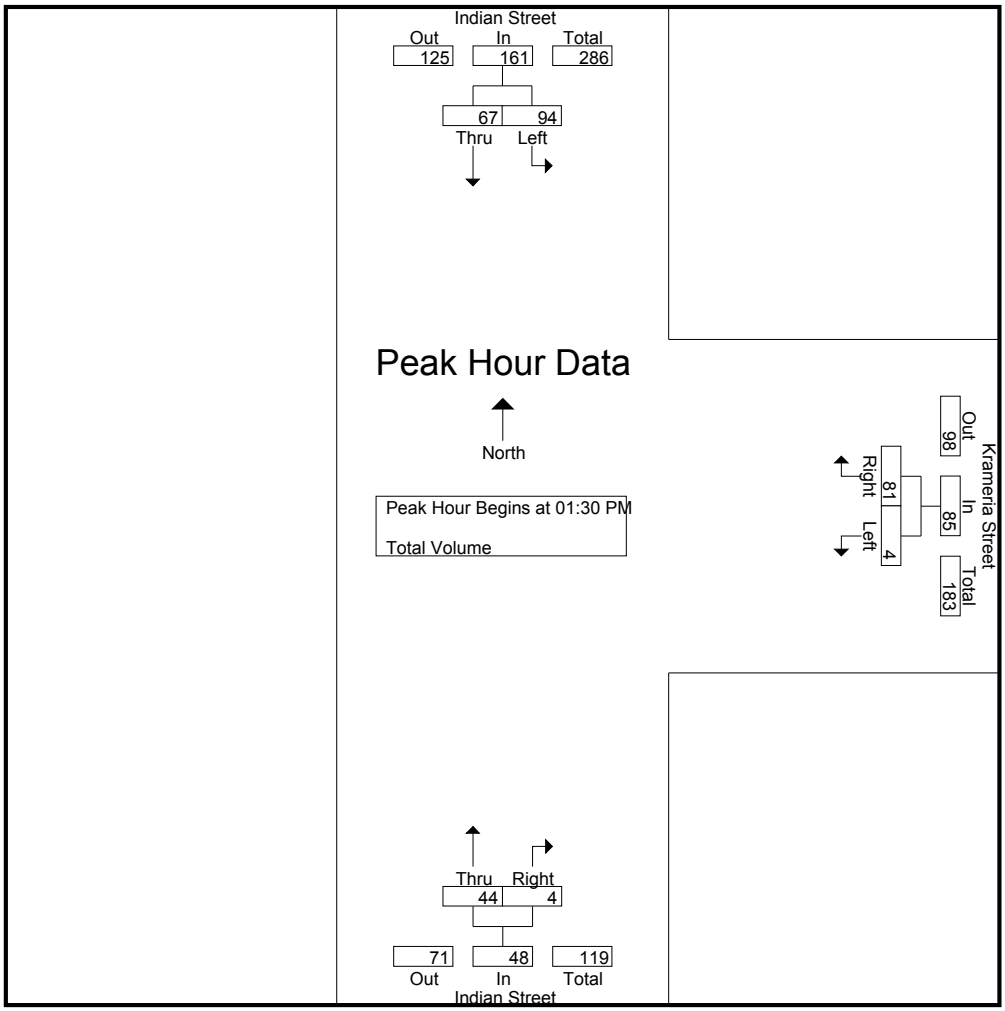
City of Moreno Valley
N/S: Indian Street
E/W: Krameria Street
Weather: Sunny

File Name : MRVINKRSAT
Site Code : 00000045
Start Date : 5/18/2013
Page No : 2



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

	01:30 PM			12:15 PM			12:00 PM		
+0 mins.	21	17	38	**1**	18	19	**15**	**3**	**18**
+15 mins.	**26**	16	**42**	0	**28**	**28**	13	1	14
+30 mins.	23	**18**	41	1	20	21	9	2	11
+45 mins.	24	16	40	1	20	21	11	2	13
Total Volume	94	67	161	3	86	89	48	8	56
% App. Total	58.4	41.6		3.4	96.6		85.7	14.3	
PHF	.904	.931	.958	.750	.768	.795	.800	.667	.778

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City of Moreno Valley
N/S: Indian Street
E/W: San Michele Road
Weather: Sunny

File Name : MRVINSMPM
Site Code : 00000155
Start Date : 5/16/2013
Page No : 1

Groups Printed- Total Volume

	Indian Street Southbound				San Michele Road Westbound				Indian Street Northbound				San Michele Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	1	0	2	19	1	0	20	4	0	18	22	0	3	4	7	51
07:15 AM	0	2	0	2	22	2	2	26	5	1	15	21	0	2	4	6	55
07:30 AM	0	1	0	1	10	3	0	13	10	0	23	33	0	1	7	8	55
07:45 AM	0	0	0	0	8	2	0	10	10	0	22	32	0	3	4	7	49
Total	1	4	0	5	59	8	2	69	29	1	78	108	0	9	19	28	210
08:00 AM	2	1	1	4	13	1	0	14	4	2	13	19	0	4	6	10	47
08:15 AM	1	0	0	1	4	3	1	8	1	0	7	8	0	2	8	10	27
08:30 AM	0	1	0	1	5	3	0	8	5	2	8	15	0	3	5	8	32
08:45 AM	0	0	0	0	11	2	0	13	3	1	6	10	0	4	2	6	29
Total	3	2	1	6	33	9	1	43	13	5	34	52	0	13	21	34	135
Grand Total	4	6	1	11	92	17	3	112	42	6	112	160	0	22	40	62	345
Apprch %	36.4	54.5	9.1		82.1	15.2	2.7		26.2	3.8	70		0	35.5	64.5		
Total %	1.2	1.7	0.3	3.2	26.7	4.9	0.9	32.5	12.2	1.7	32.5	46.4	0	6.4	11.6	18	

	Indian Street Southbound				San Michele Road Westbound				Indian Street Northbound				San Michele Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	**1**	1	0	**2**	19	1	0	20	4	0	18	22	0	**3**	4	7	51
07:15 AM	0	**2**	0	2	**22**	2	**2**	**26**	5	**1**	15	21	0	2	4	6	**55**
07:30 AM	0	1	0	1	10	**3**	0	13	**10**	0	**23**	**33**	0	1	**7**	**8**	55
07:45 AM	0	0	0	0	8	2	0	10	10	0	22	32	0	3	4	7	49
Total Volume	1	4	0	5	59	8	2	69	29	1	78	108	0	9	19	28	210
% App. Total	20	80	0		85.5	11.6	2.9		26.9	0.9	72.2		0	32.1	67.9		
PHF	.250	.500	.000	.625	.670	.667	.250	.663	.725	.250	.848	.818	.000	.750	.679	.875	.955

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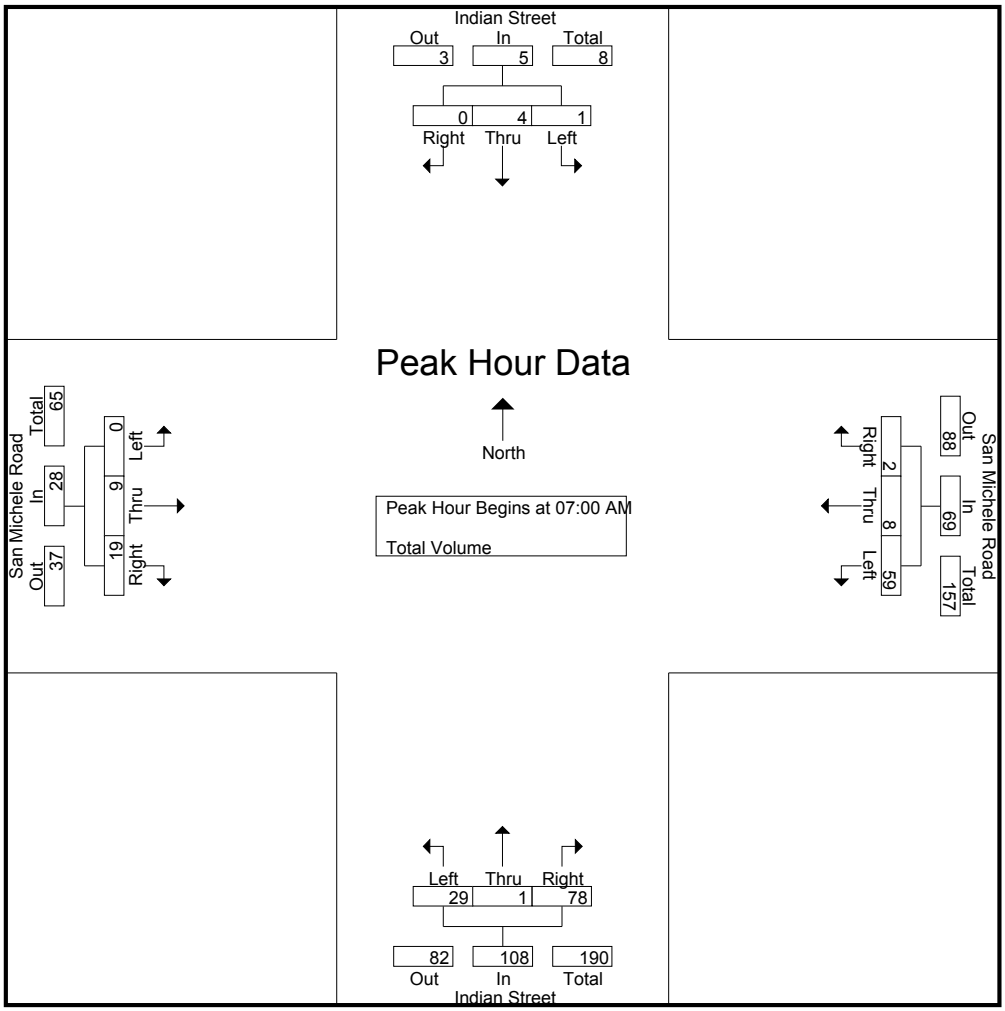
City of Moreno Valley
N/S: Indian Street
E/W: San Michele Road
Weather: Sunny

File Name : MRVINSMPM
Site Code : 00000155
Start Date : 5/16/2013
Page No : 2



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

Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				07:00 AM				07:30 AM			
+0 mins.	0	**2**	0	2	19	1	0	20	4	0	18	22	0	1	7	8
+15 mins.	0	1	0	1	**22**	2	**2**	**26**	5	**1**	15	21	0	3	4	7
+30 mins.	0	0	0	0	10	**3**	0	13	**10**	0	**23**	**33**	0	**4**	6	**10**
+45 mins.	**2**	1	**1**	**4**	8	2	0	10	10	0	22	32	0	2	**8**	10
Total Volume	2	4	1	7	59	8	2	69	29	1	78	108	0	10	25	35
% App. Total	28.6	57.1	14.3		85.5	11.6	2.9		26.9	0.9	72.2		0	28.6	71.4	
PHF	.250	.500	.250	.438	.670	.667	.250	.663	.725	.250	.848	.818	.000	.625	.781	.875

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City of Moreno Valley
N/S: Indian Street
E/W: San Michele Road
Weather: Sunny

File Name : MRVINSMPM
Site Code : 00000155
Start Date : 5/16/2013
Page No : 1

Groups Printed- Total Volume

	Indian Street Southbound				San Michele Road Westbound				Indian Street Northbound				San Michele Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	13	4	0	17	5	0	19	24	0	5	7	12	53
04:15 PM	0	0	0	0	7	4	0	11	5	0	25	30	0	4	10	14	55
04:30 PM	0	0	0	0	16	2	0	18	3	0	19	22	0	3	6	9	49
04:45 PM	0	0	0	0	11	4	0	15	1	1	13	15	0	1	3	4	34
Total	0	0	0	0	47	14	0	61	14	1	76	91	0	13	26	39	191
05:00 PM	0	0	1	1	9	6	0	15	6	0	21	27	0	7	5	12	55
05:15 PM	0	0	0	0	6	4	0	10	4	0	25	29	0	5	2	7	46
05:30 PM	0	0	0	0	4	3	0	7	8	0	19	27	0	7	4	11	45
05:45 PM	0	0	0	0	7	0	0	7	4	0	15	19	0	4	8	12	38
Total	0	0	1	1	26	13	0	39	22	0	80	102	0	23	19	42	184
Grand Total	0	0	1	1	73	27	0	100	36	1	156	193	0	36	45	81	375
Apprch %	0	0	100		73	27	0		18.7	0.5	80.8		0	44.4	55.6		
Total %	0	0	0.3	0.3	19.5	7.2	0	26.7	9.6	0.3	41.6	51.5	0	9.6	12	21.6	

	Indian Street Southbound				San Michele Road Westbound				Indian Street Northbound				San Michele Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	7	4	0	11	5	0	**25**	**30**	0	4	**10**	**14**	**55**
04:30 PM	0	0	0	0	**16**	2	0	**18**	3	0	19	22	0	3	6	9	49
04:45 PM	0	0	0	0	11	4	0	15	1	**1**	13	15	0	1	3	4	34
05:00 PM	0	0	**1**	**1**	9	**6**	0	15	**6**	0	21	27	0	**7**	5	12	55
Total Volume	0	0	1	1	43	16	0	59	15	1	78	94	0	15	24	39	193
% App. Total	0	0	100		72.9	27.1	0		16	1.1	83		0	38.5	61.5		
PHF	.000	.000	.250	.250	.672	.667	.000	.819	.625	.250	.780	.783	.000	.536	.600	.696	.877

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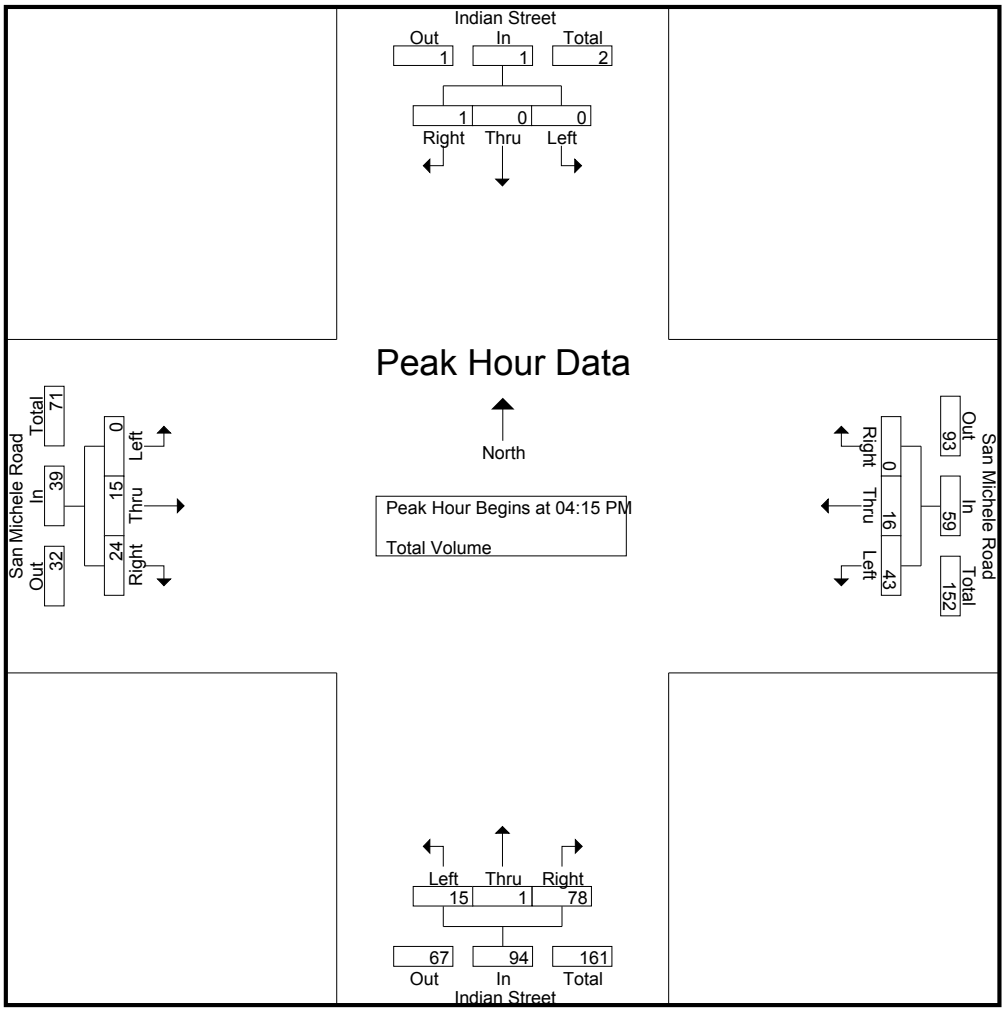
City of Moreno Valley
N/S: Indian Street
E/W: San Michele Road
Weather: Sunny

File Name : MRVINSMPM
Site Code : 00000155
Start Date : 5/16/2013
Page No : 2



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

Peak Hour for Each Approach Begins at:

	04:15 PM				04:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	13	**4**	0	17	6	0	21	27	0	**7**	5	**12**
+15 mins.	0	0	0	0	7	4	0	11	4	0	**25**	**29**	0	5	2	7
+30 mins.	0	0	0	0	**16**	2	0	**18**	**8**	0	19	27	0	7	4	11
+45 mins.	0	0	**1**	**1**	11	4	0	15	4	0	15	19	0	4	**8**	12
Total Volume	0	0	1	1	47	14	0	61	22	0	80	102	0	23	19	42
% App. Total	0	0	100		77	23	0		21.6	0	78.4		0	54.8	45.2	
PHF	.000	.000	.250	.250	.734	.875	.000	.847	.688	.000	.800	.879	.000	.821	.594	.875

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City of Moreno Valley
N/S: Indian Street
E/W: San Michelle Road
Weather: Sunny

File Name : MRVINSMSAT
Site Code : 11122222
Start Date : 5/18/2013
Page No : 1

Groups Printed- Total Volume

	Indian Street Southbound				San Michelle Road Westbound				Indian Street Northbound				San Michelle Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	0	0	0	0	6	1	0	7	0	0	5	5	0	6	1	7	19
12:15 PM	0	0	0	0	4	2	0	6	2	0	8	10	0	1	1	2	18
12:30 PM	0	0	0	0	6	4	0	10	1	0	13	14	0	5	3	8	32
12:45 PM	0	0	0	0	7	2	0	9	1	0	6	7	0	6	4	10	26
Total	0	0	0	0	23	9	0	32	4	0	32	36	0	18	9	27	95
01:00 PM	0	0	0	0	5	4	0	9	0	0	15	15	0	4	8	12	36
01:15 PM	0	0	0	0	10	3	0	13	2	0	12	14	0	1	1	2	29
01:30 PM	0	1	0	1	20	2	0	22	8	1	20	29	0	2	5	7	59
01:45 PM	0	0	0	0	8	2	0	10	8	0	18	26	0	3	3	6	42
Total	0	1	0	1	43	11	0	54	18	1	65	84	0	10	17	27	166
02:00 PM	0	0	0	0	6	2	0	8	2	0	9	11	0	4	6	10	29
02:15 PM	0	0	0	0	7	1	0	8	4	0	13	17	0	1	0	1	26
02:30 PM	0	0	0	0	5	2	0	7	6	0	16	22	0	2	3	5	34
02:45 PM	0	0	0	0	3	0	0	3	4	0	11	15	0	2	6	8	26
Total	0	0	0	0	21	5	0	26	16	0	49	65	0	9	15	24	115
Grand Total	0	1	0	1	87	25	0	112	38	1	146	185	0	37	41	78	376
Apprch %	0	100	0		77.7	22.3	0		20.5	0.5	78.9		0	47.4	52.6		
Total %	0	0.3	0	0.3	23.1	6.6	0	29.8	10.1	0.3	38.8	49.2	0	9.8	10.9	20.7	

	Indian Street Southbound				San Michelle Road Westbound				Indian Street Northbound				San Michelle Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	0	0	0	5	**4**	0	9	0	0	15	15	0	**4**	**8**	**12**	36
01:15 PM	0	0	0	0	10	3	0	13	2	0	12	14	0	1	1	2	29
01:30 PM	0	**1**	0	**1**	**20**	2	0	**22**	**8**	**1**	**20**	**29**	0	2	5	7	**59**
01:45 PM	0	0	0	0	8	2	0	10	8	0	18	26	0	3	3	6	42
Total Volume	0	1	0	1	43	11	0	54	18	1	65	84	0	10	17	27	166
% App. Total	0	100	0		79.6	20.4	0		21.4	1.2	77.4		0	37	63		
PHF	.000	.250	.000	.250	.538	.688	.000	.614	.563	.250	.813	.724	.000	.625	.531	.563	.703

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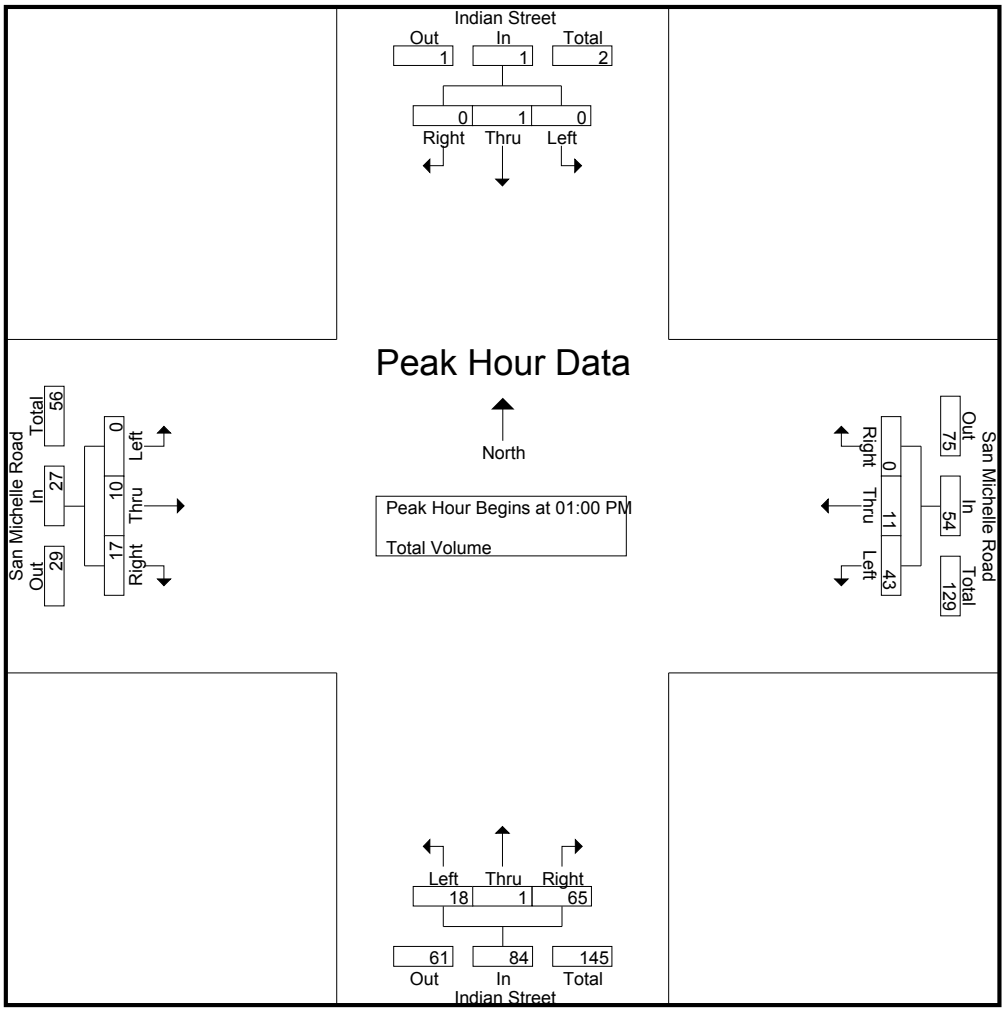
City of Moreno Valley
N/S: Indian Street
E/W: San Michelle Road
Weather: Sunny

File Name : MRVINSMSAT
Site Code : 11122222
Start Date : 5/18/2013
Page No : 2



Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	12:45 PM				01:00 PM				01:00 PM				12:15 PM			
+0 mins.	0	0	0	0	5	**4**	0	9	0	0	15	15	0	1	1	2
+15 mins.	0	0	0	0	10	3	0	13	2	0	12	14	0	5	3	8
+30 mins.	0	0	0	0	**20**	2	0	**22**	**8**	**1**	**20**	**29**	0	**6**	4	10
+45 mins.	0	**1**	0	**1**	8	2	0	10	8	0	18	26	0	4	**8**	**12**
Total Volume	0	1	0	1	43	11	0	54	18	1	65	84	0	16	16	32
% App. Total	0	100	0		79.6	20.4	0		21.4	1.2	77.4		0	50	50	
PHF	.000	.250	.000	.250	.538	.688	.000	.614	.563	.250	.813	.724	.000	.667	.500	.667

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City of Moreno Valley
N/S: Indian Street
E/W: Nandina Avenue
Weather: Sunny

File Name : MRVINNAAM
Site Code : 00000155
Start Date : 5/16/2013
Page No : 1

Groups Printed- Total Volume

	Indian Street Southbound				Nandina Avenue Westbound				Indian Street Northbound				Nandina Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	22	1	23	20	5	1	26	18	23	6	47	0	1	14	15	111
07:15 AM	0	26	0	26	17	2	1	20	13	18	14	45	0	1	10	11	102
07:30 AM	0	19	0	19	11	6	0	17	14	34	6	54	0	2	10	12	102
07:45 AM	0	10	1	11	7	7	0	14	13	33	8	54	1	4	10	15	94
Total	0	77	2	79	55	20	2	77	58	108	34	200	1	8	44	53	409
08:00 AM	0	20	0	20	6	6	0	12	11	20	16	47	0	0	5	5	84
08:15 AM	0	11	0	11	8	4	0	12	5	8	3	16	0	2	5	7	46
08:30 AM	0	12	0	12	8	2	0	10	4	12	3	19	0	5	11	16	57
08:45 AM	0	12	0	12	14	5	2	21	6	9	9	24	0	2	10	12	69
Total	0	55	0	55	36	17	2	55	26	49	31	106	0	9	31	40	256
Grand Total	0	132	2	134	91	37	4	132	84	157	65	306	1	17	75	93	665
Apprch %	0	98.5	1.5		68.9	28	3		27.5	51.3	21.2		1.1	18.3	80.6		
Total %	0	19.8	0.3	20.2	13.7	5.6	0.6	19.8	12.6	23.6	9.8	46	0.2	2.6	11.3	14	

	Indian Street Southbound				Nandina Avenue Westbound				Indian Street Northbound				Nandina Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	22	**1**	23	**20**	5	**1**	**26**	**18**	23	6	47	0	1	**14**	**15**	**111**
07:15 AM	0	**26**	0	**26**	17	2	1	20	13	18	**14**	45	0	1	10	11	102
07:30 AM	0	19	0	19	11	6	0	17	14	**34**	6	**54**	0	2	10	12	102
07:45 AM	0	10	1	11	7	**7**	0	14	13	33	8	54	**1**	**4**	10	15	94
Total Volume	0	77	2	79	55	20	2	77	58	108	34	200	1	8	44	53	409
% App. Total	0	97.5	2.5		71.4	26	2.6		29	54	17		1.9	15.1	83		
PHF	.000	.740	.500	.760	.688	.714	.500	.740	.806	.794	.607	.926	.250	.500	.786	.883	.921

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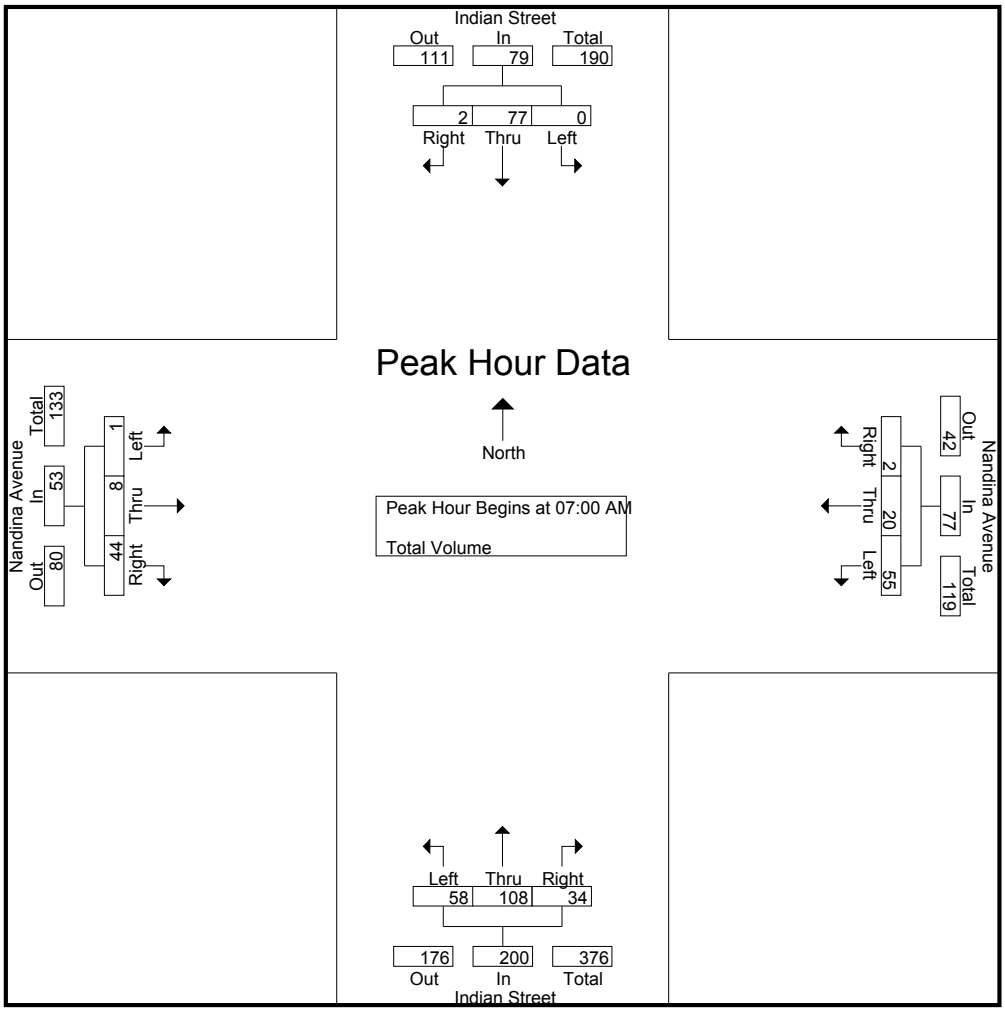
City of Moreno Valley
N/S: Indian Street
E/W: Nandina Avenue
Weather: Sunny

File Name : MRVINNAAM
Site Code : 00000155
Start Date : 5/16/2013
Page No : 2



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

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	22	**1**	23	**20**	5	**1**	**26**	**18**	23	6	47	0	1	**14**	**15**
+15 mins.	0	**26**	0	**26**	17	2	1	20	13	18	**14**	45	0	1	10	11
+30 mins.	0	19	0	19	11	6	0	17	14	**34**	6	**54**	0	2	10	12
+45 mins.	0	10	1	11	7	**7**	0	14	13	33	8	54	**1**	**4**	10	15
Total Volume	0	77	2	79	55	20	2	77	58	108	34	200	1	8	44	53
% App. Total	0	97.5	2.5		71.4	26	2.6		29	54	17		1.9	15.1	83	
PHF	.000	.740	.500	.760	.688	.714	.500	.740	.806	.794	.607	.926	.250	.500	.786	.883

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City of Moreno Valley
N/S: Indian Street
E/W: Nandina Avenue
Weather: Sunny

File Name : MRVINNAPM
Site Code : 00000155
Start Date : 5/16/2013
Page No : 1

Groups Printed- Total Volume

	Indian Street Southbound				Nandina Avenue Westbound				Indian Street Northbound				Nandina Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	18	0	18	12	2	1	15	7	22	6	35	0	3	22	25	93
04:15 PM	0	18	0	18	15	4	0	19	11	29	6	46	0	8	19	27	110
04:30 PM	0	20	0	20	11	1	0	12	13	22	9	44	0	7	31	38	114
04:45 PM	0	14	0	14	6	2	0	8	8	15	5	28	0	7	40	47	97
Total	0	70	0	70	44	9	1	54	39	88	26	153	0	25	112	137	414
05:00 PM	0	13	0	13	6	2	0	8	7	22	4	33	2	15	32	49	103
05:15 PM	0	8	0	8	4	1	0	5	15	29	4	48	0	6	23	29	90
05:30 PM	0	9	0	9	2	1	0	3	7	26	3	36	0	5	27	32	80
05:45 PM	0	13	0	13	8	2	0	10	9	20	6	35	0	10	19	29	87
Total	0	43	0	43	20	6	0	26	38	97	17	152	2	36	101	139	360
Grand Total	0	113	0	113	64	15	1	80	77	185	43	305	2	61	213	276	774
Apprch %	0	100	0		80	18.8	1.2		25.2	60.7	14.1		0.7	22.1	77.2		
Total %	0	14.6	0	14.6	8.3	1.9	0.1	10.3	9.9	23.9	5.6	39.4	0.3	7.9	27.5	35.7	

	Indian Street Southbound				Nandina Avenue Westbound				Indian Street Northbound				Nandina Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	18	0	18	**15**	**4**	0	**19**	11	**29**	6	**46**	0	8	19	27	110
04:30 PM	0	**20**	0	**20**	11	1	0	12	**13**	22	**9**	44	0	7	31	38	**114**
04:45 PM	0	14	0	14	6	2	0	8	8	15	5	28	0	7	**40**	47	97
05:00 PM	0	13	0	13	6	2	0	8	7	22	4	33	**2**	**15**	32	**49**	103
Total Volume	0	65	0	65	38	9	0	47	39	88	24	151	2	37	122	161	424
% App. Total	0	100	0		80.9	19.1	0		25.8	58.3	15.9		1.2	23	75.8		
PHF	.000	.813	.000	.813	.633	.563	.000	.618	.750	.759	.667	.821	.250	.617	.763	.821	.930

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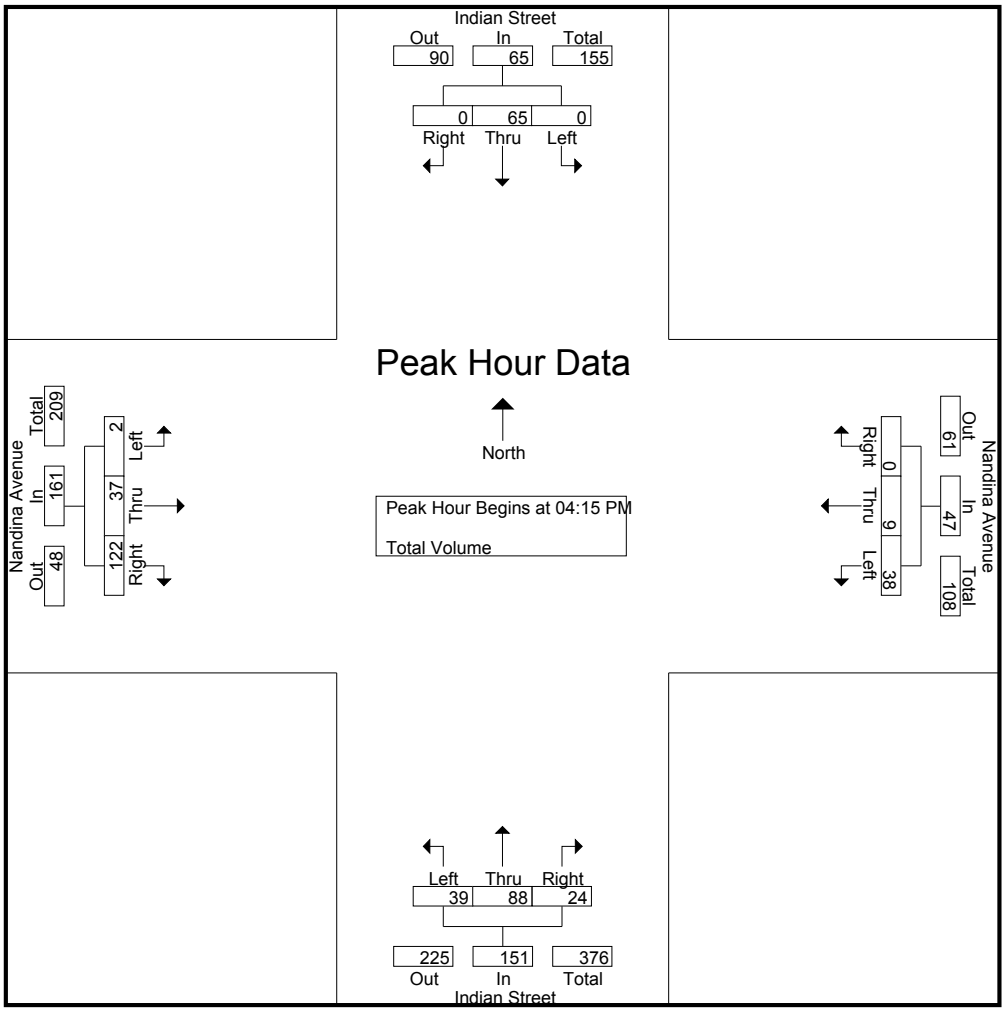
City of Moreno Valley
N/S: Indian Street
E/W: Nandina Avenue
Weather: Sunny

File Name : MRVINNAPM
Site Code : 00000155
Start Date : 5/16/2013
Page No : 2



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

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:30 PM			
+0 mins.	0	18	0	18	12	2	**1**	15	7	22	6	35	0	7	31	38
+15 mins.	0	18	0	18	**15**	**4**	0	**19**	11	**29**	6	**46**	0	7	**40**	47
+30 mins.	0	**20**	0	**20**	11	1	0	12	**13**	22	**9**	44	**2**	**15**	32	**49**
+45 mins.	0	14	0	14	6	2	0	8	8	15	5	28	0	6	23	29
Total Volume	0	70	0	70	44	9	1	54	39	88	26	153	2	35	126	163
% App. Total	0	100	0		81.5	16.7	1.9		25.5	57.5	17		1.2	21.5	77.3	
PHF	.000	.875	.000	.875	.733	.563	.250	.711	.750	.759	.722	.832	.250	.583	.788	.832

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City of Moreno Valley
N/S: Indian Street
E/W: Nandina Avenue
Weather: Sunny

File Name : MRVINNASAT
Site Code : 11122222
Start Date : 5/18/2013
Page No : 1

Groups Printed- Total Volume

	Indian Street Southbound				Nandina Avenue Westbound				Indian Street Northbound				Nandina Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	0	7	0	7	3	2	0	5	6	5	3	14	0	3	5	8	34
12:15 PM	0	5	0	5	2	1	0	3	3	11	2	16	0	3	5	8	32
12:30 PM	0	9	0	9	5	2	0	7	6	12	4	22	0	4	5	9	47
12:45 PM	0	12	0	12	3	0	1	4	3	6	4	13	0	1	5	6	35
Total	0	33	0	33	13	5	1	19	18	34	13	65	0	11	20	31	148
01:00 PM	1	10	0	11	1	2	1	4	5	17	7	29	0	1	6	7	51
01:15 PM	0	13	0	13	3	1	0	4	9	12	3	24	0	1	16	17	58
01:30 PM	1	24	0	25	3	2	0	5	18	33	10	61	0	3	20	23	114
01:45 PM	0	9	0	9	3	1	0	4	15	24	9	48	0	4	12	16	77
Total	2	56	0	58	10	6	1	17	47	86	29	162	0	9	54	63	300
02:00 PM	1	10	0	11	4	2	1	7	7	11	2	20	0	7	19	26	64
02:15 PM	0	7	0	7	2	0	1	3	4	15	1	20	0	3	17	20	50
02:30 PM	0	7	0	7	0	1	0	1	9	26	9	44	0	4	14	18	70
02:45 PM	1	10	0	11	10	1	0	11	8	13	9	30	0	1	12	13	65
Total	2	34	0	36	16	4	2	22	28	65	21	114	0	15	62	77	249
Grand Total	4	123	0	127	39	15	4	58	93	185	63	341	0	35	136	171	697
Apprch %	3.1	96.9	0		67.2	25.9	6.9		27.3	54.3	18.5		0	20.5	79.5		
Total %	0.6	17.6	0	18.2	5.6	2.2	0.6	8.3	13.3	26.5	9	48.9	0	5	19.5	24.5	

	Indian Street Southbound				Nandina Avenue Westbound				Indian Street Northbound				Nandina Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:15 PM																	
01:15 PM	0	13	0	13	3	1	0	4	9	12	3	24	0	1	16	17	58
01:30 PM	**1**	**24**	0	**25**	3	**2**	0	5	**18**	**33**	**10**	**61**	0	3	**20**	23	**114**
01:45 PM	0	9	0	9	3	1	0	4	15	24	9	48	0	4	12	16	77
02:00 PM	1	10	0	11	**4**	2	**1**	**7**	7	11	2	20	0	**7**	19	**26**	64
Total Volume	2	56	0	58	13	6	1	20	49	80	24	153	0	15	67	82	313
% App. Total	3.4	96.6	0		65	30	5		32	52.3	15.7		0	18.3	81.7		
PHF	.500	.583	.000	.580	.813	.750	.250	.714	.681	.606	.600	.627	.000	.536	.838	.788	.686

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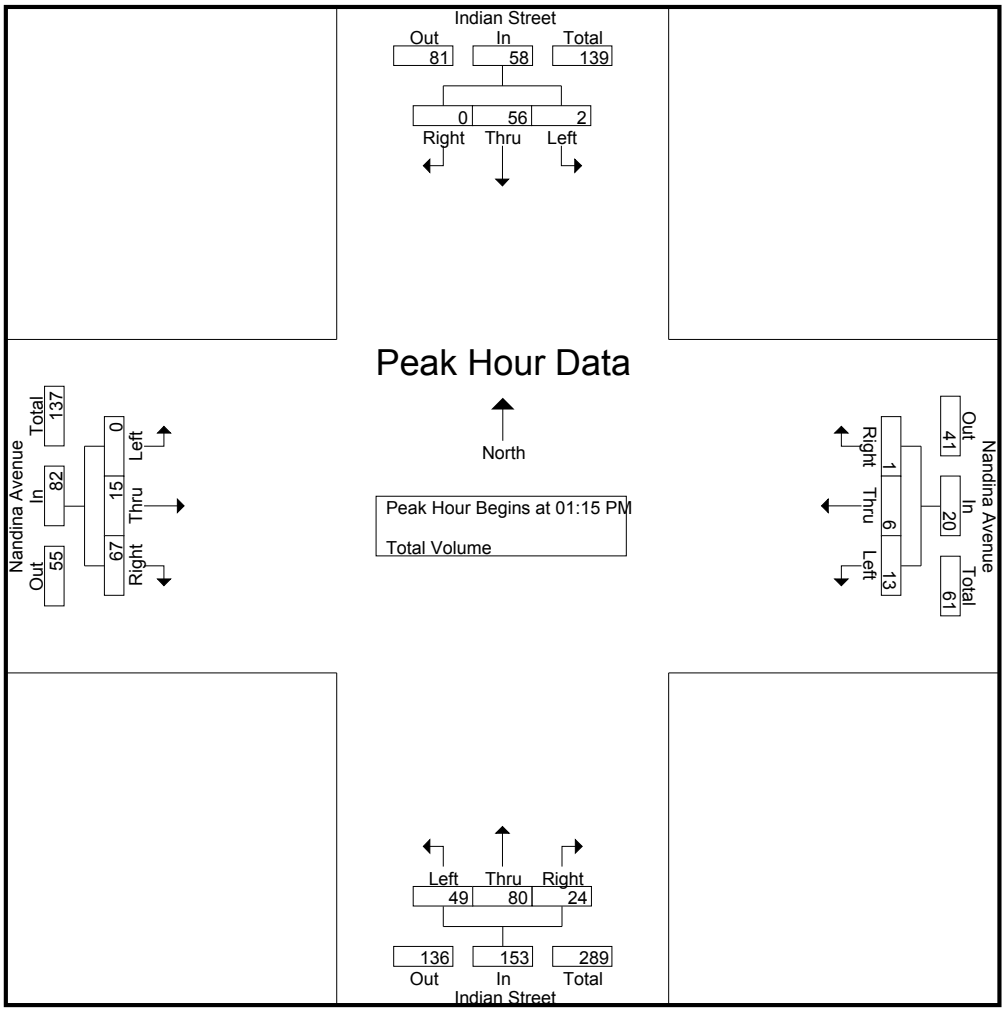
City of Moreno Valley
N/S: Indian Street
E/W: Nandina Avenue
Weather: Sunny

File Name : MRVINNASAT
Site Code : 11122222
Start Date : 5/18/2013
Page No : 2



Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	12:45 PM				02:00 PM				01:00 PM				01:30 PM			
+0 mins.	0	12	0	12	4	**2**	**1**	7	5	17	7	29	0	3	**20**	23
+15 mins.	**1**	10	0	11	2	0	1	3	9	12	3	24	0	4	12	16
+30 mins.	0	13	0	13	0	1	0	1	**18**	**33**	**10**	**61**	0	**7**	19	**26**
+45 mins.	1	**24**	0	**25**	**10**	1	0	**11**	15	24	9	48	0	3	17	20
Total Volume	2	59	0	61	16	4	2	22	47	86	29	162	0	17	68	85
% App. Total	3.3	96.7	0		72.7	18.2	9.1		29	53.1	17.9		0	20	80	
PHF	.500	.615	.000	.610	.400	.500	.500	.500	.653	.652	.725	.664	.000	.607	.850	.817

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City of Moreno Valley
N/S: Indian Street
E/W: Harley Knox Boulevard
Weather: Sunny

File Name : MRVINHKAM
Site Code : 00000001
Start Date : 5/16/2013
Page No : 1

Groups Printed- Total Volume

	Indian Street Southbound				Harley Knox Boulevard Westbound				Indian Street Northbound				Harley Knox Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	8	57	65	3	72	1	76	14	22	1	37	36	41	7	84	262
07:15 AM	5	18	54	77	2	55	2	59	15	19	3	37	35	53	6	94	267
07:30 AM	2	15	39	56	3	50	1	54	7	21	5	33	41	48	4	93	236
07:45 AM	1	12	23	36	3	39	4	46	12	28	7	47	36	46	4	86	215
Total	8	53	173	234	11	216	8	235	48	90	16	154	148	188	21	357	980
08:00 AM	0	6	28	34	1	35	4	40	5	25	3	33	27	25	5	57	164
08:15 AM	1	7	21	29	2	29	2	33	12	12	2	26	15	34	3	52	140
08:30 AM	0	14	18	32	1	31	5	37	8	13	1	22	20	35	4	59	150
08:45 AM	2	6	16	24	0	23	3	26	5	15	1	21	30	25	4	59	130
Total	3	33	83	119	4	118	14	136	30	65	7	102	92	119	16	227	584
Grand Total	11	86	256	353	15	334	22	371	78	155	23	256	240	307	37	584	1564
Apprch %	3.1	24.4	72.5		4	90	5.9		30.5	60.5	9		41.1	52.6	6.3		
Total %	0.7	5.5	16.4	22.6	1	21.4	1.4	23.7	5	9.9	1.5	16.4	15.3	19.6	2.4	37.3	

	Indian Street Southbound				Harley Knox Boulevard Westbound				Indian Street Northbound				Harley Knox Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	8	**57**	65	**3**	**72**	1	**76**	14	22	1	37	36	41	**7**	84	262
07:15 AM	**5**	**18**	54	**77**	2	55	2	59	**15**	19	3	37	35	**53**	6	**94**	**267**
07:30 AM	2	15	39	56	3	50	1	54	7	21	5	33	**41**	48	4	93	236
07:45 AM	1	12	23	36	3	39	**4**	46	12	**28**	**7**	**47**	36	46	4	86	215
Total Volume	8	53	173	234	11	216	8	235	48	90	16	154	148	188	21	357	980
% App. Total	3.4	22.6	73.9		4.7	91.9	3.4		31.2	58.4	10.4		41.5	52.7	5.9		
PHF	.400	.736	.759	.760	.917	.750	.500	.773	.800	.804	.571	.819	.902	.887	.750	.949	.918

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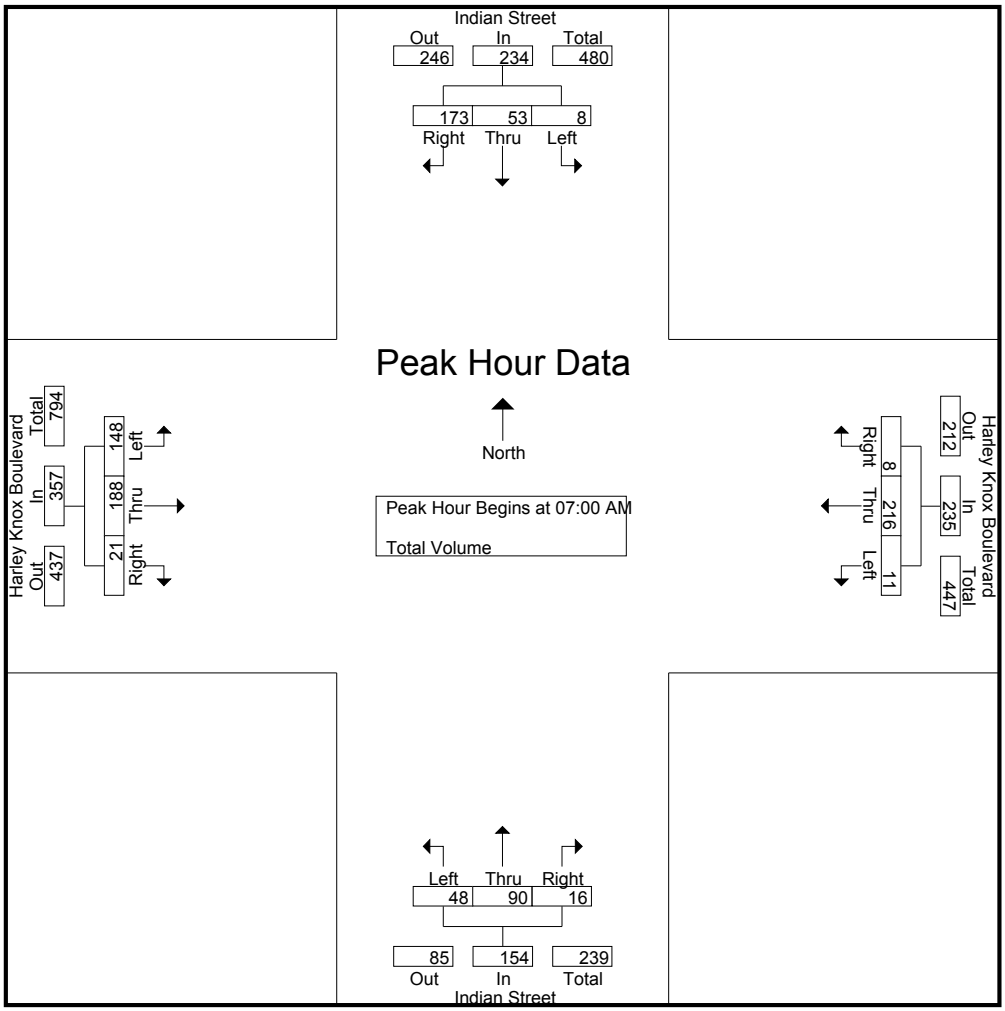
City of Moreno Valley
N/S: Indian Street
E/W: Harley Knox Boulevard
Weather: Sunny

File Name : MRVINHKAM
Site Code : 00000001
Start Date : 5/16/2013
Page No : 2



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

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	8	**57**	65	**3**	**72**	1	**76**	14	22	1	37	36	41	**7**	84
+15 mins.	**5**	**18**	54	**77**	2	55	2	59	**15**	19	3	37	35	**53**	6	**94**
+30 mins.	2	15	39	56	3	50	1	54	7	21	5	33	**41**	48	4	93
+45 mins.	1	12	23	36	3	39	**4**	46	12	**28**	**7**	**47**	36	46	4	86
Total Volume	8	53	173	234	11	216	8	235	48	90	16	154	148	188	21	357
% App. Total	3.4	22.6	73.9		4.7	91.9	3.4		31.2	58.4	10.4		41.5	52.7	5.9	
PHF	.400	.736	.759	.760	.917	.750	.500	.773	.800	.804	.571	.819	.902	.887	.750	.949

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City of Moreno Valley
N/S: Indian Street
E/W: Harley Knox Boulevard
Weather: Sunny

File Name : MRVINHKPM
Site Code : 00000001
Start Date : 5/16/2013
Page No : 1

Groups Printed- Total Volume

	Indian Street Southbound				Harley Knox Boulevard Westbound				Indian Street Northbound				Harley Knox Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	3	22	45	70	0	36	3	39	10	19	4	33	34	59	16	109	251
04:15 PM	3	13	40	56	1	32	11	44	20	20	2	42	47	52	14	113	255
04:30 PM	6	42	39	87	3	26	10	39	11	20	2	33	39	63	18	120	279
04:45 PM	3	49	37	89	1	28	3	32	9	13	0	22	22	51	21	94	237
Total	15	126	161	302	5	122	27	154	50	72	8	130	142	225	69	436	1022
05:00 PM	4	40	39	83	1	39	3	43	9	13	3	25	36	82	21	139	290
05:15 PM	5	28	33	66	3	35	1	39	7	25	0	32	31	77	23	131	268
05:30 PM	1	31	23	55	1	31	4	36	5	15	2	22	29	75	24	128	241
05:45 PM	2	35	26	63	1	28	3	32	4	12	1	17	26	72	22	120	232
Total	12	134	121	267	6	133	11	150	25	65	6	96	122	306	90	518	1031
Grand Total	27	260	282	569	11	255	38	304	75	137	14	226	264	531	159	954	2053
Apprch %	4.7	45.7	49.6		3.6	83.9	12.5		33.2	60.6	6.2		27.7	55.7	16.7		
Total %	1.3	12.7	13.7	27.7	0.5	12.4	1.9	14.8	3.7	6.7	0.7	11	12.9	25.9	7.7	46.5	

	Indian Street Southbound				Harley Knox Boulevard Westbound				Indian Street Northbound				Harley Knox Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**6**	42	**39**	87	**3**	26	**10**	39	**11**	20	2	**33**	**39**	63	18	120	279
04:45 PM	3	**49**	37	**89**	1	28	3	32	9	13	0	22	22	51	21	94	237
05:00 PM	4	40	39	83	1	**39**	3	**43**	9	13	**3**	25	36	**82**	21	**139**	**290**
05:15 PM	5	28	33	66	3	35	1	39	7	**25**	0	32	31	77	**23**	131	268
Total Volume	18	159	148	325	8	128	17	153	36	71	5	112	128	273	83	484	1074
% App. Total	5.5	48.9	45.5		5.2	83.7	11.1		32.1	63.4	4.5		26.4	56.4	17.1		
PHF	.750	.811	.949	.913	.667	.821	.425	.890	.818	.710	.417	.848	.821	.832	.902	.871	.926

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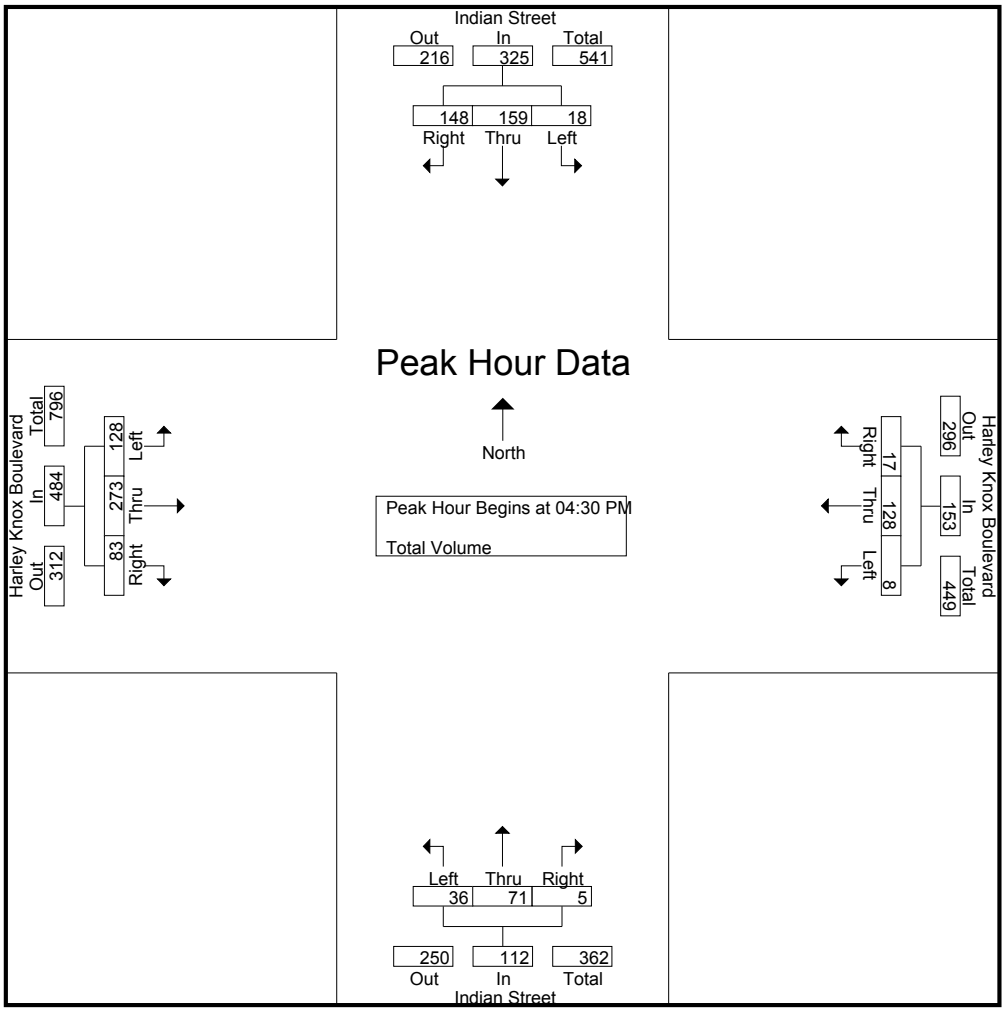
City of Moreno Valley
N/S: Indian Street
E/W: Harley Knox Boulevard
Weather: Sunny

File Name : MRVINHKPM
Site Code : 00000001
Start Date : 5/16/2013
Page No : 2



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

Peak Hour for Each Approach Begins at:

	04:30 PM				04:15 PM				04:00 PM				05:00 PM			
+0 mins.	**6**	42	**39**	87	1	32	**11**	**44**	10	19	**4**	33	**36**	**82**	21	**139**
+15 mins.	3	**49**	37	**89**	**3**	26	10	39	**20**	**20**	2	**42**	31	77	23	131
+30 mins.	4	40	39	83	1	28	3	32	11	20	2	33	29	75	**24**	128
+45 mins.	5	28	33	66	1	**39**	3	43	9	13	0	22	26	72	22	120
Total Volume	18	159	148	325	6	125	27	158	50	72	8	130	122	306	90	518
% App. Total	5.5	48.9	45.5		3.8	79.1	17.1		38.5	55.4	6.2		23.6	59.1	17.4	
PHF	.750	.811	.949	.913	.500	.801	.614	.898	.625	.900	.500	.774	.847	.933	.938	.932

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City of Moreno Valley
N/S: Indian Street
E/W: Harley Knox Boulevard
Weather: Sunny

File Name : MRVINHKSAT
Site Code : 00000125
Start Date : 5/18/2013
Page No : 1

Groups Printed- Total Volume

	Indian Street Southbound				Harley Knox Boulevard Westbound				Indian Street Northbound				Harley Knox Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	0	7	20	27	0	18	1	19	4	5	2	11	10	21	2	33	90
12:15 PM	0	6	8	14	0	17	0	17	3	3	2	8	13	25	5	43	82
12:30 PM	1	5	24	30	1	21	2	24	3	5	3	11	17	29	4	50	115
12:45 PM	0	10	16	26	0	18	0	18	5	5	0	10	14	24	7	45	99
Total	1	28	68	97	1	74	3	78	15	18	7	40	54	99	18	171	386
01:00 PM	0	12	8	20	3	15	0	18	7	10	3	20	19	20	6	45	103
01:15 PM	1	16	13	30	2	19	0	21	7	11	1	19	13	31	5	49	119
01:30 PM	0	42	9	51	3	29	0	32	5	53	11	69	7	26	3	36	188
01:45 PM	2	20	11	33	1	15	1	17	1	35	5	41	14	20	5	39	130
Total	3	90	41	134	9	78	1	88	20	109	20	149	53	97	19	169	540
02:00 PM	1	16	9	26	1	14	1	16	1	14	1	16	6	34	5	45	103
02:15 PM	1	15	20	36	0	16	0	16	5	9	1	15	14	30	4	48	115
02:30 PM	2	17	15	34	1	15	0	16	4	13	0	17	19	41	2	62	129
02:45 PM	3	19	22	44	4	13	0	17	2	7	1	10	16	39	4	59	130
Total	7	67	66	140	6	58	1	65	12	43	3	58	55	144	15	214	477
Grand Total	11	185	175	371	16	210	5	231	47	170	30	247	162	340	52	554	1403
Apprch %	3	49.9	47.2		6.9	90.9	2.2		19	68.8	12.1		29.2	61.4	9.4		
Total %	0.8	13.2	12.5	26.4	1.1	15	0.4	16.5	3.3	12.1	2.1	17.6	11.5	24.2	3.7	39.5	

	Indian Street Southbound				Harley Knox Boulevard Westbound				Indian Street Northbound				Harley Knox Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	12	8	20	**3**	15	0	18	**7**	10	3	20	**19**	20	**6**	45	103
01:15 PM	1	16	**13**	30	2	19	0	21	7	11	1	19	13	**31**	5	**49**	119
01:30 PM	0	**42**	9	**51**	3	**29**	0	**32**	5	**53**	**11**	**69**	7	26	3	36	**188**
01:45 PM	**2**	20	11	33	1	15	**1**	17	1	35	5	41	14	20	5	39	130
Total Volume	3	90	41	134	9	78	1	88	20	109	20	149	53	97	19	169	540
% App. Total	2.2	67.2	30.6		10.2	88.6	1.1		13.4	73.2	13.4		31.4	57.4	11.2		
PHF	.375	.536	.788	.657	.750	.672	.250	.688	.714	.514	.455	.540	.697	.782	.792	.862	.718

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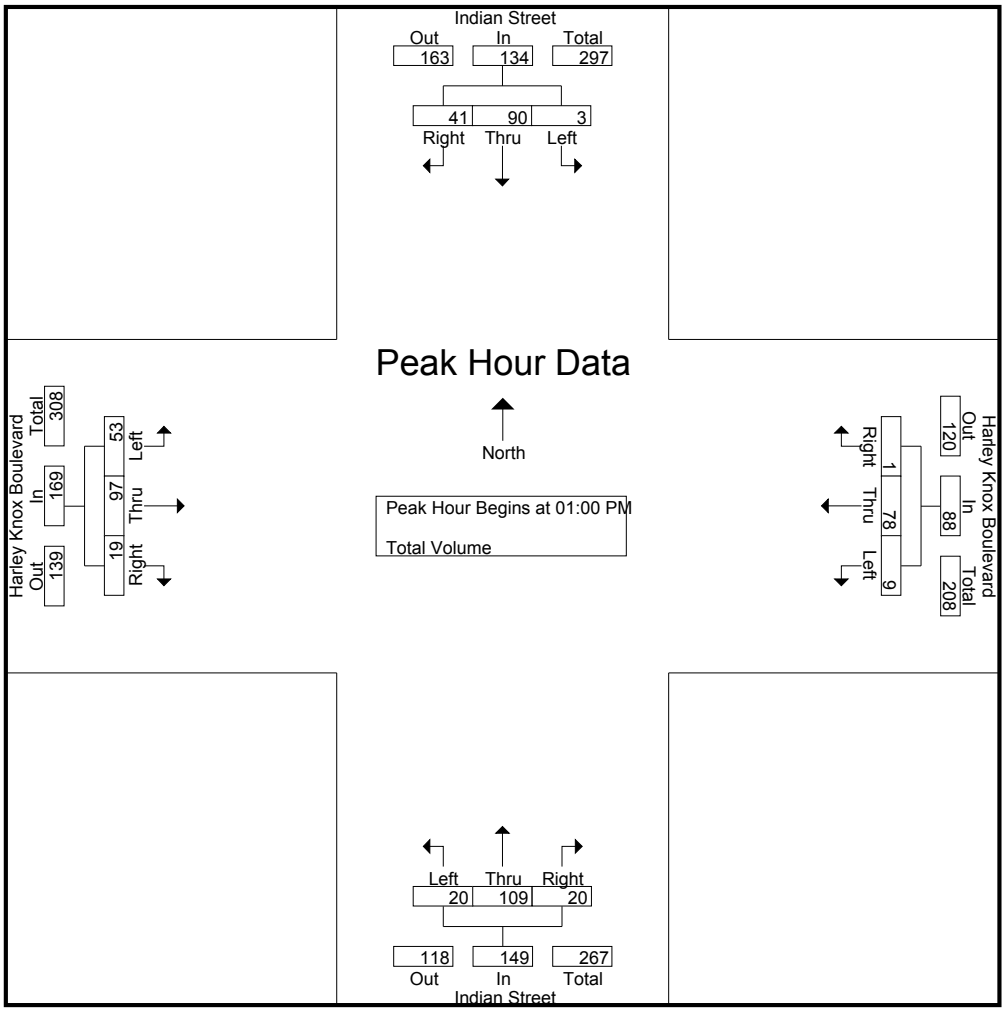
City of Moreno Valley
N/S: Indian Street
E/W: Harley Knox Boulevard
Weather: Sunny

File Name : MRVINHKSAT
Site Code : 00000125
Start Date : 5/18/2013
Page No : 2



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

	01:30 PM				12:45 PM				01:00 PM				02:00 PM			
+0 mins.	0	**42**	9	**51**	0	18	0	18	**7**	10	3	20	6	34	**5**	45
+15 mins.	**2**	20	11	33	**3**	15	0	18	7	11	1	19	14	30	4	48
+30 mins.	1	16	9	26	2	19	0	21	5	**53**	**11**	**69**	**19**	**41**	2	**62**
+45 mins.	1	15	**20**	36	3	**29**	0	**32**	1	35	5	41	16	39	4	59
Total Volume	4	93	49	146	8	81	0	89	20	109	20	149	55	144	15	214
% App. Total	2.7	63.7	33.6		9	91	0		13.4	73.2	13.4		25.7	67.3	7	
PHF	.500	.554	.613	.716	.667	.698	.000	.695	.714	.514	.455	.540	.724	.878	.750	.863

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City of Moreno Valley
N/S: SR-60 Eastbound Off Ramp
E/W: Sunnymead Boulevard
Weather: Sunny

File Name : MRV60EOFFSUAM
Site Code : 00000155
Start Date : 5/14/2013
Page No : 1

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

	SR-60 Eastbound Off Ramp Southbound			Sunnymead Boulevard Westbound			Sunnymead Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	117	10	127	47	0	47	0	39	39	213
07:15 AM	154	6	160	34	0	34	0	38	38	232
07:30 AM	210	11	221	67	0	67	0	64	64	352
07:45 AM	96	9	105	61	0	61	0	36	36	202
Total	577	36	613	209	0	209	0	177	177	999
08:00 AM	120	9	129	62	0	62	0	57	57	248
08:15 AM	97	11	108	82	0	82	0	74	74	264
08:30 AM	109	19	128	56	0	56	0	68	68	252
08:45 AM	128	16	144	75	0	75	0	60	60	279
Total	454	55	509	275	0	275	0	259	259	1043
Grand Total	1031	91	1122	484	0	484	0	436	436	2042
Apprch %	91.9	8.1		100	0		0	100		
Total %	50.5	4.5	54.9	23.7	0	23.7	0	21.4	21.4	
Passenger Vehicles	984	88	1072	473	0	473	0	422	422	1967
% Passenger Vehicles	95.4	96.7	95.5	97.7	0	97.7	0	96.8	96.8	96.3
Large 2 Axle Vehicles	37	3	40	11	0	11	0	12	12	63
% Large 2 Axle Vehicles	3.6	3.3	3.6	2.3	0	2.3	0	2.8	2.8	3.1
3 Axle Trucks	5	0	5	0	0	0	0	2	2	7
% 3 Axle Trucks	0.5	0	0.4	0	0	0	0	0.5	0.5	0.3
4+ Axle Trucks	5	0	5	0	0	0	0	0	0	5
% 4+ Axle Trucks	0.5	0	0.4	0	0	0	0	0	0	0.2

	SR-60 Eastbound Off Ramp Southbound			Sunnymead Boulevard Westbound			Sunnymead Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	**210**	**11**	**221**	67	0	67	0	64	64	**352**
07:45 AM	96	9	105	61	0	61	0	36	36	202
08:00 AM	120	9	129	62	0	62	0	57	57	248
08:15 AM	97	11	108	**82**	0	**82**	0	**74**	**74**	264
Total Volume	523	40	563	272	0	272	0	231	231	1066
% App. Total	92.9	7.1		100	0		0	100		
PHF	.623	.909	.637	.829	.000	.829	.000	.780	.780	.757

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City of Moreno Valley
N/S: SR-60 Eastbound Off Ramp
E/W: Sunnymead Boulevard
Weather: Sunny

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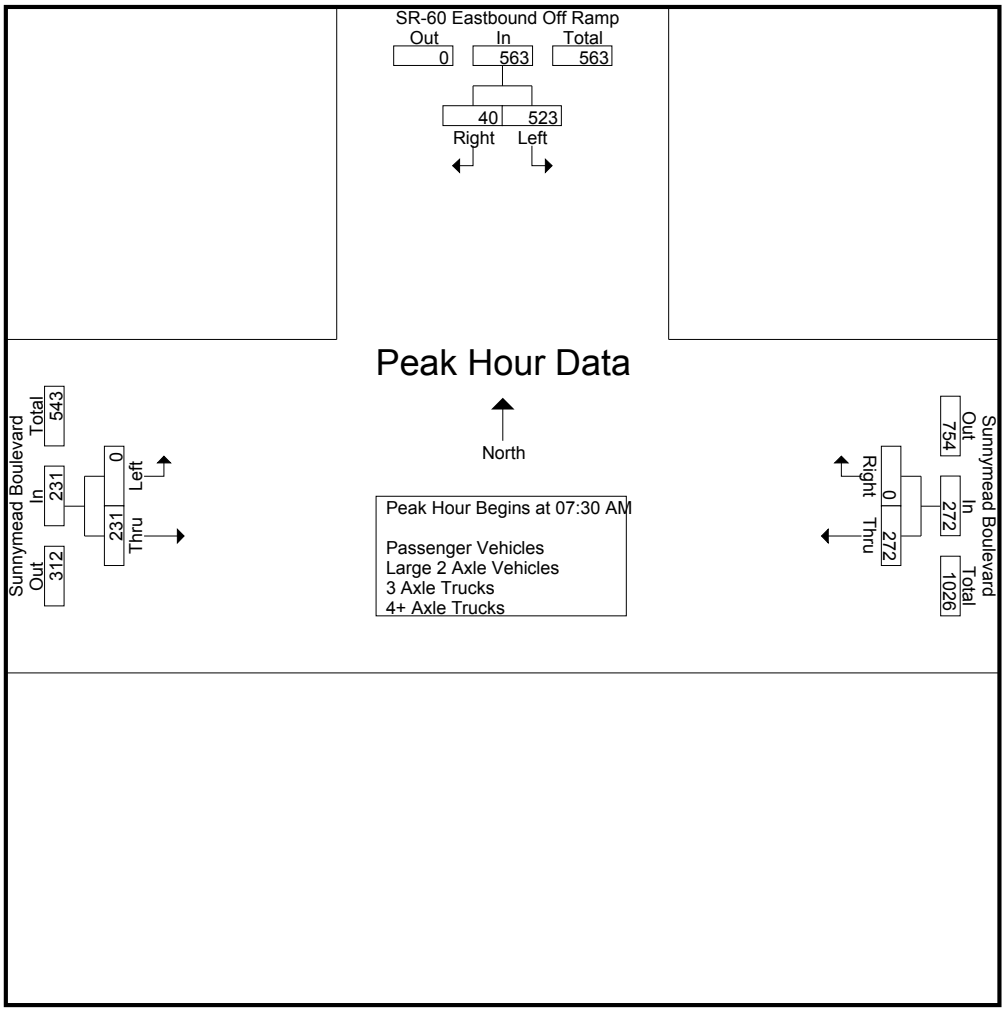

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM			08:00 AM			08:00 AM		
+0 mins.	154	6	160	62	0	62	0	57	57
+15 mins.	**210**	**11**	**221**	**82**	0	**82**	0	**74**	**74**
+30 mins.	96	9	105	56	0	56	0	68	68
+45 mins.	120	9	129	75	0	75	0	60	60
Total Volume	580	35	615	275	0	275	0	259	259
% App. Total	94.3	5.7		100	0		0	100	
PHF	.690	.795	.696	.838	.000	.838	.000	.875	.875

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Groups Printed- Large 2 Axle Vehicles

	SR-60 Eastbound Off Ramp Southbound			Sunnymead Boulevard Westbound			Sunnymead Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	5	0	5	0	0	0	0	2	2	7
07:15 AM	6	1	7	0	0	0	0	2	2	9
07:30 AM	6	0	6	4	0	4	0	1	1	11
07:45 AM	1	0	1	0	0	0	0	1	1	2
Total	18	1	19	4	0	4	0	6	6	29
08:00 AM	5	1	6	1	0	1	0	1	1	8
08:15 AM	1	0	1	2	0	2	0	1	1	4
08:30 AM	10	0	10	1	0	1	0	2	2	13
08:45 AM	3	1	4	3	0	3	0	2	2	9
Total	19	2	21	7	0	7	0	6	6	34
Grand Total	37	3	40	11	0	11	0	12	12	63
Apprch %	92.5	7.5		100	0		0	100		
Total %	58.7	4.8	63.5	17.5	0	17.5	0	19	19	

	SR-60 Eastbound Off Ramp Southbound			Sunnymead Boulevard Westbound			Sunnymead Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	**6**	0	**6**	**4**	0	**4**	0	**1**	**1**	**11**
07:45 AM	1	0	1	0	0	0	0	1	1	2
08:00 AM	5	**1**	6	1	0	1	0	1	1	8
08:15 AM	1	0	1	2	0	2	0	1	1	4
Total Volume	13	1	14	7	0	7	0	4	4	25
% App. Total	92.9	7.1		100	0		0	100		
PHF	.542	.250	.583	.438	.000	.438	.000	1.00	1.00	.568

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Weather: Sunny

File Name : MRV60EOFFSUAM
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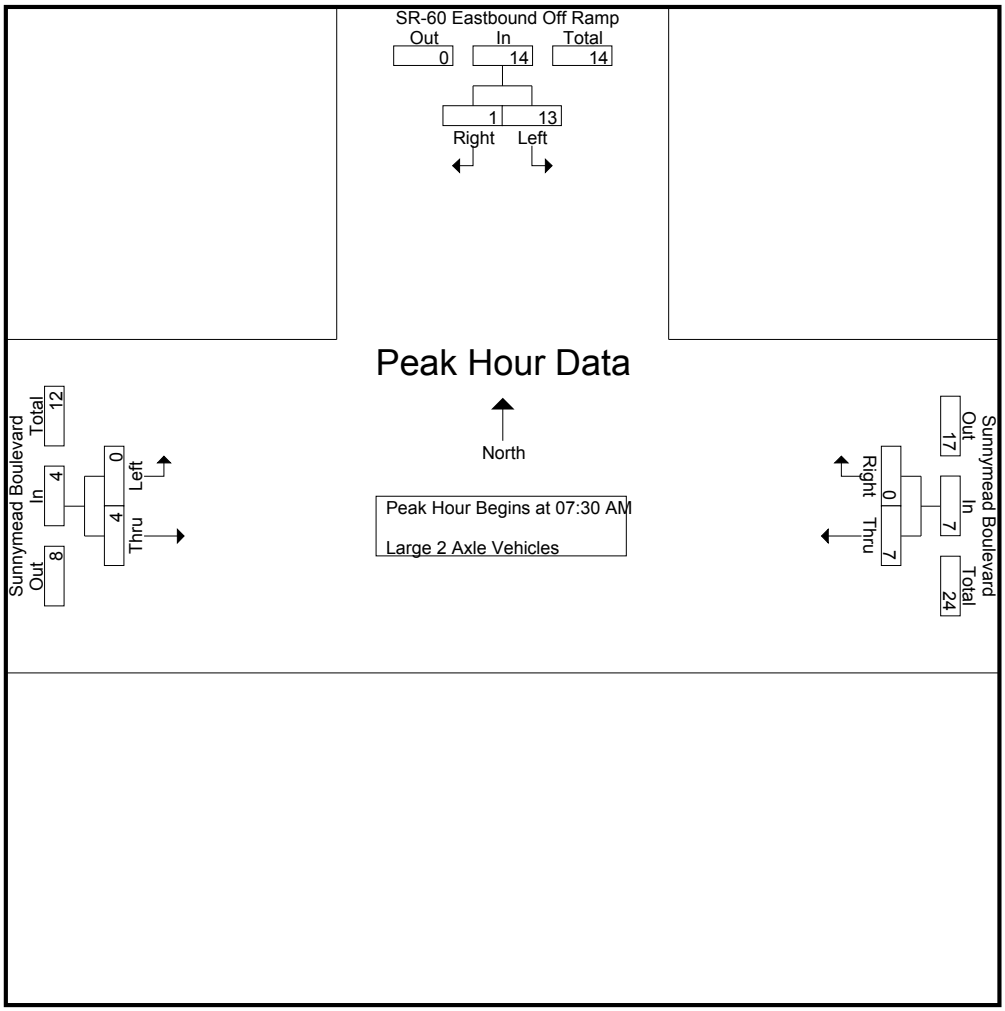

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	**6**	0	**6**	**4**	0	**4**	0	**1**	**1**
+15 mins.	1	0	1	0	0	0	0	1	1
+30 mins.	5	**1**	6	1	0	1	0	1	1
+45 mins.	1	0	1	2	0	2	0	1	1
Total Volume	13	1	14	7	0	7	0	4	4
% App. Total	92.9	7.1		100	0		0	100	
PHF	.542	.250	.583	.438	.000	.438	.000	1.000	1.000

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E/W: Sunnymead Boulevard
Weather: Sunny

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Groups Printed- 3 Axle Trucks

	SR-60 Eastbound Off Ramp Southbound			Sunnymead Boulevard Westbound			Sunnymead Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	1	0	1	0	0	0	0	0	0	1
07:15 AM	1	0	1	0	0	0	0	0	0	1
07:30 AM	1	0	1	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	3	0	3	0	0	0	0	0	0	3
08:00 AM	0	0	0	0	0	0	0	1	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	2	0	2	0	0	0	0	1	1	3
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	2	0	2	0	0	0	0	2	2	4
Grand Total	5	0	5	0	0	0	0	2	2	7
Apprch %	100	0		0	0		0	100		
Total %	71.4	0	71.4	0	0	0	0	28.6	28.6	

	SR-60 Eastbound Off Ramp Southbound			Sunnymead Boulevard Westbound			Sunnymead Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	**1**	0	**1**	0	0	0	0	0	0	**1**
07:45 AM	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	**1**	**1**	1
08:15 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	1	0	0	0	0	1	1	2
% App. Total	100	0		0	0		0	100		
PHF	.250	.000	.250	.000	.000	.000	.000	.250	.250	.500

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City of Moreno Valley
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Weather: Sunny

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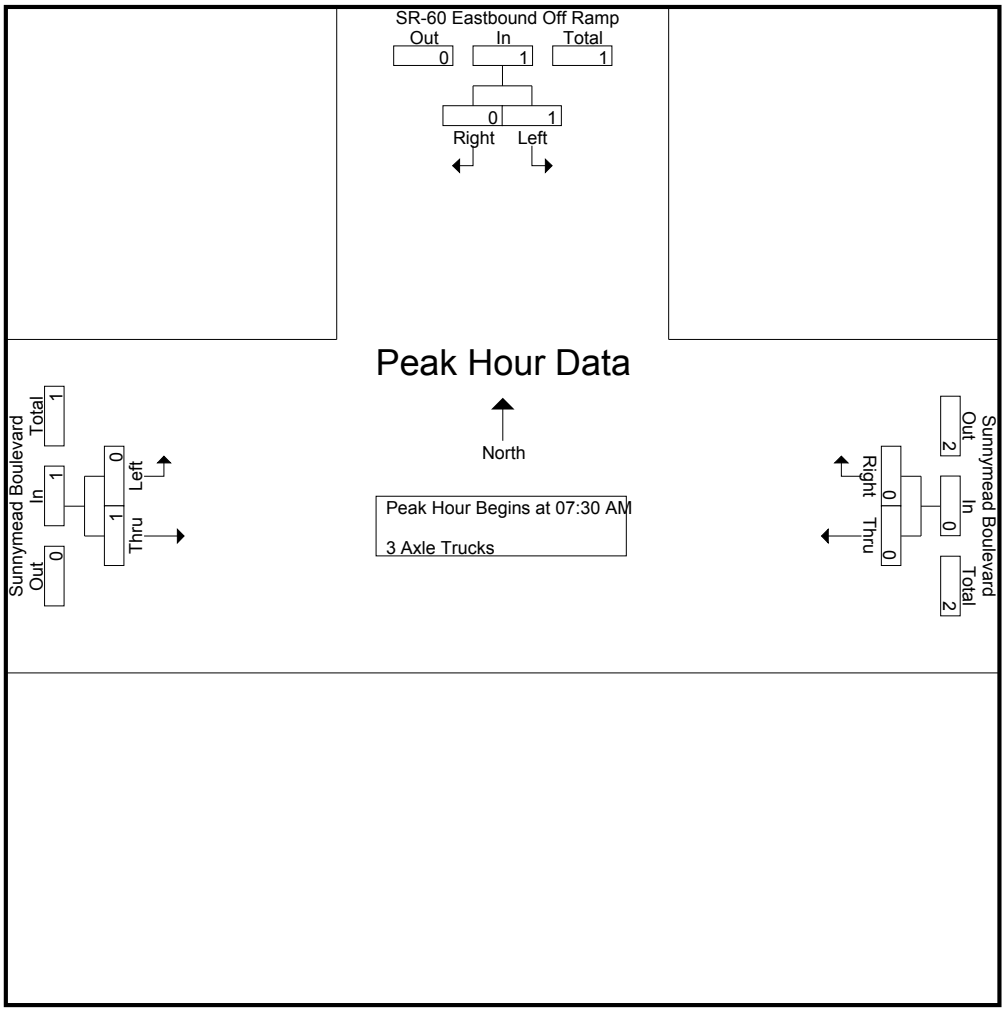

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	**1**	0	**1**	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	**1**	**1**
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	1	0	1	0	0	0	0	1	1
% App. Total	100	0		0	0		0	100	
PHF	.250	.000	.250	.000	.000	.000	.000	.250	.250

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Groups Printed- 4+ Axle Trucks

	SR-60 Eastbound Off Ramp Southbound			Sunnymead Boulevard Westbound			Sunnymead Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	2	0	2	0	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	1	0	1	0	0	0	0	0	0	1
07:45 AM	1	0	1	0	0	0	0	0	0	1
Total	4	0	4	0	0	0	0	0	0	4
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	1	0	1	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	1	0	1	0	0	0	0	0	0	1
Grand Total	5	0	5	0	0	0	0	0	0	5
Apprch %	100	0		0	0		0	0		
Total %	100	0	100	0	0	0	0	0	0	

	SR-60 Eastbound Off Ramp Southbound			Sunnymead Boulevard Westbound			Sunnymead Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	**1**	0	**1**	0	0	0	0	0	0	**1**
07:45 AM	1	0	1	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	1	0	1	0	0	0	0	0	0	1
Total Volume	3	0	3	0	0	0	0	0	0	3
% App. Total	100	0		0	0		0	0		
PHF	.750	.000	.750	.000	.000	.000	.000	.000	.000	.750

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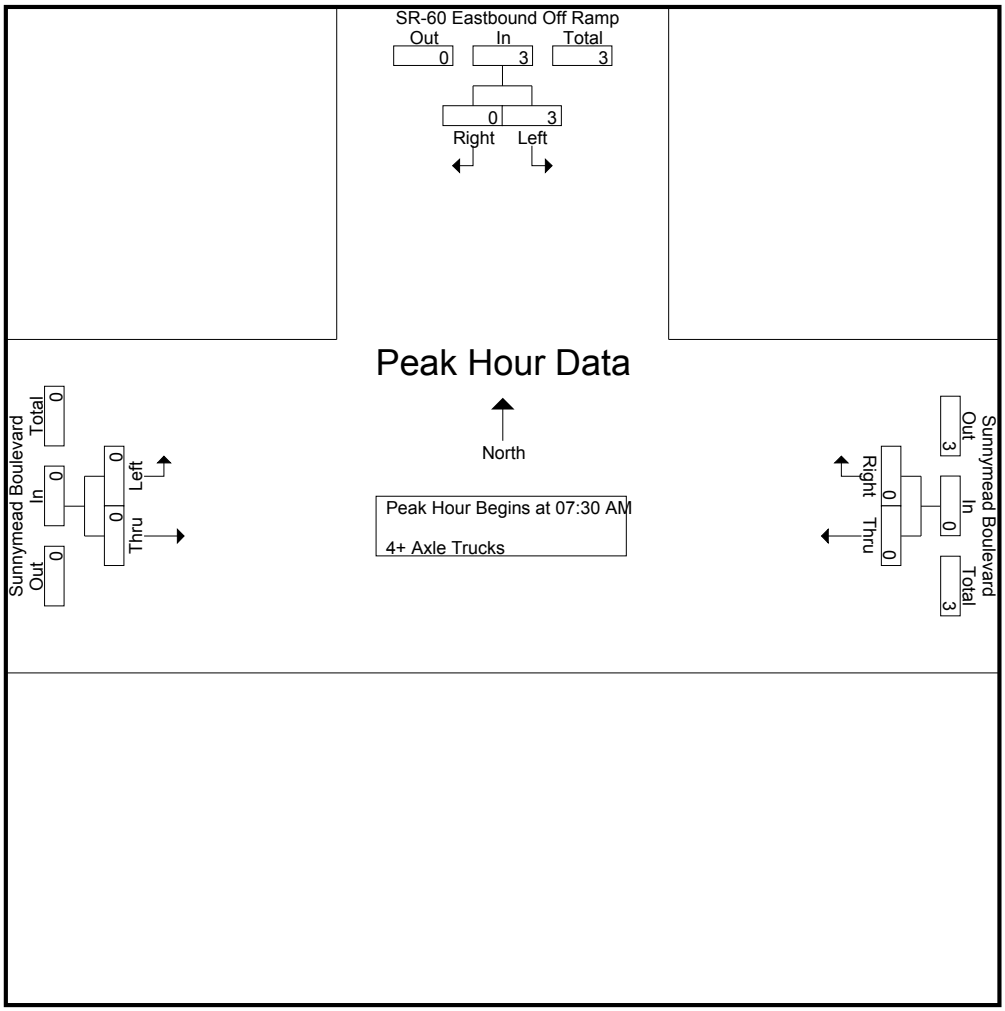

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

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

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

	SR-60 Eastbound Off Ramp Southbound			Sunnymead Boulevard Westbound			Sunnymead Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	248	19	267	95	0	95	0	159	159	521
04:15 PM	200	20	220	69	0	69	0	123	123	412
04:30 PM	229	10	239	81	0	81	0	127	127	447
04:45 PM	290	22	312	117	0	117	0	202	202	631
Total	967	71	1038	362	0	362	0	611	611	2011
05:00 PM	220	9	229	63	0	63	0	116	116	408
05:15 PM	285	14	299	74	0	74	0	143	143	516
05:30 PM	266	19	285	77	0	77	0	125	125	487
05:45 PM	278	17	295	109	0	109	0	136	136	540
Total	1049	59	1108	323	0	323	0	520	520	1951
Grand Total	2016	130	2146	685	0	685	0	1131	1131	3962
Apprch %	93.9	6.1		100	0		0	100		
Total %	50.9	3.3	54.2	17.3	0	17.3	0	28.5	28.5	
Passenger Vehicles	1995	128	2123	677	0	677	0	1117	1117	3917
% Passenger Vehicles	99	98.5	98.9	98.8	0	98.8	0	98.8	98.8	98.9
Large 2 Axle Vehicles	16	2	18	8	0	8	0	12	12	38
% Large 2 Axle Vehicles	0.8	1.5	0.8	1.2	0	1.2	0	1.1	1.1	1
3 Axle Vehicles	1	0	1	0	0	0	0	2	2	3
% 3 Axle Vehicles	0	0	0	0	0	0	0	0.2	0.2	0.1
4+ Axle Trucks	4	0	4	0	0	0	0	0	0	4
% 4+ Axle Trucks	0.2	0	0.2	0	0	0	0	0	0	0.1

	SR-60 Eastbound Off Ramp Southbound			Sunnymead Boulevard Westbound			Sunnymead Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	**290**	**22**	**312**	**117**	0	**117**	0	**202**	**202**	**631**
05:00 PM	220	9	229	63	0	63	0	116	116	408
05:15 PM	285	14	299	74	0	74	0	143	143	516
05:30 PM	266	19	285	77	0	77	0	125	125	487
Total Volume	1061	64	1125	331	0	331	0	586	586	2042
% App. Total	94.3	5.7		100	0		0	100		
PHF	.915	.727	.901	.707	.000	.707	.000	.725	.725	.809

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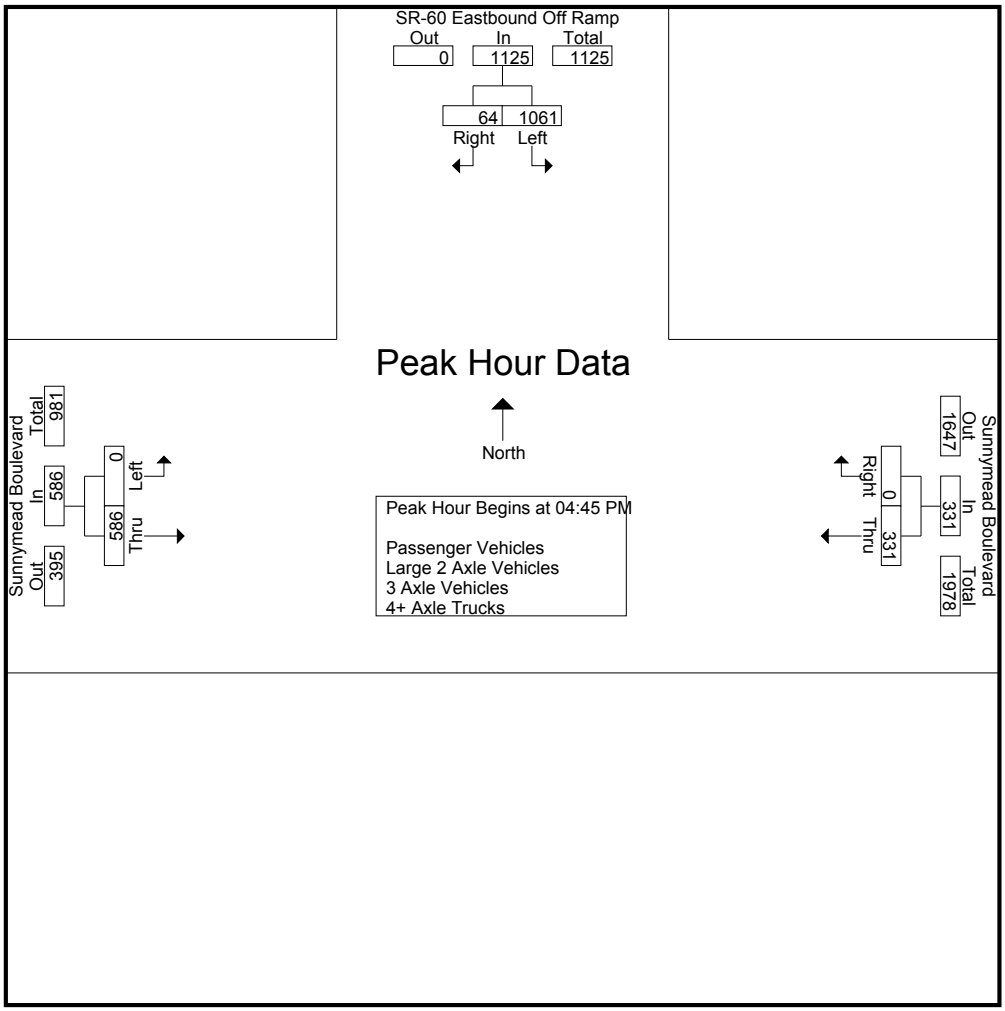

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	**290**	**22**	**312**	**117**	0	**117**	0	**202**	**202**
+15 mins.	220	9	229	63	0	63	0	116	116
+30 mins.	285	14	299	74	0	74	0	143	143
+45 mins.	266	19	285	77	0	77	0	125	125
Total Volume	1061	64	1125	331	0	331	0	586	586
% App. Total	94.3	5.7		100	0		0	100	
PHF	.915	.727	.901	.707	.000	.707	.000	.725	.725

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Groups Printed- Large 2 Axle Vehicles

	SR-60 Eastbound Off Ramp Southbound			Sunnymead Boulevard Westbound			Sunnymead Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	5	0	5	1	0	1	0	1	1	7
04:15 PM	2	2	4	0	0	0	0	2	2	6
04:30 PM	3	0	3	3	0	3	0	1	1	7
04:45 PM	2	0	2	1	0	1	0	1	1	4
Total	12	2	14	5	0	5	0	5	5	24
05:00 PM	0	0	0	1	0	1	0	2	2	3
05:15 PM	2	0	2	0	0	0	0	1	1	3
05:30 PM	0	0	0	2	0	2	0	2	2	4
05:45 PM	2	0	2	0	0	0	0	2	2	4
Total	4	0	4	3	0	3	0	7	7	14
Grand Total	16	2	18	8	0	8	0	12	12	38
Apprch %	88.9	11.1		100	0		0	100		
Total %	42.1	5.3	47.4	21.1	0	21.1	0	31.6	31.6	

	SR-60 Eastbound Off Ramp Southbound			Sunnymead Boulevard Westbound			Sunnymead Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	**2**	0	**2**	1	0	1	0	1	1	**4**
05:00 PM	0	0	0	1	0	1	0	**2**	**2**	3
05:15 PM	2	0	2	0	0	0	0	1	1	3
05:30 PM	0	0	0	**2**	0	**2**	0	2	2	4
Total Volume	4	0	4	4	0	4	0	6	6	14
% App. Total	100	0		100	0		0	100		
PHF	.500	.000	.500	.500	.000	.500	.000	.750	.750	.875

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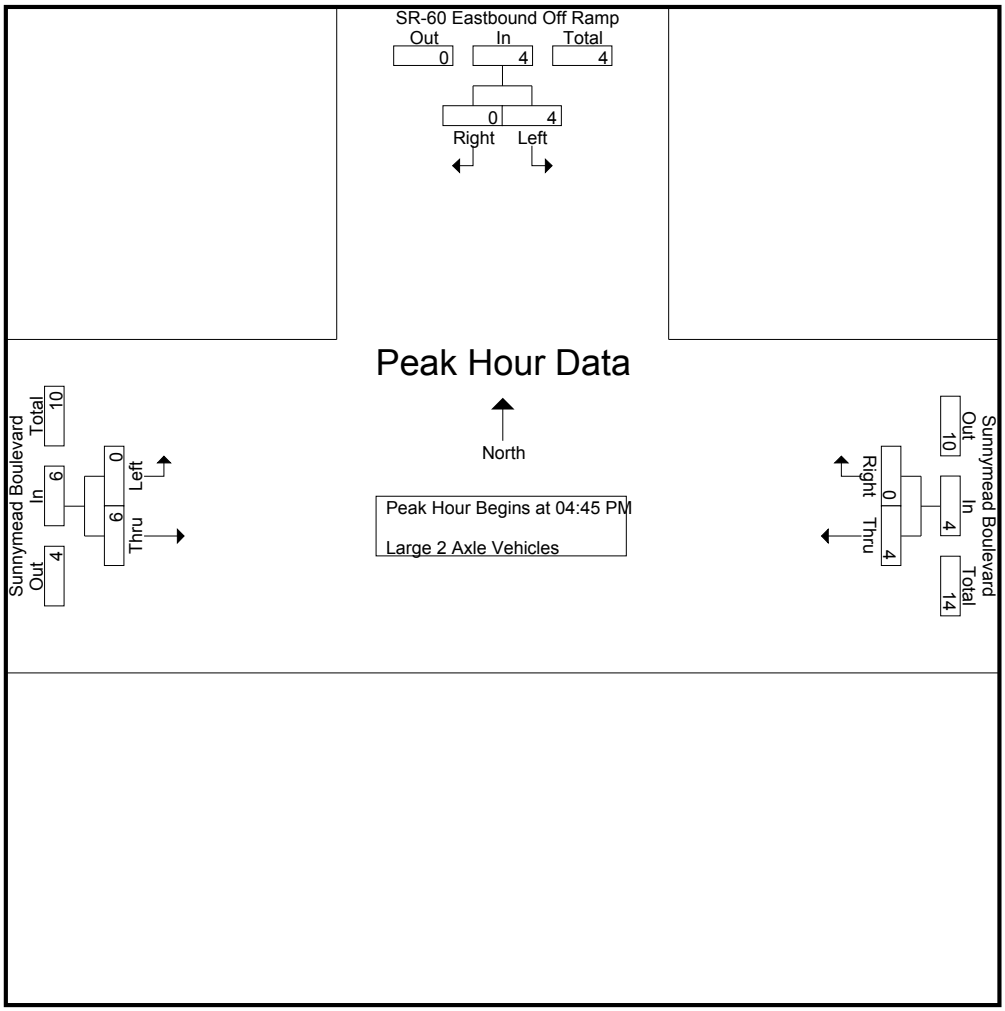

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	**2**	0	**2**	1	0	1	0	1	1
+15 mins.	0	0	0	1	0	1	0	**2**	**2**
+30 mins.	2	0	2	0	0	0	0	1	1
+45 mins.	0	0	0	**2**	0	**2**	0	2	2
Total Volume	4	0	4	4	0	4	0	6	6
% App. Total	100	0		100	0		0	100	
PHF	.500	.000	.500	.500	.000	.500	.000	.750	.750

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Groups Printed- 3 Axle Vehicles

	SR-60 Eastbound Off Ramp Southbound			Sunnymead Boulevard Westbound			Sunnymead Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	1	1	1
04:30 PM	1	0	1	0	0	0	0	1	1	2
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	1	0	1	0	0	0	0	2	2	3
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	1	0	1	0	0	0	0	2	2	3
Apprch %	100	0		0	0		0	100		
Total %	33.3	0	33.3	0	0	0	0	66.7	66.7	

	SR-60 Eastbound Off Ramp Southbound			Sunnymead Boulevard Westbound			Sunnymead Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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E/W: Sunnymead Boulevard
Weather: Sunny

File Name : MRV60EOFFSUPM
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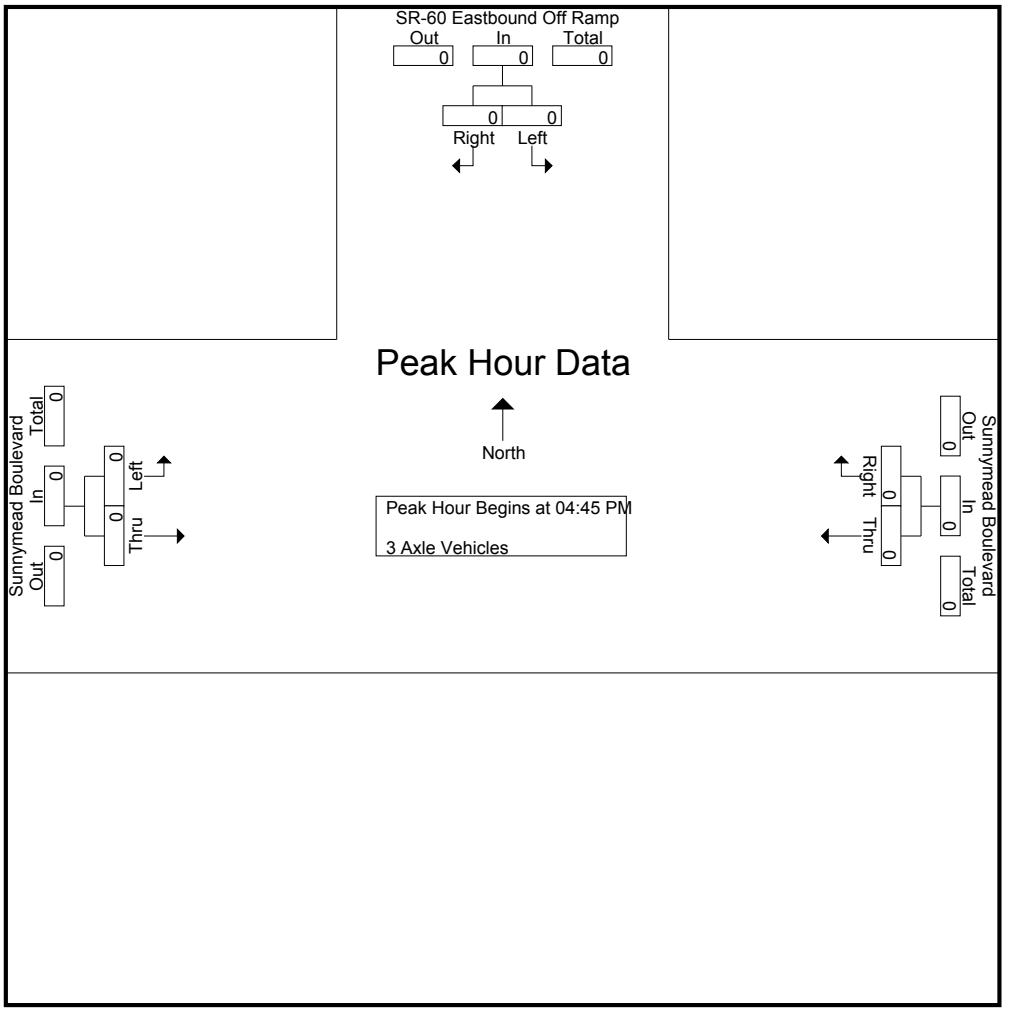

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

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

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E/W: Sunnymead Boulevard
Weather: Sunny

File Name : MRV60EOFFSUPM
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Groups Printed- 4+ Axle Trucks

	SR-60 Eastbound Off Ramp Southbound			Sunnymead Boulevard Westbound			Sunnymead Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	1	0	1	0	0	0	0	0	0	1
04:45 PM	1	0	1	0	0	0	0	0	0	1
Total	2	0	2	0	0	0	0	0	0	2
05:00 PM	1	0	1	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	1	0	1	0	0	0	0	0	0	1
Total	2	0	2	0	0	0	0	0	0	2
Grand Total	4	0	4	0	0	0	0	0	0	4
Apprch %	100	0		0	0		0	0		
Total %	100	0	100	0	0	0	0	0	0	

	SR-60 Eastbound Off Ramp Southbound			Sunnymead Boulevard Westbound			Sunnymead Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	**1**	0	**1**	0	0	0	0	0	0	**1**
05:00 PM	1	0	1	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	2	0	2	0	0	0	0	0	0	2
% App. Total	100	0		0	0		0	0		
PHF	.500	.000	.500	.000	.000	.000	.000	.000	.000	.500

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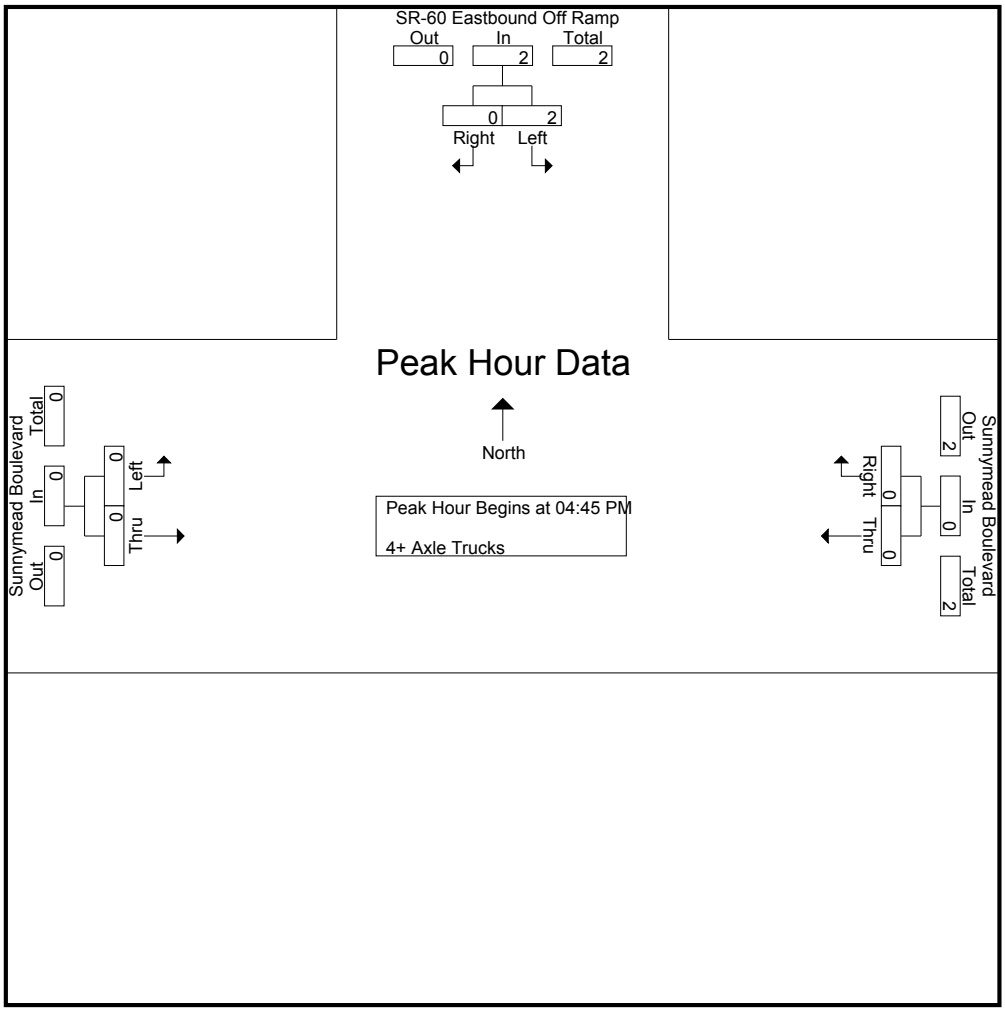

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	**1**	0	**1**	0	0	0	0	0	0
+15 mins.	1	0	1	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	2	0	2	0	0	0	0	0	0
% App. Total	100	0		0	0		0	0	
PHF	.500	.000	.500	.000	.000	.000	.000	.000	.000

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Weather: Sunny

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

	SR-60 Eastbound Off Ramp Southbound			Sunnymead Boulevard Westbound			Sunnymead Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
12:00 PM	195	19	214	113	0	113	0	130	130	457
12:15 PM	222	10	232	137	0	137	0	162	162	531
12:30 PM	182	13	195	109	0	109	0	165	165	469
12:45 PM	198	25	223	144	0	144	0	180	180	547
Total	797	67	864	503	0	503	0	637	637	2004
01:00 PM	215	21	236	125	0	125	0	140	140	501
01:15 PM	223	20	243	123	0	123	0	193	193	559
01:30 PM	217	12	229	123	0	123	0	158	158	510
01:45 PM	207	21	228	125	0	125	0	177	177	530
Total	862	74	936	496	0	496	0	668	668	2100
02:00 PM	230	13	243	120	0	120	0	169	169	532
02:15 PM	244	16	260	105	0	105	0	165	165	530
02:30 PM	238	18	256	113	0	113	0	167	167	536
02:45 PM	229	17	246	106	0	106	0	154	154	506
Total	941	64	1005	444	0	444	0	655	655	2104
Grand Total	2600	205	2805	1443	0	1443	0	1960	1960	6208
Apprch %	92.7	7.3		100	0		0	100		
Total %	41.9	3.3	45.2	23.2	0	23.2	0	31.6	31.6	
Passenger Vehicles	2572	204	2776	1430	0	1430	0	1943	1943	6149
% Passenger Vehicles	98.9	99.5	99	99.1	0	99.1	0	99.1	99.1	99
Large 2 Axle Vehicles	25	1	26	11	0	11	0	13	13	50
% Large 2 Axle Vehicles	1	0.5	0.9	0.8	0	0.8	0	0.7	0.7	0.8
3 Axle Vehicles	1	0	1	1	0	1	0	3	3	5
% 3 Axle Vehicles	0	0	0	0.1	0	0.1	0	0.2	0.2	0.1
4+ Axle Trucks	2	0	2	1	0	1	0	1	1	4
% 4+ Axle Trucks	0.1	0	0.1	0.1	0	0.1	0	0.1	0.1	0.1

	SR-60 Eastbound Off Ramp Southbound			Sunnymead Boulevard Westbound			Sunnymead Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 01:15 PM to 02:00 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 01:15 PM										
01:15 PM	223	20	**243**	123	0	123	0	**193**	**193**	**559**
01:30 PM	217	12	229	123	0	123	0	158	158	510
01:45 PM	207	**21**	228	**125**	0	**125**	0	177	177	530
02:00 PM	**230**	13	243	120	0	120	0	169	169	532
Total Volume	877	66	943	491	0	491	0	697	697	2131
% App. Total	93	7		100	0		0	100		
PHF	.953	.786	.970	.982	.000	.982	.000	.903	.903	.953

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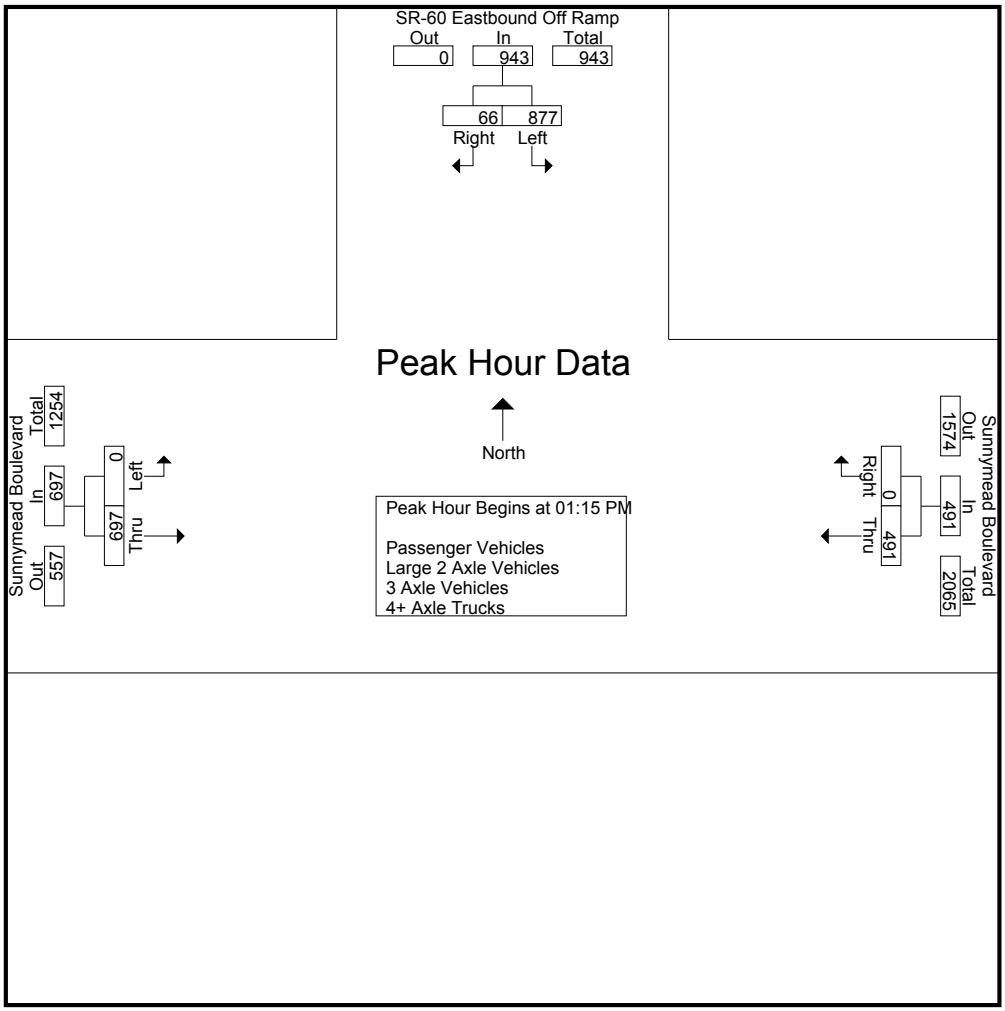

Peak Hour Analysis From 01:15 PM to 02:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	01:15 PM			01:15 PM			01:15 PM		
+0 mins.	223	20	**243**	123	0	123	0	**193**	**193**
+15 mins.	217	12	229	123	0	123	0	158	158
+30 mins.	207	**21**	228	**125**	0	**125**	0	177	177
+45 mins.	**230**	13	243	120	0	120	0	169	169
Total Volume	877	66	943	491	0	491	0	697	697
% App. Total	93	7		100	0		0	100	
PHF	.953	.786	.970	.982	.000	.982	.000	.903	.903

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Groups Printed- Passenger Vehicles

	SR-60 Eastbound Off Ramp Southbound			Sunnymead Boulevard Westbound			Sunnymead Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
12:00 PM	192	19	211	113	0	113	0	127	127	451
12:15 PM	219	10	229	137	0	137	0	161	161	527
12:30 PM	182	13	195	108	0	108	0	163	163	466
12:45 PM	196	25	221	141	0	141	0	179	179	541
Total	789	67	856	499	0	499	0	630	630	1985
01:00 PM	211	21	232	123	0	123	0	140	140	495
01:15 PM	219	19	238	123	0	123	0	189	189	550
01:30 PM	213	12	225	118	0	118	0	157	157	500
01:45 PM	205	21	226	125	0	125	0	176	176	527
Total	848	73	921	489	0	489	0	662	662	2072
02:00 PM	229	13	242	120	0	120	0	169	169	531
02:15 PM	243	16	259	105	0	105	0	163	163	527
02:30 PM	236	18	254	111	0	111	0	166	166	531
02:45 PM	227	17	244	106	0	106	0	153	153	503
Total	935	64	999	442	0	442	0	651	651	2092
Grand Total	2572	204	2776	1430	0	1430	0	1943	1943	6149
Apprch %	92.7	7.3		100	0		0	100		
Total %	41.8	3.3	45.1	23.3	0	23.3	0	31.6	31.6	

	SR-60 Eastbound Off Ramp Southbound			Sunnymead Boulevard Westbound			Sunnymead Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 01:15 PM to 02:00 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 01:15 PM										
01:15 PM	219	19	238	123	0	123	0	**189**	**189**	**550**
01:30 PM	213	12	225	118	0	118	0	157	157	500
01:45 PM	205	**21**	226	**125**	0	**125**	0	176	176	527
02:00 PM	**229**	13	**242**	120	0	120	0	169	169	531
Total Volume	866	65	931	486	0	486	0	691	691	2108
% App. Total	93	7		100	0		0	100		
PHF	.945	.774	.962	.972	.000	.972	.000	.914	.914	.958

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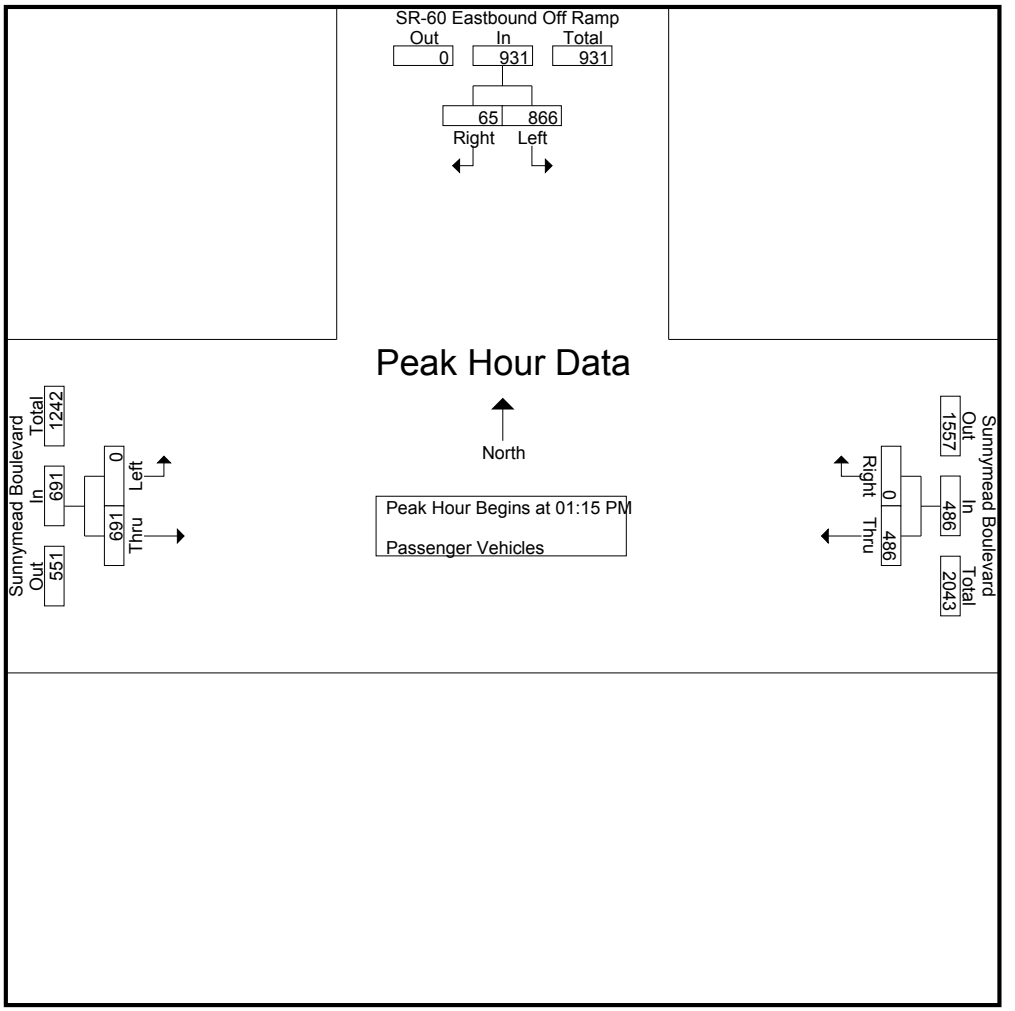

Peak Hour Analysis From 01:15 PM to 02:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	01:15 PM			01:15 PM			01:15 PM		
+0 mins.	219	19	238	123	0	123	0	**189**	**189**
+15 mins.	213	12	225	118	0	118	0	157	157
+30 mins.	205	**21**	226	**125**	0	**125**	0	176	176
+45 mins.	**229**	13	**242**	120	0	120	0	169	169
Total Volume	866	65	931	486	0	486	0	691	691
% App. Total	93	7		100	0		0	100	
PHF	.945	.774	.962	.972	.000	.972	.000	.914	.914

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Groups Printed- Large 2 Axle Vehicles

	SR-60 Eastbound Off Ramp Southbound			Sunnymead Boulevard Westbound			Sunnymead Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
12:00 PM	3	0	3	0	0	0	0	1	1	4
12:15 PM	2	0	2	0	0	0	0	1	1	3
12:30 PM	0	0	0	1	0	1	0	2	2	3
12:45 PM	2	0	2	2	0	2	0	1	1	5
Total	7	0	7	3	0	3	0	5	5	15
01:00 PM	3	0	3	1	0	1	0	0	0	4
01:15 PM	4	1	5	0	0	0	0	3	3	8
01:30 PM	3	0	3	5	0	5	0	1	1	9
01:45 PM	2	0	2	0	0	0	0	1	1	3
Total	12	1	13	6	0	6	0	5	5	24
02:00 PM	1	0	1	0	0	0	0	0	0	1
02:15 PM	1	0	1	0	0	0	0	1	1	2
02:30 PM	2	0	2	2	0	2	0	1	1	5
02:45 PM	2	0	2	0	0	0	0	1	1	3
Total	6	0	6	2	0	2	0	3	3	11
Grand Total	25	1	26	11	0	11	0	13	13	50
Apprch %	96.2	3.8		100	0		0	100		
Total %	50	2	52	22	0	22	0	26	26	

	SR-60 Eastbound Off Ramp Southbound			Sunnymead Boulevard Westbound			Sunnymead Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 01:15 PM to 02:00 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 01:15 PM										
01:15 PM	**4**	**1**	**5**	0	0	0	0	**3**	**3**	8
01:30 PM	3	0	3	**5**	0	**5**	0	1	1	**9**
01:45 PM	2	0	2	0	0	0	0	1	1	3
02:00 PM	1	0	1	0	0	0	0	0	0	1
Total Volume	10	1	11	5	0	5	0	5	5	21
% App. Total	90.9	9.1		100	0		0	100		
PHF	.625	.250	.550	.250	.000	.250	.000	.417	.417	.583

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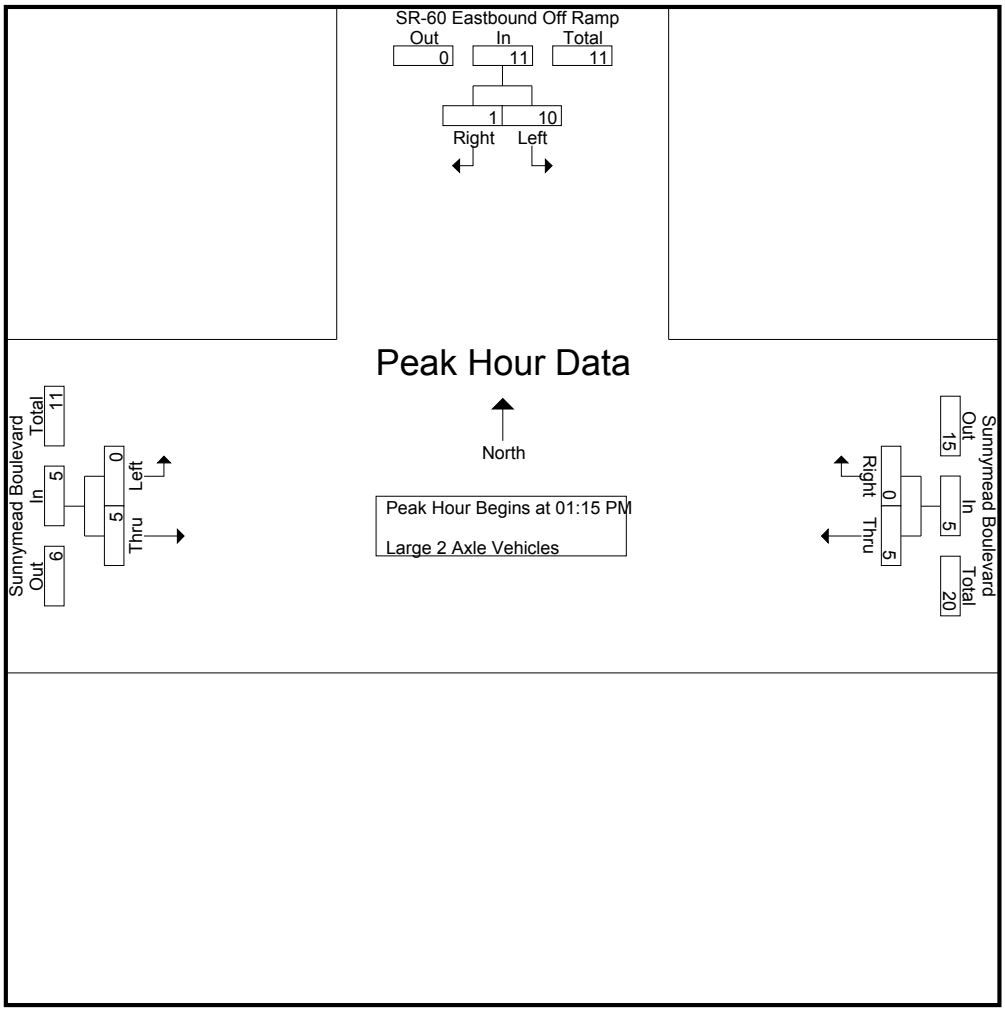

Peak Hour Analysis From 01:15 PM to 02:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	01:15 PM			01:15 PM			01:15 PM		
+0 mins.	**4**	**1**	**5**	0	0	0	0	**3**	**3**
+15 mins.	3	0	3	**5**	0	**5**	0	1	1
+30 mins.	2	0	2	0	0	0	0	1	1
+45 mins.	1	0	1	0	0	0	0	0	0
Total Volume	10	1	11	5	0	5	0	5	5
% App. Total	90.9	9.1		100	0		0	100	
PHF	.625	.250	.550	.250	.000	.250	.000	.417	.417

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Groups Printed- 3 Axle Vehicles

	SR-60 Eastbound Off Ramp Southbound			Sunnymead Boulevard Westbound			Sunnymead Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
12:00 PM	0	0	0	0	0	0	0	1	1	1
12:15 PM	1	0	1	0	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	1	0	1	0	0	0	1
Total	1	0	1	1	0	1	0	1	1	3
01:00 PM	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	1	1	1
01:30 PM	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	1	1
02:00 PM	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	1	1	1
02:30 PM	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	1	1
Grand Total	1	0	1	1	0	1	0	3	3	5
Apprch %	100	0		100	0		0	100		
Total %	20	0	20	20	0	20	0	60	60	

	SR-60 Eastbound Off Ramp Southbound			Sunnymead Boulevard Westbound			Sunnymead Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 01:15 PM to 02:00 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 01:15 PM										
01:15 PM	0	0	0	0	0	0	0	**1**	**1**	**1**
01:30 PM	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	1	1	1
% App. Total	0	0		0	0		0	100		
PHF	.000	.000	.000	.000	.000	.000	.000	.250	.250	.250

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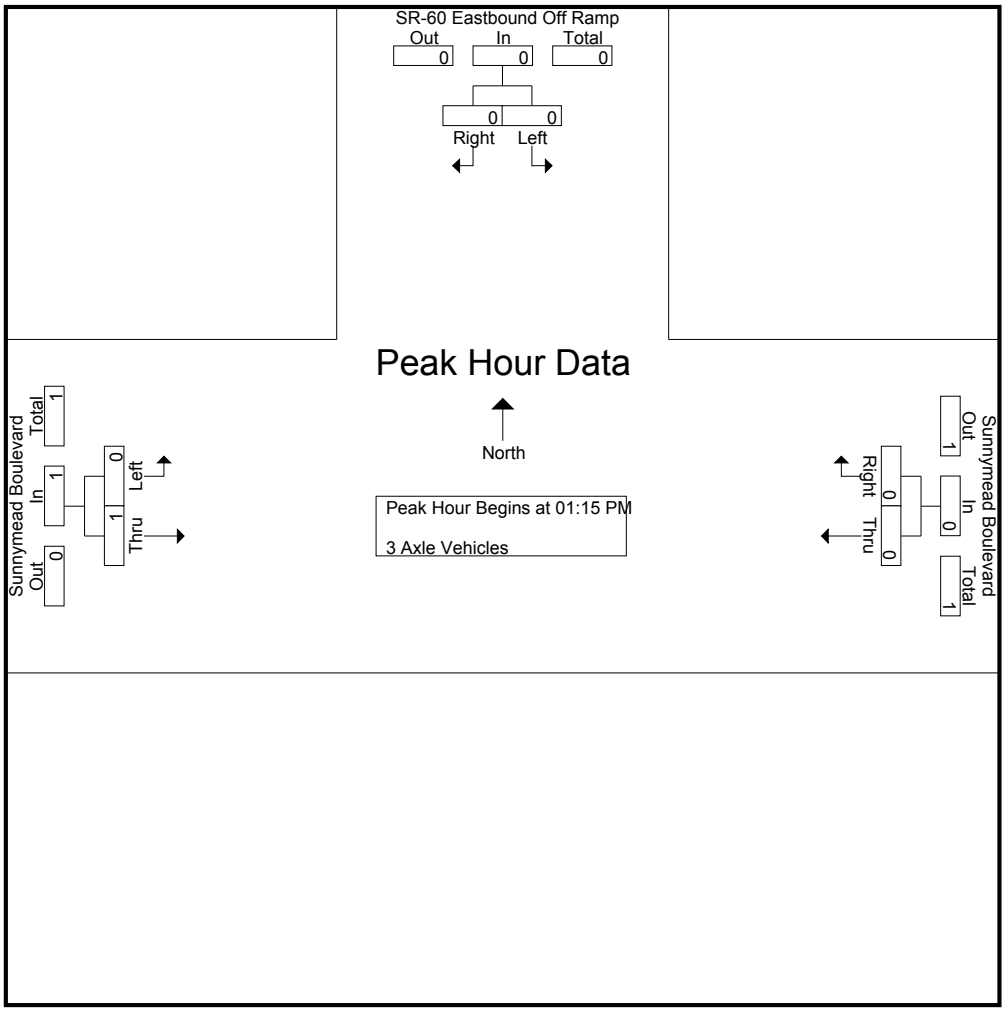

Peak Hour Analysis From 01:15 PM to 02:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

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

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Groups Printed- 4+ Axle Trucks

	SR-60 Eastbound Off Ramp Southbound			Sunnymead Boulevard Westbound			Sunnymead Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
12:00 PM	0	0	0	0	0	0	0	1	1	1
12:15 PM	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	1	1
01:00 PM	1	0	1	1	0	1	0	0	0	2
01:15 PM	0	0	0	0	0	0	0	0	0	0
01:30 PM	1	0	1	0	0	0	0	0	0	1
01:45 PM	0	0	0	0	0	0	0	0	0	0
Total	2	0	2	1	0	1	0	0	0	3
02:00 PM	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	2	0	2	1	0	1	0	1	1	4
Apprch %	100	0		100	0		0	100		
Total %	50	0	50	25	0	25	0	25	25	

	SR-60 Eastbound Off Ramp Southbound			Sunnymead Boulevard Westbound			Sunnymead Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 01:15 PM to 02:00 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 01:15 PM										
01:15 PM	0	0	0	0	0	0	0	0	0	0
01:30 PM	**1**	0	**1**	0	0	0	0	0	0	**1**
01:45 PM	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	1	0	0	0	0	0	0	1
% App. Total	100	0		0	0		0	0		
PHF	.250	.000	.250	.000	.000	.000	.000	.000	.000	.250

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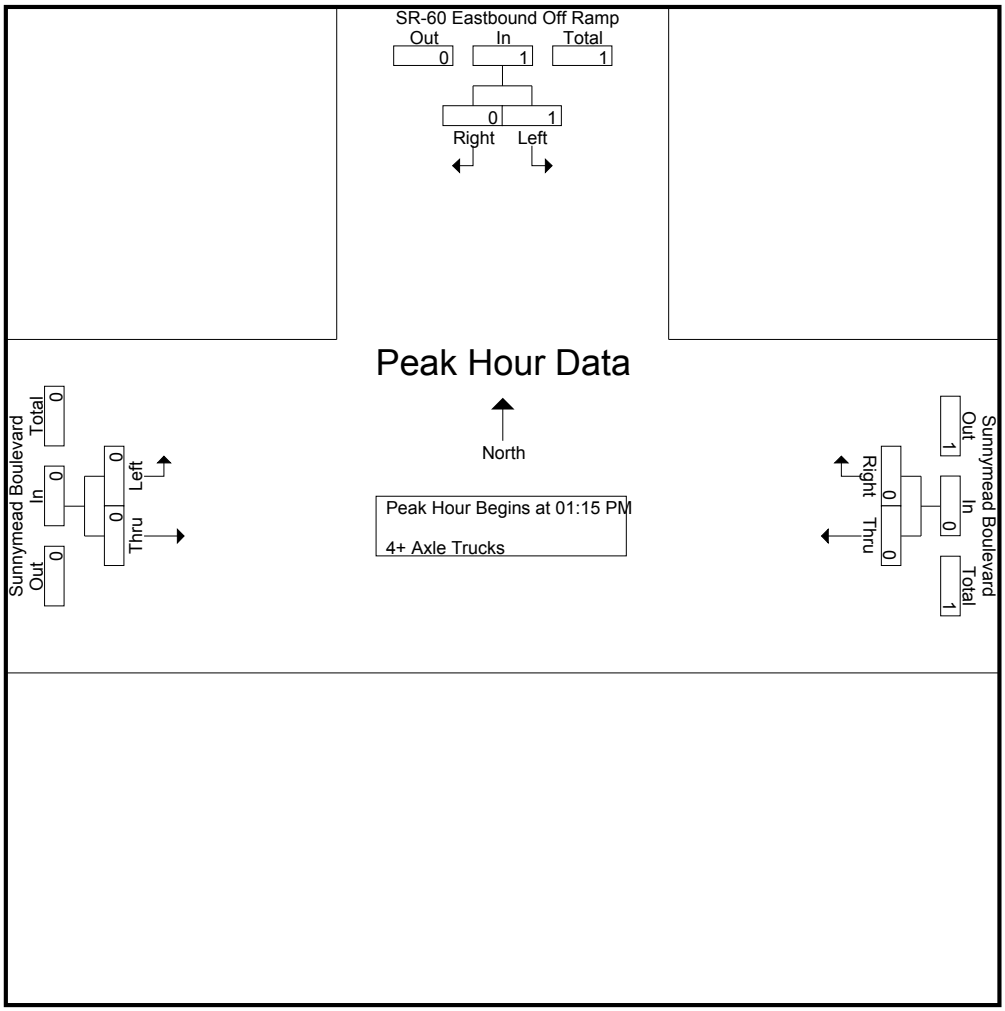
City of Moreno Valley
N/S: SR-60 Eastbound Off Ramp
E/W: Sunnymead Boulevard
Weather: Sunny

File Name : MRV60EOFFSUSAT
Site Code : 00000155
Start Date : 5/18/2013
Page No : 2



Peak Hour Analysis From 01:15 PM to 02:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

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

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City of Moreno Valley
N/S: Perris Boulevard
E/W: SR-60 Westbound Ramps
Weather: Sunny

File Name : MRVPE60WAM
Site Code : 00000083
Start Date : 5/14/2013
Page No : 1

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

	Perris Boulevard Southbound				SR-60 Westbound Off Ramp Westbound				Perris Boulevard Northbound				SR-60 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	123	120	243	16	0	28	44	153	180	0	333	0	0	0	0	620
07:15 AM	0	131	102	233	19	0	21	40	119	192	0	311	0	0	0	0	584
07:30 AM	0	185	81	266	31	0	37	68	101	213	0	314	0	0	0	0	648
07:45 AM	0	261	78	339	29	0	26	55	122	259	0	381	0	0	0	0	775
Total	0	700	381	1081	95	0	112	207	495	844	0	1339	0	0	0	0	2627
08:00 AM	0	220	101	321	43	0	32	75	114	247	0	361	0	0	0	0	757
08:15 AM	0	112	99	211	21	0	31	52	145	240	0	385	0	0	0	0	648
08:30 AM	0	137	92	229	32	0	18	50	119	185	0	304	0	0	0	0	583
08:45 AM	0	165	85	250	20	0	31	51	108	166	0	274	0	0	0	0	575
Total	0	634	377	1011	116	0	112	228	486	838	0	1324	0	0	0	0	2563
Grand Total	0	1334	758	2092	211	0	224	435	981	1682	0	2663	0	0	0	0	5190
Apprch %	0	63.8	36.2		48.5	0	51.5		36.8	63.2	0		0	0	0		
Total %	0	25.7	14.6	40.3	4.1	0	4.3	8.4	18.9	32.4	0	51.3	0	0	0	0	
Passenger Vehicles	0	1299	738	2037	205	0	215	420	961	1630	0	2591	0	0	0	0	5048
% Passenger Vehicles	0	97.4	97.4	97.4	97.2	0	96	96.6	98	96.9	0	97.3	0	0	0	0	97.3
Large 2 Axle Vehicles	0	29	15	44	4	0	5	9	13	47	0	60	0	0	0	0	113
% Large 2 Axle Vehicles	0	2.2	2	2.1	1.9	0	2.2	2.1	1.3	2.8	0	2.3	0	0	0	0	2.2
3 Axle Vehicles	0	0	2	2	1	0	0	1	1	3	0	4	0	0	0	0	7
% 3 Axle Vehicles	0	0	0.3	0.1	0.5	0	0	0.2	0.1	0.2	0	0.2	0	0	0	0	0.1
4+ Axle Trucks	0	6	3	9	1	0	4	5	6	2	0	8	0	0	0	0	22
% 4+ Axle Trucks	0	0.4	0.4	0.4	0.5	0	1.8	1.1	0.6	0.1	0	0.3	0	0	0	0	0.4

	Perris Boulevard Southbound				SR-60 Westbound Off Ramp Westbound				Perris Boulevard Northbound				SR-60 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	185	81	266	31	0	**37**	68	101	213	0	314	0	0	0	0	648
07:45 AM	0	**261**	78	**339**	29	0	26	55	122	**259**	0	381	0	0	0	0	**775**
08:00 AM	0	220	**101**	321	**43**	0	32	**75**	114	247	0	361	0	0	0	0	757
08:15 AM	0	112	99	211	21	0	31	52	**145**	240	0	**385**	0	0	0	0	648
Total Volume	0	778	359	1137	124	0	126	250	482	959	0	1441	0	0	0	0	2828
% App. Total	0	68.4	31.6		49.6	0	50.4		33.4	66.6	0		0	0	0		
PHF	.000	.745	.889	.838	.721	.000	.851	.833	.831	.926	.000	.936	.000	.000	.000	.000	.912

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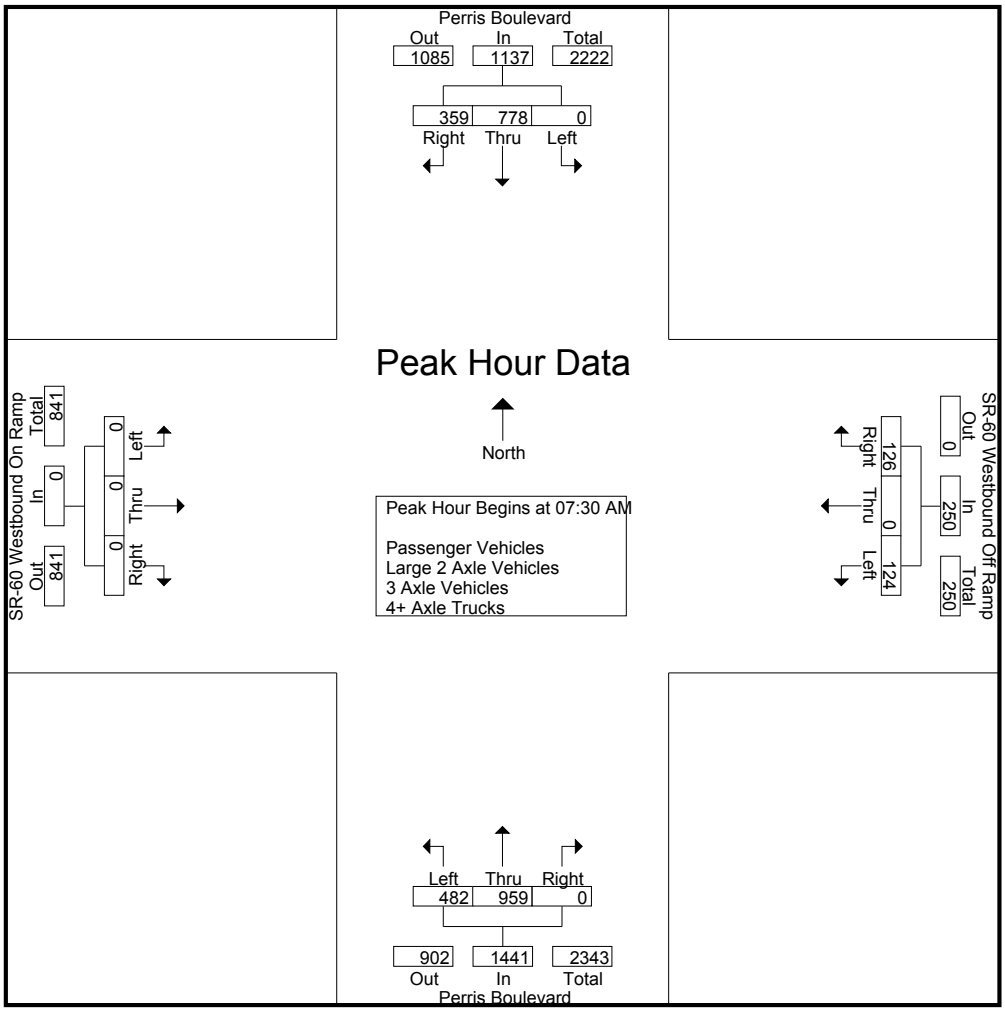
City of Moreno Valley
N/S: Perris Boulevard
E/W: SR-60 Westbound Ramps
Weather: Sunny

File Name : MRVPE60WAM
Site Code : 00000083
Start Date : 5/14/2013
Page No : 2



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

	07:15 AM				07:30 AM				07:30 AM				07:00 AM			
+0 mins.	0	131	**102**	233	31	0	**37**	68	101	213	0	314	0	0	0	0
+15 mins.	0	185	81	266	29	0	26	55	122	**259**	0	381	0	0	0	0
+30 mins.	0	**261**	78	**339**	**43**	0	32	**75**	114	247	0	361	0	0	0	0
+45 mins.	0	220	101	321	21	0	31	52	**145**	240	0	**385**	0	0	0	0
Total Volume	0	797	362	1159	124	0	126	250	482	959	0	1441	0	0	0	0
% App. Total	0	68.8	31.2		49.6	0	50.4		33.4	66.6	0		0	0	0	
PHF	.000	.763	.887	.855	.721	.000	.851	.833	.831	.926	.000	.936	.000	.000	.000	.000

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City of Moreno Valley
N/S: Perris Boulevard
E/W: SR-60 Westbound Ramps
Weather: Sunny

File Name : MRVPE60WAM
Site Code : 00000083
Start Date : 5/14/2013
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Perris Boulevard Southbound				SR-60 Westbound Off Ramp Westbound				Perris Boulevard Northbound				SR-60 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	2	3	5	0	0	1	1	3	4	0	7	0	0	0	0	13
07:15 AM	0	0	1	1	0	0	1	1	3	5	0	8	0	0	0	0	10
07:30 AM	0	2	4	6	1	0	0	1	0	8	0	8	0	0	0	0	15
07:45 AM	0	5	1	6	1	0	0	1	1	4	0	5	0	0	0	0	12
Total	0	9	9	18	2	0	2	4	7	21	0	28	0	0	0	0	50
08:00 AM	0	0	1	1	0	0	0	0	3	7	0	10	0	0	0	0	11
08:15 AM	0	5	1	6	0	0	0	0	0	9	0	9	0	0	0	0	15
08:30 AM	0	4	1	5	1	0	0	1	1	5	0	6	0	0	0	0	12
08:45 AM	0	11	3	14	1	0	3	4	2	5	0	7	0	0	0	0	25
Total	0	20	6	26	2	0	3	5	6	26	0	32	0	0	0	0	63
Grand Total	0	29	15	44	4	0	5	9	13	47	0	60	0	0	0	0	113
Apprch %	0	65.9	34.1		44.4	0	55.6		21.7	78.3	0		0	0	0		
Total %	0	25.7	13.3	38.9	3.5	0	4.4	8	11.5	41.6	0	53.1	0	0	0	0	

	Perris Boulevard Southbound				SR-60 Westbound Off Ramp Westbound				Perris Boulevard Northbound				SR-60 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	2	**4**	**6**	**1**	0	0	**1**	0	8	0	8	0	0	0	0	**15**
07:45 AM	0	**5**	1	6	1	0	0	1	1	4	0	5	0	0	0	0	12
08:00 AM	0	0	1	1	0	0	0	0	**3**	7	0	**10**	0	0	0	0	11
08:15 AM	0	5	1	6	0	0	0	0	0	**9**	0	9	0	0	0	0	15
Total Volume	0	12	7	19	2	0	0	2	4	28	0	32	0	0	0	0	53
% App. Total	0	63.2	36.8		100	0	0		12.5	87.5	0		0	0	0		
PHF	.000	.600	.438	.792	.500	.000	.000	.500	.333	.778	.000	.800	.000	.000	.000	.000	.883

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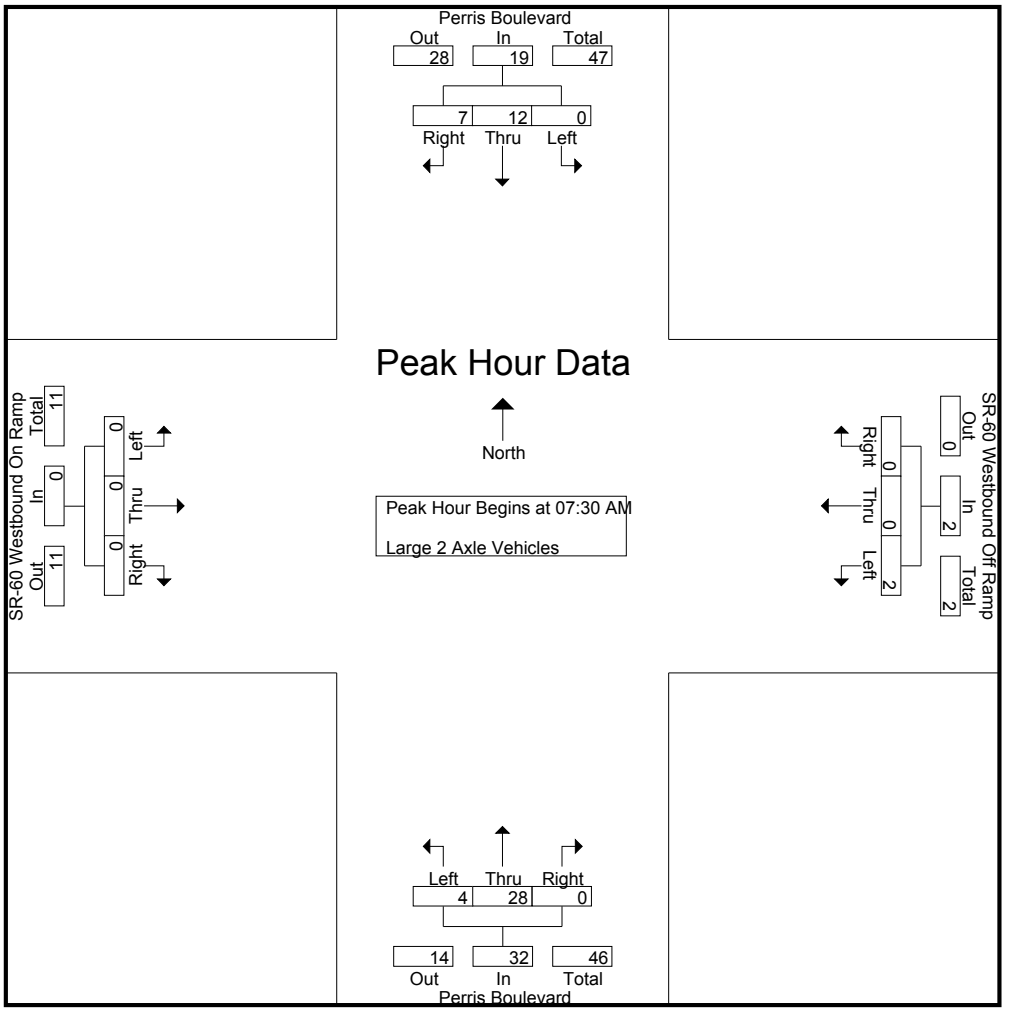
City of Moreno Valley
N/S: Perris Boulevard
E/W: SR-60 Westbound Ramps
Weather: Sunny

File Name : MRVPE60WAM
Site Code : 00000083
Start Date : 5/14/2013
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	2	**4**	**6**	**1**	0	0	**1**	0	8	0	8	0	0	0	0
+15 mins.	0	**5**	1	6	1	0	0	1	1	4	0	5	0	0	0	0
+30 mins.	0	0	1	1	0	0	0	0	**3**	7	0	**10**	0	0	0	0
+45 mins.	0	5	1	6	0	0	0	0	0	**9**	0	9	0	0	0	0
Total Volume	0	12	7	19	2	0	0	2	4	28	0	32	0	0	0	0
% App. Total	0	63.2	36.8		100	0	0		12.5	87.5	0		0	0	0	
PHF	.000	.600	.438	.792	.500	.000	.000	.500	.333	.778	.000	.800	.000	.000	.000	.000

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City of Moreno Valley
N/S: Perris Boulevard
E/W: SR-60 Westbound Ramps
Weather: Sunny

File Name : MRVPE60WAM
Site Code : 00000083
Start Date : 5/14/2013
Page No : 1

Groups Printed- 3 Axle Vehicles

	Perris Boulevard Southbound				SR-60 Westbound Off Ramp Westbound				Perris Boulevard Northbound				SR-60 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	1	0	0	0	0	0	1	0	1	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:30 AM	0	0	1	1	0	0	0	0	0	1	0	1	0	0	0	0	2
08:45 AM	0	0	0	0	1	0	0	1	1	0	0	1	0	0	0	0	2
Total	0	0	1	1	1	0	0	1	1	2	0	3	0	0	0	0	5
Grand Total	0	0	2	2	1	0	0	1	1	3	0	4	0	0	0	0	7
Apprch %	0	0	100		100	0	0		25	75	0		0	0	0		
Total %	0	0	28.6	28.6	14.3	0	0	14.3	14.3	42.9	0	57.1	0	0	0	0	

	Perris Boulevard Southbound				SR-60 Westbound Off Ramp Westbound				Perris Boulevard Northbound				SR-60 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**1**
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
% App. Total	0	0	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.500

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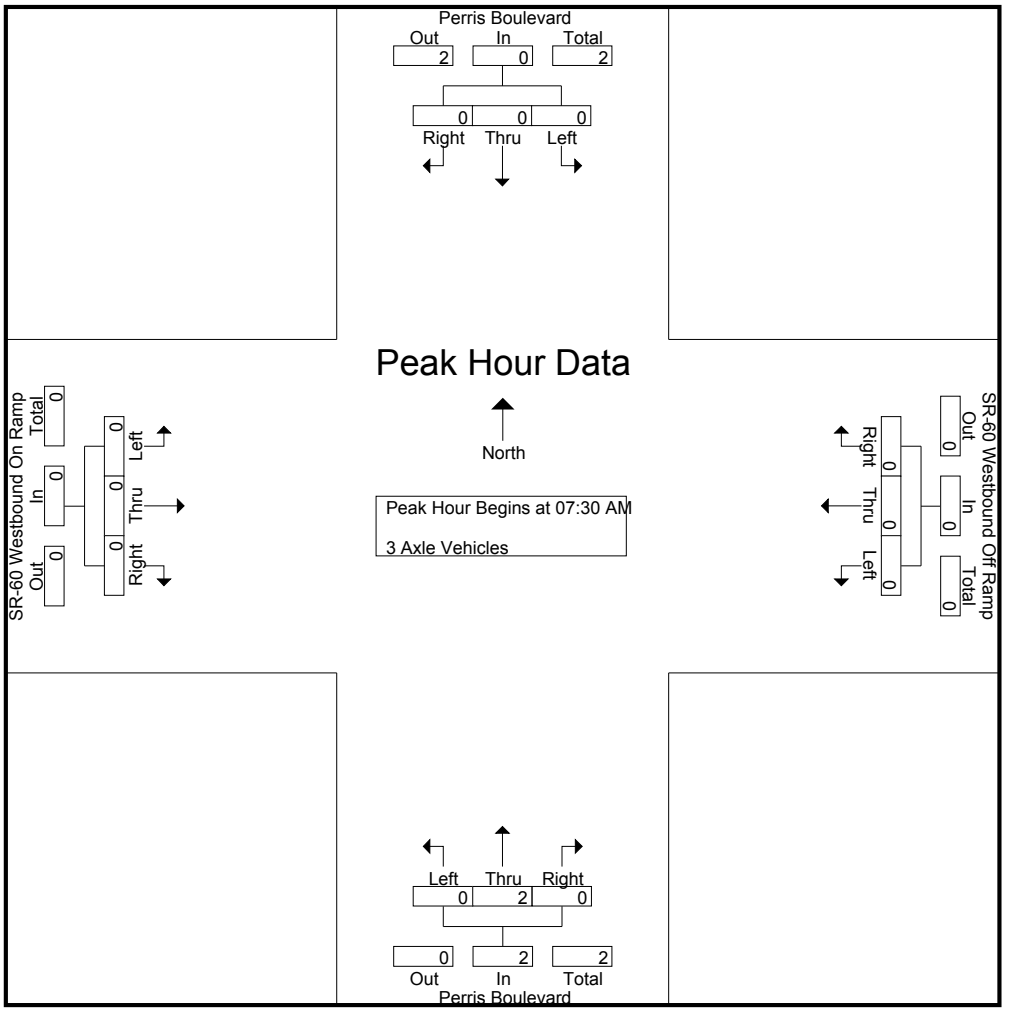
City of Moreno Valley
N/S: Perris Boulevard
E/W: SR-60 Westbound Ramps
Weather: Sunny

File Name : MRVPE60WAM
Site Code : 00000083
Start Date : 5/14/2013
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0
% App. Total	0	0	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000

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City of Moreno Valley
N/S: Perris Boulevard
E/W: SR-60 Westbound Ramps
Weather: Sunny

File Name : MRVPE60WAM
Site Code : 00000083
Start Date : 5/14/2013
Page No : 1

Groups Printed- 4+ Axle Trucks

	Perris Boulevard Southbound				SR-60 Westbound Off Ramp Westbound				Perris Boulevard Northbound				SR-60 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	1	0	1	0	0	2	2	2	0	0	2	0	0	0	0	5
07:45 AM	0	0	1	1	0	0	0	0	2	1	0	3	0	0	0	0	4
Total	0	2	1	3	0	0	2	2	4	1	0	5	0	0	0	0	10
08:00 AM	0	1	0	1	0	0	0	0	1	1	0	2	0	0	0	0	3
08:15 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
08:30 AM	0	2	1	3	1	0	0	1	1	0	0	1	0	0	0	0	5
08:45 AM	0	1	1	2	0	0	1	1	0	0	0	0	0	0	0	0	3
Total	0	4	2	6	1	0	2	3	2	1	0	3	0	0	0	0	12
Grand Total	0	6	3	9	1	0	4	5	6	2	0	8	0	0	0	0	22
Apprch %	0	66.7	33.3		20	0	80		75	25	0		0	0	0		
Total %	0	27.3	13.6	40.9	4.5	0	18.2	22.7	27.3	9.1	0	36.4	0	0	0	0	

	Perris Boulevard Southbound				SR-60 Westbound Off Ramp Westbound				Perris Boulevard Northbound				SR-60 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	**1**	0	**1**	0	0	**2**	**2**	**2**	0	0	2	0	0	0	0	**5**
07:45 AM	0	0	**1**	1	0	0	0	0	2	**1**	0	**3**	0	0	0	0	4
08:00 AM	0	1	0	1	0	0	0	0	1	1	0	2	0	0	0	0	3
08:15 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
Total Volume	0	2	1	3	0	0	3	3	5	2	0	7	0	0	0	0	13
% App. Total	0	66.7	33.3		0	0	100		71.4	28.6	0		0	0	0		
PHF	.000	.500	.250	.750	.000	.000	.375	.375	.625	.500	.000	.583	.000	.000	.000	.000	.650

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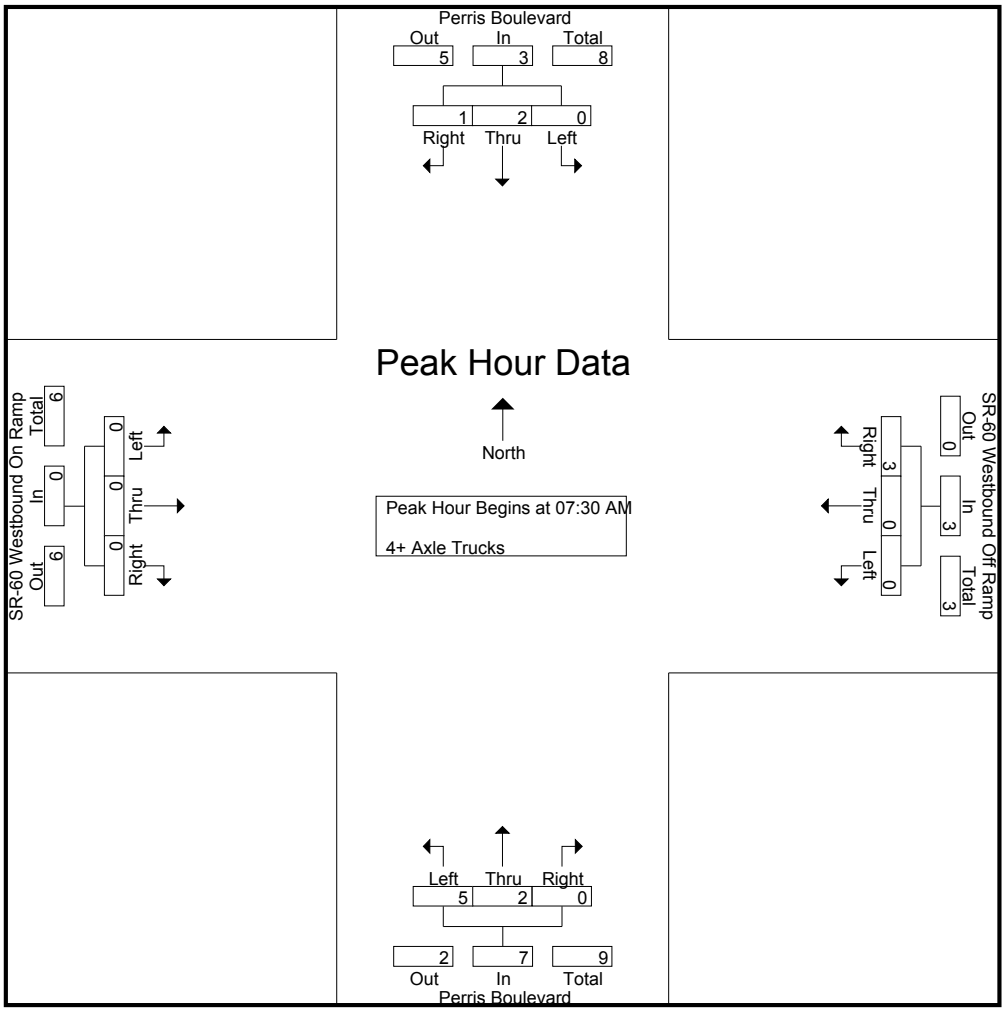
Corona, CA 92878
(951) 268-6268

City of Moreno Valley
N/S: Perris Boulevard
E/W: SR-60 Westbound Ramps
Weather: Sunny

File Name : MRVPE60WAM
Site Code : 00000083
Start Date : 5/14/2013
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	**1**	0	**1**	0	0	**2**	**2**	**2**	0	0	2	0	0	0	0
+15 mins.	0	0	**1**	1	0	0	0	0	2	**1**	0	**3**	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	1	1	0	2	0	0	0	0
+45 mins.	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
Total Volume	0	2	1	3	0	0	3	3	5	2	0	7	0	0	0	0
% App. Total	0	66.7	33.3		0	0	100		71.4	28.6	0		0	0	0	
PHF	.000	.500	.250	.750	.000	.000	.375	.375	.625	.500	.000	.583	.000	.000	.000	.000

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City of Moreno Valley
N/S Perris Boulevard
E/W SR-60 Westbound Ramps
Weather Sunny

File Name : MRVPE60WPM
Site Code : 00000083
Start Date : 5/14/2013
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Perris Boulevard Southbound				SR-60 Westbound Off Ramp Westbound				Perris Boulevard Northbound				SR-60 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	219	92	311	47	2	26	75	116	280	0	396	0	0	0	0	782
04:15 PM	0	184	85	269	35	1	26	62	118	281	0	399	0	0	0	0	730
04:30 PM	0	194	74	268	38	0	34	72	109	253	0	362	0	0	0	0	702
04:45 PM	0	233	76	309	43	0	28	71	135	256	0	391	0	0	0	0	771
Total	0	830	327	1157	163	3	114	280	478	1070	0	1548	0	0	0	0	2985
05:00 PM	0	234	76	310	39	0	25	64	118	290	0	408	0	0	0	0	782
05:15 PM	0	202	72	274	35	0	30	65	121	334	0	455	0	0	0	0	794
05:30 PM	0	256	81	337	36	1	33	70	107	262	0	369	0	0	0	0	776
05:45 PM	0	225	82	307	45	0	30	75	144	287	0	431	0	0	0	0	813
Total	0	917	311	1228	155	1	118	274	490	1173	0	1663	0	0	0	0	3165
Grand Total	0	1747	638	2385	318	4	232	554	968	2243	0	3211	0	0	0	0	6150
Apprch %	0	73.2	26.8		57.4	0.7	41.9		30.1	69.9	0		0	0	0		
Total %	0	28.4	10.4	38.8	5.2	0.1	3.8	9	15.7	36.5	0	52.2	0	0	0	0	
Passenger Vehicles	0	1728	629	2357	312	3	223	538	952	2234	0	3186	0	0	0	0	6081
% Passenger Vehicles	0	98.9	98.6	98.8	98.1	75	96.1	97.1	98.3	99.6	0	99.2	0	0	0	0	98.9
Large 2 Axle Vehicles	0	19	7	26	4	1	5	10	12	9	0	21	0	0	0	0	57
% Large 2 Axle Vehicles	0	1.1	1.1	1.1	1.3	25	2.2	1.8	1.2	0.4	0	0.7	0	0	0	0	0.9
3 Axle Vehicles	0	0	1	1	1	0	2	3	2	0	0	2	0	0	0	0	6
% 3 Axle Vehicles	0	0	0.2	0	0.3	0	0.9	0.5	0.2	0	0	0.1	0	0	0	0	0.1
4+ Axle Trucks	0	0	1	1	1	0	2	3	2	0	0	2	0	0	0	0	6
% 4+ Axle Trucks	0	0	0.2	0	0.3	0	0.9	0.5	0.2	0	0	0.1	0	0	0	0	0.1

	Perris Boulevard Southbound				SR-60 Westbound Off Ramp Westbound				Perris Boulevard Northbound				SR-60 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	234	76	310	39	0	25	64	118	290	0	408	0	0	0	0	782
05:15 PM	0	202	72	274	35	0	30	65	121	**334**	0	**455**	0	0	0	0	794
05:30 PM	0	**256**	81	**337**	36	**1**	**33**	70	107	262	0	369	0	0	0	0	776
05:45 PM	0	225	**82**	307	**45**	0	30	**75**	**144**	287	0	431	0	0	0	0	**813**
Total Volume	0	917	311	1228	155	1	118	274	490	1173	0	1663	0	0	0	0	3165
% App. Total	0	74.7	25.3		56.6	0.4	43.1		29.5	70.5	0		0	0	0		
PHF	.000	.896	.948	.911	.861	.250	.894	.913	.851	.878	.000	.914	.000	.000	.000	.000	.973

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N/S Perris Boulevard
E/W SR-60 Westbound Ramps
Weather Sunny

File Name : MRVPE60WPM
Site Code : 00000083
Start Date : 5/14/2013
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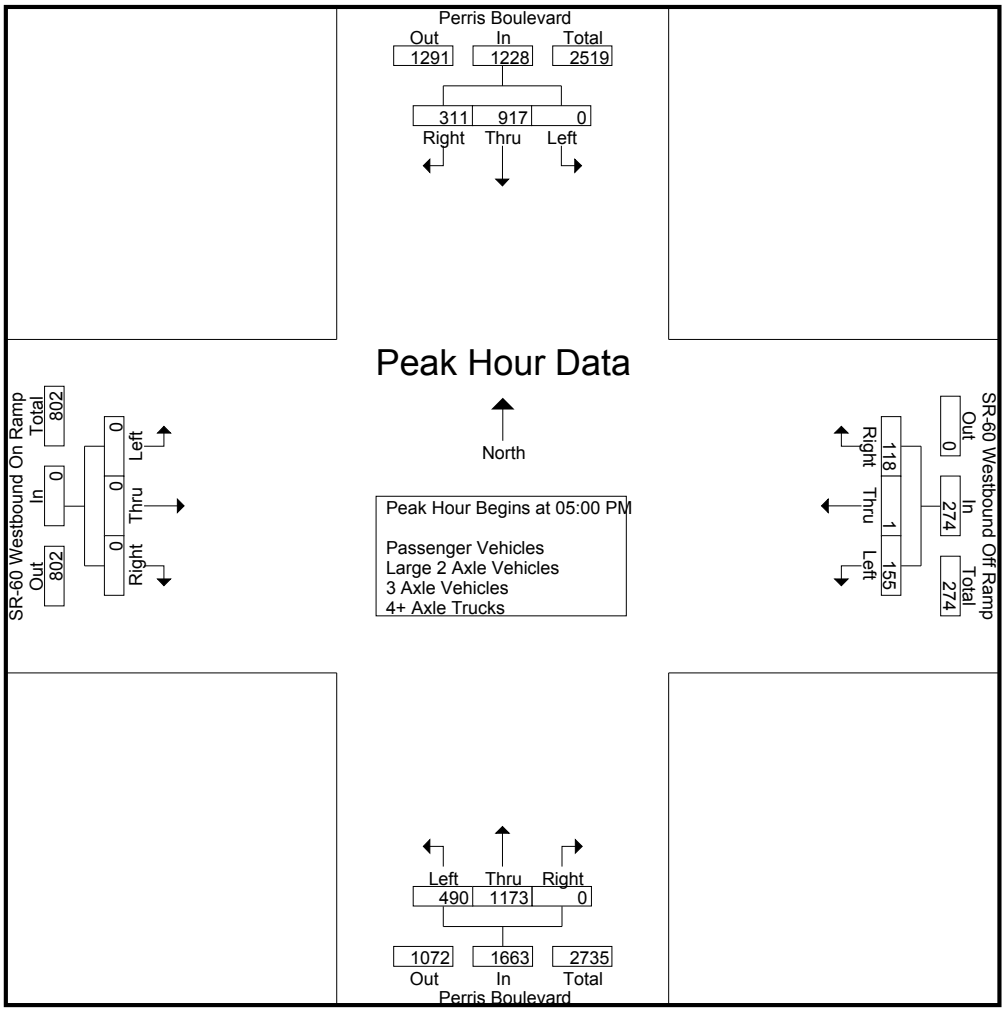

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				04:00 PM				05:00 PM				04:00 PM			
+0 mins.	0	233	76	309	**47**	**2**	26	**75**	118	290	0	408	0	0	0	0
+15 mins.	0	234	76	310	35	1	26	62	121	**334**	0	**455**	0	0	0	0
+30 mins.	0	202	72	274	38	0	**34**	72	107	262	0	369	0	0	0	0
+45 mins.	0	**256**	**81**	**337**	43	0	28	71	**144**	287	0	431	0	0	0	0
Total Volume	0	925	305	1230	163	3	114	280	490	1173	0	1663	0	0	0	0
% App. Total	0	75.2	24.8		58.2	1.1	40.7		29.5	70.5	0		0	0	0	
PHF	.000	.903	.941	.912	.867	.375	.838	.933	.851	.878	.000	.914	.000	.000	.000	.000

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Groups Printed- Large 2 Axle Vehicles

	Perris Boulevard Southbound				SR-60 Westbound Off Ramp Westbound				Perris Boulevard Northbound				SR-60 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	4	0	4	2	1	1	4	2	1	0	3	0	0	0	0	11
04:15 PM	0	0	1	1	0	0	1	1	2	2	0	4	0	0	0	0	6
04:30 PM	0	5	1	6	1	0	0	1	2	4	0	6	0	0	0	0	13
04:45 PM	0	2	3	5	0	0	0	0	1	1	0	2	0	0	0	0	7
Total	0	11	5	16	3	1	2	6	7	8	0	15	0	0	0	0	37
05:00 PM	0	2	1	3	0	0	1	1	0	0	0	0	0	0	0	0	4
05:15 PM	0	2	1	3	1	0	1	2	2	1	0	3	0	0	0	0	8
05:30 PM	0	1	0	1	0	0	1	1	2	0	0	2	0	0	0	0	4
05:45 PM	0	3	0	3	0	0	0	0	1	0	0	1	0	0	0	0	4
Total	0	8	2	10	1	0	3	4	5	1	0	6	0	0	0	0	20
Grand Total	0	19	7	26	4	1	5	10	12	9	0	21	0	0	0	0	57
Apprch %	0	73.1	26.9		40	10	50		57.1	42.9	0		0	0	0		
Total %	0	33.3	12.3	45.6	7	1.8	8.8	17.5	21.1	15.8	0	36.8	0	0	0	0	

	Perris Boulevard Southbound				SR-60 Westbound Off Ramp Westbound				Perris Boulevard Northbound				SR-60 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	2	**1**	**3**	0	0	**1**	1	0	0	0	0	0	0	0	0	4
05:15 PM	0	2	1	3	**1**	0	1	**2**	**2**	**1**	0	**3**	0	0	0	0	**8**
05:30 PM	0	1	0	1	0	0	1	1	2	0	0	2	0	0	0	0	4
05:45 PM	0	**3**	0	3	0	0	0	0	1	0	0	1	0	0	0	0	4
Total Volume	0	8	2	10	1	0	3	4	5	1	0	6	0	0	0	0	20
% App. Total	0	80	20		25	0	75		83.3	16.7	0		0	0	0		
PHF	.000	.667	.500	.833	.250	.000	.750	.500	.625	.250	.000	.500	.000	.000	.000	.000	.625

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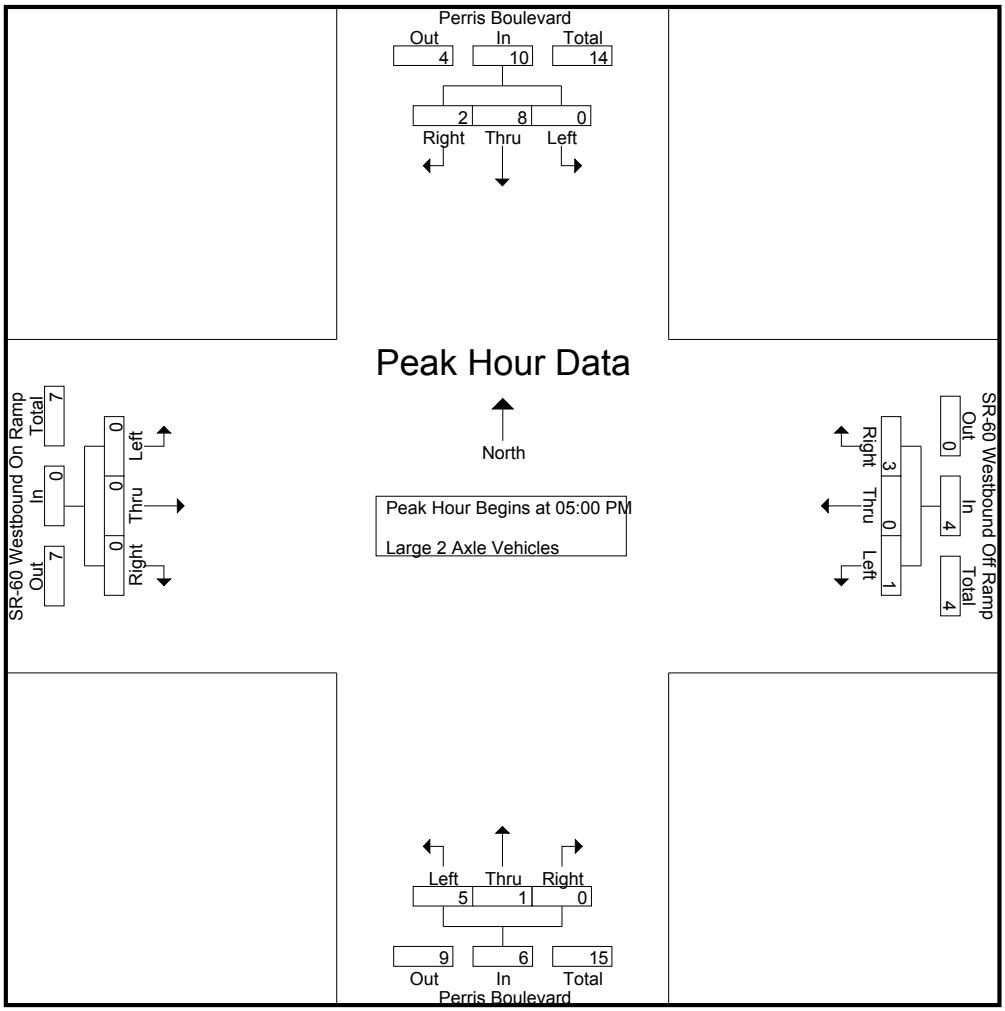

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	2	**1**	**3**	0	0	**1**	1	0	0	0	0	0	0	0	0
+15 mins.	0	2	1	3	**1**	0	1	**2**	**2**	**1**	0	**3**	0	0	0	0
+30 mins.	0	1	0	1	0	0	1	1	2	0	0	2	0	0	0	0
+45 mins.	0	**3**	0	3	0	0	0	0	1	0	0	1	0	0	0	0
Total Volume	0	8	2	10	1	0	3	4	5	1	0	6	0	0	0	0
% App. Total	0	80	20		25	0	75		83.3	16.7	0		0	0	0	
PHF	.000	.667	.500	.833	.250	.000	.750	.500	.625	.250	.000	.500	.000	.000	.000	.000

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Groups Printed- 3 Axle Vehicles

	Perris Boulevard Southbound				SR-60 Westbound Off Ramp Westbound				Perris Boulevard Northbound				SR-60 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
04:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	1	1	0	0	1	0	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	1	1	1	0	0	1	0	0	0	0	2
Total	0	0	1	1	0	0	2	2	1	0	0	1	0	0	0	0	4
Grand Total	0	0	1	1	1	0	2	3	2	0	0	2	0	0	0	0	6
Apprch %	0	0	100		33.3	0	66.7		100	0	0		0	0	0		
Total %	0	0	16.7	16.7	16.7	0	33.3	50	33.3	0	0	33.3	0	0	0	0	

	Perris Boulevard Southbound				SR-60 Westbound Off Ramp Westbound				Perris Boulevard Northbound				SR-60 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	**1**	**1**	0	0	**1**	**1**	0	0	0	0	0	0	0	0	**2**
05:45 PM	0	0	0	0	0	0	1	1	**1**	0	0	**1**	0	0	0	0	2
Total Volume	0	0	1	1	0	0	2	2	1	0	0	1	0	0	0	0	4
% App. Total	0	0	100		0	0	100		100	0	0		0	0	0		
PHF	.000	.000	.250	.250	.000	.000	.500	.500	.250	.000	.000	.250	.000	.000	.000	.000	.500

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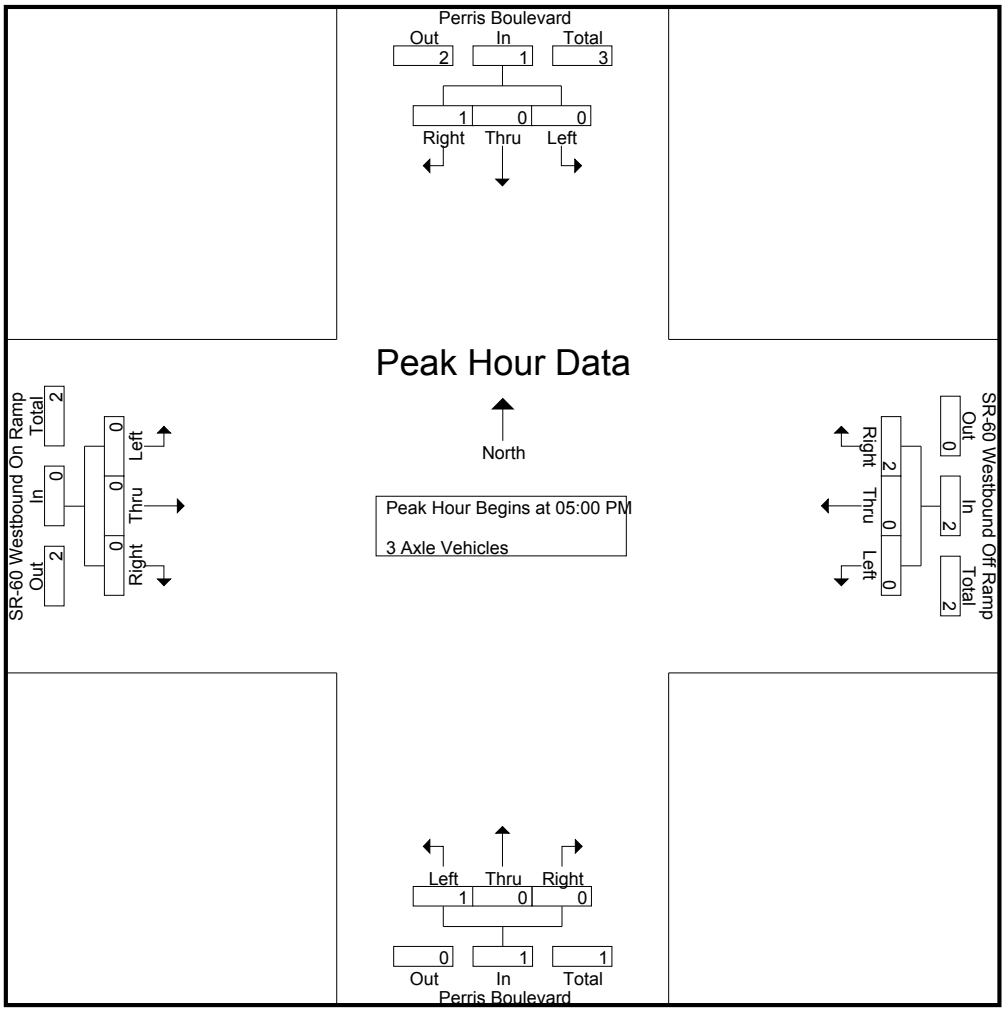

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	**1**	**1**	0	0	**1**	**1**	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	1	1	**1**	0	0	**1**	0	0	0	0
Total Volume	0	0	1	1	0	0	2	2	1	0	0	1	0	0	0	0
% App. Total	0	0	100		0	0	100		100	0	0		0	0	0	
PHF	.000	.000	.250	.250	.000	.000	.500	.500	.250	.000	.000	.250	.000	.000	.000	.000

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Groups Printed- 4+ Axle Trucks

	Perris Boulevard Southbound				SR-60 Westbound Off Ramp Westbound				Perris Boulevard Northbound				SR-60 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
04:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	1	1	0	0	1	0	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	1	1	1	0	0	1	0	0	0	0	2
Total	0	0	1	1	0	0	2	2	1	0	0	1	0	0	0	0	4
Grand Total	0	0	1	1	1	0	2	3	2	0	0	2	0	0	0	0	6
Apprch %	0	0	100		33.3	0	66.7		100	0	0		0	0	0		
Total %	0	0	16.7	16.7	16.7	0	33.3	50	33.3	0	0	33.3	0	0	0	0	

	Perris Boulevard Southbound				SR-60 Westbound Off Ramp Westbound				Perris Boulevard Northbound				SR-60 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	**1**	**1**	0	0	**1**	**1**	0	0	0	0	0	0	0	0	**2**
05:45 PM	0	0	0	0	0	0	1	1	**1**	0	0	**1**	0	0	0	0	2
Total Volume	0	0	1	1	0	0	2	2	1	0	0	1	0	0	0	0	4
% App. Total	0	0	100		0	0	100		100	0	0		0	0	0		
PHF	.000	.000	.250	.250	.000	.000	.500	.500	.250	.000	.000	.250	.000	.000	.000	.000	.500

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Weather Sunny

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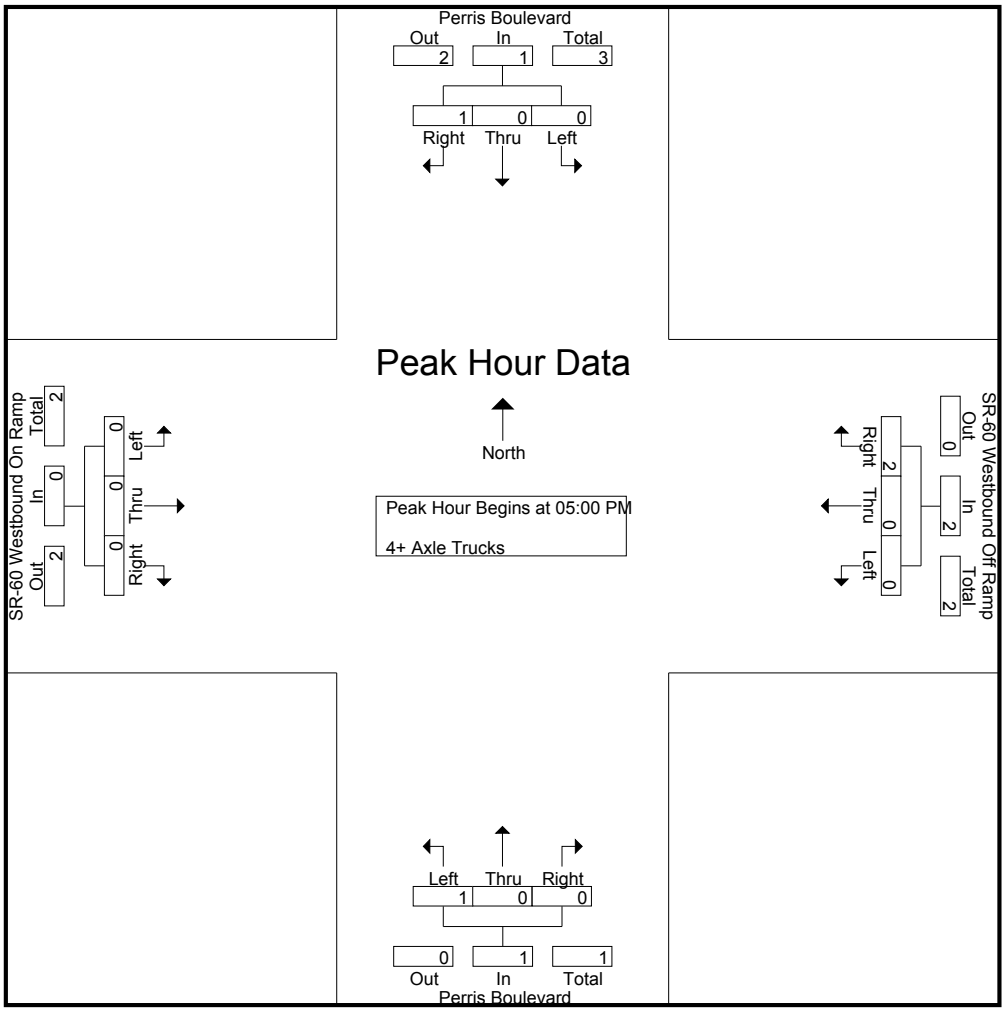

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	**1**	**1**	0	0	**1**	**1**	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	1	1	**1**	0	0	**1**	0	0	0	0
Total Volume	0	0	1	1	0	0	2	2	1	0	0	1	0	0	0	0
% App. Total	0	0	100		0	0	100		100	0	0		0	0	0	
PHF	.000	.000	.250	.250	.000	.000	.500	.500	.250	.000	.000	.250	.000	.000	.000	.000

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City of Moreno Valley
N/S: Perris Boulevard
E/W: SR-60 Westbound Ramps
Weather: Sunny

File Name : MRVPE60WSAT
Site Code : 00000155
Start Date : 5/18/2013
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Perris Boulevard Southbound				SR-60 Westbound Off Ramp Westbound				Perris Boulevard Northbound				SR-60 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	0	185	102	287	24	0	20	44	157	244	0	401	0	0	0	0	732
12:15 PM	0	207	87	294	39	1	30	70	115	273	0	388	0	0	0	0	752
12:30 PM	0	194	77	271	24	0	32	56	155	257	0	412	0	0	0	0	739
12:45 PM	0	196	93	289	25	1	26	52	162	274	0	436	0	0	0	0	777
Total	0	782	359	1141	112	2	108	222	589	1048	0	1637	0	0	0	0	3000
01:00 PM	0	196	63	259	36	1	24	61	157	265	0	422	0	0	0	0	742
01:15 PM	0	213	100	313	34	0	23	57	160	241	0	401	0	0	0	0	771
01:30 PM	0	195	94	289	32	1	26	59	149	271	0	420	0	0	0	0	768
01:45 PM	0	201	67	268	45	0	21	66	149	257	0	406	0	0	0	0	740
Total	0	805	324	1129	147	2	94	243	615	1034	0	1649	0	0	0	0	3021
02:00 PM	0	197	68	265	36	1	30	67	144	285	0	429	0	0	0	0	761
02:15 PM	0	184	83	267	39	0	30	69	159	252	0	411	0	0	0	0	747
02:30 PM	0	189	76	265	37	0	38	75	146	308	0	454	0	0	0	0	794
02:45 PM	0	210	90	300	32	0	23	55	141	255	0	396	0	0	0	0	751
Total	0	780	317	1097	144	1	121	266	590	1100	0	1690	0	0	0	0	3053
Grand Total	0	2367	1000	3367	403	5	323	731	1794	3182	0	4976	0	0	0	0	9074
Apprch %	0	70.3	29.7		55.1	0.7	44.2		36.1	63.9	0		0	0	0		
Total %	0	26.1	11	37.1	4.4	0.1	3.6	8.1	19.8	35.1	0	54.8	0	0	0	0	
Passenger Vehicles	0	2357	987	3344	384	4	323	711	1770	3166	0	4936	0	0	0	0	8991
% Passenger Vehicles	0	99.6	98.7	99.3	95.3	80	100	97.3	98.7	99.5	0	99.2	0	0	0	0	99.1
Large 2 Axle Vehicles	0	8	13	21	15	0	0	15	21	13	0	34	0	0	0	0	70
% Large 2 Axle Vehicles	0	0.3	1.3	0.6	3.7	0	0	2.1	1.2	0.4	0	0.7	0	0	0	0	0.8
3 Axle Vehicles	0	1	0	1	0	1	0	1	0	3	0	3	0	0	0	0	5
% 3 Axle Vehicles	0	0	0	0	0	20	0	0.1	0	0.1	0	0.1	0	0	0	0	0.1
4+ Axle Trucks	0	1	0	1	4	0	0	4	3	0	0	3	0	0	0	0	8
% 4+ Axle Trucks	0	0	0	0	1	0	0	0.5	0.2	0	0	0.1	0	0	0	0	0.1

	Perris Boulevard Southbound				SR-60 Westbound Off Ramp Westbound				Perris Boulevard Northbound				SR-60 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:45 PM to 01:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:45 PM																	
12:45 PM	0	196	93	289	25	**1**	**26**	52	**162**	**274**	0	**436**	0	0	0	0	**777**
01:00 PM	0	196	63	259	**36**	1	24	**61**	157	265	0	422	0	0	0	0	742
01:15 PM	0	**213**	**100**	**313**	34	0	23	57	160	241	0	401	0	0	0	0	771
01:30 PM	0	195	94	289	32	1	26	59	149	271	0	420	0	0	0	0	768
Total Volume	0	800	350	1150	127	3	99	229	628	1051	0	1679	0	0	0	0	3058
% App. Total	0	69.6	30.4		55.5	1.3	43.2		37.4	62.6	0		0	0	0		
PHF	.000	.939	.875	.919	.882	.750	.952	.939	.969	.959	.000	.963	.000	.000	.000	.000	.984

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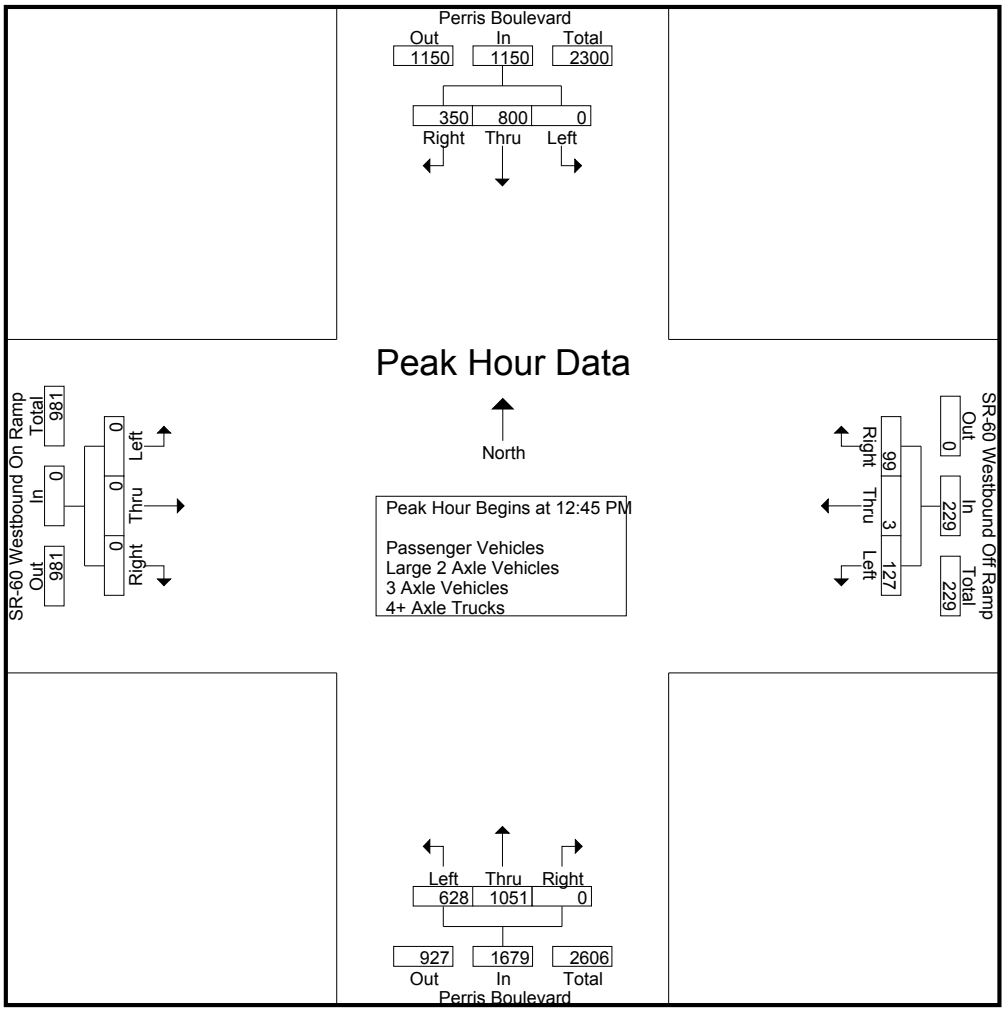
City of Moreno Valley
N/S: Perris Boulevard
E/W: SR-60 Westbound Ramps
Weather: Sunny

File Name : MRVPE60WSAT
Site Code : 00000155
Start Date : 5/18/2013
Page No : 2



Peak Hour Analysis From 12:45 PM to 01:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	12:45 PM				12:45 PM				12:45 PM				12:45 PM			
+0 mins.	0	196	93	289	25	**1**	**26**	52	**162**	**274**	0	**436**	0	0	0	0
+15 mins.	0	196	63	259	**36**	1	24	**61**	157	265	0	422	0	0	0	0
+30 mins.	0	**213**	**100**	**313**	34	0	23	57	160	241	0	401	0	0	0	0
+45 mins.	0	195	94	289	32	1	26	59	149	271	0	420	0	0	0	0
Total Volume	0	800	350	1150	127	3	99	229	628	1051	0	1679	0	0	0	0
% App. Total	0	69.6	30.4		55.5	1.3	43.2		37.4	62.6	0		0	0	0	
PHF	.000	.939	.875	.919	.882	.750	.952	.939	.969	.959	.000	.963	.000	.000	.000	.000

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City of Moreno Valley
N/S: Perris Boulevard
E/W: SR-60 Westbound Ramps
Weather: Sunny

File Name : MRVPE60WSAT
Site Code : 00000155
Start Date : 5/18/2013
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Perris Boulevard Southbound				SR-60 Westbound Off Ramp Westbound				Perris Boulevard Northbound				SR-60 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	0	1	0	1	1	0	0	1	1	0	0	1	0	0	0	0	3
12:15 PM	0	0	1	1	1	0	0	1	2	2	0	4	0	0	0	0	6
12:30 PM	0	0	2	2	1	0	0	1	1	1	0	2	0	0	0	0	5
12:45 PM	0	0	2	2	1	0	0	1	1	1	0	2	0	0	0	0	5
Total	0	1	5	6	4	0	0	4	5	4	0	9	0	0	0	0	19
01:00 PM	0	1	1	2	3	0	0	3	2	2	0	4	0	0	0	0	9
01:15 PM	0	0	0	0	1	0	0	1	3	0	0	3	0	0	0	0	4
01:30 PM	0	0	2	2	2	0	0	2	3	2	0	5	0	0	0	0	9
01:45 PM	0	1	1	2	0	0	0	0	3	1	0	4	0	0	0	0	6
Total	0	2	4	6	6	0	0	6	11	5	0	16	0	0	0	0	28
02:00 PM	0	3	2	5	1	0	0	1	2	0	0	2	0	0	0	0	8
02:15 PM	0	1	1	2	1	0	0	1	1	2	0	3	0	0	0	0	6
02:30 PM	0	0	0	0	1	0	0	1	1	1	0	2	0	0	0	0	3
02:45 PM	0	1	1	2	2	0	0	2	1	1	0	2	0	0	0	0	6
Total	0	5	4	9	5	0	0	5	5	4	0	9	0	0	0	0	23
Grand Total	0	8	13	21	15	0	0	15	21	13	0	34	0	0	0	0	70
Apprch %	0	38.1	61.9		100	0	0		61.8	38.2	0		0	0	0		
Total %	0	11.4	18.6	30	21.4	0	0	21.4	30	18.6	0	48.6	0	0	0	0	

	Perris Boulevard Southbound				SR-60 Westbound Off Ramp Westbound				Perris Boulevard Northbound				SR-60 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:45 PM to 01:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:45 PM																	
12:45 PM	0	0	**2**	**2**	1	0	0	1	1	1	0	2	0	0	0	0	5
01:00 PM	0	**1**	1	2	**3**	0	0	**3**	2	**2**	0	4	0	0	0	0	**9**
01:15 PM	0	0	0	0	1	0	0	1	**3**	0	0	3	0	0	0	0	4
01:30 PM	0	0	2	2	2	0	0	2	3	2	0	**5**	0	0	0	0	9
Total Volume	0	1	5	6	7	0	0	7	9	5	0	14	0	0	0	0	27
% App. Total	0	16.7	83.3		100	0	0		64.3	35.7	0		0	0	0		
PHF	.000	.250	.625	.750	.583	.000	.000	.583	.750	.625	.000	.700	.000	.000	.000	.000	.750

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City of Moreno Valley
N/S: Perris Boulevard
E/W: SR-60 Westbound Ramps
Weather: Sunny

File Name : MRVPE60WSAT
Site Code : 00000155
Start Date : 5/18/2013
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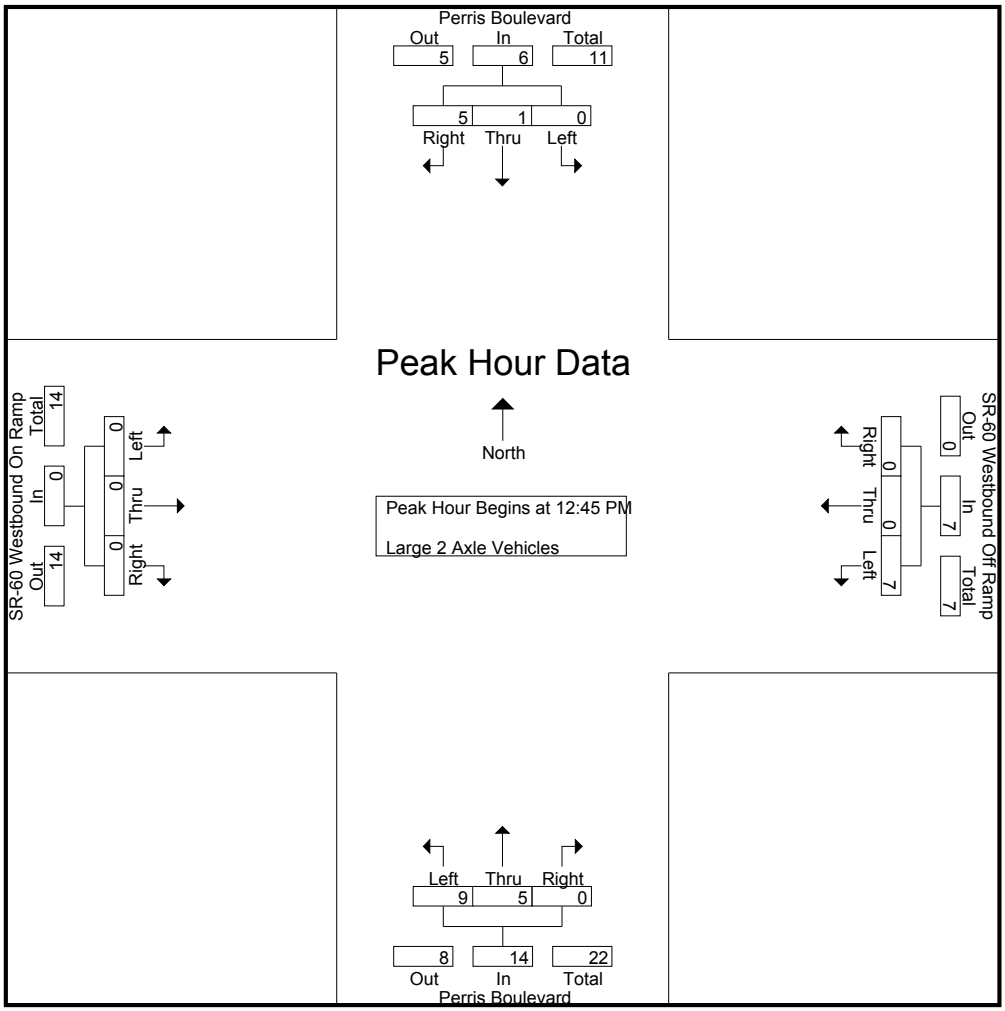

Peak Hour Analysis From 12:45 PM to 01:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	12:45 PM				12:45 PM				12:45 PM				12:45 PM			
+0 mins.	0	0	**2**	**2**	1	0	0	1	1	1	0	2	0	0	0	0
+15 mins.	0	**1**	1	2	**3**	0	0	**3**	2	**2**	0	4	0	0	0	0
+30 mins.	0	0	0	0	1	0	0	1	**3**	0	0	3	0	0	0	0
+45 mins.	0	0	2	2	2	0	0	2	3	2	0	**5**	0	0	0	0
Total Volume	0	1	5	6	7	0	0	7	9	5	0	14	0	0	0	0
% App. Total	0	16.7	83.3		100	0	0		64.3	35.7	0		0	0	0	
PHF	.000	.250	.625	.750	.583	.000	.000	.583	.750	.625	.000	.700	.000	.000	.000	.000

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City of Moreno Valley
N/S: Perris Boulevard
E/W: SR-60 Westbound Ramps
Weather: Sunny

File Name : MRVPE60WSAT
Site Code : 00000155
Start Date : 5/18/2013
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Groups Printed- 3 Axle Vehicles

	Perris Boulevard Southbound				SR-60 Westbound Off Ramp Westbound				Perris Boulevard Northbound				SR-60 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
02:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
02:15 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	2	0	2	0	0	0	0	3
Grand Total	0	1	0	1	0	1	0	1	0	3	0	3	0	0	0	0	5
Apprch %	0	100	0		0	100	0		0	100	0		0	0	0		
Total %	0	20	0	20	0	20	0	20	0	60	0	60	0	0	0	0	

	Perris Boulevard Southbound				SR-60 Westbound Off Ramp Westbound				Perris Boulevard Northbound				SR-60 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:45 PM to 01:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:45 PM																	
12:45 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	1
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.500

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City of Moreno Valley
N/S: Perris Boulevard
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File Name : MRVPE60WSAT
Site Code : 00000155
Start Date : 5/18/2013
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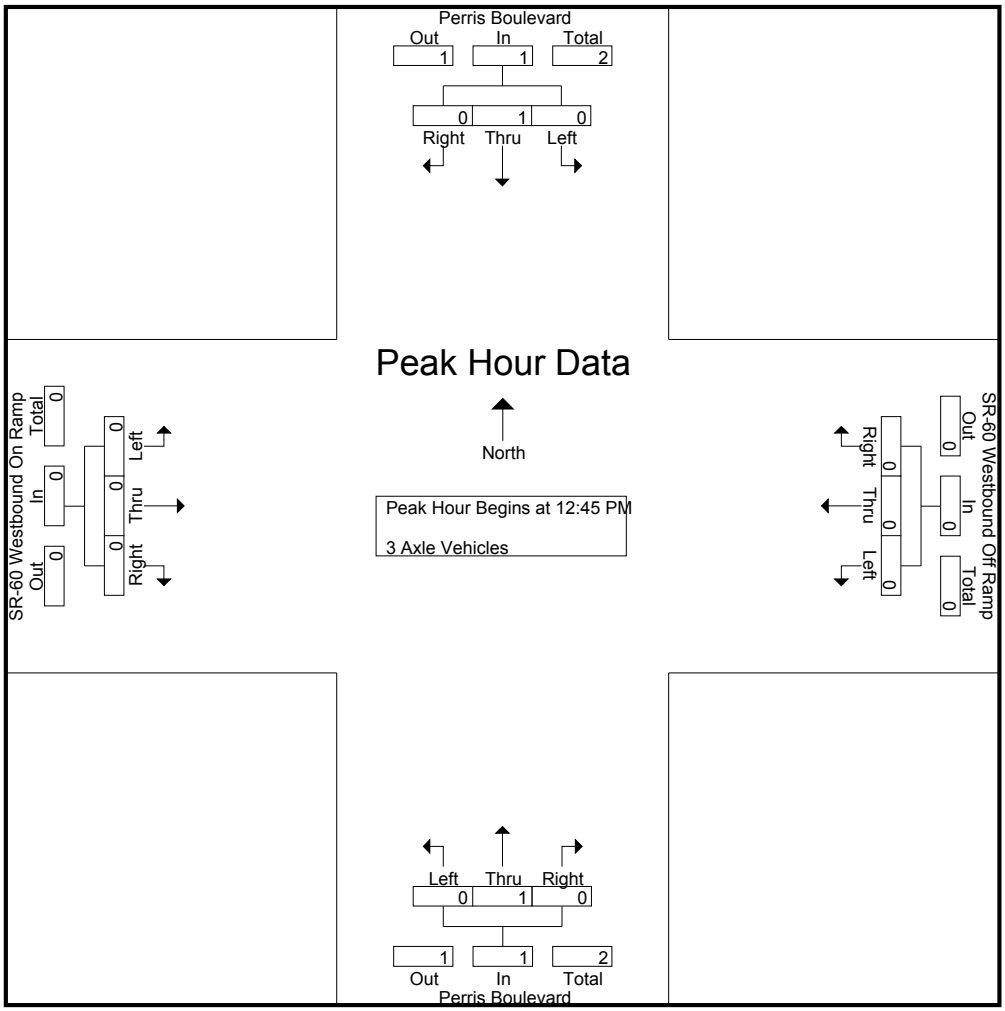

Peak Hour Analysis From 12:45 PM to 01:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

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

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City of Moreno Valley
N/S: Perris Boulevard
E/W: SR-60 Westbound Ramps
Weather: Sunny

File Name : MRVPE60WSAT
Site Code : 00000155
Start Date : 5/18/2013
Page No : 1

Groups Printed- 4+ Axle Trucks

	Perris Boulevard Southbound				SR-60 Westbound Off Ramp Westbound				Perris Boulevard Northbound				SR-60 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
01:30 PM	0	0	0	0	1	0	0	1	1	0	0	1	0	0	0	0	2
01:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	2	0	0	2	2	0	0	2	0	0	0	0	4
02:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
02:15 PM	0	1	0	1	0	0	0	0	1	0	0	1	0	0	0	0	2
02:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	2	0	0	2	1	0	0	1	0	0	0	0	4
Grand Total	0	1	0	1	4	0	0	4	3	0	0	3	0	0	0	0	8
Apprch %	0	100	0		100	0	0		100	0	0		0	0	0		
Total %	0	12.5	0	12.5	50	0	0	50	37.5	0	0	37.5	0	0	0	0	

	Perris Boulevard Southbound				SR-60 Westbound Off Ramp Westbound				Perris Boulevard Northbound				SR-60 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:45 PM to 01:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:45 PM																	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	0	0	1
01:30 PM	0	0	0	0	**1**	0	0	**1**	1	0	0	1	0	0	0	0	**2**
Total Volume	0	0	0	0	1	0	0	1	2	0	0	2	0	0	0	0	3
% App. Total	0	0	0		100	0	0		100	0	0		0	0	0		
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.500	.000	.000	.500	.000	.000	.000	.000	.375

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City of Moreno Valley
N/S: Perris Boulevard
E/W: SR-60 Westbound Ramps
Weather: Sunny

File Name : MRVPE60WSAT
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Start Date : 5/18/2013
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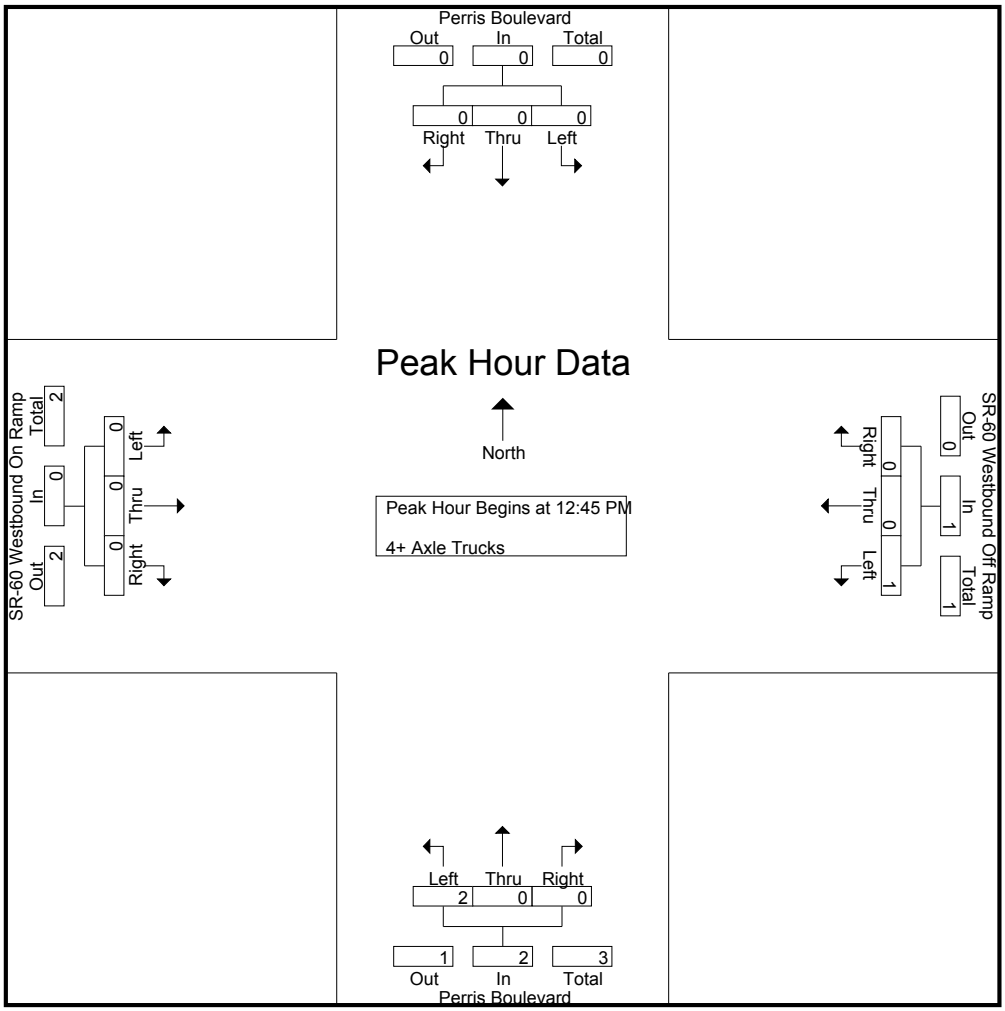

Peak Hour Analysis From 12:45 PM to 01:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	12:45 PM				12:45 PM				12:45 PM				12:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	0	0
+45 mins.	0	0	0	0	**1**	0	0	**1**	1	0	0	1	0	0	0	0
Total Volume	0	0	0	0	1	0	0	1	2	0	0	2	0	0	0	0
% App. Total	0	0	0		100	0	0		100	0	0		0	0	0	
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.500	.000	.000	.500	.000	.000	.000	.000

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Corona, CA 92878
(951) 268-6268

City of Perris
N/S: Perris Boulevard
E/W: Sunnymead Boulevard
Weather: Sunny

File Name : MRVPESUAM
Site Code : 00000035
Start Date : 5/14/2013
Page No : 1

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

	Perris Boulevard Southbound				Sunnymead Boulevard Westbound				Perris Boulevard Northbound				Sunnymead Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	39	73	15	127	4	9	111	124	12	155	16	183	51	33	60	144	578
07:15 AM	48	112	13	173	3	17	109	129	6	145	17	168	52	56	69	177	647
07:30 AM	59	160	15	234	4	9	97	110	31	181	15	227	69	62	80	211	782
07:45 AM	91	176	27	294	6	21	104	131	28	202	24	254	66	60	51	177	856
Total	237	521	70	828	17	56	421	494	77	683	72	832	238	211	260	709	2863
08:00 AM	59	135	31	225	6	17	120	143	29	189	17	235	76	36	52	164	767
08:15 AM	34	76	26	136	6	20	98	124	28	189	21	238	73	48	44	165	663
08:30 AM	47	97	25	169	2	18	84	104	26	139	31	196	74	39	50	163	632
08:45 AM	42	104	29	175	2	15	76	93	40	146	6	192	53	48	76	177	637
Total	182	412	111	705	16	70	378	464	123	663	75	861	276	171	222	669	2699
Grand Total	419	933	181	1533	33	126	799	958	200	1346	147	1693	514	382	482	1378	5562
Apprch %	27.3	60.9	11.8		3.4	13.2	83.4		11.8	79.5	8.7		37.3	27.7	35		
Total %	7.5	16.8	3.3	27.6	0.6	2.3	14.4	17.2	3.6	24.2	2.6	30.4	9.2	6.9	8.7	24.8	
Passenger Vehicles	411	904	177	1492	32	124	790	946	193	1301	135	1629	499	366	447	1312	5379
% Passenger Vehicles	98.1	96.9	97.8	97.3	97	98.4	98.9	98.7	96.5	96.7	91.8	96.2	97.1	95.8	92.7	95.2	96.7
Large 2 Axle Vehicles	5	23	4	32	1	1	9	11	7	36	10	53	10	12	31	53	149
% Large 2 Axle Vehicles	1.2	2.5	2.2	2.1	3	0.8	1.1	1.1	3.5	2.7	6.8	3.1	1.9	3.1	6.4	3.8	2.7
3 Axle Vehicles	2	2	0	4	0	1	0	1	0	3	0	3	2	3	2	7	15
% 3 Axle Vehicles	0.5	0.2	0	0.3	0	0.8	0	0.1	0	0.2	0	0.2	0.4	0.8	0.4	0.5	0.3
4+ Axle Trucks	1	4	0	5	0	0	0	0	0	6	2	8	3	1	2	6	19
% 4+ Axle Trucks	0.2	0.4	0	0.3	0	0	0	0	0	0.4	1.4	0.5	0.6	0.3	0.4	0.4	0.3

	Perris Boulevard Southbound				Sunnymead Boulevard Westbound				Perris Boulevard Northbound				Sunnymead Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	59	160	15	234	4	9	97	110	**31**	181	15	227	69	**62**	**80**	**211**	782
07:45 AM	**91**	**176**	27	**294**	**6**	**21**	104	131	28	**202**	**24**	**254**	66	60	51	177	**856**
08:00 AM	59	135	**31**	225	6	17	**120**	**143**	29	189	17	235	**76**	36	52	164	767
08:15 AM	34	76	26	136	6	20	98	124	28	189	21	238	73	48	44	165	663
Total Volume	243	547	99	889	22	67	419	508	116	761	77	954	284	206	227	717	3068
% App. Total	27.3	61.5	11.1		4.3	13.2	82.5		12.2	79.8	8.1		39.6	28.7	31.7		
PHF	.668	.777	.798	.756	.917	.798	.873	.888	.935	.942	.802	.939	.934	.831	.709	.850	.896

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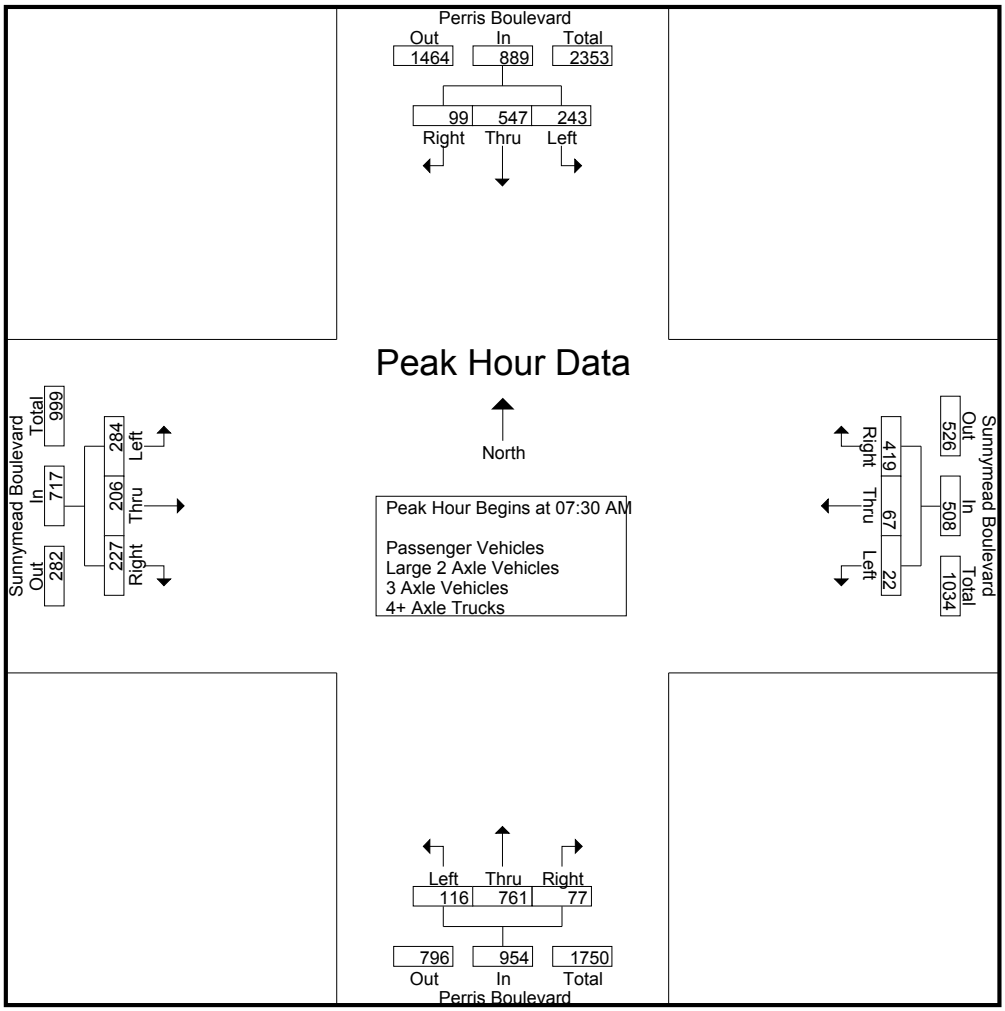

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:30 AM				07:15 AM			
+0 mins.	48	112	13	173	3	17	109	129	**31**	181	15	227	52	56	69	177
+15 mins.	59	160	15	234	4	9	97	110	28	**202**	**24**	**254**	69	**62**	**80**	**211**
+30 mins.	**91**	**176**	27	**294**	**6**	**21**	104	131	29	189	17	235	66	60	51	177
+45 mins.	59	135	**31**	225	6	17	**120**	**143**	28	189	21	238	**76**	36	52	164
Total Volume	257	583	86	926	19	64	430	513	116	761	77	954	263	214	252	729
% App. Total	27.8	63	9.3		3.7	12.5	83.8		12.2	79.8	8.1		36.1	29.4	34.6	
PHF	.706	.828	.694	.787	.792	.762	.896	.897	.935	.942	.802	.939	.865	.863	.788	.864

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Groups Printed- Large 2 Axle Vehicles

	Perris Boulevard Southbound				Sunnymead Boulevard Westbound				Perris Boulevard Northbound				Sunnymead Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	1	1	0	4	2	6	1	0	6	7	14
07:15 AM	0	2	0	2	0	0	1	1	0	4	3	7	2	4	5	11	21
07:30 AM	1	2	1	4	0	0	1	1	3	5	2	10	0	2	4	6	21
07:45 AM	1	2	1	4	1	0	1	2	0	4	1	5	1	2	1	4	15
Total	2	6	2	10	1	0	4	5	3	17	8	28	4	8	16	28	71
08:00 AM	2	0	0	2	0	0	1	1	1	10	1	12	3	0	5	8	23
08:15 AM	1	3	0	4	0	1	0	1	1	3	1	5	0	1	1	2	12
08:30 AM	0	3	2	5	0	0	3	3	0	4	0	4	2	3	5	10	22
08:45 AM	0	11	0	11	0	0	1	1	2	2	0	4	1	0	4	5	21
Total	3	17	2	22	0	1	5	6	4	19	2	25	6	4	15	25	78
Grand Total	5	23	4	32	1	1	9	11	7	36	10	53	10	12	31	53	149
Apprch %	15.6	71.9	12.5		9.1	9.1	81.8		13.2	67.9	18.9		18.9	22.6	58.5		
Total %	3.4	15.4	2.7	21.5	0.7	0.7	6	7.4	4.7	24.2	6.7	35.6	6.7	8.1	20.8	35.6	

	Perris Boulevard Southbound				Sunnymead Boulevard Westbound				Perris Boulevard Northbound				Sunnymead Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	1	2	**1**	**4**	0	0	**1**	1	**3**	5	**2**	10	0	**2**	4	6	21
07:45 AM	1	2	1	4	**1**	0	1	**2**	0	4	1	5	1	2	1	4	15
08:00 AM	**2**	0	0	2	0	0	1	1	1	**10**	1	**12**	**3**	0	**5**	**8**	**23**
08:15 AM	1	**3**	0	4	0	**1**	0	1	1	3	1	5	0	1	1	2	12
Total Volume	5	7	2	14	1	1	3	5	5	22	5	32	4	5	11	20	71
% App. Total	35.7	50	14.3		20	20	60		15.6	68.8	15.6		20	25	55		
PHF	.625	.583	.500	.875	.250	.250	.750	.625	.417	.550	.625	.667	.333	.625	.550	.625	.772

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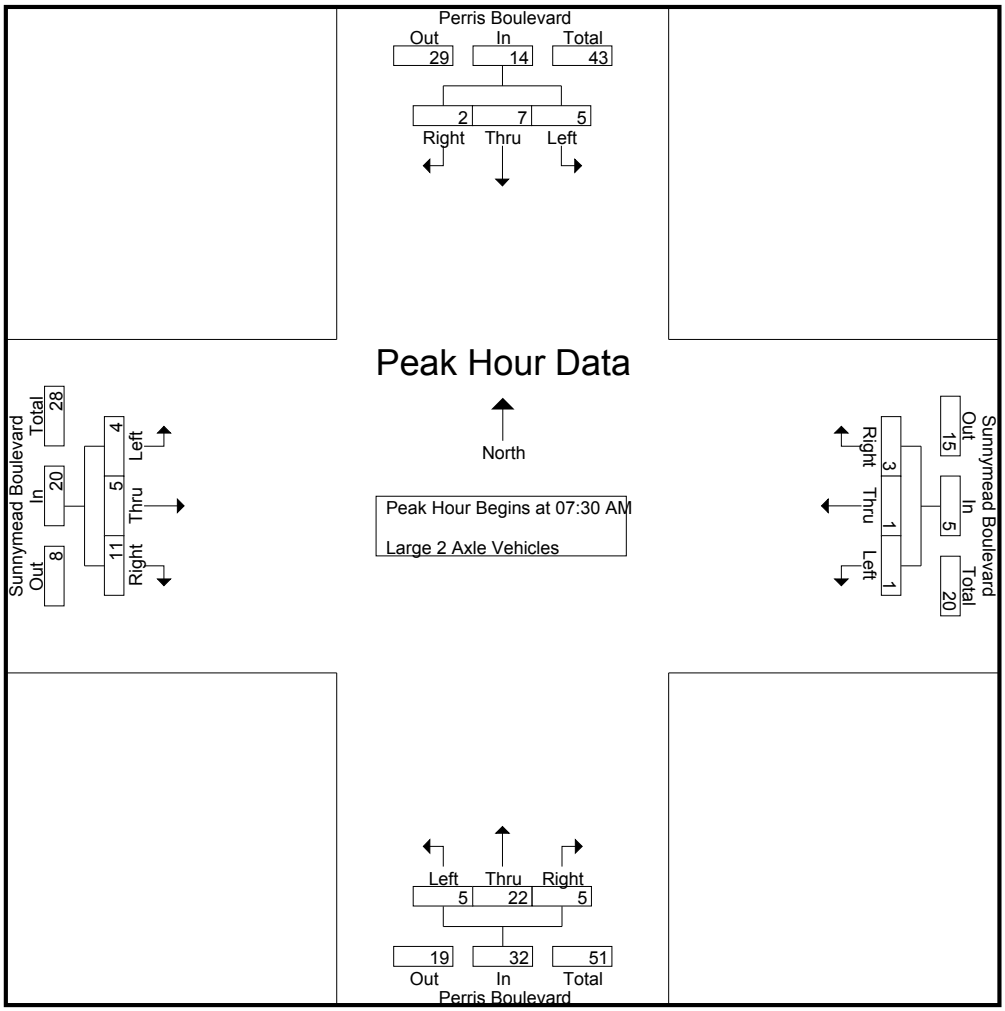

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	1	2	**1**	**4**	0	0	**1**	1	**3**	5	**2**	10	0	**2**	4	6
+15 mins.	1	2	1	4	**1**	0	1	**2**	0	4	1	5	1	2	1	4
+30 mins.	**2**	0	0	2	0	0	1	1	1	**10**	1	**12**	**3**	0	**5**	**8**
+45 mins.	1	**3**	0	4	0	**1**	0	1	1	3	1	5	0	1	1	2
Total Volume	5	7	2	14	1	1	3	5	5	22	5	32	4	5	11	20
% App. Total	35.7	50	14.3		20	20	60		15.6	68.8	15.6		20	25	55	
PHF	.625	.583	.500	.875	.250	.250	.750	.625	.417	.550	.625	.667	.333	.625	.550	.625

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Groups Printed- 3 Axle Vehicles

	Perris Boulevard Southbound				Sunnymead Boulevard Westbound				Perris Boulevard Northbound				Sunnymead Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	1	0	1	0	1	0	1	0	0	0	0	1	0	0	1	3
08:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	1	0	1	2	3
08:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	2	1	3	4
08:45 AM	2	0	0	2	0	0	0	0	0	1	0	1	0	1	0	1	4
Total	2	1	0	3	0	0	0	0	0	3	0	3	1	3	2	6	12
Grand Total	2	2	0	4	0	1	0	1	0	3	0	3	2	3	2	7	15
Apprch %	50	50	0		0	100	0		0	100	0		28.6	42.9	28.6		
Total %	13.3	13.3	0	26.7	0	6.7	0	6.7	0	20	0	20	13.3	20	13.3	46.7	

	Perris Boulevard Southbound				Sunnymead Boulevard Westbound				Perris Boulevard Northbound				Sunnymead Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	1
08:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	**1**	0	**1**	**2**	**3**
Total Volume	0	2	0	2	0	1	0	1	0	1	0	1	1	0	1	2	6
% App. Total	0	100	0		0	100	0		0	100	0		50	0	50		
PHF	.000	.500	.000	.500	.000	.250	.000	.250	.000	.250	.000	.250	.250	.000	.250	.250	.500

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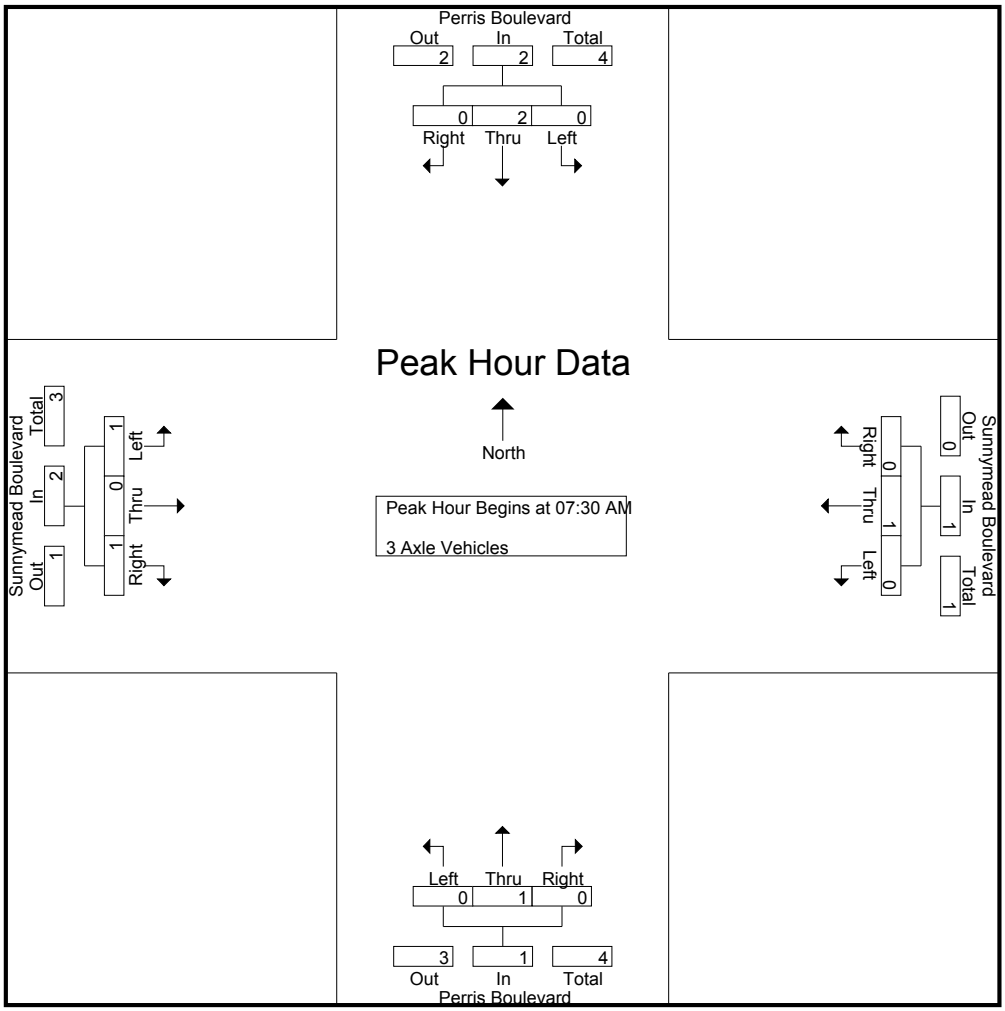

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

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

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Groups Printed- 4+ Axle Trucks

	Perris Boulevard Southbound				Sunnymead Boulevard Westbound				Perris Boulevard Northbound				Sunnymead Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
07:15 AM	0	1	0	1	0	0	0	0	0	1	1	2	0	1	1	2	5
07:30 AM	0	0	0	0	0	0	0	0	0	2	0	2	2	0	0	2	4
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	1	0	1	0	0	0	0	0	3	1	4	3	1	2	6	11
08:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:15 AM	0	1	0	1	0	0	0	0	0	0	1	1	0	0	0	0	2
08:30 AM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
08:45 AM	1	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total	1	3	0	4	0	0	0	0	0	3	1	4	0	0	0	0	8
Grand Total	1	4	0	5	0	0	0	0	0	6	2	8	3	1	2	6	19
Apprch %	20	80	0		0	0	0		0	75	25		50	16.7	33.3		
Total %	5.3	21.1	0	26.3	0	0	0	0	0	31.6	10.5	42.1	15.8	5.3	10.5	31.6	

	Perris Boulevard Southbound				Sunnymead Boulevard Westbound				Perris Boulevard Northbound				Sunnymead Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	**2**	0	**2**	**2**	0	0	**2**	**4**
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:15 AM	0	**1**	0	**1**	0	0	0	0	0	0	**1**	1	0	0	0	0	2
Total Volume	0	1	0	1	0	0	0	0	0	3	1	4	3	0	0	3	8
% App. Total	0	100	0		0	0	0		0	75	25		100	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.375	.250	.500	.375	.000	.000	.375	.500

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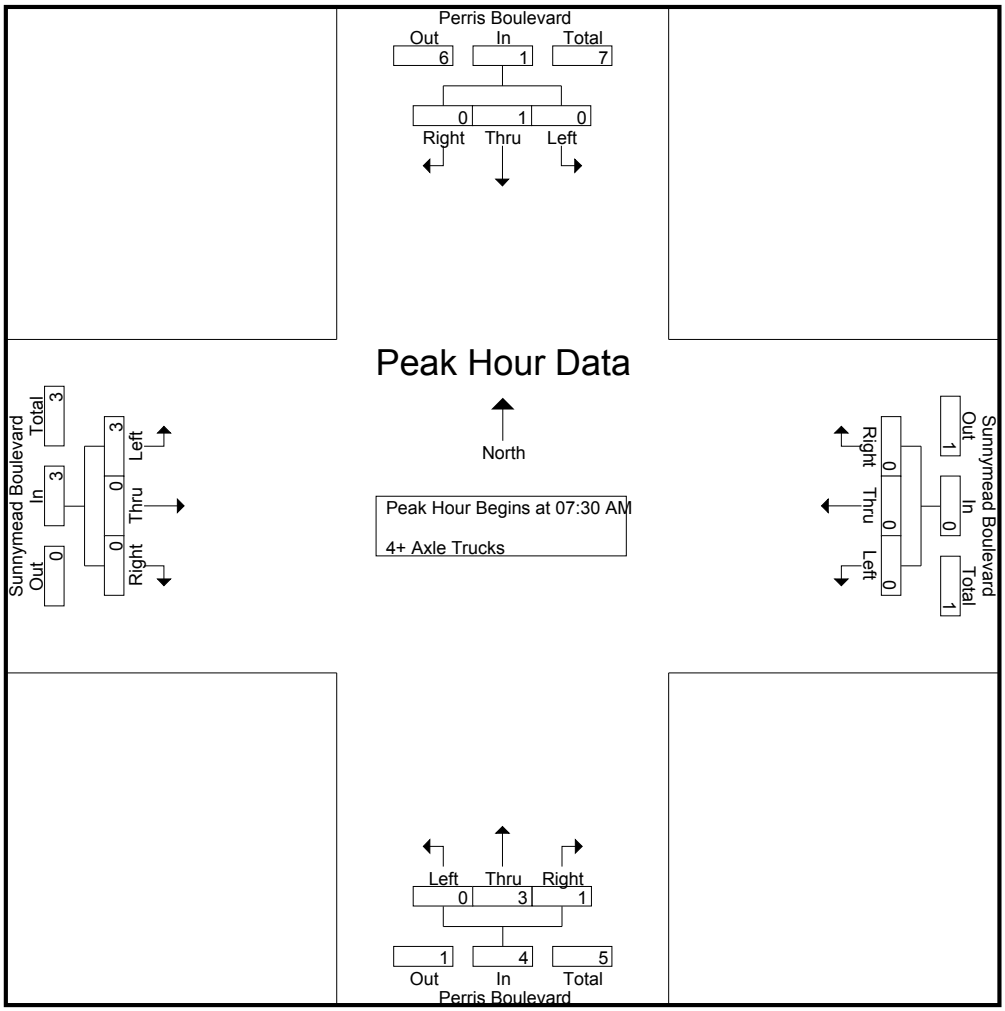

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	**2**	0	**2**	**2**	0	0	**2**
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+45 mins.	0	**1**	0	**1**	0	0	0	0	0	0	**1**	1	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	3	1	4	3	0	0	3
% App. Total	0	100	0		0	0	0		0	75	25		100	0	0	
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.375	.250	.500	.375	.000	.000	.375

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

	Perris Boulevard Southbound				Sunnymead Boulevard Westbound				Perris Boulevard Northbound				Sunnymead Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	82	167	33	282	14	29	87	130	40	196	34	270	127	116	96	339	1021
04:15 PM	75	136	24	235	9	30	92	131	36	178	23	237	112	95	88	295	898
04:30 PM	68	137	25	230	12	19	68	99	38	181	21	240	121	128	73	322	891
04:45 PM	85	164	39	288	13	18	81	112	39	180	19	238	131	122	74	327	965
Total	310	604	121	1035	48	96	328	472	153	735	97	985	491	461	331	1283	3775
05:00 PM	80	149	32	261	14	23	87	124	34	196	23	253	126	135	91	352	990
05:15 PM	74	140	24	238	10	19	76	105	40	187	17	244	144	120	92	356	943
05:30 PM	76	167	40	283	14	23	76	113	23	179	9	211	134	124	95	353	960
05:45 PM	81	165	41	287	10	19	88	117	48	165	14	227	136	133	82	351	982
Total	311	621	137	1069	48	84	327	459	145	727	63	935	540	512	360	1412	3875
Grand Total	621	1225	258	2104	96	180	655	931	298	1462	160	1920	1031	973	691	2695	7650
Apprch %	29.5	58.2	12.3		10.3	19.3	70.4		15.5	76.1	8.3		38.3	36.1	25.6		
Total %	8.1	16	3.4	27.5	1.3	2.4	8.6	12.2	3.9	19.1	2.1	25.1	13.5	12.7	9	35.2	
Passenger Vehicles	612	1202	256	2070	95	175	652	922	291	1442	154	1887	1024	968	674	2666	7545
% Passenger Vehicles	98.6	98.1	99.2	98.4	99	97.2	99.5	99	97.7	98.6	96.2	98.3	99.3	99.5	97.5	98.9	98.6
Large 2 Axle Vehicles	8	19	2	29	1	1	2	4	7	16	6	29	5	5	13	23	85
% Large 2 Axle Vehicles	1.3	1.6	0.8	1.4	1	0.6	0.3	0.4	2.3	1.1	3.8	1.5	0.5	0.5	1.9	0.9	1.1
3 Axle Vehicles	1	3	0	4	0	4	1	5	0	2	0	2	2	0	0	2	13
% 3 Axle Vehicles	0.2	0.2	0	0.2	0	2.2	0.2	0.5	0	0.1	0	0.1	0.2	0	0	0.1	0.2
4+ Axle Trucks	0	1	0	1	0	0	0	0	0	2	0	2	0	0	4	4	7
% 4+ Axle Trucks	0	0.1	0	0	0	0	0	0	0	0.1	0	0.1	0	0	0.6	0.1	0.1

	Perris Boulevard Southbound				Sunnymead Boulevard Westbound				Perris Boulevard Northbound				Sunnymead Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	80	149	32	261	**14**	**23**	87	**124**	34	**196**	**23**	**253**	126	**135**	91	352	**990**
05:15 PM	74	140	24	238	10	19	76	105	40	187	17	244	**144**	120	92	**356**	943
05:30 PM	76	**167**	40	283	14	23	76	113	23	179	9	211	134	124	**95**	353	960
05:45 PM	**81**	165	**41**	**287**	10	19	**88**	117	**48**	165	14	227	136	133	82	351	982
Total Volume	311	621	137	1069	48	84	327	459	145	727	63	935	540	512	360	1412	3875
% App. Total	29.1	58.1	12.8		10.5	18.3	71.2		15.5	77.8	6.7		38.2	36.3	25.5		
PHF	.960	.930	.835	.931	.857	.913	.929	.925	.755	.927	.685	.924	.938	.948	.947	.992	.979

Counts Unlimited Inc.
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City of Perris
N/S: Perris Boulevard
E/W: Sunnymead Boulevard
Weather: Sunny

File Name : MRVPESUPM
Site Code : 00000035
Start Date : 5/14/2013
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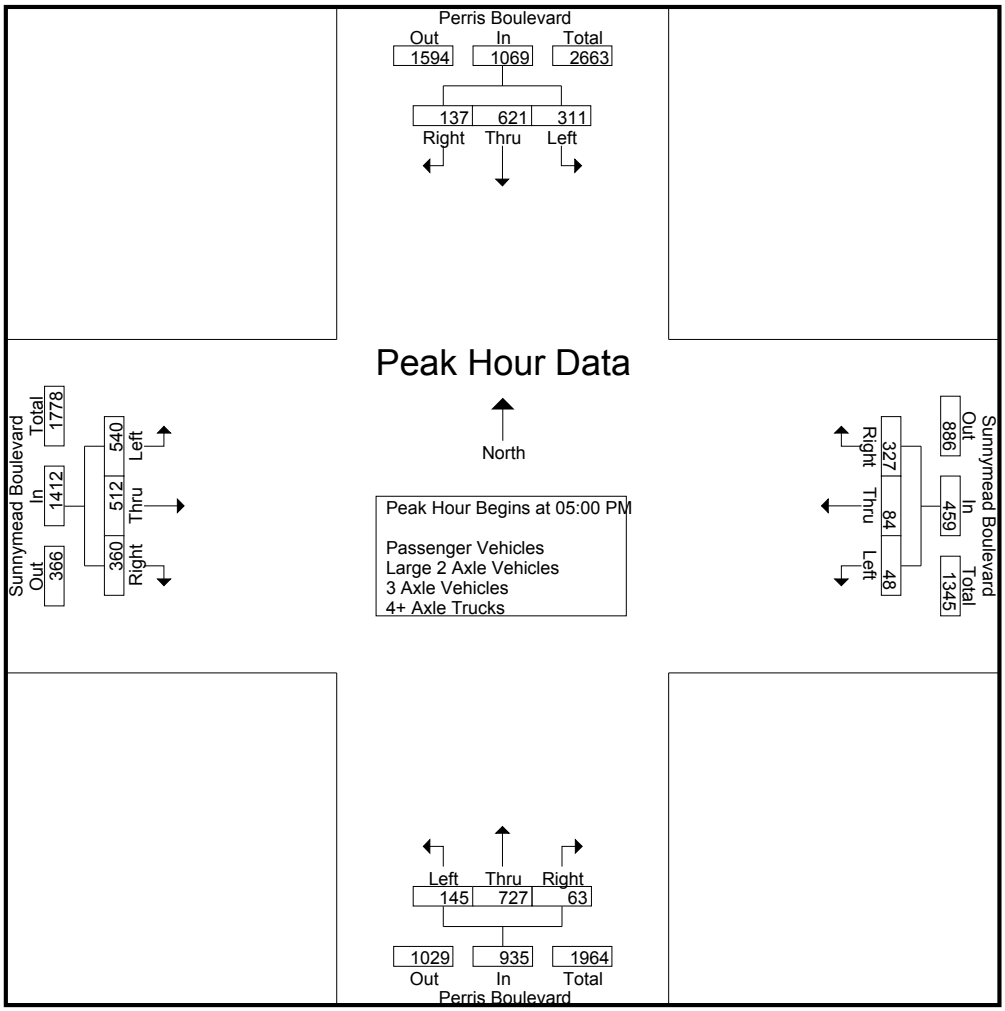

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				04:00 PM				04:00 PM				05:00 PM			
+0 mins.	**85**	164	39	**288**	**14**	29	87	130	**40**	**196**	**34**	**270**	126	**135**	91	352
+15 mins.	80	149	32	261	9	**30**	**92**	**131**	36	178	23	237	**144**	120	92	**356**
+30 mins.	74	140	24	238	12	19	68	99	38	181	21	240	134	124	**95**	353
+45 mins.	76	**167**	**40**	283	13	18	81	112	39	180	19	238	136	133	82	351
Total Volume	315	620	135	1070	48	96	328	472	153	735	97	985	540	512	360	1412
% App. Total	29.4	57.9	12.6		10.2	20.3	69.5		15.5	74.6	9.8		38.2	36.3	25.5	
PHF	.926	.928	.844	.929	.857	.800	.891	.901	.956	.938	.713	.912	.938	.948	.947	.992

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City of Perris
N/S: Perris Boulevard
E/W: Sunnymead Boulevard
Weather: Sunny

File Name : MRVPESUPM
Site Code : 00000035
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Groups Printed- Large 2 Axle Vehicles

	Perris Boulevard Southbound				Sunnymead Boulevard Westbound				Perris Boulevard Northbound				Sunnymead Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	6	0	6	0	1	0	1	1	3	2	6	2	0	5	7	20
04:15 PM	1	4	0	5	1	0	1	2	0	3	3	6	0	1	2	3	16
04:30 PM	1	0	1	2	0	0	0	0	3	2	0	5	2	1	2	5	12
04:45 PM	2	2	1	5	0	0	0	0	0	4	1	5	1	1	2	4	14
Total	4	12	2	18	1	1	1	3	4	12	6	22	5	3	11	19	62
05:00 PM	1	1	0	2	0	0	0	0	1	1	0	2	0	0	0	0	4
05:15 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	1	1	4
05:30 PM	1	2	0	3	0	0	1	1	2	1	0	3	0	1	0	1	8
05:45 PM	2	2	0	4	0	0	0	0	0	1	0	1	0	1	1	2	7
Total	4	7	0	11	0	0	1	1	3	4	0	7	0	2	2	4	23
Grand Total	8	19	2	29	1	1	2	4	7	16	6	29	5	5	13	23	85
Apprch %	27.6	65.5	6.9		25	25	50		24.1	55.2	20.7		21.7	21.7	56.5		
Total %	9.4	22.4	2.4	34.1	1.2	1.2	2.4	4.7	8.2	18.8	7.1	34.1	5.9	5.9	15.3	27.1	

	Perris Boulevard Southbound				Sunnymead Boulevard Westbound				Perris Boulevard Northbound				Sunnymead Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	1	1	0	2	0	0	0	0	1	**1**	0	2	0	0	0	0	4
05:15 PM	0	**2**	0	2	0	0	0	0	0	1	0	1	0	0	**1**	1	4
05:30 PM	1	2	0	3	0	0	**1**	**1**	**2**	1	0	**3**	0	**1**	0	1	**8**
05:45 PM	**2**	2	0	**4**	0	0	0	0	0	1	0	1	0	1	1	**2**	7
Total Volume	4	7	0	11	0	0	1	1	3	4	0	7	0	2	2	4	23
% App. Total	36.4	63.6	0		0	0	100		42.9	57.1	0		0	50	50		
PHF	.500	.875	.000	.688	.000	.000	.250	.250	.375	1.00	.000	.583	.000	.500	.500	.500	.719

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City of Perris
N/S: Perris Boulevard
E/W: Sunnymead Boulevard
Weather: Sunny

File Name : MRVPESUPM
Site Code : 00000035
Start Date : 5/14/2013
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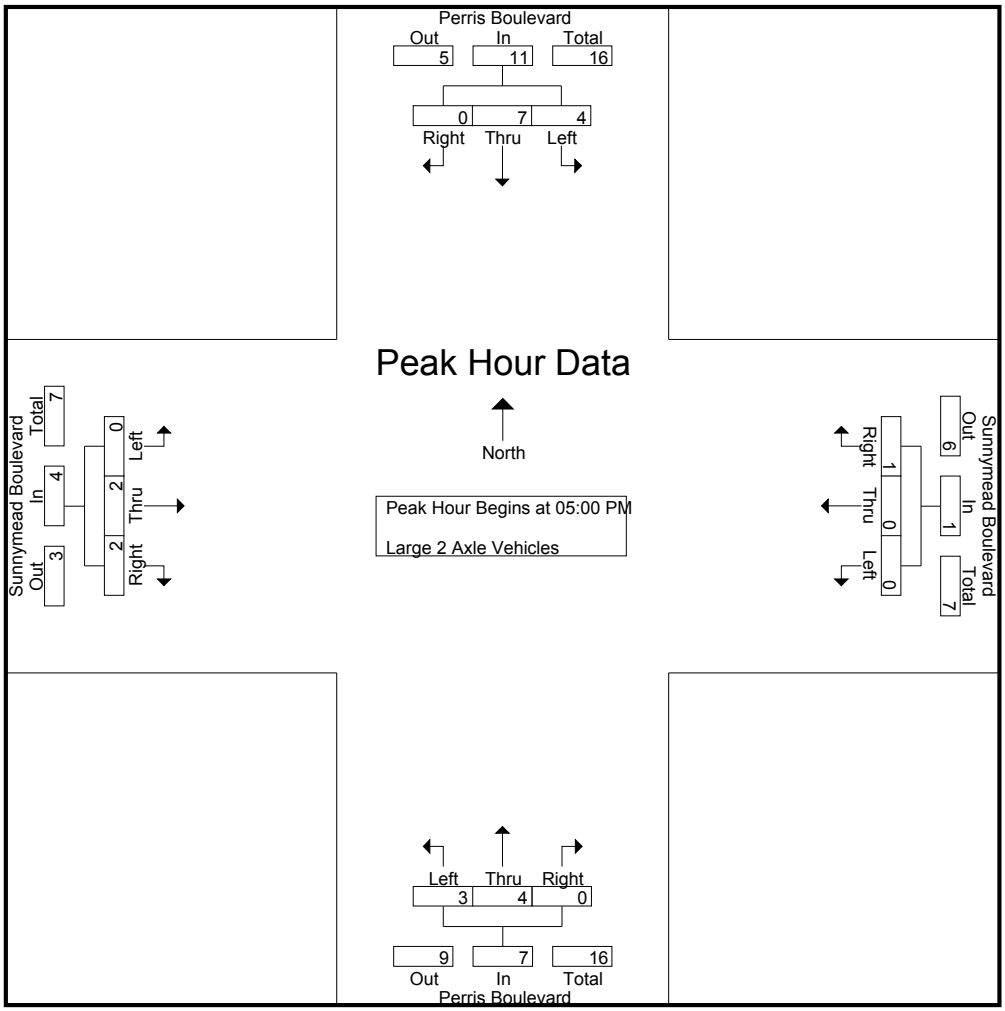

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	1	1	0	2	0	0	0	0	1	**1**	0	2	0	0	0	0
+15 mins.	0	**2**	0	2	0	0	0	0	0	1	0	1	0	0	**1**	1
+30 mins.	1	2	0	3	0	0	**1**	**1**	**2**	1	0	**3**	0	**1**	0	1
+45 mins.	**2**	2	0	**4**	0	0	0	0	0	1	0	1	0	1	1	**2**
Total Volume	4	7	0	11	0	0	1	1	3	4	0	7	0	2	2	4
% App. Total	36.4	63.6	0		0	0	100		42.9	57.1	0		0	50	50	
PHF	.500	.875	.000	.688	.000	.000	.250	.250	.375	1.000	.000	.583	.000	.500	.500	.500

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City of Perris
N/S: Perris Boulevard
E/W: Sunnymead Boulevard
Weather: Sunny

File Name : MRVPESUPM
Site Code : 00000035
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Groups Printed- 3 Axle Vehicles

	Perris Boulevard Southbound				Sunnymead Boulevard Westbound				Perris Boulevard Northbound				Sunnymead Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	3	0	3	0	1	0	1	0	0	0	0	4
04:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	2
04:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
04:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	2	0	3	0	3	0	2	0	2	2	0	0	2	9
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	1	1	0	2	0	0	1	1	0	0	0	0	0	0	0	0	3
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	1	1	0	2	0	1	1	2	0	0	0	0	0	0	0	0	4
Grand Total	1	3	0	4	0	4	1	5	0	2	0	2	2	0	0	2	13
Apprch %	25	75	0		0	80	20		0	100	0		100	0	0		
Total %	7.7	23.1	0	30.8	0	30.8	7.7	38.5	0	15.4	0	15.4	15.4	0	0	15.4	

	Perris Boulevard Southbound				Sunnymead Boulevard Westbound				Perris Boulevard Northbound				Sunnymead Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	**1**	**1**	0	**2**	0	0	**1**	**1**	0	0	0	0	0	0	0	0	**3**
05:45 PM	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	1
Total Volume	1	1	0	2	0	1	1	2	0	0	0	0	0	0	0	0	4
% App. Total	50	50	0		0	50	50		0	0	0		0	0	0		
PHF	.250	.250	.000	.250	.000	.250	.250	.500	.000	.000	.000	.000	.000	.000	.000	.000	.333

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City of Perris
N/S: Perris Boulevard
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Weather: Sunny

File Name : MRVPESUPM
Site Code : 00000035
Start Date : 5/14/2013
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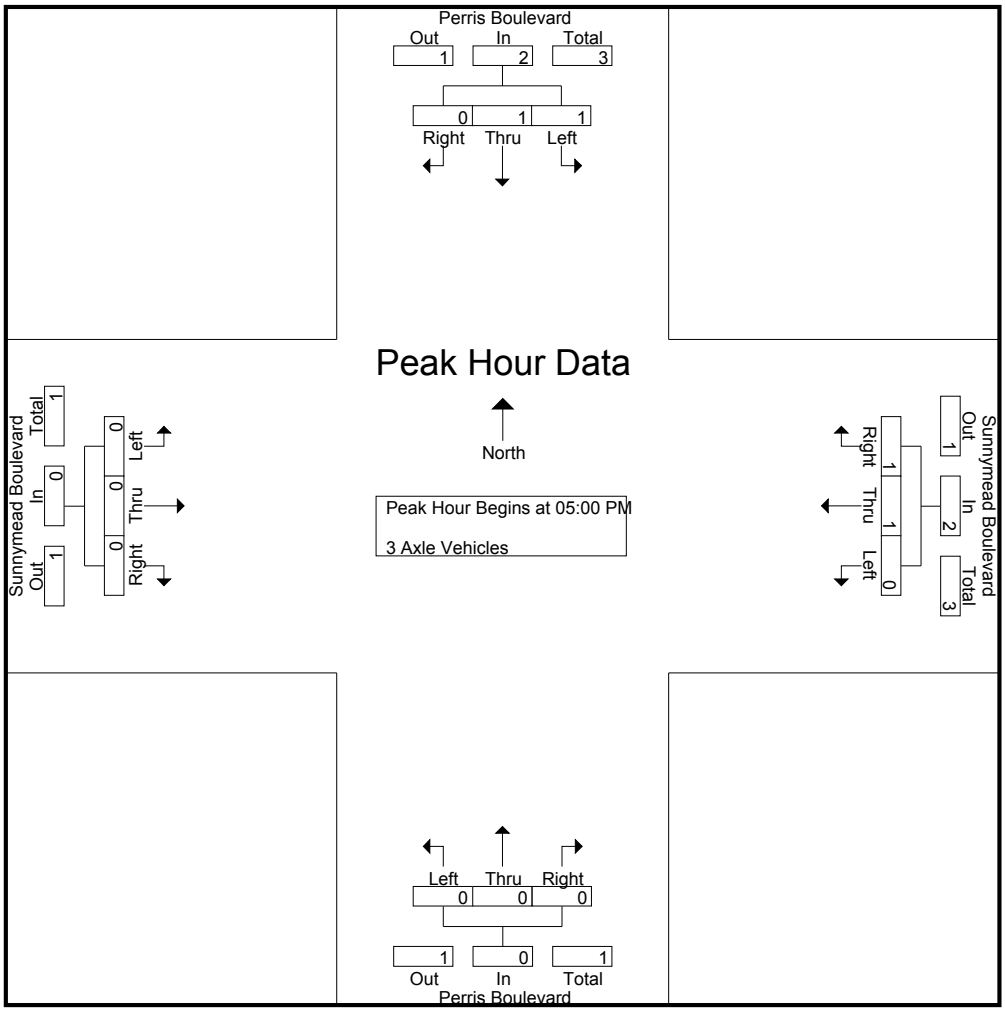

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	**1**	**1**	0	**2**	0	0	**1**	**1**	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0
Total Volume	1	1	0	2	0	1	1	2	0	0	0	0	0	0	0	0
% App. Total	50	50	0		0	50	50		0	0	0		0	0	0	
PHF	.250	.250	.000	.250	.000	.250	.250	.500	.000	.000	.000	.000	.000	.000	.000	.000

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City of Perris
N/S: Perris Boulevard
E/W: Sunnymead Boulevard
Weather: Sunny

File Name : MRVPESUPM
Site Code : 00000035
Start Date : 5/14/2013
Page No : 1

Groups Printed- 4+ Axle Trucks

	Perris Boulevard Southbound				Sunnymead Boulevard Westbound				Perris Boulevard Northbound				Sunnymead Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
Total	0	1	0	1	0	0	0	0	0	1	0	1	0	0	1	1	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	2
Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	3	3	4
Grand Total	0	1	0	1	0	0	0	0	0	2	0	2	0	0	4	4	7
Apprch %	0	100	0		0	0	0		0	100	0		0	0	100		
Total %	0	14.3	0	14.3	0	0	0	0	0	28.6	0	28.6	0	0	57.1	57.1	

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

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City of Perris
N/S: Perris Boulevard
E/W: Sunnymead Boulevard
Weather: Sunny

File Name : MRVPESUPM
Site Code : 00000035
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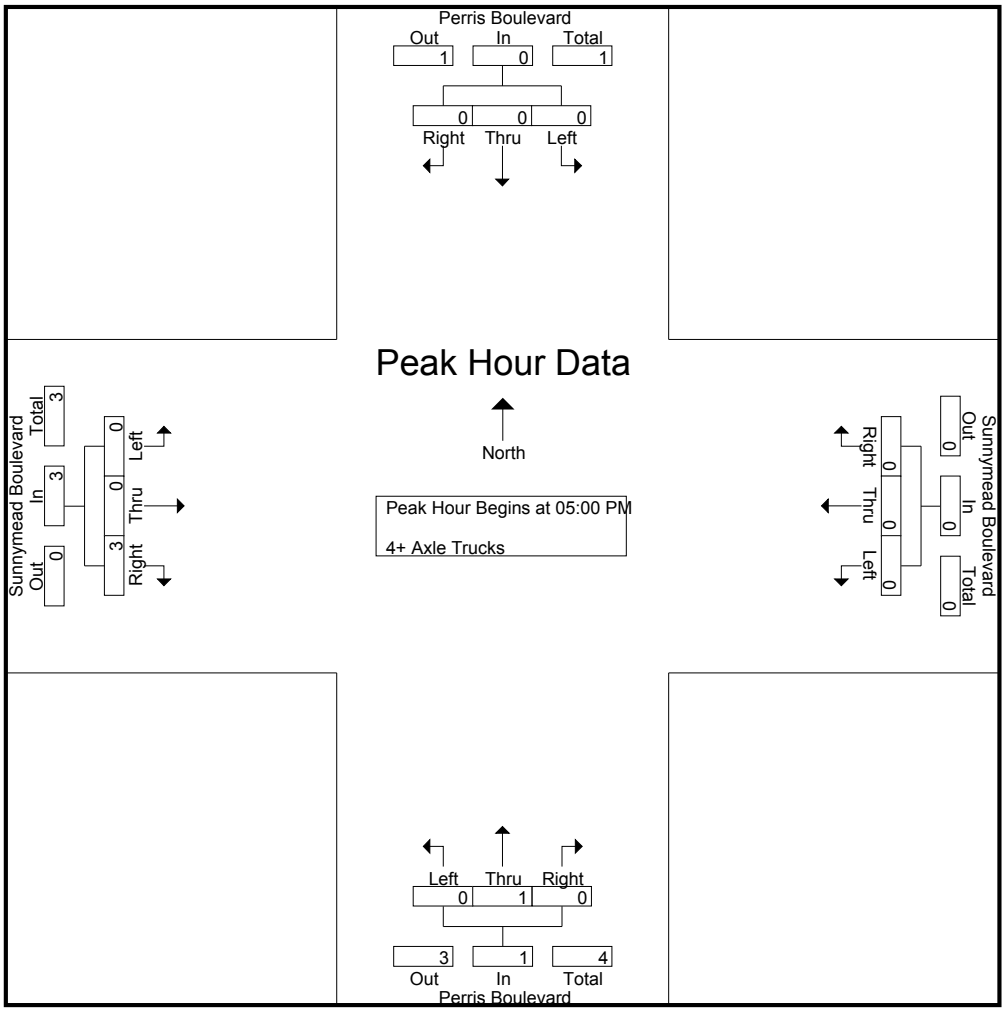

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	1	0	1	0	0	3	3
% App. Total	0	0	0		0	0	0		0	100	0		0	0	100	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.750	.750

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City of Moreno Valley
N/S: Perris Boulevard
E/W: Sunnymead Boulevard
Weather: Sunny

File Name : MRVPESUSAT
Site Code : 00000001
Start Date : 5/18/2013
Page No : 1

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

	Perris Boulevard Southbound				Sunnymead Boulevard Westbound				Perris Boulevard Northbound				Sunnymead Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	58	115	29	202	20	32	97	149	42	214	21	277	104	105	105	314	942
12:15 PM	74	125	40	239	15	27	89	131	54	183	18	255	122	115	125	362	987
12:30 PM	76	110	33	219	12	22	122	156	44	212	30	286	114	112	109	335	996
12:45 PM	68	102	37	207	14	42	117	173	40	202	21	263	122	98	130	350	993
Total	276	452	139	867	61	123	425	609	180	811	90	1081	462	430	469	1361	3918
01:00 PM	64	131	37	232	16	41	103	160	42	198	14	254	116	105	120	341	987
01:15 PM	74	114	40	228	14	33	106	153	49	176	22	247	129	127	127	383	1011
01:30 PM	62	113	43	218	32	41	106	179	40	194	11	245	116	119	117	352	994
01:45 PM	85	138	43	266	23	25	90	138	48	211	18	277	140	139	125	404	1085
Total	285	496	163	944	85	140	405	630	179	779	65	1023	501	490	489	1480	4077
02:00 PM	68	113	42	223	18	45	100	163	40	183	22	245	137	148	120	405	1036
02:15 PM	62	114	41	217	19	36	105	160	44	177	19	240	132	141	105	378	995
02:30 PM	76	112	40	228	20	32	110	162	52	192	25	269	136	146	108	390	1049
02:45 PM	63	110	39	212	21	36	106	163	44	186	14	244	130	139	118	387	1006
Total	269	449	162	880	78	149	421	648	180	738	80	998	535	574	451	1560	4086
Grand Total	830	1397	464	2691	224	412	1251	1887	539	2328	235	3102	1498	1494	1409	4401	12081
Apprch %	30.8	51.9	17.2		11.9	21.8	66.3		17.4	75	7.6		34	33.9	32		
Total %	6.9	11.6	3.8	22.3	1.9	3.4	10.4	15.6	4.5	19.3	1.9	25.7	12.4	12.4	11.7	36.4	
Passenger Vehicles	825	1376	460	2661	224	410	1242	1876	524	2308	227	3059	1481	1489	1390	4360	11956
% Passenger Vehicles	99.4	98.5	99.1	98.9	100	99.5	99.3	99.4	97.2	99.1	96.6	98.6	98.9	99.7	98.7	99.1	99
Large 2 Axle Vehicles	4	17	3	24	0	0	4	4	13	18	5	36	13	4	18	35	99
% Large 2 Axle Vehicles	0.5	1.2	0.6	0.9	0	0	0.3	0.2	2.4	0.8	2.1	1.2	0.9	0.3	1.3	0.8	0.8
3 Axle Vehicles	0	0	0	0	0	2	4	6	2	0	1	3	4	0	0	4	13
% 3 Axle Vehicles	0	0	0	0	0	0.5	0.3	0.3	0.4	0	0.4	0.1	0.3	0	0	0.1	0.1
4+ Axle Trucks	1	4	1	6	0	0	1	1	0	2	2	4	0	1	1	2	13
% 4+ Axle Trucks	0.1	0.3	0.2	0.2	0	0	0.1	0.1	0	0.1	0.9	0.1	0	0.1	0.1	0	0.1

	Perris Boulevard Southbound				Sunnymead Boulevard Westbound				Perris Boulevard Northbound				Sunnymead Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:45 PM																	
01:45 PM	**85**	**138**	**43**	**266**	**23**	25	90	138	48	**211**	18	**277**	**140**	139	**125**	404	**1085**
02:00 PM	68	113	42	223	18	**45**	100	**163**	40	183	22	245	137	**148**	120	**405**	1036
02:15 PM	62	114	41	217	19	36	105	160	44	177	19	240	132	141	105	378	995
02:30 PM	76	112	40	228	20	32	**110**	162	**52**	192	**25**	269	136	146	108	390	1049
Total Volume	291	477	166	934	80	138	405	623	184	763	84	1031	545	574	458	1577	4165
% App. Total	31.2	51.1	17.8		12.8	22.2	65		17.8	74	8.1		34.6	36.4	29		
PHF	.856	.864	.965	.878	.870	.767	.920	.956	.885	.904	.840	.931	.973	.970	.916	.973	.960

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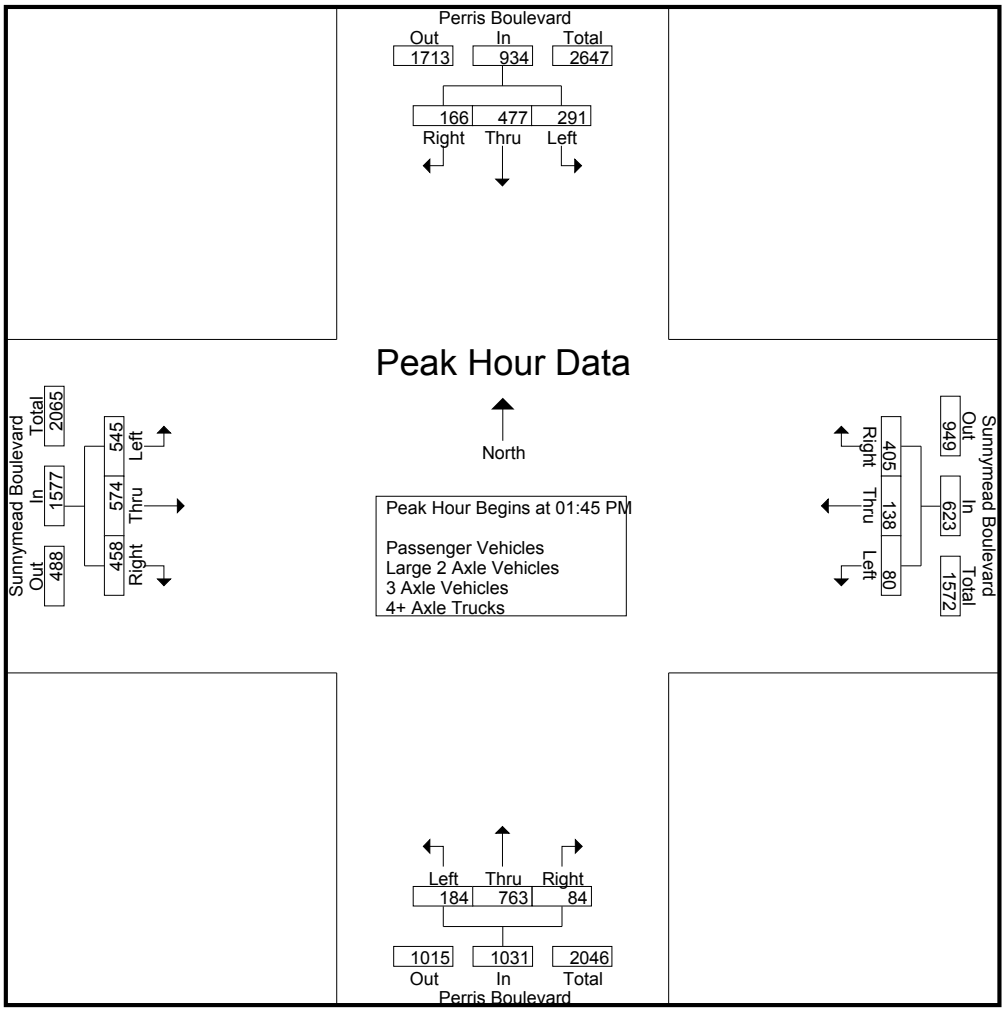

Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	01:00 PM				12:45 PM				12:00 PM				01:45 PM			
+0 mins.	64	131	37	232	14	**42**	**117**	173	42	**214**	21	277	**140**	139	**125**	404
+15 mins.	74	114	40	228	16	41	103	160	**54**	183	18	255	137	**148**	120	**405**
+30 mins.	62	113	**43**	218	14	33	106	153	44	212	**30**	**286**	132	141	105	378
+45 mins.	**85**	**138**	43	**266**	**32**	41	106	**179**	40	202	21	263	136	146	108	390
Total Volume	285	496	163	944	76	157	432	665	180	811	90	1081	545	574	458	1577
% App. Total	30.2	52.5	17.3		11.4	23.6	65		16.7	75	8.3		34.6	36.4	29	
PHF	.838	.899	.948	.887	.594	.935	.923	.929	.833	.947	.750	.945	.973	.970	.916	.973

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City of Moreno Valley
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Weather: Sunny

File Name : MRVPESUSAT
Site Code : 00000001
Start Date : 5/18/2013
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Groups Printed- Large 2 Axle Vehicles

	Perris Boulevard Southbound				Sunnymead Boulevard Westbound				Perris Boulevard Northbound				Sunnymead Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	1	1	0	2	0	0	0	0	0	1	1	2	0	0	3	3	7
12:15 PM	0	1	0	1	0	0	0	0	0	3	1	4	1	0	2	3	8
12:30 PM	0	1	0	1	0	0	1	1	0	1	0	1	0	0	2	2	5
12:45 PM	0	1	0	1	0	0	0	0	2	0	0	2	2	1	1	4	7
Total	1	4	0	5	0	0	1	1	2	5	2	9	3	1	8	12	27
01:00 PM	0	3	1	4	0	0	0	0	1	1	0	2	1	0	1	2	8
01:15 PM	0	1	0	1	0	0	1	1	0	1	1	2	3	1	3	7	11
01:30 PM	1	0	2	3	0	0	1	1	2	4	0	6	1	1	2	4	14
01:45 PM	0	1	0	1	0	0	1	1	0	1	0	1	2	1	1	4	7
Total	1	5	3	9	0	0	3	3	3	7	1	11	7	3	7	17	40
02:00 PM	1	3	0	4	0	0	0	0	1	2	0	3	0	0	1	1	8
02:15 PM	0	2	0	2	0	0	0	0	2	2	1	5	1	0	0	1	8
02:30 PM	0	2	0	2	0	0	0	0	3	1	1	5	1	0	2	3	10
02:45 PM	1	1	0	2	0	0	0	0	2	1	0	3	1	0	0	1	6
Total	2	8	0	10	0	0	0	0	8	6	2	16	3	0	3	6	32
Grand Total	4	17	3	24	0	0	4	4	13	18	5	36	13	4	18	35	99
Apprch %	16.7	70.8	12.5		0	0	100		36.1	50	13.9		37.1	11.4	51.4		
Total %	4	17.2	3	24.2	0	0	4	4	13.1	18.2	5.1	36.4	13.1	4	18.2	35.4	

	Perris Boulevard Southbound				Sunnymead Boulevard Westbound				Perris Boulevard Northbound				Sunnymead Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:45 PM																	
01:45 PM	0	1	0	1	0	0	**1**	**1**	0	1	0	1	**2**	**1**	1	**4**	7
02:00 PM	**1**	**3**	0	**4**	0	0	0	0	1	**2**	0	3	0	0	1	1	8
02:15 PM	0	2	0	2	0	0	0	0	2	2	**1**	**5**	1	0	0	1	8
02:30 PM	0	2	0	2	0	0	0	0	**3**	1	1	5	1	0	**2**	3	**10**
Total Volume	1	8	0	9	0	0	1	1	6	6	2	14	4	1	4	9	33
% App. Total	11.1	88.9	0		0	0	100		42.9	42.9	14.3		44.4	11.1	44.4		
PHF	.250	.667	.000	.563	.000	.000	.250	.250	.500	.750	.500	.700	.500	.250	.500	.563	.825

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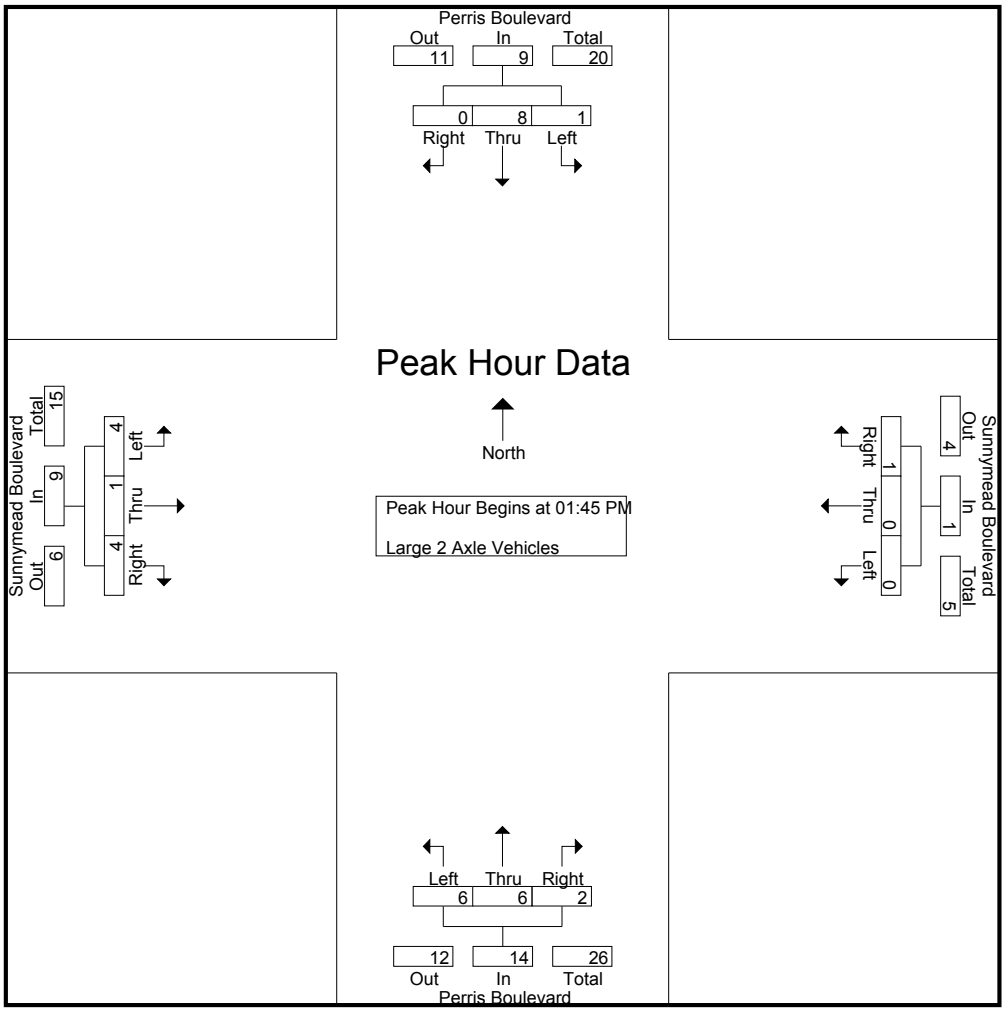

Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	01:45 PM				01:45 PM				01:45 PM				01:45 PM			
+0 mins.	0	1	0	1	0	0	**1**	**1**	0	1	0	1	**2**	**1**	1	**4**
+15 mins.	**1**	**3**	0	**4**	0	0	0	0	1	**2**	0	3	0	0	1	1
+30 mins.	0	2	0	2	0	0	0	0	2	2	**1**	**5**	1	0	0	1
+45 mins.	0	2	0	2	0	0	0	0	**3**	1	1	5	1	0	**2**	3
Total Volume	1	8	0	9	0	0	1	1	6	6	2	14	4	1	4	9
% App. Total	11.1	88.9	0		0	0	100		42.9	42.9	14.3		44.4	11.1	44.4	
PHF	.250	.667	.000	.563	.000	.000	.250	.250	.500	.750	.500	.700	.500	.250	.500	.563

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File Name : MRVPESUSAT
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Groups Printed- 3 Axle Vehicles

	Perris Boulevard Southbound				Sunnymead Boulevard Westbound				Perris Boulevard Northbound				Sunnymead Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	3
12:15 PM	0	0	0	0	0	0	1	1	0	0	1	1	1	0	0	1	3
12:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	4	4	1	0	1	2	1	0	0	1	7
01:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
01:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	2	0	0	2	3
01:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	2	0	2	1	0	0	1	2	0	0	2	5
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Grand Total	0	0	0	0	0	2	4	6	2	0	1	3	4	0	0	4	13
Apprch %	0	0	0		0	33.3	66.7		66.7	0	33.3		100	0	0		
Total %	0	0	0	0	0	15.4	30.8	46.2	15.4	0	7.7	23.1	30.8	0	0	30.8	

	Perris Boulevard Southbound				Sunnymead Boulevard Westbound				Perris Boulevard Northbound				Sunnymead Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:45 PM																	
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	**1**	**1**
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% App. Total	0	0	0		0	0	0		0	0	0		100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.250

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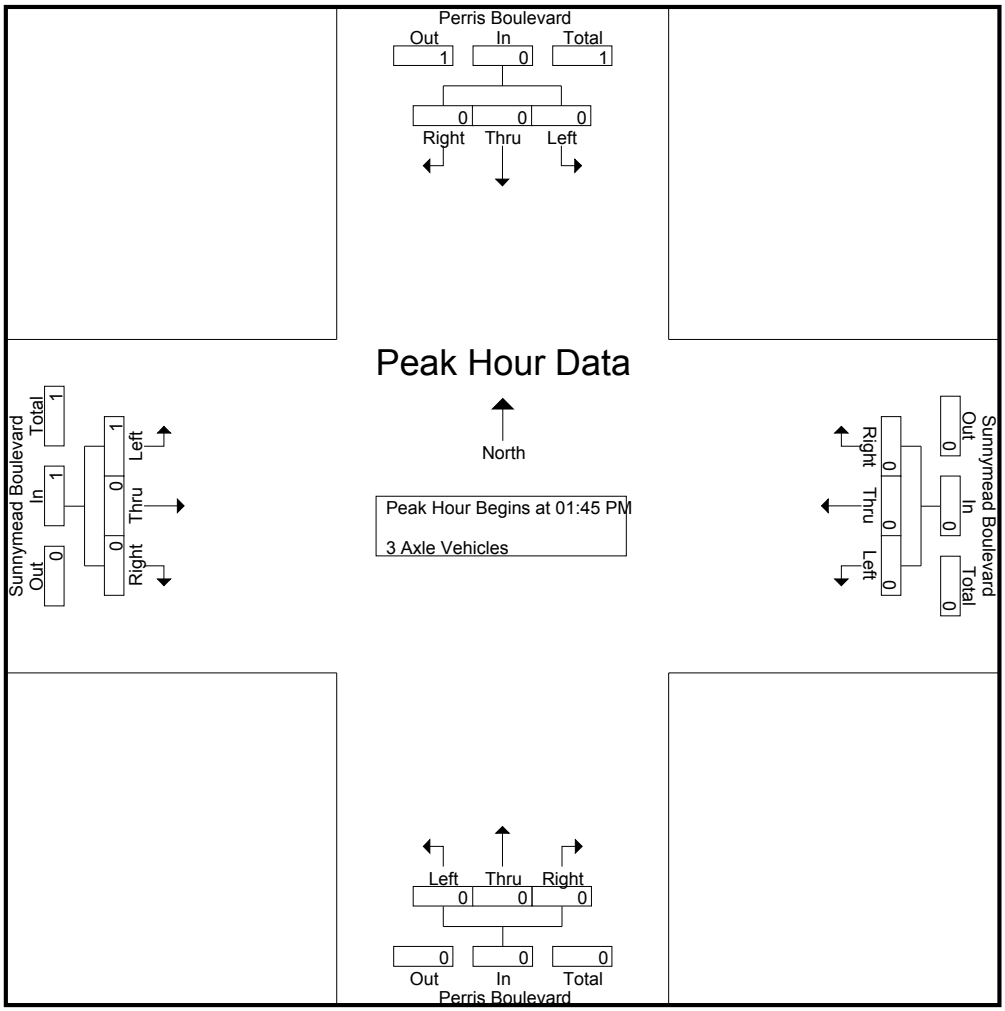

Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

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

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File Name : MRVPESUSAT
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Groups Printed- 4+ Axle Trucks

	Perris Boulevard Southbound				Sunnymead Boulevard Westbound				Perris Boulevard Northbound				Sunnymead Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0	2
12:30 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
12:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	2	0	0	1	1	0	1	2	3	0	0	0	0	6
01:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:15 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	1	1	3
01:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	1	3	0	0	0	0	0	1	0	1	0	1	1	2	6
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	1	4	1	6	0	0	1	1	0	2	2	4	0	1	1	2	13
Apprch %	16.7	66.7	16.7		0	0	100		0	50	50		0	50	50		
Total %	7.7	30.8	7.7	46.2	0	0	7.7	7.7	0	15.4	15.4	30.8	0	7.7	7.7	15.4	

	Perris Boulevard Southbound				Sunnymead Boulevard Westbound				Perris Boulevard Northbound				Sunnymead Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:45 PM																	
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% App. Total	100	0	0		0	0	0		0	0	0		0	0	0		
PHF	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

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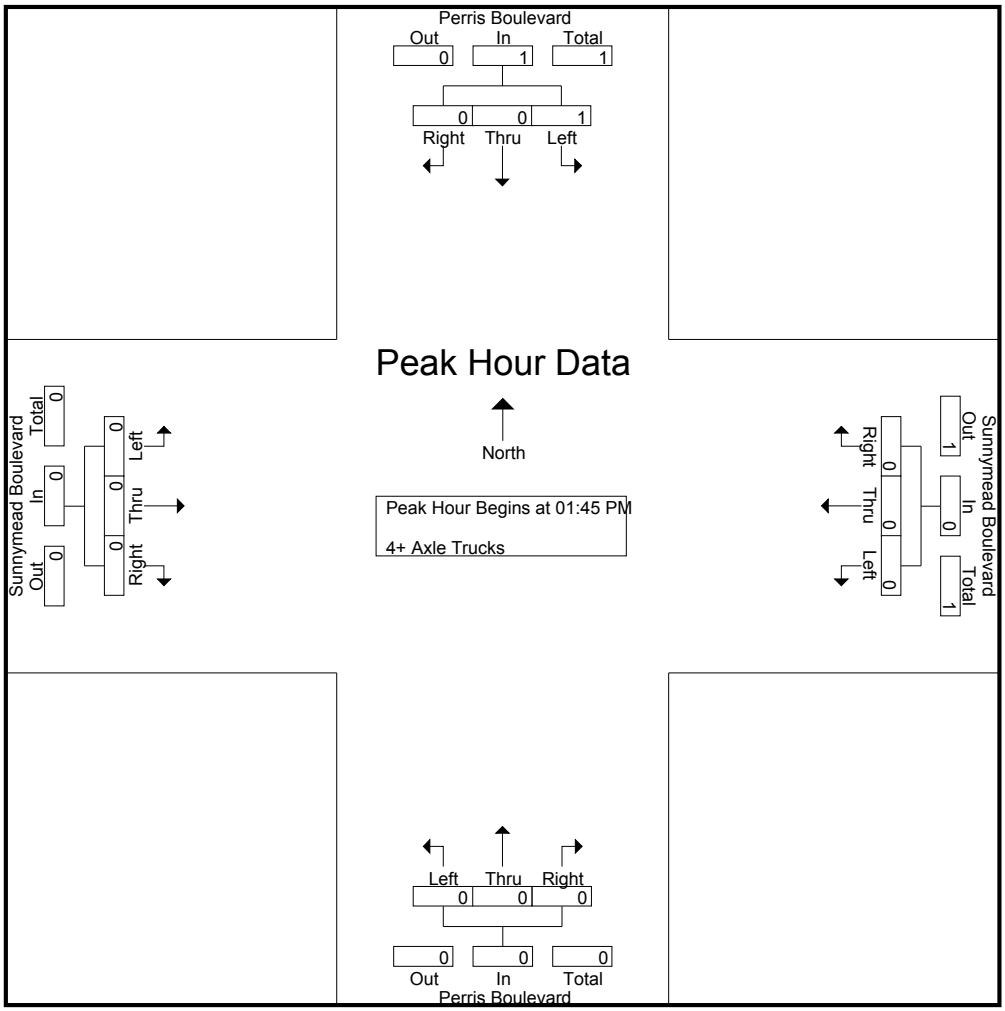

Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

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

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City of Moreno Valley
N/S: SR-60 Eastbound On Ramp
E/W: Sunnymead Boulevard
Weather: Sunny

File Name : MRV60EONSUAM
Site Code : 00000155
Start Date : 5/14/2013
Page No : 1

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

	SR-60 Eastbound On Ramp Southbound				Sunnymead Boulevard Westbound				Private Drive Northbound				Sunnymead Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	2	116	6	124	3	0	1	4	43	40	4	87	215
07:15 AM	0	0	0	0	2	118	10	130	0	0	1	1	60	59	2	121	252
07:30 AM	0	0	0	0	4	125	7	136	3	0	2	5	65	94	6	165	306
07:45 AM	0	0	0	0	3	136	8	147	6	2	2	10	58	83	4	145	302
Total	0	0	0	0	11	495	31	537	12	2	6	20	226	276	16	518	1075
08:00 AM	0	0	0	0	2	134	1	137	3	1	1	5	55	53	6	114	256
08:15 AM	0	0	0	0	2	106	1	109	6	1	4	11	52	46	6	104	224
08:30 AM	0	0	0	0	2	97	7	106	8	1	3	12	68	57	13	138	256
08:45 AM	0	0	0	0	3	99	3	105	4	0	2	6	51	40	20	111	222
Total	0	0	0	0	9	436	12	457	21	3	10	34	226	196	45	467	958
Grand Total	0	0	0	0	20	931	43	994	33	5	16	54	452	472	61	985	2033
Apprch %	0	0	0		2	93.7	4.3		61.1	9.3	29.6		45.9	47.9	6.2		
Total %	0	0	0	0	1	45.8	2.1	48.9	1.6	0.2	0.8	2.7	22.2	23.2	3	48.5	
Passenger Vehicles	0	0	0	0	20	919	43	982	33	5	16	54	427	460	60	947	1983
% Passenger Vehicles	0	0	0	0	100	98.7	100	98.8	100	100	100	100	94.5	97.5	98.4	96.1	97.5
Large 2 Axle Vehicles	0	0	0	0	0	11	0	11	0	0	0	0	18	9	1	28	39
% Large 2 Axle Vehicles	0	0	0	0	0	1.2	0	1.1	0	0	0	0	4	1.9	1.6	2.8	1.9
3 Axle Vehicles	0	0	0	0	0	1	0	1	0	0	0	0	3	3	0	6	7
% 3 Axle Vehicles	0	0	0	0	0	0.1	0	0.1	0	0	0	0	0.7	0.6	0	0.6	0.3
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0.9	0	0	0.4	0.2

	SR-60 Eastbound On Ramp Southbound				Sunnymead Boulevard Westbound				Private Drive Northbound				Sunnymead Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	2	118	**10**	130	0	0	1	1	60	59	2	121	252
07:30 AM	0	0	0	0	**4**	125	7	136	3	0	**2**	5	**65**	**94**	**6**	**165**	**306**
07:45 AM	0	0	0	0	3	**136**	8	**147**	**6**	**2**	2	**10**	58	83	4	145	302
08:00 AM	0	0	0	0	2	134	1	137	3	1	1	5	55	53	6	114	256
Total Volume	0	0	0	0	11	513	26	550	12	3	6	21	238	289	18	545	1116
% App. Total	0	0	0		2	93.3	4.7		57.1	14.3	28.6		43.7	53	3.3		
PHF	.000	.000	.000	.000	.688	.943	.650	.935	.500	.375	.750	.525	.915	.769	.750	.826	.912

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City of Moreno Valley
N/S: SR-60 Eastbound On Ramp
E/W: Sunnymead Boulevard
Weather: Sunny

File Name : MRV60EONSUAM
Site Code : 00000155
Start Date : 5/14/2013
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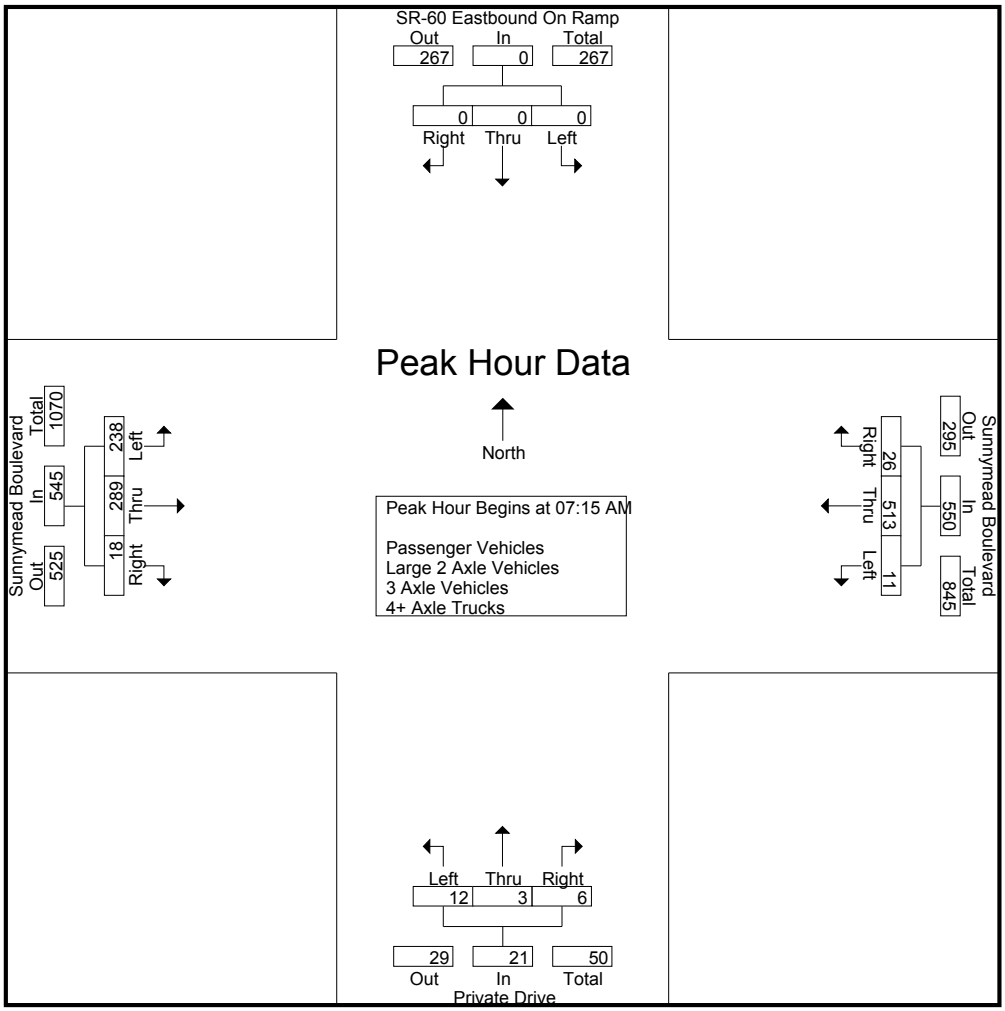

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	2	118	**10**	130	0	0	1	1	60	59	2	121
+15 mins.	0	0	0	0	**4**	125	7	136	3	0	**2**	5	**65**	**94**	**6**	**165**
+30 mins.	0	0	0	0	3	**136**	8	**147**	**6**	**2**	2	**10**	58	83	4	145
+45 mins.	0	0	0	0	2	134	1	137	3	1	1	5	55	53	6	114
Total Volume	0	0	0	0	11	513	26	550	12	3	6	21	238	289	18	545
% App. Total	0	0	0		2	93.3	4.7		57.1	14.3	28.6		43.7	53	3.3	
PHF	.000	.000	.000	.000	.688	.943	.650	.935	.500	.375	.750	.525	.915	.769	.750	.826

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City of Moreno Valley
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E/W: Sunnymead Boulevard
Weather: Sunny

File Name : MRV60EONSUAM
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Groups Printed- Large 2 Axle Vehicles

	SR-60 Eastbound On Ramp Southbound				Sunnymead Boulevard Westbound				Private Drive Northbound				Sunnymead Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	1	1	0	2	3
07:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	4	2	0	6	8
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	2	2	0	4	5
07:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	2	1	0	3	5
Total	0	0	0	0	0	6	0	6	0	0	0	0	9	6	0	15	21
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	2	2	0	4	5
08:30 AM	0	0	0	0	0	3	0	3	0	0	0	0	3	1	1	5	8
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	1	0	0	1	2
Total	0	0	0	0	0	5	0	5	0	0	0	0	9	3	1	13	18
Grand Total	0	0	0	0	0	11	0	11	0	0	0	0	18	9	1	28	39
Apprch %	0	0	0		0	100	0		0	0	0		64.3	32.1	3.6		
Total %	0	0	0	0	0	28.2	0	28.2	0	0	0	0	46.2	23.1	2.6	71.8	

	SR-60 Eastbound On Ramp Southbound				Sunnymead Boulevard Westbound				Private Drive Northbound				Sunnymead Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	**4**	**2**	0	**6**	**8**
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	2	2	0	4	5
07:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	2	1	0	3	5
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
Total Volume	0	0	0	0	0	5	0	5	0	0	0	0	11	5	0	16	21
% App. Total	0	0	0		0	100	0		0	0	0		68.8	31.2	0		
PHF	.000	.000	.000	.000	.000	.625	.000	.625	.000	.000	.000	.000	.688	.625	.000	.667	.656

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City of Moreno Valley
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E/W: Sunnymead Boulevard
Weather: Sunny

File Name : MRV60EONSUAM
Site Code : 00000155
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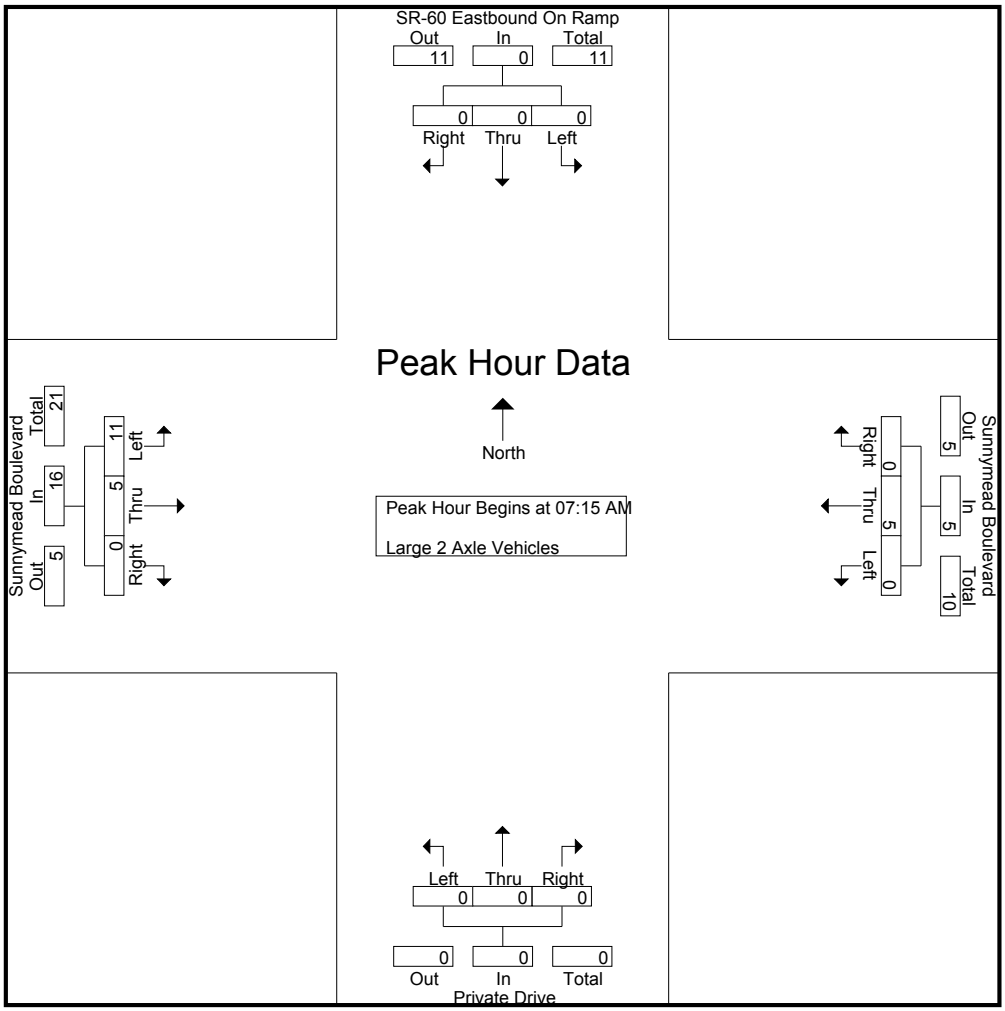

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	**2**	0	**2**	0	0	0	0	**4**	**2**	0	**6**
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	2	2	0	4
+30 mins.	0	0	0	0	0	2	0	2	0	0	0	0	2	1	0	3
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3
Total Volume	0	0	0	0	0	5	0	5	0	0	0	0	11	5	0	16
% App. Total	0	0	0		0	100	0		0	0	0		68.8	31.2	0	
PHF	.000	.000	.000	.000	.000	.625	.000	.625	.000	.000	.000	.000	.688	.625	.000	.667

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City of Moreno Valley
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E/W: Sunnymead Boulevard
Weather: Sunny

File Name : MRV60EONSUAM
Site Code : 00000155
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Groups Printed- 3 Axle Vehicles

	SR-60 Eastbound On Ramp Southbound				Sunnymead Boulevard Westbound				Private Drive Northbound				Sunnymead Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	3
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	3
Total	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	6	6
Grand Total	0	0	0	0	0	1	0	1	0	0	0	0	3	3	0	6	7
Apprch %	0	0	0		0	100	0		0	0	0		50	50	0		
Total %	0	0	0	0	0	14.3	0	14.3	0	0	0	0	42.9	42.9	0	85.7	

	SR-60 Eastbound On Ramp Southbound				Sunnymead Boulevard Westbound				Private Drive Northbound				Sunnymead Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	**1**
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
% App. Total	0	0	0		0	100	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250

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E/W: Sunnymead Boulevard
Weather: Sunny

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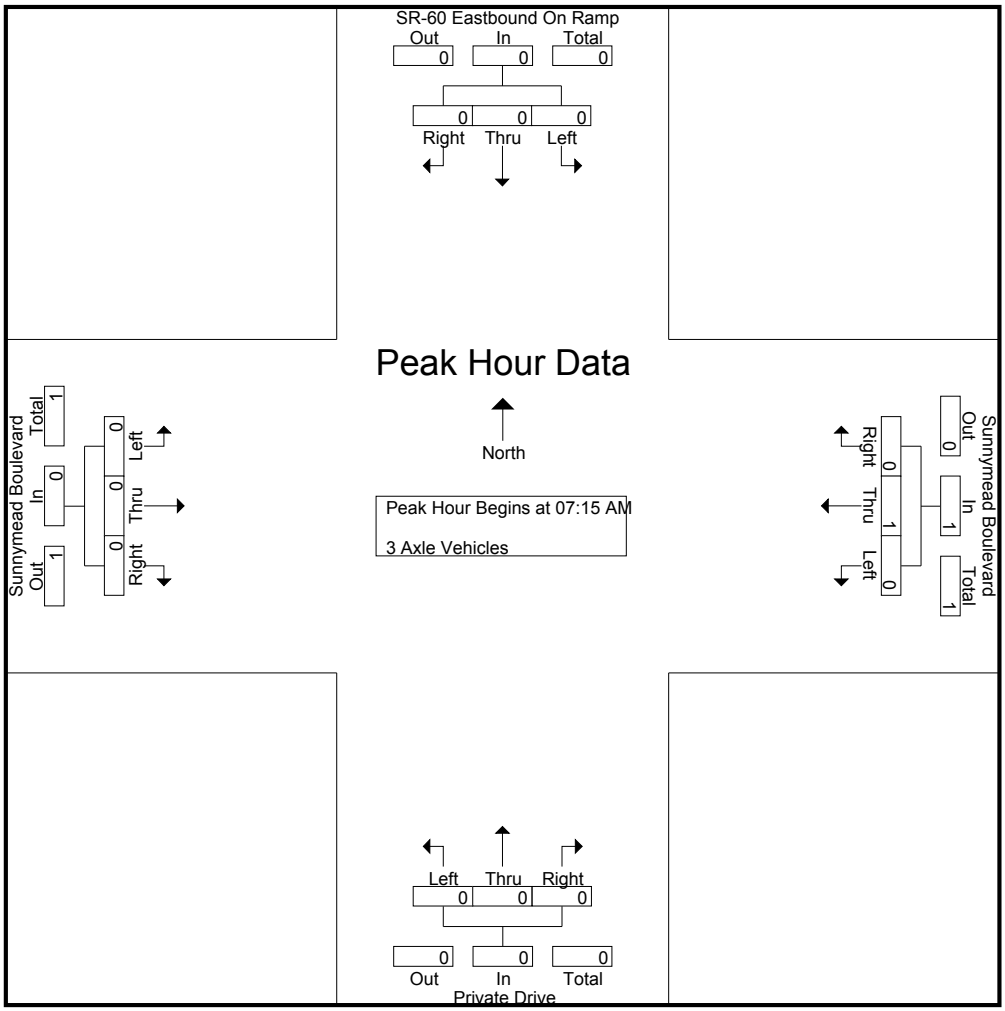

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	100	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000

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City of Moreno Valley
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E/W: Sunnymead Boulevard
Weather: Sunny

File Name : MRV60EONSUAM
Site Code : 00000155
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Groups Printed- 4+ Axle Trucks

	SR-60 Eastbound On Ramp Southbound				Sunnymead Boulevard Westbound				Private Drive Northbound				Sunnymead Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
Apprch %	0	0	0		0	0	0		0	0	0		100	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	100	

	SR-60 Eastbound On Ramp Southbound				Sunnymead Boulevard Westbound				Private Drive Northbound				Sunnymead Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	0	**2**	**2**
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
% App. Total	0	0	0		0	0	0		0	0	0		100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.375	.000	.000	.375	.375

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Weather: Sunny

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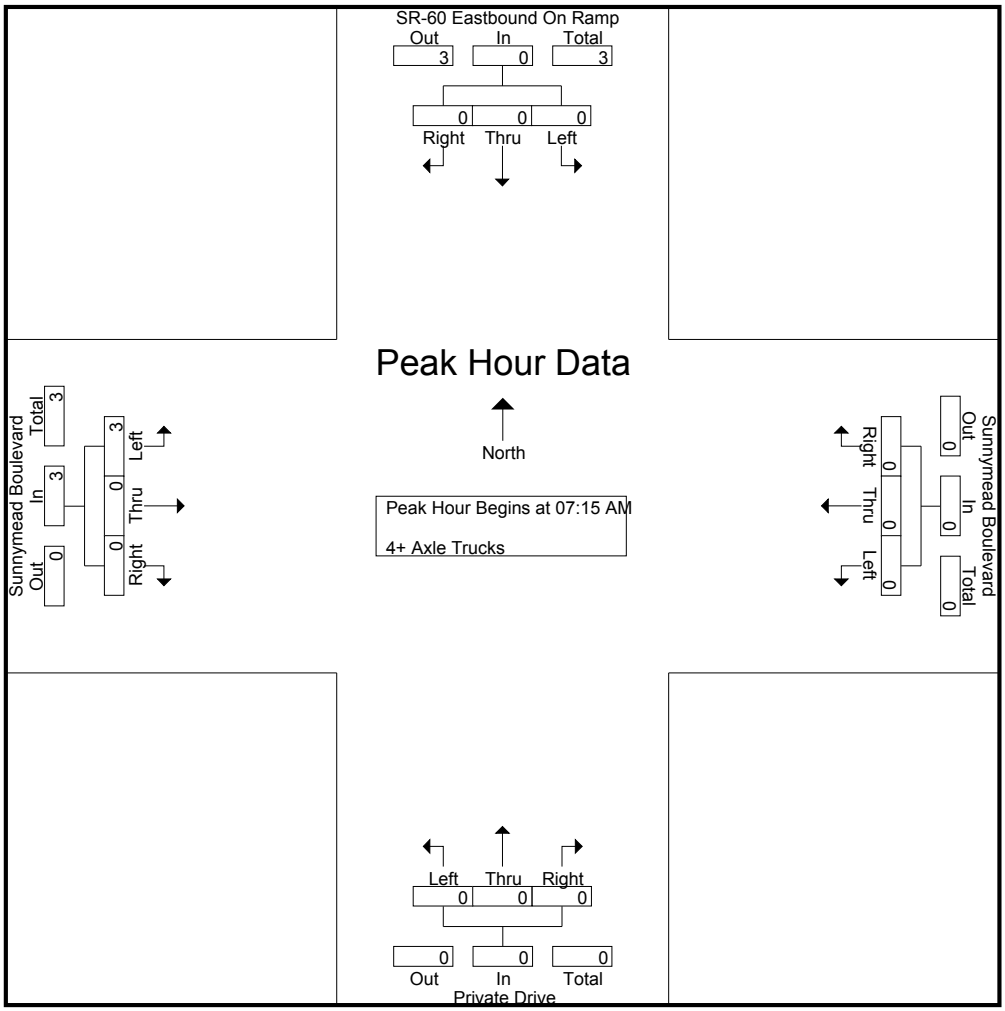

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

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

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E/W: Sunnymead Boulevard
Weather: Sunny

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

	SR-60 Eastbound On Ramp Southbound				Sunnymead Boulevard Westbound				Private Drive Northbound				Sunnymead Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	3	105	5	113	14	5	9	28	79	128	30	237	378
04:15 PM	0	0	0	0	1	117	5	123	13	7	8	28	69	119	21	209	360
04:30 PM	0	0	0	0	5	82	3	90	15	6	7	28	68	120	35	223	341
04:45 PM	0	0	0	0	4	98	8	110	11	3	6	20	65	138	20	223	353
Total	0	0	0	0	13	402	21	436	53	21	30	104	281	505	106	892	1432
05:00 PM	0	0	0	0	6	103	5	114	15	7	3	25	81	134	34	249	388
05:15 PM	0	0	0	0	4	90	7	101	12	9	10	31	66	123	33	222	354
05:30 PM	0	0	0	0	8	105	6	119	10	2	7	19	38	142	30	210	348
05:45 PM	0	0	0	0	6	108	1	115	16	4	6	26	55	148	29	232	373
Total	0	0	0	0	24	406	19	449	53	22	26	101	240	547	126	913	1463
Grand Total	0	0	0	0	37	808	40	885	106	43	56	205	521	1052	232	1805	2895
Apprch %	0	0	0		4.2	91.3	4.5		51.7	21	27.3		28.9	58.3	12.9		
Total %	0	0	0	0	1.3	27.9	1.4	30.6	3.7	1.5	1.9	7.1	18	36.3	8	62.3	
Passenger Vehicles	0	0	0	0	37	799	39	875	106	42	56	204	511	1043	231	1785	2864
% Passenger Vehicles	0	0	0	0	100	98.9	97.5	98.9	100	97.7	100	99.5	98.1	99.1	99.6	98.9	98.9
Large 2 Axle Vehicles	0	0	0	0	0	4	1	5	0	1	0	1	8	9	1	18	24
% Large 2 Axle Vehicles	0	0	0	0	0	0.5	2.5	0.6	0	2.3	0	0.5	1.5	0.9	0.4	1	0.8
3 Axle Vehicles	0	0	0	0	0	5	0	5	0	0	0	0	1	0	0	1	6
% 3 Axle Vehicles	0	0	0	0	0	0.6	0	0.6	0	0	0	0	0.2	0	0	0.1	0.2
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0.2	0	0	0.1	0

	SR-60 Eastbound On Ramp Southbound				Sunnymead Boulevard Westbound				Private Drive Northbound				Sunnymead Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	6	103	5	114	15	7	3	25	**81**	134	**34**	**249**	**388**
05:15 PM	0	0	0	0	4	90	**7**	101	12	**9**	**10**	**31**	66	123	33	222	354
05:30 PM	0	0	0	0	**8**	105	6	**119**	10	2	7	19	38	142	30	210	348
05:45 PM	0	0	0	0	6	**108**	1	115	**16**	4	6	26	55	**148**	29	232	373
Total Volume	0	0	0	0	24	406	19	449	53	22	26	101	240	547	126	913	1463
% App. Total	0	0	0		5.3	90.4	4.2		52.5	21.8	25.7		26.3	59.9	13.8		
PHF	.000	.000	.000	.000	.750	.940	.679	.943	.828	.611	.650	.815	.741	.924	.926	.917	.943

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City of Moreno Valley
N/S: SR-60 Eastbound On Ramp
E/W: Sunnymead Boulevard
Weather: Sunny

File Name : MRV60EONSUPM
Site Code : 00000155
Start Date : 5/14/2013
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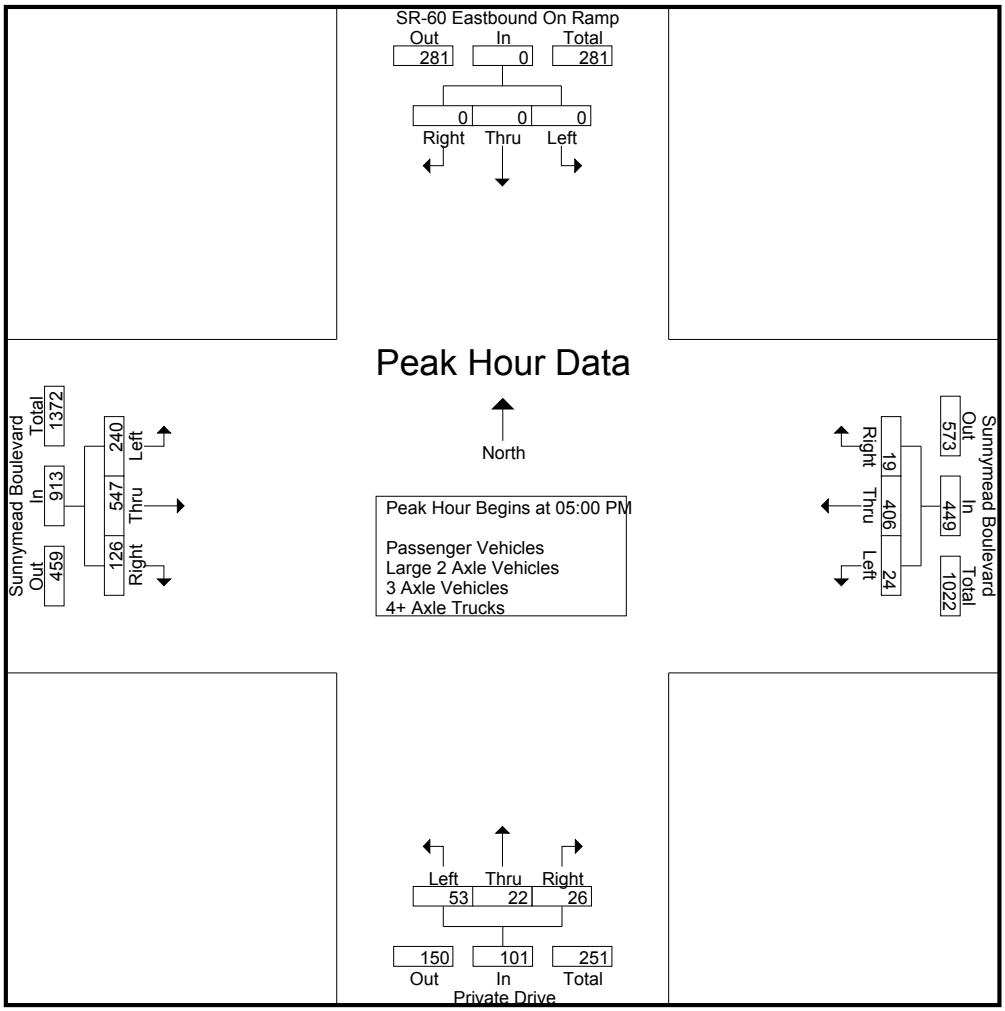

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				05:00 PM				04:00 PM				04:30 PM			
+0 mins.	0	0	0	0	6	103	5	114	14	5	**9**	**28**	68	120	**35**	223
+15 mins.	0	0	0	0	4	90	**7**	101	13	**7**	8	28	65	**138**	20	223
+30 mins.	0	0	0	0	**8**	105	6	**119**	**15**	6	7	28	**81**	134	34	**249**
+45 mins.	0	0	0	0	6	**108**	1	115	11	3	6	20	66	123	33	222
Total Volume	0	0	0	0	24	406	19	449	53	21	30	104	280	515	122	917
% App. Total	0	0	0		5.3	90.4	4.2		51	20.2	28.8		30.5	56.2	13.3	
PHF	.000	.000	.000	.000	.750	.940	.679	.943	.883	.750	.833	.929	.864	.933	.871	.921

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City of Moreno Valley
N/S: SR-60 Eastbound On Ramp
E/W: Sunnymead Boulevard
Weather: Sunny

File Name : MRV60EONSUPM
Site Code : 00000155
Start Date : 5/14/2013
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Groups Printed- Large 2 Axle Vehicles

	SR-60 Eastbound On Ramp Southbound				Sunnymead Boulevard Westbound				Private Drive Northbound				Sunnymead Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	4	1	0	5	7
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	3	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	3
Total	0	0	0	0	0	2	0	2	0	0	0	0	7	4	1	12	14
05:00 PM	0	0	0	0	0	0	1	1	0	1	0	1	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	3
Total	0	0	0	0	0	2	1	3	0	1	0	1	1	5	0	6	10
Grand Total	0	0	0	0	0	4	1	5	0	1	0	1	8	9	1	18	24
Apprch %	0	0	0		0	80	20		0	100	0		44.4	50	5.6		
Total %	0	0	0	0	0	16.7	4.2	20.8	0	4.2	0	4.2	33.3	37.5	4.2	75	

	SR-60 Eastbound On Ramp Southbound				Sunnymead Boulevard Westbound				Private Drive Northbound				Sunnymead Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	**1**	1	0	**1**	0	**1**	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	**3**	0	**3**	**5**
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	**1**	2	0	3	3
Total Volume	0	0	0	0	0	2	1	3	0	1	0	1	1	5	0	6	10
% App. Total	0	0	0		0	66.7	33.3		0	100	0		16.7	83.3	0		
PHF	.000	.000	.000	.000	.000	.250	.250	.375	.000	.250	.000	.250	.250	.417	.000	.500	.500

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City of Moreno Valley
N/S: SR-60 Eastbound On Ramp
E/W: Sunnymead Boulevard
Weather: Sunny

File Name : MRV60EONSUPM
Site Code : 00000155
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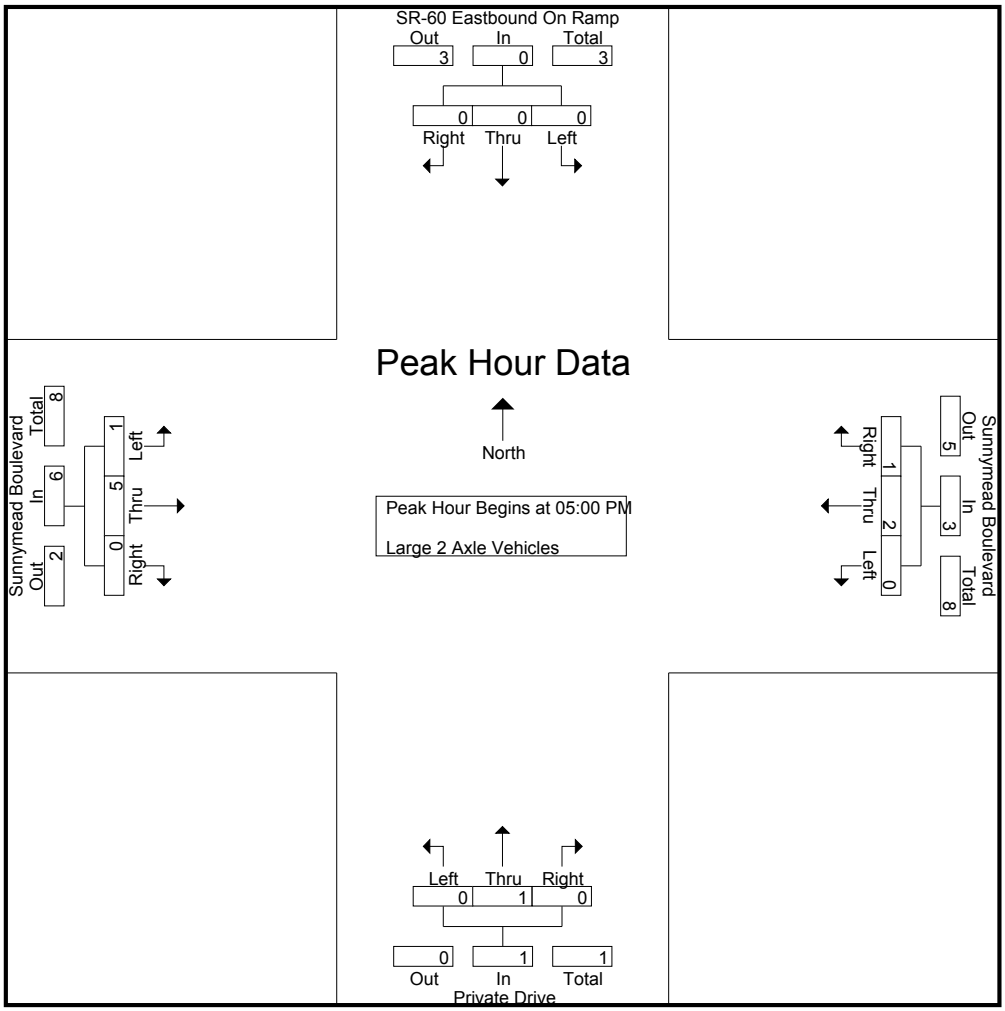

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	0	**1**	1	0	**1**	0	**1**	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	**3**	0	**3**
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	**1**	2	0	3
Total Volume	0	0	0	0	0	2	1	3	0	1	0	1	1	5	0	6
% App. Total	0	0	0		0	66.7	33.3		0	100	0		16.7	83.3	0	
PHF	.000	.000	.000	.000	.000	.250	.250	.375	.000	.250	.000	.250	.250	.417	.000	.500

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City of Moreno Valley
N/S: SR-60 Eastbound On Ramp
E/W: Sunnymead Boulevard
Weather: Sunny

File Name : MRV60EONSUPM
Site Code : 00000155
Start Date : 5/14/2013
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Groups Printed- 3 Axle Vehicles

	SR-60 Eastbound On Ramp Southbound				Sunnymead Boulevard Westbound				Private Drive Northbound				Sunnymead Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	3	0	3	0	0	0	0	1	0	0	1	4
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
Grand Total	0	0	0	0	0	5	0	5	0	0	0	0	1	0	0	1	6
Apprch %	0	0	0		0	100	0		0	0	0		100	0	0		
Total %	0	0	0	0	0	83.3	0	83.3	0	0	0	0	16.7	0	0	16.7	

	SR-60 Eastbound On Ramp Southbound				Sunnymead Boulevard Westbound				Private Drive Northbound				Sunnymead Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	**1**
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
% App. Total	0	0	0		0	100	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.500

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City of Moreno Valley
N/S: SR-60 Eastbound On Ramp
E/W: Sunnymead Boulevard
Weather: Sunny

File Name : MRV60EONSUPM
Site Code : 00000155
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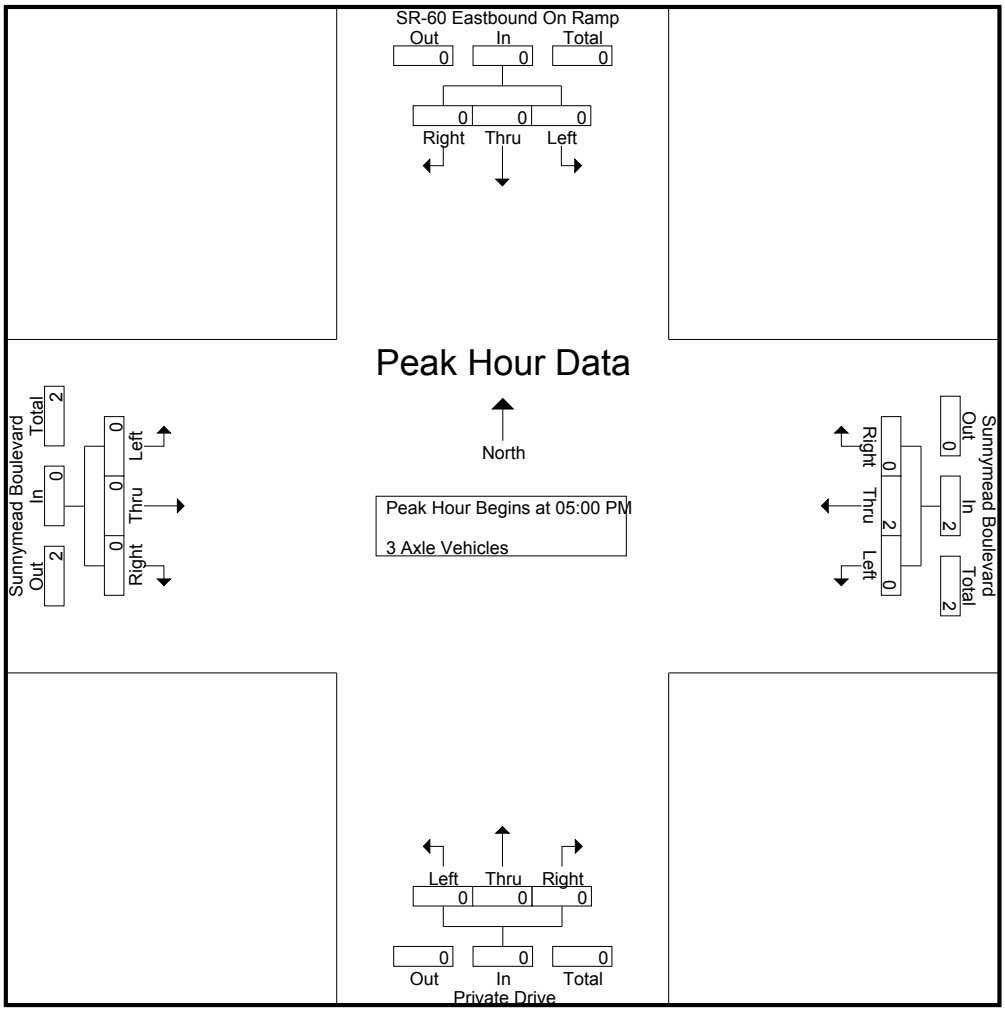

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	100	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000

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City of Moreno Valley
N/S: SR-60 Eastbound On Ramp
E/W: Sunnymead Boulevard
Weather: Sunny

File Name : MRV60EONSUPM
Site Code : 00000155
Start Date : 5/14/2013
Page No : 1

Groups Printed- 4+ Axle Trucks

	SR-60 Eastbound On Ramp Southbound				Sunnymead Boulevard Westbound				Private Drive Northbound				Sunnymead Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Apprch %	0	0	0		0	0	0		0	0	0		100	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	100	

	SR-60 Eastbound On Ramp Southbound				Sunnymead Boulevard Westbound				Private Drive Northbound				Sunnymead Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Moreno Valley
N/S: SR-60 Eastbound On Ramp
E/W: Sunnymead Boulevard
Weather: Sunny

File Name : MRV60EONSUPM
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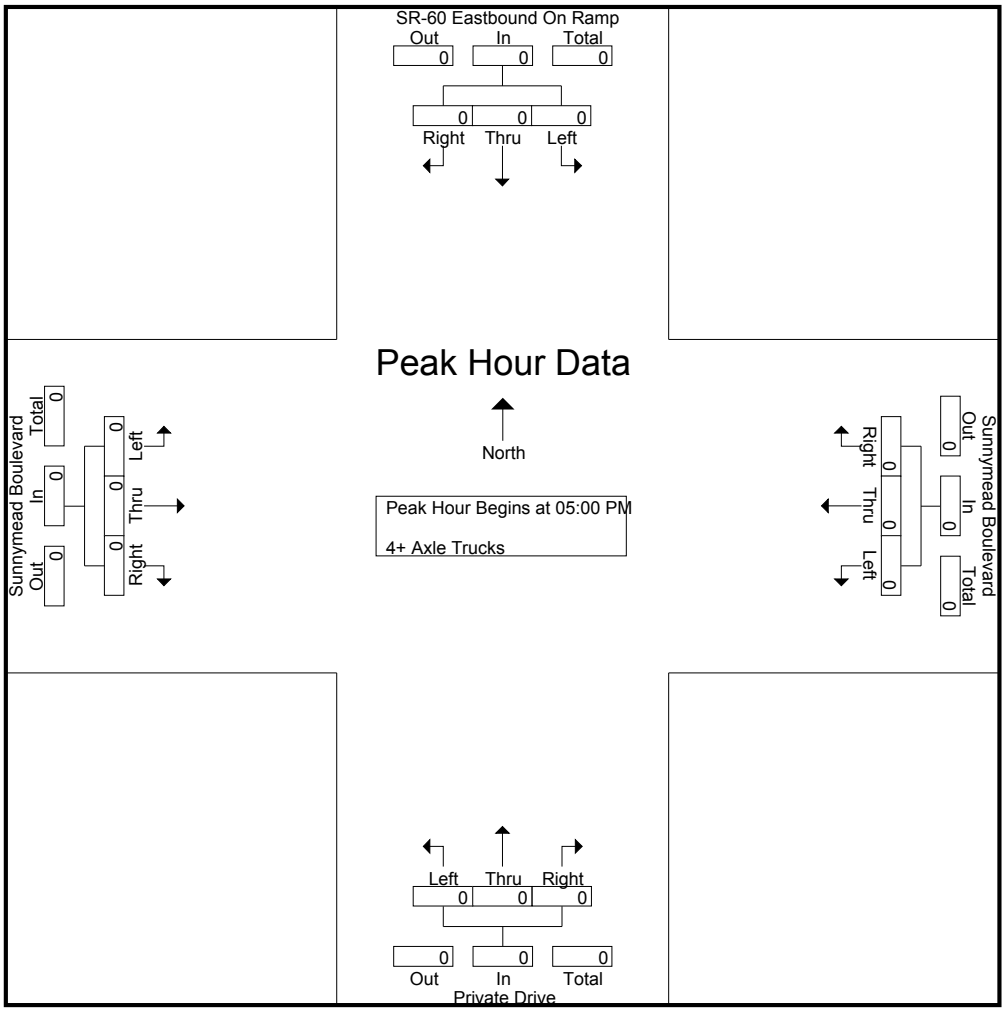

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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City of Moreno Valley
N/S: SR-60 Eastbound On Ramp
E/W: Sunnymead Boulevard
Weather: Sunny

File Name : MRV60EONSUSAT
Site Code : 00000001
Start Date : 5/18/2013
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	SR-60 Eastbound On Ramp Southbound				Sunnymead Boulevard Westbound				Private Drive Northbound				Sunnymead Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	0	0	0	0	4	126	6	136	21	4	9	34	48	111	32	191	361
12:15 PM	0	0	0	0	9	106	3	118	21	4	6	31	56	112	46	214	363
12:30 PM	0	0	0	0	7	125	5	137	25	3	2	30	66	97	51	214	381
12:45 PM	0	0	0	0	5	146	6	157	25	5	5	35	61	93	30	184	376
Total	0	0	0	0	25	503	20	548	92	16	22	130	231	413	159	803	1481
01:00 PM	0	0	0	0	5	136	4	145	32	8	5	45	50	93	44	187	377
01:15 PM	0	0	0	0	3	136	4	143	21	7	9	37	60	122	43	225	405
01:30 PM	0	0	0	0	12	124	5	141	31	1	7	39	55	102	35	192	372
01:45 PM	0	0	0	0	4	118	5	127	22	11	11	44	60	118	51	229	400
Total	0	0	0	0	24	514	18	556	106	27	32	165	225	435	173	833	1554
02:00 PM	0	0	0	0	8	110	6	124	23	6	8	37	70	132	40	242	403
02:15 PM	0	0	0	0	12	123	4	139	30	8	9	47	52	100	54	206	392
02:30 PM	0	0	0	0	5	116	5	126	29	6	14	49	64	124	42	230	405
02:45 PM	0	0	0	0	8	135	6	149	24	8	13	45	58	117	40	215	409
Total	0	0	0	0	33	484	21	538	106	28	44	178	244	473	176	893	1609
Grand Total	0	0	0	0	82	1501	59	1642	304	71	98	473	700	1321	508	2529	4644
Apprch %	0	0	0		5	91.4	3.6		64.3	15	20.7		27.7	52.2	20.1		
Total %	0	0	0	0	1.8	32.3	1.3	35.4	6.5	1.5	2.1	10.2	15.1	28.4	10.9	54.5	
Passenger Vehicles	0	0	0	0	82	1498	59	1639	304	71	98	473	691	1316	508	2515	4627
% Passenger Vehicles	0	0	0	0	100	99.8	100	99.8	100	100	100	100	98.7	99.6	100	99.4	99.6
Large 2 Axle Vehicles	0	0	0	0	0	2	0	2	0	0	0	0	5	5	0	10	12
% Large 2 Axle Vehicles	0	0	0	0	0	0.1	0	0.1	0	0	0	0	0.7	0.4	0	0.4	0.3
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	0	0	0	0	0	1	0	1	0	0	0	0	4	0	0	4	5
% 4+ Axle Trucks	0	0	0	0	0	0.1	0	0.1	0	0	0	0	0.6	0	0	0.2	0.1

	SR-60 Eastbound On Ramp Southbound				Sunnymead Boulevard Westbound				Private Drive Northbound				Sunnymead Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	0	0	0	8	110	**6**	124	23	6	8	37	**70**	**132**	40	**242**	403
02:15 PM	0	0	0	0	**12**	123	4	139	**30**	**8**	9	47	52	100	**54**	206	392
02:30 PM	0	0	0	0	5	116	5	126	29	6	**14**	**49**	64	124	42	230	405
02:45 PM	0	0	0	0	8	**135**	6	**149**	24	8	13	45	58	117	40	215	**409**
Total Volume	0	0	0	0	33	484	21	538	106	28	44	178	244	473	176	893	1609
% App. Total	0	0	0		6.1	90	3.9		59.6	15.7	24.7		27.3	53	19.7		
PHF	.000	.000	.000	.000	.688	.896	.875	.903	.883	.875	.786	.908	.871	.896	.815	.923	.983

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City of Moreno Valley
N/S: SR-60 Eastbound On Ramp
E/W: Sunnymead Boulevard
Weather: Sunny

File Name : MRV60EONSUSAT
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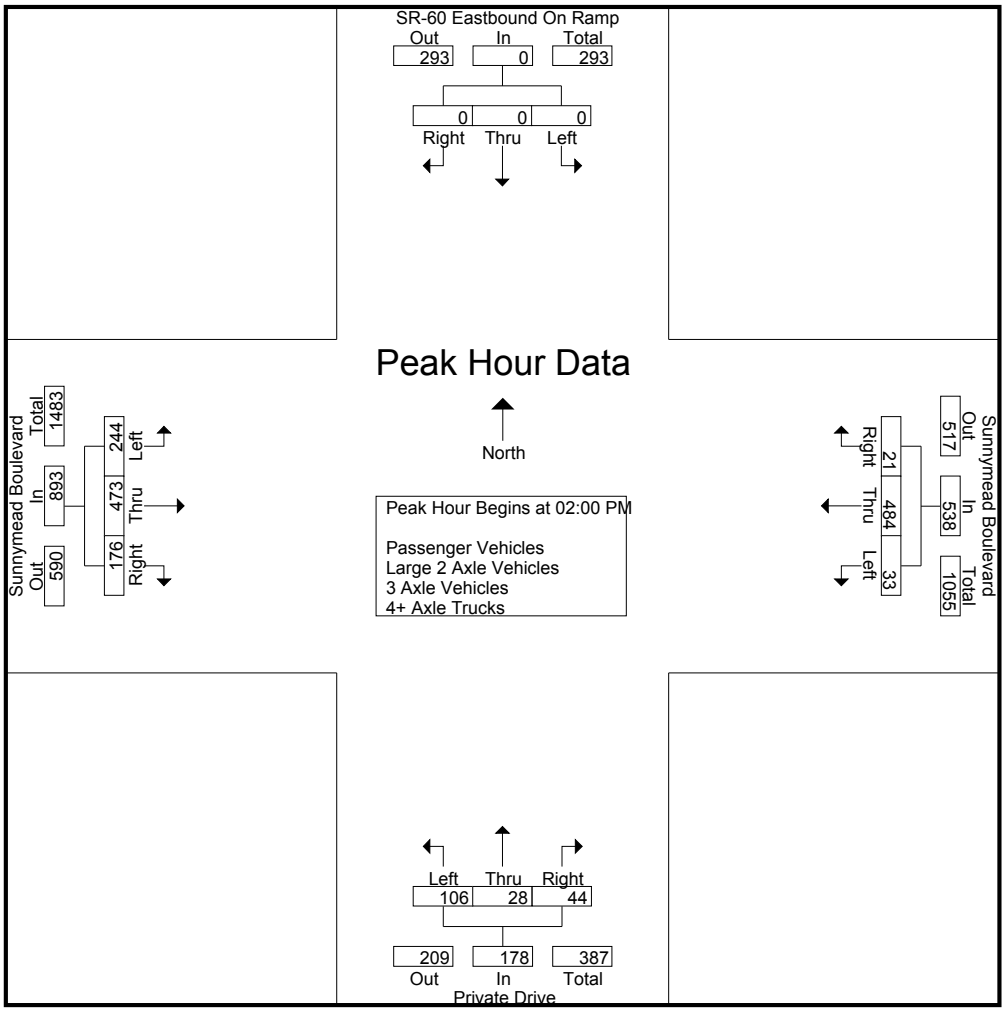
Page No : 2



Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	12:00 PM				12:45 PM				02:00 PM				01:45 PM			
+0 mins.	0	0	0	0	5	**146**	**6**	**157**	23	6	8	37	60	118	51	229
+15 mins.	0	0	0	0	5	136	4	145	**30**	**8**	9	47	**70**	**132**	40	**242**
+30 mins.	0	0	0	0	3	136	4	143	29	6	**14**	**49**	52	100	**54**	206
+45 mins.	0	0	0	0	**12**	124	5	141	24	8	13	45	64	124	42	230
Total Volume	0	0	0	0	25	542	19	586	106	28	44	178	246	474	187	907
% App. Total	0	0	0		4.3	92.5	3.2		59.6	15.7	24.7		27.1	52.3	20.6	
PHF	.000	.000	.000	.000	.521	.928	.792	.933	.883	.875	.786	.908	.879	.898	.866	.937

Counts Unlimited Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Moreno Valley
N/S: SR-60 Eastbound On Ramp
E/W: Sunnymead Boulevard
Weather: Sunny

File Name : MRV60EONSUSAT
Site Code : 00000001
Start Date : 5/18/2013
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	SR-60 Eastbound On Ramp Southbound				Sunnymead Boulevard Westbound				Private Drive Northbound				Sunnymead Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
01:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
01:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
Total	0	0	0	0	0	2	0	2	0	0	0	0	2	3	0	5	7
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Grand Total	0	0	0	0	0	2	0	2	0	0	0	0	5	5	0	10	12
Apprch %	0	0	0		0	100	0		0	0	0		50	50	0		
Total %	0	0	0	0	0	16.7	0	16.7	0	0	0	0	41.7	41.7	0	83.3	

	SR-60 Eastbound On Ramp Southbound				Sunnymead Boulevard Westbound				Private Drive Northbound				Sunnymead Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	**1**
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.500	.500

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Corona, CA 92878
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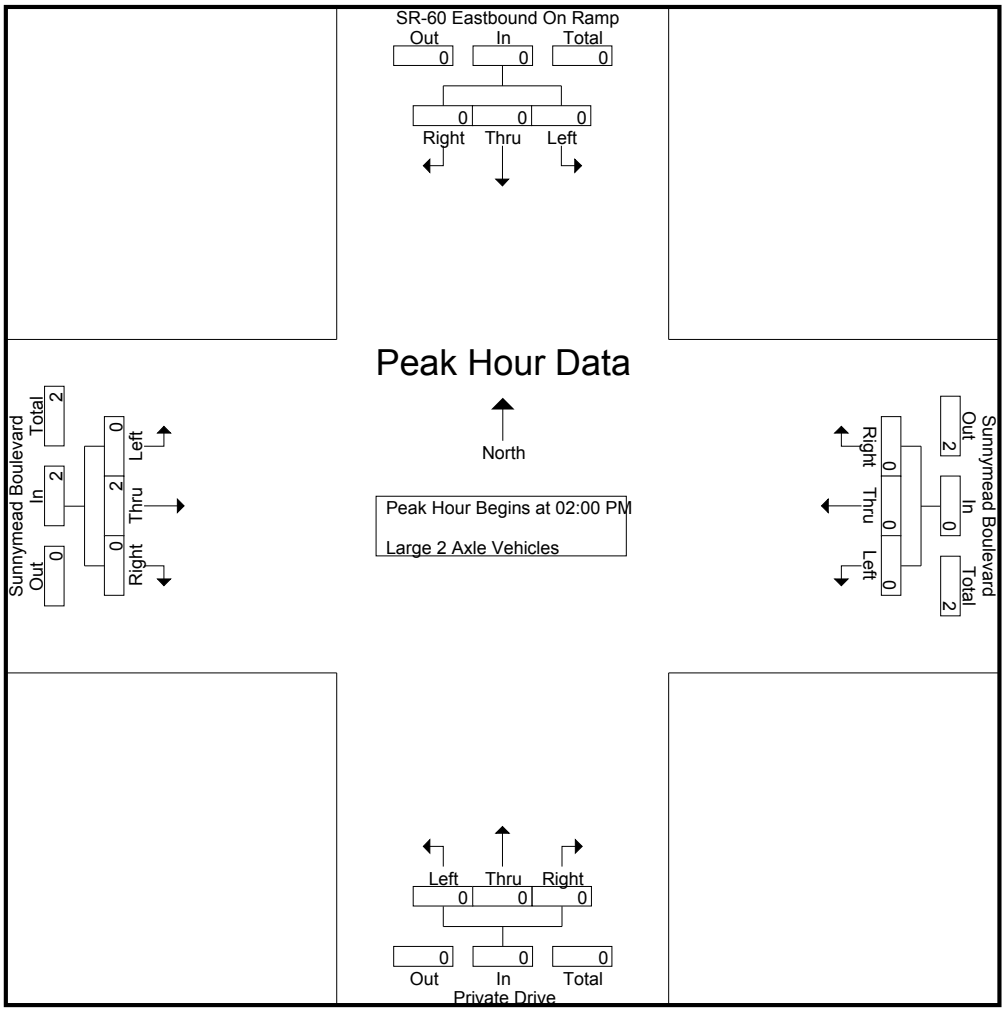
City of Moreno Valley
N/S: SR-60 Eastbound On Ramp
E/W: Sunnymead Boulevard
Weather: Sunny

File Name : MRV60EONSUSAT
Site Code : 00000001
Start Date : 5/18/2013
Page No : 2



Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

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

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City of Moreno Valley
N/S: SR-60 Eastbound On Ramp
E/W: Sunnymead Boulevard
Weather: Sunny

File Name : MRV60EONSUSAT
Site Code : 00000001
Start Date : 5/18/2013
Page No : 1

Groups Printed- 3 Axle Vehicles

	SR-60 Eastbound On Ramp Southbound				Sunnymead Boulevard Westbound				Private Drive Northbound				Sunnymead Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	SR-60 Eastbound On Ramp Southbound				Sunnymead Boulevard Westbound				Private Drive Northbound				Sunnymead Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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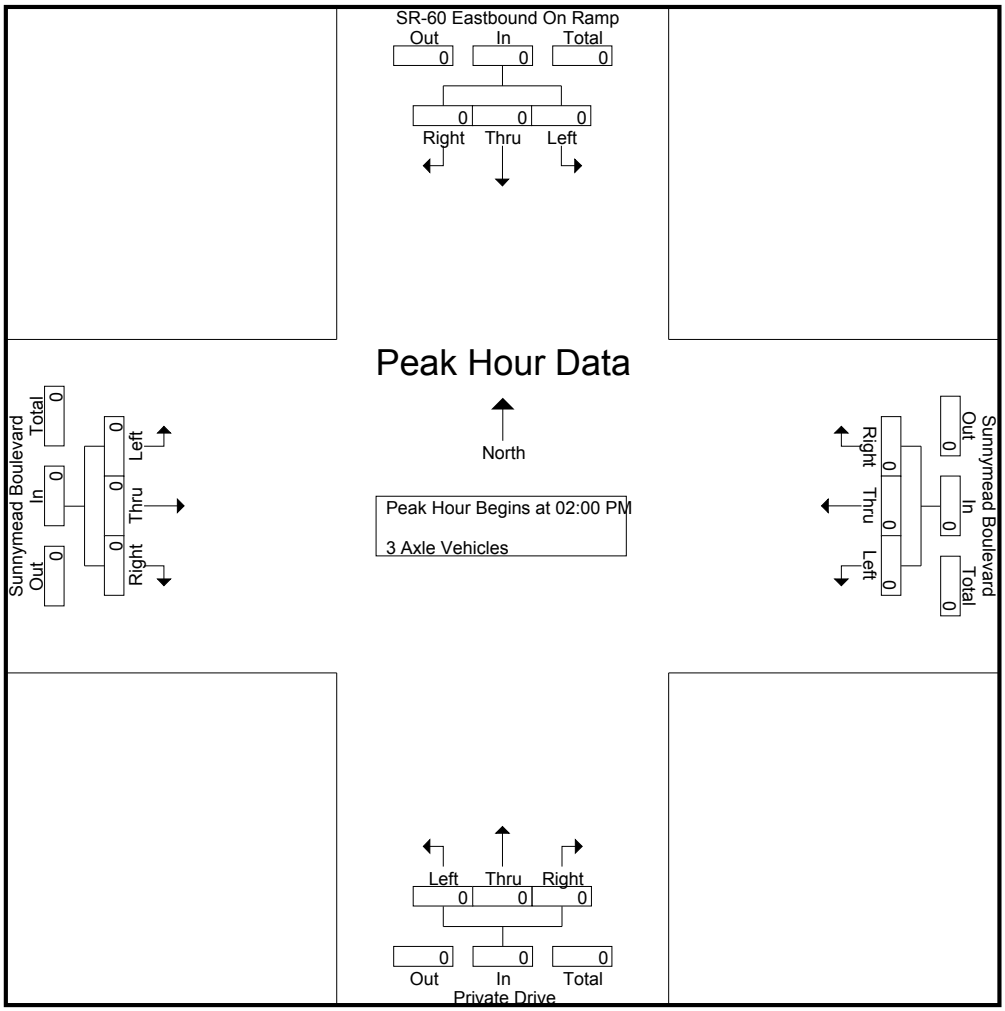
City of Moreno Valley
N/S: SR-60 Eastbound On Ramp
E/W: Sunnymead Boulevard
Weather: Sunny

File Name : MRV60EONSUSAT
Site Code : 00000001
Start Date : 5/18/2013
Page No : 2



Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

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

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City of Moreno Valley
N/S: SR-60 Eastbound On Ramp
E/W: Sunnymead Boulevard
Weather: Sunny

File Name : MRV60EONSUSAT
Site Code : 00000001
Start Date : 5/18/2013
Page No : 1

Groups Printed- 4+ Axle Trucks

	SR-60 Eastbound On Ramp Southbound				Sunnymead Boulevard Westbound				Private Drive Northbound				Sunnymead Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
12:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	1	0	0	1	2
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	2	0	0	2	3
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Grand Total	0	0	0	0	0	1	0	1	0	0	0	0	4	0	0	4	5
Apprch %	0	0	0		0	100	0		0	0	0		100	0	0		
Total %	0	0	0	0	0	20	0	20	0	0	0	0	80	0	0	80	

	SR-60 Eastbound On Ramp Southbound				Sunnymead Boulevard Westbound				Private Drive Northbound				Sunnymead Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	**1**	**1**
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% App. Total	0	0	0		0	0	0		0	0	0		100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.250

Counts Unlimited Inc.
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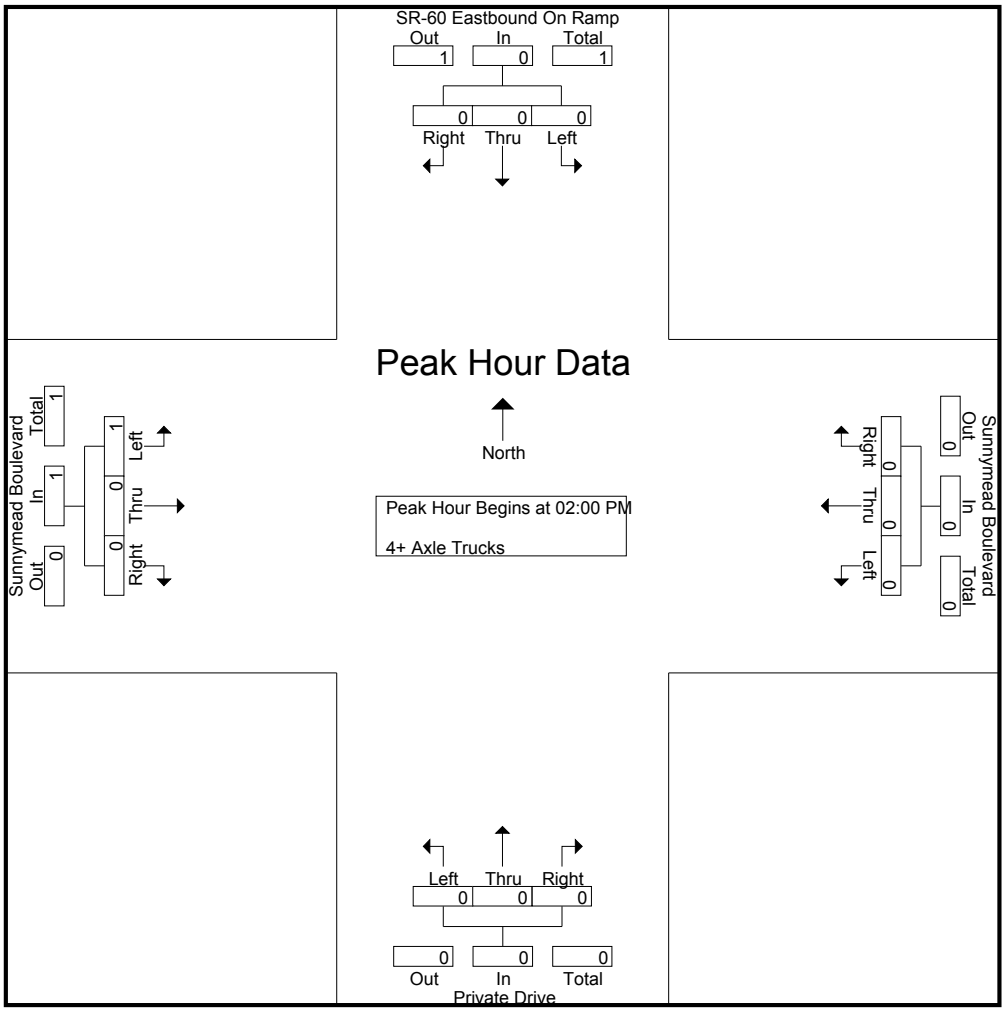
City of Moreno Valley
N/S: SR-60 Eastbound On Ramp
E/W: Sunnymead Boulevard
Weather: Sunny

File Name : MRV60EONSUSAT
Site Code : 00000001
Start Date : 5/18/2013
Page No : 2



Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

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

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City of Moreno Valley
N/S: Perris Boulevard
E/W: Eucalyptus
Weather: Sunny

File Name : MRVPEEUAM
Site Code : 00000155
Start Date : 5/14/2013
Page No : 1

Groups Printed- Total Volume

	Perris Boulevard Southbound				Eucalyptus Avenue Westbound				Perris Boulevard Northbound				Eucalyptus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	15	119	5	139	14	26	33	73	1	132	4	137	4	5	8	17	366
07:15 AM	17	161	7	185	12	36	21	69	11	158	5	174	3	15	14	32	460
07:30 AM	28	220	3	251	16	31	33	80	9	187	7	203	1	21	10	32	566
07:45 AM	48	209	8	265	26	37	52	115	11	203	11	225	5	19	9	33	638
Total	108	709	23	840	68	130	139	337	32	680	27	739	13	60	41	114	2030
08:00 AM	20	174	5	199	14	53	51	118	13	204	1	218	3	14	10	27	562
08:15 AM	14	119	10	143	6	22	24	52	8	192	7	207	6	4	3	13	415
08:30 AM	9	121	7	137	5	24	16	45	9	160	4	173	7	11	7	25	380
08:45 AM	13	160	9	182	9	41	16	66	15	169	3	187	8	12	9	29	464
Total	56	574	31	661	34	140	107	281	45	725	15	785	24	41	29	94	1821
Grand Total	164	1283	54	1501	102	270	246	618	77	1405	42	1524	37	101	70	208	3851
Apprch %	10.9	85.5	3.6		16.5	43.7	39.8		5.1	92.2	2.8		17.8	48.6	33.7		
Total %	4.3	33.3	1.4	39	2.6	7	6.4	16	2	36.5	1.1	39.6	1	2.6	1.8	5.4	

	Perris Boulevard Southbound				Eucalyptus Avenue Westbound				Perris Boulevard Northbound				Eucalyptus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	17	161	7	185	12	36	21	69	11	158	5	174	3	15	**14**	32	460
07:30 AM	28	**220**	3	251	16	31	33	80	9	187	7	203	1	**21**	10	32	566
07:45 AM	**48**	209	**8**	**265**	**26**	37	**52**	115	11	203	**11**	**225**	**5**	19	9	**33**	**638**
08:00 AM	20	174	5	199	14	**53**	51	**118**	**13**	**204**	1	218	3	14	10	27	562
Total Volume	113	764	23	900	68	157	157	382	44	752	24	820	12	69	43	124	2226
% App. Total	12.6	84.9	2.6		17.8	41.1	41.1		5.4	91.7	2.9		9.7	55.6	34.7		
PHF	.589	.868	.719	.849	.654	.741	.755	.809	.846	.922	.545	.911	.600	.821	.768	.939	.872

Counts Unlimited Inc.
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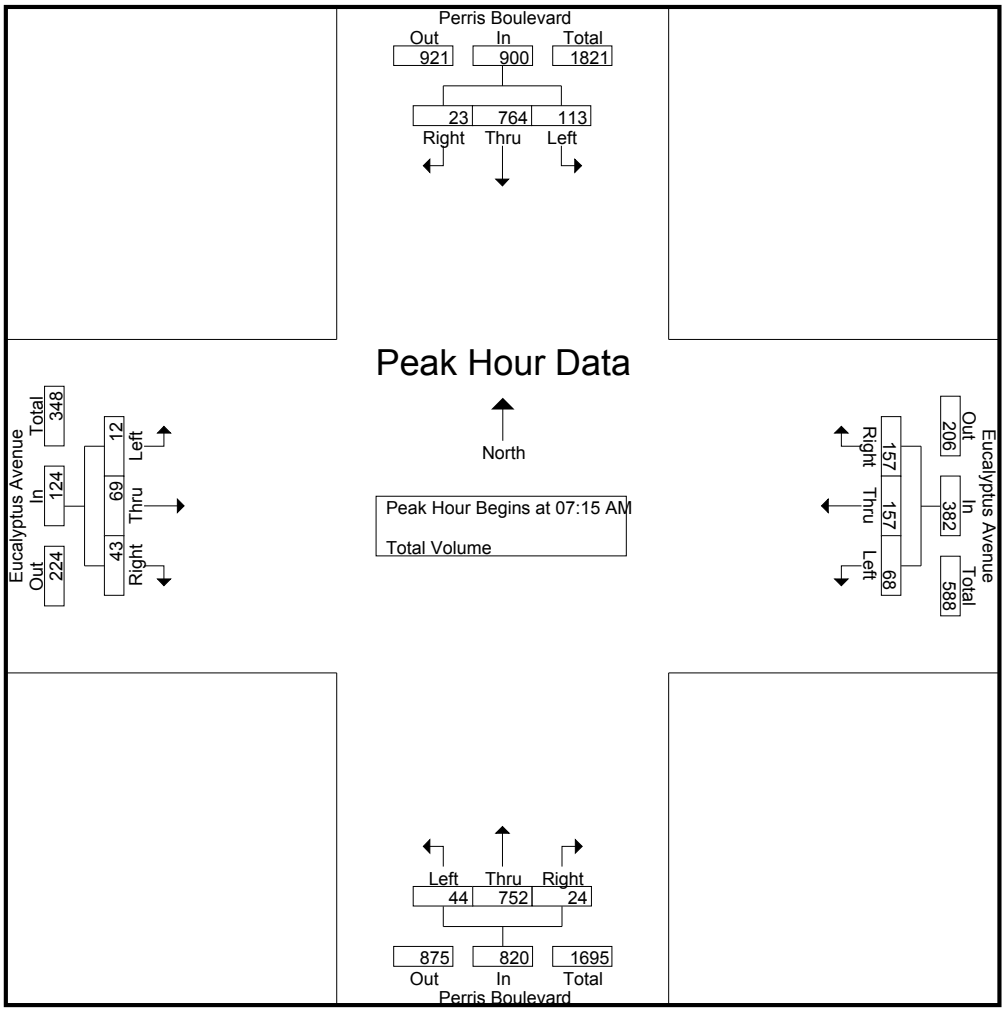
City of Moreno Valley
N/S: Perris Boulevard
E/W: Eucalyptus
Weather: Sunny

File Name : MRVPEEUAM
Site Code : 00000155
Start Date : 5/14/2013
Page No : 2



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

Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:30 AM				07:15 AM			
+0 mins.	17	161	7	185	12	36	21	69	9	187	7	203	3	15	**14**	32
+15 mins.	28	**220**	3	251	16	31	33	80	11	203	**11**	**225**	1	**21**	10	32
+30 mins.	**48**	209	**8**	**265**	**26**	37	**52**	115	**13**	**204**	1	218	**5**	19	9	**33**
+45 mins.	20	174	5	199	14	**53**	51	**118**	8	192	7	207	3	14	10	27
Total Volume	113	764	23	900	68	157	157	382	41	786	26	853	12	69	43	124
% App. Total	12.6	84.9	2.6		17.8	41.1	41.1		4.8	92.1	3		9.7	55.6	34.7	
PHF	.589	.868	.719	.849	.654	.741	.755	.809	.788	.963	.591	.948	.600	.821	.768	.939

Counts Unlimited Inc.
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City of Moreno Valley
N/S: Perris Boulevard
E/W: Eucalyptus Avenue
Weather: Sunny

File Name : 0610607PM
Site Code : 00000061
Start Date : 5/14/2013
Page No : 1

Groups Printed- Total Volume

	Perris Boulevard Southbound				Eucalyptus Avenue Westbound				Perris Boulevard Northbound				Eucalyptus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	22	155	13	190	10	25	18	53	6	172	8	186	9	36	15	60	489
04:15 PM	22	151	12	185	14	27	19	60	9	175	5	189	7	32	11	50	484
04:30 PM	34	175	15	224	11	28	23	62	10	155	15	180	11	25	17	53	519
04:45 PM	37	178	12	227	12	19	33	64	9	161	9	179	12	28	16	56	526
Total	115	659	52	826	47	99	93	239	34	663	37	734	39	121	59	219	2018
05:00 PM	26	171	14	211	12	26	23	61	12	148	14	174	12	30	14	56	502
05:15 PM	43	195	15	253	8	19	28	55	9	145	11	165	10	42	13	65	538
05:30 PM	37	181	11	229	10	23	29	62	9	161	8	178	6	40	17	63	532
05:45 PM	34	183	14	231	9	36	32	77	15	151	6	172	11	27	12	50	530
Total	140	730	54	924	39	104	112	255	45	605	39	689	39	139	56	234	2102
Grand Total	255	1389	106	1750	86	203	205	494	79	1268	76	1423	78	260	115	453	4120
Apprch %	14.6	79.4	6.1		17.4	41.1	41.5		5.6	89.1	5.3		17.2	57.4	25.4		
Total %	6.2	33.7	2.6	42.5	2.1	4.9	5	12	1.9	30.8	1.8	34.5	1.9	6.3	2.8	11	

	Perris Boulevard Southbound				Eucalyptus Avenue Westbound				Perris Boulevard Northbound				Eucalyptus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	26	171	14	211	**12**	26	23	61	12	148	**14**	174	**12**	30	14	56	502
05:15 PM	**43**	**195**	**15**	**253**	8	19	28	55	9	145	11	165	10	**42**	13	**65**	**538**
05:30 PM	37	181	11	229	10	23	29	62	9	**161**	8	**178**	6	40	**17**	63	532
05:45 PM	34	183	14	231	9	**36**	**32**	**77**	**15**	151	6	172	11	27	12	50	530
Total Volume	140	730	54	924	39	104	112	255	45	605	39	689	39	139	56	234	2102
% App. Total	15.2	79	5.8		15.3	40.8	43.9		6.5	87.8	5.7		16.7	59.4	23.9		
PHF	.814	.936	.900	.913	.813	.722	.875	.828	.750	.939	.696	.968	.813	.827	.824	.900	.977

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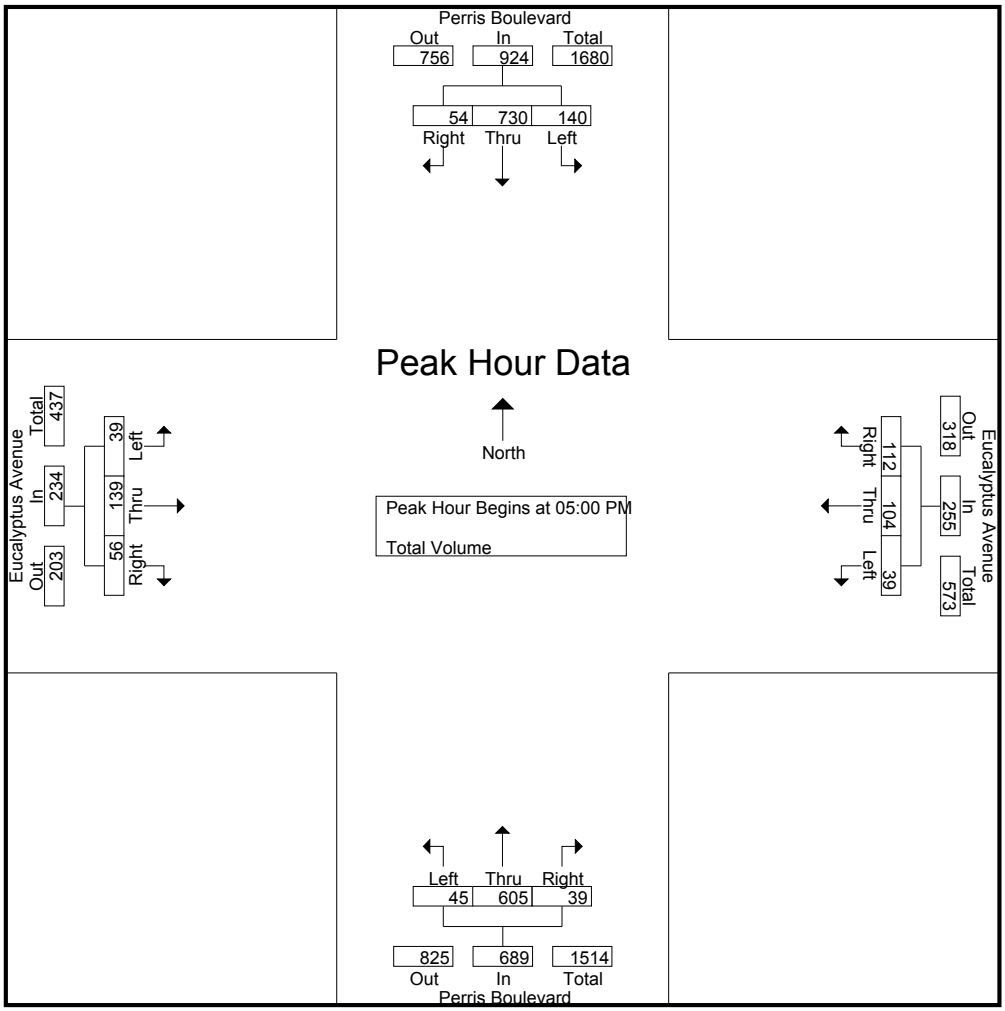
File Name : 0610607PM
Site Code : 00000061
Start Date : 5/14/2013
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				04:00 PM				04:45 PM			
+0 mins.	26	171	14	211	**12**	26	23	61	6	172	8	186	**12**	28	16	56
+15 mins.	**43**	**195**	**15**	**253**	8	19	28	55	9	**175**	5	**189**	12	30	14	56
+30 mins.	37	181	11	229	10	23	29	62	**10**	155	**15**	180	10	**42**	13	**65**
+45 mins.	34	183	14	231	9	**36**	**32**	**77**	9	161	9	179	6	40	**17**	63
Total Volume	140	730	54	924	39	104	112	255	34	663	37	734	40	140	60	240
% App. Total	15.2	79	5.8		15.3	40.8	43.9		4.6	90.3	5		16.7	58.3	25	
PHF	.814	.936	.900	.913	.813	.722	.875	.828	.850	.947	.617	.971	.833	.833	.882	.923

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City of Moreno Valley
N/S: Perris Boulevard
E/W: Eucalyptus Avenue
Weather: Sunny

File Name : MRVPEEUSAT
Site Code : 00000155
Start Date : 5/18/2013
Page No : 1

Groups Printed- Total Volume

	Perris Boulevard Southbound				Eucalyptus Avenue Westbound				Perris Boulevard Northbound				Eucalyptus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	19	202	9	230	10	24	33	67	10	218	7	235	4	21	5	30	562
12:15 PM	14	230	11	255	8	27	15	50	6	200	9	215	13	18	6	37	557
12:30 PM	18	200	15	233	7	21	33	61	7	200	7	214	11	18	8	37	545
12:45 PM	25	192	16	233	6	19	22	47	13	180	10	203	7	21	8	36	519
Total	76	824	51	951	31	91	103	225	36	798	33	867	35	78	27	140	2183
01:00 PM	24	210	14	248	13	15	19	47	9	201	12	222	5	18	18	41	558
01:15 PM	19	238	11	268	12	20	25	57	13	179	11	203	14	14	12	40	568
01:30 PM	22	186	8	216	6	23	21	50	12	185	9	206	3	22	10	35	507
01:45 PM	13	220	11	244	10	28	26	64	8	210	12	230	11	27	14	52	590
Total	78	854	44	976	41	86	91	218	42	775	44	861	33	81	54	168	2223
02:00 PM	22	193	11	226	9	20	17	46	10	203	11	224	5	25	9	39	535
02:15 PM	27	232	10	269	14	27	20	61	10	207	12	229	7	23	11	41	600
02:30 PM	22	209	16	247	4	9	29	42	4	223	11	238	8	20	14	42	569
02:45 PM	21	216	13	250	7	31	23	61	8	221	5	234	11	21	13	45	590
Total	92	850	50	992	34	87	89	210	32	854	39	925	31	89	47	167	2294
Grand Total	246	2528	145	2919	106	264	283	653	110	2427	116	2653	99	248	128	475	6700
Apprch %	8.4	86.6	5		16.2	40.4	43.3		4.1	91.5	4.4		20.8	52.2	26.9		
Total %	3.7	37.7	2.2	43.6	1.6	3.9	4.2	9.7	1.6	36.2	1.7	39.6	1.5	3.7	1.9	7.1	

	Perris Boulevard Southbound				Eucalyptus Avenue Westbound				Perris Boulevard Northbound				Eucalyptus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:45 PM																	
01:45 PM	13	220	11	244	10	**28**	26	**64**	8	210	**12**	230	**11**	**27**	**14**	**52**	590
02:00 PM	22	193	11	226	9	20	17	46	**10**	203	11	224	5	25	9	39	535
02:15 PM	**27**	**232**	10	**269**	**14**	27	20	61	10	207	12	229	7	23	11	41	**600**
02:30 PM	22	209	**16**	247	4	9	**29**	42	4	**223**	11	**238**	8	20	14	42	569
Total Volume	84	854	48	986	37	84	92	213	32	843	46	921	31	95	48	174	2294
% App. Total	8.5	86.6	4.9		17.4	39.4	43.2		3.5	91.5	5		17.8	54.6	27.6		
PHF	.778	.920	.750	.916	.661	.750	.793	.832	.800	.945	.958	.967	.705	.880	.857	.837	.956

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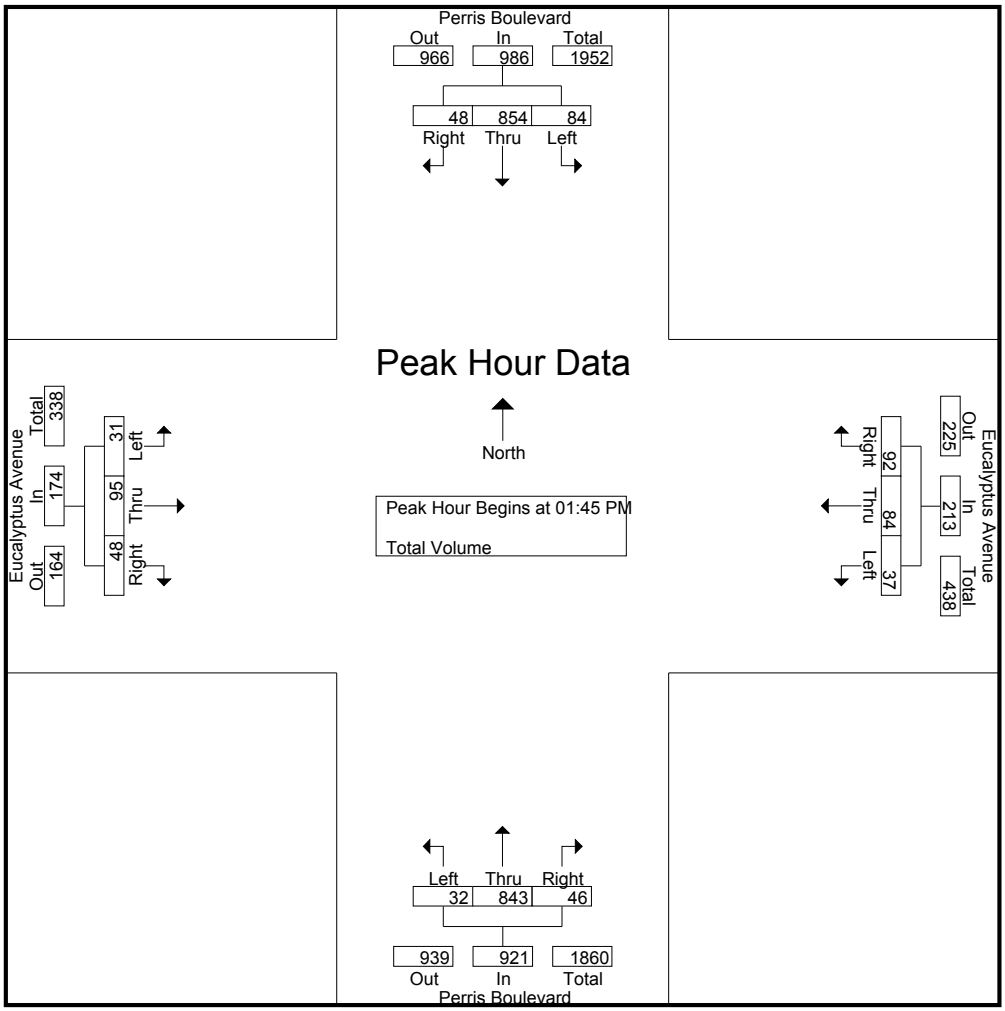
Weather: Sunny

File Name : MRVPEEUSAT
Site Code : 00000155
Start Date : 5/18/2013
Page No : 2



Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				12:00 PM				02:00 PM				01:45 PM			
+0 mins.	22	193	11	226	**10**	24	**33**	**67**	**10**	203	11	224	**11**	**27**	**14**	**52**
+15 mins.	**27**	**232**	10	**269**	8	**27**	15	50	10	207	**12**	229	5	25	9	39
+30 mins.	22	209	**16**	247	7	21	33	61	4	**223**	11	**238**	7	23	11	41
+45 mins.	21	216	13	250	6	19	22	47	8	221	5	234	8	20	14	42
Total Volume	92	850	50	992	31	91	103	225	32	854	39	925	31	95	48	174
% App. Total	9.3	85.7	5		13.8	40.4	45.8		3.5	92.3	4.2		17.8	54.6	27.6	
PHF	.852	.916	.781	.922	.775	.843	.780	.840	.800	.957	.813	.972	.705	.880	.857	.837

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City of Moreno Valley
N/S: Perris Boulevard
E/W: Cottonwood Avenue
Weather: Sunny

File Name : MRVPECOAM
Site Code : 00000001
Start Date : 5/14/2013
Page No : 1

Groups Printed- Total Volume

	Perris Boulevard Southbound				Cottonwood Avenue Westbound				Perris Boulevard Northbound				Cottonwood Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	8	115	11	134	3	37	16	56	3	108	2	113	7	22	4	33	336
07:15 AM	15	142	20	177	6	36	29	71	14	128	7	149	22	35	8	65	462
07:30 AM	29	175	25	229	7	57	29	93	18	154	9	181	18	38	20	76	579
07:45 AM	31	191	29	251	13	47	43	103	12	167	16	195	20	53	19	92	641
Total	83	623	85	791	29	177	117	323	47	557	34	638	67	148	51	266	2018
08:00 AM	30	171	25	226	13	52	38	103	20	157	7	184	20	18	12	50	563
08:15 AM	14	102	7	123	4	38	26	68	12	133	8	153	13	20	1	34	378
08:30 AM	15	115	12	142	4	22	20	46	11	131	2	144	22	18	10	50	382
08:45 AM	7	141	20	168	9	26	25	60	13	150	9	172	7	11	11	29	429
Total	66	529	64	659	30	138	109	277	56	571	26	653	62	67	34	163	1752
Grand Total	149	1152	149	1450	59	315	226	600	103	1128	60	1291	129	215	85	429	3770
Apprch %	10.3	79.4	10.3		9.8	52.5	37.7		8	87.4	4.6		30.1	50.1	19.8		
Total %	4	30.6	4	38.5	1.6	8.4	6	15.9	2.7	29.9	1.6	34.2	3.4	5.7	2.3	11.4	

	Perris Boulevard Southbound				Cottonwood Avenue Westbound				Perris Boulevard Northbound				Cottonwood Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	15	142	20	177	6	36	29	71	14	128	7	149	**22**	35	8	65	462
07:30 AM	29	175	25	229	7	**57**	29	93	18	154	9	181	18	38	**20**	76	579
07:45 AM	**31**	**191**	**29**	**251**	**13**	47	**43**	**103**	12	**167**	**16**	**195**	20	**53**	19	**92**	**641**
08:00 AM	30	171	25	226	13	52	38	103	**20**	157	7	184	20	18	12	50	563
Total Volume	105	679	99	883	39	192	139	370	64	606	39	709	80	144	59	283	2245
% App. Total	11.9	76.9	11.2		10.5	51.9	37.6		9	85.5	5.5		28.3	50.9	20.8		
PHF	.847	.889	.853	.879	.750	.842	.808	.898	.800	.907	.609	.909	.909	.679	.738	.769	.876

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City of Moreno Valley
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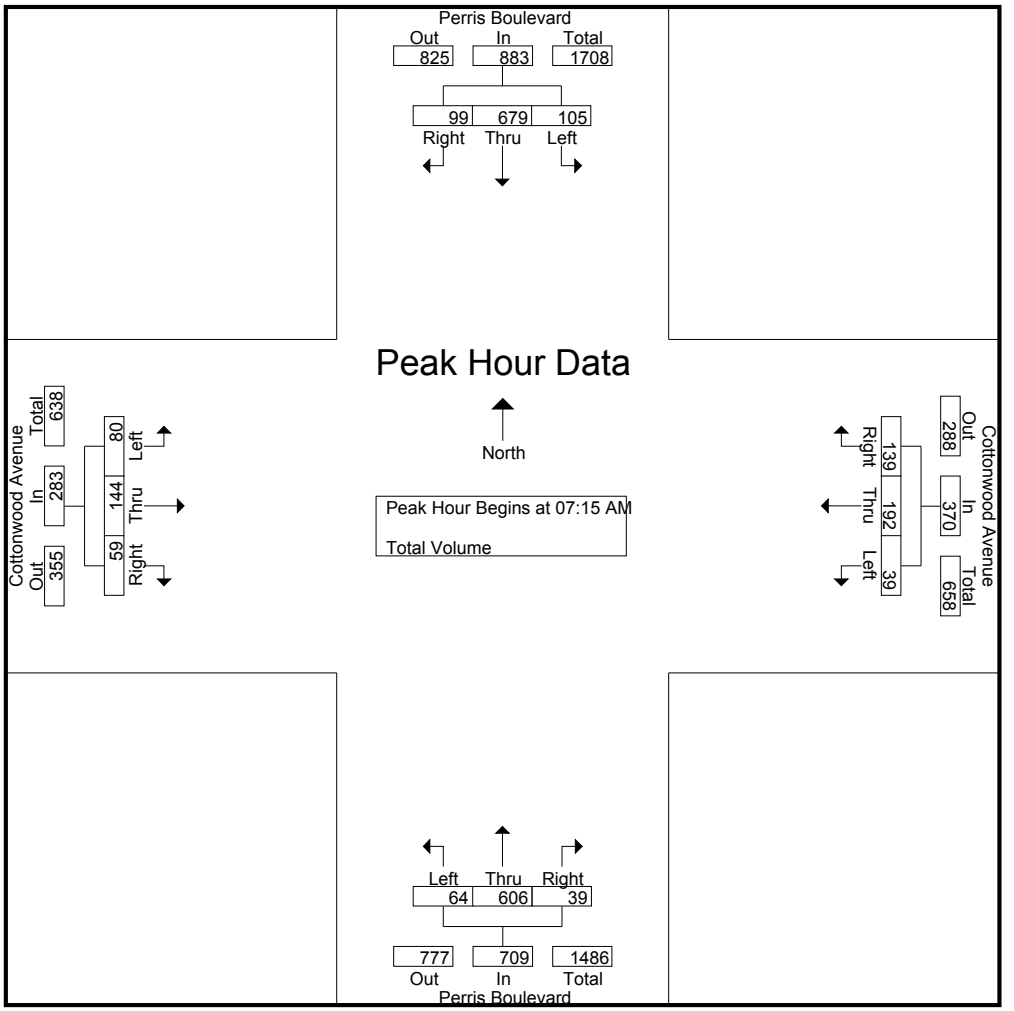
Weather: Sunny

File Name : MRVPECOAM
Site Code : 00000001
Start Date : 5/14/2013
Page No : 2



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

Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:30 AM				07:15 AM			
+0 mins.	15	142	20	177	6	36	29	71	18	154	9	181	**22**	35	8	65
+15 mins.	29	175	25	229	7	**57**	29	93	12	**167**	**16**	**195**	18	38	**20**	76
+30 mins.	**31**	**191**	**29**	**251**	**13**	47	**43**	**103**	**20**	157	7	184	20	**53**	19	**92**
+45 mins.	30	171	25	226	13	52	38	103	12	133	8	153	20	18	12	50
Total Volume	105	679	99	883	39	192	139	370	62	611	40	713	80	144	59	283
% App. Total	11.9	76.9	11.2		10.5	51.9	37.6		8.7	85.7	5.6		28.3	50.9	20.8	
PHF	.847	.889	.853	.879	.750	.842	.808	.898	.775	.915	.625	.914	.909	.679	.738	.769

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City of Moreno Valley
N/S: Perris Boulevard
E/W: Cottonwood Avenue
Weather: Sunny

File Name : MRVPECOPM
Site Code : 00000001
Start Date : 5/14/2013
Page No : 1

Groups Printed- Total Volume

	Perris Boulevard Southbound				Cottonwood Avenue Westbound				Perris Boulevard Northbound				Cottonwood Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	36	116	3	155	35	75	12	122	18	93	10	121	28	89	8	125	523
04:15 PM	43	152	25	220	1	34	30	65	11	181	16	208	20	49	3	72	565
04:30 PM	38	193	21	252	5	34	18	57	9	187	9	205	24	32	17	73	587
04:45 PM	25	183	22	230	3	38	26	67	28	168	13	209	14	25	19	58	564
Total	142	644	71	857	44	181	86	311	66	629	48	743	86	195	47	328	2239
05:00 PM	38	207	28	273	5	33	23	61	10	193	15	218	16	28	14	58	610
05:15 PM	43	190	24	257	9	31	23	63	19	175	19	213	12	47	18	77	610
05:30 PM	47	188	22	257	14	35	29	78	11	157	12	180	16	52	19	87	602
05:45 PM	35	221	17	273	5	24	24	53	8	155	8	171	17	40	18	75	572
Total	163	806	91	1060	33	123	99	255	48	680	54	782	61	167	69	297	2394
Grand Total	305	1450	162	1917	77	304	185	566	114	1309	102	1525	147	362	116	625	4633
Apprch %	15.9	75.6	8.5		13.6	53.7	32.7		7.5	85.8	6.7		23.5	57.9	18.6		
Total %	6.6	31.3	3.5	41.4	1.7	6.6	4	12.2	2.5	28.3	2.2	32.9	3.2	7.8	2.5	13.5	

	Perris Boulevard Southbound				Cottonwood Avenue Westbound				Perris Boulevard Northbound				Cottonwood Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	38	207	**28**	**273**	5	33	23	61	10	**193**	15	**218**	16	28	14	58	**610**
05:15 PM	43	190	24	257	9	31	23	63	**19**	175	**19**	213	12	47	18	77	610
05:30 PM	**47**	188	22	257	**14**	**35**	**29**	**78**	11	157	12	180	16	**52**	**19**	**87**	602
05:45 PM	35	**221**	17	273	5	24	24	53	8	155	8	171	**17**	40	18	75	572
Total Volume	163	806	91	1060	33	123	99	255	48	680	54	782	61	167	69	297	2394
% App. Total	15.4	76	8.6		12.9	48.2	38.8		6.1	87	6.9		20.5	56.2	23.2		
PHF	.867	.912	.813	.971	.589	.879	.853	.817	.632	.881	.711	.897	.897	.803	.908	.853	.981

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City of Moreno Valley
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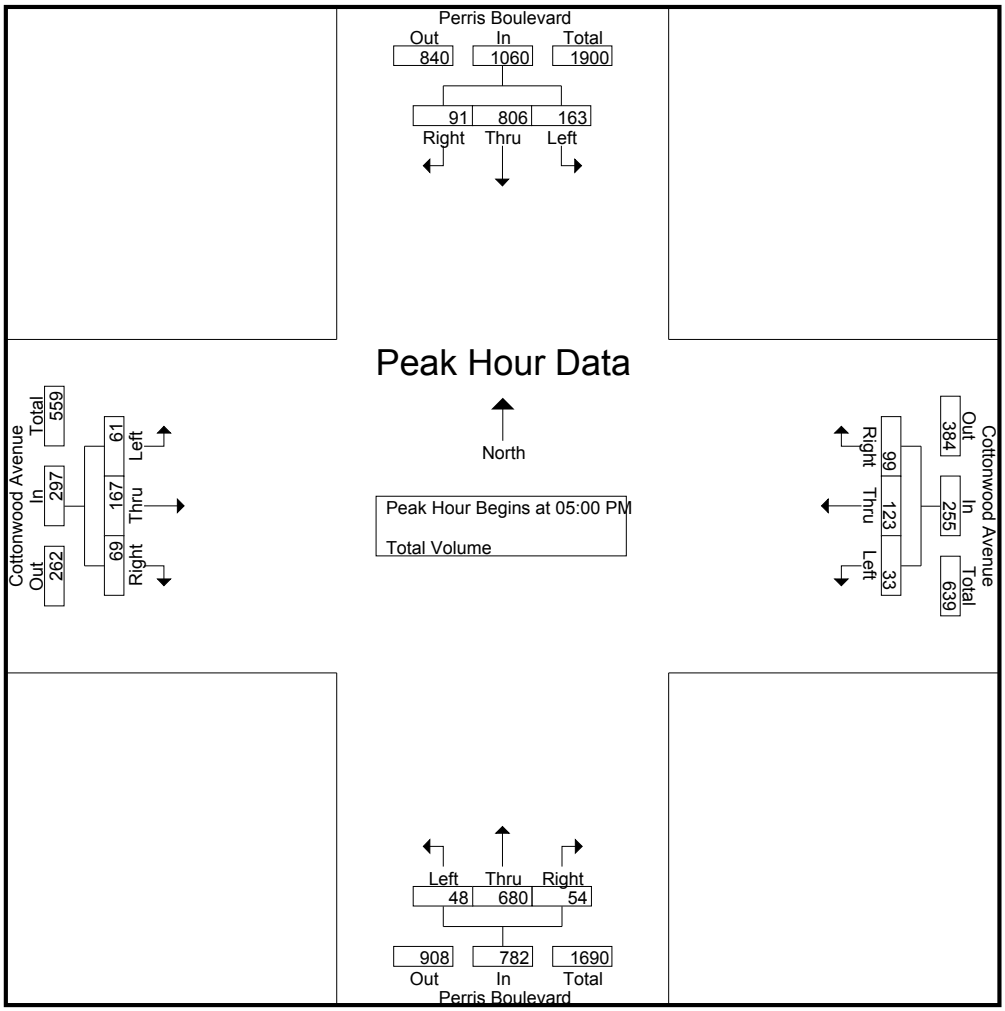
E/W: Cottonwood Avenue
Weather: Sunny

File Name : MRVPECOPM
Site Code : 00000001
Start Date : 5/14/2013
Page No : 2



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

Peak Hour for Each Approach Begins at:

	05:00 PM				04:00 PM				04:30 PM				04:00 PM			
+0 mins.	38	207	**28**	**273**	**35**	**75**	12	**122**	9	187	9	205	**28**	**89**	8	**125**
+15 mins.	43	190	24	257	1	34	**30**	65	**28**	168	13	209	20	49	3	72
+30 mins.	**47**	188	22	257	5	34	18	57	10	**193**	15	**218**	24	32	17	73
+45 mins.	35	**221**	17	273	3	38	26	67	19	175	**19**	213	14	25	**19**	58
Total Volume	163	806	91	1060	44	181	86	311	66	723	56	845	86	195	47	328
% App. Total	15.4	76	8.6		14.1	58.2	27.7		7.8	85.6	6.6		26.2	59.5	14.3	
PHF	.867	.912	.813	.971	.314	.603	.717	.637	.589	.937	.737	.969	.768	.548	.618	.656

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E/W: Cottonwood Avenue
Weather: Sunny

File Name : MRVPECOSAT
Site Code : 00000155
Start Date : 5/18/2013
Page No : 1

Groups Printed- Total Volume

	Perris Boulevard Southbound				Cottonwood Avenue Westbound				Perris Boulevard Northbound				Cottonwood Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	30	164	13	207	7	31	32	70	4	162	11	177	20	23	9	52	506
12:15 PM	29	171	23	223	3	33	26	62	8	166	6	180	13	25	7	45	510
12:30 PM	24	170	14	208	7	22	28	57	7	159	7	173	8	26	10	44	482
12:45 PM	24	167	12	203	6	21	25	52	13	157	12	182	8	26	4	38	475
Total	107	672	62	841	23	107	111	241	32	644	36	712	49	100	30	179	1973
01:00 PM	24	182	18	224	9	32	28	69	7	173	18	198	20	37	11	68	559
01:15 PM	38	200	12	250	10	20	30	60	9	147	13	169	12	32	12	56	535
01:30 PM	38	139	18	195	5	26	20	51	5	176	14	195	17	27	13	57	498
01:45 PM	32	167	20	219	12	25	11	48	7	182	13	202	20	42	10	72	541
Total	132	688	68	888	36	103	89	228	28	678	58	764	69	138	46	253	2133
02:00 PM	29	171	15	215	7	23	25	55	7	166	17	190	16	38	6	60	520
02:15 PM	24	181	21	226	1	22	21	44	7	200	6	213	17	24	16	57	540
02:30 PM	25	182	19	226	8	28	20	56	11	180	14	205	20	29	13	62	549
02:45 PM	27	174	20	221	9	31	17	57	9	181	3	193	23	34	10	67	538
Total	105	708	75	888	25	104	83	212	34	727	40	801	76	125	45	246	2147
Grand Total	344	2068	205	2617	84	314	283	681	94	2049	134	2277	194	363	121	678	6253
Apprch %	13.1	79	7.8		12.3	46.1	41.6		4.1	90	5.9		28.6	53.5	17.8		
Total %	5.5	33.1	3.3	41.9	1.3	5	4.5	10.9	1.5	32.8	2.1	36.4	3.1	5.8	1.9	10.8	

	Perris Boulevard Southbound				Cottonwood Avenue Westbound				Perris Boulevard Northbound				Cottonwood Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:45 PM																	
01:45 PM	**32**	167	20	219	**12**	25	11	48	7	182	13	202	**20**	**42**	10	**72**	541
02:00 PM	29	171	15	215	7	23	**25**	55	7	166	**17**	190	16	38	6	60	520
02:15 PM	24	181	**21**	**226**	1	22	21	44	7	**200**	6	**213**	17	24	**16**	57	540
02:30 PM	25	**182**	19	226	8	**28**	20	**56**	**11**	180	14	205	20	29	13	62	**549**
Total Volume	110	701	75	886	28	98	77	203	32	728	50	810	73	133	45	251	2150
% App. Total	12.4	79.1	8.5		13.8	48.3	37.9		4	89.9	6.2		29.1	53	17.9		
PHF	.859	.963	.893	.980	.583	.875	.770	.906	.727	.910	.735	.951	.913	.792	.703	.872	.979

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City of Moreno Valley
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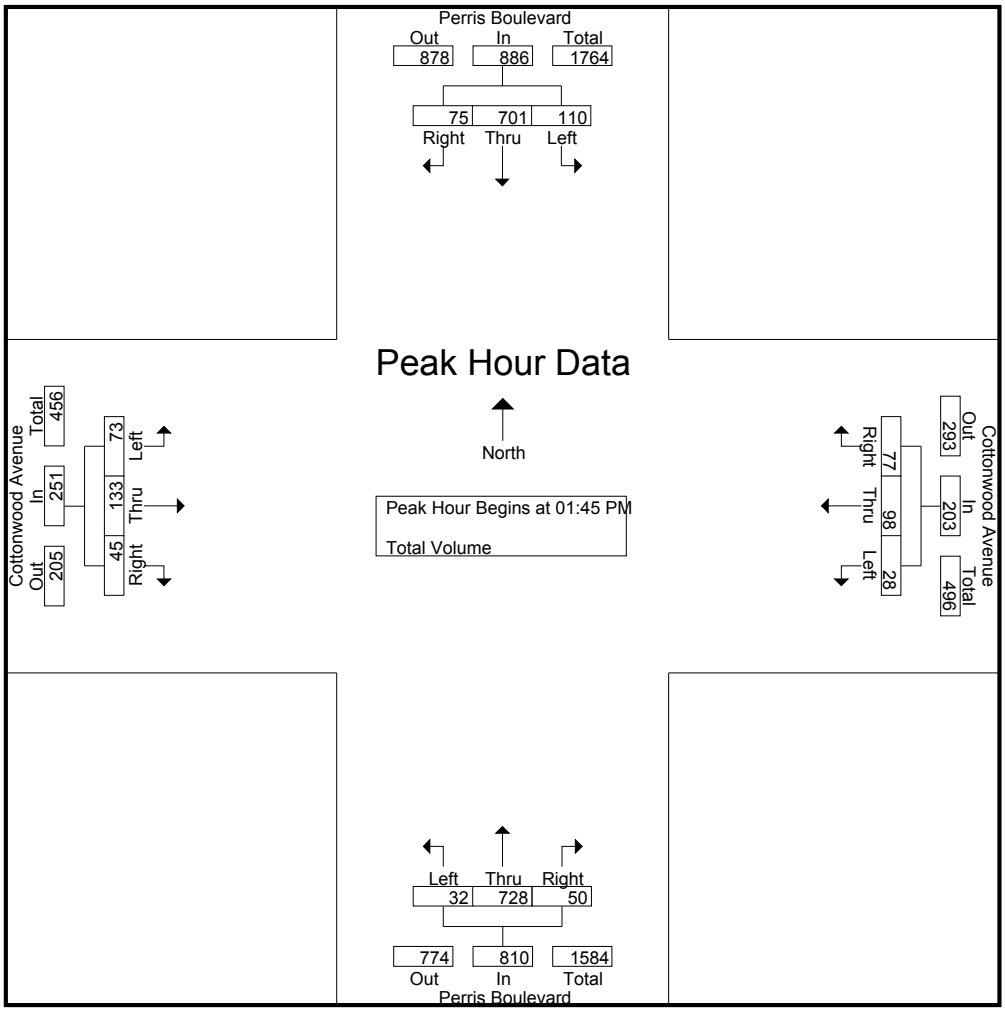
Weather: Sunny

File Name : MRVPECOSAT
Site Code : 00000155
Start Date : 5/18/2013
Page No : 2



Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	01:00 PM				12:00 PM				01:45 PM				01:00 PM			
+0 mins.	24	182	18	224	**7**	31	**32**	**70**	7	182	13	202	**20**	37	11	68
+15 mins.	**38**	**200**	12	**250**	3	**33**	26	62	7	166	**17**	190	12	32	12	56
+30 mins.	38	139	18	195	7	22	28	57	7	**200**	6	**213**	17	27	**13**	57
+45 mins.	32	167	**20**	219	6	21	25	52	**11**	180	14	205	20	**42**	10	**72**
Total Volume	132	688	68	888	23	107	111	241	32	728	50	810	69	138	46	253
% App. Total	14.9	77.5	7.7		9.5	44.4	46.1		4	89.9	6.2		27.3	54.5	18.2	
PHF	.868	.860	.850	.888	.821	.811	.867	.861	.727	.910	.735	.951	.863	.821	.885	.878

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City of Moreno Valley
N/S: Perris Boulevard
E/W: Alessandro Boulevard
Weather: Sunny

File Name : MRVPEALAM
Site Code : 00000066
Start Date : 5/14/2013
Page No : 1

Groups Printed- Total Volume

	Perris Boulevard Southbound				Alessandro Boulevard Westbound				Perris Boulevard Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	33	66	23	122	9	113	15	137	38	72	10	120	8	41	15	64	443
07:15 AM	32	84	32	148	8	193	29	230	31	112	16	159	23	53	11	87	624
07:30 AM	43	108	30	181	12	162	25	199	25	114	31	170	22	74	24	120	670
07:45 AM	41	106	38	185	18	164	26	208	29	117	23	169	30	85	8	123	685
Total	149	364	123	636	47	632	95	774	123	415	80	618	83	253	58	394	2422
08:00 AM	33	103	54	190	28	160	23	211	47	114	14	175	23	64	15	102	678
08:15 AM	23	73	24	120	16	123	10	149	43	99	6	148	32	76	22	130	547
08:30 AM	21	65	34	120	19	127	17	163	33	85	9	127	32	70	17	119	529
08:45 AM	27	89	35	151	14	111	23	148	43	102	15	160	31	71	30	132	591
Total	104	330	147	581	77	521	73	671	166	400	44	610	118	281	84	483	2345
Grand Total	253	694	270	1217	124	1153	168	1445	289	815	124	1228	201	534	142	877	4767
Apprch %	20.8	57	22.2		8.6	79.8	11.6		23.5	66.4	10.1		22.9	60.9	16.2		
Total %	5.3	14.6	5.7	25.5	2.6	24.2	3.5	30.3	6.1	17.1	2.6	25.8	4.2	11.2	3	18.4	

	Perris Boulevard Southbound				Alessandro Boulevard Westbound				Perris Boulevard Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	32	84	32	148	8	**193**	**29**	**230**	31	112	16	159	23	53	11	87	624
07:30 AM	**43**	**108**	30	181	12	162	25	199	25	114	**31**	170	22	74	**24**	120	670
07:45 AM	41	106	38	185	18	164	26	208	29	**117**	23	169	**30**	**85**	8	**123**	**685**
08:00 AM	33	103	**54**	**190**	**28**	160	23	211	**47**	114	14	**175**	23	64	15	102	678
Total Volume	149	401	154	704	66	679	103	848	132	457	84	673	98	276	58	432	2657
% App. Total	21.2	57	21.9		7.8	80.1	12.1		19.6	67.9	12.5		22.7	63.9	13.4		
PHF	.866	.928	.713	.926	.589	.880	.888	.922	.702	.976	.677	.961	.817	.812	.604	.878	.970

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City of Moreno Valley
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File Name : MRVPEALAM
Site Code : 00000066
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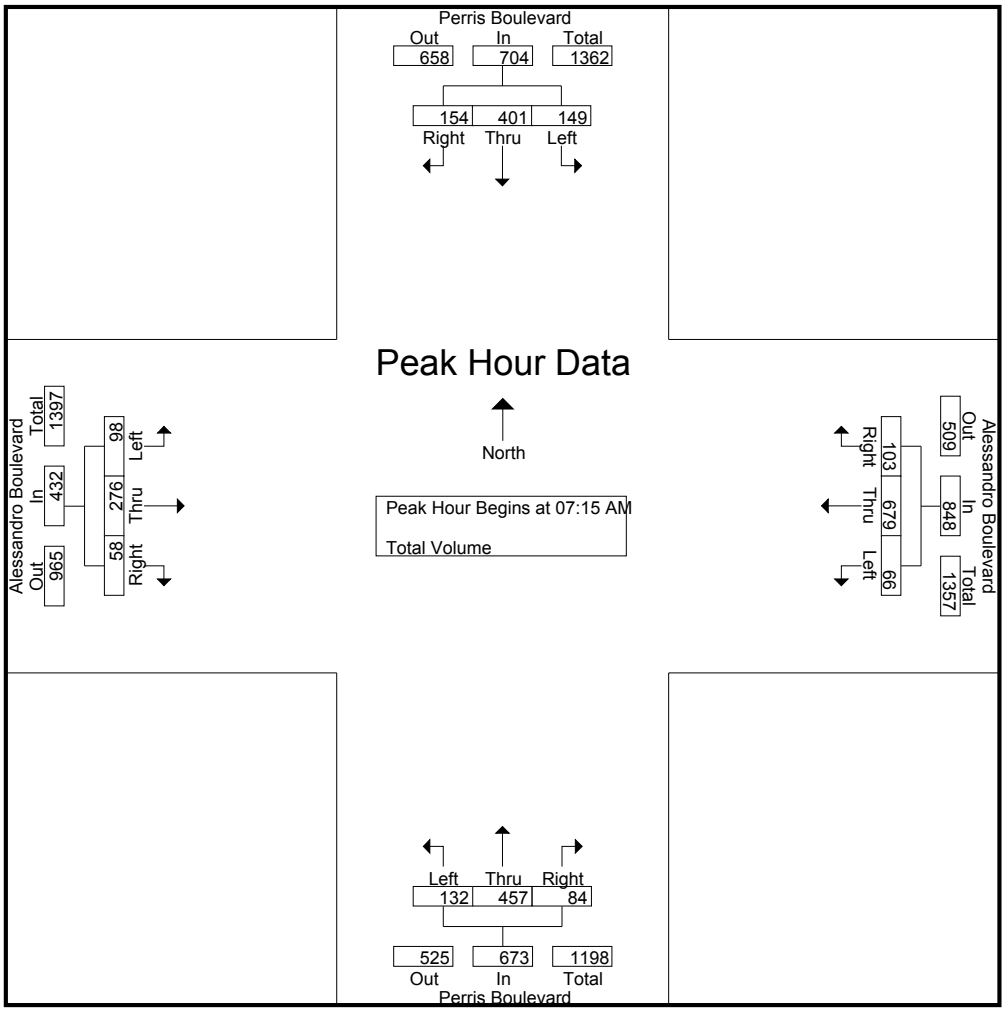

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				08:00 AM			
+0 mins.	32	84	32	148	8	**193**	**29**	**230**	31	112	16	159	23	64	15	102
+15 mins.	**43**	**108**	30	181	12	162	25	199	25	114	**31**	170	**32**	**76**	22	130
+30 mins.	41	106	38	185	18	164	26	208	29	**117**	23	169	32	70	17	119
+45 mins.	33	103	**54**	**190**	**28**	160	23	211	**47**	114	14	**175**	31	71	**30**	**132**
Total Volume	149	401	154	704	66	679	103	848	132	457	84	673	118	281	84	483
% App. Total	21.2	57	21.9		7.8	80.1	12.1		19.6	67.9	12.5		24.4	58.2	17.4	
PHF	.866	.928	.713	.926	.589	.880	.888	.922	.702	.976	.677	.961	.922	.924	.700	.915

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City of Moreno Valley
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E/W: Alessandro Boulevard
Weather: Sunny

File Name : MRVPEALPM
Site Code : 00000066
Start Date : 5/14/2013
Page No : 1

Groups Printed- Total Volume

	Perris Boulevard Southbound				Alessandro Boulevard Westbound				Perris Boulevard Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	39	113	41	193	13	118	28	159	63	110	23	196	45	137	32	214	762
04:15 PM	40	120	42	202	20	122	25	167	42	141	19	202	40	126	49	215	786
04:30 PM	36	110	35	181	34	101	22	157	58	124	17	199	50	148	48	246	783
04:45 PM	16	142	37	195	30	109	29	168	46	107	20	173	38	140	38	216	752
Total	131	485	155	771	97	450	104	651	209	482	79	770	173	551	167	891	3083
05:00 PM	34	115	26	175	19	119	26	164	47	106	24	177	50	153	48	251	767
05:15 PM	33	151	37	221	30	122	24	176	46	100	18	164	52	185	55	292	853
05:30 PM	42	140	34	216	22	88	14	124	60	115	16	191	46	167	42	255	786
05:45 PM	31	124	32	187	19	117	9	145	50	121	14	185	41	174	39	254	771
Total	140	530	129	799	90	446	73	609	203	442	72	717	189	679	184	1052	3177
Grand Total	271	1015	284	1570	187	896	177	1260	412	924	151	1487	362	1230	351	1943	6260
Apprch %	17.3	64.6	18.1		14.8	71.1	14		27.7	62.1	10.2		18.6	63.3	18.1		
Total %	4.3	16.2	4.5	25.1	3	14.3	2.8	20.1	6.6	14.8	2.4	23.8	5.8	19.6	5.6	31	

	Perris Boulevard Southbound				Alessandro Boulevard Westbound				Perris Boulevard Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	34	115	26	175	19	119	**26**	164	47	106	**24**	177	50	153	48	251	767
05:15 PM	33	**151**	**37**	**221**	**30**	**122**	24	**176**	46	100	18	164	**52**	**185**	**55**	**292**	**853**
05:30 PM	**42**	140	34	216	22	88	14	124	**60**	115	16	**191**	46	167	42	255	786
05:45 PM	31	124	32	187	19	117	9	145	50	**121**	14	185	41	174	39	254	771
Total Volume	140	530	129	799	90	446	73	609	203	442	72	717	189	679	184	1052	3177
% App. Total	17.5	66.3	16.1		14.8	73.2	12		28.3	61.6	10		18	64.5	17.5		
PHF	.833	.877	.872	.904	.750	.914	.702	.865	.846	.913	.750	.938	.909	.918	.836	.901	.931

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File Name : MRVPEALPM
Site Code : 00000066
Start Date : 5/14/2013
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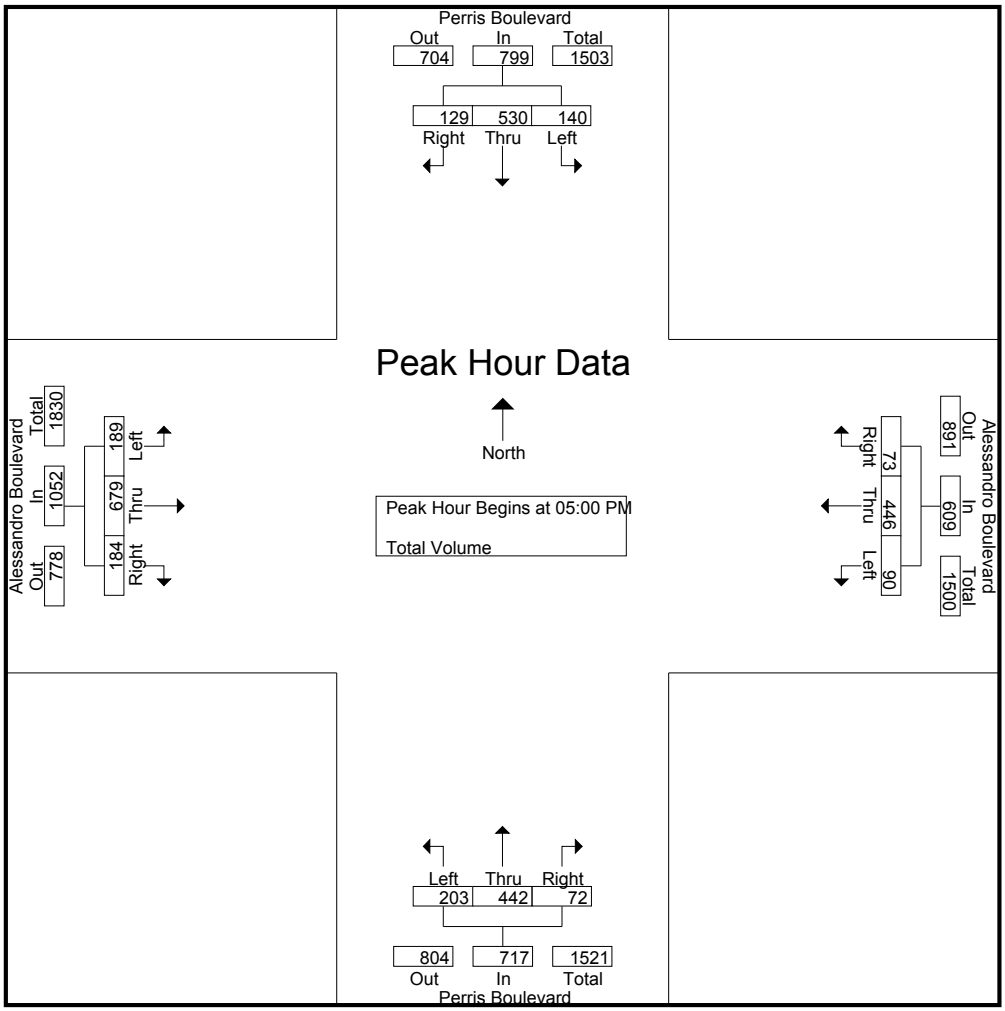

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:30 PM				04:00 PM				05:00 PM			
+0 mins.	16	142	**37**	195	**34**	101	22	157	**63**	110	**23**	196	50	153	48	251
+15 mins.	34	115	26	175	30	109	**29**	168	42	**141**	19	**202**	**52**	**185**	**55**	**292**
+30 mins.	33	**151**	37	**221**	19	119	26	164	58	124	17	199	46	167	42	255
+45 mins.	**42**	140	34	216	30	**122**	24	**176**	46	107	20	173	41	174	39	254
Total Volume	125	548	134	807	113	451	101	665	209	482	79	770	189	679	184	1052
% App. Total	15.5	67.9	16.6		17	67.8	15.2		27.1	62.6	10.3		18	64.5	17.5	
PHF	.744	.907	.905	.913	.831	.924	.871	.945	.829	.855	.859	.953	.909	.918	.836	.901

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City of Perris
N/S: Perris Boulevard
E/W: Alessandro Boulevard
Weather: Sunny

File Name : MRVPEALSAT
Site Code : 00000155
Start Date : 5/18/2013
Page No : 1

Groups Printed- Total Volume

	Perris Boulevard Southbound				Alessandro Boulevard Westbound				Perris Boulevard Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	25	100	40	165	28	96	21	145	54	95	11	160	55	88	30	173	643
12:15 PM	38	107	38	183	22	106	18	146	60	124	12	196	44	92	35	171	696
12:30 PM	34	118	35	187	25	115	21	161	71	125	19	215	55	78	40	173	736
12:45 PM	36	94	40	170	29	98	11	138	72	114	14	200	61	115	36	212	720
Total	133	419	153	705	104	415	71	590	257	458	56	771	215	373	141	729	2795
01:00 PM	28	110	37	175	29	97	22	148	62	111	17	190	56	112	50	218	731
01:15 PM	32	131	47	210	24	115	15	154	62	107	16	185	47	104	36	187	736
01:30 PM	37	108	32	177	23	128	23	174	53	120	14	187	53	113	45	211	749
01:45 PM	25	121	45	191	26	102	15	143	78	135	13	226	50	117	37	204	764
Total	122	470	161	753	102	442	75	619	255	473	60	788	206	446	168	820	2980
02:00 PM	22	123	41	186	19	97	21	137	88	118	15	221	53	112	38	203	747
02:15 PM	27	113	35	175	20	93	21	134	56	120	12	188	46	89	31	166	663
02:30 PM	37	117	42	196	30	102	18	150	61	116	20	197	50	110	39	199	742
02:45 PM	26	111	41	178	30	118	21	169	68	123	14	205	53	116	34	203	755
Total	112	464	159	735	99	410	81	590	273	477	61	811	202	427	142	771	2907
Grand Total	367	1353	473	2193	305	1267	227	1799	785	1408	177	2370	623	1246	451	2320	8682
Apprch %	16.7	61.7	21.6		17	70.4	12.6		33.1	59.4	7.5		26.9	53.7	19.4		
Total %	4.2	15.6	5.4	25.3	3.5	14.6	2.6	20.7	9	16.2	2	27.3	7.2	14.4	5.2	26.7	

	Perris Boulevard Southbound				Alessandro Boulevard Westbound				Perris Boulevard Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:15 PM																	
01:15 PM	32	**131**	**47**	**210**	24	115	15	154	62	107	**16**	185	47	104	36	187	736
01:30 PM	**37**	108	32	177	23	**128**	**23**	**174**	53	120	14	187	**53**	113	**45**	**211**	749
01:45 PM	25	121	45	191	**26**	102	15	143	78	**135**	13	**226**	50	**117**	37	204	**764**
02:00 PM	22	123	41	186	19	97	21	137	**88**	118	15	221	53	112	38	203	747
Total Volume	116	483	165	764	92	442	74	608	281	480	58	819	203	446	156	805	2996
% App. Total	15.2	63.2	21.6		15.1	72.7	12.2		34.3	58.6	7.1		25.2	55.4	19.4		
PHF	.784	.922	.878	.910	.885	.863	.804	.874	.798	.889	.906	.906	.958	.953	.867	.954	.980

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City of Perris
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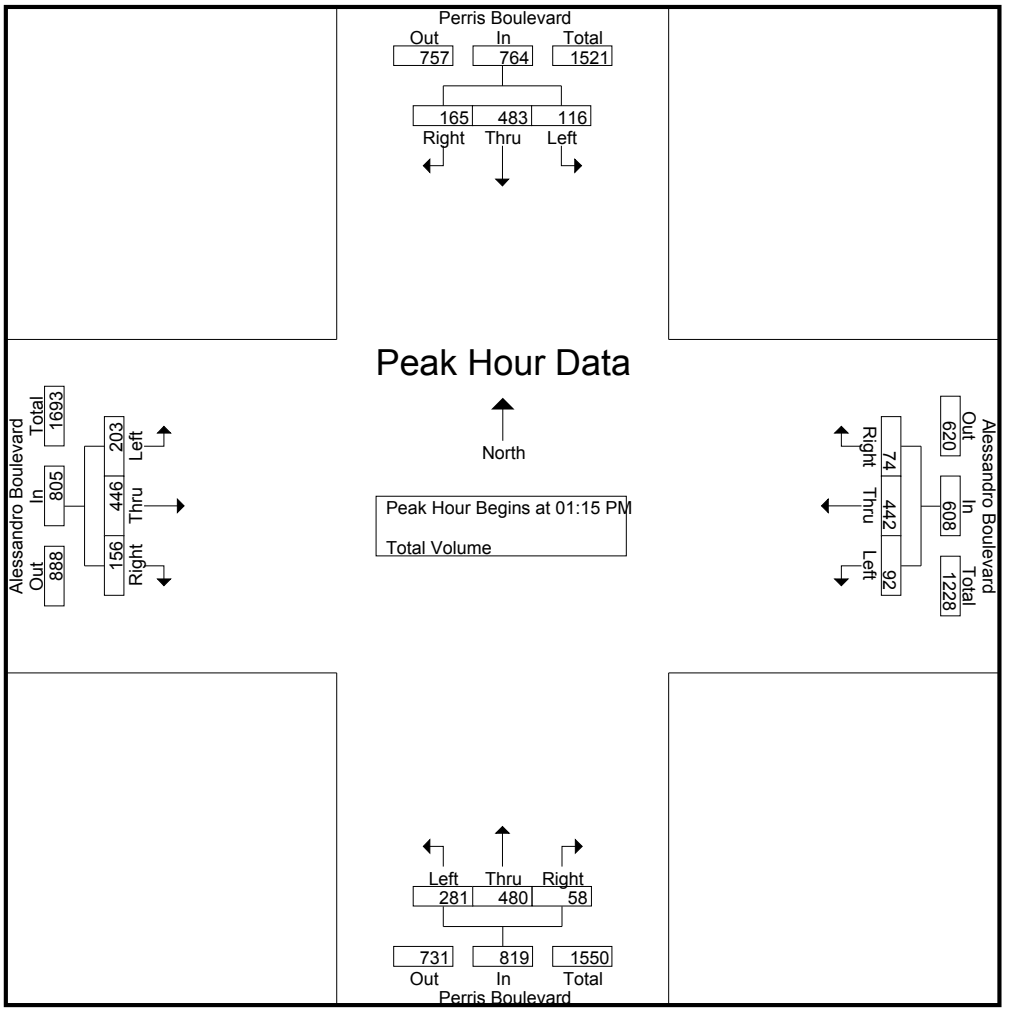
E/W: Alessandro Boulevard
Weather: Sunny

File Name : MRVPEALSAT
Site Code : 00000155
Start Date : 5/18/2013
Page No : 2



Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	01:15 PM				01:00 PM				01:45 PM				12:45 PM			
+0 mins.	32	**131**	**47**	**210**	**29**	97	22	148	78	**135**	13	**226**	**61**	**115**	36	212
+15 mins.	**37**	108	32	177	24	115	15	154	**88**	118	15	221	56	112	**50**	**218**
+30 mins.	25	121	45	191	23	**128**	**23**	**174**	56	120	12	188	47	104	36	187
+45 mins.	22	123	41	186	26	102	15	143	61	116	**20**	197	53	113	45	211
Total Volume	116	483	165	764	102	442	75	619	283	489	60	832	217	444	167	828
% App. Total	15.2	63.2	21.6		16.5	71.4	12.1		34	58.8	7.2		26.2	53.6	20.2	
PHF	.784	.922	.878	.910	.879	.863	.815	.889	.804	.906	.750	.920	.889	.965	.835	.950

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City of Moreno Valley
N/S: Perris Boulevard
E/W: Cactus Avenue
Weather: Sunny

File Name : MRVPECAAM
Site Code : 00000006
Start Date : 5/14/2013
Page No : 1

Groups Printed- Total Volume

	Perris Boulevard Southbound				Cactus Avenue Westbound				Perris Boulevard Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	9	69	2	80	7	134	9	150	36	93	10	139	5	72	14	91	460
07:15 AM	19	65	5	89	9	134	15	158	31	111	9	151	13	85	28	126	524
07:30 AM	29	107	7	143	15	172	20	207	33	124	15	172	18	101	26	145	667
07:45 AM	32	102	13	147	13	150	16	179	26	116	26	168	13	119	26	158	652
Total	89	343	27	459	44	590	60	694	126	444	60	630	49	377	94	520	2303
08:00 AM	25	99	10	134	9	147	25	181	21	133	13	167	7	86	25	118	600
08:15 AM	11	80	12	103	11	121	12	144	27	124	18	169	7	84	11	102	518
08:30 AM	7	90	6	103	11	94	16	121	26	97	18	141	11	59	20	90	455
08:45 AM	13	102	13	128	12	90	21	123	32	116	15	163	17	63	14	94	508
Total	56	371	41	468	43	452	74	569	106	470	64	640	42	292	70	404	2081
Grand Total	145	714	68	927	87	1042	134	1263	232	914	124	1270	91	669	164	924	4384
Apprch %	15.6	77	7.3		6.9	82.5	10.6		18.3	72	9.8		9.8	72.4	17.7		
Total %	3.3	16.3	1.6	21.1	2	23.8	3.1	28.8	5.3	20.8	2.8	29	2.1	15.3	3.7	21.1	

	Perris Boulevard Southbound				Cactus Avenue Westbound				Perris Boulevard Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	19	65	5	89	9	134	15	158	31	111	9	151	13	85	**28**	126	524
07:30 AM	29	**107**	7	143	**15**	**172**	20	**207**	**33**	124	15	**172**	**18**	101	26	145	**667**
07:45 AM	**32**	102	**13**	**147**	13	150	16	179	26	116	**26**	168	13	**119**	26	**158**	652
08:00 AM	25	99	10	134	9	147	**25**	181	21	**133**	13	167	7	86	25	118	600
Total Volume	105	373	35	513	46	603	76	725	111	484	63	658	51	391	105	547	2443
% App. Total	20.5	72.7	6.8		6.3	83.2	10.5		16.9	73.6	9.6		9.3	71.5	19.2		
PHF	.820	.871	.673	.872	.767	.876	.760	.876	.841	.910	.606	.956	.708	.821	.938	.866	.916

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City of Moreno Valley
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File Name : MRVPECAAM
Site Code : 00000006
Start Date : 5/14/2013
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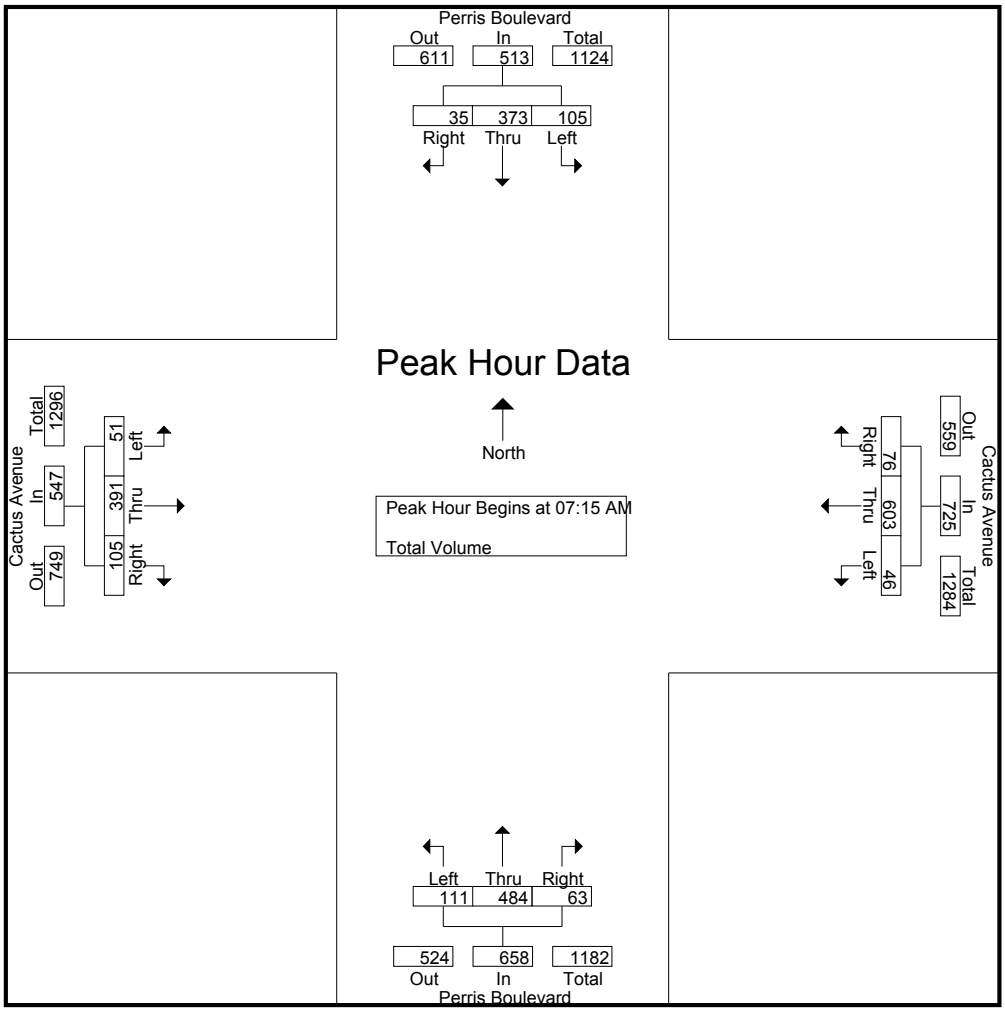

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM				07:15 AM				07:30 AM				07:15 AM			
+0 mins.	29	**107**	7	143	9	134	15	158	**33**	124	15	**172**	13	85	**28**	126
+15 mins.	**32**	102	**13**	**147**	**15**	**172**	20	**207**	26	116	**26**	168	**18**	101	26	145
+30 mins.	25	99	10	134	13	150	16	179	21	**133**	13	167	13	**119**	26	**158**
+45 mins.	11	80	12	103	9	147	**25**	181	27	124	18	169	7	86	25	118
Total Volume	97	388	42	527	46	603	76	725	107	497	72	676	51	391	105	547
% App. Total	18.4	73.6	8		6.3	83.2	10.5		15.8	73.5	10.7		9.3	71.5	19.2	
PHF	.758	.907	.808	.896	.767	.876	.760	.876	.811	.934	.692	.983	.708	.821	.938	.866

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File Name : MRVPECAPM
Site Code : 00000006
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Groups Printed- Total Volume

	Perris Boulevard Southbound				Cactus Avenue Westbound				Perris Boulevard Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	21	137	7	165	15	80	13	108	27	151	19	197	15	113	27	155	625
04:15 PM	27	121	15	163	12	71	19	102	28	161	12	201	12	85	27	124	590
04:30 PM	22	145	13	180	9	91	17	117	22	140	16	178	8	121	25	154	629
04:45 PM	24	150	9	183	6	105	17	128	21	135	22	178	9	116	24	149	638
Total	94	553	44	691	42	347	66	455	98	587	69	754	44	435	103	582	2482
05:00 PM	28	141	11	180	8	87	21	116	26	126	15	167	11	108	37	156	619
05:15 PM	37	161	10	208	12	95	11	118	26	128	19	173	8	138	36	182	681
05:30 PM	25	147	19	191	15	100	19	134	23	136	11	170	7	109	27	143	638
05:45 PM	32	162	9	203	13	98	23	134	31	127	10	168	15	114	27	156	661
Total	122	611	49	782	48	380	74	502	106	517	55	678	41	469	127	637	2599
Grand Total	216	1164	93	1473	90	727	140	957	204	1104	124	1432	85	904	230	1219	5081
Apprch %	14.7	79	6.3		9.4	76	14.6		14.2	77.1	8.7		7	74.2	18.9		
Total %	4.3	22.9	1.8	29	1.8	14.3	2.8	18.8	4	21.7	2.4	28.2	1.7	17.8	4.5	24	

	Perris Boulevard Southbound				Cactus Avenue Westbound				Perris Boulevard Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	28	141	11	180	8	87	21	116	26	126	15	167	11	108	**37**	156	619
05:15 PM	**37**	161	10	**208**	12	95	11	118	26	128	**19**	**173**	8	**138**	36	**182**	**681**
05:30 PM	25	147	**19**	191	**15**	**100**	19	**134**	23	**136**	11	170	7	109	27	143	638
05:45 PM	32	**162**	9	203	13	98	**23**	134	**31**	127	10	168	**15**	114	27	156	661
Total Volume	122	611	49	782	48	380	74	502	106	517	55	678	41	469	127	637	2599
% App. Total	15.6	78.1	6.3		9.6	75.7	14.7		15.6	76.3	8.1		6.4	73.6	19.9		
PHF	.824	.943	.645	.940	.800	.950	.804	.937	.855	.950	.724	.980	.683	.850	.858	.875	.954

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File Name : MRVPECAPM
Site Code : 00000006
Start Date : 5/14/2013
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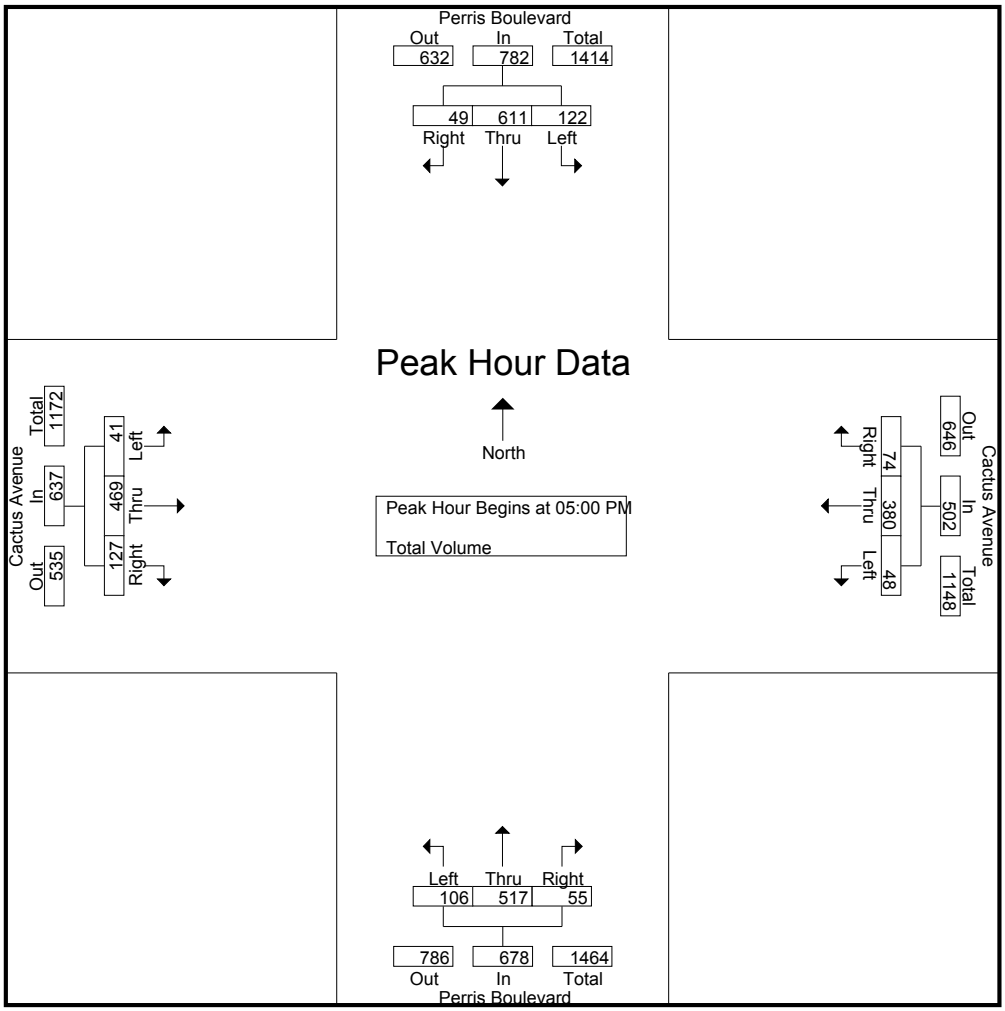

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				04:00 PM				04:30 PM			
+0 mins.	28	141	11	180	8	87	21	116	27	151	19	197	8	121	25	154
+15 mins.	**37**	161	10	**208**	12	95	11	118	**28**	**161**	12	**201**	9	116	24	149
+30 mins.	25	147	**19**	191	**15**	**100**	19	**134**	22	140	16	178	**11**	108	**37**	156
+45 mins.	32	**162**	9	203	13	98	**23**	134	21	135	**22**	178	8	**138**	36	**182**
Total Volume	122	611	49	782	48	380	74	502	98	587	69	754	36	483	122	641
% App. Total	15.6	78.1	6.3		9.6	75.7	14.7		13	77.9	9.2		5.6	75.4	19	
PHF	.824	.943	.645	.940	.800	.950	.804	.937	.875	.911	.784	.938	.818	.875	.824	.880

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City of Moreno Valley
N/S: Perris boulevard
E/W: Cactus Avenue
Weather: Sunny

File Name : MRVPECASAT
Site Code : 00000155
Start Date : 5/18/2013
Page No : 1

Groups Printed- Total Volume

	Perris Boulevard Southbound				Cactus Avenue Westbound				Perris Boulevard Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	16	115	11	142	9	62	7	78	30	121	4	155	8	48	23	79	454
12:15 PM	14	94	5	113	2	78	9	89	30	121	1	152	12	55	21	88	442
12:30 PM	30	122	9	161	10	69	21	100	33	145	2	180	16	50	22	88	529
12:45 PM	25	121	6	152	3	74	20	97	36	153	17	206	9	65	25	99	554
Total	85	452	31	568	24	283	57	364	129	540	24	693	45	218	91	354	1979
01:00 PM	17	109	11	137	6	68	25	99	28	121	8	157	5	62	20	87	480
01:15 PM	21	127	18	166	5	75	13	93	41	151	9	201	7	73	19	99	559
01:30 PM	18	121	6	145	13	87	19	119	25	127	11	163	11	63	30	104	531
01:45 PM	35	132	5	172	6	86	9	101	33	153	2	188	9	60	32	101	562
Total	91	489	40	620	30	316	66	412	127	552	30	709	32	258	101	391	2132
02:00 PM	22	154	11	187	3	66	15	84	29	161	12	202	8	65	34	107	580
02:15 PM	33	137	14	184	4	64	25	93	27	138	6	171	1	88	29	118	566
02:30 PM	24	150	8	182	17	72	15	104	29	135	8	172	10	85	44	139	597
02:45 PM	23	143	7	173	4	59	21	84	15	125	7	147	11	66	33	110	514
Total	102	584	40	726	28	261	76	365	100	559	33	692	30	304	140	474	2257
Grand Total	278	1525	111	1914	82	860	199	1141	356	1651	87	2094	107	780	332	1219	6368
Apprch %	14.5	79.7	5.8		7.2	75.4	17.4		17	78.8	4.2		8.8	64	27.2		
Total %	4.4	23.9	1.7	30.1	1.3	13.5	3.1	17.9	5.6	25.9	1.4	32.9	1.7	12.2	5.2	19.1	

	Perris Boulevard Southbound				Cactus Avenue Westbound				Perris Boulevard Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:45 PM																	
01:45 PM	**35**	132	5	172	6	**86**	9	101	**33**	153	2	188	9	60	32	101	562
02:00 PM	22	**154**	11	**187**	3	66	15	84	29	**161**	**12**	**202**	8	65	34	107	580
02:15 PM	33	137	**14**	184	4	64	**25**	93	27	138	6	171	1	**88**	29	118	566
02:30 PM	24	150	8	182	**17**	72	15	**104**	29	135	8	172	**10**	85	**44**	**139**	**597**
Total Volume	114	573	38	725	30	288	64	382	118	587	28	733	28	298	139	465	2305
% App. Total	15.7	79	5.2		7.9	75.4	16.8		16.1	80.1	3.8		6	64.1	29.9		
PHF	.814	.930	.679	.969	.441	.837	.640	.918	.894	.911	.583	.907	.700	.847	.790	.836	.965

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File Name : MRVPECASAT
Site Code : 00000155
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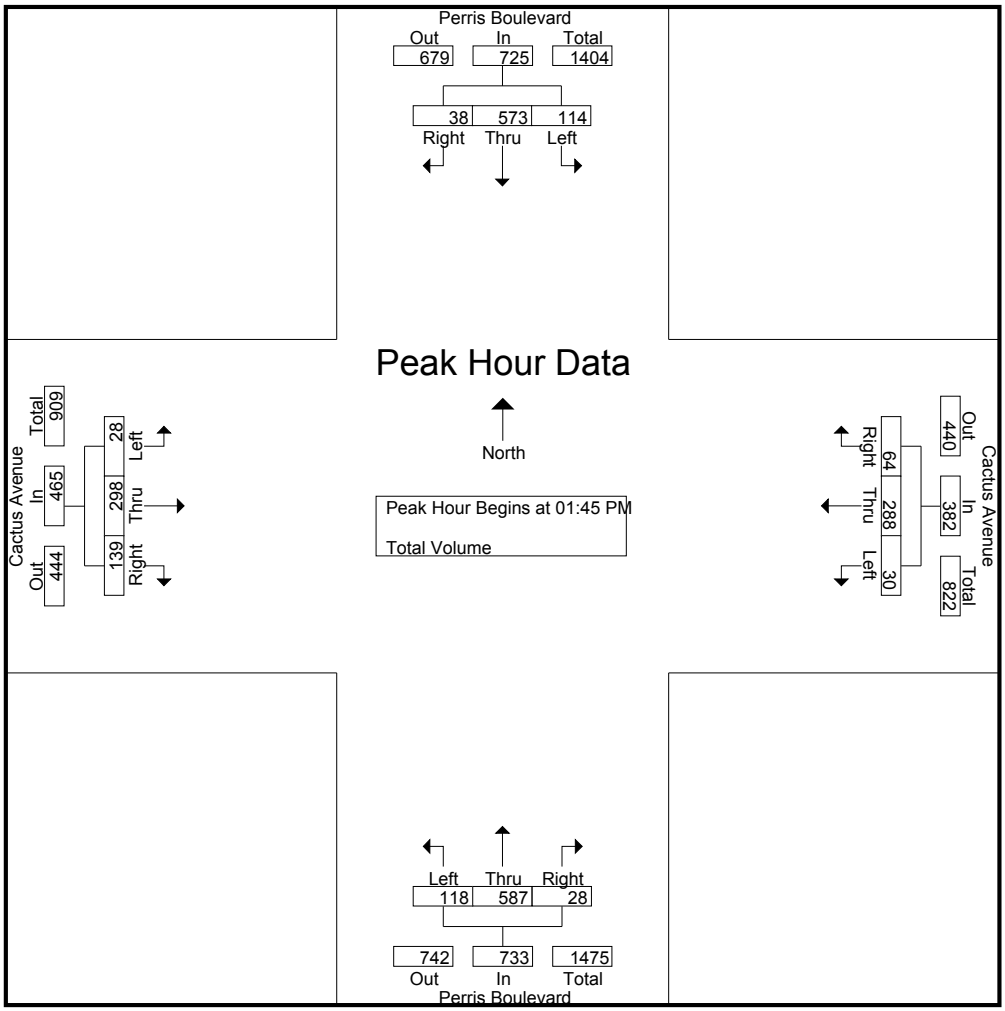

Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				01:00 PM				01:15 PM				02:00 PM			
+0 mins.	22	**154**	11	**187**	6	68	**25**	99	**41**	151	9	201	8	65	34	107
+15 mins.	**33**	137	**14**	184	5	75	13	93	25	127	11	163	1	**88**	29	118
+30 mins.	24	150	8	182	**13**	**87**	19	**119**	33	153	2	188	10	85	**44**	**139**
+45 mins.	23	143	7	173	6	86	9	101	29	**161**	**12**	**202**	**11**	66	33	110
Total Volume	102	584	40	726	30	316	66	412	128	592	34	754	30	304	140	474
% App. Total	14	80.4	5.5		7.3	76.7	16		17	78.5	4.5		6.3	64.1	29.5	
PHF	.773	.948	.714	.971	.577	.908	.660	.866	.780	.919	.708	.933	.682	.864	.795	.853

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City of Moreno Valley
N/S: Perris Boulevard
E/W: John F Kennedy Drive
Weather: Sunny

File Name : MRVPEJFKAM
Site Code : 00000051
Start Date : 5/14/2013
Page No : 1

Groups Printed- Total Volume

	Perris Boulevard Southbound				John F Kenndy Drive Westbound				Perris Boulevard Northbound				John F Kenndy Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	15	57	3	75	7	33	6	46	24	118	18	160	4	26	11	41	322
07:15 AM	28	44	24	96	28	49	14	91	33	118	36	187	9	45	11	65	439
07:30 AM	48	73	9	130	35	72	19	126	26	128	45	199	11	112	8	131	586
07:45 AM	52	85	5	142	40	110	34	184	26	103	57	186	23	121	17	161	673
Total	143	259	41	443	110	264	73	447	109	467	156	732	47	304	47	398	2020
08:00 AM	38	65	10	113	57	126	28	211	31	107	27	165	11	43	7	61	550
08:15 AM	15	64	8	87	18	50	10	78	32	154	11	197	7	24	19	50	412
08:30 AM	15	63	6	84	18	40	6	64	22	120	9	151	5	26	14	45	344
08:45 AM	18	91	11	120	20	52	4	76	28	139	1	168	15	42	14	71	435
Total	86	283	35	404	113	268	48	429	113	520	48	681	38	135	54	227	1741
Grand Total	229	542	76	847	223	532	121	876	222	987	204	1413	85	439	101	625	3761
Apprch %	27	64	9		25.5	60.7	13.8		15.7	69.9	14.4		13.6	70.2	16.2		
Total %	6.1	14.4	2	22.5	5.9	14.1	3.2	23.3	5.9	26.2	5.4	37.6	2.3	11.7	2.7	16.6	

	Perris Boulevard Southbound				John F Kenndy Drive Westbound				Perris Boulevard Northbound				John F Kenndy Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	28	44	**24**	96	28	49	14	91	**33**	118	36	187	9	45	11	65	439
07:30 AM	48	73	9	130	35	72	19	126	26	**128**	45	**199**	11	112	8	131	586
07:45 AM	**52**	**85**	5	**142**	40	110	**34**	184	26	103	**57**	186	**23**	**121**	**17**	**161**	**673**
08:00 AM	38	65	10	113	**57**	**126**	28	**211**	31	107	27	165	11	43	7	61	550
Total Volume	166	267	48	481	160	357	95	612	116	456	165	737	54	321	43	418	2248
% App. Total	34.5	55.5	10		26.1	58.3	15.5		15.7	61.9	22.4		12.9	76.8	10.3		
PHF	.798	.785	.500	.847	.702	.708	.699	.725	.879	.891	.724	.926	.587	.663	.632	.649	.835

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File Name : MRVPEJFKAM
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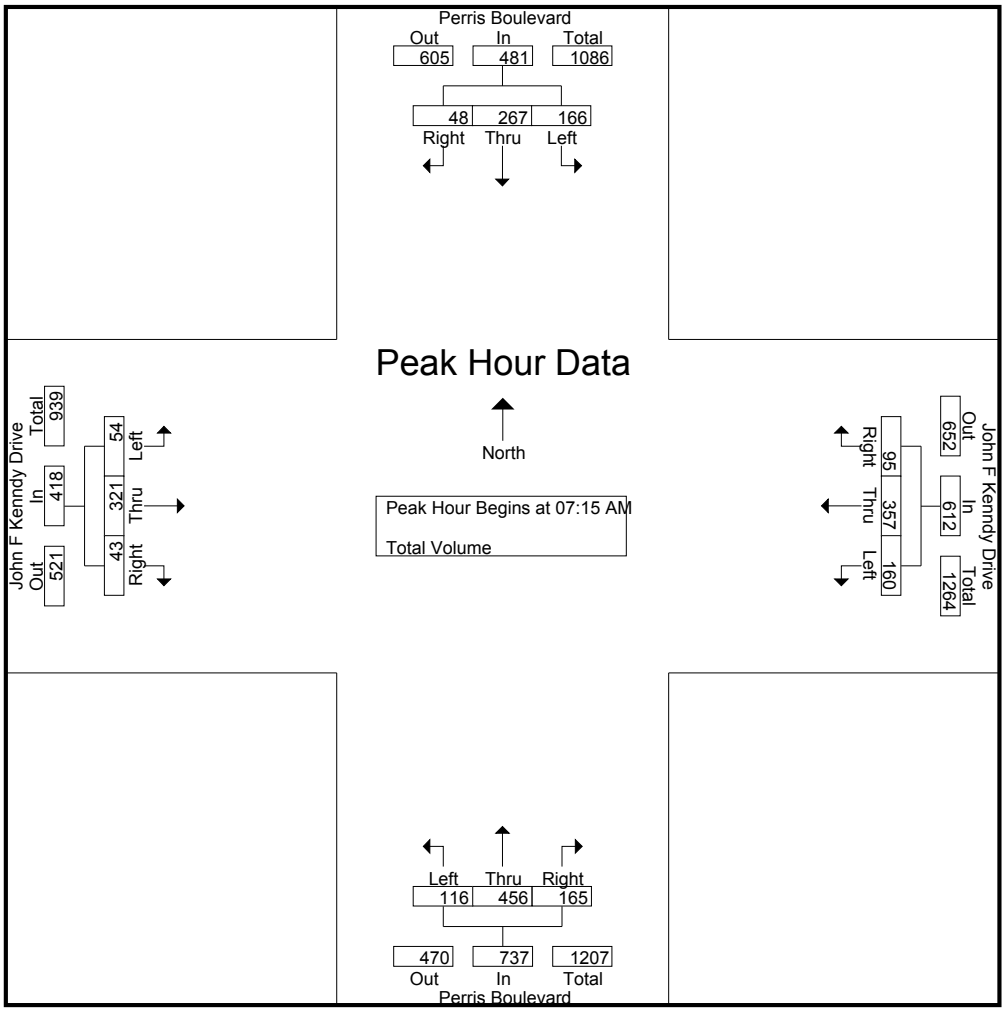

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:30 AM				07:15 AM			
+0 mins.	28	44	**24**	96	28	49	14	91	26	128	45	**199**	9	45	11	65
+15 mins.	48	73	9	130	35	72	19	126	26	103	**57**	186	11	112	8	131
+30 mins.	**52**	**85**	5	**142**	40	110	**34**	184	31	107	27	165	**23**	**121**	**17**	**161**
+45 mins.	38	65	10	113	**57**	**126**	28	**211**	**32**	**154**	11	197	11	43	7	61
Total Volume	166	267	48	481	160	357	95	612	115	492	140	747	54	321	43	418
% App. Total	34.5	55.5	10		26.1	58.3	15.5		15.4	65.9	18.7		12.9	76.8	10.3	
PHF	.798	.785	.500	.847	.702	.708	.699	.725	.898	.799	.614	.938	.587	.663	.632	.649

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Groups Printed- Total Volume

	Perris Boulevard Southbound				John F Kenndy Drive Westbound				Perris Boulevard Northbound				John F Kenndy Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	11	112	8	131	48	54	17	119	32	138	35	205	13	67	25	105	560
04:15 PM	17	100	4	121	41	31	9	81	34	132	30	196	10	54	21	85	483
04:30 PM	20	132	14	166	28	53	15	96	39	132	28	199	13	61	41	115	576
04:45 PM	22	134	6	162	30	38	12	80	30	133	29	192	17	57	43	117	551
Total	70	478	32	580	147	176	53	376	135	535	122	792	53	239	130	422	2170
05:00 PM	23	107	11	141	25	27	9	61	34	136	18	188	12	60	33	105	495
05:15 PM	23	120	9	152	30	38	9	77	37	141	22	200	11	61	35	107	536
05:30 PM	25	148	9	182	31	37	7	75	33	135	37	205	7	73	30	110	572
05:45 PM	27	140	12	179	34	42	8	84	35	140	27	202	7	69	32	108	573
Total	98	515	41	654	120	144	33	297	139	552	104	795	37	263	130	430	2176
Grand Total	168	993	73	1234	267	320	86	673	274	1087	226	1587	90	502	260	852	4346
Apprch %	13.6	80.5	5.9		39.7	47.5	12.8		17.3	68.5	14.2		10.6	58.9	30.5		
Total %	3.9	22.8	1.7	28.4	6.1	7.4	2	15.5	6.3	25	5.2	36.5	2.1	11.6	6	19.6	

	Perris Boulevard Southbound				John F Kenndy Drive Westbound				Perris Boulevard Northbound				John F Kenndy Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	23	107	11	141	25	27	**9**	61	34	136	18	188	**12**	60	33	105	495
05:15 PM	23	120	9	152	30	38	9	77	**37**	**141**	22	200	11	61	**35**	107	536
05:30 PM	25	**148**	9	**182**	31	37	7	75	33	135	**37**	**205**	7	**73**	30	**110**	572
05:45 PM	**27**	140	**12**	179	**34**	**42**	8	**84**	35	140	27	202	7	69	32	108	**573**
Total Volume	98	515	41	654	120	144	33	297	139	552	104	795	37	263	130	430	2176
% App. Total	15	78.7	6.3		40.4	48.5	11.1		17.5	69.4	13.1		8.6	61.2	30.2		
PHF	.907	.870	.854	.898	.882	.857	.917	.884	.939	.979	.703	.970	.771	.901	.929	.977	.949

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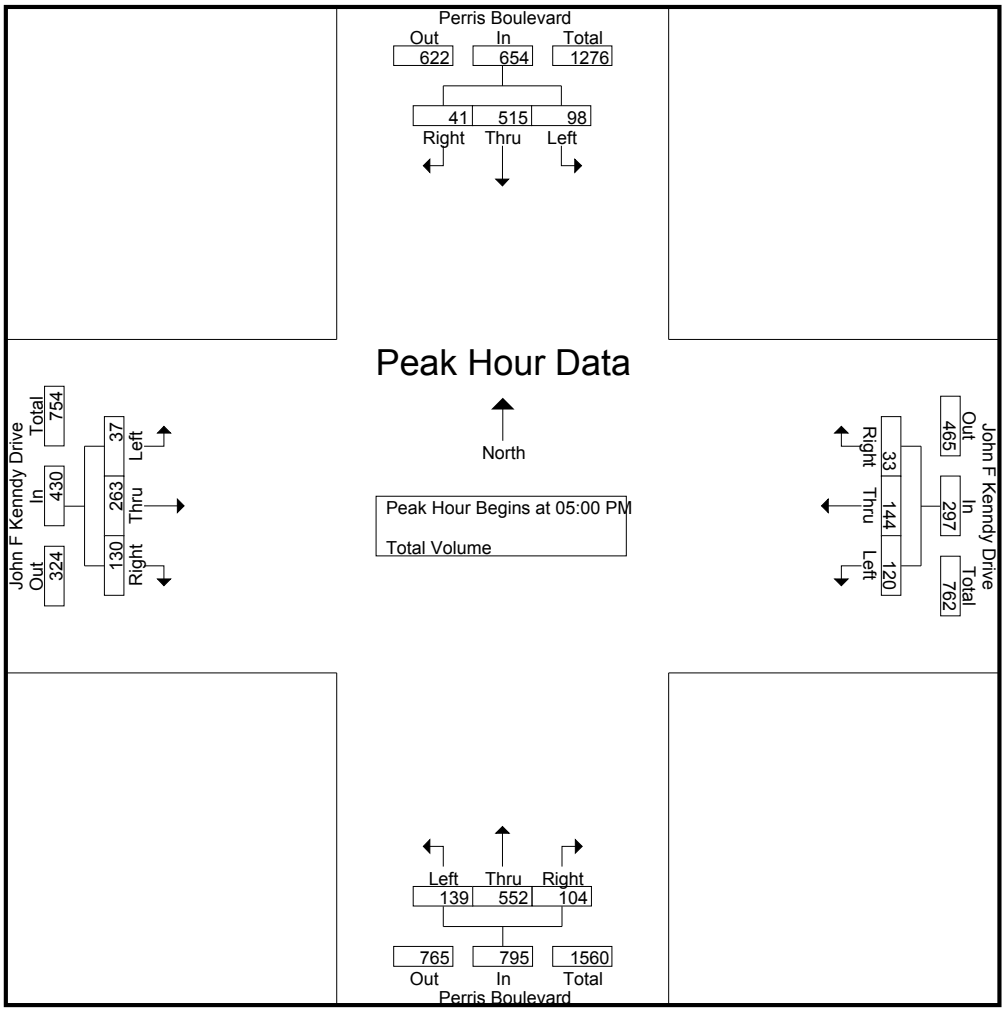

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				04:00 PM				05:00 PM				04:30 PM			
+0 mins.	23	107	11	141	**48**	**54**	**17**	**119**	34	136	18	188	13	**61**	41	115
+15 mins.	23	120	9	152	41	31	9	81	**37**	**141**	22	200	**17**	57	**43**	**117**
+30 mins.	25	**148**	9	**182**	28	53	15	96	33	135	**37**	**205**	12	60	33	105
+45 mins.	**27**	140	**12**	179	30	38	12	80	35	140	27	202	11	61	35	107
Total Volume	98	515	41	654	147	176	53	376	139	552	104	795	53	239	152	444
% App. Total	15	78.7	6.3		39.1	46.8	14.1		17.5	69.4	13.1		11.9	53.8	34.2	
PHF	.907	.870	.854	.898	.766	.815	.779	.790	.939	.979	.703	.970	.779	.980	.884	.949

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City of Moreno Valley
N/S: Perris Boulevard
E/W: John F Kennedy Drive
Weather: Sunny

File Name : MRVPEJFKSAT
Site Code : 00000155
Start Date : 5/18/2013
Page No : 1

Groups Printed- Total Volume

	Perris Boulevard Southbound				John F Kennedy Drive Westbound				Perris Boulevard Northbound				John F Kennedy Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	29	95	13	137	12	24	9	45	45	144	10	199	20	52	28	100	481
12:15 PM	21	105	13	139	27	34	7	68	29	156	20	205	20	46	23	89	501
12:30 PM	22	117	15	154	22	21	10	53	31	147	18	196	12	20	29	61	464
12:45 PM	15	123	8	146	27	37	14	78	21	130	30	181	17	35	25	77	482
Total	87	440	49	576	88	116	40	244	126	577	78	781	69	153	105	327	1928
01:00 PM	20	109	13	142	24	45	16	85	38	157	23	218	8	43	30	81	526
01:15 PM	24	121	10	155	41	37	6	84	28	136	25	189	22	45	17	84	512
01:30 PM	23	147	17	187	31	38	7	76	36	157	24	217	9	42	15	66	546
01:45 PM	18	125	8	151	24	42	14	80	36	193	29	258	21	37	14	72	561
Total	85	502	48	635	120	162	43	325	138	643	101	882	60	167	76	303	2145
02:00 PM	25	118	15	158	17	28	10	55	24	158	28	210	11	56	23	90	513
02:15 PM	24	132	12	168	27	25	11	63	37	156	29	222	12	44	26	82	535
02:30 PM	20	140	14	174	22	29	10	61	33	133	19	185	13	46	15	74	494
02:45 PM	27	118	16	161	22	31	14	67	31	158	16	205	11	38	23	72	505
Total	96	508	57	661	88	113	45	246	125	605	92	822	47	184	87	318	2047
Grand Total	268	1450	154	1872	296	391	128	815	389	1825	271	2485	176	504	268	948	6120
Apprch %	14.3	77.5	8.2		36.3	48	15.7		15.7	73.4	10.9		18.6	53.2	28.3		
Total %	4.4	23.7	2.5	30.6	4.8	6.4	2.1	13.3	6.4	29.8	4.4	40.6	2.9	8.2	4.4	15.5	

	Perris Boulevard Southbound				John F Kennedy Drive Westbound				Perris Boulevard Northbound				John F Kennedy Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:30 PM																	
01:30 PM	23	**147**	**17**	**187**	**31**	38	7	76	36	157	24	217	9	42	15	66	546
01:45 PM	18	125	8	151	24	**42**	**14**	**80**	36	**193**	**29**	**258**	**21**	37	14	72	**561**
02:00 PM	**25**	118	15	158	17	28	10	55	24	158	28	210	11	**56**	23	**90**	513
02:15 PM	24	132	12	168	27	25	11	63	**37**	156	29	222	12	44	**26**	82	535
Total Volume	90	522	52	664	99	133	42	274	133	664	110	907	53	179	78	310	2155
% App. Total	13.6	78.6	7.8		36.1	48.5	15.3		14.7	73.2	12.1		17.1	57.7	25.2		
PHF	.900	.888	.765	.888	.798	.792	.750	.856	.899	.860	.948	.879	.631	.799	.750	.861	.960

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City of Moreno Valley
N/S: Perris Boulevard
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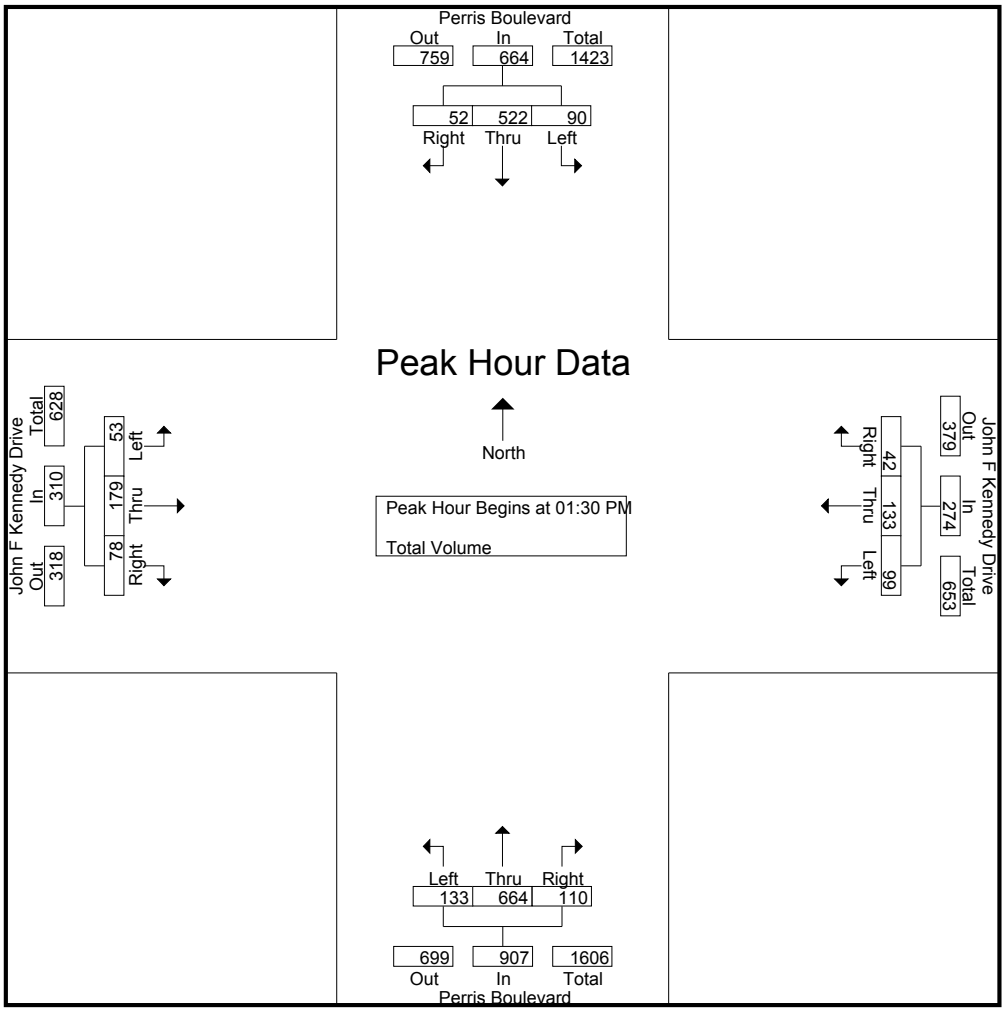
File Name : MRVPEJFKSAT
Site Code : 00000155
Start Date : 5/18/2013
Page No : 2



Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	01:30 PM				01:00 PM				01:30 PM				12:00 PM			
+0 mins.	23	**147**	**17**	**187**	24	**45**	**16**	**85**	36	157	24	217	**20**	**52**	28	**100**
+15 mins.	18	125	8	151	**41**	37	6	84	36	**193**	**29**	**258**	20	46	23	89
+30 mins.	**25**	118	15	158	31	38	7	76	24	158	28	210	12	20	**29**	61
+45 mins.	24	132	12	168	24	42	14	80	**37**	156	29	222	17	35	25	77
Total Volume	90	522	52	664	120	162	43	325	133	664	110	907	69	153	105	327
% App. Total	13.6	78.6	7.8		36.9	49.8	13.2		14.7	73.2	12.1		21.1	46.8	32.1	
PHF	.900	.888	.765	.888	.732	.900	.672	.956	.899	.860	.948	.879	.863	.736	.905	.818

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City of Morneo Valley
N/S: Perris Boulevard
E/W: Gentian Avenue
Weather: Sunny

File Name : MRVPEGEAM
Site Code : 00000037
Start Date : 5/16/2013
Page No : 1

Groups Printed- Total Volume

	Perris Boulevard Southbound			Gentian Avenue Westbound			Perris Boulevard Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	65	65	4	12	16	115	5	120	201
07:15 AM	4	78	82	4	9	13	135	5	140	235
07:30 AM	4	81	85	7	18	25	168	4	172	282
07:45 AM	3	87	90	8	16	24	165	4	169	283
Total	11	311	322	23	55	78	583	18	601	1001
08:00 AM	10	84	94	6	7	13	125	4	129	236
08:15 AM	3	76	79	3	13	16	131	4	135	230
08:30 AM	2	75	77	6	7	13	103	4	107	197
08:45 AM	5	75	80	2	5	7	118	5	123	210
Total	20	310	330	17	32	49	477	17	494	873
Grand Total	31	621	652	40	87	127	1060	35	1095	1874
Apprch %	4.8	95.2		31.5	68.5		96.8	3.2		
Total %	1.7	33.1	34.8	2.1	4.6	6.8	56.6	1.9	58.4	

	Perris Boulevard Southbound			Gentian Avenue Westbound			Perris Boulevard Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	4	78	82	4	9	13	135	**5**	140	235
07:30 AM	4	81	85	7	**18**	**25**	**168**	4	**172**	282
07:45 AM	3	**87**	90	**8**	16	24	165	4	169	**283**
08:00 AM	**10**	84	**94**	6	7	13	125	4	129	236
Total Volume	21	330	351	25	50	75	593	17	610	1036
% App. Total	6	94		33.3	66.7		97.2	2.8		
PHF	.525	.948	.934	.781	.694	.750	.882	.850	.887	.915

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City of Morneo Valley
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Weather: Sunny

File Name : MRVPEGEAM
Site Code : 00000037
Start Date : 5/16/2013
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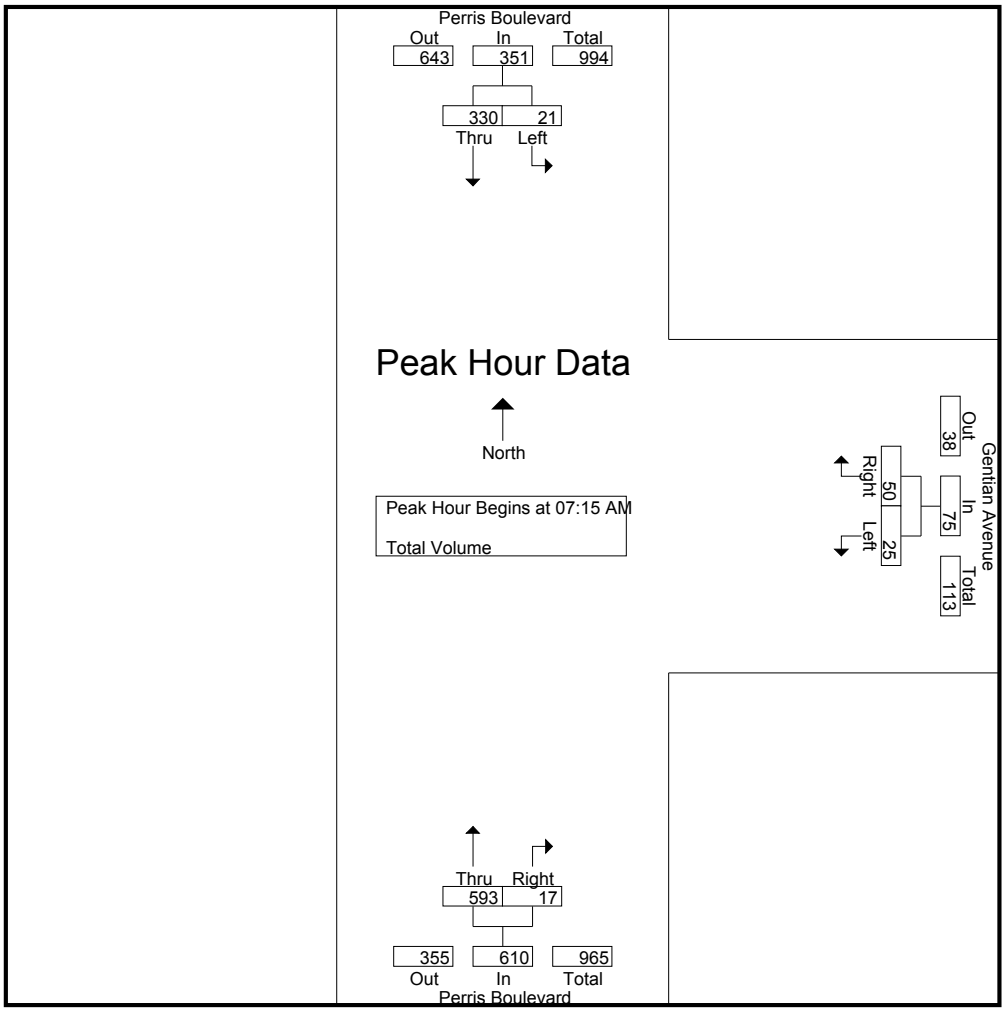

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM			07:00 AM			07:15 AM		
+0 mins.	4	78	82	4	12	16	135	**5**	140
+15 mins.	4	81	85	4	9	13	**168**	4	**172**
+30 mins.	3	**87**	90	7	**18**	**25**	165	4	169
+45 mins.	**10**	84	**94**	**8**	16	24	125	4	129
Total Volume	21	330	351	23	55	78	593	17	610
% App. Total	6	94		29.5	70.5		97.2	2.8	
PHF	.525	.948	.934	.719	.764	.780	.882	.850	.887

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City of Moreno Valley
N/S: Perris Boulevard
E/W: Gentian Avenue
Weather: Sunny

File Name : MRVPEGEPM
Site Code : 00000037
Start Date : 5/16/2013
Page No : 1

Groups Printed- Total Volume

	Perris Boulevaerd Southbound			Gentian Avenue Westbound			Perris Boulevaerd Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	12	138	150	7	10	17	174	14	188	355
04:15 PM	10	145	155	8	6	14	139	10	149	318
04:30 PM	10	142	152	10	13	23	175	13	188	363
04:45 PM	15	121	136	6	8	14	142	8	150	300
Total	47	546	593	31	37	68	630	45	675	1336
05:00 PM	10	135	145	10	4	14	143	10	153	312
05:15 PM	3	148	151	8	6	14	135	8	143	308
05:30 PM	9	145	154	8	6	14	148	4	152	320
05:45 PM	12	150	162	6	5	11	142	13	155	328
Total	34	578	612	32	21	53	568	35	603	1268
Grand Total	81	1124	1205	63	58	121	1198	80	1278	2604
Apprch %	6.7	93.3		52.1	47.9		93.7	6.3		
Total %	3.1	43.2	46.3	2.4	2.2	4.6	46	3.1	49.1	

	Perris Boulevaerd Southbound			Gentian Avenue Westbound			Perris Boulevaerd Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	12	138	150	7	10	17	174	**14**	**188**	355
04:15 PM	10	**145**	**155**	8	6	14	139	10	149	318
04:30 PM	10	142	152	**10**	**13**	**23**	**175**	13	188	**363**
04:45 PM	**15**	121	136	6	8	14	142	8	150	300
Total Volume	47	546	593	31	37	68	630	45	675	1336
% App. Total	7.9	92.1		45.6	54.4		93.3	6.7		
PHF	.783	.941	.956	.775	.712	.739	.900	.804	.898	.920

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City of Moreno Valley
N/S: Perris Boulevard
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Weather: Sunny

File Name : MRVPEGEPM
Site Code : 00000037
Start Date : 5/16/2013
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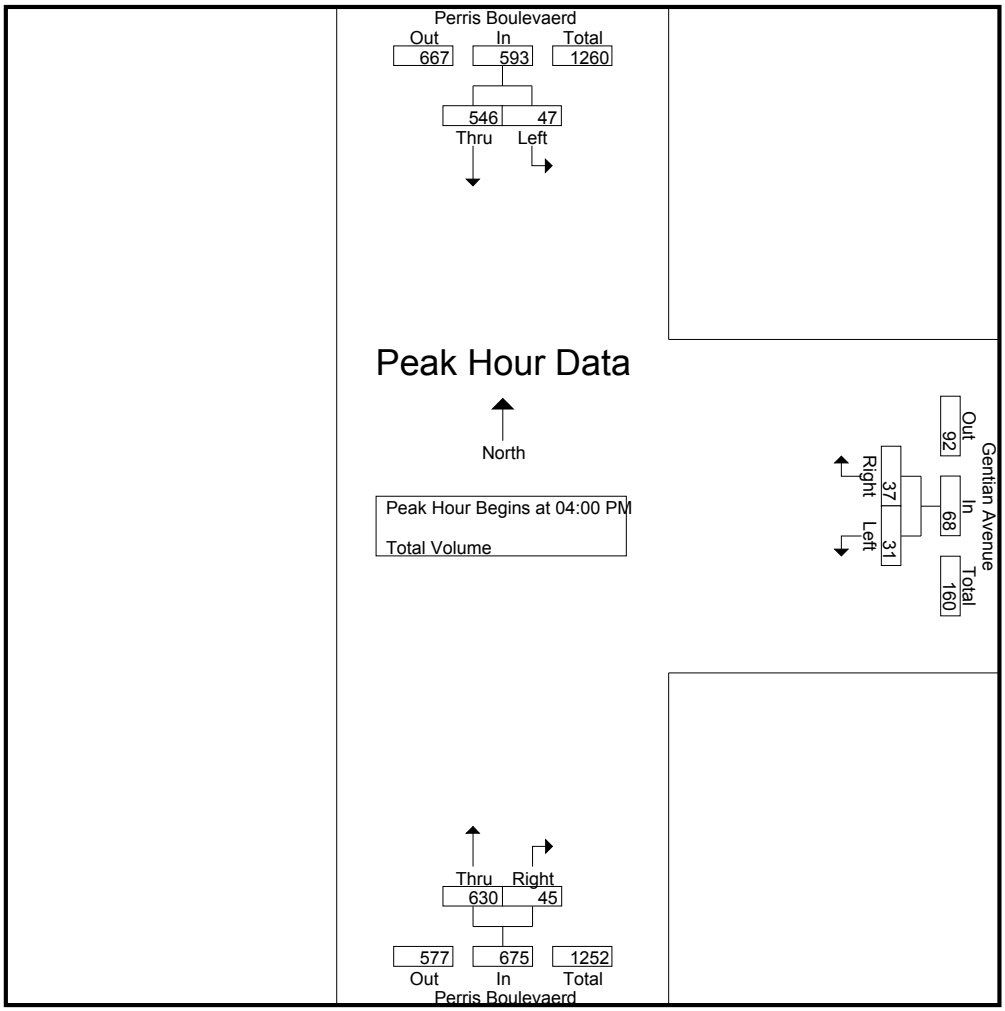

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM			04:00 PM			04:00 PM		
+0 mins.	10	135	145	7	10	17	174	**14**	**188**
+15 mins.	3	148	151	8	6	14	139	10	149
+30 mins.	9	145	154	**10**	**13**	**23**	**175**	13	188
+45 mins.	**12**	**150**	**162**	6	8	14	142	8	150
Total Volume	34	578	612	31	37	68	630	45	675
% App. Total	5.6	94.4		45.6	54.4		93.3	6.7	
PHF	.708	.963	.944	.775	.712	.739	.900	.804	.898

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City of Moreno Valley
N/S: Perris Boulevard
E/W: Gentian Avenue
Weather: Sunny

File Name : MRVPEGESAT
Site Code : 00000066
Start Date : 5/18/2013
Page No : 1

Groups Printed- Total Volume

	Perris Boulevard Southbound			Gentian Avenue Westbound			Perris Boulevard Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
12:00 PM	2	140	142	6	6	12	156	8	164	318
12:15 PM	5	138	143	5	6	11	157	7	164	318
12:30 PM	3	138	141	7	11	18	158	9	167	326
12:45 PM	7	132	139	12	10	22	155	12	167	328
Total	17	548	565	30	33	63	626	36	662	1290
01:00 PM	5	152	157	8	8	16	157	5	162	335
01:15 PM	4	164	168	10	9	19	161	7	168	355
01:30 PM	6	135	141	7	13	20	214	14	228	389
01:45 PM	2	129	131	4	10	14	158	5	163	308
Total	17	580	597	29	40	69	690	31	721	1387
02:00 PM	9	138	147	13	9	22	163	10	173	342
02:15 PM	6	127	133	2	16	18	143	5	148	299
02:30 PM	6	130	136	8	7	15	141	9	150	301
02:45 PM	5	131	136	6	8	14	136	8	144	294
Total	26	526	552	29	40	69	583	32	615	1236
Grand Total	60	1654	1714	88	113	201	1899	99	1998	3913
Apprch %	3.5	96.5		43.8	56.2		95	5		
Total %	1.5	42.3	43.8	2.2	2.9	5.1	48.5	2.5	51.1	

	Perris Boulevard Southbound			Gentian Avenue Westbound			Perris Boulevard Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 12:45 PM										
12:45 PM	**7**	132	139	**12**	10	**22**	155	12	167	328
01:00 PM	5	152	157	8	8	16	157	5	162	335
01:15 PM	4	**164**	**168**	10	9	19	161	7	168	355
01:30 PM	6	135	141	7	**13**	20	**214**	**14**	**228**	**389**
Total Volume	22	583	605	37	40	77	687	38	725	1407
% App. Total	3.6	96.4		48.1	51.9		94.8	5.2		
PHF	.786	.889	.900	.771	.769	.875	.803	.679	.795	.904

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File Name : MRVPEGESAT
Site Code : 00000066
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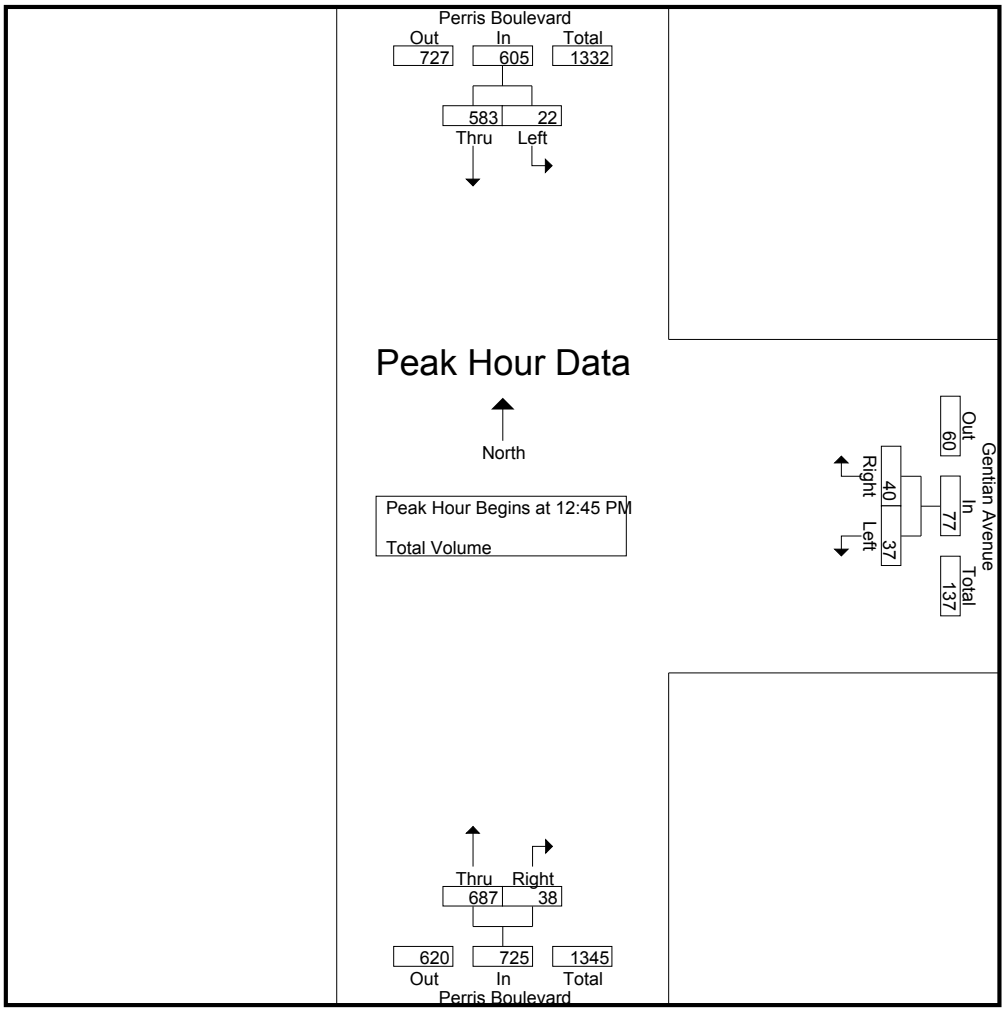

Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	12:30 PM			12:45 PM			01:15 PM		
+0 mins.	3	138	141	**12**	10	**22**	161	7	168
+15 mins.	**7**	132	139	8	8	16	**214**	**14**	**228**
+30 mins.	5	152	157	10	9	19	158	5	163
+45 mins.	4	**164**	**168**	7	**13**	20	163	10	173
Total Volume	19	586	605	37	40	77	696	36	732
% App. Total	3.1	96.9		48.1	51.9		95.1	4.9	
PHF	.679	.893	.900	.771	.769	.875	.813	.643	.803

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City of Moreno Valley
N/S: Perris Boulevard
E/W: Santiago Drive
Weather: Sunny

File Name : MRVPESAAM
Site Code : 00000155
Start Date : 5/16/2013
Page No : 1

Groups Printed- Total Volume

	Perris Boulevard Southbound				Santiago Drive Westbound				Perris Boulevard Northbound				Santiago Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	8	66	0	74	8	0	20	28	0	99	7	106	0	0	0	0	208
07:15 AM	5	83	1	89	16	1	23	40	0	127	8	135	1	1	1	3	267
07:30 AM	7	97	0	104	10	2	29	41	0	141	4	145	0	0	1	1	291
07:45 AM	5	93	1	99	11	1	24	36	0	139	12	151	1	1	2	4	290
Total	25	339	2	366	45	4	96	145	0	506	31	537	2	2	4	8	1056
08:00 AM	3	80	2	85	3	0	15	18	1	106	12	119	0	0	2	2	224
08:15 AM	5	84	0	89	1	0	16	17	0	123	1	124	1	0	0	1	231
08:30 AM	3	87	0	90	4	0	16	20	0	103	9	112	0	1	0	1	223
08:45 AM	5	90	0	95	5	0	11	16	0	118	5	123	0	0	0	0	234
Total	16	341	2	359	13	0	58	71	1	450	27	478	1	1	2	4	912
Grand Total	41	680	4	725	58	4	154	216	1	956	58	1015	3	3	6	12	1968
Apprch %	5.7	93.8	0.6		26.9	1.9	71.3		0.1	94.2	5.7		25	25	50		
Total %	2.1	34.6	0.2	36.8	2.9	0.2	7.8	11	0.1	48.6	2.9	51.6	0.2	0.2	0.3	0.6	

	Perris Boulevard Southbound				Santiago Drive Westbound				Perris Boulevard Northbound				Santiago Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	5	83	1	89	**16**	1	23	40	0	127	8	135	**1**	**1**	1	3	267
07:30 AM	**7**	**97**	0	**104**	10	**2**	**29**	**41**	0	**141**	4	145	0	0	1	1	**291**
07:45 AM	5	93	1	99	11	1	24	36	0	139	**12**	**151**	1	1	**2**	**4**	290
08:00 AM	3	80	**2**	85	3	0	15	18	**1**	106	12	119	0	0	2	2	224
Total Volume	20	353	4	377	40	4	91	135	1	513	36	550	2	2	6	10	1072
% App. Total	5.3	93.6	1.1		29.6	3	67.4		0.2	93.3	6.5		20	20	60		
PHF	.714	.910	.500	.906	.625	.500	.784	.823	.250	.910	.750	.911	.500	.500	.750	.625	.921

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City of Moreno Valley
N/S: Perris Boulevard
E/W: Santiago Drive
Weather: Sunny

File Name : MRVPESAAM
Site Code : 00000155
Start Date : 5/16/2013
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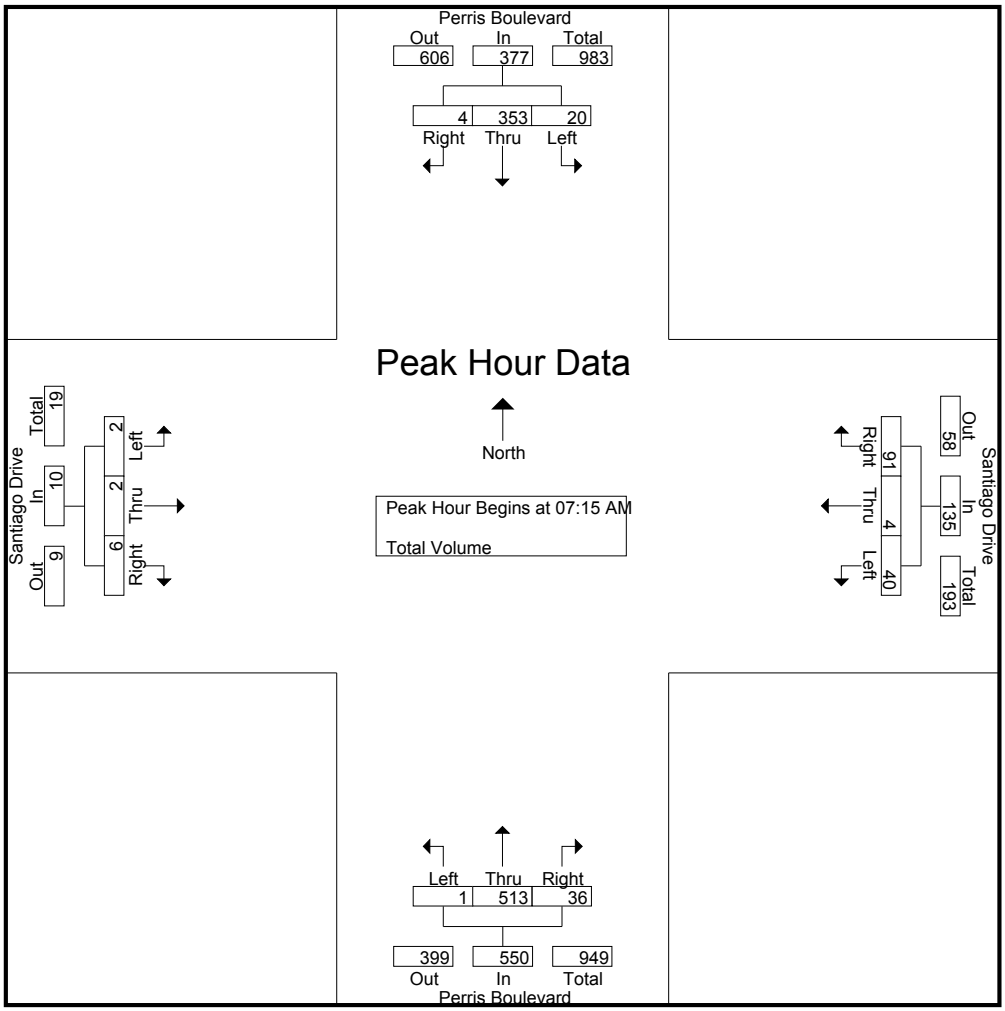

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				07:15 AM				07:15 AM			
+0 mins.	5	83	1	89	8	0	20	28	0	127	8	135	**1**	**1**	1	3
+15 mins.	**7**	**97**	0	**104**	**16**	1	23	40	0	**141**	4	145	0	0	1	1
+30 mins.	5	93	1	99	10	**2**	**29**	**41**	0	139	**12**	**151**	1	1	**2**	**4**
+45 mins.	3	80	**2**	85	11	1	24	36	**1**	106	12	119	0	0	2	2
Total Volume	20	353	4	377	45	4	96	145	1	513	36	550	2	2	6	10
% App. Total	5.3	93.6	1.1		31	2.8	66.2		0.2	93.3	6.5		20	20	60	
PHF	.714	.910	.500	.906	.703	.500	.828	.884	.250	.910	.750	.911	.500	.500	.750	.625

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City of Moreno Valley
N/S: Perris Boulevard
E/W: Santiago Drive
Weather: Sunny

File Name : MRVPESAPM
Site Code : 00000155
Start Date : 5/16/2013
Page No : 1

Groups Printed- Total Volume

	Perris Boulevard Southbound				Santiago Drive Westbound				Perris Boulevard Northbound				Santiago Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	17	146	0	163	8	0	15	23	0	137	8	145	0	0	0	0	331
04:15 PM	38	143	1	182	3	0	15	18	0	168	13	181	0	0	0	0	381
04:30 PM	20	128	0	148	3	0	18	21	0	133	10	143	0	0	0	0	312
04:45 PM	19	114	1	134	2	0	18	20	0	135	6	141	0	0	0	0	295
Total	94	531	2	627	16	0	66	82	0	573	37	610	0	0	0	0	1319
05:00 PM	16	142	0	158	11	0	12	23	0	128	10	138	0	1	0	1	320
05:15 PM	18	152	0	170	6	2	17	25	0	149	8	157	0	0	0	0	352
05:30 PM	14	147	0	161	8	1	17	26	1	155	11	167	0	0	0	0	354
05:45 PM	20	150	0	170	5	0	15	20	0	137	9	146	0	0	0	0	336
Total	68	591	0	659	30	3	61	94	1	569	38	608	0	1	0	1	1362
Grand Total	162	1122	2	1286	46	3	127	176	1	1142	75	1218	0	1	0	1	2681
Apprch %	12.6	87.2	0.2		26.1	1.7	72.2		0.1	93.8	6.2		0	100	0		
Total %	6	41.9	0.1	48	1.7	0.1	4.7	6.6	0	42.6	2.8	45.4	0	0	0	0	

	Perris Boulevard Southbound				Santiago Drive Westbound				Perris Boulevard Northbound				Santiago Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	16	142	0	158	**11**	0	12	23	0	128	10	138	0	**1**	0	**1**	320
05:15 PM	18	**152**	0	**170**	6	**2**	**17**	25	0	149	8	157	0	0	0	0	352
05:30 PM	14	147	0	161	8	1	17	**26**	**1**	**155**	**11**	**167**	0	0	0	0	**354**
05:45 PM	**20**	150	0	170	5	0	15	20	0	137	9	146	0	0	0	0	336
Total Volume	68	591	0	659	30	3	61	94	1	569	38	608	0	1	0	1	1362
% App. Total	10.3	89.7	0		31.9	3.2	64.9		0.2	93.6	6.2		0	100	0		
PHF	.850	.972	.000	.969	.682	.375	.897	.904	.250	.918	.864	.910	.000	.250	.000	.250	.962

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City of Moreno Valley
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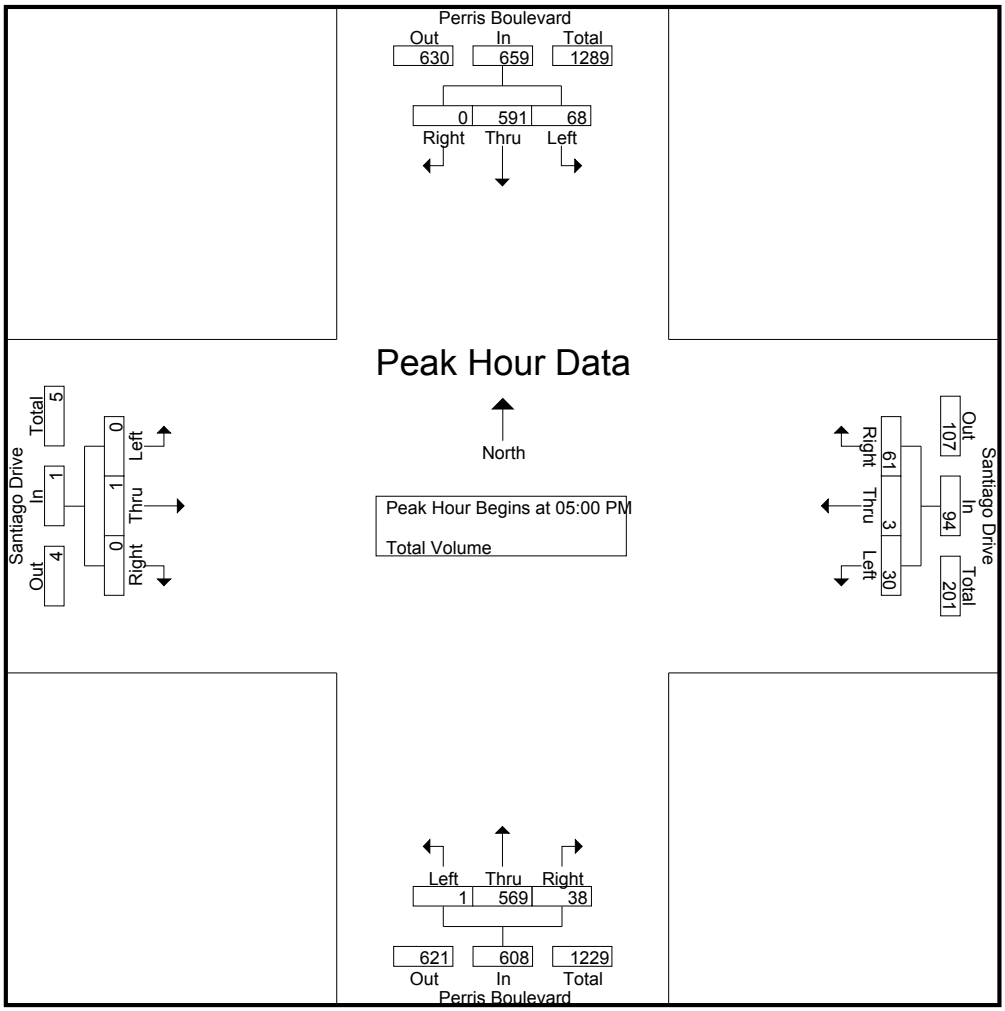
Weather: Sunny

File Name : MRVPESAPM
Site Code : 00000155
Start Date : 5/16/2013
Page No : 2



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

Peak Hour for Each Approach Begins at:

	05:00 PM				04:45 PM				04:00 PM				04:15 PM			
+0 mins.	16	142	0	158	2	0	**18**	20	0	137	8	145	0	0	0	0
+15 mins.	18	**152**	0	**170**	**11**	0	12	23	0	**168**	**13**	**181**	0	0	0	0
+30 mins.	14	147	0	161	6	**2**	17	25	0	133	10	143	0	0	0	0
+45 mins.	**20**	150	0	170	8	1	17	**26**	0	135	6	141	0	**1**	0	**1**
Total Volume	68	591	0	659	27	3	64	94	0	573	37	610	0	1	0	1
% App. Total	10.3	89.7	0		28.7	3.2	68.1		0	93.9	6.1		0	100	0	
PHF	.850	.972	.000	.969	.614	.375	.889	.904	.000	.853	.712	.843	.000	.250	.000	.250

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City of Moreno Valley
N/S: Perris Boulevard
E/W: Santiago Drive
Weather: Sunny

File Name : MRVPESASAT
Site Code : 00000155
Start Date : 5/18/2013
Page No : 1

Groups Printed- Total Volume

	Perris Boulevard Southbound				Santiago Drive Westbound				Perris Boulevard Northbound				Santiago Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	13	84	0	97	3	0	14	17	0	128	5	133	0	0	0	0	247
12:15 PM	11	127	0	138	1	0	13	14	0	156	6	162	0	0	0	0	314
12:30 PM	14	135	0	149	8	0	17	25	0	158	4	162	0	0	0	0	336
12:45 PM	15	122	0	137	3	0	12	15	0	151	8	159	0	0	0	0	311
Total	53	468	0	521	15	0	56	71	0	593	23	616	0	0	0	0	1208
01:00 PM	17	122	0	139	6	0	14	20	0	149	11	160	0	0	0	0	319
01:15 PM	12	144	0	156	3	0	14	17	0	140	11	151	0	0	0	0	324
01:30 PM	6	169	1	176	2	0	5	7	0	168	7	175	0	0	1	1	359
01:45 PM	10	136	0	146	6	0	12	18	0	205	9	214	0	0	0	0	378
Total	45	571	1	617	17	0	45	62	0	662	38	700	0	0	1	1	1380
02:00 PM	13	115	0	128	9	0	11	20	0	151	10	161	0	0	1	1	310
02:15 PM	21	130	0	151	5	0	17	22	0	158	14	172	0	0	0	0	345
02:30 PM	12	116	0	128	5	0	8	13	0	134	7	141	0	1	1	2	284
02:45 PM	11	122	0	133	5	0	13	18	1	143	10	154	0	0	0	0	305
Total	57	483	0	540	24	0	49	73	1	586	41	628	0	1	2	3	1244
Grand Total	155	1522	1	1678	56	0	150	206	1	1841	102	1944	0	1	3	4	3832
Apprch %	9.2	90.7	0.1		27.2	0	72.8		0.1	94.7	5.2		0	25	75		
Total %	4	39.7	0	43.8	1.5	0	3.9	5.4	0	48	2.7	50.7	0	0	0.1	0.1	

	Perris Boulevard Southbound				Santiago Drive Westbound				Perris Boulevard Northbound				Santiago Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:30 PM																	
01:30 PM	6	**169**	**1**	**176**	2	0	5	7	0	168	7	175	0	0	**1**	**1**	359
01:45 PM	10	136	0	146	6	0	12	18	0	**205**	9	**214**	0	0	0	0	**378**
02:00 PM	13	115	0	128	**9**	0	11	20	0	151	10	161	0	0	1	1	310
02:15 PM	**21**	130	0	151	5	0	**17**	**22**	0	158	**14**	172	0	0	0	0	345
Total Volume	50	550	1	601	22	0	45	67	0	682	40	722	0	0	2	2	1392
% App. Total	8.3	91.5	0.2		32.8	0	67.2		0	94.5	5.5		0	0	100		
PHF	.595	.814	.250	.854	.611	.000	.662	.761	.000	.832	.714	.843	.000	.000	.500	.500	.921

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City of Moreno Valley
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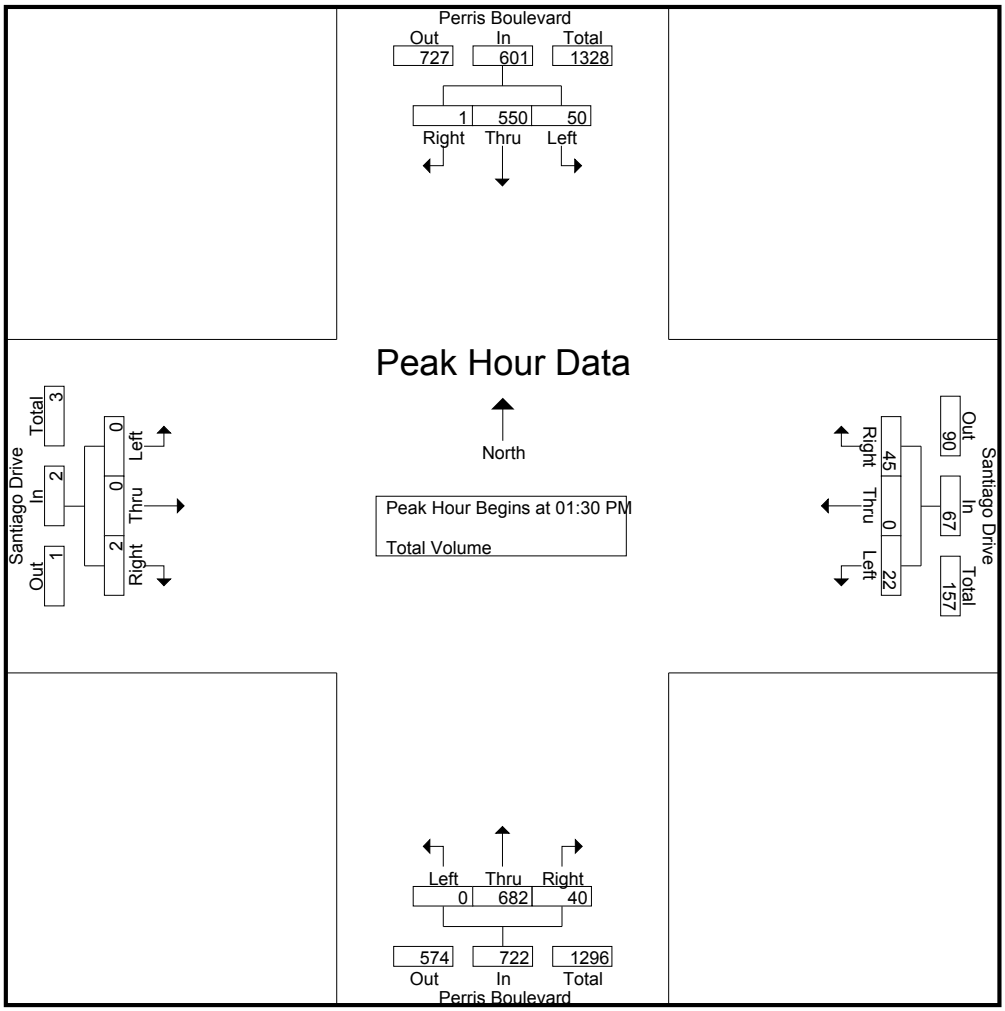
Weather: Sunny

File Name : MRVPESASAT
Site Code : 00000155
Start Date : 5/18/2013
Page No : 2



Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	01:00 PM				12:30 PM				01:30 PM				01:45 PM			
+0 mins.	**17**	122	0	139	**8**	0	**17**	**25**	0	168	7	175	0	0	0	0
+15 mins.	12	144	0	156	3	0	12	15	0	**205**	9	**214**	0	0	**1**	1
+30 mins.	6	**169**	**1**	**176**	6	0	14	20	0	151	10	161	0	0	0	0
+45 mins.	10	136	0	146	3	0	14	17	0	158	**14**	172	0	**1**	1	**2**
Total Volume	45	571	1	617	20	0	57	77	0	682	40	722	0	1	2	3
% App. Total	7.3	92.5	0.2		26	0	74		0	94.5	5.5		0	33.3	66.7	
PHF	.662	.845	.250	.876	.625	.000	.838	.770	.000	.832	.714	.843	.000	.250	.500	.375

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City of Moreno Valley
N/S: Perris Boulevard
E/W: Iris Avenue
Weather: Sunny

File Name : MRVPEIRAM
Site Code : 00000006
Start Date : 5/14/2013
Page No : 1

Groups Printed- Total Volume

	Perris Boulevard Southbound				Iris Avenue Westbound				Perris Boulevard Northbound				Iris Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	15	62	7	84	49	88	17	154	42	93	21	156	1	62	22	85	479
07:15 AM	26	47	15	88	40	126	30	196	43	89	44	176	14	67	19	100	560
07:30 AM	32	79	12	123	56	149	19	224	48	120	61	229	11	97	18	126	702
07:45 AM	40	61	14	115	42	143	40	225	80	96	63	239	12	104	22	138	717
Total	113	249	48	410	187	506	106	799	213	398	189	800	38	330	81	449	2458
08:00 AM	35	50	4	89	33	93	24	150	31	79	44	154	7	70	22	99	492
08:15 AM	37	50	1	88	27	57	15	99	41	84	30	155	4	35	11	50	392
08:30 AM	27	57	3	87	29	66	26	121	38	67	28	133	3	28	10	41	382
08:45 AM	24	62	6	92	17	75	14	106	30	79	25	134	1	50	7	58	390
Total	123	219	14	356	106	291	79	476	140	309	127	576	15	183	50	248	1656
Grand Total	236	468	62	766	293	797	185	1275	353	707	316	1376	53	513	131	697	4114
Apprch %	30.8	61.1	8.1		23	62.5	14.5		25.7	51.4	23		7.6	73.6	18.8		
Total %	5.7	11.4	1.5	18.6	7.1	19.4	4.5	31	8.6	17.2	7.7	33.4	1.3	12.5	3.2	16.9	

	Perris Boulevard Southbound				Iris Avenue Westbound				Perris Boulevard Northbound				Iris Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	26	47	**15**	88	40	126	30	196	43	89	44	176	**14**	67	19	100	560
07:30 AM	32	**79**	12	**123**	**56**	**149**	19	224	48	**120**	61	229	11	97	18	126	702
07:45 AM	**40**	61	14	115	42	143	**40**	**225**	**80**	96	**63**	**239**	12	**104**	**22**	**138**	**717**
08:00 AM	35	50	4	89	33	93	24	150	31	79	44	154	7	70	22	99	492
Total Volume	133	237	45	415	171	511	113	795	202	384	212	798	44	338	81	463	2471
% App. Total	32	57.1	10.8		21.5	64.3	14.2		25.3	48.1	26.6		9.5	73	17.5		
PHF	.831	.750	.750	.843	.763	.857	.706	.883	.631	.800	.841	.835	.786	.813	.920	.839	.862

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City of Moreno Valley
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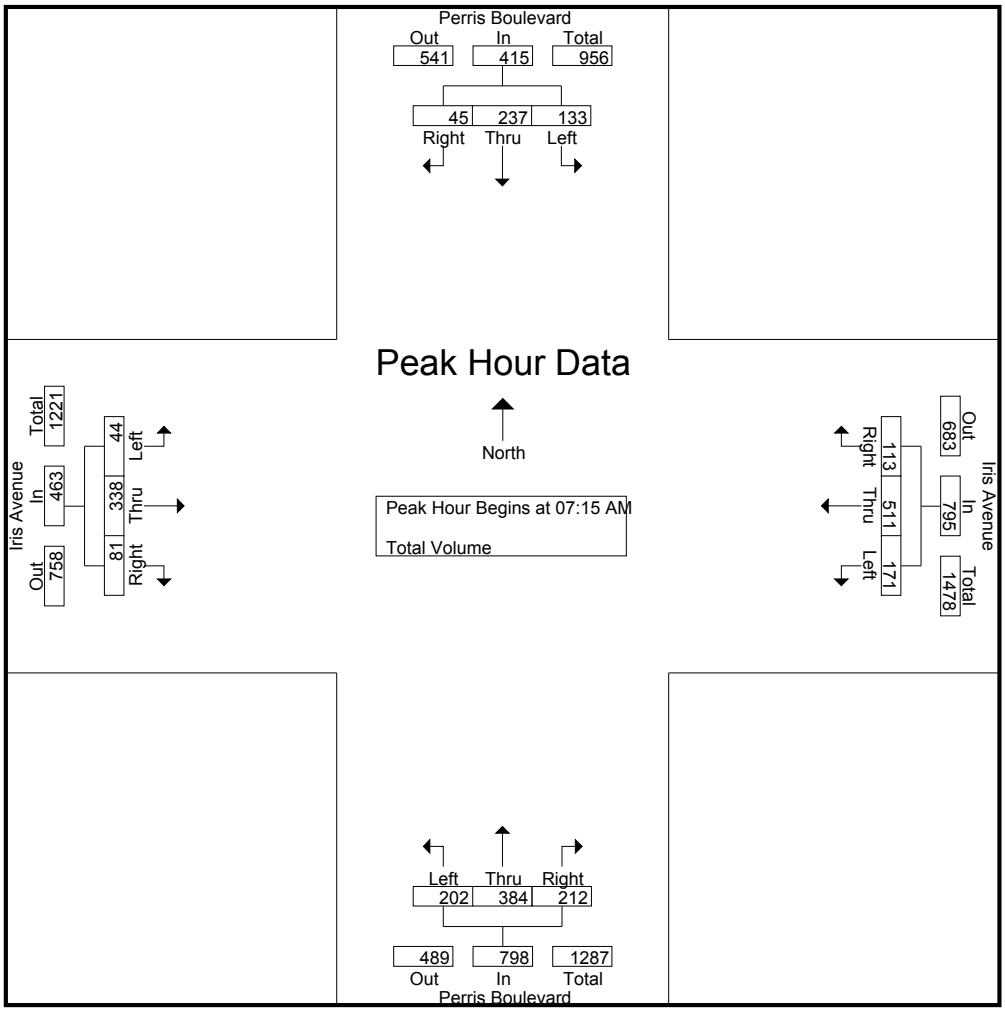
E/W: Iris Avenue
Weather: Sunny

File Name : MRVPEIRAM
Site Code : 00000006
Start Date : 5/14/2013
Page No : 2



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

Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				07:00 AM				07:15 AM			
+0 mins.	26	47	**15**	88	49	88	17	154	42	93	21	156	**14**	67	19	100
+15 mins.	32	**79**	12	**123**	40	126	30	196	43	89	44	176	11	97	18	126
+30 mins.	**40**	61	14	115	**56**	**149**	19	224	48	**120**	61	229	12	**104**	**22**	**138**
+45 mins.	35	50	4	89	42	143	**40**	**225**	**80**	96	**63**	**239**	7	70	22	99
Total Volume	133	237	45	415	187	506	106	799	213	398	189	800	44	338	81	463
% App. Total	32	57.1	10.8		23.4	63.3	13.3		26.6	49.8	23.6		9.5	73	17.5	
PHF	.831	.750	.750	.843	.835	.849	.663	.888	.666	.829	.750	.837	.786	.813	.920	.839

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City of Moreno Valley
N/S: Perris Boulevard
E/W: Iris Avenue
Weather: Sunny

File Name : MRVPEIRPM
Site Code : 00000006
Start Date : 5/14/2013
Page No : 1

Groups Printed- Total Volume

	Perris Boulevard Southbound				Iris Avenue Westbound				Perris Boulevard Northbound				Iris Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	32	90	8	130	29	66	29	124	34	124	39	197	10	93	19	122	573
04:15 PM	32	83	1	116	36	59	28	123	46	113	58	217	5	86	35	126	582
04:30 PM	48	106	6	160	32	80	25	137	30	101	31	162	13	77	35	125	584
04:45 PM	42	100	1	143	29	68	24	121	26	104	39	169	5	85	28	118	551
Total	154	379	16	549	126	273	106	505	136	442	167	745	33	341	117	491	2290
05:00 PM	27	92	2	121	27	84	28	139	31	94	26	151	10	112	23	145	556
05:15 PM	38	96	2	136	37	71	27	135	37	131	41	209	5	103	26	134	614
05:30 PM	58	110	7	175	38	87	16	141	23	100	50	173	7	102	18	127	616
05:45 PM	49	99	6	154	28	74	19	121	34	106	36	176	7	94	34	135	586
Total	172	397	17	586	130	316	90	536	125	431	153	709	29	411	101	541	2372
Grand Total	326	776	33	1135	256	589	196	1041	261	873	320	1454	62	752	218	1032	4662
Apprch %	28.7	68.4	2.9		24.6	56.6	18.8		18	60	22		6	72.9	21.1		
Total %	7	16.6	0.7	24.3	5.5	12.6	4.2	22.3	5.6	18.7	6.9	31.2	1.3	16.1	4.7	22.1	

	Perris Boulevard Southbound				Iris Avenue Westbound				Perris Boulevard Northbound				Iris Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	27	92	2	121	27	84	**28**	139	31	94	26	151	**10**	**112**	23	**145**	556
05:15 PM	38	96	2	136	37	71	27	135	**37**	**131**	41	**209**	5	103	26	134	614
05:30 PM	**58**	**110**	**7**	**175**	**38**	**87**	16	**141**	23	100	**50**	173	7	102	18	127	**616**
05:45 PM	49	99	6	154	28	74	19	121	34	106	36	176	7	94	**34**	135	586
Total Volume	172	397	17	586	130	316	90	536	125	431	153	709	29	411	101	541	2372
% App. Total	29.4	67.7	2.9		24.3	59	16.8		17.6	60.8	21.6		5.4	76	18.7		
PHF	.741	.902	.607	.837	.855	.908	.804	.950	.845	.823	.765	.848	.725	.917	.743	.933	.963

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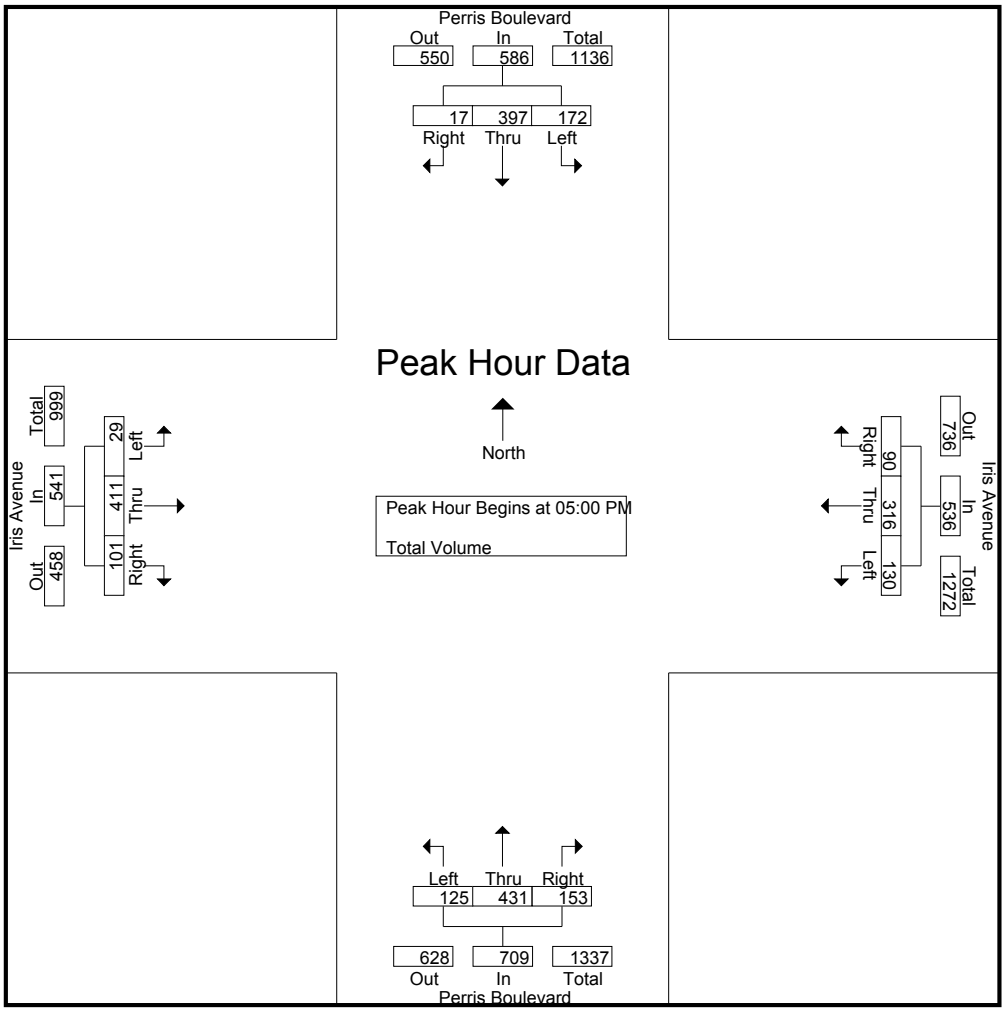
Weather: Sunny

File Name : MRVPEIRPM
Site Code : 00000006
Start Date : 5/14/2013
Page No : 2



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

Peak Hour for Each Approach Begins at:

	05:00 PM				04:45 PM				04:00 PM				05:00 PM			
+0 mins.	27	92	2	121	29	68	24	121	34	**124**	39	197	**10**	**112**	23	**145**
+15 mins.	38	96	2	136	27	84	**28**	139	**46**	113	**58**	**217**	5	103	26	134
+30 mins.	**58**	**110**	**7**	**175**	37	71	27	135	30	101	31	162	7	102	18	127
+45 mins.	49	99	6	154	**38**	**87**	16	**141**	26	104	39	169	7	94	**34**	135
Total Volume	172	397	17	586	131	310	95	536	136	442	167	745	29	411	101	541
% App. Total	29.4	67.7	2.9		24.4	57.8	17.7		18.3	59.3	22.4		5.4	76	18.7	
PHF	.741	.902	.607	.837	.862	.891	.848	.950	.739	.891	.720	.858	.725	.917	.743	.933

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City of Perris
N/S: Perris Boulevard
E/W: Iris Avenue
Weather: Sunny

File Name : MRVPEIRSAT
Site Code : 00000008
Start Date : 5/18/2013
Page No : 1

Groups Printed- Total Volume

	Perris Boulevard Southbound				Iris Avenue Westbound				Perris Boulevard Northbound				Iris Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	38	81	3	122	38	81	23	142	45	89	24	158	7	54	18	79	501
12:15 PM	32	100	3	135	30	74	22	126	58	117	21	196	10	37	19	66	523
12:30 PM	35	109	7	151	34	66	27	127	39	107	30	176	5	57	33	95	549
12:45 PM	52	92	10	154	30	92	30	152	35	102	35	172	15	51	21	87	565
Total	157	382	23	562	132	313	102	547	177	415	110	702	37	199	91	327	2138
01:00 PM	50	97	5	152	38	92	26	156	48	100	36	184	8	68	29	105	597
01:15 PM	52	97	8	157	28	82	26	136	38	98	27	163	6	50	23	79	535
01:30 PM	56	130	4	190	29	93	24	146	45	139	38	222	7	56	24	87	645
01:45 PM	48	98	6	152	31	71	27	129	40	158	31	229	7	53	23	83	593
Total	206	422	23	651	126	338	103	567	171	495	132	798	28	227	99	354	2370
02:00 PM	47	101	1	149	36	83	17	136	44	103	33	180	11	49	26	86	551
02:15 PM	55	96	2	153	26	92	35	153	42	94	28	164	7	73	24	104	574
02:30 PM	53	94	2	149	42	56	24	122	35	98	36	169	8	54	19	81	521
02:45 PM	58	96	2	156	27	63	24	114	39	112	30	181	7	61	30	98	549
Total	213	387	7	607	131	294	100	525	160	407	127	694	33	237	99	369	2195
Grand Total	576	1191	53	1820	389	945	305	1639	508	1317	369	2194	98	663	289	1050	6703
Apprch %	31.6	65.4	2.9		23.7	57.7	18.6		23.2	60	16.8		9.3	63.1	27.5		
Total %	8.6	17.8	0.8	27.2	5.8	14.1	4.6	24.5	7.6	19.6	5.5	32.7	1.5	9.9	4.3	15.7	

	Perris Boulevard Southbound				Iris Avenue Westbound				Perris Boulevard Northbound				Iris Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	50	97	5	152	**38**	92	26	**156**	**48**	100	36	184	**8**	**68**	**29**	**105**	597
01:15 PM	52	97	**8**	157	28	82	26	136	38	98	27	163	6	50	23	79	535
01:30 PM	**56**	**130**	4	**190**	29	**93**	24	146	45	139	**38**	222	7	56	24	87	**645**
01:45 PM	48	98	6	152	31	71	**27**	129	40	**158**	31	**229**	7	53	23	83	593
Total Volume	206	422	23	651	126	338	103	567	171	495	132	798	28	227	99	354	2370
% App. Total	31.6	64.8	3.5		22.2	59.6	18.2		21.4	62	16.5		7.9	64.1	28		
PHF	.920	.812	.719	.857	.829	.909	.954	.909	.891	.783	.868	.871	.875	.835	.853	.843	.919

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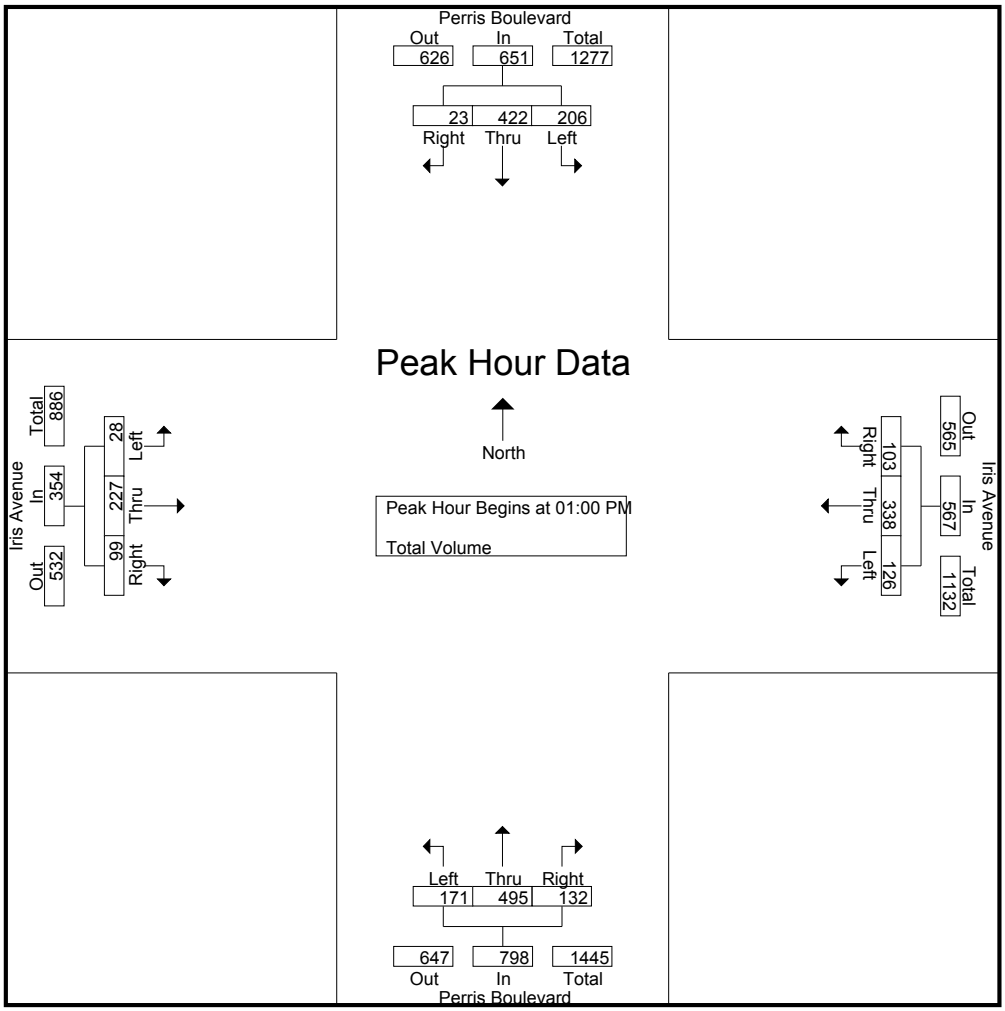
File Name : MRVPEIRSAT
Site Code : 00000008
Start Date : 5/18/2013
Page No : 2



Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	12:45 PM				12:45 PM				01:00 PM				02:00 PM			
+0 mins.	52	92	**10**	154	30	92	**30**	152	**48**	100	36	184	**11**	49	26	86
+15 mins.	50	97	5	152	**38**	92	26	**156**	38	98	27	163	7	**73**	24	**104**
+30 mins.	52	97	8	157	28	82	26	136	45	139	**38**	222	8	54	19	81
+45 mins.	**56**	**130**	4	**190**	29	**93**	24	146	40	**158**	31	**229**	7	61	**30**	98
Total Volume	210	416	27	653	125	359	106	590	171	495	132	798	33	237	99	369
% App. Total	32.2	63.7	4.1		21.2	60.8	18		21.4	62	16.5		8.9	64.2	26.8	
PHF	.938	.800	.675	.859	.822	.965	.883	.946	.891	.783	.868	.871	.750	.812	.825	.887

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City of Moreno Valley
N/S: Perris Boulevard
E/W: Krameria Street
Weather: Sunny

File Name : MRVPEKRAM
Site Code : 00000155
Start Date : 5/16/2013
Page No : 1

Groups Printed- Total Volume

	Perris Boulevard Southbound				Krameria Street Westbound				Perris Boulevard Northbound				Krameria Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	11	96	2	109	57	42	30	129	7	122	58	187	9	24	13	46	471
07:15 AM	27	103	1	131	51	36	26	113	14	154	53	221	6	47	13	66	531
07:30 AM	15	98	4	117	49	51	42	142	17	159	54	230	4	38	6	48	537
07:45 AM	15	88	0	103	36	48	53	137	12	150	42	204	5	37	11	53	497
Total	68	385	7	460	193	177	151	521	50	585	207	842	24	146	43	213	2036
08:00 AM	11	74	3	88	29	32	33	94	6	109	31	146	5	21	18	44	372
08:15 AM	12	72	0	84	25	27	24	76	1	102	16	119	6	24	5	35	314
08:30 AM	12	67	3	82	25	25	20	70	4	84	16	104	2	11	4	17	273
08:45 AM	9	69	5	83	30	21	26	77	5	90	17	112	6	16	4	26	298
Total	44	282	11	337	109	105	103	317	16	385	80	481	19	72	31	122	1257
Grand Total	112	667	18	797	302	282	254	838	66	970	287	1323	43	218	74	335	3293
Apprch %	14.1	83.7	2.3		36	33.7	30.3		5	73.3	21.7		12.8	65.1	22.1		
Total %	3.4	20.3	0.5	24.2	9.2	8.6	7.7	25.4	2	29.5	8.7	40.2	1.3	6.6	2.2	10.2	

	Perris Boulevard Southbound				Krameria Street Westbound				Perris Boulevard Northbound				Krameria Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	11	96	2	109	**57**	42	30	129	7	122	**58**	187	**9**	24	**13**	46	471
07:15 AM	**27**	**103**	1	**131**	51	36	26	113	14	154	53	221	6	**47**	13	**66**	531
07:30 AM	15	98	**4**	117	49	**51**	42	**142**	**17**	**159**	54	**230**	4	38	6	48	**537**
07:45 AM	15	88	0	103	36	48	**53**	137	12	150	42	204	5	37	11	53	497
Total Volume	68	385	7	460	193	177	151	521	50	585	207	842	24	146	43	213	2036
% App. Total	14.8	83.7	1.5		37	34	29		5.9	69.5	24.6		11.3	68.5	20.2		
PHF	.630	.934	.438	.878	.846	.868	.712	.917	.735	.920	.892	.915	.667	.777	.827	.807	.948

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File Name : MRVPEKRAM
Site Code : 00000155
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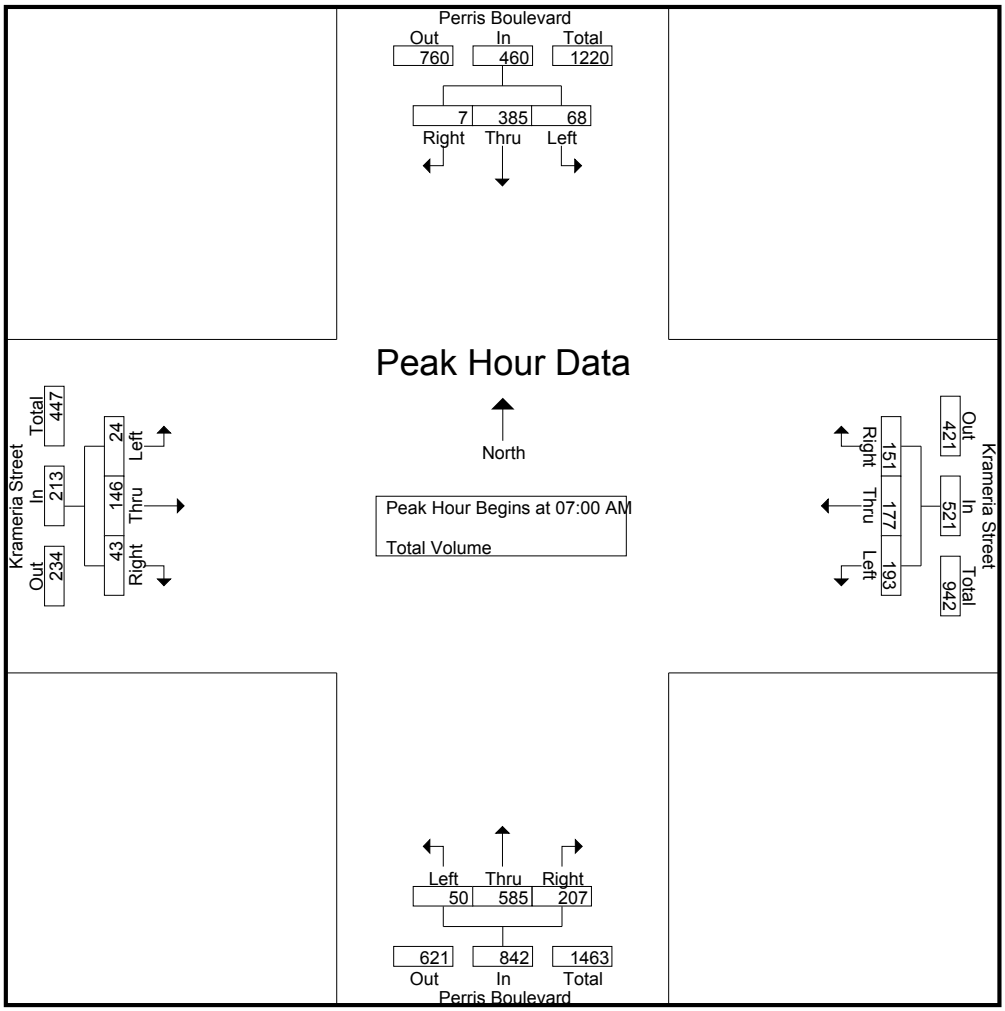

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	11	96	2	109	**57**	42	30	129	7	122	**58**	187	**9**	24	**13**	46
+15 mins.	**27**	**103**	1	**131**	51	36	26	113	14	154	53	221	6	**47**	13	**66**
+30 mins.	15	98	**4**	117	49	**51**	42	**142**	**17**	**159**	54	**230**	4	38	6	48
+45 mins.	15	88	0	103	36	48	**53**	137	12	150	42	204	5	37	11	53
Total Volume	68	385	7	460	193	177	151	521	50	585	207	842	24	146	43	213
% App. Total	14.8	83.7	1.5		37	34	29		5.9	69.5	24.6		11.3	68.5	20.2	
PHF	.630	.934	.438	.878	.846	.868	.712	.917	.735	.920	.892	.915	.667	.777	.827	.807

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City of Moreno Valley
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Weather: Sunny

File Name : MRVPEKRPM
Site Code : 00000155
Start Date : 5/16/2013
Page No : 1

Groups Printed- Total Volume

	Perris Boulevard Southbound				Krameria Street Westbound				Perris Boulevard Northbound				Krameria Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	18	122	8	148	37	20	23	80	8	148	21	177	7	19	9	35	440
04:15 PM	27	124	3	154	27	13	24	64	1	123	26	150	4	18	9	31	399
04:30 PM	23	102	8	133	35	14	17	66	9	136	38	183	9	18	10	37	419
04:45 PM	23	89	2	114	26	16	17	59	8	157	38	203	4	23	7	34	410
Total	91	437	21	549	125	63	81	269	26	564	123	713	24	78	35	137	1668
05:00 PM	17	107	6	130	37	14	29	80	6	124	28	158	7	27	5	39	407
05:15 PM	26	116	5	147	23	18	22	63	4	138	41	183	7	32	8	47	440
05:30 PM	28	131	4	163	35	21	24	80	5	130	30	165	9	35	2	46	454
05:45 PM	26	103	4	133	25	15	26	66	2	110	32	144	8	28	10	46	389
Total	97	457	19	573	120	68	101	289	17	502	131	650	31	122	25	178	1690
Grand Total	188	894	40	1122	245	131	182	558	43	1066	254	1363	55	200	60	315	3358
Apprch %	16.8	79.7	3.6		43.9	23.5	32.6		3.2	78.2	18.6		17.5	63.5	19		
Total %	5.6	26.6	1.2	33.4	7.3	3.9	5.4	16.6	1.3	31.7	7.6	40.6	1.6	6	1.8	9.4	

	Perris Boulevard Southbound				Krameria Street Westbound				Perris Boulevard Northbound				Krameria Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	23	89	2	114	26	16	17	59	**8**	**157**	38	**203**	4	23	7	34	410
05:00 PM	17	107	**6**	130	**37**	14	**29**	**80**	6	124	28	158	7	27	5	39	407
05:15 PM	26	116	5	147	23	18	22	63	4	138	**41**	183	7	32	**8**	**47**	440
05:30 PM	**28**	**131**	4	**163**	35	**21**	24	80	5	130	30	165	**9**	**35**	2	46	**454**
Total Volume	94	443	17	554	121	69	92	282	23	549	137	709	27	117	22	166	1711
% App. Total	17	80	3.1		42.9	24.5	32.6		3.2	77.4	19.3		16.3	70.5	13.3		
PHF	.839	.845	.708	.850	.818	.821	.793	.881	.719	.874	.835	.873	.750	.836	.688	.883	.942

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File Name : MRVPEKRPM
Site Code : 00000155
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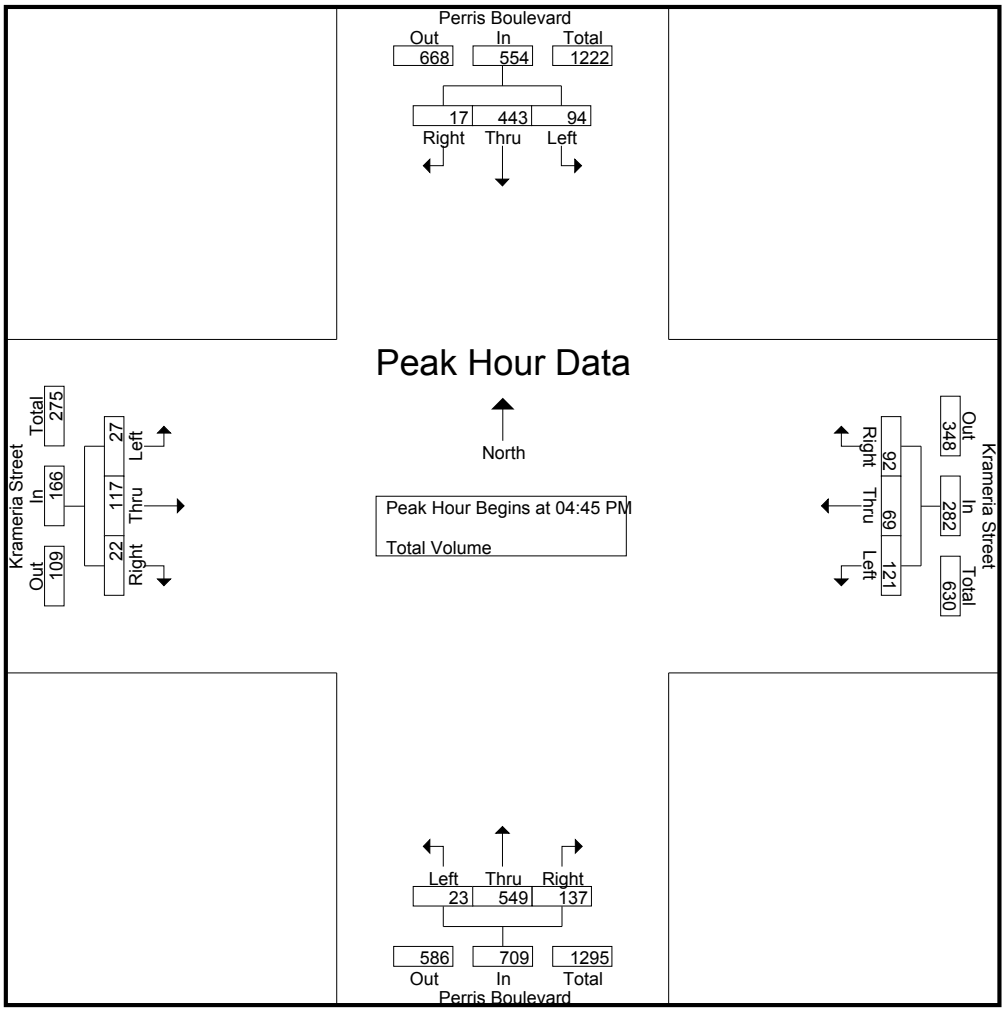

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				04:30 PM				05:00 PM			
+0 mins.	17	107	**6**	130	**37**	14	**29**	**80**	**9**	136	38	183	7	27	5	39
+15 mins.	26	116	5	147	23	18	22	63	8	**157**	38	**203**	7	32	8	**47**
+30 mins.	**28**	**131**	4	**163**	35	**21**	24	80	6	124	28	158	**9**	**35**	2	46
+45 mins.	26	103	4	133	25	15	26	66	4	138	**41**	183	8	28	**10**	46
Total Volume	97	457	19	573	120	68	101	289	27	555	145	727	31	122	25	178
% App. Total	16.9	79.8	3.3		41.5	23.5	34.9		3.7	76.3	19.9		17.4	68.5	14	
PHF	.866	.872	.792	.879	.811	.810	.871	.903	.750	.884	.884	.895	.861	.871	.625	.947

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City of Moreno Valley
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Weather: Sunny

File Name : MRVPEKRSAT
Site Code : 00000155
Start Date : 5/18/2013
Page No : 1

Groups Printed- Total Volume

	Perris Boulevard Southbound				Krameria Avenue Westbound				Perris Boulevard Northbound				Krameria Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	23	83	6	112	27	13	13	53	7	97	17	121	5	13	10	28	314
12:15 PM	27	87	5	119	18	14	38	70	4	110	17	131	9	9	5	23	343
12:30 PM	27	93	2	122	20	21	27	68	8	127	19	154	7	6	12	25	369
12:45 PM	22	106	3	131	18	15	20	53	1	120	21	142	6	15	2	23	349
Total	99	369	16	484	83	63	98	244	20	454	74	548	27	43	29	99	1375
01:00 PM	30	102	5	137	17	19	27	63	5	102	17	124	4	12	8	24	348
01:15 PM	26	93	3	122	30	22	24	76	4	93	14	111	5	12	8	25	334
01:30 PM	22	139	3	164	26	17	35	78	5	138	15	158	9	18	7	34	434
01:45 PM	23	80	7	110	23	10	21	54	5	147	20	172	6	21	5	32	368
Total	101	414	18	533	96	68	107	271	19	480	66	565	24	63	28	115	1484
02:00 PM	22	110	5	137	17	13	24	54	3	115	13	131	4	15	6	25	347
02:15 PM	18	106	2	126	14	20	23	57	4	121	16	141	8	14	4	26	350
02:30 PM	25	100	6	131	14	13	18	45	7	122	16	145	3	8	4	15	336
02:45 PM	22	72	4	98	20	14	23	57	7	110	21	138	5	15	7	27	320
Total	87	388	17	492	65	60	88	213	21	468	66	555	20	52	21	93	1353
Grand Total	287	1171	51	1509	244	191	293	728	60	1402	206	1668	71	158	78	307	4212
Apprch %	19	77.6	3.4		33.5	26.2	40.2		3.6	84.1	12.4		23.1	51.5	25.4		
Total %	6.8	27.8	1.2	35.8	5.8	4.5	7	17.3	1.4	33.3	4.9	39.6	1.7	3.8	1.9	7.3	

	Perris Boulevard Southbound				Krameria Avenue Westbound				Perris Boulevard Northbound				Krameria Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:30 PM																	
01:30 PM	22	**139**	3	**164**	**26**	17	**35**	**78**	**5**	138	15	158	**9**	18	**7**	**34**	**434**
01:45 PM	**23**	80	**7**	110	23	10	21	54	5	**147**	**20**	**172**	6	**21**	5	32	368
02:00 PM	22	110	5	137	17	13	24	54	3	115	13	131	4	15	6	25	347
02:15 PM	18	106	2	126	14	**20**	23	57	4	121	16	141	8	14	4	26	350
Total Volume	85	435	17	537	80	60	103	243	17	521	64	602	27	68	22	117	1499
% App. Total	15.8	81	3.2		32.9	24.7	42.4		2.8	86.5	10.6		23.1	58.1	18.8		
PHF	.924	.782	.607	.819	.769	.750	.736	.779	.850	.886	.800	.875	.750	.810	.786	.860	.863

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Weather: Sunny

File Name : MRVPEKRSAT
Site Code : 00000155
Start Date : 5/18/2013
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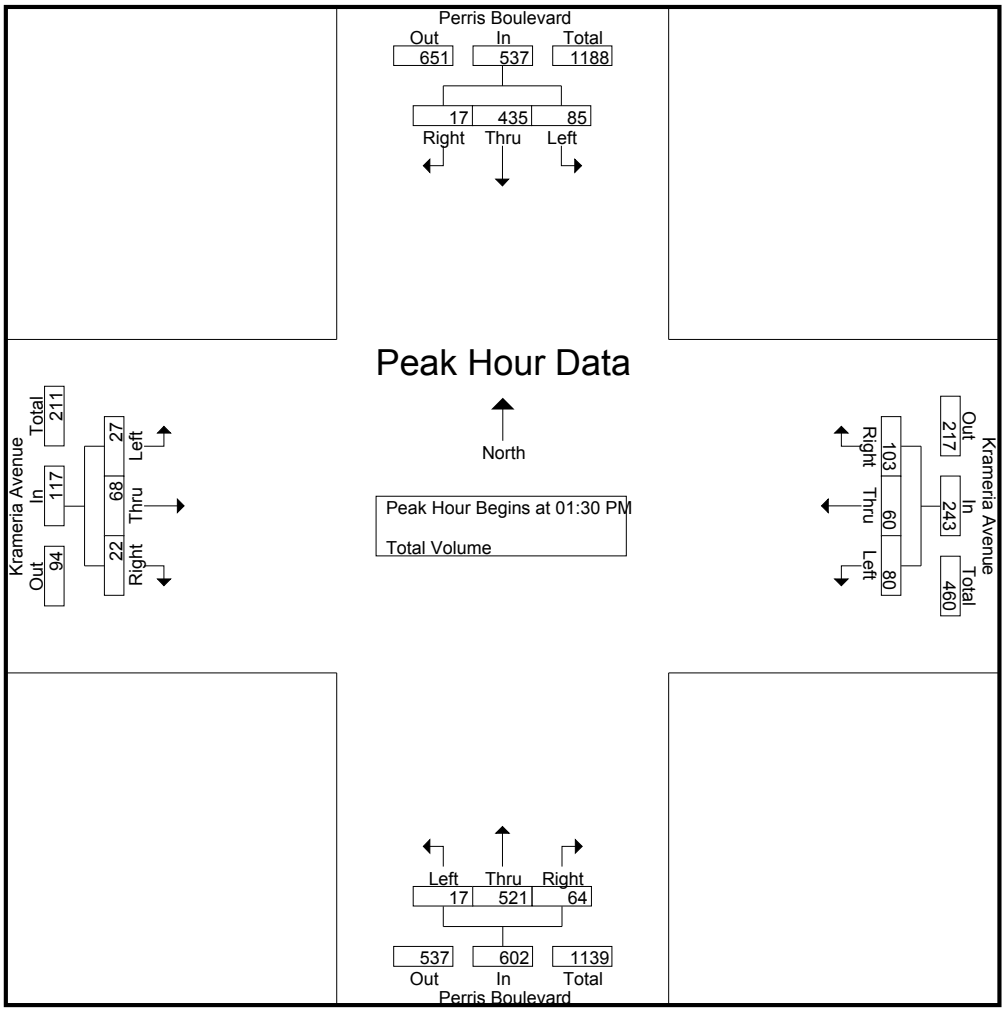

Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	12:45 PM				01:00 PM				01:30 PM				01:30 PM			
+0 mins.	22	106	3	131	17	19	27	63	**5**	138	15	158	**9**	18	**7**	**34**
+15 mins.	**30**	102	**5**	137	**30**	**22**	24	76	5	**147**	**20**	**172**	6	**21**	5	32
+30 mins.	26	93	3	122	26	17	**35**	**78**	3	115	13	131	4	15	6	25
+45 mins.	22	**139**	3	**164**	23	10	21	54	4	121	16	141	8	14	4	26
Total Volume	100	440	14	554	96	68	107	271	17	521	64	602	27	68	22	117
% App. Total	18.1	79.4	2.5		35.4	25.1	39.5		2.8	86.5	10.6		23.1	58.1	18.8	
PHF	.833	.791	.700	.845	.800	.773	.764	.869	.850	.886	.800	.875	.750	.810	.786	.860

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City of Moreno Valley
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E/W: San Michele Road
Weather: Sunny

File Name : MRVPESMAM
Site Code : 00000001
Start Date : 5/16/2013
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Groups Printed- Total Volume

	Perris Boulevard Southbound				Private Drive Westbound				Perris Boulevard Northbound				San Michele Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	166	24	190	0	0	0	0	0	155	0	155	21	0	0	21	366
07:15 AM	0	163	21	184	0	0	0	0	2	201	0	203	16	0	2	18	405
07:30 AM	1	153	10	164	0	0	0	0	3	210	1	214	23	0	0	23	401
07:45 AM	0	147	12	159	0	0	0	0	5	174	0	179	20	0	3	23	361
Total	1	629	67	697	0	0	0	0	10	740	1	751	80	0	5	85	1533
08:00 AM	0	113	12	125	1	0	0	1	3	124	1	128	17	0	3	20	274
08:15 AM	0	114	11	125	0	0	0	0	1	111	0	112	10	0	2	12	249
08:30 AM	0	86	4	90	0	0	0	0	4	104	1	109	6	0	0	6	205
08:45 AM	1	109	2	112	2	2	0	4	1	90	0	91	7	0	3	10	217
Total	1	422	29	452	3	2	0	5	9	429	2	440	40	0	8	48	945
Grand Total	2	1051	96	1149	3	2	0	5	19	1169	3	1191	120	0	13	133	2478
Apprch %	0.2	91.5	8.4		60	40	0		1.6	98.2	0.3		90.2	0	9.8		
Total %	0.1	42.4	3.9	46.4	0.1	0.1	0	0.2	0.8	47.2	0.1	48.1	4.8	0	0.5	5.4	

	Perris Boulevard Southbound				Private Drive Westbound				Perris Boulevard Northbound				San Michele Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	**166**	**24**	**190**	0	0	0	0	0	155	0	155	21	0	0	21	366
07:15 AM	0	163	21	184	0	0	0	0	2	201	0	203	16	0	2	18	**405**
07:30 AM	**1**	153	10	164	0	0	0	0	3	**210**	**1**	**214**	**23**	0	0	**23**	401
07:45 AM	0	147	12	159	0	0	0	0	**5**	174	0	179	20	0	**3**	23	361
Total Volume	1	629	67	697	0	0	0	0	10	740	1	751	80	0	5	85	1533
% App. Total	0.1	90.2	9.6		0	0	0		1.3	98.5	0.1		94.1	0	5.9		
PHF	.250	.947	.698	.917	.000	.000	.000	.000	.500	.881	.250	.877	.870	.000	.417	.924	.946

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File Name : MRVPESMAM
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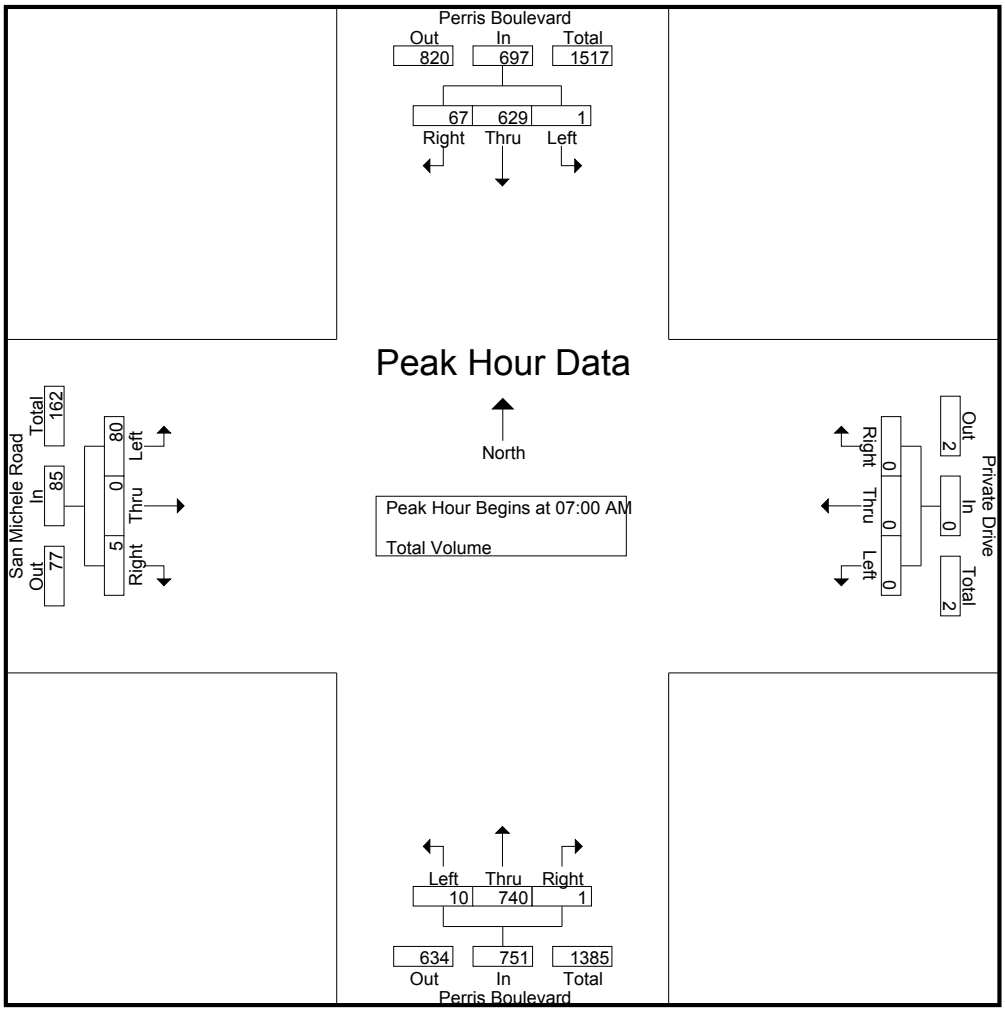

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				08:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	**166**	**24**	**190**	1	0	0	1	0	155	0	155	21	0	0	21
+15 mins.	0	163	21	184	0	0	0	0	2	201	0	203	16	0	2	18
+30 mins.	**1**	153	10	164	0	0	0	0	3	**210**	**1**	**214**	**23**	0	0	**23**
+45 mins.	0	147	12	159	**2**	**2**	0	**4**	**5**	174	0	179	20	0	**3**	23
Total Volume	1	629	67	697	3	2	0	5	10	740	1	751	80	0	5	85
% App. Total	0.1	90.2	9.6		60	40	0		1.3	98.5	0.1		94.1	0	5.9	
PHF	.250	.947	.698	.917	.375	.250	.000	.313	.500	.881	.250	.877	.870	.000	.417	.924

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Groups Printed- Total Volume

	Perris Boulevard Southbound				Private Drive Westbound				Perris Boulevard Northbound				San Michele Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	140	13	153	0	1	1	2	5	174	0	179	20	0	4	24	358
04:15 PM	1	153	5	159	0	0	0	0	4	158	0	162	18	0	3	21	342
04:30 PM	0	136	14	150	1	0	0	1	2	137	0	139	20	0	4	24	314
04:45 PM	0	174	8	182	0	1	0	1	1	166	0	167	17	0	1	18	368
Total	1	603	40	644	1	2	1	4	12	635	0	647	75	0	12	87	1382
05:00 PM	0	146	11	157	1	0	0	1	3	144	0	147	22	0	8	30	335
05:15 PM	0	175	5	180	0	0	1	1	4	157	0	161	23	0	5	28	370
05:30 PM	0	162	4	166	0	0	0	0	3	167	0	170	16	0	7	23	359
05:45 PM	2	136	5	143	0	0	0	0	3	142	0	145	17	0	3	20	308
Total	2	619	25	646	1	0	1	2	13	610	0	623	78	0	23	101	1372
Grand Total	3	1222	65	1290	2	2	2	6	25	1245	0	1270	153	0	35	188	2754
Apprch %	0.2	94.7	5		33.3	33.3	33.3		2	98	0		81.4	0	18.6		
Total %	0.1	44.4	2.4	46.8	0.1	0.1	0.1	0.2	0.9	45.2	0	46.1	5.6	0	1.3	6.8	

	Perris Boulevard Southbound				Private Drive Westbound				Perris Boulevard Northbound				San Michele Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	174	8	**182**	0	**1**	0	**1**	1	166	0	167	17	0	1	18	368
05:00 PM	0	146	**11**	157	**1**	0	0	1	3	144	0	147	22	0	**8**	**30**	335
05:15 PM	0	**175**	5	180	0	0	**1**	1	**4**	157	0	161	**23**	0	5	28	**370**
05:30 PM	0	162	4	166	0	0	0	0	3	**167**	0	**170**	16	0	7	23	359
Total Volume	0	657	28	685	1	1	1	3	11	634	0	645	78	0	21	99	1432
% App. Total	0	95.9	4.1		33.3	33.3	33.3		1.7	98.3	0		78.8	0	21.2		
PHF	.000	.939	.636	.941	.250	.250	.250	.750	.688	.949	.000	.949	.848	.000	.656	.825	.968

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File Name : MRVPESMPM
Site Code : 00000001
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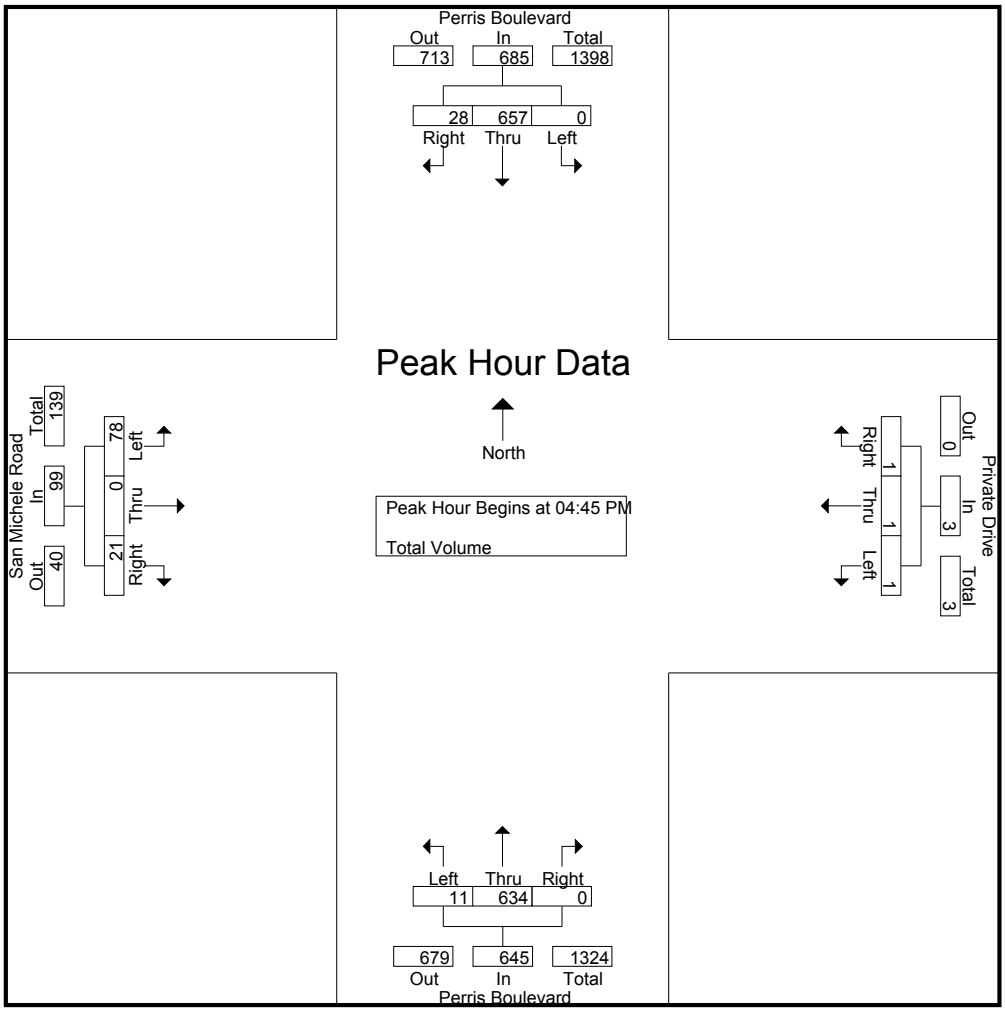

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				04:00 PM				04:00 PM				05:00 PM			
+0 mins.	0	174	8	**182**	0	**1**	**1**	**2**	**5**	**174**	0	**179**	22	0	**8**	**30**
+15 mins.	0	146	**11**	157	0	0	0	0	4	158	0	162	**23**	0	5	28
+30 mins.	0	**175**	5	180	**1**	0	0	1	2	137	0	139	16	0	7	23
+45 mins.	0	162	4	166	0	1	0	1	1	166	0	167	17	0	3	20
Total Volume	0	657	28	685	1	2	1	4	12	635	0	647	78	0	23	101
% App. Total	0	95.9	4.1		25	50	25		1.9	98.1	0		77.2	0	22.8	
PHF	.000	.939	.636	.941	.250	.500	.250	.500	.600	.912	.000	.904	.848	.000	.719	.842

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File Name : MRVPESMSAT
Site Code : 00000037
Start Date : 5/18/2013
Page No : 1

Groups Printed- Total Volume

	Perris Boulevard Southbound				Private Drive Westbound				Perris Boulevard Northbound				San Michele Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	0	102	4	106	0	0	1	1	2	113	0	115	3	0	0	3	225
12:15 PM	0	106	4	110	0	1	0	1	1	114	0	115	12	0	2	14	240
12:30 PM	0	115	15	130	0	0	0	0	1	124	0	125	15	0	1	16	271
12:45 PM	1	120	4	125	0	0	0	0	0	138	0	138	5	0	5	10	273
Total	1	443	27	471	0	1	1	2	4	489	0	493	35	0	8	43	1009
01:00 PM	0	128	2	130	0	0	0	0	4	108	0	112	13	0	6	19	261
01:15 PM	0	145	10	155	0	0	0	0	3	98	0	101	10	0	2	12	268
01:30 PM	0	159	18	177	0	0	0	0	0	132	0	132	19	0	0	19	328
01:45 PM	1	111	6	118	0	0	0	0	0	132	0	132	18	0	1	19	269
Total	1	543	36	580	0	0	0	0	7	470	0	477	60	0	9	69	1126
02:00 PM	0	147	9	156	0	0	0	0	1	115	0	116	13	0	1	14	286
02:15 PM	0	123	4	127	0	0	0	0	0	109	0	109	13	0	1	14	250
02:30 PM	0	119	6	125	0	0	0	0	0	110	0	110	14	0	0	14	249
02:45 PM	1	122	5	128	0	0	1	1	1	143	0	144	12	0	3	15	288
Total	1	511	24	536	0	0	1	1	2	477	0	479	52	0	5	57	1073
Grand Total	3	1497	87	1587	0	1	2	3	13	1436	0	1449	147	0	22	169	3208
Apprch %	0.2	94.3	5.5		0	33.3	66.7		0.9	99.1	0		87	0	13		
Total %	0.1	46.7	2.7	49.5	0	0	0.1	0.1	0.4	44.8	0	45.2	4.6	0	0.7	5.3	

	Perris Boulevard Southbound				Private Drive Westbound				Perris Boulevard Northbound				San Michele Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:15 PM																	
01:15 PM	0	145	10	155	0	0	0	0	**3**	98	0	101	10	0	**2**	12	268
01:30 PM	0	**159**	**18**	**177**	0	0	0	0	0	**132**	0	**132**	**19**	0	0	**19**	**328**
01:45 PM	**1**	111	6	118	0	0	0	0	0	132	0	132	18	0	1	19	269
02:00 PM	0	147	9	156	0	0	0	0	1	115	0	116	13	0	1	14	286
Total Volume	1	562	43	606	0	0	0	0	4	477	0	481	60	0	4	64	1151
% App. Total	0.2	92.7	7.1		0	0	0		0.8	99.2	0		93.8	0	6.2		
PHF	.250	.884	.597	.856	.000	.000	.000	.000	.333	.903	.000	.911	.789	.000	.500	.842	.877

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File Name : MRVPESMSAT
Site Code : 00000037
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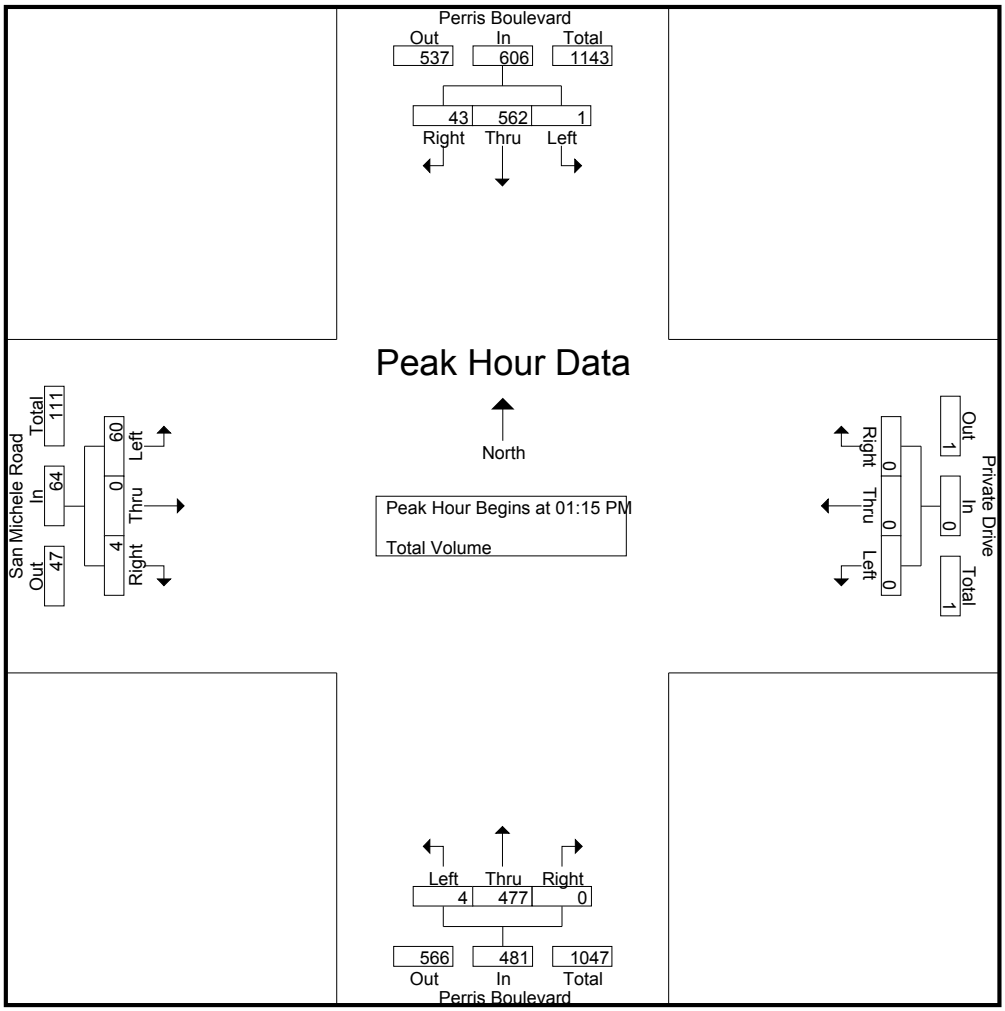

Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	01:15 PM				12:00 PM				12:00 PM				01:00 PM			
+0 mins.	0	145	10	155	0	0	**1**	**1**	**2**	113	0	115	13	0	**6**	**19**
+15 mins.	0	**159**	**18**	**177**	0	**1**	0	1	1	114	0	115	10	0	2	12
+30 mins.	**1**	111	6	118	0	0	0	0	1	124	0	125	**19**	0	0	19
+45 mins.	0	147	9	156	0	0	0	0	0	**138**	0	**138**	18	0	1	19
Total Volume	1	562	43	606	0	1	1	2	4	489	0	493	60	0	9	69
% App. Total	0.2	92.7	7.1		0	50	50		0.8	99.2	0		87	0	13	
PHF	.250	.884	.597	.856	.000	.250	.250	.500	.500	.886	.000	.893	.789	.000	.375	.908

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City of Moreno Valley
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E/W: Nandina Avenue
Weather: Sunny

File Name : MRVPENAAM
Site Code : 00000001
Start Date : 5/16/2013
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Groups Printed- Total Volume

	Perris Boulevard Southbound				Private Drive Westbound				Perris Boulevard Northbound				Nandina Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	4	140	21	165	2	1	2	5	4	157	5	166	1	0	3	4	340
07:15 AM	1	149	17	167	2	1	0	3	1	198	3	202	11	2	2	15	387
07:30 AM	3	125	14	142	2	2	2	6	7	213	3	223	9	0	2	11	382
07:45 AM	1	138	8	147	1	1	0	2	8	176	4	188	7	2	5	14	351
Total	9	552	60	621	7	5	4	16	20	744	15	779	28	4	12	44	1460
08:00 AM	3	104	6	113	3	2	1	6	5	112	3	120	11	3	1	15	254
08:15 AM	2	111	6	119	1	1	0	2	2	122	2	126	3	1	3	7	254
08:30 AM	1	68	9	78	1	2	1	4	2	102	5	109	3	2	3	8	199
08:45 AM	1	94	11	106	0	1	2	3	1	77	3	81	8	0	2	10	200
Total	7	377	32	416	5	6	4	15	10	413	13	436	25	6	9	40	907
Grand Total	16	929	92	1037	12	11	8	31	30	1157	28	1215	53	10	21	84	2367
Apprch %	1.5	89.6	8.9		38.7	35.5	25.8		2.5	95.2	2.3		63.1	11.9	25		
Total %	0.7	39.2	3.9	43.8	0.5	0.5	0.3	1.3	1.3	48.9	1.2	51.3	2.2	0.4	0.9	3.5	

	Perris Boulevard Southbound				Private Drive Westbound				Perris Boulevard Northbound				Nandina Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	**4**	140	**21**	165	**2**	1	**2**	5	4	157	**5**	166	1	0	3	4	340
07:15 AM	1	**149**	17	**167**	2	1	0	3	1	198	3	202	**11**	**2**	2	**15**	**387**
07:30 AM	3	125	14	142	2	**2**	2	**6**	7	**213**	3	**223**	9	0	2	11	382
07:45 AM	1	138	8	147	1	1	0	2	**8**	176	4	188	7	2	**5**	14	351
Total Volume	9	552	60	621	7	5	4	16	20	744	15	779	28	4	12	44	1460
% App. Total	1.4	88.9	9.7		43.8	31.2	25		2.6	95.5	1.9		63.6	9.1	27.3		
PHF	.563	.926	.714	.930	.875	.625	.500	.667	.625	.873	.750	.873	.636	.500	.600	.733	.943

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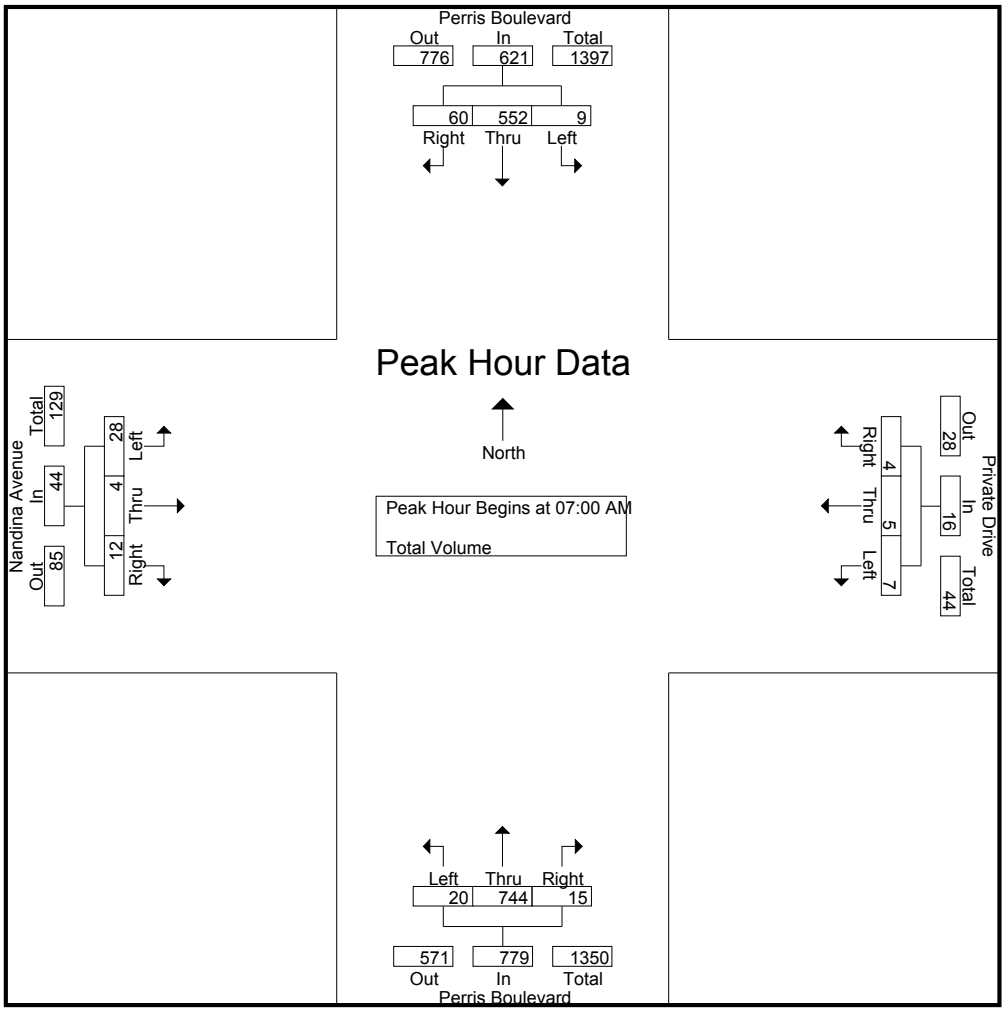

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:15 AM				07:00 AM				07:15 AM			
+0 mins.	**4**	140	**21**	165	2	1	0	3	4	157	**5**	166	**11**	2	2	**15**
+15 mins.	1	**149**	17	**167**	2	**2**	**2**	**6**	1	198	3	202	9	0	2	11
+30 mins.	3	125	14	142	1	1	0	2	7	**213**	3	**223**	7	2	**5**	14
+45 mins.	1	138	8	147	**3**	2	1	6	**8**	176	4	188	11	**3**	1	15
Total Volume	9	552	60	621	8	6	3	17	20	744	15	779	38	7	10	55
% App. Total	1.4	88.9	9.7		47.1	35.3	17.6		2.6	95.5	1.9		69.1	12.7	18.2	
PHF	.563	.926	.714	.930	.667	.750	.375	.708	.625	.873	.750	.873	.864	.583	.500	.917

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Groups Printed- Total Volume

	Perris Boulevard Southbound				Private Drive Westbound				Perris Boulevard Northbound				Nandina Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	133	8	142	9	3	10	22	1	156	5	162	2	0	4	6	332
04:15 PM	2	153	8	163	3	5	3	11	3	159	2	164	6	4	9	19	357
04:30 PM	0	133	9	142	2	2	2	6	2	138	0	140	9	2	5	16	304
04:45 PM	1	152	6	159	0	2	0	2	1	152	3	156	5	1	7	13	330
Total	4	571	31	606	14	12	15	41	7	605	10	622	22	7	25	54	1323
05:00 PM	0	155	5	160	7	1	2	10	0	164	1	165	5	0	13	18	353
05:15 PM	0	173	4	177	1	0	0	1	0	143	3	146	7	0	6	13	337
05:30 PM	0	160	2	162	2	0	0	2	1	168	2	171	2	0	5	7	342
05:45 PM	0	138	7	145	3	2	0	5	3	143	3	149	5	3	9	17	316
Total	0	626	18	644	13	3	2	18	4	618	9	631	19	3	33	55	1348
Grand Total	4	1197	49	1250	27	15	17	59	11	1223	19	1253	41	10	58	109	2671
Apprch %	0.3	95.8	3.9		45.8	25.4	28.8		0.9	97.6	1.5		37.6	9.2	53.2		
Total %	0.1	44.8	1.8	46.8	1	0.6	0.6	2.2	0.4	45.8	0.7	46.9	1.5	0.4	2.2	4.1	

	Perris Boulevard Southbound				Private Drive Westbound				Perris Boulevard Northbound				Nandina Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	**1**	152	**6**	159	0	**2**	0	2	**1**	152	**3**	156	5	**1**	7	13	330
05:00 PM	0	155	5	160	**7**	1	**2**	**10**	0	164	1	165	5	0	**13**	**18**	**353**
05:15 PM	0	**173**	4	**177**	1	0	0	1	0	143	3	146	**7**	0	6	13	337
05:30 PM	0	160	2	162	2	0	0	2	1	**168**	2	**171**	2	0	5	7	342
Total Volume	1	640	17	658	10	3	2	15	2	627	9	638	19	1	31	51	1362
% App. Total	0.2	97.3	2.6		66.7	20	13.3		0.3	98.3	1.4		37.3	2	60.8		
PHF	.250	.925	.708	.929	.357	.375	.250	.375	.500	.933	.750	.933	.679	.250	.596	.708	.965

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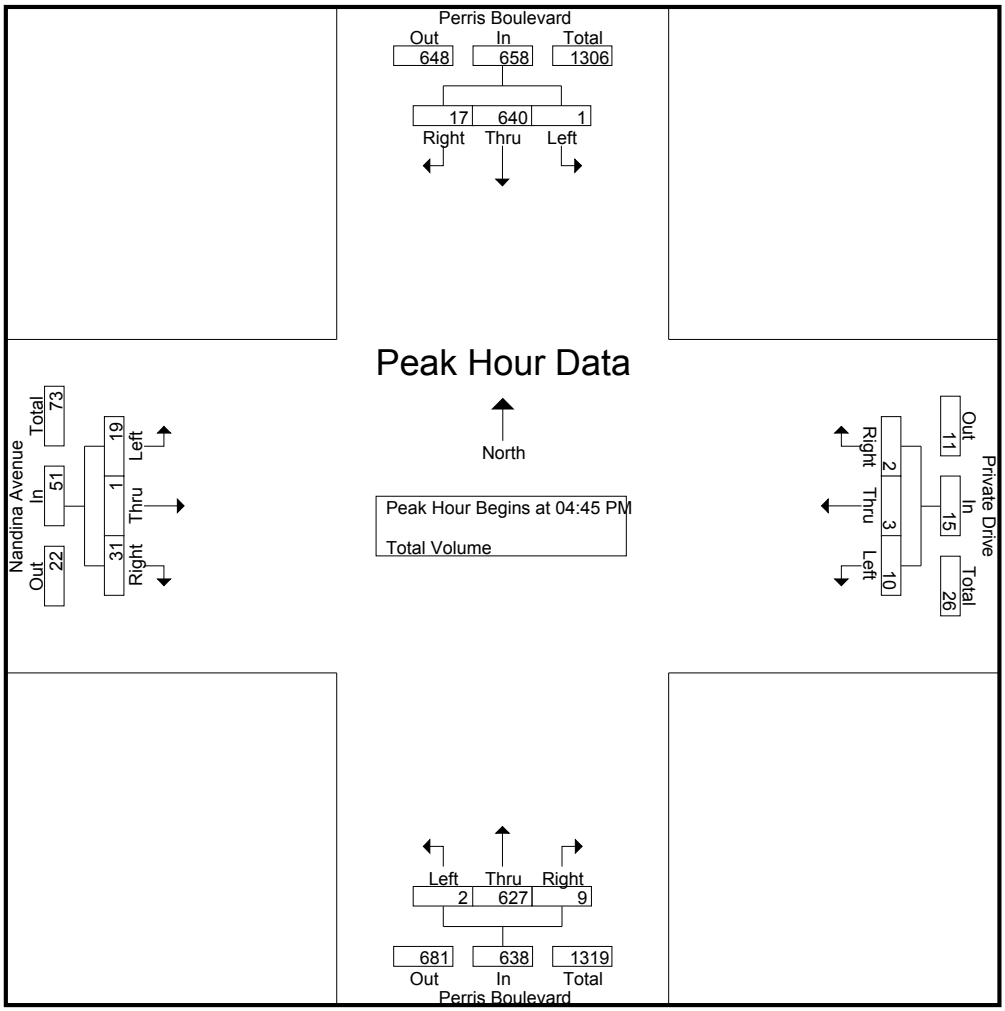
N/S: Perris Boulevard
E/W: Nandina Avenue
Weather: Sunny

File Name : MRVPENAPM
Site Code : 00000001
Start Date : 5/16/2013
Page No : 2



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

Peak Hour for Each Approach Begins at:

	04:45 PM				04:00 PM				04:45 PM				04:15 PM			
+0 mins.	**1**	152	**6**	159	**9**	3	**10**	**22**	**1**	152	**3**	156	6	**4**	9	**19**
+15 mins.	0	155	5	160	3	**5**	3	11	0	164	1	165	**9**	2	5	16
+30 mins.	0	**173**	4	**177**	2	2	2	6	0	143	3	146	5	1	7	13
+45 mins.	0	160	2	162	0	2	0	2	1	**168**	2	**171**	5	0	**13**	18
Total Volume	1	640	17	658	14	12	15	41	2	627	9	638	25	7	34	66
% App. Total	0.2	97.3	2.6		34.1	29.3	36.6		0.3	98.3	1.4		37.9	10.6	51.5	
PHF	.250	.925	.708	.929	.389	.600	.375	.466	.500	.933	.750	.933	.694	.438	.654	.868

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City of Moreno Valley
N/S: Perris Boulevard
E/W: Nandina Avenue
Weather: Sunny

File Name : MRVPENASAT
Site Code : 00000044
Start Date : 5/18/2013
Page No : 1

Groups Printed- Total Volume

	Perris Boulevard Southbound				Private Drive Westbound				Perris Boulevard Northbound				Nandina Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	0	99	1	100	0	0	0	0	0	109	0	109	1	0	1	2	211
12:15 PM	0	107	3	110	0	0	1	1	0	114	0	114	2	0	5	7	232
12:30 PM	0	111	4	115	0	0	2	2	2	120	0	122	4	1	3	8	247
12:45 PM	0	113	6	119	0	0	0	0	1	128	2	131	3	1	1	5	255
Total	0	430	14	444	0	0	3	3	3	471	2	476	10	2	10	22	945
01:00 PM	1	123	3	127	0	0	0	0	1	105	0	106	5	0	0	5	238
01:15 PM	1	118	2	121	1	0	0	1	1	101	1	103	1	0	2	3	228
01:30 PM	0	155	4	159	1	0	1	2	2	135	1	138	6	0	2	8	307
01:45 PM	0	98	3	101	1	1	0	2	1	153	0	154	9	0	6	15	272
Total	2	494	12	508	3	1	1	5	5	494	2	501	21	0	10	31	1045
02:00 PM	1	125	2	128	1	0	1	2	2	118	0	120	4	0	4	8	258
02:15 PM	1	104	3	108	0	0	0	0	0	133	0	133	2	0	4	6	247
02:30 PM	0	118	0	118	0	0	1	1	1	125	0	126	1	0	2	3	248
02:45 PM	1	100	6	107	0	0	0	0	1	159	0	160	9	0	1	10	277
Total	3	447	11	461	1	0	2	3	4	535	0	539	16	0	11	27	1030
Grand Total	5	1371	37	1413	4	1	6	11	12	1500	4	1516	47	2	31	80	3020
Apprch %	0.4	97	2.6		36.4	9.1	54.5		0.8	98.9	0.3		58.8	2.5	38.8		
Total %	0.2	45.4	1.2	46.8	0.1	0	0.2	0.4	0.4	49.7	0.1	50.2	1.6	0.1	1	2.6	

	Perris Boulevard Southbound				Private Drive Westbound				Perris Boulevard Northbound				Nandina Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:30 PM																	
01:30 PM	0	**155**	**4**	**159**	**1**	0	**1**	**2**	**2**	135	**1**	138	6	0	2	8	**307**
01:45 PM	0	98	3	101	1	**1**	0	2	1	**153**	0	**154**	**9**	0	**6**	**15**	272
02:00 PM	**1**	125	2	128	1	0	1	2	2	118	0	120	4	0	4	8	258
02:15 PM	1	104	3	108	0	0	0	0	0	133	0	133	2	0	4	6	247
Total Volume	2	482	12	496	3	1	2	6	5	539	1	545	21	0	16	37	1084
% App. Total	0.4	97.2	2.4		50	16.7	33.3		0.9	98.9	0.2		56.8	0	43.2		
PHF	.500	.777	.750	.780	.750	.250	.500	.750	.625	.881	.250	.885	.583	.000	.667	.617	.883

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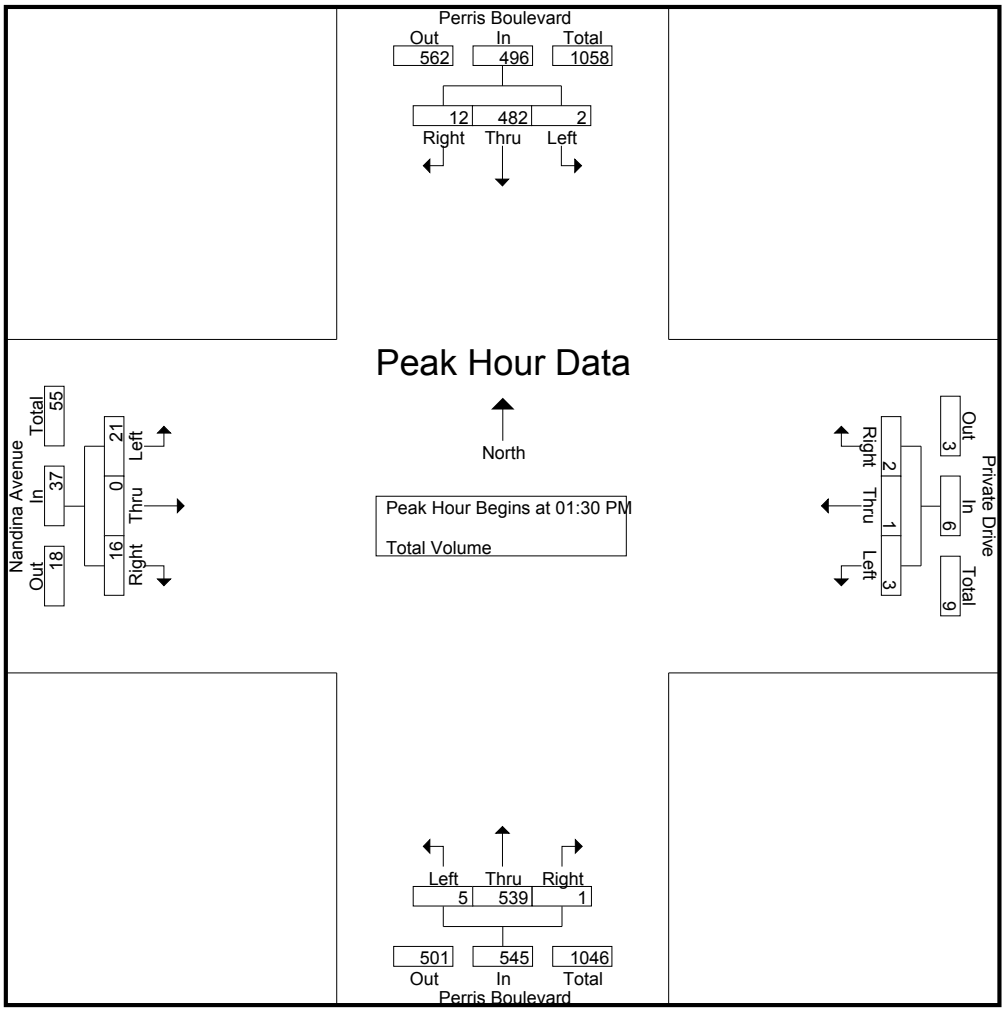
City of Moreno Valley
N/S: Perris Boulevard
E/W: Nandina Avenue
Weather: Sunny

File Name : MRVPENASAT
Site Code : 00000044
Start Date : 5/18/2013
Page No : 2



Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	12:45 PM				01:15 PM				01:30 PM				01:30 PM			
+0 mins.	0	113	**6**	119	**1**	0	0	1	**2**	135	**1**	138	6	0	2	8
+15 mins.	**1**	123	3	127	1	0	**1**	**2**	1	**153**	0	**154**	**9**	0	**6**	**15**
+30 mins.	1	118	2	121	1	**1**	0	2	2	118	0	120	4	0	4	8
+45 mins.	0	**155**	4	**159**	1	0	1	2	0	133	0	133	2	0	4	6
Total Volume	2	509	15	526	4	1	2	7	5	539	1	545	21	0	16	37
% App. Total	0.4	96.8	2.9		57.1	14.3	28.6		0.9	98.9	0.2		56.8	0	43.2	
PHF	.500	.821	.625	.827	1.000	.250	.500	.875	.625	.881	.250	.885	.583	.000	.667	.617

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City of Moreno Valley
N/S: Perris Boulevard
E/W: Harley Knox Boulevard
Weather: Sunny

File Name : MRVPEHKAM
Site Code : 00000155
Start Date : 5/16/2013
Page No : 1

Groups Printed- Total Volume

	Perris Boulevard Southbound			Perris Boulevard Northbound			Harley Knox Boulevard Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	83	61	144	14	136	150	43	2	45	339
07:15 AM	86	44	130	14	163	177	47	4	51	358
07:30 AM	102	33	135	16	192	208	52	7	59	402
07:45 AM	114	33	147	14	164	178	52	2	54	379
Total	385	171	556	58	655	713	194	15	209	1478
08:00 AM	82	26	108	13	105	118	21	3	24	250
08:15 AM	85	26	111	8	108	116	32	3	35	262
08:30 AM	70	16	86	18	87	105	28	6	34	225
08:45 AM	81	19	100	7	88	95	19	5	24	219
Total	318	87	405	46	388	434	100	17	117	956
Grand Total	703	258	961	104	1043	1147	294	32	326	2434
Apprch %	73.2	26.8		9.1	90.9		90.2	9.8		
Total %	28.9	10.6	39.5	4.3	42.9	47.1	12.1	1.3	13.4	

	Perris Boulevard Southbound			Perris Boulevard Northbound			Harley Knox Boulevard Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	83	**61**	144	14	136	150	43	2	45	339
07:15 AM	86	44	130	14	163	177	47	4	51	358
07:30 AM	102	33	135	**16**	**192**	**208**	**52**	**7**	**59**	**402**
07:45 AM	**114**	33	**147**	14	164	178	52	2	54	379
Total Volume	385	171	556	58	655	713	194	15	209	1478
% App. Total	69.2	30.8		8.1	91.9		92.8	7.2		
PHF	.844	.701	.946	.906	.853	.857	.933	.536	.886	.919

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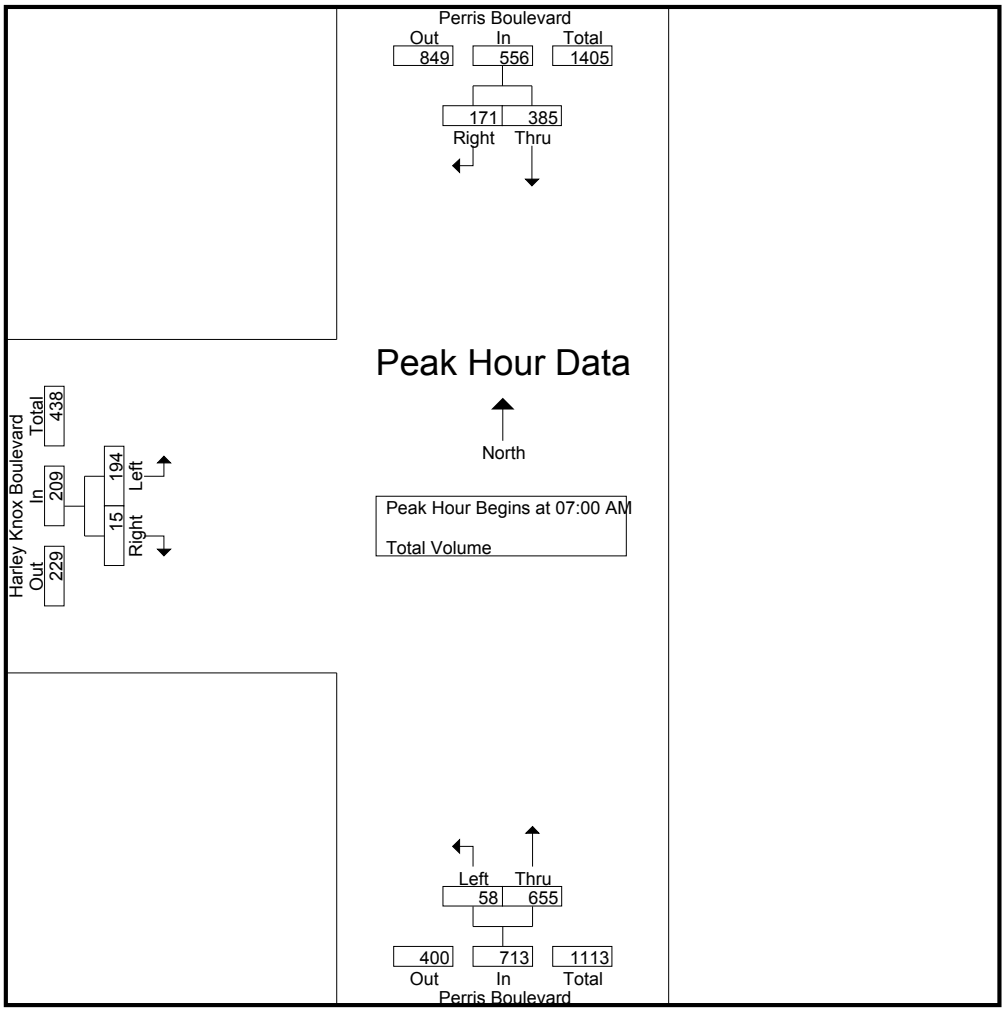
City of Moreno Valley
N/S: Perris Boulevard
E/W: Harley Knox Boulevard
Weather: Sunny

File Name : MRVPEHKAM
Site Code : 00000155
Start Date : 5/16/2013
Page No : 2



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

Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	83	**61**	144	14	136	150	43	2	45
+15 mins.	86	44	130	14	163	177	47	4	51
+30 mins.	102	33	135	**16**	**192**	**208**	**52**	**7**	**59**
+45 mins.	**114**	33	**147**	14	164	178	52	2	54
Total Volume	385	171	556	58	655	713	194	15	209
% App. Total	69.2	30.8		8.1	91.9		92.8	7.2	
PHF	.844	.701	.946	.906	.853	.857	.933	.536	.886

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City of Moreno Valley
N/S: Perris Boulevard
E/W: Harley Knox Boulevard
Weather: Sunny

File Name : MRVPEHKPM
Site Code : 00000155
Start Date : 5/16/2013
Page No : 1

Groups Printed- Total Volume

	Perris Boulevard Southbound			Perris Boulevard Northbound			Harley Knox Boulevard Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	139	27	166	7	134	141	49	20	69	376
04:15 PM	136	20	156	18	133	151	34	24	58	365
04:30 PM	131	23	154	14	116	130	33	32	65	349
04:45 PM	158	22	180	5	121	126	37	23	60	366
Total	564	92	656	44	504	548	153	99	252	1456
05:00 PM	156	23	179	8	131	139	37	24	61	379
05:15 PM	170	24	194	3	105	108	41	36	77	379
05:30 PM	155	28	183	2	133	135	36	33	69	387
05:45 PM	146	26	172	3	129	132	37	21	58	362
Total	627	101	728	16	498	514	151	114	265	1507
Grand Total	1191	193	1384	60	1002	1062	304	213	517	2963
Apprch %	86.1	13.9		5.6	94.4		58.8	41.2		
Total %	40.2	6.5	46.7	2	33.8	35.8	10.3	7.2	17.4	

	Perris Boulevard Southbound			Perris Boulevard Northbound			Harley Knox Boulevard Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	158	22	180	5	121	126	37	23	60	366
05:00 PM	156	23	179	**8**	131	**139**	37	24	61	379
05:15 PM	**170**	24	**194**	3	105	108	**41**	**36**	**77**	379
05:30 PM	155	**28**	183	2	**133**	135	36	33	69	**387**
Total Volume	639	97	736	18	490	508	151	116	267	1511
% App. Total	86.8	13.2		3.5	96.5		56.6	43.4		
PHF	.940	.866	.948	.563	.921	.914	.921	.806	.867	.976

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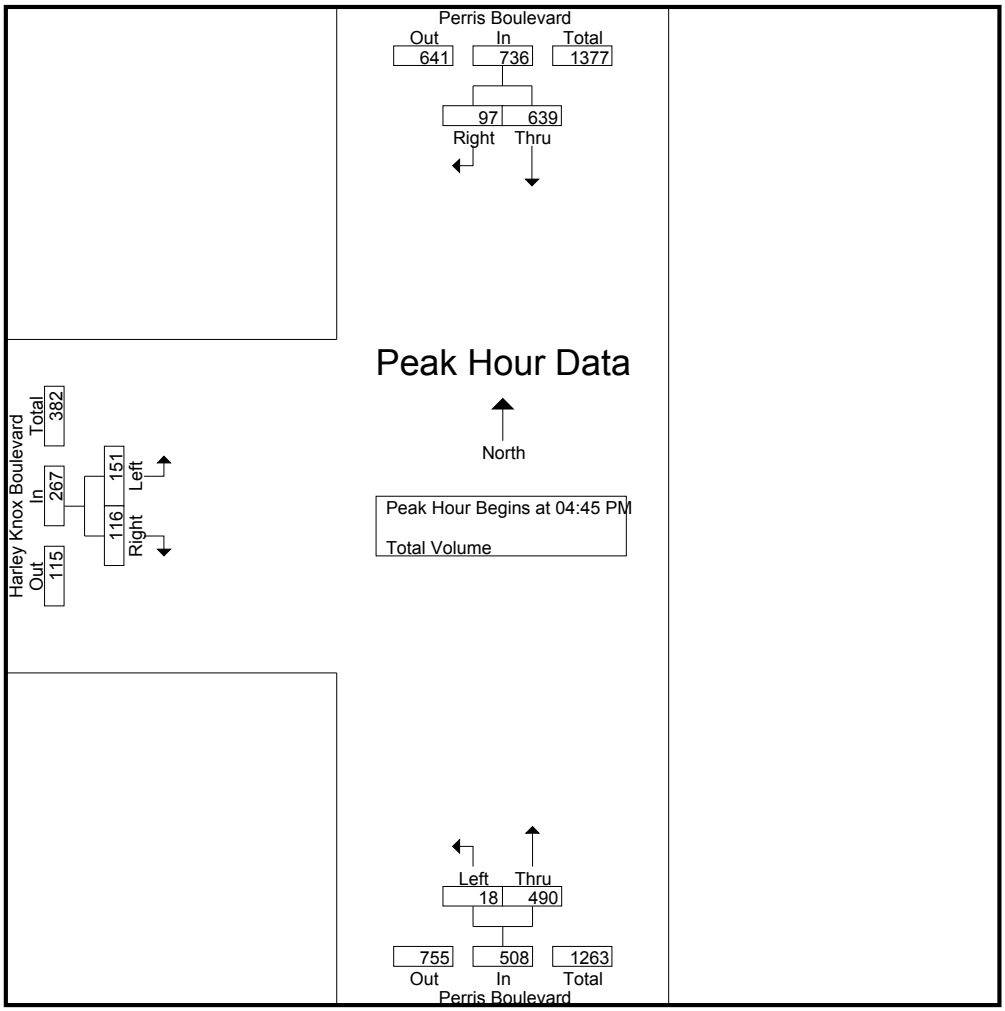
City of Moreno Valley
N/S: Perris Boulevard
E/W: Harley Knox Boulevard
Weather: Sunny

File Name : MRVPEHKPM
Site Code : 00000155
Start Date : 5/16/2013
Page No : 2



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

Peak Hour for Each Approach Begins at:

	04:45 PM			04:00 PM			04:45 PM		
+0 mins.	158	22	180	7	**134**	141	37	23	60
+15 mins.	156	23	179	**18**	133	**151**	37	24	61
+30 mins.	**170**	24	**194**	14	116	130	**41**	**36**	**77**
+45 mins.	155	**28**	183	5	121	126	36	33	69
Total Volume	639	97	736	44	504	548	151	116	267
% App. Total	86.8	13.2		8	92		56.6	43.4	
PHF	.940	.866	.948	.611	.940	.907	.921	.806	.867

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City of Moreno Valley
N/S: Perris Boulevard
E/W: Harley Knox Boulevard
Weather: Sunny

File Name : MRVPEHKSAT
Site Code : 00000017
Start Date : 5/18/2013
Page No : 1

Groups Printed- Total Volume

	Perris Boulevard Southbound			Perris Boulevard Northbound			Harley Knox Boulevard Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
12:00 PM	87	12	99	4	100	104	17	6	23	226
12:15 PM	109	13	122	4	96	100	16	11	27	249
12:30 PM	109	13	122	8	89	97	27	5	32	251
12:45 PM	106	16	122	3	103	106	16	5	21	249
Total	411	54	465	19	388	407	76	27	103	975
01:00 PM	106	14	120	3	90	93	17	5	22	235
01:15 PM	119	15	134	6	82	88	17	12	29	251
01:30 PM	127	30	157	3	114	117	28	9	37	311
01:45 PM	89	15	104	1	111	112	23	6	29	245
Total	441	74	515	13	397	410	85	32	117	1042
02:00 PM	124	14	138	3	100	103	20	12	32	273
02:15 PM	99	12	111	4	93	97	25	10	35	243
02:30 PM	94	13	107	3	94	97	33	8	41	245
02:45 PM	98	14	112	1	104	105	29	14	43	260
Total	415	53	468	11	391	402	107	44	151	1021
Grand Total	1267	181	1448	43	1176	1219	268	103	371	3038
Apprch %	87.5	12.5		3.5	96.5		72.2	27.8		
Total %	41.7	6	47.7	1.4	38.7	40.1	8.8	3.4	12.2	

	Perris Boulevard Southbound			Perris Boulevard Northbound			Harley Knox Boulevard Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 01:15 PM										
01:15 PM	119	15	134	**6**	82	88	17	**12**	29	251
01:30 PM	**127**	**30**	**157**	3	**114**	**117**	**28**	9	**37**	**311**
01:45 PM	89	15	104	1	111	112	23	6	29	245
02:00 PM	124	14	138	3	100	103	20	12	32	273
Total Volume	459	74	533	13	407	420	88	39	127	1080
% App. Total	86.1	13.9		3.1	96.9		69.3	30.7		
PHF	.904	.617	.849	.542	.893	.897	.786	.813	.858	.868

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City of Moreno Valley
N/S: Perris Boulevard
E/W: Harley Knox Boulevard
Weather: Sunny

File Name : MRVPEHKSAT
Site Code : 00000017
Start Date : 5/18/2013
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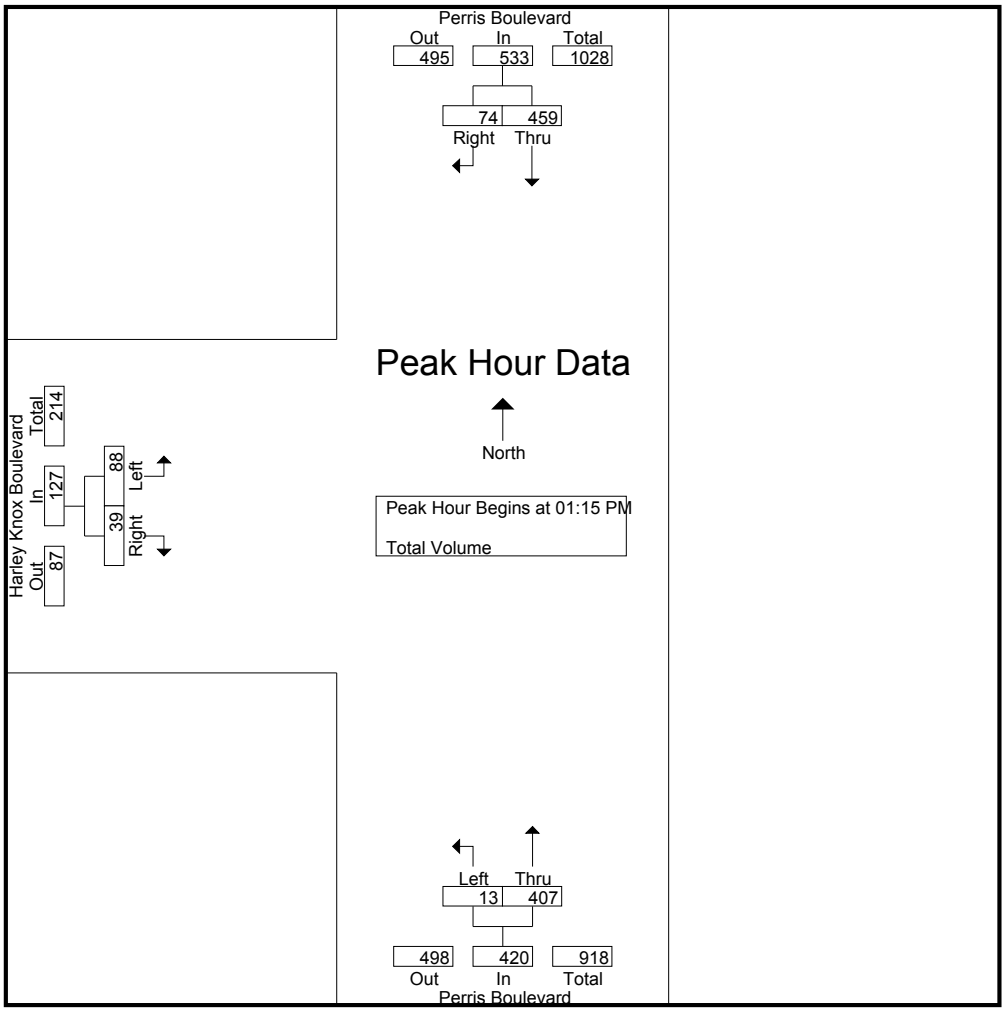

Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	12:45 PM			01:30 PM			02:00 PM		
+0 mins.	106	16	122	3	**114**	**117**	20	12	32
+15 mins.	106	14	120	1	111	112	25	10	35
+30 mins.	119	15	134	3	100	103	**33**	8	41
+45 mins.	**127**	**30**	**157**	**4**	93	97	29	**14**	**43**
Total Volume	458	75	533	11	418	429	107	44	151
% App. Total	85.9	14.1		2.6	97.4		70.9	29.1	
PHF	.902	.625	.849	.688	.917	.917	.811	.786	.878

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City of Perris
N/S: Perris Boulevard
E/W: Ramona Expressway
Weather: Sunny

File Name : PERPERAAM
Site Code : 00001111
Start Date : 5/16/2013
Page No : 1

Groups Printed- Total Volume

	Perris Boulevard Southbound				Ramona Expressway Westbound				Perris Boulevard Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	18	39	27	84	11	311	25	347	88	89	3	180	31	116	17	164	775
07:15 AM	19	46	21	86	18	288	28	334	77	57	4	138	35	125	25	185	743
07:30 AM	12	32	36	80	13	275	33	321	78	82	2	162	37	118	25	180	743
07:45 AM	14	42	16	72	26	276	33	335	59	83	12	154	39	125	25	189	750
Total	63	159	100	322	68	1150	119	1337	302	311	21	634	142	484	92	718	3011
08:00 AM	17	31	13	61	10	234	19	263	59	65	8	132	33	101	32	166	622
08:15 AM	18	40	18	76	11	241	23	275	68	44	1	113	41	119	32	192	656
08:30 AM	20	33	23	76	16	206	13	235	64	62	5	131	30	107	28	165	607
08:45 AM	18	44	20	82	21	209	21	251	69	52	12	133	23	101	14	138	604
Total	73	148	74	295	58	890	76	1024	260	223	26	509	127	428	106	661	2489
Grand Total	136	307	174	617	126	2040	195	2361	562	534	47	1143	269	912	198	1379	5500
Apprch %	22	49.8	28.2		5.3	86.4	8.3		49.2	46.7	4.1		19.5	66.1	14.4		
Total %	2.5	5.6	3.2	11.2	2.3	37.1	3.5	42.9	10.2	9.7	0.9	20.8	4.9	16.6	3.6	25.1	

	Perris Boulevard Southbound				Ramona Expressway Westbound				Perris Boulevard Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	18	39	27	84	11	**311**	25	**347**	**88**	**89**	3	**180**	31	116	17	164	**775**
07:15 AM	**19**	**46**	21	**86**	18	288	28	334	77	57	4	138	35	**125**	**25**	185	743
07:30 AM	12	32	**36**	80	13	275	**33**	321	78	82	2	162	37	118	25	180	743
07:45 AM	14	42	16	72	**26**	276	33	335	59	83	**12**	154	**39**	125	25	**189**	750
Total Volume	63	159	100	322	68	1150	119	1337	302	311	21	634	142	484	92	718	3011
% App. Total	19.6	49.4	31.1		5.1	86	8.9		47.6	49.1	3.3		19.8	67.4	12.8		
PHF	.829	.864	.694	.936	.654	.924	.902	.963	.858	.874	.438	.881	.910	.968	.920	.950	.971

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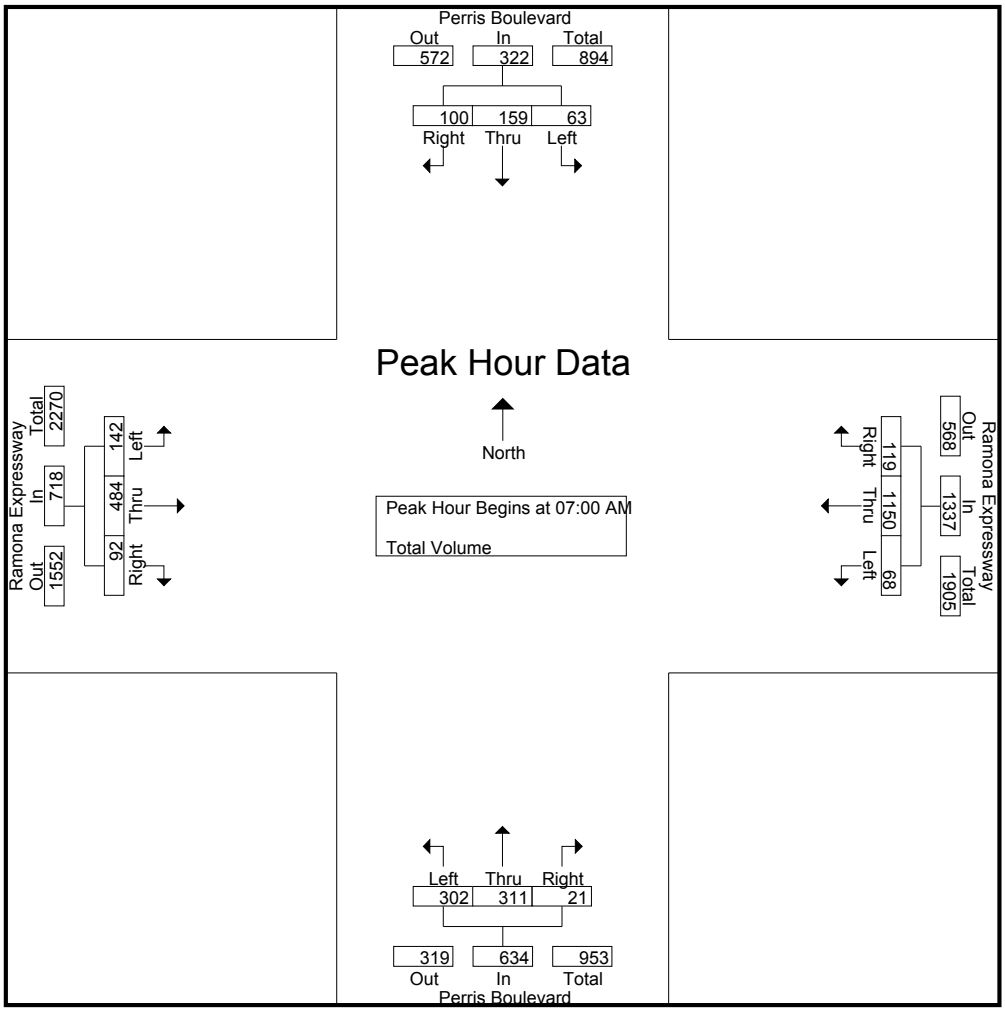
City of Perris
N/S: Perris Boulevard
E/W: Ramona Expressway
Weather: Sunny

File Name : PERPERAAM
Site Code : 00001111
Start Date : 5/16/2013
Page No : 2



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

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:30 AM			
+0 mins.	18	39	27	84	11	**311**	25	**347**	**88**	**89**	3	**180**	37	118	25	180
+15 mins.	**19**	**46**	21	**86**	18	288	28	334	77	57	4	138	39	**125**	25	189
+30 mins.	12	32	**36**	80	13	275	**33**	321	78	82	2	162	33	101	**32**	166
+45 mins.	14	42	16	72	**26**	276	33	335	59	83	**12**	154	**41**	119	32	**192**
Total Volume	63	159	100	322	68	1150	119	1337	302	311	21	634	150	463	114	727
% App. Total	19.6	49.4	31.1		5.1	86	8.9		47.6	49.1	3.3		20.6	63.7	15.7	
PHF	.829	.864	.694	.936	.654	.924	.902	.963	.858	.874	.438	.881	.915	.926	.891	.947

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City of Perris
N/S: Perris Boulevard
E/W: Ramona Expressway
Weather: Sunny

File Name : PERPERAPM
Site Code : 00001111
Start Date : 5/16/2013
Page No : 1

Groups Printed- Total Volume

	Perris Boulevard Southbound				Ramona Expressway Westbound				Perris Boulevard Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	44	83	21	148	25	155	23	203	45	73	21	139	43	236	71	350	840
04:15 PM	45	74	20	139	15	154	17	186	47	65	18	130	41	282	59	382	837
04:30 PM	50	75	19	144	21	152	23	196	43	67	31	141	61	264	60	385	866
04:45 PM	46	80	30	156	19	176	22	217	63	59	17	139	50	234	59	343	855
Total	185	312	90	587	80	637	85	802	198	264	87	549	195	1016	249	1460	3398
05:00 PM	38	105	22	165	25	127	12	164	54	55	19	128	44	255	52	351	808
05:15 PM	34	80	20	134	22	172	12	206	59	53	16	128	37	245	56	338	806
05:30 PM	51	89	20	160	22	208	19	249	49	67	18	134	41	266	69	376	919
05:45 PM	58	85	28	171	20	152	21	193	40	63	18	121	45	238	76	359	844
Total	181	359	90	630	89	659	64	812	202	238	71	511	167	1004	253	1424	3377
Grand Total	366	671	180	1217	169	1296	149	1614	400	502	158	1060	362	2020	502	2884	6775
Apprch %	30.1	55.1	14.8		10.5	80.3	9.2		37.7	47.4	14.9		12.6	70	17.4		
Total %	5.4	9.9	2.7	18	2.5	19.1	2.2	23.8	5.9	7.4	2.3	15.6	5.3	29.8	7.4	42.6	

	Perris Boulevard Southbound				Ramona Expressway Westbound				Perris Boulevard Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	44	**83**	21	148	**25**	155	**23**	203	45	**73**	21	139	43	236	**71**	350	840
04:15 PM	45	74	20	139	15	154	17	186	47	65	18	130	41	**282**	59	382	837
04:30 PM	**50**	75	19	144	21	152	23	196	43	67	**31**	**141**	**61**	264	60	**385**	**866**
04:45 PM	46	80	**30**	**156**	19	**176**	22	**217**	**63**	59	17	139	50	234	59	343	855
Total Volume	185	312	90	587	80	637	85	802	198	264	87	549	195	1016	249	1460	3398
% App. Total	31.5	53.2	15.3		10	79.4	10.6		36.1	48.1	15.8		13.4	69.6	17.1		
PHF	.925	.940	.750	.941	.800	.905	.924	.924	.786	.904	.702	.973	.799	.901	.877	.948	.981

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City of Perris
N/S: Perris Boulevard
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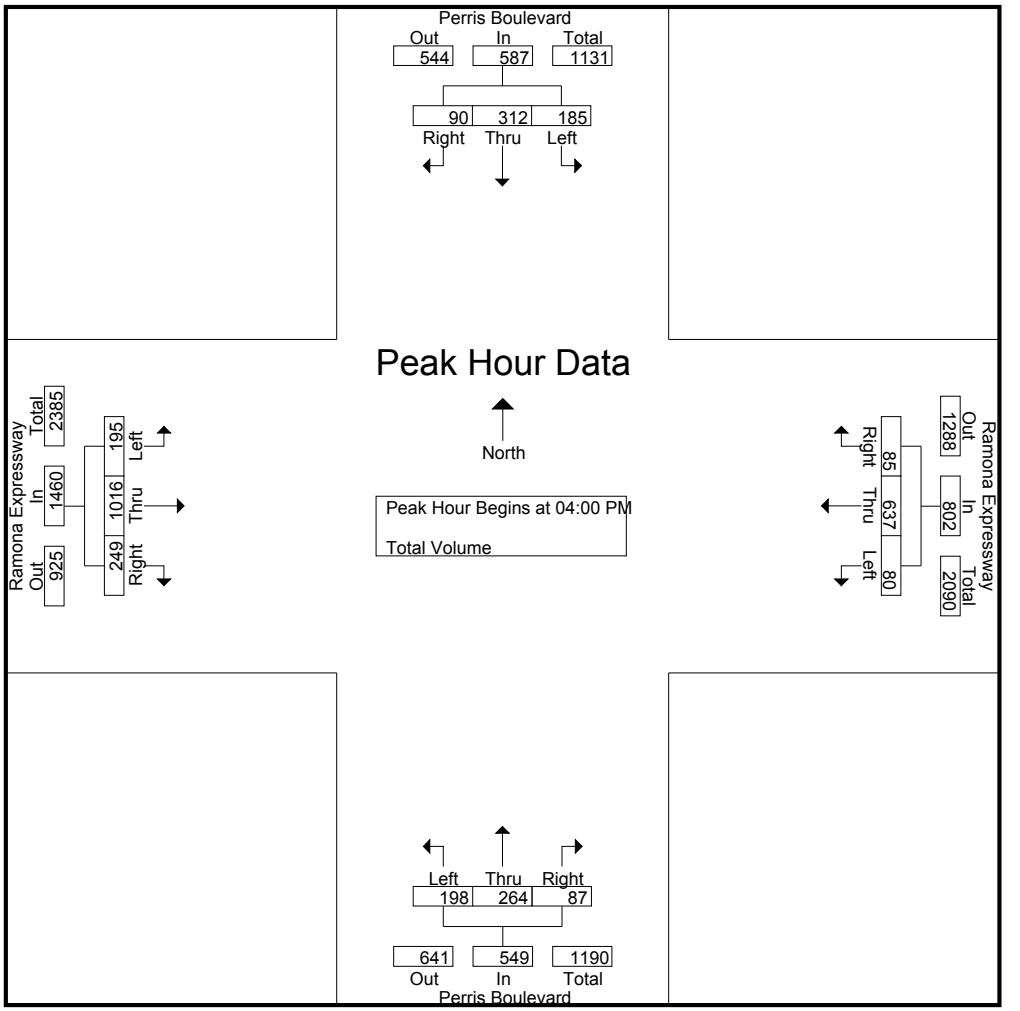
Weather: Sunny

File Name : PERPERAPM
Site Code : 00001111
Start Date : 5/16/2013
Page No : 2



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

Peak Hour for Each Approach Begins at:

	05:00 PM				04:45 PM				04:00 PM				04:15 PM			
+0 mins.	38	**105**	22	165	19	176	**22**	217	45	**73**	21	139	41	**282**	59	382
+15 mins.	34	80	20	134	**25**	127	12	164	47	65	18	130	**61**	264	**60**	**385**
+30 mins.	51	89	20	160	22	172	12	206	43	67	**31**	**141**	50	234	59	343
+45 mins.	**58**	85	**28**	**171**	22	**208**	19	**249**	**63**	59	17	139	44	255	52	351
Total Volume	181	359	90	630	88	683	65	836	198	264	87	549	196	1035	230	1461
% App. Total	28.7	57	14.3		10.5	81.7	7.8		36.1	48.1	15.8		13.4	70.8	15.7	
PHF	.780	.855	.804	.921	.880	.821	.739	.839	.786	.904	.702	.973	.803	.918	.958	.949

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City of Perris
N/S: Perris Boulevard
E/W: Ramona Expressway
Weather: Sunny

File Name : PERPERASAT
Site Code : 00000155
Start Date : 5/18/2013
Page No : 1

Groups Printed- Total Volume

	Perris Boulevard Southbound				Ramona Expressway Westbound				Perris Boulevard Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	63	74	22	159	25	155	32	212	26	61	19	106	29	161	14	204	681
12:15 PM	84	69	22	175	30	163	45	238	40	61	29	130	27	199	19	245	788
12:30 PM	75	80	18	173	26	159	32	217	44	80	16	140	31	195	13	239	769
12:45 PM	62	63	30	155	33	158	44	235	27	74	21	122	13	192	13	218	730
Total	284	286	92	662	114	635	153	902	137	276	85	498	100	747	59	906	2968
01:00 PM	71	71	27	169	25	163	37	225	30	64	25	119	19	220	11	250	763
01:15 PM	62	54	21	137	36	169	47	252	36	71	31	138	22	203	15	240	767
01:30 PM	75	84	27	186	32	175	35	242	32	80	38	150	32	198	15	245	823
01:45 PM	54	70	22	146	30	205	44	279	27	64	18	109	29	192	19	240	774
Total	262	279	97	638	123	712	163	998	125	279	112	516	102	813	60	975	3127
02:00 PM	66	59	24	149	25	185	37	247	47	69	24	140	26	196	16	238	774
02:15 PM	66	49	26	141	24	206	41	271	37	74	22	133	17	167	15	199	744
02:30 PM	61	61	16	138	25	216	44	285	35	65	17	117	14	193	13	220	760
02:45 PM	59	54	22	135	41	196	37	274	40	55	20	115	17	160	18	195	719
Total	252	223	88	563	115	803	159	1077	159	263	83	505	74	716	62	852	2997
Grand Total	798	788	277	1863	352	2150	475	2977	421	818	280	1519	276	2276	181	2733	9092
Apprch %	42.8	42.3	14.9		11.8	72.2	16		27.7	53.9	18.4		10.1	83.3	6.6		
Total %	8.8	8.7	3	20.5	3.9	23.6	5.2	32.7	4.6	9	3.1	16.7	3	25	2	30.1	

	Perris Boulevard Southbound				Ramona Expressway Westbound				Perris Boulevard Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:15 PM																	
01:15 PM	62	54	21	137	**36**	169	**47**	252	36	71	31	138	22	**203**	15	240	767
01:30 PM	**75**	**84**	**27**	**186**	32	175	35	242	32	**80**	**38**	**150**	**32**	198	15	**245**	**823**
01:45 PM	54	70	22	146	30	**205**	44	**279**	27	64	18	109	29	192	**19**	240	774
02:00 PM	66	59	24	149	25	185	37	247	**47**	69	24	140	26	196	16	238	774
Total Volume	257	267	94	618	123	734	163	1020	142	284	111	537	109	789	65	963	3138
% App. Total	41.6	43.2	15.2		12.1	72	16		26.4	52.9	20.7		11.3	81.9	6.7		
PHF	.857	.795	.870	.831	.854	.895	.867	.914	.755	.888	.730	.895	.852	.972	.855	.983	.953

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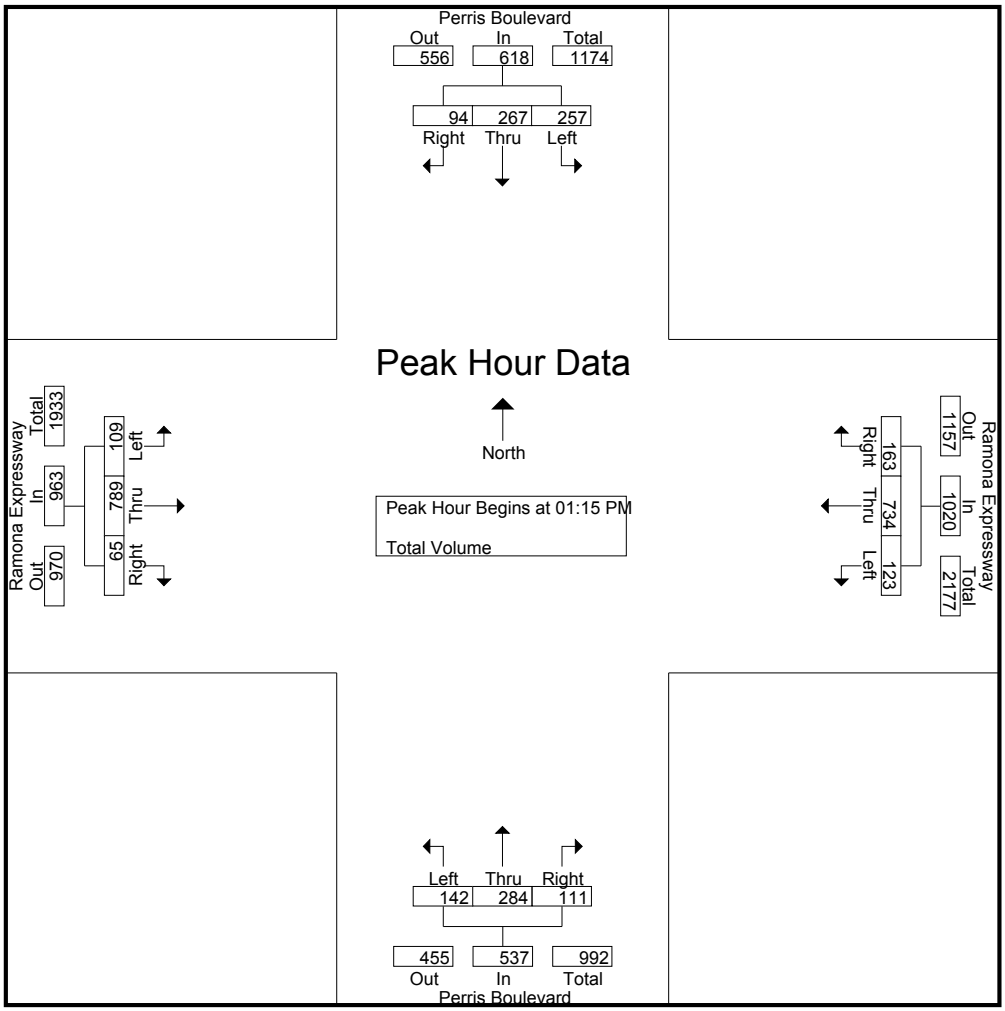
City of Perris
N/S: Perris Boulevard
E/W: Ramona Expressway
Weather: Sunny

File Name : PERPERASAT
Site Code : 00000155
Start Date : 5/18/2013
Page No : 2



Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	12:15 PM				01:45 PM				01:15 PM				01:00 PM			
+0 mins.	**84**	69	22	**175**	**30**	205	**44**	279	36	71	31	138	19	**220**	11	**250**
+15 mins.	75	**80**	18	173	25	185	37	247	32	**80**	**38**	**150**	22	203	15	240
+30 mins.	62	63	**30**	155	24	206	41	271	27	64	18	109	**32**	198	15	245
+45 mins.	71	71	27	169	25	**216**	44	**285**	**47**	69	24	140	29	192	**19**	240
Total Volume	292	283	97	672	104	812	166	1082	142	284	111	537	102	813	60	975
% App. Total	43.5	42.1	14.4		9.6	75	15.3		26.4	52.9	20.7		10.5	83.4	6.2	
PHF	.869	.884	.808	.960	.867	.940	.943	.949	.755	.888	.730	.895	.797	.924	.789	.975

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City of Moreno Valley
N/S: Kitching Street
E/W: Cactus Avenue
Weather: Sunny

File Name : MRVKICAAM
Site Code : 00000001
Start Date : 5/14/2013
Page No : 1

Groups Printed- Total Volume

	Kitching Street Southbound				Cactus Avenue Westbound				Kitching Street Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	4	27	15	46	1	88	5	94	35	34	4	73	12	73	14	99	312
07:15 AM	4	35	10	49	2	96	8	106	39	61	5	105	13	97	20	130	390
07:30 AM	2	43	39	84	5	129	1	135	44	72	7	123	17	124	35	176	518
07:45 AM	14	72	23	109	5	139	6	150	46	81	4	131	41	136	72	249	639
Total	24	177	87	288	13	452	20	485	164	248	20	432	83	430	141	654	1859
08:00 AM	10	66	30	106	5	129	8	142	66	81	11	158	19	102	35	156	562
08:15 AM	4	27	12	43	5	91	5	101	31	40	2	73	10	94	20	124	341
08:30 AM	3	28	10	41	4	75	4	83	25	36	5	66	3	88	16	107	297
08:45 AM	8	39	12	59	3	92	5	100	23	43	1	67	7	78	17	102	328
Total	25	160	64	249	17	387	22	426	145	200	19	364	39	362	88	489	1528
Grand Total	49	337	151	537	30	839	42	911	309	448	39	796	122	792	229	1143	3387
Apprch %	9.1	62.8	28.1		3.3	92.1	4.6		38.8	56.3	4.9		10.7	69.3	20		
Total %	1.4	9.9	4.5	15.9	0.9	24.8	1.2	26.9	9.1	13.2	1.2	23.5	3.6	23.4	6.8	33.7	

	Kitching Street Southbound				Cactus Avenue Westbound				Kitching Street Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	4	35	10	49	2	96	**8**	106	39	61	5	105	13	97	20	130	390
07:30 AM	2	43	**39**	84	**5**	129	1	135	44	72	7	123	17	124	35	176	518
07:45 AM	**14**	**72**	23	**109**	5	**139**	6	**150**	46	**81**	4	131	**41**	**136**	**72**	**249**	**639**
08:00 AM	10	66	30	106	5	129	8	142	**66**	81	**11**	**158**	19	102	35	156	562
Total Volume	30	216	102	348	17	493	23	533	195	295	27	517	90	459	162	711	2109
% App. Total	8.6	62.1	29.3		3.2	92.5	4.3		37.7	57.1	5.2		12.7	64.6	22.8		
PHF	.536	.750	.654	.798	.850	.887	.719	.888	.739	.910	.614	.818	.549	.844	.563	.714	.825

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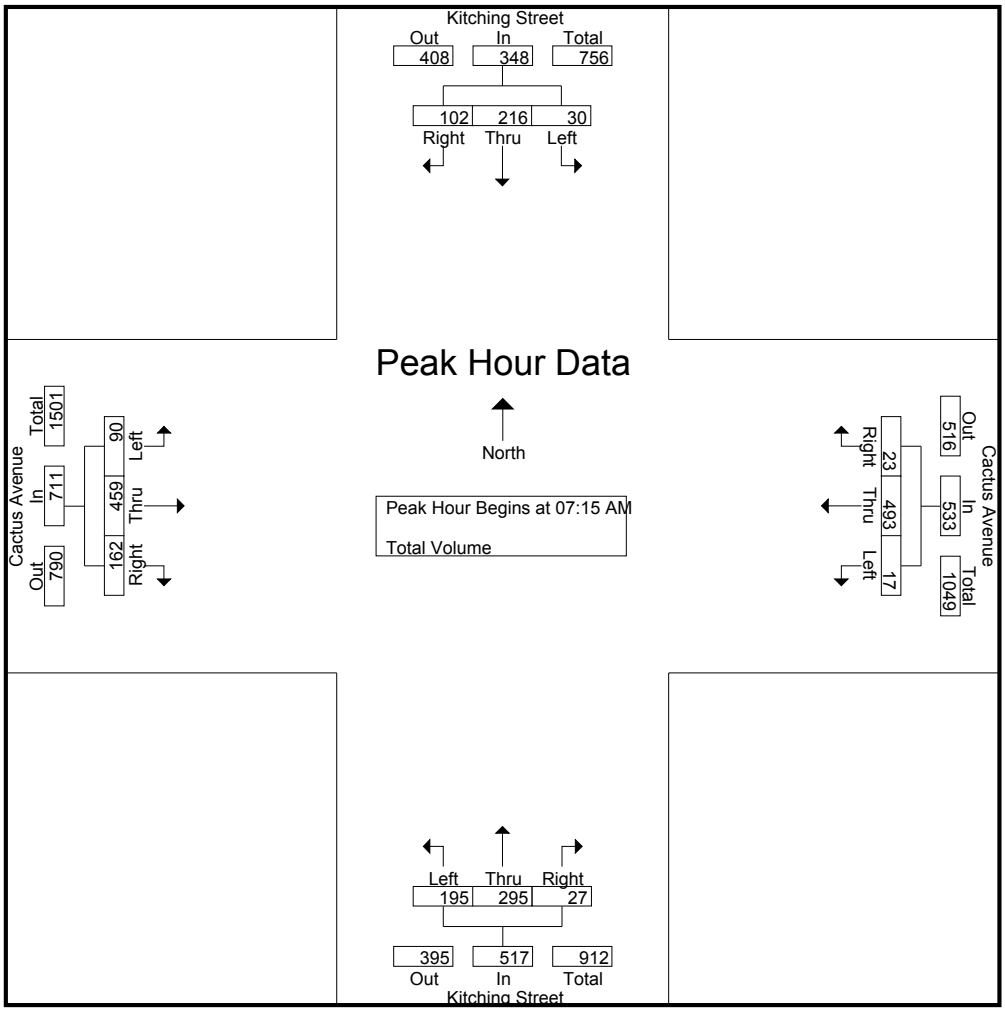
City of Moreno Valley
N/S: Kitching Street
E/W: Cactus Avenue
Weather: Sunny

File Name : MRVKICAAM
Site Code : 00000001
Start Date : 5/14/2013
Page No : 2



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

Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	4	35	10	49	2	96	**8**	106	39	61	5	105	13	97	20	130
+15 mins.	2	43	**39**	84	**5**	129	1	135	44	72	7	123	17	124	35	176
+30 mins.	**14**	**72**	23	**109**	5	**139**	6	**150**	46	**81**	4	131	**41**	**136**	**72**	**249**
+45 mins.	10	66	30	106	5	129	8	142	**66**	81	**11**	**158**	19	102	35	156
Total Volume	30	216	102	348	17	493	23	533	195	295	27	517	90	459	162	711
% App. Total	8.6	62.1	29.3		3.2	92.5	4.3		37.7	57.1	5.2		12.7	64.6	22.8	
PHF	.536	.750	.654	.798	.850	.887	.719	.888	.739	.910	.614	.818	.549	.844	.563	.714

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City of Moreno Valley
N/S: Kitching Street
E/W: Cactus Avenue
Weather: Sunny

File Name : MRVKICAPM
Site Code : 00000125
Start Date : 5/14/2013
Page No : 1

Groups Printed- Total Volume

	Kitching Street Southbound				Cactus Avenue Westbound				Kitching Street Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	6	38	9	53	6	92	5	103	15	38	4	57	12	96	32	140	353
04:15 PM	9	42	11	62	5	96	5	106	16	38	4	58	8	92	31	131	357
04:30 PM	10	43	13	66	5	107	6	118	17	35	3	55	9	105	36	150	389
04:45 PM	12	45	11	68	4	86	2	92	12	55	6	73	9	105	33	147	380
Total	37	168	44	249	20	381	18	419	60	166	17	243	38	398	132	568	1479
05:00 PM	2	48	9	59	9	110	5	124	14	51	2	67	12	100	21	133	383
05:15 PM	4	56	11	71	5	95	8	108	13	43	4	60	16	121	52	189	428
05:30 PM	6	46	11	63	5	127	3	135	26	46	4	76	12	88	39	139	413
05:45 PM	13	45	16	74	7	72	4	83	16	48	2	66	16	76	29	121	344
Total	25	195	47	267	26	404	20	450	69	188	12	269	56	385	141	582	1568
Grand Total	62	363	91	516	46	785	38	869	129	354	29	512	94	783	273	1150	3047
Apprch %	12	70.3	17.6		5.3	90.3	4.4		25.2	69.1	5.7		8.2	68.1	23.7		
Total %	2	11.9	3	16.9	1.5	25.8	1.2	28.5	4.2	11.6	1	16.8	3.1	25.7	9	37.7	

	Kitching Street Southbound				Cactus Avenue Westbound				Kitching Street Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	**12**	45	**11**	68	4	86	2	92	12	**55**	**6**	73	9	105	33	147	380
05:00 PM	2	48	9	59	**9**	110	5	124	14	51	2	67	12	100	21	133	383
05:15 PM	4	**56**	11	**71**	5	95	**8**	108	13	43	4	60	**16**	**121**	**52**	**189**	**428**
05:30 PM	6	46	11	63	5	**127**	3	**135**	**26**	46	4	**76**	12	88	39	139	413
Total Volume	24	195	42	261	23	418	18	459	65	195	16	276	49	414	145	608	1604
% App. Total	9.2	74.7	16.1		5	91.1	3.9		23.6	70.7	5.8		8.1	68.1	23.8		
PHF	.500	.871	.955	.919	.639	.823	.563	.850	.625	.886	.667	.908	.766	.855	.697	.804	.937

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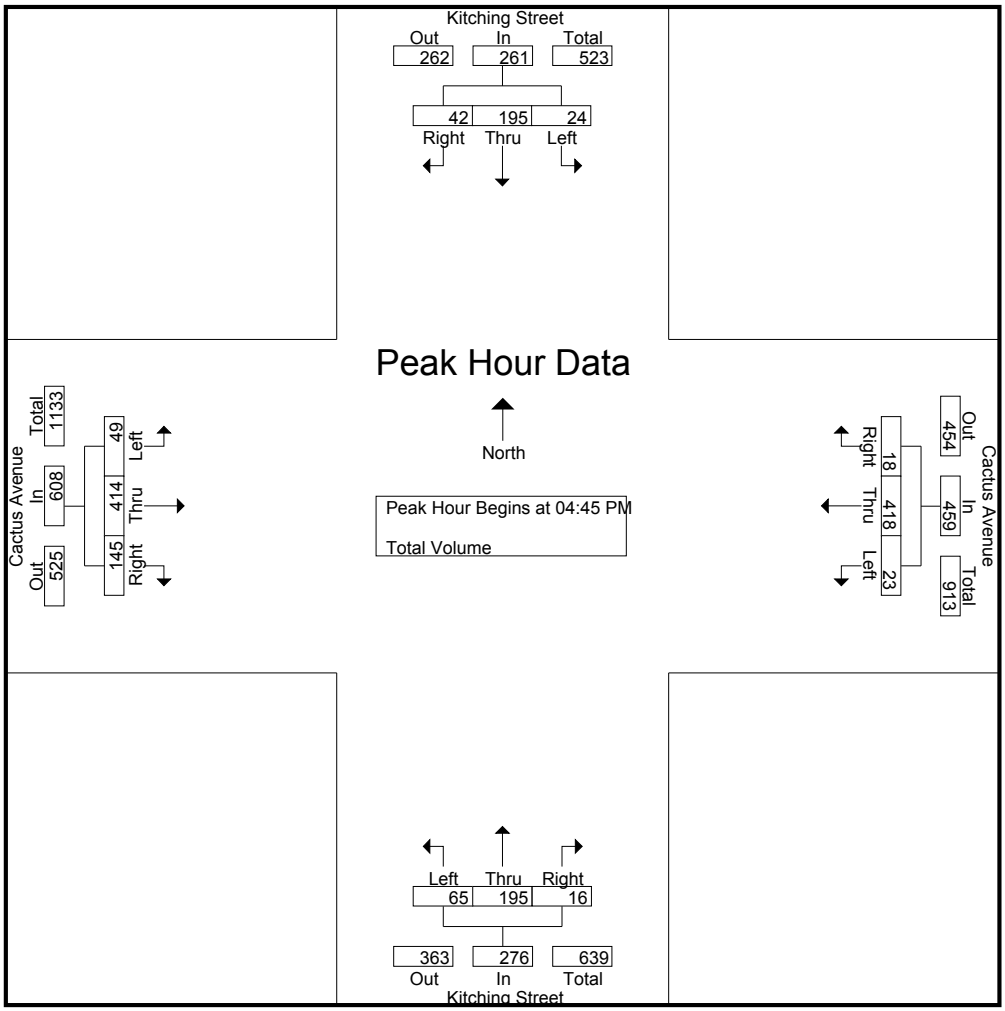
City of Moreno Valley
N/S: Kitching Street
E/W: Cactus Avenue
Weather: Sunny

File Name : MRVKICAPM
Site Code : 00000125
Start Date : 5/14/2013
Page No : 2



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

Peak Hour for Each Approach Begins at:

	05:00 PM				04:45 PM				04:45 PM				04:30 PM			
+0 mins.	2	48	9	59	4	86	2	92	12	**55**	**6**	73	9	105	36	150
+15 mins.	4	**56**	11	71	**9**	110	5	124	14	51	2	67	9	105	33	147
+30 mins.	6	46	11	63	5	95	**8**	108	13	43	4	60	12	100	21	133
+45 mins.	**13**	45	**16**	**74**	5	**127**	3	**135**	**26**	46	4	**76**	**16**	**121**	**52**	**189**
Total Volume	25	195	47	267	23	418	18	459	65	195	16	276	46	431	142	619
% App. Total	9.4	73	17.6		5	91.1	3.9		23.6	70.7	5.8		7.4	69.6	22.9	
PHF	.481	.871	.734	.902	.639	.823	.563	.850	.625	.886	.667	.908	.719	.890	.683	.819

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Corona, CA 92878
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City of Moreno Valley
N/S: Kitching Street
E/W: Cactus Avenue
Weather: Sunny

File Name : MRVKICASAT
Site Code : 00000155
Start Date : 5/18/2013
Page No : 1

Groups Printed- Total Volume

	Kitching Street Southbound				Cactus Avenue Westbound				Kitching Street Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	8	42	5	55	2	77	3	82	19	43	5	67	8	58	23	89	293
12:15 PM	3	40	9	52	5	76	2	83	26	43	1	70	11	73	15	99	304
12:30 PM	6	41	5	52	0	62	8	70	20	41	3	64	4	65	15	84	270
12:45 PM	8	34	5	47	4	55	5	64	16	45	3	64	9	64	19	92	267
Total	25	157	24	206	11	270	18	299	81	172	12	265	32	260	72	364	1134
01:00 PM	7	27	11	45	8	61	11	80	17	48	1	66	2	81	21	104	295
01:15 PM	7	45	8	60	3	80	6	89	21	49	4	74	5	48	24	77	300
01:30 PM	12	41	10	63	0	68	7	75	32	48	1	81	10	74	33	117	336
01:45 PM	5	48	8	61	2	67	8	77	22	50	6	78	7	68	12	87	303
Total	31	161	37	229	13	276	32	321	92	195	12	299	24	271	90	385	1234
02:00 PM	6	37	8	51	3	59	6	68	11	49	5	65	8	69	29	106	290
02:15 PM	8	43	7	58	6	79	5	90	26	49	2	77	5	70	15	90	315
02:30 PM	10	38	8	56	3	76	8	87	23	43	3	69	2	72	21	95	307
02:45 PM	11	48	7	66	6	65	5	76	20	38	5	63	7	71	32	110	315
Total	35	166	30	231	18	279	24	321	80	179	15	274	22	282	97	401	1227
Grand Total	91	484	91	666	42	825	74	941	253	546	39	838	78	813	259	1150	3595
Apprch %	13.7	72.7	13.7		4.5	87.7	7.9		30.2	65.2	4.7		6.8	70.7	22.5		
Total %	2.5	13.5	2.5	18.5	1.2	22.9	2.1	26.2	7	15.2	1.1	23.3	2.2	22.6	7.2	32	

	Kitching Street Southbound				Cactus Avenue Westbound				Kitching Street Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:30 PM																	
01:30 PM	**12**	41	**10**	**63**	0	68	7	75	**32**	48	1	**81**	**10**	**74**	**33**	**117**	**336**
01:45 PM	5	**48**	8	61	2	67	**8**	77	22	**50**	**6**	78	7	68	12	87	303
02:00 PM	6	37	8	51	3	59	6	68	11	49	5	65	8	69	29	106	290
02:15 PM	8	43	7	58	**6**	**79**	5	**90**	26	49	2	77	5	70	15	90	315
Total Volume	31	169	33	233	11	273	26	310	91	196	14	301	30	281	89	400	1244
% App. Total	13.3	72.5	14.2		3.5	88.1	8.4		30.2	65.1	4.7		7.5	70.2	22.2		
PHF	.646	.880	.825	.925	.458	.864	.813	.861	.711	.980	.583	.929	.750	.949	.674	.855	.926

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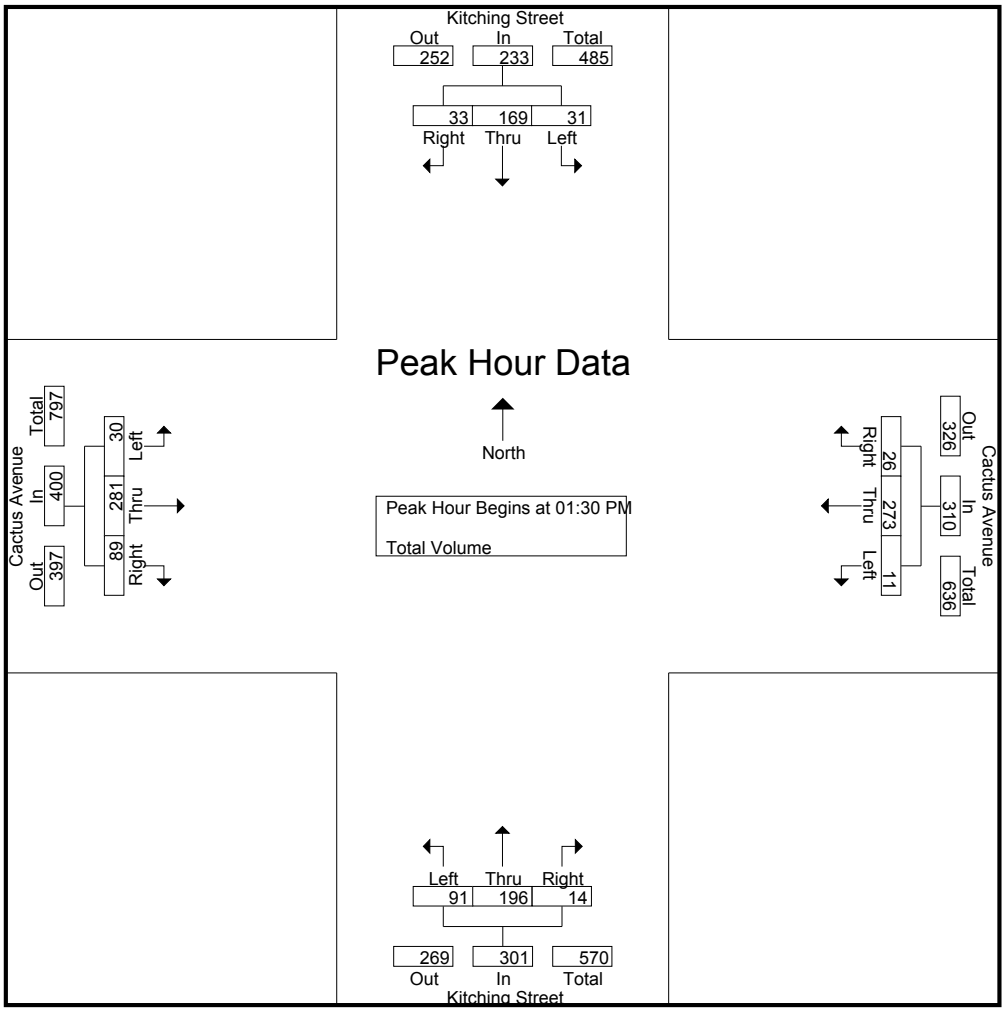
File Name : MRVKICASAT
Site Code : 00000155
Start Date : 5/18/2013
Page No : 2



Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	01:15 PM				01:45 PM				01:30 PM				02:00 PM			
+0 mins.	7	45	8	60	2	67	**8**	77	**32**	48	1	**81**	**8**	69	29	106
+15 mins.	**12**	41	**10**	**63**	3	59	6	68	22	**50**	**6**	78	5	70	15	90
+30 mins.	5	**48**	8	61	**6**	**79**	5	**90**	11	49	5	65	2	**72**	21	95
+45 mins.	6	37	8	51	3	76	8	87	26	49	2	77	7	71	**32**	**110**
Total Volume	30	171	34	235	14	281	27	322	91	196	14	301	22	282	97	401
% App. Total	12.8	72.8	14.5		4.3	87.3	8.4		30.2	65.1	4.7		5.5	70.3	24.2	
PHF	.625	.891	.850	.933	.583	.889	.844	.894	.711	.980	.583	.929	.688	.979	.758	.911

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City of Moreno Valley
N/S: Kitching Street
E/W: John F Kennedy Drive
Weather: Sunny

File Name : MRVKIJFKAM
Site Code : 00000036
Start Date : 5/14/2013
Page No : 1

Groups Printed- Total Volume

	Kitching Street Southbound				John F Kennedy Drive Westbound				Kitching Street Northbound				John F Kennedy Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	6	31	6	43	2	42	8	52	22	52	3	77	3	43	19	65	237
07:15 AM	7	32	5	44	1	45	6	52	32	65	2	99	8	47	23	78	273
07:30 AM	14	53	10	77	3	75	15	93	46	86	1	133	6	107	33	146	449
07:45 AM	39	56	12	107	5	134	36	175	48	67	3	118	16	165	38	219	619
Total	66	172	33	271	11	296	65	372	148	270	9	427	33	362	113	508	1578
08:00 AM	29	54	13	96	5	172	38	215	37	78	1	116	10	119	42	171	598
08:15 AM	4	30	13	47	1	39	4	44	25	48	2	75	6	35	17	58	224
08:30 AM	1	30	9	40	2	26	3	31	19	52	0	71	5	32	21	58	200
08:45 AM	4	26	5	35	1	33	2	36	16	40	0	56	7	31	14	52	179
Total	38	140	40	218	9	270	47	326	97	218	3	318	28	217	94	339	1201
Grand Total	104	312	73	489	20	566	112	698	245	488	12	745	61	579	207	847	2779
Apprch %	21.3	63.8	14.9		2.9	81.1	16		32.9	65.5	1.6		7.2	68.4	24.4		
Total %	3.7	11.2	2.6	17.6	0.7	20.4	4	25.1	8.8	17.6	0.4	26.8	2.2	20.8	7.4	30.5	

	Kitching Street Southbound				John F Kennedy Drive Westbound				Kitching Street Northbound				John F Kennedy Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	7	32	5	44	1	45	6	52	32	65	2	99	8	47	23	78	273
07:30 AM	14	53	10	77	3	75	15	93	46	**86**	1	**133**	6	107	33	146	449
07:45 AM	**39**	**56**	12	**107**	**5**	134	36	175	**48**	67	**3**	118	**16**	**165**	38	**219**	**619**
08:00 AM	29	54	**13**	96	5	**172**	**38**	**215**	37	78	1	116	10	119	**42**	171	598
Total Volume	89	195	40	324	14	426	95	535	163	296	7	466	40	438	136	614	1939
% App. Total	27.5	60.2	12.3		2.6	79.6	17.8		35	63.5	1.5		6.5	71.3	22.1		
PHF	.571	.871	.769	.757	.700	.619	.625	.622	.849	.860	.583	.876	.625	.664	.810	.701	.783

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File Name : MRVKIJFKAM
Site Code : 00000036
Start Date : 5/14/2013
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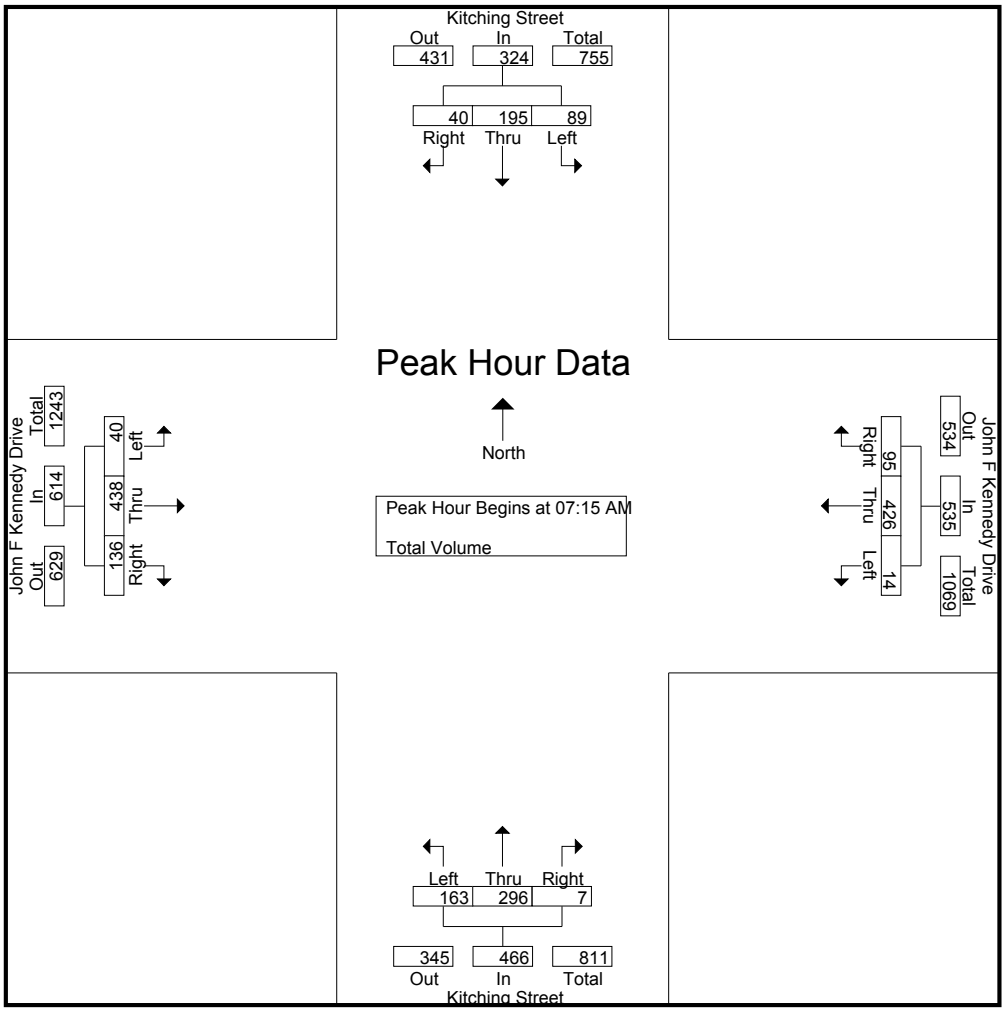

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	14	53	10	77	1	45	6	52	32	65	2	99	8	47	23	78
+15 mins.	**39**	**56**	12	**107**	3	75	15	93	46	**86**	1	**133**	6	107	33	146
+30 mins.	29	54	**13**	96	**5**	134	36	175	**48**	67	**3**	118	**16**	**165**	38	**219**
+45 mins.	4	30	13	47	5	**172**	**38**	**215**	37	78	1	116	10	119	**42**	171
Total Volume	86	193	48	327	14	426	95	535	163	296	7	466	40	438	136	614
% App. Total	26.3	59	14.7		2.6	79.6	17.8		35	63.5	1.5		6.5	71.3	22.1	
PHF	.551	.862	.923	.764	.700	.619	.625	.622	.849	.860	.583	.876	.625	.664	.810	.701

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City of Moreno Valley
N/S: Kitching Street
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Weather: Sunny

File Name : MRVKIJFKPM
Site Code : 00000036
Start Date : 5/14/2013
Page No : 1

Groups Printed- Total Volume

	Kitching Street Southbound				John F Kennedy Drive Westbound				Kitching Street Northbound				John F Kennedy Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	4	51	10	65	0	58	4	62	20	45	1	66	10	55	34	99	292
04:15 PM	9	64	11	84	2	48	4	54	21	71	5	97	11	70	39	120	355
04:30 PM	3	56	12	71	3	41	5	49	19	51	3	73	5	57	19	81	274
04:45 PM	9	57	2	68	0	36	4	40	16	48	3	67	15	47	40	102	277
Total	25	228	35	288	5	183	17	205	76	215	12	303	41	229	132	402	1198
05:00 PM	10	61	9	80	2	35	4	41	18	47	2	67	4	61	29	94	282
05:15 PM	8	60	5	73	1	35	2	38	22	49	2	73	11	55	28	94	278
05:30 PM	14	69	8	91	2	38	3	43	24	51	2	77	6	72	35	113	324
05:45 PM	8	61	10	79	2	38	11	51	20	57	4	81	8	72	47	127	338
Total	40	251	32	323	7	146	20	173	84	204	10	298	29	260	139	428	1222
Grand Total	65	479	67	611	12	329	37	378	160	419	22	601	70	489	271	830	2420
Apprch %	10.6	78.4	11		3.2	87	9.8		26.6	69.7	3.7		8.4	58.9	32.7		
Total %	2.7	19.8	2.8	25.2	0.5	13.6	1.5	15.6	6.6	17.3	0.9	24.8	2.9	20.2	11.2	34.3	

	Kitching Street Southbound				John F Kennedy Drive Westbound				Kitching Street Northbound				John F Kennedy Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	10	61	9	80	**2**	35	4	41	18	47	2	67	4	61	29	94	282
05:15 PM	8	60	5	73	1	35	2	38	22	49	2	73	**11**	55	28	94	278
05:30 PM	**14**	**69**	8	**91**	2	**38**	3	43	**24**	51	2	77	6	**72**	35	113	324
05:45 PM	8	61	**10**	79	2	38	**11**	**51**	20	**57**	**4**	**81**	8	72	**47**	**127**	**338**
Total Volume	40	251	32	323	7	146	20	173	84	204	10	298	29	260	139	428	1222
% App. Total	12.4	77.7	9.9		4	84.4	11.6		28.2	68.5	3.4		6.8	60.7	32.5		
PHF	.714	.909	.800	.887	.875	.961	.455	.848	.875	.895	.625	.920	.659	.903	.739	.843	.904

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City of Moreno Valley
N/S: Kitching Street
E/W: John F Kennedy Drive
Weather: Sunny

File Name : MRVKIJFKPM
Site Code : 00000036
Start Date : 5/14/2013
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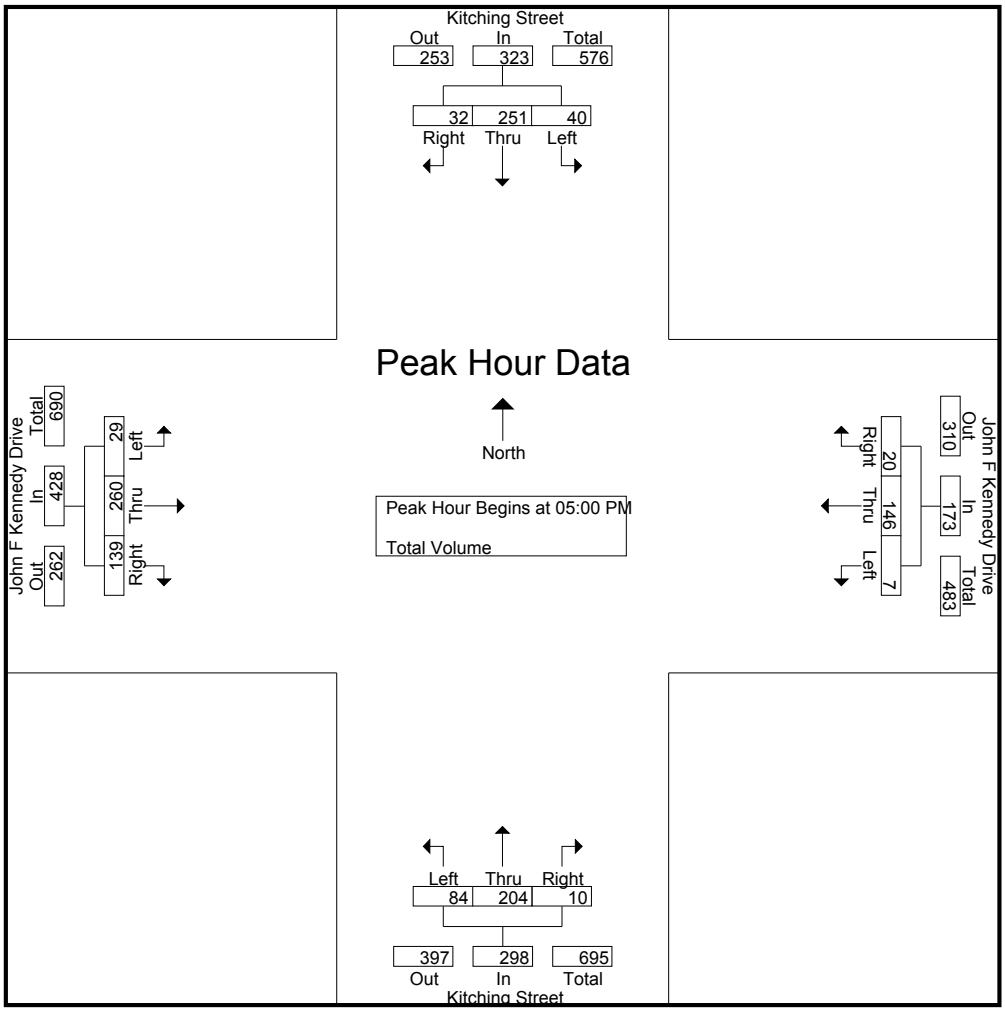

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				04:00 PM				04:15 PM				05:00 PM			
+0 mins.	10	61	9	80	0	**58**	4	**62**	**21**	**71**	**5**	**97**	4	61	29	94
+15 mins.	8	60	5	73	2	48	4	54	19	51	3	73	**11**	55	28	94
+30 mins.	**14**	**69**	8	**91**	**3**	41	**5**	49	16	48	3	67	6	**72**	35	113
+45 mins.	8	61	**10**	79	0	36	4	40	18	47	2	67	8	72	**47**	**127**
Total Volume	40	251	32	323	5	183	17	205	74	217	13	304	29	260	139	428
% App. Total	12.4	77.7	9.9		2.4	89.3	8.3		24.3	71.4	4.3		6.8	60.7	32.5	
PHF	.714	.909	.800	.887	.417	.789	.850	.827	.881	.764	.650	.784	.659	.903	.739	.843

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City of Moreno Valley
N/S: Kitching Street
E/W: John F Kennedy Drive
Weather: Sunny

File Name : MRVKIJFKSAT
Site Code : 00000111
Start Date : 5/18/2013
Page No : 1

Groups Printed- Total Volume

	Kitching Street Southbound				John F Kennedy Drive Westbound				Kitching Street Northbound				John F Kennedy Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	5	40	8	53	1	30	4	35	20	54	0	74	1	47	22	70	232
12:15 PM	6	34	6	46	0	26	4	30	17	43	1	61	9	30	22	61	198
12:30 PM	6	41	6	53	0	36	3	39	20	42	1	63	8	44	16	68	223
12:45 PM	5	29	9	43	3	38	6	47	25	51	1	77	4	47	26	77	244
Total	22	144	29	195	4	130	17	151	82	190	3	275	22	168	86	276	897
01:00 PM	6	37	8	51	1	29	0	30	19	50	1	70	3	50	30	83	234
01:15 PM	3	42	10	55	4	44	0	48	17	42	0	59	9	59	20	88	250
01:30 PM	0	31	12	43	0	47	1	48	19	60	4	83	4	42	19	65	239
01:45 PM	9	34	10	53	3	35	7	45	22	52	2	76	6	64	28	98	272
Total	18	144	40	202	8	155	8	171	77	204	7	288	22	215	97	334	995
02:00 PM	5	37	4	46	5	34	3	42	18	43	1	62	13	59	30	102	252
02:15 PM	4	40	1	45	2	32	4	38	18	51	4	73	5	60	28	93	249
02:30 PM	4	58	12	74	3	46	0	49	19	39	2	60	7	46	30	83	266
02:45 PM	6	46	6	58	4	38	2	44	21	45	3	69	6	56	26	88	259
Total	19	181	23	223	14	150	9	173	76	178	10	264	31	221	114	366	1026
Grand Total	59	469	92	620	26	435	34	495	235	572	20	827	75	604	297	976	2918
Apprch %	9.5	75.6	14.8		5.3	87.9	6.9		28.4	69.2	2.4		7.7	61.9	30.4		
Total %	2	16.1	3.2	21.2	0.9	14.9	1.2	17	8.1	19.6	0.7	28.3	2.6	20.7	10.2	33.4	

	Kitching Street Southbound				John F Kennedy Drive Westbound				Kitching Street Northbound				John F Kennedy Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 02:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:45 PM																	
01:45 PM	**9**	34	10	53	3	35	**7**	45	**22**	**52**	2	**76**	6	**64**	28	98	**272**
02:00 PM	5	37	4	46	**5**	34	3	42	18	43	1	62	**13**	59	**30**	**102**	252
02:15 PM	4	40	1	45	2	32	4	38	18	51	**4**	73	5	60	28	93	249
02:30 PM	4	**58**	**12**	**74**	3	**46**	0	**49**	19	39	2	60	7	46	30	83	266
Total Volume	22	169	27	218	13	147	14	174	77	185	9	271	31	229	116	376	1039
% App. Total	10.1	77.5	12.4		7.5	84.5	8		28.4	68.3	3.3		8.2	60.9	30.9		
PHF	.611	.728	.563	.736	.650	.799	.500	.888	.875	.889	.563	.891	.596	.895	.967	.922	.955

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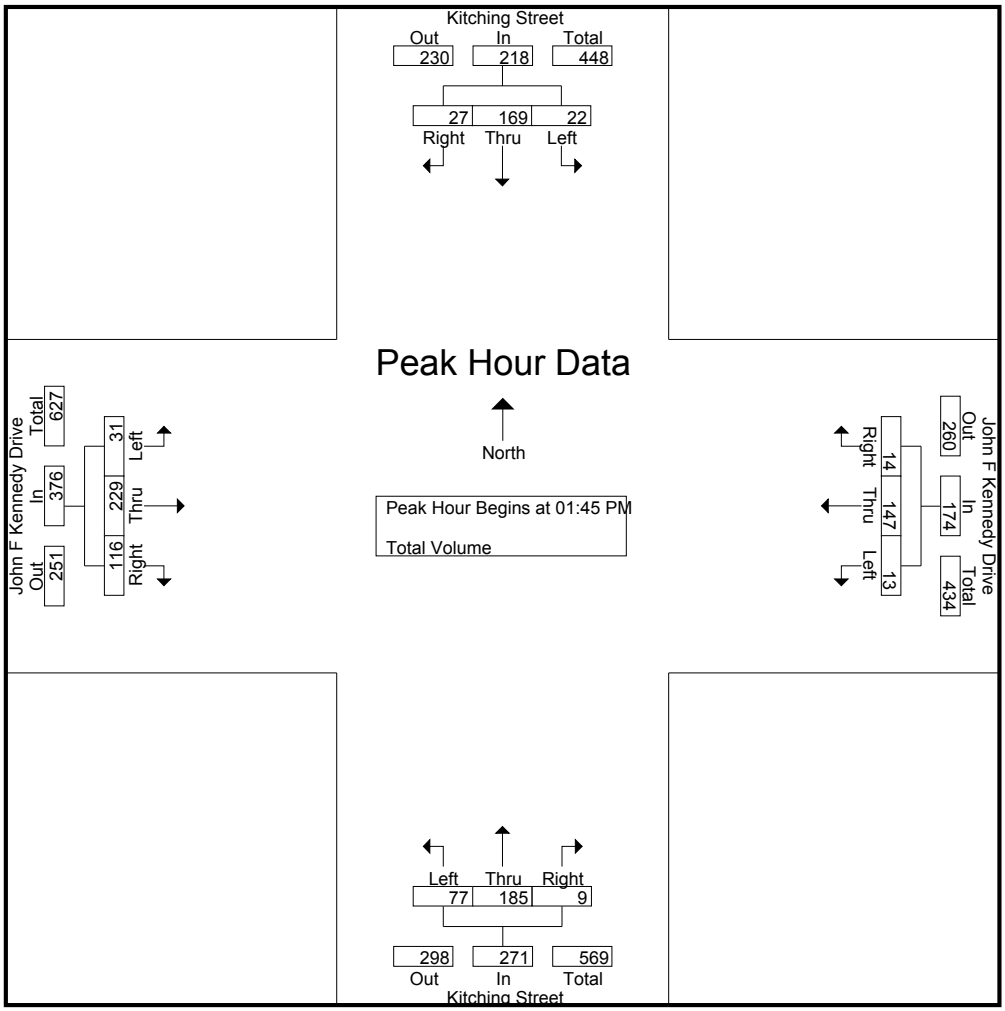
Weather: Sunny

File Name : MRVKIJFKSAT
Site Code : 00000111
Start Date : 5/18/2013
Page No : 2



Peak Hour Analysis From 12:00 PM to 02:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	01:45 PM				01:15 PM				01:30 PM				01:45 PM			
+0 mins.	**9**	34	10	53	4	44	0	**48**	19	**60**	**4**	**83**	6	**64**	28	98
+15 mins.	5	37	4	46	0	**47**	1	48	**22**	52	2	76	**13**	59	**30**	**102**
+30 mins.	4	40	1	45	3	35	**7**	45	18	43	1	62	5	60	28	93
+45 mins.	4	**58**	**12**	**74**	**5**	34	3	42	18	51	4	73	7	46	30	83
Total Volume	22	169	27	218	12	160	11	183	77	206	11	294	31	229	116	376
% App. Total	10.1	77.5	12.4		6.6	87.4	6		26.2	70.1	3.7		8.2	60.9	30.9	
PHF	.611	.728	.563	.736	.600	.851	.393	.953	.875	.858	.688	.886	.596	.895	.967	.922

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City of Moreno Valley
N/S: Kitching Street
E/W: Iris Avenue
Weather: Sunny

File Name : MRVKIIRAM
Site Code : 00000006
Start Date : 5/16/2013
Page No : 1

Groups Printed- Total Volume

	Kitching Street Southbound				Iris Avenue Westbound				Kitching Street Northbound				Iris Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	34	12	49	42	125	12	179	12	16	19	47	11	101	14	126	401
07:15 AM	3	55	22	80	48	122	14	184	27	36	25	88	15	117	19	151	503
07:30 AM	7	29	40	76	22	156	10	188	36	25	28	89	22	120	30	172	525
07:45 AM	12	22	32	66	23	163	23	209	39	38	21	98	22	131	36	189	562
Total	25	140	106	271	135	566	59	760	114	115	93	322	70	469	99	638	1991
08:00 AM	8	25	27	60	18	132	6	156	28	25	17	70	16	102	19	137	423
08:15 AM	6	20	12	38	14	113	14	141	10	22	18	50	3	111	16	130	359
08:30 AM	4	25	21	50	7	111	15	133	11	23	19	53	9	106	14	129	365
08:45 AM	7	18	14	39	15	121	15	151	17	22	14	53	8	90	9	107	350
Total	25	88	74	187	54	477	50	581	66	92	68	226	36	409	58	503	1497
Grand Total	50	228	180	458	189	1043	109	1341	180	207	161	548	106	878	157	1141	3488
Apprch %	10.9	49.8	39.3		14.1	77.8	8.1		32.8	37.8	29.4		9.3	77	13.8		
Total %	1.4	6.5	5.2	13.1	5.4	29.9	3.1	38.4	5.2	5.9	4.6	15.7	3	25.2	4.5	32.7	

	Kitching Street Southbound				Iris Avenue Westbound				Kitching Street Northbound				Iris Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	3	**55**	22	**80**	**48**	122	14	184	27	36	25	88	15	117	19	151	503
07:30 AM	7	29	**40**	76	22	156	10	188	36	25	**28**	89	**22**	120	30	172	525
07:45 AM	**12**	22	32	66	23	**163**	**23**	**209**	**39**	**38**	21	**98**	22	**131**	**36**	**189**	**562**
08:00 AM	8	25	27	60	18	132	6	156	28	25	17	70	16	102	19	137	423
Total Volume	30	131	121	282	111	573	53	737	130	124	91	345	75	470	104	649	2013
% App. Total	10.6	46.5	42.9		15.1	77.7	7.2		37.7	35.9	26.4		11.6	72.4	16		
PHF	.625	.595	.756	.881	.578	.879	.576	.882	.833	.816	.813	.880	.852	.897	.722	.858	.895

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City of Moreno Valley
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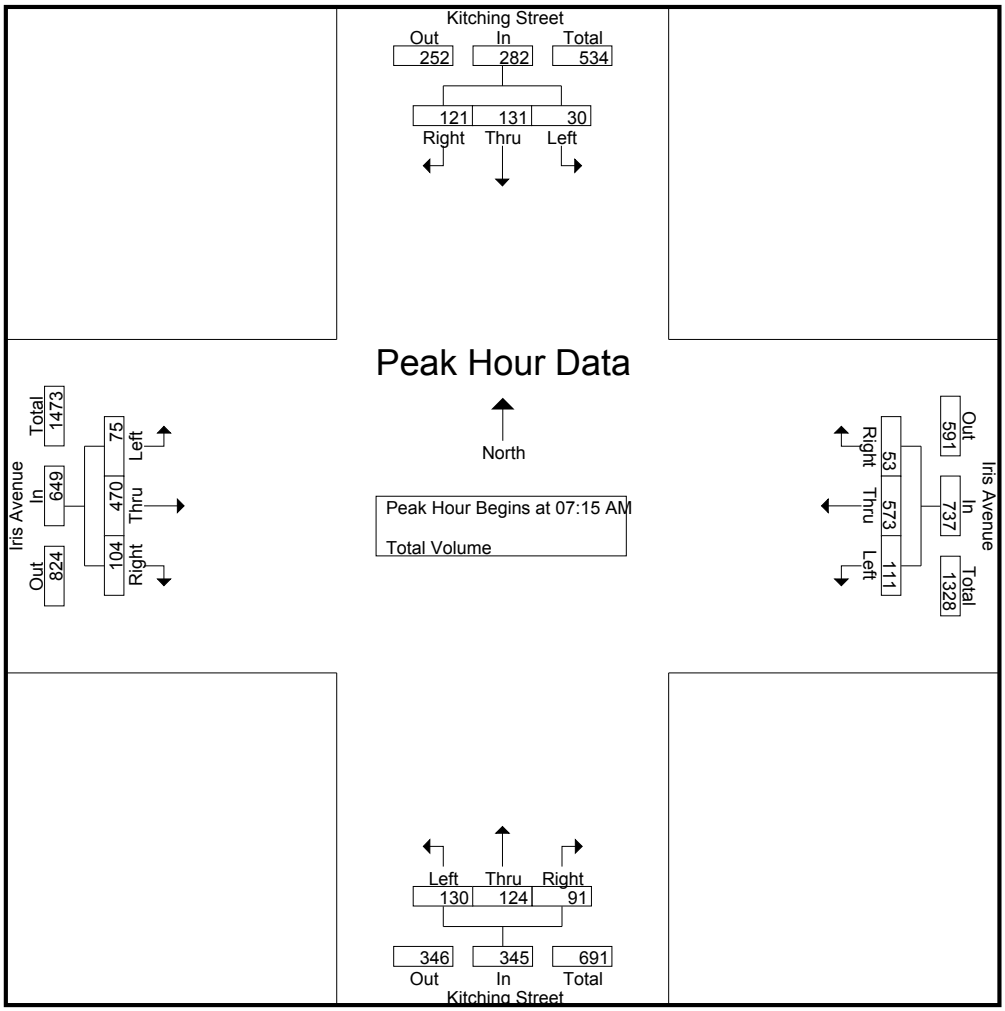
Weather: Sunny

File Name : MRVKIIRAM
Site Code : 00000006
Start Date : 5/16/2013
Page No : 2



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

Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				07:15 AM				07:15 AM			
+0 mins.	3	**55**	22	**80**	42	125	12	179	27	36	25	88	15	117	19	151
+15 mins.	7	29	**40**	76	**48**	122	14	184	36	25	**28**	89	**22**	120	30	172
+30 mins.	**12**	22	32	66	22	156	10	188	**39**	**38**	21	**98**	22	**131**	**36**	**189**
+45 mins.	8	25	27	60	23	**163**	**23**	**209**	28	25	17	70	16	102	19	137
Total Volume	30	131	121	282	135	566	59	760	130	124	91	345	75	470	104	649
% App. Total	10.6	46.5	42.9		17.8	74.5	7.8		37.7	35.9	26.4		11.6	72.4	16	
PHF	.625	.595	.756	.881	.703	.868	.641	.909	.833	.816	.813	.880	.852	.897	.722	.858

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City of Moreno Valley
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E/W: Iris Avenue
Weather: Sunny

File Name : MRVKIIRPM
Site Code : 00000006
Start Date : 5/16/2013
Page No : 1

Groups Printed- Total Volume

	Kitching Street Southbound				Iris Avenue Westbound				Kitching Street Northbound				Iris Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	12	18	23	53	26	153	25	204	14	16	24	54	15	151	17	183	494
04:15 PM	9	12	17	38	30	151	17	198	17	16	12	45	30	167	23	220	501
04:30 PM	12	37	12	61	33	154	15	202	13	19	18	50	11	152	27	190	503
04:45 PM	7	35	26	68	22	143	18	183	21	15	21	57	11	177	27	215	523
Total	40	102	78	220	111	601	75	787	65	66	75	206	67	647	94	808	2021
05:00 PM	10	26	14	50	31	168	31	230	13	16	21	50	20	148	29	197	527
05:15 PM	6	25	17	48	22	135	16	173	16	18	26	60	15	161	33	209	490
05:30 PM	12	27	21	60	25	137	23	185	12	19	20	51	27	159	35	221	517
05:45 PM	9	36	23	68	30	139	23	192	17	42	19	78	16	154	31	201	539
Total	37	114	75	226	108	579	93	780	58	95	86	239	78	622	128	828	2073
Grand Total	77	216	153	446	219	1180	168	1567	123	161	161	445	145	1269	222	1636	4094
Apprch %	17.3	48.4	34.3		14	75.3	10.7		27.6	36.2	36.2		8.9	77.6	13.6		
Total %	1.9	5.3	3.7	10.9	5.3	28.8	4.1	38.3	3	3.9	3.9	10.9	3.5	31	5.4	40	

	Kitching Street Southbound				Iris Avenue Westbound				Kitching Street Northbound				Iris Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	10	26	14	50	**31**	**168**	**31**	**230**	13	16	21	50	20	148	29	197	527
05:15 PM	6	25	17	48	22	135	16	173	16	18	**26**	60	15	**161**	33	209	490
05:30 PM	**12**	27	21	60	25	137	23	185	12	19	20	51	**27**	159	**35**	**221**	517
05:45 PM	9	**36**	**23**	**68**	30	139	23	192	**17**	**42**	19	**78**	16	154	31	201	**539**
Total Volume	37	114	75	226	108	579	93	780	58	95	86	239	78	622	128	828	2073
% App. Total	16.4	50.4	33.2		13.8	74.2	11.9		24.3	39.7	36		9.4	75.1	15.5		
PHF	.771	.792	.815	.831	.871	.862	.750	.848	.853	.565	.827	.766	.722	.966	.914	.937	.962

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City of Moreno Valley
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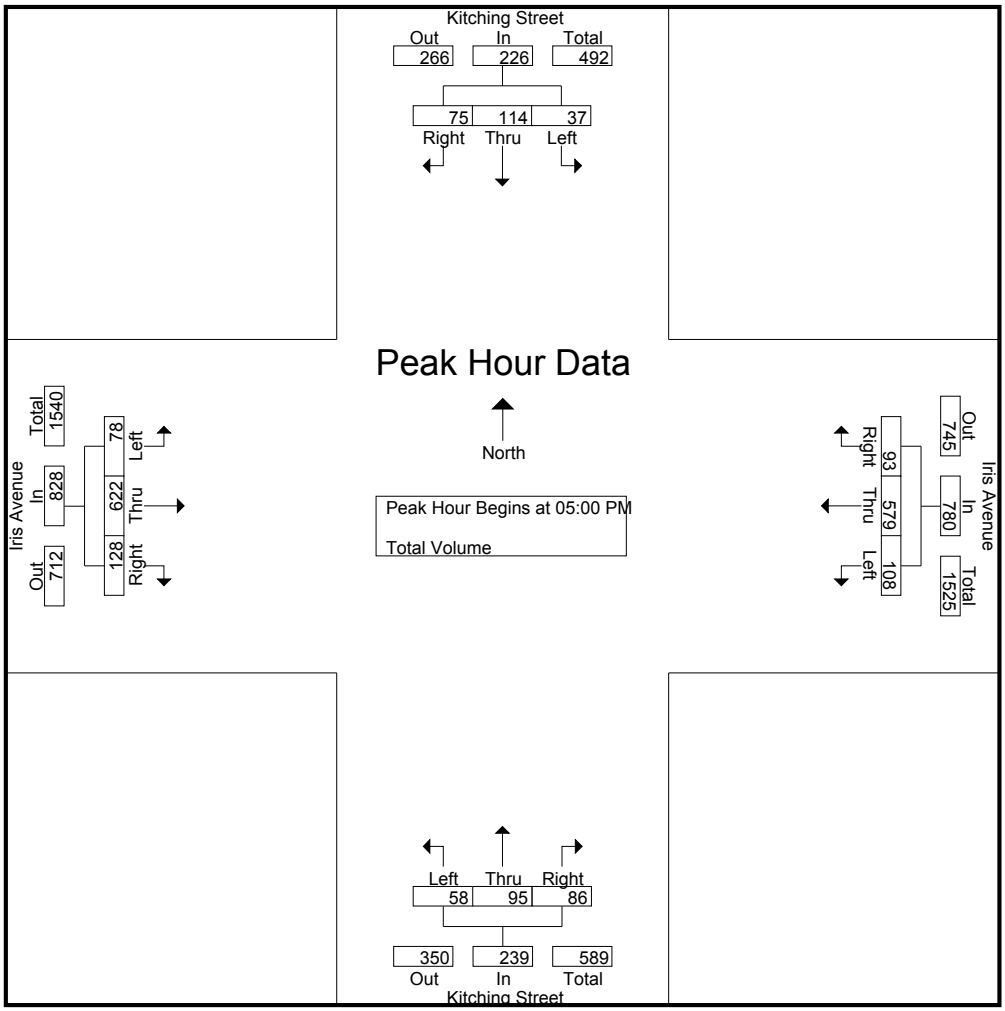
Weather: Sunny

File Name : MRVKIIRPM
Site Code : 00000006
Start Date : 5/16/2013
Page No : 2



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

Peak Hour for Each Approach Begins at:

	04:30 PM				04:15 PM				05:00 PM				04:45 PM			
+0 mins.	**12**	**37**	12	61	30	151	17	198	13	16	21	50	11	**177**	27	215
+15 mins.	7	35	**26**	**68**	**33**	154	15	202	16	18	**26**	60	20	148	29	197
+30 mins.	10	26	14	50	22	143	18	183	12	19	20	51	15	161	33	209
+45 mins.	6	25	17	48	31	**168**	**31**	**230**	**17**	**42**	19	**78**	**27**	159	**35**	**221**
Total Volume	35	123	69	227	116	616	81	813	58	95	86	239	73	645	124	842
% App. Total	15.4	54.2	30.4		14.3	75.8	10		24.3	39.7	36		8.7	76.6	14.7	
PHF	.729	.831	.663	.835	.879	.917	.653	.884	.853	.565	.827	.766	.676	.911	.886	.952

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City of Moreno Valley
N/S: Kitching Street
E/W: Iris Avenue
Weather: Sunny Sunny

File Name : MRVKIIRSAT
Site Code : 00000155
Start Date : 5/18/2013
Page No : 1

Groups Printed- Total Volume

	Kitching Street Southbound				Iris Avenue Westbound				Kitching Street Northbound				Iris Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	11	22	15	48	21	111	12	144	18	19	15	52	12	104	12	128	372
12:15 PM	12	25	14	51	18	114	7	139	13	17	16	46	12	106	10	128	364
12:30 PM	9	19	17	45	26	115	15	156	12	23	14	49	11	102	14	127	377
12:45 PM	3	26	18	47	16	121	18	155	20	16	8	44	12	115	10	137	383
Total	35	92	64	191	81	461	52	594	63	75	53	191	47	427	46	520	1496
01:00 PM	10	29	17	56	12	151	26	189	14	23	18	55	16	145	20	181	481
01:15 PM	4	38	21	63	12	141	20	173	19	32	15	66	17	108	23	148	450
01:30 PM	7	27	15	49	30	127	21	178	13	16	13	42	13	128	22	163	432
01:45 PM	9	22	14	45	22	146	27	195	10	27	14	51	25	136	19	180	471
Total	30	116	67	213	76	565	94	735	56	98	60	214	71	517	84	672	1834
02:00 PM	10	14	12	36	24	146	14	184	9	20	29	58	18	113	11	142	420
02:15 PM	8	29	24	61	21	126	19	166	21	24	15	60	15	126	17	158	445
02:30 PM	11	27	12	50	19	126	24	169	11	15	19	45	12	125	28	165	429
02:45 PM	12	22	18	52	17	98	11	126	11	20	14	45	13	118	25	156	379
Total	41	92	66	199	81	496	68	645	52	79	77	208	58	482	81	621	1673
Grand Total	106	300	197	603	238	1522	214	1974	171	252	190	613	176	1426	211	1813	5003
Apprch %	17.6	49.8	32.7		12.1	77.1	10.8		27.9	41.1	31		9.7	78.7	11.6		
Total %	2.1	6	3.9	12.1	4.8	30.4	4.3	39.5	3.4	5	3.8	12.3	3.5	28.5	4.2	36.2	

	Kitching Street Southbound				Iris Avenue Westbound				Kitching Street Northbound				Iris Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	**10**	29	17	56	12	**151**	26	189	14	23	**18**	55	16	**145**	20	**181**	**481**
01:15 PM	4	**38**	**21**	**63**	12	141	20	173	**19**	**32**	15	**66**	17	108	**23**	148	450
01:30 PM	7	27	15	49	**30**	127	21	178	13	16	13	42	13	128	22	163	432
01:45 PM	9	22	14	45	22	146	**27**	**195**	10	27	14	51	**25**	136	19	180	471
Total Volume	30	116	67	213	76	565	94	735	56	98	60	214	71	517	84	672	1834
% App. Total	14.1	54.5	31.5		10.3	76.9	12.8		26.2	45.8	28		10.6	76.9	12.5		
PHF	.750	.763	.798	.845	.633	.935	.870	.942	.737	.766	.833	.811	.710	.891	.913	.928	.953

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City of Moreno Valley
N/S: Kitching Street
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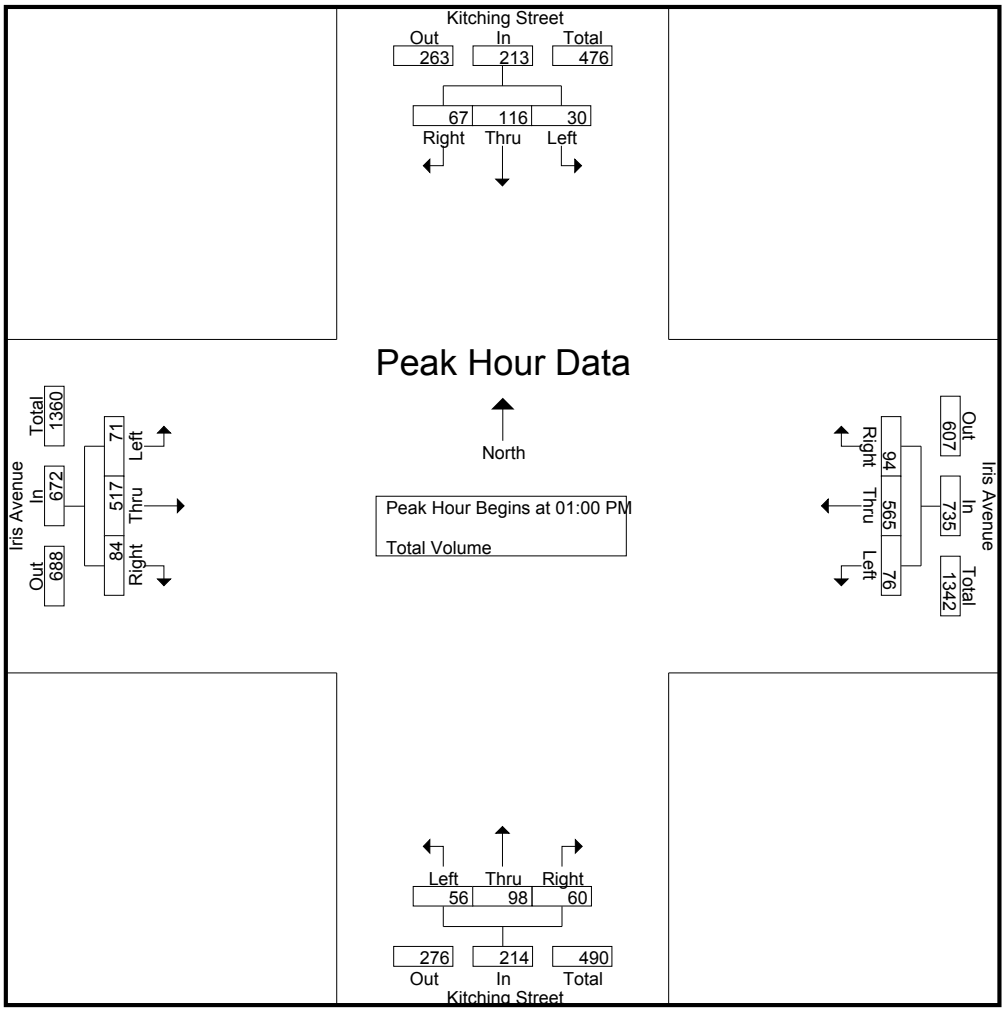
Weather: Sunny Sunny

File Name : MRVKIIRSAT
Site Code : 00000155
Start Date : 5/18/2013
Page No : 2



Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	12:45 PM				01:00 PM				01:15 PM				01:00 PM			
+0 mins.	3	26	18	47	12	**151**	26	189	**19**	**32**	15	**66**	16	**145**	20	**181**
+15 mins.	**10**	29	17	56	12	141	20	173	13	16	13	42	17	108	**23**	148
+30 mins.	4	**38**	**21**	**63**	**30**	127	21	178	10	27	14	51	13	128	22	163
+45 mins.	7	27	15	49	22	146	**27**	**195**	9	20	**29**	58	**25**	136	19	180
Total Volume	24	120	71	215	76	565	94	735	51	95	71	217	71	517	84	672
% App. Total	11.2	55.8	33		10.3	76.9	12.8		23.5	43.8	32.7		10.6	76.9	12.5	
PHF	.600	.789	.845	.853	.633	.935	.870	.942	.671	.742	.612	.822	.710	.891	.913	.928

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City of Moreno Valley
N/S: Lasselle Street
E/W: Iris Avenue
Weather: Sunny

File Name : MRVLAIRAM
Site Code : 00000001
Start Date : 5/16/2013
Page No : 1

Groups Printed- Total Volume

	Lasselle Street Southbound				Iris Avenue Westbound				Lasselle Street Northbound				Iris Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	14	61	11	86	92	85	13	190	61	72	59	192	11	63	35	109	577
07:15 AM	17	84	17	118	94	138	11	243	91	81	67	239	17	67	62	146	746
07:30 AM	22	112	21	155	86	131	12	229	61	78	56	195	23	92	65	180	759
07:45 AM	23	155	12	190	86	85	8	179	51	98	61	210	21	79	97	197	776
Total	76	412	61	549	358	439	44	841	264	329	243	836	72	301	259	632	2858
08:00 AM	13	108	11	132	78	84	17	179	58	128	78	264	18	66	56	140	715
08:15 AM	16	82	12	110	61	62	14	137	39	96	26	161	21	41	33	95	503
08:30 AM	18	58	10	86	41	60	8	109	34	72	58	164	17	42	35	94	453
08:45 AM	21	54	14	89	46	58	17	121	43	71	48	162	18	31	33	82	454
Total	68	302	47	417	226	264	56	546	174	367	210	751	74	180	157	411	2125
Grand Total	144	714	108	966	584	703	100	1387	438	696	453	1587	146	481	416	1043	4983
Apprch %	14.9	73.9	11.2		42.1	50.7	7.2		27.6	43.9	28.5		14	46.1	39.9		
Total %	2.9	14.3	2.2	19.4	11.7	14.1	2	27.8	8.8	14	9.1	31.8	2.9	9.7	8.3	20.9	

	Lasselle Street Southbound				Iris Avenue Westbound				Lasselle Street Northbound				Iris Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	17	84	17	118	**94**	**138**	11	**243**	**91**	81	67	239	17	67	62	146	746
07:30 AM	22	112	**21**	155	86	131	12	229	61	78	56	195	**23**	**92**	65	180	759
07:45 AM	**23**	**155**	12	**190**	86	85	8	179	51	98	61	210	21	79	**97**	**197**	**776**
08:00 AM	13	108	11	132	78	84	**17**	179	58	**128**	**78**	**264**	18	66	56	140	715
Total Volume	75	459	61	595	344	438	48	830	261	385	262	908	79	304	280	663	2996
% App. Total	12.6	77.1	10.3		41.4	52.8	5.8		28.7	42.4	28.9		11.9	45.9	42.2		
PHF	.815	.740	.726	.783	.915	.793	.706	.854	.717	.752	.840	.860	.859	.826	.722	.841	.965

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City of Moreno Valley
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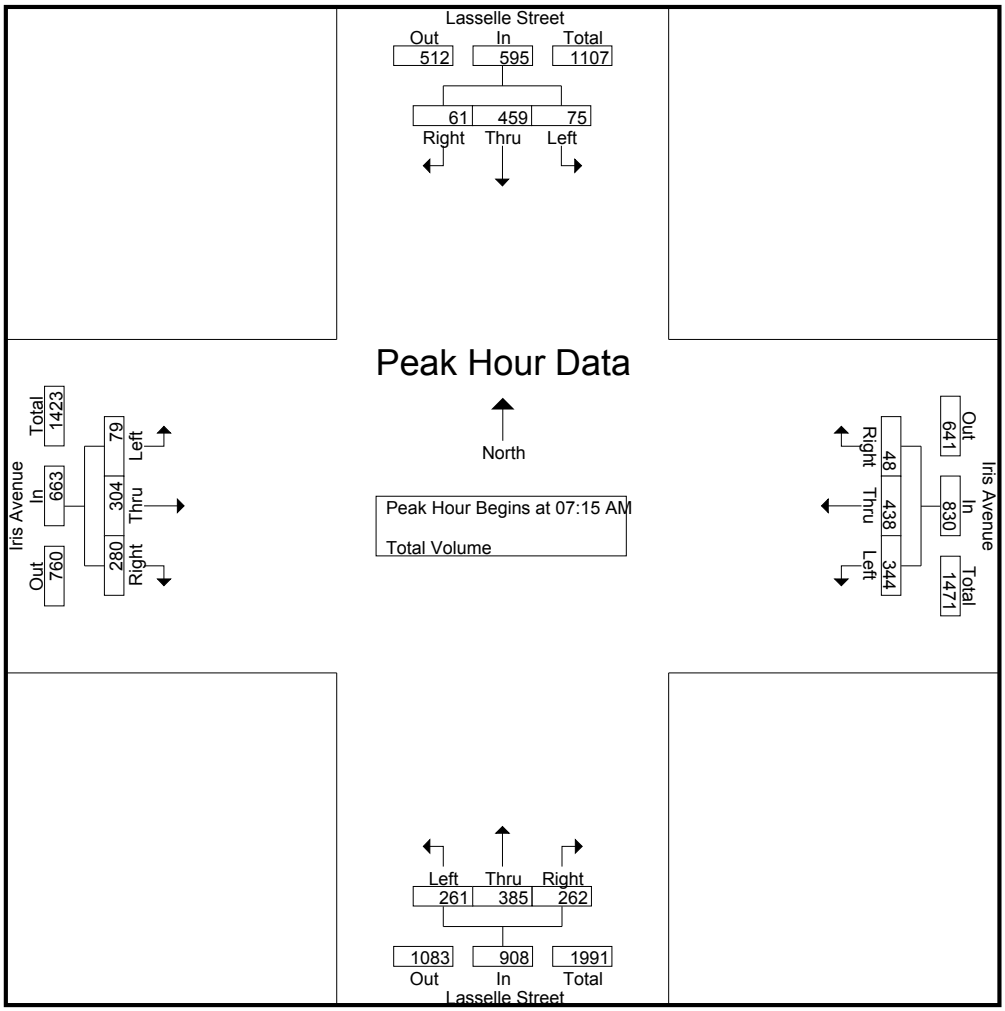
Weather: Sunny

File Name : MRVLAIRAM
Site Code : 00000001
Start Date : 5/16/2013
Page No : 2



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

Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				07:15 AM				07:15 AM			
+0 mins.	17	84	17	118	92	85	**13**	190	**91**	81	67	239	17	67	62	146
+15 mins.	22	112	**21**	155	**94**	**138**	11	**243**	61	78	56	195	**23**	**92**	65	180
+30 mins.	**23**	**155**	12	**190**	86	131	12	229	51	98	61	210	21	79	**97**	**197**
+45 mins.	13	108	11	132	86	85	8	179	58	**128**	**78**	**264**	18	66	56	140
Total Volume	75	459	61	595	358	439	44	841	261	385	262	908	79	304	280	663
% App. Total	12.6	77.1	10.3		42.6	52.2	5.2		28.7	42.4	28.9		11.9	45.9	42.2	
PHF	.815	.740	.726	.783	.952	.795	.846	.865	.717	.752	.840	.860	.859	.826	.722	.841

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City of Moreno Valley
N/S: Lasselle Street
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File Name : MRVLAIRPM
Site Code : 00000001
Start Date : 5/16/2013
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Groups Printed- Total Volume

	Lasselle Street Southbound				Iris Avenue Westbound				Lasselle Street Northbound				Iris Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	50	95	24	169	78	105	21	204	56	121	76	253	26	82	36	144	770
04:15 PM	40	75	26	141	72	102	22	196	54	116	75	245	31	91	42	164	746
04:30 PM	38	106	21	165	74	115	16	205	48	105	69	222	33	71	41	145	737
04:45 PM	59	115	26	200	89	112	19	220	51	68	86	205	42	68	49	159	784
Total	187	391	97	675	313	434	78	825	209	410	306	925	132	312	168	612	3037
05:00 PM	54	115	21	190	98	138	18	254	66	121	85	272	34	71	52	157	873
05:15 PM	51	121	29	201	88	93	16	197	67	118	71	256	24	61	59	144	798
05:30 PM	46	168	26	240	96	96	15	207	49	112	72	233	31	59	56	146	826
05:45 PM	49	181	22	252	98	98	13	209	58	109	62	229	29	69	69	167	857
Total	200	585	98	883	380	425	62	867	240	460	290	990	118	260	236	614	3354
Grand Total	387	976	195	1558	693	859	140	1692	449	870	596	1915	250	572	404	1226	6391
Apprch %	24.8	62.6	12.5		41	50.8	8.3		23.4	45.4	31.1		20.4	46.7	33		
Total %	6.1	15.3	3.1	24.4	10.8	13.4	2.2	26.5	7	13.6	9.3	30	3.9	9	6.3	19.2	

	Lasselle Street Southbound				Iris Avenue Westbound				Lasselle Street Northbound				Iris Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**54**	115	21	190	**98**	**138**	**18**	**254**	66	**121**	**85**	**272**	**34**	**71**	52	157	**873**
05:15 PM	51	121	**29**	201	88	93	16	197	**67**	118	71	256	24	61	59	144	798
05:30 PM	46	168	26	240	96	96	15	207	49	112	72	233	31	59	56	146	826
05:45 PM	49	**181**	22	**252**	98	98	13	209	58	109	62	229	29	69	**69**	**167**	857
Total Volume	200	585	98	883	380	425	62	867	240	460	290	990	118	260	236	614	3354
% App. Total	22.7	66.3	11.1		43.8	49	7.2		24.2	46.5	29.3		19.2	42.3	38.4		
PHF	.926	.808	.845	.876	.969	.770	.861	.853	.896	.950	.853	.910	.868	.915	.855	.919	.960

Counts Unlimited Inc.
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Corona, CA 92878
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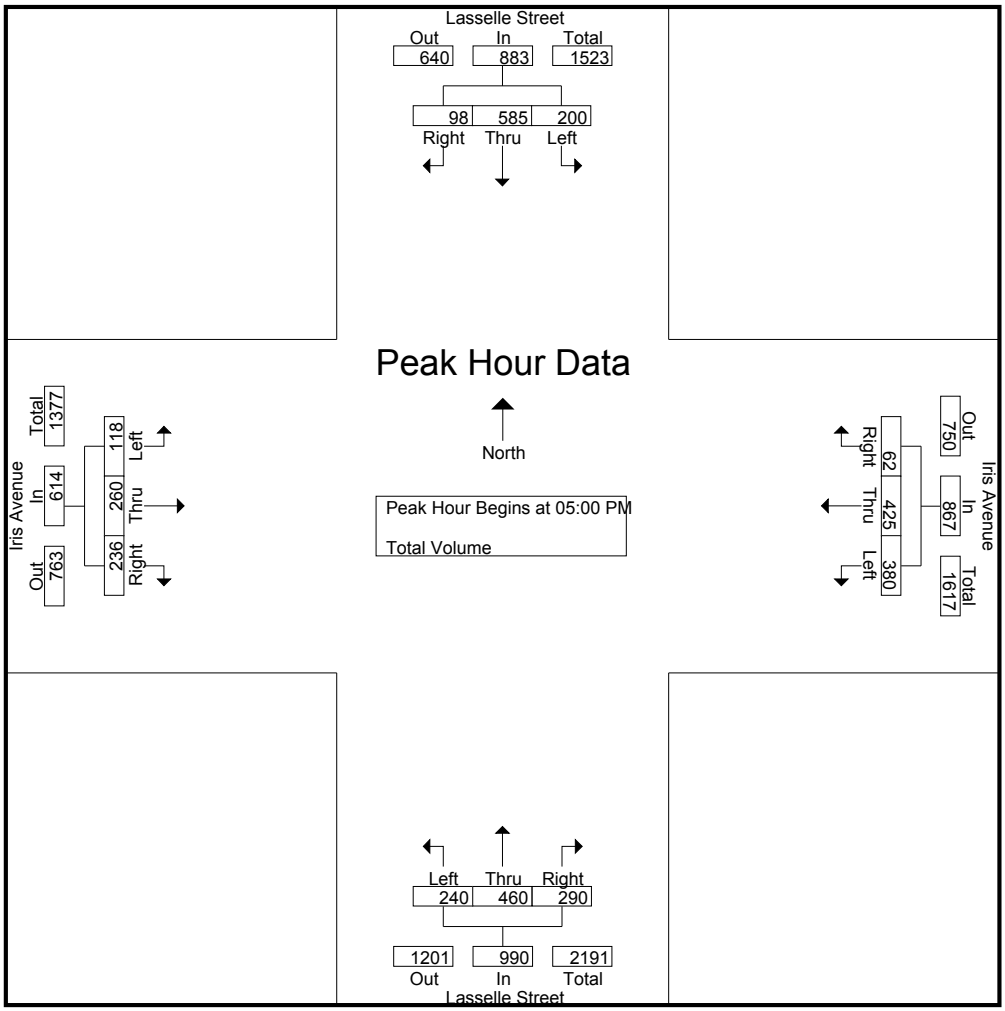
City of Moreno Valley
N/S: Lasselle Street
E/W: Iris Avenue
Weather: Sunny

File Name : MRVLAIRPM
Site Code : 00000001
Start Date : 5/16/2013
Page No : 2



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

Peak Hour for Each Approach Begins at:

	05:00 PM				04:45 PM				05:00 PM				04:15 PM			
+0 mins.	**54**	115	21	190	89	112	**19**	220	66	**121**	**85**	**272**	31	**91**	42	**164**
+15 mins.	51	121	**29**	201	**98**	**138**	18	**254**	**67**	118	71	256	33	71	41	145
+30 mins.	46	168	26	240	88	93	16	197	49	112	72	233	**42**	68	49	159
+45 mins.	49	**181**	22	**252**	96	96	15	207	58	109	62	229	34	71	**52**	157
Total Volume	200	585	98	883	371	439	68	878	240	460	290	990	140	301	184	625
% App. Total	22.7	66.3	11.1		42.3	50	7.7		24.2	46.5	29.3		22.4	48.2	29.4	
PHF	.926	.808	.845	.876	.946	.795	.895	.864	.896	.950	.853	.910	.833	.827	.885	.953

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City of Moreno Valley
N/S: Lasselle Avenue
E/W: Iris Avenue
Weather: Sunny

File Name : MRVLAIRSAT
Site Code : 00000155
Start Date : 5/18/2013
Page No : 1

Groups Printed- Total Volume

	Lasselle Avenue Southbound				Iris Avenue Westbound				Lasselle Avenue Northbound				Iris Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	38	54	15	107	46	67	9	122	25	67	35	127	18	43	26	87	443
12:15 PM	32	62	18	112	59	77	20	156	33	57	34	124	22	47	28	97	489
12:30 PM	43	63	15	121	39	74	18	131	34	68	39	141	32	60	39	131	524
12:45 PM	43	61	13	117	60	93	16	169	38	64	47	149	26	55	30	111	546
Total	156	240	61	457	204	311	63	578	130	256	155	541	98	205	123	426	2002
01:00 PM	38	42	11	91	64	68	19	151	33	76	51	160	19	55	34	108	510
01:15 PM	37	52	7	96	46	84	19	149	31	68	38	137	21	56	21	98	480
01:30 PM	39	63	14	116	62	85	15	162	35	100	35	170	33	69	36	138	586
01:45 PM	40	62	13	115	60	82	12	154	39	69	39	147	26	49	36	111	527
Total	154	219	45	418	232	319	65	616	138	313	163	614	99	229	127	455	2103
02:00 PM	54	77	16	147	51	85	22	158	41	70	41	152	36	54	40	130	587
02:15 PM	38	58	19	115	52	78	10	140	33	72	52	157	29	71	34	134	546
02:30 PM	30	71	14	115	48	68	15	131	31	62	34	127	24	69	41	134	507
02:45 PM	43	69	19	131	66	66	14	146	37	66	35	138	20	59	36	115	530
Total	165	275	68	508	217	297	61	575	142	270	162	574	109	253	151	513	2170
Grand Total	475	734	174	1383	653	927	189	1769	410	839	480	1729	306	687	401	1394	6275
Apprch %	34.3	53.1	12.6		36.9	52.4	10.7		23.7	48.5	27.8		22	49.3	28.8		
Total %	7.6	11.7	2.8	22	10.4	14.8	3	28.2	6.5	13.4	7.6	27.6	4.9	10.9	6.4	22.2	

	Lasselle Avenue Southbound				Iris Avenue Westbound				Lasselle Avenue Northbound				Iris Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:30 PM																	
01:30 PM	39	63	14	116	**62**	**85**	15	**162**	35	**100**	35	**170**	33	69	36	**138**	586
01:45 PM	40	62	13	115	60	82	12	154	39	69	39	147	26	49	36	111	527
02:00 PM	**54**	**77**	16	**147**	51	85	**22**	158	**41**	70	41	152	**36**	54	**40**	130	**587**
02:15 PM	38	58	**19**	115	52	78	10	140	33	72	**52**	157	29	**71**	34	134	546
Total Volume	171	260	62	493	225	330	59	614	148	311	167	626	124	243	146	513	2246
% App. Total	34.7	52.7	12.6		36.6	53.7	9.6		23.6	49.7	26.7		24.2	47.4	28.5		
PHF	.792	.844	.816	.838	.907	.971	.670	.948	.902	.778	.803	.921	.861	.856	.913	.929	.957

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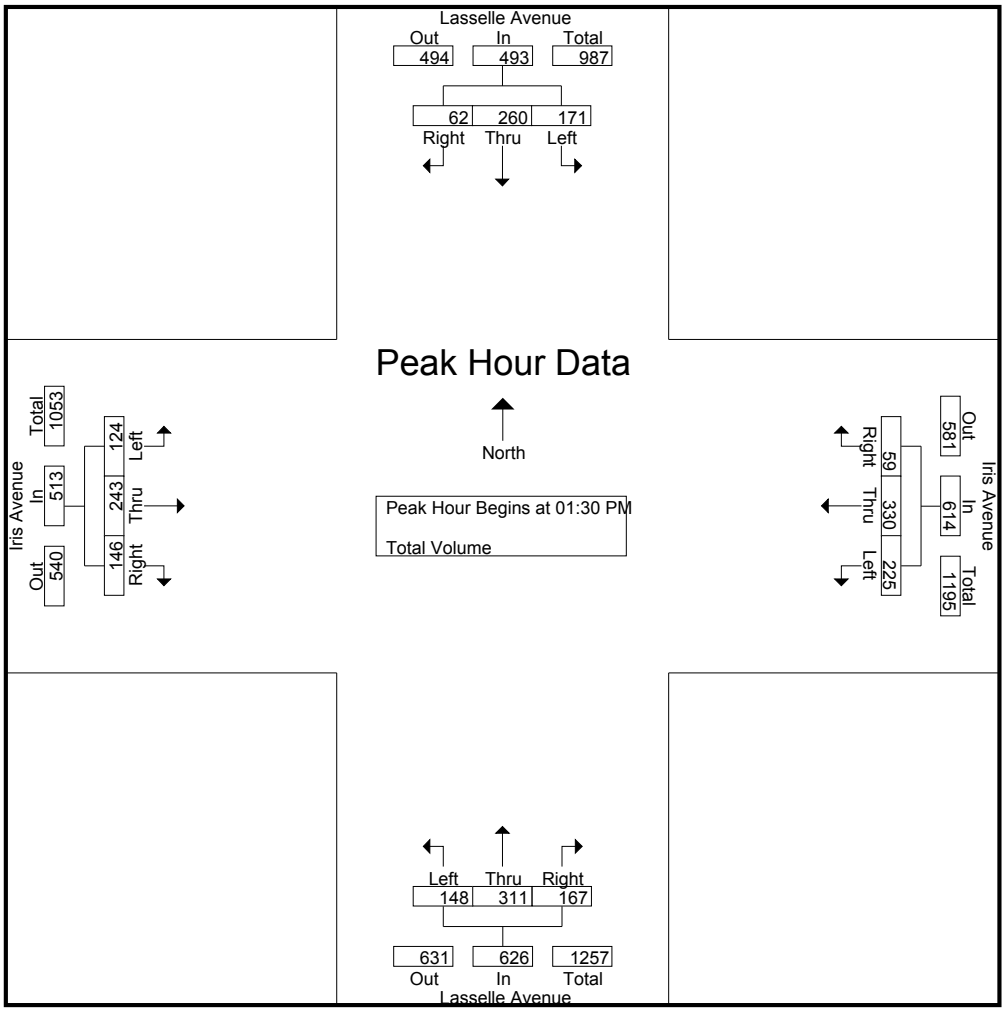
File Name : MRVLAIRSAT
Site Code : 00000155
Start Date : 5/18/2013
Page No : 2



Peak Hour Analysis From 12:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				12:45 PM				01:30 PM				01:30 PM			
+0 mins.	**54**	**77**	16	**147**	60	**93**	16	**169**	35	**100**	35	**170**	33	69	36	**138**
+15 mins.	38	58	**19**	115	**64**	68	**19**	151	39	69	39	147	26	49	36	111
+30 mins.	30	71	14	115	46	84	19	149	**41**	70	41	152	**36**	54	**40**	130
+45 mins.	43	69	19	131	62	85	15	162	33	72	**52**	157	29	**71**	34	134
Total Volume	165	275	68	508	232	330	69	631	148	311	167	626	124	243	146	513
% App. Total	32.5	54.1	13.4		36.8	52.3	10.9		23.6	49.7	26.7		24.2	47.4	28.5	
PHF	.764	.893	.895	.864	.906	.887	.908	.933	.902	.778	.803	.921	.861	.856	.913	.929

APPENDIX 3.2

Existing (2013) Conditions
Intersection Operations Analysis Worksheets

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	265	9	354	746	0	0	0	0	0	0	162
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5	5.5	4.0	5.5							4.0
Lane Util. Factor		0.95	1.00	1.00	0.95							1.00
Frpb, ped/bikes		1.00	0.97	1.00	1.00							0.98
Flpb, ped/bikes		1.00	1.00	1.00	1.00							1.00
Frt		1.00	0.85	1.00	1.00							0.86
Flt Protected		1.00	1.00	0.95	1.00							1.00
Satd. Flow (prot)		3406	1290	1736	3539							1407
Flt Permitted		1.00	1.00	0.95	1.00							1.00
Satd. Flow (perm)		3406	1290	1736	3539							1407
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	291	10	389	820	0	0	0	0	0	0	178
RTOR Reduction (vph)	0	0	5	0	0	0	0	0	0	0	0	105
Lane Group Flow (vph)	0	291	5	389	820	0	0	0	0	0	0	73
Confl. Peds. (#/hr)			5									5
Heavy Vehicles (%)	0%	6%	22%	4%	2%	0%	0%	0%	0%	0%	0%	15%
Turn Type		NA	Perm	Prot	NA							custom
Protected Phases		2		1	6							
Permitted Phases			2									1 4
Actuated Green, G (s)		34.7	34.7	21.4	60.1							30.4
Effective Green, g (s)		34.7	34.7	21.4	60.1							30.4
Actuated g/C Ratio		0.47	0.47	0.29	0.81							0.41
Clearance Time (s)		5.5	5.5	4.0	5.5							
Vehicle Extension (s)		2.0	2.0	2.0	2.0							
Lane Grp Cap (vph)		1584	600	497	2851							573
v/s Ratio Prot		0.09		c0.22	c0.23							
v/s Ratio Perm			0.00									c0.05
v/c Ratio		0.18	0.01	0.78	0.29							0.13
Uniform Delay, d1		11.7	10.7	24.5	1.8							13.8
Progression Factor		1.00	1.00	1.00	1.00							1.00
Incremental Delay, d2		0.3	0.0	7.3	0.0							0.0
Delay (s)		11.9	10.7	31.7	1.9							13.8
Level of Service		B	B	C	A							B
Approach Delay (s)		11.9			11.5			0.0			13.8	
Approach LOS		B			B			A			B	

Intersection Summary			
HCM 2000 Control Delay	11.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	74.6	Sum of lost time (s)	13.5
Intersection Capacity Utilization	39.2%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	645	17	0	1275	138	175	85	10	25	0	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	0.95			0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		1.00	0.98	
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00			0.99		1.00	0.98		1.00	0.85	
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1388	3424			3442		1787	1812		1671	1200	
Flt Permitted	0.12	1.00			1.00		0.74	1.00		0.69	1.00	
Satd. Flow (perm)	179	3424			3442		1396	1812		1218	1200	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	11	679	18	0	1342	145	184	89	11	26	0	23
RTOR Reduction (vph)	0	2	0	0	9	0	0	8	0	0	18	0
Lane Group Flow (vph)	11	695	0	0	1478	0	184	92	0	26	5	0
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	30%	4%	41%	0%	3%	4%	1%	2%	10%	8%	0%	32%
Turn Type	Perm	NA			NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2						8			4		
Actuated Green, G (s)	42.0	42.0			42.0		13.0	13.0		13.0	13.0	
Effective Green, g (s)	42.0	42.0			42.0		13.0	13.0		13.0	13.0	
Actuated g/C Ratio	0.65	0.65			0.65		0.20	0.20		0.20	0.20	
Clearance Time (s)	5.0	5.0			5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	2.0	2.0			2.0		2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	115	2212			2224		279	362		243	240	
v/s Ratio Prot		0.20			c0.43			0.05			0.00	
v/s Ratio Perm	0.06						c0.13			0.02		
v/c Ratio	0.10	0.31			0.66		0.66	0.25		0.11	0.02	
Uniform Delay, d1	4.3	5.1			7.1		24.0	21.9		21.3	20.9	
Progression Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.6	0.4			1.6		4.3	0.1		0.1	0.0	
Delay (s)	6.0	5.5			8.7		28.2	22.0		21.3	20.9	
Level of Service	A	A			A		C	C		C	C	
Approach Delay (s)		5.5			8.7			26.0			21.1	
Approach LOS		A			A			C			C	

Intersection Summary			
HCM 2000 Control Delay	10.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	65.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	64.4%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Weekday AM Peak Hour

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

Intersection #3 Elsworth Street / Cactus Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.570
Loss Time (sec): 16 Average Delay (sec/veh): 68.0
Optimal Cycle: OPTIMIZED Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Ignore			Include		
Min. Green:	29	29	29	29	29	29	10	21	21	10	21	21
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1! 0	0	1 1	0 0	1	1 0	2 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	46	23	17	45	125	103	126	1013	316	97	1475	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	23	17	45	125	103	126	1013	316	97	1475	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00	0.92	0.92	0.92
PHF Volume:	50	25	18	49	135	112	137	1098	0	105	1598	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	25	18	49	135	112	137	1098	0	105	1598	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	50	25	18	49	135	112	137	1098	0	105	1598	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.94	0.99	0.99	0.85	0.95	0.95	1.00	0.95	0.91	0.85
Lanes:	1.37	0.36	0.27	1.00	1.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	2450	655	484	1875	1875	1615	1805	3610	1900	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.04	0.04	0.03	0.07	0.07	0.08	0.30	0.00	0.06	0.31	0.05
Crit Moves:		****			****		****				****	
Green/Cycle:	0.24	0.24	0.24	0.24	0.24	0.33	0.08	0.30	0.00	0.08	0.30	0.30
Volume/Cap:	0.08	0.16	0.16	0.11	0.30	0.21	0.91	1.01	0.00	0.70	1.03	0.17
Delay/Veh:	35.3	36.0	36.0	35.5	37.5	29.6	101.5	72.7	0.0	67.1	72.0	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:	35.3	36.0	36.0	35.5	37.5	29.6	101.5	72.7	0.0	67.1	72.0	31.2
LOS by Move:	D	D	D	D	D	C	F	E	A	E	E	C
HCM2kAvgQ:	1	2	2	1	4	3	8	28	0	5	29	2

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

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to URBAN CROSSROADS, IRVINE

MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Weekday AM Peak Hour

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

Intersection #4 Frederick Street / Cactus Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.369
Loss Time (sec): 12 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:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	32	0	32	10	10	0	0	27	27
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	2 0	0	0 1	1 0	2	0 0	0 0	3	0 1
Volume Module:												
Base Vol:	0	0	0	106	0	37	55	881	0	0	1322	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	106	0	37	55	881	0	0	1322	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	112	0	39	58	927	0	0	1392	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	112	0	39	58	927	0	0	1392	107
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	112	0	39	58	927	0	0	1392	107
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	0.95	0.95	1.00	1.00	0.91	0.85
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3502	0	1615	1805	3610	0	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.02	0.03	0.26	0.00	0.00	0.27	0.07
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.27	0.00	0.35	0.08	0.63	0.00	0.00	0.55	0.82
Volume/Cap:	0.00	0.00	0.00	0.12	0.00	0.07	0.39	0.41	0.00	0.00	0.49	0.08
Delay/Veh:	0.0	0.0	0.0	33.4	0.0	26.0	53.7	11.0	0.0	0.0	16.7	2.2
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:	0.0	0.0	0.0	33.4	0.0	26.0	53.7	11.0	0.0	0.0	16.7	2.2
LOS by Move:	A	A	A	C	A	C	D	B	A	A	B	A
HCM2kAvgQ:	0	0	0	2	0	1	2	9	0	0	11	1

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Weekday AM Peak Hour

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

Intersection #5 Graham Street / Cactus Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.412
Loss Time (sec): 16 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:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ignore			Include		
Min. Green:	10	32	32	10	32	32	10	35	35	10	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 1	0	1 0	2 0	1	1 0	2 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	116	64	2	55	73	35	83	726	151	10	1353	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	116	64	2	55	73	35	83	726	151	10	1353	100
User Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.00	0.94	0.94	0.94
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	108	60	2	51	68	33	78	679	0	9	1265	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	60	2	51	68	33	78	679	0	9	1265	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	108	60	2	51	68	33	78	679	0	9	1265	94
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.85	0.95	0.95	1.00	0.95	0.90	0.90
Lanes:	2.00	1.94	0.06	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.79	0.21
Final Sat.:	3502	3487	109	1805	3610	1615	1805	3610	1900	1805	4782	353
Capacity Analysis Module:												
Vol/Sat:	0.03	0.02	0.02	0.03	0.02	0.02	0.04	0.19	0.00	0.01	0.26	0.26
Crit Moves:	****				****		****				****	
Green/Cycle:	0.08	0.27	0.27	0.08	0.27	0.35	0.08	0.40	0.00	0.11	0.43	0.43
Volume/Cap:	0.37	0.06	0.06	0.34	0.07	0.06	0.52	0.47	0.00	0.05	0.61	0.61
Delay/Veh:	52.8	32.9	32.9	53.3	32.9	25.9	55.8	26.7	0.0	47.3	26.7	26.7
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:	52.8	32.9	32.9	53.3	32.9	25.9	55.8	26.7	0.0	47.3	26.7	26.7
LOS by Move:	D	C	C	D	C	C	E	C	A	D	C	C
HCM2kAvgQ:	2	1	1	2	1	1	3	10	0	0	14	14

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Weekday AM Peak Hour

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

Intersection #6 Heacock Street / Alessandro Boulevard

Cycle (sec): 110 Critical Vol./Cap.(X): 0.488
Loss Time (sec): 16 Average Delay (sec/veh): 35.8
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	10	39	39	10	39	39	10	28	28	10	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0 2	0 1		1 0 2	0 1		1 0 3	0 1		1 0 3	0 1	
Volume Module:												
Base Vol:	185	334	50	120	189	133	107	432	64	34	923	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	185	334	50	120	189	133	107	432	64	34	923	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	197	355	53	128	201	141	114	459	68	36	981	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	197	355	53	128	201	141	114	459	68	36	981	159
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	197	355	53	128	201	141	114	459	68	36	981	159
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	0.91	0.85	0.95	0.91	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	5187	1615	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.11	0.10	0.03	0.07	0.06	0.09	0.06	0.09	0.04	0.02	0.19	0.10
Crit Moves:	****				****		****				****	
Green/Cycle:	0.15	0.40	0.40	0.10	0.35	0.45	0.09	0.26	0.41	0.09	0.26	0.26
Volume/Cap:	0.73	0.25	0.08	0.69	0.16	0.20	0.69	0.34	0.10	0.22	0.73	0.38
Delay/Veh:	54.3	22.0	20.4	57.9	24.3	18.7	60.6	33.4	20.2	46.9	39.2	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:	54.3	22.0	20.4	57.9	24.3	18.7	60.6	33.4	20.2	46.9	39.2	34.0
LOS by Move:	D	C	C	E	C	B	E	C	C	D	D	C
HCM2kAvgQ:	8	4	1	6	2	3	5	5	1	1	12	5

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Weekday AM Peak Hour

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

Intersection #7 Heacock Street / Cactus Avenue

Cycle (sec): 75 Critical Vol./Cap.(X): 0.654
Loss Time (sec): 16 Average Delay (sec/veh): 28.1
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 1	0	1 0	1 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	620	371	5	39	181	30	83	463	242	9	737	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	620	371	5	39	181	30	83	463	242	9	737	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	660	395	5	41	193	32	88	493	257	10	784	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	660	395	5	41	193	32	88	493	257	10	784	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:	660	395	5	41	193	32	88	493	257	10	784	82
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	0.98	0.98	0.98	1.03	0.88	0.98	1.02	1.02
Lanes:	2.00	1.97	0.03	1.00	1.72	0.28	1.00	2.00	1.00	1.00	1.81	0.19
Final Sat.:	3610	3742	50	1805	3191	529	1865	3925	1668	1865	3504	366
Capacity Analysis Module:												
Vol/Sat:	0.18	0.11	0.11	0.02	0.06	0.06	0.05	0.13	0.15	0.01	0.22	0.22
Crit Moves:	****				****		****				****	
Green/Cycle:	0.23	0.18	0.18	0.18	0.13	0.13	0.13	0.21	0.44	0.21	0.29	0.29
Volume/Cap:	0.78	0.57	0.57	0.13	0.45	0.45	0.36	0.60	0.35	0.02	0.78	0.78
Delay/Veh:	31.7	29.1	29.1	25.8	30.6	30.6	30.4	28.0	14.0	23.6	28.3	28.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.7	29.1	29.1	25.8	30.6	30.6	30.4	28.0	14.0	23.6	28.3	28.3
LOS by Move:	C	C	C	C	C	C	C	C	B	C	C	C
HCM2kAvgQ:	10	5	5	1	3	3	2	6	5	0	12	12

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Weekday AM Peak Hour

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

Intersection #8 Heacock Street / John F. Kennedy Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.563
Loss Time (sec): 16 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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	29	29	10	10	10	10	10	10	10	32	32
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	106	696	37	130	245	24	11	65	63	34	135	246
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	696	37	130	245	24	11	65	63	34	135	246
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	119	780	41	146	275	27	12	73	71	38	151	276
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	780	41	146	275	27	12	73	71	38	151	276
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	119	780	41	146	275	27	12	73	71	38	151	276
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	1.00	0.85	0.95	0.86	0.86
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	1900	1615	1805	1630	1630
Capacity Analysis Module:												
Vol/Sat:	0.07	0.22	0.03	0.08	0.08	0.02	0.01	0.04	0.04	0.02	0.09	0.17
Crit Moves:		****		****			****					****
Green/Cycle:	0.21	0.31	0.31	0.11	0.21	0.21	0.10	0.21	0.21	0.21	0.32	0.32
Volume/Cap:	0.31	0.71	0.08	0.71	0.36	0.08	0.07	0.18	0.21	0.10	0.29	0.53
Delay/Veh:	33.9	32.9	24.8	53.4	34.1	31.8	40.9	32.7	32.9	32.0	25.6	28.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.9	32.9	24.8	53.4	34.1	31.8	40.9	32.7	32.9	32.0	25.6	28.5
LOS by Move:	C	C	C	D	C	C	D	C	C	C	C	C
HCM2kAvgQ:	3	12	1	6	4	1	0	2	2	1	4	8

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Weekday AM Peak Hour

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

Intersection #9 Heacock Street / Gentian Avenue

Average Delay (sec/veh): 2.2 Worst Case Level Of Service: B[13.7]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	1	0	1	1	0	1	0	0	0	0	0	0	0	0	0	1!	0	0
Volume Module:																				
Base Vol:	0	511		2		72	295		0		0		0		0	3		0		110
Growth Adj:	1.00	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	511		2		72	295		0		0		0		0	3		0		110
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	0.95	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	537		2		76	310		0		0		0		0	3		0		116
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
FinalVolume:	0	537		2		76	310		0		0		0		0	3		0		116
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx		xxxxx		4.1	xxxx		xxxxx		xxxxx		xxxx		xxxxx	6.4		6.5		6.2
FollowUpTim:	xxxxx	xxxx		xxxxx		2.2	xxxx		xxxxx		xxxxx		xxxx		xxxxx	3.5		4.0		3.3
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx		xxxxx		539	xxxx		xxxxx		xxxx		xxxx		xxxxx	999		999		537
Potent Cap.:	xxxx	xxxx		xxxxx		1039	xxxx		xxxxx		xxxx		xxxx		xxxxx	272		245		548
Move Cap.:	xxxx	xxxx		xxxxx		1039	xxxx		xxxxx		xxxx		xxxx		xxxxx	257		228		548
Volume/Cap:	xxxx	xxxx		xxxx		0.07	xxxx		xxxx		xxxx		xxxx		xxxx	0.01		0.00		0.21
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		0.2	xxxx		xxxxx		xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
Control Del:	xxxxx	xxxx		xxxxx		8.7	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx
LOS by Move:	*	*		*		A	*		*		*		*		*	*		*		*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx		xxxx		xxxxx	xxxx		532		xxxxx
SharedQueue:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		0.8		xxxxx
Shrd ConDel:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		13.7		xxxxx
Shared LOS:	*	*		*		*	*		*		*		*		*	*		B		*
ApproachDel:	xxxxxx					xxxxxx					xxxxxx							13.7		
ApproachLOS:	*					*					*							B		

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Weekday AM Peak Hour

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

Intersection #10 Webster Avenue / Harley Knox Boulevard

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: C[16.4]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1!	0 0	0	0	0	1 0	0	0	0	1 0	0	0	1	0 0
Volume Module:																
Base Vol:	1	2	1	0	1	1	0	358	1	0	357	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	1	2	1	0	1	1	0	358	1	0	357	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80				
PHF Volume:	1	2	1	0	1	1	0	446	1	0	445	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
FinalVolume:	1	2	1	0	1	1	0	446	1	0	445	0				
Critical Gap Module:																
Critical Gp:	7.1	6.5	6.2	xxxxx	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	3.5	4.0	3.3	xxxxx	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	893	892	447	xxxx	893	445	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	264	283	616	xxxx	283	617	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	263	283	616	xxxx	283	617	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	0.00	0.01	0.00	xxxx	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	320	xxxxx	xxxx	xxxx	388	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	0.0	xxxxx	xxxxx	xxxx	0.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	16.4	xxxxx	xxxxx	xxxx	14.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	C	*	*	*	B	*	*	*	*	*	*				
ApproachDel:	16.4			14.3			xxxxxx			xxxxxx						
ApproachLOS:	C			B			*			*						

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Weekday AM Peak Hour

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

Intersection #11 Indian Street / Cottonwood Avenue

Cycle (sec): 85 Critical Vol./Cap.(X): 0.534
Loss Time (sec): 16 Average Delay (sec/veh): 28.9
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	24	24	10	24	24	10	24	24	10	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	101	248	37	44	202	56	49	227	132	46	337	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	248	37	44	202	56	49	227	132	46	337	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:	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
PHF Volume:	131	322	48	57	262	73	64	294	171	60	437	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	322	48	57	262	73	64	294	171	60	437	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:	131	322	48	57	262	73	64	294	171	60	437	101
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	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	1.74	0.26	1.00	1.57	0.43	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3082	460	1805	2733	758	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.10	0.10	0.03	0.10	0.10	0.04	0.15	0.11	0.03	0.23	0.06
Crit Moves:	****				****		****				****	
Green/Cycle:	0.12	0.28	0.28	0.12	0.28	0.28	0.12	0.29	0.29	0.12	0.29	0.29
Volume/Cap:	0.62	0.37	0.37	0.27	0.34	0.34	0.30	0.53	0.36	0.27	0.78	0.21
Delay/Veh:	41.1	24.7	24.7	34.9	24.4	24.4	35.1	26.3	24.4	34.6	34.6	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:	41.1	24.7	24.7	34.9	24.4	24.4	35.1	26.3	24.4	34.6	34.6	22.8
LOS by Move:	D	C	C	C	C	C	D	C	C	C	C	C
HCM2kAvgQ:	4	4	4	2	4	4	2	7	4	2	12	2

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Weekday AM Peak Hour

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

Intersection #12 Indian Street / Alessandro Boulevard

Cycle (sec): 110 Critical Vol./Cap.(X): 0.417
Loss Time (sec): 16 Average Delay (sec/veh): 35.0
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	42	42	10	42	42	10	28	28	10	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0 1	1 0		1 0 1	1 0		1 0 3	0 1		1 0 3	0 1	
Volume Module:												
Base Vol:	155	217	82	63	141	78	41	413	78	36	784	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	155	217	82	63	141	78	41	413	78	36	784	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	171	239	90	69	155	86	45	455	86	40	863	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	239	90	69	155	86	45	455	86	40	863	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:	171	239	90	69	155	86	45	455	86	40	863	76
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.90	0.90	0.95	0.91	0.85	0.95	0.91	0.85
Lanes:	1.00	1.45	0.55	1.00	1.29	0.71	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1805	2513	949	1805	2201	1218	1805	5187	1615	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.10	0.10	0.04	0.07	0.07	0.03	0.09	0.05	0.02	0.17	0.05
Crit Moves:	****				****		****				****	
Green/Cycle:	0.13	0.41	0.41	0.10	0.38	0.38	0.09	0.25	0.25	0.09	0.25	0.25
Volume/Cap:	0.74	0.23	0.23	0.39	0.18	0.18	0.28	0.34	0.21	0.24	0.65	0.18
Delay/Veh:	58.6	21.2	21.2	48.0	22.7	22.7	47.5	33.7	32.5	47.2	37.9	32.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.6	21.2	21.2	48.0	22.7	22.7	47.5	33.7	32.5	47.2	37.9	32.3
LOS by Move:	E	C	C	D	C	C	D	C	C	D	D	C
HCM2kAvgQ:	7	4	4	3	3	3	2	5	2	1	10	2

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Weekday AM Peak Hour

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

Intersection #13 Indian Street / Cactus Avenue

Cycle (sec): 75 Critical Vol./Cap.(X): 0.388
Loss Time (sec): 16 Average Delay (sec/veh): 24.0
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	15	15	10	15	15	10	15	15	10	15	15
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	37	271	25	54	224	14	26	490	43	41	617	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	271	25	54	224	14	26	490	43	41	617	83
User Adj:	1.00	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:	37	272	25	54	225	14	26	492	43	41	619	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	272	25	54	225	14	26	492	43	41	619	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	272	25	54	225	14	26	492	43	41	619	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.99	0.99	0.95	0.99	0.99	0.98	1.02	1.02	0.98	1.01	1.01
Lanes:	1.00	1.83	0.17	1.00	1.88	0.12	1.00	1.84	0.16	1.00	1.76	0.24
Final Sat.:	1805	3434	317	1805	3544	222	1865	3565	313	1865	3398	457
Capacity Analysis Module:												
Vol/Sat:	0.02	0.08	0.08	0.03	0.06	0.06	0.01	0.14	0.14	0.02	0.18	0.18
Crit Moves:		****		****			****				****	
Green/Cycle:	0.13	0.20	0.20	0.13	0.20	0.20	0.13	0.27	0.27	0.18	0.32	0.32
Volume/Cap:	0.15	0.40	0.40	0.23	0.32	0.32	0.11	0.51	0.51	0.12	0.57	0.57
Delay/Veh:	29.1	26.4	26.4	29.5	25.9	25.9	28.8	23.5	23.5	25.9	21.8	21.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.1	26.4	26.4	29.5	25.9	25.9	28.8	23.5	23.5	25.9	21.8	21.8
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	1	4	4	1	3	3	1	6	6	1	8	8

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Weekday AM Peak Hour

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

Intersection #14 Indian Street / John F. Kennedy Drive

Cycle (sec): 85 Critical Vol./Cap.(X): 0.410
Loss Time (sec): 16 Average Delay (sec/veh): 26.8
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	27	27	10	27	27	10	24	24	10	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	53	273	83	102	173	34	32	225	49	64	342	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	273	83	102	173	34	32	225	49	64	342	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	65	337	102	126	214	42	40	278	60	79	422	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	337	102	126	214	42	40	278	60	79	422	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:	65	337	102	126	214	42	40	278	60	79	422	102
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.95	0.93	0.93	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	1.53	0.47	1.00	1.67	0.33	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	2671	812	1805	2942	578	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.13	0.13	0.07	0.07	0.07	0.02	0.08	0.04	0.04	0.12	0.06
Crit Moves:		****		****			****				****	
Green/Cycle:	0.11	0.31	0.31	0.11	0.31	0.31	0.11	0.28	0.28	0.11	0.28	0.28
Volume/Cap:	0.32	0.41	0.41	0.61	0.23	0.23	0.19	0.28	0.14	0.38	0.42	0.23
Delay/Veh:	36.2	23.9	23.9	41.7	22.4	22.4	35.3	24.9	23.8	36.8	26.1	24.6
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:	36.2	23.9	23.9	41.7	22.4	22.4	35.3	24.9	23.8	36.8	26.1	24.6
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	2	5	5	4	3	3	1	3	1	2	5	2

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Weekday AM Peak Hour

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

Intersection #15 Indian Street / Gentian Avenue

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: B[11.2]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	1	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	1!	0	0
Volume Module:																				
Base Vol:	72	293	0	0	183	33	23	0	65	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:	72	293	0	0	183	33	23	0	65	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:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89								
PHF Volume:	81	331	0	0	207	37	26	0	73	0	0	0								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
FinalVolume:	81	331	0	0	207	37	26	0	73	0	0	0								
Critical Gap Module:																				
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	7.1	6.5	6.2								
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3								
Capacity Module:																				
Cnflict Vol:	244	xxxx	xxxxx	xxxx	xxxx	xxxxx	719	719	225	756	738	331								
Potent Cap.:	1334	xxxx	xxxxx	xxxx	xxxx	xxxxx	398	357	819	327	348	715								
Move Cap.:	1334	xxxx	xxxxx	xxxx	xxxx	xxxxx	379	334	819	283	326	715								
Volume/Cap:	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	0.07	0.00	0.09	0.00	0.00	0.00								
Level Of Service Module:																				
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.3	xxxx	xxxx	xxxxx								
Control Del:	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.8	xxxxx	xxxx	xxxxx								
LOS by Move:	A	*	*	*	*	*	*	*	A	*	*	*								
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	379	xxxx	xxxxx	xxxx	0	xxxxx								
SharedQueue:	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shrd ConDel:	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	15.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	A	*	*	*	*	*	C	*	*	*	*	*								
ApproachDel:	xxxxxx			xxxxxx			11.2			xxxxxx										
ApproachLOS:	*			*			B			*										

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Weekday AM Peak Hour

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

Intersection #16 Indian Street / Santiago Drive

Cycle (sec): 70 Critical Vol./Cap.(X): 0.428
Loss Time (sec): 12 Average Delay (sec/veh): 15.5
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			Split Phase			Split Phase		
Rights:		Ovl			Include			Include			Ovl	
Min. Green:	0	21	21	10	10	0	0	0	0	25	0	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 0	1	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	279	18	29	266	0	0	0	0	222	0	112
Growth Adj:	1.00	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	279	18	29	266	0	0	0	0	222	0	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	0	346	22	36	330	0	0	0	0	275	0	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	346	22	36	330	0	0	0	0	275	0	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	346	22	36	330	0	0	0	0	275	0	139
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	0.95	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1615	1805	3610	0	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.01	0.02	0.09	0.00	0.00	0.00	0.00	0.15	0.00	0.09
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.33	0.69	0.14	0.47	0.00	0.00	0.00	0.00	0.36	0.00	0.50
Volume/Cap:	0.00	0.55	0.02	0.14	0.19	0.00	0.00	0.00	0.00	0.43	0.00	0.17
Delay/Veh:	0.0	20.4	3.5	26.5	10.8	0.0	0.0	0.0	0.0	17.5	0.0	9.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.4	3.5	26.5	10.8	0.0	0.0	0.0	0.0	17.5	0.0	9.7
LOS by Move:	A	C	A	C	B	A	A	A	A	B	A	A
HCM2kAvgQ:	0	7	0	1	2	0	0	0	0	5	0	2

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Weekday AM Peak Hour

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

Intersection #17 Indian Street / Iris Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.780
Loss Time (sec): 16 Average Delay (sec/veh): 47.7
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	28	28	10	10	10	10	10	10	10	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	1 0	1	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	127	264	7	301	224	16	30	198	39	5	356	411
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	264	7	301	224	16	30	198	39	5	356	411
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	148	307	8	350	260	19	35	230	45	6	414	478
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	307	8	350	260	19	35	230	45	6	414	478
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	148	307	8	350	260	19	35	230	45	6	414	478
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	0.98	0.98	0.95	1.00	0.85
Lanes:	1.00	0.97	0.03	1.00	1.00	1.00	1.00	0.84	0.16	1.00	1.00	1.00
Final Sat.:	1805	1844	49	1805	1900	1615	1805	1548	305	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.17	0.17	0.19	0.14	0.01	0.02	0.15	0.15	0.00	0.22	0.30
Crit Moves:		****		****			****					****
Green/Cycle:	0.17	0.23	0.23	0.22	0.28	0.28	0.08	0.27	0.27	0.15	0.33	0.33
Volume/Cap:	0.48	0.71	0.71	0.89	0.49	0.04	0.23	0.56	0.56	0.02	0.66	0.89
Delay/Veh:	46.1	47.8	47.8	67.0	36.7	31.5	52.2	39.4	39.4	43.6	36.7	54.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.1	47.8	47.8	67.0	36.7	31.5	52.2	39.4	39.4	43.6	36.7	54.8
LOS by Move:	D	D	D	E	D	C	D	D	D	D	D	D
HCM2kAvgQ:	5	12	12	16	8	0	1	9	9	0	14	20

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Weekday AM Peak Hour

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

Intersection #18 Indian Street / Krameria Avenue

Average Delay (sec/veh): 6.8 Worst Case Level Of Service: B[11.2]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	1	0	0	0	1
Volume Module:																				
Base Vol:	0	119		15		193		76		0	0		0		0	3		0		263
Growth Adj:	1.00	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	119		15		193		76		0	0		0		0	3		0		263
User Adj:	1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	0.83	0.83		0.83		0.83		0.83		0.83	0.83		0.83		0.83	0.83		0.83		0.83
PHF Volume:	0	144		18		233		92		0	0		0		0	4		0		318
Reduct Vol:	0	0		0		0		0		0	0		0		0	0		0		0
FinalVolume:	0	144		18		233		92		0	0		0		0	4		0		318
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx		xxxxx		4.1	xxxx		xxxxx		xxxxx	xxxx		xxxxx		6.4	xxxx			6.2
FollowUpTim:	xxxxx	xxxx		xxxxx		2.2	xxxx		xxxxx		xxxxx	xxxx		xxxxx		3.5	xxxx			3.3
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx		xxxxx		162	xxxx		xxxxx		xxxx	xxxx		xxxxx		711	xxxx			153
Potent Cap.:	xxxx	xxxx		xxxxx		1429	xxxx		xxxxx		xxxx	xxxx		xxxxx		403	xxxx			899
Move Cap.:	xxxx	xxxx		xxxxx		1429	xxxx		xxxxx		xxxx	xxxx		xxxxx		352	xxxx			899
Volume/Cap:	xxxx	xxxx		xxxx		0.16	xxxx		xxxx		xxxx	xxxx		xxxx		0.01	xxxx			0.35
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		0.6	xxxx		xxxxx		xxxx	xxxx		xxxxx		0.0	xxxx			1.6
Control Del:	xxxxx	xxxx		xxxxx		8.0	xxxx		xxxxx		xxxxx	xxxx		xxxxx		15.3	xxxx			11.2
LOS by Move:	*	*		*		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					xxxxxx						11.2			
ApproachLOS:	*					*					*						B			

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Weekday AM Peak Hour

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

Intersection #19 Indian Street / San Michele Road

Cycle (sec):	0	Critical Vol./Cap.(X):	0.123
Loss Time (sec):	0	Average Delay (sec/veh):	7.4
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 1	0	0 0	0 1	0	0 0	1! 0	0
Volume Module:												
Base Vol:	29	1	78	1	4	0	0	9	19	59	8	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:	29	1	78	1	4	0	0	9	19	59	8	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:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	30	1	82	1	4	0	0	9	20	62	8	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1	82	1	4	0	0	9	20	62	8	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	1	82	1	4	0	0	9	20	62	8	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:	0.27	0.01	0.72	0.40	1.60	0.00	0.00	0.32	0.68	0.85	0.12	0.03
Final Sat.:	246	8	662	282	1158	0	0	295	622	696	94	24
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.00	0.00	xxxx	xxxx	0.03	0.03	0.09	0.09	0.09
Crit Moves:	****			****				****		****		
Delay/Veh:	7.4	7.4	7.4	7.7	7.6	0.0	0.0	6.9	6.9	7.7	7.7	7.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.4	7.4	7.4	7.7	7.6	0.0	0.0	6.9	6.9	7.7	7.7	7.7
LOS by Move:	A	A	A	A	A	*	*	A	A	A	A	A
ApproachDel:	7.4			7.6			6.9			7.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	7.4			7.6			6.9			7.7		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Weekday AM Peak Hour

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

Intersection #20 Indian Street / Nandina Street

Cycle (sec):	0	Critical Vol./Cap.(X):	0.140
Loss Time (sec):	0	Average Delay (sec/veh):	8.5
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1 0	1	0 1	0 1	0	1 0	1 0	1	1 0	1! 0	0
Volume Module:												
Base Vol:	58	108	34	0	77	2	1	8	44	55	20	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:	58	108	34	0	77	2	1	8	44	55	20	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	63	117	37	0	84	2	1	9	48	60	22	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	117	37	0	84	2	1	9	48	60	22	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:	63	117	37	0	84	2	1	9	48	60	22	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:	0.70	1.30	1.00	0.00	1.95	0.05	1.00	1.00	1.00	1.43	0.52	0.05
Final Sat.:	451	882	793	0	1337	35	570	620	705	1421	-277	30
Capacity Analysis Module:												
Vol/Sat:	0.14	0.13	0.05	xxxx	0.06	0.06	0.00	0.01	0.07	0.04	-0.08	0.07
Crit Moves:	****				****				****			****
Delay/Veh:	9.0	8.6	7.3	0.0	8.1	8.1	8.7	8.3	7.8	9.0	9.1	9.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.0	8.6	7.3	0.0	8.1	8.1	8.7	8.3	7.8	9.0	9.1	9.1
LOS by Move:	A	A	A	*	A	A	A	A	A	A	A	A
ApproachDel:	8.5			8.1			7.9			9.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.5			8.1			7.9			9.0		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.2	0.1	0.0	0.1	0.1	0.1	0.0	0.0	0.1	0.1	0.1	0.1

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Weekday AM Peak Hour

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

Intersection #21 Indian Street / Harley Knox Boulevard

Cycle (sec): 120 Critical Vol./Cap.(X): 0.240
Loss Time (sec): 16 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			Ovl			Include			Include		
Min. Green:	10	39	39	10	39	39	10	34	34	10	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	1 0	1 1	0	1 0	1 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	48	90	16	8	53	173	148	188	21	11	216	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	90	16	8	53	173	148	188	21	11	216	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	52	98	17	9	58	188	161	205	23	12	235	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	98	17	9	58	188	161	205	23	12	235	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	98	17	9	58	188	161	205	23	12	235	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.95	0.84	0.84	0.95	1.00	0.85	0.92	0.95	0.95
Lanes:	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.93	0.07
Final Sat.:	3502	3610	1615	1805	1597	1597	1805	1900	1615	3502	3464	128
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.01	0.00	0.04	0.12	0.09	0.11	0.01	0.00	0.07	0.07
Crit Moves:	****				****		****				****	
Green/Cycle:	0.08	0.33	0.33	0.08	0.33	0.50	0.18	0.35	0.35	0.10	0.28	0.28
Volume/Cap:	0.18	0.08	0.03	0.06	0.11	0.24	0.51	0.30	0.04	0.03	0.24	0.24
Delay/Veh:	51.5	28.1	27.7	50.8	28.4	17.1	46.2	28.3	25.4	48.4	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:	51.5	28.1	27.7	50.8	28.4	17.1	46.2	28.3	25.4	48.4	33.2	33.2
LOS by Move:	D	C	C	D	C	B	D	C	C	D	C	C
HCM2kAvgQ:	1	1	0	0	2	4	6	5	1	0	4	4

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

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Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	0	231	299	0	523	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5		4.5	
Lane Util. Factor		0.95	0.95		0.97	
Frpb, ped/bikes		1.00	1.00		1.00	
Flpb, ped/bikes		1.00	1.00		1.00	
Frt		1.00	1.00		0.99	
Flt Protected		1.00	1.00		0.96	
Satd. Flow (prot)		3438	3505		3376	
Flt Permitted		1.00	1.00		0.96	
Satd. Flow (perm)		3438	3505		3376	
Peak-hour factor, PHF	0.76	0.76	0.76	0.76	0.76	0.76
Adj. Flow (vph)	0	304	393	0	688	53
RTOR Reduction (vph)	0	0	0	0	8	0
Lane Group Flow (vph)	0	304	393	0	733	0
Confl. Peds. (#/hr)						5
Heavy Vehicles (%)	0%	5%	3%	0%	3%	3%
Turn Type		NA	NA		NA	
Protected Phases		2	6		4	
Permitted Phases						
Actuated Green, G (s)		56.6	56.6		24.4	
Effective Green, g (s)		56.6	56.6		24.4	
Actuated g/C Ratio		0.63	0.63		0.27	
Clearance Time (s)		4.5	4.5		4.5	
Vehicle Extension (s)		2.0	2.0		2.0	
Lane Grp Cap (vph)		2162	2204		915	
v/s Ratio Prot		0.09	c0.11		c0.22	
v/s Ratio Perm						
v/c Ratio		0.14	0.18		0.80	
Uniform Delay, d1		6.8	7.0		30.5	
Progression Factor		1.00	1.00		1.00	
Incremental Delay, d2		0.1	0.2		4.8	
Delay (s)		6.9	7.2		35.4	
Level of Service		A	A		D	
Approach Delay (s)		6.9	7.2		35.4	
Approach LOS		A	A		D	

Intersection Summary			
HCM 2000 Control Delay	21.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.37		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	32.6%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	124	0	126	482	982	0	0	778	359
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	8	16	8	12	12	12	12	12	12
Total Lost time (s)					4.5		4.5	4.5			3.5	3.5
Lane Util. Factor					1.00		0.97	0.95			0.91	1.00
Frpb, ped/bikes					0.99		1.00	1.00			1.00	0.98
Flpb, ped/bikes					1.00		1.00	1.00			1.00	1.00
Frt					0.93		1.00	1.00			1.00	0.85
Flt Protected					0.98		0.95	1.00			1.00	1.00
Satd. Flow (prot)					1899		3433	3505			5085	1552
Flt Permitted					0.98		0.95	1.00			1.00	1.00
Satd. Flow (perm)					1899		3433	3505			5085	1552
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	0	0	136	0	138	530	1079	0	0	855	395
RTOR Reduction (vph)	0	0	0	0	48	0	0	0	0	0	0	180
Lane Group Flow (vph)	0	0	0	0	226	0	530	1079	0	0	855	215
Confl. Peds. (#/hr)						5						5
Heavy Vehicles (%)	0%	0%	0%	2%	0%	2%	2%	3%	0%	0%	2%	2%
Turn Type				Split	NA		Prot	NA			NA	Perm
Protected Phases				8	8		5	2			6	
Permitted Phases												6
Actuated Green, G (s)					18.0		22.0	88.0			62.5	62.5
Effective Green, g (s)					18.0		22.0	88.0			62.5	62.5
Actuated g/C Ratio					0.16		0.19	0.77			0.54	0.54
Clearance Time (s)					4.5		4.5	4.5			3.5	3.5
Vehicle Extension (s)					2.0		2.0	2.0			2.0	2.0
Lane Grp Cap (vph)					297		656	2682			2763	843
v/s Ratio Prot					c0.12		c0.15	c0.31			0.17	
v/s Ratio Perm												0.14
v/c Ratio					0.76		0.81	0.40			0.31	0.25
Uniform Delay, d1					46.4		44.5	4.6			14.4	13.9
Progression Factor					1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2					9.9		6.8	0.5			0.3	0.7
Delay (s)					56.3		51.3	5.0			14.7	14.6
Level of Service					E		D	A			B	B
Approach Delay (s)		0.0			56.3			20.3			14.7	
Approach LOS		A			E			C			B	

Intersection Summary			
HCM 2000 Control Delay	21.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	115.0	Sum of lost time (s)	12.5
Intersection Capacity Utilization	62.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	284	243	227	22	84	419	116	761	77	243	560	99
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.0	5.0	4.0	5.0		4.0	5.0		4.0	5.0	4.0
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95		1.00	0.91		0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	0.98		1.00	1.00		1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.87		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3400	3505	1507	1719	3060		1736	4892		3433	3539	1558
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3400	3505	1507	1719	3060		1736	4892		3433	3539	1558
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	316	270	252	24	93	466	129	846	86	270	622	110
RTOR Reduction (vph)	0	0	197	0	319	0	0	6	0	0	0	40
Lane Group Flow (vph)	316	270	55	24	241	0	129	926	0	270	622	70
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	3%	3%	5%	5%	2%	1%	4%	4%	8%	2%	2%	2%
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA		Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2		1	6	7
Permitted Phases			4									6
Actuated Green, G (s)	18.3	30.7	30.7	5.1	17.5		15.7	69.9		16.3	70.5	88.8
Effective Green, g (s)	18.3	30.7	30.7	5.1	17.5		15.7	69.9		16.3	70.5	88.8
Actuated g/C Ratio	0.13	0.22	0.22	0.04	0.12		0.11	0.50		0.12	0.50	0.63
Clearance Time (s)	4.0	5.0	5.0	4.0	5.0		4.0	5.0		4.0	5.0	4.0
Vehicle Extension (s)	3.0	4.0	4.0	3.0	3.0		3.0	4.0		3.0	4.0	3.0
Lane Grp Cap (vph)	444	768	330	62	382		194	2442		399	1782	988
v/s Ratio Prot	c0.09	0.08		0.01	c0.08		0.07	c0.19		c0.08	0.18	0.01
v/s Ratio Perm			0.04									0.04
v/c Ratio	0.71	0.35	0.17	0.39	0.93dr		0.66	0.38		0.68	0.35	0.07
Uniform Delay, d1	58.3	46.2	44.3	65.9	58.2		59.6	21.6		59.3	20.9	9.8
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	5.3	0.4	0.3	4.0	3.2		8.3	0.4		4.5	0.5	0.0
Delay (s)	63.6	46.6	44.6	69.9	61.4		67.9	22.1		63.8	21.5	9.8
Level of Service	E	D	D	E	E		E	C		E	C	A
Approach Delay (s)		52.4			61.8			27.7			31.6	
Approach LOS		D			E			C			C	

Intersection Summary			
HCM 2000 Control Delay	40.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	66.7%	ICU Level of Service	C
Analysis Period (min)	15		

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	238	307	18	11	513	26	12	3	6	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	262	337	20	12	564	29	13	3	7	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		457										
pX, platoon unblocked												
vC, conflicting volume	592			357			1176	1487	179	1302	1482	296
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	592			357			1176	1487	179	1302	1482	296
tC, single (s)	4.2			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.3			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	73			99			89	96	99	100	100	100
cM capacity (veh/h)	953			1213			116	90	840	91	91	706

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1
Volume Total	262	225	132	12	376	216	23
Volume Left	262	0	0	12	0	0	13
Volume Right	0	0	20	0	0	29	7
cSH	953	1700	1700	1213	1700	1700	146
Volume to Capacity	0.27	0.13	0.08	0.01	0.22	0.13	0.16
Queue Length 95th (ft)	28	0	0	1	0	0	14
Control Delay (s)	10.2	0.0	0.0	8.0	0.0	0.0	34.1
Lane LOS	B			A			D
Approach Delay (s)	4.3			0.2			34.1
Approach LOS							D

Intersection Summary			
Average Delay	2.9		
Intersection Capacity Utilization	41.5%	ICU Level of Service	A
Analysis Period (min)	15		

MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Weekday AM Peak Hour

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

Intersection #28 Perris Boulevard / Eucalyptus Avenue

Cycle (sec): 110 Critical Vol./Cap.(X): 0.503
Loss Time (sec): 16 Average Delay (sec/veh): 33.7
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	33	33	10	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	44	752	24	113	764	23	12	69	43	68	157	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:	44	752	24	113	764	23	12	69	43	68	157	157
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	50	862	28	130	876	26	14	79	49	78	180	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	862	28	130	876	26	14	79	49	78	180	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	862	28	130	876	26	14	79	49	78	180	180
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	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.24	0.02	0.07	0.24	0.02	0.01	0.04	0.03	0.04	0.09	0.11
Crit Moves:		****		****			****					****
Green/Cycle:	0.12	0.36	0.36	0.11	0.34	0.34	0.09	0.30	0.30	0.09	0.30	0.30
Volume/Cap:	0.23	0.67	0.05	0.67	0.71	0.05	0.08	0.14	0.10	0.48	0.32	0.37
Delay/Veh:	44.2	31.3	23.2	56.0	33.4	24.3	46.0	28.2	27.9	49.7	30.1	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:	44.2	31.3	23.2	56.0	33.4	24.3	46.0	28.2	27.9	49.7	30.1	30.8
LOS by Move:	D	C	C	E	C	C	D	C	C	D	C	C
HCM2kAvgQ:	2	14	1	5	14	1	0	2	1	3	5	5

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Weekday AM Peak Hour

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

Intersection #29 Perris Boulevard / Cottonwood Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.505
Loss Time (sec): 16 Average Delay (sec/veh): 31.9
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	28	28	10	28	28	10	33	33	10	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	64	606	39	105	679	99	80	144	59	39	192	139
Growth Adj:	1.00	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	606	39	105	679	99	80	144	59	39	192	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	73	692	45	120	775	113	91	164	67	45	219	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	692	45	120	775	113	91	164	67	45	219	159
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	73	692	45	120	775	113	91	164	67	45	219	159
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	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.03	0.07	0.21	0.07	0.05	0.09	0.04	0.02	0.12	0.10
Crit Moves:		****		****			****				****	
Green/Cycle:	0.11	0.30	0.30	0.11	0.30	0.30	0.10	0.33	0.33	0.10	0.33	0.33
Volume/Cap:	0.38	0.63	0.09	0.63	0.71	0.23	0.51	0.26	0.13	0.25	0.35	0.30
Delay/Veh:	42.7	31.1	25.0	49.4	33.2	26.4	45.0	24.8	23.5	42.2	25.7	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:	42.7	31.1	25.0	49.4	33.2	26.4	45.0	24.8	23.5	42.2	25.7	25.2
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	2	10	1	5	12	3	3	4	1	1	5	4

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Weekday AM Peak Hour

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

Intersection #30 Perris Boulevard / Alessandro Boulevard

Cycle (sec): 70 Critical Vol./Cap.(X): 0.493
Loss Time (sec): 16 Average Delay (sec/veh): 24.0
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	19	19	10	19	19	10	15	15	10	15	15
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	132	457	84	149	401	154	98	276	58	66	679	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	457	84	149	401	154	98	276	58	66	679	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	136	471	87	154	413	159	101	285	60	68	700	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	471	87	154	413	159	101	285	60	68	700	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	136	471	87	154	413	159	101	285	60	68	700	106
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.03	0.85	0.95	1.03	0.85	0.95	1.03	0.85	0.95	1.03	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	1805	3925	1615	1805	3925	1615	1805	3925	1615	1805	5888	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.12	0.05	0.09	0.11	0.10	0.06	0.07	0.04	0.04	0.12	0.07
Crit Moves:		****		****			****				****	
Green/Cycle:	0.14	0.27	0.27	0.14	0.27	0.27	0.14	0.21	0.21	0.14	0.21	0.21
Volume/Cap:	0.53	0.44	0.20	0.60	0.39	0.36	0.39	0.34	0.17	0.26	0.55	0.31
Delay/Veh:	29.9	21.4	19.9	31.9	21.0	21.1	28.2	23.5	22.7	27.3	25.1	23.6
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:	29.9	21.4	19.9	31.9	21.0	21.1	28.2	23.5	22.7	27.3	25.1	23.6
LOS by Move:	C	C	B	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	4	5	2	4	4	3	3	3	1	2	6	2

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Weekday AM Peak Hour

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

Intersection #31 Perris Boulevard / Cactus Avenue

Cycle (sec): 65 Critical Vol./Cap.(X): 0.523
Loss Time (sec): 16 Average Delay (sec/veh): 25.2
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T	- R		L - T	- R		L - T	- R		L - T	- R	
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10 10	10		10 10	10		10 10	10		10 10	10	
Y+R:	4.0 4.0	4.0		4.0 4.0	4.0		4.0 4.0	4.0		4.0 4.0	4.0	
Lanes:	1 0 2	1	0	1 0 2	0	1	1 0 1	1	0	1 0 1	1	0
Volume Module:												
Base Vol:	111 484	63		105 373	35		51 391	105		46 603	76	
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	111 484	63		105 373	35		51 391	105		46 603	76	
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	0.92 0.92	0.92		0.92 0.92	0.92		0.92 0.92	0.92		0.92 0.92	0.92	
PHF Volume:	121 528	69		115 407	38		56 427	115		50 658	83	
Reduct Vol:	0 0	0		0 0	0		0 0	0		0 0	0	
Reduced Vol:	121 528	69		115 407	38		56 427	115		50 658	83	
PCE Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
MLF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
FinalVolume:	121 528	69		115 407	38		56 427	115		50 658	83	
Saturation Flow Module:												
Sat/Lane:	1900 1900	1900		1900 1900	1900		1900 1900	1900		1900 1900	1900	
Adjustment:	0.95 1.02	0.98		0.95 1.03	0.85		0.95 1.00	0.97		0.95 1.02	0.98	
Lanes:	1.00 2.64	0.36		1.00 2.00	1.00		1.00 1.57	0.43		1.00 1.77	0.23	
Final Sat.:	1805 5102	664		1805 3925	1615		1805 2975	799		1805 3414	430	
Capacity Analysis Module:												
Vol/Sat:	0.07 0.10	0.10		0.06 0.10	0.02		0.03 0.14	0.14		0.03 0.19	0.19	
Crit Moves:	****			****			****			****		
Green/Cycle:	0.15 0.15	0.15		0.15 0.16	0.16		0.15 0.22	0.22		0.22 0.29	0.29	
Volume/Cap:	0.44 0.67	0.67		0.41 0.66	0.15		0.20 0.65	0.65		0.13 0.66	0.66	
Delay/Veh:	26.0 27.9	27.9		25.8 28.6	24.0		24.4 24.7	24.7		20.4 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:	26.0 27.9	27.9		25.8 28.6	24.0		24.4 24.7	24.7		20.4 21.8	21.8	
LOS by Move:	C C	C		C C	C		C C	C		C C	C	
HCM2kAvgQ:	3 5	5		3 5	1		1 6	6		1 8	8	

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Weekday AM Peak Hour

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

Intersection #32 Perris Boulevard / John F. Kennedy Drive

Cycle (sec): 65 Critical Vol./Cap.(X): 0.587
Loss Time (sec): 16 Average Delay (sec/veh): 25.0
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	15	15	10	15	15	10	16	16	10	16	16
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	116	456	165	166	267	48	54	321	43	160	357	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	116	456	165	166	267	48	54	321	43	160	357	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:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	139	546	198	199	320	57	65	384	51	192	428	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	546	198	199	320	57	65	384	51	192	428	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	139	546	198	199	320	57	65	384	51	192	428	114
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.99	0.96	0.95	1.01	0.98	0.95	1.03	0.85	0.95	1.03	0.85
Lanes:	1.00	2.18	0.82	1.00	2.53	0.47	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	4115	1489	1805	4852	872	1805	3925	1615	1805	3925	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.13	0.13	0.11	0.07	0.07	0.04	0.10	0.03	0.11	0.11	0.07
Crit Moves:		****		****				****		****		
Green/Cycle:	0.15	0.22	0.22	0.15	0.22	0.22	0.15	0.24	0.24	0.15	0.24	0.24
Volume/Cap:	0.52	0.59	0.59	0.74	0.29	0.29	0.24	0.41	0.13	0.71	0.46	0.29
Delay/Veh:	28.0	24.0	24.0	37.5	21.7	21.7	25.6	21.8	20.2	35.7	22.1	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:	28.0	24.0	24.0	37.5	21.7	21.7	25.6	21.8	20.2	35.7	22.1	21.3
LOS by Move:	C	C	C	D	C	C	C	C	C	D	C	C
HCM2kAvgQ:	4	6	6	6	3	3	1	4	1	6	5	2

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Weekday AM Peak Hour

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

Intersection #33 Perris Boulevard / Gentian Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.212
Loss Time (sec): 12 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			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	19	19	10	10	0	0	0	0	30	0	30
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	1 0	1 0	3	0 0	0 0	0	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	0	593	17	21	350	0	0	0	0	27	0	50
Growth Adj:	1.00	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	593	17	21	350	0	0	0	0	27	0	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	648	19	23	383	0	0	0	0	30	0	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	648	19	23	383	0	0	0	0	30	0	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	648	19	23	383	0	0	0	0	30	0	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	0.95	0.91	1.00	1.00	1.00	1.00	0.90	1.00	0.90
Lanes:	0.00	2.92	0.08	1.00	3.00	0.00	0.00	0.00	0.00	0.35	0.00	0.65
Final Sat.:	0	5022	144	1805	5187	0	0	0	0	597	0	1106
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.13	0.01	0.07	0.00	0.00	0.00	0.00	0.05	0.00	0.05
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.57	0.57	0.08	0.65	0.00	0.00	0.00	0.00	0.25	0.00	0.25
Volume/Cap:	0.00	0.23	0.23	0.15	0.11	0.00	0.00	0.00	0.00	0.20	0.00	0.20
Delay/Veh:	0.0	13.0	13.0	51.5	8.0	0.0	0.0	0.0	0.0	35.7	0.0	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:	0.0	13.0	13.0	51.5	8.0	0.0	0.0	0.0	0.0	35.7	0.0	35.7
LOS by Move:	A	B	B	D	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	4	4	1	2	0	0	0	0	2	0	2

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

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------------------------------------------------------------------------------
                     MORENO VALLEY WALMART TIA (JN 08660)
                          Existing (2013) Conditions
                             Weekday AM Peak Hour
------------------------------------------------------------------------------
                       Level Of Service Computation Report
            2000 HCM Unsignalized Method (Base Volume Alternative)
******************************************************************************
Intersection #36 Perris Boulevard / Santiago Drive
******************************************************************************
Average Delay (sec/veh):      2.2       Worst Case Level Of Service: C[ 15.0]
******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:        1  0  2  1  0    1  0  2  1  0    0  0  1! 0  0    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       1  517    36    20  353     4     2    2     6    40    4    91
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    1  517    36    20  353     4     2    2     6    40    4    91
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:     1  561    39    22  383     4     2    2     7    43    4    99
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    1  561    39    22  383     4     2    2     7    43    4    99
------------|---------------||---------------||---------------||---------------|
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:  388 xxxx xxxxx   600 xxxx xxxxx   620 1031   130   755 1014   207
Potent Cap.: 1182 xxxx xxxxx   987 xxxx xxxxx   376  235   902   301  240   806
Move Cap.:   1182 xxxx xxxxx   987 xxxx xxxxx   320  229   902   291  235   806
Volume/Cap:  0.00 xxxx  xxxx  0.02 xxxx  xxxx  0.01 0.01  0.01  0.15 0.02  0.12
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx   0.1 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  8.0 xxxx xxxxx   8.7 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     A    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  462 xxxxx  xxxx  505 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.1 xxxxx xxxxx  1.2 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 13.0 xxxxx xxxxx 15.0 xxxxx
Shared LOS:     *    *     *     *    *     *     *    B     *     *    C     *
ApproachDel:    xxxxxx           xxxxxx             13.0             15.0
ApproachLOS:         *                *                B                C
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
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MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Weekday AM Peak Hour

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

Intersection #37 Perris Boulevard / Iris Avenue

Cycle (sec): 115 Critical Vol./Cap.(X): 0.515
Loss Time (sec): 16 Average Delay (sec/veh): 39.5
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	31	31	10	31	31	10	34	34	10	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	2 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	202	384	212	133	237	45	44	338	81	171	511	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	202	384	212	133	237	45	44	338	81	171	511	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	234	445	246	154	275	52	51	392	94	198	593	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	445	246	154	275	52	51	392	94	198	593	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	234	445	246	154	275	52	51	392	94	198	593	131
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.89	0.89	0.95	0.92	0.92	0.95	0.92	0.92
Lanes:	1.00	3.00	1.00	1.00	2.52	0.48	1.00	1.61	0.39	1.00	1.64	0.36
Final Sat.:	1805	5187	1615	1805	4255	808	1805	2828	678	1805	2876	636
Capacity Analysis Module:												
Vol/Sat:	0.13	0.09	0.15	0.09	0.06	0.06	0.03	0.14	0.14	0.11	0.21	0.21
Crit Moves:	****				****			****		****		
Green/Cycle:	0.16	0.32	0.32	0.10	0.27	0.27	0.10	0.30	0.30	0.14	0.33	0.33
Volume/Cap:	0.81	0.26	0.47	0.82	0.24	0.24	0.29	0.47	0.47	0.81	0.62	0.62
Delay/Veh:	62.3	28.8	31.6	73.6	32.9	32.9	49.0	33.5	33.5	66.4	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:	62.3	28.8	31.6	73.6	32.9	32.9	49.0	33.5	33.5	66.4	33.2	33.2
LOS by Move:	E	C	C	E	C	C	D	C	C	E	C	C
HCM2kAvgQ:	10	4	7	8	3	3	2	8	8	9	12	12

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Weekday AM Peak Hour

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

Intersection #38 Perris Boulevard / Krameria Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.436
Loss Time (sec): 16 Average Delay (sec/veh): 40.4
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	28	28	10	24	24	34	34	34	31	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 1	1!	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	50	585	207	68	385	7	24	146	43	193	177	151
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	585	207	68	385	7	24	146	43	193	177	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	53	617	218	72	406	7	25	154	45	204	187	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	617	218	72	406	7	25	154	45	204	187	159
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	53	617	218	72	406	7	25	154	45	204	187	159
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.87	0.87	0.95	0.91	0.91	0.92	0.92	0.92	0.95	1.00	0.85
Lanes:	1.00	2.22	0.78	1.00	2.95	0.05	0.25	1.53	1.22	1.00	1.00	1.00
Final Sat.:	1805	3682	1303	1805	5079	92	436	2654	2131	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.17	0.04	0.08	0.08	0.06	0.06	0.02	0.11	0.10	0.10
Crit Moves:		****		****			****			****		
Green/Cycle:	0.10	0.24	0.24	0.08	0.23	0.23	0.28	0.28	0.28	0.26	0.26	0.26
Volume/Cap:	0.31	0.69	0.69	0.48	0.35	0.35	0.20	0.20	0.08	0.44	0.38	0.38
Delay/Veh:	51.6	43.2	43.2	54.9	38.9	38.9	32.8	32.8	31.5	37.9	37.1	37.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.6	43.2	43.2	54.9	38.9	38.9	32.8	32.8	31.5	37.9	37.1	37.2
LOS by Move:	D	D	D	D	D	D	C	C	C	D	D	D
HCM2kAvgQ:	2	11	11	3	5	5	3	3	1	6	6	5

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Weekday AM Peak Hour

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

Intersection #39 Perris Boulevard / San Michele Road

Cycle (sec): 80 Critical Vol./Cap.(X): 0.183
Loss Time (sec): 16 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:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	10	32	32	10	32	32	10	34	34	10	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	0	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	10	740	1	1	629	67	80	0	5	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:	10	740	1	1	629	67	80	0	5	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:	11	782	1	1	665	71	85	0	5	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	782	1	1	665	71	85	0	5	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:	11	782	1	1	665	71	85	0	5	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.90	0.90	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	2.99	0.01	1.00	2.71	0.29	1.00	0.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	5180	7	1805	4622	492	1805	0	1615	1900	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.15	0.15	0.00	0.14	0.14	0.05	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.12	0.58	0.58	0.18	0.63	0.68	0.05	0.00	0.17	0.00	0.00	0.00
Volume/Cap:	0.05	0.26	0.26	0.00	0.23	0.21	0.96	0.00	0.02	0.00	0.00	0.00
Delay/Veh:	31.9	8.7	8.7	27.6	6.4	4.8	121.4	0.0	28.3	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:	31.9	8.7	8.7	27.6	6.4	4.8	121.4	0.0	28.3	0.0	0.0	0.0
LOS by Move:	C	A	A	C	A	A	F	A	C	A	A	A
HCM2kAvgQ:	0	4	4	0	3	3	5	0	0	0	0	0

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Weekday AM Peak Hour

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

Intersection #40 Perris Boulevard / Nandina Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.208
Loss Time (sec): 16 Average Delay (sec/veh): 30.2
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	10	31	31	10	31	31	10	41	41	10	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	3	0 1	1 0	1	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	20	744	15	9	552	60	28	4	12	7	5	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:	20	744	15	9	552	60	28	4	12	7	5	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:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	21	789	16	10	585	64	30	4	13	7	5	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	789	16	10	585	64	30	4	13	7	5	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	789	16	10	585	64	30	4	13	7	5	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.91	0.85	0.95	0.84	0.84	0.95	1.00	0.85
Lanes:	1.00	2.94	0.06	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	5069	102	1805	5187	1615	1805	1603	1603	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.16	0.16	0.01	0.11	0.04	0.02	0.00	0.01	0.00	0.00	0.00
Crit Moves:		****		****			****				****	
Green/Cycle:	0.11	0.36	0.36	0.08	0.33	0.42	0.08	0.34	0.34	0.08	0.34	0.34
Volume/Cap:	0.11	0.43	0.43	0.06	0.34	0.09	0.20	0.01	0.02	0.05	0.01	0.01
Delay/Veh:	48.6	29.4	29.4	50.9	30.1	21.3	51.9	26.1	26.2	50.8	26.1	26.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.6	29.4	29.4	50.9	30.1	21.3	51.9	26.1	26.2	50.8	26.1	26.1
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	1	8	8	0	6	1	1	0	0	0	0	0

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Weekday AM Peak Hour

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

Intersection #41 Perris Boulevard / Harley Knox Boulevard

Cycle (sec): 60 Critical Vol./Cap.(X): 0.464
Loss Time (sec): 12 Average Delay (sec/veh): 12.5
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Permitted				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	0	0	29	29	10	0	10	0	0	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	1	0	1	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0
Volume Module:																
Base Vol:	58	655	0	0	385	171	194	0	15	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:	58	655	0	0	385	171	194	0	15	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92				
PHF Volume:	63	713	0	0	419	186	211	0	16	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	63	713	0	0	419	186	211	0	16	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:	63	713	0	0	419	186	211	0	16	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	0.95	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	1805	0	1615	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.03	0.38	0.00	0.00	0.22	0.12	0.12	0.00	0.01	0.00	0.00	0.00				
Crit Moves:	****				****		****									
Green/Cycle:	0.16	0.64	0.00	0.00	0.48	0.48	0.16	0.00	0.16	0.00	0.00	0.00				
Volume/Cap:	0.21	0.59	0.00	0.00	0.46	0.24	0.71	0.00	0.06	0.00	0.00	0.00				
Delay/Veh:	22.5	7.1	0.0	0.0	11.1	9.7	32.1	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:	22.5	7.1	0.0	0.0	11.1	9.7	32.1	0.0	21.6	0.0	0.0	0.0				
LOS by Move:	C	A	A	A	B	A	C	A	C	A	A	A				
HCM2kAvgQ:	1	8	0	0	6	2	5	0	0	0	0	0				

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Weekday AM Peak Hour

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

Intersection #42 Perris Boulevard / Ramona Expressway

Cycle (sec): 120 Critical Vol./Cap.(X): 0.536
Loss Time (sec): 16 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	44	44	10	44	44	10	36	36	10	36	36
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	1 1	0	2 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	302	311	21	63	159	100	142	484	92	68	1150	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	302	311	21	63	159	100	142	484	92	68	1150	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	311	320	22	65	164	103	146	498	95	70	1184	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	311	320	22	65	164	103	146	498	95	70	1184	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:	311	320	22	65	164	103	146	498	95	70	1184	123
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	0.89	0.89	0.92	0.91	0.85	0.92	0.90	0.90
Lanes:	2.00	2.00	1.00	2.00	1.23	0.77	2.00	3.00	1.00	2.00	2.72	0.28
Final Sat.:	3502	3610	1615	3502	2088	1313	3502	5187	1615	3502	4635	480
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.01	0.02	0.08	0.08	0.04	0.10	0.06	0.02	0.26	0.26
Crit Moves:	****				****		****				****	
Green/Cycle:	0.11	0.39	0.39	0.09	0.37	0.37	0.08	0.31	0.31	0.09	0.31	0.31
Volume/Cap:	0.83	0.23	0.03	0.21	0.21	0.21	0.50	0.31	0.19	0.23	0.83	0.83
Delay/Veh:	66.4	24.9	22.9	51.2	26.2	26.2	54.0	32.0	30.8	51.6	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:	66.4	24.9	22.9	51.2	26.2	26.2	54.0	32.0	30.8	51.6	42.2	42.2
LOS by Move:	E	C	C	D	C	C	D	C	C	D	D	D
HCM2kAvgQ:	8	4	0	1	3	3	3	5	3	1	18	18

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Weekday AM Peak Hour

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

Intersection #43 Kitching Street / Cactus Avenue

Cycle (sec): 65 Critical Vol./Cap.(X): 0.624
Loss Time (sec): 16 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	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	195	295	27	30	216	102	90	459	162	17	493	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	195	295	27	30	216	102	90	459	162	17	493	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	236	358	33	36	262	124	109	556	196	21	598	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	236	358	33	36	262	124	109	556	196	21	598	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	236	358	33	36	262	124	109	556	196	21	598	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	1.02	1.02	0.98	1.03	0.88	0.98	0.99	0.99	0.98	1.03	1.03
Lanes:	1.00	1.83	0.17	1.00	1.00	1.00	1.00	1.48	0.52	1.00	1.91	0.09
Final Sat.:	1865	3550	325	1865	1963	1668	1865	2788	984	1865	3724	174
Capacity Analysis Module:												
Vol/Sat:	0.13	0.10	0.10	0.02	0.13	0.07	0.06	0.20	0.20	0.01	0.16	0.16
Crit Moves:	****				****			****		****		
Green/Cycle:	0.17	0.17	0.17	0.17	0.17	0.17	0.20	0.26	0.26	0.15	0.21	0.21
Volume/Cap:	0.77	0.59	0.59	0.11	0.77	0.43	0.29	0.77	0.77	0.07	0.76	0.76
Delay/Veh:	36.9	26.4	26.4	23.0	35.6	24.9	22.4	25.9	25.9	23.6	28.2	28.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.9	26.4	26.4	23.0	35.6	24.9	22.4	25.9	25.9	23.6	28.2	28.2
LOS by Move:	D	C	C	C	D	C	C	C	C	C	C	C
HCM2kAvgQ:	7	5	5	1	7	3	2	9	9	0	8	8

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Weekday AM Peak Hour

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

Intersection #44 Kitching Street / John F. Kennedy Drive

Cycle (sec):	90	Critical Vol./Cap.(X):	0.754
Loss Time (sec):	16	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:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	163	296	7	89	195	40	40	438	136	14	426	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	163	296	7	89	195	40	40	438	136	14	426	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:	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
PHF Volume:	208	378	9	114	249	51	51	559	174	18	544	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	378	9	114	249	51	51	559	174	18	544	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	208	378	9	114	249	51	51	559	174	18	544	121
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.24	1.24	1.24	1.23	1.23	1.23	1.05	1.06	1.06	1.05	1.10	0.94
Lanes:	0.35	0.64	0.01	0.27	0.61	0.12	1.00	1.53	0.47	1.00	2.00	1.00
Final Sat.:	826	1500	35	641	1404	288	1986	3075	955	1986	4180	1777
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.18	0.18	0.18	0.03	0.18	0.18	0.01	0.13	0.07
Crit Moves:		****			****			****		****		
Green/Cycle:	0.29	0.29	0.29	0.21	0.21	0.21	0.15	0.21	0.21	0.11	0.17	0.17
Volume/Cap:	0.86	0.86	0.86	0.86	0.86	0.86	0.17	0.86	0.86	0.08	0.75	0.39
Delay/Veh:	40.6	40.6	40.6	48.9	48.9	48.9	33.8	43.0	43.0	36.0	39.6	33.8
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:	40.6	40.6	40.6	48.9	48.9	48.9	33.8	43.0	43.0	36.0	39.6	33.8
LOS by Move:	D	D	D	D	D	D	C	D	D	D	D	C
HCM2kAvgQ:	19	19	19	14	14	14	1	13	13	1	9	4

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Weekday AM Peak Hour

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

Intersection #45 Kitching Street / Iris Avenue

Cycle (sec): 65 Critical Vol./Cap.(X): 0.517
Loss Time (sec): 16 Average Delay (sec/veh): 23.7
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	130	124	91	30	131	121	75	470	104	111	573	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	124	91	30	131	121	75	470	104	111	573	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	145	139	102	34	146	135	84	525	116	124	640	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	139	102	34	146	135	84	525	116	124	640	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	139	102	34	146	135	84	525	116	124	640	59
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.97	0.97	0.98	0.96	0.96	0.98	1.01	1.01	0.98	1.03	0.88
Lanes:	1.00	1.15	0.85	1.00	1.04	0.96	1.00	1.64	0.36	1.00	2.00	1.00
Final Sat.:	1865	2121	1557	1865	1894	1749	1865	3127	692	1865	3925	1668
Capacity Analysis Module:												
Vol/Sat:	0.08	0.07	0.07	0.02	0.08	0.08	0.04	0.17	0.17	0.07	0.16	0.04
Crit Moves:	****				****			****		****		
Green/Cycle:	0.15	0.15	0.15	0.15	0.15	0.15	0.22	0.29	0.29	0.15	0.23	0.38
Volume/Cap:	0.51	0.42	0.42	0.12	0.50	0.50	0.21	0.57	0.57	0.43	0.71	0.09
Delay/Veh:	26.7	25.4	25.4	23.9	25.9	25.9	21.1	20.3	20.3	26.0	25.7	12.9
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:	26.7	25.4	25.4	23.9	25.9	25.9	21.1	20.3	20.3	26.0	25.7	12.9
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	B
HCM2kAvgQ:	4	3	3	1	3	3	2	7	7	3	8	1

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Weekday AM Peak Hour

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

Intersection #46 Lasselle Street / Iris Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.566
Loss Time (sec): 16 Average Delay (sec/veh): 36.7
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	10	41	41	10	41	41	10	34	34	10	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	261	385	262	75	459	61	79	304	280	344	438	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	261	385	262	75	459	61	79	304	280	344	438	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	270	399	272	78	476	63	82	315	290	356	454	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	399	272	78	476	63	82	315	290	356	454	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	270	399	272	78	476	63	82	315	290	356	454	50
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	0.91	0.85	0.92	0.90	0.90
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	2.70	0.30
Final Sat.:	3502	3610	1615	3502	3610	1615	3502	5187	1615	3502	4605	505
Capacity Analysis Module:												
Vol/Sat:	0.08	0.11	0.17	0.02	0.13	0.04	0.02	0.06	0.18	0.10	0.10	0.10
Crit Moves:	****				****				****	****		
Green/Cycle:	0.10	0.36	0.50	0.09	0.34	0.34	0.10	0.28	0.28	0.14	0.33	0.33
Volume/Cap:	0.74	0.31	0.34	0.25	0.39	0.11	0.24	0.21	0.63	0.74	0.30	0.30
Delay/Veh:	60.1	27.9	18.6	51.5	30.2	27.2	50.6	32.9	40.5	55.8	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:	60.1	27.9	18.6	51.5	30.2	27.2	50.6	32.9	40.5	55.8	30.4	30.4
LOS by Move:	E	C	B	D	C	C	D	C	D	E	C	C
HCM2kAvgQ:	7	5	6	2	7	2	2	3	10	8	5	5

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

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	439	74	522	406	0	0	0	0	0	0	129
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5	5.5	4.0	5.5							4.0
Lane Util. Factor		0.95	1.00	1.00	0.95							1.00
Frpb, ped/bikes		1.00	0.97	1.00	1.00							0.98
Flpb, ped/bikes		1.00	1.00	1.00	1.00							1.00
Frt		1.00	0.85	1.00	1.00							0.86
Flt Protected		1.00	1.00	0.95	1.00							1.00
Satd. Flow (prot)		3438	1443	1787	3471							1472
Flt Permitted		1.00	1.00	0.95	1.00							1.00
Satd. Flow (perm)		3438	1443	1787	3471							1472
Peak-hour factor, PHF	0.91	0.94	0.94	0.94	0.94	0.94	0.91	0.91	0.91	0.94	0.94	0.94
Adj. Flow (vph)	0	467	79	555	432	0	0	0	0	0	0	137
RTOR Reduction (vph)	0	0	47	0	0	0	0	0	0	0	0	72
Lane Group Flow (vph)	0	467	32	555	432	0	0	0	0	0	0	65
Confl. Peds. (#/hr)			5									5
Heavy Vehicles (%)	0%	5%	9%	1%	4%	0%	0%	0%	0%	0%	0%	10%
Turn Type		NA	Perm	Prot	NA							custom
Protected Phases		2		1	6							
Permitted Phases			2									1 4
Actuated Green, G (s)		34.5	34.5	31.0	69.5							40.0
Effective Green, g (s)		34.5	34.5	31.0	69.5							40.0
Actuated g/C Ratio		0.41	0.41	0.37	0.83							0.48
Clearance Time (s)		5.5	5.5	4.0	5.5							
Vehicle Extension (s)		2.0	2.0	2.0	2.0							
Lane Grp Cap (vph)		1412	592	659	2871							700
v/s Ratio Prot		c0.14		c0.31	0.12							
v/s Ratio Perm			0.02									c0.04
v/c Ratio		0.33	0.05	0.84	0.15							0.09
Uniform Delay, d1		16.9	14.9	24.3	1.4							12.1
Progression Factor		1.00	1.00	1.00	1.00							1.00
Incremental Delay, d2		0.6	0.2	9.2	0.0							0.0
Delay (s)		17.5	15.1	33.4	1.4							12.1
Level of Service		B	B	C	A							B
Approach Delay (s)		17.2			19.4			0.0			12.1	
Approach LOS		B			B			A			B	

Intersection Summary			
HCM 2000 Control Delay	18.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	84.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	50.5%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	18	826	107	0	1504	64	26	34	1	72	2	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	0.95			0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		1.00	0.98	
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.98			0.99		1.00	1.00		1.00	0.86	
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1480	3449			3517		1421	1891		1805	1509	
Flt Permitted	0.11	1.00			1.00		0.73	1.00		0.73	1.00	
Satd. Flow (perm)	164	3449			3517		1095	1891		1391	1509	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	20	898	116	0	1635	70	28	37	1	78	2	37
RTOR Reduction (vph)	0	8	0	0	3	0	0	1	0	0	12	0
Lane Group Flow (vph)	20	1006	0	0	1702	0	28	37	0	78	27	0
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	22%	2%	7%	0%	2%	0%	27%	0%	0%	0%	50%	3%
Turn Type	Perm	NA			NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2						8			4		
Actuated Green, G (s)	47.8	47.8			47.8		7.2	7.2		7.2	7.2	
Effective Green, g (s)	47.8	47.8			47.8		7.2	7.2		7.2	7.2	
Actuated g/C Ratio	0.74	0.74			0.74		0.11	0.11		0.11	0.11	
Clearance Time (s)	5.0	5.0			5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	2.0	2.0			2.0		2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	120	2536			2586		121	209		154	167	
v/s Ratio Prot		0.29			c0.48			0.02			0.02	
v/s Ratio Perm	0.12						0.03			c0.06		
v/c Ratio	0.17	0.40			0.66		0.23	0.18		0.51	0.16	
Uniform Delay, d1	2.6	3.2			4.4		26.4	26.2		27.2	26.2	
Progression Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	3.0	0.5			1.3		0.4	0.1		1.0	0.2	
Delay (s)	5.6	3.7			5.7		26.7	26.4		28.2	26.3	
Level of Service	A	A			A		C	C		C	C	
Approach Delay (s)		3.7			5.7			26.5			27.6	
Approach LOS		A			A			C			C	

Intersection Summary			
HCM 2000 Control Delay	6.4	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	65.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	62.6%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Weekday PM Peak Hour

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

Intersection #3 Elsworth Street / Cactus Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.787
Loss Time (sec): 16 Average Delay (sec/veh): 82.7
Optimal Cycle: OPTIMIZED Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Ignore			Include		
Min. Green:	29	29	29	29	29	29	10	21	21	10	21	21
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1! 0	0	1 1	0 0	1	1 0	2 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	397	103	136	109	22	140	90	1194	30	27	990	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	397	103	136	109	22	140	90	1194	30	27	990	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00	0.92	0.92	0.92
PHF Volume:	432	112	148	119	24	152	98	1299	0	29	1077	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	432	112	148	119	24	152	98	1299	0	29	1077	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	432	112	148	119	24	152	98	1299	0	29	1077	86
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.94	0.96	0.96	0.85	0.95	0.95	1.00	0.95	0.91	0.85
Lanes:	1.45	0.24	0.31	1.66	0.34	1.00	1.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	2593	420	555	3035	613	1615	1805	3610	1900	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.17	0.27	0.27	0.04	0.04	0.09	0.05	0.36	0.00	0.02	0.21	0.05
Crit Moves:		****		****				****		****		
Green/Cycle:	0.24	0.24	0.24	0.24	0.24	0.35	0.11	0.30	0.00	0.08	0.27	0.27
Volume/Cap:	0.69	1.10	1.10	0.16	0.16	0.27	0.49	1.20	0.00	0.20	0.76	0.19
Delay/Veh:	43.4	113	113.4	36.0	36.0	28.1	52.2	141	0.0	51.9	42.4	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:	43.4	113	113.4	36.0	36.0	28.1	52.2	141	0.0	51.9	42.4	33.7
LOS by Move:	D	F	F	D	D	C	D	F	A	D	D	C
HCM2kAvgQ:	11	27	27	2	2	4	4	42	0	1	15	2

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Weekday PM Peak Hour

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

Intersection #4 Frederick Street / Cactus Avenue

Cycle (sec): 85 Critical Vol./Cap.(X): 0.335
Loss Time (sec): 12 Average Delay (sec/veh): 23.3
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:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	32	0	32	10	10	0	0	27	27
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	2 0	0	0 1	1 0	2	0 0	0 0	3	0 1
Volume Module:												
Base Vol:	0	0	0	246	0	79	35	1443	0	0	902	121
Growth Adj:	1.00	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	246	0	79	35	1443	0	0	902	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	269	0	86	38	1577	0	0	986	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	269	0	86	38	1577	0	0	986	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	269	0	86	38	1577	0	0	986	132
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	0.95	0.95	1.00	1.00	0.91	0.85
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3502	0	1615	1805	3610	0	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.05	0.02	0.44	0.00	0.00	0.19	0.08
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.38	0.00	0.49	0.12	0.48	0.00	0.00	0.36	0.74
Volume/Cap:	0.00	0.00	0.00	0.20	0.00	0.11	0.18	0.91	0.00	0.00	0.52	0.11
Delay/Veh:	0.0	0.0	0.0	18.0	0.0	11.6	34.2	27.4	0.0	0.0	21.4	3.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	18.0	0.0	11.6	34.2	27.4	0.0	0.0	21.4	3.1
LOS by Move:	A	A	A	B	A	B	C	C	A	A	C	A
HCM2kAvgQ:	0	0	0	2	0	1	1	24	0	0	8	1

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Weekday PM Peak Hour

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

Intersection #5 Graham Street / Cactus Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.512
Loss Time (sec): 16 Average Delay (sec/veh): 36.6
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ignore			Include		
Min. Green:	10	32	32	10	32	32	10	35	35	10	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 1	0	1 0	2 0	1	1 0	2 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	184	69	10	135	123	55	59	1178	363	12	789	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	184	69	10	135	123	55	59	1178	363	12	789	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95
PHF Volume:	195	73	11	143	130	58	62	1245	0	13	834	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	73	11	143	130	58	62	1245	0	13	834	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	195	73	11	143	130	58	62	1245	0	13	834	66
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.93	0.95	0.95	0.85	0.95	0.95	1.00	0.95	0.90	0.90
Lanes:	2.00	1.75	0.25	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.78	0.22
Final Sat.:	3502	3093	448	1805	3610	1615	1805	3610	1900	1805	4756	374
Capacity Analysis Module:												
Vol/Sat:	0.06	0.02	0.02	0.08	0.04	0.04	0.03	0.34	0.00	0.01	0.18	0.18
Crit Moves:	****				****			****		****		
Green/Cycle:	0.08	0.27	0.27	0.08	0.27	0.38	0.11	0.43	0.00	0.08	0.40	0.40
Volume/Cap:	0.67	0.09	0.09	0.95	0.14	0.09	0.30	0.80	0.00	0.08	0.44	0.44
Delay/Veh:	59.2	33.1	33.1	112.7	33.5	23.9	49.5	32.3	0.0	51.0	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:	59.2	33.1	33.1	112.7	33.5	23.9	49.5	32.3	0.0	51.0	26.2	26.2
LOS by Move:	E	C	C	F	C	C	D	C	A	D	C	C
HCM2kAvgQ:	5	1	1	9	2	1	2	22	0	0	9	9

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Weekday PM Peak Hour

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

Intersection #6 Heacock Street / Alessandro Boulevard

Cycle (sec): 110 Critical Vol./Cap.(X): 0.495
Loss Time (sec): 16 Average Delay (sec/veh): 38.0
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	10	39	39	10	39	39	10	28	28	10	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0 2	0 1		1 0 2	0 1		1 0 3	0 1		1 0 3	0 1	
Volume Module:												
Base Vol:	159	268	51	216	353	173	111	1018	134	44	681	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:	159	268	51	216	353	173	111	1018	134	44	681	157
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	162	273	52	220	360	177	113	1039	137	45	695	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	273	52	220	360	177	113	1039	137	45	695	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	162	273	52	220	360	177	113	1039	137	45	695	160
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	0.91	0.85	0.95	0.91	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	5187	1615	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.08	0.03	0.12	0.10	0.11	0.06	0.20	0.08	0.02	0.13	0.10
Crit Moves:		****		****				****		****		
Green/Cycle:	0.10	0.35	0.35	0.15	0.41	0.50	0.09	0.25	0.36	0.09	0.25	0.25
Volume/Cap:	0.87	0.21	0.09	0.79	0.25	0.22	0.69	0.79	0.24	0.27	0.53	0.39
Delay/Veh:	80.2	24.9	23.7	58.9	21.7	15.8	60.3	41.4	24.9	47.5	35.7	34.5
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:	80.2	24.9	23.7	58.9	21.7	15.8	60.3	41.4	24.9	47.5	35.7	34.5
LOS by Move:	F	C	C	E	C	B	E	D	C	D	D	C
HCM2kAvgQ:	8	3	1	9	4	3	5	14	3	2	8	5

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Weekday PM Peak Hour

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

Intersection #7 Heacock Street / Cactus Avenue

Cycle (sec):	65	Critical Vol./Cap.(X):	0.656
Loss Time (sec):	16	Average Delay (sec/veh):	25.3
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			Ovl			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 1	0	1 0	1 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	313	299	4	76	382	33	75	689	586	11	480	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	313	299	4	76	382	33	75	689	586	11	480	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	331	316	4	80	404	35	79	728	619	12	507	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	331	316	4	80	404	35	79	728	619	12	507	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	331	316	4	80	404	35	79	728	619	12	507	72
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	0.99	0.99	0.98	1.03	0.88	0.98	1.01	1.01
Lanes:	2.00	1.97	0.03	1.00	1.84	0.16	1.00	2.00	1.00	1.00	1.75	0.25
Final Sat.:	3610	3742	50	1805	3456	299	1865	3925	1668	1865	3373	478
Capacity Analysis Module:												
Vol/Sat:	0.09	0.08	0.08	0.04	0.12	0.12	0.04	0.19	0.37	0.01	0.15	0.15
Crit Moves:	****				****				****	****		
Green/Cycle:	0.15	0.15	0.15	0.15	0.16	0.16	0.22	0.29	0.44	0.15	0.22	0.22
Volume/Cap:	0.60	0.55	0.55	0.29	0.75	0.75	0.19	0.64	0.84	0.04	0.68	0.68
Delay/Veh:	27.4	26.4	26.4	24.9	31.6	31.6	20.8	21.3	24.2	23.5	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:	27.4	26.4	26.4	24.9	31.6	31.6	20.8	21.3	24.2	23.5	25.3	25.3
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	4	4	4	2	6	6	2	8	15	0	7	7

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Weekday PM Peak Hour

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

Intersection #8 Heacock Street / John F. Kennedy Drive

Cycle (sec): 115 Critical Vol./Cap.(X): 0.482
Loss Time (sec): 16 Average Delay (sec/veh): 37.5
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	29	29	10	10	10	10	10	10	10	32	32
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	62	336	37	300	579	47	29	230	229	15	73	182
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	336	37	300	579	47	29	230	229	15	73	182
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	66	359	40	321	619	50	31	246	245	16	78	194
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	359	40	321	619	50	31	246	245	16	78	194
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	66	359	40	321	619	50	31	246	245	16	78	194
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	1.00	0.85	0.95	0.85	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	1900	1615	1805	1612	1612
Capacity Analysis Module:												
Vol/Sat:	0.04	0.10	0.02	0.18	0.17	0.03	0.02	0.13	0.15	0.01	0.05	0.12
Crit Moves:		****		****			****					****
Green/Cycle:	0.17	0.25	0.25	0.24	0.33	0.33	0.09	0.23	0.23	0.13	0.28	0.28
Volume/Cap:	0.22	0.39	0.10	0.73	0.52	0.09	0.20	0.56	0.65	0.07	0.17	0.43
Delay/Veh:	41.8	36.0	33.1	46.1	31.7	26.8	49.4	40.5	44.1	43.7	31.5	34.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.8	36.0	33.1	46.1	31.7	26.8	49.4	40.5	44.1	43.7	31.5	34.5
LOS by Move:	D	D	C	D	C	C	D	D	D	D	C	C
HCM2kAvgQ:	2	6	1	12	9	1	1	8	9	1	2	6

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Weekday PM Peak Hour

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

Intersection #9 Heacock Street / Gentian Avenue

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: B[10.9]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	1	0	1	1	0	1	0	0	0	0	0	0	0	0	0	1!	0	0
Volume Module:																				
Base Vol:	0	305		6		95	704		0		0		0		0	1		0		42
Growth Adj:	1.00	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	305		6		95	704		0		0		0		0	1		0		42
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	0.91	0.91		0.91		0.91	0.91		0.91		0.91		0.91		0.91	0.91		0.91		0.91
PHF Volume:	0	337		7		105	777		0		0		0		0	1		0		46
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
FinalVolume:	0	337		7		105	777		0		0		0		0	1		0		46
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx		xxxxx		4.1	xxxx		xxxxx		xxxxx		xxxx		xxxxx	6.4		6.5		6.2
FollowUpTim:	xxxxx	xxxx		xxxxx		2.2	xxxx		xxxxx		xxxxx		xxxx		xxxxx	3.5		4.0		3.3
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx		xxxxx		343	xxxx		xxxxx		xxxx		xxxx		xxxxx	1323		1323		337
Potent Cap.:	xxxx	xxxx		xxxxx		1227	xxxx		xxxxx		xxxx		xxxx		xxxxx	174		158		710
Move Cap.:	xxxx	xxxx		xxxxx		1227	xxxx		xxxxx		xxxx		xxxx		xxxxx	163		144		710
Volume/Cap:	xxxx	xxxx		xxxx		0.09	xxxx		xxxx		xxxx		xxxx		xxxx	0.01		0.00		0.07
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		0.3	xxxx		xxxxx		xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
Control Del:	xxxxx	xxxx		xxxxx		8.2	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx
LOS by Move:	*	*		*		A	*		*		*		*		*	*		*		*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx		xxxx		xxxxx	xxxx		658		xxxxx
SharedQueue:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		0.2		xxxxx
Shrd ConDel:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		10.9		xxxxx
Shared LOS:	*	*		*		*	*		*		*		*		*	*		B		*
ApproachDel:	xxxxxx					xxxxxx					xxxxxx							10.9		
ApproachLOS:	*					*					*							B		

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Weekday PM Peak Hour

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

Intersection #10 Webster Avenue / Harley Knox Boulevard

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: C[17.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 1	0	0	0 1	0	0 0	0 1	0	0 0
Volume Module:												
Base Vol:	2	0	1	0	1	0	1	434	0	2	338	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	0	1	0	1	0	1	434	0	2	338	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	2	0	1	0	1	0	1	475	0	2	370	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	2	0	1	0	1	0	1	475	0	2	370	0
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	xxxxx	6.5	xxxxx	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	4.0	xxxxx	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	852	851	475	xxxx	851	xxxxx	370	xxxx	xxxxx	475	xxxx	xxxxx
Potent Cap.:	282	299	594	xxxx	299	xxxxx	1200	xxxx	xxxxx	1098	xxxx	xxxxx
Move Cap.:	281	298	594	xxxx	298	xxxxx	1200	xxxx	xxxxx	1098	xxxx	xxxxx
Volume/Cap:	0.01	0.00	0.00	xxxx	0.00	xxxx	0.00	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	0.0	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	17.1	xxxxx	8.0	xxxx	xxxxx	8.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	C	*	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	340	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	15.7	xxxxx	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx	8.3	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	A	*	*	A	*	*
ApproachDel:	15.7			17.1			xxxxxx			xxxxxx		
ApproachLOS:	C			C			*			*		

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Weekday PM Peak Hour

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

Intersection #11 Indian Street / Cottonwood Avenue

Cycle (sec): 80 Critical Vol./Cap.(X): 0.390
Loss Time (sec): 16 Average Delay (sec/veh): 25.8
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	24	24	10	24	24	10	24	24	10	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	76	244	39	23	248	43	45	283	136	41	227	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:	76	244	39	23	248	43	45	283	136	41	227	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	81	260	42	25	264	46	48	302	145	44	242	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	260	42	25	264	46	48	302	145	44	242	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	81	260	42	25	264	46	48	302	145	44	242	43
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	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	1.72	0.28	1.00	1.70	0.30	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3047	487	1805	3009	522	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.09	0.09	0.01	0.09	0.09	0.03	0.16	0.09	0.02	0.13	0.03
Crit Moves:	****				****			****		****		
Green/Cycle:	0.12	0.29	0.29	0.12	0.29	0.29	0.12	0.29	0.29	0.12	0.29	0.29
Volume/Cap:	0.38	0.30	0.30	0.11	0.31	0.31	0.22	0.56	0.31	0.20	0.45	0.09
Delay/Veh:	35.2	23.6	23.6	33.3	23.7	23.7	34.0	26.7	23.9	33.9	25.1	22.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.2	23.6	23.6	33.3	23.7	23.7	34.0	26.7	23.9	33.9	25.1	22.1
LOS by Move:	D	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	2	3	3	1	3	3	1	7	3	1	5	1

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Weekday PM Peak Hour

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

Intersection #12 Indian Street / Alessandro Boulevard

Cycle (sec): 105 Critical Vol./Cap.(X): 0.436
Loss Time (sec): 16 Average Delay (sec/veh): 36.3
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	42	42	10	42	42	10	28	28	10	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	3	0 1	1 0	3	0 1
Volume Module:												
Base Vol:	130	216	61	139	264	49	109	822	137	63	705	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	216	61	139	264	49	109	822	137	63	705	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	135	224	63	144	274	51	113	853	142	65	731	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	224	63	144	274	51	113	853	142	65	731	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	135	224	63	144	274	51	113	853	142	65	731	117
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.95	0.93	0.93	0.95	0.91	0.85	0.95	0.91	0.85
Lanes:	1.00	1.56	0.44	1.00	1.69	0.31	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1805	2722	769	1805	2972	552	1805	5187	1615	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.08	0.08	0.08	0.09	0.09	0.06	0.16	0.09	0.04	0.14	0.07
Crit Moves:	****				****		****				****	
Green/Cycle:	0.09	0.40	0.40	0.09	0.40	0.40	0.09	0.26	0.26	0.09	0.26	0.26
Volume/Cap:	0.79	0.21	0.21	0.85	0.23	0.23	0.66	0.62	0.33	0.38	0.53	0.27
Delay/Veh:	68.8	21.1	21.1	77.8	21.4	21.4	55.9	35.2	31.9	46.5	33.8	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:	68.8	21.1	21.1	77.8	21.4	21.4	55.9	35.2	31.9	46.5	33.8	31.3
LOS by Move:	E	C	C	E	C	C	E	D	C	D	C	C
HCM2kAvgQ:	6	3	3	7	4	4	5	10	4	2	8	3

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Weekday PM Peak Hour

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

Intersection #13 Indian Street / Cactus Avenue

Cycle (sec): 75 Critical Vol./Cap.(X): 0.513
Loss Time (sec): 16 Average Delay (sec/veh): 26.3
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	15	15	10	15	15	10	15	15	10	15	15
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	38	252	15	121	371	43	36	695	60	25	417	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	252	15	121	371	43	36	695	60	25	417	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	44	294	18	141	433	50	42	811	70	29	487	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	294	18	141	433	50	42	811	70	29	487	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	294	18	141	433	50	42	811	70	29	487	109
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.99	0.99	0.95	0.98	0.98	0.98	1.02	1.02	0.98	1.01	1.01
Lanes:	1.00	1.89	0.11	1.00	1.79	0.21	1.00	1.84	0.16	1.00	1.64	0.36
Final Sat.:	1805	3558	212	1805	3351	388	1865	3570	308	1865	3123	696
Capacity Analysis Module:												
Vol/Sat:	0.02	0.08	0.08	0.08	0.13	0.13	0.02	0.23	0.23	0.02	0.16	0.16
Crit Moves:		****		****				****		****		
Green/Cycle:	0.13	0.20	0.20	0.13	0.20	0.20	0.18	0.32	0.32	0.13	0.27	0.27
Volume/Cap:	0.18	0.41	0.41	0.59	0.65	0.65	0.12	0.71	0.71	0.12	0.57	0.57
Delay/Veh:	29.2	26.5	26.5	34.3	29.5	29.5	25.9	24.4	24.4	28.8	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:	29.2	26.5	26.5	34.3	29.5	29.5	25.9	24.4	24.4	28.8	24.3	24.3
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	1	4	4	4	7	7	1	11	11	1	7	7

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Weekday PM Peak Hour

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

Intersection #14 Indian Street / John F. Kennedy Drive

Cycle (sec): 85 Critical Vol./Cap.(X): 0.306
Loss Time (sec): 16 Average Delay (sec/veh): 25.7
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	27	27	10	27	27	10	24	24	10	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	47	189	39	68	246	28	23	352	95	52	208	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:	47	189	39	68	246	28	23	352	95	52	208	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	51	205	42	74	267	30	25	383	103	57	226	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	205	42	74	267	30	25	383	103	57	226	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	205	42	74	267	30	25	383	103	57	226	43
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	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	1.66	0.34	1.00	1.80	0.20	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	2915	601	1805	3192	363	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.07	0.04	0.08	0.08	0.01	0.11	0.06	0.03	0.06	0.03
Crit Moves:	****				****			****		****		
Green/Cycle:	0.11	0.31	0.31	0.11	0.31	0.31	0.11	0.28	0.28	0.11	0.28	0.28
Volume/Cap:	0.25	0.23	0.23	0.36	0.27	0.27	0.12	0.38	0.23	0.27	0.23	0.10
Delay/Veh:	35.7	22.4	22.4	36.6	22.7	22.7	34.8	25.8	24.6	35.9	24.5	23.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.7	22.4	22.4	36.6	22.7	22.7	34.8	25.8	24.6	35.9	24.5	23.5
LOS by Move:	D	C	C	D	C	C	C	C	C	D	C	C
HCM2kAvgQ:	1	3	3	2	3	3	1	5	2	2	3	1

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Weekday PM Peak Hour

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

Intersection #15 Indian Street / Gentian Avenue

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: B[11.1]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	1	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	1!	0	0
Volume Module:																				
Base Vol:	22	199		0		0	253		18		27		0		65		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	
Initial Bse:	22	199		0		0	253		18		27		0		65		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	
PHF Adj:	0.89	0.89		0.89		0.89	0.89		0.89		0.89		0.89		0.89		0.89		0.89	
PHF Volume:	25	224		0		0	284		20		30		0		73		0		0	
Reduct Vol:	0	0		0		0	0		0		0		0		0		0		0	
FinalVolume:	25	224		0		0	284		20		30		0		73		0		0	
Critical Gap Module:																				
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx					6.4	6.5			6.2	7.1	6.5			6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx					3.5	4.0			3.3	3.5	4.0			3.3
Capacity Module:																				
Cnflict Vol:	304	xxxx	xxxxx	xxxx	xxxx	xxxxx					567	567			294	604	578			224
Potent Cap.:	1268	xxxx	xxxxx	xxxx	xxxx	xxxxx					488	436			750	413	430			821
Move Cap.:	1268	xxxx	xxxxx	xxxx	xxxx	xxxxx					481	427			750	367	421			821
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx					0.06	0.00			0.10	0.00	0.00			0.00
Level Of Service Module:																				
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx					xxxx	xxxx			0.3	xxxx	xxxx			xxxxx
Control Del:	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx					xxxxx	xxxx			10.3	xxxxx	xxxx			xxxxx
LOS by Move:	A	*		*		*	*		*		*	*			B	*	*			*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx					481	xxxx	xxxxx			xxxx		0		xxxxx
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx					0.2	xxxx	xxxxx			xxxxx	xxxx			xxxxx
Shrd ConDel:	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx					13.0	xxxx	xxxxx			xxxxx	xxxx			xxxxx
Shared LOS:	A	*		*		*	*		*		B	*			*	*	*			*
ApproachDel:	xxxxxx			xxxxxx							11.1					xxxxxx				
ApproachLOS:	*			*							B					*				

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Weekday PM Peak Hour

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

Intersection #16 Indian Street / Santiago Drive

Cycle (sec): 120 Critical Vol./Cap.(X): 0.216
Loss Time (sec): 12 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			Protected			Split Phase			Split Phase		
Rights:		Ovl			Include			Include			Ovl	
Min. Green:	0	21	21	10	10	0	0	0	0	25	0	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 0	1	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	228	0	1	283	0	0	0	0	2	0	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	228	0	1	283	0	0	0	0	2	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63
PHF Volume:	0	364	0	2	451	0	0	0	0	3	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	364	0	2	451	0	0	0	0	3	0	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	364	0	2	451	0	0	0	0	3	0	5
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	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1900	1805	3610	0	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.00	0.00	0.13	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.61	0.00	0.08	0.69	0.00	0.00	0.00	0.00	0.21	0.00	0.29
Volume/Cap:	0.00	0.31	0.00	0.01	0.18	0.00	0.00	0.00	0.00	0.01	0.00	0.01
Delay/Veh:	0.0	11.5	0.0	50.5	6.6	0.0	0.0	0.0	0.0	37.7	0.0	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:	0.0	11.5	0.0	50.5	6.6	0.0	0.0	0.0	0.0	37.7	0.0	30.2
LOS by Move:	A	B	A	D	A	A	A	A	A	D	A	C
HCM2kAvgQ:	0	6	0	0	3	0	0	0	0	0	0	0

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Weekday PM Peak Hour

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

Intersection #17 Indian Street / Iris Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.546
Loss Time (sec): 16 Average Delay (sec/veh): 39.7
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	28	28	10	10	10	10	10	10	10	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	1 0	1	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	48	60	8	211	114	6	7	408	115	10	236	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	60	8	211	114	6	7	408	115	10	236	169
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	51	64	9	225	122	6	7	435	123	11	252	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	64	9	225	122	6	7	435	123	11	252	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	64	9	225	122	6	7	435	123	11	252	180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.98	0.95	1.00	0.85	0.95	0.97	0.97	0.95	1.00	0.85
Lanes:	1.00	0.88	0.12	1.00	1.00	1.00	1.00	0.78	0.22	1.00	1.00	1.00
Final Sat.:	1805	1646	220	1805	1900	1615	1805	1433	404	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.04	0.04	0.12	0.06	0.00	0.00	0.30	0.30	0.01	0.13	0.11
Crit Moves:		****		****				****		****		
Green/Cycle:	0.20	0.23	0.23	0.16	0.20	0.20	0.14	0.39	0.39	0.08	0.33	0.33
Volume/Cap:	0.14	0.17	0.17	0.78	0.33	0.02	0.03	0.78	0.78	0.07	0.40	0.33
Delay/Veh:	40.0	36.9	36.9	61.0	41.9	38.9	44.7	37.5	37.5	50.9	31.1	30.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.0	36.9	36.9	61.0	41.9	38.9	44.7	37.5	37.5	50.9	31.1	30.3
LOS by Move:	D	D	D	E	D	D	D	D	D	D	C	C
HCM2kAvgQ:	2	2	2	10	4	0	0	19	19	0	7	5

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

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                     MORENO VALLEY WALMART TIA (JN 08660)
                          Existing (2013) Conditions
                             Weekday PM Peak Hour
------------------------------------------------------------------------------
                       Level Of Service Computation Report
            2000 HCM Unsignalized Method (Base Volume Alternative)
******************************************************************************
Intersection #18 Indian Street / Krameria Avenue
******************************************************************************
Average Delay (sec/veh):      4.6       Worst Case Level Of Service: A[  9.2]
******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:        0  0  0  1  0    1  0  1  0  0    0  0  0  0  0    1  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0   61     6   147   97     0     0    0     0     6    0    61
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0   61     6   147   97     0     0    0     0     6    0    61
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.88 0.88  0.88  0.88 0.88  0.88  0.88 0.88  0.88  0.88 0.88  0.88
PHF Volume:     0   70     7   168  111     0     0    0     0     7    0    70
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0   70     7   168  111     0     0    0     0     7    0    70
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4 xxxx   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx    77 xxxx xxxxx  xxxx xxxx xxxxx   520 xxxx    73
Potent Cap.: xxxx xxxx xxxxx  1535 xxxx xxxxx  xxxx xxxx xxxxx   520 xxxx   994
Move Cap.:   xxxx xxxx xxxxx  1535 xxxx xxxxx  xxxx xxxx xxxxx   476 xxxx   994
Volume/Cap:  xxxx xxxx  xxxx  0.11 xxxx  xxxx  xxxx xxxx  xxxx  0.01 xxxx  0.07
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.4 xxxx xxxxx  xxxx xxxx xxxxx   0.0 xxxx   0.2
Control Del:xxxxx xxxx xxxxx   7.6 xxxx xxxxx xxxxx xxxx xxxxx  12.7 xxxx   8.9
LOS by Move:    *    *     *     A    *     *     *    *     *     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:    xxxxxx           xxxxxx           xxxxxx              9.2
ApproachLOS:         *                *                *                A
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
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MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Weekday PM Peak Hour

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

Intersection #19 Indian Street / San Michele Road

Cycle (sec):	0	Critical Vol./Cap.(X):	0.115
Loss Time (sec):	0	Average Delay (sec/veh):	7.3
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 1	0	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	15	1	78	0	0	1	0	15	24	43	16	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	1	78	0	0	1	0	15	24	43	16	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	17	1	89	0	0	1	0	17	27	49	18	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	1	89	0	0	1	0	17	27	49	18	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:	17	1	89	0	0	1	0	17	27	49	18	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.16	0.01	0.83	0.00	1.00	1.00	0.00	0.38	0.62	0.73	0.27	0.00
Final Sat.:	149	10	774	0	732	853	0	354	566	597	222	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	xxxx	0.00	0.00	xxxx	0.05	0.05	0.08	0.08	xxxx
Crit Moves:	****					****		****			****	
Delay/Veh:	7.2	7.2	7.2	0.0	0.0	6.8	0.0	7.0	7.0	7.7	7.7	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.2	7.2	7.2	0.0	0.0	6.8	0.0	7.0	7.0	7.7	7.7	0.0
LOS by Move:	A	A	A	*	*	A	*	A	A	A	A	*
ApproachDel:	7.2			6.8			7.0			7.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	7.2			6.8			7.0			7.7		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Weekday PM Peak Hour

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

Intersection #20 Indian Street / Nandina Street

Cycle (sec):	0	Critical Vol./Cap.(X):	0.174
Loss Time (sec):	0	Average Delay (sec/veh):	8.4
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1 0	1	0 1	0 1	0	1 0	1 0	1	1 0	1! 0	0
Volume Module:												
Base Vol:	39	88	24	0	65	0	2	37	122	38	9	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	88	24	0	65	0	2	37	122	38	9	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	42	95	26	0	70	0	2	40	131	41	10	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	95	26	0	70	0	2	40	131	41	10	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:	42	95	26	0	70	0	2	40	131	41	10	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.61	1.39	1.00	0.00	2.00	0.00	1.00	1.00	1.00	1.62	0.38	0.00
Final Sat.:	383	900	755	0	1319	0	601	657	755	1523	-352	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.03	xxxx	0.05	xxxx	0.00	0.06	0.17	0.03	-0.03	xxxx
Crit Moves:	****				****				****	****		
Delay/Veh:	8.9	8.6	7.4	0.0	8.2	0.0	8.5	8.3	8.2	8.9	9.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.9	8.6	7.4	0.0	8.2	0.0	8.5	8.3	8.2	8.9	9.0	0.0
LOS by Move:	A	A	A	*	A	*	A	A	A	A	A	*
ApproachDel:	8.5			8.2			8.2			8.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.5			8.2			8.2			8.8		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.1	0.1	0.0	0.1	0.1	0.1	0.0	0.1	0.2	0.0	0.0	0.0

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Weekday PM Peak Hour

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

Intersection #21 Indian Street / Harley Knox Boulevard

Cycle (sec): 115 Critical Vol./Cap.(X): 0.311
Loss Time (sec): 16 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			Ovl			Include			Include		
Min. Green:	10	39	39	10	39	39	10	34	34	10	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	1 0	1 1	0	1 0	1 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	36	71	5	18	159	148	128	273	83	8	128	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	71	5	18	159	148	128	273	83	8	128	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	39	77	5	19	172	160	138	295	90	9	138	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	77	5	19	172	160	138	295	90	9	138	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	77	5	19	172	160	138	295	90	9	138	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.95	0.88	0.88	0.95	1.00	0.85	0.92	0.93	0.93
Lanes:	2.00	2.00	1.00	1.00	1.04	0.96	1.00	1.00	1.00	2.00	1.77	0.23
Final Sat.:	3502	3610	1615	1805	1735	1615	1805	1900	1615	3502	3129	416
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.00	0.01	0.10	0.10	0.08	0.16	0.06	0.00	0.04	0.04
Crit Moves:	****				****			****		****		
Green/Cycle:	0.09	0.34	0.34	0.09	0.34	0.44	0.10	0.35	0.35	0.09	0.34	0.34
Volume/Cap:	0.13	0.06	0.01	0.12	0.29	0.23	0.78	0.45	0.16	0.03	0.13	0.13
Delay/Veh:	48.7	25.7	25.2	48.8	28.0	20.2	69.5	29.4	26.0	48.1	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:	48.7	25.7	25.2	48.8	28.0	20.2	69.5	29.4	26.0	48.1	26.6	26.6
LOS by Move:	D	C	C	D	C	C	E	C	C	D	C	C
HCM2kAvgQ:	1	1	0	1	4	4	7	8	2	0	2	2

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

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Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	0	586	366	0	1061	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5		4.5	
Lane Util. Factor		0.95	0.95		0.97	
Frpb, ped/bikes		1.00	1.00		1.00	
Flpb, ped/bikes		1.00	1.00		1.00	
Frt		1.00	1.00		0.99	
Flt Protected		1.00	1.00		0.95	
Satd. Flow (prot)		3574	3574		3452	
Flt Permitted		1.00	1.00		0.95	
Satd. Flow (perm)		3574	3574		3452	
Peak-hour factor, PHF	0.81	0.81	0.81	0.81	0.81	0.81
Adj. Flow (vph)	0	723	452	0	1310	79
RTOR Reduction (vph)	0	0	0	0	5	0
Lane Group Flow (vph)	0	723	452	0	1384	0
Confl. Peds. (#/hr)						5
Heavy Vehicles (%)	0%	1%	1%	0%	1%	0%
Turn Type		NA	NA		NA	
Protected Phases		2	6		4	
Permitted Phases						
Actuated Green, G (s)		45.5	45.5		35.5	
Effective Green, g (s)		45.5	45.5		35.5	
Actuated g/C Ratio		0.51	0.51		0.39	
Clearance Time (s)		4.5	4.5		4.5	
Vehicle Extension (s)		2.0	2.0		2.0	
Lane Grp Cap (vph)		1806	1806		1361	
v/s Ratio Prot		c0.20	0.13		c0.40	
v/s Ratio Perm						
v/c Ratio		0.40	0.25		1.02	
Uniform Delay, d1		13.8	12.6		27.2	
Progression Factor		1.00	1.00		1.00	
Incremental Delay, d2		0.7	0.3		28.7	
Delay (s)		14.5	12.9		56.0	
Level of Service		B	B		E	
Approach Delay (s)		14.5	12.9		56.0	
Approach LOS		B	B		E	

Intersection Summary			
HCM 2000 Control Delay	36.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	56.0%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	155	1	118	490	1194	0	0	917	311
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	8	16	8	12	12	12	12	12	12
Total Lost time (s)					4.5		4.5	4.5			3.5	3.5
Lane Util. Factor					1.00		0.97	0.95			0.91	1.00
Frpb, ped/bikes					0.99		1.00	1.00			1.00	0.98
Flpb, ped/bikes					1.00		1.00	1.00			1.00	1.00
Frt					0.94		1.00	1.00			1.00	0.85
Flt Protected					0.97		0.95	1.00			1.00	1.00
Satd. Flow (prot)					1895		3467	3610			5136	1568
Flt Permitted					0.97		0.95	1.00			1.00	1.00
Satd. Flow (perm)					1895		3467	3610			5136	1568
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	0	0	160	1	122	505	1231	0	0	945	321
RTOR Reduction (vph)	0	0	0	0	28	0	0	0	0	0	0	149
Lane Group Flow (vph)	0	0	0	0	255	0	505	1231	0	0	945	172
Confl. Peds. (#/hr)						5						5
Heavy Vehicles (%)	0%	0%	0%	1%	0%	6%	1%	0%	0%	0%	1%	1%
Turn Type				Split	NA		Prot	NA			NA	Perm
Protected Phases				8	8		5	2			6	
Permitted Phases												6
Actuated Green, G (s)					19.9		21.0	86.1			61.6	61.6
Effective Green, g (s)					19.9		21.0	86.1			61.6	61.6
Actuated g/C Ratio					0.17		0.18	0.75			0.54	0.54
Clearance Time (s)					4.5		4.5	4.5			3.5	3.5
Vehicle Extension (s)					2.0		2.0	2.0			2.0	2.0
Lane Grp Cap (vph)					327		633	2702			2751	839
v/s Ratio Prot					c0.13		c0.15	c0.34			0.18	
v/s Ratio Perm												0.11
v/c Ratio					0.78		0.80	0.46			0.34	0.20
Uniform Delay, d1					45.5		45.0	5.5			15.2	13.9
Progression Factor					1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2					10.2		6.5	0.6			0.3	0.6
Delay (s)					55.7		51.5	6.1			15.5	14.5
Level of Service					E		D	A			B	B
Approach Delay (s)		0.0			55.7			19.3			15.3	
Approach LOS		A			E			B			B	

Intersection Summary			
HCM 2000 Control Delay	20.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	115.0	Sum of lost time (s)	12.5
Intersection Capacity Utilization	60.7%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	630	597	420	48	84	327	145	727	63	311	624	137
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.0	5.0	4.0	5.0		4.0	5.0		4.0	5.0	4.0
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95		1.00	0.91		0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	0.98		1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.88		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3502	3574	1567	1805	3084		1770	5070		3433	3574	1592
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3502	3574	1567	1805	3084		1770	5070		3433	3574	1592
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	643	609	429	49	86	334	148	742	64	317	637	140
RTOR Reduction (vph)	0	0	316	0	289	0	0	5	0	0	0	54
Lane Group Flow (vph)	643	609	113	49	131	0	148	801	0	317	637	86
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	0%	1%	1%	0%	2%	1%	2%	1%	0%	2%	1%	0%
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA		Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2		1	6	7
Permitted Phases			4									6
Actuated Green, G (s)	26.0	36.9	36.9	8.0	18.9		17.0	58.9		18.2	60.1	86.1
Effective Green, g (s)	26.0	36.9	36.9	8.0	18.9		17.0	58.9		18.2	60.1	86.1
Actuated g/C Ratio	0.19	0.26	0.26	0.06	0.13		0.12	0.42		0.13	0.43	0.61
Clearance Time (s)	4.0	5.0	5.0	4.0	5.0		4.0	5.0		4.0	5.0	4.0
Vehicle Extension (s)	3.0	4.0	4.0	3.0	3.0		3.0	4.0		3.0	4.0	3.0
Lane Grp Cap (vph)	650	942	413	103	416		214	2133		446	1534	979
v/s Ratio Prot	c0.18	c0.17		0.03	0.04		0.08	0.16		c0.09	c0.18	0.02
v/s Ratio Perm			0.07									0.04
v/c Ratio	0.99	0.65	0.27	0.48	0.32		0.69	0.38		0.71	0.42	0.09
Uniform Delay, d1	56.9	45.8	40.9	64.0	54.7		59.0	27.9		58.4	27.7	11.0
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	32.2	1.7	0.5	3.4	0.4		9.3	0.5		5.3	0.8	0.0
Delay (s)	89.1	47.5	41.4	67.4	55.1		68.3	28.4		63.7	28.6	11.0
Level of Service	F	D	D	E	E		E	C		E	C	B
Approach Delay (s)		61.8			56.4			34.6			36.5	
Approach LOS		E			E			C			D	

Intersection Summary			
HCM 2000 Control Delay	48.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	75.2%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	240	605	126	24	406	19	53	22	26	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.91	0.91	0.91
Hourly flow rate (vph)	255	644	134	26	432	20	56	23	28	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		454										
pX, platoon unblocked				0.87			0.87	0.87	0.87	0.87	0.87	
vC, conflicting volume	452			778			1488	1724	389	1365	1781	226
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	452			446			1263	1534	0	1121	1600	226
tC, single (s)	4.1			4.1			7.5	6.6	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	77			97			38	68	97	100	100	100
cM capacity (veh/h)	1119			979			90	73	949	85	70	783

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1
Volume Total	255	429	349	26	288	164	107
Volume Left	255	0	0	26	0	0	56
Volume Right	0	0	134	0	0	20	28
cSH	1119	1700	1700	979	1700	1700	111
Volume to Capacity	0.23	0.25	0.21	0.03	0.17	0.10	0.97
Queue Length 95th (ft)	22	0	0	2	0	0	154
Control Delay (s)	9.2	0.0	0.0	8.8	0.0	0.0	150.6
Lane LOS	A			A			F
Approach Delay (s)	2.3			0.5			150.6
Approach LOS							F

Intersection Summary			
Average Delay	11.6		
Intersection Capacity Utilization	40.8%	ICU Level of Service	A
Analysis Period (min)	15		

MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Weekday PM Peak Hour

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

Intersection #28 Perris Boulevard / Eucalyptus Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.414
Loss Time (sec): 16 Average Delay (sec/veh): 32.0
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T	- R		L - T	- R		L - T	- R		L - T	- R	
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	28	28	10	28	28	10	33	33	10	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	45	605	39	140	730	54	39	139	56	39	104	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	605	39	140	730	54	39	139	56	39	104	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	46	619	40	143	747	55	40	142	57	40	106	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	619	40	143	747	55	40	142	57	40	106	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	619	40	143	747	55	40	142	57	40	106	115
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	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.02	0.08	0.21	0.03	0.02	0.07	0.04	0.02	0.06	0.07
Crit Moves:		****		****				****		****		
Green/Cycle:	0.11	0.28	0.28	0.13	0.30	0.30	0.10	0.33	0.33	0.10	0.33	0.33
Volume/Cap:	0.24	0.61	0.09	0.61	0.69	0.11	0.22	0.23	0.11	0.22	0.17	0.22
Delay/Veh:	41.5	32.4	26.6	45.8	32.5	25.3	42.0	24.4	23.4	42.0	23.9	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:	41.5	32.4	26.6	45.8	32.5	25.3	42.0	24.4	23.4	42.0	23.9	24.4
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	1	9	1	5	12	1	1	3	1	1	2	3

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Weekday PM Peak Hour

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

Intersection #29 Perris Boulevard / Cottonwood Avenue

Cycle (sec): 105 Critical Vol./Cap.(X): 0.463
Loss Time (sec): 16 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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	28	28	10	28	28	10	33	33	10	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	48	680	54	163	806	91	61	167	69	33	123	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	680	54	163	806	91	61	167	69	33	123	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	49	693	55	166	822	93	62	170	70	34	125	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	693	55	166	822	93	62	170	70	34	125	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:	49	693	55	166	822	93	62	170	70	34	125	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	0.95	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.19	0.03	0.09	0.23	0.06	0.03	0.09	0.04	0.02	0.07	0.06
Crit Moves:		****		****				****		****		
Green/Cycle:	0.12	0.30	0.30	0.14	0.32	0.32	0.10	0.31	0.31	0.10	0.31	0.31
Volume/Cap:	0.24	0.65	0.12	0.65	0.71	0.18	0.36	0.29	0.14	0.20	0.21	0.20
Delay/Veh:	42.8	33.6	27.0	48.3	33.2	25.7	45.8	27.4	25.9	44.4	26.6	26.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.8	33.6	27.0	48.3	33.2	25.7	45.8	27.4	25.9	44.4	26.6	26.5
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	2	11	1	6	13	2	2	4	2	1	3	2

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Weekday PM Peak Hour

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

Intersection #30 Perris Boulevard / Alessandro Boulevard

Cycle (sec): 75 Critical Vol./Cap.(X): 0.642
Loss Time (sec): 16 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	19	19	10	19	19	10	15	15	10	15	15
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	203	442	72	140	530	129	189	679	184	90	446	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	203	442	72	140	530	129	189	679	184	90	446	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	218	475	77	150	569	139	203	729	198	97	479	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	218	475	77	150	569	139	203	729	198	97	479	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	218	475	77	150	569	139	203	729	198	97	479	78
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.03	0.85	0.95	1.03	0.85	0.95	1.03	0.85	0.95	1.03	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	1805	3925	1615	1805	3925	1615	1805	3925	1615	1805	5888	1615
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.05	0.08	0.15	0.09	0.11	0.19	0.12	0.05	0.08	0.05
Crit Moves:	****				****			****		****		
Green/Cycle:	0.16	0.27	0.27	0.14	0.25	0.25	0.15	0.24	0.24	0.13	0.23	0.23
Volume/Cap:	0.77	0.45	0.18	0.59	0.57	0.34	0.75	0.77	0.50	0.40	0.36	0.22
Delay/Veh:	42.1	23.1	21.2	33.7	25.3	23.4	41.4	30.2	25.6	30.9	24.7	23.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.1	23.1	21.2	33.7	25.3	23.4	41.4	30.2	25.6	30.9	24.7	23.9
LOS by Move:	D	C	C	C	C	C	D	C	C	C	C	C
HCM2kAvgQ:	7	5	2	4	7	3	7	10	5	3	4	2

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Weekday PM Peak Hour

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

Intersection #31 Perris Boulevard / Cactus Avenue

Cycle (sec): 65 Critical Vol./Cap.(X): 0.555
Loss Time (sec): 16 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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	106	517	55	122	611	49	41	469	127	48	380	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	517	55	122	611	49	41	469	127	48	380	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	111	542	58	128	640	51	43	492	133	50	398	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	542	58	128	640	51	43	492	133	50	398	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	111	542	58	128	640	51	43	492	133	50	398	78
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.02	0.99	0.95	1.03	0.85	0.95	1.00	0.97	0.95	1.01	0.98
Lanes:	1.00	2.70	0.30	1.00	2.00	1.00	1.00	1.56	0.44	1.00	1.67	0.33
Final Sat.:	1805	5231	556	1805	3925	1615	1805	2969	804	1805	3190	621
Capacity Analysis Module:												
Vol/Sat:	0.06	0.10	0.10	0.07	0.16	0.03	0.02	0.17	0.17	0.03	0.12	0.12
Crit Moves:	****				****			****		****		
Green/Cycle:	0.15	0.19	0.19	0.19	0.22	0.22	0.19	0.22	0.22	0.15	0.19	0.19
Volume/Cap:	0.40	0.55	0.55	0.38	0.74	0.14	0.13	0.74	0.74	0.18	0.66	0.66
Delay/Veh:	25.7	24.5	24.5	23.8	26.9	20.5	22.0	26.8	26.8	24.3	26.7	26.7
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:	25.7	24.5	24.5	23.8	26.9	20.5	22.0	26.8	26.8	24.3	26.7	26.7
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	3	5	5	3	8	1	1	8	8	1	6	6

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Weekday PM Peak Hour

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

Intersection #32 Perris Boulevard / John F. Kennedy Drive

Cycle (sec):	65	Critical Vol./Cap.(X):	0.443
Loss Time (sec):	16	Average Delay (sec/veh):	23.3
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	15	15	10	15	15	10	16	16	10	16	16
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	139	552	104	98	515	41	37	263	130	120	144	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	139	552	104	98	515	41	37	263	130	120	144	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	146	582	110	103	543	43	39	277	137	126	152	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	582	110	103	543	43	39	277	137	126	152	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	146	582	110	103	543	43	39	277	137	126	152	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.01	0.98	0.95	1.02	0.99	0.95	1.03	0.85	0.95	1.03	0.85
Lanes:	1.00	2.51	0.49	1.00	2.77	0.23	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	4811	906	1805	5381	428	1805	3925	1615	1805	3925	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.12	0.12	0.06	0.10	0.10	0.02	0.07	0.08	0.07	0.04	0.02
Crit Moves:	****				****				****	****		
Green/Cycle:	0.15	0.22	0.22	0.15	0.22	0.22	0.15	0.24	0.24	0.15	0.24	0.24
Volume/Cap:	0.54	0.54	0.54	0.38	0.45	0.45	0.14	0.30	0.36	0.47	0.16	0.09
Delay/Veh:	28.7	23.4	23.4	26.6	22.7	22.7	25.0	21.1	21.8	27.4	20.3	19.9
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:	28.7	23.4	23.4	26.6	22.7	22.7	25.0	21.1	21.8	27.4	20.3	19.9
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	B
HCM2kAvgQ:	4	5	5	2	4	4	1	3	3	3	2	1

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Weekday PM Peak Hour

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

Intersection #33 Perris Boulevard / Gentian Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.241
Loss Time (sec): 12 Average Delay (sec/veh): 14.2
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			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	19	19	10	10	0	0	0	0	30	0	30
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	1 0	1 0	3	0 0	0 0	0	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	0	630	45	47	624	0	0	0	0	35	0	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	630	45	47	624	0	0	0	0	35	0	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	685	49	51	678	0	0	0	0	38	0	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	685	49	51	678	0	0	0	0	38	0	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	685	49	51	678	0	0	0	0	38	0	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.90	0.90	0.95	0.91	1.00	1.00	1.00	1.00	0.91	1.00	0.91
Lanes:	0.00	2.80	0.20	1.00	3.00	0.00	0.00	0.00	0.00	0.49	0.00	0.51
Final Sat.:	0	4793	342	1805	5187	0	0	0	0	839	0	887
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.14	0.03	0.13	0.00	0.00	0.00	0.00	0.05	0.00	0.05
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.54	0.54	0.11	0.65	0.00	0.00	0.00	0.00	0.25	0.00	0.25
Volume/Cap:	0.00	0.26	0.26	0.26	0.20	0.00	0.00	0.00	0.00	0.18	0.00	0.18
Delay/Veh:	0.0	14.7	14.7	49.9	8.5	0.0	0.0	0.0	0.0	35.6	0.0	35.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.7	14.7	49.9	8.5	0.0	0.0	0.0	0.0	35.6	0.0	35.6
LOS by Move:	A	B	B	D	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	5	5	2	4	0	0	0	0	2	0	2

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Weekday PM Peak Hour

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

Intersection #36 Perris Boulevard / Santiago Drive

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: D[34.0]

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	1	0	1	0	2	1	0	0	0	1	0	0	0	0	1!	0	0
Volume Module:																				
Base Vol:	1	610		38		68	591		0		0		1		0	30		3		65
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	1	610		38		68	591		0		0		1		0	30		3		65
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	0.96	0.96		0.96		0.96	0.96		0.96		0.96		0.96		0.96	0.96		0.96		0.96
PHF Volume:	1	634		40		71	614		0		0		1		0	31		3		68
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
FinalVolume:	1	634		40		71	614		0		0		1		0	31		3		68
Critical Gap Module:																				
Critical Gp:	4.1	xxxx	xxxxx			4.1	xxxx	xxxxx	xxxxx		6.5	xxxxx				7.5		6.5		6.9
FollowUpTim:	2.2	xxxx	xxxxx			2.2	xxxx	xxxxx	xxxxx		4.0	xxxxx				3.5		4.0		3.3
Capacity Module:																				
Cnflict Vol:	614	xxxx	xxxxx			674	xxxx	xxxxx	xxxx		1431	xxxxx				1003		1412		231
Potent Cap.:	975	xxxx	xxxxx			927	xxxx	xxxxx	xxxx		136	xxxxx				199		139		777
Move Cap.:	975	xxxx	xxxxx			927	xxxx	xxxxx	xxxx		125	xxxxx				186		129		777
Volume/Cap:	0.00	xxxx	xxxx			0.08	xxxx	xxxx	xxxx		0.01	xxxx				0.17		0.02		0.09
Level Of Service Module:																				
2Way95thQ:	0.0	xxxx	xxxxx			0.2	xxxx	xxxxx	xxxx		0.0	xxxxx				xxxx		xxxx		xxxxx
Control Del:	8.7	xxxx	xxxxx			9.2	xxxx	xxxxx	xxxxx		34.0	xxxxx				xxxxx		xxxx		xxxxx
LOS by Move:	A	*	*			A	*	*	*		D	*				*		*		*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx		366		xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx		1.1		xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx		18.6		xxxxx
Shared LOS:	*	*	*			*	*	*			*	*	*			*		C		*
ApproachDel:	xxxxxx					xxxxxx					34.0					18.6				
ApproachLOS:	*					*					D					C				

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Weekday PM Peak Hour

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

Intersection #37 Perris Boulevard / Iris Avenue

Cycle (sec): 105 Critical Vol./Cap.(X): 0.500
Loss Time (sec): 16 Average Delay (sec/veh): 33.7
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	31	31	10	31	31	10	34	34	10	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	2 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	125	431	153	172	397	17	29	411	101	130	316	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	431	153	172	397	17	29	411	101	130	316	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	130	448	159	179	412	18	30	427	105	135	328	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	448	159	179	412	18	30	427	105	135	328	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	448	159	179	412	18	30	427	105	135	328	93
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.90	0.90	0.95	0.92	0.92	0.95	0.92	0.92
Lanes:	1.00	3.00	1.00	1.00	2.88	0.12	1.00	1.61	0.39	1.00	1.56	0.44
Final Sat.:	1805	5187	1615	1805	4944	212	1805	2811	691	1805	2717	774
Capacity Analysis Module:												
Vol/Sat:	0.07	0.09	0.10	0.10	0.08	0.08	0.02	0.15	0.15	0.07	0.12	0.12
Crit Moves:			****	****				****		****		
Green/Cycle:	0.10	0.30	0.30	0.13	0.32	0.32	0.10	0.32	0.32	0.10	0.33	0.33
Volume/Cap:	0.69	0.29	0.33	0.76	0.26	0.26	0.17	0.47	0.47	0.76	0.37	0.37
Delay/Veh:	56.1	28.6	29.3	57.6	26.4	26.4	44.1	28.6	28.6	63.4	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:	56.1	28.6	29.3	57.6	26.4	26.4	44.1	28.6	28.6	63.4	27.3	27.3
LOS by Move:	E	C	C	E	C	C	D	C	C	E	C	C
HCM2kAvgQ:	5	4	4	7	4	4	1	7	7	6	6	6

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Weekday PM Peak Hour

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

Intersection #38 Perris Boulevard / Krameria Avenue

Cycle (sec): 115 Critical Vol./Cap.(X): 0.367
Loss Time (sec): 16 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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	28	28	10	24	24	34	34	34	31	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 1	1!	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	23	549	137	94	443	17	27	117	22	121	69	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	549	137	94	443	17	27	117	22	121	69	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	24	583	145	100	470	18	29	124	23	128	73	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	583	145	100	470	18	29	124	23	128	73	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	583	145	100	470	18	29	124	23	128	73	98
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.88	0.88	0.95	0.90	0.90	0.92	0.92	0.92	0.95	1.00	0.85
Lanes:	1.00	2.40	0.60	1.00	2.89	0.11	0.35	1.51	1.14	1.00	1.00	1.00
Final Sat.:	1805	4027	1005	1805	4965	191	611	2649	2004	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.14	0.14	0.06	0.09	0.09	0.05	0.05	0.01	0.07	0.04	0.06
Crit Moves:		****		****				****		****		
Green/Cycle:	0.09	0.24	0.24	0.08	0.23	0.23	0.29	0.29	0.29	0.26	0.26	0.26
Volume/Cap:	0.14	0.62	0.62	0.66	0.42	0.42	0.16	0.16	0.04	0.27	0.15	0.23
Delay/Veh:	49.9	41.7	41.7	63.0	39.7	39.7	31.9	31.9	30.7	35.3	34.0	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:	49.9	41.7	41.7	63.0	39.7	39.7	31.9	31.9	30.7	35.3	34.0	34.9
LOS by Move:	D	D	D	E	D	D	C	C	C	D	C	C
HCM2kAvgQ:	1	9	9	5	6	6	2	2	1	4	2	3

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Weekday PM Peak Hour

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

Intersection #39 Perris Boulevard / San Michele Road

Cycle (sec): 120 Critical Vol./Cap.(X): 0.218
Loss Time (sec): 16 Average Delay (sec/veh): 25.3
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			Ovl			Ovl			Include		
Min. Green:	10	32	32	10	32	32	10	34	34	10	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	0	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	11	634	0	0	657	28	78	0	21	1	1	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	634	0	0	657	28	78	0	21	1	1	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	11	655	0	0	679	29	81	0	22	1	1	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	655	0	0	679	29	81	0	22	1	1	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	655	0	0	679	29	81	0	22	1	1	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	1.00	0.90	0.90	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	3.00	0.00	1.00	2.88	0.12	1.00	0.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	5187	0	1900	4945	211	1805	0	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.13	0.00	0.00	0.14	0.14	0.04	0.00	0.01	0.00	0.00	0.00
Crit Moves:	****				****		****				****	
Green/Cycle:	0.08	0.46	0.00	0.00	0.38	0.50	0.12	0.00	0.21	0.29	0.28	0.28
Volume/Cap:	0.08	0.27	0.00	0.00	0.36	0.27	0.36	0.00	0.07	0.00	0.00	0.00
Delay/Veh:	51.0	20.0	0.0	0.0	27.1	17.4	49.4	0.0	38.4	30.3	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:	51.0	20.0	0.0	0.0	27.1	17.4	49.4	0.0	38.4	30.3	30.8	30.8
LOS by Move:	D	C	A	A	C	B	D	A	D	C	C	C
HCM2kAvgQ:	0	5	0	0	7	5	3	0	1	0	0	0

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Weekday PM Peak Hour

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

Intersection #40 Perris Boulevard / Nandina Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.179
Loss Time (sec): 16 Average Delay (sec/veh): 29.8
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	10	31	31	10	31	31	10	41	41	10	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	3	0 1	1 0	1	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	2	627	9	1	640	17	19	1	31	10	3	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:	2	627	9	1	640	17	19	1	31	10	3	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:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	2	650	9	1	663	18	20	1	32	10	3	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	650	9	1	663	18	20	1	32	10	3	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:	2	650	9	1	663	18	20	1	32	10	3	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.91	0.85	0.95	0.81	0.81	0.95	1.00	0.85
Lanes:	1.00	2.96	0.04	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	5103	73	1805	5187	1615	1805	1543	1543	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.13	0.00	0.13	0.01	0.01	0.00	0.02	0.01	0.00	0.00
Crit Moves:	****				****				****	****		
Green/Cycle:	0.08	0.33	0.33	0.11	0.36	0.44	0.08	0.34	0.34	0.08	0.34	0.34
Volume/Cap:	0.01	0.38	0.38	0.01	0.36	0.02	0.13	0.00	0.06	0.07	0.00	0.00
Delay/Veh:	50.5	30.6	30.6	47.8	28.4	18.9	51.4	26.0	26.6	50.9	26.0	26.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.5	30.6	30.6	47.8	28.4	18.9	51.4	26.0	26.6	50.9	26.0	26.0
LOS by Move:	D	C	C	D	C	B	D	C	C	D	C	C
HCM2kAvgQ:	0	7	7	0	7	0	1	0	1	0	0	0

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Weekday PM Peak Hour

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

Intersection #41 Perris Boulevard / Harley Knox Boulevard

Cycle (sec): 70 Critical Vol./Cap.(X): 0.532
Loss Time (sec): 12 Average Delay (sec/veh): 13.2
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Permitted				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	0	0	29	29	10	0	10	0	0	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	1	0	1	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0
Volume Module:																
Base Vol:	18	490	0	0	639	97	151	0	116	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:	18	490	0	0	639	97	151	0	116	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:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98				
PHF Volume:	18	502	0	0	655	99	155	0	119	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	18	502	0	0	655	99	155	0	119	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:	18	502	0	0	655	99	155	0	119	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	0.95	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	1805	0	1615	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.01	0.26	0.00	0.00	0.34	0.06	0.09	0.00	0.07	0.00	0.00	0.00				
Crit Moves:	****				****		****									
Green/Cycle:	0.14	0.69	0.00	0.00	0.54	0.54	0.14	0.00	0.14	0.00	0.00	0.00				
Volume/Cap:	0.07	0.39	0.00	0.00	0.63	0.11	0.60	0.00	0.51	0.00	0.00	0.00				
Delay/Veh:	26.1	4.9	0.0	0.0	12.5	7.9	32.0	0.0	29.8	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:	26.1	4.9	0.0	0.0	12.5	7.9	32.0	0.0	29.8	0.0	0.0	0.0				
LOS by Move:	C	A	A	A	B	A	C	A	C	A	A	A				
HCM2kAvgQ:	0	5	0	0	11	1	4	0	3	0	0	0				

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Weekday PM Peak Hour

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

Intersection #42 Perris Boulevard / Ramona Expressway

Cycle (sec): 115 Critical Vol./Cap.(X): 0.462
Loss Time (sec): 16 Average Delay (sec/veh): 36.2
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	44	44	10	44	44	10	36	36	10	36	36
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	1 1	0	2 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	198	264	87	185	312	90	195	1016	249	80	637	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	198	264	87	185	312	90	195	1016	249	80	637	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	202	269	89	189	318	92	199	1036	254	82	649	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	202	269	89	189	318	92	199	1036	254	82	649	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	202	269	89	189	318	92	199	1036	254	82	649	87
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	0.92	0.92	0.92	0.91	0.85	0.92	0.89	0.89
Lanes:	2.00	2.00	1.00	2.00	1.55	0.45	2.00	3.00	1.00	2.00	2.65	0.35
Final Sat.:	3502	3610	1615	3502	2707	781	3502	5187	1615	3502	4494	600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.07	0.05	0.05	0.12	0.12	0.06	0.20	0.16	0.02	0.14	0.14
Crit Moves:	****				****			****		****		
Green/Cycle:	0.09	0.38	0.38	0.09	0.38	0.38	0.09	0.31	0.31	0.09	0.31	0.31
Volume/Cap:	0.67	0.20	0.14	0.62	0.31	0.31	0.66	0.64	0.51	0.27	0.47	0.47
Delay/Veh:	57.1	24.2	23.8	55.3	25.5	25.5	56.6	35.4	33.6	50.1	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:	57.1	24.2	23.8	55.3	25.5	25.5	56.6	35.4	33.6	50.1	32.5	32.5
LOS by Move:	E	C	C	E	C	C	E	D	C	D	C	C
HCM2kAvgQ:	5	3	2	4	5	5	5	12	8	2	8	8

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Weekday PM Peak Hour

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

Intersection #43 Kitching Street / Cactus Avenue

Cycle (sec): 60 Critical Vol./Cap.(X): 0.429
Loss Time (sec): 16 Average Delay (sec/veh): 23.3
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	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	65	195	16	24	195	42	49	414	145	23	418	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	195	16	24	195	42	49	414	145	23	418	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	69	208	17	26	208	45	52	442	155	25	446	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	208	17	26	208	45	52	442	155	25	446	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	69	208	17	26	208	45	52	442	155	25	446	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	1.02	1.02	0.98	1.03	0.88	0.98	0.99	0.99	0.98	1.03	1.03
Lanes:	1.00	1.85	0.15	1.00	1.00	1.00	1.00	1.48	0.52	1.00	1.92	0.08
Final Sat.:	1865	3588	294	1865	1963	1668	1865	2794	979	1865	3741	161
Capacity Analysis Module:												
Vol/Sat:	0.04	0.06	0.06	0.01	0.11	0.03	0.03	0.16	0.16	0.01	0.12	0.12
Crit Moves:	****				****			****		****		
Green/Cycle:	0.17	0.17	0.17	0.17	0.17	0.17	0.20	0.23	0.23	0.17	0.20	0.20
Volume/Cap:	0.22	0.35	0.35	0.08	0.64	0.16	0.14	0.68	0.68	0.08	0.60	0.60
Delay/Veh:	22.0	22.4	22.4	21.2	27.4	21.7	19.9	23.1	23.1	21.2	23.1	23.1
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:	22.0	22.4	22.4	21.2	27.4	21.7	19.9	23.1	23.1	21.2	23.1	23.1
LOS by Move:	C	C	C	C	C	C	B	C	C	C	C	C
HCM2kAvgQ:	1	2	2	0	5	1	1	7	7	0	5	5

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Weekday PM Peak Hour

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

Intersection #44 Kitching Street / John F. Kennedy Drive

Cycle (sec):	60	Critical Vol./Cap.(X):	0.554
Loss Time (sec):	16	Average Delay (sec/veh):	26.4
Optimal Cycle:	OPTIMIZED	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	84	204	10	40	251	32	29	260	139	7	146	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	204	10	40	251	32	29	260	139	7	146	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	93	226	11	44	278	35	32	288	154	8	162	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	226	11	44	278	35	32	288	154	8	162	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	93	226	11	44	278	35	32	288	154	8	162	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.24	1.24	1.24	1.24	1.24	1.24	1.05	1.04	1.04	1.05	1.10	0.94
Lanes:	0.28	0.69	0.03	0.12	0.78	0.10	1.00	1.30	0.70	1.00	2.00	1.00
Final Sat.:	666	1617	79	292	1835	234	1986	2582	1380	1986	4180	1777
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.15	0.15	0.15	0.02	0.11	0.11	0.00	0.04	0.01
Crit Moves:	****				****			****		****		
Green/Cycle:	0.19	0.19	0.19	0.21	0.21	0.21	0.17	0.17	0.17	0.17	0.17	0.17
Volume/Cap:	0.73	0.73	0.73	0.73	0.73	0.73	0.10	0.67	0.67	0.02	0.23	0.07
Delay/Veh:	28.6	28.6	28.6	27.6	27.6	27.6	21.3	26.1	26.1	20.9	21.8	21.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.6	28.6	28.6	27.6	27.6	27.6	21.3	26.1	26.1	20.9	21.8	21.2
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	8	8	8	8	8	8	1	5	5	0	2	0

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Weekday PM Peak Hour

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

Intersection #45 Kitching Street / Iris Avenue

Cycle (sec): 70 Critical Vol./Cap.(X): 0.453
Loss Time (sec): 16 Average Delay (sec/veh): 23.0
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	58	95	86	37	114	75	78	622	128	108	579	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	95	86	37	114	75	78	622	128	108	579	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	60	99	89	38	119	78	81	647	133	112	602	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	99	89	38	119	78	81	647	133	112	602	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	99	89	38	119	78	81	647	133	112	602	97
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.96	0.96	0.98	0.97	0.97	0.98	1.01	1.01	0.98	1.03	0.88
Lanes:	1.00	1.05	0.95	1.00	1.21	0.79	1.00	1.66	0.34	1.00	2.00	1.00
Final Sat.:	1865	1914	1733	1865	2226	1464	1865	3171	653	1865	3925	1668
Capacity Analysis Module:												
Vol/Sat:	0.03	0.05	0.05	0.02	0.05	0.05	0.04	0.20	0.20	0.06	0.15	0.06
Crit Moves:	****				****			****		****		
Green/Cycle:	0.14	0.14	0.14	0.14	0.14	0.14	0.23	0.34	0.34	0.14	0.25	0.39
Volume/Cap:	0.23	0.36	0.36	0.14	0.37	0.37	0.19	0.59	0.59	0.42	0.61	0.15
Delay/Veh:	27.0	27.5	27.5	26.5	27.6	27.6	21.7	19.7	19.7	28.4	24.3	13.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.0	27.5	27.5	26.5	27.6	27.6	21.7	19.7	19.7	28.4	24.3	13.7
LOS by Move:	C	C	C	C	C	C	C	B	B	C	C	B
HCM2kAvgQ:	1	2	2	1	2	2	2	9	9	3	7	2

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Weekday PM Peak Hour

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

Intersection #46 Lasselle Street / Iris Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.583
Loss Time (sec): 16 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:	Ovl			Include			Include			Include		
Min. Green:	10	41	41	10	41	41	10	34	34	10	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	240	460	290	200	585	98	118	260	236	380	425	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	240	460	290	200	585	98	118	260	236	380	425	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	250	479	302	208	609	102	123	271	246	396	443	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	479	302	208	609	102	123	271	246	396	443	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	250	479	302	208	609	102	123	271	246	396	443	65
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	0.91	0.85	0.92	0.89	0.89
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	2.62	0.38
Final Sat.:	3502	3610	1615	3502	3610	1615	3502	5187	1615	3502	4441	648
Capacity Analysis Module:												
Vol/Sat:	0.07	0.13	0.19	0.06	0.17	0.06	0.04	0.05	0.15	0.11	0.10	0.10
Crit Moves:	****				****				****	****		
Green/Cycle:	0.09	0.35	0.50	0.09	0.34	0.34	0.10	0.28	0.28	0.15	0.33	0.33
Volume/Cap:	0.76	0.38	0.38	0.70	0.49	0.19	0.36	0.18	0.54	0.76	0.30	0.30
Delay/Veh:	63.2	29.4	18.9	60.4	31.6	27.9	51.2	32.6	37.6	55.7	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:	63.2	29.4	18.9	60.4	31.6	27.9	51.2	32.6	37.6	55.7	29.7	29.7
LOS by Move:	E	C	B	E	C	C	D	C	D	E	C	C
HCM2kAvgQ:	6	7	7	5	9	3	3	3	8	9	5	5

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

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	230	11	255	123	0	0	0	0	0	0	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5	5.5	4.0	5.5							4.0
Lane Util. Factor		0.95	1.00	1.00	0.95							1.00
Frpb, ped/bikes		1.00	0.98	1.00	1.00							0.98
Flpb, ped/bikes		1.00	1.00	1.00	1.00							1.00
Frt		1.00	0.85	1.00	1.00							0.86
Flt Protected		1.00	1.00	0.95	1.00							1.00
Satd. Flow (prot)		3406	1445	1805	2935							1617
Flt Permitted		1.00	1.00	0.95	1.00							1.00
Satd. Flow (perm)		3406	1445	1805	2935							1617
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.91	0.91	0.91	0.90	0.90	0.90
Adj. Flow (vph)	0	256	12	283	137	0	0	0	0	0	0	68
RTOR Reduction (vph)	0	0	6	0	0	0	0	0	0	0	0	45
Lane Group Flow (vph)	0	256	6	283	137	0	0	0	0	0	0	23
Confl. Peds. (#/hr)			5									5
Heavy Vehicles (%)	0%	6%	9%	0%	23%	0%	0%	0%	0%	0%	0%	0%
Turn Type		NA	Perm	Prot	NA							custom
Protected Phases		2		1	6							
Permitted Phases			2									1 4
Actuated Green, G (s)		34.9	34.9	14.7	53.6							22.5
Effective Green, g (s)		34.9	34.9	14.7	53.6							22.5
Actuated g/C Ratio		0.52	0.52	0.22	0.80							0.34
Clearance Time (s)		5.5	5.5	4.0	5.5							
Vehicle Extension (s)		2.0	2.0	2.0	2.0							
Lane Grp Cap (vph)		1776	753	396	2351							543
v/s Ratio Prot		c0.08		c0.16	0.05							
v/s Ratio Perm			0.00									c0.01
v/c Ratio		0.14	0.01	0.71	0.06							0.04
Uniform Delay, d1		8.3	7.7	24.2	1.4							14.9
Progression Factor		1.00	1.00	1.00	1.00							1.00
Incremental Delay, d2		0.2	0.0	5.0	0.0							0.0
Delay (s)		8.4	7.7	29.2	1.4							15.0
Level of Service		A	A	C	A							B
Approach Delay (s)		8.4			20.1			0.0			15.0	
Approach LOS		A			C			A			B	

Intersection Summary			
HCM 2000 Control Delay	15.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.30		
Actuated Cycle Length (s)	66.9	Sum of lost time (s)	13.5
Intersection Capacity Utilization	35.9%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	9	525	66	0	807	58	24	14	4	51	0	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	0.95			0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00			1.00		1.00	0.99		1.00	0.97	
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.98			0.99		1.00	0.97		1.00	0.85	
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1480	3386			3439		1271	1737		1805	1565	
Flt Permitted	0.31	1.00			1.00		0.80	1.00		0.80	1.00	
Satd. Flow (perm)	484	3386			3439		1070	1737		1520	1565	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	9	553	69	0	849	61	25	15	4	54	0	12
RTOR Reduction (vph)	0	7	0	0	4	0	0	4	0	0	11	0
Lane Group Flow (vph)	9	615	0	0	906	0	25	15	0	54	1	0
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	22%	3%	17%	0%	4%	0%	42%	0%	25%	0%	0%	0%
Turn Type	Perm	NA			NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2						8			4		
Actuated Green, G (s)	50.0	50.0			50.0		5.0	5.0		5.0	5.0	
Effective Green, g (s)	50.0	50.0			50.0		5.0	5.0		5.0	5.0	
Actuated g/C Ratio	0.77	0.77			0.77		0.08	0.08		0.08	0.08	
Clearance Time (s)	5.0	5.0			5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	2.0	2.0			2.0		2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	372	2604			2645		82	133		116	120	
v/s Ratio Prot		0.18			c0.26			0.01			0.00	
v/s Ratio Perm	0.02						0.02			c0.04		
v/c Ratio	0.02	0.24			0.34		0.30	0.12		0.47	0.01	
Uniform Delay, d1	1.8	2.1			2.4		28.4	27.9		28.7	27.7	
Progression Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.1	0.2			0.4		0.8	0.1		1.1	0.0	
Delay (s)	1.9	2.3			2.7		29.1	28.1		29.8	27.7	
Level of Service	A	A			A		C	C		C	C	
Approach Delay (s)		2.3			2.7			28.7			29.4	
Approach LOS		A			A			C			C	

Intersection Summary			
HCM 2000 Control Delay	4.3	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.35		
Actuated Cycle Length (s)	65.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	47.0%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Saturday Mid-Day Peak Hour

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

Intersection #3 Elsworth Street / Cactus Avenue

Cycle (sec): 120 | Critical Vol./Cap.(X): 0.516
Loss Time (sec): 16 | Average Delay (sec/veh): 40.0
Optimal Cycle: OPTIMIZED | Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Ignore			Include		
Min. Green:	29	29	29	29	29	29	10	21	21	10	21	21
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1! 0	0	1	1	0	0	1	1	0	2	0	1	1	0	3	0	1
Volume Module:																			
Base Vol:	98	130	85	49	55	42	67	713	69	93	695	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	98	130	85	49	55	42	67	713	69	93	695	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95
PHF Volume:	103	137	89	51	58	44	70	749	0	98	730	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	137	89	51	58	44	70	749	0	98	730	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	103	137	89	51	58	44	70	749	0	98	730	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.94	0.98	0.98	0.85	0.95	0.95	1.00	0.95	0.91	0.85
Lanes:	1.19	0.49	0.32	1.00	1.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	2128	884	578	1856	1856	1615	1805	3610	1900	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.15	0.15	0.03	0.03	0.03	0.04	0.21	0.00	0.05	0.14	0.05
Crit Moves:		****			****			****		****		
Green/Cycle:	0.24	0.24	0.24	0.24	0.24	0.37	0.12	0.30	0.00	0.08	0.26	0.26
Volume/Cap:	0.20	0.64	0.64	0.11	0.13	0.07	0.32	0.69	0.00	0.65	0.54	0.18
Delay/Veh:	36.3	43.5	43.5	35.5	35.7	24.9	48.8	39.0	0.0	62.9	38.7	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:	36.3	43.5	43.5	35.5	35.7	24.9	48.8	39.0	0.0	62.9	38.7	34.7
LOS by Move:	D	D	D	D	D	C	D	D	A	E	D	C
HCM2kAvgQ:	3	10	10	1	2	1	3	14	0	5	9	2

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Saturday Mid-Day Peak Hour

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

Intersection #4 Frederick Street / Cactus Avenue

Cycle (sec): 85 Critical Vol./Cap.(X): 0.287
Loss Time (sec): 12 Average Delay (sec/veh): 17.3
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	32	0	32	10	10	0	0	27	27
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	2 0	0	0 1	1 0	2	0 0	0 0	3	0 1
Volume Module:												
Base Vol:	0	0	0	174	0	38	30	838	0	0	838	134
Growth Adj:	1.00	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	174	0	38	30	838	0	0	838	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	189	0	41	33	908	0	0	908	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	189	0	41	33	908	0	0	908	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:	0	0	0	189	0	41	33	908	0	0	908	145
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	0.95	0.95	1.00	1.00	0.91	0.85
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3502	0	1615	1805	3610	0	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.03	0.02	0.25	0.00	0.00	0.18	0.09
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.38	0.00	0.49	0.12	0.48	0.00	0.00	0.36	0.74
Volume/Cap:	0.00	0.00	0.00	0.14	0.00	0.05	0.15	0.52	0.00	0.00	0.48	0.12
Delay/Veh:	0.0	0.0	0.0	17.5	0.0	11.2	34.0	15.5	0.0	0.0	21.0	3.2
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:	0.0	0.0	0.0	17.5	0.0	11.2	34.0	15.5	0.0	0.0	21.0	3.2
LOS by Move:	A	A	A	B	A	B	C	B	A	A	C	A
HCM2kAvgQ:	0	0	0	2	0	1	1	9	0	0	7	1

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Saturday Mid-Day Peak Hour

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

Intersection #5 Graham Street / Cactus Avenue

Cycle (sec): 120 | Critical Vol./Cap.(X): 0.351
Loss Time (sec): 16 | 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:	Include			Ovl			Ignore			Include		
Min. Green:	10	32	32	10	32	32	10	35	35	10	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 1 0		1 0	2 0 1		1 0	2 0 1		1 0	2 1 0	
Volume Module:												
Base Vol:	184	62	6	68	91	41	30	688	260	14	757	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	184	62	6	68	91	41	30	688	260	14	757	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.00	0.91	0.91	0.91
PHF Volume:	203	68	7	75	100	45	33	758	0	15	834	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	203	68	7	75	100	45	33	758	0	15	834	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	203	68	7	75	100	45	33	758	0	15	834	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.94	0.94	0.95	0.95	0.85	0.95	0.95	1.00	0.95	0.90	0.90
Lanes:	2.00	1.82	0.18	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.84	0.16
Final Sat.:	3502	3249	314	1805	3610	1615	1805	3610	1900	1805	4869	277
Capacity Analysis Module:												
Vol/Sat:	0.06	0.02	0.02	0.04	0.03	0.03	0.02	0.21	0.00	0.01	0.17	0.17
Crit Moves:	****				****			****		****		
Green/Cycle:	0.11	0.29	0.29	0.09	0.27	0.38	0.11	0.41	0.00	0.08	0.38	0.38
Volume/Cap:	0.52	0.07	0.07	0.46	0.10	0.07	0.17	0.52	0.00	0.10	0.45	0.45
Delay/Veh:	51.5	31.1	31.1	53.9	33.2	24.1	49.0	27.2	0.0	51.2	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:	51.5	31.1	31.1	53.9	33.2	24.1	49.0	27.2	0.0	51.2	28.0	28.0
LOS by Move:	D	C	C	D	C	C	D	C	A	D	C	C
HCM2kAvgQ:	4	1	1	3	1	1	1	11	0	1	9	9

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Saturday Mid-Day Peak Hour

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

Intersection #6 Heacock Street / Alessandro Boulevard

Cycle (sec):	110	Critical Vol./Cap.(X):	0.497
Loss Time (sec):	16	Average Delay (sec/veh):	34.0
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	10	39	39	10	39	39	10	28	28	10	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	41	708	133	84	737	112	174	241	53	178	277	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	708	133	84	737	112	174	241	53	178	277	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	42	722	136	86	752	114	178	246	54	182	283	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	722	136	86	752	114	178	246	54	182	283	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	722	136	86	752	114	178	246	54	182	283	127
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	0.91	0.85	0.95	0.91	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	5187	1615	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.20	0.08	0.05	0.21	0.07	0.10	0.05	0.03	0.10	0.05	0.08
Crit Moves:		****		****			****					****
Green/Cycle:	0.09	0.35	0.35	0.09	0.35	0.51	0.15	0.29	0.38	0.12	0.25	0.25
Volume/Cap:	0.25	0.56	0.24	0.52	0.59	0.14	0.64	0.16	0.09	0.87	0.21	0.31
Delay/Veh:	47.4	29.2	25.2	50.7	29.7	14.3	48.4	28.9	21.6	77.6	32.4	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:	47.4	29.2	25.2	50.7	29.7	14.3	48.4	28.9	21.6	77.6	32.4	33.6
LOS by Move:	D	C	C	D	C	B	D	C	C	E	C	C
HCM2kAvgQ:	2	11	3	3	11	2	7	2	1	9	3	4

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Saturday Mid-Day Peak Hour

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

Intersection #7 Heacock Street / Cactus Avenue

Cycle (sec):	60	Critical Vol./Cap.(X):	0.493
Loss Time (sec):	16	Average Delay (sec/veh):	22.3
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 1	0	1 0	1 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	299	319	10	67	279	39	59	444	288	8	441	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	299	319	10	67	279	39	59	444	288	8	441	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	325	347	11	73	304	42	64	483	313	9	480	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	325	347	11	73	304	42	64	483	313	9	480	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:	325	347	11	73	304	42	64	483	313	9	480	75
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	0.98	0.98	0.98	1.03	0.88	0.98	1.01	1.01
Lanes:	2.00	1.94	0.06	1.00	1.75	0.25	1.00	2.00	1.00	1.00	1.73	0.27
Final Sat.:	3610	3670	115	1805	3274	458	1865	3925	1668	1865	3326	520
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.04	0.09	0.09	0.03	0.12	0.19	0.00	0.14	0.14
Crit Moves:	****				****		****				****	
Green/Cycle:	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.20	0.37	0.20	0.23	0.23
Volume/Cap:	0.54	0.57	0.57	0.24	0.56	0.56	0.21	0.62	0.51	0.02	0.62	0.62
Delay/Veh:	23.9	24.2	24.2	22.1	24.1	24.1	21.9	23.4	15.6	19.3	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:	23.9	24.2	24.2	22.1	24.1	24.1	21.9	23.4	15.6	19.3	21.9	21.9
LOS by Move:	C	C	C	C	C	C	C	C	B	B	C	C
HCM2kAvgQ:	4	4	4	1	4	4	1	5	6	0	6	6

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Saturday Mid-Day Peak Hour

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

Intersection #8 Heacock Street / John F. Kennedy Drive

Cycle (sec):	115	Critical Vol./Cap.(X):	0.470
Loss Time (sec):	16	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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	29	29	10	10	10	10	10	10	10	32	32
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	34	329	23	219	281	33	48	152	111	13	63	197
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	329	23	219	281	33	48	152	111	13	63	197
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	38	368	26	245	314	37	54	170	124	15	70	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	368	26	245	314	37	54	170	124	15	70	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	368	26	245	314	37	54	170	124	15	70	220
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.95	1.00	0.85	0.95	0.84	0.84
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	1900	1615	1805	1599	1599
Capacity Analysis Module:												
Vol/Sat:	0.02	0.10	0.02	0.14	0.09	0.02	0.03	0.09	0.08	0.01	0.04	0.14
Crit Moves:		****		****			****					****
Green/Cycle:	0.25	0.25	0.25	0.24	0.25	0.25	0.09	0.19	0.19	0.18	0.28	0.28
Volume/Cap:	0.08	0.40	0.06	0.56	0.35	0.09	0.34	0.48	0.41	0.04	0.16	0.49
Delay/Veh:	33.3	36.1	32.7	39.7	35.9	33.4	50.7	43.0	42.3	39.0	31.4	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:	33.3	36.1	32.7	39.7	35.9	33.4	50.7	43.0	42.3	39.0	31.4	35.4
LOS by Move:	C	D	C	D	D	C	D	D	D	D	C	D
HCM2kAvgQ:	1	6	1	8	5	1	2	6	4	0	2	7

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

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------------------------------------------------------------------------------
                     MORENO VALLEY WALMART TIA (JN 08660)
                          Existing (2013) Conditions
                          Saturday Mid-Day Peak Hour
------------------------------------------------------------------------------
                       Level Of Service Computation Report
            2000 HCM Unsignalized Method (Base Volume Alternative)
******************************************************************************
Intersection #9 Heacock Street / Gentian Avenue
******************************************************************************
Average Delay (sec/veh):      1.1       Worst Case Level Of Service: B[ 11.1]
******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:        0  0  1  0  1    1  0  1  0  0    0  0  0  0  0    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  352     7    54  401     0     0    0     0     3    0    39
Growth Adj:  1.00 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  352     7    54  401     0     0    0     0     3    0    39
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.97 0.97  0.97  0.97 0.97  0.97  0.97 0.97  0.97  0.97 0.97  0.97
PHF Volume:     0  364     7    56  414     0     0    0     0     3    0    40
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0  364     7    56  414     0     0    0     0     3    0    40
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4  6.5   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   371 xxxx xxxxx  xxxx xxxx xxxxx   889  889   364
Potent Cap.: xxxx xxxx xxxxx  1199 xxxx xxxxx  xxxx xxxx xxxxx   316  284   686
Move Cap.:   xxxx xxxx xxxxx  1199 xxxx xxxxx  xxxx xxxx xxxxx   305  271   686
Volume/Cap:  xxxx xxxx  xxxx  0.05 xxxx  xxxx  xxxx xxxx  xxxx  0.01 0.00  0.06
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.1 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx   8.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     A    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  630 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.2 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 11.1 xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    B     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx             11.1
ApproachLOS:         *                *                *                B
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
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------------------------------------------------------------------------------
                     MORENO VALLEY WALMART TIA (JN 08660)
                          Existing (2013) Conditions
                          Saturday Mid-Day Peak Hour
------------------------------------------------------------------------------
                       Level Of Service Computation Report
            2000 HCM Unsignalized Method (Base Volume Alternative)
******************************************************************************
Intersection #10 Webster Avenue / Harley Knox Boulevard
******************************************************************************
Average Delay (sec/veh):      0.1       Worst Case Level Of Service: A[  9.9]
******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  1! 0  0    0  0  1! 0  0    0  0  1  0  0    0  1  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       1    0     3     0    0     0     0  205     0     1  134     0
Growth Adj:  1.00 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    0     3     0    0     0     0  205     0     1  134     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.85 0.85  0.85  0.85 0.85  0.85  0.85 0.85  0.85  0.85 0.85  0.85
PHF Volume:     1    0     4     0    0     0     0  241     0     1  157     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    1    0     4     0    0     0     0  241     0     1  157     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  6.4  6.5   6.2   7.1  6.5   6.2 xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3 xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  401  401   241   402  401   157  xxxx xxxx xxxxx   241 xxxx xxxxx
Potent Cap.:  609  541   803   562  541   893  xxxx xxxx xxxxx  1338 xxxx xxxxx
Move Cap.:    609  540   803   559  540   893  xxxx xxxx xxxxx  1338 xxxx xxxxx
Volume/Cap:  0.00 0.00  0.00  0.00 0.00  0.00  xxxx xxxx  xxxx  0.00 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.0 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   7.7 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     *    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  744 xxxxx  xxxx    0 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  0.0 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   0.0 xxxx xxxxx
Shrd ConDel:xxxxx  9.9 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   7.7 xxxx xxxxx
Shared LOS:     *    A     *     *    *     *     *    *     *     A    *     *
ApproachDel:       9.9           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:         A                *                *                *
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
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MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Saturday Mid-Day Peak Hour

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

Intersection #11 Indian Street / Cottonwood Avenue

Cycle (sec): 80 Critical Vol./Cap.(X): 0.267
Loss Time (sec): 16 Average Delay (sec/veh): 24.7
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	24	24	10	24	24	10	24	24	10	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0 1		1 0	1 0 1		1 0	1 0 1		1 0	1 0 1		1 0
Volume Module:												
Base Vol:	62	227	28	15	165	27	20	209	104	23	178	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	227	28	15	165	27	20	209	104	23	178	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	63	232	29	15	169	28	20	214	106	24	182	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	232	29	15	169	28	20	214	106	24	182	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	63	232	29	15	169	28	20	214	106	24	182	18
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	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	1.78	0.22	1.00	1.72	0.28	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3162	390	1805	3037	497	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.07	0.07	0.01	0.06	0.06	0.01	0.11	0.07	0.01	0.10	0.01
Crit Moves:	****				****			****		****		
Green/Cycle:	0.12	0.29	0.29	0.12	0.29	0.29	0.12	0.29	0.29	0.12	0.29	0.29
Volume/Cap:	0.30	0.26	0.26	0.07	0.19	0.19	0.10	0.39	0.23	0.11	0.34	0.04
Delay/Veh:	34.6	23.3	23.3	33.0	22.8	22.8	33.2	24.6	23.2	33.3	24.1	21.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.6	23.3	23.3	33.0	22.8	22.8	33.2	24.6	23.2	33.3	24.1	21.7
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	2	3	3	0	2	2	1	5	2	1	4	0

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Saturday Mid-Day Peak Hour

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

Intersection #12 Indian Street / Alessandro Boulevard

Cycle (sec): 105 Critical Vol./Cap.(X): 0.417
Loss Time (sec): 16 Average Delay (sec/veh): 37.4
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	42	42	10	42	42	10	28	28	10	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0 1	1 0		1 0 1	1 0		1 0 3	0 1		1 0 3	0 1	
Volume Module:												
Base Vol:	151	210	82	132	198	46	61	686	68	87	641	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	151	210	82	132	198	46	61	686	68	87	641	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:	158	220	86	138	208	48	64	719	71	91	672	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	220	86	138	208	48	64	719	71	91	672	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:	158	220	86	138	208	48	64	719	71	91	672	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.92	0.92	0.95	0.91	0.85	0.95	0.91	0.85
Lanes:	1.00	1.44	0.56	1.00	1.62	0.38	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1805	2487	971	1805	2847	662	1805	5187	1615	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.08	0.07	0.07	0.04	0.14	0.04	0.05	0.13	0.05
Crit Moves:		****		****				****		****		
Green/Cycle:	0.09	0.40	0.40	0.09	0.40	0.40	0.09	0.26	0.26	0.09	0.26	0.26
Volume/Cap:	0.93	0.22	0.22	0.81	0.18	0.18	0.38	0.52	0.17	0.54	0.49	0.18
Delay/Veh:	96.4	21.3	21.3	71.9	20.9	20.9	46.5	33.7	30.2	49.1	33.2	30.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	96.4	21.3	21.3	71.9	20.9	20.9	46.5	33.7	30.2	49.1	33.2	30.3
LOS by Move:	F	C	C	E	C	C	D	C	C	D	C	C
HCM2kAvgQ:	8	3	3	7	3	3	2	8	2	4	7	2

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Saturday Mid-Day Peak Hour

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

Intersection #13 Indian Street / Cactus Avenue

Cycle (sec):	65	Critical Vol./Cap.(X):	0.326
Loss Time (sec):	16	Average Delay (sec/veh):	22.7
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	15	15	10	15	15	10	15	15	10	15	15
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	47	248	19	32	247	21	37	377	55	12	416	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:	47	248	19	32	247	21	37	377	55	12	416	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	49	261	20	34	260	22	39	397	58	13	438	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	261	20	34	260	22	39	397	58	13	438	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	261	20	34	260	22	39	397	58	13	438	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.99	0.99	0.95	0.99	0.99	0.98	1.01	1.01	0.98	1.02	1.02
Lanes:	1.00	1.86	0.14	1.00	1.84	0.16	1.00	1.75	0.25	1.00	1.82	0.18
Final Sat.:	1805	3491	267	1805	3460	294	1865	3361	490	1865	3535	340
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.07	0.02	0.08	0.08	0.02	0.12	0.12	0.01	0.12	0.12
Crit Moves:	****				****		****				****	
Green/Cycle:	0.15	0.23	0.23	0.15	0.23	0.23	0.15	0.23	0.23	0.15	0.23	0.23
Volume/Cap:	0.18	0.33	0.33	0.12	0.33	0.33	0.14	0.52	0.52	0.04	0.55	0.55
Delay/Veh:	24.7	21.5	21.5	24.4	21.5	21.5	24.5	22.9	22.9	24.0	23.2	23.2
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:	24.7	21.5	21.5	24.4	21.5	21.5	24.5	22.9	22.9	24.0	23.2	23.2
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	1	3	3	1	3	3	1	5	5	0	5	5

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Saturday Mid-Day Peak Hour

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

Intersection #14 Indian Street / John F. Kennedy Drive

Cycle (sec):	85	Critical Vol./Cap.(X):	0.230
Loss Time (sec):	16	Average Delay (sec/veh):	25.3
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	27	27	10	27	27	10	24	24	10	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	41	152	39	63	182	29	22	210	43	44	176	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	152	39	63	182	29	22	210	43	44	176	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	45	166	42	69	198	32	24	229	47	48	192	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	166	42	69	198	32	24	229	47	48	192	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	166	42	69	198	32	24	229	47	48	192	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.95	0.93	0.93	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	1.59	0.41	1.00	1.73	0.27	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	2784	714	1805	3048	486	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.06	0.06	0.04	0.07	0.07	0.01	0.06	0.03	0.03	0.05	0.02
Crit Moves:		****		****				****		****		
Green/Cycle:	0.11	0.31	0.31	0.11	0.31	0.31	0.11	0.28	0.28	0.11	0.28	0.28
Volume/Cap:	0.22	0.19	0.19	0.33	0.21	0.21	0.12	0.23	0.11	0.23	0.19	0.07
Delay/Veh:	35.5	22.1	22.1	36.4	22.2	22.2	34.8	24.5	23.6	35.6	24.2	23.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.5	22.1	22.1	36.4	22.2	22.2	34.8	24.5	23.6	35.6	24.2	23.3
LOS by Move:	D	C	C	D	C	C	C	C	C	D	C	C
HCM2kAvgQ:	1	2	2	2	2	2	1	3	1	1	2	1

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Saturday Mid-Day Peak Hour

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

Intersection #15 Indian Street / Gentian Avenue

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: B[11.0]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	1	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	1!	0	0
Volume Module:																				
Base Vol:	32	207		0		0	202		24		21		0		39		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	
Initial Bse:	32	207		0		0	202		24		21		0		39		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	
PHF Adj:	0.84	0.84		0.84		0.84	0.84		0.84		0.84		0.84		0.84		0.84		0.84	
PHF Volume:	38	246		0		0	240		29		25		0		46		0		0	
Reduct Vol:	0	0		0		0	0		0		0		0		0		0		0	
FinalVolume:	38	246		0		0	240		29		25		0		46		0		0	
Critical Gap Module:																				
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx					6.4	6.5		6.2		7.1	6.5		6.2	
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx					3.5	4.0		3.3		3.5	4.0		3.3	
Capacity Module:																				
Cnflict Vol:	269	xxxx	xxxxx	xxxx	xxxx	xxxxx					577	577		254		600	591		246	
Potent Cap.:	1307	xxxx	xxxxx	xxxx	xxxx	xxxxx					482	430		789		416	422		798	
Move Cap.:	1307	xxxx	xxxxx	xxxx	xxxx	xxxxx					471	417		789		383	410		798	
Volume/Cap:	0.03	xxxx	xxxx	xxxx	xxxx	xxxx					0.05	0.00		0.06		0.00	0.00		0.00	
Level Of Service Module:																				
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx					xxxx	xxxx		0.2		xxxx	xxxx		xxxxx	
Control Del:	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx					xxxxx	xxxx		9.8		xxxxx	xxxx		xxxxx	
LOS by Move:	A	*		*		*	*		*		*	*		A		*	*		*	
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx					471	xxxx	xxxxx			xxxx		0	xxxxx	
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx					0.2	xxxx	xxxxx			xxxxx	xxxx		xxxxx	
Shrd ConDel:	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx					13.1	xxxx	xxxxx			xxxxx	xxxx		xxxxx	
Shared LOS:	A	*		*		*	*		*		B	*		*		*	*		*	
ApproachDel:	xxxxxx			xxxxxx							11.0					xxxxxx				
ApproachLOS:	*			*							B					*				

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Saturday Mid-Day Peak Hour

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

Intersection #16 Indian Street / Santiago Drive

Cycle (sec): 120 Critical Vol./Cap.(X): 0.169
Loss Time (sec): 12 Average Delay (sec/veh): 0.7
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				Protected				Split Phase				Split Phase			
Rights:		Ovl				Include				Include				Ovl		
Min. Green:	0	21	21		10	10	0		0	0	0		25	0	25	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	1	0	1	1	0	2	0	0	0	0	0	0	1	0	0	0	1
Volume Module:																
Base Vol:	0	256	0		0	234	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	256	0		0	234	0		0	0	0		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:	0.89	0.89	0.89		0.89	0.89	0.89		0.89	0.89	0.89		0.89	0.89	0.89	
PHF Volume:	0	288	0		0	264	0		0	0	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	288	0		0	264	0		0	0	0		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	288	0		0	264	0		0	0	0		0	0	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		1.00	0.95	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	1.00	1.00		1.00	2.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	0	1900	1900		1900	3610	0		0	0	0		1900	0	1900	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.15	0.00		0.00	0.07	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
Crit Moves:		****			****											
Green/Cycle:	0.00	0.90	0.00		0.00	0.90	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.17	0.00		0.00	0.08	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	0.8	0.0		0.0	0.7	0.0		0.0	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:	0.0	0.8	0.0		0.0	0.7	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
LOS by Move:	A	A	A		A	A	A		A	A	A		A	A	A	
HCM2kAvgQ:	0	1	0		0	1	0		0	0	0		0	0	0	

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Saturday Mid-Day Peak Hour

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

Intersection #17 Indian Street / Iris Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.295
Loss Time (sec): 16 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:	10	28	28	10	10	10	10	10	10	10	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	1 0	1	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	50	59	5	146	72	11	4	248	68	10	233	186
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	59	5	146	72	11	4	248	68	10	233	186
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	53	63	5	156	77	12	4	264	72	11	248	198
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	63	5	156	77	12	4	264	72	11	248	198
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	53	63	5	156	77	12	4	264	72	11	248	198
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.99	0.99	0.95	1.00	0.85	0.95	0.97	0.97	0.95	1.00	0.85
Lanes:	1.00	0.92	0.08	1.00	1.00	1.00	1.00	0.78	0.22	1.00	1.00	1.00
Final Sat.:	1805	1731	147	1805	1900	1615	1805	1443	396	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.04	0.04	0.09	0.04	0.01	0.00	0.18	0.18	0.01	0.13	0.12
Crit Moves:		****		****			****				****	
Green/Cycle:	0.23	0.23	0.23	0.22	0.23	0.23	0.08	0.29	0.29	0.13	0.33	0.33
Volume/Cap:	0.13	0.16	0.16	0.39	0.18	0.03	0.03	0.64	0.64	0.05	0.39	0.37
Delay/Veh:	37.2	36.8	36.8	40.7	37.7	36.2	50.6	40.3	40.3	45.8	31.3	31.0
User DelAdj:	1.00	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	36.8	36.8	40.7	37.7	36.2	50.6	40.3	40.3	45.8	31.3	31.0
LOS by Move:	D	D	D	D	D	D	D	D	D	D	C	C
HCM2kAvgQ:	2	2	2	5	2	0	0	12	12	0	7	6

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

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------------------------------------------------------------------------------
                     MORENO VALLEY WALMART TIA (JN 08660)
                          Existing (2013) Conditions
                          Saturday Mid-Day Peak Hour
------------------------------------------------------------------------------
                       Level Of Service Computation Report
            2000 HCM Unsignalized Method (Base Volume Alternative)
******************************************************************************
Intersection #18 Indian Street / Krameria Avenue
******************************************************************************
Average Delay (sec/veh):      5.0       Worst Case Level Of Service: A[  8.9]
******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:        0  0  0  1  0    1  0  1  0  0    0  0  0  0  0    1  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0   44     4    94   67     0     0    0     0     4    0    81
Growth Adj:  1.00 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   44     4    94   67     0     0    0     0     4    0    81
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:     0   48     4   102   73     0     0    0     0     4    0    88
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0   48     4   102   73     0     0    0     0     4    0    88
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4 xxxx   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx    52 xxxx xxxxx  xxxx xxxx xxxxx   328 xxxx    50
Potent Cap.: xxxx xxxx xxxxx  1567 xxxx xxxxx  xxxx xxxx xxxxx   671 xxxx  1024
Move Cap.:   xxxx xxxx xxxxx  1567 xxxx xxxxx  xxxx xxxx xxxxx   637 xxxx  1024
Volume/Cap:  xxxx xxxx  xxxx  0.07 xxxx  xxxx  xxxx xxxx  xxxx  0.01 xxxx  0.09
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.2 xxxx xxxxx  xxxx xxxx xxxxx   0.0 xxxx   0.3
Control Del:xxxxx xxxx xxxxx   7.5 xxxx xxxxx xxxxx xxxx xxxxx  10.7 xxxx   8.8
LOS by Move:    *    *     *     A    *     *     *    *     *     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:    xxxxxx           xxxxxx           xxxxxx              8.9
ApproachLOS:         *                *                *                A
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
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MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Saturday Mid-Day Peak Hour

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

Intersection #19 Indian Street / San Michele Road

Cycle (sec):	0	Critical Vol./Cap.(X):	0.130
Loss Time (sec):	0	Average Delay (sec/veh):	7.4
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 1	0	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	18	1	65	0	1	0	0	10	17	43	11	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	1	65	0	1	0	0	10	17	43	11	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
PHF Volume:	26	1	92	0	1	0	0	14	24	61	16	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	1	92	0	1	0	0	14	24	61	16	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	1	92	0	1	0	0	14	24	61	16	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.21	0.01	0.78	0.00	2.00	0.00	0.00	0.37	0.63	0.80	0.20	0.00
Final Sat.:	197	11	711	0	1456	0	0	336	572	645	165	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	xxxx	0.00	xxxx	xxxx	0.04	0.04	0.09	0.09	xxxx
Crit Moves:	****				****			****			****	
Delay/Veh:	7.4	7.4	7.4	0.0	7.5	0.0	0.0	7.0	7.0	7.8	7.8	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.4	7.4	7.4	0.0	7.5	0.0	0.0	7.0	7.0	7.8	7.8	0.0
LOS by Move:	A	A	A	*	A	*	*	A	A	A	A	*
ApproachDel:	7.4			7.5			7.0			7.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	7.4			7.5			7.0			7.8		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Saturday Mid-Day Peak Hour

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

Intersection #20 Indian Street / Nandina Street

Cycle (sec):	0	Critical Vol./Cap.(X):	0.146
Loss Time (sec):	0	Average Delay (sec/veh):	8.4
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1 0	1	0 1	0 1	0	1 0	1 0	1	1 0	1! 0	0
Volume Module:												
Base Vol:	49	80	24	2	56	0	0	15	67	13	6	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:	49	80	24	2	56	0	0	15	67	13	6	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:	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69
PHF Volume:	71	117	35	3	82	0	0	22	98	19	9	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	117	35	3	82	0	0	22	98	19	9	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:	71	117	35	3	82	0	0	22	98	19	9	1
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.76	1.24	1.00	0.07	1.93	0.00	1.00	1.00	1.00	1.30	0.60	0.10
Final Sat.:	488	843	793	47	1314	0	583	635	725	1333	-230	58
Capacity Analysis Module:												
Vol/Sat:	0.15	0.14	0.04	0.06	0.06	xxxx	0.00	0.03	0.13	0.01	-0.04	0.03
Crit Moves:	****			****					****			****
Delay/Veh:	9.1	8.7	7.3	8.1	8.1	0.0	0.0	8.3	8.1	8.7	8.8	8.8
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:	9.1	8.7	7.3	8.1	8.1	0.0	0.0	8.3	8.1	8.7	8.8	8.8
LOS by Move:	A	A	A	A	A	*	*	A	A	A	A	A
ApproachDel:	8.6			8.1			8.1			8.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.6			8.1			8.1			8.7		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.2	0.1	0.0	0.1	0.1	0.1	0.0	0.0	0.1	0.0	0.0	0.0

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Saturday Mid-Day Peak Hour

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

Intersection #21 Indian Street / Harley Knox Boulevard

Cycle (sec): 115 Critical Vol./Cap.(X): 0.154
Loss Time (sec): 16 Average Delay (sec/veh): 29.4
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T	- R		L - T	- R		L - T	- R		L - T	- R	
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	10	39	39	10	39	39	10	34	34	10	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	1 0	1 1	0	1 0	1 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	20	109	20	3	90	41	53	97	19	9	78	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:	20	109	20	3	90	41	53	97	19	9	78	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:	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
PHF Volume:	28	152	28	4	125	57	74	135	26	13	109	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	152	28	4	125	57	74	135	26	13	109	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:	28	152	28	4	125	57	74	135	26	13	109	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.95	0.91	0.91	0.95	1.00	0.85	0.92	0.95	0.95
Lanes:	2.00	2.00	1.00	1.00	1.37	0.63	1.00	1.00	1.00	2.00	1.97	0.03
Final Sat.:	3502	3610	1615	1805	2364	1077	1805	1900	1615	3502	3557	46
Capacity Analysis Module:												
Vol/Sat:	0.01	0.04	0.02	0.00	0.05	0.05	0.04	0.07	0.02	0.00	0.03	0.03
Crit Moves:	****				****		****				****	
Green/Cycle:	0.09	0.34	0.34	0.09	0.34	0.48	0.14	0.34	0.34	0.10	0.30	0.30
Volume/Cap:	0.09	0.12	0.05	0.03	0.16	0.11	0.29	0.21	0.05	0.04	0.10	0.10
Delay/Veh:	48.5	26.3	25.6	48.1	26.6	16.6	45.1	27.5	25.8	46.9	29.5	29.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.5	26.3	25.6	48.1	26.6	16.6	45.1	27.5	25.8	46.9	29.5	29.5
LOS by Move:	D	C	C	D	C	B	D	C	C	D	C	C
HCM2kAvgQ:	1	2	1	0	2	2	3	3	1	0	1	1

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

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Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	0	697	491	0	880	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5		4.5	
Lane Util. Factor		0.95	0.95		0.97	
Frpb, ped/bikes		1.00	1.00		1.00	
Flpb, ped/bikes		1.00	1.00		1.00	
Frt		1.00	1.00		0.99	
Flt Protected		1.00	1.00		0.96	
Satd. Flow (prot)		3574	3574		3442	
Flt Permitted		1.00	1.00		0.96	
Satd. Flow (perm)		3574	3574		3442	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	734	517	0	926	69
RTOR Reduction (vph)	0	0	0	0	7	0
Lane Group Flow (vph)	0	734	517	0	988	0
Confl. Peds. (#/hr)						5
Heavy Vehicles (%)	0%	1%	1%	0%	1%	2%
Turn Type		NA	NA		NA	
Protected Phases		2	6		4	
Permitted Phases						
Actuated Green, G (s)		50.7	50.7		30.3	
Effective Green, g (s)		50.7	50.7		30.3	
Actuated g/C Ratio		0.56	0.56		0.34	
Clearance Time (s)		4.5	4.5		4.5	
Vehicle Extension (s)		2.0	2.0		2.0	
Lane Grp Cap (vph)		2013	2013		1158	
v/s Ratio Prot		c0.21	0.14		c0.29	
v/s Ratio Perm						
v/c Ratio		0.36	0.26		0.85	
Uniform Delay, d1		10.8	10.0		27.8	
Progression Factor		1.00	1.00		1.00	
Incremental Delay, d2		0.5	0.3		6.1	
Delay (s)		11.3	10.3		33.8	
Level of Service		B	B		C	
Approach Delay (s)		11.3	10.3		33.8	
Approach LOS		B	B		C	

Intersection Summary			
HCM 2000 Control Delay	21.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	54.0%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	127	3	99	628	1085	0	0	807	350
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	8	16	8	12	12	12	12	12	12
Total Lost time (s)					4.5		4.5	4.5			3.5	3.5
Lane Util. Factor					1.00		0.97	0.95			0.91	1.00
Frpb, ped/bikes					0.99		1.00	1.00			1.00	0.98
Flpb, ped/bikes					1.00		1.00	1.00			1.00	1.00
Frt					0.94		1.00	1.00			1.00	0.85
Flt Protected					0.97		0.95	1.00			1.00	1.00
Satd. Flow (prot)					1881		3433	3574			5187	1568
Flt Permitted					0.97		0.95	1.00			1.00	1.00
Satd. Flow (perm)					1881		3433	3574			5187	1568
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	0	0	0	130	3	101	641	1107	0	0	823	357
RTOR Reduction (vph)	0	0	0	0	29	0	0	0	0	0	0	171
Lane Group Flow (vph)	0	0	0	0	205	0	641	1107	0	0	823	186
Confl. Peds. (#/hr)						5						5
Heavy Vehicles (%)	0%	0%	0%	7%	0%	0%	2%	1%	0%	0%	0%	1%
Turn Type				Split	NA		Prot	NA			NA	Perm
Protected Phases				8	8		5	2			6	
Permitted Phases												6
Actuated Green, G (s)					16.9		25.8	89.1			59.8	59.8
Effective Green, g (s)					16.9		25.8	89.1			59.8	59.8
Actuated g/C Ratio					0.15		0.22	0.77			0.52	0.52
Clearance Time (s)					4.5		4.5	4.5			3.5	3.5
Vehicle Extension (s)					2.0		2.0	2.0			2.0	2.0
Lane Grp Cap (vph)					276		770	2769			2697	815
v/s Ratio Prot					c0.11		c0.19	c0.31			0.16	
v/s Ratio Perm												0.12
v/c Ratio					0.74		0.83	0.40			0.31	0.23
Uniform Delay, d1					47.0		42.5	4.2			15.7	15.0
Progression Factor					1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2					9.1		7.3	0.4			0.3	0.7
Delay (s)					56.0		49.9	4.7			16.0	15.7
Level of Service					E		D	A			B	B
Approach Delay (s)		0.0			56.0			21.2			15.9	
Approach LOS		A			E			C			B	

Intersection Summary			
HCM 2000 Control Delay	21.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	115.0	Sum of lost time (s)	12.5
Intersection Capacity Utilization	64.4%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	545	574	458	80	138	405	187	763	84	291	477	166
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.0	5.0	4.0	5.0		4.0	5.0		4.0	5.0	4.0
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95		1.00	0.91		0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	0.98		1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.89		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3467	3610	1551	1805	3155		1752	5044		3467	3539	1593
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3467	3610	1551	1805	3155		1752	5044		3467	3539	1593
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	568	598	477	83	144	422	195	795	88	303	497	173
RTOR Reduction (vph)	0	0	358	0	285	0	0	8	0	0	0	74
Lane Group Flow (vph)	568	598	119	83	281	0	195	875	0	303	497	99
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	1%	0%	2%	0%	0%	0%	3%	1%	2%	1%	2%	0%
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA		Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2		1	6	7
Permitted Phases			4									6
Actuated Green, G (s)	25.4	35.0	35.0	11.8	21.4		20.4	57.7		17.5	54.8	80.2
Effective Green, g (s)	25.4	35.0	35.0	11.8	21.4		20.4	57.7		17.5	54.8	80.2
Actuated g/C Ratio	0.18	0.25	0.25	0.08	0.15		0.15	0.41		0.12	0.39	0.57
Clearance Time (s)	4.0	5.0	5.0	4.0	5.0		4.0	5.0		4.0	5.0	4.0
Vehicle Extension (s)	3.0	4.0	4.0	3.0	3.0		3.0	4.0		3.0	4.0	3.0
Lane Grp Cap (vph)	629	902	387	152	482		255	2078		433	1385	912
v/s Ratio Prot	c0.16	c0.17		0.05	0.09		c0.11	c0.17		0.09	0.14	0.02
v/s Ratio Perm			0.08									0.04
v/c Ratio	0.90	0.66	0.31	0.55	0.58		0.76	0.42		0.70	0.36	0.11
Uniform Delay, d1	56.1	47.2	42.7	61.5	55.2		57.5	29.3		58.7	30.2	13.6
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	16.3	2.0	0.6	4.0	1.8		12.8	0.6		4.9	0.7	0.1
Delay (s)	72.4	49.2	43.3	65.5	57.0		70.3	29.9		63.6	30.9	13.7
Level of Service	E	D	D	E	E		E	C		E	C	B
Approach Delay (s)		55.5			58.1			37.2			38.0	
Approach LOS		E			E			D			D	

Intersection Summary			
HCM 2000 Control Delay	47.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	79.0%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	260	513	176	33	517	21	106	28	44	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.91	0.91	0.91
Hourly flow rate (vph)	265	523	180	34	528	21	108	29	45	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		457										
pX, platoon unblocked				0.88			0.88	0.88	0.88	0.88	0.88	
vC, conflicting volume	549			703			1475	1760	352	1457	1839	274
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	549			383			1262	1587	0	1242	1677	274
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	74			97			0	58	95	100	100	100
cM capacity (veh/h)	1024			1042			88	69	957	60	60	729

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1
Volume Total	265	349	354	34	352	197	182
Volume Left	265	0	0	34	0	0	108
Volume Right	0	0	180	0	0	21	45
cSH	1024	1700	1700	1042	1700	1700	108
Volume to Capacity	0.26	0.21	0.21	0.03	0.21	0.12	1.69
Queue Length 95th (ft)	26	0	0	3	0	0	352
Control Delay (s)	9.7	0.0	0.0	8.6	0.0	0.0	415.8
Lane LOS	A			A			F
Approach Delay (s)	2.7			0.5			415.8
Approach LOS							F

Intersection Summary			
Average Delay	45.3		
Intersection Capacity Utilization	49.4%	ICU Level of Service	A
Analysis Period (min)	15		

MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Saturday Mid-Day Peak Hour

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

Intersection #28 Perris Boulevard / Eucalyptus Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.441
Loss Time (sec): 16 Average Delay (sec/veh): 34.7
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	33	33	10	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	32	843	46	84	854	48	31	95	48	37	84	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	843	46	84	854	48	31	95	48	37	84	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	33	882	48	88	893	50	32	99	50	39	88	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	882	48	88	893	50	32	99	50	39	88	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	882	48	88	893	50	32	99	50	39	88	96
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	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.24	0.03	0.05	0.25	0.03	0.02	0.05	0.03	0.02	0.05	0.06
Crit Moves:		****		****			****					****
Green/Cycle:	0.11	0.31	0.31	0.10	0.30	0.30	0.10	0.33	0.33	0.10	0.33	0.33
Volume/Cap:	0.17	0.79	0.10	0.49	0.82	0.10	0.18	0.16	0.09	0.21	0.14	0.18
Delay/Veh:	41.0	35.3	24.6	44.6	37.4	25.2	41.7	23.8	23.2	42.0	23.6	24.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.0	35.3	24.6	44.6	37.4	25.2	41.7	23.8	23.2	42.0	23.6	24.0
LOS by Move:	D	D	C	D	D	C	D	C	C	D	C	C
HCM2kAvgQ:	1	15	1	3	16	1	1	2	1	1	2	2

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Saturday Mid-Day Peak Hour

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

Intersection #29 Perris Boulevard / Cottonwood Avenue

Cycle (sec): 105 Critical Vol./Cap.(X): 0.427
Loss Time (sec): 16 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:	Include			Include			Include			Include		
Min. Green:	10	28	28	10	28	28	10	33	33	10	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0 2	0	1	1 0 2	0	1	1 0 1	0	1	1 0 1	0	1
Volume Module:												
Base Vol:	32	728	50	110	701	75	73	133	45	28	98	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	728	50	110	701	75	73	133	45	28	98	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	33	744	51	112	716	77	75	136	46	29	100	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	744	51	112	716	77	75	136	46	29	100	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:	33	744	51	112	716	77	75	136	46	29	100	79
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	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.21	0.03	0.06	0.20	0.05	0.04	0.07	0.03	0.02	0.05	0.05
Crit Moves:		****		****			****				****	
Green/Cycle:	0.12	0.34	0.34	0.10	0.32	0.32	0.10	0.31	0.31	0.10	0.31	0.31
Volume/Cap:	0.16	0.61	0.09	0.61	0.61	0.15	0.43	0.23	0.09	0.17	0.17	0.15
Delay/Veh:	42.2	30.0	23.9	51.2	31.0	25.4	46.6	26.8	25.5	44.1	26.2	26.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.2	30.0	23.9	51.2	31.0	25.4	46.6	26.8	25.5	44.1	26.2	26.1
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	1	11	1	5	11	2	3	3	1	1	2	2

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Saturday Mid-Day Peak Hour

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

Intersection #30 Perris Boulevard / Alessandro Boulevard

Cycle (sec):	75	Critical Vol./Cap.(X):	0.605
Loss Time (sec):	16	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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	10	19	19	10	15	15	10	15	15
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	281	480	58	116	483	165	203	446	156	92	442	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	281	480	58	116	483	165	203	446	156	92	442	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	287	490	59	118	493	168	207	455	159	94	451	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	287	490	59	118	493	168	207	455	159	94	451	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:	287	490	59	118	493	168	207	455	159	94	451	76
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.03	0.85	0.95	1.03	0.85	0.95	1.03	0.85	0.95	1.03	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	1805	3925	1615	1805	3925	1615	1805	3925	1615	1805	5888	1615
Capacity Analysis Module:												
Vol/Sat:	0.16	0.12	0.04	0.07	0.13	0.10	0.11	0.12	0.10	0.05	0.08	0.05
Crit Moves:	****				****		****				****	
Green/Cycle:	0.19	0.29	0.29	0.15	0.25	0.25	0.14	0.20	0.20	0.14	0.20	0.20
Volume/Cap:	0.82	0.43	0.13	0.43	0.50	0.41	0.82	0.57	0.48	0.38	0.38	0.23
Delay/Veh:	43.3	21.7	19.6	29.8	24.3	24.0	50.2	27.9	27.5	30.5	26.2	25.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.3	21.7	19.6	29.8	24.3	24.0	50.2	27.9	27.5	30.5	26.2	25.6
LOS by Move:	D	C	B	C	C	C	D	C	C	C	C	C
HCM2kAvgQ:	9	6	1	3	6	4	7	6	4	3	4	2

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Saturday Mid-Day Peak Hour

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

Intersection #31 Perris Boulevard / Cactus Avenue

Cycle (sec): 60 Critical Vol./Cap.(X): 0.489
Loss Time (sec): 16 Average Delay (sec/veh): 23.6
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T	- R		L - T	- R		L - T	- R		L - T	- R	
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	118	587	28	114	573	38	28	298	139	30	288	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	587	28	114	573	38	28	298	139	30	288	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:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	122	608	29	118	594	39	29	309	144	31	298	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	608	29	118	594	39	29	309	144	31	298	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	122	608	29	118	594	39	29	309	144	31	298	66
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.03	0.99	0.95	1.03	0.85	0.95	0.98	0.95	0.95	1.01	0.97
Lanes:	1.00	2.86	0.14	1.00	2.00	1.00	1.00	1.35	0.65	1.00	1.63	0.37
Final Sat.:	1805	5572	266	1805	3925	1615	1805	2522	1176	1805	3106	690
Capacity Analysis Module:												
Vol/Sat:	0.07	0.11	0.11	0.07	0.15	0.02	0.02	0.12	0.12	0.02	0.10	0.10
Crit Moves:	****				****			****		****		
Green/Cycle:	0.17	0.19	0.19	0.19	0.22	0.22	0.17	0.18	0.18	0.17	0.17	0.17
Volume/Cap:	0.41	0.56	0.56	0.34	0.68	0.11	0.09	0.68	0.68	0.10	0.56	0.56
Delay/Veh:	23.2	22.5	22.5	21.4	23.7	18.8	21.0	26.0	26.0	21.4	23.8	23.8
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:	23.2	22.5	22.5	21.4	23.7	18.8	21.0	26.0	26.0	21.4	23.8	23.8
LOS by Move:	C	C	C	C	C	B	C	C	C	C	C	C
HCM2kAvgQ:	3	5	5	2	7	1	1	6	6	1	4	4

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Saturday Mid-Day Peak Hour

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

Intersection #32 Perris Boulevard / John F. Kennedy Drive

Cycle (sec):	70	Critical Vol./Cap.(X):	0.385
Loss Time (sec):	16	Average Delay (sec/veh):	23.5
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	15	15	10	15	15	10	16	16	10	16	16
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	133	664	110	90	522	52	53	179	78	99	133	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	133	664	110	90	522	52	53	179	78	99	133	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	139	692	115	94	544	54	55	186	81	103	139	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	692	115	94	544	54	55	186	81	103	139	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	139	692	115	94	544	54	55	186	81	103	139	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.01	0.98	0.95	1.02	0.99	0.95	1.03	0.85	0.95	1.03	0.85
Lanes:	1.00	2.56	0.44	1.00	2.72	0.28	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	4922	815	1805	5264	524	1805	3925	1615	1805	3925	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.14	0.14	0.05	0.10	0.10	0.03	0.05	0.05	0.06	0.04	0.03
Crit Moves:		****		****				****		****		
Green/Cycle:	0.16	0.26	0.26	0.14	0.24	0.24	0.14	0.23	0.23	0.14	0.23	0.23
Volume/Cap:	0.48	0.55	0.55	0.36	0.43	0.43	0.21	0.21	0.22	0.40	0.15	0.12
Delay/Veh:	28.0	22.9	22.9	28.0	22.8	22.8	26.9	22.0	22.2	28.3	21.7	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:	28.0	22.9	22.9	28.0	22.8	22.8	26.9	22.0	22.2	28.3	21.7	21.6
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	3	6	6	2	4	4	1	2	2	3	1	1

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Saturday Mid-Day Peak Hour

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

Intersection #33 Perris Boulevard / Gentian Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.243
Loss Time (sec): 12 Average Delay (sec/veh): 13.2
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	19	19	10	10	0	0	0	0	30	0	30
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	1 0	1 0	3	0 0	0 0	0	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	0	689	38	22	583	0	0	0	0	37	0	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:	0	689	38	22	583	0	0	0	0	37	0	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	762	42	24	645	0	0	0	0	41	0	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	762	42	24	645	0	0	0	0	41	0	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	762	42	24	645	0	0	0	0	41	0	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.90	0.90	0.95	0.91	1.00	1.00	1.00	1.00	0.91	1.00	0.91
Lanes:	0.00	2.84	0.16	1.00	3.00	0.00	0.00	0.00	0.00	0.48	0.00	0.52
Final Sat.:	0	4877	269	1805	5187	0	0	0	0	830	0	897
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.16	0.01	0.12	0.00	0.00	0.00	0.00	0.05	0.00	0.05
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.57	0.57	0.08	0.65	0.00	0.00	0.00	0.00	0.25	0.00	0.25
Volume/Cap:	0.00	0.28	0.28	0.16	0.19	0.00	0.00	0.00	0.00	0.20	0.00	0.20
Delay/Veh:	0.0	13.4	13.4	51.6	8.4	0.0	0.0	0.0	0.0	35.7	0.0	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:	0.0	13.4	13.4	51.6	8.4	0.0	0.0	0.0	0.0	35.7	0.0	35.7
LOS by Move:	A	B	B	D	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	5	5	1	3	0	0	0	0	2	0	2

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

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                     MORENO VALLEY WALMART TIA (JN 08660)
                          Existing (2013) Conditions
                          Saturday Mid-Day Peak Hour
------------------------------------------------------------------------------
                       Level Of Service Computation Report
            2000 HCM Unsignalized Method (Base Volume Alternative)
******************************************************************************
Intersection #36 Perris Boulevard / Santiago Drive
******************************************************************************
Average Delay (sec/veh):      1.2       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:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:        1  0  2  1  0    1  0  2  1  0    0  0  0  0  1    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  682    40    50  569     1     0    0     2    22    0    45
Growth Adj:  1.00 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  682    40    50  569     1     0    0     2    22    0    45
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:     0  740    43    54  618     1     0    0     2    24    0    49
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0  740    43    54  618     1     0    0     2    24    0    49
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx   6.9   7.5  6.5   6.9
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx   3.3   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   784 xxxx xxxxx  xxxx xxxx   206  1077 1490   269
Potent Cap.: xxxx xxxx xxxxx   843 xxxx xxxxx  xxxx xxxx   806   176  125   736
Move Cap.:   xxxx xxxx xxxxx   843 xxxx xxxxx  xxxx xxxx   806   167  117   736
Volume/Cap:  xxxx xxxx  xxxx  0.06 xxxx  xxxx  xxxx xxxx  0.00  0.14 0.00  0.07
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.2 xxxx xxxxx  xxxx xxxx   0.0  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx   9.6 xxxx xxxxx xxxxx xxxx   9.5 xxxxx xxxx xxxxx
LOS by Move:    *    *     *     A    *     *     *    *     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  347 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.8 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 18.1 xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    C     *
ApproachDel:    xxxxxx           xxxxxx              9.5             18.1
ApproachLOS:         *                *                A               C
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
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MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Saturday Mid-Day Peak Hour

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

Intersection #37 Perris Boulevard / Iris Avenue

Cycle (sec): 105 Critical Vol./Cap.(X): 0.480
Loss Time (sec): 16 Average Delay (sec/veh): 39.8
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	31	31	10	31	31	10	34	34	10	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	2 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	171	495	132	206	422	23	28	227	99	126	338	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	171	495	132	206	422	23	28	227	99	126	338	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	186	539	144	224	459	25	30	247	108	137	368	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	539	144	224	459	25	30	247	108	137	368	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:	186	539	144	224	459	25	30	247	108	137	368	112
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.90	0.90	0.95	0.91	0.91	0.95	0.92	0.92
Lanes:	1.00	3.00	1.00	1.00	2.84	0.16	1.00	1.39	0.61	1.00	1.53	0.47
Final Sat.:	1805	5187	1615	1805	4880	266	1805	2398	1046	1805	2670	814
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.09	0.12	0.09	0.09	0.02	0.10	0.10	0.08	0.14	0.14
Crit Moves:		****		****				****		****		
Green/Cycle:	0.11	0.30	0.30	0.13	0.32	0.32	0.10	0.32	0.32	0.10	0.32	0.32
Volume/Cap:	0.93	0.35	0.30	0.93	0.30	0.30	0.18	0.32	0.32	0.80	0.43	0.43
Delay/Veh:	90.3	29.2	29.0	84.6	27.1	27.1	44.2	26.9	26.9	68.9	28.1	28.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	90.3	29.2	29.0	84.6	27.1	27.1	44.2	26.9	26.9	68.9	28.1	28.1
LOS by Move:	F	C	C	F	C	C	D	C	C	E	C	C
HCM2kAvgQ:	9	5	4	11	4	4	1	5	5	6	7	7

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Saturday Mid-Day Peak Hour

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

Intersection #38 Perris Boulevard / Krameria Avenue

Cycle (sec): 115 | Critical Vol./Cap.(X): 0.317
Loss Time (sec): 16 | Average Delay (sec/veh): 40.2
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	28	28	10	24	24	34	34	34	31	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 1	1!	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	17	521	64	85	435	17	27	68	22	80	60	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	521	64	85	435	17	27	68	22	80	60	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	20	604	74	98	504	20	31	79	25	93	70	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	604	74	98	504	20	31	79	25	93	70	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	604	74	98	504	20	31	79	25	93	70	119
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.90	0.90	0.91	0.91	0.91	0.95	1.00	0.85
Lanes:	1.00	2.67	0.33	1.00	2.89	0.11	0.51	1.28	1.21	1.00	1.00	1.00
Final Sat.:	1805	4546	558	1805	4962	194	884	2226	2095	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.13	0.13	0.05	0.10	0.10	0.04	0.04	0.01	0.05	0.04	0.07
Crit Moves:		****		****				****		****		
Green/Cycle:	0.09	0.24	0.24	0.08	0.23	0.23	0.29	0.29	0.29	0.26	0.26	0.26
Volume/Cap:	0.12	0.56	0.56	0.65	0.45	0.45	0.12	0.12	0.04	0.20	0.14	0.28
Delay/Veh:	49.7	40.7	40.7	62.3	40.0	40.0	31.5	31.5	30.7	34.5	33.9	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:	49.7	40.7	40.7	62.3	40.0	40.0	31.5	31.5	30.7	34.5	33.9	35.5
LOS by Move:	D	D	D	E	D	D	C	C	C	C	C	D
HCM2kAvgQ:	1	8	8	5	6	6	2	2	1	3	2	4

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Saturday Mid-Day Peak Hour

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

Intersection #39 Perris Boulevard / San Michele Road

Cycle (sec): 120 | Critical Vol./Cap.(X): 0.158
Loss Time (sec): 16 | Average Delay (sec/veh): 17.6
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			Protected			Protected			Protected		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	10	32	32	10	32	32	10	34	34	10	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0 2		1 0	1 0 2		1 0	1 0 0		1 0	1 0 1		0 1
Volume Module:												
Base Vol:	4	477	0	1	562	43	60	0	4	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:	4	477	0	1	562	43	60	0	4	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	5	544	0	1	641	49	68	0	5	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	544	0	1	641	49	68	0	5	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:	5	544	0	1	641	49	68	0	5	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.90	0.90	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	1.00	2.79	0.21	1.00	0.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	5187	0	1805	4765	365	1805	0	1615	1900	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.00	0.00	0.13	0.13	0.04	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.08	0.63	0.00	0.20	0.75	0.78	0.03	0.00	0.12	0.00	0.00	0.00
Volume/Cap:	0.03	0.17	0.00	0.00	0.18	0.17	1.14	0.00	0.02	0.00	0.00	0.00
Delay/Veh:	50.6	9.0	0.0	38.6	4.4	3.3	216.4	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:	50.6	9.0	0.0	38.6	4.4	3.3	216.4	0.0	47.0	0.0	0.0	0.0
LOS by Move:	D	A	A	D	A	A	F	A	D	A	A	A
HCM2kAvgQ:	0	3	0	0	3	2	6	0	0	0	0	0

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Saturday Mid-Day Peak Hour

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

Intersection #40 Perris Boulevard / Nandina Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.153
Loss Time (sec): 16 Average Delay (sec/veh): 29.4
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	10	31	31	10	31	31	10	41	41	10	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	3	0 1	1 0	1	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	5	539	1	2	482	12	21	0	16	3	1	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	539	1	2	482	12	21	0	16	3	1	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	6	610	1	2	546	14	24	0	18	3	1	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	610	1	2	546	14	24	0	18	3	1	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:	6	610	1	2	546	14	24	0	18	3	1	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.91	0.85	0.95	0.95	0.81	0.95	1.00	0.85
Lanes:	1.00	2.99	0.01	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	5177	10	1805	5187	1615	1805	1805	1534	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.12	0.00	0.11	0.01	0.01	0.00	0.01	0.00	0.00	0.00
Crit Moves:		****		****			****				****	
Green/Cycle:	0.11	0.36	0.36	0.08	0.33	0.42	0.08	0.00	0.34	0.08	0.34	0.34
Volume/Cap:	0.03	0.33	0.33	0.02	0.32	0.02	0.16	0.00	0.03	0.02	0.00	0.00
Delay/Veh:	48.0	28.1	28.1	50.5	29.9	20.6	51.6	0.0	26.3	50.6	26.0	26.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.0	28.1	28.1	50.5	29.9	20.6	51.6	0.0	26.3	50.6	26.0	26.0
LOS by Move:	D	C	C	D	C	C	D	A	C	D	C	C
HCM2kAvgQ:	0	6	6	0	5	0	1	0	0	0	0	0

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Saturday Mid-Day Peak Hour

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

Intersection #41 Perris Boulevard / Harley Knox Boulevard

Cycle (sec): 70 Critical Vol./Cap.(X): 0.414
Loss Time (sec): 12 Average Delay (sec/veh): 10.4
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				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	0	0	29	29	10	0	10	0	0	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	1	0	1	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0
Volume Module:																
Base Vol:	13	407	0	0	459	74	88	0	39	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:	13	407	0	0	459	74	88	0	39	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:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87				
PHF Volume:	15	469	0	0	529	85	101	0	45	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	15	469	0	0	529	85	101	0	45	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:	15	469	0	0	529	85	101	0	45	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	0.95	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	1805	0	1615	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.01	0.25	0.00	0.00	0.28	0.05	0.06	0.00	0.03	0.00	0.00	0.00				
Crit Moves:	****				****		****									
Green/Cycle:	0.14	0.69	0.00	0.00	0.54	0.54	0.14	0.00	0.14	0.00	0.00	0.00				
Volume/Cap:	0.06	0.36	0.00	0.00	0.51	0.10	0.39	0.00	0.19	0.00	0.00	0.00				
Delay/Veh:	26.0	4.8	0.0	0.0	10.6	7.8	28.2	0.0	26.9	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	26.0	4.8	0.0	0.0	10.6	7.8	28.2	0.0	26.9	0.0	0.0	0.0				
LOS by Move:	C	A	A	A	B	A	C	A	C	A	A	A				
HCM2kAvgQ:	0	4	0	0	8	1	2	0	1	0	0	0				

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Saturday Mid-Day Peak Hour

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

Intersection #42 Perris Boulevard / Ramona Expressway

Cycle (sec):	115	Critical Vol./Cap.(X):	0.439
Loss Time (sec):	16	Average Delay (sec/veh):	37.4
Optimal Cycle: OPTIMIZED		Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	44	44	10	44	44	10	36	36	10	36	36
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	1 1	0	2 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	142	284	111	257	267	94	109	789	65	123	734	163
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	142	284	111	257	267	94	109	789	65	123	734	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	149	298	116	270	280	99	114	828	68	129	770	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	298	116	270	280	99	114	828	68	129	770	171
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	149	298	116	270	280	99	114	828	68	129	770	171
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	0.91	0.91	0.92	0.91	0.85	0.92	0.89	0.89
Lanes:	2.00	2.00	1.00	2.00	1.48	0.52	2.00	3.00	1.00	2.00	2.45	0.55
Final Sat.:	3502	3610	1615	3502	2566	903	3502	5187	1615	3502	4130	917
Capacity Analysis Module:												
Vol/Sat:	0.04	0.08	0.07	0.08	0.11	0.11	0.03	0.16	0.04	0.04	0.19	0.19
Crit Moves:		****		****			****				****	
Green/Cycle:	0.09	0.38	0.38	0.09	0.38	0.38	0.09	0.31	0.31	0.09	0.31	0.31
Volume/Cap:	0.49	0.22	0.19	0.89	0.29	0.29	0.38	0.51	0.14	0.43	0.60	0.60
Delay/Veh:	51.9	24.4	24.2	79.1	25.2	25.2	50.9	33.1	28.9	51.3	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:	51.9	24.4	24.2	79.1	25.2	25.2	50.9	33.1	28.9	51.3	34.6	34.6
LOS by Move:	D	C	C	E	C	C	D	C	C	D	C	C
HCM2kAvgQ:	3	4	3	8	5	5	2	9	2	3	11	11

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Saturday Mid-Day Peak Hour

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

Intersection #43 Kitching Street / Cactus Avenue

Cycle (sec): 60 Critical Vol./Cap.(X): 0.351
Loss Time (sec): 16 Average Delay (sec/veh): 21.8
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	91	196	14	31	169	33	30	281	89	11	273	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	196	14	31	169	33	30	281	89	11	273	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	98	212	15	33	183	36	32	303	96	12	295	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	212	15	33	183	36	32	303	96	12	295	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	98	212	15	33	183	36	32	303	96	12	295	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	1.02	1.02	0.98	1.03	0.88	0.98	1.00	1.00	0.98	1.02	1.02
Lanes:	1.00	1.87	0.13	1.00	1.00	1.00	1.00	1.52	0.48	1.00	1.83	0.17
Final Sat.:	1865	3627	259	1865	1963	1668	1865	2874	910	1865	3537	337
Capacity Analysis Module:												
Vol/Sat:	0.05	0.06	0.06	0.02	0.09	0.02	0.02	0.11	0.11	0.01	0.08	0.08
Crit Moves:	****				****			****		****		
Green/Cycle:	0.17	0.18	0.18	0.18	0.19	0.19	0.19	0.21	0.21	0.17	0.19	0.19
Volume/Cap:	0.32	0.33	0.33	0.10	0.50	0.11	0.09	0.50	0.50	0.04	0.44	0.44
Delay/Veh:	22.6	21.9	21.9	20.8	22.9	20.4	20.2	21.3	21.3	21.0	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:	22.6	21.9	21.9	20.8	22.9	20.4	20.2	21.3	21.3	21.0	21.9	21.9
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	2	2	2	1	4	1	1	4	4	0	3	3

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Saturday Mid-Day Peak Hour

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

Intersection #44 Kitching Street / John F. Kennedy Drive

Cycle (sec):	60	Critical Vol./Cap.(X):	0.429
Loss Time (sec):	16	Average Delay (sec/veh):	22.9
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1	1 0	1 0	2 0	1
Volume Module:												
Base Vol:	77	185	9	22	169	27	31	229	116	13	147	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	185	9	22	169	27	31	229	116	13	147	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	81	194	9	23	177	28	32	240	121	14	154	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	194	9	23	177	28	32	240	121	14	154	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	81	194	9	23	177	28	32	240	121	14	154	15
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.24	1.24	1.24	1.24	1.24	1.24	1.05	1.05	1.05	1.05	1.10	0.94
Lanes:	0.28	0.69	0.03	0.10	0.78	0.12	1.00	1.33	0.67	1.00	2.00	1.00
Final Sat.:	672	1614	79	238	1825	292	1986	2636	1335	1986	4180	1777
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.10	0.10	0.10	0.02	0.09	0.09	0.01	0.04	0.01
Crit Moves:		****		****				****		****		
Green/Cycle:	0.22	0.22	0.22	0.18	0.18	0.18	0.17	0.17	0.17	0.17	0.17	0.17
Volume/Cap:	0.54	0.54	0.54	0.54	0.54	0.54	0.10	0.54	0.54	0.04	0.22	0.05
Delay/Veh:	21.9	21.9	21.9	23.9	23.9	23.9	21.3	23.8	23.8	21.0	21.8	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:	21.9	21.9	21.9	23.9	23.9	23.9	21.3	23.8	23.8	21.0	21.8	21.1
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	6	6	6	5	5	5	1	4	4	0	2	0

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Saturday Mid-Day Peak Hour

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

Intersection #45 Kitching Street / Iris Avenue

Cycle (sec):	70	Critical Vol./Cap.(X):	0.376
Loss Time (sec):	16	Average Delay (sec/veh):	22.5
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	56	98	60	30	116	67	71	517	84	76	565	94
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	98	60	30	116	67	71	517	84	76	565	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	59	103	63	31	122	70	75	542	88	80	593	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	103	63	31	122	70	75	542	88	80	593	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:	59	103	63	31	122	70	75	542	88	80	593	99
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.97	0.97	0.98	0.98	0.98	0.98	1.01	1.01	0.98	1.03	0.88
Lanes:	1.00	1.24	0.76	1.00	1.27	0.73	1.00	1.72	0.28	1.00	2.00	1.00
Final Sat.:	1865	2296	1406	1865	2351	1358	1865	3306	537	1865	3925	1668
Capacity Analysis Module:												
Vol/Sat:	0.03	0.04	0.04	0.02	0.05	0.05	0.04	0.16	0.16	0.04	0.15	0.06
Crit Moves:	****				****			****		****		
Green/Cycle:	0.14	0.14	0.14	0.14	0.14	0.14	0.24	0.34	0.34	0.14	0.25	0.39
Volume/Cap:	0.22	0.31	0.31	0.12	0.36	0.36	0.17	0.48	0.48	0.30	0.61	0.15
Delay/Veh:	27.0	27.3	27.3	26.4	27.5	27.5	21.5	18.4	18.4	27.5	24.3	13.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.0	27.3	27.3	26.4	27.5	27.5	21.5	18.4	18.4	27.5	24.3	13.8
LOS by Move:	C	C	C	C	C	C	C	B	B	C	C	B
HCM2kAvgQ:	1	2	2	1	2	2	2	7	7	2	7	2

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing (2013) Conditions
Saturday Mid-Day Peak Hour

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

Intersection #46 Lasselle Street / Iris Avenue

Cycle (sec): 120 | Critical Vol./Cap.(X): 0.349
Loss Time (sec): 16 | 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:	Ovl			Include			Include			Include		
Min. Green:	10	41	41	10	41	41	10	34	34	10	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	148	311	167	171	260	62	124	243	146	225	330	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	148	311	167	171	260	62	124	243	146	225	330	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	155	325	175	179	272	65	130	254	153	235	345	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	325	175	179	272	65	130	254	153	235	345	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	155	325	175	179	272	65	130	254	153	235	345	62
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	0.91	0.85	0.92	0.89	0.89
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	2.54	0.46
Final Sat.:	3502	3610	1615	3502	3610	1615	3502	5187	1615	3502	4299	769
Capacity Analysis Module:												
Vol/Sat:	0.04	0.09	0.11	0.05	0.08	0.04	0.04	0.05	0.09	0.07	0.08	0.08
Crit Moves:		****		****					****	****		
Green/Cycle:	0.09	0.34	0.48	0.10	0.36	0.36	0.10	0.28	0.28	0.14	0.33	0.33
Volume/Cap:	0.50	0.26	0.23	0.49	0.21	0.11	0.39	0.17	0.33	0.49	0.25	0.25
Delay/Veh:	53.6	28.7	18.4	51.8	26.8	25.8	51.7	32.5	34.5	48.7	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:	53.6	28.7	18.4	51.8	26.8	25.8	51.7	32.5	34.5	48.7	29.8	29.8
LOS by Move:	D	C	B	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	3	4	4	4	4	2	3	3	5	5	4	4

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

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APPENDIX 3.3

Existing (2013) Conditions
Traffic Signal Warrant Analysis Worksheets

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Existing (2013) Conditions - Weekday PM Peak Hour**

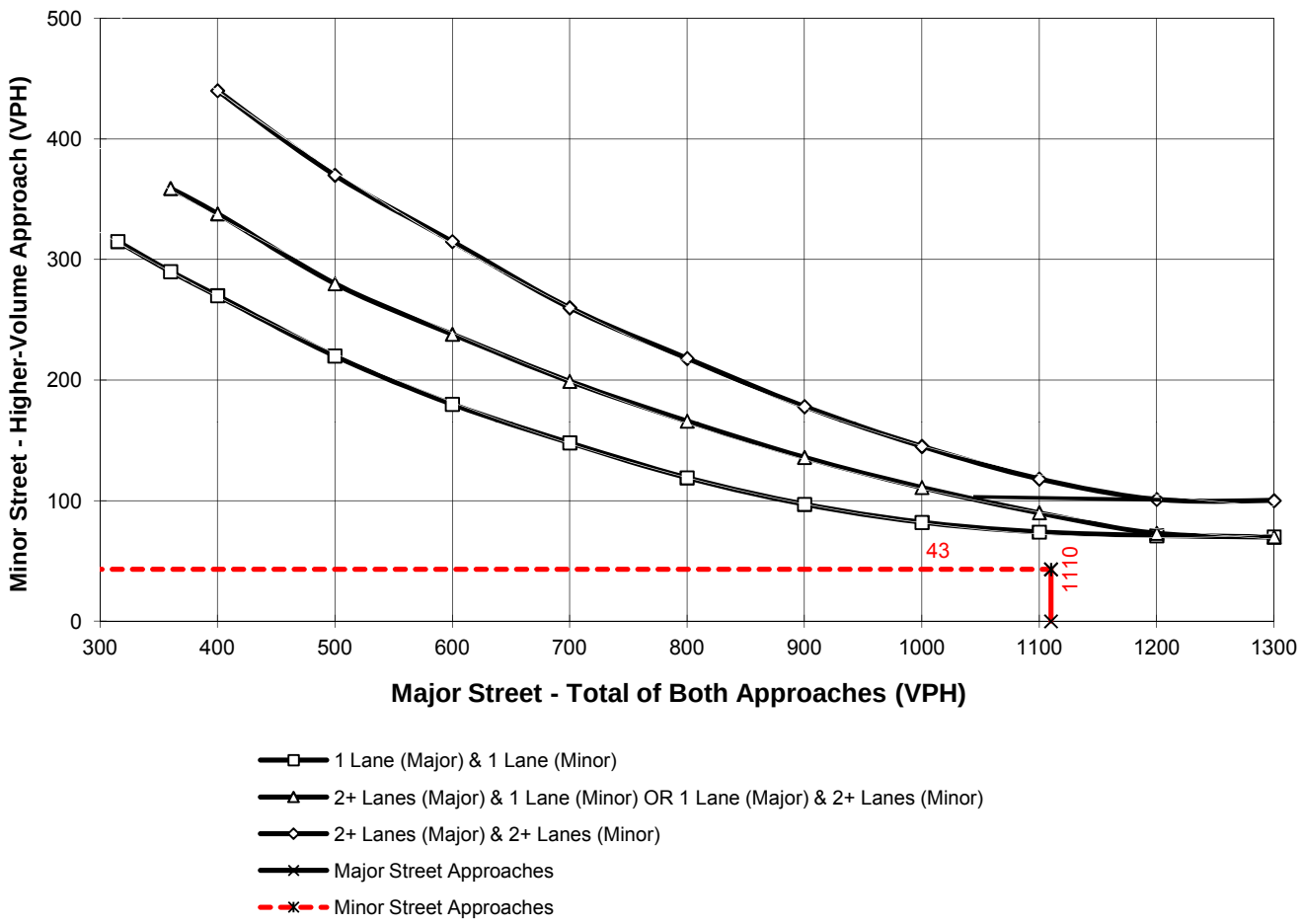
Major Street Name = **Heacock St.**

Total of Both Approaches (VPH) = **1110**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Gentian Ave.**

High Volume Approach (VPH) = **43**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

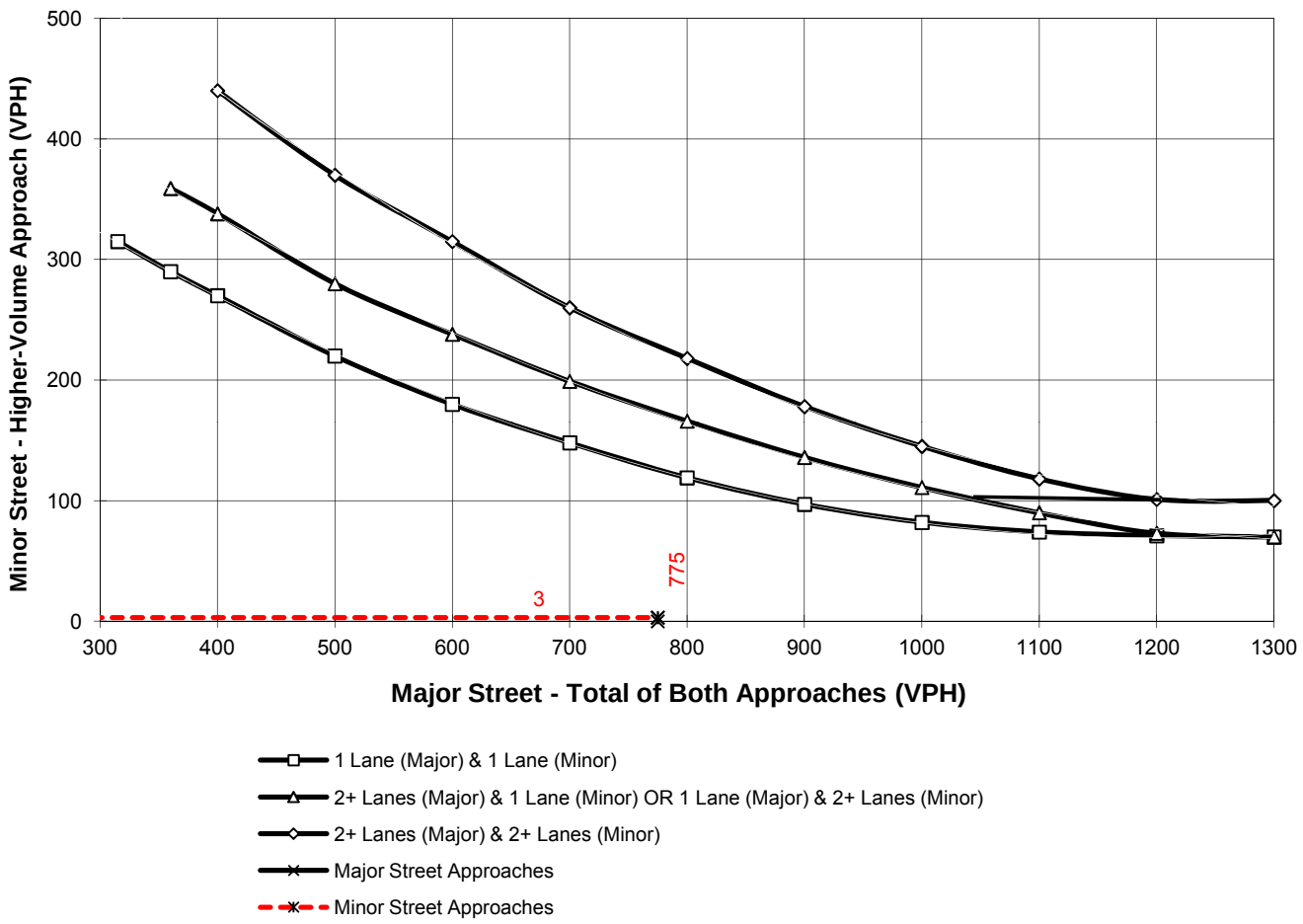
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Existing (2013) Conditions - Weekday PM Peak Hour**

Major Street Name = **Harley Knox Blvd.**
Total of Both Approaches (VPH) = **775**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Heacock St.**
High Volume Approach (VPH) = **3**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **Existing (2013) Conditions - Weekday AM Peak Hour**

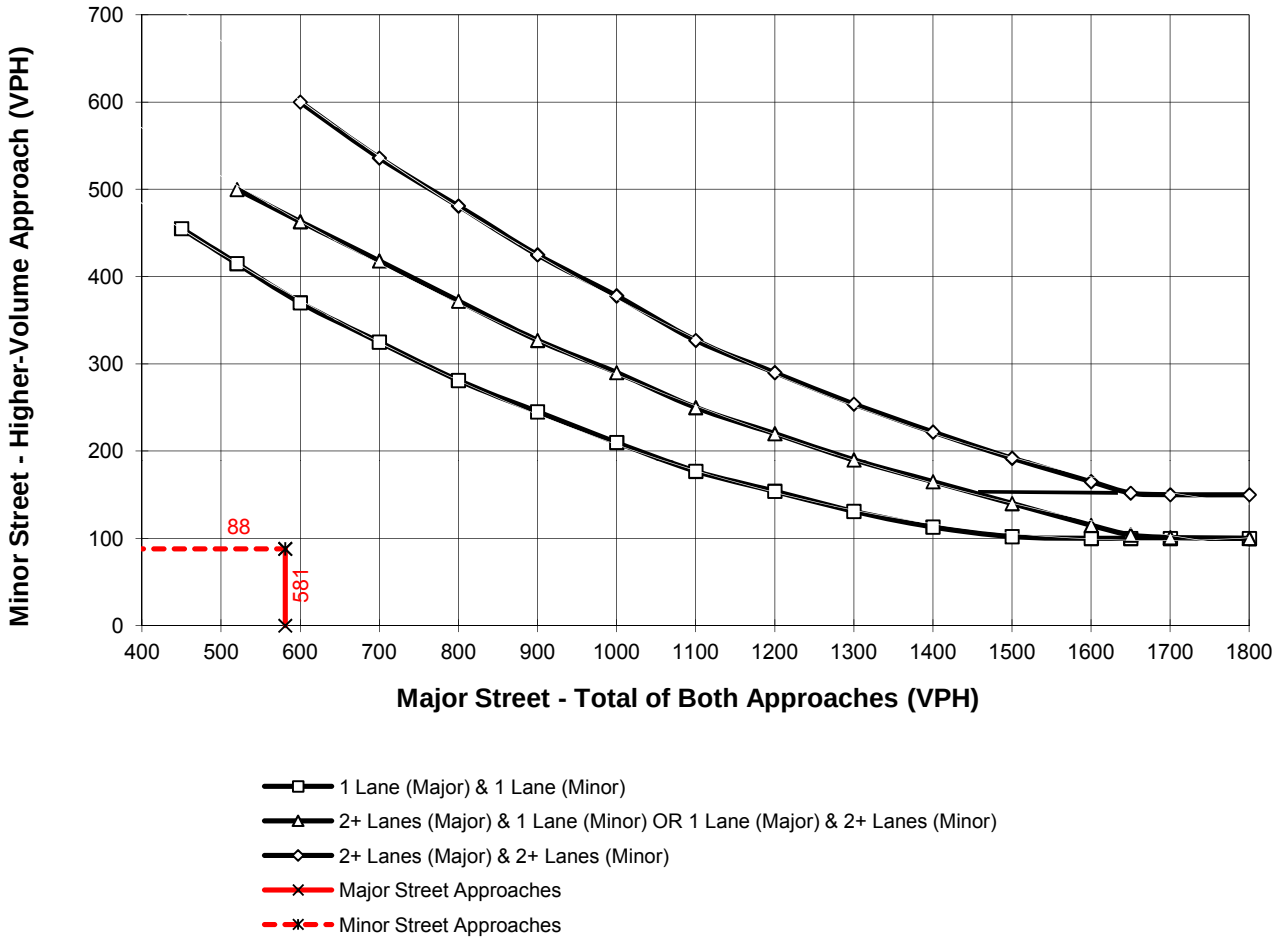
Major Street Name = **Indian Street**

Total of Both Approaches (VPH) = **581**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Gentian Avenue**

High Volume Approach (VPH) = **88**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **Existing (2013) Conditions - Weekday AM Peak Hour**

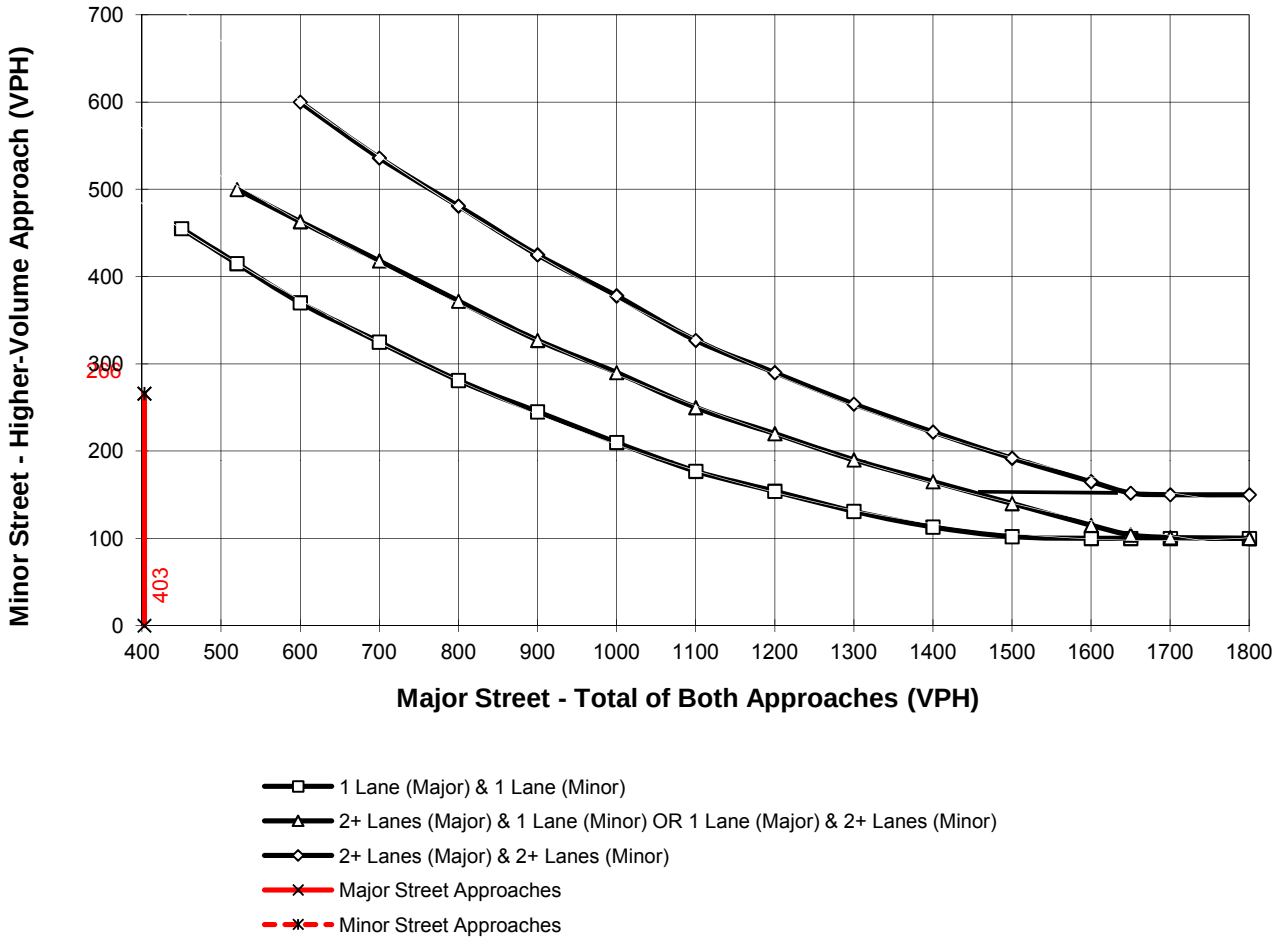
Major Street Name = **Indian Street**

Total of Both Approaches (VPH) = **403**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Krameria Avenue**

High Volume Approach (VPH) = **266**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

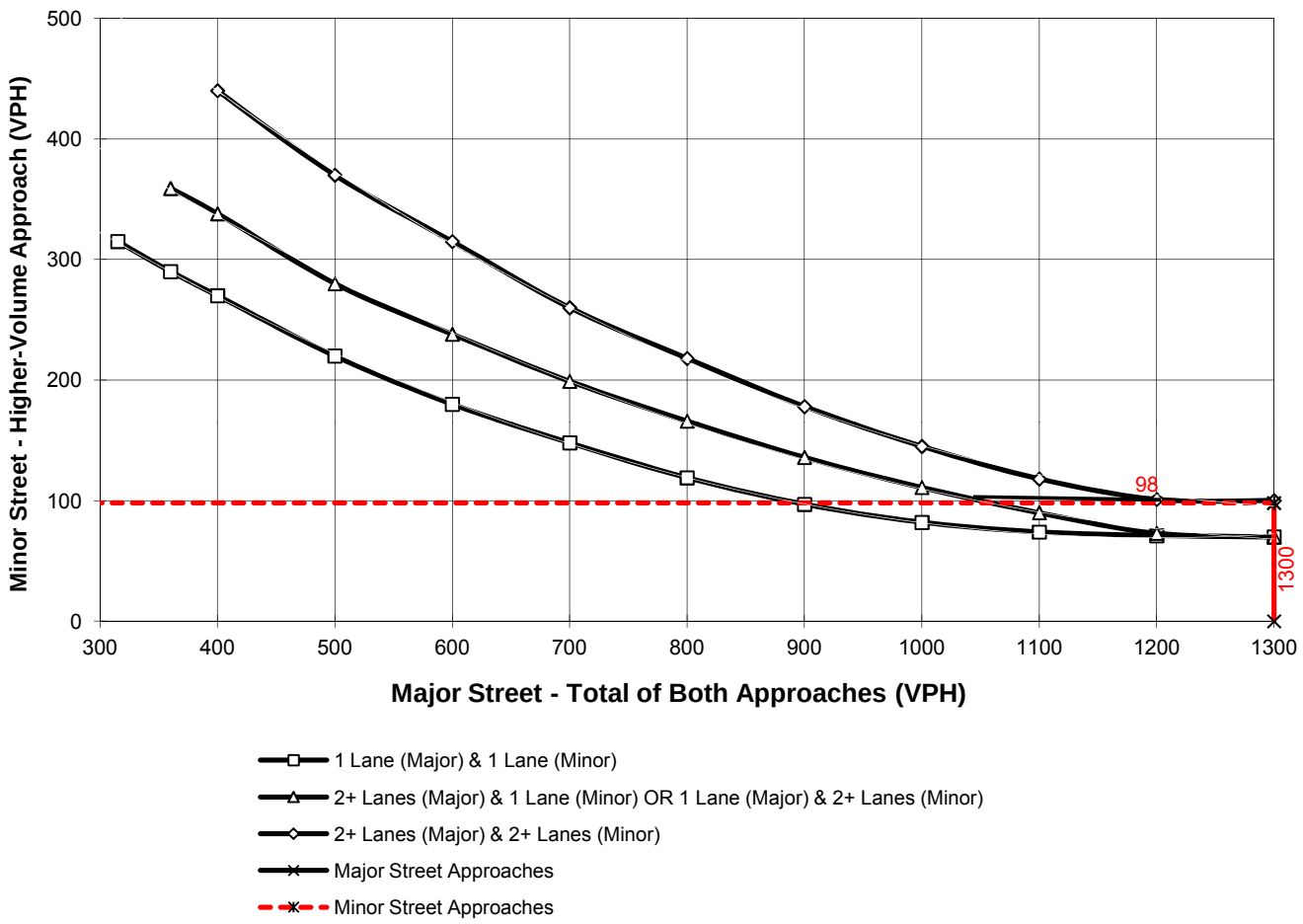
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Existing (2013) Conditions - Weekday PM Peak Hour**

Major Street Name = **Perris Boulevard**
Total of Both Approaches (VPH) = **1308**
Number of Approach Lanes Major Street = **3**

Minor Street Name = **Santiago Drive.**
High Volume Approach (VPH) = **98**
Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

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APPENDIX 3.4

Existing (2013) Conditions
Progression Analysis Worksheets

Lane Group	EBT	EBR	WBL	WBT	SBR
Lane Group Flow (vph)	291	10	389	820	178
v/c Ratio	0.18	0.02	0.78	0.29	0.26
Control Delay	13.1	0.0	36.2	2.1	2.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	13.1	0.0	36.2	2.1	2.6
Queue Length 50th (ft)	39	0	164	33	0
Queue Length 95th (ft)	74	0	259	44	26
Internal Link Dist (ft)	199			297	
Turn Bay Length (ft)					
Base Capacity (vph)	1582	632	724	3290	1109
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.18	0.02	0.54	0.25	0.16

Intersection Summary

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	11	697	1487	184	100	26	23
v/c Ratio	0.09	0.31	0.67	0.66	0.27	0.11	0.09
Control Delay	8.6	6.2	9.8	34.8	20.1	19.8	6.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.6	6.2	9.8	34.8	20.1	19.8	6.0
Queue Length 50th (ft)	1	53	158	68	30	9	0
Queue Length 95th (ft)	10	104	297	113	59	24	12
Internal Link Dist (ft)		174	278		327		167
Turn Bay Length (ft)	175			130		100	
Base Capacity (vph)	116	2216	2234	472	619	411	429
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.31	0.67	0.39	0.16	0.06	0.05

Intersection Summary

Lane Group	EBT	WBT	SBL
Lane Group Flow (vph)	304	393	741
v/c Ratio	0.14	0.18	0.80
Control Delay	7.7	7.9	37.0
Queue Delay	0.0	0.0	0.0
Total Delay	7.7	7.9	37.0
Queue Length 50th (ft)	33	44	198
Queue Length 95th (ft)	50	63	191
Internal Link Dist (ft)	1259	587	530
Turn Bay Length (ft)			300
Base Capacity (vph)	2162	2204	1338
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.14	0.18	0.55

Intersection Summary

Lane Group	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	274	530	1079	855	395
v/c Ratio	0.79	0.81	0.40	0.31	0.39
Control Delay	52.7	54.5	5.7	16.2	3.1
Queue Delay	0.0	0.0	0.6	0.0	0.0
Total Delay	52.7	54.5	6.2	16.2	3.1
Queue Length 50th (ft)	158	195	120	121	0
Queue Length 95th (ft)	234	243	201	190	56
Internal Link Dist (ft)	1249		410	140	
Turn Bay Length (ft)		50			
Base Capacity (vph)	627	771	2681	2764	1024
Starvation Cap Reductn	0	0	1077	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.44	0.69	0.67	0.31	0.39

Intersection Summary

Lane Group	EBT	EBR	WBL	WBT	SBR
Lane Group Flow (vph)	467	79	555	432	137
v/c Ratio	0.33	0.12	0.84	0.15	0.15
Control Delay	17.7	4.5	38.1	1.6	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	17.7	4.5	38.1	1.6	0.3
Queue Length 50th (ft)	85	0	263	15	0
Queue Length 95th (ft)	122	25	#443	22	0
Internal Link Dist (ft)	199			297	
Turn Bay Length (ft)					
Base Capacity (vph)	1412	637	659	2871	1254
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.33	0.12	0.84	0.15	0.11

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	20	1014	1705	28	38	78	39
v/c Ratio	0.16	0.38	0.63	0.20	0.16	0.45	0.19
Control Delay	7.5	4.0	6.4	27.5	24.9	33.4	20.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.5	4.0	6.4	27.5	24.9	33.4	20.1
Queue Length 50th (ft)	2	60	144	10	13	29	9
Queue Length 95th (ft)	13	113	267	30	35	62	32
Internal Link Dist (ft)		174	278		327		167
Turn Bay Length (ft)	175			130		100	
Base Capacity (vph)	125	2649	2696	370	641	470	524
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.38	0.63	0.08	0.06	0.17	0.07

Intersection Summary

Lane Group	EBT	WBT	SBL
Lane Group Flow (vph)	723	452	1389
v/c Ratio	0.40	0.25	1.02
Control Delay	14.6	13.1	57.0
Queue Delay	0.0	0.0	0.0
Total Delay	14.6	13.1	57.0
Queue Length 50th (ft)	127	72	~413
Queue Length 95th (ft)	147	90	#465
Internal Link Dist (ft)	1259	587	530
Turn Bay Length (ft)			300
Base Capacity (vph)	1806	1806	1365
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.40	0.25	1.02

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	283	505	1231	945	321
v/c Ratio	0.79	0.80	0.46	0.34	0.32
Control Delay	55.8	54.7	6.7	17.0	3.1
Queue Delay	0.0	0.0	0.7	0.0	0.0
Total Delay	55.8	54.7	7.5	17.0	3.1
Queue Length 50th (ft)	180	186	156	139	0
Queue Length 95th (ft)	256	233	253	215	52
Internal Link Dist (ft)	1249		410	140	
Turn Bay Length (ft)		50			
Base Capacity (vph)	610	772	2703	2751	988
Starvation Cap Reductn	0	0	1035	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.46	0.65	0.74	0.34	0.32

Intersection Summary

Lane Group	EBT	EBR	WBL	WBT	SBR
Lane Group Flow (vph)	256	12	283	137	68
v/c Ratio	0.14	0.02	0.71	0.06	0.06
Control Delay	9.7	0.0	34.6	1.6	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	9.7	0.0	34.6	1.6	0.1
Queue Length 50th (ft)	27	0	110	4	0
Queue Length 95th (ft)	54	0	184	8	0
Internal Link Dist (ft)	199			297	
Turn Bay Length (ft)					
Base Capacity (vph)	1803	792	858	2897	1428
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.14	0.02	0.33	0.05	0.05

Intersection Summary

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	9	622	910	25	19	54	12
v/c Ratio	0.02	0.22	0.32	0.22	0.10	0.32	0.04
Control Delay	3.1	2.5	2.9	29.8	22.8	31.1	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	3.1	2.5	2.9	29.8	22.8	31.1	0.3
Queue Length 50th (ft)	1	28	48	9	5	20	0
Queue Length 95th (ft)	4	54	87	28	21	48	0
Internal Link Dist (ft)		174	278		327		167
Turn Bay Length (ft)	175			130		100	
Base Capacity (vph)	402	2815	2858	362	591	514	614
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.22	0.32	0.07	0.03	0.11	0.02

Intersection Summary

Lane Group	EBT	WBT	SBL
Lane Group Flow (vph)	734	517	995
v/c Ratio	0.36	0.26	0.85
Control Delay	12.2	11.2	35.1
Queue Delay	0.0	0.0	0.0
Total Delay	12.2	11.2	35.1
Queue Length 50th (ft)	113	74	264
Queue Length 95th (ft)	173	117	313
Internal Link Dist (ft)	1259	587	530
Turn Bay Length (ft)			300
Base Capacity (vph)	2011	2011	1364
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.36	0.26	0.73

Intersection Summary

Lane Group	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	234	641	1107	823	357
v/c Ratio	0.76	0.83	0.40	0.31	0.36
Control Delay	55.7	52.4	5.2	17.5	3.2
Queue Delay	0.0	0.0	0.6	0.0	0.0
Total Delay	55.7	52.4	5.8	17.5	3.2
Queue Length 50th (ft)	145	234	116	123	0
Queue Length 95th (ft)	217	285	194	187	56
Internal Link Dist (ft)	1249		410	140	
Turn Bay Length (ft)		50			
Base Capacity (vph)	605	813	2767	2694	986
Starvation Cap Reductn	0	0	1136	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.39	0.79	0.68	0.31	0.36

Intersection Summary

APPENDIX 4.1

Post-Processing Worksheets
For General Plan Buildout (Post-2035) Without Project Conditions

INPUT DATA

Project: ==========>	Moreno Valley Walmart	<===	Job #: 08660
Scenario: ==========>	GP Buildout Post 2035 Without Project	<===	Analyst: CS
Existing Conditions Model Run ID: ==>	RivTAM for MV-Existing Base Model	<===	Date: 6/5/2013
Future Conditions Model Run ID: ==>	RivTAM-Moreno Valley GP	<===	

LOCATION: **I-215 Southbound Ramps / Cactus Avenue**

AM PEAK HOUR

EXISTING TURNING MOVEMENT VOLUMES:

2013

205 0 0
< v >
0 ^ ^ **0**
293 > Total = 2,077 < **777**
10 v v **366**
< ^ >
0 0 426

EXISTING MODEL YEAR:

2008

530 0
v ^
143 < IN = 946 < **374**
30 > OUT = 946 > **558**
v ^
245 12

FUTURE MODEL YEAR:

2035

696 0
v ^
1840 < IN = 3130 < **1329**
768 > OUT = 3130 > **773**
v ^
517 337

EXISTING (COUNTED) ADTs BY LEG:

2013

1,700
N
13,400 W **LEG** E **23,500**
S
13,900

REFINED FUTURE ADT'S BY LEG:

2035

9,000
N
42,000 W **LEG** E **42,000**
S
12,000

PM PEAK HOUR

EXISTING TURNING MOVEMENT VOLUMES:

2013

141 0 0
< v >
0 ^ ^ **0**
467 > Total = 2,184 < **420**
87 v v **529**
< ^ >
0 0 540

EXISTING MODEL YEAR:

2008

510 0
v ^
418 < IN = 1206 < **626**
70 > OUT = 1206 > **567**
v ^
221 0

FUTURE MODEL YEAR:

2035

349 0
v ^
1172 < IN = 3931 < **1723**
1836 > OUT = 3931 > **1769**
v ^
990 23

EXISTING (COUNTED) ADTs BY LEG:

2013

1,700
N
13,400 W + E 23,500
S
13,900

REFINED FUTURE ADT'S BY LEG:

2035

9,000
N
42,000 W + E 42,000
S
12,000

U: \ UcJobs \ _08600-09000 \ _08600 \ 08660 \ Post-Processing \ [01 I-215 SB Ramps_Cactus.xls]Input (1)

Project: Moreno Valley Walmart
Scenario: GP Buildout Post 2035 Without Project

Job #: 08660
Analyst: CS
Date: 6/5/2013

LOCATION: I-215 Southbound Ramps / Cactus Avenue

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION

AM

EXISTING COUNT YEAR:
2013

		205	0		
		v	^		
982	< IN	=	2077	<	1143
303	> OUT	=	2077	>	719
		v	^		
		376	426		

GROWTH CALCULATION DECISION RULE
MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		MUL	MUL		
		v	^		
ADD	<			<	ADD
ADD	>			>	ADD
		v	^		
		ADD	ADD		

MINIMUM GROWTH %s 2008 TO 2035

		0%	0%		
		v	^		
0%	<			<	0%
0%	>			>	0%
		v	^		
		-14%	-14%		

REFINED GROWTH: 2008 TO 2035

		65	0		
		v	^		
1700	<			<	960
740	>			>	220
		v	^		
		270	330		

PRORATED GROWTH: 2013 TO 2035
22 YEARS

		50	0		
		v	^		
1390	<			<	780
600	>			>	180
		v	^		
		220	270		

NEW PROJECTED VOLUMES: 2035

		260	0		
		v	^		
2370	< IN	=	3780	<	1920
900	> OUT	=	3870	>	900
		v	^	*	
		600	700		

PM

EXISTING COUNT YEAR:
2013

		141	0		
		v	^		
561	< IN	=	2184	<	949
554	> OUT	=	2184	>	1007
		v	^		
		616	540		

MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		MIN	MUL		
		v	^		
ADD	<			<	ADD
ADD	>			>	ADD
		v	^		
		ADD	ADD		

		0%	0%		
		v	^		
0%	<			<	0%
0%	>			>	0%
		v	^		
		-14%	-14%		

ADJUSTED GROWTH: 2008 TO 2035

		0	0		
		v	^		
750	<			<	1100
1770	>			>	1200
		v	^		
		770	20		

PRORATED GROWTH: 2013 TO 2035
22 YEARS

		0	0		
		v	^		
610	<			<	900
1440	>			>	980
		v	^		
		630	20		

NEW PROJECTED VOLUMES: 2035

		140	0		
		v	^		
1204	< IN	=	4540	<	1850
1990	> OUT	=	4540	>	2049
		v	^	*	
		1287	560		

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs_08600-09000_08600\08660\Post-Processing\[01 I-215 SB Ramps_Cactus.xls] Growth Summary (2)

Project:	Moreno Valley Walmart	Job #:	08660
Scenario:	GP Buildout Post 2035 Without Project	Analyst:	CS
		Date:	6/5/2013

LOCATION: I-215 Southbound Ramps / Cactus Avenue
FORECAST YEAR: 2035

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	426	532	106	25%	540	547	7	1%
	NB Total	426	532	106	25%	540	547	7	1%
SOUTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	205	314	109	53%	141	144	3	2%
	SB Total	205	314	109	53%	141	144	3	2%
EAST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	293	368	75	26%	467	1,501	1,034	221%
	Right	10	395	385	3850%	87	459	372	428%
	EB Total	303	763	460	152%	554	1,960	1,406	254%
WEST BOUND	Left	366	205	-161	-44%	529	828	299	57%
	Through	777	2,056	1,279	165%	420	1,060	640	152%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	WB Total	1,143	2,261	1,118	98%	949	1,888	939	99%
TOTAL ENTERING VOLUME		2,077	3,870	1793	86%	2,184	4,539	2355	108%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	314	144			
North Leg	Outbound	0	0			
North Leg	**TOTAL**	**314**	**144**	**3%**	**2%**	**9,000**
South Leg	Inbound	532	547			
South Leg	Outbound	600	1,287			
South Leg	**TOTAL**	**1,132**	**1,834**	**9%**	**15%**	**12,000**
East Leg	Inbound	2,261	1,888			
East Leg	Outbound	900	2,048			
East Leg	**TOTAL**	**3,161**	**3,936**	**8%**	**9%**	**42,000**
West Leg	Inbound	763	1,960			
West Leg	Outbound	2,370	1,204			
West Leg	**TOTAL**	**3,133**	**3,164**	**7%**	**8%**	**42,000**
OVERALL TOTAL		***7,740***	***9,078***	***7%***	***9%***	***105,000***

U:\UcJobs_08600-09000_08600\08660\Post-Processing\[01 I-215 SB Ramps_Cactus.xls]Output (3)

INPUT DATA

Project:	==========>	Moreno Valley Walmart	<===	Job #:	08660
Scenario:	==========>	GP Buildout Post 2035 Without Project	<===	Analyst:	CS
Existing Conditions Model Run ID:	==>	RivTAM for MV-Existing Base Model	<===	Date:	6/5/2013
Future Conditions Model Run ID:	==>	RivTAM-Moreno Valley GP	<===		

LOCATION: **I-215 Northbound Ramps / Cactus Avenue**

AM PEAK HOUR

EXISTING TURNING MOVEMENT VOLUMES:

2013			**36**	**0**	**28**	
			<	v	>	
	15	^			^	**144**
	675	>		Total =	2,537 <	**1335**
	30	v			v	**0**
			<	^	>	
			176	**87**	**11**	

EXISTING MODEL YEAR:

2008				**118**	**292**	
				v	^	
	374	<	IN =	1704 <		**774**
	558	>	OUT =	1703 >		**783**
				v	^	
				254	**254**	

FUTURE MODEL YEAR:

2035				**1100**	**1685**	
				v	^	
	1329	<	IN =	4306 <		**1850**
	773	>	OUT =	4306 >		**988**
				v	^	
				304	**583**	

EXISTING (COUNTED) ADTs BY LEG:

2013				**2,800**		
				N		
	23,500	W		**LEG**	E	**30,200**
				S		
				2,200		

REFINED FUTURE ADT'S BY LEG:

2035				**39,000**		
				N		
	42,000	W		**LEG**	E	**38,000**
				S		
				14,000		

PM PEAK HOUR

EXISTING TURNING MOVEMENT VOLUMES:

2013			**35**	**3**	**72**	
			<	v	>	
	22	^			^	**64**
	851	>		Total =	2,755 <	**1528**
	113	v			v	**0**
			<	^	>	
			32	**34**	**1**	

EXISTING MODEL YEAR:

2008				**347**	**66**	
				v	^	
	626	<	IN =	2004 <		**935**
	567	>	OUT =	2005 >		**879**
				v	^	
				434	**155**	

FUTURE MODEL YEAR:

2035				**1619**	**1245**	
				v	^	
	1723	<	IN =	5492 <		**1738**
	1769	>	OUT =	5492 >		**2194**
				v	^	
				330	**366**	

EXISTING (COUNTED) ADTs BY LEG:

2013				2,800		
				N		
	23,500	W		+	E	30,200
				S		
				2,200		

REFINED FUTURE ADT'S BY LEG:

2035				39,000		
				N		
	42,000	W		+	E	38,000
				S		
				14,000		

U: \ UcJobs \ _08600-09000 \ _08600 \ 08660 \ Post-Processing \ [02 I-215 NB Ramps_Cactus.xls]Input (1)

Project: Moreno Valley Walmart
Scenario: GP Buildout Post 2035 Without Project

Job #: 08660
Analyst: CS
Date: 6/5/2013

LOCATION: I-215 Northbound Ramps / Cactus Avenue

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION

AM

EXISTING COUNT YEAR:
2013

		64	246		
		v	^		
1547	< IN	=	2537	<	1479
720	> OUT	=	2537	>	714
		v	^		
		30	274		

GROWTH CALCULATION DECISION RULE
MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		MUL	MUL		
		v	^		
ADD	<			<	ADD
ADD	>			>	MUL
		v	^		
		MUL	ADD		

MINIMUM GROWTH %s 2008 TO 2035

		0%	0%		
		v	^		
0%	<			<	0%
0%	>			>	0%
		v	^		
		0%	0%		

REFINED GROWTH: 2008 TO 2035

		536	1174		
		v	^		
960	<			<	1080
220	>			>	186
		v	^		
		10	330		

PRORATED GROWTH: 2013 TO 2035
22 YEARS

		440	960		
		v	^		
780	<			<	880
180	>			>	150
		v	^		
		10	270		

NEW PROJECTED VOLUMES: 2035

		500	1210		
		v	^		
2330	< IN	=	4300	<	2360
900	> OUT	=	4440	>	860
		v	^	*	
		40	540		

PM

EXISTING COUNT YEAR:
2013

		110	120		
		v	^		
1595	< IN	=	2755	<	1592
986	> OUT	=	2755	>	924
		v	^		
		116	67		

MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		MUL	ADD		
		v	^		
ADD	<			<	ADD
ADD	>			>	ADD
		v	^		
		MIN	MUL		

		0%	0%		
		v	^		
0%	<			<	0%
0%	>			>	0%
		v	^		
		0%	0%		

ADJUSTED GROWTH: 2008 TO 2035

		400	1180		
		v	^		
1100	<			<	800
1200	>			>	1320
		v	^		
		0	93		

PRORATED GROWTH: 2013 TO 2035
22 YEARS

		330	960		
		v	^		
900	<			<	650
980	>			>	1080
		v	^		
		0	80		

NEW PROJECTED VOLUMES: 2035

		440	1080		
		v	^		
2500	< IN	=	4800	<	2240
1970	> OUT	=	5700	>	2000
		v	^	*	
		120	150		

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs_08600-09000_08600\08660\Post-Processing\[02 I-215 NB Ramps_Cactus.xls] Growth Summary (2)

Project:	Moreno Valley Walmart	Job #:	08660
Scenario:	GP Buildout Post 2035 Without Project	Analyst:	CS
		Date:	6/5/2013

LOCATION: I-215 Northbound Ramps / Cactus Avenue
FORECAST YEAR: 2035

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	176	195	19	11%	32	27	-5	-16%
	Through	87	362	275	316%	34	151	117	344%
	Right	11	5	-6	-55%	1	0	-1	-100%
	NB Total	274	562	288	105%	67	178	111	166%
SOUTH BOUND	Left	28	132	104	371%	72	265	193	268%
	Through	0	0	0	#DIV/0!	3	5	2	67%
	Right	36	384	348	967%	35	250	215	614%
	SB Total	64	516	452	706%	110	520	410	373%
EAST BOUND	Left	15	137	122	813%	22	449	427	1941%
	Through	675	723	48	7%	851	1,734	883	104%
	Right	30	40	10	33%	113	115	2	2%
	EB Total	720	900	180	25%	986	2,298	1,312	133%
WEST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	1,335	1,752	417	31%	1,528	2,222	694	45%
	Right	144	711	567	394%	64	480	416	650%
	WB Total	1,479	2,463	984	67%	1,592	2,702	1,110	70%
TOTAL ENTERING VOLUME		2,537	4,441	1904	75%	2,755	5,698	2943	107%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	516	520			
North Leg	Outbound	1,210	1,080			
North Leg	**TOTAL**	**1,726**	**1,600**	**4%**	**4%**	**39,000**
South Leg	Inbound	562	178			
South Leg	Outbound	40	120			
South Leg	**TOTAL**	**602**	**298**	**4%**	**2%**	**14,000**
East Leg	Inbound	2,463	2,702			
East Leg	Outbound	860	1,999			
East Leg	**TOTAL**	**3,323**	**4,701**	**9%**	**12%**	**38,000**
West Leg	Inbound	900	2,298			
West Leg	Outbound	2,331	2,499			
West Leg	**TOTAL**	**3,231**	**4,797**	**8%**	**11%**	**42,000**
OVERALL TOTAL		***8,882***	***11,396***	***7%***	***9%***	***133,000***

U:\UcJobs_08600-09000_08600\08660\Post-Processing\[02 I-215 NB Ramps_Cactus.xls]Output (3)

INPUT DATA

Project: ==========>	Moreno Valley Walmart	<===	Job #: 08660
Scenario: ==========>	GP Buildout Post 2035 Without Project	<===	Analyst: CS
Existing Conditions Model Run ID: ==>	RivTAM for MV-Existing Base Model	<===	Date: 6/5/2013
Future Conditions Model Run ID: ==>	RivTAM-Moreno Valley GP	<===	

LOCATION: **Elsworth Street / Cactus Avenue**

AM PEAK HOUR

EXISTING TURNING MOVEMENT VOLUMES:

2013

105 125 47
< v >
130 ^ ^ **79**
1060 > Total = 3,586 < **1538**
317 v v **97**
< ^ >
48 23 17

EXISTING MODEL YEAR:

2008

132 296
v ^
774 < IN = 2172 < **548**
1255 > OUT = 2172 > **596**
v ^
506 237

FUTURE MODEL YEAR:

2035

256 493
v ^
1813 < IN = 3481 < **1766**
1359 > OUT = 3481 > **953**
v ^
222 100

EXISTING (COUNTED) ADTs BY LEG:

2013

6,600
N
34,800 W **LEG** E **31,100**
S
8,600

REFINED FUTURE ADT'S BY LEG:

2035

11,000
N
44,000 W **LEG** E **36,000**
S
6,000

PM PEAK HOUR

EXISTING TURNING MOVEMENT VOLUMES:

2013

142 22 110
< v >
93 ^ ^ **80**
1225 > Total = 3,377 < **1012**
30 v v **27**
< ^ >
397 103 136

EXISTING MODEL YEAR:

2008

272 246
v ^
935 < IN = 2537 < **383**
1358 > OUT = 2537 > **904**
v ^
452 524

FUTURE MODEL YEAR:

2035

507 620
v ^
1731 < IN = 4902 < **1345**
2706 > OUT = 4904 > **2285**
v ^
268 344

EXISTING (COUNTED) ADTs BY LEG:

2013

6,600
N
34,800 W + E 31,100
S
8,600

REFINED FUTURE ADT'S BY LEG:

2035

11,000
N
44,000 W + E 36,000
S
6,000

U: \ UcJobs \ _08600-09000 \ _08600 \ 08660 \ Post-Processing \ [03 Elsworth_Cactus.xls]Input (1)

Project: Moreno Valley Walmart
Scenario: GP Buildout Post 2035 Without Project

Job #: 08660
Analyst: CS
Date: 6/5/2013

LOCATION: Elsworth Street / Cactus Avenue

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION

AM

EXISTING COUNT YEAR:
2013

		277	232		
		v	^		
1691	<	IN =	3586	<	1714
1507	>	OUT =	3586	>	1124
		v	^		
		539	88		

GROWTH CALCULATION DECISION RULE
MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		ADD	MUL		
		v	^		
ADD	<			<	ADD
ADD	>			>	ADD
		v	^		
		MIN	MIN		

MINIMUM GROWTH %s 2008 TO 2035

		0%	0%		
		v	^		
0%	<			<	0%
0%	>			>	0%
		v	^		
		-30%	-30%		

REFINED GROWTH: 2008 TO 2035

		120	158		
		v	^		
1040	<			<	1220
100	>			>	360
		v	^		
		-160	-30		

PRORATED GROWTH: 2013 TO 2035
22 YEARS

		100	130		
		v	^		
850	<			<	990
80	>			>	290
		v	^		
		-130	-20		

NEW PROJECTED VOLUMES: 2035

		380	362		
		v	^		
2551	<	IN =	4740	<	2700
1590	>	OUT =	4740	>	1416
		v	^	*	
		412	70		

PM

EXISTING COUNT YEAR:
2013

		274	276		
		v	^		
1551	<	IN =	3377	<	1119
1348	>	OUT =	3377	>	1471
		v	^		
		79	636		

MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		ADD	ADD		
		v	^		
ADD	<			<	ADD
MUL	>			>	ADD
		v	^		
		MIN	ADD		

		0%	0%		
		v	^		
0%	<			<	0%
0%	>			>	0%
		v	^		
		-30%	-30%		

ADJUSTED GROWTH: 2008 TO 2035

		240	370		
		v	^		
800	<			<	960
1342	>			>	1380
		v	^		
		-20	-180		

PRORATED GROWTH: 2013 TO 2035
22 YEARS

		200	300		
		v	^		
650	<			<	780
1090	>			>	1120
		v	^		
		-20	-150		

NEW PROJECTED VOLUMES: 2035

		470	580		
		v	^		
2200	<	IN =	5300	<	1900
2440	>	OUT =	5430	>	2590
		v	^	*	
		60	490		

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs_08600-09000_08600\08660\Post-Processing\[03 Elsworth_Cactus.xls] Growth Summary (2)

Project:	Moreno Valley Walmart	Job #:	08660
Scenario:	GP Buildout Post 2035 Without Project	Analyst:	CS
		Date:	6/5/2013

LOCATION: Elsworth Street / Cactus Avenue
FORECAST YEAR: 2035

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	48	30	-18	-38%	397	270	-127	-32%
	Through	23	22	-1	-4%	103	118	15	15%
	Right	17	18	1	6%	136	113	-23	-17%
	NB Total	88	70	-18	-20%	636	501	-135	-21%
SOUTH BOUND	Left	47	108	61	130%	110	225	115	105%
	Through	125	128	3	2%	22	17	-5	-23%
	Right	105	145	40	38%	142	239	97	68%
	SB Total	277	381	104	38%	274	481	207	76%
EAST BOUND	Left	130	149	19	15%	93	236	143	154%
	Through	1,060	1,291	231	22%	1,225	2,252	1,027	84%
	Right	317	172	-145	-46%	30	21	-9	-30%
	EB Total	1,507	1,612	105	7%	1,348	2,509	1,161	86%
WEST BOUND	Left	97	111	14	14%	27	21	-6	-22%
	Through	1,538	2,376	838	54%	1,012	1,691	679	67%
	Right	79	190	111	141%	80	225	145	181%
	WB Total	1,714	2,677	963	56%	1,119	1,937	818	73%
TOTAL ENTERING VOLUME		3,586	4,740	1154	32%	3,377	5,428	2051	61%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	381	481			
North Leg	Outbound	361	579			
North Leg	**TOTAL**	**742**	**1,060**	**7%**	**10%**	**11,000**
South Leg	Inbound	70	501			
South Leg	Outbound	411	59			
South Leg	**TOTAL**	**481**	**560**	**8%**	**9%**	**6,000**
East Leg	Inbound	2,677	1,937			
East Leg	Outbound	1,417	2,590			
East Leg	**TOTAL**	**4,094**	**4,527**	**11%**	**13%**	**36,000**
West Leg	Inbound	1,612	2,509			
West Leg	Outbound	2,551	2,200			
West Leg	**TOTAL**	**4,163**	**4,709**	**9%**	**11%**	**44,000**
OVERALL TOTAL		***9,480***	***10,856***	**10%**	***11%***	***97,000***

U:\UcJobs_08600-09000_08600\08660\Post-Processing\[03 Elsworth_Cactus.xls]Output (3)

INPUT DATA

Project:	==========>	Moreno Valley Walmart	<===	Job #:	08660
Scenario:	==========>	GP Buildout Post 2035 Without Project	<===	Analyst:	BC
Existing Conditions Model Run ID:	==>	RivTAM for MV-Existing Base Model	<===	Date:	7/2/2013
Future Conditions Model Run ID:	==>	RivTAM-Moreno Valley GP	<===		

LOCATION: **Frederick Street / Cactus Avenue**

AM PEAK HOUR

EXISTING TURNING MOVEMENT VOLUMES:

2013			**37**	**0**	**106**	
		<	v	>		
	55	^			^	**102**
	881	>	Total =	2,503	<	**1322**
	0	v			v	**0**
		<	^	>		
			0	**0**	**0**	

EXISTING MODEL YEAR:

2008			**395**	**242**		
			v	^		
	548	<	IN =	1630	<	**639**
	596	>	OUT =	1629	>	**839**
			v	^		
			0	**0**		

FUTURE MODEL YEAR:

2035			**70**	**76**		
			v	^		
	1766	<	IN =	2784	<	**1761**
	953	>	OUT =	2784	>	**942**
			v	^		
			0	**0**		

EXISTING (COUNTED) ADTs BY LEG:

2013			**5,722**			
			N			
	29,508	W	**LEG**	E		**32,544**
			S			
			0			

REFINED FUTURE ADT'S BY LEG:

2035			**3,000**			
			N			
	36,000	W	**LEG**	E		**37,000**
			S			
			0			

PM PEAK HOUR

EXISTING TURNING MOVEMENT VOLUMES:

2013			**79**	**0**	**246**	
		<	v	>		
	35	^			^	**121**
	1443	>	Total =	2,826	<	**902**
	0	v			v	**0**
		<	^	>		
			0	**0**	**0**	

EXISTING MODEL YEAR:

2008			**211**	**713**		
			v	^		
	383	<	IN =	2073	<	**958**
	904	>	OUT =	2073	>	**977**
			v	^		
			0	**0**		

FUTURE MODEL YEAR:

2035			**236**	**306**		
			v	^		
	1345	<	IN =	4044	<	**1523**
	2285	>	OUT =	4043	>	**2392**
			v	^		
			0	**0**		

EXISTING (COUNTED) ADTs BY LEG:

2013			5,722			
			N			
	29,508	W	+	E		32,544
			S			
			0			

REFINED FUTURE ADT'S BY LEG:

2035			3,000			
			N			
	36,000	W	+	E		37,000
			S			
			0			

U: \ UcJobs \ _08600-09000 \ _08600 \ 08660 \ Post-Processing \ [04 Frederick_Cactus.xls]Input (1)

Project: Moreno Valley Walmart
Scenario: GP Buildout Post 2035 Without Project

Job #: 08660
Analyst: BC
Date: 7/2/2013

LOCATION: Frederick Street / Cactus Avenue

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION

AM

EXISTING COUNT YEAR:
2013

		143	157		
		v	^		
1359	<	IN =	2503	<	1424
936	>	OUT =	2503	>	987
		v	^		
		0	0		

GROWTH CALCULATION DECISION RULE
MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		MIN	MIN		
		v	^		
ADD	<			<	ADD
ADD	>			>	ADD
		v	^		
		MUL	MUL		

MINIMUM GROWTH %s 2008 TO 2035

		-48%	-48%		
		v	^		
0%	<			<	0%
0%	>			>	0%
		v	^		
		0%	0%		

REFINED GROWTH: 2008 TO 2035

		-70	-80		
		v	^		
1220	<			<	1120
360	>			>	100
		v	^		
		0	0		

PRORATED GROWTH: 2013 TO 2035
22 YEARS

		-60	-70		
		v	^		
990	<			<	910
290	>			>	80
		v	^		
		0	0		

NEW PROJECTED VOLUMES: 2035

		80	93		
		v	^		
2437	<	IN =	3640	<	2330
1230	>	OUT =	3640	>	1110
		v	^	*	
		0	0		

PM

EXISTING COUNT YEAR:
2013

		325	156		
		v	^		
981	<	IN =	2826	<	1023
1478	>	OUT =	2826	>	1689
		v	^		
		0	0		

MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		ADD	MIN		
		v	^		
ADD	<			<	ADD
ADD	>			>	ADD
		v	^		
		MUL	MUL		

		-48%	-48%		
		v	^		
0%	<			<	0%
0%	>			>	0%
		v	^		
		0%	0%		

ADJUSTED GROWTH: 2008 TO 2035

		30	-70		
		v	^		
960	<			<	570
1380	>			>	1420
		v	^		
		0	0		

PRORATED GROWTH: 2013 TO 2035
22 YEARS

		20	-60		
		v	^		
780	<			<	460
1120	>			>	1160
		v	^		
		0	0		

NEW PROJECTED VOLUMES: 2035

		350	100		
		v	^		
1760	<	IN =	4430	<	1480
2600	>	OUT =	4710	>	2850
		v	^	*	
		0	0		

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs_08600-09000_08600\08660\Post-Processing\[04 Frederick_Cactus.xls] Growth Summary (2)

Project:	Moreno Valley Walmart	Job #:	08660
Scenario:	GP Buildout Post 2035 Without Project	Analyst:	BC
		Date:	7/2/2013

LOCATION: Frederick Street / Cactus Avenue
FORECAST YEAR: 2035

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	NB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
SOUTH BOUND	Left	106	37	-69	-65%	246	211	-35	-14%
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	37	41	4	11%	79	163	84	106%
	SB Total	143	78	-65	-45%	325	374	49	15%
EAST BOUND	Left	55	50	-5	-9%	35	42	7	20%
	Through	881	1,073	192	22%	1,443	2,639	1,196	83%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	EB Total	936	1,123	187	20%	1,478	2,681	1,203	81%
WEST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	1,322	2,396	1,074	81%	902	1,597	695	77%
	Right	102	43	-59	-58%	121	58	-63	-52%
	WB Total	1,424	2,439	1,015	71%	1,023	1,655	632	62%
TOTAL ENTERING VOLUME		2,503	3,640	1137	45%	2,826	4,710	1884	67%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	78	374			
North Leg	Outbound	93	100			
North Leg	**TOTAL**	**171**	**474**	**6%**	**16%**	**3,000**
South Leg	Inbound	0	0			
South Leg	Outbound	0	0			
South Leg	**TOTAL**	**0**	**0**	**#DIV/0!**	**#DIV/0!**	**-**
East Leg	Inbound	2,439	1,655			
East Leg	Outbound	1,110	2,850			
East Leg	**TOTAL**	**3,549**	**4,505**	**10%**	**12%**	**37,000**
West Leg	Inbound	1,123	2,681			
West Leg	Outbound	2,437	1,760			
West Leg	**TOTAL**	**3,560**	**4,441**	**10%**	**12%**	**36,000**
OVERALL TOTAL		***7,280***	***9,420***	**10%**	***12%***	***76,000***

U:\UcJobs_08600-09000_08600\08660\Post-Processing\[04 Frederick_Cactus.xls]Output (3)

INPUT DATA

Project:	==========>	Moreno Valley Walmart	<===	Job #:	08660
Scenario:	==========>	GP Buildout Post 2035 Without Project	<===	Analyst:	BC
Existing Conditions Model Run ID:	==>	RivTAM for MV-Existing Base Model	<===	Date:	7/2/2013
Future Conditions Model Run ID:	==>	RivTAM-Moreno Valley GP	<===		

LOCATION: **Graham Street / Cactus Avenue**

AM PEAK HOUR

EXISTING TURNING MOVEMENT VOLUMES:

2013			**35**	**73**	**55**	
			<	v	>	
	83	^			^	**100**
	726	>		Total =	2,768 <	**1353**
	151	v			v	**10**
			<	^	>	
			116	**64**	**2**	

EXISTING MODEL YEAR:

2008				**562**	**40**	
				v	^	
	648	<	IN =	2489	<	**850**
	838	>	OUT =	2489	>	**84**
				v	^	
				1717	**239**	

FUTURE MODEL YEAR:

2035				**507**	**379**	
				v	^	
	1870	<	IN =	3195	<	**1111**
	878	>	OUT =	3195	>	**295**
				v	^	
				651	**699**	

EXISTING (COUNTED) ADTs BY LEG:

2013				**6,036**		
				N		
	31,536	W		**LEG**	E	**26,232**
				S		
				9,132		

REFINED FUTURE ADT'S BY LEG:

2035				**13,000**		
				N		
	38,000	W		**LEG**	E	**18,000**
				S		
				20,000		

PM PEAK HOUR

EXISTING TURNING MOVEMENT VOLUMES:

2013			**55**	**123**	**135**	
			<	v	>	
	59	^			^	**62**
	1178	>		Total =	3,039 <	**789**
	363	v			v	**12**
			<	^	>	
			184	**69**	**10**	

EXISTING MODEL YEAR:

2008				**171**	**669**	
				v	^	
	961	<	IN =	3113	<	**126**
	969	>	OUT =	3113	>	**1038**
				v	^	
				445	**1847**	

FUTURE MODEL YEAR:

2035				**648**	**671**	
				v	^	
	1516	<	IN =	4666	<	**628**
	2504	>	OUT =	4665	>	**1450**
				v	^	
				1028	**886**	

EXISTING (COUNTED) ADTs BY LEG:

2013				6,036		
				N		
	31,536	W		+	E	26,232
				S		
				9,132		

REFINED FUTURE ADT'S BY LEG:

2035				13,000		
				N		
	38,000	W		+	E	18,000
				S		
				20,000		

U:\ UcJobs \ _08600-09000 \ _08600 \ 08660 \ Post-Processing \ [05 Graham_Cactus.xls]Input (1)

Project: Moreno Valley Walmart
Scenario: GP Buildout Post 2035 Without Project

Job #: 08660
Analyst: BC
Date: 7/2/2013

LOCATION: Graham Street / Cactus Avenue

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION

AM

EXISTING COUNT YEAR:
2013

		163	247		
		v	^		
1504	< IN	=	2768	<	1463
960	> OUT	=	2768	>	783
		v	^		
		234	182		

GROWTH CALCULATION DECISION RULE
MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		MIN	ADD		
		v	^		
ADD	<			<	ADD
ADD	>			>	ADD
		v	^		
		MIN	MUL		

MINIMUM GROWTH %s 2008 TO 2035

		0%	0%		
		v	^		
0%	<			<	-31%
0%	>			>	-31%
		v	^		
		0%	0%		

REFINED GROWTH: 2008 TO 2035

		0	340		
		v	^		
1220	<			<	260
40	>			>	210
		v	^		
		0	348		

PRORATED GROWTH: 2013 TO 2035
22 YEARS

		0	280		
		v	^		
990	<			<	210
30	>			>	170
		v	^		
		0	280		

NEW PROJECTED VOLUMES: 2035

		160	530		
		v	^		
2490	< IN	=	3280	<	1670
990	> OUT	=	4200	>	950
		v	^	*	
		230	460		

PM

EXISTING COUNT YEAR:
2013

		313	190		
		v	^		
1028	< IN	=	3039	<	863
1600	> OUT	=	3039	>	1323
		v	^		
		498	263		

MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		ADD	MUL		
		v	^		
ADD	<			<	ADD
ADD	>			>	ADD
		v	^		
		ADD	MIN		

		0%	0%		
		v	^		
0%	<			<	-31%
0%	>			>	-31%
		v	^		
		0%	0%		

ADJUSTED GROWTH: 2008 TO 2035

		480	0		
		v	^		
560	<			<	500
1540	>			>	410
		v	^		
		580	0		

PRORATED GROWTH: 2013 TO 2035
22 YEARS

		390	0		
		v	^		
460	<			<	410
1250	>			>	330
		v	^		
		470	0		

NEW PROJECTED VOLUMES: 2035

		700	224		
		v	^		
1760	< IN	=	5080	<	1270
2850	> OUT	=	5080	>	1949
		v	^	*	
		1146	260		

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs_08600-09000_08600\08660\Post-Processing\[05 Graham_Cactus.xls] Growth Summary (2)

Project:	Moreno Valley Walmart	Job #:	08660
Scenario:	GP Buildout Post 2035 Without Project	Analyst:	BC
		Date:	7/2/2013

LOCATION: Graham Street / Cactus Avenue
FORECAST YEAR: 2035

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	116	390	274	236%	184	228	44	24%
	Through	64	202	138	216%	69	39	-30	-43%
	Right	2	3	1	50%	10	4	-6	-60%
	NB Total	182	595	413	227%	263	271	8	3%
SOUTH BOUND	Left	55	60	5	9%	135	181	46	34%
	Through	73	67	-6	-8%	123	264	141	115%
	Right	35	75	40	114%	55	256	201	365%
	SB Total	163	202	39	24%	313	701	388	124%
EAST BOUND	Left	83	187	104	125%	59	140	81	137%
	Through	726	887	161	22%	1,178	1,765	587	50%
	Right	151	156	5	3%	363	873	510	140%
	EB Total	960	1,230	270	28%	1,600	2,778	1,178	74%
WEST BOUND	Left	10	6	-4	-40%	12	9	-3	-25%
	Through	1,353	2,026	673	50%	789	1,276	487	62%
	Right	100	141	41	41%	62	46	-16	-26%
	WB Total	1,463	2,173	710	49%	863	1,331	468	54%
TOTAL ENTERING VOLUME		2,768	4,200	1432	52%	3,039	5,081	2042	67%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	202	701			
North Leg	Outbound	530	225			
North Leg	**TOTAL**	**732**	**926**	**6%**	**7%**	**13,000**
South Leg	Inbound	595	271			
South Leg	Outbound	229	1,146			
South Leg	**TOTAL**	**824**	**1,417**	**4%**	**7%**	**20,000**
East Leg	Inbound	2,173	1,331			
East Leg	Outbound	950	1,950			
East Leg	**TOTAL**	**3,123**	**3,281**	**17%**	**18%**	**18,000**
West Leg	Inbound	1,230	2,778			
West Leg	Outbound	2,491	1,760			
West Leg	**TOTAL**	**3,721**	**4,538**	**10%**	**12%**	**38,000**
OVERALL TOTAL		***8,400***	***10,162***	**9%**	***11%***	***89,000***

U:\UcJobs_08600-09000_08600\08660\Post-Processing\[05 Graham_Cactus.xls]Output (3)

INPUT DATA

Project:	==========>	Moreno Valley Walmart	<===	Job #:	08660
Scenario:	==========>	GP Buildout Post 2035 Without Project	<===	Analyst:	BC
Existing Conditions Model Run ID:	==>	RivTAM for MV-Existing Base Model	<===	Date:	7/2/2013
Future Conditions Model Run ID:	==>	RivTAM-Moreno Valley GP	<===		

LOCATION: **Heacock Street / Alessandro Boulevard**

AM PEAK HOUR

EXISTING TURNING MOVEMENT VOLUMES:

2013			**133**	**189**	**120**	
			<	v	>	
	107	^			^	**150**
	432	>		Total =	2,721 <	**923**
	64	v			v	**34**
			<	^	>	
			185	**334**	**50**	

EXISTING MODEL YEAR:

2008				**542**	**369**	
				v	^	
	1126	<	IN =	2558 <		**847**
	458	>	OUT =	2557 >		**303**
				v	^	
				759	**711**	

FUTURE MODEL YEAR:

2035				**613**	**415**	
				v	^	
	2406	<	IN =	4686 <		**2208**
	1353	>	OUT =	4686 >		**1161**
				v	^	
				704	**512**	

EXISTING (COUNTED) ADTs BY LEG:

2013			**15,336**		
			N		
	27,312	W	**LEG**	E	**26,004**
			S		
			12,108		

REFINED FUTURE ADT'S BY LEG:

2035			**14,000**		
			N		
	54,000	W	**LEG**	E	**48,000**
			S		
			17,000		

PM PEAK HOUR

EXISTING TURNING MOVEMENT VOLUMES:

2013			**173**	**353**	**216**	
			<	v	>	
	111	^			^	**157**
	1018	>		Total =	3,365 <	**681**
	134	v			v	**44**
			<	^	>	
			159	**268**	**51**	

EXISTING MODEL YEAR:

2008				**574**	**568**	
				v	^	
	804	<	IN =	3203 <		**460**
	1232	>	OUT =	3202 >		**988**
				v	^	
				842	**937**	

FUTURE MODEL YEAR:

2035				**686**	**721**	
				v	^	
	1956	<	IN =	6075 <		**1690**
	2849	>	OUT =	6075 >		**2539**
				v	^	
				859	**850**	

EXISTING (COUNTED) ADTs BY LEG:

2013			15,336		
			N		
	27,312	W	+	E	26,004
			S		
			12,108		

REFINED FUTURE ADT'S BY LEG:

2035			14,000		
			N		
	54,000	W	+	E	48,000
			S		
			17,000		

U: \ UcJobs \ _08600-09000 \ _08600 \ 08660 \ Post-Processing \ [06 Heacock_Alessandro.xls]Input (1)

Project: Moreno Valley Walmart
Scenario: GP Buildout Post 2035 Without Project

Job #: 08660
Analyst: BC
Date: 7/2/2013

LOCATION: Heacock Street / Alessandro Boulevard

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION

AM

EXISTING COUNT YEAR:
2013

		442	591	
		v	^	
1241	< IN =	2721	<	1107
603	> OUT =	2721	>	602
		v	^	
		287	569	

GROWTH CALCULATION DECISION RULE
MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		MUL	ADD	
		v	^	
ADD	<		<	ADD
ADD	>		>	ADD
		v	^	
		MIN	MIN	

MINIMUM GROWTH %s 2008 TO 2035

		-9%	-9%	
		v	^	
0%	<		<	0%
0%	>		>	0%
		v	^	
		0%	0%	

REFINED GROWTH: 2008 TO 2035

		58	50	
		v	^	
1280	<		<	1360
900	>		>	860
		v	^	
		0	0	

PRORATED GROWTH: 2013 TO 2035
22 YEARS

		50	40	
		v	^	
1040	<		<	1110
730	>		>	700
		v	^	
		0	0	

NEW PROJECTED VOLUMES: 2035

		490	645	
		v	^	
2336	< IN =	4610	<	2220
1330	> OUT =	4610	>	1332
		v	^	*
		297	570	

PM

EXISTING COUNT YEAR:
2013

		742	536	
		v	^	
1013	< IN =	3365	<	882
1263	> OUT =	3365	>	1285
		v	^	
		531	478	

MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		ADD	MUL	
		v	^	
ADD	<		<	ADD
ADD	>		>	ADD
		v	^	
		MUL	MIN	

		-9%	-9%	
		v	^	
0%	<		<	0%
0%	>		>	0%
		v	^	
		0%	0%	

ADJUSTED GROWTH: 2008 TO 2035

		110	144	
		v	^	
1150	<		<	1230
1620	>		>	1550
		v	^	
		9	0	

PRORATED GROWTH: 2013 TO 2035
22 YEARS

		90	120	
		v	^	
940	<		<	1000
1320	>		>	1260
		v	^	
		10	0	

NEW PROJECTED VOLUMES: 2035

		830	668	
		v	^	
1974	< IN =	5770	<	1880
2580	> OUT =	5770	>	2581
		v	^	*
		547	480	

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs_08600-09000_08600\08660\Post-Processing\[06 Heacock_Alessandro.xls] Growth Summary (2)

Project:	Moreno Valley Walmart	Job #:	08660
Scenario:	GP Buildout Post 2035 Without Project	Analyst:	BC
		Date:	7/2/2013

LOCATION: Heacock Street / Alessandro Boulevard
FORECAST YEAR: 2035

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	185	223	38	21%	159	187	28	18%
	Through	334	275	-59	-18%	268	231	-37	-14%
	Right	50	72	22	44%	51	61	10	20%
	NB Total	569	570	1	0%	478	479	1	0%
SOUTH BOUND	Left	120	173	53	44%	216	296	80	37%
	Through	189	156	-33	-17%	353	301	-52	-15%
	Right	133	161	28	21%	173	233	60	35%
	SB Total	442	490	48	11%	742	830	88	12%
EAST BOUND	Left	107	154	47	44%	111	175	64	58%
	Through	432	1,087	655	152%	1,018	2,224	1,206	118%
	Right	64	92	28	44%	134	182	48	36%
	EB Total	603	1,333	730	121%	1,263	2,581	1,318	104%
WEST BOUND	Left	34	49	15	44%	44	63	19	43%
	Through	923	1,951	1,028	111%	681	1,553	872	128%
	Right	150	216	66	44%	157	262	105	67%
	WB Total	1,107	2,216	1,109	100%	882	1,878	996	113%
TOTAL ENTERING VOLUME		2,721	4,609	1888	69%	3,365	5,768	2403	71%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	490	830			
North Leg	Outbound	645	668			
North Leg	**TOTAL**	**1,135**	**1,498**	**8%**	**11%**	**14,000**
South Leg	Inbound	570	479			
South Leg	Outbound	297	546			
South Leg	**TOTAL**	**867**	**1,025**	**5%**	**6%**	**17,000**
East Leg	Inbound	2,216	1,878			
East Leg	Outbound	1,332	2,581			
East Leg	**TOTAL**	**3,548**	**4,459**	**7%**	**9%**	**48,000**
West Leg	Inbound	1,333	2,581			
West Leg	Outbound	2,335	1,973			
West Leg	**TOTAL**	**3,668**	**4,554**	**7%**	**8%**	**54,000**
OVERALL TOTAL		***9,218***	***11,536***	***7%***	***9%***	***133,000***

U:\UcJobs_08600-09000_08600\08660\Post-Processing\[06 Heacock_Alessandro.xls]Output (3)

INPUT DATA

Project:	==========>	Moreno Valley Walmart	<===	Job #:	08660
Scenario:	==========>	GP Buildout Post 2035 Without Project	<===	Analyst:	BC
Existing Conditions Model Run ID:	==>	RivTAM for MV-Existing Base Model	<===	Date:	7/2/2013
Future Conditions Model Run ID:	==>	RivTAM-Moreno Valley GP	<===		

LOCATION: **Heacock Street / Cactus Avenue**

AM PEAK HOUR

EXISTING TURNING MOVEMENT VOLUMES:

2013

		30	**181**	**39**		
		<	v	>		
83	^				^	**77**
463	>		Total =	2,857	<	**737**
242	v				v	**9**
		<	^	>		
		620	**371**	**5**		

EXISTING MODEL YEAR:

2008

			637	**520**		
			v	^		
850	<		IN =	2154	<	**542**
93	>		OUT =	2154	>	**108**
			v	^		
			676	**882**		

FUTURE MODEL YEAR:

2035

			531	**648**		
			v	^		
1120	<		IN =	2544	<	**495**
286	>		OUT =	2544	>	**85**
			v	^		
			691	**1232**		

EXISTING (COUNTED) ADTs BY LEG:

2013

			11,196			
			N			
26,112	W		**LEG**		E	**15,936**
			S			
			19,140			

REFINED FUTURE ADT'S BY LEG:

2035

			15,000			
			N			
19,000	W		**LEG**		E	**8,000**
			S			
			23,000			

PM PEAK HOUR

EXISTING TURNING MOVEMENT VOLUMES:

2013

		33	**382**	**76**		
		<	v	>		
75	^				^	**68**
689	>		Total =	3,016	<	**480**
586	v				v	**11**
		<	^	>		
		313	**299**	**4**		

EXISTING MODEL YEAR:

2008

			651	**769**		
			v	^		
139	<		IN =	2742	<	**177**
1038	>		OUT =	2741	>	**694**
			v	^		
			1139	**876**		

FUTURE MODEL YEAR:

2035

			995	**655**		
			v	^		
662	<		IN =	3695	<	**219**
1456	>		OUT =	3695	>	**963**
			v	^		
			1415	**1025**		

EXISTING (COUNTED) ADTs BY LEG:

2013

			11,196			
			N			
26,112	W		+		E	15,936
			S			
			19,140			

REFINED FUTURE ADT'S BY LEG:

2035

			15,000			
			N			
19,000	W		+		E	8,000
			S			
			23,000			

U: \ UcJobs \ _08600-09000 \ _08600 \ 08660 \ Post-Processing \ [07 Heacock_Cactus.xls]Input (1)

Project: Moreno Valley Walmart
Scenario: GP Buildout Post 2035 Without Project

Job #: 08660
Analyst: BC
Date: 7/2/2013

LOCATION: Heacock Street / Cactus Avenue

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION

AM

EXISTING COUNT YEAR:
2013

		250	531		
		v	^		
1387	< IN	=	2857	<	823
788	> OUT	=	2857	>	507
		v	^		
		432	996		

GROWTH CALCULATION DECISION RULE
MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		MIN	ADD		
		v	^		
ADD	<			<	ADD
ADD	>			>	ADD
		v	^		
		MUL	ADD		

MINIMUM GROWTH %s 2008 TO 2035

		0%	0%		
		v	^		
-27%	<			<	-50%
-27%	>			>	-50%
		v	^		
		0%	0%		

REFINED GROWTH: 2008 TO 2035

		0	130		
		v	^		
270	<			<	-50
190	>			>	-20
		v	^		
		8	350		

PRORATED GROWTH: 2013 TO 2035
22 YEARS

		0	110		
		v	^		
220	<			<	-40
150	>			>	-20
		v	^		
		10	290		

NEW PROJECTED VOLUMES: 2035

		250	656		
		v	^		
1651	< IN	=	3260	<	780
940	> OUT	=	3260	>	502
		v	^	*	
		451	1290		

PM

EXISTING COUNT YEAR:
2013

		491	442		
		v	^		
826	< IN	=	3016	<	559
1350	> OUT	=	3016	>	769
		v	^		
		979	616		

MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		MUL	MIN		
		v	^		
ADD	<			<	ADD
ADD	>			>	ADD
		v	^		
		MUL	MUL		

		0%	0%		
		v	^		
-27%	<			<	-50%
-27%	>			>	-50%
		v	^		
		0%	0%		

ADJUSTED GROWTH: 2008 TO 2035

		259	0		
		v	^		
520	<			<	40
420	>			>	270
		v	^		
		241	104		

PRORATED GROWTH: 2013 TO 2035
22 YEARS

		210	0		
		v	^		
420	<			<	30
340	>			>	220
		v	^		
		200	80		

NEW PROJECTED VOLUMES: 2035

		700	440		
		v	^		
1250	< IN	=	3680	<	590
1690	> OUT	=	3860	>	990
		v	^	*	
		1180	700		

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs_08600-09000_08600\08660\Post-Processing\[07 Heacock_Cactus.xls] Growth Summary (2)

Project:	Moreno Valley Walmart	Job #:	08660
Scenario:	GP Buildout Post 2035 Without Project	Analyst:	BC
		Date:	7/2/2013

LOCATION: Heacock Street / Cactus Avenue
FORECAST YEAR: 2035

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	620	872	252	41%	313	512	199	64%
	Through	371	432	61	16%	299	246	-53	-18%
	Right	5	3	-2	-40%	4	2	-2	-50%
	NB Total	996	1,307	311	31%	616	760	144	23%
SOUTH BOUND	Left	39	30	-9	-23%	76	103	27	36%
	Through	181	161	-20	-11%	382	480	98	26%
	Right	30	54	24	80%	33	141	108	327%
	SB Total	250	245	-5	-2%	491	724	233	47%
EAST BOUND	Left	83	162	79	95%	75	152	77	103%
	Through	463	469	6	1%	689	885	196	28%
	Right	242	285	43	18%	586	695	109	19%
	EB Total	788	916	128	16%	1,350	1,732	382	28%
WEST BOUND	Left	9	4	-5	-56%	11	4	-7	-64%
	Through	737	725	-12	-2%	480	597	117	24%
	Right	77	63	-14	-18%	68	43	-25	-37%
	WB Total	823	792	-31	-4%	559	644	85	15%
TOTAL ENTERING VOLUME		2,857	3,260	403	14%	3,016	3,860	844	28%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	245	724			
North Leg	Outbound	657	441			
North Leg	**TOTAL**	**902**	**1,165**	**6%**	**8%**	**15,000**
South Leg	Inbound	1,307	760			
South Leg	Outbound	450	1,179			
South Leg	**TOTAL**	**1,757**	**1,939**	**8%**	**8%**	**23,000**
East Leg	Inbound	792	644			
East Leg	Outbound	502	990			
East Leg	**TOTAL**	**1,294**	**1,634**	**16%**	**20%**	**8,000**
West Leg	Inbound	916	1,732			
West Leg	Outbound	1,651	1,250			
West Leg	**TOTAL**	**2,567**	**2,982**	**14%**	**16%**	**19,000**
OVERALL TOTAL		***6,520***	***7,720***	**10%**	***12%***	***65,000***

U:\UcJobs_08600-09000_08600\08660\Post-Processing\[07 Heacock_Cactus.xls]Output (3)

INPUT DATA

Project:	==========>	Moreno Valley Walmart	<===	Job #:	08660
Scenario:	==========>	GP Buildout Post 2035 Without Project	<===	Analyst:	DB
Existing Conditions Model Run ID:	==>	RivTAM for MV-Existing Base Model	<===	Date:	7/2/2013
Future Conditions Model Run ID:	==>	RivTAM-Moreno Valley GP	<===		

LOCATION: **Heacock Street / John F. Kennedy Drive**

AM PEAK HOUR

EXISTING TURNING MOVEMENT VOLUMES:

2013			**24**	**245**	**130**	
			<	v	>	
	11	^			^	**246**
	65	>		Total =	1,792 <	**135**
	63	v			v	**34**
			<	^	>	
			106	**696**	**37**	

EXISTING MODEL YEAR:

2008				**676**	**882**	
				v	^	
	972	<	IN =	2487 <		**687**
	183	>	OUT =	2486 >		**146**
				v	^	
				486	**941**	

FUTURE MODEL YEAR:

2035				**645**	**1086**	
				v	^	
	737	<	IN =	2883 <		**582**
	399	>	OUT =	2883 >		**160**
				v	^	
				900	**1257**	

EXISTING (COUNTED) ADTs BY LEG:

2013		**17,676**			
			N		
	8,040	W	**LEG**	E	**10,044**
			S		
			15,096		

REFINED FUTURE ADT'S BY LEG:

2035			**21,000**		
			N		
	16,000	W	**LEG**	E	**10,000**
			S		
			27,000		

PM PEAK HOUR

EXISTING TURNING MOVEMENT VOLUMES:

2013			**47**	**579**	**300**	
			<	v	>	
	29	^			^	**182**
	230	>		Total =	2,119 <	**73**
	229	v			v	**15**
			<	^	>	
			62	**336**	**37**	

EXISTING MODEL YEAR:

2008				**1139**	**876**	
				v	^	
	212	<	IN =	3076 <		**229**
	1112	>	OUT =	3076 >		**864**
				v	^	
				1124	**596**	

FUTURE MODEL YEAR:

2035				**1407**	**952**	
				v	^	
	537	<	IN =	3944 <		**356**
	1042	>	OUT =	3944 >		**831**
				v	^	
				1624	**1139**	

EXISTING (COUNTED) ADTs BY LEG:

2013		17,676			
			N		
	8,040	W	+	E	10,044
			S		
			15,096		

REFINED FUTURE ADT'S BY LEG:

2035			21,000		
			N		
	16,000	W	+	E	10,000
			S		
		27,000			

U: \ UcJobs \ _08600-09000 \ _08600 \ 08660 \ Post-Processing \ [08 Heacock_John F. Kennedy.xls]Input (1)

Project: Moreno Valley Walmart
Scenario: GP Buildout Post 2035 Without Project

Job #: 08660
Analyst: DB
Date: 7/2/2013

LOCATION: Heacock Street / John F. Kennedy Drive

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION

AM

EXISTING COUNT YEAR:
2013

		399	953		
		v	^		
265	< IN	=	1792	<	415
139	> OUT	=	1792	>	232
		v	^		
		342	839		

GROWTH CALCULATION DECISION RULE
MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		MIN	ADD		
		v	^		
MIN	<			<	MIN
MUL	>			>	ADD
		v	^		
		MUL	MUL		

MINIMUM GROWTH %s 2008 TO 2035

		0%	0%		
		v	^		
0%	<			<	0%
0%	>			>	0%
		v	^		
		0%	0%		

REFINED GROWTH: 2008 TO 2035

		0	200		
		v	^		
0	<			<	0
161	>			>	10
		v	^		
		288	281		

PRORATED GROWTH: 2013 TO 2035
22 YEARS

		0	160		
		v	^		
0	<			<	0
130	>			>	10
		v	^		
		230	230		

NEW PROJECTED VOLUMES: 2035

		400	1110		
		v	^		
270	< IN	=	2160	<	420
270	> OUT	=	2190	>	240
		v	^	*	
		570	1070		

PM

EXISTING COUNT YEAR:
2013

		926	547		
		v	^		
182	< IN	=	2119	<	270
488	> OUT	=	2119	>	567
		v	^		
		823	435		

MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		MUL	MUL		
		v	^		
MUL	<			<	ADD
MIN	>			>	MIN
		v	^		
		MUL	MUL		

		0%	0%		
		v	^		
0%	<			<	0%
0%	>			>	0%
		v	^		
		0%	0%		

ADJUSTED GROWTH: 2008 TO 2035

		214	43		
		v	^		
278	<			<	130
0	>			>	0
		v	^		
		367	395		

PRORATED GROWTH: 2013 TO 2035
22 YEARS

		170	40		
		v	^		
230	<			<	110
0	>			>	0
		v	^		
		300	320		

NEW PROJECTED VOLUMES: 2035

		1100	599		
		v	^		
416	< IN	=	2730	<	380
490	> OUT	=	2730	>	578
		v	^	*	
		1137	760		

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs_08600-09000_08600\08660\Post-Processing\[08 Heacock_John F. Kennedy.xls] Growth Summary (2)

Project:	Moreno Valley Walmart	Job #:	08660
Scenario:	GP Buildout Post 2035 Without Project	Analyst:	DB
		Date:	7/2/2013

LOCATION: Heacock Street / John F. Kennedy Drive
FORECAST YEAR: 2035

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	106	135	29	27%	62	204	142	229%
	Through	696	876	180	26%	336	429	93	28%
	Right	37	61	24	65%	37	112	75	203%
	NB Total	839	1,072	233	28%	435	745	310	71%
SOUTH BOUND	Left	130	86	-44	-34%	300	273	-27	-9%
	Through	245	316	71	29%	579	797	218	38%
	Right	24	12	-12	-50%	47	47	0	0%
	SB Total	399	414	15	4%	926	1,117	191	21%
EAST BOUND	Left	11	12	1	9%	29	10	-19	-66%
	Through	65	93	28	43%	230	194	-36	-16%
	Right	63	175	112	178%	229	293	64	28%
	EB Total	139	280	141	101%	488	497	9	2%
WEST BOUND	Left	34	79	45	132%	15	47	32	213%
	Through	135	123	-12	-9%	73	165	92	126%
	Right	246	222	-24	-10%	182	160	-22	-12%
	WB Total	415	424	9	2%	270	372	102	38%
TOTAL ENTERING VOLUME		1,792	2,190	398	22%	2,119	2,731	612	29%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	414	1,117			
North Leg	Outbound	1,110	599			
North Leg	**TOTAL**	**1,524**	**1,716**	**7%**	**8%**	**21,000**
South Leg	Inbound	1,072	745			
South Leg	Outbound	570	1,137			
South Leg	**TOTAL**	**1,642**	**1,882**	**6%**	**7%**	**27,000**
East Leg	Inbound	424	372			
East Leg	Outbound	240	579			
East Leg	**TOTAL**	**664**	**951**	**7%**	**10%**	**10,000**
West Leg	Inbound	280	497			
West Leg	Outbound	270	416			
West Leg	**TOTAL**	**550**	**913**	**3%**	**6%**	**16,000**
OVERALL TOTAL		***4,380***	***5,462***	**6%**	***7%***	***74,000***

U:\UcJobs_08600-09000_08600\08660\Post-Processing\[08 Heacock_John F. Kennedy.xls]Output (3)

INPUT DATA

Project:	==========>	Moreno Valley Walmart	<===	Job #:	08660
Scenario:	==========>	GP Buildout Post 2035 Without Project	<===	Analyst:	DB
Existing Conditions Model Run ID:	==>	RivTAM for MV-Existing Base Model	<===	Date:	7/2/2013
Future Conditions Model Run ID:	==>	RivTAM-Moreno Valley GP	<===		

LOCATION: **Heacock Street / Gentian Avenue**

AM PEAK HOUR

EXISTING TURNING MOVEMENT VOLUMES:

2013

0 295 72

< v >

0 ^ ^ **110**

0 > Total = 993 < **0**

0 v v **3**

< ^ >

0 511 2

EXISTING MODEL YEAR:

2008

441 664

v ^

0 < IN = 1110 < **132**

0 > OUT = 1110 > **36**

v ^

410 537

FUTURE MODEL YEAR:

2035

860 1121

v ^

0 < IN = 1989 < **25**

0 > OUT = 1989 > **28**

v ^

840 1104

EXISTING (COUNTED) ADTs BY LEG:

2013 **13,572**

N

0 W **LEG** E **1,728**

S

12,192

REFINED FUTURE ADT'S BY LEG:

2035 **25,000**

N

0 W **LEG** E **2,000**

S

24,000

PM PEAK HOUR

EXISTING TURNING MOVEMENT VOLUMES:

2013

0 704 95

< v >

0 ^ ^ **42**

0 > Total = 1,153 < **0**

0 v v **1**

< ^ >

0 305 6

EXISTING MODEL YEAR:

2008

845 509

v ^

0 < IN = 1360 < **55**

0 > OUT = 1361 > **221**

v ^

631 460

FUTURE MODEL YEAR:

2035

1614 1136

v ^

0 < IN = 2759 < **10**

0 > OUT = 2759 > **123**

v ^

1500 1135

EXISTING (COUNTED) ADTs BY LEG:

2013 13,572

N

0 W + E 1,728

S

12,192

REFINED FUTURE ADT'S BY LEG:

2035 25,000

N

0 W + E 2,000

S

24,000

U: \ UcJobs \ _08600-09000 \ _08600 \ 08660 \ Post-Processing \ [09 Heacock_Gentian.xls]Input (1)

Project: Moreno Valley Walmart
Scenario: GP Buildout Post 2035 Without Project

Job #: 08660
Analyst: DB
Date: 7/2/2013

LOCATION: Heacock Street / Gentian Avenue

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION

AM

EXISTING COUNT YEAR:
2013

		367	621		
		v	^		
0 <	IN =	993	<	113	
0 >	OUT =	993	>	74	
		v	^		
		298	513		

GROWTH CALCULATION DECISION RULE
MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		MUL	MUL	
		v	^	
MUL <			<	MIN
MUL >			>	MIN
		v	^	
		MUL	MUL	

MINIMUM GROWTH %s 2008 TO 2035

		0%	0%	
		v	^	
0% <			<	0%
0% >			>	0%
		v	^	
		0%	0%	

REFINED GROWTH: 2008 TO 2035

		353	429	
		v	^	
0 <			<	0
0 >			>	0
		v	^	
		312	537	

PRORATED GROWTH: 2013 TO 2035
22 YEARS

		290	350	
		v	^	
0 <			<	0
0 >			>	0
		v	^	
		250	440	

NEW PROJECTED VOLUMES: 2035

		660	1049		
		v	^		
0 <	IN =	1720	<	110	
0 >	OUT =	1720	>	76	
		v	^	*	
		595	950		

PM

EXISTING COUNT YEAR:
2013

		799	347		
		v	^		
0 <	IN =	1153	<	43	
0 >	OUT =	1153	>	101	
		v	^		
		705	311		

MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		MUL	MUL	
		v	^	
MUL <			<	MIN
MUL >			>	MIN
		v	^	
		ADD	MUL	

		0%	0%	
		v	^	
0% <			<	0%
0% >			>	0%
		v	^	
		0%	0%	

ADJUSTED GROWTH: 2008 TO 2035

		731	423	
		v	^	
0 <			<	0
0 >			>	0
		v	^	
		870	459	

PRORATED GROWTH: 2013 TO 2035
22 YEARS

		600	340	
		v	^	
0 <			<	0
0 >			>	0
		v	^	
		710	370	

NEW PROJECTED VOLUMES: 2035

		1400	690		
		v	^		
0 <	IN =	2120	<	40	
0 >	OUT =	2210	>	100	
		v	^	*	
		1420	680		

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs_08600-09000_08600\08660\Post-Processing\[09 Heacock_Gentian.xls] Growth Summary (2)

Project:	Moreno Valley Walmart	Job #:	08660
Scenario:	GP Buildout Post 2035 Without Project	Analyst:	DB
		Date:	7/2/2013

LOCATION: Heacock Street / Gentian Avenue
FORECAST YEAR: 2035

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	511	943	432	85%	305	653	348	114%
	Right	2	2	0	0%	6	13	7	117%
	NB Total	513	945	432	84%	311	666	355	114%
SOUTH BOUND	Left	72	73	1	1%	95	87	-8	-8%
	Through	295	591	296	100%	704	1,418	714	101%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	SB Total	367	664	297	81%	799	1,505	706	88%
EAST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	EB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
WEST BOUND	Left	3	3	0	0%	1	2	1	100%
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	110	106	-4	-4%	42	37	-5	-12%
	WB Total	113	109	-4	-4%	43	39	-4	-9%
TOTAL ENTERING VOLUME		993	1,718	725	73%	1,153	2,210	1057	92%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	664	1,505			
North Leg	Outbound	1,049	690			
North Leg	**TOTAL**	**1,713**	**2,195**	**7%**	**9%**	**25,000**
South Leg	Inbound	945	666			
South Leg	Outbound	594	1,420			
South Leg	**TOTAL**	**1,539**	**2,086**	**6%**	**9%**	**24,000**
East Leg	Inbound	109	39			
East Leg	Outbound	75	100			
East Leg	**TOTAL**	**184**	**139**	**9%**	**7%**	**2,000**
West Leg	Inbound	0	0			
West Leg	Outbound	0	0			
West Leg	**TOTAL**	**0**	**0**	**#DIV/0!**	**#DIV/0!**	**-**
OVERALL TOTAL		***3,436***	***4,420***	***7%***	***9%***	***51,000***

U:\UcJobs_08600-09000_08600\08660\Post-Processing\[09 Heacock_Gentian.xls]Output (3)

INPUT DATA

Project:	==========>	Moreno Valley Walmart	<===	Job #:	08660
Scenario:	==========>	GP Buildout Post 2035 Without Project	<===	Analyst:	DB
Existing Conditions Model Run ID:	==>	RivTAM for MV-Existing Base Model	<===	Date:	7/2/2013
Future Conditions Model Run ID:	==>	RivTAM-Moreno Valley GP	<===		

LOCATION: **Webster Avenue / Harley Knox Boulevard**

AM PEAK HOUR

EXISTING TURNING MOVEMENT VOLUMES:

2013

1 1 0
< v >
0 ^ ^ **0**
358 > Total = 722 < **357**
1 v v **0**
< ^ >
1 2 1

EXISTING MODEL YEAR:

2008

573 729
v ^
196 < IN = 1362 < **0**
140 > OUT = 1361 > **59**
v ^
377 649

FUTURE MODEL YEAR:

2035

0 0
v ^
1482 < IN = 2204 < **1482**
722 > OUT = 2204 > **722**
v ^
0 0

EXISTING (COUNTED) ADTs BY LEG:

2013

24
N
9,300 W **LEG** E **9,300**
S
72

REFINED FUTURE ADT'S BY LEG:

2035

0
N
26,000 W **LEG** E **26,000**
S
0

PM PEAK HOUR

EXISTING TURNING MOVEMENT VOLUMES:

2013

0 1 0
< v >
1 ^ ^ **0**
434 > Total = 779 < **338**
0 v v **2**
< ^ >
2 0 1

EXISTING MODEL YEAR:

2008

816 674
v ^
180 < IN = 1580 < **88**
232 > OUT = 1580 > **2**
v ^
724 444

FUTURE MODEL YEAR:

2035

0 0
v ^
1195 < IN = 2688 < **1195**
1493 > OUT = 2688 > **1493**
v ^
0 0

EXISTING (COUNTED) ADTs BY LEG:

2013

24
N
9,300 W + E 9,300
S
72

REFINED FUTURE ADT'S BY LEG:

2035

0
N
26,000 W + E 26,000
S
0

U:\ UcJobs \ _08600-09000 \ _08600 \ 08660 \ Post-Processing \ [10 Webster_Harley Knox.xls]Input (1)

Project: Moreno Valley Walmart
Scenario: GP Buildout Post 2035 Without Project

Job #: 08660
Analyst: DB
Date: 7/2/2013

LOCATION: Webster Avenue / Harley Knox Boulevard

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION

AM

EXISTING COUNT YEAR:
2013

		2	2		
		v	^		
359	< IN	=	722	<	357
359	> OUT	=	722	>	359
		v	^		
		2	4		

GROWTH CALCULATION DECISION RULE
MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		MIN	MIN		
		v	^		
ADD	<			<	ADD
ADD	>			>	ADD
		v	^		
		MIN	MIN		

MINIMUM GROWTH %s 2008 TO 2035

		#####	#####		
		v	^		
0%	<			<	0%
0%	>			>	0%
		v	^		
		#####	#####		

REFINED GROWTH: 2008 TO 2035

		0	0		
		v	^		
1290	<			<	1480
580	>			>	660
		v	^		
		0	0		

PRORATED GROWTH: 2013 TO 2035
22 YEARS

		0	0		
		v	^		
1050	<			<	1210
470	>			>	540
		v	^		
		0	0		

NEW PROJECTED VOLUMES: 2035

		0	0		
		v	^		
1465	< IN	=	2400	<	1570
830	> OUT	=	2400	>	935
		v	^	*	
		0	0		

PM

EXISTING COUNT YEAR:
2013

		1	1		
		v	^		
340	< IN	=	779	<	340
435	> OUT	=	779	>	435
		v	^		
		3	3		

MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		MIN	MIN		
		v	^		
ADD	<			<	ADD
ADD	>			>	ADD
		v	^		
		MIN	MIN		

		#####	#####		
		v	^		
0%	<			<	0%
0%	>			>	0%
		v	^		
		#####	#####		

ADJUSTED GROWTH: 2008 TO 2035

		0	0		
		v	^		
1020	<			<	1110
1260	>			>	1490
		v	^		
		0	0		

PRORATED GROWTH: 2013 TO 2035
22 YEARS

		0	0		
		v	^		
830	<			<	900
1030	>			>	1210
		v	^		
		0	0		

NEW PROJECTED VOLUMES: 2035

		0	0		
		v	^		
1170	< IN	=	2710	<	1240
1470	> OUT	=	2820	>	1650
		v	^	*	
		0	0		

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs_08600-09000_08600\08660\Post-Processing\[10 Webster_Harley Knox.xls] Growth Summary (2)

Project:	Moreno Valley Walmart	Job #:	08660
Scenario:	GP Buildout Post 2035 Without Project	Analyst:	DB
		Date:	7/2/2013

LOCATION: Webster Avenue / Harley Knox Boulevard
FORECAST YEAR: 2035

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	1	0	-1	-100%	2	0	-2	-100%
	Through	2	0	-2	-100%	0	0	0	#DIV/0!
	Right	1	0	-1	-100%	1	0	-1	-100%
	NB Total	4	0	-4	-100%	3	0	-3	-100%
SOUTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	1	0	-1	-100%	1	0	-1	-100%
	Right	1	0	-1	-100%	0	0	0	#DIV/0!
	SB Total	2	0	-2	-100%	1	0	-1	-100%
EAST BOUND	Left	0	0	0	#DIV/0!	1	0	-1	-100%
	Through	358	935	577	161%	434	1,650	1,216	280%
	Right	1	0	-1	-100%	0	0	0	#DIV/0!
	EB Total	359	935	576	160%	435	1,650	1,215	279%
WEST BOUND	Left	0	0	0	#DIV/0!	2	0	-2	-100%
	Through	357	1,465	1,108	310%	338	1,170	832	246%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	WB Total	357	1,465	1,108	310%	340	1,170	830	244%
TOTAL ENTERING VOLUME		722	2,400	1678	232%	779	2,820	2041	262%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	0	0			
North Leg	Outbound	0	0			
North Leg	**TOTAL**	**0**	**0**	**#DIV/0!**	**#DIV/0!**	**-**
South Leg	Inbound	0	0			
South Leg	Outbound	0	0			
South Leg	**TOTAL**	**0**	**0**	**#DIV/0!**	**#DIV/0!**	**-**
East Leg	Inbound	1,465	1,170			
East Leg	Outbound	935	1,650			
East Leg	**TOTAL**	**2,400**	**2,820**	**9%**	**11%**	**26,000**
West Leg	Inbound	935	1,650			
West Leg	Outbound	1,465	1,170			
West Leg	**TOTAL**	**2,400**	**2,820**	**9%**	**11%**	**26,000**
OVERALL TOTAL		***4,800***	***5,640***	**9%**	***11%***	***52,000***

U:\UcJobs_08600-09000_08600\08660\Post-Processing\[10 Webster_Harley Knox.xls]Output (3)

INPUT DATA

Project:	==========>	Moreno Valley Walmart	<===	Job #:	08660
Scenario:	==========>	GP Buildout Post 2035 Without Project	<===	Analyst:	DB
Existing Conditions Model Run ID:	==>	RivTAM for MV-Existing Base Model	<===	Date:	7/2/2013
Future Conditions Model Run ID:	==>	RivTAM-Moreno Valley GP	<===		

LOCATION: **Indian Street / Cottonwood Avenue**

AM PEAK HOUR

EXISTING TURNING MOVEMENT VOLUMES:

2013			**56**	**202**	**44**	
		<	v	>		
	49	^			^	**78**
	227	>	Total =	1,557	<	**337**
	132	v			v	**46**
		<	^	>		
			101	**248**	**37**	

EXISTING MODEL YEAR:

2008				**59**	**73**	
				v	^	
	123	<	IN =	303	<	**114**
	100	>	OUT =	302	>	**84**
				v	^	
				22	**30**	

FUTURE MODEL YEAR:

2035				**225**	**165**	
				v	^	
	369	<	IN =	876	<	**331**
	188	>	OUT =	877	>	**169**
				v	^	
				174	**132**	

EXISTING (COUNTED) ADTs BY LEG:

2013				**7,716**		
				N		
	9,720	W		**LEG**	E	**7,836**
				S		
				9,408		

REFINED FUTURE ADT'S BY LEG:

2035				**6,000**		
				N		
	8,000	W		**LEG**	E	**8,000**
				S		
				5,000		

PM PEAK HOUR

EXISTING TURNING MOVEMENT VOLUMES:

2013			**43**	**248**	**23**	
		<	v	>		
	45	^			^	**40**
	283	>	Total =	1,445	<	**227**
	136	v			v	**41**
		<	^	>		
			76	**244**	**39**	

EXISTING MODEL YEAR:

2008				**110**	**92**	
				v	^	
	103	<	IN =	385	<	**79**
	153	>	OUT =	384	>	**133**
				v	^	
				56	**43**	

FUTURE MODEL YEAR:

2035				**387**	**359**	
				v	^	
	340	<	IN =	1719	<	**323**
	696	>	OUT =	1718	>	**696**
				v	^	
				323	**313**	

EXISTING (COUNTED) ADTs BY LEG:

2013				7,716		
				N		
	9,720	W		+	E	7,836
				S		
				9,408		

REFINED FUTURE ADT'S BY LEG:

2035				6,000		
				N		
	8,000	W		+	E	8,000
				S		
				5,000		

U: \ UcJobs \ _08600-09000 \ _08600 \ 08660 \ Post-Processing \ [11 Indian_Cottonwood.xls]Input (1)

Project: Moreno Valley Walmart
Scenario: GP Buildout Post 2035 Without Project

Job #: 08660
Analyst: DB
Date: 7/2/2013

LOCATION: Indian Street / Cottonwood Avenue

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION

AM

EXISTING COUNT YEAR:
2013

		302	375		
		v	^		
494	<	IN =	1557	<	461
408	>	OUT =	1557	>	308
		v	^		
		380	386		

GROWTH CALCULATION DECISION RULE
MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		ADD	ADD		
		v	^		
ADD	<			<	ADD
ADD	>			>	ADD
		v	^		
		ADD	ADD		

MINIMUM GROWTH %s 2008 TO 2035

		-22%	-22%		
		v	^		
-18%	<			<	0%
-18%	>			>	0%
		v	^		
		-47%	-47%		

REFINED GROWTH: 2008 TO 2035

		170	90		
		v	^		
250	<			<	220
90	>			>	90
		v	^		
		150	100		

PRORATED GROWTH: 2013 TO 2035
22 YEARS

		140	70		
		v	^		
200	<			<	180
70	>			>	70
		v	^		
		120	80		

NEW PROJECTED VOLUMES: 2035

		440	452		
		v	^		
693	<	IN =	2030	<	640
480	>	OUT =	2030	>	382
		v	^	*	
		502	470		

PM

EXISTING COUNT YEAR:
2013

		314	329		
		v	^		
346	<	IN =	1445	<	308
464	>	OUT =	1445	>	345
		v	^		
		425	359		

MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		ADD	ADD		
		v	^		
ADD	<			<	ADD
ADD	>			>	ADD
		v	^		
		ADD	ADD		

		-22%	-22%		
		v	^		
-18%	<			<	0%
-18%	>			>	0%
		v	^		
		-47%	-47%		

ADJUSTED GROWTH: 2008 TO 2035

		280	270		
		v	^		
240	<			<	240
540	>			>	560
		v	^		
		270	270		

PRORATED GROWTH: 2013 TO 2035
22 YEARS

		230	220		
		v	^		
200	<			<	200
440	>			>	460
		v	^		
		220	220		

NEW PROJECTED VOLUMES: 2035

		540	550		
		v	^		
550	<	IN =	2530	<	510
900	>	OUT =	2560	>	810
		v	^	*	
		650	580		

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs_08600-09000_08600\08660\Post-Processing\[11 Indian_Cottonwood.xls] Growth Summary (2)

Project:	Moreno Valley Walmart	Job #:	08660
Scenario:	GP Buildout Post 2035 Without Project	Analyst:	DB
		Date:	7/2/2013

LOCATION: Indian Street / Cottonwood Avenue
FORECAST YEAR: 2035

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	101	130	29	29%	76	103	27	36%
	Through	248	294	46	19%	244	396	152	62%
	Right	37	46	9	24%	39	88	49	126%
	NB Total	386	470	84	22%	359	587	228	64%
SOUTH BOUND	Left	44	65	21	48%	23	66	43	187%
	Through	202	289	87	43%	248	406	158	64%
	Right	56	86	30	54%	43	74	31	72%
	SB Total	302	440	138	46%	314	546	232	74%
EAST BOUND	Left	49	56	7	14%	45	75	30	67%
	Through	227	271	44	19%	283	656	373	132%
	Right	132	153	21	16%	136	180	44	32%
	EB Total	408	480	72	18%	464	911	447	96%
WEST BOUND	Left	46	61	15	33%	41	64	23	56%
	Through	337	477	140	42%	227	373	146	64%
	Right	78	102	24	31%	40	79	39	98%
	WB Total	461	640	179	39%	308	516	208	68%
TOTAL ENTERING VOLUME		1,557	2,030	473	30%	1,445	2,560	1115	77%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	440	546			
North Leg	Outbound	452	550			
North Leg	**TOTAL**	**892**	**1,096**	**15%**	**18%**	**6,000**
South Leg	Inbound	470	587			
South Leg	Outbound	503	650			
South Leg	**TOTAL**	**973**	**1,237**	**19%**	**25%**	**5,000**
East Leg	Inbound	640	516			
East Leg	Outbound	382	810			
East Leg	**TOTAL**	**1,022**	**1,326**	**13%**	**17%**	**8,000**
West Leg	Inbound	480	911			
West Leg	Outbound	693	550			
West Leg	**TOTAL**	**1,173**	**1,461**	**15%**	**18%**	**8,000**
OVERALL TOTAL		***4,060***	***5,120***	**15%**	***19%***	***27,000***

U:\UcJobs_08600-09000_08600\08660\Post-Processing\[11 Indian_Cottonwood.xls]Output (3)

INPUT DATA

Project: ==========>	Moreno Valley Walmart	<===	Job #: 08660
Scenario: ==========>	GP Buildout Post 2035 Without Project	<===	Analyst: DB
Existing Conditions Model Run ID: ==>	RivTAM for MV-Existing Base Model	<===	Date: 7/2/2013
Future Conditions Model Run ID: ==>	RivTAM-Moreno Valley GP	<===	

LOCATION: **Indian Street / Alessandro Boulevard**

AM PEAK HOUR

EXISTING TURNING MOVEMENT VOLUMES:

2013

		78	**141**	**63**		
		<	v	>		
41	^				^	**69**
413	>		Total =	2,157	<	**784**
78	v				v	**36**
		<	^	>		
		155	**217**	**82**		

EXISTING MODEL YEAR:

2008

			155	**91**		
			v	^		
745		<	IN =	1265	<	**614**
279		>	OUT =	1265	>	**252**
			v	^		
			177	**217**		

FUTURE MODEL YEAR:

2035

			301	**259**		
			v	^		
2115		<	IN =	3729	<	**2003**
1136		>	OUT =	3731	>	**1054**
			v	^		
			303	**289**		

EXISTING (COUNTED) ADTs BY LEG:

2013

			10,680			
			N			
23,424		W	**LEG**	E		**22,836**
			S			
			10,452			

REFINED FUTURE ADT'S BY LEG:

2035

			8,000			
			N			
46,000		W	**LEG**	E		**43,000**
			S			
			9,000			

PM PEAK HOUR

EXISTING TURNING MOVEMENT VOLUMES:

2013

		49	**264**	**139**		
		<	v	>		
109	^				^	**113**
822	>		Total =	2,808	<	**705**
137	v				v	**63**
		<	^	>		
		130	**216**	**61**		

EXISTING MODEL YEAR:

2008

			141	**185**		
			v	^		
421		<	IN =	1615	<	**352**
884		>	OUT =	1614	>	**686**
			v	^		
			322	**238**		

FUTURE MODEL YEAR:

2035

			516	**492**		
			v	^		
1633		<	IN =	4979	<	**1521**
2456		>	OUT =	4978	>	**2242**
			v	^		
			611	**486**		

EXISTING (COUNTED) ADTs BY LEG:

2013

			10,680			
			N			
23,424		W	+	E		22,836
			S			
			10,452			

REFINED FUTURE ADT'S BY LEG:

2035

			8,000			
			N			
46,000		W	+	E		43,000
			S			
			9,000			

U: \ UcJobs \ _08600-09000 \ _08600 \ 08660 \ Post-Processing \ [12 Indian_Alessandro.xls]Input (1)

Project: Moreno Valley Walmart
Scenario: GP Buildout Post 2035 Without Project

Job #: 08660
Analyst: DB
Date: 7/2/2013

LOCATION: Indian Street / Alessandro Boulevard

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION

AM

EXISTING COUNT YEAR:
2013

		282	327		
		v	^		
1017	< IN	=	2157	<	889
532	> OUT	=	2157	>	558
		v	^		
		255	454		

GROWTH CALCULATION DECISION RULE
MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		ADD	ADD		
		v	^		
ADD	<			<	ADD
ADD	>			>	ADD
		v	^		
		ADD	ADD		

MINIMUM GROWTH %s 2008 TO 2035

		-25%	-25%		
		v	^		
0%	<			<	0%
0%	>			>	0%
		v	^		
		-14%	-14%		

REFINED GROWTH: 2008 TO 2035

		150	170		
		v	^		
1370	<			<	1390
860	>			>	800
		v	^		
		130	70		

PRORATED GROWTH: 2013 TO 2035
22 YEARS

		120	140		
		v	^		
1120	<			<	1130
700	>			>	650
		v	^		
		110	60		

NEW PROJECTED VOLUMES: 2035

		400	470		
		v	^		
2140	< IN	=	4160	<	2020
1230	> OUT	=	4190	>	1210
		v	^	*	
		370	510		

PM

EXISTING COUNT YEAR:
2013

		452	438		
		v	^		
884	< IN	=	2808	<	881
1068	> OUT	=	2808	>	1022
		v	^		
		464	407		

MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		ADD	ADD		
		v	^		
ADD	<			<	ADD
ADD	>			>	ADD
		v	^		
		ADD	ADD		

		-25%	-25%		
		v	^		
0%	<			<	0%
0%	>			>	0%
		v	^		
		-14%	-14%		

ADJUSTED GROWTH: 2008 TO 2035

		380	310		
		v	^		
1210	<			<	1170
1570	>			>	1560
		v	^		
		290	250		

PRORATED GROWTH: 2013 TO 2035
22 YEARS

		310	250		
		v	^		
990	<			<	950
1280	>			>	1270
		v	^		
		240	200		

NEW PROJECTED VOLUMES: 2035

		760	690		
		v	^		
1870	< IN	=	5550	<	1830
2350	> OUT	=	5550	>	2290
		v	^	*	
		700	610		

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs_08600-09000_08600\08660\Post-Processing\[12 Indian_Alessandro.xls] Growth Summary (2)

Project:	Moreno Valley Walmart	Job #:	08660
Scenario:	GP Buildout Post 2035 Without Project	Analyst:	DB
		Date:	7/2/2013

LOCATION: Indian Street / Alessandro Boulevard
FORECAST YEAR: 2035

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	155	183	28	18%	130	222	92	71%
	Through	217	233	16	7%	216	289	73	34%
	Right	82	97	15	18%	61	100	39	64%
	NB Total	454	513	59	13%	407	611	204	50%
SOUTH BOUND	Left	63	104	41	65%	139	279	140	101%
	Through	141	170	29	21%	264	378	114	43%
	Right	78	129	51	65%	49	103	54	110%
	SB Total	282	403	121	43%	452	760	308	68%
EAST BOUND	Left	41	91	50	122%	109	208	99	91%
	Through	413	1,008	595	144%	822	1,912	1,090	133%
	Right	78	139	61	78%	137	228	91	66%
	EB Total	532	1,238	706	133%	1,068	2,348	1,280	120%
WEST BOUND	Left	36	61	25	69%	63	94	31	49%
	Through	784	1,828	1,044	133%	705	1,545	840	119%
	Right	69	146	77	112%	113	194	81	72%
	WB Total	889	2,035	1,146	129%	881	1,833	952	108%
TOTAL ENTERING VOLUME		2,157	4,189	2032	94%	2,808	5,552	2744	98%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	403	760			
North Leg	Outbound	470	691			
North Leg	**TOTAL**	**873**	**1,451**	**11%**	**18%**	**8,000**
South Leg	Inbound	513	611			
South Leg	Outbound	370	700			
South Leg	**TOTAL**	**883**	**1,311**	**10%**	**15%**	**9,000**
East Leg	Inbound	2,035	1,833			
East Leg	Outbound	1,209	2,291			
East Leg	**TOTAL**	**3,244**	**4,124**	**8%**	**10%**	**43,000**
West Leg	Inbound	1,238	2,348			
West Leg	Outbound	2,140	1,870			
West Leg	**TOTAL**	**3,378**	**4,218**	**7%**	**9%**	**46,000**
OVERALL TOTAL		***8,378***	***11,104***	**8%**	***10%***	***106,000***

U:\ UcJobs \ _08600-09000 \ _08600 \ 08660 \ Post-Processing \ [12 Indian_Alessandro.xls]Output (3)

INPUT DATA

Project:	==========>	Moreno Valley Walmart	<===	Job #:	08660
Scenario:	==========>	GP Buildout Post 2035 Without Project	<===	Analyst:	DB
Existing Conditions Model Run ID:	==>	RivTAM for MV-Existing Base Model	<===	Date:	7/2/2013
Future Conditions Model Run ID:	==>	RivTAM-Moreno Valley GP	<===		

LOCATION: **Indian Street / Cactus Avenue**

AM PEAK HOUR

EXISTING TURNING MOVEMENT VOLUMES:

2013

14 224 54
< v >
26 ^ ^ **83**
490 > Total = 1,925 < **617**
43 v v **41**
< ^ >
37 271 25

EXISTING MODEL YEAR:

2008

33 32
v ^
456 < IN = 763 < **448**
131 > OUT = 762 > **170**
v ^
104 151

FUTURE MODEL YEAR:

2035

229 228
v ^
485 < IN = 1102 < **361**
90 > OUT = 1103 > **108**
v ^
282 422

EXISTING (COUNTED) ADTs BY LEG:

2013

10,992
N
15,468 W **LEG** E **16,392**
S
9,132

REFINED FUTURE ADT'S BY LEG:

2035

7,000
N
8,000 W **LEG** E **7,000**
S
10,000

PM PEAK HOUR

EXISTING TURNING MOVEMENT VOLUMES:

2013

43 371 121
< v >
36 ^ ^ **93**
695 > Total = 2,166 < **417**
60 v v **25**
< ^ >
38 252 15

EXISTING MODEL YEAR:

2008

65 53
v ^
199 < IN = 1094 < **276**
610 > OUT = 1094 > **508**
v ^
334 143

FUTURE MODEL YEAR:

2035

496 382
v ^
286 < IN = 2042 < **255**
801 > OUT = 2042 > **538**
v ^
836 490

EXISTING (COUNTED) ADTs BY LEG:

2013

10,992
N
15,468 W + E 16,392
S
9,132

REFINED FUTURE ADT'S BY LEG:

2035

7,000
N
8,000 W + E 7,000
S
10,000

U: \ UcJobs \ _08600-09000 \ _08600 \ 08660 \ Post-Processing \ [13 Indian_Cactus.xls]Input (1)

Project: Moreno Valley Walmart
Scenario: GP Buildout Post 2035 Without Project

Job #: 08660
Analyst: DB
Date: 7/2/2013

LOCATION: Indian Street / Cactus Avenue

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION

AM

EXISTING COUNT YEAR:
2013

		292	380		
		v	^		
668	<	IN =	1925	<	741
559	>	OUT =	1925	>	569
		v	^		
		308	333		

GROWTH CALCULATION DECISION RULE
MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		ADD	ADD		
		v	^		
ADD	<			<	ADD
ADD	>			>	ADD
		v	^		
		ADD	ADD		

MINIMUM GROWTH %s 2008 TO 2035

		-36%	-36%		
		v	^		
-48%	<			<	-57%
-48%	>			>	-57%
		v	^		
		0%	0%		

REFINED GROWTH: 2008 TO 2035

		200	200		
		v	^		
30	<			<	-90
-40	>			>	-60
		v	^		
		180	270		

PRORATED GROWTH: 2013 TO 2035
22 YEARS

		160	160		
		v	^		
20	<			<	-70
-30	>			>	-50
		v	^		
		150	220		

NEW PROJECTED VOLUMES: 2035

		450	540			
		v	^			
690	<	IN =	2200	<	670	
530	>	OUT =	2210	>	520	
		v	^	*		
		460	550			

PM

EXISTING COUNT YEAR:
2013

		535	381		
		v	^		
498	<	IN =	2166	<	535
791	>	OUT =	2166	>	831
		v	^		
		456	305		

MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		ADD	ADD		
		v	^		
ADD	<			<	ADD
ADD	>			>	ADD
		v	^		
		ADD	ADD		

		-36%	-36%		
		v	^		
-48%	<			<	-57%
-48%	>			>	-57%
		v	^		
		0%	0%		

ADJUSTED GROWTH: 2008 TO 2035

		430	330		
		v	^		
90	<			<	-20
190	>			>	30
		v	^		
		500	350		

PRORATED GROWTH: 2013 TO 2035
22 YEARS

		350	270		
		v	^		
70	<			<	-20
150	>			>	20
		v	^		
		410	290		

NEW PROJECTED VOLUMES: 2035

		890	652			
		v	^			
572	<	IN =	2950	<	520	
940	>	OUT =	2950	>	853	
		v	^	*		
		873	600			

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs_08600-09000_08600\08660\Post-Processing\[13 Indian_Cactus.xls] Growth Summary (2)

Project:	Moreno Valley Walmart	Job #:	08660
Scenario:	GP Buildout Post 2035 Without Project	Analyst:	DB
		Date:	7/2/2013

LOCATION: Indian Street / Cactus Avenue
FORECAST YEAR: 2035

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	37	79	42	114%	38	84	46	121%
	Through	271	447	176	65%	252	503	251	100%
	Right	25	29	4	16%	15	17	2	13%
	NB Total	333	555	222	67%	305	604	299	98%
SOUTH BOUND	Left	54	56	2	4%	121	106	-15	-12%
	Through	224	366	142	63%	371	708	337	91%
	Right	14	26	12	86%	43	74	31	72%
	SB Total	292	448	156	53%	535	888	353	66%
EAST BOUND	Left	26	32	6	23%	36	66	30	83%
	Through	490	434	-56	-11%	695	730	35	5%
	Right	43	60	17	40%	60	137	77	128%
	EB Total	559	526	-33	-6%	791	933	142	18%
WEST BOUND	Left	41	34	-7	-17%	25	28	3	12%
	Through	617	585	-32	-5%	417	414	-3	-1%
	Right	83	61	-22	-27%	93	83	-10	-11%
	WB Total	741	680	-61	-8%	535	525	-10	-2%
TOTAL ENTERING VOLUME		1,925	2,209	284	15%	2,166	2,950	784	36%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	448	888			
North Leg	Outbound	540	652			
North Leg	**TOTAL**	**988**	**1,540**	**14%**	**22%**	**7,000**
South Leg	Inbound	555	604			
South Leg	Outbound	460	873			
South Leg	**TOTAL**	**1,015**	**1,477**	**10%**	**15%**	**10,000**
East Leg	Inbound	680	525			
East Leg	Outbound	519	853			
East Leg	**TOTAL**	**1,199**	**1,378**	**17%**	**20%**	**7,000**
West Leg	Inbound	526	933			
West Leg	Outbound	690	572			
West Leg	**TOTAL**	**1,216**	**1,505**	**15%**	**19%**	**8,000**
OVERALL TOTAL		***4,418***	***5,900***	**14%**	***18%***	***32,000***

U:\ UcJobs \ _08600-09000 \ _08600 \ 08660 \ Post-Processing \ [13 Indian_Cactus.xls]Output (3)

INPUT DATA

Project:	==========>	Moreno Valley Walmart	<===	Job #:	08660
Scenario:	==========>	GP Buildout Post 2035 Without Project	<===	Analyst:	DB
Existing Conditions Model Run ID:	==>	RivTAM for MV-Existing Base Model	<===	Date:	7/2/2013
Future Conditions Model Run ID:	==>	RivTAM-Moreno Valley GP	<===		

LOCATION: **Indian Street / John F. Kennedy Drive**

AM PEAK HOUR

EXISTING TURNING MOVEMENT VOLUMES:

2013

		34	**173**	**102**		
		<	v	>		
32	^				^	**83**
225	>		Total =	1,513	<	**342**
49	v				v	**64**
		<	^	>		
		53	**273**	**83**		

EXISTING MODEL YEAR:

2008

			104	**151**		
			v	^		
734		<	IN =	1151	<	**736**
238		>	OUT =	1151	>	**227**
			v	^		
			39	**73**		

FUTURE MODEL YEAR:

2035

			193	**273**		
			v	^		
632		<	IN =	1415	<	**643**
315		>	OUT =	1415	>	**303**
			v	^		
			207	**264**		

EXISTING (COUNTED) ADTs BY LEG:

2013

			7,128			
			N			
9,036		W	**LEG**	E		**9,108**
			S			
			8,016			

REFINED FUTURE ADT'S BY LEG:

2035

			6,000			
			N			
12,000		W	**LEG**	E		**12,000**
			S			
			6,000			

PM PEAK HOUR

EXISTING TURNING MOVEMENT VOLUMES:

2013

		28	**246**	**68**		
		<	v	>		
23	^				^	**40**
352	>		Total =	1,387	<	**208**
95	v				v	**52**
		<	^	>		
		47	**189**	**39**		

EXISTING MODEL YEAR:

2008

			334	**143**		
			v	^		
321		<	IN =	1629	<	**303**
927		>	OUT =	1629	>	**1012**
			v	^		
			153	**65**		

FUTURE MODEL YEAR:

2035

			712	**359**		
			v	^		
481		<	IN =	2333	<	**425**
788		>	OUT =	2333	>	**800**
			v	^		
			693	**408**		

EXISTING (COUNTED) ADTs BY LEG:

2013

			7,128			
			N			
9,036		W	+	E		9,108
			S			
			8,016			

REFINED FUTURE ADT'S BY LEG:

2035

			6,000			
			N			
12,000		W	+	E		12,000
			S			
			6,000			

U: \ UcJobs \ _08600-09000 \ _08600 \ 08660 \ Post-Processing \ [14 Indian_John F. Kennedy.xls]Input (1)

Project: Moreno Valley Walmart
Scenario: GP Buildout Post 2035 Without Project

Job #: 08660
Analyst: DB
Date: 7/2/2013

LOCATION: Indian Street / John F. Kennedy Drive

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION

AM

EXISTING COUNT YEAR:
2013

		309	388		
		v	^		
429	<	IN =	1513	<	489
306	>	OUT =	1513	>	410
		v	^		
		286	409		

GROWTH CALCULATION DECISION RULE
MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		ADD	ADD		
		v	^		
MIN	<			<	MIN
ADD	>			>	ADD
		v	^		
		ADD	ADD		

MINIMUM GROWTH %s 2008 TO 2035

		-16%	-16%		
		v	^		
0%	<			<	0%
0%	>			>	0%
		v	^		
		-25%	-25%		

REFINED GROWTH: 2008 TO 2035

		90	120		
		v	^		
0	<			<	0
80	>			>	80
		v	^		
		170	190		

PRORATED GROWTH: 2013 TO 2035
22 YEARS

		70	100		
		v	^		
0	<			<	0
70	>			>	70
		v	^		
		140	150		

NEW PROJECTED VOLUMES: 2035

		380	490		
		v	^		
430	<	IN =	1810	<	490
380	>	OUT =	1830	>	480
		v	^	*	
		430	560		

PM

EXISTING COUNT YEAR:
2013

		342	252		
		v	^		
283	<	IN =	1387	<	300
470	>	OUT =	1387	>	459
		v	^		
		393	275		

MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		ADD	ADD		
		v	^		
MUL	<			<	MUL
MIN	>			>	MIN
		v	^		
		ADD	ADD		

		-16%	-16%		
		v	^		
0%	<			<	0%
0%	>			>	0%
		v	^		
		-25%	-25%		

ADJUSTED GROWTH: 2008 TO 2035

		380	220		
		v	^		
137	<			<	120
0	>			>	0
		v	^		
		540	340		

PRORATED GROWTH: 2013 TO 2035
22 YEARS

		310	180		
		v	^		
110	<			<	100
0	>			>	0
		v	^		
		440	280		

NEW PROJECTED VOLUMES: 2035

		650	430		
		v	^		
390	<	IN =	2080	<	400
470	>	OUT =	2110	>	460
		v	^	*	
		830	560		

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs_08600-09000_08600\08660\Post-Processing\[14 Indian_John F. Kennedy.xls] Growth Summary (2)

Project:	Moreno Valley Walmart	Job #:	08660
Scenario:	GP Buildout Post 2035 Without Project	Analyst:	DB
		Date:	7/2/2013

LOCATION: Indian Street / John F. Kennedy Drive
FORECAST YEAR: 2035

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	53	73	20	38%	47	108	61	130%
	Through	273	375	102	37%	189	372	183	97%
	Right	83	117	34	41%	39	84	45	115%
	NB Total	409	565	156	38%	275	564	289	105%
SOUTH BOUND	Left	102	100	-2	-2%	68	76	8	12%
	Through	173	252	79	46%	246	553	307	125%
	Right	34	32	-2	-6%	28	34	6	21%
	SB Total	309	384	75	24%	342	663	321	94%
EAST BOUND	Left	32	36	4	13%	23	18	-5	-22%
	Through	225	263	38	17%	352	299	-53	-15%
	Right	49	85	36	73%	95	161	66	69%
	EB Total	306	384	78	25%	470	478	8	2%
WEST BOUND	Left	64	93	29	45%	52	116	64	123%
	Through	342	324	-18	-5%	208	248	40	19%
	Right	83	78	-5	-6%	40	41	1	3%
	WB Total	489	495	6	1%	300	405	105	35%
TOTAL ENTERING VOLUME		1,513	1,828	315	21%	1,387	2,110	723	52%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	384	663			
North Leg	Outbound	489	431			
North Leg	**TOTAL**	**873**	**1,094**	**15%**	**18%**	**6,000**
South Leg	Inbound	565	564			
South Leg	Outbound	430	830			
South Leg	**TOTAL**	**995**	**1,394**	**17%**	**23%**	**6,000**
East Leg	Inbound	495	405			
East Leg	Outbound	480	459			
East Leg	**TOTAL**	**975**	**864**	**8%**	**7%**	**12,000**
West Leg	Inbound	384	478			
West Leg	Outbound	429	390			
West Leg	**TOTAL**	**813**	**868**	**7%**	**7%**	**12,000**
OVERALL TOTAL		***3,656***	***4,220***	**10%**	***12%***	***36,000***

U:\UcJobs_08600-09000_08600\08660\Post-Processing\[14 Indian_John F. Kennedy.xls]Output (3)

INPUT DATA

Project:	==========>	Moreno Valley Walmart	<===	Job #:	08660
Scenario:	==========>	GP Buildout Post 2035 Without Project	<===	Analyst:	DB
Existing Conditions Model Run ID:	==>	RivTAM for MV-Existing Base Model	<===	Date:	7/2/2013
Future Conditions Model Run ID:	==>	RivTAM-Moreno Valley GP	<===		

LOCATION: **Indian Street / Gentian Avenue**

AM PEAK HOUR

EXISTING TURNING MOVEMENT VOLUMES:

2013

33 183 0
< v >
23 ^ ^ **0**
0 > Total = 669 < **0**
65 v v **0**
< ^ >
72 293 0

EXISTING MODEL YEAR:

2008

102 119
v ^
132 < IN = 422 < **171**
36 > OUT = 422 > **71**
v ^
100 113

FUTURE MODEL YEAR:

2035

304 295
v ^
46 < IN = 727 < **89**
65 > OUT = 726 > **77**
v ^
308 269

EXISTING (COUNTED) ADTs BY LEG:

2013

5,964
N
1,584 W **LEG** E **0**
S
6,468

REFINED FUTURE ADT'S BY LEG:

2035

7,000
N
3,000 W **LEG** E **3,000**
S
8,000

PM PEAK HOUR

EXISTING TURNING MOVEMENT VOLUMES:

2013

18 253 0
< v >
27 ^ ^ **0**
0 > Total = 584 < **0**
65 v v **0**
< ^ >
22 199 0

EXISTING MODEL YEAR:

2008

218 129
v ^
55 < IN = 671 < **93**
221 > OUT = 671 > **197**
v ^
290 139

FUTURE MODEL YEAR:

2035

696 423
v ^
153 < IN = 1414 < **113**
122 > OUT = 1415 > **277**
v ^
562 483

EXISTING (COUNTED) ADTs BY LEG:

2013

5,964
N
1,584 W + E 0
S
6,468

REFINED FUTURE ADT'S BY LEG:

2035

7,000
N
3,000 W + E 3,000
S
8,000

U:\ UcJobs \ _08600-09000 \ _08600 \ 08660 \ Post-Processing \ [15 Indian_Gentian.xls]Input (1)

Project: Moreno Valley Walmart
Scenario: GP Buildout Post 2035 Without Project

Job #: 08660
Analyst: DB
Date: 7/2/2013

LOCATION: Indian Street / Gentian Avenue

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION

AM

EXISTING COUNT YEAR:
2013

		216	316		
		v	^		
105	< IN	=	669	<	0
88	> OUT	=	669	>	0
		v	^		
		248	365		

GROWTH CALCULATION DECISION RULE
MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		ADD	ADD		
		v	^		
MIN	<			<	MUL
ADD	>			>	MUL
		v	^		
		ADD	ADD		

MINIMUM GROWTH %s 2008 TO 2035

		0%	0%		
		v	^		
0%	<			<	0%
0%	>			>	0%
		v	^		
		0%	0%		

REFINED GROWTH: 2008 TO 2035

		200	180		
		v	^		
0	<			<	0
30	>			>	0
		v	^		
		210	160		

PRORATED GROWTH: 2013 TO 2035
22 YEARS

		160	150		
		v	^		
0	<			<	0
20	>			>	0
		v	^		
		170	130		

NEW PROJECTED VOLUMES: 2035

		380	470		
		v	^		
110	< IN	=	990	<	0
110	> OUT	=	1000	>	0
		v	^	*	
		420	500		

PM

EXISTING COUNT YEAR:
2013

		271	226		
		v	^		
40	< IN	=	584	<	0
92	> OUT	=	584	>	0
		v	^		
		318	221		

MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		ADD	ADD		
		v	^		
MUL	<			<	MUL
MIN	>			>	MUL
		v	^		
		ADD	ADD		

		0%	0%		
		v	^		
0%	<			<	0%
0%	>			>	0%
		v	^		
		0%	0%		

ADJUSTED GROWTH: 2008 TO 2035

		480	290		
		v	^		
70	<			<	0
0	>			>	0
		v	^		
		270	340		

PRORATED GROWTH: 2013 TO 2035
22 YEARS

		390	240		
		v	^		
60	<			<	0
0	>			>	0
		v	^		
		220	280		

NEW PROJECTED VOLUMES: 2035

		660	529		
		v	^		
113	< IN	=	1250	<	0
90	> OUT	=	1250	>	0
		v	^	*	
		608	500		

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs_08600-09000_08600\08660\Post-Processing\[15 Indian_Gentian.xls] Growth Summary (2)

Project:	Moreno Valley Walmart	Job #:	08660
Scenario:	GP Buildout Post 2035 Without Project	Analyst:	DB
		Date:	7/2/2013

LOCATION: Indian Street / Gentian Avenue
FORECAST YEAR: 2035

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	72	67	-5	-7%	22	38	16	73%
	Through	293	439	146	50%	199	482	283	142%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	NB Total	365	506	141	39%	221	520	299	135%
SOUTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	183	340	157	86%	253	565	312	123%
	Right	33	43	10	30%	18	75	57	317%
	SB Total	216	383	167	77%	271	640	369	136%
EAST BOUND	Left	23	31	8	35%	27	47	20	74%
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	65	80	15	23%	65	43	-22	-34%
	EB Total	88	111	23	26%	92	90	-2	-2%
WEST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	WB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
TOTAL ENTERING VOLUME		669	1,000	331	49%	584	1,250	666	114%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	383	640			
North Leg	Outbound	470	529			
North Leg	**TOTAL**	**853**	**1,169**	**12%**	**17%**	**7,000**
South Leg	Inbound	506	520			
South Leg	Outbound	420	608			
South Leg	**TOTAL**	**926**	**1,128**	**12%**	**14%**	**8,000**
East Leg	Inbound	0	0			
East Leg	Outbound	0	0			
East Leg	**TOTAL**	**0**	**0**	**0%**	**0%**	**3,000**
West Leg	Inbound	111	90			
West Leg	Outbound	110	113			
West Leg	**TOTAL**	**221**	**203**	**7%**	**7%**	**3,000**
OVERALL TOTAL		***2,000***	***2,500***	**10%**	***12%***	***21,000***

U:\UcJobs_08600-09000_08600\08660\Post-Processing\[15 Indian_Gentian.xls]Output (3)

INPUT DATA

Project:	==========>	Moreno Valley Walmart	<===	Job #:	08660
Scenario:	==========>	GP Buildout Post 2035 Without Project	<===	Analyst:	DB
Existing Conditions Model Run ID:	==>	RivTAM for MV-Existing Base Model	<===	Date:	7/2/2013
Future Conditions Model Run ID:	==>	RivTAM-Moreno Valley GP	<===		

LOCATION: **Indian Street / Iris Avenue**

AM PEAK HOUR	**PM PEAK HOUR**
EXISTING TURNING MOVEMENT VOLUMES:	EXISTING TURNING MOVEMENT VOLUMES:
2013 **16 224 301**	2013 **6 114 211**
< v >	< v >
30 ^ ^ **411**	**7** ^ ^ **169**
198 > Total = 1,978 < **356**	**408** > Total = 1,392 < **236**
39 v v **5**	**115** v v **10**
< ^ >	< ^ >
127 264 7	**48 60 8**
EXISTING MODEL YEAR:	EXISTING MODEL YEAR:
2008 **100 113**	2008 **290 139**
v ^	v ^
608 < IN = 1019 < **323**	**146** < IN = 1307 < **124**
128 > OUT = 1018 > **154**	**652** > OUT = 1307 > **398**
v ^	v ^
143 468	**624 241**
FUTURE MODEL YEAR:	FUTURE MODEL YEAR:
2035 **255 161**	2035 **448 388**
v ^	v ^
302 < IN = 1076 < **452**	**263** < IN = 1667 < **300**
162 > OUT = 1077 > **177**	**308** > OUT = 1668 > **517**
v ^	v ^
437 207	**500 611**
EXISTING (COUNTED) ADTs BY LEG:	EXISTING (COUNTED) ADTs BY LEG:
2013 **6,804**	2013 6,804
N	N
9,840 W **LEG** E **12,504**	9,840 W + E 12,504
S	S
4,260	4,260
REFINED FUTURE ADT'S BY LEG:	REFINED FUTURE ADT'S BY LEG:
2035 **5,000**	2035 5,000
N	N
7,000 W **LEG** E **9,000**	7,000 W + E 9,000
S	S
8,000	8,000

U: \ UcJobs \ _08600-09000 \ _08600 \ 08660 \ Post-Processing \ [17 Indian_Iris.xls]Input (1)

Project: Moreno Valley Walmart
Scenario: GP Buildout Post 2035 Without Project

Job #: 08660
Analyst: DB
Date: 7/2/2013

LOCATION: Indian Street / Iris Avenue

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION

AM

EXISTING COUNT YEAR:
2013

		541	705		
		v	^		
499	<	IN =	1978	<	772
267	>	OUT =	1978	>	506
		v	^		
		268	398		

GROWTH CALCULATION DECISION RULE
MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		ADD	ADD		
		v	^		
MIN	<			<	ADD
ADD	>			>	ADD
		v	^		
		ADD	MIN		

MINIMUM GROWTH %s 2008 TO 2035

		-27%	-27%		
		v	^		
-29%	<			<	-28%
-29%	>			>	-28%
		v	^		
		0%	0%		

REFINED GROWTH: 2008 TO 2035

		160	50		
		v	^		
-140	<			<	130
30	>			>	20
		v	^		
		290	0		

PRORATED GROWTH: 2013 TO 2035
22 YEARS

		130	40		
		v	^		
-110	<			<	110
20	>			>	20
		v	^		
		240	0		

NEW PROJECTED VOLUMES: 2035

		670	771		
		v	^		
401	<	IN =	2240	<	880
290	>	OUT =	2240	>	545
		v	^	*	
		524	400		

PM

EXISTING COUNT YEAR:
2013

		331	236		
		v	^		
290	<	IN =	1392	<	415
530	>	OUT =	1392	>	627
		v	^		
		239	116		

MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		ADD	ADD		
		v	^		
ADD	<			<	ADD
MIN	>			>	ADD
		v	^		
		MIN	MUL		

		-27%	-27%		
		v	^		
-29%	<			<	-28%
-29%	>			>	-28%
		v	^		
		0%	0%		

ADJUSTED GROWTH: 2008 TO 2035

		160	250		
		v	^		
120	<			<	180
-150	>			>	120
		v	^		
		0	174		

PRORATED GROWTH: 2013 TO 2035
22 YEARS

		130	200		
		v	^		
100	<			<	150
-120	>			>	100
		v	^		
		0	140		

NEW PROJECTED VOLUMES: 2035

		460	440		
		v	^		
390	<	IN =	1700	<	570
410	>	OUT =	1800	>	730
		v	^	*	
		240	260		

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs_08600-09000_08600\08660\Post-Processing\[17 Indian_Iris.xls] Growth Summary (2)

Project:	Moreno Valley Walmart	Job #:	08660
Scenario:	GP Buildout Post 2035 Without Project	Analyst:	DB
		Date:	7/2/2013

LOCATION: Indian Street / Iris Avenue
FORECAST YEAR: 2035

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	127	92	-35	-28%	48	91	43	90%
	Through	264	266	2	1%	60	153	93	155%
	Right	7	20	13	186%	8	27	19	238%
	NB Total	398	378	-20	-5%	116	271	155	134%
SOUTH BOUND	Left	301	305	4	1%	211	345	134	64%
	Through	224	414	190	85%	114	145	31	27%
	Right	16	4	-12	-75%	6	6	0	0%
	SB Total	541	723	182	34%	331	496	165	50%
EAST BOUND	Left	30	12	-18	-60%	7	5	-2	-29%
	Through	198	220	22	11%	408	358	-50	-12%
	Right	39	79	40	103%	115	78	-37	-32%
	EB Total	267	311	44	16%	530	441	-89	-17%
WEST BOUND	Left	5	31	26	520%	10	17	7	70%
	Through	356	305	-51	-14%	236	293	57	24%
	Right	411	493	82	20%	169	282	113	67%
	WB Total	772	829	57	7%	415	592	177	43%
TOTAL ENTERING VOLUME		1,978	2,241	263	13%	1,392	1,800	408	29%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	723	496			
North Leg	Outbound	771	440			
North Leg	**TOTAL**	**1,494**	**936**	**30%**	**19%**	**5,000**
South Leg	Inbound	378	271			
South Leg	Outbound	524	240			
South Leg	**TOTAL**	**902**	**511**	**11%**	**6%**	**8,000**
East Leg	Inbound	829	592			
East Leg	Outbound	545	730			
East Leg	**TOTAL**	**1,374**	**1,322**	**15%**	**15%**	**9,000**
West Leg	Inbound	311	441			
West Leg	Outbound	401	390			
West Leg	**TOTAL**	**712**	**831**	**10%**	**12%**	**7,000**
OVERALL TOTAL		***4,482***	***3,600***	**15%**	***12%***	***29,000***

U:\UcJobs_08600-09000_08600\08660\Post-Processing\[17 Indian_Iris.xls]Output (3)

INPUT DATA

Project:	==========>	Moreno Valley Walmart	<===	Job #:	08660
Scenario:	==========>	GP Buildout Post 2035 Without Project	<===	Analyst:	DB
Existing Conditions Model Run ID:	==>	RivTAM for MV-Existing Base Model	<===	Date:	7/2/2013
Future Conditions Model Run ID:	==>	RivTAM-Moreno Valley GP	<===		

LOCATION: **Indian Street / Krameria Avenue**

AM PEAK HOUR

EXISTING TURNING MOVEMENT VOLUMES:

2013

```
                    1     2     1
              <     v     >
        1 ^                     ^     1
        1 >                     <     1
        1 v                     v     1
              <     ^     >
                    1     2     1
```

FUTURE MODEL YEAR:

2035

```
                          401   183
                          v     ^
      549     <     IN   =  1393 <     245
      208     >     OUT  =  1393 >     75
                          v     ^
                          586   539
```

REFINED FUTURE ADT'S BY LEG:

2035

```
                    7,000
                    N
      9,000     W   LEG     E     4,000
                    S
                    13,000
```

PM PEAK HOUR

EXISTING TURNING MOVEMENT VOLUMES:

2013

```
                    1     2     1
              <     v     >
        1 ^                     ^     1
        1 >                     <     1
        1 v                     v     1
              <     ^     >
                    1     2     1
```

FUTURE MODEL YEAR:

2035

```
                          463   560
                          v     ^
      368     <     IN   =  2121 <     124
      749     >     OUT  =  2121 >     282
                          v     ^
                          911   785
```

REFINED FUTURE ADT'S BY LEG:

2035

```
                    7,000
                    N
      9,000     W   +       E     4,000
                    S
                    13,000
```

U: \ UcJobs \ _08600-09000 \ _08600 \ 08660 \ Post-Processing \ [18 Indian_Krameria-SEMI.xls]Input (1)

Project: Moreno Valley Walmart
Scenario: GP Buildout Post 2035 Without Project

Job #: 08660
Analyst: DB
Date: 7/2/2013

LOCATION: Indian Street / Krameria Avenue

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION

AM

EXISTING COUNT YEAR:
2013

		4	4	
		v	^	
3 <	IN =		14 <	3
3 >	OUT =		14 >	3
		v	^	
		4	4	

GROWTH CALCULATION DECISION RULE
MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		MUL	MUL	
		v	^	
MUL <			<	MUL
MUL >			>	MUL
		v	^	
		MUL	MUL	

MINIMUM GROWTH %s 2013 TO 2035

		0%	0%	
		v	^	
0% <			<	0%
0% >			>	0%
		v	^	
		0%	0%	

REFINED GROWTH: 2013 TO 2035

		396	176	
		v	^	
547 <			<	247
207 >			>	77
		v	^	
		586	536	

PRORATED GROWTH: 2013 TO 2035
22 YEARS

		400	180	
		v	^	
550 <			<	250
210 >			>	80
		v	^	
		590	540	

NEW PROJECTED VOLUMES: 2035

		400	180	
		v	^	
550 <	IN =		1400 <	250
210 >	OUT =		1400 >	80
		v	^	*
		590	540	

PM

EXISTING COUNT YEAR:
2013

		4	4	
		v	^	
3 <	IN =		14 <	3
3 >	OUT =		14 >	3
		v	^	
		4	4	

MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		MUL	MUL	
		v	^	
MUL <			<	MUL
MUL >			>	MUL
		v	^	
		MUL	MUL	

		0%	0%	
		v	^	
0% <			<	0%
0% >			>	0%
		v	^	
		0%	0%	

ADJUSTED GROWTH: 2013 TO 2035

		456	556	
		v	^	
367 <			<	117
747 >			>	277
		v	^	
		906	786	

PRORATED GROWTH: 2013 TO 2035
22 YEARS

		460	560	
		v	^	
370 <			<	120
750 >			>	280
		v	^	
		910	790	

NEW PROJECTED VOLUMES: 2035

		460	560	
		v	^	
370 <	IN =		2120 <	120
750 >	OUT =		2120 >	280
		v	^	*
		910	790	

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U: \ UcJobs \ _08600-09000 \ _08600 \ 08660 \ Post-Processing \ [18 Indian_Krameria-SEMI.xls] Growth Summary (2)

Project:	Moreno Valley Walmart	Job #:	08660
Scenario:	GP Buildout Post 2035 Without Project	Analyst:	DB
		Date:	7/2/2013

LOCATION: Indian Street / Krameria Avenue
FORECAST YEAR: 2035

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	1	339	338	33800%	1	259	258	25800%
	Through	2	158	156	7800%	2	443	441	22050%
	Right	1	40	39	3900%	1	84	83	8300%
	NB Total	4	537	533	13325%	4	786	782	19550%
SOUTH BOUND	Left	1	7	6	600%	1	17	16	1600%
	Through	2	334	332	16600%	2	393	391	19550%
	Right	1	61	60	6000%	1	52	51	5100%
	SB Total	4	402	398	9950%	4	462	458	11450%
EAST BOUND	Left	1	14	13	1300%	1	105	104	10400%
	Through	1	32	31	3100%	1	179	178	17800%
	Right	1	165	164	16400%	1	467	466	46600%
	EB Total	3	211	208	6933%	3	751	748	24933%
WEST BOUND	Left	1	92	91	9100%	1	50	49	4900%
	Through	1	150	149	14900%	1	59	58	5800%
	Right	1	8	7	700%	1	11	10	1000%
	WB Total	3	250	247	8233%	3	120	117	3900%
TOTAL ENTERING VOLUME		14	1,400	1386	9900%	14	2,119	2105	15036%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	402	462			
North Leg	Outbound	180	559			
North Leg	**TOTAL**	**582**	**1,021**	**8%**	**15%**	**7,000**
South Leg	Inbound	537	786			
South Leg	Outbound	591	910			
South Leg	**TOTAL**	**1,128**	**1,696**	**9%**	**13%**	**13,000**
East Leg	Inbound	250	120			
East Leg	Outbound	79	280			
East Leg	**TOTAL**	**329**	**400**	**8%**	**10%**	**4,000**
West Leg	Inbound	211	751			
West Leg	Outbound	550	370			
West Leg	**TOTAL**	**761**	**1,121**	**8%**	**12%**	**9,000**
OVERALL TOTAL		***2,800***	***4,238***	**8%**	***13%***	***33,000***

U:\ UcJobs \ _08600-09000 \ _08600 \ 08660 \ Post-Processing \ [18 Indian_Krameria-SEMI.xls]Output (3)

INPUT DATA

Project:	==========>	Moreno Valley Walmart	<===	Job #:	08660
Scenario:	==========>	GP Buildout Post 2035 Without Project	<===	Analyst:	DB
Existing Conditions Model Run ID:	==>	RivTAM for MV-Existing Base Model	<===	Date:	7/2/2013
Future Conditions Model Run ID:	==>	RivTAM-Moreno Valley GP	<===		

LOCATION: **Indian Street / San Michele Road**

AM PEAK HOUR

EXISTING TURNING MOVEMENT VOLUMES:

2013

```
                    1     2     1
              <     v     >
        1 ^                     ^     1
        1 >                     <     1
        1 v                     v     1
              <     ^     >
                    1     2     1
```

FUTURE MODEL YEAR:

2035

```
                          579   700
                          v     ^
      180     <     IN   =  1590 <     554
      121     >     OUT  =  1591 >     196
                          v     ^
                          515   336
```

REFINED FUTURE ADT'S BY LEG:

2035

```
                    15,000
                      N
      6,000     W    LEG    E     9,000
                      S
                    11,000
```

PM PEAK HOUR

EXISTING TURNING MOVEMENT VOLUMES:

2013

```
                    1     2     1
              <     v     >
        1 ^                     ^     1
        1 >                     <     1
        1 v                     v     1
              <     ^     >
                    1     2     1
```

FUTURE MODEL YEAR:

2035

```
                          1091  891
                          v     ^
      208     <     IN   =  2459 <     383
      274     >     OUT  =  2460 >     709
                          v     ^
                          652   711
```

REFINED FUTURE ADT'S BY LEG:

2035

```
                    15,000
                      N
      6,000     W     +     E     9,000
                      S
                    11,000
```

U: \ UcJobs \ _08600-09000 \ _08600 \ 08660 \ Post-Processing \ [19 Indian_San Michele-SEMI.xls]Input (1)

Project: Moreno Valley Walmart
Scenario: GP Buildout Post 2035 Without Project

Job #: 08660
Analyst: DB
Date: 7/2/2013

LOCATION: Indian Street / San Michele Road

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION

AM

EXISTING COUNT YEAR:
2013

		4	4		
		v	^		
3	< IN =		14	<	3
3	> OUT =		14	>	3
		v	^		
		4	4		

GROWTH CALCULATION DECISION RULE
MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		MUL	MUL		
		v	^		
MUL	<			<	MUL
MUL	>			>	MUL
		v	^		
		MUL	MUL		

MINIMUM GROWTH %s 2013 TO 2035

		0%	0%		
		v	^		
0%	<			<	0%
0%	>			>	0%
		v	^		
		0%	0%		

REFINED GROWTH: 2013 TO 2035

		576	696		
		v	^		
177	<			<	547
117	>			>	197
		v	^		
		516	336		

PRORATED GROWTH: 2013 TO 2035
22 YEARS

		580	700		
		v	^		
180	<			<	550
120	>			>	200
		v	^		
		520	340		

NEW PROJECTED VOLUMES: 2035

		580	700		
		v	^		
180	< IN =		1590	<	550
120	> OUT =		1600	>	200
		v	^	*	
		520	340		

PM

EXISTING COUNT YEAR:
2013

		4	4		
		v	^		
3	< IN =		14	<	3
3	> OUT =		14	>	3
		v	^		
		4	4		

MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		MUL	MUL		
		v	^		
MUL	<			<	MUL
MUL	>			>	MUL
		v	^		
		MUL	MUL		

		0%	0%		
		v	^		
0%	<			<	0%
0%	>			>	0%
		v	^		
		0%	0%		

ADJUSTED GROWTH: 2013 TO 2035

		1086	886		
		v	^		
207	<			<	377
267	>			>	707
		v	^		
		646	706		

PRORATED GROWTH: 2013 TO 2035
22 YEARS

		1090	890		
		v	^		
210	<			<	380
270	>			>	710
		v	^		
		650	710		

NEW PROJECTED VOLUMES: 2035

		1090	890		
		v	^		
210	< IN =		2450	<	380
270	> OUT =		2460	>	710
		v	^	*	
		650	710		

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs_08600-09000_08600\08660\Post-Processing\[19 Indian_San Michele-SEMI.xls] Growth Summary (2)

Project:	Moreno Valley Walmart	Job #:	08660
Scenario:	GP Buildout Post 2035 Without Project	Analyst:	DB
		Date:	7/2/2013

LOCATION: Indian Street / San Michele Road
FORECAST YEAR: 2035

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	1	12	11	1100%	1	25	24	2400%
	Through	2	304	302	15100%	2	573	571	28550%
	Right	1	28	27	2700%	1	118	117	11700%
	NB Total	4	344	340	8500%	4	716	712	17800%
SOUTH BOUND	Left	1	125	124	12400%	1	432	431	43100%
	Through	2	403	401	20050%	2	565	563	28150%
	Right	1	52	51	5100%	1	93	92	9200%
	SB Total	4	580	576	14400%	4	1,090	1,086	27150%
EAST BOUND	Left	1	57	56	5600%	1	87	86	8600%
	Through	1	47	46	4600%	1	161	160	16000%
	Right	1	17	16	1600%	1	23	22	2200%
	EB Total	3	121	118	3933%	3	271	268	8933%
WEST BOUND	Left	1	100	99	9900%	1	62	61	6100%
	Through	1	116	115	11500%	1	91	90	9000%
	Right	1	339	338	33800%	1	230	229	22900%
	WB Total	3	555	552	18400%	3	383	380	12667%
TOTAL ENTERING VOLUME		14	1,600	1586	11329%	14	2,460	2446	17471%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	580	1,090			
North Leg	Outbound	700	890			
North Leg	**TOTAL**	**1,280**	**1,980**	**9%**	**13%**	**15,000**
South Leg	Inbound	344	716			
South Leg	Outbound	520	650			
South Leg	**TOTAL**	**864**	**1,366**	**8%**	**12%**	**11,000**
East Leg	Inbound	555	383			
East Leg	Outbound	200	711			
East Leg	**TOTAL**	**755**	**1,094**	**8%**	**12%**	**9,000**
West Leg	Inbound	121	271			
West Leg	Outbound	180	209			
West Leg	**TOTAL**	**301**	**480**	**5%**	**8%**	**6,000**
OVERALL TOTAL		***3,200***	***4,920***	**8%**	***12%***	***41,000***

U:\UcJobs_08600-09000_08600\08660\Post-Processing\[19 Indian_San Michele-SEMI.xls]Output (3)

INPUT DATA

Project:	==========>	Moreno Valley Walmart	<===	Job #:	08660
Scenario:	==========>	GP Buildout Post 2035 Without Project	<===	Analyst:	DB
Existing Conditions Model Run ID:	==>	RivTAM for MV-Existing Base Model	<===	Date:	7/2/2013
Future Conditions Model Run ID:	==>	RivTAM-Moreno Valley GP	<===		

LOCATION: **Indian Street / Nandina Avenue**

AM PEAK HOUR

EXISTING TURNING MOVEMENT VOLUMES:

2013

```
                    1     2     1
              <     v     >
        1 ^                     ^     1
        1 >                     <     1
        1 v                     v     1
              <     ^     >
                    1     2     1
```

FUTURE MODEL YEAR:

2035

```
                          515   336
                          v     ^
      496     <     IN    =   1777  <     175
      354     >     OUT   =   1776  >     99
                          v     ^
                          845   733
```

REFINED FUTURE ADT'S BY LEG:

2035

```
                          11,000
                            N
      11,000    W     LEG     E     5,000
                            S
                          21,000
```

PM PEAK HOUR

EXISTING TURNING MOVEMENT VOLUMES:

2013

```
                    1     2     1
              <     v     >
        1 ^                     ^     1
        1 >                     <     1
        1 v                     v     1
              <     ^     >
                    1     2     1
```

FUTURE MODEL YEAR:

2035

```
                          652   711
                          v     ^
      484     <     IN    =   2906  <     181
      918     >     OUT   =   2906  >     335
                          v     ^
                          1376  1155
```

REFINED FUTURE ADT'S BY LEG:

2035

```
                          11,000
                            N
      11,000    W     +     E     5,000
                            S
                          21,000
```

U: \ UcJobs \ _08600-09000 \ _08600 \ 08660 \ Post-Processing \ [20 Indian_Nandina-SEMI.xls]Input (1)

Project: Moreno Valley Walmart
Scenario: GP Buildout Post 2035 Without Project

Job #: 08660
Analyst: DB
Date: 7/2/2013

LOCATION: Indian Street / Nandina Avenue

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION

AM

EXISTING COUNT YEAR:
2013

		4	4	
		v	^	
3	< IN =		14	< 3
3	> OUT =		14	> 3
		v	^	
		4	4	

GROWTH CALCULATION DECISION RULE
MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		MUL	MUL	
		v	^	
MUL	<			< MUL
MUL	>			> MUL
		v	^	
		MUL	MUL	

MINIMUM GROWTH %s 2013 TO 2035

		0%	0%	
		v	^	
0%	<			< 0%
0%	>			> 0%
		v	^	
		0%	0%	

REFINED GROWTH: 2013 TO 2035

		516	336	
		v	^	
497	<			< 177
347	>			> 97
		v	^	
		846	726	

PRORATED GROWTH: 2013 TO 2035
22 YEARS

		520	340	
		v	^	
500	<			< 180
350	>			> 100
		v	^	
		850	730	

NEW PROJECTED VOLUMES: 2035

		520	340	
		v	^	
500	< IN =		1780	< 180
350	> OUT =		1790	> 100
		v	^	*
		850	730	

PM

EXISTING COUNT YEAR:
2013

		4	4	
		v	^	
3	< IN =		14	< 3
3	> OUT =		14	> 3
		v	^	
		4	4	

MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		MUL	MUL	
		v	^	
MUL	<			< MUL
MUL	>			> MUL
		v	^	
		MUL	MUL	

		0%	0%	
		v	^	
0%	<			< 0%
0%	>			> 0%
		v	^	
		0%	0%	

ADJUSTED GROWTH: 2013 TO 2035

		646	706	
		v	^	
477	<			< 177
917	>			> 337
		v	^	
		1376	1156	

PRORATED GROWTH: 2013 TO 2035
22 YEARS

		650	710	
		v	^	
480	<			< 180
920	>			> 340
		v	^	
		1380	1160	

NEW PROJECTED VOLUMES: 2035

		650	710	
		v	^	
480	< IN =		2910	< 180
920	> OUT =		2910	> 340
		v	^	*
		1380	1160	

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs_08600-09000_08600\08660\Post-Processing\[20 Indian_Nandina-SEMI.xls] Growth Summary (2)

Project:	Moreno Valley Walmart	Job #:	08660
Scenario:	GP Buildout Post 2035 Without Project	Analyst:	DB
		Date:	7/2/2013

LOCATION: Indian Street / Nandina Avenue
FORECAST YEAR: 2035

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	1	365	364	36400%	1	373	372	37200%
	Through	2	306	304	15200%	2	619	617	30850%
	Right	1	53	52	5200%	1	151	150	15000%
	NB Total	4	724	720	18000%	4	1,143	1,139	28475%
SOUTH BOUND	Left	1	7	6	600%	1	17	16	1600%
	Through	2	472	470	23500%	2	599	597	29850%
	Right	1	51	50	5000%	1	42	41	4100%
	SB Total	4	530	526	13150%	4	658	654	16350%
EAST BOUND	Left	1	26	25	2500%	1	79	78	7800%
	Through	1	40	39	3900%	1	172	171	17100%
	Right	1	290	289	28900%	1	677	676	67600%
	EB Total	3	356	353	11767%	3	928	925	30833%
WEST BOUND	Left	1	88	87	8700%	1	103	102	10200%
	Through	1	85	84	8400%	1	65	64	6400%
	Right	1	8	7	700%	1	12	11	1100%
	WB Total	3	181	178	5933%	3	180	177	5900%
TOTAL ENTERING VOLUME		14	1,791	1777	12693%	14	2,909	2895	20679%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	530	658			
North Leg	Outbound	340	710			
North Leg	**TOTAL**	**870**	**1,368**	**8%**	**12%**	**11,000**
South Leg	Inbound	724	1,143			
South Leg	Outbound	850	1,379			
South Leg	**TOTAL**	**1,574**	**2,522**	**7%**	**12%**	**21,000**
East Leg	Inbound	181	180			
East Leg	Outbound	100	340			
East Leg	**TOTAL**	**281**	**520**	**6%**	**10%**	**5,000**
West Leg	Inbound	356	928			
West Leg	Outbound	501	480			
West Leg	**TOTAL**	**857**	**1,408**	**8%**	**13%**	**11,000**
OVERALL TOTAL		***3,582***	***5,818***	***7%***	***12%***	***48,000***

U:\ UcJobs \ _08600-09000 \ _08600 \ 08660 \ Post-Processing \ [20 Indian_Nandina-SEMI.xls]Output (3)

INPUT DATA

Project:	=======================>	Moreno Valley Walmart	<===	Job #: 08660
Scenario:	=======================>	GP Buildout Post 2035 Without Project	<===	Analyst: DB
Existing Conditions Model Run ID:	==>	RivTAM for MV-Existing Base Model	<===	Date: 7/2/2013
Future Conditions Model Run ID:	==>	RivTAM-Moreno Valley GP	<===	

LOCATION: **Indian Street / Harley Knox Boulevard**

AM PEAK HOUR	**PM PEAK HOUR**
EXISTING TURNING MOVEMENT VOLUMES: 2013	EXISTING TURNING MOVEMENT VOLUMES: 2013
Southbound: 173 <, 53 v, 8 >	Southbound: 148 <, 159 v, 18 >
Eastbound: 148 ^, 188 >, 21 v	Eastbound: 128 ^, 273 >, 83 v
Total = 980	Total = 1,074
Westbound: 8 ^, 216 <, 11 v	Westbound: 17 ^, 128 <, 8 v
Northbound: 48 <, 90 ^, 16 >	Northbound: 36 <, 71 ^, 5 >
EXISTING MODEL YEAR: 2008	EXISTING MODEL YEAR: 2008
North: 154 v, 278 ^	North: 531 v, 338 ^
West: 0 <, 59 >	West: 88 <, 2 >
IN = 443 < 3; OUT = 443 > 11	IN = 871 < 2; OUT = 871 > 10
South: 154 v, 227 ^	South: 435 v, 336 ^
FUTURE MODEL YEAR: 2035	FUTURE MODEL YEAR: 2035
North: 875 v, 995 ^	North: 1679 v, 1209 ^
West: 1482 <, 722 >	West: 1195 <, 1493 >
IN = 3922 < 1350; OUT = 3921 > 681	IN = 5699 < 1310; OUT = 5698 > 1492
South: 763 v, 975 ^	South: 1802 v, 1217 ^
EXISTING (COUNTED) ADTs BY LEG: 2013	EXISTING (COUNTED) ADTs BY LEG: 2013
N 6,492; W 9,552; LEG; E 5,388; S 4,344	N 6,492; W 9,552; +; E 5,388; S 4,344
REFINED FUTURE ADT'S BY LEG: 2035	REFINED FUTURE ADT'S BY LEG: 2035
N 25,000; W 26,000; LEG; E 23,000; S 22,000	N 25,000; W 26,000; +; E 23,000; S 22,000

U: \ UcJobs \ _08600-09000 \ _08600 \ 08660 \ Post-Processing \ [21 Indian_Harley Knox.xls]Input (1)

Project: Moreno Valley Walmart
Scenario: GP Buildout Post 2035 Without Project

Job #: 08660
Analyst: DB
Date: 7/2/2013

LOCATION: Indian Street / Harley Knox Boulevard

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION

AM

EXISTING COUNT YEAR:
2013

		234	246	
		v	^	
437 <	IN =	980	<	235
357 >	OUT =	980	>	212
		v	^	
		85	154	

GROWTH CALCULATION DECISION RULE
MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		ADD	MUL	
		v	^	
ADD <			<	ADD
ADD >			>	ADD
		v	^	
		MUL	MUL	

MINIMUM GROWTH %s 2008 TO 2035

		0%	0%	
		v	^	
0% <			<	0%
0% >			>	0%
		v	^	
		0%	0%	

REFINED GROWTH: 2008 TO 2035

		720	634	
		v	^	
1480 <			<	1350
660 >			>	670
		v	^	
		335	506	

PRORATED GROWTH: 2013 TO 2035
22 YEARS

		590	520	
		v	^	
1210 <			<	1100
540 >			>	550
		v	^	
		270	410	

NEW PROJECTED VOLUMES: 2035

		820	787	
		v	^	
1687 <	IN =	3620	<	1340
900 >	OUT =	3620	>	777
		v	^	*
		368	560	

PM

EXISTING COUNT YEAR:
2013

		325	216	
		v	^	
312 <	IN =	1074	<	153
484 >	OUT =	1074	>	296
		v	^	
		250	112	

MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		MUL	MUL	
		v	^	
ADD <			<	ADD
ADD >			>	ADD
		v	^	
		MUL	MUL	

		0%	0%	
		v	^	
0% <			<	0%
0% >			>	0%
		v	^	
		0%	0%	

ADJUSTED GROWTH: 2008 TO 2035

		705	554	
		v	^	
1110 <			<	1310
1490 >			>	1480
		v	^	
		790	298	

PRORATED GROWTH: 2013 TO 2035
22 YEARS

		570	450	
		v	^	
900 <			<	1070
1210 >			>	1210
		v	^	
		640	240	

NEW PROJECTED VOLUMES: 2035

		900	670	
		v	^	
1210 <	IN =	4160	<	1220
1690 >	OUT =	4280	>	1510
		v	^	*
		890	350	

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs_08600-09000_08600\08660\Post-Processing\[21 Indian_Harley Knox.xls] Growth Summary (2)

Project:	Moreno Valley Walmart	Job #:	08660
Scenario:	GP Buildout Post 2035 Without Project	Analyst:	DB
		Date:	7/2/2013

LOCATION: Indian Street / Harley Knox Boulevard
FORECAST YEAR: 2035

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	48	83	35	73%	36	72	36	100%
	Through	90	382	292	324%	71	240	169	238%
	Right	16	104	88	550%	5	47	42	840%
	NB Total	154	569	415	269%	112	359	247	221%
SOUTH BOUND	Left	8	83	75	938%	18	130	112	622%
	Through	53	244	191	360%	159	562	403	253%
	Right	173	481	308	178%	148	230	82	55%
	SB Total	234	808	574	245%	325	922	597	184%
EAST BOUND	Left	148	303	155	105%	128	227	99	77%
	Through	188	590	402	214%	273	1,333	1,060	388%
	Right	21	29	8	38%	83	199	116	140%
	EB Total	357	922	565	158%	484	1,759	1,275	263%
WEST BOUND	Left	11	95	84	764%	8	129	121	1513%
	Through	216	1,123	907	420%	128	907	779	609%
	Right	8	102	94	1175%	17	203	186	1094%
	WB Total	235	1,320	1,085	462%	153	1,239	1,086	710%
TOTAL ENTERING VOLUME		980	3,619	2639	269%	1,074	4,279	3205	298%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	808	922			
North Leg	Outbound	787	670			
North Leg	**TOTAL**	**1,595**	**1,592**	**6%**	**6%**	**25,000**
South Leg	Inbound	569	359			
South Leg	Outbound	368	890			
South Leg	**TOTAL**	**937**	**1,249**	**4%**	**6%**	**22,000**
East Leg	Inbound	1,320	1,239			
East Leg	Outbound	777	1,510			
East Leg	**TOTAL**	**2,097**	**2,749**	**9%**	**12%**	**23,000**
West Leg	Inbound	922	1,759			
West Leg	Outbound	1,687	1,209			
West Leg	**TOTAL**	**2,609**	**2,968**	**10%**	**11%**	**26,000**
OVERALL TOTAL		***7,238***	***8,558***	**8%**	***9%***	***96,000***

U:\UcJobs_08600-09000_08600\08660\Post-Processing\[21 Indian_Harley Knox.xls]Output (3)

INPUT DATA

Project: ==========>	Moreno Valley Walmart	<===	Job #: 08660
Scenario: ==========>	GP Buildout Post 2035 Without Project	<===	Analyst: DB
Existing Conditions Model Run ID: ==>	RivTAM for MV-Existing Base Model	<===	Date: 7/2/2013
Future Conditions Model Run ID: ==>	RivTAM-Moreno Valley GP	<===	

LOCATION: **SR-60 Eastbound Off-Ramp / Sunnymead Boulevard**

AM PEAK HOUR

EXISTING TURNING MOVEMENT VOLUMES:

2013

40 0 523
< v >
0 ^ ^ **0**
231 > Total = 1,093 < **299**
0 v v **0**
< ^ >
0 0 0

EXISTING MODEL YEAR:

2008

591 0
v ^
75 < IN = 927 < **187**
51 > OUT = 926 > **685**
v ^
166 98

FUTURE MODEL YEAR:

2035

758 0
v ^
674 < IN = 2043 < **816**
351 > OUT = 2044 > **1179**
v ^
191 118

EXISTING (COUNTED) ADTs BY LEG:

2013

13,500
N
12,192 W **LEG** E **24,156**
S
0

REFINED FUTURE ADT'S BY LEG:

2035

12,000
N
15,000 W **LEG** E **31,000**
S
5,000

PM PEAK HOUR

EXISTING TURNING MOVEMENT VOLUMES:

2013

64 0 1061
< v >
0 ^ ^ **0**
586 > Total = 2,077 < **366**
0 v v **0**
< ^ >
0 0 0

EXISTING MODEL YEAR:

2008

952 0
v ^
58 < IN = 1464 < **152**
143 > OUT = 1463 > **1250**
v ^
155 217

FUTURE MODEL YEAR:

2035

938 0
v ^
535 < IN = 2592 < **712**
720 > OUT = 2591 > **1857**
v ^
199 222

EXISTING (COUNTED) ADTs BY LEG:

2013

13,500
N
12,192 W + E 24,156
S
0

REFINED FUTURE ADT'S BY LEG:

2035

12,000
N
15,000 W + E 31,000
S
5,000

U: \ UcJobs \ _08600-09000 \ _08600 \ 08660 \ Post-Processing \ [24 SR-60 EB Off-Ramp_Sunnymead.xls]Input (1)

Project: Moreno Valley Walmart
Scenario: GP Buildout Post 2035 Without Project

Job #: 08660
Analyst: DB
Date: 7/2/2013

LOCATION: SR-60 Eastbound Off-Ramp / Sunnymead Boulevard

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION

AM

EXISTING COUNT YEAR:
2013

		563	0		
		v	^		
339	<	IN =	1093	<	299
231	>	OUT =	1093	>	754
		v	^		
		0	0		

GROWTH CALCULATION DECISION RULE
MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		MUL	MUL		
		v	^		
ADD	<			<	ADD
ADD	>			>	ADD
		v	^		
		MUL	MUL		

MINIMUM GROWTH %s 2008 TO 2035

		-11%	-11%		
		v	^		
0%	<			<	0%
0%	>			>	0%
		v	^		
		0%	0%		

REFINED GROWTH: 2008 TO 2035

		157	0		
		v	^		
600	<			<	630
300	>			>	490
		v	^		
		0	0		

PRORATED GROWTH: 2013 TO 2035
22 YEARS

		130	0		
		v	^		
490	<			<	510
240	>			>	400
		v	^		
		0	0		

NEW PROJECTED VOLUMES: 2035

		690	0		
		v	^		
830	<	IN =	1970	<	810
470	>	OUT =	1980	>	1150
		v	^	*	
		0	0		

PM

EXISTING COUNT YEAR:
2013

		1125	0		
		v	^		
430	<	IN =	2077	<	366
586	>	OUT =	2077	>	1647
		v	^		
		0	0		

MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		ADD	MUL		
		v	^		
ADD	<			<	ADD
ADD	>			>	ADD
		v	^		
		MUL	MUL		

		-11%	-11%		
		v	^		
0%	<			<	0%
0%	>			>	0%
		v	^		
		0%	0%		

ADJUSTED GROWTH: 2008 TO 2035

		-10	0		
		v	^		
480	<			<	560
580	>			>	610
		v	^		
		0	0		

PRORATED GROWTH: 2013 TO 2035
22 YEARS

		-10	0		
		v	^		
390	<			<	460
470	>			>	500
		v	^		
		0	0		

NEW PROJECTED VOLUMES: 2035

		1120	0		
		v	^		
831	<	IN =	3010	<	830
1060	>	OUT =	3010	>	2179
		v	^	*	
		0	0		

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs_08600-09000_08600\08660\Post-Processing\[24 SR-60 EB Off-Ramp_Sunnymead.xls] Growth Summary (2)

Project:	Moreno Valley Walmart	Job #:	08660
Scenario:	GP Buildout Post 2035 Without Project	Analyst:	DB
		Date:	7/2/2013

LOCATION: SR-60 Eastbound Off-Ramp / Sunnymead Boulevard
FORECAST YEAR: 2035

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	NB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
SOUTH BOUND	Left	523	669	146	28%	1,061	1,100	39	4%
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	40	35	-5	-13%	64	38	-26	-41%
	SB Total	563	704	141	25%	1,125	1,138	13	1%
EAST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	231	481	250	108%	586	1,079	493	84%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	EB Total	231	481	250	108%	586	1,079	493	84%
WEST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	299	795	496	166%	366	793	427	117%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	WB Total	299	795	496	166%	366	793	427	117%
TOTAL ENTERING VOLUME		1,093	1,980	887	81%	2,077	3,010	933	45%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	704	1,138			
North Leg	Outbound	0	0			
North Leg	**TOTAL**	**704**	**1,138**	**6%**	**9%**	**12,000**
South Leg	Inbound	0	0			
South Leg	Outbound	0	0			
South Leg	**TOTAL**	**0**	**0**	**0%**	**0%**	**5,000**
East Leg	Inbound	795	793			
East Leg	Outbound	1,150	2,179			
East Leg	**TOTAL**	**1,945**	**2,972**	**6%**	**10%**	**31,000**
West Leg	Inbound	481	1,079			
West Leg	Outbound	830	831			
West Leg	**TOTAL**	**1,311**	**1,910**	**9%**	**13%**	**15,000**
OVERALL TOTAL		***3,960***	***6,020***	**6%**	***10%***	***63,000***

U:\UcJobs_08600-09000_08600\08660\Post-Processing\[24 SR-60 EB Off-Ramp_Sunnymead.xls]Output (3)

INPUT DATA

Project: ==========>	Moreno Valley Walmart	<===	Job #: 08660
Scenario: ==========>	GP Buildout Post 2035 Without Project	<===	Analyst: DB
Existing Conditions Model Run ID: ==>	RivTAM for MV-Existing Base Model	<===	Date: 7/2/2013
Future Conditions Model Run ID: ==>	RivTAM-Moreno Valley GP	<===	

LOCATION: **Perris Boulevard / SR-60 Westbound Ramps**

AM PEAK HOUR

EXISTING TURNING MOVEMENT VOLUMES:

2013

359 778 0
< v >
0 ^ ^ **126**
0 > Total = 2,851 < **0**
0 v v **124**
< ^ >
482 982 0

EXISTING MODEL YEAR:

2008

1272 824
v ^
1422 < IN = 3184 < **260**
0 > OUT = 3184 > **0**
v ^
938 1652

FUTURE MODEL YEAR:

2035

2316 1686
v ^
1092 < IN = 5053 < **417**
0 > OUT = 5053 > **0**
v ^
2275 2320

EXISTING (COUNTED) ADTs BY LEG:

2013

30,480
N
9,624 W **LEG** E **3,288**
S
33,072

REFINED FUTURE ADT'S BY LEG:

2035

54,000
N
14,000 W **LEG** E **6,000**
S
21,000

PM PEAK HOUR

EXISTING TURNING MOVEMENT VOLUMES:

2013

311 917 0
< v >
0 ^ ^ **118**
0 > Total = 3,186 < **1**
0 v v **155**
< ^ >
490 1194 0

EXISTING MODEL YEAR:

2008

1160 1252
v ^
1029 < IN = 3427 < **413**
0 > OUT = 3427 > **0**
v ^
1146 1854

FUTURE MODEL YEAR:

2035

2194 2482
v ^
1097 < IN = 5812 < **481**
0 > OUT = 5812 > **0**
v ^
2233 3137

EXISTING (COUNTED) ADTs BY LEG:

2013

30,480
N
9,624 W + E 3,288
S
33,072

REFINED FUTURE ADT'S BY LEG:

2035

54,000
N
14,000 W + E 6,000
S
21,000

U: \ UcJobs \ _08600-09000 \ _08600 \ 08660 \ Post-Processing \ [25 Perris_SR-60 WB Ramps.xls]Input (1)

Project: Moreno Valley Walmart
Scenario: GP Buildout Post 2035 Without Project

Job #: 08660
Analyst: DB
Date: 7/2/2013

LOCATION: Perris Boulevard / SR-60 Westbound Ramps

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION

AM

EXISTING COUNT YEAR:
2013

		1137	1108		
		v	^		
841	<	IN =	2851	<	250
0	>	OUT =	2851	>	0
		v	^		
		902	1464		

GROWTH CALCULATION DECISION RULE
MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		MUL	ADD		
		v	^		
MIN	<			<	MUL
MUL	>			>	MUL
		v	^		
		MUL	MUL		

MINIMUM GROWTH %s 2008 TO 2035

		0%	0%		
		v	^		
0%	<			<	0%
0%	>			>	0%
		v	^		
		-37%	-37%		

REFINED GROWTH: 2008 TO 2035

		933	860		
		v	^		
0	<			<	150
0	>			>	0
		v	^		
		1288	596		

PRORATED GROWTH: 2013 TO 2035
22 YEARS

		760	700		
		v	^		
0	<			<	120
0	>			>	0
		v	^		
		1050	490		

NEW PROJECTED VOLUMES: 2035

		1900	1810		
		v	^		
840	<	IN =	4220	<	370
0	>	OUT =	4600	>	0
		v	^	*	
		1950	1950		

PM

EXISTING COUNT YEAR:
2013

		1228	1312		
		v	^		
802	<	IN =	3186	<	274
0	>	OUT =	3186	>	0
		v	^		
		1072	1684		

MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		ADD	ADD		
		v	^		
MUL	<			<	MUL
MUL	>			>	MUL
		v	^		
		MUL	MUL		

		0%	0%		
		v	^		
0%	<			<	0%
0%	>			>	0%
		v	^		
		-37%	-37%		

ADJUSTED GROWTH: 2008 TO 2035

		1030	1230		
		v	^		
48	<			<	46
0	>			>	0
		v	^		
		1018	1166		

PRORATED GROWTH: 2013 TO 2035
22 YEARS

		840	1000		
		v	^		
40	<			<	40
0	>			>	0
		v	^		
		830	950		

NEW PROJECTED VOLUMES: 2035

		2070	2310		
		v	^		
840	<	IN =	5010	<	310
0	>	OUT =	5050	>	0
		v	^	*	
		1900	2630		

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs_08600-09000_08600\08660\Post-Processing\[25 Perris_SR-60 WB Ramps.xls] Growth Summary (2)

Project:	Moreno Valley Walmart	Job #:	08660
Scenario:	GP Buildout Post 2035 Without Project	Analyst:	DB
		Date:	7/2/2013

LOCATION: Perris Boulevard / SR-60 Westbound Ramps
FORECAST YEAR: 2035

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	482	480	-2	0%	490	487	-3	-1%
	Through	982	1,635	653	66%	1,194	2,168	974	82%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	NB Total	1,464	2,115	651	44%	1,684	2,655	971	58%
SOUTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	778	1,722	944	121%	917	1,730	813	89%
	Right	359	360	1	0%	311	353	42	14%
	SB Total	1,137	2,082	945	83%	1,228	2,083	855	70%
EAST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	EB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
WEST BOUND	Left	124	228	104	84%	155	170	15	10%
	Through	0	0	0	#DIV/0!	1	1	0	0%
	Right	126	175	49	39%	118	142	24	20%
	WB Total	250	403	153	61%	274	313	39	14%
TOTAL ENTERING VOLUME		2,851	4,600	1749	61%	3,186	5,051	1865	59%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	2,082	2,083			
North Leg	Outbound	1,810	2,310			
North Leg	**TOTAL**	**3,892**	**4,393**	**7%**	**8%**	**54,000**
South Leg	Inbound	2,115	2,655			
South Leg	Outbound	1,950	1,900			
South Leg	**TOTAL**	**4,065**	**4,555**	**19%**	**22%**	**21,000**
East Leg	Inbound	403	313			
East Leg	Outbound	0	0			
East Leg	**TOTAL**	**403**	**313**	**7%**	**5%**	**6,000**
West Leg	Inbound	0	0			
West Leg	Outbound	840	841			
West Leg	**TOTAL**	**840**	**841**	**6%**	**6%**	**14,000**
OVERALL TOTAL		***9,200***	***10,102***	**10%**	***11%***	***95,000***

U:\UcJobs_08600-09000_08600\08660\Post-Processing\[25 Perris_SR-60 WB Ramps.xls]Output (3)

INPUT DATA

Project:	==========>	Moreno Valley Walmart	<===	Job #:	08660
Scenario:	==========>	GP Buildout Post 2035 Without Project	<===	Analyst:	DB
Existing Conditions Model Run ID:	==>	RivTAM for MV-Existing Base Model	<===	Date:	7/2/2013
Future Conditions Model Run ID:	==>	RivTAM-Moreno Valley GP	<===		

LOCATION: **Perris Boulevard / Sunnymead Boulevard**

AM PEAK HOUR

EXISTING TURNING MOVEMENT VOLUMES:

2013

99 560 243
< v >
284 ^ ^ **419**
243 > Total = 3,135 < **84**
227 v v **22**
< ^ >
116 761 77

EXISTING MODEL YEAR:

2008

938 1652
v ^
189 < IN = 3257 < **478**
685 > OUT = 3259 > **542**
v ^
876 1156

FUTURE MODEL YEAR:

2035

2275 2320
v ^
816 < IN = 6007 < **966**
1179 > OUT = 6006 > **1255**
v ^
1615 1587

EXISTING (COUNTED) ADTs BY LEG:

2013

33,072
N
24,156 W **LEG** E **17,160**
S
24,324

REFINED FUTURE ADT'S BY LEG:

2035

21,000
N
31,000 W **LEG** E **29,000**
S
47,000

PM PEAK HOUR

EXISTING TURNING MOVEMENT VOLUMES:

2013

137 624 311
< v >
630 ^ ^ **327**
597 > Total = 4,113 < **84**
420 v v **48**
< ^ >
145 727 63

EXISTING MODEL YEAR:

2008

1146 1854
v ^
152 < IN = 3938 < **429**
1250 > OUT = 3938 > **730**
v ^
1202 1113

FUTURE MODEL YEAR:

2035

2233 3137
v ^
712 < IN = 7271 < **1112**
1857 > OUT = 7271 > **1583**
v ^
1839 2069

EXISTING (COUNTED) ADTs BY LEG:

2013

33,072
N
24,156 W + E 17,160
S
24,324

REFINED FUTURE ADT'S BY LEG:

2035

21,000
N
31,000 W + E 29,000
S
47,000

U: \ UcJobs \ _08600-09000 \ _08600 \ 08660 \ Post-Processing \ [26 Perris_Sunnymead.xls]Input (1)

Project: Moreno Valley Walmart
Scenario: GP Buildout Post 2035 Without Project

Job #: 08660
Analyst: DB
Date: 7/2/2013

LOCATION: Perris Boulevard / Sunnymead Boulevard

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION

AM

EXISTING COUNT YEAR:
2013

		902	1464		
		v	^		
299	<	IN =	3135	<	525
754	>	OUT =	3135	>	563
		v	^		
		809	954		

GROWTH CALCULATION DECISION RULE
MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		MUL	MUL		
		v	^		
ADD	<			<	ADD
ADD	>			>	ADD
		v	^		
		MUL	MUL		

MINIMUM GROWTH %s 2008 TO 2035

		-37%	-37%		
		v	^		
0%	<			<	0%
0%	>			>	0%
		v	^		
		0%	0%		

REFINED GROWTH: 2008 TO 2035

		1288	596		
		v	^		
630	<			<	490
490	>			>	710
		v	^		
		681	356		

PRORATED GROWTH: 2013 TO 2035
22 YEARS

		1050	490		
		v	^		
510	<			<	400
400	>			>	580
		v	^		
		550	290		

NEW PROJECTED VOLUMES: 2035

		1950	1954		
		v	^		
812	<	IN =	5270	<	930
1150	>	OUT =	5270	>	1142
		v	^	*	
		1363	1240		

PM

EXISTING COUNT YEAR:
2013

		1072	1684		
		v	^		
366	<	IN =	4113	<	459
1647	>	OUT =	4113	>	971
		v	^		
		1092	935		

MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		MUL	MUL		
		v	^		
ADD	<			<	ADD
ADD	>			>	ADD
		v	^		
		MUL	MUL		

		-37%	-37%		
		v	^		
0%	<			<	0%
0%	>			>	0%
		v	^		
		0%	0%		

ADJUSTED GROWTH: 2008 TO 2035

		1018	1166		
		v	^		
560	<			<	680
610	>			>	850
		v	^		
		578	805		

PRORATED GROWTH: 2013 TO 2035
22 YEARS

		830	950		
		v	^		
460	<			<	550
500	>			>	690
		v	^		
		470	660		

NEW PROJECTED VOLUMES: 2035

		1900	2630		
		v	^		
830	<	IN =	6660	<	1010
2150	>	OUT =	6680	>	1660
		v	^	*	
		1560	1600		

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs_08600-09000_08600\08660\Post-Processing\[26 Perris_Sunnymead.xls] Growth Summary (2)

Project:	Moreno Valley Walmart	Job #:	08660
Scenario:	GP Buildout Post 2035 Without Project	Analyst:	DB
		Date:	7/2/2013

LOCATION: Perris Boulevard / Sunnymead Boulevard
FORECAST YEAR: 2035

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	116	239	123	106%	145	305	160	110%
	Through	761	887	126	17%	727	1,174	447	61%
	Right	77	114	37	48%	63	126	63	100%
	NB Total	954	1,240	286	30%	935	1,605	670	72%
SOUTH BOUND	Left	243	591	348	143%	311	634	323	104%
	Through	560	1,022	462	83%	624	977	353	57%
	Right	99	337	238	240%	137	295	158	115%
	SB Total	902	1,950	1,048	116%	1,072	1,906	834	78%
EAST BOUND	Left	284	405	121	43%	630	769	139	22%
	Through	243	438	195	80%	597	901	304	51%
	Right	227	307	80	35%	420	487	67	16%
	EB Total	754	1,150	396	53%	1,647	2,157	510	31%
WEST BOUND	Left	22	33	11	50%	48	96	48	100%
	Through	84	235	151	180%	84	230	146	174%
	Right	419	662	243	58%	327	687	360	110%
	WB Total	525	930	405	77%	459	1,013	554	121%
TOTAL ENTERING VOLUME		3,135	5,270	2135	68%	4,113	6,681	2568	62%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	1,950	1,906			
North Leg	Outbound	1,954	2,630			
North Leg	**TOTAL**	**3,904**	**4,536**	**19%**	**22%**	**21,000**
South Leg	Inbound	1,240	1,605			
South Leg	Outbound	1,362	1,560			
South Leg	**TOTAL**	**2,602**	**3,165**	**6%**	**7%**	**47,000**
East Leg	Inbound	930	1,013			
East Leg	Outbound	1,143	1,661			
East Leg	**TOTAL**	**2,073**	**2,674**	**7%**	**9%**	**29,000**
West Leg	Inbound	1,150	2,157			
West Leg	Outbound	811	830			
West Leg	**TOTAL**	**1,961**	**2,987**	**6%**	**10%**	**31,000**
OVERALL TOTAL		***10,540***	***13,362***	**8%**	***10%***	***128,000***

U:\UcJobs_08600-09000_08600\08660\Post-Processing\[26 Perris_Sunnymead.xls]Output (3)

INPUT DATA

Project:	==========>	Moreno Valley Walmart	<===	Job #:	08660
Scenario:	==========>	GP Buildout Post 2035 Without Project	<===	Analyst:	DB
Existing Conditions Model Run ID:	==>	RivTAM for MV-Existing Base Model	<===	Date:	7/2/2013
Future Conditions Model Run ID:	==>	RivTAM-Moreno Valley GP	<===		

LOCATION: **SR-60 Eastbound On-Ramp / Sunnymead Boulevard**

AM PEAK HOUR	**PM PEAK HOUR**
EXISTING TURNING MOVEMENT VOLUMES:	EXISTING TURNING MOVEMENT VOLUMES:
2013	2013
0 0 0	**0 0 0**
< v >	< v >
238 ^ ^ **26**	**240** ^ ^ **19**
307 > Total = 1,134 < **513**	**605** > Total = 1,521 < **406**
18 v v **11**	**126** v v **24**
< ^ >	< ^ >
12 3 6	**53 22 26**
EXISTING MODEL YEAR:	EXISTING MODEL YEAR:
2008	2008
0 276	**0 265**
v ^	v ^
478 < IN = 1030 < **488**	**429** < IN = 1159 < **429**
542 > OUT = 1031 > **277**	**730** > OUT = 1159 > **465**
v ^	v ^
0 0	**0 0**
FUTURE MODEL YEAR:	FUTURE MODEL YEAR:
2035	2035
0 486	**0 478**
v ^	v ^
966 < IN = 2221 < **966**	**1112** < IN = 2695 < **1112**
1255 > OUT = 2221 > **769**	**1583** > OUT = 2695 > **1105**
v ^	v ^
0 0	**0 0**
EXISTING (COUNTED) ADTs BY LEG:	EXISTING (COUNTED) ADTs BY LEG:
2013	2013
3,372	3,372
N	N
17,160 W **LEG** E **12,960**	17,160 W + E 12,960
S	S
3,012	3,012
REFINED FUTURE ADT'S BY LEG:	REFINED FUTURE ADT'S BY LEG:
2035	2035
7,000	7,000
N	N
29,000 W **LEG** E **22,000**	29,000 W + E 22,000
S	S
0	0

U: \ UcJobs \ _08600-09000 \ _08600 \ 08660 \ Post-Processing \ [27 SR-60 EB On-Ramp_Sunnymead.xls]Input (1)

Project: Moreno Valley Walmart
Scenario: GP Buildout Post 2035 Without Project

Job #: 08660
Analyst: DB
Date: 7/2/2013

LOCATION: SR-60 Eastbound On-Ramp / Sunnymead Boulevard

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION

AM

EXISTING COUNT YEAR:
2013

		0	267	
		v	^	
525 <	IN =	1134	<	550
563 >	OUT =	1134	>	313
		v	^	
		29	21	

GROWTH CALCULATION DECISION RULE
MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		MUL	MUL	
		v	^	
ADD <			<	ADD
ADD >			>	ADD
		v	^	
		ADD	ADD	

MINIMUM GROWTH %s 2008 TO 2035

		0%	0%	
		v	^	
0% <			<	0%
0% >			>	0%
		v	^	
		#####	#####	

REFINED GROWTH: 2008 TO 2035

		0	203	
		v	^	
490 <			<	480
710 >			>	490
		v	^	
		0	0	

PRORATED GROWTH: 2013 TO 2035
22 YEARS

		0	170	
		v	^	
400 <			<	390
580 >			>	400
		v	^	
		0	0	

NEW PROJECTED VOLUMES: 2035

		0	440	
		v	^	
930 <	IN =	2100	<	940
1140 >	OUT =	2110	>	710
		v	^	*
		30	20	

PM

EXISTING COUNT YEAR:
2013

		0	281	
		v	^	
459 <	IN =	1521	<	449
971 >	OUT =	1521	>	631
		v	^	
		150	101	

MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		MUL	ADD	
		v	^	
ADD <			<	ADD
ADD >			>	ADD
		v	^	
		ADD	ADD	

		0%	0%	
		v	^	
0% <			<	0%
0% >			>	0%
		v	^	
		#####	#####	

ADJUSTED GROWTH: 2008 TO 2035

		0	210	
		v	^	
680 <			<	680
850 >			>	640
		v	^	
		0	0	

PRORATED GROWTH: 2013 TO 2035
22 YEARS

		0	170	
		v	^	
550 <			<	550
690 >			>	520
		v	^	
		0	0	

NEW PROJECTED VOLUMES: 2035

		0	450	
		v	^	
1010 <	IN =	2760	<	1000
1660 >	OUT =	2760	>	1150
		v	^	*
		150	100	

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs_08600-09000_08600\08660\Post-Processing\[27 SR-60 EB On-Ramp_Sunnymead.xls] Growth Summary (2)

Project:	Moreno Valley Walmart	Job #:	08660
Scenario:	GP Buildout Post 2035 Without Project	Analyst:	DB
		Date:	7/2/2013

LOCATION: SR-60 Eastbound On-Ramp / Sunnymead Boulevard
FORECAST YEAR: 2035

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	12	13	1	8%	53	58	5	9%
	Through	3	2	-1	-33%	22	18	-4	-18%
	Right	6	6	0	0%	26	24	-2	-8%
	NB Total	21	21	0	0%	101	100	-1	-1%
SOUTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	SB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
EAST BOUND	Left	238	407	169	71%	240	398	158	66%
	Through	307	704	397	129%	605	1,126	521	86%
	Right	18	21	3	17%	126	124	-2	-2%
	EB Total	563	1,132	569	101%	971	1,648	677	70%
WEST BOUND	Left	11	9	-2	-18%	24	26	2	8%
	Through	513	917	404	79%	406	952	546	134%
	Right	26	31	5	19%	19	34	15	79%
	WB Total	550	957	407	74%	449	1,012	563	125%
TOTAL ENTERING VOLUME		1,134	2,110	976	86%	1,521	2,760	1239	81%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	0	0			
North Leg	Outbound	440	450			
North Leg	**TOTAL**	**440**	**450**	**6%**	**6%**	**7,000**
South Leg	Inbound	21	100			
South Leg	Outbound	30	150			
South Leg	**TOTAL**	**51**	**250**	**#DIV/0!**	**#DIV/0!**	**-**
East Leg	Inbound	957	1,012			
East Leg	Outbound	710	1,150			
East Leg	**TOTAL**	**1,667**	**2,162**	**8%**	**10%**	**22,000**
West Leg	Inbound	1,132	1,648			
West Leg	Outbound	930	1,010			
West Leg	**TOTAL**	**2,062**	**2,658**	**7%**	**9%**	**29,000**
OVERALL TOTAL		***4,220***	***5,520***	***7%***	***10%***	***58,000***

U:\UcJobs_08600-09000_08600\08660\Post-Processing\[27 SR-60 EB On-Ramp_Sunnymead.xls]Output (3)

INPUT DATA

Project:	==========>	Moreno Valley Walmart	<===	Job #:	08660
Scenario:	==========>	GP Buildout Post 2035 Without Project	<===	Analyst:	DB
Existing Conditions Model Run ID:	==>	RivTAM for MV-Existing Base Model	<===	Date:	7/2/2013
Future Conditions Model Run ID:	==>	RivTAM-Moreno Valley GP	<===		

LOCATION: **Perris Boulevard / Eucalyptus Avenue**

AM PEAK HOUR	**PM PEAK HOUR**
EXISTING TURNING MOVEMENT VOLUMES:	EXISTING TURNING MOVEMENT VOLUMES:
2013 **23 764 113**	2013 **54 730 140**
< v >	< v >
12 ^ ^ **157**	**39** ^ ^ **112**
69 > Total = 2,226 < **157**	**139** > Total = 2,102 < **104**
43 v v **68**	**56** v v **39**
< ^ >	< ^ >
44 752 24	**45 605 39**
EXISTING MODEL YEAR:	EXISTING MODEL YEAR:
2008 **873 1111**	2008 **1153 1094**
v ^	v ^
240 < IN = 2543 < **363**	**178** < IN = 2949 < **242**
125 > OUT = 2543 > **162**	**295** > OUT = 2947 > **420**
v ^	v ^
1030 1182	**1255 1259**
FUTURE MODEL YEAR:	FUTURE MODEL YEAR:
2035 **1587 1548**	2035 **1793 2023**
v ^	v ^
741 < IN = 4452 < **674**	**629** < IN = 5793 < **587**
430 > OUT = 4451 > **372**	**1173** > OUT = 5793 > **966**
v ^	v ^
1790 1761	**2175 2240**
EXISTING (COUNTED) ADTs BY LEG:	EXISTING (COUNTED) ADTs BY LEG:
2013 **20,160**	2013 20,160
N	N
5,244 W **LEG** E **6,876**	5,244 W + E 6,876
S	S
18,168	18,168
REFINED FUTURE ADT'S BY LEG:	REFINED FUTURE ADT'S BY LEG:
2035 **46,000**	2035 46,000
N	N
17,000 W **LEG** E **15,000**	17,000 W + E 15,000
S	S
52,000	52,000

U: \ UcJobs \ _08600-09000 \ _08600 \ 08660 \ Post-Processing \ [28 Perris_Eucalyptus.xls]Input (1)

Project: Moreno Valley Walmart
Scenario: GP Buildout Post 2035 Without Project

Job #: 08660
Analyst: DB
Date: 7/2/2013

LOCATION: Perris Boulevard / Eucalyptus Avenue

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION

AM

EXISTING COUNT YEAR:
2013

		900	921		
		v	^		
224	< IN	=	2226	<	382
124	> OUT	=	2226	>	206
		v	^		
		875	820		

GROWTH CALCULATION DECISION RULE
MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		ADD	MUL		
		v	^		
MUL	<			<	ADD
MUL	>			>	ADD
		v	^		
		MUL	MUL		

MINIMUM GROWTH %s 2008 TO 2035

		0%	0%		
		v	^		
0%	<			<	0%
0%	>			>	0%
		v	^		
		0%	0%		

REFINED GROWTH: 2008 TO 2035

		710	359		
		v	^		
466	<			<	310
306	>			>	210
		v	^		
		645	400		

PRORATED GROWTH: 2013 TO 2035
22 YEARS

		580	290		
		v	^		
380	<			<	250
250	>			>	170
		v	^		
		530	330		

NEW PROJECTED VOLUMES: 2035

		1480	1220		
		v	^		
605	< IN	=	3630	<	630
370	> OUT	=	3630	>	383
		v	^	*	
		1422	1150		

PM

EXISTING COUNT YEAR:
2013

		924	756		
		v	^		
203	< IN	=	2102	<	255
234	> OUT	=	2102	>	318
		v	^		
		825	689		

MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		MUL	MUL		
		v	^		
ADD	<			<	ADD
MUL	>			>	MUL
		v	^		
		MUL	MUL		

		0%	0%		
		v	^		
0%	<			<	0%
0%	>			>	0%
		v	^		
		0%	0%		

ADJUSTED GROWTH: 2008 TO 2035

		516	644		
		v	^		
450	<			<	350
696	>			>	412
		v	^		
		605	541		

PRORATED GROWTH: 2013 TO 2035
22 YEARS

		420	520		
		v	^		
370	<			<	290
570	>			>	340
		v	^		
		490	440		

NEW PROJECTED VOLUMES: 2035

		1340	1280		
		v	^		
570	< IN	=	3820	<	550
800	> OUT	=	3830	>	660
		v	^	*	
		1320	1130		

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs_08600-09000_08600\08660\Post-Processing\[28 Perris_Eucalyptus.xls] Growth Summary (2)

Project:	Moreno Valley Walmart	Job #:	08660
Scenario:	GP Buildout Post 2035 Without Project	Analyst:	DB
		Date:	7/2/2013

LOCATION: Perris Boulevard / Eucalyptus Avenue
FORECAST YEAR: 2035

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	44	129	85	193%	45	129	84	187%
	Through	752	1,003	251	33%	605	953	348	58%
	Right	24	26	2	8%	39	52	13	33%
	NB Total	820	1,158	338	41%	689	1,134	445	65%
SOUTH BOUND	Left	113	163	50	44%	140	166	26	19%
	Through	764	1,219	455	60%	730	1,041	311	43%
	Right	23	88	65	283%	54	136	82	152%
	SB Total	900	1,470	570	63%	924	1,343	419	45%
EAST BOUND	Left	12	41	29	242%	39	145	106	272%
	Through	69	194	125	181%	139	442	303	218%
	Right	43	134	91	212%	56	214	158	282%
	EB Total	124	369	245	198%	234	801	567	242%
WEST BOUND	Left	68	70	2	3%	39	65	26	67%
	Through	157	387	230	146%	104	306	202	194%
	Right	157	176	19	12%	112	181	69	62%
	WB Total	382	633	251	66%	255	552	297	116%
TOTAL ENTERING VOLUME		2,226	3,630	1404	63%	2,102	3,830	1728	82%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	1,470	1,343			
North Leg	Outbound	1,220	1,279			
North Leg	**TOTAL**	**2,690**	**2,622**	**6%**	**6%**	**46,000**
South Leg	Inbound	1,158	1,134			
South Leg	Outbound	1,423	1,320			
South Leg	**TOTAL**	**2,581**	**2,454**	**5%**	**5%**	**52,000**
East Leg	Inbound	633	552			
East Leg	Outbound	383	660			
East Leg	**TOTAL**	**1,016**	**1,212**	**7%**	**8%**	**15,000**
West Leg	Inbound	369	801			
West Leg	Outbound	604	571			
West Leg	**TOTAL**	**973**	**1,372**	**6%**	**8%**	**17,000**
OVERALL TOTAL		***7,260***	***7,660***	**6%**	***6%***	***130,000***

U:\UcJobs_08600-09000_08600\08660\Post-Processing\[28 Perris_Eucalyptus.xls]Output (3)

INPUT DATA

Project:	==========>	Moreno Valley Walmart	<===	Job #:	08660
Scenario:	==========>	GP Buildout Post 2035 Without Project	<===	Analyst:	BC
Existing Conditions Model Run ID:	==>	RivTAM for MV-Existing Base Model	<===	Date:	7/2/2013
Future Conditions Model Run ID:	==>	RivTAM-Moreno Valley GP	<===		

LOCATION: **Perris Boulevard / Cottonwood Avenue**

AM PEAK HOUR

EXISTING TURNING MOVEMENT VOLUMES:

2013

		99	**679**	**105**		
		<	v	>		
80	^				^	**139**
144	>		Total =	2,245	<	**192**
59	v				v	**39**
		<	^	>		
		64	**606**	**39**		

EXISTING MODEL YEAR:

2008

			1087	**1121**		
			v	^		
89	<	IN =	2345	<	**223**	
87	>	OUT =	2344	>	**81**	
			v	^		
			1053	**948**		

FUTURE MODEL YEAR:

2035

			1754	**1667**		
			v	^		
331	<	IN =	3864	<	**422**	
150	>	OUT =	3865	>	**209**	
			v	^		
			1658	**1538**		

EXISTING (COUNTED) ADTs BY LEG:

2013

			22,800			
			N			
6,708	W		**LEG**		E	**7,668**
			S			
			20,280			

REFINED FUTURE ADT'S BY LEG:

2035

			50,000			
			N			
8,000	W		**LEG**		E	**9,000**
			S			
			45,000			

PM PEAK HOUR

EXISTING TURNING MOVEMENT VOLUMES:

2013

		91	**806**	**163**		
		<	v	>		
61	^				^	**99**
167	>		Total =	2,394	<	**123**
69	v				v	**33**
		<	^	>		
		48	**680**	**54**		

EXISTING MODEL YEAR:

2008

			1202	**1239**		
			v	^		
92	<	IN =	2599	<	**120**	
113	>	OUT =	2599	>	**255**	
			v	^		
			1013	**1164**		

FUTURE MODEL YEAR:

2035

			2220	**2191**		
			v	^		
305	<	IN =	5081	<	**404**	
677	>	OUT =	5080	>	**688**	
			v	^		
			1896	**1780**		

EXISTING (COUNTED) ADTs BY LEG:

2013

			22,800			
			N			
6,708	W		+		E	7,668
			S			
			20,280			

REFINED FUTURE ADT'S BY LEG:

2035

			50,000			
			N			
8,000	W		+		E	9,000
			S			
			45,000			

U: \ UcJobs \ _08600-09000 \ _08600 \ 08660 \ Post-Processing \ [29 Perris_Cottonwood.xls]Input (1)

Project: Moreno Valley Walmart
Scenario: GP Buildout Post 2035 Without Project

Job #: 08660
Analyst: BC
Date: 7/2/2013

LOCATION: Perris Boulevard / Cottonwood Avenue

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION

AM

EXISTING COUNT YEAR:
2013

		883	825		
		v	^		
355	<	IN =	2245	<	370
283	>	OUT =	2245	>	288
		v	^		
		777	709		

GROWTH CALCULATION DECISION RULE
MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		MUL	MUL		
		v	^		
ADD	<			<	ADD
ADD	>			>	ADD
		v	^		
		MUL	MUL		

MINIMUM GROWTH %s 2008 TO 2035

		0%	0%		
		v	^		
0%	<			<	0%
0%	>			>	0%
		v	^		
		0%	0%		

REFINED GROWTH: 2008 TO 2035

		537	405		
		v	^		
240	<			<	200
60	>			>	130
		v	^		
		443	441		

PRORATED GROWTH: 2013 TO 2035
22 YEARS

		440	330		
		v	^		
200	<			<	160
50	>			>	110
		v	^		
		360	360		

NEW PROJECTED VOLUMES: 2035

		1320	1160		
		v	^		
560	<	IN =	3250	<	530
330	>	OUT =	3260	>	400
		v	^	*	
		1140	1070		

PM

EXISTING COUNT YEAR:
2013

		1060	840		
		v	^		
262	<	IN =	2394	<	255
297	>	OUT =	2394	>	384
		v	^		
		908	782		

MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		MUL	MUL		
		v	^		
ADD	<			<	ADD
ADD	>			>	ADD
		v	^		
		MUL	MUL		

		0%	0%		
		v	^		
0%	<			<	0%
0%	>			>	0%
		v	^		
		0%	0%		

ADJUSTED GROWTH: 2008 TO 2035

		900	650		
		v	^		
210	<			<	280
560	>			>	430
		v	^		
		792	418		

PRORATED GROWTH: 2013 TO 2035
22 YEARS

		730	530		
		v	^		
170	<			<	230
460	>			>	350
		v	^		
		650	340		

NEW PROJECTED VOLUMES: 2035

		1790	1393		
		v	^		
437	<	IN =	4160	<	490
760	>	OUT =	4160	>	742
		v	^	*	
		1587	1120		

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs_08600-09000_08600\08660\Post-Processing\[29 Perris_Cottonwood.xls] Growth Summary (2)

Project:	Moreno Valley Walmart	Job #:	08660
Scenario:	GP Buildout Post 2035 Without Project	Analyst:	BC
		Date:	7/2/2013

LOCATION: Perris Boulevard / Cottonwood Avenue
FORECAST YEAR: 2035

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	64	111	47	73%	48	59	11	23%
	Through	606	894	288	48%	680	1,000	320	47%
	Right	39	66	27	69%	54	65	11	20%
	NB Total	709	1,071	362	51%	782	1,124	342	44%
SOUTH BOUND	Left	105	159	54	51%	163	271	108	66%
	Through	679	1,012	333	49%	806	1,358	552	68%
	Right	99	155	56	57%	91	157	66	73%
	SB Total	883	1,326	443	50%	1,060	1,786	726	68%
EAST BOUND	Left	80	85	5	6%	61	183	122	200%
	Through	144	175	31	22%	167	407	240	144%
	Right	59	71	12	20%	69	170	101	146%
	EB Total	283	331	48	17%	297	760	463	156%
WEST BOUND	Left	39	57	18	46%	33	58	25	76%
	Through	192	294	102	53%	123	221	98	80%
	Right	139	180	41	29%	99	211	112	113%
	WB Total	370	531	161	44%	255	490	235	92%
TOTAL ENTERING VOLUME		2,245	3,259	1014	45%	2,394	4,160	1766	74%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	1,326	1,786			
North Leg	Outbound	1,159	1,394			
North Leg	**TOTAL**	**2,485**	**3,180**	**5%**	**6%**	**50,000**
South Leg	Inbound	1,071	1,124			
South Leg	Outbound	1,140	1,586			
South Leg	**TOTAL**	**2,211**	**2,710**	**5%**	**6%**	**45,000**
East Leg	Inbound	531	490			
East Leg	Outbound	400	743			
East Leg	**TOTAL**	**931**	**1,233**	**10%**	**14%**	**9,000**
West Leg	Inbound	331	760			
West Leg	Outbound	560	437			
West Leg	**TOTAL**	**891**	**1,197**	**11%**	**15%**	**8,000**
OVERALL TOTAL		***6,518***	***8,320***	**6%**	***7%***	***112,000***

U:\UcJobs_08600-09000_08600\08660\Post-Processing\[29 Perris_Cottonwood.xls]Output (3)

INPUT DATA

Project:	==========>	Moreno Valley Walmart	<===	Job #:	08660
Scenario:	==========>	GP Buildout Post 2035 Without Project	<===	Analyst:	BC
Existing Conditions Model Run ID:	==>	RivTAM for MV-Existing Base Model	<===	Date:	7/2/2013
Future Conditions Model Run ID:	==>	RivTAM-Moreno Valley GP	<===		

LOCATION: **Perris Boulevard / Alessandro Boulevard**

AM PEAK HOUR

EXISTING TURNING MOVEMENT VOLUMES:

2013			**154**	**401**	**149**	
			<	v	>	
	98	^			^	**103**
	276	>		Total =	2,657 <	**679**
	58	v			v	**66**
			<	^	>	
			132	**457**	**84**	

EXISTING MODEL YEAR:

2008			**1094**	**996**		
			v	^		
	614	<	IN =	2756	<	**572**
	252	>	OUT =	2756	>	**340**
			v	^		
			806	**838**		

FUTURE MODEL YEAR:

2035			**1720**	**1615**		
			v	^		
	2003	<	IN =	6424	<	**1902**
	1054	>	OUT =	6423	>	**1278**
			v	^		
			1527	**1748**		

EXISTING (COUNTED) ADTs BY LEG:

2013			**18,036**			
			N			
	21,960	W	**LEG**	E		**18,000**
			S			
			18,252			

REFINED FUTURE ADT'S BY LEG:

2035			**47,000**			
			N			
	43,000	W	**LEG**	E		**46,000**
			S			
			47,000			

PM PEAK HOUR

EXISTING TURNING MOVEMENT VOLUMES:

2013			**129**	**530**	**140**	
			<	v	>	
	189	^			^	**73**
	679	>		Total =	3,177 <	**446**
	184	v			v	**90**
			<	^	>	
			203	**442**	**72**	

EXISTING MODEL YEAR:

2008			**1061**	**1206**		
			v	^		
	353	<	IN =	3061	<	**395**
	686	>	OUT =	3061	>	**625**
			v	^		
			877	**919**		

FUTURE MODEL YEAR:

2035			**1980**	**1857**		
			v	^		
	1522	<	IN =	7777	<	**1654**
	2242	>	OUT =	7778	>	**2224**
			v	^		
			2175	**1901**		

EXISTING (COUNTED) ADTs BY LEG:

2013			18,036			
			N			
	21,960	W	+	E		18,000
			S			
			18,252			

REFINED FUTURE ADT'S BY LEG:

2035			47,000			
			N			
	43,000	W	+	E		46,000
			S			
			47,000			

U: \ UcJobs \ _08600-09000 \ _08600 \ 08660 \ Post-Processing \ [30 Perris_Alessandro.xls]Input (1)

Project: Moreno Valley Walmart
Scenario: GP Buildout Post 2035 Without Project

Job #: 08660
Analyst: BC
Date: 7/2/2013

LOCATION: Perris Boulevard / Alessandro Boulevard

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION

AM

EXISTING COUNT YEAR:
2013

		704	658		
		v	^		
965	<	IN =	2657	<	848
432	>	OUT =	2657	>	509
		v	^		
		525	673		

GROWTH CALCULATION DECISION RULE
MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		MUL	MUL		
		v	^		
ADD	<			<	ADD
ADD	>			>	ADD
		v	^		
		MUL	MUL		

MINIMUM GROWTH %s 2008 TO 2035

		0%	0%		
		v	^		
0%	<			<	0%
0%	>			>	0%
		v	^		
		0%	0%		

REFINED GROWTH: 2008 TO 2035

		406	412		
		v	^		
1390	<			<	1330
800	>			>	940
		v	^		
		465	727		

PRORATED GROWTH: 2013 TO 2035
22 YEARS

		330	340		
		v	^		
1130	<			<	1080
650	>			>	770
		v	^		
		380	590		

NEW PROJECTED VOLUMES: 2035

		1030	1002		
		v	^		
2104	<	IN =	5300	<	1930
1080	>	OUT =	5300	>	1282
		v	^	*	
		912	1260		

PM

EXISTING COUNT YEAR:
2013

		799	704		
		v	^		
778	<	IN =	3177	<	609
1052	>	OUT =	3177	>	891
		v	^		
		804	717		

MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		MUL	MUL		
		v	^		
ADD	<			<	ADD
ADD	>			>	ADD
		v	^		
		MUL	MUL		

		0%	0%		
		v	^		
0%	<			<	0%
0%	>			>	0%
		v	^		
		0%	0%		

ADJUSTED GROWTH: 2008 TO 2035

		691	376		
		v	^		
1170	<			<	1260
1560	>			>	1600
		v	^		
		1186	763		

PRORATED GROWTH: 2013 TO 2035
22 YEARS

		560	310		
		v	^		
950	<			<	1030
1270	>			>	1300
		v	^		
		970	620		

NEW PROJECTED VOLUMES: 2035

		1360	1010		
		v	^		
1730	<	IN =	6660	<	1640
2320	>	OUT =	6700	>	2190
		v	^	*	
		1770	1340		

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs_08600-09000_08600\08660\Post-Processing\[30 Perris_Alessandro.xls] Growth Summary (2)

Project:	Moreno Valley Walmart	Job #:	08660
Scenario:	GP Buildout Post 2035 Without Project	Analyst:	BC
		Date:	7/2/2013

LOCATION: Perris Boulevard / Alessandro Boulevard
FORECAST YEAR: 2035

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	132	310	178	135%	203	432	229	113%
	Through	457	700	243	53%	442	668	226	51%
	Right	84	250	166	198%	72	246	174	242%
	NB Total	673	1,260	587	87%	717	1,346	629	88%
SOUTH BOUND	Left	149	244	95	64%	140	260	120	86%
	Through	401	588	187	47%	530	961	431	81%
	Right	154	199	45	29%	129	149	20	16%
	SB Total	704	1,031	327	46%	799	1,370	571	71%
EAST BOUND	Left	98	144	46	47%	189	208	19	10%
	Through	276	789	513	186%	679	1,685	1,006	148%
	Right	58	148	90	155%	184	446	262	142%
	EB Total	432	1,081	649	150%	1,052	2,339	1,287	122%
WEST BOUND	Left	66	176	110	167%	90	363	273	303%
	Through	679	1,595	916	135%	446	1,149	703	158%
	Right	103	158	55	53%	73	134	61	84%
	WB Total	848	1,929	1,081	127%	609	1,646	1,037	170%
TOTAL ENTERING VOLUME		2,657	5,301	2644	100%	3,177	6,701	3524	111%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	1,031	1,370			
North Leg	Outbound	1,002	1,010			
North Leg	**TOTAL**	**2,033**	**2,380**	**4%**	**5%**	**47,000**
South Leg	Inbound	1,260	1,346			
South Leg	Outbound	912	1,770			
South Leg	**TOTAL**	**2,172**	**3,116**	**5%**	**7%**	**47,000**
East Leg	Inbound	1,929	1,646			
East Leg	Outbound	1,283	2,191			
East Leg	**TOTAL**	**3,212**	**3,837**	**7%**	**8%**	**46,000**
West Leg	Inbound	1,081	2,339			
West Leg	Outbound	2,104	1,730			
West Leg	**TOTAL**	**3,185**	**4,069**	**7%**	**9%**	**43,000**
OVERALL TOTAL		***10,602***	***13,402***	**6%**	***7%***	***183,000***

U:\UcJobs_08600-09000_08600\08660\Post-Processing\[30 Perris_Alessandro.xls]Output (3)

INPUT DATA

Project:	==========>	Moreno Valley Walmart	<===	Job #:	08660
Scenario:	==========>	GP Buildout Post 2035 Without Project	<===	Analyst:	BC
Existing Conditions Model Run ID:	==>	RivTAM for MV-Existing Base Model	<===	Date:	7/2/2013
Future Conditions Model Run ID:	==>	RivTAM-Moreno Valley GP	<===		

LOCATION: **Perris Boulevard / Cactus Avenue**

AM PEAK HOUR

EXISTING TURNING MOVEMENT VOLUMES:

2013			**35**	**373**	**105**	
			<	v	>	
	51	^			^	**76**
	391	>		Total =	2,443 <	**603**
	105	v			v	**46**
			<	^	>	
			111	**484**	**63**	

EXISTING MODEL YEAR:

2008				**676**	**742**	
				v	^	
	459	<		IN =	1906 <	**361**
	175	>		OUT =	1907 >	**107**
				v	^	
				599	**694**	

FUTURE MODEL YEAR:

2035				**1406**	**1666**	
				v	^	
	467	<		IN =	3861 <	**466**
	173	>		OUT =	3860 >	**175**
				v	^	
				1552	**1816**	

EXISTING (COUNTED) ADTs BY LEG:

2013				**16,968**		
				N		
	14,064	W		**LEG**	E	**13,776**
				S		
				17,568		

REFINED FUTURE ADT'S BY LEG:

2035				**43,000**		
				N		
	10,000	W		**LEG**	E	**10,000**
				S		
				48,000		

PM PEAK HOUR

EXISTING TURNING MOVEMENT VOLUMES:

2013			**49**	**611**	**122**	
			<	v	>	
	41	^			^	**74**
	469	>		Total =	2,599 <	**380**
	127	v			v	**48**
			<	^	>	
			106	**517**	**55**	

EXISTING MODEL YEAR:

2008				**762**	**737**	
				v	^	
	280	<		IN =	2126 <	**178**
	509	>		OUT =	2126 >	**473**
				v	^	
				636	**677**	

FUTURE MODEL YEAR:

2035				**2033**	**1659**	
				v	^	
	418	<		IN =	4930 <	**329**
	689	>		OUT =	4929 >	**629**
				v	^	
				2223	**1879**	

EXISTING (COUNTED) ADTs BY LEG:

2013				16,968		
				N		
	14,064	W		+	E	13,776
				S		
				17,568		

REFINED FUTURE ADT'S BY LEG:

2035				43,000		
				N		
	10,000	W		+	E	10,000
				S		
				48,000		

U: \ UcJobs \ _08600-09000 \ _08600 \ 08660 \ Post-Processing \ [31 Perris_Cactus.xls]Input (1)

Project: Moreno Valley Walmart
Scenario: GP Buildout Post 2035 Without Project

Job #: 08660
Analyst: BC
Date: 7/2/2013

LOCATION: Perris Boulevard / Cactus Avenue

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION

AM

EXISTING COUNT YEAR:
2013

		513	611	
		v	^	
749 <	IN =	2443	<	725
547 >	OUT =	2443	>	559
		v	^	
		524	658	

GROWTH CALCULATION DECISION RULE
MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		MUL	MUL	
		v	^	
ADD <			<	ADD
ADD >			>	ADD
		v	^	
		MUL	MUL	

MINIMUM GROWTH %s 2008 TO 2035

		0%	0%	
		v	^	
-29% <			<	-27%
-29% >			>	-27%
		v	^	
		0%	0%	

REFINED GROWTH: 2008 TO 2035

		557	759	
		v	^	
10 <			<	110
0 >			>	70
		v	^	
		836	1062	

PRORATED GROWTH: 2013 TO 2035
22 YEARS

		450	620	
		v	^	
10 <			<	90
0 >			>	60
		v	^	
		680	870	

NEW PROJECTED VOLUMES: 2035

		960	1246		
		v	^		
770 <	IN =	3860	<	820	
550 >	OUT =	3860	>	628	
		v	^	*	
		1216	1530		

PM

EXISTING COUNT YEAR:
2013

		782	632	
		v	^	
535 <	IN =	2599	<	502
637 >	OUT =	2599	>	646
		v	^	
		786	678	

MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		ADD	MUL	
		v	^	
ADD <			<	ADD
ADD >			>	ADD
		v	^	
		ADD	ADD	

		0%	0%	
		v	^	
-29% <			<	-27%
-29% >			>	-27%
		v	^	
		0%	0%	

ADJUSTED GROWTH: 2008 TO 2035

		1270	788	
		v	^	
140 <			<	150
180 >			>	160
		v	^	
		1590	1200	

PRORATED GROWTH: 2013 TO 2035
22 YEARS

		1030	640	
		v	^	
110 <			<	120
150 >			>	130
		v	^	
		1300	980	

NEW PROJECTED VOLUMES: 2035

		1810	1294		
		v	^		
662 <	IN =	4880	<	620	
790 >	OUT =	4880	>	795	
		v	^	*	
		2129	1660		

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs_08600-09000_08600\08660\Post-Processing\[31 Perris_Cactus.xls] Growth Summary (2)

Project:	Moreno Valley Walmart	Job #:	08660
Scenario:	GP Buildout Post 2035 Without Project	Analyst:	BC
		Date:	7/2/2013

LOCATION: Perris Boulevard / Cactus Avenue
FORECAST YEAR: 2035

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	111	194	83	75%	106	243	137	129%
	Through	484	1,121	637	132%	517	1,190	673	130%
	Right	63	193	130	206%	55	179	124	225%
	NB Total	658	1,508	850	129%	678	1,612	934	138%
SOUTH BOUND	Left	105	107	2	2%	122	143	21	17%
	Through	373	852	479	128%	611	1,671	1,060	173%
	Right	35	20	-15	-43%	49	40	-9	-18%
	SB Total	513	979	466	91%	782	1,854	1,072	137%
EAST BOUND	Left	51	32	-19	-37%	41	29	-12	-29%
	Through	391	327	-64	-16%	469	472	3	1%
	Right	105	197	92	88%	127	299	172	135%
	EB Total	547	556	9	2%	637	800	163	26%
WEST BOUND	Left	46	167	121	263%	48	160	112	233%
	Through	603	556	-47	-8%	380	379	-1	0%
	Right	76	93	17	22%	74	74	0	0%
	WB Total	725	816	91	13%	502	613	111	22%
TOTAL ENTERING VOLUME		2,443	3,859	1416	58%	2,599	4,879	2280	88%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	979	1,854			
North Leg	Outbound	1,246	1,293			
North Leg	**TOTAL**	**2,225**	**3,147**	**5%**	**7%**	**43,000**
South Leg	Inbound	1,508	1,612			
South Leg	Outbound	1,216	2,130			
South Leg	**TOTAL**	**2,724**	**3,742**	**6%**	**8%**	**48,000**
East Leg	Inbound	816	613			
East Leg	Outbound	627	794			
East Leg	**TOTAL**	**1,443**	**1,407**	**14%**	**14%**	**10,000**
West Leg	Inbound	556	800			
West Leg	Outbound	770	662			
West Leg	**TOTAL**	**1,326**	**1,462**	**13%**	**15%**	**10,000**
OVERALL TOTAL		***7,718***	***9,758***	***7%***	***9%***	***111,000***

U:\UcJobs_08600-09000_08600\08660\Post-Processing\[31 Perris_Cactus.xls]Output (3)

INPUT DATA

Project:	==========>	Moreno Valley Walmart	<===	Job #:	08660
Scenario:	==========>	GP Buildout Post 2035 Without Project	<===	Analyst:	BC
Existing Conditions Model Run ID:	==>	RivTAM for MV-Existing Base Model	<===	Date:	7/2/2013
Future Conditions Model Run ID:	==>	RivTAM-Moreno Valley GP	<===		

LOCATION: **Perris Boulevard / John F. Kennedy Drive**

AM PEAK HOUR

EXISTING TURNING MOVEMENT VOLUMES:

2013

		48	**267**	**166**		
		<	v	>		
54	^				^	**95**
321	>		Total =	2,248	<	**357**
43	v				v	**160**
		<	^	>		
		116	**456**	**165**		

EXISTING MODEL YEAR:

2008

			599	**694**		
			v	^		
736		<	IN =	2297	<	**699**
227		>	OUT =	2297	>	**302**
			v	^		
			565	**772**		

FUTURE MODEL YEAR:

2035

			1476	**1688**		
			v	^		
588		<	IN =	4401	<	**619**
343		>	OUT =	4401	>	**356**
			v	^		
			1769	**1963**		

EXISTING (COUNTED) ADTs BY LEG:

2013

			15,312			
			N			
9,048		W	**LEG**	E		**9,144**
			S			
			18,720			

REFINED FUTURE ADT'S BY LEG:

2035

			45,000			
			N			
12,000		W	**LEG**	E		**14,000**
			S			
			52,000			

PM PEAK HOUR

EXISTING TURNING MOVEMENT VOLUMES:

2013

		41	**515**	**98**		
		<	v	>		
37	^				^	**33**
263	>		Total =	2,176	<	**144**
130	v				v	**120**
		<	^	>		
		139	**552**	**104**		

EXISTING MODEL YEAR:

2008

			636	**677**		
			v	^		
303		<	IN =	2667	<	**391**
1012		>	OUT =	2667	>	**796**
			v	^		
			891	**628**		

FUTURE MODEL YEAR:

2035

			2118	**1753**		
			v	^		
469		<	IN =	5618	<	**561**
708		>	OUT =	5617	>	**783**
			v	^		
			2612	**2231**		

EXISTING (COUNTED) ADTs BY LEG:

2013

			15,312			
			N			
9,048		W	+	E		9,144
			S			
			18,720			

REFINED FUTURE ADT'S BY LEG:

2035

			45,000			
			N			
12,000		W	+	E		14,000
			S			
			52,000			

U: \ UcJobs \ _08600-09000 \ _08600 \ 08660 \ Post-Processing \ [32 Perris_John F. Kennedy.xls]Input (1)

Project: Moreno Valley Walmart
Scenario: GP Buildout Post 2035 Without Project

Job #: 08660
Analyst: BC
Date: 7/2/2013

LOCATION: Perris Boulevard / John F. Kennedy Drive

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION

AM

EXISTING COUNT YEAR:
2013

		481	605		
		v	^		
521	< IN	=	2248	<	612
418	> OUT	=	2248	>	652
		v	^		
		470	737		

GROWTH CALCULATION DECISION RULE
MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		MUL	MUL		
		v	^		
MIN	<			<	MIN
ADD	>			>	ADD
		v	^		
		MUL	MUL		

MINIMUM GROWTH %s 2008 TO 2035

		0%	0%		
		v	^		
0%	<			<	0%
0%	>			>	0%
		v	^		
		0%	0%		

REFINED GROWTH: 2008 TO 2035

		709	865		
		v	^		
0	<			<	0
120	>			>	50
		v	^		
		1000	1133		

PRORATED GROWTH: 2013 TO 2035
22 YEARS

		580	700		
		v	^		
0	<			<	0
100	>			>	40
		v	^		
		810	920		

NEW PROJECTED VOLUMES: 2035

		1060	1327		
		v	^		
527	< IN	=	3850	<	610
520	> OUT	=	3850	>	699
		v	^	*	
		1297	1660		

PM

EXISTING COUNT YEAR:
2013

		654	622		
		v	^		
324	< IN	=	2176	<	297
430	> OUT	=	2176	>	465
		v	^		
		765	795		

MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		ADD	MUL		
		v	^		
ADD	<			<	MUL
MIN	>			>	MIN
		v	^		
		MUL	ADD		

		0%	0%		
		v	^		
0%	<			<	0%
0%	>			>	0%
		v	^		
		0%	0%		

ADJUSTED GROWTH: 2008 TO 2035

		1480	988		
		v	^		
170	<			<	133
0	>			>	0
		v	^		
		1475	1600		

PRORATED GROWTH: 2013 TO 2035
22 YEARS

		1210	810		
		v	^		
140	<			<	110
0	>			>	0
		v	^		
		1200	1300		

NEW PROJECTED VOLUMES: 2035

		1860	1585		
		v	^		
510	< IN	=	4800	<	410
430	> OUT	=	4800	>	521
		v	^	*	
		2184	2100		

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs_08600-09000_08600\08660\Post-Processing\[32 Perris_John F. Kennedy.xls] Growth Summary (2)

Project:	Moreno Valley Walmart	Job #:	08660
Scenario:	GP Buildout Post 2035 Without Project	Analyst:	BC
		Date:	7/2/2013

LOCATION: Perris Boulevard / John F. Kennedy Drive
FORECAST YEAR: 2035

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	116	233	117	101%	139	325	186	134%
	Through	456	1,165	709	155%	552	1,519	967	175%
	Right	165	254	89	54%	104	221	117	113%
	NB Total	737	1,652	915	124%	795	2,065	1,270	160%
SOUTH BOUND	Left	166	149	-17	-10%	98	125	27	28%
	Through	267	861	594	222%	515	1,707	1,192	231%
	Right	48	56	8	17%	41	58	17	41%
	SB Total	481	1,066	585	122%	654	1,890	1,236	189%
EAST BOUND	Left	54	82	28	52%	37	32	-5	-14%
	Through	321	296	-25	-8%	263	175	-88	-33%
	Right	43	142	99	230%	130	226	96	74%
	EB Total	418	520	102	24%	430	433	3	1%
WEST BOUND	Left	160	294	134	84%	120	251	131	109%
	Through	357	238	-119	-33%	144	127	-17	-12%
	Right	95	80	-15	-16%	33	34	1	3%
	WB Total	612	612	0	0%	297	412	115	39%
TOTAL ENTERING VOLUME		2,248	3,850	1602	71%	2,176	4,800	2624	121%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	1,066	1,890			
North Leg	Outbound	1,327	1,585			
North Leg	**TOTAL**	**2,393**	**3,475**	**5%**	**8%**	**45,000**
South Leg	Inbound	1,652	2,065			
South Leg	Outbound	1,297	2,184			
South Leg	**TOTAL**	**2,949**	**4,249**	**6%**	**8%**	**52,000**
East Leg	Inbound	612	412			
East Leg	Outbound	699	521			
East Leg	**TOTAL**	**1,311**	**933**	**9%**	**7%**	**14,000**
West Leg	Inbound	520	433			
West Leg	Outbound	527	510			
West Leg	**TOTAL**	**1,047**	**943**	**9%**	**8%**	**12,000**
OVERALL TOTAL		***7,700***	***9,600***	**6%**	***8%***	***123,000***

U:\UcJobs_08600-09000_08600\08660\Post-Processing\[32 Perris_John F. Kennedy.xls]Output (3)

INPUT DATA

Project:	==========>	Moreno Valley Walmart	<===	Job #:	08660
Scenario:	==========>	GP Buildout Post 2035 Without Project	<===	Analyst:	BC
Existing Conditions Model Run ID:	==>	RivTAM for MV-Existing Base Model	<===	Date:	7/2/2013
Future Conditions Model Run ID:	==>	RivTAM-Moreno Valley GP	<===		

LOCATION: **Perris Boulevard / Gentian Avenue**

AM PEAK HOUR

EXISTING TURNING MOVEMENT VOLUMES:

2013

```
                 1   2   1
             <   v   >
         1 ^             ^   1
         1 >             <   1
         1 v             v   1
             <   ^   >
                 1   2   1
```

FUTURE MODEL YEAR:

2035

```
                 1699  1855
                   v     ^
     100   <     IN  =  3727  <   251
      66   >     OUT =  3726  >    73
                   v     ^
                 1698  1711
```

REFINED FUTURE ADT'S BY LEG:

2035

```
                 49,000
                    N
     3,000   W    LEG    E   5,000
                    S
                 47,000
```

PM PEAK HOUR

EXISTING TURNING MOVEMENT VOLUMES:

2013

```
                 1   2   1
             <   v   >
         1 ^             ^   1
         1 >             <   1
         1 v             v   1
             <   ^   >
                 1   2   1
```

FUTURE MODEL YEAR:

2035

```
                 2418  2082
                   v     ^
     167   <     IN  =  4998  <   197
     280   >     OUT =  4998  >   419
                   v     ^
                 2330  2103
```

REFINED FUTURE ADT'S BY LEG:

2035

```
                 49,000
                    N
     3,000   W     +     E   5,000
                    S
                 47,000
```

U: \ UcJobs \ _08600-09000 \ _08600 \ 08660 \ Post-Processing \ [33 Perris_Gentian-SEMI.xls]Input (1)

Project: Moreno Valley Walmart
Scenario: GP Buildout Post 2035 Without Project

Job #: 08660
Analyst: BC
Date: 7/2/2013

LOCATION: Perris Boulevard / Gentian Avenue

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION

AM

EXISTING COUNT YEAR:
2013

```
                    4     4
                    v     ^
3 <   IN   =       14 <     3
3 >   OUT =        14 >     3
                    v     ^
                    4     4
```

GROWTH CALCULATION DECISION RULE
MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

```
                    MUL   MUL
                    v     ^
MUL   <                 <   MUL
MUL   >                 >   MUL
                    v     ^
                    MUL   MUL
```

MINIMUM GROWTH %s 2013 TO 2035

```
                    0%    0%
                    v     ^
0% <                <     0%
0% >                >     0%
                    v     ^
                    0%    0%
```

REFINED GROWTH: 2013 TO 2035

```
                    1696  1856
                    v     ^
97 <                <     247
67 >                >     67
                    v     ^
                    1696  1706
```

PRORATED GROWTH: 2013 TO 2035
22 YEARS

```
                    1700  1860
                    v     ^
100 <               <     250
70 >                >     70
                    v     ^
                    1700  1710
```

NEW PROJECTED VOLUMES: 2035

```
                    1700  1860
                    v     ^
100 <   IN   =      3730 <     250
70 >    OUT =       3730 >     70
                    v     ^   *
                    1700  1710
```

PM

EXISTING COUNT YEAR:
2013

```
                    4     4
                    v     ^
3 <   IN   =       14 <     3
3 >   OUT =        14 >     3
                    v     ^
                    4     4
```

MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

```
                    MUL   MUL
                    v     ^
MUL   <                 <   MUL
MUL   >                 >   MUL
                    v     ^
                    MUL   MUL
```

```
                    0%    0%
                    v     ^
0% <                <     0%
0% >                >     0%
                    v     ^
                    0%    0%
```

ADJUSTED GROWTH: 2013 TO 2035

```
                    2416  2076
                    v     ^
167 <               <     197
277 >               >     417
                    v     ^
                    2326  2096
```

PRORATED GROWTH: 2013 TO 2035
22 YEARS

```
                    2420  2080
                    v     ^
170 <               <     200
280 >               >     420
                    v     ^
                    2330  2100
```

NEW PROJECTED VOLUMES: 2035

```
                    2420  2080
                    v     ^
170 <   IN   =      5000 <     200
280 >   OUT =       5000 >     420
                    v     ^   *
                    2330  2100
```

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs_08600-09000_08600\08660\Post-Processing\[33 Perris_Gentian-SEMI.xls] Growth Summary (2)

Project:	Moreno Valley Walmart	Job #:	08660
Scenario:	GP Buildout Post 2035 Without Project	Analyst:	BC
		Date:	7/2/2013

LOCATION: Perris Boulevard / Gentian Avenue
FORECAST YEAR: 2035

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	1	31	30	3000%	1	65	64	6400%
	Through	2	1,681	1,679	83950%	2	1,889	1,887	94350%
	Right	1	26	25	2500%	1	157	156	15600%
	NB Total	4	1,738	1,734	43350%	4	2,111	2,107	52675%
SOUTH BOUND	Left	1	39	38	3800%	1	186	185	18500%
	Through	2	1,587	1,585	79250%	2	2,146	2,144	107200%
	Right	1	46	45	4500%	1	77	76	7600%
	SB Total	4	1,672	1,668	41700%	4	2,409	2,405	60125%
EAST BOUND	Left	1	40	39	3900%	1	103	102	10200%
	Through	1	5	4	400%	1	77	76	7600%
	Right	1	25	24	2400%	1	99	98	9800%
	EB Total	3	70	67	2233%	3	279	276	9200%
WEST BOUND	Left	1	88	87	8700%	1	85	84	8400%
	Through	1	23	22	2200%	1	27	26	2600%
	Right	1	139	138	13800%	1	88	87	8700%
	WB Total	3	250	247	8233%	3	200	197	6567%
TOTAL ENTERING VOLUME		14	3,730	3716	26543%	14	4,999	4985	35607%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	1,672	2,409			
North Leg	Outbound	1,860	2,080			
North Leg	**TOTAL**	**3,532**	**4,489**	**7%**	**9%**	**49,000**
South Leg	Inbound	1,738	2,111			
South Leg	Outbound	1,700	2,330			
South Leg	**TOTAL**	**3,438**	**4,441**	**7%**	**9%**	**47,000**
East Leg	Inbound	250	200			
East Leg	Outbound	70	420			
East Leg	**TOTAL**	**320**	**620**	**6%**	**12%**	**5,000**
West Leg	Inbound	70	279			
West Leg	Outbound	100	169			
West Leg	**TOTAL**	**170**	**448**	**6%**	**15%**	**3,000**
OVERALL TOTAL		***7,460***	***9,998***	**7%**	***10%***	***104,000***

U:\ UcJobs \ _08600-09000 \ _08600 \ 08660 \ Post-Processing \ [33 Perris_Gentian-SEMI.xls]Output (3)

INPUT DATA

Project: ==========>	Moreno Valley Walmart	<===	Job #: 08660
Scenario: ==========>	GP Buildout Post 2035 Without Project	<===	Analyst: DB
Existing Conditions Model Run ID: ==>	RivTAM for MV-Existing Base Model	<===	Date: 7/2/2013
Future Conditions Model Run ID: ==>	RivTAM-Moreno Valley GP	<===	

LOCATION: **Perris Boulevard / Iris Avenue**

AM PEAK HOUR

EXISTING TURNING MOVEMENT VOLUMES:

2013

45 237 133
< v >
44 ^ ^ **113**
338 > Total = 2,471 < **511**
81 v v **171**
< ^ >
202 384 212

EXISTING MODEL YEAR:

2008

525 534
v ^
323 < IN = 1705 < **308**
154 > OUT = 1705 > **246**
v ^
602 718

FUTURE MODEL YEAR:

2035

1660 1535
v ^
443 < IN = 4235 < **641**
276 > OUT = 4235 > **467**
v ^
1790 1658

EXISTING (COUNTED) ADTs BY LEG:

2013

13,632
N
11,988 W **LEG** E **15,264**
S
16,044

REFINED FUTURE ADT'S BY LEG:

2035

44,000
N
11,000 W **LEG** E **17,000**
S
47,000

PM PEAK HOUR

EXISTING TURNING MOVEMENT VOLUMES:

2013

17 397 172
< v >
29 ^ ^ **90**
411 > Total = 2,372 < **316**
101 v v **130**
< ^ >
125 431 153

EXISTING MODEL YEAR:

2008

636 548
v ^
124 < IN = 1870 < **192**
398 > OUT = 1869 > **394**
v ^
803 644

FUTURE MODEL YEAR:

2035

2268 1984
v ^
395 < IN = 5660 < **730**
520 > OUT = 5659 > **954**
v ^
2326 2142

EXISTING (COUNTED) ADTs BY LEG:

2013

13,632
N
11,988 W + E 15,264
S
16,044

REFINED FUTURE ADT'S BY LEG:

2035

44,000
N
11,000 W + E 17,000
S
47,000

U: \ UcJobs \ _08600-09000 \ _08600 \ 08660 \ Post-Processing \ [37 Perris_Iris.xls]Input (1)

Project: Moreno Valley Walmart
Scenario: GP Buildout Post 2035 Without Project

Job #: 08660
Analyst: DB
Date: 7/2/2013

LOCATION: Perris Boulevard / Iris Avenue

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION

AM

EXISTING COUNT YEAR:
2013

		415	541		
		v	^		
758	< IN	=	2471	<	795
463	> OUT	=	2471	>	683
		v	^		
		489	798		

GROWTH CALCULATION DECISION RULE
MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		MUL	ADD		
		v	^		
ADD	<			<	ADD
ADD	>			>	ADD
		v	^		
		MUL	ADD		

MINIMUM GROWTH %s 2008 TO 2035

		0%	0%		
		v	^		
-8%	<			<	0%
-8%	>			>	0%
		v	^		
		0%	0%		

REFINED GROWTH: 2008 TO 2035

		895	1000		
		v	^		
120	<			<	330
120	>			>	220
		v	^		
		961	940		

PRORATED GROWTH: 2013 TO 2035
22 YEARS

		730	810		
		v	^		
100	<			<	270
100	>			>	180
		v	^		
		780	770		

NEW PROJECTED VOLUMES: 2035

		1150	1353		
		v	^		
862	< IN	=	4350	<	1070
560	> OUT	=	4350	>	862
		v	^	*	
		1273	1570		

PM

EXISTING COUNT YEAR:
2013

		586	550		
		v	^		
458	< IN	=	2372	<	536
541	> OUT	=	2372	>	736
		v	^		
		628	709		

MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		MUL	ADD		
		v	^		
ADD	<			<	ADD
ADD	>			>	ADD
		v	^		
		MUL	ADD		

		0%	0%		
		v	^		
-8%	<			<	0%
-8%	>			>	0%
		v	^		
		0%	0%		

ADJUSTED GROWTH: 2008 TO 2035

		1504	1440		
		v	^		
270	<			<	540
120	>			>	560
		v	^		
		1192	1500		

PRORATED GROWTH: 2013 TO 2035
22 YEARS

		1230	1170		
		v	^		
220	<			<	440
100	>			>	460
		v	^		
		970	1220		

NEW PROJECTED VOLUMES: 2035

		1820	1776		
		v	^		
702	< IN	=	5370	<	980
640	> OUT	=	5370	>	1239
		v	^	*	
		1652	1930		

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs_08600-09000_08600\08660\Post-Processing\[37 Perris_Iris.xls] Growth Summary (2)

Project:	Moreno Valley Walmart	Job #:	08660
Scenario:	GP Buildout Post 2035 Without Project	Analyst:	DB
		Date:	7/2/2013

LOCATION: Perris Boulevard / Iris Avenue
FORECAST YEAR: 2035

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	202	262	60	30%	125	201	76	61%
	Through	384	1,029	645	168%	431	1,446	1,015	235%
	Right	212	279	67	32%	153	289	136	89%
	NB Total	798	1,570	772	97%	709	1,936	1,227	173%
SOUTH BOUND	Left	133	253	120	90%	172	494	322	187%
	Through	237	813	576	243%	397	1,278	881	222%
	Right	45	84	39	87%	17	42	25	147%
	SB Total	415	1,150	735	177%	586	1,814	1,228	210%
EAST BOUND	Left	44	87	43	98%	29	57	28	97%
	Through	338	330	-8	-2%	411	456	45	11%
	Right	81	143	62	77%	101	126	25	25%
	EB Total	463	560	97	21%	541	639	98	18%
WEST BOUND	Left	171	317	146	85%	130	249	119	92%
	Through	511	516	5	1%	316	460	144	46%
	Right	113	236	123	109%	90	273	183	203%
	WB Total	795	1,069	274	34%	536	982	446	83%
TOTAL ENTERING VOLUME		2,471	4,349	1878	76%	2,372	5,371	2999	126%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	1,150	1,814			
North Leg	Outbound	1,352	1,776			
North Leg	**TOTAL**	**2,502**	**3,590**	**6%**	**8%**	**44,000**
South Leg	Inbound	1,570	1,936			
South Leg	Outbound	1,273	1,653			
South Leg	**TOTAL**	**2,843**	**3,589**	**6%**	**8%**	**47,000**
East Leg	Inbound	1,069	982			
East Leg	Outbound	862	1,239			
East Leg	**TOTAL**	**1,931**	**2,221**	**11%**	**13%**	**17,000**
West Leg	Inbound	560	639			
West Leg	Outbound	862	703			
West Leg	**TOTAL**	**1,422**	**1,342**	**13%**	**12%**	**11,000**
OVERALL TOTAL		***8,698***	***10,742***	***7%***	***9%***	***119,000***

U:\UcJobs_08600-09000_08600\08660\Post-Processing\[37 Perris_Iris.xls]Output (3)

INPUT DATA

Project:	==========>	Moreno Valley Walmart	<===	Job #:	08660
Scenario:	==========>	GP Buildout Post 2035 Without Project	<===	Analyst:	BC
Existing Conditions Model Run ID:	==>	RivTAM for MV-Existing Base Model	<===	Date:	7/2/2013
Future Conditions Model Run ID:	==>	RivTAM-Moreno Valley GP	<===		

LOCATION: **Perris Boulevard / Krameria Avenue**

AM PEAK HOUR

EXISTING TURNING MOVEMENT VOLUMES:

2013

		7	**385**	**68**		
		<	v	>		
24	^				^	**151**
146	>		Total =	2,036	<	**177**
43	v				v	**193**
		<	^	>		
		50	**585**	**207**		

EXISTING MODEL YEAR:

2008

			602	**718**		
			v	^		
108		<	IN =	1622	<	**354**
47		>	OUT =	1623	>	**246**
			v	^		
			551	**619**		

FUTURE MODEL YEAR:

2035

			1923	**1680**		
			v	^		
141		<	IN =	3949	<	**281**
51		>	OUT =	3950	>	**167**
			v	^		
			1962	**1694**		

EXISTING (COUNTED) ADTs BY LEG:

2013

			14,664			
			N			
3,300		W	**LEG**	E		**7,560**
			S			
			15,540			

REFINED FUTURE ADT'S BY LEG:

2035

			50,000			
			N			
3,000		W	**LEG**	E		**7,000**
			S			
			50,000			

PM PEAK HOUR

EXISTING TURNING MOVEMENT VOLUMES:

2013

		17	**443**	**94**		
		<	v	>		
27	^				^	**92**
117	>		Total =	1,711	<	**69**
22	v				v	**121**
		<	^	>		
		23	**549**	**137**		

EXISTING MODEL YEAR:

2008

			803	**644**		
			v	^		
53		<	IN =	1916	<	**262**
211		>	OUT =	1917	>	**539**
			v	^		
			681	**640**		

FUTURE MODEL YEAR:

2035

			2381	**2214**		
			v	^		
188		<	IN =	5289	<	**317**
255		>	OUT =	5289	>	**517**
			v	^		
			2370	**2336**		

EXISTING (COUNTED) ADTs BY LEG:

2013

			14,664			
			N			
3,300		W	+	E		7,560
			S			
			15,540			

REFINED FUTURE ADT'S BY LEG:

2035

			50,000			
			N			
3,000		W	+	E		7,000
			S			
			50,000			

U: \ UcJobs \ _08600-09000 \ _08600 \ 08660 \ Post-Processing \ [38 Perris_Krameria.xls]Input (1)

Project: Moreno Valley Walmart
Scenario: GP Buildout Post 2035 Without Project

Job #: 08660
Analyst: BC
Date: 7/2/2013

LOCATION: Perris Boulevard / Krameria Avenue

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION

AM

EXISTING COUNT YEAR:
2013

		460	760		
		v	^		
234	<	IN =	2036	<	521
213	>	OUT =	2036	>	421
		v	^		
		621	842		

GROWTH CALCULATION DECISION RULE
MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		MUL	ADD		
		v	^		
ADD	<			<	MIN
ADD	>			>	MIN
		v	^		
		ADD	ADD		

MINIMUM GROWTH %s 2008 TO 2035

		0%	0%		
		v	^		
-9%	<			<	-7%
-9%	>			>	-7%
		v	^		
		0%	0%		

REFINED GROWTH: 2008 TO 2035

		1010	960		
		v	^		
30	<			<	-40
0	>			>	-30
		v	^		
		1410	1080		

PRORATED GROWTH: 2013 TO 2035
22 YEARS

		820	780		
		v	^		
20	<			<	-30
0	>			>	-20
		v	^		
		1150	880		

NEW PROJECTED VOLUMES: 2035

		1280	1540		
		v	^		
250	<	IN =	3700	<	490
210	>	OUT =	3960	>	400
		v	^	*	
		1770	1720		

PM

EXISTING COUNT YEAR:
2013

		554	668		
		v	^		
109	<	IN =	1711	<	282
166	>	OUT =	1711	>	348
		v	^		
		586	709		

MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		MUL	ADD		
		v	^		
ADD	<			<	ADD
MUL	>			>	MUL
		v	^		
		MUL	ADD		

		0%	0%		
		v	^		
-9%	<			<	-7%
-9%	>			>	-7%
		v	^		
		0%	0%		

ADJUSTED GROWTH: 2008 TO 2035

		1086	1570		
		v	^		
140	<			<	60
34	>			>	-18
		v	^		
		1454	1700		

PRORATED GROWTH: 2013 TO 2035
22 YEARS

		880	1280		
		v	^		
110	<			<	50
30	>			>	-10
		v	^		
		1180	1390		

NEW PROJECTED VOLUMES: 2035

		1430	1950		
		v	^		
220	<	IN =	4060	<	330
200	>	OUT =	4280	>	340
		v	^	*	
		1770	2100		

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U: \ UcJobs \ _08600-09000 \ _08600 \ 08660 \ Post-Processing \ [38 Perris_Krameria.xls] Growth Summary (2)

Project:	Moreno Valley Walmart	Job #:	08660
Scenario:	GP Buildout Post 2035 Without Project	Analyst:	BC
		Date:	7/2/2013

LOCATION: Perris Boulevard / Krameria Avenue
FORECAST YEAR: 2035

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	50	121	71	142%	23	113	90	391%
	Through	585	1,413	828	142%	549	1,840	1,291	235%
	Right	207	263	56	27%	137	202	65	47%
	NB Total	842	1,797	955	113%	709	2,155	1,446	204%
SOUTH BOUND	Left	68	52	-16	-24%	94	56	-38	-40%
	Through	385	1,345	960	249%	443	1,470	1,027	232%
	Right	7	10	3	43%	17	34	17	100%
	SB Total	460	1,407	947	206%	554	1,560	1,006	182%
EAST BOUND	Left	24	26	2	8%	27	43	16	59%
	Through	146	85	-61	-42%	117	82	-35	-30%
	Right	43	115	72	167%	22	86	64	291%
	EB Total	213	226	13	6%	166	211	45	27%
WEST BOUND	Left	193	310	117	61%	121	214	93	77%
	Through	177	118	-59	-33%	69	73	4	6%
	Right	151	101	-50	-33%	92	66	-26	-28%
	WB Total	521	529	8	2%	282	353	71	25%
TOTAL ENTERING VOLUME		2,036	3,959	1923	94%	1,711	4,279	2568	150%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	1,407	1,560			
North Leg	Outbound	1,540	1,949			
North Leg	**TOTAL**	**2,947**	**3,509**	**6%**	**7%**	**50,000**
South Leg	Inbound	1,797	2,155			
South Leg	Outbound	1,770	1,770			
South Leg	**TOTAL**	**3,567**	**3,925**	**7%**	**8%**	**50,000**
East Leg	Inbound	529	353			
East Leg	Outbound	400	340			
East Leg	**TOTAL**	**929**	**693**	**13%**	**10%**	**7,000**
West Leg	Inbound	226	211			
West Leg	Outbound	249	220			
West Leg	**TOTAL**	**475**	**431**	**16%**	**14%**	**3,000**
OVERALL TOTAL		***7,918***	***8,558***	***7%***	***8%***	***110,000***

U:\UcJobs_08600-09000_08600\08660\Post-Processing\[38 Perris_Krameria.xls]Output (3)

INPUT DATA

Project: ==========>	Moreno Valley Walmart	<===	Job #: 08660
Scenario: ==========>	GP Buildout Post 2035 Without Project	<===	Analyst: BC
Existing Conditions Model Run ID: ==>	RivTAM for MV-Existing Base Model	<===	Date: 7/2/2013
Future Conditions Model Run ID: ==>	RivTAM-Moreno Valley GP	<===	

LOCATION: **Perris Boulevard / San Michele Road**

AM PEAK HOUR	**PM PEAK HOUR**
EXISTING TURNING MOVEMENT VOLUMES:	EXISTING TURNING MOVEMENT VOLUMES:
2013 **67 629 1**	2013 **28 657 0**
< v >	< v >
80 ^ ^ **0**	**78** ^ ^ **1**
0 > Total = 1,533 < **0**	**0** > Total = 1,432 < **1**
5 v v **0**	**21** v v **1**
< ^ >	< ^ >
10 740 1	**11 634 0**
EXISTING MODEL YEAR:	EXISTING MODEL YEAR:
2008 **551 619**	2008 **681 640**
v ^	v ^
0 < IN = 1171 < **0**	**0** < IN = 1324 < **0**
0 > OUT = 1170 > **0**	**10** > OUT = 1325 > **0**
v ^	v ^
551 620	**685 633**
FUTURE MODEL YEAR:	FUTURE MODEL YEAR:
2035 **1966 1606**	2035 **2425 2401**
v ^	v ^
554 < IN = 4186 < **0**	**383** < IN = 5716 < **0**
196 > OUT = 4185 > **0**	**709** > OUT = 5716 > **0**
v ^	v ^
2025 2024	**2932 2582**
EXISTING (COUNTED) ADTs BY LEG:	EXISTING (COUNTED) ADTs BY LEG:
2013 **16,776**	2013 16,776
N	N
1,668 W **LEG** E **36**	1,668 W + E 36
S	S
15,888	15,888
REFINED FUTURE ADT'S BY LEG:	REFINED FUTURE ADT'S BY LEG:
2035 **50,000**	2035 50,000
N	N
9,000 W **LEG** E **0**	9,000 W + E 0
S	S
55,000	55,000

U: \ UcJobs \ _08600-09000 \ _08600 \ 08660 \ Post-Processing \ [39 Perris_San Michele.xls]Input (1)

Project: Moreno Valley Walmart
Scenario: GP Buildout Post 2035 Without Project

Job #: 08660
Analyst: BC
Date: 7/2/2013

LOCATION: Perris Boulevard / San Michele Road

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION

AM

EXISTING COUNT YEAR:
2013

		697	820		
		v	^		
77	< IN	=	1533	<	0
85	> OUT	=	1533	>	2
		v	^		
		634	751		

GROWTH CALCULATION DECISION RULE
MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		ADD	ADD		
		v	^		
ADD	<			<	MUL
ADD	>			>	ADD
		v	^		
		ADD	ADD		

MINIMUM GROWTH %s 2008 TO 2035

		0%	0%		
		v	^		
0%	<			<	#####
0%	>			>	#####
		v	^		
		0%	0%		

REFINED GROWTH: 2008 TO 2035

		1420	990		
		v	^		
550	<			<	0
200	>			>	0
		v	^		
		1470	1400		

PRORATED GROWTH: 2013 TO 2035
22 YEARS

		1160	810		
		v	^		
450	<			<	0
160	>			>	0
		v	^		
		1200	1140		

NEW PROJECTED VOLUMES: 2035

		1860	1634		
		v	^		
531	< IN	=	4000	<	0
250	> OUT	=	4000	>	0
		v	^	*	
		1835	1890		

PM

EXISTING COUNT YEAR:
2013

		685	713		
		v	^		
40	< IN	=	1432	<	3
99	> OUT	=	1432	>	0
		v	^		
		679	645		

MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		ADD	ADD		
		v	^		
ADD	<			<	ADD
ADD	>			>	MUL
		v	^		
		MUL	ADD		

		0%	0%		
		v	^		
0%	<			<	#####
0%	>			>	#####
		v	^		
		0%	0%		

ADJUSTED GROWTH: 2008 TO 2035

		1740	1760		
		v	^		
380	<			<	0
700	>			>	0
		v	^		
		2231	1950		

PRORATED GROWTH: 2013 TO 2035
22 YEARS

		1420	1430		
		v	^		
310	<			<	0
570	>			>	0
		v	^		
		1820	1590		

NEW PROJECTED VOLUMES: 2035

		2110	2153		
		v	^		
352	< IN	=	5020	<	0
670	> OUT	=	5020	>	0
		v	^	*	
		2515	2240		

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs_08600-09000_08600\08660\Post-Processing\[39 Perris_San Michele.xls] Growth Summary (2)

Project:	Moreno Valley Walmart	Job #:	08660
Scenario:	GP Buildout Post 2035 Without Project	Analyst:	BC
		Date:	7/2/2013

LOCATION: Perris Boulevard / San Michele Road
FORECAST YEAR: 2035

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	10	260	250	2500%	11	236	225	2045%
	Through	740	1,479	739	100%	634	1,884	1,250	197%
	Right	1	0	-1	-100%	0	0	0	#DIV/0!
	NB Total	751	1,739	988	132%	645	2,120	1,475	229%
SOUTH BOUND	Left	1	0	-1	-100%	0	0	0	#DIV/0!
	Through	629	1,748	1,119	178%	657	2,108	1,451	221%
	Right	67	271	204	304%	28	116	88	314%
	SB Total	697	2,019	1,322	190%	685	2,224	1,539	225%
EAST BOUND	Left	80	155	75	94%	78	269	191	245%
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	5	87	82	1640%	21	407	386	1838%
	EB Total	85	242	157	185%	99	676	577	583%
WEST BOUND	Left	0	0	0	#DIV/0!	1	0	-1	-100%
	Through	0	0	0	#DIV/0!	1	0	-1	-100%
	Right	0	0	0	#DIV/0!	1	0	-1	-100%
	WB Total	0	0	0	#DIV/0!	3	0	-3	-100%
TOTAL ENTERING VOLUME		1,533	4,000	2467	161%	1,432	5,020	3588	251%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	2,019	2,224			
North Leg	Outbound	1,634	2,153			
North Leg	**TOTAL**	**3,653**	**4,377**	**7%**	**9%**	**50,000**
South Leg	Inbound	1,739	2,120			
South Leg	Outbound	1,835	2,515			
South Leg	**TOTAL**	**3,574**	**4,635**	**6%**	**8%**	**55,000**
East Leg	Inbound	0	0			
East Leg	Outbound	0	0			
East Leg	**TOTAL**	**0**	**0**	**#DIV/0!**	**#DIV/0!**	**-**
West Leg	Inbound	242	676			
West Leg	Outbound	531	352			
West Leg	**TOTAL**	**773**	**1,028**	**9%**	**11%**	**9,000**
OVERALL TOTAL		***8,000***	***10,040***	***7%***	***9%***	***114,000***

U:\UcJobs_08600-09000_08600\08660\Post-Processing\[39 Perris_San Michele.xls]Output (3)

INPUT DATA

Project: ==========>	Moreno Valley Walmart	<===	Job #: 08660
Scenario: ==========>	GP Buildout Post 2035 Without Project	<===	Analyst: BC
Existing Conditions Model Run ID: ==>	RivTAM for MV-Existing Base Model	<===	Date: 7/2/2013
Future Conditions Model Run ID: ==>	RivTAM-Moreno Valley GP	<===	

LOCATION: **Perris Boulevard / Nandina Avenue**

AM PEAK HOUR

EXISTING TURNING MOVEMENT VOLUMES:

2013

60 552 9

< v >

28 ^ ^ **4**

4 > Total = 1,460 < **5**

12 v v **7**

< ^ >

20 744 15

EXISTING MODEL YEAR:

2008

551 620

v ^

19 < IN = 1175 < **0**

10 > OUT = 1176 > **0**

v ^

537 614

FUTURE MODEL YEAR:

2035

2025 2024

v ^

219 < IN = 4244 < **169**

78 > OUT = 4244 > **23**

v ^

1978 1972

EXISTING (COUNTED) ADTs BY LEG:

2013

15,672

N

876 W **LEG** E **312**

S

15,828

REFINED FUTURE ADT'S BY LEG:

2035

55,000

N

5,000 W **LEG** E **2,000**

S

53,000

PM PEAK HOUR

EXISTING TURNING MOVEMENT VOLUMES:

2013

17 640 1

< v >

19 ^ ^ **2**

1 > Total = 1,362 < **3**

31 v v **10**

< ^ >

2 627 9

EXISTING MODEL YEAR:

2008

685 633

v ^

25 < IN = 1322 < **0**

33 > OUT = 1321 > **0**

v ^

663 604

FUTURE MODEL YEAR:

2035

2932 2582

v ^

164 < IN = 5891 < **56**

394 > OUT = 5893 > **271**

v ^

2876 2509

EXISTING (COUNTED) ADTs BY LEG:

2013

15,672

N

876 W + E 312

S

15,828

REFINED FUTURE ADT'S BY LEG:

2035

55,000

N

5,000 W + E 2,000

S

53,000

U: \ UcJobs \ _08600-09000 \ _08600 \ 08660 \ Post-Processing \ [40 Perris_Nandina.xls]Input (1)

Project: Moreno Valley Walmart
Scenario: GP Buildout Post 2035 Without Project

Job #: 08660
Analyst: BC
Date: 7/2/2013

LOCATION: Perris Boulevard / Nandina Avenue

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION

AM

EXISTING COUNT YEAR:
2013

		621	776		
		v	^		
85	<	IN =	1460	<	16
44	>	OUT =	1460	>	28
		v	^		
		571	779		

GROWTH CALCULATION DECISION RULE
MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		ADD	ADD		
		v	^		
ADD	<			<	ADD
ADD	>			>	ADD
		v	^		
		ADD	ADD		

MINIMUM GROWTH %s 2008 TO 2035

		0%	0%		
		v	^		
0%	<			<	0%
0%	>			>	0%
		v	^		
		0%	0%		

REFINED GROWTH: 2008 TO 2035

		1470	1400		
		v	^		
200	<			<	170
70	>			>	20
		v	^		
		1440	1360		

PRORATED GROWTH: 2013 TO 2035
22 YEARS

		1200	1140		
		v	^		
160	<			<	140
60	>			>	20
		v	^		
		1170	1110		

NEW PROJECTED VOLUMES: 2035

		1820	1925		
		v	^		
251	<	IN =	3970	<	160
100	>	OUT =	3970	>	50
		v	^	*	
		1744	1890		

PM

EXISTING COUNT YEAR:
2013

		658	648		
		v	^		
22	<	IN =	1362	<	15
51	>	OUT =	1362	>	11
		v	^		
		681	638		

MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		MUL	ADD		
		v	^		
MUL	<			<	ADD
ADD	>			>	ADD
		v	^		
		ADD	ADD		

		0%	0%		
		v	^		
0%	<			<	0%
0%	>			>	0%
		v	^		
		0%	0%		

ADJUSTED GROWTH: 2008 TO 2035

		2162	1950		
		v	^		
118	<			<	60
360	>			>	270
		v	^		
		2210	1910		

PRORATED GROWTH: 2013 TO 2035
22 YEARS

		1760	1590		
		v	^		
100	<			<	50
290	>			>	220
		v	^		
		1800	1560		

NEW PROJECTED VOLUMES: 2035

		2420	2240		
		v	^		
120	<	IN =	5030	<	70
340	>	OUT =	5070	>	230
		v	^	*	
		2480	2200		

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs_08600-09000_08600\08660\Post-Processing\[40 Perris_Nandina.xls] Growth Summary (2)

Project:	Moreno Valley Walmart	Job #:	08660
Scenario:	GP Buildout Post 2035 Without Project	Analyst:	BC
		Date:	7/2/2013

LOCATION: Perris Boulevard / Nandina Avenue
FORECAST YEAR: 2035

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	20	45	25	125%	2	7	5	250%
	Through	744	1,819	1,075	144%	627	2,090	1,463	233%
	Right	15	25	10	67%	9	163	154	1711%
	NB Total	779	1,889	1,110	142%	638	2,260	1,622	254%
SOUTH BOUND	Left	9	18	9	100%	1	27	26	2600%
	Through	552	1,643	1,091	198%	640	2,276	1,636	256%
	Right	60	160	100	167%	17	94	77	453%
	SB Total	621	1,821	1,200	193%	658	2,397	1,739	264%
EAST BOUND	Left	28	65	37	132%	19	139	120	632%
	Through	4	6	2	50%	1	40	39	3900%
	Right	12	28	16	133%	31	164	133	429%
	EB Total	44	99	55	125%	51	343	292	573%
WEST BOUND	Left	7	73	66	943%	10	40	30	300%
	Through	5	46	41	820%	3	19	16	533%
	Right	4	41	37	925%	2	11	9	450%
	WB Total	16	160	144	900%	15	70	55	367%
TOTAL ENTERING VOLUME		1,460	3,969	2509	172%	1,362	5,070	3708	272%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	1,821	2,397			
North Leg	Outbound	1,925	2,240			
North Leg	**TOTAL**	**3,746**	**4,637**	**7%**	**8%**	**55,000**
South Leg	Inbound	1,889	2,260			
South Leg	Outbound	1,744	2,480			
South Leg	**TOTAL**	**3,633**	**4,740**	**7%**	**9%**	**53,000**
East Leg	Inbound	160	70			
East Leg	Outbound	49	230			
East Leg	**TOTAL**	**209**	**300**	**10%**	**15%**	**2,000**
West Leg	Inbound	99	343			
West Leg	Outbound	251	120			
West Leg	**TOTAL**	**350**	**463**	**7%**	**9%**	**5,000**
OVERALL TOTAL		***7,938***	***10,140***	***7%***	***9%***	***115,000***

U:\UcJobs_08600-09000_08600\08660\Post-Processing\[40 Perris_Nandina.xls]Output (3)

INPUT DATA

Project:	==========>	Moreno Valley Walmart	<===	Job #:	08660
Scenario:	==========>	GP Buildout Post 2035 Without Project	<===	Analyst:	BC
Existing Conditions Model Run ID:	==>	RivTAM for MV-Existing Base Model	<===	Date:	7/2/2013
Future Conditions Model Run ID:	==>	RivTAM-Moreno Valley GP	<===		

LOCATION: **Perris Boulevard / Harley Knox Boulevard**

AM PEAK HOUR

EXISTING TURNING MOVEMENT VOLUMES:

2013

		171	**385**	**0**		
		<	v	>		
194	^				^	**0**
0	>		Total =	1,478	<	**0**
15	v				v	**0**
		<	^	>		
		58	**655**	**0**		

EXISTING MODEL YEAR:

2008

			689	**768**		
			v	^		
3	<		IN =	1472	<	**30**
11	>		OUT =	1471	>	**32**
			v	^		
			668	**742**		

FUTURE MODEL YEAR:

2035

			1835	**2098**		
			v	^		
1350	<		IN =	5460	<	**1337**
681	>		OUT =	5458	>	**721**
			v	^		
			1289	**1607**		

EXISTING (COUNTED) ADTs BY LEG:

2013

			16,524			
			N			
4,584		W	**LEG**	E		**0**
			S			
			15,156			

REFINED FUTURE ADT'S BY LEG:

2035

			53,000			
			N			
23,000		W	**LEG**	E		**23,000**
			S			
			41,000			

PM PEAK HOUR

EXISTING TURNING MOVEMENT VOLUMES:

2013

		97	**639**	**0**		
		<	v	>		
151	^				^	**0**
0	>		Total =	1,511	<	**0**
116	v				v	**0**
		<	^	>		
		18	**490**	**0**		

EXISTING MODEL YEAR:

2008

			930	**801**		
			v	^		
2	<		IN =	1742	<	**48**
10	>		OUT =	1741	>	**182**
			v	^		
			756	**754**		

FUTURE MODEL YEAR:

2035

			2933	**2341**		
			v	^		
1310	<		IN =	7154	<	**1133**
1492	>		OUT =	7155	>	**1419**
			v	^		
			2085	**1596**		

EXISTING (COUNTED) ADTs BY LEG:

2013

			16,524			
			N			
4,584		W	+	E		0
			S			
			15,156			

REFINED FUTURE ADT'S BY LEG:

2035

			53,000			
			N			
23,000		W	+	E		23,000
			S			
			41,000			

U: \ UcJobs \ _08600-09000 \ _08600 \ 08660 \ Post-Processing \ [41 Perris_Harley Knox.xls]Input (1)

Project: Moreno Valley Walmart
Scenario: GP Buildout Post 2035 Without Project

Job #: 08660
Analyst: BC
Date: 7/2/2013

LOCATION: Perris Boulevard / Harley Knox Boulevard

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION

AM

EXISTING COUNT YEAR:
2013

		556	849		
		v	^		
229	< IN	=	1478	<	0
209	> OUT	=	1478	>	0
		v	^		
		400	713		

GROWTH CALCULATION DECISION RULE
MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		MUL	ADD		
		v	^		
ADD	<			<	MUL
ADD	>			>	MUL
		v	^		
		MUL	MUL		

MINIMUM GROWTH %s 2008 TO 2035

		0%	0%		
		v	^		
0%	<			<	0%
0%	>			>	0%
		v	^		
		0%	0%		

REFINED GROWTH: 2008 TO 2035

		924	1330		
		v	^		
1350	<			<	0
670	>			>	0
		v	^		
		370	827		

PRORATED GROWTH: 2013 TO 2035
22 YEARS

		750	1080		
		v	^		
1100	<			<	0
550	>			>	0
		v	^		
		300	670		

NEW PROJECTED VOLUMES: 2035

		1310	1930		
		v	^		
1330	< IN	=	3450	<	0
760	> OUT	=	3960	>	0
		v	^	*	
		700	1380		

PM

EXISTING COUNT YEAR:
2013

		736	641		
		v	^		
115	< IN	=	1511	<	0
267	> OUT	=	1511	>	0
		v	^		
		755	508		

MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		MUL	MUL		
		v	^		
ADD	<			<	MUL
ADD	>			>	MUL
		v	^		
		MUL	MUL		

		0%	0%		
		v	^		
0%	<			<	0%
0%	>			>	0%
		v	^		
		0%	0%		

ADJUSTED GROWTH: 2008 TO 2035

		1584	1229		
		v	^		
1310	<			<	0
1480	>			>	0
		v	^		
		1325	572		

PRORATED GROWTH: 2013 TO 2035
22 YEARS

		1290	1000		
		v	^		
1070	<			<	0
1210	>			>	0
		v	^		
		1080	470		

NEW PROJECTED VOLUMES: 2035

		2030	1640		
		v	^		
1190	< IN	=	4490	<	0
1480	> OUT	=	4670	>	0
		v	^	*	
		1840	980		

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs_08600-09000_08600\08660\Post-Processing\[41 Perris_Harley Knox.xls] Growth Summary (2)

Project:	Moreno Valley Walmart	Job #:	08660
Scenario:	GP Buildout Post 2035 Without Project	Analyst:	BC
		Date:	7/2/2013

LOCATION: Perris Boulevard / Harley Knox Boulevard
FORECAST YEAR: 2035

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	58	430	372	641%	18	198	180	1000%
	Through	655	1,145	490	75%	490	818	328	67%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	NB Total	713	1,575	862	121%	508	1,016	508	100%
SOUTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	385	621	236	61%	639	1,125	486	76%
	Right	171	900	729	426%	97	992	895	923%
	SB Total	556	1,521	965	174%	736	2,117	1,381	188%
EAST BOUND	Left	194	785	591	305%	151	822	671	444%
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	15	79	64	427%	116	715	599	516%
	EB Total	209	864	655	313%	267	1,537	1,270	476%
WEST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	WB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
TOTAL ENTERING VOLUME		1,478	3,960	2482	168%	1,511	4,670	3159	209%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	1,521	2,117			
North Leg	Outbound	1,930	1,640			
North Leg	**TOTAL**	**3,451**	**3,757**	**7%**	**7%**	**53,000**
South Leg	Inbound	1,575	1,016			
South Leg	Outbound	700	1,840			
South Leg	**TOTAL**	**2,275**	**2,856**	**6%**	**7%**	**41,000**
East Leg	Inbound	0	0			
East Leg	Outbound	0	0			
East Leg	**TOTAL**	**0**	**0**	**0%**	**0%**	**23,000**
West Leg	Inbound	864	1,537			
West Leg	Outbound	1,330	1,190			
West Leg	**TOTAL**	**2,194**	**2,727**	**10%**	**12%**	**23,000**
OVERALL TOTAL		***7,920***	***9,340***	**6%**	***7%***	***140,000***

U:\UcJobs_08600-09000_08600\08660\Post-Processing\[41 Perris_Harley Knox.xls]Output (3)

INPUT DATA

Project:	==========>	Moreno Valley Walmart	<===	Job #: 08660
Scenario:	==========>	GP Buildout Post 2035 Without Project	<===	Analyst: BC
Existing Conditions Model Run ID:	==>	RivTAM for MV-Existing Base Model	<===	Date: 7/2/2013
Future Conditions Model Run ID:	==>	RivTAM-Moreno Valley GP	<===	

LOCATION: **Perris Boulevard / Ramona Expressway**

AM PEAK HOUR

EXISTING TURNING MOVEMENT VOLUMES:

2013		**100**	**159**	**63**		
		<	v	>		
	142 ^				^	**119**
	484 >		Total =	3,011	<	**1150**
	92 v				v	**68**
		<	^	>		
		302	**311**	**21**		

EXISTING MODEL YEAR:

2008			**666**	**741**		
			v	^		
	1324	<	IN =	3035	<	**1116**
	565	>	OUT =	3035	>	**454**
			v	^		
			516	**688**		

FUTURE MODEL YEAR:

2035			**1268**	**1609**		
			v	^		
	2071	<	IN =	5651	<	**2099**
	986	>	OUT =	5650	>	**970**
			v	^		
			1000	**1298**		

EXISTING (COUNTED) ADTs BY LEG:

2013			**13,572**			
			N			
	28,620	W	**LEG**	E		**25,080**
			S			
			14,280			

REFINED FUTURE ADT'S BY LEG:

2035			**40,000**			
			N			
	42,000	W	**LEG**	E		**41,000**
			S			
			31,000			

PM PEAK HOUR

EXISTING TURNING MOVEMENT VOLUMES:

2013		**90**	**312**	**185**		
		<	v	>		
	195 ^				^	**85**
	1016 >		Total =	3,398	<	**637**
	249 v				v	**80**
		<	^	>		
		198	**264**	**87**		

EXISTING MODEL YEAR:

2008			**747**	**753**		
			v	^		
	750	<	IN =	3418	<	**680**
	1339	>	OUT =	3419	>	**1126**
			v	^		
			790	**652**		

FUTURE MODEL YEAR:

2035			**1770**	**1592**		
			v	^		
	1317	<	IN =	6523	<	**1475**
	2047	>	OUT =	6523	>	**2024**
			v	^		
			1590	**1231**		

EXISTING (COUNTED) ADTs BY LEG:

2013			13,572			
			N			
	28,620	W	+	E		25,080
			S			
			14,280			

REFINED FUTURE ADT'S BY LEG:

2035			40,000			
			N			
	42,000	W	+	E		41,000
			S			
			31,000			

U: \ UcJobs \ _08600-09000 \ _08600 \ 08660 \ Post-Processing \ [42 Perris_Ramona.xls]Input (1)

Project: Moreno Valley Walmart
Scenario: GP Buildout Post 2035 Without Project

Job #: 08660
Analyst: BC
Date: 7/2/2013

LOCATION: Perris Boulevard / Ramona Expressway

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION

AM

EXISTING COUNT YEAR:
2013

		322	572		
		v	^		
1552	<	IN =	3011	<	1337
718	>	OUT =	3011	>	568
		v	^		
		319	634		

GROWTH CALCULATION DECISION RULE
MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		MUL	MUL		
		v	^		
ADD	<			<	ADD
ADD	>			>	ADD
		v	^		
		MUL	MUL		

MINIMUM GROWTH %s 2008 TO 2035

		0%	0%		
		v	^		
0%	<			<	0%
0%	>			>	0%
		v	^		
		0%	0%		

REFINED GROWTH: 2008 TO 2035

		288	668		
		v	^		
750	<			<	980
420	>			>	520
		v	^		
		301	566		

PRORATED GROWTH: 2013 TO 2035
22 YEARS

		230	540		
		v	^		
610	<			<	800
340	>			>	420
		v	^		
		250	460		

NEW PROJECTED VOLUMES: 2035

		550	1112		
		v	^		
2164	<	IN =	4840	<	2140
1060	>	OUT =	4840	>	992
		v	^	*	
		571	1090		

PM

EXISTING COUNT YEAR:
2013

		587	544		
		v	^		
925	<	IN =	3398	<	802
1460	>	OUT =	3398	>	1288
		v	^		
		641	549		

MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		MUL	MUL		
		v	^		
ADD	<			<	ADD
ADD	>			>	ADD
		v	^		
		MUL	MUL		

		0%	0%		
		v	^		
0%	<			<	0%
0%	>			>	0%
		v	^		
		0%	0%		

ADJUSTED GROWTH: 2008 TO 2035

		803	606		
		v	^		
570	<			<	800
710	>			>	900
		v	^		
		649	491		

PRORATED GROWTH: 2013 TO 2035
22 YEARS

		650	490		
		v	^		
460	<			<	650
580	>			>	730
		v	^		
		530	400		

NEW PROJECTED VOLUMES: 2035

		1240	1043		
		v	^		
1407	<	IN =	5680	<	1450
2040	>	OUT =	5680	>	2045
		v	^	*	
		1185	950		

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs_08600-09000_08600\08660\Post-Processing\[42 Perris_Ramona.xls] Growth Summary (2)

Project:	Moreno Valley Walmart	Job #:	08660
Scenario:	GP Buildout Post 2035 Without Project	Analyst:	BC
		Date:	7/2/2013

LOCATION: Perris Boulevard / Ramona Expressway
FORECAST YEAR: 2035

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	302	379	77	25%	198	244	46	23%
	Through	311	650	339	109%	264	534	270	102%
	Right	21	58	37	176%	87	171	84	97%
	NB Total	634	1,087	453	71%	549	949	400	73%
SOUTH BOUND	Left	63	151	88	140%	185	436	251	136%
	Through	159	292	133	84%	312	673	361	116%
	Right	100	109	9	9%	90	133	43	48%
	SB Total	322	552	230	71%	587	1,242	655	112%
EAST BOUND	Left	142	174	32	23%	195	283	88	45%
	Through	484	783	299	62%	1,016	1,438	422	42%
	Right	92	113	21	23%	249	322	73	29%
	EB Total	718	1,070	352	49%	1,460	2,043	583	40%
WEST BOUND	Left	68	166	98	144%	80	190	110	138%
	Through	1,150	1,676	526	46%	637	1,031	394	62%
	Right	119	289	170	143%	85	226	141	166%
	WB Total	1,337	2,131	794	59%	802	1,447	645	80%
TOTAL ENTERING VOLUME		3,011	4,840	1829	61%	3,398	5,681	2283	67%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	552	1,242			
North Leg	Outbound	1,113	1,043			
North Leg	**TOTAL**	**1,665**	**2,285**	**4%**	**6%**	**40,000**
South Leg	Inbound	1,087	949			
South Leg	Outbound	571	1,185			
South Leg	**TOTAL**	**1,658**	**2,134**	**5%**	**7%**	**31,000**
East Leg	Inbound	2,131	1,447			
East Leg	Outbound	992	2,045			
East Leg	**TOTAL**	**3,123**	**3,492**	**8%**	**9%**	**41,000**
West Leg	Inbound	1,070	2,043			
West Leg	Outbound	2,164	1,408			
West Leg	**TOTAL**	**3,234**	**3,451**	**8%**	**8%**	**42,000**
OVERALL TOTAL		***9,680***	***11,362***	**6%**	***7%***	***154,000***

U:\UcJobs_08600-09000_08600\08660\Post-Processing\[42 Perris_Ramona.xls]Output (3)

INPUT DATA

Project:	==========>	Moreno Valley Walmart	<===	Job #:	08660
Scenario:	==========>	GP Buildout Post 2035 Without Project	<===	Analyst:	BC
Existing Conditions Model Run ID:	==>	RivTAM for MV-Existing Base Model	<===	Date:	7/2/2013
Future Conditions Model Run ID:	==>	RivTAM-Moreno Valley GP	<===		

LOCATION: **Kitching Street / Cactus Avenue**

AM PEAK HOUR

EXISTING TURNING MOVEMENT VOLUMES:

2013		**102**	**216**	**30**		
		<	v	>		
	90 ^				^	**23**
	459 >		Total =	2,109	<	**493**
	162 v				v	**17**
		<	^	>		
		195	**295**	**27**		

EXISTING MODEL YEAR:

2008			**192**	**117**		
			v	^		
	238	<	IN =	518	<	**87**
	68	>	OUT =	519	>	**50**
			v	^		
			114	**171**		

FUTURE MODEL YEAR:

2035			**265**	**344**		
			v	^		
	297	<	IN =	920	<	**272**
	105	>	OUT =	921	>	**114**
			v	^		
			166	**278**		

EXISTING (COUNTED) ADTs BY LEG:

2013			**6,276**		
			N		
	13,596	W	**LEG**	E	**10,956**
			S		
			7,668		

REFINED FUTURE ADT'S BY LEG:

2035			**8,000**		
			N		
	6,000	W	**LEG**	E	**6,000**
			S		
			6,000		

PM PEAK HOUR

EXISTING TURNING MOVEMENT VOLUMES:

2013		**42**	**195**	**24**		
		<	v	>		
	49 ^				^	**18**
	414 >		Total =	1,604	<	**418**
	145 v				v	**23**
		<	^	>		
		65	**195**	**16**		

EXISTING MODEL YEAR:

2008			**156**	**211**		
			v	^		
	117	<	IN =	712	<	**89**
	336	>	OUT =	711	>	**113**
			v	^		
			270	**131**		

FUTURE MODEL YEAR:

2035			**573**	**393**		
			v	^		
	212	<	IN =	1529	<	**236**
	416	>	OUT =	1529	>	**441**
			v	^		
			483	**304**		

EXISTING (COUNTED) ADTs BY LEG:

2013			6,276		
			N		
	13,596	W	+	E	10,956
			S		
			7,668		

REFINED FUTURE ADT'S BY LEG:

2035			8,000		
			N		
	6,000	W	+	E	6,000
			S		
			6,000		

U: \ UcJobs \ _08600-09000 \ _08600 \ 08660 \ Post-Processing \ [43 Kitching_Cactus.xls]Input (1)

Project: Moreno Valley Walmart
Scenario: GP Buildout Post 2035 Without Project

Job #: 08660
Analyst: BC
Date: 7/2/2013

LOCATION: Kitching Street / Cactus Avenue

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION

AM

EXISTING COUNT YEAR:
2013

		348	408		
		v	^		
790	<	IN =	2109	<	533
711	>	OUT =	2109	>	516
		v	^		
		395	517		

GROWTH CALCULATION DECISION RULE
MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		ADD	ADD		
		v	^		
ADD	<			<	ADD
ADD	>			>	ADD
		v	^		
		ADD	ADD		

MINIMUM GROWTH %s 2008 TO 2035

		0%	0%		
		v	^		
-56%	<			<	-45%
-56%	>			>	-45%
		v	^		
		-22%	-22%		

REFINED GROWTH: 2008 TO 2035

		70	230		
		v	^		
60	<			<	190
40	>			>	60
		v	^		
		50	110		

PRORATED GROWTH: 2013 TO 2035
22 YEARS

		60	190		
		v	^		
50	<			<	150
30	>			>	50
		v	^		
		40	90		

NEW PROJECTED VOLUMES: 2035

		410	600		
		v	^		
840	<	IN =	2440	<	680
740	>	OUT =	2450	>	570
		v	^	*	
		440	610		

PM

EXISTING COUNT YEAR:
2013

		261	262		
		v	^		
525	<	IN =	1604	<	459
608	>	OUT =	1604	>	454
		v	^		
		363	276		

MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		ADD	ADD		
		v	^		
ADD	<			<	ADD
ADD	>			>	ADD
		v	^		
		ADD	ADD		

		0%	0%		
		v	^		
-56%	<			<	-45%
-56%	>			>	-45%
		v	^		
		-22%	-22%		

ADJUSTED GROWTH: 2008 TO 2035

		420	180		
		v	^		
100	<			<	150
80	>			>	330
		v	^		
		210	170		

PRORATED GROWTH: 2013 TO 2035
22 YEARS

		340	150		
		v	^		
80	<			<	120
70	>			>	270
		v	^		
		170	140		

NEW PROJECTED VOLUMES: 2035

		600	412		
		v	^		
613	<	IN =	2280	<	580
680	>	OUT =	2280	>	723
		v	^	*	
		532	420		

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U: \ UcJobs \ _08600-09000 \ _08600 \ 08660 \ Post-Processing \ [43 Kitching_Cactus.xls] Growth Summary (2)

Project:	Moreno Valley Walmart	Job #:	08660
Scenario:	GP Buildout Post 2035 Without Project	Analyst:	BC
		Date:	7/2/2013

LOCATION: Kitching Street / Cactus Avenue
FORECAST YEAR: 2035

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	195	147	-48	-25%	65	53	-12	-18%
	Through	295	432	137	46%	195	325	130	67%
	Right	27	33	6	22%	16	41	25	156%
	NB Total	517	612	95	18%	276	419	143	52%
SOUTH BOUND	Left	30	46	16	53%	24	121	97	404%
	Through	216	271	55	25%	195	414	219	112%
	Right	102	95	-7	-7%	42	68	26	62%
	SB Total	348	412	64	18%	261	603	342	131%
EAST BOUND	Left	90	114	24	27%	49	43	-6	-12%
	Through	459	491	32	7%	414	562	148	36%
	Right	162	142	-20	-12%	145	83	-62	-43%
	EB Total	711	747	36	5%	608	688	80	13%
WEST BOUND	Left	17	28	11	65%	23	36	13	57%
	Through	493	598	105	21%	418	492	74	18%
	Right	23	54	31	135%	18	43	25	139%
	WB Total	533	680	147	28%	459	571	112	24%
TOTAL ENTERING VOLUME		2,109	2,451	342	16%	1,604	2,281	677	42%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	412	603			
North Leg	Outbound	600	411			
North Leg	**TOTAL**	**1,012**	**1,014**	**13%**	**13%**	**8,000**
South Leg	Inbound	612	419			
South Leg	Outbound	441	533			
South Leg	**TOTAL**	**1,053**	**952**	**18%**	**16%**	**6,000**
East Leg	Inbound	680	571			
East Leg	Outbound	570	724			
East Leg	**TOTAL**	**1,250**	**1,295**	**21%**	**22%**	**6,000**
West Leg	Inbound	747	688			
West Leg	Outbound	840	613			
West Leg	**TOTAL**	**1,587**	**1,301**	**26%**	**22%**	**6,000**
OVERALL TOTAL		***4,902***	***4,562***	**19%**	***18%***	***26,000***

U:\UcJobs_08600-09000_08600\08660\Post-Processing\[43 Kitching_Cactus.xls]Output (3)

INPUT DATA

Project:	==========>	Moreno Valley Walmart	<===	Job #:	08660
Scenario:	==========>	GP Buildout Post 2035 Without Project	<===	Analyst:	BC
Existing Conditions Model Run ID:	==>	RivTAM for MV-Existing Base Model	<===	Date:	7/2/2013
Future Conditions Model Run ID:	==>	RivTAM-Moreno Valley GP	<===		

LOCATION: **Kitching Street / John F. Kennedy Drive**

AM PEAK HOUR

EXISTING TURNING MOVEMENT VOLUMES:

2013

		40	**195**	**89**		
		<	v	>		
40	^				^	**95**
438	>		Total =	1,939	<	**426**
136	v				v	**14**
		<	^	>		
		163	**296**	**7**		

EXISTING MODEL YEAR:

2008

			114	**171**		
			v	^		
699	<		IN =	1285	<	**462**
302	>		OUT =	1285	>	**238**
			v	^		
			177	**407**		

FUTURE MODEL YEAR:

2035

			152	**191**		
			v	^		
598	<		IN =	1393	<	**545**
354	>		OUT =	1394	>	**374**
			v	^		
			231	**342**		

EXISTING (COUNTED) ADTs BY LEG:

2013

			6,912			
			N			
8,280	W		**LEG**	E		**5,796**
			S			
			8,340			

REFINED FUTURE ADT'S BY LEG:

2035

			5,000			
			N			
13,000	W		**LEG**	E		**13,000**
			S			
			8,000			

PM PEAK HOUR

EXISTING TURNING MOVEMENT VOLUMES:

2013

		32	**251**	**40**		
		<	v	>		
29	^				^	**20**
260	>		Total =	1,222	<	**146**
139	v				v	**7**
		<	^	>		
		84	**204**	**10**		

EXISTING MODEL YEAR:

2008

			270	**131**		
			v	^		
391	<		IN =	1601	<	**279**
796	>		OUT =	1601	>	**546**
			v	^		
			533	**256**		

FUTURE MODEL YEAR:

2035

			379	**267**		
			v	^		
546	<		IN =	2078	<	**563**
773	>		OUT =	2078	>	**721**
			v	^		
			544	**363**		

EXISTING (COUNTED) ADTs BY LEG:

2013

			6,912			
			N			
8,280	W		+	E		5,796
			S			
			8,340			

REFINED FUTURE ADT'S BY LEG:

2035

			5,000			
			N			
13,000	W		+	E		13,000
			S			
			8,000			

U: \ UcJobs \ _08600-09000 \ _08600 \ 08660 \ Post-Processing \ [44 Kitching_John F. Kennedy.xls]Input (1)

Project: Moreno Valley Walmart
Scenario: GP Buildout Post 2035 Without Project

Job #: 08660
Analyst: BC
Date: 7/2/2013

LOCATION: Kitching Street / John F. Kennedy Drive

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION

AM

EXISTING COUNT YEAR:
2013

		324	431		
		v	^		
629	<	IN =	1939	<	535
614	>	OUT =	1939	>	534
		v	^		
		345	466		

GROWTH CALCULATION DECISION RULE
MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		ADD	ADD		
		v	^		
MIN	<			<	ADD
ADD	>			>	ADD
		v	^		
		ADD	MIN		

MINIMUM GROWTH %s 2008 TO 2035

		-28%	-28%		
		v	^		
0%	<			<	0%
0%	>			>	0%
		v	^		
		-4%	-4%		

REFINED GROWTH: 2008 TO 2035

		40	20		
		v	^		
0	<			<	80
50	>			>	140
		v	^		
		50	-20		

PRORATED GROWTH: 2013 TO 2035
22 YEARS

		30	20		
		v	^		
0	<			<	70
40	>			>	110
		v	^		
		40	-20		

NEW PROJECTED VOLUMES: 2035

		350	450		
		v	^		
630	<	IN =	2060	<	610
650	>	OUT =	2110	>	640
		v	^	*	
		390	450		

PM

EXISTING COUNT YEAR:
2013

		323	253		
		v	^		
262	<	IN =	1222	<	173
428	>	OUT =	1222	>	310
		v	^		
		397	298		

MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		ADD	ADD		
		v	^		
MUL	<			<	MUL
MIN	>			>	MUL
		v	^		
		MUL	ADD		

		-28%	-28%		
		v	^		
0%	<			<	0%
0%	>			>	0%
		v	^		
		-4%	-4%		

ADJUSTED GROWTH: 2008 TO 2035

		110	140		
		v	^		
108	<			<	177
0	>			>	100
		v	^		
		13	110		

PRORATED GROWTH: 2013 TO 2035
22 YEARS

		90	110		
		v	^		
90	<			<	140
0	>			>	80
		v	^		
		10	90		

NEW PROJECTED VOLUMES: 2035

		410	367		
		v	^		
357	<	IN =	1540	<	310
430	>	OUT =	1540	>	398
		v	^	*	
		418	390		

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U: \ UcJobs \ _08600-09000 \ _08600 \ 08660 \ Post-Processing \ [44 Kitching_John F. Kennedy.xls] Growth Summary (2)

Project:	Moreno Valley Walmart	Job #:	08660
Scenario:	GP Buildout Post 2035 Without Project	Analyst:	BC
		Date:	7/2/2013

LOCATION: Kitching Street / John F. Kennedy Drive
FORECAST YEAR: 2035

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	163	140	-23	-14%	84	80	-4	-5%
	Through	296	300	4	1%	204	290	86	42%
	Right	7	12	5	71%	10	18	8	80%
	NB Total	466	452	-14	-3%	298	388	90	30%
SOUTH BOUND	Left	89	116	27	30%	40	77	37	93%
	Through	195	223	28	14%	251	302	51	20%
	Right	40	26	-14	-35%	32	33	1	3%
	SB Total	324	365	41	13%	323	412	89	28%
EAST BOUND	Left	40	28	-12	-30%	29	27	-2	-7%
	Through	438	512	74	17%	260	303	43	17%
	Right	136	140	4	3%	139	102	-37	-27%
	EB Total	614	680	66	11%	428	432	4	1%
WEST BOUND	Left	14	27	13	93%	7	14	7	100%
	Through	426	464	38	9%	146	244	98	67%
	Right	95	122	27	28%	20	50	30	150%
	WB Total	535	613	78	15%	173	308	135	78%
TOTAL ENTERING VOLUME		1,939	2,110	171	9%	1,222	1,540	318	26%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	365	412			
North Leg	Outbound	450	367			
North Leg	**TOTAL**	**815**	**779**	**16%**	**16%**	**5,000**
South Leg	Inbound	452	388			
South Leg	Outbound	390	418			
South Leg	**TOTAL**	**842**	**806**	**11%**	**10%**	**8,000**
East Leg	Inbound	613	308			
East Leg	Outbound	640	398			
East Leg	**TOTAL**	**1,253**	**706**	**10%**	**5%**	**13,000**
West Leg	Inbound	680	432			
West Leg	Outbound	630	357			
West Leg	**TOTAL**	**1,310**	**789**	**10%**	**6%**	**13,000**
OVERALL TOTAL		***4,220***	***3,080***	**11%**	***8%***	***39,000***

U:\UcJobs_08600-09000_08600\08660\Post-Processing\[44 Kitching_John F. Kennedy.xls]Output (3)

INPUT DATA

Project: ==========>	Moreno Valley Walmart	<===	Job #: 08660
Scenario: ==========>	GP Buildout Post 2035 Without Project	<===	Analyst: BC
Existing Conditions Model Run ID: ==>	RivTAM for MV-Existing Base Model	<===	Date: 7/2/2013
Future Conditions Model Run ID: ==>	RivTAM-Moreno Valley GP	<===	

LOCATION: **Kitching Street / Iris Avenue**

AM PEAK HOUR

EXISTING TURNING MOVEMENT VOLUMES:

2013

121 131 30
< v >
75 ^ ^ **53**
470 > Total = 2,013 < **573**
104 v v **111**
< ^ >
130 124 91

EXISTING MODEL YEAR:

2008

99 52
v ^
308 < IN = 853 < **123**
246 > OUT = 853 > **326**
v ^
167 385

FUTURE MODEL YEAR:

2035

217 267
v ^
534 < IN = 2815 < **1318**
404 > OUT = 2816 > **974**
v ^
1041 876

EXISTING (COUNTED) ADTs BY LEG:

2013

5,904
N
18,480 W **LEG** E **18,300**
S
7,068

REFINED FUTURE ADT'S BY LEG:

2035

6,000
N
14,000 W **LEG** E **31,000**
S
24,000

PM PEAK HOUR

EXISTING TURNING MOVEMENT VOLUMES:

2013

75 114 37
< v >
78 ^ ^ **93**
622 > Total = 2,073 < **579**
128 v v **108**
< ^ >
58 95 86

EXISTING MODEL YEAR:

2008

96 117
v ^
192 < IN = 1089 < **250**
394 > OUT = 1088 > **324**
v ^
455 349

FUTURE MODEL YEAR:

2035

402 353
v ^
544 < IN = 4043 < **1539**
716 > OUT = 4042 > **1727**
v ^
1418 1386

EXISTING (COUNTED) ADTs BY LEG:

2013

5,904
N
18,480 W + E 18,300
S
7,068

REFINED FUTURE ADT'S BY LEG:

2035

6,000
N
14,000 W + E 31,000
S
24,000

U: \ UcJobs \ _08600-09000 \ _08600 \ 08660 \ Post-Processing \ [45 Kitching_Iris.xls]Input (1)

Project: Moreno Valley Walmart
Scenario: GP Buildout Post 2035 Without Project

Job #: 08660
Analyst: BC
Date: 7/2/2013

LOCATION: Kitching Street / Iris Avenue

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION

AM

EXISTING COUNT YEAR:
2013

		282	252		
		v	^		
824	<	IN =	2013	<	737
649	>	OUT =	2013	>	591
		v	^		
		346	345		

GROWTH CALCULATION DECISION RULE
MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		ADD	ADD		
		v	^		
ADD	<			<	ADD
ADD	>			>	ADD
		v	^		
		ADD	MUL		

MINIMUM GROWTH %s 2008 TO 2035

		0%	0%		
		v	^		
-24%	<			<	0%
-24%	>			>	0%
		v	^		
		0%	0%		

REFINED GROWTH: 2008 TO 2035

		120	220		
		v	^		
230	<			<	1200
160	>			>	650
		v	^		
		870	435		

PRORATED GROWTH: 2013 TO 2035
22 YEARS

		100	180		
		v	^		
190	<			<	980
130	>			>	530
		v	^		
		710	350		

NEW PROJECTED VOLUMES: 2035

		380	430		
		v	^		
1010	<	IN =	3580	<	1720
780	>	OUT =	3620	>	1120
		v	^	*	
		1060	700		

PM

EXISTING COUNT YEAR:
2013

		226	266		
		v	^		
712	<	IN =	2073	<	780
828	>	OUT =	2073	>	745
		v	^		
		350	239		

MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		ADD	ADD		
		v	^		
ADD	<			<	ADD
ADD	>			>	ADD
		v	^		
		MUL	MUL		

		0%	0%		
		v	^		
-24%	<			<	0%
-24%	>			>	0%
		v	^		
		0%	0%		

ADJUSTED GROWTH: 2008 TO 2035

		310	240		
		v	^		
350	<			<	1290
320	>			>	1400
		v	^		
		740	711		

PRORATED GROWTH: 2013 TO 2035
22 YEARS

		250	200		
		v	^		
290	<			<	1050
260	>			>	1140
		v	^		
		600	580		

NEW PROJECTED VOLUMES: 2035

		480	470		
		v	^		
1000	<	IN =	4220	<	1830
1090	>	OUT =	4310	>	1890
		v	^	*	
		950	820		

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs_08600-09000_08600\08660\Post-Processing\[45 Kitching_Iris.xls] Growth Summary (2)

Project:	Moreno Valley Walmart	Job #:	08660
Scenario:	GP Buildout Post 2035 Without Project	Analyst:	BC
		Date:	7/2/2013

LOCATION: Kitching Street / Iris Avenue
FORECAST YEAR: 2035

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	130	102	-28	-22%	58	46	-12	-21%
	Through	124	214	90	73%	95	151	56	59%
	Right	91	397	306	336%	86	655	569	662%
	NB Total	345	713	368	107%	239	852	613	256%
SOUTH BOUND	Left	30	76	46	153%	37	205	168	454%
	Through	131	252	121	92%	114	242	128	112%
	Right	121	55	-66	-55%	75	43	-32	-43%
	SB Total	282	383	101	36%	226	490	264	117%
EAST BOUND	Left	75	41	-34	-45%	78	27	-51	-65%
	Through	470	647	177	38%	622	1,030	408	66%
	Right	104	109	5	5%	128	81	-47	-37%
	EB Total	649	797	148	23%	828	1,138	310	37%
WEST BOUND	Left	111	700	589	531%	108	626	518	480%
	Through	573	853	280	49%	579	911	332	57%
	Right	53	175	122	230%	93	292	199	214%
	WB Total	737	1,728	991	134%	780	1,829	1,049	134%
TOTAL ENTERING VOLUME		2,013	3,621	1608	80%	2,073	4,309	2236	108%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	383	490			
North Leg	Outbound	430	470			
North Leg	**TOTAL**	**813**	**960**	**14%**	**16%**	**6,000**
South Leg	Inbound	713	852			
South Leg	Outbound	1,061	949			
South Leg	**TOTAL**	**1,774**	**1,801**	**7%**	**8%**	**24,000**
East Leg	Inbound	1,728	1,829			
East Leg	Outbound	1,120	1,890			
East Leg	**TOTAL**	**2,848**	**3,719**	**9%**	**12%**	**31,000**
West Leg	Inbound	797	1,138			
West Leg	Outbound	1,010	1,000			
West Leg	**TOTAL**	**1,807**	**2,138**	**13%**	**15%**	**14,000**
OVERALL TOTAL		***7,242***	***8,618***	**10%**	***11%***	***75,000***

U:\UcJobs_08600-09000_08600\08660\Post-Processing\[45 Kitching_Iris.xls]Output (3)

INPUT DATA

Project:	==========>	Moreno Valley Walmart	<===	Job #:	08660
Scenario:	==========>	GP Buildout Post 2035 Without Project	<===	Analyst:	BC
Existing Conditions Model Run ID:	==>	RivTAM for MV-Existing Base Model	<===	Date:	7/2/2013
Future Conditions Model Run ID:	==>	RivTAM-Moreno Valley GP	<===		

LOCATION: **Lasselle Street / Iris Avenue**

AM PEAK HOUR

EXISTING TURNING MOVEMENT VOLUMES:

2013			**61**	**459**	**75**	
			<	v	>	
	79	^			^	**48**
	304	>		Total =	2,996 <	**438**
	280	v			v	**344**
			<	^	>	
			261	**385**	**262**	

EXISTING MODEL YEAR:

2008				**414**	**536**	
				v	^	
	123	<		IN =	2277 <	**506**
	326	>		OUT =	2277 >	**884**
				v	^	
				734	**1031**	

FUTURE MODEL YEAR:

2035				**627**	**711**	
				v	^	
	1318	<		IN =	4597 <	**1758**
	974	>		OUT =	4596 >	**1493**
				v	^	
				1074	**1238**	

EXISTING (COUNTED) ADTs BY LEG:

2013				**18,276**		
				N		
	16,524	W		**LEG**	E	**19,404**
				S		
				26,292		

REFINED FUTURE ADT'S BY LEG:

2035				**19,000**		
				N		
	30,000	W		**LEG**	E	**43,000**
				S		
				32,000		

PM PEAK HOUR

EXISTING TURNING MOVEMENT VOLUMES:

2013			**98**	**585**	**200**	
			<	v	>	
	118	^			^	**62**
	260	>		Total =	3,354 <	**425**
	236	v			v	**380**
			<	^	>	
			240	**460**	**290**	

EXISTING MODEL YEAR:

2008				**715**	**477**	
				v	^	
	250	<		IN =	2872 <	**893**
	324	>		OUT =	2873 >	**842**
				v	^	
				1304	**940**	

FUTURE MODEL YEAR:

2035				**1058**	**803**	
				v	^	
	1539	<		IN =	6258 <	**2140**
	1727	>		OUT =	6258 >	**2234**
				v	^	
				1682	**1333**	

EXISTING (COUNTED) ADTs BY LEG:

2013				18,276		
				N		
	16,524	W		+	E	19,404
				S		
				26,292		

REFINED FUTURE ADT'S BY LEG:

2035				19,000		
				N		
	30,000	W		+	E	43,000
				S		
				32,000		

U: \ UcJobs \ _08600-09000 \ _08600 \ 08660 \ Post-Processing \ [46 Lasselle_Iris.xls]Input (1)

Project: Moreno Valley Walmart
Scenario: GP Buildout Post 2035 Without Project

Job #: 08660
Analyst: BC
Date: 7/2/2013

LOCATION: Lasselle Street / Iris Avenue

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION

AM

EXISTING COUNT YEAR:
2013

		595	512		
		v	^		
760	<	IN =	2996	<	830
663	>	OUT =	2996	>	641
		v	^		
		1083	908		

GROWTH CALCULATION DECISION RULE
MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		ADD	MUL		
		v	^		
ADD	<			<	ADD
ADD	>			>	MUL
		v	^		
		ADD	MUL		

MINIMUM GROWTH %s 2008 TO 2035

		0%	0%		
		v	^		
0%	<			<	0%
0%	>			>	0%
		v	^		
		0%	0%		

REFINED GROWTH: 2008 TO 2035

		210	168		
		v	^		
1200	<			<	1250
650	>			>	439
		v	^		
		340	182		

PRORATED GROWTH: 2013 TO 2035
22 YEARS

		170	140		
		v	^		
980	<			<	1020
530	>			>	360
		v	^		
		280	150		

NEW PROJECTED VOLUMES: 2035

		770	666		
		v	^		
1784	<	IN =	4870	<	1850
1190	>	OUT =	4870	>	1025
		v	^	*	
		1394	1060		

PM

EXISTING COUNT YEAR:
2013

		883	640		
		v	^		
763	<	IN =	3354	<	867
614	>	OUT =	3354	>	750
		v	^		
		1201	990		

MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		ADD	ADD		
		v	^		
ADD	<			<	MUL
ADD	>			>	MUL
		v	^		
		MUL	ADD		

		0%	0%		
		v	^		
0%	<			<	0%
0%	>			>	0%
		v	^		
		0%	0%		

ADJUSTED GROWTH: 2008 TO 2035

		340	330		
		v	^		
1290	<			<	1213
1400	>			>	1240
		v	^		
		349	390		

PRORATED GROWTH: 2013 TO 2035
22 YEARS

		280	270		
		v	^		
1050	<			<	990
1140	>			>	1010
		v	^		
		280	320		

NEW PROJECTED VOLUMES: 2035

		1160	928		
		v	^		
1846	<	IN =	6080	<	1860
1750	>	OUT =	6080	>	1795
		v	^	*	
		1510	1310		

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs_08600-09000_08600\08660\Post-Processing\[46 Lasselle_Iris.xls] Growth Summary (2)

Project:	Moreno Valley Walmart	Job #:	08660
Scenario:	GP Buildout Post 2035 Without Project	Analyst:	BC
		Date:	7/2/2013

LOCATION: Lasselle Street / Iris Avenue
FORECAST YEAR: 2035

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	261	382	121	46%	240	393	153	64%
	Through	385	404	19	5%	460	489	29	6%
	Right	262	275	13	5%	290	427	137	47%
	NB Total	908	1,061	153	17%	990	1,309	319	32%
SOUTH BOUND	Left	75	122	47	63%	200	386	186	93%
	Through	459	510	51	11%	585	564	-21	-4%
	Right	61	138	77	126%	98	210	112	114%
	SB Total	595	770	175	29%	883	1,160	277	31%
EAST BOUND	Left	79	164	85	108%	118	322	204	173%
	Through	304	629	325	107%	260	982	722	278%
	Right	280	397	117	42%	236	446	210	89%
	EB Total	663	1,190	527	79%	614	1,750	1,136	185%
WEST BOUND	Left	344	487	143	42%	380	500	120	32%
	Through	438	1,264	826	189%	425	1,243	818	192%
	Right	48	99	51	106%	62	118	56	90%
	WB Total	830	1,850	1,020	123%	867	1,861	994	115%
TOTAL ENTERING VOLUME		2,996	4,871	1875	63%	3,354	6,080	2726	81%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	770	1,160			
North Leg	Outbound	667	929			
North Leg	**TOTAL**	**1,437**	**2,089**	**8%**	**11%**	**19,000**
South Leg	Inbound	1,061	1,309			
South Leg	Outbound	1,394	1,510			
South Leg	**TOTAL**	**2,455**	**2,819**	**8%**	**9%**	**32,000**
East Leg	Inbound	1,850	1,861			
East Leg	Outbound	1,026	1,795			
East Leg	**TOTAL**	**2,876**	**3,656**	**7%**	**9%**	**43,000**
West Leg	Inbound	1,190	1,750			
West Leg	Outbound	1,784	1,846			
West Leg	**TOTAL**	**2,974**	**3,596**	**10%**	**12%**	**30,000**
OVERALL TOTAL		***9,742***	***12,160***	**8%**	***10%***	***124,000***

U:\UcJobs_08600-09000_08600\08660\Post-Processing\[46 Lasselle_Iris.xls]Output (3)

APPENDIX 5.1

Existing plus Project Conditions
Intersection Operations Analysis Worksheets

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	267	9	354	748	0	0	0	0	0	0	162
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5	5.5	4.0	5.5							4.0
Lane Util. Factor		0.95	1.00	1.00	0.95							1.00
Frpb, ped/bikes		1.00	0.97	1.00	1.00							0.98
Flpb, ped/bikes		1.00	1.00	1.00	1.00							1.00
Frt		1.00	0.85	1.00	1.00							0.86
Flt Protected		1.00	1.00	0.95	1.00							1.00
Satd. Flow (prot)		3406	1290	1736	3539							1407
Flt Permitted		1.00	1.00	0.95	1.00							1.00
Satd. Flow (perm)		3406	1290	1736	3539							1407
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	293	10	389	822	0	0	0	0	0	0	178
RTOR Reduction (vph)	0	0	5	0	0	0	0	0	0	0	0	105
Lane Group Flow (vph)	0	293	5	389	822	0	0	0	0	0	0	73
Confl. Peds. (#/hr)			5									5
Heavy Vehicles (%)	0%	6%	22%	4%	2%	0%	0%	0%	0%	0%	0%	15%
Turn Type		NA	Perm	Prot	NA							custom
Protected Phases		2		1	6							
Permitted Phases			2									1 4
Actuated Green, G (s)		34.7	34.7	21.4	60.1							30.4
Effective Green, g (s)		34.7	34.7	21.4	60.1							30.4
Actuated g/C Ratio		0.47	0.47	0.29	0.81							0.41
Clearance Time (s)		5.5	5.5	4.0	5.5							
Vehicle Extension (s)		2.0	2.0	2.0	2.0							
Lane Grp Cap (vph)		1584	600	497	2851							573
v/s Ratio Prot		0.09		c0.22	c0.23							
v/s Ratio Perm			0.00									c0.05
v/c Ratio		0.18	0.01	0.78	0.29							0.13
Uniform Delay, d1		11.7	10.7	24.5	1.8							13.8
Progression Factor		1.00	1.00	1.00	1.00							1.00
Incremental Delay, d2		0.3	0.0	7.3	0.0							0.0
Delay (s)		11.9	10.7	31.7	1.9							13.8
Level of Service		B	B	C	A							B
Approach Delay (s)		11.9			11.5			0.0			13.8	
Approach LOS		B			B			A			B	

Intersection Summary			
HCM 2000 Control Delay	11.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	74.6	Sum of lost time (s)	13.5
Intersection Capacity Utilization	39.5%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	652	17	0	1280	138	175	85	10	25	0	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	0.95			0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		1.00	0.98	
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00			0.99		1.00	0.98		1.00	0.85	
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1388	3424			3442		1787	1812		1671	1200	
Flt Permitted	0.12	1.00			1.00		0.74	1.00		0.69	1.00	
Satd. Flow (perm)	178	3424			3442		1396	1812		1218	1200	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	11	686	18	0	1347	145	184	89	11	26	0	23
RTOR Reduction (vph)	0	2	0	0	9	0	0	8	0	0	18	0
Lane Group Flow (vph)	11	702	0	0	1483	0	184	92	0	26	5	0
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	30%	4%	41%	0%	3%	4%	1%	2%	10%	8%	0%	32%
Turn Type	Perm	NA			NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2						8			4		
Actuated Green, G (s)	42.0	42.0			42.0		13.0	13.0		13.0	13.0	
Effective Green, g (s)	42.0	42.0			42.0		13.0	13.0		13.0	13.0	
Actuated g/C Ratio	0.65	0.65			0.65		0.20	0.20		0.20	0.20	
Clearance Time (s)	5.0	5.0			5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	2.0	2.0			2.0		2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	115	2212			2224		279	362		243	240	
v/s Ratio Prot		0.20			c0.43			0.05			0.00	
v/s Ratio Perm	0.06						c0.13			0.02		
v/c Ratio	0.10	0.32			0.67		0.66	0.25		0.11	0.02	
Uniform Delay, d1	4.3	5.1			7.2		24.0	21.9		21.3	20.9	
Progression Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.6	0.4			1.6		4.3	0.1		0.1	0.0	
Delay (s)	6.0	5.5			8.8		28.2	22.0		21.3	20.9	
Level of Service	A	A			A		C	C		C	C	
Approach Delay (s)		5.5			8.8			26.0			21.1	
Approach LOS		A			A			C			C	

Intersection Summary			
HCM 2000 Control Delay	10.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	65.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	64.5%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Weekday AM Peak Hour

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

Intersection #3 Elsworth Street / Cactus Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.571
Loss Time (sec): 16 Average Delay (sec/veh): 69.1
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:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Ignore			Include		
Min. Green:	29	29	29	29	29	29	10	21	21	10	21	21
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1! 0	0	1 1	0 0	1	1 0	2 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	46	23	17	45	125	103	126	1013	316	97	1475	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	23	17	45	125	103	126	1013	316	97	1475	78
Added Vol:	0	0	0	0	0	0	0	7	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	23	17	45	125	103	126	1020	316	97	1480	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00	0.92	0.92	0.92
PHF Volume:	50	25	18	49	135	112	137	1105	0	105	1603	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	25	18	49	135	112	137	1105	0	105	1603	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	50	25	18	49	135	112	137	1105	0	105	1603	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.94	0.99	0.99	0.85	0.95	0.95	1.00	0.95	0.91	0.85
Lanes:	1.37	0.36	0.27	1.00	1.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	2450	655	484	1875	1875	1615	1805	3610	1900	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.04	0.04	0.03	0.07	0.07	0.08	0.31	0.00	0.06	0.31	0.05
Crit Moves:		****			****		****				****	
Green/Cycle:	0.24	0.24	0.24	0.24	0.24	0.33	0.08	0.30	0.00	0.08	0.30	0.30
Volume/Cap:	0.08	0.16	0.16	0.11	0.30	0.21	0.91	1.02	0.00	0.70	1.03	0.17
Delay/Veh:	35.3	36.0	36.0	35.5	37.5	29.6	101.5	74.6	0.0	67.1	73.0	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:	35.3	36.0	36.0	35.5	37.5	29.6	101.5	74.6	0.0	67.1	73.0	31.2
LOS by Move:	D	D	D	D	D	C	F	E	A	E	E	C
HCM2kAvgQ:	1	2	2	1	4	3	8	29	0	5	29	2

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Weekday AM Peak Hour

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

Intersection #4 Frederick Street / Cactus Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.372
Loss Time (sec): 12 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:	Split Phase				Split Phase				Protected				Permitted			
Rights:	Include				Ovl				Include				Ovl			
Min. Green:	0	0	0		32	0	32		10	10	0		0	27	27	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	0	0	0	2	0	0	0	1	1	0	2	0	0	0	0	3	0	1
Volume Module:																
Base Vol:	0	0	0		106	0	37		55	881	0		0	1322	102	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		106	0	37		55	881	0		0	1322	102	
Added Vol:	0	0	0		4	0	0		0	7	0		0	5	3	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		110	0	37		55	888	0		0	1327	105	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	0	0	0		116	0	39		58	935	0		0	1397	111	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		116	0	39		58	935	0		0	1397	111	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		116	0	39		58	935	0		0	1397	111	
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		0.95	0.95	1.00		1.00	0.91	0.85	
Lanes:	0.00	0.00	0.00		2.00	0.00	1.00		1.00	2.00	0.00		0.00	3.00	1.00	
Final Sat.:	0	0	0		3502	0	1615		1805	3610	0		0	5187	1615	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.03	0.00	0.02		0.03	0.26	0.00		0.00	0.27	0.07	
Crit Moves:					****				****					****		
Green/Cycle:	0.00	0.00	0.00		0.27	0.00	0.35		0.08	0.63	0.00		0.00	0.55	0.82	
Volume/Cap:	0.00	0.00	0.00		0.12	0.00	0.07		0.39	0.41	0.00		0.00	0.49	0.08	
Delay/Veh:	0.0	0.0	0.0		33.4	0.0	26.0		53.7	11.0	0.0		0.0	16.8	2.2	
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:	0.0	0.0	0.0		33.4	0.0	26.0		53.7	11.0	0.0		0.0	16.8	2.2	
LOS by Move:	A	A	A		C	A	C		D	B	A		A	B	A	
HCM2kAvgQ:	0	0	0		2	0	1		2	9	0		0	11	1	

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Weekday AM Peak Hour

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

Intersection #5 Graham Street / Cactus Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.414
Loss Time (sec): 16 Average Delay (sec/veh): 29.8
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T	- R		L - T	- R		L - T	- R		L - T	- R	
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ignore			Include		
Min. Green:	10	32	32	10	32	32	10	35	35	10	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 1	0	1 0	2 0	1	1 0	2 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	116	64	2	55	73	35	83	726	151	10	1353	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	116	64	2	55	73	35	83	726	151	10	1353	100
Added Vol:	0	0	0	0	0	0	0	11	0	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	116	64	2	55	73	35	83	737	151	10	1362	100
User Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.00	0.94	0.94	0.94
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	108	60	2	51	68	33	78	689	0	9	1273	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	60	2	51	68	33	78	689	0	9	1273	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	108	60	2	51	68	33	78	689	0	9	1273	94
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.85	0.95	0.95	1.00	0.95	0.90	0.90
Lanes:	2.00	1.94	0.06	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.79	0.21
Final Sat.:	3502	3487	109	1805	3610	1615	1805	3610	1900	1805	4784	351
Capacity Analysis Module:												
Vol/Sat:	0.03	0.02	0.02	0.03	0.02	0.02	0.04	0.19	0.00	0.01	0.27	0.27
Crit Moves:	****				****		****				****	
Green/Cycle:	0.08	0.27	0.27	0.08	0.27	0.35	0.08	0.40	0.00	0.11	0.43	0.43
Volume/Cap:	0.37	0.06	0.06	0.34	0.07	0.06	0.52	0.48	0.00	0.05	0.61	0.61
Delay/Veh:	52.8	32.9	32.9	53.3	32.9	25.9	55.8	26.8	0.0	47.3	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:	52.8	32.9	32.9	53.3	32.9	25.9	55.8	26.8	0.0	47.3	26.8	26.8
LOS by Move:	D	C	C	D	C	C	E	C	A	D	C	C
HCM2kAvgQ:	2	1	1	2	1	1	3	10	0	0	14	14

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Weekday AM Peak Hour

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

Intersection #6 Heacock Street / Alessandro Boulevard

Cycle (sec):	110	Critical Vol./Cap.(X):	0.489
Loss Time (sec):	16	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			Ovl			Ovl			Include		
Min. Green:	10	39	39	10	39	39	10	28	28	10	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	185	334	50	120	189	133	107	432	64	34	923	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	185	334	50	120	189	133	107	432	64	34	923	150
Added Vol:	0	0	0	7	0	0	0	9	0	0	7	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	185	334	50	127	189	133	107	441	64	34	930	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	197	355	53	135	201	141	114	469	68	36	988	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	197	355	53	135	201	141	114	469	68	36	988	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	197	355	53	135	201	141	114	469	68	36	988	165
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.91	0.85	0.95	0.91	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	5187	1615	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.11	0.10	0.03	0.07	0.06	0.09	0.06	0.09	0.04	0.02	0.19	0.10
Crit Moves:	****				****		****				****	
Green/Cycle:	0.15	0.40	0.40	0.10	0.35	0.45	0.09	0.26	0.41	0.09	0.26	0.26
Volume/Cap:	0.73	0.25	0.08	0.73	0.16	0.20	0.69	0.35	0.10	0.22	0.73	0.39
Delay/Veh:	54.6	22.0	20.5	61.4	24.3	18.7	60.6	33.4	20.2	46.9	39.3	34.1
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:	54.6	22.0	20.5	61.4	24.3	18.7	60.6	33.4	20.2	46.9	39.3	34.1
LOS by Move:	D	C	C	E	C	B	E	C	C	D	D	C
HCM2kAvgQ:	8	4	1	6	2	3	5	5	1	1	12	5

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Weekday AM Peak Hour

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

Intersection #7 Heacock Street / Cactus Avenue

Cycle (sec):	75	Critical Vol./Cap.(X):	0.657
Loss Time (sec):	16	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			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 1	0	1 0	1 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	620	371	5	39	181	30	83	463	242	9	737	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	620	371	5	39	181	30	83	463	242	9	737	77
Added Vol:	0	0	0	2	0	0	0	11	0	0	9	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	620	371	5	41	181	30	83	474	242	9	746	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	660	395	5	44	193	32	88	504	257	10	794	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	660	395	5	44	193	32	88	504	257	10	794	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	660	395	5	44	193	32	88	504	257	10	794	84
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	0.98	0.98	0.98	1.03	0.88	0.98	1.02	1.02
Lanes:	2.00	1.97	0.03	1.00	1.72	0.28	1.00	2.00	1.00	1.00	1.81	0.19
Final Sat.:	3610	3742	50	1805	3191	529	1865	3925	1668	1865	3500	371
Capacity Analysis Module:												
Vol/Sat:	0.18	0.11	0.11	0.02	0.06	0.06	0.05	0.13	0.15	0.01	0.23	0.23
Crit Moves:	****				****		****				****	
Green/Cycle:	0.23	0.18	0.18	0.18	0.13	0.13	0.13	0.21	0.44	0.21	0.29	0.29
Volume/Cap:	0.79	0.58	0.58	0.13	0.45	0.45	0.36	0.61	0.35	0.02	0.79	0.79
Delay/Veh:	32.1	29.2	29.2	25.9	30.6	30.6	30.4	28.1	14.1	23.5	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:	32.1	29.2	29.2	25.9	30.6	30.6	30.4	28.1	14.1	23.5	28.4	28.4
LOS by Move:	C	C	C	C	C	C	C	C	B	C	C	C
HCM2kAvgQ:	10	5	5	1	3	3	2	7	5	0	12	12

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Weekday AM Peak Hour

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

Intersection #8 Heacock Street / John F. Kennedy Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.563
Loss Time (sec):	16	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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	29	29	10	10	10	10	10	10	10	32	32
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	106	696	37	130	245	24	11	65	63	34	135	246
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	696	37	130	245	24	11	65	63	34	135	246
Added Vol:	0	0	0	0	0	0	0	2	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	696	37	130	245	24	11	67	63	34	137	246
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	119	780	41	146	275	27	12	75	71	38	154	276
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	780	41	146	275	27	12	75	71	38	154	276
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	119	780	41	146	275	27	12	75	71	38	154	276
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	1.00	0.85	0.95	0.86	0.86
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	1900	1615	1805	1632	1632
Capacity Analysis Module:												
Vol/Sat:	0.07	0.22	0.03	0.08	0.08	0.02	0.01	0.04	0.04	0.02	0.09	0.17
Crit Moves:		****		****			****					****
Green/Cycle:	0.21	0.31	0.31	0.11	0.21	0.21	0.10	0.21	0.21	0.21	0.32	0.32
Volume/Cap:	0.31	0.71	0.08	0.71	0.36	0.08	0.07	0.19	0.21	0.10	0.29	0.53
Delay/Veh:	33.9	32.9	24.8	53.4	34.1	31.8	40.9	32.7	32.9	32.0	25.6	28.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.9	32.9	24.8	53.4	34.1	31.8	40.9	32.7	32.9	32.0	25.6	28.5
LOS by Move:	C	C	C	D	C	C	D	C	C	C	C	C
HCM2kAvgQ:	3	12	1	6	4	1	0	2	2	1	4	8

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Weekday AM Peak Hour

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

Intersection #10 Webster Avenue / Harley Knox Boulevard

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: B[14.6]

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:	0 0	1!	0	0	0 0	0	1	0	0 0	0	1	0	0 1	0	0	0
Volume Module:																
Base Vol:	1	2	1	0	1	1	0	358	1	0	357	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	1	2	1	0	1	1	0	358	1	0	357	0				
Added Vol:	0	0	7	0	0	0	0	7	0	5	5	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	1	2	8	0	1	1	0	365	1	5	362	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80				
PHF Volume:	1	2	10	0	1	1	0	455	1	6	451	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
FinalVolume:	1	2	10	0	1	1	0	455	1	6	451	0				
Critical Gap Module:																
Critical Gp:	7.1	6.5	6.2	xxxxx	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx				
FollowUpTim:	3.5	4.0	3.3	xxxxx	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	921	920	456	xxxx	920	451	xxxx	xxxx	xxxxx	456	xxxx	xxxxx				
Potent Cap.:	253	273	609	xxxx	273	612	xxxx	xxxx	xxxxx	1115	xxxx	xxxxx				
Move Cap.:	251	272	609	xxxx	271	612	xxxx	xxxx	xxxxx	1115	xxxx	xxxxx				
Volume/Cap:	0.00	0.01	0.02	xxxx	0.00	0.00	xxxx	xxxx	xxxx	0.01	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx				
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx				
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*				
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT				
Shared Cap.:	xxxx	449	xxxxx	xxxx	xxxx	376	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	xxxx	0.0	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx				
Shrd ConDel:	xxxxx	13.3	xxxxx	xxxxx	xxxx	14.6	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx				
Shared LOS:	*	B	*	*	*	B	*	*	*	A	*	*				
ApproachDel:	13.3			14.6			xxxxxx			xxxxxx						
ApproachLOS:	B			B			*			*						

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Weekday AM Peak Hour

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

Intersection #11 Indian Street / Cottonwood Avenue

Cycle (sec):	85	Critical Vol./Cap.(X):	0.537
Loss Time (sec):	16	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	24	24	10	24	24	10	24	24	10	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	101	248	37	44	202	56	49	227	132	46	337	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	248	37	44	202	56	49	227	132	46	337	78
Added Vol:	0	0	0	4	0	0	0	4	0	0	3	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	248	37	48	202	56	49	231	132	46	340	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
PHF Volume:	131	322	48	62	262	73	64	300	171	60	441	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	322	48	62	262	73	64	300	171	60	441	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	131	322	48	62	262	73	64	300	171	60	441	105
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	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	1.74	0.26	1.00	1.57	0.43	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3082	460	1805	2733	758	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.10	0.10	0.03	0.10	0.10	0.04	0.16	0.11	0.03	0.23	0.07
Crit Moves:	****				****		****				****	
Green/Cycle:	0.12	0.28	0.28	0.12	0.28	0.28	0.12	0.29	0.29	0.12	0.29	0.29
Volume/Cap:	0.62	0.37	0.37	0.29	0.34	0.34	0.30	0.54	0.36	0.27	0.79	0.22
Delay/Veh:	41.1	24.7	24.7	35.0	24.4	24.4	35.1	26.5	24.4	34.6	35.0	22.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.1	24.7	24.7	35.0	24.4	24.4	35.1	26.5	24.4	34.6	35.0	22.9
LOS by Move:	D	C	C	D	C	C	D	C	C	C	D	C
HCM2kAvgQ:	4	4	4	2	4	4	2	7	4	2	13	2

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Weekday AM Peak Hour

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

Intersection #12 Indian Street / Alessandro Boulevard

Cycle (sec):	110	Critical Vol./Cap.(X):	0.420
Loss Time (sec):	16	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	42	42	10	42	42	10	28	28	10	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	3	0 1	1 0	3	0 1
Volume Module:												
Base Vol:	155	217	82	63	141	78	41	413	78	36	784	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	155	217	82	63	141	78	41	413	78	36	784	69
Added Vol:	0	0	0	2	0	0	0	15	0	0	12	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	155	217	82	65	141	78	41	428	78	36	796	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:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	171	239	90	72	155	86	45	471	86	40	877	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	239	90	72	155	86	45	471	86	40	877	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	171	239	90	72	155	86	45	471	86	40	877	78
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.90	0.90	0.95	0.91	0.85	0.95	0.91	0.85
Lanes:	1.00	1.45	0.55	1.00	1.29	0.71	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1805	2513	949	1805	2201	1218	1805	5187	1615	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.10	0.10	0.04	0.07	0.07	0.03	0.09	0.05	0.02	0.17	0.05
Crit Moves:	****				****		****				****	
Green/Cycle:	0.13	0.41	0.41	0.10	0.38	0.38	0.09	0.25	0.25	0.09	0.25	0.25
Volume/Cap:	0.74	0.23	0.23	0.41	0.18	0.18	0.28	0.36	0.21	0.24	0.66	0.19
Delay/Veh:	58.6	21.2	21.2	48.1	22.7	22.7	47.5	33.8	32.5	47.2	38.1	32.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.6	21.2	21.2	48.1	22.7	22.7	47.5	33.8	32.5	47.2	38.1	32.3
LOS by Move:	E	C	C	D	C	C	D	C	C	D	D	C
HCM2kAvgQ:	7	4	4	3	3	3	2	5	2	1	11	2

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Weekday AM Peak Hour

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

Intersection #13 Indian Street / Cactus Avenue

Cycle (sec):	75	Critical Vol./Cap.(X):	0.396
Loss Time (sec):	16	Average Delay (sec/veh):	24.1
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	15	15	10	15	15	10	15	15	10	15	15
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	37	271	25	54	224	14	26	490	43	41	617	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	271	25	54	224	14	26	490	43	41	617	83
Added Vol:	0	0	0	4	0	0	0	13	0	0	10	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	271	25	58	224	14	26	503	43	41	627	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	272	25	58	225	14	26	505	43	41	630	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	272	25	58	225	14	26	505	43	41	630	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	272	25	58	225	14	26	505	43	41	630	86
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.99	0.99	0.95	0.99	0.99	0.98	1.02	1.02	0.98	1.01	1.01
Lanes:	1.00	1.83	0.17	1.00	1.88	0.12	1.00	1.84	0.16	1.00	1.76	0.24
Final Sat.:	1805	3434	317	1805	3544	222	1865	3573	305	1865	3390	465
Capacity Analysis Module:												
Vol/Sat:	0.02	0.08	0.08	0.03	0.06	0.06	0.01	0.14	0.14	0.02	0.19	0.19
Crit Moves:		****		****			****				****	
Green/Cycle:	0.13	0.20	0.20	0.13	0.20	0.20	0.13	0.27	0.27	0.18	0.32	0.32
Volume/Cap:	0.15	0.40	0.40	0.24	0.32	0.32	0.11	0.52	0.52	0.12	0.58	0.58
Delay/Veh:	29.1	26.4	26.4	29.6	25.9	25.9	28.8	23.6	23.6	25.9	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:	29.1	26.4	26.4	29.6	25.9	25.9	28.8	23.6	23.6	25.9	22.0	22.0
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	1	4	4	1	3	3	1	6	6	1	8	8

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Weekday AM Peak Hour

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

Intersection #14 Indian Street / John F. Kennedy Drive

Cycle (sec):	85	Critical Vol./Cap.(X):	0.413
Loss Time (sec):	16	Average Delay (sec/veh):	26.8
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	27	27	10	27	27	10	24	24	10	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	53	273	83	102	173	34	32	225	49	64	342	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	273	83	102	173	34	32	225	49	64	342	83
Added Vol:	0	0	4	0	0	0	0	4	0	3	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	273	87	102	173	34	32	229	49	67	345	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	65	337	107	126	214	42	40	283	60	83	426	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	337	107	126	214	42	40	283	60	83	426	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:	65	337	107	126	214	42	40	283	60	83	426	102
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.95	0.93	0.93	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	1.52	0.48	1.00	1.67	0.33	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	2639	841	1805	2942	578	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.13	0.13	0.07	0.07	0.07	0.02	0.08	0.04	0.05	0.12	0.06
Crit Moves:		****		****			****				****	
Green/Cycle:	0.11	0.31	0.31	0.11	0.31	0.31	0.11	0.28	0.28	0.11	0.28	0.28
Volume/Cap:	0.32	0.41	0.41	0.61	0.23	0.23	0.19	0.28	0.14	0.40	0.43	0.23
Delay/Veh:	36.2	24.0	24.0	41.7	22.4	22.4	35.3	24.9	23.8	37.0	26.2	24.6
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:	36.2	24.0	24.0	41.7	22.4	22.4	35.3	24.9	23.8	37.0	26.2	24.6
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	2	5	5	4	3	3	1	3	1	2	5	2

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Weekday AM Peak Hour

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

Intersection #15 Indian Street / Gentian Avenue

Average Delay (sec/veh): 2.4 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:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	1	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	1!	0	0
Volume Module:																				
Base Vol:	72	293	0	0	183	33	23	0	65	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:	72	293	0	0	183	33	23	0	65	0	0	0								
Added Vol:	0	0	0	0	0	2	2	0	0	0	0	0								
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0								
Initial Fut:	72	293	0	0	183	35	25	0	65	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:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89								
PHF Volume:	81	331	0	0	207	40	28	0	73	0	0	0								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
FinalVolume:	81	331	0	0	207	40	28	0	73	0	0	0								
Critical Gap Module:																				
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	7.1	6.5	6.2								
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3								
Capacity Module:																				
Cnflict Vol:	246	xxxx	xxxxx	xxxx	xxxx	xxxxx	720	720	227	757	740	331								
Potent Cap.:	1331	xxxx	xxxxx	xxxx	xxxx	xxxxx	397	356	818	326	347	715								
Move Cap.:	1331	xxxx	xxxxx	xxxx	xxxx	xxxxx	378	333	818	283	325	715								
Volume/Cap:	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	0.07	0.00	0.09	0.00	0.00	0.00								
Level Of Service Module:																				
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.3	xxxx	xxxx	xxxxx								
Control Del:	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.8	xxxxx	xxxx	xxxxx								
LOS by Move:	A	*	*	*	*	*	*	*	A	*	*	*								
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	378	xxxx	xxxxx	xxxx	0	xxxxx								
SharedQueue:	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shrd ConDel:	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	15.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	A	*	*	*	*	*	C	*	*	*	*	*								
ApproachDel:	xxxxxx			xxxxxx			11.4			xxxxxx										
ApproachLOS:	*			*			B			*										

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Weekday AM Peak Hour

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

Intersection #17 Indian Street / Iris Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.783
Loss Time (sec): 16 Average Delay (sec/veh): 47.8
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	10	10	10	10	10	10	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	1 0	1	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	127	264	7	301	224	16	30	198	39	5	356	411
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	264	7	301	224	16	30	198	39	5	356	411
Added Vol:	0	0	4	0	0	0	0	4	0	3	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	264	11	301	224	16	30	202	39	8	359	411
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	148	307	13	350	260	19	35	235	45	9	417	478
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	307	13	350	260	19	35	235	45	9	417	478
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	148	307	13	350	260	19	35	235	45	9	417	478
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.99	0.99	0.95	1.00	0.85	0.95	0.98	0.98	0.95	1.00	0.85
Lanes:	1.00	0.96	0.04	1.00	1.00	1.00	1.00	0.84	0.16	1.00	1.00	1.00
Final Sat.:	1805	1813	76	1805	1900	1615	1805	1554	300	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.17	0.17	0.19	0.14	0.01	0.02	0.15	0.15	0.01	0.22	0.30
Crit Moves:		****		****			****					****
Green/Cycle:	0.17	0.23	0.23	0.22	0.28	0.28	0.08	0.27	0.27	0.15	0.33	0.33
Volume/Cap:	0.48	0.73	0.73	0.89	0.49	0.04	0.23	0.56	0.56	0.03	0.66	0.89
Delay/Veh:	46.1	48.4	48.4	67.0	36.7	31.5	52.2	39.4	39.4	43.9	36.9	54.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.1	48.4	48.4	67.0	36.7	31.5	52.2	39.4	39.4	43.9	36.9	54.8
LOS by Move:	D	D	D	E	D	C	D	D	D	D	D	D
HCM2kAvgQ:	5	12	12	16	8	0	1	9	9	0	14	20

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Weekday AM Peak Hour

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

Intersection #18 Indian Street / Krameria Avenue

Average Delay (sec/veh): 6.8 Worst Case Level Of Service: B[11.3]

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:	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	1	0	0	0	1
Volume Module:																				
Base Vol:	0	119		15		193		76		0	0		0		0	3		0		263
Growth Adj:	1.00	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	119		15		193		76		0	0		0		0	3		0		263
Added Vol:	0	2		0		2		2		0	0		0		0	0		0		2
PasserByVol:	0	0		0		0		0		0	0		0		0	0		0		0
Initial Fut:	0	121		15		195		78		0	0		0		0	3		0		265
User Adj:	1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	0.83	0.83		0.83		0.83		0.83		0.83	0.83		0.83		0.83	0.83		0.83		0.83
PHF Volume:	0	146		18		236		94		0	0		0		0	4		0		320
Reduct Vol:	0	0		0		0		0		0	0		0		0	0		0		0
FinalVolume:	0	146		18		236		94		0	0		0		0	4		0		320
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx		xxxxx		4.1	xxxx	xxxxx		xxxxx	xxxxx		xxxx		xxxxx	6.4	xxxx			6.2
FollowUpTim:	xxxxx	xxxx		xxxxx		2.2	xxxx	xxxxx		xxxxx	xxxxx		xxxx		xxxxx	3.5	xxxx			3.3
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx		xxxxx		164	xxxx	xxxxx		xxxx	xxxx		xxxxx		720	xxxx		155		
Potent Cap.:	xxxx	xxxx		xxxxx		1426	xxxx	xxxxx		xxxx	xxxx		xxxxx		397	xxxx		896		
Move Cap.:	xxxx	xxxx		xxxxx		1426	xxxx	xxxxx		xxxx	xxxx		xxxxx		347	xxxx		896		
Volume/Cap:	xxxx	xxxx		xxxx		0.17	xxxx	xxxx		xxxx	xxxx		xxxx		0.01	xxxx		0.36		
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		0.6	xxxx	xxxxx		xxxx	xxxx		xxxxx		0.0	xxxx		1.6		
Control Del:	xxxxx	xxxx		xxxxx		8.0	xxxx	xxxxx		xxxxx	xxxx		xxxxx		15.5	xxxx		11.2		
LOS by Move:	*	*		*		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					xxxxxx					11.3				
ApproachLOS:	*					*					*					B				

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Weekday AM Peak Hour

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

Intersection #21 Indian Street / Harley Knox Boulevard

Cycle (sec): 115 Critical Vol./Cap.(X): 0.341
Loss Time (sec): 16 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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	39	39	10	39	39	10	34	34	10	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	1 0	1 1	0	1 0	1 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	48	90	16	8	53	173	148	188	21	11	216	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	90	16	8	53	173	148	188	21	11	216	8
Added Vol:	0	0	2	0	0	0	0	13	0	2	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	90	18	8	53	173	148	201	21	13	226	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	52	98	20	9	58	188	161	219	23	14	246	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	98	20	9	58	188	161	219	23	14	246	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	98	20	9	58	188	161	219	23	14	246	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.95	0.84	0.84	0.95	1.00	0.85	0.92	0.95	0.95
Lanes:	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.93	0.07
Final Sat.:	3502	3610	1615	1805	1597	1597	1805	1900	1615	3502	3469	123
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.01	0.00	0.04	0.12	0.09	0.12	0.01	0.00	0.07	0.07
Crit Moves:	****					****	****				****	
Green/Cycle:	0.09	0.34	0.34	0.09	0.34	0.34	0.14	0.34	0.34	0.10	0.30	0.30
Volume/Cap:	0.17	0.08	0.04	0.06	0.11	0.35	0.64	0.34	0.04	0.04	0.24	0.24
Delay/Veh:	48.9	25.8	25.4	48.3	26.1	28.8	52.3	29.0	25.8	46.9	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:	48.9	25.8	25.4	48.3	26.1	28.8	52.3	29.0	25.8	46.9	30.8	30.8
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	1	1	0	0	1	5	6	6	1	0	4	4

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Weekday AM Peak Hour

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

Intersection #22 Driveway 1 / Gentian Avenue

Average Delay (sec/veh): 7.9 Worst Case Level Of Service: A[8.5]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0	1	0	1	0	0
Volume Module:																				
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	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	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	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	51	0	0	0	0	0	0	0	0	0	0	0	0	44	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	51	0	0	0	0	0	0	0	0	0	0	0	0	44	0	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	55	0	0	0	0	0	0	0	0	0	0	0	0	48	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	55	0	0	0	0	0	0	0	0	0	0	0	0	48	0	0	0	0
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	6.2	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	0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0	xxxx	xxxxx								
Potent Cap.:	xxxx	xxxx	1091	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1636	xxxx	xxxxx								
Move Cap.:	xxxx	xxxx	1091	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1636	xxxx	xxxxx								
Volume/Cap:	xxxx	xxxx	0.05	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	8.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx								
LOS by Move:	*	*	A	*	*	*	*	*	*	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:	8.5			xxxxxx			xxxxxx			xxxxxx										
ApproachLOS:	A			*			*			*										

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Weekday AM Peak Hour

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

Intersection #23 Driveway 2 / Santiago Drive

Average Delay (sec/veh): 3.6 Worst Case Level Of Service: A[9.1]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	0	1	0	0	0	0	1	0	1	0	0	0	0	0	1	0
Volume Module:																				
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	9	0		
Growth Adj:	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	10	0	0	0	0	9	0		
Added Vol:	0	0	0	59	0	0	0	0	0	0	0	0	0	0	0	0	0	72		
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Initial Fut:	0	0	0	59	0	0	0	0	0	0	0	10	0	0	0	0	9	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	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92		
PHF Volume:	0	0	0	64	0	0	0	0	0	0	0	11	0	0	0	0	10	78		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
FinalVolume:	0	0	0	64	0	0	0	0	0	0	0	11	0	0	0	0	10	78		
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx	60	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Potent Cap.:	xxxx	xxxx	xxxxx	952	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Move Cap.:	xxxx	xxxx	xxxxx	952	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Volume/Cap:	xxxx	xxxx	xxxx	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx								
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Control Del:	xxxxx	xxxx	xxxxx	9.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*								
Movement:	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT								
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	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			9.1			xxxxxx			xxxxxx										
ApproachLOS:	*			A			*			*										

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

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Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	0	231	299	0	523	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5		4.5	
Lane Util. Factor		0.95	0.95		0.97	
Frpb, ped/bikes		1.00	1.00		1.00	
Flpb, ped/bikes		1.00	1.00		1.00	
Frt		1.00	1.00		0.99	
Flt Protected		1.00	1.00		0.96	
Satd. Flow (prot)		3438	3505		3376	
Flt Permitted		1.00	1.00		0.96	
Satd. Flow (perm)		3438	3505		3376	
Peak-hour factor, PHF	0.76	0.76	0.76	0.76	0.76	0.76
Adj. Flow (vph)	0	304	393	0	688	53
RTOR Reduction (vph)	0	0	0	0	8	0
Lane Group Flow (vph)	0	304	393	0	733	0
Confl. Peds. (#/hr)						5
Heavy Vehicles (%)	0%	5%	3%	0%	3%	3%
Turn Type		NA	NA		NA	
Protected Phases		2	6		4	
Permitted Phases						
Actuated Green, G (s)		56.6	56.6		24.4	
Effective Green, g (s)		56.6	56.6		24.4	
Actuated g/C Ratio		0.63	0.63		0.27	
Clearance Time (s)		4.5	4.5		4.5	
Vehicle Extension (s)		2.0	2.0		2.0	
Lane Grp Cap (vph)		2162	2204		915	
v/s Ratio Prot		0.09	c0.11		c0.22	
v/s Ratio Perm						
v/c Ratio		0.14	0.18		0.80	
Uniform Delay, d1		6.8	7.0		30.5	
Progression Factor		1.00	1.00		1.00	
Incremental Delay, d2		0.1	0.2		4.8	
Delay (s)		6.9	7.2		35.4	
Level of Service		A	A		D	
Approach Delay (s)		6.9	7.2		35.4	
Approach LOS		A	A		D	

Intersection Summary			
HCM 2000 Control Delay	21.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.37		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	32.6%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	128	0	126	482	985	0	0	782	359
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	8	16	8	12	12	12	12	12	12
Total Lost time (s)					4.5		4.5	4.5			3.5	3.5
Lane Util. Factor					1.00		0.97	0.95			0.91	1.00
Frpb, ped/bikes					0.99		1.00	1.00			1.00	0.98
Flpb, ped/bikes					1.00		1.00	1.00			1.00	1.00
Frt					0.93		1.00	1.00			1.00	0.85
Flt Protected					0.98		0.95	1.00			1.00	1.00
Satd. Flow (prot)					1901		3433	3505			5085	1552
Flt Permitted					0.98		0.95	1.00			1.00	1.00
Satd. Flow (perm)					1901		3433	3505			5085	1552
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	0	0	141	0	138	530	1082	0	0	859	395
RTOR Reduction (vph)	0	0	0	0	48	0	0	0	0	0	0	182
Lane Group Flow (vph)	0	0	0	0	231	0	530	1082	0	0	859	213
Confl. Peds. (#/hr)						5						5
Heavy Vehicles (%)	0%	0%	0%	2%	0%	2%	2%	3%	0%	0%	2%	2%
Turn Type				Split	NA		Prot	NA			NA	Perm
Protected Phases				8	8		5	2			6	
Permitted Phases												6
Actuated Green, G (s)					18.4		22.0	87.6			62.1	62.1
Effective Green, g (s)					18.4		22.0	87.6			62.1	62.1
Actuated g/C Ratio					0.16		0.19	0.76			0.54	0.54
Clearance Time (s)					4.5		4.5	4.5			3.5	3.5
Vehicle Extension (s)					2.0		2.0	2.0			2.0	2.0
Lane Grp Cap (vph)					304		656	2669			2745	838
v/s Ratio Prot					c0.12		c0.15	c0.31			0.17	
v/s Ratio Perm												0.14
v/c Ratio					0.76		0.81	0.41			0.31	0.25
Uniform Delay, d1					46.2		44.5	4.7			14.6	14.1
Progression Factor					1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2					9.7		6.8	0.5			0.3	0.7
Delay (s)					55.8		51.3	5.2			14.9	14.8
Level of Service					E		D	A			B	B
Approach Delay (s)		0.0			55.8			20.4			14.9	
Approach LOS		A			E			C			B	

Intersection Summary			
HCM 2000 Control Delay	21.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	115.0	Sum of lost time (s)	12.5
Intersection Capacity Utilization	62.4%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	284	243	227	22	84	419	116	764	80	243	569	99
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.0	5.0	4.0	5.0		4.0	5.0		4.0	5.0	4.0
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95		1.00	0.91		0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	0.98		1.00	1.00		1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.87		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3400	3505	1507	1719	3060		1736	4889		3433	3539	1558
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3400	3505	1507	1719	3060		1736	4889		3433	3539	1558
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	316	270	252	24	93	466	129	849	89	270	632	110
RTOR Reduction (vph)	0	0	197	0	319	0	0	6	0	0	0	40
Lane Group Flow (vph)	316	270	55	24	241	0	129	932	0	270	632	70
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	3%	3%	5%	5%	2%	1%	4%	4%	8%	2%	2%	2%
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA		Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2		1	6	7
Permitted Phases			4									6
Actuated Green, G (s)	18.3	30.7	30.7	5.1	17.5		15.7	69.9		16.3	70.5	88.8
Effective Green, g (s)	18.3	30.7	30.7	5.1	17.5		15.7	69.9		16.3	70.5	88.8
Actuated g/C Ratio	0.13	0.22	0.22	0.04	0.12		0.11	0.50		0.12	0.50	0.63
Clearance Time (s)	4.0	5.0	5.0	4.0	5.0		4.0	5.0		4.0	5.0	4.0
Vehicle Extension (s)	3.0	4.0	4.0	3.0	3.0		3.0	4.0		3.0	4.0	3.0
Lane Grp Cap (vph)	444	768	330	62	382		194	2441		399	1782	988
v/s Ratio Prot	c0.09	0.08		0.01	c0.08		0.07	c0.19		c0.08	0.18	0.01
v/s Ratio Perm			0.04									0.04
v/c Ratio	0.71	0.35	0.17	0.39	0.93dr		0.66	0.38		0.68	0.35	0.07
Uniform Delay, d1	58.3	46.2	44.3	65.9	58.2		59.6	21.7		59.3	21.0	9.8
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	5.3	0.4	0.3	4.0	3.2		8.3	0.5		4.5	0.6	0.0
Delay (s)	63.6	46.6	44.6	69.9	61.4		67.9	22.1		63.8	21.6	9.8
Level of Service	E	D	D	E	E		E	C		E	C	A
Approach Delay (s)		52.4			61.8			27.7			31.6	
Approach LOS		D			E			C			C	

Intersection Summary			
HCM 2000 Control Delay	40.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	66.7%	ICU Level of Service	C
Analysis Period (min)	15		

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	241	307	18	11	513	26	12	3	6	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	265	337	20	12	564	29	13	3	7	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		457										
pX, platoon unblocked												
vC, conflicting volume	592			357			1183	1493	179	1309	1489	296
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	592			357			1183	1493	179	1309	1489	296
tC, single (s)	4.2			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.3			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	72			99			89	96	99	100	100	100
cM capacity (veh/h)	953			1213			115	89	840	90	89	706

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1
Volume Total	265	225	132	12	376	216	23
Volume Left	265	0	0	12	0	0	13
Volume Right	0	0	20	0	0	29	7
cSH	953	1700	1700	1213	1700	1700	144
Volume to Capacity	0.28	0.13	0.08	0.01	0.22	0.13	0.16
Queue Length 95th (ft)	29	0	0	1	0	0	14
Control Delay (s)	10.2	0.0	0.0	8.0	0.0	0.0	34.6
Lane LOS	B			A			D
Approach Delay (s)	4.4			0.2			34.6
Approach LOS							D

Intersection Summary			
Average Delay	2.9		
Intersection Capacity Utilization	41.7%	ICU Level of Service	A
Analysis Period (min)	15		

MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Weekday AM Peak Hour

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

Intersection #28 Perris Boulevard / Eucalyptus Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.453
Loss Time (sec): 16 Average Delay (sec/veh): 32.7
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	28	28	10	28	28	10	33	33	10	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	44	752	24	113	764	23	12	69	43	68	157	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:	44	752	24	113	764	23	12	69	43	68	157	157
Added Vol:	0	7	3	0	9	0	0	0	0	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	759	27	113	773	23	12	69	43	72	157	157
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	50	870	31	130	886	26	14	79	49	83	180	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	870	31	130	886	26	14	79	49	83	180	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	870	31	130	886	26	14	79	49	83	180	180
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	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.24	0.02	0.07	0.25	0.02	0.01	0.04	0.03	0.05	0.09	0.11
Crit Moves:	****				****		****					****
Green/Cycle:	0.08	0.38	0.38	0.13	0.43	0.43	0.08	0.28	0.28	0.08	0.28	0.28
Volume/Cap:	0.34	0.64	0.05	0.55	0.58	0.04	0.09	0.15	0.11	0.55	0.34	0.41
Delay/Veh:	53.2	31.6	23.7	51.6	26.8	20.2	51.1	33.0	32.6	57.1	35.2	36.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.2	31.6	23.7	51.6	26.8	20.2	51.1	33.0	32.6	57.1	35.2	36.1
LOS by Move:	D	C	C	D	C	C	D	C	C	E	D	D
HCM2kAvgQ:	2	14	1	5	13	1	1	2	1	4	5	6

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Weekday AM Peak Hour

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

Intersection #29 Perris Boulevard / Cottonwood Avenue

Cycle (sec): 105 Critical Vol./Cap.(X): 0.510
Loss Time (sec): 16 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	33	33	10	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	64	606	39	105	679	99	80	144	59	39	192	139
Growth Adj:	1.00	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	606	39	105	679	99	80	144	59	39	192	139
Added Vol:	10	12	5	0	15	0	0	0	13	7	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	618	44	105	694	99	80	144	72	46	192	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	84	705	50	120	792	113	91	164	82	53	219	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	705	50	120	792	113	91	164	82	53	219	159
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	705	50	120	792	113	91	164	82	53	219	159
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	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.20	0.03	0.07	0.22	0.07	0.05	0.09	0.05	0.03	0.12	0.10
Crit Moves:	****				****		****				****	
Green/Cycle:	0.10	0.32	0.32	0.12	0.34	0.34	0.10	0.31	0.31	0.10	0.31	0.31
Volume/Cap:	0.49	0.61	0.10	0.58	0.64	0.20	0.53	0.28	0.16	0.31	0.37	0.31
Delay/Veh:	47.3	30.8	24.9	47.9	30.2	24.6	48.4	27.3	26.2	45.3	28.3	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:	47.3	30.8	24.9	47.9	30.2	24.6	48.4	27.3	26.2	45.3	28.3	27.7
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	3	11	1	5	12	3	4	4	2	2	6	4

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Weekday AM Peak Hour

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

Intersection #30 Perris Boulevard / Alessandro Boulevard

Cycle (sec): 70 Critical Vol./Cap.(X): 0.502
Loss Time (sec): 16 Average Delay (sec/veh): 24.1
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	10	19	19	10	15	15	10	15	15
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	132	457	84	149	401	154	98	276	58	66	679	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	457	84	149	401	154	98	276	58	66	679	103
Added Vol:	15	27	5	0	35	0	0	0	20	7	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	147	484	89	149	436	154	98	276	78	73	679	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	152	499	92	154	449	159	101	285	80	75	700	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	499	92	154	449	159	101	285	80	75	700	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	152	499	92	154	449	159	101	285	80	75	700	106
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.03	0.85	0.95	1.03	0.85	0.95	1.03	0.85	0.95	1.03	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	1805	3925	1615	1805	3925	1615	1805	3925	1615	1805	5888	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.13	0.06	0.09	0.11	0.10	0.06	0.07	0.05	0.04	0.12	0.07
Crit Moves:		****		****			****				****	
Green/Cycle:	0.14	0.27	0.27	0.14	0.27	0.27	0.14	0.21	0.21	0.14	0.21	0.21
Volume/Cap:	0.59	0.47	0.21	0.60	0.42	0.36	0.39	0.34	0.23	0.29	0.55	0.31
Delay/Veh:	31.6	21.6	19.9	31.9	21.3	21.1	28.2	23.5	23.1	27.5	25.1	23.6
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:	31.6	21.6	19.9	31.9	21.3	21.1	28.2	23.5	23.1	27.5	25.1	23.6
LOS by Move:	C	C	B	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	4	5	2	4	5	3	3	3	2	2	6	2

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Weekday AM Peak Hour

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

Intersection #31 Perris Boulevard / Cactus Avenue

Cycle (sec):	65	Critical Vol./Cap.(X):	0.558
Loss Time (sec):	16	Average Delay (sec/veh):	26.1
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	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	111	484	63	105	373	35	51	391	105	46	603	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	484	63	105	373	35	51	391	105	46	603	76
Added Vol:	14	49	5	0	63	0	0	0	17	7	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	533	68	105	436	35	51	391	122	53	603	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	136	582	74	115	476	38	56	427	133	58	658	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	582	74	115	476	38	56	427	133	58	658	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	136	582	74	115	476	38	56	427	133	58	658	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.02	0.98	0.95	1.03	0.85	0.95	1.00	0.96	0.95	1.02	0.98
Lanes:	1.00	2.65	0.35	1.00	2.00	1.00	1.00	1.51	0.49	1.00	1.77	0.23
Final Sat.:	1805	5114	652	1805	3925	1615	1805	2862	893	1805	3414	430
Capacity Analysis Module:												
Vol/Sat:	0.08	0.11	0.11	0.06	0.12	0.02	0.03	0.15	0.15	0.03	0.19	0.19
Crit Moves:	****				****		****				****	
Green/Cycle:	0.15	0.16	0.16	0.16	0.17	0.17	0.15	0.21	0.21	0.21	0.27	0.27
Volume/Cap:	0.49	0.70	0.70	0.39	0.70	0.14	0.20	0.70	0.70	0.15	0.70	0.70
Delay/Veh:	26.5	28.0	28.0	25.2	28.7	23.0	24.4	26.3	26.3	20.9	23.4	23.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.5	28.0	28.0	25.2	28.7	23.0	24.4	26.3	26.3	20.9	23.4	23.4
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	3	6	6	3	6	1	1	7	7	1	9	8

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Weekday AM Peak Hour

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

Intersection #32 Perris Boulevard / John F. Kennedy Drive

Cycle (sec): 65 Critical Vol./Cap.(X): 0.630
Loss Time (sec): 16 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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	15	15	10	15	15	10	16	16	10	16	16
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	116	456	165	166	267	48	54	321	43	160	357	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	116	456	165	166	267	48	54	321	43	160	357	95
Added Vol:	9	68	17	0	87	0	0	0	11	22	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	524	182	166	354	48	54	321	54	182	357	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:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	150	628	218	199	424	57	65	384	65	218	428	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	628	218	199	424	57	65	384	65	218	428	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	150	628	218	199	424	57	65	384	65	218	428	114
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.99	0.96	0.95	1.01	0.98	0.95	1.03	0.85	0.95	1.03	0.85
Lanes:	1.00	2.21	0.79	1.00	2.63	0.37	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	4164	1446	1805	5072	688	1805	3925	1615	1805	3925	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.15	0.15	0.11	0.08	0.08	0.04	0.10	0.04	0.12	0.11	0.07
Crit Moves:		****		****				****		****		
Green/Cycle:	0.15	0.22	0.22	0.15	0.22	0.22	0.15	0.24	0.24	0.15	0.24	0.24
Volume/Cap:	0.56	0.67	0.67	0.74	0.37	0.37	0.24	0.41	0.17	0.81	0.46	0.29
Delay/Veh:	29.0	25.2	25.2	37.5	22.2	22.2	25.6	21.8	20.4	44.1	22.1	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:	29.0	25.2	25.2	37.5	22.2	22.2	25.6	21.8	20.4	44.1	22.1	21.3
LOS by Move:	C	C	C	D	C	C	C	C	C	D	C	C
HCM2kAvgQ:	4	7	7	6	3	3	1	4	1	7	5	2

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Weekday AM Peak Hour

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

Intersection #33 Perris Boulevard / Gentian Avenue

Cycle (sec):	120	Critical Vol./Cap.(X):	0.233
Loss Time (sec):	12	Average Delay (sec/veh):	14.2
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			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	10	19	19	30	30	30	30	30	30
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	0	593	17	21	350	0	0	0	0	27	0	50
Growth Adj:	1.00	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	593	17	21	350	0	0	0	0	27	0	50
Added Vol:	22	54	0	0	102	17	39	3	9	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	647	17	21	452	17	39	3	9	27	4	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	24	707	19	23	494	19	43	3	10	30	4	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	707	19	23	494	19	43	3	10	30	4	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	707	19	23	494	19	43	3	10	30	4	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.44	0.91	0.91	0.95	0.91	0.91	0.75	0.75	0.75	0.83	0.83	0.83
Lanes:	1.00	2.92	0.08	1.00	2.89	0.11	0.76	0.06	0.18	0.33	0.05	0.62
Final Sat.:	842	5034	132	1805	4974	187	1093	84	252	524	78	970
Capacity Analysis Module:												
Vol/Sat:	0.03	0.14	0.14	0.01	0.10	0.10	0.04	0.04	0.04	0.06	0.06	0.06
Crit Moves:		****		****							****	
Green/Cycle:	0.57	0.57	0.57	0.08	0.65	0.65	0.25	0.25	0.25	0.25	0.25	0.25
Volume/Cap:	0.05	0.25	0.25	0.15	0.15	0.15	0.16	0.16	0.16	0.23	0.23	0.23
Delay/Veh:	11.6	13.2	13.2	51.5	8.2	8.2	35.3	35.3	35.3	36.1	36.1	36.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.6	13.2	13.2	51.5	8.2	8.2	35.3	35.3	35.3	36.1	36.1	36.1
LOS by Move:	B	B	B	D	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	5	5	1	3	3	2	2	2	3	3	3

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Weekday AM Peak Hour

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

Intersection #34 Perris Boulevard / Driveway 3

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: A[9.6]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 3	0 0		0 0 2	1 0		0 0 0	0 1		0 0 0	0 1	
Volume Module:												
Base Vol:	0	610	0	0	377	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	610	0	0	377	0	0	0	0	0	0	0
Added Vol:	0	76	0	0	41	70	0	0	42	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	686	0	0	418	70	0	0	42	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	746	0	0	454	76	0	0	46	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	746	0	0	454	76	0	0	46	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	189	xxxx	xxxx	249
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	826	xxxx	xxxx	758
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	826	xxxx	xxxx	758
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	xxxx	xxxx	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.6	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	A	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	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			9.6			xxxxxx		
ApproachLOS:	*			*			A			*		

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Weekday AM Peak Hour

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

Intersection #35 Perris Boulevard / Driveway 4

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: A[9.7]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 2	0	0	0 0 2	1	0	0 0 0	0	1	0 0 1	0	0
Volume Module:												
Base Vol:	0	610	0	0	377	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	610	0	0	377	0	0	0	0	0	0	0
Added Vol:	0	76	0	0	51	33	0	0	17	0	0	0
PasserByVol:	0	0	0	0	-52	52	0	0	52	0	0	0
Initial Fut:	0	686	0	0	376	85	0	0	69	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	746	0	0	409	92	0	0	75	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	746	0	0	409	92	0	0	75	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	6.5	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	4.0	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	182	xxxx	1247	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	835	xxxx	175	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	835	xxxx	175	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.09	xxxx	0.00	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.3	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.7	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	A	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	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			9.7			xxxxxx		
ApproachLOS:	*			*			A			*		

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Weekday AM Peak Hour

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

Intersection #36 Perris Boulevard / Santiago Drive

Average Delay (sec/veh): 4.4 Worst Case Level Of Service: D[27.7]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	2	1	0		1	0	2	1	0		0	0	1!	0	0		0	0	1!	0	0	
Volume Module:																								
Base Vol:	1	517		36			20	353		4			2		2		6		40		4		91	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	1	517		36			20	353		4			2		2		6		40		4		91	
Added Vol:	68	22		0			9	60		0			46		3		10		0		4		0	
PasserByVol:	0	0		0			0	0		0			0		0		0		0		0		0	
Initial Fut:	69	539		36			29	413		4			48		5		16		40		8		91	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.92	0.92		0.92			0.92	0.92		0.92			0.92		0.92		0.92		0.92		0.92		0.92	
PHF Volume:	75	585		39			31	448		4			52		5		17		43		9		99	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
FinalVolume:	75	585		39			31	448		4			52		5		17		43		9		99	
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:	453	xxxx		xxxxx			624	xxxx		xxxxx			863		1288		152		970		1270		215	
Potent Cap.:	1118	xxxx		xxxxx			967	xxxx		xxxxx			252		165		874		211		169		796	
Move Cap.:	1118	xxxx		xxxxx			967	xxxx		xxxxx			195		149		874		186		153		796	
Volume/Cap:	0.07	xxxx		xxxx			0.03	xxxx		xxxx			0.27		0.04		0.02		0.23		0.06		0.12	
Level Of Service Module:																								
2Way95thQ:	0.2	xxxx		xxxxx			0.1	xxxx		xxxxx			xxxx		xxxx		xxxxx		xxxx		xxxx		xxxxx	
Control Del:	8.4	xxxx		xxxxx			8.8	xxxx		xxxxx			xxxxx		xxxx		xxxxx		xxxxx		xxxx		xxxxx	
LOS by Move:	A	*		*			A	*		*			*		*		*		*		*		*	
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			xxxx		232		xxxxx		xxxx		364		xxxxx	
SharedQueue:	xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx		1.3		xxxxx		xxxxx		2.0		xxxxx	
Shrd ConDel:	xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx		27.7		xxxxx		xxxxx		21.7		xxxxx	
Shared LOS:	*	*		*			*	*		*			*		D		*		*		C		*	
ApproachDel:	xxxxxx						xxxxxx						27.7						21.7					
ApproachLOS:	*						*						D						C					

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Weekday AM Peak Hour

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

Intersection #37 Perris Boulevard / Iris Avenue

Cycle (sec): 115 Critical Vol./Cap.(X): 0.527
Loss Time (sec): 16 Average Delay (sec/veh): 40.4
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	31	31	10	31	31	10	34	34	10	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0 3	0 1		1 0 2	1 0		1 0 1	1 0		1 0 1	1 0	
Volume Module:												
Base Vol:	202	384	212	133	237	45	44	338	81	171	511	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	202	384	212	133	237	45	44	338	81	171	511	113
Added Vol:	0	46	0	24	36	10	13	0	0	0	0	31
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	202	430	212	157	273	55	57	338	81	171	511	144
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	234	499	246	182	317	64	66	392	94	198	593	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	499	246	182	317	64	66	392	94	198	593	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	234	499	246	182	317	64	66	392	94	198	593	167
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.89	0.89	0.95	0.92	0.92	0.95	0.92	0.92
Lanes:	1.00	3.00	1.00	1.00	2.50	0.50	1.00	1.61	0.39	1.00	1.56	0.44
Final Sat.:	1805	5187	1615	1805	4209	848	1805	2828	678	1805	2723	767
Capacity Analysis Module:												
Vol/Sat:	0.13	0.10	0.15	0.10	0.08	0.08	0.04	0.14	0.14	0.11	0.22	0.22
Crit Moves:	****				****			****		****		
Green/Cycle:	0.16	0.31	0.31	0.12	0.27	0.27	0.10	0.30	0.30	0.14	0.33	0.33
Volume/Cap:	0.81	0.31	0.49	0.86	0.28	0.28	0.37	0.47	0.47	0.81	0.65	0.65
Delay/Veh:	62.3	30.2	32.8	78.3	33.3	33.3	49.9	33.5	33.5	66.4	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:	62.3	30.2	32.8	78.3	33.3	33.3	49.9	33.5	33.5	66.4	34.0	34.0
LOS by Move:	E	C	C	E	C	C	D	C	C	E	C	C
HCM2kAvgQ:	10	5	7	9	4	4	3	8	8	9	13	13

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Weekday AM Peak Hour

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

Intersection #38 Perris Boulevard / Krameria Avenue

Cycle (sec):	120	Critical Vol./Cap.(X):	0.448
Loss Time (sec):	16	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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	28	28	10	24	24	34	34	34	31	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 1	1!	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	50	585	207	68	385	7	24	146	43	193	177	151
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	585	207	68	385	7	24	146	43	193	177	151
Added Vol:	0	39	0	3	31	2	2	0	0	0	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	624	207	71	416	9	26	146	43	193	177	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	53	658	218	75	439	9	27	154	45	204	187	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	658	218	75	439	9	27	154	45	204	187	164
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	53	658	218	75	439	9	27	154	45	204	187	164
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.88	0.88	0.95	0.91	0.91	0.92	0.92	0.92	0.95	1.00	0.85
Lanes:	1.00	2.25	0.75	1.00	2.94	0.06	0.27	1.51	1.22	1.00	1.00	1.00
Final Sat.:	1805	3751	1244	1805	5062	110	468	2626	2127	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.18	0.18	0.04	0.09	0.09	0.06	0.06	0.02	0.11	0.10	0.10
Crit Moves:		****		****				****		****		
Green/Cycle:	0.10	0.24	0.24	0.08	0.23	0.23	0.28	0.28	0.28	0.26	0.26	0.26
Volume/Cap:	0.31	0.73	0.73	0.50	0.38	0.38	0.21	0.21	0.08	0.44	0.38	0.39
Delay/Veh:	51.6	44.1	44.1	55.2	39.2	39.2	32.8	32.8	31.5	37.9	37.1	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:	51.6	44.1	44.1	55.2	39.2	39.2	32.8	32.8	31.5	37.9	37.1	37.3
LOS by Move:	D	D	D	E	D	D	C	C	C	D	D	D
HCM2kAvgQ:	2	12	12	3	5	5	3	3	1	6	6	5

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Weekday AM Peak Hour

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

Intersection #39 Perris Boulevard / San Michele Road

Cycle (sec): 120 Critical Vol./Cap.(X): 0.183
Loss Time (sec): 16 Average Delay (sec/veh): 20.8
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	32	32	10	32	32	10	34	34	10	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	10	740	1	1	629	67	80	0	5	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:	10	740	1	1	629	67	80	0	5	0	0	0
Added Vol:	0	35	0	0	27	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	775	1	1	656	67	80	0	5	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:	11	819	1	1	693	71	85	0	5	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	819	1	1	693	71	85	0	5	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:	11	819	1	1	693	71	85	0	5	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.90	0.90	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	2.99	0.01	1.00	2.72	0.28	1.00	0.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	5180	7	1805	4640	474	1805	0	1615	1900	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.16	0.16	0.00	0.15	0.15	0.05	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.08	0.44	0.44	0.14	0.50	0.50	0.28	0.00	0.28	0.00	0.00	0.00
Volume/Cap:	0.07	0.36	0.36	0.00	0.30	0.30	0.17	0.00	0.01	0.00	0.00	0.00
Delay/Veh:	50.9	22.1	22.1	44.5	17.7	17.7	32.5	0.0	30.9	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:	50.9	22.1	22.1	44.5	17.7	17.7	32.5	0.0	30.9	0.0	0.0	0.0
LOS by Move:	D	C	C	D	B	B	C	A	C	A	A	A
HCM2kAvgQ:	0	7	7	0	6	6	2	0	0	0	0	0

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Weekday AM Peak Hour

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

Intersection #40 Perris Boulevard / Nandina Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.216
Loss Time (sec): 16 Average Delay (sec/veh): 30.4
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	10	31	31	10	31	31	10	41	41	10	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	3 0	1	1 0	1 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	20	744	15	9	552	60	28	4	12	7	5	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:	20	744	15	9	552	60	28	4	12	7	5	4
Added Vol:	0	35	0	0	27	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	779	15	9	579	60	28	4	12	7	5	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:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	21	826	16	10	614	64	30	4	13	7	5	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	826	16	10	614	64	30	4	13	7	5	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	826	16	10	614	64	30	4	13	7	5	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.91	0.85	0.95	0.84	0.84	0.95	1.00	0.85
Lanes:	1.00	2.94	0.06	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	5074	98	1805	5187	1615	1805	1603	1603	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.16	0.16	0.01	0.12	0.04	0.02	0.00	0.01	0.00	0.00	0.00
Crit Moves:		****		****			****				****	
Green/Cycle:	0.11	0.36	0.36	0.08	0.33	0.42	0.08	0.34	0.34	0.08	0.34	0.34
Volume/Cap:	0.11	0.45	0.45	0.06	0.35	0.09	0.20	0.01	0.02	0.05	0.01	0.01
Delay/Veh:	48.6	29.7	29.7	50.9	30.3	21.3	51.9	26.1	26.2	50.8	26.1	26.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.6	29.7	29.7	50.9	30.3	21.3	51.9	26.1	26.2	50.8	26.1	26.1
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	1	9	9	0	6	1	1	0	0	0	0	0

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Weekday AM Peak Hour

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

Intersection #41 Perris Boulevard / Harley Knox Boulevard

Cycle (sec):	60	Critical Vol./Cap.(X):	0.486
Loss Time (sec):	12	Average Delay (sec/veh):	13.3
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				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	0	0	29	29	10	0	10	0	0	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	1	0	1	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0
Volume Module:																
Base Vol:	58	655	0	0	385	171	194	0	15	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:	58	655	0	0	385	171	194	0	15	0	0	0				
Added Vol:	0	20	0	0	15	12	15	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	58	675	0	0	400	183	209	0	15	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92				
PHF Volume:	63	734	0	0	435	199	227	0	16	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	63	734	0	0	435	199	227	0	16	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:	63	734	0	0	435	199	227	0	16	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	0.95	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	1805	0	1615	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.03	0.39	0.00	0.00	0.23	0.12	0.13	0.00	0.01	0.00	0.00	0.00				
Crit Moves:	****				****		****									
Green/Cycle:	0.16	0.64	0.00	0.00	0.48	0.48	0.16	0.00	0.16	0.00	0.00	0.00				
Volume/Cap:	0.21	0.60	0.00	0.00	0.48	0.26	0.77	0.00	0.06	0.00	0.00	0.00				
Delay/Veh:	22.5	7.3	0.0	0.0	11.3	9.8	36.0	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:	22.5	7.3	0.0	0.0	11.3	9.8	36.0	0.0	21.6	0.0	0.0	0.0				
LOS by Move:	C	A	A	A	B	A	D	A	C	A	A	A				
HCM2kAvgQ:	1	9	0	0	6	2	6	0	0	0	0	0				

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Weekday AM Peak Hour

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

Intersection #42 Perris Boulevard / Ramona Expressway

Cycle (sec):	120	Critical Vol./Cap.(X):	0.543
Loss Time (sec):	16	Average Delay (sec/veh):	40.4
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	44	44	10	44	44	10	36	36	10	36	36
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	1 1	0	2 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	302	311	21	63	159	100	142	484	92	68	1150	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	302	311	21	63	159	100	142	484	92	68	1150	119
Added Vol:	0	7	0	7	5	3	4	0	0	0	0	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	302	318	21	70	164	103	146	484	92	68	1150	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	311	327	22	72	169	106	150	498	95	70	1184	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	311	327	22	72	169	106	150	498	95	70	1184	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	311	327	22	72	169	106	150	498	95	70	1184	132
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	0.89	0.89	0.92	0.91	0.85	0.92	0.90	0.90
Lanes:	2.00	2.00	1.00	2.00	1.23	0.77	2.00	3.00	1.00	2.00	2.70	0.30
Final Sat.:	3502	3610	1615	3502	2089	1312	3502	5187	1615	3502	4597	512
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.01	0.02	0.08	0.08	0.04	0.10	0.06	0.02	0.26	0.26
Crit Moves:	****				****		****				****	
Green/Cycle:	0.11	0.39	0.39	0.09	0.37	0.37	0.08	0.31	0.31	0.09	0.31	0.31
Volume/Cap:	0.83	0.24	0.03	0.23	0.22	0.22	0.52	0.31	0.19	0.23	0.83	0.83
Delay/Veh:	67.1	25.0	23.0	51.4	26.3	26.3	54.3	31.9	30.7	51.6	42.4	42.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.1	25.0	23.0	51.4	26.3	26.3	54.3	31.9	30.7	51.6	42.4	42.4
LOS by Move:	E	C	C	D	C	C	D	C	C	D	D	D
HCM2kAvgQ:	8	4	0	1	4	4	3	5	3	1	19	19

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Weekday AM Peak Hour

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

Intersection #43 Kitching Street / Cactus Avenue

Cycle (sec): 65 Critical Vol./Cap.(X): 0.634
Loss Time (sec): 16 Average Delay (sec/veh): 28.4
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	195	295	27	30	216	102	90	459	162	17	493	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	195	295	27	30	216	102	90	459	162	17	493	23
Added Vol:	0	3	5	0	4	0	0	0	0	7	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	195	298	32	30	220	102	90	459	162	24	493	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	236	361	39	36	267	124	109	556	196	29	598	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	236	361	39	36	267	124	109	556	196	29	598	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	236	361	39	36	267	124	109	556	196	29	598	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	1.02	1.02	0.98	1.03	0.88	0.98	0.99	0.99	0.98	1.03	1.03
Lanes:	1.00	1.81	0.19	1.00	1.00	1.00	1.00	1.48	0.52	1.00	1.91	0.09
Final Sat.:	1865	3492	375	1865	1963	1668	1865	2788	984	1865	3724	174
Capacity Analysis Module:												
Vol/Sat:	0.13	0.10	0.10	0.02	0.14	0.07	0.06	0.20	0.20	0.02	0.16	0.16
Crit Moves:	****				****			****		****		
Green/Cycle:	0.16	0.17	0.17	0.17	0.18	0.18	0.20	0.26	0.26	0.15	0.21	0.21
Volume/Cap:	0.77	0.61	0.61	0.11	0.77	0.42	0.29	0.77	0.77	0.10	0.76	0.76
Delay/Veh:	37.3	26.6	26.6	23.0	35.6	24.8	22.4	26.1	26.1	23.8	28.3	28.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.3	26.6	26.6	23.0	35.6	24.8	22.4	26.1	26.1	23.8	28.3	28.3
LOS by Move:	D	C	C	C	D	C	C	C	C	C	C	C
HCM2kAvgQ:	7	5	5	1	7	3	2	9	9	1	8	8

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Weekday AM Peak Hour

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

Intersection #44 Kitching Street / John F. Kennedy Drive

Cycle (sec): 90 Critical Vol./Cap.(X): 0.768
Loss Time (sec): 16 Average Delay (sec/veh): 43.2
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	163	296	7	89	195	40	40	438	136	14	426	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	163	296	7	89	195	40	40	438	136	14	426	95
Added Vol:	4	0	0	0	0	11	9	5	3	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	167	296	7	89	195	51	49	443	139	14	433	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:	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
PHF Volume:	213	378	9	114	249	65	63	566	178	18	553	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	213	378	9	114	249	65	63	566	178	18	553	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	213	378	9	114	249	65	63	566	178	18	553	121
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.24	1.24	1.24	1.22	1.22	1.22	1.05	1.06	1.06	1.05	1.10	0.94
Lanes:	0.36	0.63	0.01	0.27	0.58	0.15	1.00	1.52	0.48	1.00	2.00	1.00
Final Sat.:	839	1487	35	618	1354	354	1986	3067	962	1986	4180	1777
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.18	0.18	0.18	0.03	0.18	0.18	0.01	0.13	0.07
Crit Moves:			****			****		****		****		
Green/Cycle:	0.29	0.29	0.29	0.21	0.21	0.21	0.15	0.21	0.21	0.11	0.17	0.17
Volume/Cap:	0.88	0.88	0.88	0.88	0.88	0.88	0.21	0.88	0.88	0.08	0.76	0.39
Delay/Veh:	42.5	42.5	42.5	50.5	50.5	50.5	34.2	44.5	44.5	36.0	39.8	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:	42.5	42.5	42.5	50.5	50.5	50.5	34.2	44.5	44.5	36.0	39.8	33.7
LOS by Move:	D	D	D	D	D	D	C	D	D	D	D	C
HCM2kAvgQ:	20	20	20	15	15	15	2	13	13	1	9	4

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Weekday AM Peak Hour

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

Intersection #45 Kitching Street / Iris Avenue

Cycle (sec):	65	Critical Vol./Cap.(X):	0.527
Loss Time (sec):	16	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			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	130	124	91	30	131	121	75	470	104	111	573	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	124	91	30	131	121	75	470	104	111	573	53
Added Vol:	2	0	0	0	0	2	2	17	2	0	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	132	124	91	30	131	123	77	487	106	111	595	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	147	139	102	34	146	137	86	544	118	124	665	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	139	102	34	146	137	86	544	118	124	665	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	147	139	102	34	146	137	86	544	118	124	665	59
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.97	0.97	0.98	0.96	0.96	0.98	1.01	1.01	0.98	1.03	0.88
Lanes:	1.00	1.15	0.85	1.00	1.03	0.97	1.00	1.64	0.36	1.00	2.00	1.00
Final Sat.:	1865	2121	1557	1865	1877	1762	1865	3137	683	1865	3925	1668
Capacity Analysis Module:												
Vol/Sat:	0.08	0.07	0.07	0.02	0.08	0.08	0.05	0.17	0.17	0.07	0.17	0.04
Crit Moves:	****				****			****		****		
Green/Cycle:	0.15	0.15	0.15	0.15	0.15	0.15	0.21	0.29	0.29	0.15	0.23	0.39
Volume/Cap:	0.51	0.42	0.42	0.12	0.51	0.51	0.22	0.59	0.59	0.43	0.72	0.09
Delay/Veh:	26.9	25.4	25.4	23.9	26.0	26.0	21.4	20.6	20.6	26.0	25.9	12.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.9	25.4	25.4	23.9	26.0	26.0	21.4	20.6	20.6	26.0	25.9	12.7
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	B
HCM2kAvgQ:	4	3	3	1	3	3	2	7	7	3	8	1

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Weekday AM Peak Hour

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

Intersection #46 Lasselle Street / Iris Avenue

Cycle (sec):	120	Critical Vol./Cap.(X):	0.570
Loss Time (sec):	16	Average Delay (sec/veh):	36.8
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	41	41	10	41	41	10	34	34	10	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	261	385	262	75	459	61	79	304	280	344	438	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	261	385	262	75	459	61	79	304	280	344	438	48
Added Vol:	4	0	0	0	0	4	3	7	3	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	265	385	262	75	459	65	82	311	283	344	447	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	275	399	272	78	476	67	85	322	293	356	463	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	275	399	272	78	476	67	85	322	293	356	463	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	275	399	272	78	476	67	85	322	293	356	463	50
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	0.91	0.85	0.92	0.90	0.90
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	2.71	0.29
Final Sat.:	3502	3610	1615	3502	3610	1615	3502	5187	1615	3502	4614	495
Capacity Analysis Module:												
Vol/Sat:	0.08	0.11	0.17	0.02	0.13	0.04	0.02	0.06	0.18	0.10	0.10	0.10
Crit Moves:	****				****				****	****		
Green/Cycle:	0.11	0.36	0.50	0.09	0.34	0.34	0.10	0.28	0.28	0.14	0.32	0.32
Volume/Cap:	0.75	0.31	0.34	0.25	0.39	0.12	0.25	0.22	0.64	0.75	0.31	0.31
Delay/Veh:	60.2	27.8	18.6	51.5	30.2	27.2	50.7	32.9	40.7	56.1	30.5	30.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.2	27.8	18.6	51.5	30.2	27.2	50.7	32.9	40.7	56.1	30.5	30.5
LOS by Move:	E	C	B	D	C	C	D	C	D	E	C	C
HCM2kAvgQ:	7	5	6	2	7	2	2	3	10	8	5	5

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

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	443	74	522	410	0	0	0	0	0	0	129
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5	5.5	4.0	5.5							4.0
Lane Util. Factor		0.95	1.00	1.00	0.95							1.00
Frpb, ped/bikes		1.00	0.97	1.00	1.00							0.98
Flpb, ped/bikes		1.00	1.00	1.00	1.00							1.00
Frt		1.00	0.85	1.00	1.00							0.86
Flt Protected		1.00	1.00	0.95	1.00							1.00
Satd. Flow (prot)		3438	1443	1787	3471							1472
Flt Permitted		1.00	1.00	0.95	1.00							1.00
Satd. Flow (perm)		3438	1443	1787	3471							1472
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.91	0.91	0.91	0.94	0.94	0.94
Adj. Flow (vph)	0	471	79	555	436	0	0	0	0	0	0	137
RTOR Reduction (vph)	0	0	47	0	0	0	0	0	0	0	0	72
Lane Group Flow (vph)	0	471	32	555	436	0	0	0	0	0	0	65
Confl. Peds. (#/hr)			5									5
Heavy Vehicles (%)	0%	5%	9%	1%	4%	0%	0%	0%	0%	0%	0%	10%
Turn Type		NA	Perm	Prot	NA							custom
Protected Phases		2		1	6							
Permitted Phases			2									1 4
Actuated Green, G (s)		34.5	34.5	31.0	69.5							40.0
Effective Green, g (s)		34.5	34.5	31.0	69.5							40.0
Actuated g/C Ratio		0.41	0.41	0.37	0.83							0.48
Clearance Time (s)		5.5	5.5	4.0	5.5							
Vehicle Extension (s)		2.0	2.0	2.0	2.0							
Lane Grp Cap (vph)		1412	592	659	2871							700
v/s Ratio Prot		c0.14		c0.31	0.13							
v/s Ratio Perm			0.02									c0.04
v/c Ratio		0.33	0.05	0.84	0.15							0.09
Uniform Delay, d1		16.9	14.9	24.3	1.4							12.1
Progression Factor		1.00	1.00	1.00	1.00							1.00
Incremental Delay, d2		0.6	0.2	9.2	0.0							0.0
Delay (s)		17.5	15.1	33.4	1.4							12.1
Level of Service		B	B	C	A							B
Approach Delay (s)		17.2			19.4			0.0			12.1	
Approach LOS		B			B			A			B	

Intersection Summary			
HCM 2000 Control Delay	18.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	84.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	51.1%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	18	838	107	0	1517	64	26	34	1	72	2	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	0.95			0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		1.00	0.98	
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.98			0.99		1.00	1.00		1.00	0.86	
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1480	3450			3517		1421	1891		1805	1509	
Flt Permitted	0.10	1.00			1.00		0.73	1.00		0.73	1.00	
Satd. Flow (perm)	160	3450			3517		1095	1891		1391	1509	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	20	911	116	0	1649	70	28	37	1	78	2	37
RTOR Reduction (vph)	0	8	0	0	2	0	0	1	0	0	11	0
Lane Group Flow (vph)	20	1019	0	0	1717	0	28	37	0	78	28	0
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	22%	2%	7%	0%	2%	0%	27%	0%	0%	0%	50%	3%
Turn Type	Perm	NA			NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2						8			4		
Actuated Green, G (s)	47.8	47.8			47.8		7.2	7.2		7.2	7.2	
Effective Green, g (s)	47.8	47.8			47.8		7.2	7.2		7.2	7.2	
Actuated g/C Ratio	0.74	0.74			0.74		0.11	0.11		0.11	0.11	
Clearance Time (s)	5.0	5.0			5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	2.0	2.0			2.0		2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	117	2537			2586		121	209		154	167	
v/s Ratio Prot		0.30			c0.49			0.02			0.02	
v/s Ratio Perm	0.12						0.03			c0.06		
v/c Ratio	0.17	0.40			0.66		0.23	0.18		0.51	0.17	
Uniform Delay, d1	2.6	3.2			4.4		26.4	26.2		27.2	26.2	
Progression Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	3.1	0.5			1.4		0.4	0.1		1.0	0.2	
Delay (s)	5.7	3.7			5.8		26.7	26.4		28.2	26.4	
Level of Service	A	A			A		C	C		C	C	
Approach Delay (s)		3.7			5.8			26.5			27.6	
Approach LOS		A			A			C			C	

Intersection Summary			
HCM 2000 Control Delay	6.4	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	65.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	63.0%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Weekday PM Peak Hour

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

Intersection #3 Elsworth Street / Cactus Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.791
Loss Time (sec): 16 Average Delay (sec/veh): 84.7
Optimal Cycle: OPTIMIZED Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Ovl				Ignore				Include			
Min. Green:	29	29	29		29	29	29		10	21	21		10	21	21	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1!	0	0	1	1	0	0	1	1	0	2	0	1	1	0	3	0	1
Volume Module:																
Base Vol:	397	103	136		109	22	140		90	1194	30		27	990	79	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	397	103	136		109	22	140		90	1194	30		27	990	79	
Added Vol:	0	0	0		0	0	0		0	12	0		0	13	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	397	103	136		109	22	140		90	1206	30		27	1003	79	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.00		0.92	0.92	0.92	
PHF Volume:	432	112	148		119	24	152		98	1312	0		29	1091	86	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	432	112	148		119	24	152		98	1312	0		29	1091	86	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
FinalVolume:	432	112	148		119	24	152		98	1312	0		29	1091	86	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.94	0.94	0.94		0.96	0.96	0.85		0.95	0.95	1.00		0.95	0.91	0.85	
Lanes:	1.45	0.24	0.31		1.66	0.34	1.00		1.00	2.00	1.00		1.00	3.00	1.00	
Final Sat.:	2593	420	555		3035	613	1615		1805	3610	1900		1805	5187	1615	
Capacity Analysis Module:																
Vol/Sat:	0.17	0.27	0.27		0.04	0.04	0.09		0.05	0.36	0.00		0.02	0.21	0.05	
Crit Moves:		****			****					****			****			
Green/Cycle:	0.24	0.24	0.24		0.24	0.24	0.35		0.11	0.30	0.00		0.08	0.27	0.27	
Volume/Cap:	0.69	1.10	1.10		0.16	0.16	0.27		0.50	1.21	0.00		0.20	0.77	0.19	
Delay/Veh:	43.4	113	113.4		36.0	36.0	28.2		52.4	146	0.0		51.9	42.5	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:	43.4	113	113.4		36.0	36.0	28.2		52.4	146	0.0		51.9	42.5	33.6	
LOS by Move:	D	F	F		D	D	C		D	F	A		D	D	C	
HCM2kAvgQ:	11	27	27		2	2	4		4	43	0		1	15	2	

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Weekday PM Peak Hour

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

Intersection #4 Frederick Street / Cactus Avenue

Cycle (sec): 85 Critical Vol./Cap.(X): 0.341
Loss Time (sec): 12 Average Delay (sec/veh): 23.6
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Protected				Permitted			
Rights:	Include				Ovl				Include				Ovl			
Min. Green:	0	0	0		32	0	32		10	10	0		0	27	27	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	0	0	0	2	0	0	0	1	1	0	2	0	0	0	0	3	0	1
Volume Module:																
Base Vol:	0	0	0		246	0	79		35	1443	0		0	902	121	
Growth Adj:	1.00	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		246	0	79		35	1443	0		0	902	121	
Added Vol:	0	0	0		8	0	0		0	12	0		0	13	8	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		254	0	79		35	1455	0		0	915	129	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92	
PHF Volume:	0	0	0		278	0	86		38	1590	0		0	1000	141	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		278	0	86		38	1590	0		0	1000	141	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		278	0	86		38	1590	0		0	1000	141	
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		0.95	0.95	1.00		1.00	0.91	0.85	
Lanes:	0.00	0.00	0.00		2.00	0.00	1.00		1.00	2.00	0.00		0.00	3.00	1.00	
Final Sat.:	0	0	0		3502	0	1615		1805	3610	0		0	5187	1615	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.08	0.00	0.05		0.02	0.44	0.00		0.00	0.19	0.09	
Crit Moves:					****				****					****		
Green/Cycle:	0.00	0.00	0.00		0.38	0.00	0.49		0.12	0.48	0.00		0.00	0.36	0.74	
Volume/Cap:	0.00	0.00	0.00		0.21	0.00	0.11		0.18	0.91	0.00		0.00	0.53	0.12	
Delay/Veh:	0.0	0.0	0.0		18.0	0.0	11.6		34.2	28.1	0.0		0.0	21.5	3.2	
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:	0.0	0.0	0.0		18.0	0.0	11.6		34.2	28.1	0.0		0.0	21.5	3.2	
LOS by Move:	A	A	A		B	A	B		C	C	A		A	C	A	
HCM2kAvgQ:	0	0	0		3	0	1		1	25	0		0	8	1	

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Weekday PM Peak Hour

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

Intersection #5 Graham Street / Cactus Avenue

Cycle (sec): 120 | Critical Vol./Cap.(X): 0.519
Loss Time (sec): 16 | Average Delay (sec/veh): 36.9
Optimal Cycle: OPTIMIZED | Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ignore			Include		
Min. Green:	10	32	32	10	32	32	10	35	35	10	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 1	0	1 0	2 0	1	1 0	2 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	184	69	10	135	123	55	59	1178	363	12	789	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	184	69	10	135	123	55	59	1178	363	12	789	62
Added Vol:	0	0	0	0	0	0	0	21	0	0	21	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	184	69	10	135	123	55	59	1199	363	12	810	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95
PHF Volume:	195	73	11	143	130	58	62	1267	0	13	856	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	73	11	143	130	58	62	1267	0	13	856	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	195	73	11	143	130	58	62	1267	0	13	856	66
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.93	0.95	0.95	0.85	0.95	0.95	1.00	0.95	0.90	0.90
Lanes:	2.00	1.75	0.25	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.79	0.21
Final Sat.:	3502	3093	448	1805	3610	1615	1805	3610	1900	1805	4765	365
Capacity Analysis Module:												
Vol/Sat:	0.06	0.02	0.02	0.08	0.04	0.04	0.03	0.35	0.00	0.01	0.18	0.18
Crit Moves:	****				****			****		****		
Green/Cycle:	0.08	0.27	0.27	0.08	0.27	0.38	0.11	0.43	0.00	0.08	0.40	0.40
Volume/Cap:	0.67	0.09	0.09	0.95	0.14	0.09	0.30	0.81	0.00	0.08	0.45	0.45
Delay/Veh:	59.2	33.1	33.1	112.7	33.5	23.9	49.5	33.0	0.0	51.0	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:	59.2	33.1	33.1	112.7	33.5	23.9	49.5	33.0	0.0	51.0	26.3	26.3
LOS by Move:	E	C	C	F	C	C	D	C	A	D	C	C
HCM2kAvgQ:	5	1	1	9	2	1	2	23	0	0	9	9

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Weekday PM Peak Hour

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

Intersection #6 Heacock Street / Alessandro Boulevard

Cycle (sec):	115	Critical Vol./Cap.(X):	0.503
Loss Time (sec):	16	Average Delay (sec/veh):	38.6
Optimal Cycle: OPTIMIZED		Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	10	39	39	10	39	39	10	28	28	10	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	159	268	51	216	353	173	111	1018	134	44	681	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:	159	268	51	216	353	173	111	1018	134	44	681	157
Added Vol:	0	0	0	12	0	0	0	16	0	0	17	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	159	268	51	228	353	173	111	1034	134	44	698	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	162	273	52	233	360	177	113	1055	137	45	712	173
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	273	52	233	360	177	113	1055	137	45	712	173
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	162	273	52	233	360	177	113	1055	137	45	712	173
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	0.91	0.85	0.95	0.91	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	5187	1615	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.08	0.03	0.13	0.10	0.11	0.06	0.20	0.08	0.02	0.14	0.11
Crit Moves:		****		****				****		****		
Green/Cycle:	0.11	0.34	0.34	0.17	0.40	0.49	0.09	0.27	0.37	0.09	0.26	0.26
Volume/Cap:	0.84	0.22	0.10	0.76	0.25	0.22	0.68	0.76	0.23	0.29	0.53	0.41
Delay/Veh:	78.0	27.3	26.0	56.6	23.0	16.6	60.9	41.5	24.9	50.2	36.9	35.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.0	27.3	26.0	56.6	23.0	16.6	60.9	41.5	24.9	50.2	36.9	35.9
LOS by Move:	E	C	C	E	C	B	E	D	C	D	D	D
HCM2kAvgQ:	8	4	1	10	4	3	5	14	3	2	8	5

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Weekday PM Peak Hour

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

Intersection #7 Heacock Street / Cactus Avenue

Cycle (sec): 70 Critical Vol./Cap.(X): 0.641
Loss Time (sec): 16 Average Delay (sec/veh): 25.3
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			Ovl			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 1	0	1 0	1 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	313	299	4	76	382	33	75	689	586	11	480	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	313	299	4	76	382	33	75	689	586	11	480	68
Added Vol:	0	0	0	4	0	0	0	21	0	0	21	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	313	299	4	80	382	33	75	710	586	11	501	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:	331	316	4	85	404	35	79	751	619	12	530	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	331	316	4	85	404	35	79	751	619	12	530	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:	331	316	4	85	404	35	79	751	619	12	530	76
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	0.99	0.99	0.98	1.03	0.88	0.98	1.01	1.01
Lanes:	2.00	1.97	0.03	1.00	1.84	0.16	1.00	2.00	1.00	1.00	1.75	0.25
Final Sat.:	3610	3742	50	1805	3456	299	1865	3925	1668	1865	3367	484
Capacity Analysis Module:												
Vol/Sat:	0.09	0.08	0.08	0.05	0.12	0.12	0.04	0.19	0.37	0.01	0.16	0.16
Crit Moves:	****				****				****	****		
Green/Cycle:	0.14	0.15	0.15	0.15	0.16	0.16	0.22	0.32	0.46	0.14	0.24	0.24
Volume/Cap:	0.64	0.55	0.55	0.31	0.71	0.71	0.19	0.59	0.80	0.04	0.65	0.65
Delay/Veh:	31.1	28.5	28.5	26.9	31.5	31.5	22.4	20.7	21.9	25.9	25.4	25.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.1	28.5	28.5	26.9	31.5	31.5	22.4	20.7	21.9	25.9	25.4	25.4
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	5	4	4	2	6	6	2	8	15	0	7	7

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Weekday PM Peak Hour

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

Intersection #8 Heacock Street / John F. Kennedy Drive

Cycle (sec):	115	Critical Vol./Cap.(X):	0.482
Loss Time (sec):	16	Average Delay (sec/veh):	37.5
Optimal Cycle:	OPTIMIZED	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	29	29	10	10	10	10	10	10	10	32	32
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	62	336	37	300	579	47	29	230	229	15	73	182
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	336	37	300	579	47	29	230	229	15	73	182
Added Vol:	0	0	0	0	0	0	0	4	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	336	37	300	579	47	29	234	229	15	77	182
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	66	359	40	321	619	50	31	250	245	16	82	194
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	359	40	321	619	50	31	250	245	16	82	194
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	66	359	40	321	619	50	31	250	245	16	82	194
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	1.00	0.85	0.95	0.85	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	1900	1615	1805	1615	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.10	0.02	0.18	0.17	0.03	0.02	0.13	0.15	0.01	0.05	0.12
Crit Moves:		****		****			****					****
Green/Cycle:	0.17	0.25	0.25	0.24	0.33	0.33	0.09	0.23	0.23	0.13	0.28	0.28
Volume/Cap:	0.22	0.39	0.10	0.73	0.52	0.09	0.20	0.57	0.65	0.07	0.18	0.43
Delay/Veh:	41.8	36.0	33.1	46.1	31.7	26.8	49.4	40.8	44.1	43.7	31.6	34.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.8	36.0	33.1	46.1	31.7	26.8	49.4	40.8	44.1	43.7	31.6	34.5
LOS by Move:	D	D	C	D	C	C	D	D	D	D	C	C
HCM2kAvgQ:	2	6	1	12	9	1	1	8	9	1	2	6

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Weekday PM Peak Hour

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

Intersection #10 Webster Avenue / Harley Knox Boulevard

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:	0	0	1!	0 0	0	0	1	0 0	0	1	0	0 0	0	1	0	0 0
Volume Module:																
Base Vol:	2	0	1	0	1	0	1	434	0	2	338	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	2	0	1	0	1	0	1	434	0	2	338	0				
Added Vol:	0	0	12	0	0	0	0	12	0	13	13	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	2	0	13	0	1	0	1	446	0	15	351	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91				
PHF Volume:	2	0	14	0	1	0	1	488	0	16	384	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
FinalVolume:	2	0	14	0	1	0	1	488	0	16	384	0				
Critical Gap Module:																
Critical Gp:	7.1	6.5	6.2	xxxxx	6.5	xxxxx	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx				
FollowUpTim:	3.5	4.0	3.3	xxxxx	4.0	xxxxx	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	908	907	488	xxxx	907	xxxxx	384	xxxx	xxxxx	488	xxxx	xxxxx				
Potent Cap.:	259	278	584	xxxx	278	xxxxx	1185	xxxx	xxxxx	1086	xxxx	xxxxx				
Move Cap.:	255	273	584	xxxx	273	xxxxx	1185	xxxx	xxxxx	1086	xxxx	xxxxx				
Volume/Cap:	0.01	0.00	0.02	xxxx	0.00	xxxx	0.00	xxxx	xxxx	0.02	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	0.0	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx				
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	18.2	xxxxx	8.0	xxxx	xxxxx	8.4	xxxx	xxxxx				
LOS by Move:	*	*	*	*	C	*	A	*	*	A	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	498	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx				
Shrd ConDel:	xxxxx	12.5	xxxxx	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx	8.4	xxxx	xxxxx				
Shared LOS:	*	B	*	*	*	*	A	*	*	A	*	*				
ApproachDel:	12.5			18.2			xxxxxx			xxxxxx						
ApproachLOS:	B			C			*			*						

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Weekday PM Peak Hour

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

Intersection #11 Indian Street / Cottonwood Avenue

Cycle (sec): 80 Critical Vol./Cap.(X): 0.396
Loss Time (sec): 16 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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	24	24	10	24	24	10	24	24	10	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	76	244	39	23	248	43	45	283	136	41	227	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:	76	244	39	23	248	43	45	283	136	41	227	40
Added Vol:	0	0	0	8	0	0	0	8	0	0	8	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	76	244	39	31	248	43	45	291	136	41	235	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	81	260	42	33	264	46	48	310	145	44	251	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	260	42	33	264	46	48	310	145	44	251	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	81	260	42	33	264	46	48	310	145	44	251	51
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	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	1.72	0.28	1.00	1.70	0.30	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3047	487	1805	3009	522	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.09	0.09	0.02	0.09	0.09	0.03	0.16	0.09	0.02	0.13	0.03
Crit Moves:	****				****			****		****		
Green/Cycle:	0.12	0.29	0.29	0.12	0.29	0.29	0.12	0.29	0.29	0.12	0.29	0.29
Volume/Cap:	0.38	0.30	0.30	0.15	0.31	0.31	0.22	0.57	0.31	0.20	0.46	0.11
Delay/Veh:	35.2	23.6	23.6	33.5	23.7	23.7	34.0	27.1	23.9	33.9	25.3	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:	35.2	23.6	23.6	33.5	23.7	23.7	34.0	27.1	23.9	33.9	25.3	22.2
LOS by Move:	D	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	2	3	3	1	3	3	1	7	3	1	6	1

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Weekday PM Peak Hour

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

Intersection #12 Indian Street / Alessandro Boulevard

Cycle (sec): 105 Critical Vol./Cap.(X): 0.443
Loss Time (sec): 16 Average Delay (sec/veh): 36.8
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	42	42	10	42	42	10	28	28	10	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	3	0 1	1 0	3	0 1
Volume Module:												
Base Vol:	130	216	61	139	264	49	109	822	137	63	705	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	216	61	139	264	49	109	822	137	63	705	113
Added Vol:	0	0	0	4	0	0	0	29	0	0	30	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	216	61	143	264	49	109	851	137	63	735	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:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	135	224	63	148	274	51	113	883	142	65	762	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	224	63	148	274	51	113	883	142	65	762	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	135	224	63	148	274	51	113	883	142	65	762	121
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.95	0.93	0.93	0.95	0.91	0.85	0.95	0.91	0.85
Lanes:	1.00	1.56	0.44	1.00	1.69	0.31	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1805	2722	769	1805	2972	552	1805	5187	1615	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.08	0.08	0.08	0.09	0.09	0.06	0.17	0.09	0.04	0.15	0.08
Crit Moves:	****				****		****				****	
Green/Cycle:	0.09	0.40	0.40	0.09	0.40	0.40	0.09	0.26	0.26	0.09	0.26	0.26
Volume/Cap:	0.79	0.21	0.21	0.87	0.23	0.23	0.66	0.64	0.33	0.38	0.56	0.28
Delay/Veh:	68.8	21.1	21.1	82.6	21.4	21.4	55.9	35.6	31.9	46.5	34.2	31.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.8	21.1	21.1	82.6	21.4	21.4	55.9	35.6	31.9	46.5	34.2	31.4
LOS by Move:	E	C	C	F	C	C	E	D	C	D	C	C
HCM2kAvgQ:	6	3	3	7	4	4	5	10	4	2	8	3

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Weekday PM Peak Hour

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

Intersection #13 Indian Street / Cactus Avenue

Cycle (sec): 75 Critical Vol./Cap.(X): 0.529
Loss Time (sec): 16 Average Delay (sec/veh): 26.7
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	15	15	10	15	15	10	15	15	10	15	15
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	38	252	15	121	371	43	36	695	60	25	417	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	252	15	121	371	43	36	695	60	25	417	93
Added Vol:	0	0	0	8	0	0	0	25	0	0	25	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	252	15	129	371	43	36	720	60	25	442	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	44	294	18	151	433	50	42	840	70	29	516	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	294	18	151	433	50	42	840	70	29	516	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	294	18	151	433	50	42	840	70	29	516	118
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.99	0.99	0.95	0.98	0.98	0.98	1.02	1.02	0.98	1.00	1.00
Lanes:	1.00	1.89	0.11	1.00	1.79	0.21	1.00	1.85	0.15	1.00	1.63	0.37
Final Sat.:	1805	3558	212	1805	3351	388	1865	3580	298	1865	3106	710
Capacity Analysis Module:												
Vol/Sat:	0.02	0.08	0.08	0.08	0.13	0.13	0.02	0.23	0.23	0.02	0.17	0.17
Crit Moves:		****		****				****		****		
Green/Cycle:	0.13	0.20	0.20	0.13	0.20	0.20	0.18	0.32	0.32	0.13	0.27	0.27
Volume/Cap:	0.18	0.41	0.41	0.63	0.65	0.65	0.12	0.73	0.73	0.12	0.61	0.61
Delay/Veh:	29.2	26.5	26.5	35.8	29.5	29.5	25.9	25.0	25.0	28.8	24.9	24.9
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:	29.2	26.5	26.5	35.8	29.5	29.5	25.9	25.0	25.0	28.8	24.9	24.9
LOS by Move:	C	C	C	D	C	C	C	C	C	C	C	C
HCM2kAvgQ:	1	4	4	5	7	7	1	12	12	1	8	8

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Weekday PM Peak Hour

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

Intersection #14 Indian Street / John F. Kennedy Drive

Cycle (sec): 85 Critical Vol./Cap.(X): 0.314
Loss Time (sec): 16 Average Delay (sec/veh): 25.7
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	27	27	10	27	27	10	24	24	10	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0 1	1 0		1 0 1	1 0		1 0 2	0 1		1 0 2	0 1	
Volume Module:												
Base Vol:	47	189	39	68	246	28	23	352	95	52	208	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:	47	189	39	68	246	28	23	352	95	52	208	40
Added Vol:	0	0	8	0	0	0	0	8	0	8	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	189	47	68	246	28	23	360	95	60	216	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	51	205	51	74	267	30	25	391	103	65	235	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	205	51	74	267	30	25	391	103	65	235	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	205	51	74	267	30	25	391	103	65	235	43
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	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	1.60	0.40	1.00	1.80	0.20	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	2804	697	1805	3192	363	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.07	0.04	0.08	0.08	0.01	0.11	0.06	0.04	0.07	0.03
Crit Moves:	****				****			****		****		
Green/Cycle:	0.11	0.31	0.31	0.11	0.31	0.31	0.11	0.28	0.28	0.11	0.28	0.28
Volume/Cap:	0.25	0.24	0.24	0.36	0.27	0.27	0.12	0.39	0.23	0.31	0.24	0.10
Delay/Veh:	35.7	22.4	22.4	36.6	22.7	22.7	34.8	25.8	24.6	36.2	24.5	23.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.7	22.4	22.4	36.6	22.7	22.7	34.8	25.8	24.6	36.2	24.5	23.5
LOS by Move:	D	C	C	D	C	C	C	C	C	D	C	C
HCM2kAvgQ:	1	3	3	2	3	3	1	5	2	2	3	1

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Weekday PM Peak Hour

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

Intersection #15 Indian Street / Gentian Avenue

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: B[11.2]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	1	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	1!	0	0
Volume Module:																				
Base Vol:	22	199	0	0		253	18				27	0	65			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:	22	199	0	0		253	18				27	0	65			0	0	0		
Added Vol:	0	0	0	0		0	4				4	0	0			0	0	0		
PasserByVol:	0	0	0	0		0	0				0	0	0			0	0	0		
Initial Fut:	22	199	0	0		253	22				31	0	65			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:	0.89	0.89	0.89	0.89		0.89	0.89				0.89	0.89	0.89			0.89	0.89	0.89		
PHF Volume:	25	224	0	0		284	25				35	0	73			0	0	0		
Reduct Vol:	0	0	0	0		0	0				0	0	0			0	0	0		
FinalVolume:	25	224	0	0		284	25				35	0	73			0	0	0		
Critical Gap Module:																				
Critical Gp:	4.1	xxxx	xxxxx	xxxxx		xxxx	xxxxx				6.4	6.5	6.2			7.1	6.5	6.2		
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx		xxxx	xxxxx				3.5	4.0	3.3			3.5	4.0	3.3		
Capacity Module:																				
Cnflict Vol:	309	xxxx	xxxxx		xxxx	xxxx	xxxxx				570	570	297			606	582	224		
Potent Cap.:	1263	xxxx	xxxxx		xxxx	xxxx	xxxxx				487	434	748			412	427	821		
Move Cap.:	1263	xxxx	xxxxx		xxxx	xxxx	xxxxx				479	426	748			366	419	821		
Volume/Cap:	0.02	xxxx	xxxx		xxxx	xxxx	xxxx				0.07	0.00	0.10			0.00	0.00	0.00		
Level Of Service Module:																				
2Way95thQ:	0.1	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx		0.3		xxxx	xxxx	xxxxx				
Control Del:	7.9	xxxx	xxxxx	xxxxx		xxxx	xxxxx	xxxxx		xxxx		10.3		xxxxx	xxxx	xxxxx				
LOS by Move:	A	*	*	*		*	*	*		*		B		*	*	*				
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx				479	xxxx	xxxxx		xxxx		0	xxxxx		
SharedQueue:	0.1	xxxx	xxxxx	xxxxx		xxxx	xxxxx				0.2	xxxx	xxxxx	xxxxx		xxxx	xxxxx			
Shrd ConDel:	7.9	xxxx	xxxxx	xxxxx		xxxx	xxxxx				13.1	xxxx	xxxxx	xxxxx		xxxx	xxxxx			
Shared LOS:	A	*	*	*		*	*				B	*	*			*	*	*		
ApproachDel:	xxxxxx			xxxxxx							11.2					xxxxxx				
ApproachLOS:	*			*							B					*				

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Weekday PM Peak Hour

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

Intersection #17 Indian Street / Iris Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.562
Loss Time (sec): 16 Average Delay (sec/veh): 40.0
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	28	28	10	10	10	10	10	10	10	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	1 0	1	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	48	60	8	211	114	6	7	408	115	10	236	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	60	8	211	114	6	7	408	115	10	236	169
Added Vol:	0	0	8	0	0	0	0	8	0	8	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	60	16	211	114	6	7	416	115	18	244	169
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	51	64	17	225	122	6	7	443	123	19	260	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	64	17	225	122	6	7	443	123	19	260	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	64	17	225	122	6	7	443	123	19	260	180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.97	0.97	0.95	1.00	0.85	0.95	0.97	0.97	0.95	1.00	0.85
Lanes:	1.00	0.79	0.21	1.00	1.00	1.00	1.00	0.78	0.22	1.00	1.00	1.00
Final Sat.:	1805	1452	387	1805	1900	1615	1805	1439	398	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.04	0.04	0.12	0.06	0.00	0.00	0.31	0.31	0.01	0.14	0.11
Crit Moves:		****		****				****		****		
Green/Cycle:	0.20	0.23	0.23	0.16	0.20	0.20	0.14	0.39	0.39	0.08	0.34	0.34
Volume/Cap:	0.14	0.19	0.19	0.79	0.33	0.02	0.03	0.79	0.79	0.13	0.41	0.33
Delay/Veh:	40.1	37.1	37.1	62.0	42.0	39.0	44.6	37.9	37.9	51.3	31.1	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:	40.1	37.1	37.1	62.0	42.0	39.0	44.6	37.9	37.9	51.3	31.1	30.2
LOS by Move:	D	D	D	E	D	D	D	D	D	D	C	C
HCM2kAvgQ:	2	2	2	10	4	0	0	20	20	1	7	5

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Weekday PM Peak Hour

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

Intersection #18 Indian Street / Krameria Avenue

Average Delay (sec/veh): 4.6 Worst Case Level Of Service: A[9.3]

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:	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	1	0	0	0	1
Volume Module:																				
Base Vol:	0	61		6		147	97		0		0	0		0		6	0		61	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	0	61		6		147	97		0		0	0		0		6	0		61	
Added Vol:	0	4		0		4	4		0		0	0		0		0	0		4	
PasserByVol:	0	0		0		0	0		0		0	0		0		0	0		0	
Initial Fut:	0	65		6		151	101		0		0	0		0		6	0		65	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	0.88	0.88		0.88		0.88	0.88		0.88		0.88	0.88		0.88		0.88	0.88		0.88	
PHF Volume:	0	74		7		173	115		0		0	0		0		7	0		74	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
FinalVolume:	0	74		7		173	115		0		0	0		0		7	0		74	
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx		xxxxx		4.1	xxxx		xxxxx		xxxxx	xxxx		xxxxx		6.4	xxxx		6.2	
FollowUpTim:	xxxxx	xxxx		xxxxx		2.2	xxxx		xxxxx		xxxxx	xxxx		xxxxx		3.5	xxxx		3.3	
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx		xxxxx		81	xxxx		xxxxx		xxxx	xxxx		xxxxx		538	xxxx		78	
Potent Cap.:	xxxx	xxxx		xxxxx		1529	xxxx		xxxxx		xxxx	xxxx		xxxxx		507	xxxx		989	
Move Cap.:	xxxx	xxxx		xxxxx		1529	xxxx		xxxxx		xxxx	xxxx		xxxxx		464	xxxx		989	
Volume/Cap:	xxxx	xxxx		xxxx		0.11	xxxx		xxxx		xxxx	xxxx		xxxx		0.01	xxxx		0.08	
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		0.4	xxxx		xxxxx		xxxx	xxxx		xxxxx		0.0	xxxx		0.2	
Control Del:	xxxxx	xxxx		xxxxx		7.7	xxxx		xxxxx		xxxxx	xxxx		xxxxx		12.9	xxxx		8.9	
LOS by Move:	*	*		*		A	*		*		*	*		*		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:	xxxxxx					xxxxxx					xxxxxx						9.3			
ApproachLOS:	*					*					*						A			

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Weekday PM Peak Hour

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

Intersection #21 Indian Street / Harley Knox Boulevard

Cycle (sec): 115 Critical Vol./Cap.(X): 0.329
Loss Time (sec): 16 Average Delay (sec/veh): 33.9
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	39	39	10	39	39	10	34	34	10	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	1 0	1 1	0	1 0	1 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	36	71	5	18	159	148	128	273	83	8	128	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	71	5	18	159	148	128	273	83	8	128	17
Added Vol:	0	0	4	0	0	0	0	25	0	4	25	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	71	9	18	159	148	128	298	83	12	153	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	39	77	10	19	172	160	138	322	90	13	165	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	77	10	19	172	160	138	322	90	13	165	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	77	10	19	172	160	138	322	90	13	165	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.95	0.88	0.88	0.95	1.00	0.85	0.92	0.94	0.94
Lanes:	2.00	2.00	1.00	1.00	1.04	0.96	1.00	1.00	1.00	2.00	1.80	0.20
Final Sat.:	3502	3610	1615	1805	1735	1615	1805	1900	1615	3502	3200	356
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.01	0.01	0.10	0.10	0.08	0.17	0.06	0.00	0.05	0.05
Crit Moves:	****				****			****		****		
Green/Cycle:	0.09	0.34	0.34	0.09	0.34	0.34	0.10	0.35	0.35	0.09	0.34	0.34
Volume/Cap:	0.13	0.06	0.02	0.12	0.29	0.29	0.78	0.49	0.16	0.04	0.15	0.15
Delay/Veh:	48.7	25.7	25.3	48.8	28.0	28.0	69.5	30.0	26.0	48.2	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:	48.7	25.7	25.3	48.8	28.0	28.0	69.5	30.0	26.0	48.2	26.8	26.8
LOS by Move:	D	C	C	D	C	C	E	C	C	D	C	C
HCM2kAvgQ:	1	1	0	1	4	4	7	9	2	0	2	2

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Weekday PM Peak Hour

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

Intersection #22 Driveway 1 / Gentian Avenue

Average Delay (sec/veh): 8.2 Worst Case Level Of Service: A[8.8]

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	0	0	0	1	1	0	1	0	1	0	0
Volume Module:																				
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	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	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	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	127	0	0	0	0	0	0	0	0	0	0	0	0	82	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	127	0	0	0	0	0	0	0	0	0	0	0	0	82	0	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	138	0	0	0	0	0	0	0	0	0	0	0	0	89	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	138	0	0	0	0	0	0	0	0	0	0	0	0	89	0	0	0	0
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	6.2	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	0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0	xxxx	xxxxx								
Potent Cap.:	xxxx	xxxx	1091	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1636	xxxx	xxxxx								
Move Cap.:	xxxx	xxxx	1091	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1636	xxxx	xxxxx								
Volume/Cap:	xxxx	xxxx	0.13	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	xxxx	xxxx								
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	0.4	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx								
Control Del:	xxxxx	xxxx	8.8	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx								
LOS by Move:	*	*	A	*	*	*	*	*	*	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:	8.8			xxxxxx			xxxxxx			xxxxxx										
ApproachLOS:	A			*			*			*										

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Weekday PM Peak Hour

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

Intersection #23 Driveway 2 / Santiago Drive

Average Delay (sec/veh): 5.0 Worst Case Level Of Service: A[9.7]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	0	1	0	0	0	0	1	0	1	0	0	0	0	0	1	0
Volume Module:																				
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	1	0	0	4	0				
Growth Adj:	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	1	0	0	4	0				
Added Vol:	0	0	0	148	0	0	0	0	0	0	0	0	0	0	0	136				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	0	0	148	0	0	0	0	0	0	0	1	0	0	4	136				
User Adj:	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92				
PHF Volume:	0	0	0	161	0	0	0	0	0	0	0	1	0	0	4	148				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
FinalVolume:	0	0	0	161	0	0	0	0	0	0	0	1	0	0	4	148				
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx	79	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Potent Cap.:	xxxx	xxxx	xxxxx	928	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Move Cap.:	xxxx	xxxx	xxxxx	928	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Volume/Cap:	xxxx	xxxx	xxxx	0.17	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx								
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx	0.6	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Control Del:	xxxxx	xxxx	xxxxx	9.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*								
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	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			9.7			xxxxxx				xxxxxx									
ApproachLOS:	*			A			*				*									

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

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Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	0	586	366	0	1061	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5		4.5	
Lane Util. Factor		0.95	0.95		0.97	
Frpb, ped/bikes		1.00	1.00		1.00	
Flpb, ped/bikes		1.00	1.00		1.00	
Frt		1.00	1.00		0.99	
Flt Protected		1.00	1.00		0.95	
Satd. Flow (prot)		3574	3574		3452	
Flt Permitted		1.00	1.00		0.95	
Satd. Flow (perm)		3574	3574		3452	
Peak-hour factor, PHF	0.81	0.81	0.81	0.81	0.81	0.81
Adj. Flow (vph)	0	723	452	0	1310	79
RTOR Reduction (vph)	0	0	0	0	5	0
Lane Group Flow (vph)	0	723	452	0	1384	0
Confl. Peds. (#/hr)						5
Heavy Vehicles (%)	0%	1%	1%	0%	1%	0%
Turn Type		NA	NA		NA	
Protected Phases		2	6		4	
Permitted Phases						
Actuated Green, G (s)		45.5	45.5		35.5	
Effective Green, g (s)		45.5	45.5		35.5	
Actuated g/C Ratio		0.51	0.51		0.39	
Clearance Time (s)		4.5	4.5		4.5	
Vehicle Extension (s)		2.0	2.0		2.0	
Lane Grp Cap (vph)		1806	1806		1361	
v/s Ratio Prot		c0.20	0.13		c0.40	
v/s Ratio Perm						
v/c Ratio		0.40	0.25		1.02	
Uniform Delay, d1		13.8	12.6		27.2	
Progression Factor		1.00	1.00		1.00	
Incremental Delay, d2		0.7	0.3		28.7	
Delay (s)		14.5	12.9		56.0	
Level of Service		B	B		E	
Approach Delay (s)		14.5	12.9		56.0	
Approach LOS		B	B		E	

Intersection Summary			
HCM 2000 Control Delay	36.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	56.0%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	163	1	118	490	1202	0	0	925	311
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	8	16	8	12	12	12	12	12	12
Total Lost time (s)					4.5		4.5	4.5			3.5	3.5
Lane Util. Factor					1.00		0.97	0.95			0.91	1.00
Frpb, ped/bikes					0.99		1.00	1.00			1.00	0.98
Flpb, ped/bikes					1.00		1.00	1.00			1.00	1.00
Frt					0.94		1.00	1.00			1.00	0.85
Flt Protected					0.97		0.95	1.00			1.00	1.00
Satd. Flow (prot)					1899		3467	3610			5136	1568
Flt Permitted					0.97		0.95	1.00			1.00	1.00
Satd. Flow (perm)					1899		3467	3610			5136	1568
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	0	0	168	1	122	505	1239	0	0	954	321
RTOR Reduction (vph)	0	0	0	0	27	0	0	0	0	0	0	150
Lane Group Flow (vph)	0	0	0	0	264	0	505	1239	0	0	954	171
Confl. Peds. (#/hr)						5						5
Heavy Vehicles (%)	0%	0%	0%	1%	0%	6%	1%	0%	0%	0%	1%	1%
Turn Type				Split	NA		Prot	NA			NA	Perm
Protected Phases				8	8		5	2			6	
Permitted Phases												6
Actuated Green, G (s)					20.4		21.0	85.6			61.1	61.1
Effective Green, g (s)					20.4		21.0	85.6			61.1	61.1
Actuated g/C Ratio					0.18		0.18	0.74			0.53	0.53
Clearance Time (s)					4.5		4.5	4.5			3.5	3.5
Vehicle Extension (s)					2.0		2.0	2.0			2.0	2.0
Lane Grp Cap (vph)					336		633	2687			2728	833
v/s Ratio Prot					c0.14		c0.15	c0.34			0.19	
v/s Ratio Perm												0.11
v/c Ratio					0.79		0.80	0.46			0.35	0.20
Uniform Delay, d1					45.2		45.0	5.7			15.5	14.2
Progression Factor					1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2					10.6		6.5	0.6			0.4	0.6
Delay (s)					55.8		51.5	6.3			15.9	14.7
Level of Service					E		D	A			B	B
Approach Delay (s)		0.0			55.8			19.4			15.6	
Approach LOS		A			E			B			B	

Intersection Summary			
HCM 2000 Control Delay	21.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	115.0	Sum of lost time (s)	12.5
Intersection Capacity Utilization	61.1%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	630	597	420	48	84	327	145	735	71	311	640	137
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.0	5.0	4.0	5.0		4.0	5.0		4.0	5.0	4.0
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95		1.00	0.91		0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	0.98		1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.88		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3502	3574	1567	1805	3084		1770	5063		3433	3574	1592
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3502	3574	1567	1805	3084		1770	5063		3433	3574	1592
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	643	609	429	49	86	334	148	750	72	317	653	140
RTOR Reduction (vph)	0	0	316	0	289	0	0	6	0	0	0	54
Lane Group Flow (vph)	643	609	113	49	131	0	148	816	0	317	653	86
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	0%	1%	1%	0%	2%	1%	2%	1%	0%	2%	1%	0%
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA		Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2		1	6	7
Permitted Phases			4									6
Actuated Green, G (s)	26.0	36.9	36.9	8.0	18.9		17.0	58.9		18.2	60.1	86.1
Effective Green, g (s)	26.0	36.9	36.9	8.0	18.9		17.0	58.9		18.2	60.1	86.1
Actuated g/C Ratio	0.19	0.26	0.26	0.06	0.13		0.12	0.42		0.13	0.43	0.61
Clearance Time (s)	4.0	5.0	5.0	4.0	5.0		4.0	5.0		4.0	5.0	4.0
Vehicle Extension (s)	3.0	4.0	4.0	3.0	3.0		3.0	4.0		3.0	4.0	3.0
Lane Grp Cap (vph)	650	942	413	103	416		214	2130		446	1534	979
v/s Ratio Prot	c0.18	c0.17		0.03	0.04		0.08	0.16		c0.09	c0.18	0.02
v/s Ratio Perm			0.07									0.04
v/c Ratio	0.99	0.65	0.27	0.48	0.32		0.69	0.38		0.71	0.43	0.09
Uniform Delay, d1	56.9	45.8	40.9	64.0	54.7		59.0	28.0		58.4	27.9	11.0
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	32.2	1.7	0.5	3.4	0.4		9.3	0.5		5.3	0.9	0.0
Delay (s)	89.1	47.5	41.4	67.4	55.1		68.3	28.5		63.7	28.8	11.0
Level of Service	F	D	D	E	E		E	C		E	C	B
Approach Delay (s)		61.8			56.4			34.6			36.5	
Approach LOS		E			E			C			D	

Intersection Summary			
HCM 2000 Control Delay	48.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	75.2%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	248	605	126	24	406	19	53	22	26	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.91	0.91	0.91
Hourly flow rate (vph)	264	644	134	26	432	20	56	23	28	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		456										
pX, platoon unblocked				0.87			0.87	0.87	0.87	0.87	0.87	
vC, conflicting volume	452			778			1505	1741	389	1382	1798	226
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	452			449			1284	1556	3	1143	1621	226
tC, single (s)	4.1			4.1			7.5	6.6	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	76			97			35	67	97	100	100	100
cM capacity (veh/h)	1119			977			87	70	946	80	67	783

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1
Volume Total	264	429	349	26	288	164	107
Volume Left	264	0	0	26	0	0	56
Volume Right	0	0	134	0	0	20	28
cSH	1119	1700	1700	977	1700	1700	106
Volume to Capacity	0.24	0.25	0.21	0.03	0.17	0.10	1.01
Queue Length 95th (ft)	23	0	0	2	0	0	161
Control Delay (s)	9.2	0.0	0.0	8.8	0.0	0.0	165.7
Lane LOS	A			A			F
Approach Delay (s)	2.3			0.5			165.7
Approach LOS							F

Intersection Summary			
Average Delay	12.6		
Intersection Capacity Utilization	41.2%	ICU Level of Service	A
Analysis Period (min)	15		

MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Weekday PM Peak Hour

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

Intersection #28 Perris Boulevard / Eucalyptus Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.425
Loss Time (sec): 16 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:	10	28	28	10	28	28	10	33	33	10	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	45	605	39	140	730	54	39	139	56	39	104	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	605	39	140	730	54	39	139	56	39	104	112
Added Vol:	0	17	8	0	16	0	0	0	0	8	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	622	47	140	746	54	39	139	56	47	104	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	46	637	48	143	764	55	40	142	57	48	106	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	637	48	143	764	55	40	142	57	48	106	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	637	48	143	764	55	40	142	57	48	106	115
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	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.18	0.03	0.08	0.21	0.03	0.02	0.07	0.04	0.03	0.06	0.07
Crit Moves:		****		****				****		****		
Green/Cycle:	0.11	0.28	0.28	0.13	0.30	0.30	0.10	0.33	0.33	0.10	0.33	0.33
Volume/Cap:	0.24	0.62	0.11	0.62	0.70	0.11	0.22	0.23	0.11	0.27	0.17	0.22
Delay/Veh:	41.5	32.4	26.6	46.6	32.9	25.3	42.0	24.4	23.4	42.4	23.9	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:	41.5	32.4	26.6	46.6	32.9	25.3	42.0	24.4	23.4	42.4	23.9	24.4
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	1	10	1	5	12	1	1	3	1	2	2	3

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Weekday PM Peak Hour

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

Intersection #29 Perris Boulevard / Cottonwood Avenue

Cycle (sec): 105 Critical Vol./Cap.(X): 0.481
Loss Time (sec): 16 Average Delay (sec/veh): 33.8
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	28	28	10	28	28	10	33	33	10	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	48	680	54	163	806	91	61	167	69	33	123	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	680	54	163	806	91	61	167	69	33	123	99
Added Vol:	25	30	13	0	29	0	0	0	25	12	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	710	67	163	835	91	61	167	94	45	123	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	74	724	68	166	851	93	62	170	96	46	125	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	724	68	166	851	93	62	170	96	46	125	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:	74	724	68	166	851	93	62	170	96	46	125	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	0.95	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.20	0.04	0.09	0.24	0.06	0.03	0.09	0.06	0.03	0.07	0.06
Crit Moves:		****		****				****		****		
Green/Cycle:	0.12	0.30	0.30	0.14	0.32	0.32	0.10	0.31	0.31	0.10	0.31	0.31
Volume/Cap:	0.36	0.67	0.14	0.67	0.73	0.18	0.36	0.29	0.19	0.27	0.21	0.20
Delay/Veh:	43.9	33.8	27.0	49.8	33.9	25.7	45.8	27.4	26.4	44.9	26.6	26.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.9	33.8	27.0	49.8	33.9	25.7	45.8	27.4	26.4	44.9	26.6	26.5
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	3	12	2	6	14	2	2	4	2	2	3	2

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Weekday PM Peak Hour

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

Intersection #30 Perris Boulevard / Alessandro Boulevard

Cycle (sec): 75 Critical Vol./Cap.(X): 0.703
Loss Time (sec): 16 Average Delay (sec/veh): 30.0
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	10	19	19	10	15	15	10	15	15
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0 2	0 1		1 0 2	0 1		1 0 2	0 1		1 0 3	0 1	
Volume Module:												
Base Vol:	203	442	72	140	530	129	189	679	184	90	446	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	203	442	72	140	530	129	189	679	184	90	446	73
Added Vol:	38	68	13	0	66	0	0	0	37	12	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	241	510	85	140	596	129	189	679	221	102	446	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	259	548	91	150	640	139	203	729	237	110	479	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	259	548	91	150	640	139	203	729	237	110	479	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	259	548	91	150	640	139	203	729	237	110	479	78
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.03	0.85	0.95	1.03	0.85	0.95	1.03	0.85	0.95	1.03	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	1805	3925	1615	1805	3925	1615	1805	3925	1615	1805	5888	1615
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.06	0.08	0.16	0.09	0.11	0.19	0.15	0.06	0.08	0.05
Crit Moves:	****				****			****		****		
Green/Cycle:	0.17	0.28	0.28	0.15	0.25	0.25	0.14	0.23	0.23	0.13	0.22	0.22
Volume/Cap:	0.82	0.50	0.20	0.57	0.64	0.34	0.78	0.82	0.65	0.46	0.38	0.23
Delay/Veh:	45.8	22.9	20.8	32.5	26.4	23.4	45.3	33.9	30.5	31.4	25.3	24.6
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:	45.8	22.9	20.8	32.5	26.4	23.4	45.3	33.9	30.5	31.4	25.3	24.6
LOS by Move:	D	C	C	C	C	C	D	C	C	C	C	C
HCM2kAvgQ:	9	6	2	4	8	3	7	11	6	3	4	2

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Weekday PM Peak Hour

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

Intersection #31 Perris Boulevard / Cactus Avenue

Cycle (sec):	70	Critical Vol./Cap.(X):	0.631
Loss Time (sec):	16	Average Delay (sec/veh):	27.9
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	106	517	55	122	611	49	41	469	127	48	380	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	517	55	122	611	49	41	469	127	48	380	74
Added Vol:	34	123	13	0	119	0	0	0	33	12	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	640	68	122	730	49	41	469	160	60	380	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	147	671	71	128	765	51	43	492	168	63	398	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	671	71	128	765	51	43	492	168	63	398	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	147	671	71	128	765	51	43	492	168	63	398	78
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.02	0.99	0.95	1.03	0.85	0.95	0.99	0.96	0.95	1.01	0.98
Lanes:	1.00	2.70	0.30	1.00	2.00	1.00	1.00	1.48	0.52	1.00	1.67	0.33
Final Sat.:	1805	5231	556	1805	3925	1615	1805	2792	953	1805	3190	621
Capacity Analysis Module:												
Vol/Sat:	0.08	0.13	0.13	0.07	0.19	0.03	0.02	0.18	0.18	0.03	0.12	0.12
Crit Moves:	****				****			****		****		
Green/Cycle:	0.14	0.20	0.20	0.20	0.26	0.26	0.19	0.23	0.23	0.14	0.19	0.19
Volume/Cap:	0.57	0.64	0.64	0.36	0.76	0.12	0.13	0.76	0.76	0.24	0.67	0.67
Delay/Veh:	31.0	27.0	27.0	24.8	27.7	20.2	23.9	29.2	29.2	27.1	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:	31.0	27.0	27.0	24.8	27.7	20.2	23.9	29.2	29.2	27.1	28.9	28.9
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	4	6	6	3	10	1	1	9	9	1	6	6

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Weekday PM Peak Hour

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

Intersection #32 Perris Boulevard / John F. Kennedy Drive

Cycle (sec): 65 Critical Vol./Cap.(X): 0.547
Loss Time (sec): 16 Average Delay (sec/veh): 25.0
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	15	15	10	15	15	10	16	16	10	16	16
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0 2	1 0		1 0 2	1 0		1 0 2	0 1		1 0 2	0 1	
Volume Module:												
Base Vol:	139	552	104	98	515	41	37	263	130	120	144	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	139	552	104	98	515	41	37	263	130	120	144	33
Added Vol:	21	169	42	0	164	0	0	0	21	41	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	721	146	98	679	41	37	263	151	161	144	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	169	760	154	103	715	43	39	277	159	170	152	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	760	154	103	715	43	39	277	159	170	152	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	169	760	154	103	715	43	39	277	159	170	152	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.01	0.98	0.95	1.02	0.99	0.95	1.03	0.85	0.95	1.03	0.85
Lanes:	1.00	2.48	0.52	1.00	2.82	0.18	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	4748	961	1805	5493	332	1805	3925	1615	1805	3925	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.16	0.16	0.06	0.13	0.13	0.02	0.07	0.10	0.09	0.04	0.02
Crit Moves:	****				****				****	****		
Green/Cycle:	0.15	0.22	0.22	0.15	0.22	0.22	0.15	0.24	0.24	0.15	0.24	0.24
Volume/Cap:	0.63	0.71	0.71	0.38	0.58	0.58	0.14	0.30	0.41	0.63	0.16	0.09
Delay/Veh:	31.3	26.0	26.0	26.6	23.9	23.9	25.0	21.1	22.3	31.5	20.3	19.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.3	26.0	26.0	26.6	23.9	23.9	25.0	21.1	22.3	31.5	20.3	19.9
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	B
HCM2kAvgQ:	5	8	8	2	6	6	1	3	4	5	2	1

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Weekday PM Peak Hour

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

Intersection #33 Perris Boulevard / Gentian Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.341
Loss Time (sec):	12	Average Delay (sec/veh):	15.7
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	10	19	19	30	30	30	30	30	30
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	0	630	45	47	624	0	0	0	0	35	0	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	630	45	47	624	0	0	0	0	35	0	37
Added Vol:	41	135	0	0	193	33	97	8	21	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	765	45	47	817	33	97	8	21	35	8	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	45	832	49	51	888	36	105	9	23	38	9	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	832	49	51	888	36	105	9	23	38	9	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	832	49	51	888	36	105	9	23	38	9	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.26	0.90	0.90	0.95	0.90	0.90	0.72	0.72	0.72	0.80	0.80	0.80
Lanes:	1.00	2.83	0.17	1.00	2.88	0.12	0.77	0.06	0.17	0.44	0.10	0.46
Final Sat.:	500	4860	286	1805	4956	200	1050	87	227	661	151	699
Capacity Analysis Module:												
Vol/Sat:	0.09	0.17	0.17	0.03	0.18	0.18	0.10	0.10	0.10	0.06	0.06	0.06
Crit Moves:		****		****				****				
Green/Cycle:	0.48	0.48	0.48	0.10	0.58	0.58	0.30	0.30	0.30	0.30	0.30	0.30
Volume/Cap:	0.19	0.36	0.36	0.28	0.31	0.31	0.33	0.33	0.33	0.19	0.19	0.19
Delay/Veh:	15.2	16.4	16.4	42.5	10.8	10.8	27.7	27.7	27.7	26.2	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:	15.2	16.4	16.4	42.5	10.8	10.8	27.7	27.7	27.7	26.2	26.2	26.2
LOS by Move:	B	B	B	D	B	B	C	C	C	C	C	C
HCM2kAvgQ:	1	6	6	2	5	5	3	3	3	2	2	2

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Weekday PM Peak Hour

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

Intersection #34 Perris Boulevard / Driveway 3

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: B[11.6]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	3	0	0	0	0	2	1	0	0	0	0	0	1	0	0	0	0	1
Volume Module:																				
Base Vol:	0	675		0		0	659		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	675		0		0	659		0		0		0		0	0		0		0
Added Vol:	0	176		0		0	83		132		0		0		106	0		0		0
PasserByVol:	0	0		0		0	0		0		0		0		0	0		0		0
Initial Fut:	0	851		0		0	742		132		0		0		106	0		0		0
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	0.92	0.92		0.92		0.92	0.92		0.92		0.92		0.92		0.92	0.92		0.92		0.92
PHF Volume:	0	925		0		0	807		143		0		0		115	0		0		0
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
FinalVolume:	0	925		0		0	807		143		0		0		115	0		0		0
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		xxxx		6.9	xxxxx		xxxx		6.9
FollowUpTim:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		xxxx		3.3	xxxxx		xxxx		3.3
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx		xxxx		341	xxxx		xxxx		308
Potent Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx		xxxx		661	xxxx		xxxx		694
Move Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx		xxxx		661	xxxx		xxxx		694
Volume/Cap:	xxxx	xxxx		xxxx		xxxx	xxxx		xxxx		xxxx		xxxx		0.17	xxxx		xxxx		0.00
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx		xxxx		0.6	xxxx		xxxx		xxxxx
Control Del:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		xxxx		11.6	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	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					11.6					xxxxxx				
ApproachLOS:	*					*					B					*				

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Weekday PM Peak Hour

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

Intersection #35 Perris Boulevard / Driveway 4

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: B[11.3]

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:	0	0	2	0	0	0	0	2	1	0	0	0	0	0	1	0	0	1	0	0
Volume Module:																				
Base Vol:	0	675		0		0	659		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	675		0		0	659		0		0		0		0	0		0		0
Added Vol:	0	176		0		0	127		62		0		0		42	0		0		0
PasserByVol:	0	0		0		0	-55		55		0		0		55	0		0		0
Initial Fut:	0	851		0		0	731		117		0		0		97	0		0		0
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	0.92	0.92		0.92		0.92	0.92		0.92		0.92		0.92		0.92	0.92		0.92		0.92
PHF Volume:	0	925		0		0	795		127		0		0		105	0		0		0
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
FinalVolume:	0	925		0		0	795		127		0		0		105	0		0		0
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		xxxx		6.9	xxxxx		6.5		xxxxx
FollowUpTim:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		xxxx		3.3	xxxxx		4.0		xxxxx
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx		xxxx		328	xxxx		1847		xxxxx
Potent Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx		xxxx		673	xxxx		76		xxxxx
Move Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx		xxxx		673	xxxx		76		xxxxx
Volume/Cap:	xxxx	xxxx		xxxx		xxxx	xxxx		xxxx		xxxx		xxxx		0.16	xxxx		0.00		xxxx
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx		xxxx		0.6	xxxx		xxxx		xxxxx
Control Del:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		xxxx		11.3	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	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					11.3					xxxxxx				
ApproachLOS:	*					*					B					*				

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Weekday PM Peak Hour

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

Intersection #36 Perris Boulevard / Santiago Drive

Average Delay (sec/veh): 61.3 Worst Case Level Of Service: F[711.3]

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	1	0		1	0	2	1	0		0	0	1!	0	0		0	0	1!	0	0	
Volume Module:																								
Base Vol:	1	610		38			68	591		0			0		1		0		30		3		65	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	1	610		38			68	591		0			0		1		0		30		3		65	
Added Vol:	127	41		0			21	148		0			114		8		25		0		8		0	
PasserByVol:	0	0		0			0	0		0			0		0		0		0		0		0	
Initial Fut:	128	651		38			89	739		0			114		9		25		30		11		65	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.96	0.96		0.96			0.96	0.96		0.96			0.96		0.96		0.96		0.96		0.96		0.96	
PHF Volume:	133	677		40			93	768		0			119		9		26		31		11		68	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
FinalVolume:	133	677		40			93	768		0			119		9		26		31		11		68	
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:	768	xxxx	xxxxx				716	xxxx	xxxxx				1451		1936		256		1408		1916		245	
Potent Cap.:	855	xxxx	xxxxx				894	xxxx	xxxxx				93		66		749		100		68		761	
Move Cap.:	855	xxxx	xxxxx				894	xxxx	xxxxx				58		50		749		68		52		761	
Volume/Cap:	0.16	xxxx	xxxx				0.10	xxxx	xxxx				2.05		0.19		0.03		0.46		0.22		0.09	
Level Of Service Module:																								
2Way95thQ:	0.5	xxxx	xxxxx				0.3	xxxx	xxxxx				xxxx		xxxx		xxxxx		xxxx		xxxx		xxxxx	
Control Del:	10.0	xxxx	xxxxx				9.5	xxxx	xxxxx				xxxxx		xxxx		xxxxx		xxxxx		xxxx		xxxxx	
LOS by Move:	A	*		*			A	*		*			*		*		*		*		*		*	
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx		68		xxxxx		xxxx		143		xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx		14.7		xxxxx		xxxxx		4.7		xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx		711		xxxxx		xxxxx		84.7		xxxxx	
Shared LOS:	*	*		*			*	*		*			*		F		*		*		F		*	
ApproachDel:	xxxxxx						xxxxxx						711.3						84.7					
ApproachLOS:	*						*						F						F					

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Weekday PM Peak Hour

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

Intersection #37 Perris Boulevard / Iris Avenue

Cycle (sec): 110 Critical Vol./Cap.(X): 0.542
Loss Time (sec): 16 Average Delay (sec/veh): 35.9
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	31	31	10	31	31	10	34	34	10	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	2 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	125	431	153	172	397	17	29	411	101	130	316	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	431	153	172	397	17	29	411	101	130	316	90
Added Vol:	0	86	0	59	89	25	25	0	0	0	0	58
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	517	153	231	486	42	54	411	101	130	316	148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	130	537	159	240	505	44	56	427	105	135	328	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	537	159	240	505	44	56	427	105	135	328	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	537	159	240	505	44	56	427	105	135	328	154
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.90	0.90	0.95	0.92	0.92	0.95	0.90	0.90
Lanes:	1.00	3.00	1.00	1.00	2.76	0.24	1.00	1.61	0.39	1.00	1.36	0.64
Final Sat.:	1805	5187	1615	1805	4717	408	1805	2811	691	1805	2341	1096
Capacity Analysis Module:												
Vol/Sat:	0.07	0.10	0.10	0.13	0.11	0.11	0.03	0.15	0.15	0.07	0.14	0.14
Crit Moves:		****		****				****		****		
Green/Cycle:	0.11	0.28	0.28	0.17	0.34	0.34	0.09	0.31	0.31	0.09	0.31	0.31
Volume/Cap:	0.65	0.37	0.35	0.79	0.31	0.31	0.34	0.49	0.49	0.79	0.45	0.45
Delay/Veh:	54.6	31.8	31.9	56.7	26.9	26.9	48.0	31.3	31.3	69.9	30.6	30.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.6	31.8	31.9	56.7	26.9	26.9	48.0	31.3	31.3	69.9	30.6	30.6
LOS by Move:	D	C	C	E	C	C	D	C	C	E	C	C
HCM2kAvgQ:	5	5	4	10	5	5	2	8	8	6	7	7

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Weekday PM Peak Hour

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

Intersection #38 Perris Boulevard / Krameria Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.391
Loss Time (sec): 16 Average Delay (sec/veh): 41.4
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	28	28	10	24	24	34	34	34	31	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 1	1!	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	23	549	137	94	443	17	27	117	22	121	69	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	549	137	94	443	17	27	117	22	121	69	92
Added Vol:	0	74	0	8	76	4	4	0	0	0	0	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	623	137	102	519	21	31	117	22	121	69	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	24	661	145	108	551	22	33	124	23	128	73	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	661	145	108	551	22	33	124	23	128	73	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	661	145	108	551	22	33	124	23	128	73	106
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.89	0.89	0.95	0.90	0.90	0.92	0.92	0.92	0.95	1.00	0.85
Lanes:	1.00	2.46	0.54	1.00	2.88	0.12	0.39	1.47	1.14	1.00	1.00	1.00
Final Sat.:	1805	4137	910	1805	4955	201	684	2582	1998	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.16	0.16	0.06	0.11	0.11	0.05	0.05	0.01	0.07	0.04	0.07
Crit Moves:		****		****				****		****		
Green/Cycle:	0.10	0.24	0.24	0.09	0.23	0.23	0.28	0.28	0.28	0.26	0.26	0.26
Volume/Cap:	0.14	0.68	0.68	0.68	0.48	0.48	0.17	0.17	0.04	0.28	0.15	0.25
Delay/Veh:	50.1	43.2	43.2	64.0	40.4	40.4	32.4	32.4	31.2	35.9	34.5	35.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.1	43.2	43.2	64.0	40.4	40.4	32.4	32.4	31.2	35.9	34.5	35.6
LOS by Move:	D	D	D	E	D	D	C	C	C	D	C	D
HCM2kAvgQ:	1	11	11	5	7	7	2	2	1	4	2	3

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Weekday PM Peak Hour

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

Intersection #39 Perris Boulevard / San Michele Road

Cycle (sec):	120	Critical Vol./Cap.(X):	0.233
Loss Time (sec):	16	Average Delay (sec/veh):	25.0
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	32	32	10	32	32	10	34	34	10	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	11	634	0	0	657	28	78	0	21	1	1	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	634	0	0	657	28	78	0	21	1	1	1
Added Vol:	0	66	0	0	68	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	700	0	0	725	28	78	0	21	1	1	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	11	723	0	0	749	29	81	0	22	1	1	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	723	0	0	749	29	81	0	22	1	1	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	723	0	0	749	29	81	0	22	1	1	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	1.00	0.90	0.90	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	3.00	0.00	1.00	2.89	0.11	1.00	0.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	5187	0	1900	4964	192	1805	0	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.14	0.00	0.00	0.15	0.15	0.04	0.00	0.01	0.00	0.00	0.00
Crit Moves:	****				****		****				****	
Green/Cycle:	0.08	0.47	0.00	0.00	0.39	0.39	0.11	0.00	0.31	0.09	0.28	0.28
Volume/Cap:	0.08	0.30	0.00	0.00	0.39	0.39	0.39	0.00	0.04	0.01	0.00	0.00
Delay/Veh:	51.0	19.7	0.0	0.0	26.8	26.8	50.5	0.0	29.2	49.7	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:	51.0	19.7	0.0	0.0	26.8	26.8	50.5	0.0	29.2	49.7	30.8	30.8
LOS by Move:	D	B	A	A	C	C	D	A	C	D	C	C
HCM2kAvgQ:	0	6	0	0	8	8	3	0	1	0	0	0

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Weekday PM Peak Hour

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

Intersection #40 Perris Boulevard / Nandina Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.195
Loss Time (sec): 16 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			Ovl			Include			Include		
Min. Green:	10	31	31	10	31	31	10	41	41	10	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	3 0	1	1 0	1 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	2	627	9	1	640	17	19	1	31	10	3	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:	2	627	9	1	640	17	19	1	31	10	3	2
Added Vol:	0	66	0	0	68	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	693	9	1	708	17	19	1	31	10	3	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:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	2	718	9	1	734	18	20	1	32	10	3	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	718	9	1	734	18	20	1	32	10	3	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:	2	718	9	1	734	18	20	1	32	10	3	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.91	0.85	0.95	0.81	0.81	0.95	1.00	0.85
Lanes:	1.00	2.96	0.04	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	5110	66	1805	5187	1615	1805	1543	1543	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.14	0.00	0.14	0.01	0.01	0.00	0.02	0.01	0.00	0.00
Crit Moves:	****				****				****	****		
Green/Cycle:	0.08	0.33	0.33	0.11	0.36	0.44	0.08	0.34	0.34	0.08	0.34	0.34
Volume/Cap:	0.01	0.42	0.42	0.01	0.39	0.02	0.13	0.00	0.06	0.07	0.00	0.00
Delay/Veh:	50.5	31.1	31.1	47.8	28.9	18.9	51.4	26.0	26.6	50.9	26.0	26.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.5	31.1	31.1	47.8	28.9	18.9	51.4	26.0	26.6	50.9	26.0	26.0
LOS by Move:	D	C	C	D	C	B	D	C	C	D	C	C
HCM2kAvgQ:	0	8	8	0	7	0	1	0	1	0	0	0

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Weekday PM Peak Hour

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

Intersection #41 Perris Boulevard / Harley Knox Boulevard

Cycle (sec): 70 Critical Vol./Cap.(X): 0.576
Loss Time (sec): 12 Average Delay (sec/veh): 14.2
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				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	0	0	29	29	10	0	10	0	0	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	1	0	1	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0
Volume Module:																
Base Vol:	18	490	0	0	639	97	151	0	116	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:	18	490	0	0	639	97	151	0	116	0	0	0				
Added Vol:	0	37	0	0	38	30	29	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	18	527	0	0	677	127	180	0	116	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:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98				
PHF Volume:	18	540	0	0	694	130	184	0	119	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	18	540	0	0	694	130	184	0	119	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:	18	540	0	0	694	130	184	0	119	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	0.95	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	1805	0	1615	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.01	0.28	0.00	0.00	0.37	0.08	0.10	0.00	0.07	0.00	0.00	0.00				
Crit Moves:	****				****		****									
Green/Cycle:	0.14	0.68	0.00	0.00	0.54	0.54	0.15	0.00	0.15	0.00	0.00	0.00				
Volume/Cap:	0.07	0.42	0.00	0.00	0.68	0.15	0.68	0.00	0.49	0.00	0.00	0.00				
Delay/Veh:	26.1	5.3	0.0	0.0	13.8	8.3	35.1	0.0	28.9	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	26.1	5.3	0.0	0.0	13.8	8.3	35.1	0.0	28.9	0.0	0.0	0.0				
LOS by Move:	C	A	A	A	B	A	D	A	C	A	A	A				
HCM2kAvgQ:	0	5	0	0	12	1	5	0	3	0	0	0				

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Weekday PM Peak Hour

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

Intersection #42 Perris Boulevard / Ramona Expressway

Cycle (sec): 115 | Critical Vol./Cap.(X): 0.469
Loss Time (sec): 16 | Average Delay (sec/veh): 36.5
Optimal Cycle: OPTIMIZED | Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	44	44	10	44	44	10	36	36	10	36	36
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	1 1	0	2 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	198	264	87	185	312	90	195	1016	249	80	637	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	198	264	87	185	312	90	195	1016	249	80	637	85
Added Vol:	0	12	0	17	13	8	8	0	0	0	0	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	198	276	87	202	325	98	203	1016	249	80	637	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	202	281	89	206	331	100	207	1036	254	82	649	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	202	281	89	206	331	100	207	1036	254	82	649	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	202	281	89	206	331	100	207	1036	254	82	649	103
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	0.92	0.92	0.92	0.91	0.85	0.92	0.89	0.89
Lanes:	2.00	2.00	1.00	2.00	1.54	0.46	2.00	3.00	1.00	2.00	2.59	0.41
Final Sat.:	3502	3610	1615	3502	2677	807	3502	5187	1615	3502	4383	695
Capacity Analysis Module:												
Vol/Sat:	0.06	0.08	0.05	0.06	0.12	0.12	0.06	0.20	0.16	0.02	0.15	0.15
Crit Moves:	****				****			****		****		
Green/Cycle:	0.09	0.38	0.38	0.09	0.38	0.38	0.09	0.31	0.31	0.09	0.31	0.31
Volume/Cap:	0.67	0.21	0.14	0.68	0.33	0.33	0.69	0.64	0.51	0.27	0.48	0.48
Delay/Veh:	57.1	24.3	23.8	57.7	25.6	25.6	57.9	35.4	33.6	50.1	32.6	32.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.1	24.3	23.8	57.7	25.6	25.6	57.9	35.4	33.6	50.1	32.6	32.6
LOS by Move:	E	C	C	E	C	C	E	D	C	D	C	C
HCM2kAvgQ:	5	3	2	5	6	6	5	12	8	2	8	8

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Weekday PM Peak Hour

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

Intersection #43 Kitching Street / Cactus Avenue

Cycle (sec):	60	Critical Vol./Cap.(X):	0.444
Loss Time (sec):	16	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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	1 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	65	195	16	24	195	42	49	414	145	23	418	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	195	16	24	195	42	49	414	145	23	418	18
Added Vol:	0	8	13	0	8	0	0	0	0	12	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	203	29	24	203	42	49	414	145	35	418	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	69	217	31	26	217	45	52	442	155	37	446	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	217	31	26	217	45	52	442	155	37	446	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	69	217	31	26	217	45	52	442	155	37	446	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	1.01	1.01	0.98	1.03	0.88	0.98	0.99	0.99	0.98	1.03	1.03
Lanes:	1.00	1.75	0.25	1.00	1.00	1.00	1.00	1.48	0.52	1.00	1.92	0.08
Final Sat.:	1865	3369	481	1865	1963	1668	1865	2794	979	1865	3741	161
Capacity Analysis Module:												
Vol/Sat:	0.04	0.06	0.06	0.01	0.11	0.03	0.03	0.16	0.16	0.02	0.12	0.12
Crit Moves:	****				****			****		****		
Green/Cycle:	0.17	0.17	0.17	0.17	0.17	0.17	0.20	0.23	0.23	0.17	0.20	0.20
Volume/Cap:	0.22	0.39	0.39	0.08	0.66	0.16	0.14	0.68	0.68	0.12	0.60	0.60
Delay/Veh:	22.0	22.7	22.7	21.2	28.4	21.7	19.9	23.1	23.1	21.4	23.1	23.1
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:	22.0	22.7	22.7	21.2	28.4	21.7	19.9	23.1	23.1	21.4	23.1	23.1
LOS by Move:	C	C	C	C	C	C	B	C	C	C	C	C
HCM2kAvgQ:	1	3	3	0	5	1	1	7	7	1	5	5

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Weekday PM Peak Hour

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

Intersection #44 Kitching Street / John F. Kennedy Drive

Cycle (sec):	60	Critical Vol./Cap.(X):	0.582
Loss Time (sec):	16	Average Delay (sec/veh):	27.5
Optimal Cycle:	OPTIMIZED	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	84	204	10	40	251	32	29	260	139	7	146	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	204	10	40	251	32	29	260	139	7	146	20
Added Vol:	8	0	0	0	0	21	21	13	8	0	12	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	92	204	10	40	251	53	50	273	147	7	158	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	102	226	11	44	278	59	55	302	163	8	175	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	226	11	44	278	59	55	302	163	8	175	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	102	226	11	44	278	59	55	302	163	8	175	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.24	1.24	1.24	1.23	1.23	1.23	1.05	1.04	1.04	1.05	1.10	0.94
Lanes:	0.30	0.67	0.03	0.12	0.73	0.15	1.00	1.30	0.70	1.00	2.00	1.00
Final Sat.:	710	1574	77	272	1709	361	1986	2576	1387	1986	4180	1777
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.16	0.16	0.16	0.03	0.12	0.12	0.00	0.04	0.01
Crit Moves:		****		****				****		****		
Green/Cycle:	0.19	0.19	0.19	0.21	0.21	0.21	0.17	0.17	0.17	0.17	0.17	0.17
Volume/Cap:	0.76	0.76	0.76	0.76	0.76	0.76	0.17	0.70	0.70	0.02	0.25	0.07
Delay/Veh:	30.9	30.9	30.9	29.2	29.2	29.2	21.7	27.0	27.0	20.9	21.9	21.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.9	30.9	30.9	29.2	29.2	29.2	21.7	27.0	27.0	20.9	21.9	21.2
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	8	8	8	9	9	9	1	6	6	0	2	0

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Weekday PM Peak Hour

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

Intersection #45 Kitching Street / Iris Avenue

Cycle (sec):	75	Critical Vol./Cap.(X):	0.464
Loss Time (sec):	16	Average Delay (sec/veh):	23.1
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			Ovl		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	58	95	86	37	114	75	78	622	128	108	579	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	95	86	37	114	75	78	622	128	108	579	93
Added Vol:	4	0	0	0	0	4	4	42	4	0	41	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	95	86	37	114	79	82	664	132	108	620	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	64	99	89	38	119	82	85	690	137	112	644	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	99	89	38	119	82	85	690	137	112	644	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	99	89	38	119	82	85	690	137	112	644	97
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.96	0.96	0.98	0.97	0.97	0.98	1.01	1.01	0.98	1.03	0.88
Lanes:	1.00	1.05	0.95	1.00	1.18	0.82	1.00	1.67	0.33	1.00	2.00	1.00
Final Sat.:	1865	1914	1733	1865	2177	1509	1865	3193	635	1865	3925	1668
Capacity Analysis Module:												
Vol/Sat:	0.03	0.05	0.05	0.02	0.05	0.05	0.05	0.22	0.22	0.06	0.16	0.06
Crit Moves:	****				****			****		****		
Green/Cycle:	0.13	0.13	0.13	0.13	0.13	0.13	0.23	0.39	0.39	0.13	0.29	0.42
Volume/Cap:	0.26	0.39	0.39	0.15	0.41	0.41	0.20	0.56	0.56	0.45	0.57	0.14
Delay/Veh:	29.7	30.2	30.2	29.1	30.3	30.3	23.3	18.5	18.5	31.3	23.5	13.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.7	30.2	30.2	29.1	30.3	30.3	23.3	18.5	18.5	31.3	23.5	13.5
LOS by Move:	C	C	C	C	C	C	C	B	B	C	C	B
HCM2kAvgQ:	2	3	3	1	3	3	2	9	9	3	8	2

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Weekday PM Peak Hour

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

Intersection #46 Lasselle Street / Iris Avenue

Cycle (sec):	120	Critical Vol./Cap.(X):	0.592
Loss Time (sec):	16	Average Delay (sec/veh):	37.9
Optimal Cycle: OPTIMIZED		Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	10	41	41	10	41	41	10	34	34	10	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	240	460	290	200	585	98	118	260	236	380	425	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	240	460	290	200	585	98	118	260	236	380	425	62
Added Vol:	8	0	0	0	0	8	8	17	8	0	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	248	460	290	200	585	106	126	277	244	380	441	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	258	479	302	208	609	110	131	289	254	396	459	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	258	479	302	208	609	110	131	289	254	396	459	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	258	479	302	208	609	110	131	289	254	396	459	65
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	0.91	0.85	0.92	0.89	0.89
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	2.63	0.37
Final Sat.:	3502	3610	1615	3502	3610	1615	3502	5187	1615	3502	4466	628
Capacity Analysis Module:												
Vol/Sat:	0.07	0.13	0.19	0.06	0.17	0.07	0.04	0.06	0.16	0.11	0.10	0.10
Crit Moves:	****				****				****	****		
Green/Cycle:	0.10	0.35	0.50	0.09	0.34	0.34	0.10	0.28	0.28	0.15	0.33	0.33
Volume/Cap:	0.77	0.38	0.38	0.69	0.49	0.20	0.38	0.20	0.56	0.77	0.31	0.31
Delay/Veh:	63.7	29.3	18.9	60.2	31.6	28.1	51.5	32.7	38.1	56.5	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:	63.7	29.3	18.9	60.2	31.6	28.1	51.5	32.7	38.1	56.5	30.0	30.0
LOS by Move:	E	C	B	E	C	C	D	C	D	E	C	C
HCM2kAvgQ:	7	7	7	5	9	3	3	3	8	9	5	5

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

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	235	11	255	128	0	0	0	0	0	0	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5	5.5	4.0	5.5							4.0
Lane Util. Factor		0.95	1.00	1.00	0.95							1.00
Frpb, ped/bikes		1.00	0.98	1.00	1.00							0.98
Flpb, ped/bikes		1.00	1.00	1.00	1.00							1.00
Frt		1.00	0.85	1.00	1.00							0.86
Flt Protected		1.00	1.00	0.95	1.00							1.00
Satd. Flow (prot)		3406	1445	1805	2959							1617
Flt Permitted		1.00	1.00	0.95	1.00							1.00
Satd. Flow (perm)		3406	1445	1805	2959							1617
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	261	12	283	142	0	0	0	0	0	0	68
RTOR Reduction (vph)	0	0	6	0	0	0	0	0	0	0	0	45
Lane Group Flow (vph)	0	261	6	283	142	0	0	0	0	0	0	23
Confl. Peds. (#/hr)			5									5
Heavy Vehicles (%)	0%	6%	9%	0%	22%	0%	0%	0%	0%	0%	0%	0%
Turn Type		NA	Perm	Prot	NA							custom
Protected Phases		2		1	6							
Permitted Phases			2									1 4
Actuated Green, G (s)		34.9	34.9	14.7	53.6							22.5
Effective Green, g (s)		34.9	34.9	14.7	53.6							22.5
Actuated g/C Ratio		0.52	0.52	0.22	0.80							0.34
Clearance Time (s)		5.5	5.5	4.0	5.5							
Vehicle Extension (s)		2.0	2.0	2.0	2.0							
Lane Grp Cap (vph)		1776	753	396	2370							543
v/s Ratio Prot		c0.08		c0.16	0.05							
v/s Ratio Perm			0.00									c0.01
v/c Ratio		0.15	0.01	0.71	0.06							0.04
Uniform Delay, d1		8.3	7.7	24.2	1.4							14.9
Progression Factor		1.00	1.00	1.00	1.00							1.00
Incremental Delay, d2		0.2	0.0	5.0	0.0							0.0
Delay (s)		8.5	7.7	29.2	1.4							15.0
Level of Service		A	A	C	A							B
Approach Delay (s)		8.4			19.9			0.0			15.0	
Approach LOS		A			B			A			B	

Intersection Summary			
HCM 2000 Control Delay	15.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.30		
Actuated Cycle Length (s)	66.9	Sum of lost time (s)	13.5
Intersection Capacity Utilization	36.8%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	9	541	66	0	823	58	24	14	4	51	0	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	0.95			0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00			1.00		1.00	0.99		1.00	0.97	
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.98			0.99		1.00	0.97		1.00	0.85	
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1480	3389			3440		1271	1737		1805	1565	
Flt Permitted	0.30	1.00			1.00		0.80	1.00		0.80	1.00	
Satd. Flow (perm)	474	3389			3440		1070	1737		1520	1565	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	9	569	69	0	866	61	25	15	4	54	0	12
RTOR Reduction (vph)	0	7	0	0	4	0	0	4	0	0	11	0
Lane Group Flow (vph)	9	631	0	0	923	0	25	15	0	54	1	0
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	22%	3%	17%	0%	4%	0%	42%	0%	25%	0%	0%	0%
Turn Type	Perm	NA			NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2						8			4		
Actuated Green, G (s)	50.0	50.0			50.0		5.0	5.0		5.0	5.0	
Effective Green, g (s)	50.0	50.0			50.0		5.0	5.0		5.0	5.0	
Actuated g/C Ratio	0.77	0.77			0.77		0.08	0.08		0.08	0.08	
Clearance Time (s)	5.0	5.0			5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	2.0	2.0			2.0		2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	364	2606			2646		82	133		116	120	
v/s Ratio Prot		0.19			c0.27			0.01			0.00	
v/s Ratio Perm	0.02						0.02			c0.04		
v/c Ratio	0.02	0.24			0.35		0.30	0.12		0.47	0.01	
Uniform Delay, d1	1.8	2.1			2.4		28.4	27.9		28.7	27.7	
Progression Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.1	0.2			0.4		0.8	0.1		1.1	0.0	
Delay (s)	1.9	2.3			2.7		29.1	28.1		29.8	27.7	
Level of Service	A	A			A		C	C		C	C	
Approach Delay (s)		2.3			2.7			28.7			29.4	
Approach LOS		A			A			C			C	

Intersection Summary			
HCM 2000 Control Delay	4.3	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.36		
Actuated Cycle Length (s)	65.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	47.0%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Saturday Mid-Day Peak Hour

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

Intersection #3 Elsworth Street / Cactus Avenue

Cycle (sec): 120 | Critical Vol./Cap.(X): 0.521
Loss Time (sec): 16 | Average Delay (sec/veh): 40.2
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			Ovl			Ignore			Include		
Min. Green:	29	29	29	29	29	29	10	21	21	10	21	21
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1! 0	0	1 1	0 0	1	1 0	2 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	98	130	85	49	55	42	67	713	69	93	695	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	98	130	85	49	55	42	67	713	69	93	695	71
Added Vol:	0	0	0	0	0	0	0	16	0	0	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	98	130	85	49	55	42	67	729	69	93	711	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95
PHF Volume:	103	137	89	51	58	44	70	766	0	98	747	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	137	89	51	58	44	70	766	0	98	747	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	103	137	89	51	58	44	70	766	0	98	747	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.94	0.98	0.98	0.85	0.95	0.95	1.00	0.95	0.91	0.85
Lanes:	1.19	0.49	0.32	1.00	1.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	2128	884	578	1856	1856	1615	1805	3610	1900	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.15	0.15	0.03	0.03	0.03	0.04	0.21	0.00	0.05	0.14	0.05
Crit Moves:		****			****			****		****		
Green/Cycle:	0.24	0.24	0.24	0.24	0.24	0.37	0.12	0.30	0.00	0.08	0.26	0.26
Volume/Cap:	0.20	0.64	0.64	0.11	0.13	0.07	0.32	0.71	0.00	0.65	0.55	0.18
Delay/Veh:	36.3	43.5	43.5	35.5	35.7	24.9	48.8	39.5	0.0	62.9	38.9	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:	36.3	43.5	43.5	35.5	35.7	24.9	48.8	39.5	0.0	62.9	38.9	34.7
LOS by Move:	D	D	D	D	D	C	D	D	A	E	D	C
HCM2kAvgQ:	3	10	10	1	2	1	3	14	0	5	9	2

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Saturday Mid-Day Peak Hour

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

Intersection #4 Frederick Street / Cactus Avenue

Cycle (sec): 120 | Critical Vol./Cap.(X): 0.282
Loss Time (sec): 12 | Average Delay (sec/veh): 14.9
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:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	32	0	32	10	10	0	0	27	27
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	2 0	0	0 1	1 0	2	0 0	0 0	3	0 1
Volume Module:												
Base Vol:	0	0	0	174	0	38	30	838	0	0	838	134
Growth Adj:	1.00	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	174	0	38	30	838	0	0	838	134
Added Vol:	0	0	0	11	0	0	0	16	0	0	16	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	185	0	38	30	854	0	0	854	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	200	0	41	33	925	0	0	925	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	200	0	41	33	925	0	0	925	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	200	0	41	33	925	0	0	925	157
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	0.95	0.95	1.00	1.00	0.91	0.85
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3502	0	1615	1805	3610	0	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.03	0.02	0.26	0.00	0.00	0.18	0.10
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.27	0.00	0.35	0.08	0.63	0.00	0.00	0.55	0.82
Volume/Cap:	0.00	0.00	0.00	0.21	0.00	0.07	0.22	0.40	0.00	0.00	0.32	0.12
Delay/Veh:	0.0	0.0	0.0	34.3	0.0	26.1	52.1	11.0	0.0	0.0	14.9	2.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	34.3	0.0	26.1	52.1	11.0	0.0	0.0	14.9	2.3
LOS by Move:	A	A	A	C	A	C	D	B	A	A	B	A
HCM2kAvgQ:	0	0	0	3	0	1	1	9	0	0	7	1

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Saturday Mid-Day Peak Hour

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

Intersection #5 Graham Street / Cactus Avenue

Cycle (sec): 105 Critical Vol./Cap.(X): 0.368
Loss Time (sec): 16 Average Delay (sec/veh): 30.6
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ignore			Include		
Min. Green:	10	32	32	10	32	32	10	35	35	10	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 1	0	1 0	2 0	1	1 0	2 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	184	62	6	68	91	41	30	688	260	14	757	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	184	62	6	68	91	41	30	688	260	14	757	43
Added Vol:	0	0	0	0	0	0	0	27	0	0	27	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	184	62	6	68	91	41	30	715	260	14	784	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.00	0.91	0.91	0.91
PHF Volume:	203	68	7	75	100	45	33	787	0	15	863	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	203	68	7	75	100	45	33	787	0	15	863	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	203	68	7	75	100	45	33	787	0	15	863	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.94	0.94	0.95	0.95	0.85	0.95	0.95	1.00	0.95	0.90	0.90
Lanes:	2.00	1.82	0.18	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.84	0.16
Final Sat.:	3502	3249	314	1805	3610	1615	1805	3610	1900	1805	4878	268
Capacity Analysis Module:												
Vol/Sat:	0.06	0.02	0.02	0.04	0.03	0.03	0.02	0.22	0.00	0.01	0.18	0.18
Crit Moves:	****				****			****		****		
Green/Cycle:	0.10	0.30	0.30	0.10	0.30	0.40	0.10	0.35	0.00	0.10	0.35	0.35
Volume/Cap:	0.61	0.07	0.07	0.44	0.09	0.07	0.18	0.62	0.00	0.09	0.51	0.51
Delay/Veh:	48.8	25.9	25.9	46.6	26.1	19.2	43.9	29.1	0.0	43.6	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:	48.8	25.9	25.9	46.6	26.1	19.2	43.9	29.1	0.0	43.6	27.3	27.3
LOS by Move:	D	C	C	D	C	B	D	C	A	D	C	C
HCM2kAvgQ:	4	1	1	3	1	1	1	12	0	1	9	9

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Saturday Mid-Day Peak Hour

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

Intersection #6 Heacock Street / Alessandro Boulevard

Cycle (sec): 110 | Critical Vol./Cap.(X): 0.519
Loss Time (sec): 16 | Average Delay (sec/veh): 34.2
Optimal Cycle: OPTIMIZED | Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	10	39	39	10	39	39	10	28	28	10	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0 2	0 1		1 0 2	0 1		1 0 3	0 1		1 0 3	0 1	
Volume Module:												
Base Vol:	41	708	133	84	737	112	174	241	53	178	277	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	708	133	84	737	112	174	241	53	178	277	124
Added Vol:	0	0	0	16	0	0	0	22	0	0	22	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	708	133	100	737	112	174	263	53	178	299	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	42	722	136	102	752	114	178	268	54	182	305	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	722	136	102	752	114	178	268	54	182	305	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	722	136	102	752	114	178	268	54	182	305	143
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	0.91	0.85	0.95	0.91	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	5187	1615	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.20	0.08	0.06	0.21	0.07	0.10	0.05	0.03	0.10	0.06	0.09
Crit Moves:		****		****			****					****
Green/Cycle:	0.09	0.35	0.35	0.09	0.35	0.51	0.15	0.29	0.38	0.12	0.25	0.25
Volume/Cap:	0.25	0.56	0.24	0.62	0.59	0.14	0.64	0.18	0.09	0.87	0.23	0.35
Delay/Veh:	47.4	29.2	25.2	55.4	29.7	14.3	48.4	29.0	21.6	77.6	32.6	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:	47.4	29.2	25.2	55.4	29.7	14.3	48.4	29.0	21.6	77.6	32.6	34.0
LOS by Move:	D	C	C	E	C	B	D	C	C	E	C	C
HCM2kAvgQ:	2	11	3	4	11	2	7	2	1	9	3	4

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Saturday Mid-Day Peak Hour

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

Intersection #7 Heacock Street / Cactus Avenue

Cycle (sec): 60 | Critical Vol./Cap.(X): 0.506
Loss Time (sec): 16 | Average Delay (sec/veh): 22.6
Optimal Cycle: OPTIMIZED | Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 1	0	1 0	1 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	299	319	10	67	279	39	59	444	288	8	441	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	299	319	10	67	279	39	59	444	288	8	441	69
Added Vol:	0	0	0	5	0	0	0	27	0	0	27	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	299	319	10	72	279	39	59	471	288	8	468	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	325	347	11	78	304	42	64	513	313	9	509	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	325	347	11	78	304	42	64	513	313	9	509	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	325	347	11	78	304	42	64	513	313	9	509	81
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	0.98	0.98	0.98	1.03	0.88	0.98	1.01	1.01
Lanes:	2.00	1.94	0.06	1.00	1.75	0.25	1.00	2.00	1.00	1.00	1.73	0.27
Final Sat.:	3610	3670	115	1805	3274	458	1865	3925	1668	1865	3318	525
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.04	0.09	0.09	0.03	0.13	0.19	0.00	0.15	0.15
Crit Moves:	****				****		****				****	
Green/Cycle:	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.20	0.37	0.20	0.23	0.23
Volume/Cap:	0.54	0.57	0.57	0.26	0.56	0.56	0.21	0.65	0.51	0.02	0.66	0.66
Delay/Veh:	23.9	24.2	24.2	22.2	24.1	24.1	21.9	24.1	15.6	19.3	22.6	22.6
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:	23.9	24.2	24.2	22.2	24.1	24.1	21.9	24.1	15.6	19.3	22.6	22.6
LOS by Move:	C	C	C	C	C	C	C	C	B	B	C	C
HCM2kAvgQ:	4	4	4	2	4	4	1	6	6	0	7	7

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Saturday Mid-Day Peak Hour

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

Intersection #8 Heacock Street / John F. Kennedy Drive

Cycle (sec):	105	Critical Vol./Cap.(X):	0.477
Loss Time (sec):	16	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:	10	29	29	10	10	10	10	10	10	10	32	32
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	34	329	23	219	281	33	48	152	111	13	63	197
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	329	23	219	281	33	48	152	111	13	63	197
Added Vol:	0	0	0	0	0	0	0	5	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	329	23	219	281	33	48	157	111	13	68	197
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	38	368	26	245	314	37	54	175	124	15	76	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	368	26	245	314	37	54	175	124	15	76	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	368	26	245	314	37	54	175	124	15	76	220
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.95	1.00	0.85	0.95	0.84	0.84
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	1900	1615	1805	1605	1605
Capacity Analysis Module:												
Vol/Sat:	0.02	0.10	0.02	0.14	0.09	0.02	0.03	0.09	0.08	0.01	0.05	0.14
Crit Moves:		****		****			****					****
Green/Cycle:	0.22	0.28	0.28	0.17	0.22	0.22	0.10	0.20	0.20	0.20	0.30	0.30
Volume/Cap:	0.09	0.37	0.06	0.79	0.39	0.10	0.31	0.46	0.38	0.04	0.16	0.45
Delay/Veh:	32.4	30.9	28.0	54.6	35.0	32.5	45.3	37.9	37.2	33.9	26.7	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:	32.4	30.9	28.0	54.6	35.0	32.5	45.3	37.9	37.2	33.9	26.7	29.9
LOS by Move:	C	C	C	D	C	C	D	D	D	C	C	C
HCM2kAvgQ:	1	5	1	10	5	1	2	5	4	0	2	6

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Saturday Mid-Day Peak Hour

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

Intersection #10 Webster Avenue / Harley Knox Boulevard

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: A[9.8]

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 1! 0 0			0 0 1! 0 0			0 0 1 0 0			0 1 0 0 0		
Volume Module:												
Base Vol:	1	0	3	0	0	0	0	205	0	1	134	0
Growth Adj:	1.00	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	0	3	0	0	0	0	205	0	1	134	0
Added Vol:	0	0	16	0	0	0	0	16	0	16	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	0	19	0	0	0	0	221	0	17	150	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	1	0	22	0	0	0	0	260	0	20	176	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	0	22	0	0	0	0	260	0	20	176	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	7.1	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	476	476	260	487	476	176	xxxx	xxxx	xxxxx	260	xxxx	xxxxx
Potent Cap.:	551	491	784	494	491	872	xxxx	xxxx	xxxxx	1317	xxxx	xxxxx
Move Cap.:	545	483	784	474	483	872	xxxx	xxxx	xxxxx	1317	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.03	0.00	0.00	0.00	xxxx	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	767	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	9.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:	9.8			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	A			*			*			*		

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Saturday Mid-Day Peak Hour

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

Intersection #11 Indian Street / Cottonwood Avenue

Cycle (sec): 80 | Critical Vol./Cap.(X): 0.274
Loss Time (sec): 16 | 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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	24	24	10	24	24	10	24	24	10	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	62	227	28	15	165	27	20	209	104	23	178	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	227	28	15	165	27	20	209	104	23	178	18
Added Vol:	0	0	0	11	0	0	0	11	0	0	11	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	227	28	26	165	27	20	220	104	23	189	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	63	232	29	27	169	28	20	225	106	24	193	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	232	29	27	169	28	20	225	106	24	193	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	63	232	29	27	169	28	20	225	106	24	193	30
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	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	1.78	0.22	1.00	1.72	0.28	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3162	390	1805	3037	497	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.07	0.07	0.01	0.06	0.06	0.01	0.12	0.07	0.01	0.10	0.02
Crit Moves:	****				****			****		****		
Green/Cycle:	0.12	0.29	0.29	0.12	0.29	0.29	0.12	0.29	0.29	0.12	0.29	0.29
Volume/Cap:	0.30	0.26	0.26	0.12	0.19	0.19	0.10	0.41	0.23	0.11	0.36	0.06
Delay/Veh:	34.6	23.3	23.3	33.3	22.8	22.8	33.2	24.8	23.2	33.3	24.3	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:	34.6	23.3	23.3	33.3	22.8	22.8	33.2	24.8	23.2	33.3	24.3	21.9
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	2	3	3	1	2	2	1	5	2	1	4	1

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Saturday Mid-Day Peak Hour

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

Intersection #12 Indian Street / Alessandro Boulevard

Cycle (sec): 110 | Critical Vol./Cap.(X): 0.427
Loss Time (sec): 16 | 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	42	42	10	42	42	10	28	28	10	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	3	0 1	1 0	3	0 1
Volume Module:												
Base Vol:	151	210	82	132	198	46	61	686	68	87	641	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	151	210	82	132	198	46	61	686	68	87	641	72
Added Vol:	0	0	0	5	0	0	0	38	0	0	38	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	151	210	82	137	198	46	61	724	68	87	679	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	158	220	86	144	208	48	64	759	71	91	712	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	220	86	144	208	48	64	759	71	91	712	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	158	220	86	144	208	48	64	759	71	91	712	81
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.92	0.92	0.95	0.91	0.85	0.95	0.91	0.85
Lanes:	1.00	1.44	0.56	1.00	1.62	0.38	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1805	2487	971	1805	2847	662	1805	5187	1615	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.08	0.07	0.07	0.04	0.15	0.04	0.05	0.14	0.05
Crit Moves:		****		****				****		****		
Green/Cycle:	0.10	0.38	0.38	0.13	0.41	0.41	0.09	0.25	0.25	0.09	0.25	0.25
Volume/Cap:	0.90	0.23	0.23	0.63	0.18	0.18	0.39	0.57	0.17	0.56	0.54	0.20
Delay/Veh:	88.6	23.1	23.1	50.8	20.6	20.6	48.7	36.4	32.2	52.0	35.9	32.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	88.6	23.1	23.1	50.8	20.6	20.6	48.7	36.4	32.2	52.0	35.9	32.4
LOS by Move:	F	C	C	D	C	C	D	D	C	D	D	C
HCM2kAvgQ:	8	4	4	6	3	3	2	9	2	4	8	2

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Saturday Mid-Day Peak Hour

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

Intersection #13 Indian Street / Cactus Avenue

Cycle (sec): 65 | Critical Vol./Cap.(X): 0.343
Loss Time (sec): 16 | Average Delay (sec/veh): 23.1
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	15	15	10	15	15	10	15	15	10	15	15
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	47	248	19	32	247	21	37	377	55	12	416	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:	47	248	19	32	247	21	37	377	55	12	416	40
Added Vol:	0	0	0	11	0	0	0	33	0	0	33	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	248	19	43	247	21	37	410	55	12	449	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	49	261	20	45	260	22	39	432	58	13	473	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	261	20	45	260	22	39	432	58	13	473	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	261	20	45	260	22	39	432	58	13	473	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.99	0.99	0.95	0.99	0.99	0.98	1.01	1.01	0.98	1.02	1.02
Lanes:	1.00	1.86	0.14	1.00	1.84	0.16	1.00	1.76	0.24	1.00	1.80	0.20
Final Sat.:	1805	3491	267	1805	3460	294	1865	3399	456	1865	3472	394
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.07	0.03	0.08	0.08	0.02	0.13	0.13	0.01	0.14	0.14
Crit Moves:	****				****		****				****	
Green/Cycle:	0.15	0.23	0.23	0.15	0.23	0.23	0.15	0.23	0.23	0.15	0.23	0.23
Volume/Cap:	0.18	0.33	0.33	0.17	0.33	0.33	0.14	0.56	0.56	0.04	0.60	0.60
Delay/Veh:	24.7	21.5	21.5	24.7	21.5	21.5	24.5	23.4	23.4	24.0	24.0	24.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.7	21.5	21.5	24.7	21.5	21.5	24.5	23.4	23.4	24.0	24.0	24.0
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	1	3	3	1	3	3	1	6	6	0	6	6

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Saturday Mid-Day Peak Hour

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

Intersection #14 Indian Street / John F. Kennedy Drive

Cycle (sec):	85	Critical Vol./Cap.(X):	0.247
Loss Time (sec):	16	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			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	27	27	10	27	27	10	24	24	10	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	41	152	39	63	182	29	22	210	43	44	176	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	152	39	63	182	29	22	210	43	44	176	27
Added Vol:	0	0	11	0	0	0	0	11	0	11	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	152	50	63	182	29	22	221	43	55	187	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	45	166	54	69	198	32	24	241	47	60	204	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	166	54	69	198	32	24	241	47	60	204	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	166	54	69	198	32	24	241	47	60	204	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.93	0.93	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	1.50	0.50	1.00	1.73	0.27	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	2616	861	1805	3048	486	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.06	0.06	0.04	0.07	0.07	0.01	0.07	0.03	0.03	0.06	0.02
Crit Moves:		****		****				****		****		
Green/Cycle:	0.11	0.31	0.31	0.11	0.31	0.31	0.11	0.28	0.28	0.11	0.28	0.28
Volume/Cap:	0.22	0.20	0.20	0.33	0.21	0.21	0.12	0.24	0.11	0.29	0.20	0.07
Delay/Veh:	35.5	22.2	22.2	36.4	22.2	22.2	34.8	24.6	23.6	36.0	24.3	23.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.5	22.2	22.2	36.4	22.2	22.2	34.8	24.6	23.6	36.0	24.3	23.3
LOS by Move:	D	C	C	D	C	C	C	C	C	D	C	C
HCM2kAvgQ:	1	2	2	2	2	2	1	3	1	2	2	1

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Saturday Mid-Day Peak Hour

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

Intersection #15 Indian Street / Gentian Avenue

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: B[11.2]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	1	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	1!	0	0
Volume Module:																				
Base Vol:	32	207	0	0	202	24	21	0	39	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:	32	207	0	0	202	24	21	0	39	0	0	0								
Added Vol:	0	0	0	0	0	5	5	0	0	0	0	0								
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0								
Initial Fut:	32	207	0	0	202	29	26	0	39	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:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84								
PHF Volume:	38	246	0	0	240	34	31	0	46	0	0	0								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
FinalVolume:	38	246	0	0	240	34	31	0	46	0	0	0								
Critical Gap Module:																				
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	7.1	6.5	6.2								
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3								
Capacity Module:																				
Cnflict Vol:	275	xxxx	xxxxx	xxxx	xxxx	xxxxx	580	580	257	603	597	246								
Potent Cap.:	1300	xxxx	xxxxx	xxxx	xxxx	xxxxx	480	429	786	414	419	798								
Move Cap.:	1300	xxxx	xxxxx	xxxx	xxxx	xxxxx	469	416	786	381	407	798								
Volume/Cap:	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	0.07	0.00	0.06	0.00	0.00	0.00								
Level Of Service Module:																				
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2	xxxx	xxxx	xxxxx								
Control Del:	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.9	xxxxx	xxxx	xxxxx								
LOS by Move:	A	*	*	*	*	*	*	*	A	*	*	*								
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	469	xxxx	xxxxx	xxxx	0	xxxxx								
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shrd ConDel:	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	13.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	A	*	*	*	*	*	B	*	*	*	*	*								
ApproachDel:	xxxxxx			xxxxxx			11.2			xxxxxx										
ApproachLOS:	*			*			B			*										

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Saturday Mid-Day Peak Hour

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

Intersection #17 Indian Street / Iris Avenue

Cycle (sec): 90 | Critical Vol./Cap.(X): 0.327
Loss Time (sec): 16 | Average Delay (sec/veh): 34.0
Optimal Cycle: OPTIMIZED | Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	28	28	10	10	10	10	10	10	10	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	1 0	1	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	50	59	5	146	72	11	4	248	68	10	233	186
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	59	5	146	72	11	4	248	68	10	233	186
Added Vol:	0	0	11	0	0	0	0	11	0	11	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	59	16	146	72	11	4	259	68	21	244	186
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	53	63	17	156	77	12	4	276	72	22	260	198
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	63	17	156	77	12	4	276	72	22	260	198
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	53	63	17	156	77	12	4	276	72	22	260	198
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.97	0.97	0.95	1.00	0.85	0.95	0.97	0.97	0.95	1.00	0.85
Lanes:	1.00	0.79	0.21	1.00	1.00	1.00	1.00	0.79	0.21	1.00	1.00	1.00
Final Sat.:	1805	1447	392	1805	1900	1615	1805	1458	383	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.04	0.04	0.09	0.04	0.01	0.00	0.19	0.19	0.01	0.14	0.12
Crit Moves:		****		****			****				****	
Green/Cycle:	0.22	0.31	0.31	0.13	0.22	0.22	0.11	0.24	0.24	0.14	0.27	0.27
Volume/Cap:	0.13	0.14	0.14	0.65	0.18	0.03	0.02	0.80	0.80	0.09	0.51	0.46
Delay/Veh:	28.2	22.4	22.4	43.0	28.6	27.5	35.7	41.9	41.9	33.9	28.9	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:	28.2	22.4	22.4	43.0	28.6	27.5	35.7	41.9	41.9	33.9	28.9	28.4
LOS by Move:	C	C	C	D	C	C	D	D	D	C	C	C
HCM2kAvgQ:	1	2	2	5	2	0	0	11	11	1	7	5

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Saturday Mid-Day Peak Hour

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

Intersection #18 Indian Street / Krameria Avenue

Average Delay (sec/veh): 4.9 Worst Case Level Of Service: A[9.0]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	1	0	0	0	1
Volume Module:																				
Base Vol:	0	44		4		94	67		0		0	0		0		4	0		81	
Growth Adj:	1.00	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	44		4		94	67		0		0	0		0		4	0		81	
Added Vol:	0	5		0		5	5		0		0	0		0		0	0		5	
PasserByVol:	0	0		0		0	0		0		0	0		0		0	0		0	
Initial Fut:	0	49		4		99	72		0		0	0		0		4	0		86	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	0.92	0.92		0.92		0.92	0.92		0.92		0.92	0.92		0.92		0.92	0.92		0.92	
PHF Volume:	0	53		4		108	78		0		0	0		0		4	0		94	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
FinalVolume:	0	53		4		108	78		0		0	0		0		4	0		94	
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx		xxxxx		4.1	xxxx		xxxxx		xxxxx	xxxx		xxxxx		6.4	xxxx		6.2	
FollowUpTim:	xxxxx	xxxx		xxxxx		2.2	xxxx		xxxxx		xxxxx	xxxx		xxxxx		3.5	xxxx		3.3	
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx		xxxxx		58	xxxx		xxxxx		xxxx	xxxx		xxxxx		349	xxxx		55	
Potent Cap.:	xxxx	xxxx		xxxxx		1559	xxxx		xxxxx		xxxx	xxxx		xxxxx		652	xxxx		1017	
Move Cap.:	xxxx	xxxx		xxxxx		1559	xxxx		xxxxx		xxxx	xxxx		xxxxx		618	xxxx		1017	
Volume/Cap:	xxxx	xxxx		xxxx		0.07	xxxx		xxxx		xxxx	xxxx		xxxx		0.01	xxxx		0.09	
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		0.2	xxxx		xxxxx		xxxx	xxxx		xxxxx		0.0	xxxx		0.3	
Control Del:	xxxxx	xxxx		xxxxx		7.5	xxxx		xxxxx		xxxxx	xxxx		xxxxx		10.9	xxxx		8.9	
LOS by Move:	*	*		*		A	*		*		*	*		*		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:	xxxxxx					xxxxxx					xxxxxx						9.0			
ApproachLOS:	*					*					*						A			

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Saturday Mid-Day Peak Hour

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

Intersection #21 Indian Street / Harley Knox Boulevard

Cycle (sec): 105 | Critical Vol./Cap.(X): 0.190
Loss Time (sec): 16 | Average Delay (sec/veh): 28.9
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	39	39	10	39	39	10	34	34	10	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	1 0	1 1	0	1 0	1 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	20	109	20	3	90	41	53	97	19	9	78	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:	20	109	20	3	90	41	53	97	19	9	78	1
Added Vol:	0	0	5	0	0	0	0	33	0	5	33	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	109	25	3	90	41	53	130	19	14	111	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:	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
PHF Volume:	28	152	35	4	125	57	74	181	26	19	155	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	152	35	4	125	57	74	181	26	19	155	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:	28	152	35	4	125	57	74	181	26	19	155	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.95	0.91	0.91	0.95	1.00	0.85	0.92	0.95	0.95
Lanes:	2.00	2.00	1.00	1.00	1.37	0.63	1.00	1.00	1.00	2.00	1.98	0.02
Final Sat.:	3502	3610	1615	1805	2364	1077	1805	1900	1615	3502	3574	32
Capacity Analysis Module:												
Vol/Sat:	0.01	0.04	0.02	0.00	0.05	0.05	0.04	0.10	0.02	0.01	0.04	0.04
Crit Moves:	****				****			****		****		
Green/Cycle:	0.09	0.36	0.36	0.09	0.36	0.36	0.09	0.31	0.31	0.09	0.31	0.31
Volume/Cap:	0.09	0.12	0.06	0.03	0.15	0.15	0.45	0.31	0.05	0.06	0.14	0.14
Delay/Veh:	45.4	23.5	23.0	45.1	23.8	23.8	48.8	28.8	26.3	45.3	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:	45.4	23.5	23.0	45.1	23.8	23.8	48.8	28.8	26.3	45.3	27.0	27.0
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	0	2	1	0	2	2	3	5	1	0	2	2

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Saturday Mid-Day Peak Hour

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

Intersection #22 Driveway 1 / Gentian Avenue

Average Delay (sec/veh): 8.3 Worst Case Level Of Service: A[8.9]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0	1	0	1	0	0
Volume Module:																				
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	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	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	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	163	0	0	0	0	0	0	0	0	0	0	0	0	109	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	163	0	0	0	0	0	0	0	0	0	0	0	0	109	0	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	177	0	0	0	0	0	0	0	0	0	0	0	0	118	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	177	0	0	0	0	0	0	0	0	0	0	0	0	118	0	0	0	0
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	6.2	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	0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0	xxxx	xxxxx								
Potent Cap.:	xxxx	xxxx	1091	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1636	xxxx	xxxxx								
Move Cap.:	xxxx	xxxx	1091	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1636	xxxx	xxxxx								
Volume/Cap:	xxxx	xxxx	0.16	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.07	xxxx	xxxx								
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	0.6	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx								
Control Del:	xxxxx	xxxx	8.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx								
LOS by Move:	*	*	A	*	*	*	*	*	*	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:	8.9			xxxxxx			xxxxxx			xxxxxx										
ApproachLOS:	A			*			*			*										

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Saturday Mid-Day Peak Hour

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

Intersection #23 Driveway 2 / Santiago Drive

Average Delay (sec/veh): 5.2 Worst Case Level Of Service: B[10.2]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	0	1	0	0	0	0	1	0	1	0	0	0	0	0	1	0
Volume Module:																				
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	
Growth Adj:	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	2	0	0	0	0	0	1	0	
Added Vol:	0	0	0	190	0	0	0	0	0	0	0	0	0	0	0	0	0	0	179	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	0	0	0	190	0	0	0	0	0	0	0	2	0	0	0	0	0	1	179	
User Adj:	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	
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
PHF Volume:	0	0	0	207	0	0	0	0	0	0	0	2	0	0	0	0	0	1	195	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
FinalVolume:	0	0	0	207	0	0	0	0	0	0	0	2	0	0	0	0	0	1	195	
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx	101	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Potent Cap.:	xxxx	xxxx	xxxxx	903	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Move Cap.:	xxxx	xxxx	xxxxx	903	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Volume/Cap:	xxxx	xxxx	xxxx	0.23	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx								
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx	0.9	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Control Del:	xxxxx	xxxx	xxxxx	10.2	xxxx	xxxxx	xxxxx	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	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			10.2			xxxxxx				xxxxxx									
ApproachLOS:	*			B			*				*									

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

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Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	0	697	491	0	880	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5		4.5	
Lane Util. Factor		0.95	0.95		0.97	
Frpb, ped/bikes		1.00	1.00		1.00	
Flpb, ped/bikes		1.00	1.00		1.00	
Frt		1.00	1.00		0.99	
Flt Protected		1.00	1.00		0.96	
Satd. Flow (prot)		3574	3574		3442	
Flt Permitted		1.00	1.00		0.96	
Satd. Flow (perm)		3574	3574		3442	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	734	517	0	926	69
RTOR Reduction (vph)	0	0	0	0	7	0
Lane Group Flow (vph)	0	734	517	0	988	0
Confl. Peds. (#/hr)						5
Heavy Vehicles (%)	0%	1%	1%	0%	1%	2%
Turn Type		NA	NA		NA	
Protected Phases		2	6		4	
Permitted Phases						
Actuated Green, G (s)		50.7	50.7		30.3	
Effective Green, g (s)		50.7	50.7		30.3	
Actuated g/C Ratio		0.56	0.56		0.34	
Clearance Time (s)		4.5	4.5		4.5	
Vehicle Extension (s)		2.0	2.0		2.0	
Lane Grp Cap (vph)		2013	2013		1158	
v/s Ratio Prot		c0.21	0.14		c0.29	
v/s Ratio Perm						
v/c Ratio		0.36	0.26		0.85	
Uniform Delay, d1		10.8	10.0		27.8	
Progression Factor		1.00	1.00		1.00	
Incremental Delay, d2		0.5	0.3		6.1	
Delay (s)		11.3	10.3		33.8	
Level of Service		B	B		C	
Approach Delay (s)		11.3	10.3		33.8	
Approach LOS		B	B		C	

Intersection Summary			
HCM 2000 Control Delay	21.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	54.0%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	138	3	99	628	1096	0	0	818	350
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	8	16	8	12	12	12	12	12	12
Total Lost time (s)					4.5		4.5	4.5			3.5	3.5
Lane Util. Factor					1.00		0.97	0.95			0.91	1.00
Frpb, ped/bikes					0.99		1.00	1.00			1.00	0.98
Flpb, ped/bikes					1.00		1.00	1.00			1.00	1.00
Frt					0.94		1.00	1.00			1.00	0.85
Flt Protected					0.97		0.95	1.00			1.00	1.00
Satd. Flow (prot)					1883		3433	3574			5187	1568
Flt Permitted					0.97		0.95	1.00			1.00	1.00
Satd. Flow (perm)					1883		3433	3574			5187	1568
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	0	0	0	141	3	101	641	1118	0	0	835	357
RTOR Reduction (vph)	0	0	0	0	27	0	0	0	0	0	0	174
Lane Group Flow (vph)	0	0	0	0	218	0	641	1118	0	0	835	183
Confl. Peds. (#/hr)						5						5
Heavy Vehicles (%)	0%	0%	0%	7%	0%	0%	2%	1%	0%	0%	0%	1%
Turn Type				Split	NA		Prot	NA			NA	Perm
Protected Phases				8	8		5	2			6	
Permitted Phases												6
Actuated Green, G (s)					17.7		25.8	88.3			59.0	59.0
Effective Green, g (s)					17.7		25.8	88.3			59.0	59.0
Actuated g/C Ratio					0.15		0.22	0.77			0.51	0.51
Clearance Time (s)					4.5		4.5	4.5			3.5	3.5
Vehicle Extension (s)					2.0		2.0	2.0			2.0	2.0
Lane Grp Cap (vph)					289		770	2744			2661	804
v/s Ratio Prot					c0.12		c0.19	c0.31			0.16	
v/s Ratio Perm												0.12
v/c Ratio					0.75		0.83	0.41			0.31	0.23
Uniform Delay, d1					46.6		42.5	4.5			16.3	15.4
Progression Factor					1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2					9.5		7.3	0.5			0.3	0.7
Delay (s)					56.1		49.9	5.0			16.6	16.1
Level of Service					E		D	A			B	B
Approach Delay (s)		0.0			56.1			21.3			16.4	
Approach LOS		A			E			C			B	

Intersection Summary			
HCM 2000 Control Delay	22.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	115.0	Sum of lost time (s)	12.5
Intersection Capacity Utilization	65.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	545	574	458	80	138	405	187	774	95	291	499	166
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.0	5.0	4.0	5.0		4.0	5.0		4.0	5.0	4.0
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95		1.00	0.91		0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	0.98		1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.89		1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3467	3610	1551	1805	3155		1752	5035		3467	3539	1593
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3467	3610	1551	1805	3155		1752	5035		3467	3539	1593
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	568	598	477	83	144	422	195	806	99	303	520	173
RTOR Reduction (vph)	0	0	358	0	285	0	0	9	0	0	0	74
Lane Group Flow (vph)	568	598	119	83	281	0	195	896	0	303	520	99
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	1%	0%	2%	0%	0%	0%	3%	1%	2%	1%	2%	0%
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA		Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2		1	6	7
Permitted Phases			4									6
Actuated Green, G (s)	25.4	35.0	35.0	11.8	21.4		20.4	57.7		17.5	54.8	80.2
Effective Green, g (s)	25.4	35.0	35.0	11.8	21.4		20.4	57.7		17.5	54.8	80.2
Actuated g/C Ratio	0.18	0.25	0.25	0.08	0.15		0.15	0.41		0.12	0.39	0.57
Clearance Time (s)	4.0	5.0	5.0	4.0	5.0		4.0	5.0		4.0	5.0	4.0
Vehicle Extension (s)	3.0	4.0	4.0	3.0	3.0		3.0	4.0		3.0	4.0	3.0
Lane Grp Cap (vph)	629	902	387	152	482		255	2075		433	1385	912
v/s Ratio Prot	c0.16	c0.17		0.05	0.09		c0.11	c0.18		0.09	0.15	0.02
v/s Ratio Perm			0.08									0.04
v/c Ratio	0.90	0.66	0.31	0.55	0.58		0.76	0.43		0.70	0.38	0.11
Uniform Delay, d1	56.1	47.2	42.7	61.5	55.2		57.5	29.4		58.7	30.4	13.6
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	16.3	2.0	0.6	4.0	1.8		12.8	0.7		4.9	0.8	0.1
Delay (s)	72.4	49.2	43.3	65.5	57.0		70.3	30.1		63.6	31.2	13.7
Level of Service	E	D	D	E	E		E	C		E	C	B
Approach Delay (s)		55.5			58.1			37.2			38.0	
Approach LOS		E			E			D			D	

Intersection Summary			
HCM 2000 Control Delay	47.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	79.0%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	271	513	176	33	517	21	106	28	44	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.91	0.91	0.91
Hourly flow rate (vph)	277	523	180	34	528	21	108	29	45	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		457										
pX, platoon unblocked				0.88			0.88	0.88	0.88	0.88	0.88	
vC, conflicting volume	549			703			1497	1783	352	1480	1862	274
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	549			386			1290	1615	0	1270	1705	274
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	73			97			0	56	95	100	100	100
cM capacity (veh/h)	1024			1040			83	65	959	55	57	729

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1
Volume Total	277	349	354	34	352	197	182
Volume Left	277	0	0	34	0	0	108
Volume Right	0	0	180	0	0	21	45
cSH	1024	1700	1700	1040	1700	1700	102
Volume to Capacity	0.27	0.21	0.21	0.03	0.21	0.12	1.78
Queue Length 95th (ft)	27	0	0	3	0	0	366
Control Delay (s)	9.8	0.0	0.0	8.6	0.0	0.0	460.1
Lane LOS	A			A			F
Approach Delay (s)	2.8			0.5			460.1
Approach LOS							F

Intersection Summary			
Average Delay	49.6		
Intersection Capacity Utilization	50.0%	ICU Level of Service	A
Analysis Period (min)	15		

MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Saturday Mid-Day Peak Hour

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

Intersection #28 Perris Boulevard / Eucalyptus Avenue

Cycle (sec): 120 | Critical Vol./Cap.(X): 0.438
Loss Time (sec): 16 | 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	33	33	10	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	32	843	46	84	854	48	31	95	48	37	84	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	843	46	84	854	48	31	95	48	37	84	92
Added Vol:	0	22	11	0	22	0	0	0	0	11	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	865	57	84	876	48	31	95	48	48	84	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	33	905	60	88	916	50	32	99	50	50	88	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	905	60	88	916	50	32	99	50	50	88	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	905	60	88	916	50	32	99	50	50	88	96
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	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.25	0.04	0.05	0.25	0.03	0.02	0.05	0.03	0.03	0.05	0.06
Crit Moves:		****		****				****		****		
Green/Cycle:	0.13	0.43	0.43	0.08	0.38	0.38	0.08	0.28	0.28	0.08	0.28	0.28
Volume/Cap:	0.15	0.59	0.09	0.58	0.66	0.08	0.22	0.19	0.11	0.33	0.17	0.22
Delay/Veh:	47.0	27.1	20.7	58.8	31.9	23.7	52.1	33.5	32.7	53.2	33.2	33.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.0	27.1	20.7	58.8	31.9	23.7	52.1	33.5	32.7	53.2	33.2	33.8
LOS by Move:	D	C	C	E	C	C	D	C	C	D	C	C
HCM2kAvgQ:	1	14	1	4	15	1	1	3	1	2	2	3

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Saturday Mid-Day Peak Hour

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

Intersection #29 Perris Boulevard / Cottonwood Avenue

Cycle (sec): 105 | Critical Vol./Cap.(X): 0.440
Loss Time (sec): 16 | Average Delay (sec/veh): 32.0
Optimal Cycle: OPTIMIZED | Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	28	28	10	28	28	10	33	33	10	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	32	728	50	110	701	75	73	133	45	28	98	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	728	50	110	701	75	73	133	45	28	98	77
Added Vol:	33	38	16	0	38	0	0	0	33	16	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	766	66	110	739	75	73	133	78	44	98	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	66	782	67	112	755	77	75	136	80	45	100	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	782	67	112	755	77	75	136	80	45	100	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:	66	782	67	112	755	77	75	136	80	45	100	79
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	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.22	0.04	0.06	0.21	0.05	0.04	0.07	0.05	0.02	0.05	0.05
Crit Moves:		****		****			****				****	
Green/Cycle:	0.12	0.34	0.34	0.10	0.32	0.32	0.10	0.31	0.31	0.10	0.31	0.31
Volume/Cap:	0.32	0.64	0.12	0.64	0.65	0.15	0.43	0.23	0.16	0.26	0.17	0.15
Delay/Veh:	43.6	30.3	23.9	53.1	31.7	25.4	46.6	26.8	26.1	44.9	26.2	26.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.6	30.3	23.9	53.1	31.7	25.4	46.6	26.8	26.1	44.9	26.2	26.1
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	2	12	1	5	12	2	3	3	2	2	2	2

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Saturday Mid-Day Peak Hour

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

Intersection #30 Perris Boulevard / Alessandro Boulevard

Cycle (sec): 80 | Critical Vol./Cap.(X): 0.658
Loss Time (sec): 16 | Average Delay (sec/veh): 30.6
Optimal Cycle: OPTIMIZED | Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	10	19	19	10	15	15	10	15	15
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0 2	0 1		1 0 2	0 1		1 0 2	0 1		1 0 3	0 1	
Volume Module:												
Base Vol:	281	480	58	116	483	165	203	446	156	92	442	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	281	480	58	116	483	165	203	446	156	92	442	74
Added Vol:	49	87	16	0	87	0	0	0	49	16	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	330	567	74	116	570	165	203	446	205	108	442	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	337	579	76	118	582	168	207	455	209	110	451	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	337	579	76	118	582	168	207	455	209	110	451	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:	337	579	76	118	582	168	207	455	209	110	451	76
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.03	0.85	0.95	1.03	0.85	0.95	1.03	0.85	0.95	1.03	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	1805	3925	1615	1805	3925	1615	1805	3925	1615	1805	5888	1615
Capacity Analysis Module:												
Vol/Sat:	0.19	0.15	0.05	0.07	0.15	0.10	0.11	0.12	0.13	0.06	0.08	0.05
Crit Moves:	****				****		****				****	
Green/Cycle:	0.23	0.31	0.31	0.16	0.24	0.24	0.14	0.20	0.20	0.13	0.19	0.19
Volume/Cap:	0.80	0.48	0.15	0.40	0.62	0.44	0.80	0.58	0.65	0.46	0.41	0.25
Delay/Veh:	39.7	22.8	20.3	31.0	28.6	26.8	49.7	30.2	34.3	33.5	28.8	28.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.7	22.8	20.3	31.0	28.6	26.8	49.7	30.2	34.3	33.5	28.8	28.1
LOS by Move:	D	C	C	C	C	C	D	C	C	C	C	C
HCM2kAvgQ:	10	7	2	3	8	4	7	6	6	3	4	2

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Saturday Mid-Day Peak Hour

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

Intersection #31 Perris Boulevard / Cactus Avenue

Cycle (sec): 65 | Critical Vol./Cap.(X): 0.594
Loss Time (sec): 16 | 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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	118	587	28	114	573	38	28	298	139	30	288	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	587	28	114	573	38	28	298	139	30	288	64
Added Vol:	43	157	16	0	157	0	0	0	43	16	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	161	744	44	114	730	38	28	298	182	46	288	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:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	167	771	46	118	756	39	29	309	189	48	298	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	771	46	118	756	39	29	309	189	48	298	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	167	771	46	118	756	39	29	309	189	48	298	66
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.02	0.99	0.95	1.03	0.85	0.95	0.97	0.94	0.95	1.01	0.97
Lanes:	1.00	2.83	0.17	1.00	2.00	1.00	1.00	1.23	0.77	1.00	1.63	0.37
Final Sat.:	1805	5505	326	1805	3925	1615	1805	2270	1386	1805	3106	690
Capacity Analysis Module:												
Vol/Sat:	0.09	0.14	0.14	0.07	0.19	0.02	0.02	0.14	0.14	0.03	0.10	0.10
Crit Moves:	****				****			****		****		
Green/Cycle:	0.15	0.21	0.21	0.21	0.26	0.26	0.17	0.18	0.18	0.15	0.17	0.17
Volume/Cap:	0.60	0.67	0.67	0.32	0.74	0.09	0.09	0.74	0.74	0.17	0.57	0.57
Delay/Veh:	29.3	25.2	25.2	22.3	24.8	18.3	22.9	29.3	29.3	24.2	26.0	26.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.3	25.2	25.2	22.3	24.8	18.3	22.9	29.3	29.3	24.2	26.0	26.0
LOS by Move:	C	C	C	C	C	B	C	C	C	C	C	C
HCM2kAvgQ:	4	7	7	2	9	1	1	7	7	1	4	4

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Saturday Mid-Day Peak Hour

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

Intersection #32 Perris Boulevard / John F. Kennedy Drive

Cycle (sec):	75	Critical Vol./Cap.(X):	0.506
Loss Time (sec):	16	Average Delay (sec/veh):	25.3
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	15	15	10	15	15	10	16	16	10	16	16
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	133	664	110	90	522	52	53	179	78	99	133	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	133	664	110	90	522	52	53	179	78	99	133	42
Added Vol:	27	217	54	0	217	0	0	0	27	54	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	881	164	90	739	52	53	179	105	153	133	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	167	918	171	94	770	54	55	186	109	159	139	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	918	171	94	770	54	55	186	109	159	139	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	167	918	171	94	770	54	55	186	109	159	139	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.01	0.98	0.95	1.02	0.99	0.95	1.03	0.85	0.95	1.03	0.85
Lanes:	1.00	2.52	0.48	1.00	2.80	0.20	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	4820	897	1805	5434	382	1805	3925	1615	1805	3925	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.19	0.19	0.05	0.14	0.14	0.03	0.05	0.07	0.09	0.04	0.03
Crit Moves:		****		****					****	****		
Green/Cycle:	0.17	0.30	0.30	0.13	0.26	0.26	0.14	0.21	0.21	0.14	0.22	0.22
Volume/Cap:	0.53	0.63	0.63	0.39	0.54	0.54	0.23	0.22	0.32	0.63	0.16	0.12
Delay/Veh:	30.0	23.4	23.4	30.8	24.3	24.3	29.4	24.5	25.4	35.7	23.9	23.8
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:	30.0	23.4	23.4	30.8	24.3	24.3	29.4	24.5	25.4	35.7	23.9	23.8
LOS by Move:	C	C	C	C	C	C	C	C	C	D	C	C
HCM2kAvgQ:	4	9	9	3	7	6	1	2	3	5	2	1

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Saturday Mid-Day Peak Hour

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

Intersection #33 Perris Boulevard / Gentian Avenue

Cycle (sec): 95 Critical Vol./Cap.(X): 0.390
Loss Time (sec): 12 Average Delay (sec/veh): 16.3
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			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	10	19	19	30	30	30	30	30	30
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	0	689	38	22	583	0	0	0	0	37	0	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:	0	689	38	22	583	0	0	0	0	37	0	40
Added Vol:	54	174	0	0	255	43	125	11	27	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	863	38	22	838	43	125	11	27	37	11	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	60	955	42	24	927	48	138	12	30	41	12	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	955	42	24	927	48	138	12	30	41	12	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	955	42	24	927	48	138	12	30	41	12	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.24	0.90	0.90	0.95	0.90	0.90	0.71	0.71	0.71	0.79	0.79	0.79
Lanes:	1.00	2.87	0.13	1.00	2.85	0.15	0.77	0.07	0.16	0.42	0.12	0.46
Final Sat.:	456	4938	217	1805	4899	251	1030	91	223	630	187	681
Capacity Analysis Module:												
Vol/Sat:	0.13	0.19	0.19	0.01	0.19	0.19	0.13	0.13	0.13	0.06	0.06	0.06
Crit Moves:		****		****				****				
Green/Cycle:	0.45	0.45	0.45	0.11	0.56	0.56	0.32	0.32	0.32	0.32	0.32	0.32
Volume/Cap:	0.29	0.43	0.43	0.13	0.34	0.34	0.42	0.42	0.42	0.21	0.21	0.21
Delay/Veh:	17.2	17.8	17.8	38.8	11.5	11.5	26.4	26.4	26.4	24.0	24.0	24.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.2	17.8	17.8	38.8	11.5	11.5	26.4	26.4	26.4	24.0	24.0	24.0
LOS by Move:	B	B	B	D	B	B	C	C	C	C	C	C
HCM2kAvgQ:	1	7	7	1	6	6	4	4	4	2	2	2

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Saturday Mid-Day Peak Hour

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

Intersection #34 Perris Boulevard / Driveway 3

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: B[12.3]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 3	0 0		0 0 2	1 0		0 0 0	0 1		0 0 0	0 1	
Volume Module:												
Base Vol:	0	727	0	0	620	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	727	0	0	620	0	0	0	0	0	0	0
Added Vol:	0	228	0	0	109	174	0	0	136	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	955	0	0	729	174	0	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	1038	0	0	792	189	0	0	148	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1038	0	0	792	189	0	0	148	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	359	xxxx	xxxx	346
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	644	xxxx	xxxx	656
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	644	xxxx	xxxx	656
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.23	xxxx	xxxx	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.9	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	12.3	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	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			12.3			xxxxxx		
ApproachLOS:	*			*			B			*		

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Saturday Mid-Day Peak Hour

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

Intersection #35 Perris Boulevard / Driveway 4

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: B[12.0]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	2	0	0	0	0	2	1	0	0	0	0	0	1	0	0	1	0	0
Volume Module:																				
Base Vol:	0	727		0		0	620		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	727		0		0	620		0		0		0		0	0		0		0
Added Vol:	0	228		0		0	163		81		0		0		54	0		0		0
PasserByVol:	0	0		0		0	-78		78		0		0		78	0		0		0
Initial Fut:	0	955		0		0	705		159		0		0		132	0		0		0
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	0.92	0.92		0.92		0.92	0.92		0.92		0.92		0.92		0.92	0.92		0.92		0.92
PHF Volume:	0	1038		0		0	766		173		0		0		143	0		0		0
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
FinalVolume:	0	1038		0		0	766		173		0		0		143	0		0		0
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		xxxx		6.9	xxxxx		6.5		xxxxx
FollowUpTim:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		xxxx		3.3	xxxxx		4.0		xxxxx
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx		xxxx		342	xxxx		1977		xxxxx
Potent Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx		xxxx		660	xxxx		63		xxxxx
Move Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx		xxxx		660	xxxx		63		xxxxx
Volume/Cap:	xxxx	xxxx		xxxx		xxxx	xxxx		xxxx		xxxx		xxxx		0.22	xxxx		0.00		xxxx
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx		xxxx		0.8	xxxx		xxxx		xxxxx
Control Del:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		xxxx		12.0	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	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					12.0					xxxxxx				
ApproachLOS:	*					*					B					*				

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Saturday Mid-Day Peak Hour

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

Intersection #36 Perris Boulevard / Santiago Drive

Average Delay (sec/veh): 193.2 Worst Case Level Of Service: F[1947.4]

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	1 0		1 0 2	1 0		0 0 1!	0 0		0 0 1!	0 0	
Volume Module:												
Base Vol:	0 682	40		50 569	1		0 0	2		22 0	45	
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	0 682	40		50 569	1		0 0	2		22 0	45	
Added Vol:	168 54	0		27 190	0		147 11	33		0 11	0	
PasserByVol:	0 0	0		0 0	0		0 0	0		0 0	0	
Initial Fut:	168 736	40		77 759	1		147 11	35		22 11	45	
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	0.92 0.92	0.92		0.92 0.92	0.92		0.92 0.92	0.92		0.92 0.92	0.92	
PHF Volume:	182 799	43		84 824	1		160 12	38		24 12	49	
Reduct Vol:	0 0	0		0 0	0		0 0	0		0 0	0	
FinalVolume:	182 799	43		84 824	1		160 12	38		24 12	49	
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:	825 xxxx xxxxx			843 xxxx xxxxx			1629 2199	275		1634 2178	288	
Potent Cap.:	814 xxxx xxxxx			802 xxxx xxxxx			69 45	728		68 47	715	
Move Cap.:	814 xxxx xxxxx			802 xxxx xxxxx			36 32	728		36 33	715	
Volume/Cap:	0.22 xxxx xxxx			0.10 xxxx xxxx			4.48 0.38	0.05		0.67 0.37	0.07	
Level Of Service Module:												
2Way95thQ:	0.9 xxxx xxxxx			0.3 xxxx xxxxx			xxxx xxxx xxxxx			xxxx xxxx xxxxx		
Control Del:	10.7 xxxx xxxxx			10.0 xxxx xxxxx			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 43 xxxxx			xxxx 77 xxxxx		
SharedQueue:	xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx 24.1 xxxxx			xxxxx 6.2 xxxxx		
Shrd ConDel:	xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx 1947 xxxxx			xxxxx 231 xxxxx		
Shared LOS:	* *	*		* *	*		* F	*		* F	*	
ApproachDel:	xxxxxx			xxxxxx			1947.4			231.1		
ApproachLOS:	*			*			F			F		

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Saturday Mid-Day Peak Hour

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

Intersection #37 Perris Boulevard / Iris Avenue

Cycle (sec): 115 | Critical Vol./Cap.(X): 0.580
Loss Time (sec): 16 | Average Delay (sec/veh): 39.9
Optimal Cycle: OPTIMIZED | Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T	- R		L - T	- R		L - T	- R		L - T	- R	
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	31	31	10	31	31	10	34	34	10	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	2 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	171	495	132	206	422	23	28	227	99	126	338	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	171	495	132	206	422	23	28	227	99	126	338	103
Added Vol:	0	114	0	76	114	33	33	0	0	0	0	76
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	171	609	132	282	536	56	61	227	99	126	338	179
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	186	663	144	307	583	61	66	247	108	137	368	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	663	144	307	583	61	66	247	108	137	368	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	186	663	144	307	583	61	66	247	108	137	368	195
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.90	0.90	0.95	0.91	0.91	0.95	0.90	0.90
Lanes:	1.00	3.00	1.00	1.00	2.72	0.28	1.00	1.39	0.61	1.00	1.31	0.69
Final Sat.:	1805	5187	1615	1805	4631	484	1805	2398	1046	1805	2237	1185
Capacity Analysis Module:												
Vol/Sat:	0.10	0.13	0.09	0.17	0.13	0.13	0.04	0.10	0.10	0.08	0.16	0.16
Crit Moves:		****		****			****				****	
Green/Cycle:	0.13	0.27	0.27	0.21	0.35	0.35	0.09	0.30	0.30	0.09	0.30	0.30
Volume/Cap:	0.78	0.47	0.33	0.81	0.36	0.36	0.42	0.35	0.35	0.87	0.56	0.56
Delay/Veh:	63.3	35.4	34.1	56.2	28.3	28.3	51.6	32.0	32.0	89.8	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:	63.3	35.4	34.1	56.2	28.3	28.3	51.6	32.0	32.0	89.8	34.8	34.8
LOS by Move:	E	D	C	E	C	C	D	C	C	F	C	C
HCM2kAvgQ:	8	7	4	13	6	6	3	5	5	7	9	9

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Saturday Mid-Day Peak Hour

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

Intersection #38 Perris Boulevard / Krameria Avenue

Cycle (sec): 120 | Critical Vol./Cap.(X): 0.352
Loss Time (sec): 16 | Average Delay (sec/veh): 41.8
Optimal Cycle: OPTIMIZED | Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	28	28	10	24	24	34	34	34	31	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 1	1!	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	17	521	64	85	435	17	27	68	22	80	60	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	521	64	85	435	17	27	68	22	80	60	103
Added Vol:	0	98	0	11	98	5	5	0	0	0	0	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	619	64	96	533	22	32	68	22	80	60	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:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	20	717	74	111	618	25	37	79	25	93	70	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	717	74	111	618	25	37	79	25	93	70	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	717	74	111	618	25	37	79	25	93	70	132
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.90	0.90	0.91	0.91	0.91	0.95	1.00	0.85
Lanes:	1.00	2.72	0.28	1.00	2.88	0.12	0.58	1.22	1.20	1.00	1.00	1.00
Final Sat.:	1805	4635	479	1805	4952	204	999	2124	2077	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.15	0.15	0.06	0.12	0.12	0.04	0.04	0.01	0.05	0.04	0.08
Crit Moves:		****		****			****			****		
Green/Cycle:	0.10	0.23	0.23	0.09	0.23	0.23	0.28	0.28	0.28	0.26	0.26	0.26
Volume/Cap:	0.11	0.66	0.66	0.67	0.54	0.54	0.13	0.13	0.04	0.20	0.14	0.32
Delay/Veh:	49.9	43.1	43.1	63.1	41.2	41.2	32.1	32.1	31.2	35.0	34.4	36.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.9	43.1	43.1	63.1	41.2	41.2	32.1	32.1	31.2	35.0	34.4	36.4
LOS by Move:	D	D	D	E	D	D	C	C	C	D	C	D
HCM2kAvgQ:	1	11	11	5	8	8	2	2	1	3	2	4

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Saturday Mid-Day Peak Hour

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

Intersection #39 Perris Boulevard / San Michele Road

Cycle (sec):	120	Critical Vol./Cap.(X):	0.183
Loss Time (sec):	16	Average Delay (sec/veh):	20.1
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	32	32	10	32	32	10	34	34	10	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	4	477	0	1	562	43	60	0	4	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:	4	477	0	1	562	43	60	0	4	0	0	0
Added Vol:	0	87	0	0	87	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	564	0	1	649	43	60	0	4	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	5	643	0	1	740	49	68	0	5	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	643	0	1	740	49	68	0	5	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:	5	643	0	1	740	49	68	0	5	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.90	0.90	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	1.00	2.81	0.19	1.00	0.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	5187	0	1805	4821	319	1805	0	1615	1900	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.00	0.00	0.15	0.15	0.04	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.08	0.44	0.00	0.14	0.50	0.50	0.28	0.00	0.28	0.00	0.00	0.00
Volume/Cap:	0.03	0.28	0.00	0.00	0.31	0.31	0.13	0.00	0.01	0.00	0.00	0.00
Delay/Veh:	50.6	21.2	0.0	44.5	17.8	17.8	32.2	0.0	30.9	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:	50.6	21.2	0.0	44.5	17.8	17.8	32.2	0.0	30.9	0.0	0.0	0.0
LOS by Move:	D	C	A	D	B	B	C	A	C	A	A	A
HCM2kAvgQ:	0	5	0	0	6	6	2	0	0	0	0	0

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Saturday Mid-Day Peak Hour

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

Intersection #40 Perris Boulevard / Nandina Avenue

Cycle (sec): 120 | Critical Vol./Cap.(X): 0.175
Loss Time (sec): 16 | Average Delay (sec/veh): 30.0
Optimal Cycle: OPTIMIZED | Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	10	31	31	10	31	31	10	41	41	10	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	3	0 1	1 0	1	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	5	539	1	2	482	12	21	0	16	3	1	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	539	1	2	482	12	21	0	16	3	1	2
Added Vol:	0	87	0	0	87	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	626	1	2	569	12	21	0	16	3	1	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	6	709	1	2	644	14	24	0	18	3	1	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	709	1	2	644	14	24	0	18	3	1	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:	6	709	1	2	644	14	24	0	18	3	1	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.91	0.85	0.95	0.95	0.81	0.95	1.00	0.85
Lanes:	1.00	2.99	0.01	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	5179	8	1805	5187	1615	1805	1805	1534	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.14	0.00	0.12	0.01	0.01	0.00	0.01	0.00	0.00	0.00
Crit Moves:		****		****			****				****	
Green/Cycle:	0.11	0.36	0.36	0.08	0.33	0.42	0.08	0.00	0.34	0.08	0.34	0.34
Volume/Cap:	0.03	0.38	0.38	0.02	0.37	0.02	0.16	0.00	0.03	0.02	0.00	0.00
Delay/Veh:	48.0	28.8	28.8	50.5	30.5	20.6	51.6	0.0	26.3	50.6	26.0	26.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.0	28.8	28.8	50.5	30.5	20.6	51.6	0.0	26.3	50.6	26.0	26.0
LOS by Move:	D	C	C	D	C	C	D	A	C	D	C	C
HCM2kAvgQ:	0	7	7	0	7	0	1	0	0	0	0	0

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Saturday Mid-Day Peak Hour

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

Intersection #41 Perris Boulevard / Harley Knox Boulevard

Cycle (sec): 70 | Critical Vol./Cap.(X): 0.479
Loss Time (sec): 12 | 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:	Protected				Permitted				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	0	0	29	29	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0
Volume Module:																
Base Vol:	13	407	0	0	459	74	88	0	39	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:	13	407	0	0	459	74	88	0	39	0	0	0
Added Vol:	0	49	0	0	49	38	38	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	456	0	0	508	112	126	0	39	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:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	15	525	0	0	585	129	145	0	45	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	525	0	0	585	129	145	0	45	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:	15	525	0	0	585	129	145	0	45	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	0.95	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	1805	0	1615	0	0	0
Capacity Analysis Module:																
Vol/Sat:	0.01	0.28	0.00	0.00	0.31	0.08	0.08	0.00	0.03	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.14	0.69	0.00	0.00	0.54	0.54	0.14	0.00	0.14	0.00	0.00	0.00
Volume/Cap:	0.06	0.40	0.00	0.00	0.57	0.15	0.56	0.00	0.19	0.00	0.00	0.00
Delay/Veh:	26.0	5.0	0.0	0.0	11.3	8.0	30.8	0.0	26.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.0	5.0	0.0	0.0	11.3	8.0	30.8	0.0	26.9	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	A	C	A	C	A	A	A
HCM2kAvgQ:	0	5	0	0	9	1	4	0	1	0	0	0

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Saturday Mid-Day Peak Hour

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

Intersection #42 Perris Boulevard / Ramona Expressway

Cycle (sec): 120 | Critical Vol./Cap.(X): 0.460
Loss Time (sec): 16 | Average Delay (sec/veh): 37.4
Optimal Cycle: OPTIMIZED | Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	44	44	10	44	44	10	36	36	10	36	36
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	1 1	0	2 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	142	284	111	257	267	94	109	789	65	123	734	163
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	142	284	111	257	267	94	109	789	65	123	734	163
Added Vol:	0	16	0	22	16	11	11	0	0	0	0	22
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	142	300	111	279	283	105	120	789	65	123	734	185
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	149	315	116	293	297	110	126	828	68	129	770	194
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	315	116	293	297	110	126	828	68	129	770	194
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	149	315	116	293	297	110	126	828	68	129	770	194
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	0.91	0.91	0.92	0.91	0.85	0.92	0.88	0.88
Lanes:	2.00	2.00	1.00	2.00	1.46	0.54	2.00	3.00	1.00	2.00	2.40	0.60
Final Sat.:	3502	3610	1615	3502	2525	937	3502	5187	1615	3502	4019	1013
Capacity Analysis Module:												
Vol/Sat:	0.04	0.09	0.07	0.08	0.12	0.12	0.04	0.16	0.04	0.04	0.19	0.19
Crit Moves:		****		****			****				****	
Green/Cycle:	0.09	0.37	0.37	0.12	0.39	0.39	0.08	0.30	0.30	0.08	0.30	0.30
Volume/Cap:	0.48	0.24	0.20	0.72	0.30	0.30	0.43	0.53	0.14	0.44	0.64	0.64
Delay/Veh:	53.1	26.5	26.1	57.1	25.1	25.1	53.3	35.3	30.8	53.4	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:	53.1	26.5	26.1	57.1	25.1	25.1	53.3	35.3	30.8	53.4	37.3	37.3
LOS by Move:	D	C	C	E	C	C	D	D	C	D	D	D
HCM2kAvgQ:	3	4	3	7	5	5	3	10	2	3	12	12

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Saturday Mid-Day Peak Hour

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

Intersection #43 Kitching Street / Cactus Avenue

Cycle (sec): 60 | Critical Vol./Cap.(X): 0.372
Loss Time (sec): 16 | Average Delay (sec/veh): 21.9
Optimal Cycle: OPTIMIZED | Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	91	196	14	31	169	33	30	281	89	11	273	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	196	14	31	169	33	30	281	89	11	273	26
Added Vol:	0	11	16	0	11	0	0	0	0	16	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	207	30	31	180	33	30	281	89	27	273	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	98	224	32	33	194	36	32	303	96	29	295	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	224	32	33	194	36	32	303	96	29	295	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	98	224	32	33	194	36	32	303	96	29	295	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	1.01	1.01	0.98	1.03	0.88	0.98	1.00	1.00	0.98	1.02	1.02
Lanes:	1.00	1.75	0.25	1.00	1.00	1.00	1.00	1.52	0.48	1.00	1.83	0.17
Final Sat.:	1865	3363	487	1865	1963	1668	1865	2874	910	1865	3537	337
Capacity Analysis Module:												
Vol/Sat:	0.05	0.07	0.07	0.02	0.10	0.02	0.02	0.11	0.11	0.02	0.08	0.08
Crit Moves:	****				****			****		****		
Green/Cycle:	0.17	0.18	0.18	0.18	0.19	0.19	0.19	0.21	0.21	0.17	0.19	0.19
Volume/Cap:	0.32	0.37	0.37	0.10	0.51	0.11	0.09	0.51	0.51	0.09	0.45	0.45
Delay/Veh:	22.6	21.9	21.9	20.7	22.8	20.1	20.3	21.7	21.7	21.3	22.1	22.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.6	21.9	21.9	20.7	22.8	20.1	20.3	21.7	21.7	21.3	22.1	22.1
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	2	3	3	1	4	1	1	4	4	1	3	3

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Saturday Mid-Day Peak Hour

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

Intersection #44 Kitching Street / John F. Kennedy Drive

Cycle (sec):	60	Critical Vol./Cap.(X):	0.464
Loss Time (sec):	16	Average Delay (sec/veh):	23.5
Optimal Cycle:	OPTIMIZED	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:		Include			Include			Include			Include	
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	77	185	9	22	169	27	31	229	116	13	147	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	185	9	22	169	27	31	229	116	13	147	14
Added Vol:	11	0	0	0	0	27	27	16	11	0	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	88	185	9	22	169	54	58	245	127	13	163	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	92	194	9	23	177	57	61	257	133	14	171	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	194	9	23	177	57	61	257	133	14	171	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	194	9	23	177	57	61	257	133	14	171	15
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.24	1.24	1.24	1.22	1.22	1.22	1.05	1.04	1.04	1.05	1.10	0.94
Lanes:	0.31	0.66	0.03	0.09	0.69	0.22	1.00	1.32	0.68	1.00	2.00	1.00
Final Sat.:	737	1549	75	209	1604	513	1986	2613	1354	1986	4180	1777
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.11	0.11	0.11	0.03	0.10	0.10	0.01	0.04	0.01
Crit Moves:		****			****			****		****		
Green/Cycle:	0.21	0.21	0.21	0.19	0.19	0.19	0.17	0.17	0.17	0.17	0.17	0.17
Volume/Cap:	0.59	0.59	0.59	0.59	0.59	0.59	0.18	0.59	0.59	0.04	0.24	0.05
Delay/Veh:	23.1	23.1	23.1	24.4	24.4	24.4	21.8	24.5	24.5	21.0	21.9	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:	23.1	23.1	23.1	24.4	24.4	24.4	21.8	24.5	24.5	21.0	21.9	21.1
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	6	6	6	6	6	6	1	4	4	0	2	0

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Saturday Mid-Day Peak Hour

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

Intersection #45 Kitching Street / Iris Avenue

Cycle (sec): 70 | Critical Vol./Cap.(X): 0.402
Loss Time (sec): 16 | Average Delay (sec/veh): 22.6
Optimal Cycle: OPTIMIZED | Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	56	98	60	30	116	67	71	517	84	76	565	94
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	98	60	30	116	67	71	517	84	76	565	94
Added Vol:	5	0	0	0	0	5	5	54	5	0	54	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	98	60	30	116	72	76	571	89	76	619	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	64	103	63	31	122	76	80	599	93	80	650	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	103	63	31	122	76	80	599	93	80	650	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:	64	103	63	31	122	76	80	599	93	80	650	99
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.97	0.97	0.98	0.97	0.97	0.98	1.01	1.01	0.98	1.03	0.88
Lanes:	1.00	1.24	0.76	1.00	1.23	0.77	1.00	1.73	0.27	1.00	2.00	1.00
Final Sat.:	1865	2296	1406	1865	2284	1418	1865	3328	519	1865	3925	1668
Capacity Analysis Module:												
Vol/Sat:	0.03	0.04	0.04	0.02	0.05	0.05	0.04	0.18	0.18	0.04	0.17	0.06
Crit Moves:	****				****			****		****		
Green/Cycle:	0.14	0.14	0.14	0.14	0.14	0.14	0.23	0.34	0.34	0.14	0.26	0.40
Volume/Cap:	0.24	0.31	0.31	0.12	0.37	0.37	0.19	0.53	0.53	0.30	0.63	0.15
Delay/Veh:	27.1	27.3	27.3	26.4	27.6	27.6	22.2	18.8	18.8	27.5	24.2	13.3
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:	27.1	27.3	27.3	26.4	27.6	27.6	22.2	18.8	18.8	27.5	24.2	13.3
LOS by Move:	C	C	C	C	C	C	C	B	B	C	C	B
HCM2kAvgQ:	2	2	2	1	2	2	2	7	7	2	8	2

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions
Saturday Mid-Day Peak Hour

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

Intersection #46 Lasselle Street / Iris Avenue

Cycle (sec): 110 | Critical Vol./Cap.(X): 0.362
Loss Time (sec): 16 | Average Delay (sec/veh): 33.9
Optimal Cycle: OPTIMIZED | Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	10	41	41	10	41	41	10	34	34	10	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	148	311	167	171	260	62	124	243	146	225	330	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	148	311	167	171	260	62	124	243	146	225	330	59
Added Vol:	11	0	0	0	0	11	11	22	11	0	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	159	311	167	171	260	73	135	265	157	225	352	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	166	325	175	179	272	76	141	277	164	235	368	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	325	175	179	272	76	141	277	164	235	368	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	166	325	175	179	272	76	141	277	164	235	368	62
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	0.91	0.85	0.92	0.89	0.89
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	2.57	0.43
Final Sat.:	3502	3610	1615	3502	3610	1615	3502	5187	1615	3502	4345	728
Capacity Analysis Module:												
Vol/Sat:	0.05	0.09	0.11	0.05	0.08	0.05	0.04	0.05	0.10	0.07	0.08	0.08
Crit Moves:		****		****					****	****		
Green/Cycle:	0.09	0.37	0.46	0.09	0.37	0.37	0.09	0.31	0.31	0.09	0.31	0.31
Volume/Cap:	0.53	0.24	0.24	0.57	0.20	0.13	0.45	0.17	0.33	0.75	0.28	0.28
Delay/Veh:	49.9	24.4	18.3	50.8	23.9	23.3	48.9	28.3	30.1	58.6	29.3	29.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.9	24.4	18.3	50.8	23.9	23.3	48.9	28.3	30.1	58.6	29.3	29.3
LOS by Move:	D	C	B	D	C	C	D	C	C	E	C	C
HCM2kAvgQ:	4	4	4	4	3	2	3	3	4	6	4	4

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

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APPENDIX 5.2

Existing plus Project Conditions
Traffic Signal Warrant Analysis Worksheets

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM

TRAFFIC CONDITIONS **E+P**

CALC DB DATE 07/01/13

CHK CH DATE 07/01/13

Jurisdiction: **City of Moreno Valley**

Major Street: **Harley Knox Boulevard** Critical Approach Speed (Major) 45 mph

Minor Street: **Webster Avenue** Critical Approach Speed (Minor) 25 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes **1** lane

Major Street Future ADT = **9,732** vpd Minor Street Future ADT = **180** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ……... [√]

or **RURAL (R)**

In built up area of isolated community of < 10,000 population …….. [ ]

(Based on Estimated Average Daily Traffic - See Note)

URBAN	RURAL	Minimum Requirements EADT			
	XX				
CONDITION A - Minimum Vehicular Volume					
Satisfied	Not Satisfied				
	XX				
Number of lanes for moving traffic on each approach		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **9,732**	*1* **180**	8,000	5,600 *	2,400	1,680
2 +	*1*	9,600	6,720	2,400	1,680
2 +	*2 +*	9,600	6,720	3,200	2,240
1	*2 +*	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic					
Satisfied	Not Satisfied				
	XX				
Number of lanes for moving traffic on each approach		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **9,732**	*1* **180**	12,000	8,400 *	1,200	850
2 +	*1*	14,400	10,080	1,200	850
2 +	*2 +*	14,400	10,080	1,600	1,120
1	*2 +*	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B					
Satisfied	Not Satisfied				
	XX	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more …..	**A** 11% / **B** 21%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM

TRAFFIC CONDITIONS **E+P**

CALC DB DATE 07/01/13

CHK CH DATE 07/01/13

Jurisdiction: **City of Moreno Valley**

Major Street: **Indian Street**

Minor Street: **Gentian Avenue**

Critical Approach Speed (Major) 40 mph

Critical Approach Speed (Minor) 40 mph

Major Street Approach Lanes = **1** lane

Minor Street Approach Lanes **2** lane

Major Street Future ADT = **6,264** vpd

Minor Street Future ADT = **840** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ……..

or

In built up area of isolated community of < 10,000 population ……

RURAL (R)

(Based on Estimated Average Daily Traffic - See Note)

URBAN	RURAL	Minimum Requirements EADT			
XX					
CONDITION A - Minimum Vehicular Volume					
Satisfied	Not Satisfied XX	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1	*1*	8,000	5,600	2,400	1,680
2 +	*1*	9,600	6,720	2,400	1,680
2 +	*2 +*	9,600	6,720	3,200	2,240
1 **6,264**	*2 +* **840**	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic					
Satisfied	Not Satisfied XX	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1	*1*	12,000	8,400	1,200	850
2 +	*1*	14,400	10,080	1,200	850
2 +	*2 +*	14,400	10,080	1,600	1,120
1	*2 +* **840**	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B					
Satisfied	Not Satisfied XX	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more …..	**A** 26% **B** 53%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS		E+P
				CALC DB	DATE	07/01/13
Jurisdiction: City of Moreno Valley				CHK CH	DATE	07/01/13
Major Street: Indian Street				Critical Approach Speed (Major)		50 mph
Minor Street: Krameria Avenue				Critical Approach Speed (Minor)		25 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes **1** lane

Major Street Future ADT = **3,360** vpd Minor Street Future ADT = **1,368** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ……... [√]

or **RURAL (R)**

In built up area of isolated community of < 10,000 population …….. [ ]

(Based on Estimated Average Daily Traffic - See Note)

URBAN	RURAL	Minimum Requirements EADT			
	XX				
CONDITION A - Minimum Vehicular Volume					
Satisfied	Not Satisfied				
	XX				
Number of lanes for moving traffic on each approach		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **3,360**	*1* **1,368**	8,000	5,600	2,400	1,680
2 +	*1*	9,600	6,720	2,400	1,680
2 +	*2 +*	9,600	6,720	3,200	2,240
1	*2 +*	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic					
Satisfied	Not Satisfied				
	XX				
Number of lanes for moving traffic on each approach		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **3,360**	*1* **1,368**	12,000	8,400	1,200	850 *
2 +	*1*	14,400	10,080	1,200	850
2 +	*2 +*	14,400	10,080	1,600	1,120
1	*2 +*	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B					
Satisfied	Not Satisfied				
	XX	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more …..	**A** / **B**				
	60% / 40%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM

TRAFFIC CONDITIONS **E+P**

CALC CS DATE 02/12/14

CHK CS DATE 02/12/14

Jurisdiction: **City of Moreno Valley**

Major Street: **Gentian Avenue**

Minor Street: **Driveway 1**

Critical Approach Speed (Major) 40 mph

Critical Approach Speed (Minor) 25 mph

Major Street Approach Lanes = **2** lane

Minor Street Approach Lanes **1** lane

Major Street Future ADT = **1,203** vpd

Minor Street Future ADT = **1,203** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ……..

or

In built up area of isolated community of < 10,000 population ……

RURAL (R)

(Based on Estimated Average Daily Traffic - See Note)

URBAN	RURAL	Minimum Requirements EADT			
XX					
CONDITION A - Minimum Vehicular Volume					
Satisfied	Not Satisfied XX	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1	*1*	8,000	5,600	2,400	1,680
2 + **1,203**	*1* **1,203**	9,600	6,720	2,400	1,680
2 +	*2 +*	9,600	6,720	3,200	2,240
1	*2 +*	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic					
Satisfied	Not Satisfied XX	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1	*1*	12,000	8,400	1,200	850
2 +	*1* **1,203**	14,400	10,080	1,200 *	850
2 +	*2 +*	14,400	10,080	1,600	1,120
1	*2 +*	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B					
Satisfied	Not Satisfied XX	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more …..	**A** 13% **B** 100%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS		E+P
				CALC CS	DATE	02/12/14
Jurisdiction: City of Moreno Valley				CHK CS	DATE	02/12/14
Major Street: Santiago Drive				Critical Approach Speed (Major)		25 mph
Minor Street: Driveway 2				Critical Approach Speed (Minor)		25 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes **1** lane

Major Street Future ADT = **1,697** vpd Minor Street Future ADT = **1,637** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); …….. [ ]

or **URBAN (U)**

In built up area of isolated community of < 10,000 population …….. [ ]

(Based on Estimated Average Daily Traffic - See Note)

URBAN	RURAL	Minimum Requirements EADT			
XX					
CONDITION A - Minimum Vehicular Volume					
Satisfied	Not Satisfied XX	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **1,697**	*1* **1,637**	8,000	5,600	2,400	1,680
2 +	*1*	9,600	6,720	2,400	1,680
2 +	*2 +*	9,600	6,720	3,200	2,240
1	*2 +*	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic					
Satisfied	Not Satisfied XX	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **1,697**	*1* **1,637**	12,000	8,400	1,200 *	850
2 +	*1*	14,400	10,080	1,200	850
2 +	*2 +*	14,400	10,080	1,600	1,120
1	*2 +*	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B					
Satisfied	Not Satisfied XX	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more …..	**A** 21% **B** 14%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

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APPENDIX 5.3

Existing plus Project Conditions
Progression Analysis Worksheets

Lane Group	EBT	EBR	WBL	WBT	SBR
Lane Group Flow (vph)	293	10	389	822	178
v/c Ratio	0.19	0.02	0.78	0.29	0.26
Control Delay	13.1	0.0	36.2	2.1	2.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	13.1	0.0	36.2	2.1	2.6
Queue Length 50th (ft)	39	0	164	33	0
Queue Length 95th (ft)	74	0	259	44	26
Internal Link Dist (ft)	199			297	
Turn Bay Length (ft)					
Base Capacity (vph)	1582	632	724	3290	1108
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.19	0.02	0.54	0.25	0.16

Intersection Summary

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	11	704	1492	184	100	26	23
v/c Ratio	0.10	0.32	0.67	0.66	0.27	0.11	0.09
Control Delay	8.7	6.2	9.9	34.8	20.1	19.8	6.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.7	6.2	9.9	34.8	20.1	19.8	6.0
Queue Length 50th (ft)	1	54	160	68	30	9	0
Queue Length 95th (ft)	10	105	299	113	59	24	12
Internal Link Dist (ft)		174	278		327		167
Turn Bay Length (ft)	175			130		100	
Base Capacity (vph)	115	2216	2234	472	619	411	429
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.32	0.67	0.39	0.16	0.06	0.05

Intersection Summary

Lane Group	EBT	WBT	SBL
Lane Group Flow (vph)	304	393	741
v/c Ratio	0.14	0.18	0.80
Control Delay	7.7	7.9	37.0
Queue Delay	0.0	0.0	0.0
Total Delay	7.7	7.9	37.0
Queue Length 50th (ft)	33	44	198
Queue Length 95th (ft)	50	63	191
Internal Link Dist (ft)	1259	587	530
Turn Bay Length (ft)			300
Base Capacity (vph)	2162	2204	1338
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.14	0.18	0.55

Intersection Summary

Lane Group	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	279	530	1082	859	395
v/c Ratio	0.79	0.81	0.41	0.31	0.39
Control Delay	52.6	54.5	5.8	16.4	3.1
Queue Delay	0.0	0.0	0.6	0.0	0.0
Total Delay	52.6	54.5	6.4	16.4	3.1
Queue Length 50th (ft)	161	195	122	123	0
Queue Length 95th (ft)	239	243	204	192	56
Internal Link Dist (ft)	1249		410	140	
Turn Bay Length (ft)		50			
Base Capacity (vph)	627	771	2670	2748	1020
Starvation Cap Reductn	0	0	1068	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.44	0.69	0.68	0.31	0.39

Intersection Summary

Lane Group	EBT	EBR	WBL	WBT	SBR
Lane Group Flow (vph)	471	79	555	436	137
v/c Ratio	0.33	0.12	0.84	0.15	0.15
Control Delay	17.7	4.5	38.1	1.6	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	17.7	4.5	38.1	1.6	0.3
Queue Length 50th (ft)	86	0	263	15	0
Queue Length 95th (ft)	123	25	#443	22	0
Internal Link Dist (ft)	199			297	
Turn Bay Length (ft)					
Base Capacity (vph)	1412	637	659	2871	1253
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.33	0.12	0.84	0.15	0.11

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	20	1027	1719	28	38	78	39
v/c Ratio	0.16	0.39	0.64	0.20	0.16	0.45	0.19
Control Delay	7.7	4.1	6.5	27.5	24.9	33.4	20.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.7	4.1	6.5	27.5	24.9	33.4	20.6
Queue Length 50th (ft)	2	61	146	10	13	29	10
Queue Length 95th (ft)	13	114	272	30	35	62	32
Internal Link Dist (ft)		174	278		327		167
Turn Bay Length (ft)	175			130		100	
Base Capacity (vph)	122	2649	2695	370	641	470	523
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.39	0.64	0.08	0.06	0.17	0.07

Intersection Summary

Lane Group	EBT	WBT	SBL
Lane Group Flow (vph)	723	452	1389
v/c Ratio	0.40	0.25	1.02
Control Delay	14.6	13.1	57.0
Queue Delay	0.0	0.0	0.0
Total Delay	14.6	13.1	57.0
Queue Length 50th (ft)	127	72	~413
Queue Length 95th (ft)	147	90	#465
Internal Link Dist (ft)	1259	588	530
Turn Bay Length (ft)			300
Base Capacity (vph)	1806	1806	1365
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.40	0.25	1.02

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	291	505	1239	954	321
v/c Ratio	0.80	0.80	0.46	0.35	0.33
Control Delay	55.8	54.7	7.0	17.4	3.1
Queue Delay	0.0	0.0	0.8	0.0	0.0
Total Delay	55.8	54.7	7.8	17.4	3.1
Queue Length 50th (ft)	186	186	162	143	0
Queue Length 95th (ft)	262	233	261	219	53
Internal Link Dist (ft)	1249		410	140	
Turn Bay Length (ft)		50			
Base Capacity (vph)	609	772	2685	2726	982
Starvation Cap Reductn	0	0	1020	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.48	0.65	0.74	0.35	0.33

Intersection Summary

Lane Group	EBT	EBR	WBL	WBT	SBR
Lane Group Flow (vph)	261	12	283	142	68
v/c Ratio	0.14	0.02	0.71	0.06	0.06
Control Delay	9.7	0.0	34.6	1.6	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	9.7	0.0	34.6	1.6	0.1
Queue Length 50th (ft)	28	0	110	4	0
Queue Length 95th (ft)	55	0	184	8	0
Internal Link Dist (ft)	199			297	
Turn Bay Length (ft)					
Base Capacity (vph)	1803	792	858	2921	1426
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.14	0.02	0.33	0.05	0.05

Intersection Summary

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	9	638	927	25	19	54	12
v/c Ratio	0.02	0.23	0.32	0.22	0.10	0.32	0.04
Control Delay	3.1	2.5	2.9	29.8	22.8	31.1	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	3.1	2.5	2.9	29.8	22.8	31.1	0.3
Queue Length 50th (ft)	1	29	49	9	5	20	0
Queue Length 95th (ft)	4	56	90	28	21	48	0
Internal Link Dist (ft)		174	278		327		167
Turn Bay Length (ft)	175			130		100	
Base Capacity (vph)	394	2819	2858	362	591	514	611
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.23	0.32	0.07	0.03	0.11	0.02

Intersection Summary

Lane Group	EBT	WBT	SBL
Lane Group Flow (vph)	734	517	995
v/c Ratio	0.36	0.26	0.85
Control Delay	12.2	11.2	35.1
Queue Delay	0.0	0.0	0.0
Total Delay	12.2	11.2	35.1
Queue Length 50th (ft)	113	74	264
Queue Length 95th (ft)	173	117	313
Internal Link Dist (ft)	1259	587	530
Turn Bay Length (ft)			300
Base Capacity (vph)	2011	2011	1364
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.36	0.26	0.73

Intersection Summary

Lane Group	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	245	641	1118	835	357
v/c Ratio	0.77	0.83	0.41	0.31	0.37
Control Delay	56.2	52.4	5.5	18.1	3.3
Queue Delay	0.0	0.0	0.6	0.0	0.0
Total Delay	56.2	52.4	6.1	18.1	3.3
Queue Length 50th (ft)	154	234	123	127	0
Queue Length 95th (ft)	227	285	203	194	57
Internal Link Dist (ft)	1249		410	140	
Turn Bay Length (ft)		50			
Base Capacity (vph)	604	813	2743	2659	977
Starvation Cap Reductn	0	0	1113	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.41	0.79	0.69	0.31	0.37

Intersection Summary

APPENDIX 5.4

Freeway Mainline Analysis Memorandum

URBAN CROSSROADS
41 Corporate Park | Suite 300 | Irvine, CA 92606 | (949) 660-1994
www.urbanXroads.com

August 30, 2013

Subject: Analysis for the Interstate 215 at Cactus Avenue and State Route 60 at Perris Boulevard

This memo includes the analysis of peak hour operations along the SR-60 Freeway at Perris Boulevard and I-215 Freeway at Cactus Avenue mainline for Existing (2013) and Existing Plus Project (E+P) traffic conditions.

INTRODUCTION

The freeway system in the study area, from west to east of Perris Boulevard (along the SR-60 Freeway) and from north to south of Cactus Avenue (along the I-215 Freeway), has been broken into segments defined by the freeway-to-arterial interchange locations. The City of Moreno Valley has also requested that a basic freeway segment analysis be conducted for the freeway segments along the SR-60 Freeway adjacent to the I-215 Freeway and the I-215 Freeway south of the SR-60 Freeway.

METHODOLOGY

The analysis of the peak hour freeway mainline operations of the I-215/SR-60 Freeway interchange, the SR-60 Freeway at Perris Boulevard and the I-215 Freeway at Cactus Avenue is composed of two parts. The first part is the freeway mainline segment analysis, which assesses the performance of the basic freeway segments on either side of the freeway-to-freeway and ramp-to-arterial intersections, and second is the merge/diverge ramp junction analysis, which assesses the performance of the on and off ramp junctions along the SR-60 Freeway at Perris Boulevard and the I-215 Freeway at Cactus Avenue.

Methodology: Basic Freeway Segment

The freeway system in the study area has been broken into segments defined by the freeway-to-arterial interchange locations. The freeway segments have been evaluated in this focused analysis based upon peak hour directional volumes. The freeway segment analysis is based on the methodology described in Chapter 23 of the HCM and performed using HCS+ software. The performance measure preferred by Caltrans to calculate LOS is density. Density is expressed in terms of passenger cars per mile per lane.

The number of lanes for existing baseline conditions has been obtained from field observations conducted by Urban Crossroads in May 2013. The Riverside County Transportation Commission (RCTC) has plans in place for the widening of I-215 Freeway through the study area; however, a schedule for the widening of Interstate 215 between Nuevo Road in the City of Perris and Box Springs Road in the City of Riverside has not been set, due to the state's ongoing budget challenges. The I-215 North Project will add a carpool lane (high-occupancy vehicle lane) in each direction to a 10.75-mile section of the I-215 freeway, the northernmost section of the RCTC's widening efforts along this freeway. Once project costs and funding are determined, project development will begin and last about three (3) years. As indicated on project documents found on the I-215 North Project website, final design will follow for about two and a half (2 ½) years, followed by three (3) years for construction. As such, the future expansion of the I-215 Freeway has been assumed for "with improvements" conditions only and not assumed as the base condition in the basic freeway segment analysis. The SR-60 Freeway carpool lanes are currently under construction to connect the existing carpool lanes on either side of the I-215 Freeway along the SR-60 Freeway. Based on information on the RCTC website, this construction is anticipated to be completed by Summery 2014. From our understanding, there are no planned SR-60 Freeway projects planned within the vicinity of the Perris Boulevard interchange.

The freeway segment LOS thresholds for each density range utilized for this analysis are as follows:

Level of Service	Description	Density Range (pc/mi/ln)[1]
A	Free-flow operations in which vehicles are relatively unimpeded in their ability to maneuver within the traffic stream. Effects of incidents are easily absorbed.	0.0 – 11.0
B	Relative free-flow operations in which vehicle maneuvers within the traffic stream are slightly restricted. Effects of minor incidents are easily absorbed.	11.1 – 18.0
C	Travel is still at relative free-flow speeds, but freedom to maneuver within the traffic stream is noticeably restricted. Minor incidents may be absorbed, but local deterioration in service will be substantial. Queues begin to form behind significant blockages.	18.1 – 26.0
D	Speeds begin to decline slightly and flows and densities begin to increase more quickly. Freedom to maneuver is noticeably limited. Minor incidents can be expected to create queuing as the traffic stream has little space to absorb disruptions.	26.1 – 35.0
E	Operation at capacity. Vehicles are closely spaced with little room to maneuver. Any disruption in the traffic stream can establish a disruption wave that propagates throughout the upstream traffic flow. Any incident can be expected to produce a serious disruption in traffic flow and extensive queuing.	35.1 – 45.0
F	Breakdown in vehicle flow.	>45.0

[1] *pc/mi/ln = passenger cars per mile per lane. Source: HCM 2000, Chapter 23*

Methodology: Freeway Merge/Diverge Ramp Junction

The freeway system in the study area has been broken into segments defined by freeway-to-arterial interchange locations resulting in ten (10) existing on and off ramp locations. Although the HCM indicates the influence area for a merge/diverge junction is 1,500 feet, the analysis presented in this traffic study has been performed at all ramp locations with respect to the nearest on or off ramp at each interchange in an effort to be consistent with Caltrans guidance/comments on other projects Urban Crossroads has worked on along the I-215 corridor. As the segments along the SR-60 Freeway on either side of the I-215 Freeway and I-215 Freeway south of the SR-60 Freeway do not meet the criteria for a weaving segment, both directions of travel for each of the six (6) freeway segments have been analyzed based on the HCM 2000 basic freeway segment methodology only.

The merge/diverge analysis is based on the HCM Ramps and Ramp Junctions analysis method and performed using HCS+ software. The measure of effectiveness (reported in passenger car/mile/lane) are calculated based on the existing number of travel lanes, number of lanes at the on and off ramps both at the analysis junction and at upstream and downstream locations (if applicable) and acceleration/deceleration lengths at each merge/diverge point.

The merge/diverge area level of service thresholds for each density range utilized for this analysis is as follows:

Level of Service	Density Range (pc/mi/ln)[1]
A	0.0 – 11.0
B	11.1 – 18.0
C	18.1 – 26.0
D	26.1 – 35.0
E	35.1 – 45.0
F	>45.0

[1] *pc/mi/ln = passenger cars per mile per lane. Source: HCM 2000, Chapter 25*

VOLUME DEVELOPMENT

The freeway mainline volume data were obtained from the Caltrans Performance Measurement System (PeMS) website for the segments of the I-215 Freeway/SR-60 Freeway interchange, SR-60 Freeway at Perris Boulevard and I-215 Freeway at Cactus Avenue interchange. The data obtained was for the May 2013. In an effort to conduct a conservative analysis, the maximum value observed within the three (3) day period was utilized for the weekday morning (AM) and weekday evening (PM) peak hours. The maximum value observed for the Saturday mid-day peak hour was utilized for the same day that the Saturday mid-day peak hour intersection counts were conducted. In addition, truck traffic, represented as a percentage of total traffic, has been utilized for the purposes of this analysis in an effort to not overstate traffic volumes and potential impacts. As such, actual vehicles (as opposed to passenger-car-equivalent volumes) have been utilized for the purposes of the basic freeway segment analysis.

The ramp data (per the count data presented in Appendix "3.1") were utilized in conjunction with the freeway mainline volume data obtained from PeMS to flow conserve the mainline volumes and determine the SR-60 Freeway mainline volumes west of Perris Boulevard and the I-215 Freeway mainline volumes north of Cactus Avenue.

EXISTING (2013) BASELINE CONDITIONS BASIC FREEWAY SEGMENT ANALYSIS

Existing (2013) mainline directional volumes for the weekday AM, weekday PM and Saturday mid-day peak hours are provided on Exhibit 5.4-A. As shown on Table 5.4-1, the SR-60 Freeway and I-215 Freeway segments analyzed for this study were found to operate at an acceptable LOS (i.e., LOS "D" or better) during the peak hours for Existing (2013) traffic conditions. Existing (2013) basic freeway segment analysis worksheets are provided in Attachment "A".

EXISTING (2013) BASELINE CONDITIONS FREEWAY MERGE/DIVERGE ANALYSIS

Ramp merge and diverge operations were also evaluated for Existing (2013) conditions and the results of this analysis are presented in Table 5.4-2. As shown in Table 5.4-2, the SR-60 Freeway ramp merge and diverge areas at Perris Boulevard and I-215 Freeway ramp merge and diverge areas at Cactus Avenue currently operate at LOS "D" or better during the peak hours under Existing (2013) traffic conditions. Existing (2013) freeway ramp junction operations analysis worksheets are provided in Attachment "B".

EXISTING PLUS PROJECT BASELINE CONDITIONS BASIC FREEWAY SEGMENT ANALYSIS

E+P mainline directional volumes for the weekday AM, weekday PM and Saturday mid-day peak hours are provided on Exhibit 5.4-B. Mainline segment analysis results for the weekday AM, weekday PM and Saturday mid-day peak hours are summarized on Table 5.4-3. As shown on Table 5.4-3, the segments along the SR-60 Freeway and I-215 Freeway are anticipated to operate at acceptable levels of service (LOS "D" or better) during the peak hours for E+P traffic conditions.

E+P basic freeway segment analysis worksheets are provided in Attachment "C".

EXISTING PLUS PROJECT BASELINE CONDITIONS FREEWAY MERGE/DIVERGE ANALYSIS

Ramp merge and diverge operations were also evaluated for E+P conditions and are presented in Table 5.4-4. As shown in Table 5.4-4, the I-215 Freeway ramp merge and diverge areas operate at LOS "D" or better during the peak hours under E+P traffic conditions. The freeway merge/diverge ramp junctions on the SR-60 Freeway and I-215 Freeway within the defined study area are anticipated to perform at acceptable levels of service (i.e., LOS "D" or better) with the addition of Project traffic.

E+P freeway ramp junction operations analysis worksheets are provided in Attachment "D".

FINDINGS

The basic freeway segments on the SR-60 Freeway and I-215 Freeway within the defined study area are anticipated to perform at acceptable levels of service (i.e., LOS "D" or better) for existing (2013) traffic conditions. As the proposed Project's contribution to the SR-60 Freeway and I-215 Freeway is anticipated to be nominal (i.e., fewer than 25 two-way peak hour trips), consistent with Caltrans traffic study guidelines.

If you have any questions regarding this analysis, please give me a call at (949) 660-1994 ext. 204.

Respectfully submitted,

URBAN CROSSROADS, INC.

Aric Evatt, PTP
Principal

Charlene So, PE
Senior Transportation Engineer

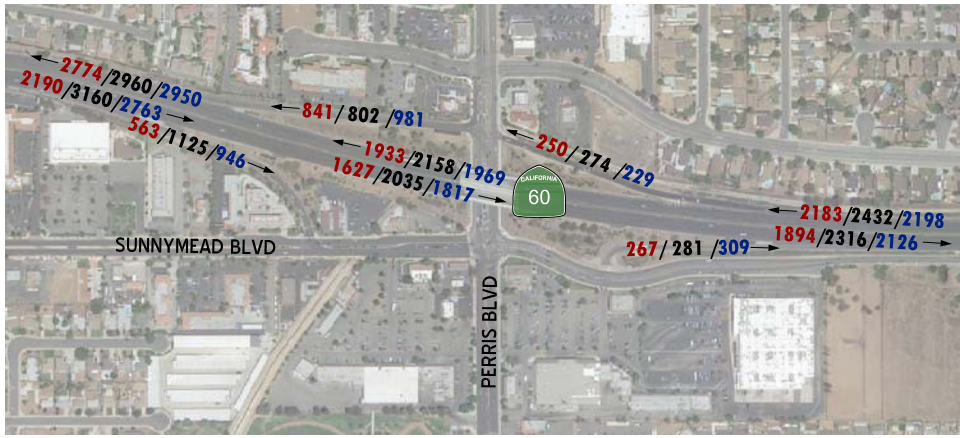
AE:CS

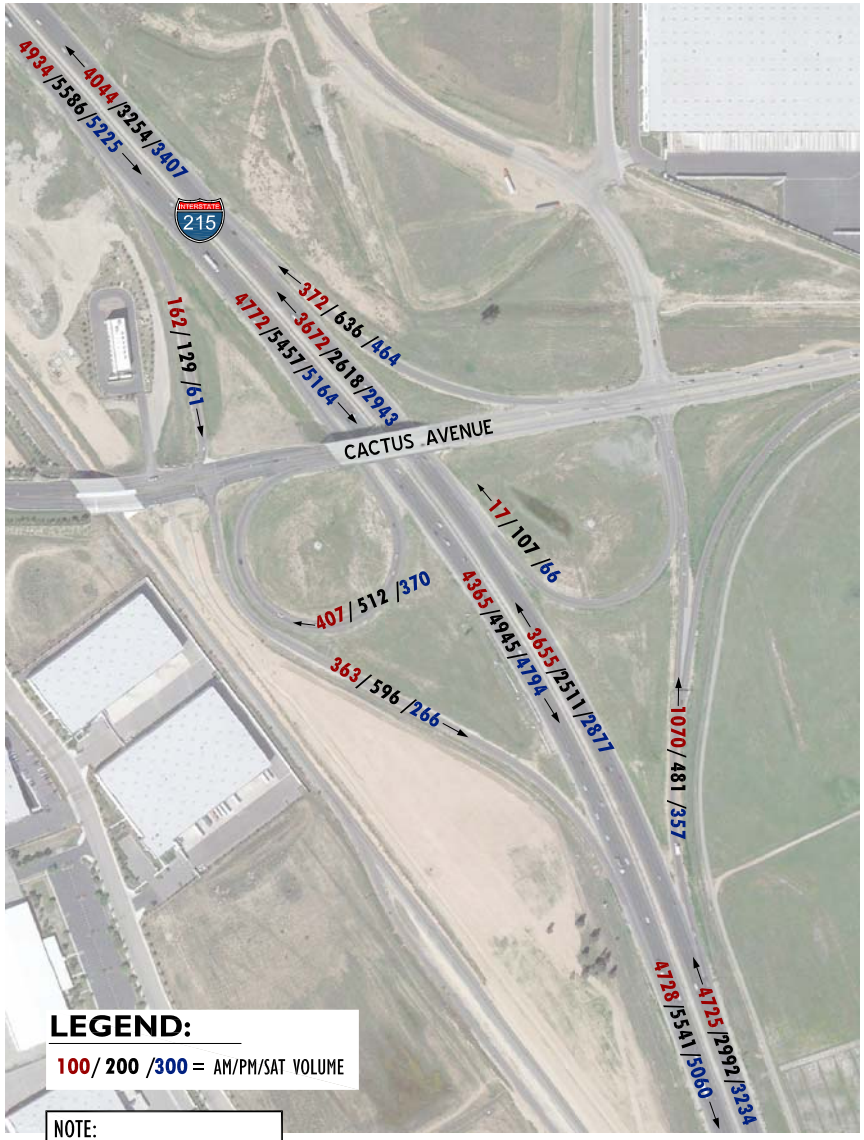
JN: 08660-04 Memo

Attachments

EXHIBIT 5.4-A

EXISTING (2013) PEAK HOUR FREEWAY MAINLINE VOLUMES



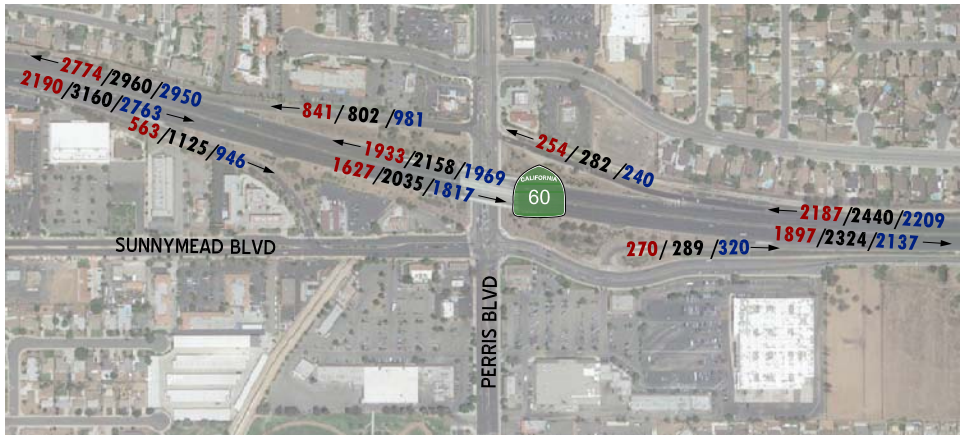


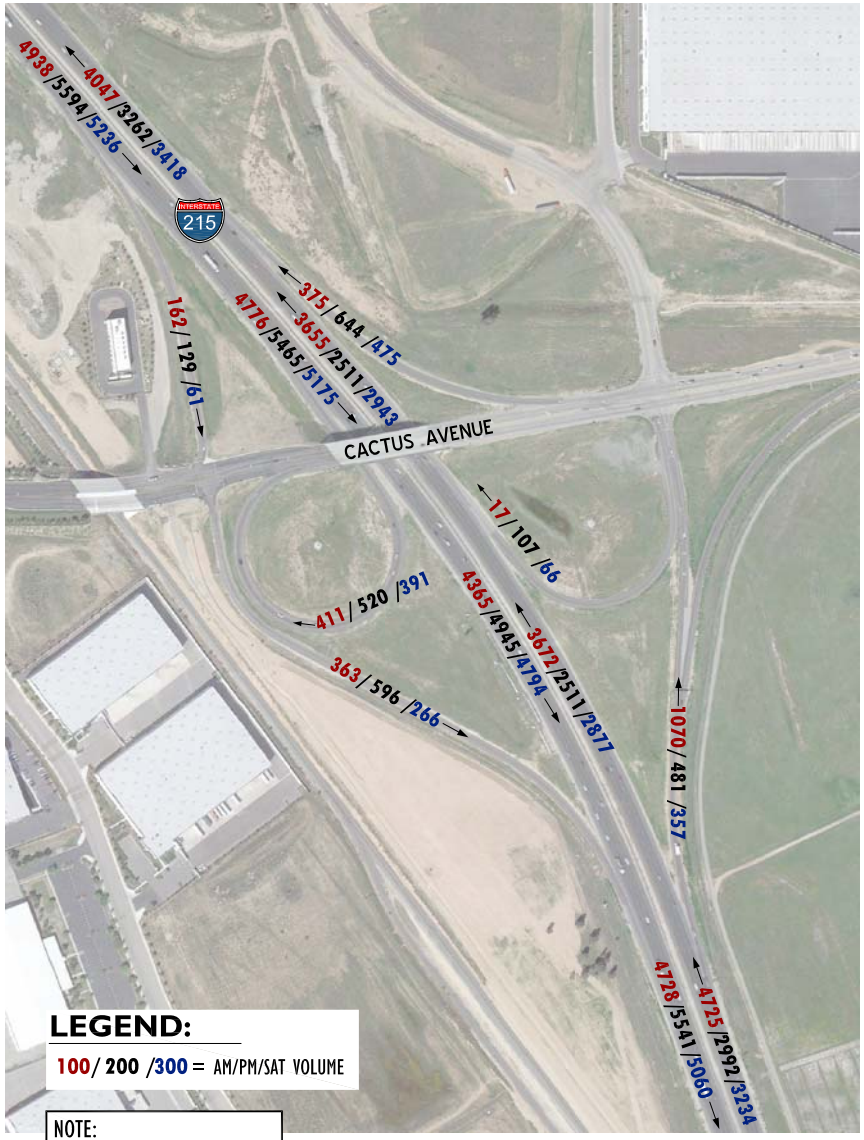
NOTE:
VOLUMES SHOWN ARE
ACTUAL VEHICLES (NOT PCE).

N

EXHIBIT 5.4-B

EXISTING PLUS PROJECT PEAK HOUR FREEWAY MAINLINE VOLUMES





NOTE:
VOLUMES SHOWN ARE
ACTUAL VEHICLES (NOT PCE).

N

Table 5.4-1

Existing (2013) Conditions Basic Freeway Segment Analysis

Scenario	Direction	Mainline Segment	Lanes[1]	Volume			Density[2]			LOS		
				AM	PM	Sat	AM	PM	Sat	AM	PM	Sat
Existing (2013)	SR-60 WB	West of I-215 Freeway	4	6,435	6,327	6,116	27.4	26.8	25.7	D	D	C
		East of I-215 Freeway	3	2,486	2,642	2,747	13.6	14.4	15.0	B	B	B
		West of Perris Bl.	2	2,744	2,960	2,950	22.6	24.4	24.1	C	C	C
		East of Perris Bl.	2	2,183	2,432	2,198	17.9	19.9	18.0	B	C	B
	SR-60 EB	West of I-215 Freeway	5	3,861	6,061	3,520	12.7	19.9	11.5	B	C	B
		East of I-215 Freeway	5	2,982	4,752	4,031	9.8	15.6	13.2	A	B	B
		West of Perris Bl.	2	2,190	3,160	2,763	17.9	26.3	22.6	B	D	C
		East of Perris Bl.	2	1,894	2,316	2126	15.5	19.0	17.4	B	C	B
	I-215 SB	South of SR-60 Freeway	5	6376	6535	6,158	21.3	21.9	20.6	C	C	C
		North of Cactus Av.	4	4,934	5,586	5,225	19.3	22.1	20.5	C	C	C
		South of Cactus Av.	3	4,728	5,541	5,060	25.2	31.5	27.5	C	D	D
	I-215 NB	South of SR-60 Freeway	3	3,526	3,906	3,902	19.6	21.8	21.8	C	C	C
		North of Cactus Av.	4	4,044	3,254	3,407	16.0	12.9	13.6	B	B	B
		South of Cactus Av.	3	4,725	2,992	3,234	25.4	15.9	17.1	C	B	B

[1] Number of lanes are in the specified direction and is based on existing conditions.

[2] Density is measured by passenger cars per mile per lane (pc/mi/ln).

Table 5.4-2

SR-60/I-215 Freeway Ramp Junction Merge/Diverge Analysis
For Existing (2013) Conditions

Freeway	Direction	Ramp or Segment[1]	Lanes on Freeway	AM Peak Hour		PM Peak Hour		Saturday Peak Hour	
				Density[2]	LOS	Density[2]	LOS	Density[2]	LOS
SR-60 Freeway	Westbound	On-Ramp at Perris Bl.	2	27.4	C	29.1	D	28.9	D
		Off-Ramp at Perris Bl.	2	23.8	C	26.3	C	24.0	C
	Eastbound	Off-Ramp at Perris Bl.	2	23.7	C	32.9	D	29.2	D
		On-Ramp at Perris Bl.	2	19.5	B	23.3	C	21.6	C
I-215 Freeway	Southbound	Off-Ramp at Cactus Ave.	4	21.9	C	24.5	C	22.5	C
		Loop Off-Ramp at Cactus Ave. - Upstream	4	26.1	C	29.5	D	27.5	C
		Loop Off-Ramp at Cactus Ave. - Downstream	4	26.1	C	29.5	D	27.5	C
		On-Ramp at Cactus Ave.	3	25.8	C	30.3	D	27.2	C
	Northbound	On-Ramp at Cactus Ave.	3	26.9	C	23.7	C	24.0	C
		Loop On-Ramp at Cactus Ave. - Downstream	3	20.2	C	15.1	B	16.7	B
		Loop On-Ramp at Cactus Ave. - Upstream	3	20.2	C	15.1	B	16.7	B
		Off-Ramp at Cactus Ave.	3	31.0	D	21.2	C	22.2	C

[1] Merge/Diverge analysis has been conducted twice where near-by ramps exist both upstream and downstream.
[2] Density is measured by passenger cars per mile per lane (pc/mi/ln).

Table 5.4-3

Existing Plus Project Conditions Basic Freeway Segment Analysis

Direction	Mainline Segment	Lanes[1]	Existing (2013)						Existing Plus Project					
			Density[2]			LOS			Density[2]			LOS		
			AM	PM	Sat	AM	PM	Sat	AM	PM	Sat	AM	PM	Sat
SR-60 WB	West of I-215 Freeway	4	27.4	26.8	25.7	D	D	C	27.4	26.8	25.7	D	D	D
	East of I-215 Freeway	3	13.6	14.4	15.0	B	B	B	13.6	14.4	15.0	B	B	B
	West of Perris Bl.	2	22.6	24.4	24.1	C	C	C	22.6	24.4	24.1	C	C	C
	East of Perris Bl.	2	17.9	19.9	18.0	B	C	B	17.9	20.0	18.1	B	C	C
SR-60 EB	West of I-215 Freeway	5	12.7	19.9	11.5	B	C	B	12.7	19.9	11.6	B	C	B
	East of I-215 Freeway	5	9.8	15.6	13.2	A	B	B	9.8	15.6	13.2	A	B	B
	West of Perris Bl.	2	17.9	26.3	22.6	B	D	C	17.9	26.3	22.6	B	D	C
	East of Perris Bl.	2	15.5	19.0	17.4	B	C	B	15.5	19.0	17.5	B	C	B
I-215 SB	South of SR-60 Freeway	5	21.3	21.9	20.6	C	C	C	21.3	21.9	20.6	C	C	C
	North of Cactus Av.	4	19.3	22.1	20.5	C	C	C	19.4	22.1	20.6	C	C	C
	South of Cactus Av.	3	25.2	31.5	27.5	C	D	D	25.2	31.5	27.5	C	D	D
I-215 NB	South of SR-60 Freeway	3	19.6	21.8	21.8	C	C	C	19.5	21.7	21.7	C	C	C
	North of Cactus Av.	4	16.0	12.9	13.6	B	B	B	16.0	13.0	13.6	B	B	B
	South of Cactus Av.	3	25.4	15.9	17.1	C	B	B	25.4	15.9	17.1	C	B	B

[1] Number of lanes are in the specified direction and is based on existing conditions.

[2] Density is measured by passenger cars per mile per lane (pc/mi/ln).

Table 5.4-4

SR-60/I-215 Freeway Ramp Junction Merge/Diverge Analysis
For Existing Plus Project Conditions

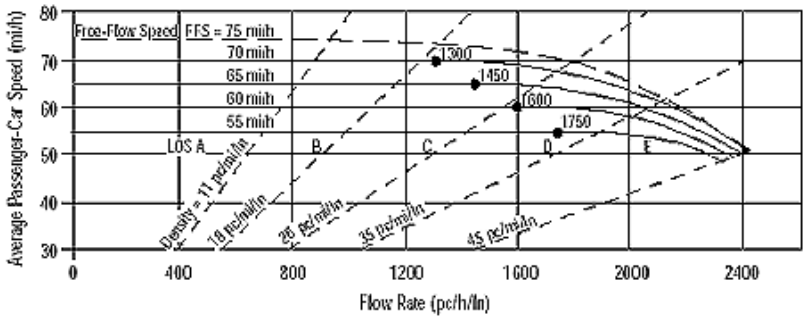
Freeway	Direction	Ramp or Segment[1]	Lanes on Freeway	Existing (2013)						Existing Plus Project					
				AM Peak Hour		PM Peak Hour		Saturday Peak Hour		AM Peak Hour		PM Peak Hour		Saturday Peak Hour	
				Density[2]	LOS	Density[2]	LOS	Density[2]	LOS	Density[2]	LOS	Density[2]	LOS	Density[2]	LOS
SR-60 Freeway	Westbound	On-Ramp at Perris Bl.	2	27.4	C	29.1	D	28.9	D	27.4	C	29.1	D	28.9	D
		Off-Ramp at Perris Bl.	2	23.8	C	26.3	C	24.0	C	23.9	C	26.4	C	24.1	C
	Eastbound	Off-Ramp at Perris Bl.	2	23.7	C	32.9	D	29.2	D	23.7	C	32.9	D	29.2	D
		On-Ramp at Perris Bl.	2	19.5	B	23.3	C	21.6	C	19.6	B	23.3	C	21.7	C
I-215 Freeway	Southbound	Off-Ramp at Cactus Ave.	4	21.9	C	24.5	C	22.5	C	21.9	C	24.5	C	22.5	C
		Loop Off-Ramp at Cactus Ave. - Upstream	4	26.1	C	29.5	D	27.5	C	26.1	C	29.5	D	27.7	C
		Loop Off-Ramp at Cactus Ave. - Downstream	4	26.1	C	29.5	D	27.5	C	26.1	C	29.5	D	27.7	C
		On-Ramp at Cactus Ave.	3	25.8	C	30.3	D	27.2	C	25.8	C	30.3	D	27.2	C
	Northbound	On-Ramp at Cactus Ave.	3	26.9	C	23.7	C	24.0	C	26.9	C	23.8	C	24.1	C
		Loop On-Ramp at Cactus Ave. - Downstream	3	20.2	C	15.1	B	16.7	B	20.2	C	15.1	B	16.7	B
		Loop On-Ramp at Cactus Ave. - Upstream	3	20.2	C	15.1	B	16.7	B	20.2	C	15.1	B	16.7	B
		Off-Ramp at Cactus Ave.	3	31.0	D	21.2	C	22.2	C	31.0	D	21.2	C	22.2	C

[1] Merge/Diverge analysis has been conducted twice where near-by ramps exist both upstream and downstream.
[2] Density is measured by passenger cars per mile per lane (pc/mi/ln).

ATTACHMENT "A"

EXISTING (2013) CONDITIONS
BASIC FREEWAY SEGMENT HCS+ ANALYSIS WORKSHEETS

BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information / Site Information

General Information		Site Information	
Analyst	*CS*	Highway/Direction of Travel	*SR-60 Westbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*West of I-215 Freeway*
Date Performed	*6/26/2013*	Jurisdiction	*Caltrans*
Analysis Time Period	*AM Peak Hour*	Analysis Year	*Existing 2013*

Project Description Moreno Valley Walmart TIA (JN 08660)

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*6435*	veh/h	Peak-Hour Factor, PHF	*0.92*
AADT		veh/day	%Trucks and Buses, P_T	*11*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.948*

Speed Inputs / Calc Speed Adj and FFS

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*4*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures / Design (N)

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1845*	pc/h/ln	Design LOS		
			v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S	*67.3*	mi/h	S		mi/h
D = v_p / S	*27.4*	pc/mi/ln	D = v_p / S		pc/mi/ln
LOS	*D*		Required Number of Lanes, N		

Glossary / Factor Location

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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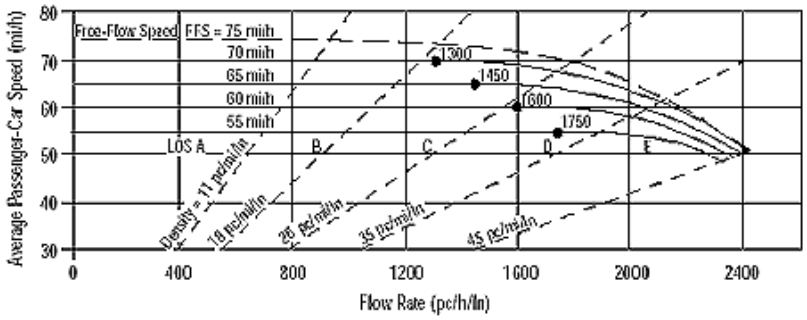
BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information / Site Information

General Information		Site Information	
Analyst	*CS*	Highway/Direction of Travel	*SR-60 Westbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*East of I-215 Freeway*
Date Performed	*6/26/2013*	Jurisdiction	*Caltrans*
Analysis Time Period	*AM Peak Hour*	Analysis Year	*Existing 2013*

Project Description Moreno Valley Walmart TIA (JN 08660)

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*2486*	veh/h	Peak-Hour Factor, PHF	*0.92*
AADT		veh/day	%Trucks and Buses, P_T	*11*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.948*

Speed Inputs / Calc Speed Adj and FFS

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*3*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures / Design (N)

LOS and Performance Measures			Design (N)	
Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*950*	pc/h/ln	Design LOS	
			v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
S	*70.0*	mi/h	S	mi/h
D = v_p / S	*13.6*	pc/mi/ln	D = v_p / S	pc/mi/ln
LOS	*B*		Required Number of Lanes, N	

Glossary / Factor Location

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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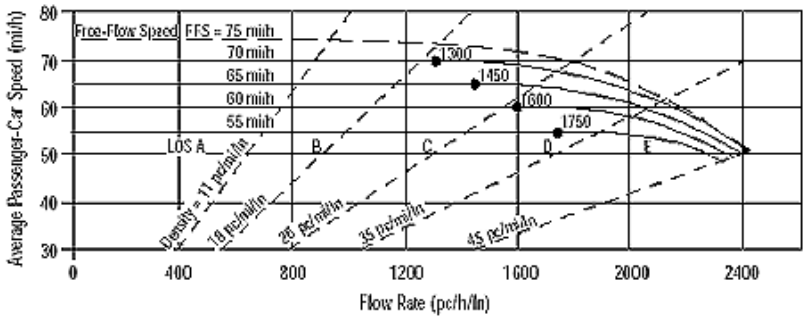
BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information / Site Information

General Information		Site Information	
Analyst	*CS*	Highway/Direction of Travel	*SR-60 Westbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*West of Perris Boulevard*
Date Performed	*6/26/2013*	Jurisdiction	*Caltrans*
Analysis Time Period	*AM Peak Hour*	Analysis Year	*Existing 2013*

Project Description Moreno Valley Walmart TIA (JN 08660)

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*2774*	veh/h	Peak-Hour Factor, PHF	*0.92*
AADT		veh/day	%Trucks and Buses, P_T	*9*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.957*

Speed Inputs / Calc Speed Adj and FFS

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*2*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures / Design (N)

LOS and Performance Measures			Design (N)	
Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1575*	pc/h/ln	Design LOS	
			v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
S	*69.5*	mi/h	S	mi/h
D = v_p / S	*22.6*	pc/mi/ln	D = v_p / S	pc/mi/ln
LOS	*C*		Required Number of Lanes, N	

Glossary / Factor Location

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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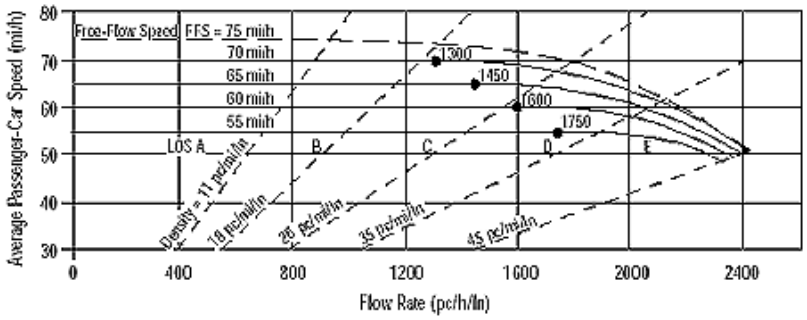
BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information / Site Information

Analyst	*CS*	Highway/Direction of Travel	*SR-60 Westbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*East of Perris Boulevard*
Date Performed	*6/26/2013*	Jurisdiction	*Caltrans*
Analysis Time Period	*AM Peak Hour*	Analysis Year	*Existing 2013*

Project Description Moreno Valley Walmart TIA (JN 08660)

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*2183*	veh/h	Peak-Hour Factor, PHF	*0.92*
AADT		veh/day	%Trucks and Buses, P_T	*11*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.948*

Speed Inputs / Calc Speed Adj and FFS

Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*2*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures / Design (N)

Operational (LOS)			Design (N)	
			Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1252*	pc/h/ln	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
S	*70.0*	mi/h	S	mi/h
D = v_p / S	*17.9*	pc/mi/ln	D = v_p / S	pc/mi/ln
LOS	*B*		Required Number of Lanes, N	

Glossary / Factor Location

N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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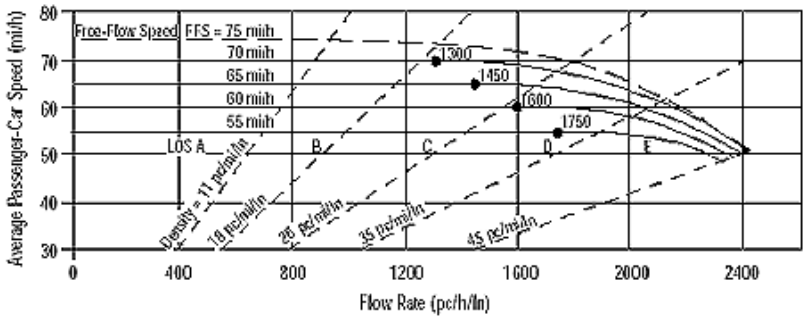

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information / Site Information

Analyst	*CS*	Highway/Direction of Travel	*SR-60 Eastbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*West of I-215 Freeway*
Date Performed	*6/26/2013*	Jurisdiction	*Caltrans*
Analysis Time Period	*AM Peak Hour*	Analysis Year	*Existing 2013*

Project Description Moreno Valley Walmart TIA (JN 08660)

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*3861*	veh/h	Peak-Hour Factor, PHF	*0.92*
AADT		veh/day	%Trucks and Buses, P_T	*11*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.948*

Speed Inputs / Calc Speed Adj and FFS

Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*5*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures / Design (N)

Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*886*	pc/h/ln	Design LOS	
			v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
S	*70.0*	mi/h	S	mi/h
D = v_p / S	*12.7*	pc/mi/ln	D = v_p / S	pc/mi/ln
LOS	*B*		Required Number of Lanes, N	

Glossary / Factor Location

N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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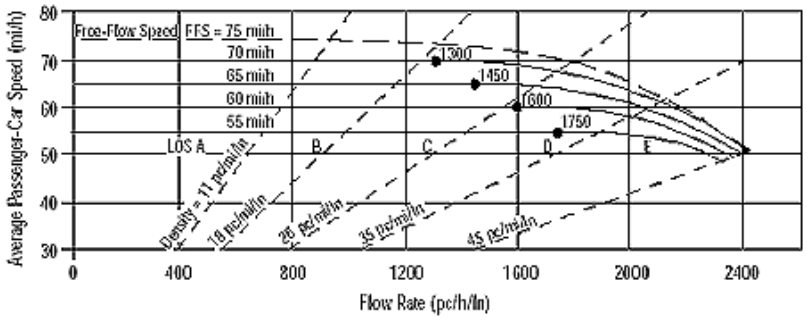

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information / Site Information

Analyst	*CS*	Highway/Direction of Travel	*SR-60 Eastbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*East of I-215 Freeway*
Date Performed	*6/26/2013*	Jurisdiction	*Caltrans*
Analysis Time Period	*AM Peak Hour*	Analysis Year	*Existing 2013*

Project Description Moreno Valley Walmart TIA (JN 08660)

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*2982*	veh/h	Peak-Hour Factor, PHF	*0.92*
AADT		veh/day	%Trucks and Buses, P_T	*11*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.948*

Speed Inputs / Calc Speed Adj and FFS

Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*5*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures / Design (N)

Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*684*	pc/h/ln	Design LOS	
			v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
S	*70.0*	mi/h	S	mi/h
D = v_p / S	*9.8*	pc/mi/ln	D = v_p / S	pc/mi/ln
LOS	*A*		Required Number of Lanes, N	

Glossary / Factor Location

N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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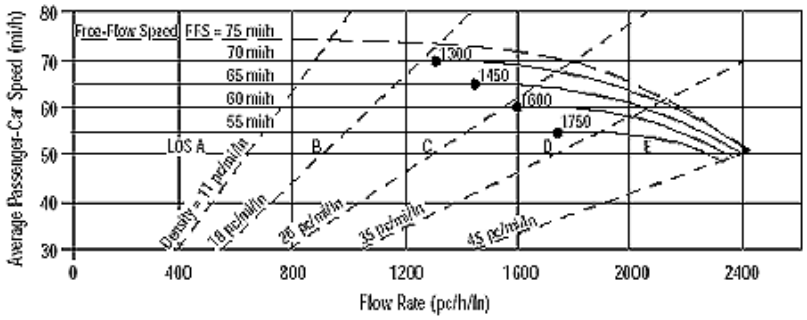

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information / Site Information

General Information		Site Information	
Analyst	*CS*	Highway/Direction of Travel	*SR-60 Eastbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*West of Perris Boulevard*
Date Performed	*6/26/2013*	Jurisdiction	*Caltrans*
Analysis Time Period	*AM Peak Hour*	Analysis Year	*Existing 2013*

Project Description Moreno Valley Walmart TIA (JN 08660)

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*2190*	veh/h	Peak-Hour Factor, PHF	*0.92*
AADT		veh/day	%Trucks and Buses, P_T	*10*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.952*

Speed Inputs / Calc Speed Adj and FFS

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*2*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures / Design (N)

LOS and Performance Measures			Design (N)	
Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1250*	pc/h/ln	Design LOS	
			v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
S	*70.0*	mi/h	S	mi/h
D = v_p / S	*17.9*	pc/mi/ln	D = v_p / S	pc/mi/ln
LOS	*B*		Required Number of Lanes, N	

Glossary / Factor Location

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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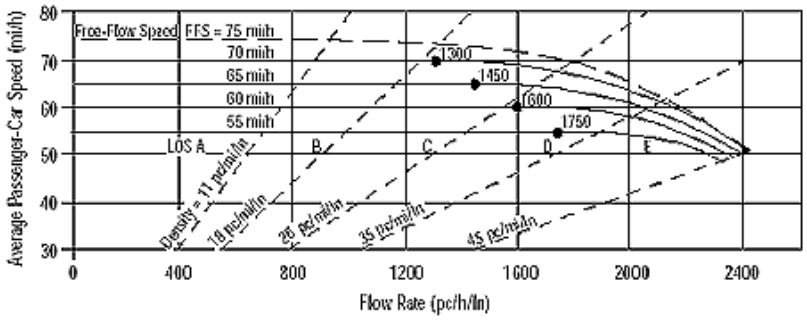

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information / Site Information

Analyst	*CS*	Highway/Direction of Travel	*SR-60 Eastbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*East of Perris Boulevard*
Date Performed	*6/26/2013*	Jurisdiction	*Caltrans*
Analysis Time Period	*AM Peak Hour*	Analysis Year	*Existing 2013*

Project Description Moreno Valley Walmart TIA (JN 08660)

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*1894*	veh/h	Peak-Hour Factor, PHF	*0.92*
AADT		veh/day	%Trucks and Buses, P_T	*11*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.948*

Speed Inputs / Calc Speed Adj and FFS

Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*2*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures / Design (N)

Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1086*	pc/h/ln	Design LOS	
			v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
S	*70.0*	mi/h	S	mi/h
D = v_p / S	*15.5*	pc/mi/ln	D = v_p / S	pc/mi/ln
LOS	*B*		Required Number of Lanes, N	

Glossary / Factor Location

N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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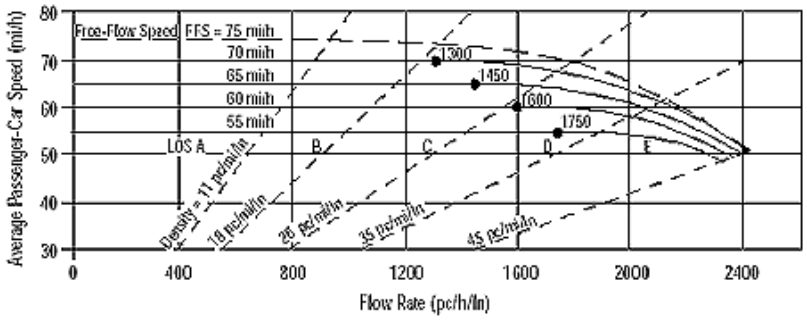

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information / Site Information

General Information		Site Information	
Analyst	*CS*	Highway/Direction of Travel	*I-215 Southbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*South of SR-60 Freeway*
Date Performed	*6/26/2013*	Jurisdiction	*Caltrans*
Analysis Time Period	*AM Peak Hour*	Analysis Year	*Existing 2013*

Project Description Moreno Valley Walmart TIA (JN 08660)

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*6376*	veh/h	Peak-Hour Factor, PHF	*0.92*
AADT		veh/day	%Trucks and Buses, P_T	*15*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.930*

Speed Inputs / Calc Speed Adj and FFS

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*5*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures / Design (N)

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1490*	pc/h/ln	Design LOS		
			v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S	*69.8*	mi/h	S		mi/h
D = v_p / S	*21.3*	pc/mi/ln	D = v_p / S		pc/mi/ln
LOS	*C*		Required Number of Lanes, N		

Glossary / Factor Location

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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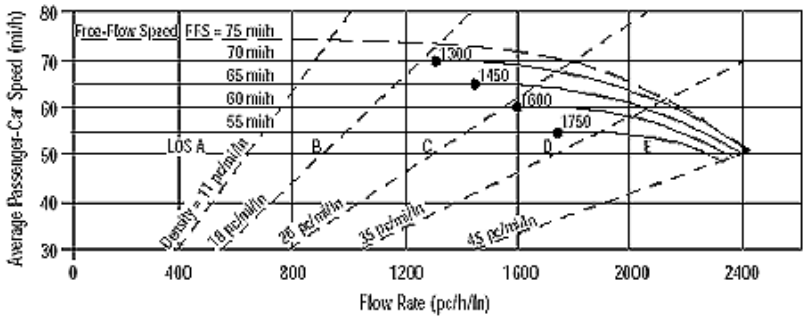
BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information / Site Information

Analyst	*CS*	Highway/Direction of Travel	*I-215 Southbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*North of Cactus Av.*
Date Performed	*6/26/2013*	Jurisdiction	*Caltrans*
Analysis Time Period	*AM Peak Hour*	Analysis Year	*Existing 2013*

Project Description Moreno Valley Walmart TIA (JN 08660)

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4934*	veh/h	Peak-Hour Factor, PHF	*0.92*
AADT		veh/day	%Trucks and Buses, P_T	*2*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.990*

Speed Inputs / Calc Speed Adj and FFS

Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*4*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures / Design (N)

Operational (LOS)			Design (N)	
			Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1354*	pc/h/ln	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
S	*70.0*	mi/h	S	mi/h
D = v_p / S	*19.3*	pc/mi/ln	D = v_p / S	pc/mi/ln
LOS	*C*		Required Number of Lanes, N	

Glossary / Factor Location

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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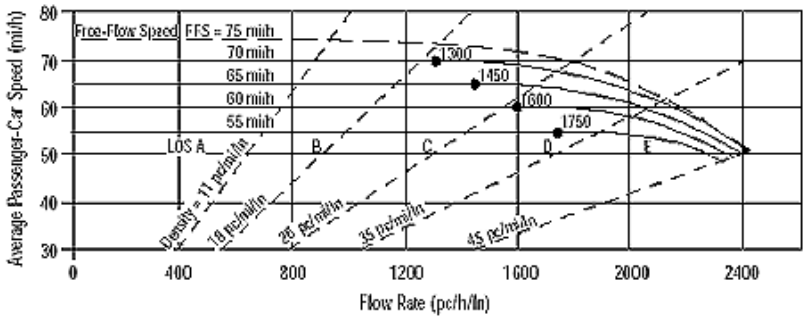

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information / Site Information

Analyst	*CS*	Highway/Direction of Travel	*I-215 Southbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*South of Cactus Av.*
Date Performed	*6/26/2013*	Jurisdiction	*Caltrans*
Analysis Time Period	*AM Peak Hour*	Analysis Year	*Existing 2013*

Project Description Moreno Valley Walmart TIA (JN 08660)

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4728*	veh/h	Peak-Hour Factor, PHF	*0.92*
AADT		veh/day	%Trucks and Buses, P_T	*2*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.990*

Speed Inputs / Calc Speed Adj and FFS

Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*3*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures / Design (N)

Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1730*	pc/h/ln	Design LOS	
			v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
S	*68.6*	mi/h	S	mi/h
D = v_p / S	*25.2*	pc/mi/ln	D = v_p / S	pc/mi/ln
LOS	*C*		Required Number of Lanes, N	

Glossary / Factor Location

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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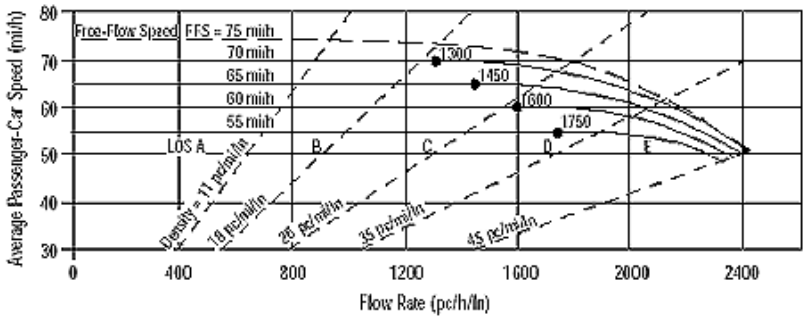

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information / Site Information

Analyst	*CS*	Highway/Direction of Travel	*I-215 Northbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*South of SR-60 Freeway*
Date Performed	*6/26/2013*	Jurisdiction	*Caltrans*
Analysis Time Period	*AM Peak Hour*	Analysis Year	*Existing 2013*

Project Description Moreno Valley Walmart TIA (JN 08660)

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*3526*	veh/h	Peak-Hour Factor, PHF	*0.92*
AADT		veh/day	%Trucks and Buses, P_T	*15*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.930*

Speed Inputs / Calc Speed Adj and FFS

Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*3*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures / Design (N)

Operational (LOS)			Design (N)	
			Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1373*	pc/h/ln	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
S	*70.0*	mi/h	S	mi/h
D = v_p / S	*19.6*	pc/mi/ln	D = v_p / S	pc/mi/ln
LOS	*C*		Required Number of Lanes, N	

Glossary / Factor Location

N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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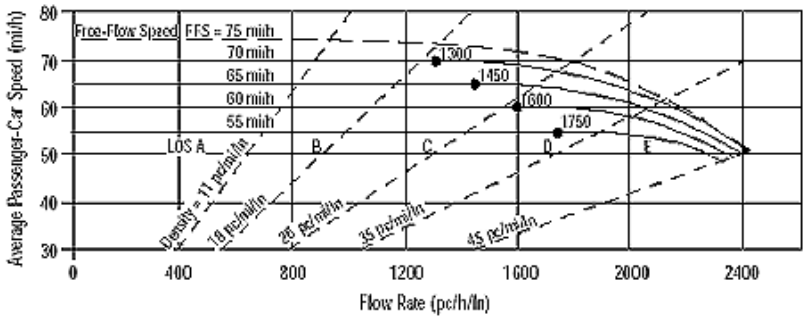

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information / Site Information

Analyst	*CS*	Highway/Direction of Travel	*I-215 Northbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*North of Cactus Av.*
Date Performed	*6/26/2013*	Jurisdiction	*Caltrans*
Analysis Time Period	*AM Peak Hour*	Analysis Year	*Existing 2013*

Project Description Moreno Valley Walmart TIA (JN 08660)

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4044*	veh/h	Peak-Hour Factor, PHF	*0.92*
AADT		veh/day	%Trucks and Buses, P_T	*4*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.980*

Speed Inputs / Calc Speed Adj and FFS

Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*4*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures / Design (N)

Operational (LOS)			Design (N)	
			Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1121*	pc/h/ln	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
S	*70.0*	mi/h	S	mi/h
D = v_p / S	*16.0*	pc/mi/ln	D = v_p / S	pc/mi/ln
LOS	*B*		Required Number of Lanes, N	

Glossary / Factor Location

N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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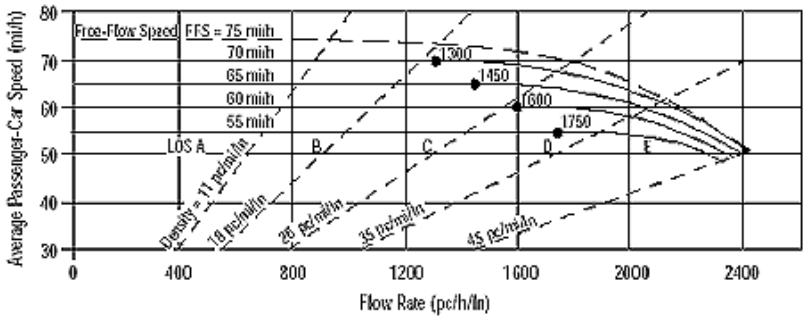

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information / Site Information

General Information		Site Information	
Analyst	*CS*	Highway/Direction of Travel	*I-215 Northbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*South of Cactus Av.*
Date Performed	*6/26/2013*	Jurisdiction	*Caltrans*
Analysis Time Period	*AM Peak Hour*	Analysis Year	*Existing 2013*

Project Description Moreno Valley Walmart TIA (JN 08660)

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4725*	veh/h	Peak-Hour Factor, PHF	*0.92*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs / Calc Speed Adj and FFS

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*3*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures / Design (N)

LOS and Performance Measures			Design (N)	
Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1738*	pc/h/ln	Design LOS	
			v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
S	*68.5*	mi/h	S	mi/h
D = v_p / S	*25.4*	pc/mi/ln	D = v_p / S	pc/mi/ln
LOS	*C*		Required Number of Lanes, N	

Glossary / Factor Location

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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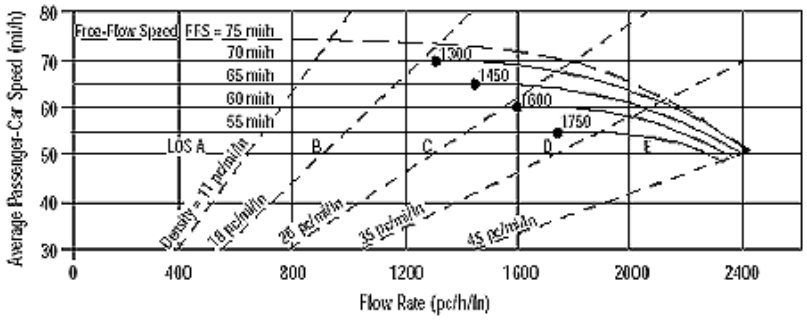

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information / Site Information

Analyst	*CS*	Highway/Direction of Travel	*SR-60 Westbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*West of I-215 Freeway*
Date Performed	*6/26/2013*	Jurisdiction	*Caltrans*
Analysis Time Period	*PM Peak Hour*	Analysis Year	*Existing 2013*

Project Description Moreno Valley Walmart TIA (JN 08660)

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*6327*	veh/h	Peak-Hour Factor, PHF	*0.92*
AADT		veh/day	%Trucks and Buses, P_T	*11*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.948*

Speed Inputs / Calc Speed Adj and FFS

Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*4*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures / Design (N)

Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1814*	pc/h/ln	Design LOS	
			v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
S	*67.7*	mi/h	S	mi/h
D = v_p / S	*26.8*	pc/mi/ln	D = v_p / S	pc/mi/ln
LOS	*D*		Required Number of Lanes, N	

Glossary / Factor Location

N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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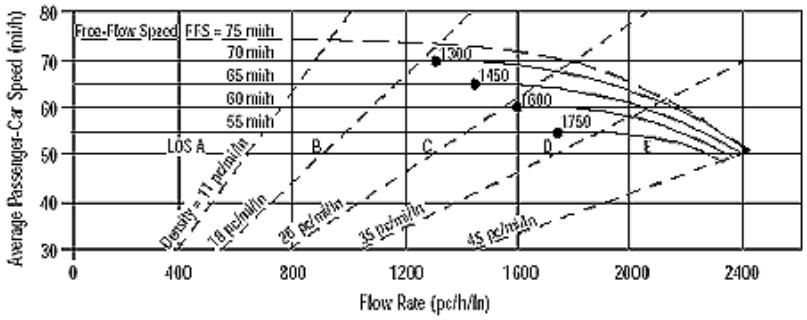

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information / Site Information

Analyst	*CS*	Highway/Direction of Travel	*SR-60 Westbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*East of I-215 Freeway*
Date Performed	*6/26/2013*	Jurisdiction	*Caltrans*
Analysis Time Period	*PM Peak Hour*	Analysis Year	*Existing 2013*

Project Description Moreno Valley Walmart TIA (JN 08660)

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*2642*	veh/h	Peak-Hour Factor, PHF	*0.92*
AADT		veh/day	%Trucks and Buses, P_T	*11*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.948*

Speed Inputs / Calc Speed Adj and FFS

Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*3*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures / Design (N)

Operational (LOS)			Design (N)	
			Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1010*	pc/h/ln	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
S	*70.0*	mi/h	S	mi/h
D = v_p / S	*14.4*	pc/mi/ln	D = v_p / S	pc/mi/ln
LOS	*B*		Required Number of Lanes, N	

Glossary / Factor Location

N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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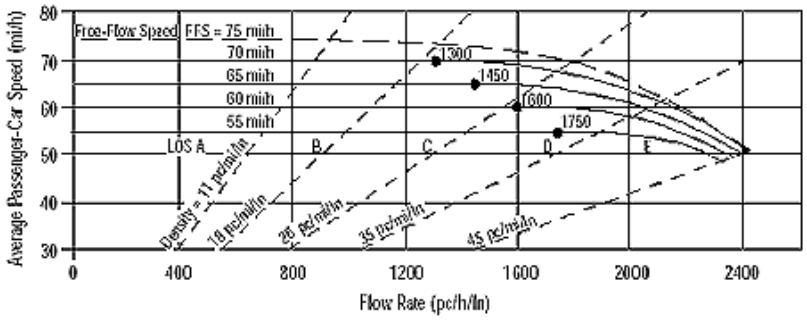
BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information / Site Information

General Information		Site Information	
Analyst	*CS*	Highway/Direction of Travel	*SR-60 Westbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*West of Perris Boulevard*
Date Performed	*6/26/2013*	Jurisdiction	*Caltrans*
Analysis Time Period	*PM Peak Hour*	Analysis Year	*Existing 2013*

Project Description Moreno Valley Walmart TIA (JN 08660)

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*2960*	veh/h	Peak-Hour Factor, PHF	*0.92*
AADT		veh/day	%Trucks and Buses, P_T	*9*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.957*

Speed Inputs / Calc Speed Adj and FFS

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*2*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures / Design (N)

LOS and Performance Measures			Design (N)	
Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1681*	pc/h/ln	Design LOS	
			v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
S	*68.9*	mi/h	S	mi/h
D = v_p / S	*24.4*	pc/mi/ln	D = v_p / S	pc/mi/ln
LOS	*C*		Required Number of Lanes, N	

Glossary / Factor Location

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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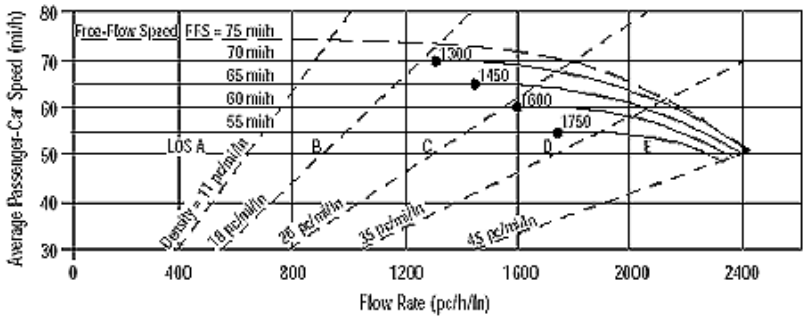

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information / Site Information

Analyst	*CS*	Highway/Direction of Travel	*SR-60 Westbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*East of Perris Boulevard*
Date Performed	*6/26/2013*	Jurisdiction	*Caltrans*
Analysis Time Period	*PM Peak Hour*	Analysis Year	*Existing 2013*

Project Description Moreno Valley Walmart TIA (JN 08660)

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*2432*	veh/h	Peak-Hour Factor, PHF	*0.92*
AADT		veh/day	%Trucks and Buses, P_T	*11*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.948*

Speed Inputs / Calc Speed Adj and FFS

Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*2*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures / Design (N)

Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1394*	pc/h/ln	Design LOS	
			v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
S	*70.0*	mi/h	S	mi/h
D = v_p / S	*19.9*	pc/mi/ln	D = v_p / S	pc/mi/ln
LOS	*C*		Required Number of Lanes, N	

Glossary / Factor Location

N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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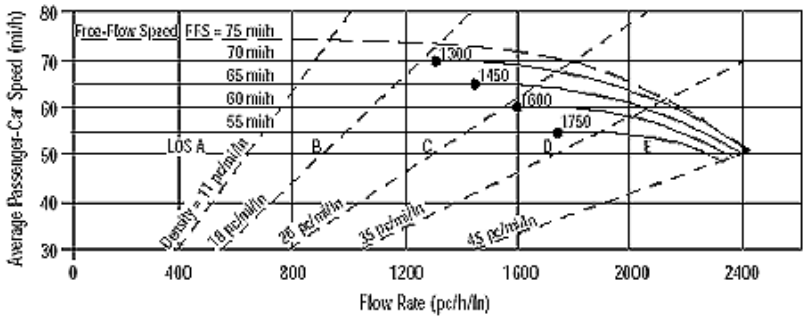

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information / Site Information

Analyst	*CS*	Highway/Direction of Travel	*SR-60 Eastbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*West of I-215 Freeway*
Date Performed	*6/26/2013*	Jurisdiction	*Caltrans*
Analysis Time Period	*PM Peak Hour*	Analysis Year	*Existing 2013*

Project Description Moreno Valley Walmart TIA (JN 08660)

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*6061*	veh/h	Peak-Hour Factor, PHF	*0.92*
AADT		veh/day	%Trucks and Buses, P_T	*11*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.948*

Speed Inputs / Calc Speed Adj and FFS

Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*5*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures / Design (N)

Operational (LOS)			Design (N)		
			Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1390*	pc/h/ln	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S	*70.0*	mi/h	S		mi/h
D = v_p / S	*19.9*	pc/mi/ln	D = v_p / S		pc/mi/ln
LOS	*C*		Required Number of Lanes, N		

Glossary / Factor Location

N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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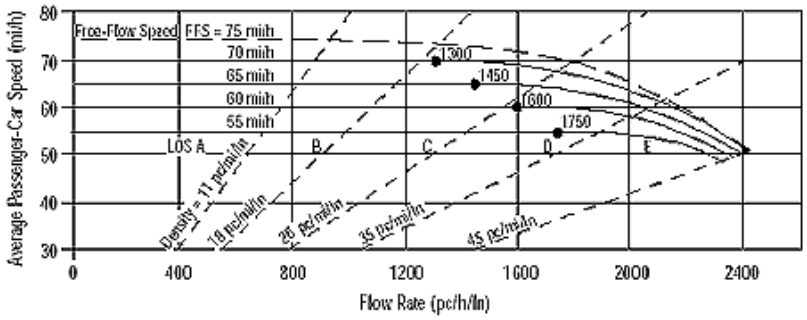

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information / Site Information

Analyst	*CS*	Highway/Direction of Travel	*SR-60 Eastbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*East of I-215 Freeway*
Date Performed	*6/26/2013*	Jurisdiction	*Caltrans*
Analysis Time Period	*PM Peak Hour*	Analysis Year	*Existing 2013*

Project Description Moreno Valley Walmart TIA (JN 08660)

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4752*	veh/h	Peak-Hour Factor, PHF	*0.92*
AADT		veh/day	%Trucks and Buses, P_T	*11*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.948*

Speed Inputs / Calc Speed Adj and FFS

Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*5*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures / Design (N)

Operational (LOS)			Design (N)		
			Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1090*	pc/h/ln	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S	*70.0*	mi/h	S		mi/h
D = v_p / S	*15.6*	pc/mi/ln	D = v_p / S		pc/mi/ln
LOS	*B*		Required Number of Lanes, N		

Glossary / Factor Location

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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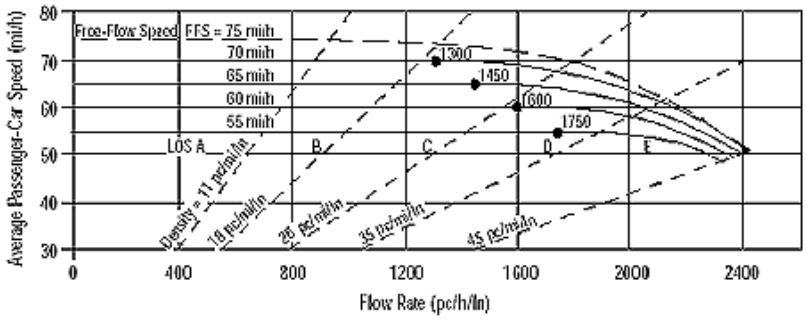

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information / Site Information

Analyst	*CS*	Highway/Direction of Travel	*SR-60 Eastbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*West of Perris Boulevard*
Date Performed	*6/26/2013*	Jurisdiction	*Caltrans*
Analysis Time Period	*PM Peak Hour*	Analysis Year	*Existing 2013*

Project Description Moreno Valley Walmart TIA (JN 08660)

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*3160*	veh/h	Peak-Hour Factor, PHF	*0.92*
AADT		veh/day	%Trucks and Buses, P_T	*8*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.962*

Speed Inputs / Calc Speed Adj and FFS

Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*2*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures / Design (N)

Operational (LOS)			Design (N)	
			Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1786*	pc/h/ln	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
S	*68.0*	mi/h	S	mi/h
D = v_p / S	*26.3*	pc/mi/ln	D = v_p / S	pc/mi/ln
LOS	*D*		Required Number of Lanes, N	

Glossary / Factor Location

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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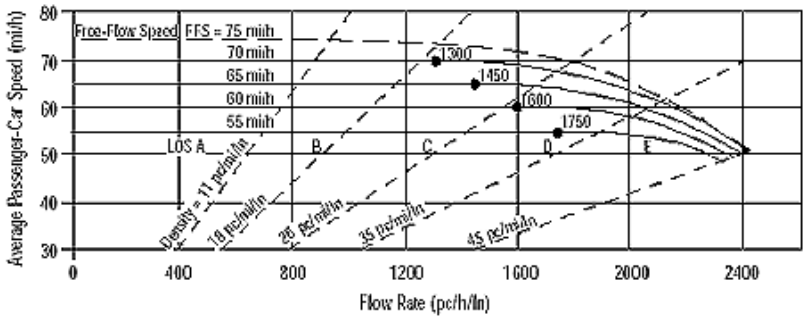

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information / Site Information

Analyst	*CS*	Highway/Direction of Travel	*SR-60 Eastbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*East of Perris Boulevard*
Date Performed	*6/26/2013*	Jurisdiction	*Caltrans*
Analysis Time Period	*PM Peak Hour*	Analysis Year	*Existing 2013*

Project Description Moreno Valley Walmart TIA (JN 08660)

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*2316*	veh/h	Peak-Hour Factor, PHF	*0.92*
AADT		veh/day	%Trucks and Buses, P_T	*11*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.948*

Speed Inputs / Calc Speed Adj and FFS

Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*2*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures / Design (N)

Operational (LOS)			Design (N)	
			Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1328*	pc/h/ln	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
S	*70.0*	mi/h	S	mi/h
D = v_p / S	*19.0*	pc/mi/ln	D = v_p / S	pc/mi/ln
LOS	*C*		Required Number of Lanes, N	

Glossary / Factor Location

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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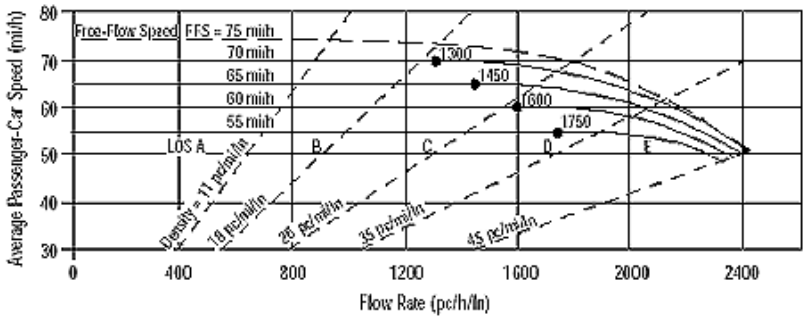

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information / Site Information

Analyst	*CS*	Highway/Direction of Travel	*I-215 Southbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*South of SR-60 Freeway*
Date Performed	*6/26/2013*	Jurisdiction	*Caltrans*
Analysis Time Period	*PM Peak Hour*	Analysis Year	*Existing 2013*

Project Description Moreno Valley Walmart TIA (JN 08660)

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*6535*	veh/h	Peak-Hour Factor, PHF	*0.92*
AADT		veh/day	%Trucks and Buses, P_T	*15*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.930*

Speed Inputs / Calc Speed Adj and FFS

Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*5*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures / Design (N)

Operational (LOS)			Design (N)	
			Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1527*	pc/h/ln	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
S	*69.7*	mi/h	S	mi/h
D = v_p / S	*21.9*	pc/mi/ln	D = v_p / S	pc/mi/ln
LOS	*C*		Required Number of Lanes, N	

Glossary / Factor Location

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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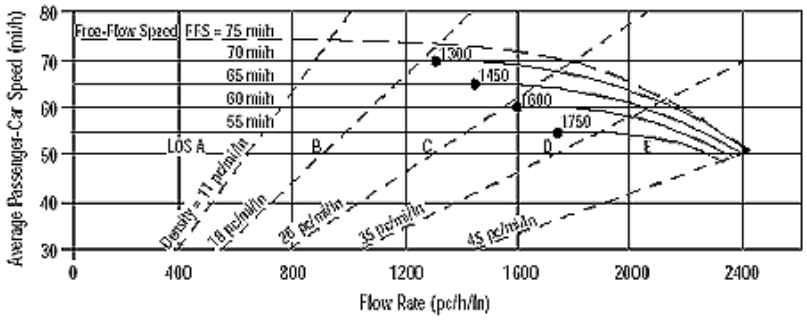
BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information / Site Information

General Information		Site Information	
Analyst	*CS*	Highway/Direction of Travel	*I-215 Southbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*North of Cactus Av.*
Date Performed	*6/26/2013*	Jurisdiction	*Caltrans*
Analysis Time Period	*PM Peak Hour*	Analysis Year	*Existing 2013*

Project Description Moreno Valley Walmart TIA (JN 08660)

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5586*	veh/h	Peak-Hour Factor, PHF	*0.92*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs / Calc Speed Adj and FFS

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*4*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures / Design (N)

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1541*	pc/h/ln	Design LOS		
			v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S	*69.7*	mi/h	S		mi/h
D = v_p / S	*22.1*	pc/mi/ln	D = v_p / S		pc/mi/ln
LOS	*C*		Required Number of Lanes, N		

Glossary / Factor Location

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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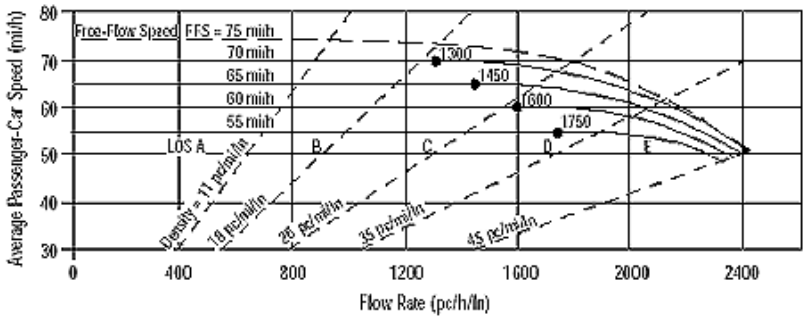

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information / Site Information

General Information		Site Information	
Analyst	*CS*	Highway/Direction of Travel	*I-215 Southbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*South of Cactus Av.*
Date Performed	*6/26/2013*	Jurisdiction	*Caltrans*
Analysis Time Period	*PM Peak Hour*	Analysis Year	*Existing 2013*

Project Description Moreno Valley Walmart TIA (JN 08660)

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5541*	veh/h	Peak-Hour Factor, PHF	*0.92*
AADT		veh/day	%Trucks and Buses, P_T	*2*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.990*

Speed Inputs / Calc Speed Adj and FFS

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*3*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures / Design (N)

LOS and Performance Measures			Design (N)	
Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2028*	pc/h/ln	Design LOS	
			v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
S	*64.3*	mi/h	S	mi/h
D = v_p / S	*31.5*	pc/mi/ln	D = v_p / S	pc/mi/ln
LOS	*D*		Required Number of Lanes, N	

Glossary / Factor Location

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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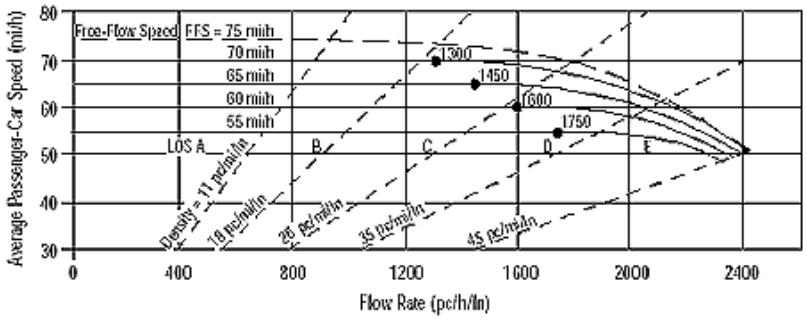

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information / Site Information

Analyst	*CS*	Highway/Direction of Travel	*I-215 Northbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*South of SR-60 Freeway*
Date Performed	*6/26/2013*	Jurisdiction	*Caltrans*
Analysis Time Period	*PM Peak Hour*	Analysis Year	*Existing 2013*

Project Description Moreno Valley Walmart TIA (JN 08660)

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*3906*	veh/h	Peak-Hour Factor, PHF	*0.92*
AADT		veh/day	%Trucks and Buses, P_T	*15*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.930*

Speed Inputs / Calc Speed Adj and FFS

Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*3*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures / Design (N)

Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1521*	pc/h/ln	Design LOS	
			v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
S	*69.7*	mi/h	S	mi/h
D = v_p / S	*21.8*	pc/mi/ln	D = v_p / S	pc/mi/ln
LOS	*C*		Required Number of Lanes, N	

Glossary / Factor Location

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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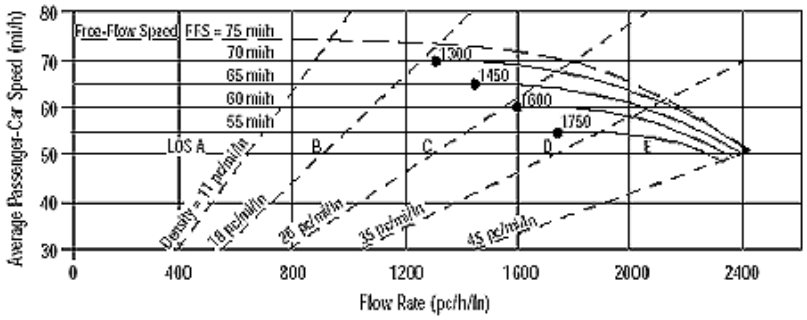

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information / Site Information

Analyst	*CS*	Highway/Direction of Travel	*I-215 Northbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*North of Cactus Av.*
Date Performed	*6/26/2013*	Jurisdiction	*Caltrans*
Analysis Time Period	*PM Peak Hour*	Analysis Year	*Existing 2013*

Project Description Moreno Valley Walmart TIA (JN 08660)

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*3254*	veh/h	Peak-Hour Factor, PHF	*0.92*
AADT		veh/day	%Trucks and Buses, P_T	*5*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs / Calc Speed Adj and FFS

Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*4*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures / Design (N)

Operational (LOS)			Design (N)	
			Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*906*	pc/h/ln	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
S	*70.0*	mi/h	S	mi/h
D = v_p / S	*12.9*	pc/mi/ln	D = v_p / S	pc/mi/ln
LOS	*B*		Required Number of Lanes, N	

Glossary / Factor Location

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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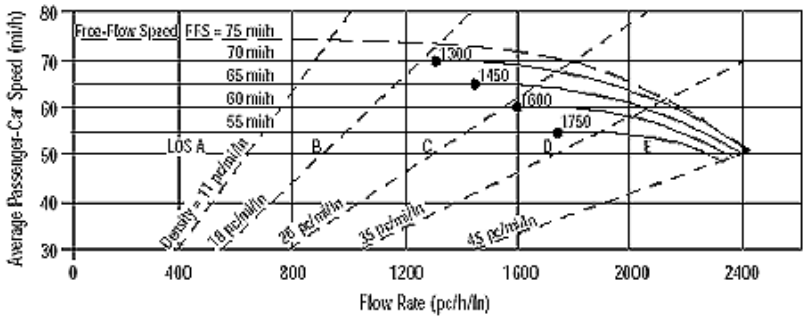

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information / Site Information

Analyst	*CS*	Highway/Direction of Travel	*I-215 Northbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*South of Cactus Av.*
Date Performed	*6/26/2013*	Jurisdiction	*Caltrans*
Analysis Time Period	*PM Peak Hour*	Analysis Year	*Existing 2013*

Project Description Moreno Valley Walmart TIA (JN 08660)

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*2992*	veh/h	Peak-Hour Factor, PHF	*0.92*
AADT		veh/day	%Trucks and Buses, P_T	*5*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs / Calc Speed Adj and FFS

Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*3*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures / Design (N)

Operational (LOS)			Design (N)		
			Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1111*	pc/h/ln	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S	*70.0*	mi/h	S		mi/h
D = v_p / S	*15.9*	pc/mi/ln	D = v_p / S		pc/mi/ln
LOS	*B*		Required Number of Lanes, N		

Glossary / Factor Location

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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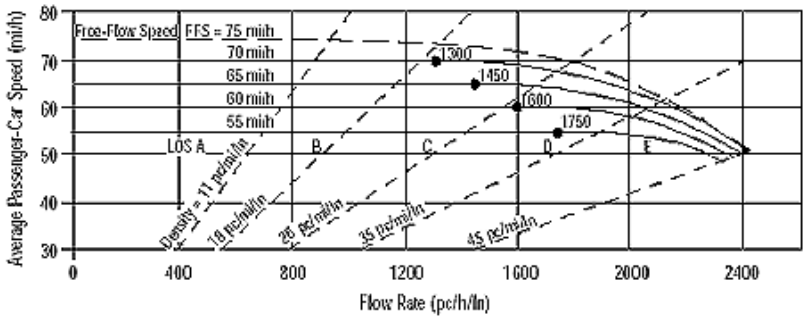

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information / Site Information

Analyst	*CS*	Highway/Direction of Travel	*SR-60 Westbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*West of I-215 Freeway*
Date Performed	*6/26/2013*	Jurisdiction	*Caltrans*
Analysis Time Period	*Saturday Mid-Day Peak Hour*	Analysis Year	*Existing 2013*

Project Description Moreno Valley Walmart TIA (JN 08660)

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*6116*	veh/h	Peak-Hour Factor, PHF	*0.92*
AADT		veh/day	%Trucks and Buses, P_T	*11*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.948*

Speed Inputs / Calc Speed Adj and FFS

Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*4*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures / Design (N)

Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1753*	pc/h/ln	Design LOS	
			v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
S	*68.3*	mi/h	S	mi/h
D = v_p / S	*25.7*	pc/mi/ln	D = v_p / S	pc/mi/ln
LOS	*C*		Required Number of Lanes, N	

Glossary / Factor Location

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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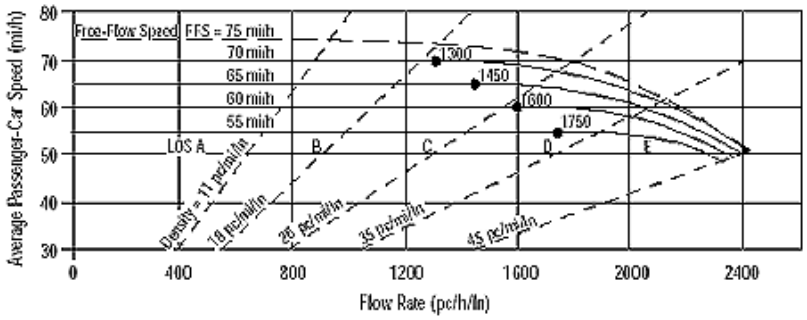

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information / Site Information

Analyst	*CS*	Highway/Direction of Travel	*SR-60 Westbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*East of I-215 Freeway*
Date Performed	*6/26/2013*	Jurisdiction	*Caltrans*
Analysis Time Period	*Saturday Mid-Day Peak Hour*	Analysis Year	*Existing 2013*

Project Description Moreno Valley Walmart TIA (JN 08660)

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*2747*	veh/h	Peak-Hour Factor, PHF	*0.92*
AADT		veh/day	%Trucks and Buses, P_T	*11*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.948*

Speed Inputs / Calc Speed Adj and FFS

Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*3*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures / Design (N)

Operational (LOS)			Design (N)	
			Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1050*	pc/h/ln	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
S	*70.0*	mi/h	S	mi/h
D = v_p / S	*15.0*	pc/mi/ln	D = v_p / S	pc/mi/ln
LOS	*B*		Required Number of Lanes, N	

Glossary / Factor Location

N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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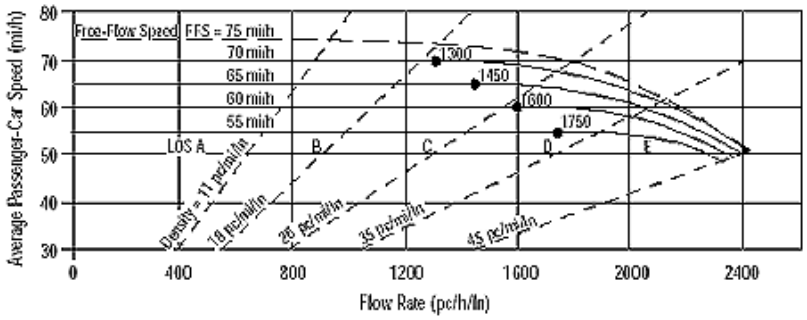

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information / Site Information

Analyst	*CS*	Highway/Direction of Travel	*SR-60 Westbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*West of Perris Boulevard*
Date Performed	*6/26/2013*	Jurisdiction	*Caltrans*
Analysis Time Period	*Saturday Mid-Day Peak Hour*	Analysis Year	*Existing 2013*

Project Description Moreno Valley Walmart TIA (JN 08660)

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*2950*	veh/h	Peak-Hour Factor, PHF	*0.92*
AADT		veh/day	%Trucks and Buses, P_T	*8*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.962*

Speed Inputs / Calc Speed Adj and FFS

Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*2*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures / Design (N)

Operational (LOS)			Design (N)	
			Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1667*	pc/h/ln	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
S	*69.0*	mi/h	S	mi/h
D = v_p / S	*24.1*	pc/mi/ln	D = v_p / S	pc/mi/ln
LOS	*C*		Required Number of Lanes, N	

Glossary / Factor Location

N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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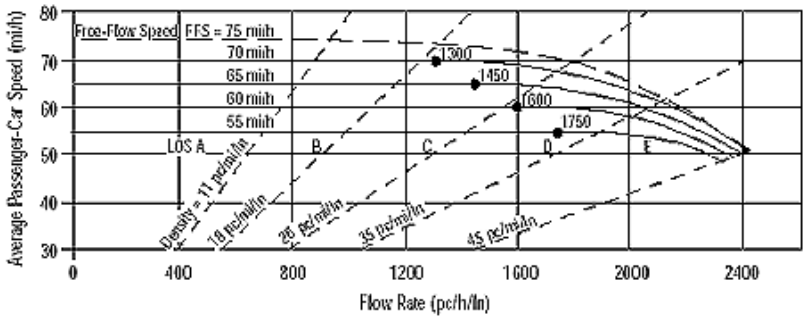

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information / Site Information

Analyst	*CS*	Highway/Direction of Travel	*SR-60 Westbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*East of Perris Boulevard*
Date Performed	*6/26/2013*	Jurisdiction	*Caltrans*
Analysis Time Period	*Saturday Mid-Day Peak Hour*	Analysis Year	*Existing 2013*

Project Description Moreno Valley Walmart TIA (JN 08660)

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*2198*	veh/h	Peak-Hour Factor, PHF	*0.92*
AADT		veh/day	%Trucks and Buses, P_T	*11*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.948*

Speed Inputs / Calc Speed Adj and FFS

Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*2*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures / Design (N)

Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1260*	pc/h/ln	Design LOS	
			v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
S	*70.0*	mi/h	S	mi/h
D = v_p / S	*18.0*	pc/mi/ln	D = v_p / S	pc/mi/ln
LOS	*B*		Required Number of Lanes, N	

Glossary / Factor Location

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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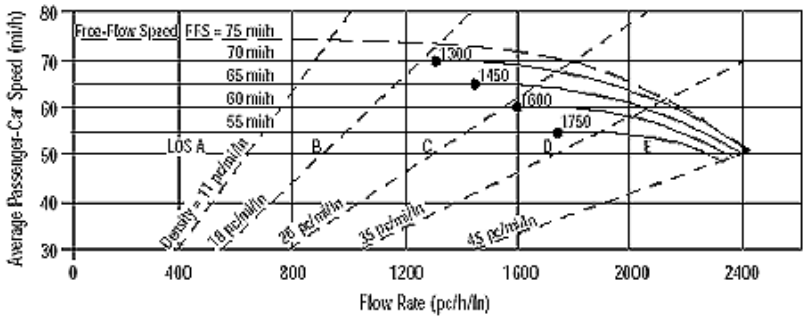

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information / Site Information

Analyst	*CS*	Highway/Direction of Travel	*SR-60 Eastbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*West of I-215 Freeway*
Date Performed	*6/26/2013*	Jurisdiction	*Caltrans*
Analysis Time Period	*Saturday Mid-Day Peak Hour*	Analysis Year	*Existing 2013*

Project Description Moreno Valley Walmart TIA (JN 08660)

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*3520*	veh/h	Peak-Hour Factor, PHF	*0.92*
AADT		veh/day	%Trucks and Buses, P_T	*11*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.948*

Speed Inputs / Calc Speed Adj and FFS

Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*5*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures / Design (N)

Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*807*	pc/h/ln	Design LOS	
			v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
S	*70.0*	mi/h	S	mi/h
D = v_p / S	*11.5*	pc/mi/ln	D = v_p / S	pc/mi/ln
LOS	*B*		Required Number of Lanes, N	

Glossary / Factor Location

N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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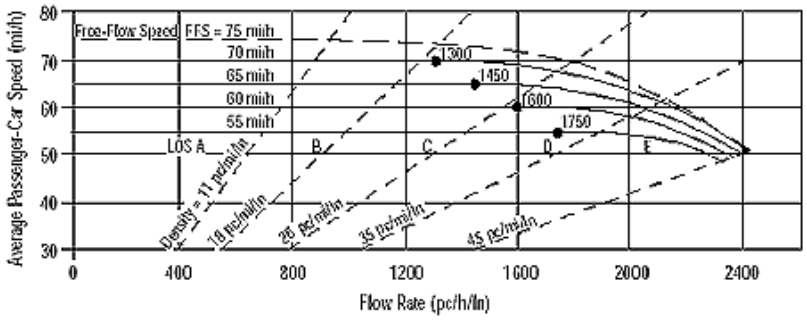

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information / Site Information

General Information		Site Information	
Analyst	*CS*	Highway/Direction of Travel	*SR-60 Eastbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*East of I-215 Freeway*
Date Performed	*6/26/2013*	Jurisdiction	*Caltrans*
Analysis Time Period	*Saturday Mid-Day Peak Hour*	Analysis Year	*Existing 2013*

Project Description Moreno Valley Walmart TIA (JN 08660)

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4031*	veh/h	Peak-Hour Factor, PHF	*0.92*
AADT		veh/day	%Trucks and Buses, P_T	*11*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.948*

Speed Inputs / Calc Speed Adj and FFS

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*5*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures / Design (N)

LOS and Performance Measures			Design (N)	
Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*925*	pc/h/ln	Design LOS	
			v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
S	*70.0*	mi/h	S	mi/h
D = v_p / S	*13.2*	pc/mi/ln	D = v_p / S	pc/mi/ln
LOS	*B*		Required Number of Lanes, N	

Glossary / Factor Location

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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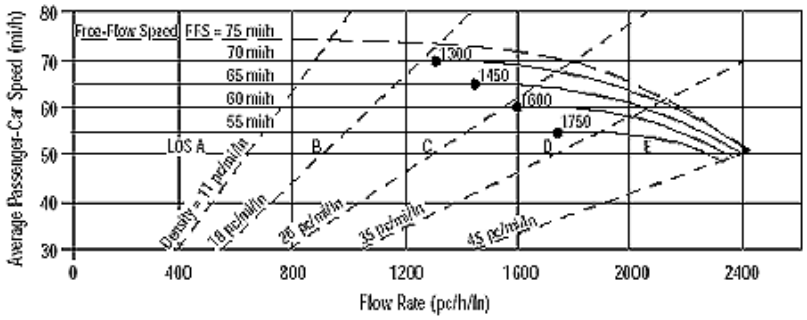

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information / Site Information

General Information		Site Information	
Analyst	*CS*	Highway/Direction of Travel	*SR-60 Eastbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*West of Perris Boulevard*
Date Performed	*6/26/2013*	Jurisdiction	*Caltrans*
Analysis Time Period	*Saturday Mid-Day Peak Hour*	Analysis Year	*Existing 2013*

Project Description Moreno Valley Walmart TIA (JN 08660)

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*2763*	veh/h	Peak-Hour Factor, PHF	*0.92*
AADT		veh/day	%Trucks and Buses, P_T	*9*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.957*

Speed Inputs / Calc Speed Adj and FFS

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*2*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures / Design (N)

LOS and Performance Measures			Design (N)	
Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1569*	pc/h/ln	Design LOS	
			v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
S	*69.6*	mi/h	S	mi/h
D = v_p / S	*22.6*	pc/mi/ln	D = v_p / S	pc/mi/ln
LOS	*C*		Required Number of Lanes, N	

Glossary / Factor Location

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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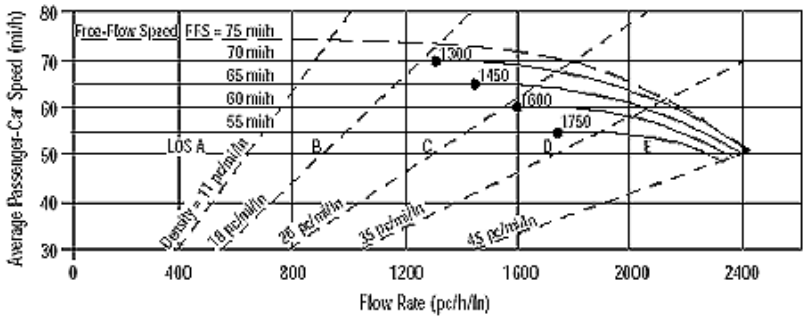

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information / Site Information

Analyst	*CS*	Highway/Direction of Travel	*SR-60 Eastbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*East of Perris Boulevard*
Date Performed	*6/26/2013*	Jurisdiction	*Caltrans*
Analysis Time Period	*Saturday Mid-Day Peak Hour*	Analysis Year	*Existing 2013*

Project Description Moreno Valley Walmart TIA (JN 08660)

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*2126*	veh/h	Peak-Hour Factor, PHF	*0.92*
AADT		veh/day	%Trucks and Buses, P_T	*11*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.948*

Speed Inputs / Calc Speed Adj and FFS

Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*2*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures / Design (N)

Operational (LOS)			Design (N)	
			Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1219*	pc/h/ln	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
S	*70.0*	mi/h	S	mi/h
D = v_p / S	*17.4*	pc/mi/ln	D = v_p / S	pc/mi/ln
LOS	*B*		Required Number of Lanes, N	

Glossary / Factor Location

N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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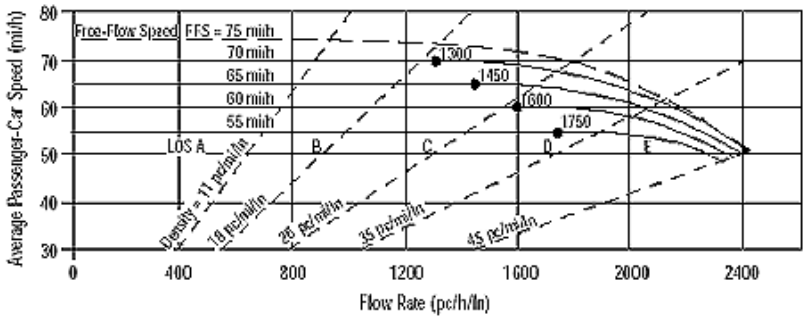

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information / Site Information

Analyst	*CS*	Highway/Direction of Travel	*I-215 Southbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*South of SR-60 Freeway*
Date Performed	*6/26/2013*	Jurisdiction	*Caltrans*
Analysis Time Period	*Saturday Mid-Day Peak Hour*	Analysis Year	*Existing 2013*

Project Description Moreno Valley Walmart TIA (JN 08660)

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*6158*	veh/h	Peak-Hour Factor, PHF	*0.92*
AADT		veh/day	%Trucks and Buses, P_T	*15*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.930*

Speed Inputs / Calc Speed Adj and FFS

Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*5*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures / Design (N)

Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1439*	pc/h/ln	Design LOS	
			v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
S	*69.9*	mi/h	S	mi/h
D = v_p / S	*20.6*	pc/mi/ln	D = v_p / S	pc/mi/ln
LOS	*C*		Required Number of Lanes, N	

Glossary / Factor Location

N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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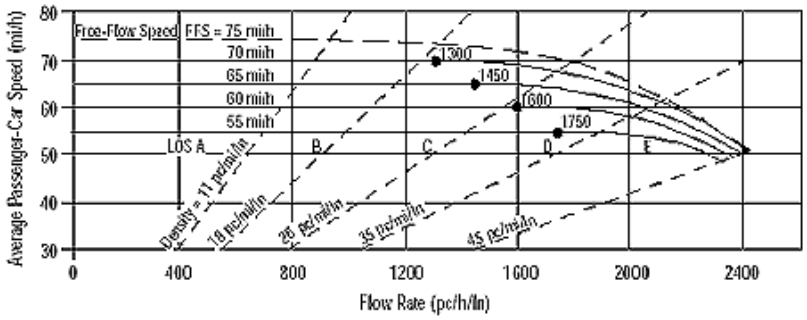

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information / Site Information

Analyst	*CS*	Highway/Direction of Travel	*I-215 Southbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*North of Cactus Av.*
Date Performed	*6/26/2013*	Jurisdiction	*Caltrans*
Analysis Time Period	*Saturday Mid-Day Peak Hour*	Analysis Year	*Existing 2013*

Project Description Moreno Valley Walmart TIA (JN 08660)

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5225*	veh/h	Peak-Hour Factor, PHF	*0.92*
AADT		veh/day	%Trucks and Buses, P_T	*2*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.990*

Speed Inputs / Calc Speed Adj and FFS

Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*4*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures / Design (N)

Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1434*	pc/h/ln	Design LOS	
			v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
S	*69.9*	mi/h	S	mi/h
D = v_p / S	*20.5*	pc/mi/ln	D = v_p / S	pc/mi/ln
LOS	*C*		Required Number of Lanes, N	

Glossary / Factor Location

N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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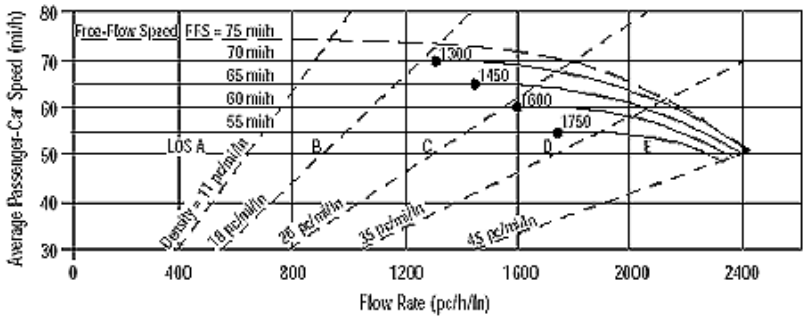

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		***Site Information***	
Analyst	*CS*	Highway/Direction of Travel	*I-215 Southbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*South of Cactus Av.*
Date Performed	*6/26/2013*	Jurisdiction	*Caltrans*
Analysis Time Period	*Saturday Mid-Day Peak Hour*	Analysis Year	*Existing 2013*

Project Description Moreno Valley Walmart TIA (JN 08660)

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs				
Volume, V	*5060*	veh/h	Peak-Hour Factor, PHF	*0.92*
AADT		veh/day	%Trucks and Buses, P_T	*2*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.990*

Speed Inputs			**Calc Speed Adj and FFS**		
Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*3*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures			**Design (N)**	
Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1852*	pc/h/ln	Design LOS	
			v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
S	*67.2*	mi/h	S	mi/h
D = v_p / S	*27.5*	pc/mi/ln	D = v_p / S	pc/mi/ln
LOS	*D*		Required Number of Lanes, N	

Glossary		**Factor Location**	
N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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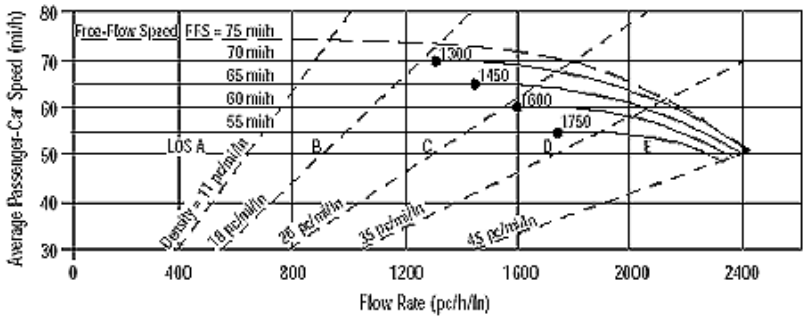

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information / Site Information

Analyst	*CS*	Highway/Direction of Travel	*I-215 Northbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*South of SR-60 Freeway*
Date Performed	*6/26/2013*	Jurisdiction	*Caltrans*
Analysis Time Period	*Saturday Mid-Day Peak Hour*	Analysis Year	*Existing 2013*

Project Description Moreno Valley Walmart TIA (JN 08660)

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*3902*	veh/h	Peak-Hour Factor, PHF	*0.92*
AADT		veh/day	%Trucks and Buses, P_T	*15*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.930*

Speed Inputs / Calc Speed Adj and FFS

Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*3*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures / Design (N)

Operational (LOS)			Design (N)	
			Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1520*	pc/h/ln	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
S	*69.7*	mi/h	S	mi/h
D = v_p / S	*21.8*	pc/mi/ln	D = v_p / S	pc/mi/ln
LOS	*C*		Required Number of Lanes, N	

Glossary / Factor Location

N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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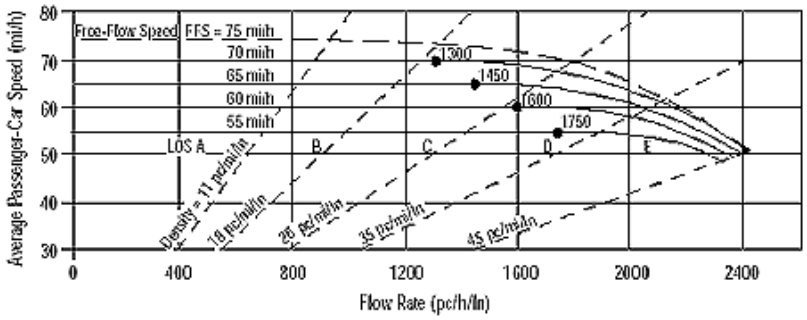

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information / Site Information

Analyst	*CS*	Highway/Direction of Travel	*I-215 Northbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*North of Cactus Av.*
Date Performed	*6/26/2013*	Jurisdiction	*Caltrans*
Analysis Time Period	*Saturday Mid-Day Peak Hour*	Analysis Year	*Existing 2013*

Project Description Moreno Valley Walmart TIA (JN 08660)

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*3407*	veh/h	Peak-Hour Factor, PHF	*0.92*
AADT		veh/day	%Trucks and Buses, P_T	*5*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs / Calc Speed Adj and FFS

Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*4*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures / Design (N)

Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*949*	pc/h/ln	Design LOS	
			v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
S	*70.0*	mi/h	S	mi/h
D = v_p / S	*13.6*	pc/mi/ln	D = v_p / S	pc/mi/ln
LOS	*B*		Required Number of Lanes, N	

Glossary / Factor Location

N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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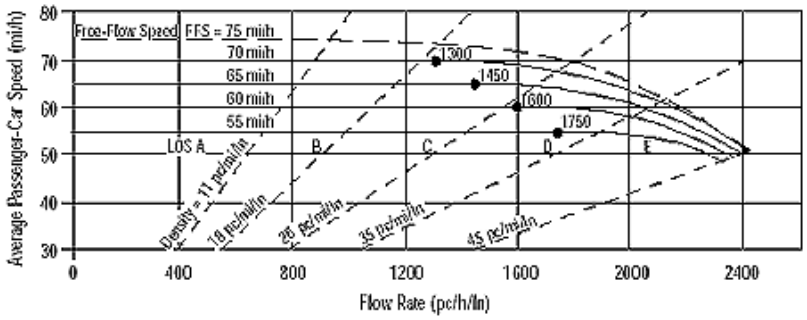

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information / Site Information

Analyst	*CS*	Highway/Direction of Travel	*I-215 Northbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*South of Cactus Av.*
Date Performed	*6/26/2013*	Jurisdiction	*Caltrans*
Analysis Time Period	*Saturday Mid-Day Peak Hour*	Analysis Year	*Existing 2013*

Project Description Moreno Valley Walmart TIA (JN 08660)

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*3234*	veh/h	Peak-Hour Factor, PHF	*0.92*
AADT		veh/day	%Trucks and Buses, P_T	*4*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.980*

Speed Inputs / Calc Speed Adj and FFS

Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*3*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures / Design (N)

Operational (LOS)			Design (N)	
			Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1195*	pc/h/ln	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
S	*70.0*	mi/h	S	mi/h
D = v_p / S	*17.1*	pc/mi/ln	D = v_p / S	pc/mi/ln
LOS	*B*		Required Number of Lanes, N	

Glossary / Factor Location

N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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ATTACHMENT "B"

EXISTING (2013) CONDITIONS
FREEWAY RAMP JUNCTION (MERGE/DIVERGE) HCS+ ANALYSIS WORKSHEETS

RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	CS	Freeway/Dir of Travel	SR-60 Westbound
Agency or Company	Urban Crossroads, Inc.	Junction	Perris On-Ramp
Date Performed	6/26/2013	Jurisdiction	Caltrans
Analysis Time Period	AM Peak Hour	Analysis Year	Existing 2013

Project Description Moreno Valley Walmart TIA (JN 08660)

Inputs

Upstream Adj Ramp
☑ Yes ☐ On
☐ No ☑ Off
L_{up} = 1780 ft
V_u = 250 veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 45.0 mph
Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp
☐ Yes ☐ On
☑ No ☐ Off
L_{down} = ft
V_D = veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	1933	0.92	Level	12	0	0.943	1.00	2227
Ramp	841	0.92	Level	2	0	0.990	1.00	923
UpStream	250	0.92	Level	2	0	0.990	1.00	274
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)
P_{FM} = 1.000 using Equation (Exhibit 25-5)
V_{12} = 2227 pc/h
V_3 or V_{av34} 0 pc/h (Equation 25-4 or 25-5)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No
If Yes, V_{12a} = pc/h (Equation 25-8)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	3150	Exhibit 25-7		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	3150	Exhibit 25-7	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = 27.4 (pc/mi/ln)
LOS = C (Exhibit 25-4)

Speed Determination

M_S = 0.381 (Exibit 25-19)
S_R= 59.3 mph (Exhibit 25-19)
S_0= N/A mph (Exhibit 25-19)
S = 59.3 mph (Exhibit 25-14)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)
P_{FD} = using Equation (Exhibit 25-12)
V_{12} = pc/h
V_3 or V_{av34} pc/h (Equation 25-15 or 25-16)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No
If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 25-14		
$V_{FO} = V_F - V_R$		Exhibit 25-14		
V_R		Exhibit 25-3		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 25-14		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.0009\, L_D$

D_R = (pc/mi/ln)
LOS = (Exhibit 25-4)

Speed Determination

D_s = (Exhibit 25-19)
S_R= mph (Exhibit 25-19)
S_0= mph (Exhibit 25-19)
S = mph (Exhibit 25-15)

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	CS	Freeway/Dir of Travel	SR-60 Westbound
Agency or Company	Urban Crossroads, Inc.	Junction	Perris Off-Ramp
Date Performed	6/26/2013	Jurisdiction	Caltrans
Analysis Time Period	AM Peak Hour	Analysis Year	Existing 2013

Project Description Moreno Valley Walmart TIA (JN 08660)

Inputs

Upstream Adj Ramp
☐ Yes ☐ On
☑ No ☐ Off
L_{up} = ft
V_u = veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 45.0 mph
Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp
☑ Yes ☑ On
☐ No ☐ Off
L_{down} = 1780 ft
V_D = 841 veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	2183	0.92	Level	11	0	0.948	1.00	2503
Ramp	250	0.92	Level	2	0	0.990	1.00	274
UpStream								
DownStream	841	0.92	Level	2	0	0.990	1.00	923

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)
P_{FM} = using Equation (Exhibit 25-5)
V_{12} = pc/h
V_3 or V_{av34} pc/h (Equation 25-4 or 25-5)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No
If Yes, V_{12a} = pc/h (Equation 25-8)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 25-7		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 25-7		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = (pc/mi/ln)
LOS = (Exhibit 25-4)

Speed Determination

M_S = (Exibit 25-19)
S_R= mph (Exhibit 25-19)
S_0= mph (Exhibit 25-19)
S = mph (Exhibit 25-14)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)
P_{FD} = 1.000 using Equation (Exhibit 25-12)
V_{12} = 2503 pc/h
V_3 or V_{av34} 0 pc/h (Equation 25-15 or 25-16)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No
If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	2503	Exhibit 25-14	4800	No
$V_{FO} = V_F - V_R$	2229	Exhibit 25-14	4800	No
V_R	274	Exhibit 25-3	2100	No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	2503	Exhibit 25-14	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.0009\, L_D$

D_R = 23.8 (pc/mi/ln)
LOS = C (Exhibit 25-4)

Speed Determination

D_s = 0.323 (Exhibit 25-19)
S_R= 61.0 mph (Exhibit 25-19)
S_0= N/A mph (Exhibit 25-19)
S = 61.0 mph (Exhibit 25-15)

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	CS	Freeway/Dir of Travel	SR-60 Eastbound
Agency or Company	Urban Crossroads, Inc.	Junction	Perris Off-Ramp
Date Performed	6/26/2013	Jurisdiction	Caltrans
Analysis Time Period	AM Peak Hour	Analysis Year	Existing 2013

Project Description Moreno Valley Walmart TIA (JN 08660)

Inputs

Upstream Adj Ramp
☐ Yes ☐ On
☑ No ☐ Off
L_{up} = ft
V_u = veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 45.0 mph
Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp
☑ Yes ☑ On
☐ No ☐ Off
L_{down} = 2515 ft
V_D = 267 veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	2190	0.92	Level	10	0	0.952	1.00	2499
Ramp	563	0.92	Level	3	0	0.985	1.00	621
UpStream								
DownStream	267	0.92	Level	5	0	0.976	1.00	297

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$
L_{EQ} = (Equation 25-2 or 25-3)
P_{FM} = using Equation (Exhibit 25-5)
V_{12} = pc/h
V_3 or V_{av34} pc/h (Equation 25-4 or 25-5)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No
If Yes, V_{12a} = pc/h (Equation 25-8)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 25-7		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 25-7		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$
D_R = (pc/mi/ln)
LOS = (Exhibit 25-4)

Speed Determination

M_S = (Exibit 25-19)
S_R= mph (Exhibit 25-19)
S_0= mph (Exhibit 25-19)
S = mph (Exhibit 25-14)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$
L_{EQ} = (Equation 25-8 or 25-9)
P_{FD} = 1.000 using Equation (Exhibit 25-12)
V_{12} = 2499 pc/h
V_3 or V_{av34} 0 pc/h (Equation 25-15 or 25-16)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No
If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	2499	Exhibit 25-14	4800	No
$V_{FO} = V_F - V_R$	1878	Exhibit 25-14	4800	No
V_R	621	Exhibit 25-3	2100	No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	2499	Exhibit 25-14	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.0009\, L_D$
D_R = 23.7 (pc/mi/ln)
LOS = C (Exhibit 25-4)

Speed Determination

D_s = 0.354 (Exhibit 25-19)
S_R= 60.1 mph (Exhibit 25-19)
S_0= N/A mph (Exhibit 25-19)
S = 60.1 mph (Exhibit 25-15)

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	CS	Freeway/Dir of Travel	SR-60 Eastbound
Agency or Company	Urban Crossroads, Inc.	Junction	Perris On-Ramp
Date Performed	6/26/2013	Jurisdiction	Caltrans
Analysis Time Period	AM Peak Hour	Analysis Year	Existing 2013

Project Description Moreno Valley Walmart TIA (JN 08660)

Inputs

Upstream Adj Ramp

☑ Yes ☐ On

☐ No ☑ Off

L_{up} = 2515 ft

V_u = 563 veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 45.0 mph

Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp

☐ Yes ☐ On

☑ No ☐ Off

L_{down} = ft

V_D = veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	1627	0.92	Level	12	0	0.943	1.00	1875
Ramp	267	0.92	Level	5	0	0.976	1.00	297
UpStream	563	0.92	Level	3	0	0.985	1.00	621
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)

P_{FM} = 1.000 using Equation (Exhibit 25-5)

V_{12} = 1875 pc/h

V_3 or V_{av34} 0 pc/h (Equation 25-4 or 25-5)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes, V_{12a} = pc/h (Equation 25-8)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	2172	Exhibit 25-7		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	2172	Exhibit 25-7	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = 19.5 (pc/mi/ln)

LOS = B (Exhibit 25-4)

Speed Determination

M_S = 0.316 (Exibit 25-19)

S_R= 61.2 mph (Exhibit 25-19)

S_0= N/A mph (Exhibit 25-19)

S = 61.2 mph (Exhibit 25-14)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)

P_{FD} = using Equation (Exhibit 25-12)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 25-15 or 25-16)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 25-14		
$V_{FO} = V_F - V_R$		Exhibit 25-14		
V_R		Exhibit 25-3		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 25-14		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.0009\, L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 25-4)

Speed Determination

D_s = (Exhibit 25-19)

S_R= mph (Exhibit 25-19)

S_0= mph (Exhibit 25-19)

S = mph (Exhibit 25-15)

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	CS	Freeway/Dir of Travel	I-215 Southbound
Agency or Company	Urban Crossroads, Inc.	Junction	Cactus Off-ramp
Date Performed	6/26/2013	Jurisdiction	Caltrans
Analysis Time Period	AM Peak Hour	Analysis Year	Existing 2013

Project Description Moreno Valley Walmart TIA (JN 08660)

Inputs

Upstream Adj Ramp
- ☐ Yes ☐ On
- ☑ No ☐ Off

L_{up} = ft

V_u = veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 45.0 mph

Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp
- ☑ Yes ☐ On
- ☐ No ☑ Off

L_{down} = 1000 ft

V_D = 407 veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	4934	0.92	Level	2	0	0.990	1.00	5417
Ramp	162	0.92	Level	15	0	0.930	1.00	189
UpStream								
DownStream	407	0.92	Level	4	0	0.980	1.00	451

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)

P_{FM} = using Equation (Exhibit 25-5)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 25-4 or 25-5)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes, V_{12a} = pc/h (Equation 25-8)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 25-7		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 25-7		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = (pc/mi/ln)

LOS = (Exhibit 25-4)

Speed Determination

M_S = (Exibit 25-19)

S_R= mph (Exhibit 25-19)

S_0= mph (Exhibit 25-19)

S = mph (Exhibit 25-14)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)

P_{FD} = 0.436 using Equation (Exhibit 25-12)

V_{12} = 2468 pc/h

V_3 or V_{av34} 1474 pc/h (Equation 25-15 or 25-16)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	5417	Exhibit 25-14	9600	No
$V_{FO} = V_F - V_R$	5228	Exhibit 25-14	9600	No
V_R	189	Exhibit 25-3	2100	No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	2468	Exhibit 25-14	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.0009\, L_D$

D_R = 21.9 (pc/mi/ln)

LOS = C (Exhibit 25-4)

Speed Determination

D_s = 0.315 (Exhibit 25-19)

S_R= 61.2 mph (Exhibit 25-19)

S_0= 74.9 mph (Exhibit 25-19)

S = 68.0 mph (Exhibit 25-15)

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	CS	Freeway/Dir of Travel	I-215 Southbound
Agency or Company	Urban Crossroads, Inc.	Junction	Cactus Off-ramp Loop Upstream
Date Performed	6/26/2013	Jurisdiction	Caltrans
Analysis Time Period	AM Peak Hour	Analysis Year	Existing 2013

Project Description Moreno Valley Walmart TIA (JN 08660)

Inputs

Upstream Adj Ramp
☑ Yes ☐ On
☐ No ☑ Off
L_{up} = 1000 ft
V_u = 162 veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 15.0 mph
Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp
☐ Yes ☐ On
☑ No ☐ Off
L_{down} = ft
V_D = veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	4772	0.92	Level	2	0	0.990	1.00	5239
Ramp	407	0.92	Level	4	0	0.980	1.00	451
UpStream	162	0.92	Level	15	0	0.930	1.00	189
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)
P_{FM} = using Equation (Exhibit 25-5)
V_{12} = pc/h
V_3 or V_{av34} pc/h (Equation 25-4 or 25-5)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No
If Yes, V_{12a} = pc/h (Equation 25-8)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 25-7		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 25-7		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = (pc/mi/ln)
LOS = (Exhibit 25-4)

Speed Determination

M_S = (Exibit 25-19)
S_R= mph (Exhibit 25-19)
S_0= mph (Exhibit 25-19)
S = mph (Exhibit 25-14)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)
P_{FD} = 0.436 using Equation (Exhibit 25-12)
V_{12} = 2539 pc/h
V_3 or V_{av34} 1350 pc/h (Equation 25-15 or 25-16)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No
If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	5239	Exhibit 25-14	9600	No
$V_{FO} = V_F - V_R$	4788	Exhibit 25-14	9600	No
V_R	451	Exhibit 25-3	1800	No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	2539	Exhibit 25-14	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.0009\, L_D$

D_R = 26.1 (pc/mi/ln)
LOS = C (Exhibit 25-4)

Speed Determination

D_s = 0.729 (Exhibit 25-19)
S_R= 49.6 mph (Exhibit 25-19)
S_0= 75.4 mph (Exhibit 25-19)
S = 60.2 mph (Exhibit 25-15)

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	CS	Freeway/Dir of Travel	I-215 Southbound
Agency or Company	Urban Crossroads, Inc.	Junction	Cactus Off-ramp Loop Downstrea
Date Performed	6/26/2013	Jurisdiction	Caltrans
Analysis Time Period	AM Peak Hour	Analysis Year	Existing 2013

Project Description Moreno Valley Walmart TIA (JN 08660)

Inputs

Upstream Adj Ramp
☐ Yes ☐ On
☑ No ☐ Off
L_{up} = ft
V_u = veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 15.0 mph
Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp
☑ Yes ☑ On
☐ No ☐ Off
L_{down} = 1500 ft
V_D = 363 veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	4772	0.92	Level	2	0	0.990	1.00	5239
Ramp	407	0.92	Level	4	0	0.980	1.00	451
UpStream								
DownStream	363	0.92	Level	4	0	0.980	1.00	402

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)
P_{FM} = using Equation (Exhibit 25-5)
V_{12} = pc/h
V_3 or V_{av34} pc/h (Equation 25-4 or 25-5)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No
If Yes, V_{12a} = pc/h (Equation 25-8)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 25-7		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 25-7		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = (pc/mi/ln)
LOS = (Exhibit 25-4)

Speed Determination

M_S = (Exibit 25-19)
S_R= mph (Exhibit 25-19)
S_0= mph (Exhibit 25-19)
S = mph (Exhibit 25-14)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)
P_{FD} = 0.436 using Equation (Exhibit 25-12)
V_{12} = 2539 pc/h
V_3 or V_{av34} 1350 pc/h (Equation 25-15 or 25-16)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No
If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	5239	Exhibit 25-14	9600	No
$V_{FO} = V_F - V_R$	4788	Exhibit 25-14	9600	No
V_R	451	Exhibit 25-3	1800	No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	2539	Exhibit 25-14	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.0009\, L_D$

D_R = 26.1 (pc/mi/ln)
LOS = C (Exhibit 25-4)

Speed Determination

D_s = 0.729 (Exhibit 25-19)
S_R= 49.6 mph (Exhibit 25-19)
S_0= 75.4 mph (Exhibit 25-19)
S = 60.2 mph (Exhibit 25-15)

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	CS	Freeway/Dir of Travel	I-215 Southbound
Agency or Company	Urban Crossroads, Inc.	Junction	Cactus On-ramp
Date Performed	6/26/2013	Jurisdiction	Caltrans
Analysis Time Period	AM Peak Hour	Analysis Year	Existing 2013

Project Description Moreno Valley Walmart TIA (JN 08660)

Inputs

Upstream Adj Ramp

☑ Yes ☐ On

☐ No ☑ Off

L_{up} = 1500 ft

V_u = 407 veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 45.0 mph

Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp

☐ Yes ☐ On

☑ No ☐ Off

L_{down} = ft

V_D = veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	4365	0.92	Level	2	0	0.990	1.00	4792
Ramp	363	0.92	Level	4	0	0.980	1.00	402
UpStream	407	0.92	Level	4	0	0.980	1.00	451
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = 1422.11 (Equation 25-2 or 25-3)

P_{FM} = 0.600 using Equation (Exhibit 25-5)

V_{12} = 2876 pc/h

V_3 or V_{av34} 1916 pc/h (Equation 25-4 or 25-5)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes, V_{12a} = pc/h (Equation 25-8)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	5194	Exhibit 25-7		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	3278	Exhibit 25-7	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = 25.8 (pc/mi/ln)

LOS = C (Exhibit 25-4)

Speed Determination

M_S = 0.352 (Exibit 25-19)

S_R= 60.2 mph (Exhibit 25-19)

S_0= 64.9 mph (Exhibit 25-19)

S = 61.8 mph (Exhibit 25-14)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)

P_{FD} = using Equation (Exhibit 25-12)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 25-15 or 25-16)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 25-14		
$V_{FO} = V_F - V_R$		Exhibit 25-14		
V_R		Exhibit 25-3		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 25-14		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.0009\, L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 25-4)

Speed Determination

D_s = (Exhibit 25-19)

S_R= mph (Exhibit 25-19)

S_0= mph (Exhibit 25-19)

S = mph (Exhibit 25-15)

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	CS	Freeway/Dir of Travel	I-215 Northbound
Agency or Company	Urban Crossroads, Inc.	Junction	Cactus On-ramp
Date Performed	6/26/2013	Jurisdiction	Caltrans
Analysis Time Period	AM Peak Hour	Analysis Year	Existing 2013

Project Description Moreno Valley Walmart TIA (JN 08660)

Inputs

Upstream Adj Ramp

☑ Yes ☑ On

☐ No ☐ Off

L_{up} = 1075 ft

V_u = 17 veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 45.0 mph

Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp

☐ Yes ☐ On

☑ No ☐ Off

L_{down} = ft

V_D = veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	3672	0.92	Level	4	0	0.980	1.00	4071
Ramp	372	0.92	Level	5	0	0.976	1.00	414
UpStream	17	0.92	Level	25	16	0.830	1.00	22
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)

P_{FM} = 0.577 using Equation (Exhibit 25-5)

V_{12} = 2351 pc/h

V_3 or V_{av34} 1720 pc/h (Equation 25-4 or 25-5)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes, V_{12a} = pc/h (Equation 25-8)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	4485	Exhibit 25-7		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	2765	Exhibit 25-7	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = 26.9 (pc/mi/ln)

LOS = C (Exhibit 25-4)

Speed Determination

M_S = 0.383 (Exibit 25-19)

S_R= 59.3 mph (Exhibit 25-19)

S_0= 65.6 mph (Exhibit 25-19)

S = 61.6 mph (Exhibit 25-14)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)

P_{FD} = using Equation (Exhibit 25-12)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 25-15 or 25-16)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 25-14		
$V_{FO} = V_F - V_R$		Exhibit 25-14		
V_R		Exhibit 25-3		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 25-14		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.0009\, L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 25-4)

Speed Determination

D_s = (Exhibit 25-19)

S_R= mph (Exhibit 25-19)

S_0= mph (Exhibit 25-19)

S = mph (Exhibit 25-15)

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	CS	Freeway/Dir of Travel	I-215 Northbound
Agency or Company	Urban Crossroads, Inc.	Junction	Cactus Loop On-ramp-Downstream
Date Performed	6/26/2013	Jurisdiction	Caltrans
Analysis Time Period	AM Peak Hour	Analysis Year	Existing 2013

Project Description Moreno Valley Walmart TIA (JN 08660)

Inputs

Upstream Adj Ramp

☐ Yes ☐ On

☑ No ☐ Off

L_{up} = ft

V_u = veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 25.0 mph

Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp

☑ Yes ☑ On

☐ No ☐ Off

L_{down} = 1075 ft

V_D = 372 veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	3655	0.92	Level	3	0	0.985	1.00	4032
Ramp	17	0.92	Level	25	16	0.830	1.00	22
UpStream								
DownStream	372	0.92	Level	5	0	0.976	1.00	414

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)

P_{FM} = 0.596 using Equation (Exhibit 25-5)

V_{12} = 2405 pc/h

V_3 or V_{av34} 1627 pc/h (Equation 25-4 or 25-5)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes, V_{12a} = pc/h (Equation 25-8)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	4054	Exhibit 25-7		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	2427	Exhibit 25-7	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = 20.2 (pc/mi/ln)

LOS = C (Exhibit 25-4)

Speed Determination

M_S = 0.331 (Exibit 25-19)

S_R= 60.7 mph (Exhibit 25-19)

S_0= 65.9 mph (Exhibit 25-19)

S = 62.7 mph (Exhibit 25-14)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)

P_{FD} = using Equation (Exhibit 25-12)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 25-15 or 25-16)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 25-14		
$V_{FO} = V_F - V_R$		Exhibit 25-14		
V_R		Exhibit 25-3		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 25-14		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.0009\, L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 25-4)

Speed Determination

D_s = (Exhibit 25-19)

S_R= mph (Exhibit 25-19)

S_0= mph (Exhibit 25-19)

S = mph (Exhibit 25-15)

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	CS	Freeway/Dir of Travel	I-215 Northbound
Agency or Company	Urban Crossroads, Inc.	Junction	Cactus Loop On-ramp-Upstream
Date Performed	6/26/2013	Jurisdiction	Caltrans
Analysis Time Period	AM Peak Hour	Analysis Year	Existing 2013

Project Description Moreno Valley Walmart TIA (JN 08660)

Inputs

Upstream Adj Ramp

☑ Yes ☐ On

☐ No ☑ Off

L_{up} = 1200 ft

V_u = 1070 veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 25.0 mph

Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp

☐ Yes ☐ On

☑ No ☐ Off

L_{down} = ft

V_D = veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	3655	0.92	Level	3	0	0.985	1.00	4032
Ramp	17	0.92	Level	25	16	0.830	1.00	22
UpStream	1070	0.92	Level	2	0	0.990	1.00	1175
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = 72.26 (Equation 25-2 or 25-3)

P_{FM} = 0.596 using Equation (Exhibit 25-5)

V_{12} = 2405 pc/h

V_3 or V_{av34} 1627 pc/h (Equation 25-4 or 25-5)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes, V_{12a} = pc/h (Equation 25-8)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	4054	Exhibit 25-7		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	2427	Exhibit 25-7	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = 20.2 (pc/mi/ln)

LOS = C (Exhibit 25-4)

Speed Determination

M_S = 0.331 (Exibit 25-19)

S_R= 60.7 mph (Exhibit 25-19)

S_0= 65.9 mph (Exhibit 25-19)

S = 62.7 mph (Exhibit 25-14)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)

P_{FD} = using Equation (Exhibit 25-12)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 25-15 or 25-16)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 25-14		
$V_{FO} = V_F - V_R$		Exhibit 25-14		
V_R		Exhibit 25-3		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 25-14		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.0009\, L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 25-4)

Speed Determination

D_s = (Exhibit 25-19)

S_R= mph (Exhibit 25-19)

S_0= mph (Exhibit 25-19)

S = mph (Exhibit 25-15)

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	CS	Freeway/Dir of Travel	I-215 Northbound
Agency or Company	Urban Crossroads, Inc.	Junction	Cactus Off-ramp
Date Performed	6/26/2013	Jurisdiction	Caltrans
Analysis Time Period	AM Peak Hour	Analysis Year	Existing 2013

Project Description Moreno Valley Walmart TIA (JN 08660)

Inputs

Upstream Adj Ramp
☐ Yes ☐ On
☑ No ☐ Off
L_{up} = ft
V_u = veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 45.0 mph
Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp
☑ Yes ☑ On
☐ No ☐ Off
L_{down} = 1200 ft
V_D = 17 veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	4725	0.92	Level	3	0	0.985	1.00	5213
Ramp	1070	0.92	Level	2	0	0.990	1.00	1175
UpStream								
DownStream	17	0.92	Level	25	16	0.830	1.00	22

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)
P_{FM} = using Equation (Exhibit 25-5)
V_{12} = pc/h
V_3 or V_{av34} pc/h (Equation 25-4 or 25-5)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No
If Yes, V_{12a} = pc/h (Equation 25-8)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 25-7		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 25-7		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = (pc/mi/ln)
LOS = (Exhibit 25-4)

Speed Determination

M_S = (Exibit 25-19)
S_R= mph (Exhibit 25-19)
S_0= mph (Exhibit 25-19)
S = mph (Exhibit 25-14)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)
P_{FD} = 0.576 using Equation (Exhibit 25-12)
V_{12} = 3499 pc/h
V_3 or V_{av34} 1714 pc/h (Equation 25-15 or 25-16)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No
If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	5213	Exhibit 25-14	7200	No
$V_{FO} = V_F - V_R$	4038	Exhibit 25-14	7200	No
V_R	1175	Exhibit 25-3	2100	No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	3499	Exhibit 25-14	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.0009\, L_D$

D_R = 31.0 (pc/mi/ln)
LOS = D (Exhibit 25-4)

Speed Determination

D_s = 0.404 (Exhibit 25-19)
S_R= 58.7 mph (Exhibit 25-19)
S_0= 74.0 mph (Exhibit 25-19)
S = 63.0 mph (Exhibit 25-15)

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	CS	Freeway/Dir of Travel	SR-60 Westbound
Agency or Company	Urban Crossroads, Inc.	Junction	Perris On-Ramp
Date Performed	6/26/2013	Jurisdiction	Caltrans
Analysis Time Period	PM Peak Hour	Analysis Year	Existing 2013

Project Description Moreno Valley Walmart TIA (JN 08660)

Inputs

Upstream Adj Ramp

☑ Yes ☐ On

☐ No ☑ Off

L_{up} = 1780 ft

V_u = 274 veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 45.0 mph

Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp

☐ Yes ☐ On

☑ No ☐ Off

L_{down} = ft

V_D = veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	2158	0.92	Level	12	0	0.943	1.00	2486
Ramp	802	0.92	Level	1	0	0.995	1.00	876
UpStream	274	0.92	Level	3	0	0.985	1.00	302
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)

P_{FM} = 1.000 using Equation (Exhibit 25-5)

V_{12} = 2486 pc/h

V_3 or V_{av34} 0 pc/h (Equation 25-4 or 25-5)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes, V_{12a} = pc/h (Equation 25-8)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	3362	Exhibit 25-7		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	3362	Exhibit 25-7	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = 29.1 (pc/mi/ln)

LOS = D (Exhibit 25-4)

Speed Determination

M_S = 0.402 (Exibit 25-19)

S_R= 58.7 mph (Exhibit 25-19)

S_0= N/A mph (Exhibit 25-19)

S = 58.7 mph (Exhibit 25-14)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)

P_{FD} = using Equation (Exhibit 25-12)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 25-15 or 25-16)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 25-14		
$V_{FO} = V_F - V_R$		Exhibit 25-14		
V_R		Exhibit 25-3		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 25-14		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.0009\, L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 25-4)

Speed Determination

D_s = (Exhibit 25-19)

S_R= mph (Exhibit 25-19)

S_0= mph (Exhibit 25-19)

S = mph (Exhibit 25-15)

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	CS	Freeway/Dir of Travel	SR-60 Westbound
Agency or Company	Urban Crossroads, Inc.	Junction	Perris Off-Ramp
Date Performed	6/26/2013	Jurisdiction	Caltrans
Analysis Time Period	PM Peak Hour	Analysis Year	Existing 2013

Project Description Moreno Valley Walmart TIA (JN 08660)

Inputs

Upstream Adj Ramp
☐ Yes ☐ On
☑ No ☐ Off
L_{up} = ft
V_u = veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 45.0 mph
Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp
☑ Yes ☑ On
☐ No ☐ Off
L_{down} = 1780 ft
V_D = 802 veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	2432	0.92	Level	11	0	0.948	1.00	2789
Ramp	274	0.92	Level	3	0	0.985	1.00	302
UpStream								
DownStream	802	0.92	Level	1	0	0.995	1.00	876

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)
P_{FM} = using Equation (Exhibit 25-5)
V_{12} = pc/h
V_3 or V_{av34} pc/h (Equation 25-4 or 25-5)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No
If Yes, V_{12a} = pc/h (Equation 25-8)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 25-7		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 25-7		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = (pc/mi/ln)
LOS = (Exhibit 25-4)

Speed Determination

M_S = (Exibit 25-19)
S_R= mph (Exhibit 25-19)
S_0= mph (Exhibit 25-19)
S = mph (Exhibit 25-14)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)
P_{FD} = 1.000 using Equation (Exhibit 25-12)
V_{12} = 2789 pc/h
V_3 or V_{av34} 0 pc/h (Equation 25-15 or 25-16)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No
If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	2789	Exhibit 25-14	4800	No
$V_{FO} = V_F - V_R$	2487	Exhibit 25-14	4800	No
V_R	302	Exhibit 25-3	2100	No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	2789	Exhibit 25-14	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.0009\, L_D$

D_R = 26.3 (pc/mi/ln)
LOS = C (Exhibit 25-4)

Speed Determination

D_s = 0.325 (Exhibit 25-19)
S_R= 60.9 mph (Exhibit 25-19)
S_0= N/A mph (Exhibit 25-19)
S = 60.9 mph (Exhibit 25-15)

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	CS	Freeway/Dir of Travel	SR-60 Eastbound
Agency or Company	Urban Crossroads, Inc.	Junction	Perris Off-Ramp
Date Performed	6/26/2013	Jurisdiction	Caltrans
Analysis Time Period	PM Peak Hour	Analysis Year	Existing 2013

Project Description Moreno Valley Walmart TIA (JN 08660)

Inputs

Upstream Adj Ramp
☐ Yes ☐ On
☑ No ☐ Off
L_{up} = ft
V_u = veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 45.0 mph
Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp
☑ Yes ☑ On
☐ No ☐ Off
L_{down} = 2515 ft
V_D = 281 veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	3160	0.92	Level	8	0	0.962	1.00	3572
Ramp	1125	0.92	Level	1	0	0.995	1.00	1229
UpStream								
DownStream	281	0.92	Level	1	0	0.995	1.00	307

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)
P_{FM} = using Equation (Exhibit 25-5)
V_{12} = pc/h
V_3 or V_{av34} pc/h (Equation 25-4 or 25-5)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No
If Yes, V_{12a} = pc/h (Equation 25-8)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 25-7		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 25-7		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = (pc/mi/ln)
LOS = (Exhibit 25-4)

Speed Determination

M_S = (Exibit 25-19)
S_R= mph (Exhibit 25-19)
S_0= mph (Exhibit 25-19)
S = mph (Exhibit 25-14)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)
P_{FD} = 1.000 using Equation (Exhibit 25-12)
V_{12} = 3572 pc/h
V_3 or V_{av34} 0 pc/h (Equation 25-15 or 25-16)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No
If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	3572	Exhibit 25-14	4800	No
$V_{FO} = V_F - V_R$	2343	Exhibit 25-14	4800	No
V_R	1229	Exhibit 25-3	2100	No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	3572	Exhibit 25-14	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.0009\, L_D$

D_R = 32.9 (pc/mi/ln)
LOS = D (Exhibit 25-4)

Speed Determination

D_s = 0.409 (Exhibit 25-19)
S_R= 58.6 mph (Exhibit 25-19)
S_0= N/A mph (Exhibit 25-19)
S = 58.6 mph (Exhibit 25-15)

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	CS	Freeway/Dir of Travel	SR-60 Eastbound
Agency or Company	Urban Crossroads, Inc.	Junction	Perris On-Ramp
Date Performed	6/26/2013	Jurisdiction	Caltrans
Analysis Time Period	PM Peak Hour	Analysis Year	Existing 2013

Project Description Moreno Valley Walmart TIA (JN 08660)

Inputs

Upstream Adj Ramp

☑ Yes ☐ On

☐ No ☑ Off

L_{up} = 2515 ft

V_u = 1125 veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 45.0 mph

Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp

☐ Yes ☐ On

☑ No ☐ Off

L_{down} = ft

V_D = veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	2035	0.92	Level	12	0	0.943	1.00	2345
Ramp	281	0.92	Level	1	0	0.995	1.00	307
UpStream	1125	0.92	Level	2	0	0.990	1.00	1235
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)

P_{FM} = 1.000 using Equation (Exhibit 25-5)

V_{12} = 2345 pc/h

V_3 or V_{av34} 0 pc/h (Equation 25-4 or 25-5)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes, V_{12a} = pc/h (Equation 25-8)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	2652	Exhibit 25-7		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	2652	Exhibit 25-7	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = 23.3 (pc/mi/ln)

LOS = C (Exhibit 25-4)

Speed Determination

M_S = 0.337 (Exibit 25-19)

S_R= 60.6 mph (Exhibit 25-19)

S_0= N/A mph (Exhibit 25-19)

S = 60.6 mph (Exhibit 25-14)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)

P_{FD} = using Equation (Exhibit 25-12)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 25-15 or 25-16)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 25-14		
$V_{FO} = V_F - V_R$		Exhibit 25-14		
V_R		Exhibit 25-3		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 25-14		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.0009\, L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 25-4)

Speed Determination

D_s = (Exhibit 25-19)

S_R= mph (Exhibit 25-19)

S_0= mph (Exhibit 25-19)

S = mph (Exhibit 25-15)

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	CS	Freeway/Dir of Travel	I-215 Southbound
Agency or Company	Urban Crossroads, Inc.	Junction	Cactus Off-ramp
Date Performed	6/26/2013	Jurisdiction	Caltrans
Analysis Time Period	PM Peak Hour	Analysis Year	Existing 2013

Project Description Moreno Valley Walmart TIA (JN 08660)

Inputs

Upstream Adj Ramp
☐ Yes ☐ On
☑ No ☐ Off
L_{up} = ft
V_u = veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 45.0 mph
Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp
☑ Yes ☐ On
☐ No ☑ Off
L_{down} = 1000 ft
V_D = 512 veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	5586	0.92	Level	3	0	0.985	1.00	6163
Ramp	129	0.92	Level	10	0	0.952	1.00	147
UpStream								
DownStream	512	0.92	Level	4	0	0.980	1.00	568

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)
P_{FM} = using Equation (Exhibit 25-5)
V_{12} = pc/h
V_3 or V_{av34} pc/h (Equation 25-4 or 25-5)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No
If Yes, V_{12a} = pc/h (Equation 25-8)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 25-7		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 25-7		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = (pc/mi/ln)
LOS = (Exhibit 25-4)

Speed Determination

M_S = (Exibit 25-19)
S_R= mph (Exhibit 25-19)
S_0= mph (Exhibit 25-19)
S = mph (Exhibit 25-14)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)
P_{FD} = 0.436 using Equation (Exhibit 25-12)
V_{12} = 2770 pc/h
V_3 or V_{av34} 1696 pc/h (Equation 25-15 or 25-16)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No
If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	6163	Exhibit 25-14	9600	No
$V_{FO} = V_F - V_R$	6016	Exhibit 25-14	9600	No
V_R	147	Exhibit 25-3	2100	No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	2770	Exhibit 25-14	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.0009\, L_D$

D_R = 24.5 (pc/mi/ln)
LOS = C (Exhibit 25-4)

Speed Determination

D_s = 0.311 (Exhibit 25-19)
S_R= 61.3 mph (Exhibit 25-19)
S_0= 74.1 mph (Exhibit 25-19)
S = 67.7 mph (Exhibit 25-15)

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	CS	Freeway/Dir of Travel	I-215 Southbound
Agency or Company	Urban Crossroads, Inc.	Junction	Cactus Off-ramp Loop Upstream
Date Performed	6/26/2013	Jurisdiction	Caltrans
Analysis Time Period	PM Peak Hour	Analysis Year	Existing 2013

Project Description Moreno Valley Walmart TIA (JN 08660)

Inputs

Upstream Adj Ramp
☑ Yes ☐ On
☐ No ☑ Off
L_{up} = 1000 ft
V_u = 129 veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 15.0 mph
Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp
☐ Yes ☐ On
☑ No ☐ Off
L_{down} = ft
V_D = veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	5457	0.92	Level	2	0	0.990	1.00	5991
Ramp	512	0.92	Level	4	0	0.980	1.00	568
UpStream	129	0.92	Level	10	0	0.952	1.00	147
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)
P_{FM} = using Equation (Exhibit 25-5)
V_{12} = pc/h
V_3 or V_{av34} pc/h (Equation 25-4 or 25-5)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No
If Yes, V_{12a} = pc/h (Equation 25-8)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 25-7		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 25-7		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = (pc/mi/ln)
LOS = (Exhibit 25-4)

Speed Determination

M_S = (Exibit 25-19)
S_R= mph (Exhibit 25-19)
S_0= mph (Exhibit 25-19)
S = mph (Exhibit 25-14)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)
P_{FD} = 0.436 using Equation (Exhibit 25-12)
V_{12} = 2932 pc/h
V_3 or V_{av34} 1529 pc/h (Equation 25-15 or 25-16)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No
If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	5991	Exhibit 25-14	9600	No
$V_{FO} = V_F - V_R$	5423	Exhibit 25-14	9600	No
V_R	568	Exhibit 25-3	1800	No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	2932	Exhibit 25-14	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.0009\, L_D$

D_R = 29.5 (pc/mi/ln)
LOS = D (Exhibit 25-4)

Speed Determination

D_s = 0.739 (Exhibit 25-19)
S_R= 49.3 mph (Exhibit 25-19)
S_0= 74.7 mph (Exhibit 25-19)
S = 59.7 mph (Exhibit 25-15)

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	CS	Freeway/Dir of Travel	I-215 Southbound
Agency or Company	Urban Crossroads, Inc.	Junction	Cactus Off-ramp Loop Downstrea
Date Performed	6/26/2013	Jurisdiction	Caltrans
Analysis Time Period	PM Peak Hour	Analysis Year	Existing 2013

Project Description Moreno Valley Walmart TIA (JN 08660)

Inputs

Upstream Adj Ramp
- ☐ Yes ☐ On
- ☑ No ☐ Off

L_{up} = ft

V_u = veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 15.0 mph

Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp
- ☑ Yes ☑ On
- ☐ No ☐ Off

L_{down} = 1500 ft

V_D = 596 veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	5457	0.92	Level	2	0	0.990	1.00	5991
Ramp	512	0.92	Level	4	0	0.980	1.00	568
UpStream								
DownStream	596	0.92	Level	2	0	0.990	1.00	654

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)

P_{FM} = using Equation (Exhibit 25-5)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 25-4 or 25-5)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes, V_{12a} = pc/h (Equation 25-8)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 25-7		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 25-7		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = (pc/mi/ln)

LOS = (Exhibit 25-4)

Speed Determination

M_S = (Exibit 25-19)

S_R= mph (Exhibit 25-19)

S_0= mph (Exhibit 25-19)

S = mph (Exhibit 25-14)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)

P_{FD} = 0.436 using Equation (Exhibit 25-12)

V_{12} = 2932 pc/h

V_3 or V_{av34} 1529 pc/h (Equation 25-15 or 25-16)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	5991	Exhibit 25-14	9600	No
$V_{FO} = V_F - V_R$	5423	Exhibit 25-14	9600	No
V_R	568	Exhibit 25-3	1800	No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	2932	Exhibit 25-14	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.0009\, L_D$

D_R = 29.5 (pc/mi/ln)

LOS = D (Exhibit 25-4)

Speed Determination

D_s = 0.739 (Exhibit 25-19)

S_R= 49.3 mph (Exhibit 25-19)

S_0= 74.7 mph (Exhibit 25-19)

S = 59.7 mph (Exhibit 25-15)

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	CS	Freeway/Dir of Travel	I-215 Southbound
Agency or Company	Urban Crossroads, Inc.	Junction	Cactus On-ramp
Date Performed	6/26/2013	Jurisdiction	Caltrans
Analysis Time Period	PM Peak Hour	Analysis Year	Existing 2013

Project Description Moreno Valley Walmart TIA (JN 08660)

Inputs

Upstream Adj Ramp

☑ Yes ☐ On

☐ No ☑ Off

L_{up} = 1500 ft

V_u = 512 veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 45.0 mph

Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp

☐ Yes ☐ On

☑ No ☐ Off

L_{down} = ft

V_D = veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	4945	0.92	Level	2	0	0.990	1.00	5429
Ramp	596	0.92	Level	2	0	0.990	1.00	654
UpStream	512	0.92	Level	4	0	0.980	1.00	568
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = 1612.36 (Equation 25-2 or 25-3)

P_{FM} = 0.593 using Equation (Exhibit 25-5)

V_{12} = 3219 pc/h

V_3 or V_{av34} 2210 pc/h (Equation 25-4 or 25-5)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes, V_{12a} = pc/h (Equation 25-8)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	6083	Exhibit 25-7		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	3873	Exhibit 25-7	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = 30.3 (pc/mi/ln)

LOS = D (Exhibit 25-4)

Speed Determination

M_S = 0.436 (Exibit 25-19)

S_R= 57.8 mph (Exhibit 25-19)

S_0= 63.8 mph (Exhibit 25-19)

S = 59.9 mph (Exhibit 25-14)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)

P_{FD} = using Equation (Exhibit 25-12)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 25-15 or 25-16)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 25-14		
$V_{FO} = V_F - V_R$		Exhibit 25-14		
V_R		Exhibit 25-3		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 25-14		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.0009\, L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 25-4)

Speed Determination

D_s = (Exhibit 25-19)

S_R= mph (Exhibit 25-19)

S_0= mph (Exhibit 25-19)

S = mph (Exhibit 25-15)

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	CS	Freeway/Dir of Travel	I-215 Northbound
Agency or Company	Urban Crossroads, Inc.	Junction	Cactus On-ramp
Date Performed	6/26/2013	Jurisdiction	Caltrans
Analysis Time Period	PM Peak Hour	Analysis Year	Existing 2013

Project Description Moreno Valley Walmart TIA (JN 08660)

Inputs

Upstream Adj Ramp

☑ Yes ☑ On

☐ No ☐ Off

L_{up} = 1075 ft

V_u = 107 veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 45.0 mph

Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp

☐ Yes ☐ On

☑ No ☐ Off

L_{down} = ft

V_D = veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	2618	0.92	Level	5	0	0.976	1.00	2917
Ramp	636	0.92	Level	2	0	0.990	1.00	698
UpStream	107	0.92	Level	7	0	0.966	1.00	120
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)

P_{FM} = 0.577 using Equation (Exhibit 25-5)

V_{12} = 1685 pc/h

V_3 or V_{av34} 1232 pc/h (Equation 25-4 or 25-5)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes, V_{12a} = pc/h (Equation 25-8)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	3615	Exhibit 25-7		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	2383	Exhibit 25-7	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = 23.7 (pc/mi/ln)

LOS = C (Exhibit 25-4)

Speed Determination

M_S = 0.363 (Exibit 25-19)

S_R= 59.8 mph (Exhibit 25-19)

S_0= 67.4 mph (Exhibit 25-19)

S = 62.2 mph (Exhibit 25-14)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)

P_{FD} = using Equation (Exhibit 25-12)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 25-15 or 25-16)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 25-14		
$V_{FO} = V_F - V_R$		Exhibit 25-14		
V_R		Exhibit 25-3		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 25-14		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.0009\, L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 25-4)

Speed Determination

D_s = (Exhibit 25-19)

S_R= mph (Exhibit 25-19)

S_0= mph (Exhibit 25-19)

S = mph (Exhibit 25-15)

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	CS	Freeway/Dir of Travel	I-215 Northbound
Agency or Company	Urban Crossroads, Inc.	Junction	Cactus Loop On-ramp-Downstream
Date Performed	6/26/2013	Jurisdiction	Caltrans
Analysis Time Period	PM Peak Hour	Analysis Year	Existing 2013

Project Description Moreno Valley Walmart TIA (JN 08660)

Inputs

Upstream Adj Ramp
☐ Yes ☐ On
☑ No ☐ Off
L_{up} = ft
V_u = veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 25.0 mph
Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp
☑ Yes ☑ On
☐ No ☐ Off
L_{down} = 1075 ft
V_D = 636 veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	2511	0.92	Level	5	0	0.976	1.00	2798
Ramp	107	0.92	Level	7	0	0.966	1.00	120
UpStream								
DownStream	636	0.92	Level	2	0	0.990	1.00	698

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)
P_{FM} = 0.596 using Equation (Exhibit 25-5)
V_{12} = 1669 pc/h
V_3 or V_{av34} 1129 pc/h (Equation 25-4 or 25-5)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No
If Yes, V_{12a} = pc/h (Equation 25-8)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	2918	Exhibit 25-7		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	1789	Exhibit 25-7	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = 15.1 (pc/mi/ln)
LOS = B (Exhibit 25-4)

Speed Determination

M_S = 0.311 (Exibit 25-19)
S_R= 61.3 mph (Exhibit 25-19)
S_0= 67.7 mph (Exhibit 25-19)
S = 63.6 mph (Exhibit 25-14)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)
P_{FD} = using Equation (Exhibit 25-12)
V_{12} = pc/h
V_3 or V_{av34} pc/h (Equation 25-15 or 25-16)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No
If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 25-14		
$V_{FO} = V_F - V_R$		Exhibit 25-14		
V_R		Exhibit 25-3		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 25-14		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.0009\, L_D$

D_R = (pc/mi/ln)
LOS = (Exhibit 25-4)

Speed Determination

D_s = (Exhibit 25-19)
S_R= mph (Exhibit 25-19)
S_0= mph (Exhibit 25-19)
S = mph (Exhibit 25-15)

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	CS	Freeway/Dir of Travel	I-215 Northbound
Agency or Company	Urban Crossroads, Inc.	Junction	Cactus Loop On-ramp-Upstream
Date Performed	6/26/2013	Jurisdiction	Caltrans
Analysis Time Period	PM Peak Hour	Analysis Year	Existing 2013

Project Description Moreno Valley Walmart TIA (JN 08660)

Inputs

Upstream Adj Ramp

☑ Yes ☐ On

☐ No ☑ Off

L_{up} = 1200 ft

V_u = 481 veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 25.0 mph

Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp

☐ Yes ☐ On

☑ No ☐ Off

L_{down} = ft

V_D = veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	2511	0.92	Level	5	0	0.976	1.00	2798
Ramp	107	0.92	Level	7	0	0.966	1.00	120
UpStream	481	0.92	Level	3	0	0.985	1.00	531
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = -170.85 (Equation 25-2 or 25-3)

P_{FM} = 0.596 using Equation (Exhibit 25-5)

V_{12} = 1669 pc/h

V_3 or V_{av34} 1129 pc/h (Equation 25-4 or 25-5)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes, V_{12a} = pc/h (Equation 25-8)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	2918	Exhibit 25-7		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	1789	Exhibit 25-7	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = 15.1 (pc/mi/ln)

LOS = B (Exhibit 25-4)

Speed Determination

M_S = 0.311 (Exibit 25-19)

S_R= 61.3 mph (Exhibit 25-19)

S_0= 67.7 mph (Exhibit 25-19)

S = 63.6 mph (Exhibit 25-14)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)

P_{FD} = using Equation (Exhibit 25-12)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 25-15 or 25-16)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 25-14		
$V_{FO} = V_F - V_R$		Exhibit 25-14		
V_R		Exhibit 25-3		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 25-14		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.0009\, L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 25-4)

Speed Determination

D_s = (Exhibit 25-19)

S_R= mph (Exhibit 25-19)

S_0= mph (Exhibit 25-19)

S = mph (Exhibit 25-15)

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	CS	Freeway/Dir of Travel	I-215 Northbound
Agency or Company	Urban Crossroads, Inc.	Junction	Cactus Off-ramp
Date Performed	6/26/2013	Jurisdiction	Caltrans
Analysis Time Period	PM Peak Hour	Analysis Year	Existing 2013

Project Description Moreno Valley Walmart TIA (JN 08660)

Inputs

Upstream Adj Ramp
☐ Yes ☐ On
☑ No ☐ Off
L_{up} = ft
V_u = veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 45.0 mph
Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp
☑ Yes ☑ On
☐ No ☐ Off
L_{down} = 1200 ft
V_D = 107 veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	2992	0.92	Level	5	0	0.976	1.00	3333
Ramp	481	0.92	Level	3	0	0.985	1.00	531
UpStream								
DownStream	107	0.92	Level	7	0	0.966	1.00	120

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$
L_{EQ} = (Equation 25-2 or 25-3)
P_{FM} = using Equation (Exhibit 25-5)
V_{12} = pc/h
V_3 or V_{av34} pc/h (Equation 25-4 or 25-5)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No
If Yes, V_{12a} = pc/h (Equation 25-8)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 25-7		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 25-7		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$
D_R = (pc/mi/ln)
LOS = (Exhibit 25-4)

Speed Determination

M_S = (Exibit 25-19)
S_R= mph (Exhibit 25-19)
S_0= mph (Exhibit 25-19)
S = mph (Exhibit 25-14)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$
L_{EQ} = (Equation 25-8 or 25-9)
P_{FD} = 0.652 using Equation (Exhibit 25-12)
V_{12} = 2359 pc/h
V_3 or V_{av34} 974 pc/h (Equation 25-15 or 25-16)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No
If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	3333	Exhibit 25-14	7200	No
$V_{FO} = V_F - V_R$	2802	Exhibit 25-14	7200	No
V_R	531	Exhibit 25-3	2100	No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	2359	Exhibit 25-14	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.0009\, L_D$
D_R = 21.2 (pc/mi/ln)
LOS = C (Exhibit 25-4)

Speed Determination

D_s = 0.346 (Exhibit 25-19)
S_R= 60.3 mph (Exhibit 25-19)
S_0= 76.8 mph (Exhibit 25-19)
S = 64.4 mph (Exhibit 25-15)

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	CS	Freeway/Dir of Travel	SR-60 Westbound
Agency or Company	Urban Crossroads, Inc.	Junction	Perris On-Ramp
Date Performed	6/26/2013	Jurisdiction	Caltrans
Analysis Time Period	Saturday Mid-Day Peak Hour	Analysis Year	Existing 2013

Project Description Moreno Valley Walmart TIA (JN 08660)

Inputs

Upstream Adj Ramp

☑ Yes ☐ On

☐ No ☑ Off

L_{up} = 1780 ft

V_u = 229 veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 45.0 mph

Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp

☐ Yes ☐ On

☑ No ☐ Off

L_{down} = ft

V_D = veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	1969	0.92	Level	12	0	0.943	1.00	2269
Ramp	981	0.92	Level	2	0	0.990	1.00	1077
UpStream	229	0.92	Level	4	0	0.980	1.00	254
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)

P_{FM} = 1.000 using Equation (Exhibit 25-5)

V_{12} = 2269 pc/h

V_3 or V_{av34} 0 pc/h (Equation 25-4 or 25-5)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes, V_{12a} = pc/h (Equation 25-8)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	3346	Exhibit 25-7		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	3346	Exhibit 25-7	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = 28.9 (pc/mi/ln)

LOS = D (Exhibit 25-4)

Speed Determination

M_S = 0.400 (Exibit 25-19)

S_R= 58.8 mph (Exhibit 25-19)

S_0= N/A mph (Exhibit 25-19)

S = 58.8 mph (Exhibit 25-14)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)

P_{FD} = using Equation (Exhibit 25-12)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 25-15 or 25-16)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 25-14		
$V_{FO} = V_F - V_R$		Exhibit 25-14		
V_R		Exhibit 25-3		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 25-14		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.0009\, L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 25-4)

Speed Determination

D_s = (Exhibit 25-19)

S_R= mph (Exhibit 25-19)

S_0= mph (Exhibit 25-19)

S = mph (Exhibit 25-15)

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	CS	Freeway/Dir of Travel	SR-60 Westbound
Agency or Company	Urban Crossroads, Inc.	Junction	Perris Off-Ramp
Date Performed	6/26/2013	Jurisdiction	Caltrans
Analysis Time Period	Saturday Mid-Day Peak Hour	Analysis Year	Existing 2013

Project Description Moreno Valley Walmart TIA (JN 08660)

Inputs

Upstream Adj Ramp
- ☐ Yes ☐ On
- ☑ No ☐ Off
- L_{up} = ft
- V_u = veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 45.0 mph

Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp
- ☑ Yes ☑ On
- ☐ No ☐ Off
- L_{down} = 1780 ft
- V_D = 981 veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	2198	0.92	Level	11	0	0.948	1.00	2521
Ramp	229	0.92	Level	4	0	0.980	1.00	254
UpStream								
DownStream	981	0.92	Level	2	0	0.990	1.00	1077

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)

P_{FM} = using Equation (Exhibit 25-5)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 25-4 or 25-5)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes, V_{12a} = pc/h (Equation 25-8)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 25-7		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 25-7		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = (pc/mi/ln)

LOS = (Exhibit 25-4)

Speed Determination

M_S = (Exibit 25-19)

S_R= mph (Exhibit 25-19)

S_0= mph (Exhibit 25-19)

S = mph (Exhibit 25-14)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)

P_{FD} = 1.000 using Equation (Exhibit 25-12)

V_{12} = 2521 pc/h

V_3 or V_{av34} 0 pc/h (Equation 25-15 or 25-16)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	2521	Exhibit 25-14	4800	No
$V_{FO} = V_F - V_R$	2267	Exhibit 25-14	4800	No
V_R	254	Exhibit 25-3	2100	No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	2521	Exhibit 25-14	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.0009\, L_D$

D_R = 24.0 (pc/mi/ln)

LOS = C (Exhibit 25-4)

Speed Determination

D_s = 0.321 (Exhibit 25-19)

S_R= 61.0 mph (Exhibit 25-19)

S_0= N/A mph (Exhibit 25-19)

S = 61.0 mph (Exhibit 25-15)

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	CS	Freeway/Dir of Travel	SR-60 Eastbound
Agency or Company	Urban Crossroads, Inc.	Junction	Perris Off-Ramp
Date Performed	6/26/2013	Jurisdiction	Caltrans
Analysis Time Period	Saturday Mid-Day Peak Hour	Analysis Year	Existing 2013

Project Description Moreno Valley Walmart TIA (JN 08660)

Inputs

Upstream Adj Ramp
☐ Yes ☐ On
☑ No ☐ Off
L_{up} = ft
V_u = veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 45.0 mph
Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp
☑ Yes ☑ On
☐ No ☐ Off
L_{down} = 2515 ft
V_D = 309 veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	2763	0.92	Level	9	0	0.957	1.00	3138
Ramp	946	0.92	Level	1	0	0.995	1.00	1033
UpStream								
DownStream	309	0.92	Level	1	0	0.995	1.00	338

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)
P_{FM} = using Equation (Exhibit 25-5)
V_{12} = pc/h
V_3 or V_{av34} pc/h (Equation 25-4 or 25-5)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No
If Yes, V_{12a} = pc/h (Equation 25-8)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 25-7		

Flow Entering Merge Influence Area

	Actual	Max Desirable	Violation?
V_{R12}		Exhibit 25-7	

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = (pc/mi/ln)
LOS = (Exhibit 25-4)

Speed Determination

M_S = (Exibit 25-19)
S_R= mph (Exhibit 25-19)
S_0= mph (Exhibit 25-19)
S = mph (Exhibit 25-14)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)
P_{FD} = 1.000 using Equation (Exhibit 25-12)
V_{12} = 3138 pc/h
V_3 or V_{av34} 0 pc/h (Equation 25-15 or 25-16)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No
If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	3138	Exhibit 25-14	4800	No
$V_{FO} = V_F - V_R$	2105	Exhibit 25-14	4800	No
V_R	1033	Exhibit 25-3	2100	No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	3138	Exhibit 25-14	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.0009\, L_D$

D_R = 29.2 (pc/mi/ln)
LOS = D (Exhibit 25-4)

Speed Determination

D_s = 0.391 (Exhibit 25-19)
S_R= 59.1 mph (Exhibit 25-19)
S_0= N/A mph (Exhibit 25-19)
S = 59.1 mph (Exhibit 25-15)

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	CS	Freeway/Dir of Travel	SR-60 Eastbound
Agency or Company	Urban Crossroads, Inc.	Junction	Perris On-Ramp
Date Performed	6/26/2013	Jurisdiction	Caltrans
Analysis Time Period	Saturday Mid-Day Peak Hour	Analysis Year	Existing 2013

Project Description Moreno Valley Walmart TIA (JN 08660)

Inputs

Upstream Adj Ramp

☑ Yes ☐ On

☐ No ☑ Off

L_{up} = 2515 ft

V_u = 946 veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 45.0 mph

Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp

☐ Yes ☐ On

☑ No ☐ Off

L_{down} = ft

V_D = veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	1817	0.92	Level	13	0	0.939	1.00	2103
Ramp	309	0.92	Level	1	0	0.995	1.00	338
UpStream	946	0.92	Level	1	0	0.995	1.00	1033
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)

P_{FM} = 1.000 using Equation (Exhibit 25-5)

V_{12} = 2103 pc/h

V_3 or V_{av34} 0 pc/h (Equation 25-4 or 25-5)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes, V_{12a} = pc/h (Equation 25-8)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	2441	Exhibit 25-7		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	2441	Exhibit 25-7	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = 21.6 (pc/mi/ln)

LOS = C (Exhibit 25-4)

Speed Determination

M_S = 0.326 (Exibit 25-19)

S_R= 60.9 mph (Exhibit 25-19)

S_0= N/A mph (Exhibit 25-19)

S = 60.9 mph (Exhibit 25-14)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)

P_{FD} = using Equation (Exhibit 25-12)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 25-15 or 25-16)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 25-14		
$V_{FO} = V_F - V_R$		Exhibit 25-14		
V_R		Exhibit 25-3		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 25-14		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.0009\, L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 25-4)

Speed Determination

D_s = (Exhibit 25-19)

S_R= mph (Exhibit 25-19)

S_0= mph (Exhibit 25-19)

S = mph (Exhibit 25-15)

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	CS	Freeway/Dir of Travel	I-215 Southbound
Agency or Company	Urban Crossroads, Inc.	Junction	Cactus Off-ramp
Date Performed	6/26/2013	Jurisdiction	Caltrans
Analysis Time Period	Saturday Mid-Day Peak Hour	Analysis Year	Existing 2013

Project Description Moreno Valley Walmart TIA (JN 08660)

Inputs

Upstream Adj Ramp
☐ Yes ☐ On
☑ No ☐ Off
L_{up} = ft
V_u = veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 45.0 mph
Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp
☑ Yes ☐ On
☐ No ☑ Off
L_{down} = 1000 ft
V_D = 370 veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	5225	0.92	Level	2	0	0.990	1.00	5736
Ramp	61	0.92	Level	0	0	1.000	1.00	66
UpStream								
DownStream	370	0.92	Level	4	0	0.980	1.00	410

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)
P_{FM} = using Equation (Exhibit 25-5)
V_{12} = pc/h
V_3 or V_{av34} pc/h (Equation 25-4 or 25-5)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No
If Yes, V_{12a} = pc/h (Equation 25-8)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 25-7		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 25-7		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = (pc/mi/ln)
LOS = (Exhibit 25-4)

Speed Determination

M_S = (Exibit 25-19)
S_R= mph (Exhibit 25-19)
S_0= mph (Exhibit 25-19)
S = mph (Exhibit 25-14)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)
P_{FD} = 0.436 using Equation (Exhibit 25-12)
V_{12} = 2538 pc/h
V_3 or V_{av34} 1599 pc/h (Equation 25-15 or 25-16)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No
If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	5736	Exhibit 25-14	9600	No
$V_{FO} = V_F - V_R$	5670	Exhibit 25-14	9600	No
V_R	66	Exhibit 25-3	2100	No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	2538	Exhibit 25-14	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.0009\, L_D$

D_R = 22.5 (pc/mi/ln)
LOS = C (Exhibit 25-4)

Speed Determination

D_s = 0.304 (Exhibit 25-19)
S_R= 61.5 mph (Exhibit 25-19)
S_0= 74.5 mph (Exhibit 25-19)
S = 68.1 mph (Exhibit 25-15)

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	CS	Freeway/Dir of Travel	I-215 Southbound
Agency or Company	Urban Crossroads, Inc.	Junction	Cactus Off-ramp Loop Upstream
Date Performed	6/26/2013	Jurisdiction	Caltrans
Analysis Time Period	Saturday Mid-Day Peak Hour	Analysis Year	Existing 2013

Project Description Moreno Valley Walmart TIA (JN 08660)

Inputs

Upstream Adj Ramp
☑ Yes ☐ On
☐ No ☑ Off
L_{up} = 1000 ft
V_u = 61 veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 15.0 mph
Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp
☐ Yes ☐ On
☑ No ☐ Off
L_{down} = ft
V_D = veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	5164	0.92	Level	2	0	0.990	1.00	5669
Ramp	370	0.92	Level	4	0	0.980	1.00	410
UpStream	61	0.92	Level	0	0	1.000	1.00	66
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)
P_{FM} = using Equation (Exhibit 25-5)
V_{12} = pc/h
V_3 or V_{av34} pc/h (Equation 25-4 or 25-5)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No
If Yes, V_{12a} = pc/h (Equation 25-8)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 25-7		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 25-7		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = (pc/mi/ln)
LOS = (Exhibit 25-4)

Speed Determination

M_S = (Exibit 25-19)
S_R= mph (Exhibit 25-19)
S_0= mph (Exhibit 25-19)
S = mph (Exhibit 25-14)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)
P_{FD} = 0.436 using Equation (Exhibit 25-12)
V_{12} = 2703 pc/h
V_3 or V_{av34} 1483 pc/h (Equation 25-15 or 25-16)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No
If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	5669	Exhibit 25-14	9600	No
$V_{FO} = V_F - V_R$	5259	Exhibit 25-14	9600	No
V_R	410	Exhibit 25-3	1800	No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	2703	Exhibit 25-14	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.0009\, L_D$

D_R = 27.5 (pc/mi/ln)
LOS = C (Exhibit 25-4)

Speed Determination

D_s = 0.725 (Exhibit 25-19)
S_R= 49.7 mph (Exhibit 25-19)
S_0= 74.9 mph (Exhibit 25-19)
S = 60.3 mph (Exhibit 25-15)

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	CS	Freeway/Dir of Travel	I-215 Southbound
Agency or Company	Urban Crossroads, Inc.	Junction	Cactus Off-ramp Loop Downstrea
Date Performed	6/26/2013	Jurisdiction	Caltrans
Analysis Time Period	Saturday Mid-Day Peak Hour	Analysis Year	Existing 2013

Project Description Moreno Valley Walmart TIA (JN 08660)

Inputs

Upstream Adj Ramp
- ☐ Yes ☐ On
- ☑ No ☐ Off

L_{up} = ft

V_u = veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 15.0 mph

Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp
- ☑ Yes ☑ On
- ☐ No ☐ Off

L_{down} = 1500 ft

V_D = 266 veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	5164	0.92	Level	2	0	0.990	1.00	5669
Ramp	370	0.92	Level	4	0	0.980	1.00	410
UpStream								
DownStream	266	0.92	Level	0	0	1.000	1.00	289

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)

P_{FM} = using Equation (Exhibit 25-5)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 25-4 or 25-5)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes, V_{12a} = pc/h (Equation 25-8)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 25-7		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 25-7		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = (pc/mi/ln)

LOS = (Exhibit 25-4)

Speed Determination

M_S = (Exibit 25-19)

S_R= mph (Exhibit 25-19)

S_0= mph (Exhibit 25-19)

S = mph (Exhibit 25-14)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)

P_{FD} = 0.436 using Equation (Exhibit 25-12)

V_{12} = 2703 pc/h

V_3 or V_{av34} 1483 pc/h (Equation 25-15 or 25-16)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	5669	Exhibit 25-14	9600	No
$V_{FO} = V_F - V_R$	5259	Exhibit 25-14	9600	No
V_R	410	Exhibit 25-3	1800	No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	2703	Exhibit 25-14	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.0009\, L_D$

D_R = 27.5 (pc/mi/ln)

LOS = C (Exhibit 25-4)

Speed Determination

D_s = 0.725 (Exhibit 25-19)

S_R= 49.7 mph (Exhibit 25-19)

S_0= 74.9 mph (Exhibit 25-19)

S = 60.3 mph (Exhibit 25-15)

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	CS	Freeway/Dir of Travel	I-215 Southbound
Agency or Company	Urban Crossroads, Inc.	Junction	Cactus On-ramp
Date Performed	6/26/2013	Jurisdiction	Caltrans
Analysis Time Period	Saturday Mid-Day Peak Hour	Analysis Year	Existing 2013

Project Description Moreno Valley Walmart TIA (JN 08660)

Inputs

Upstream Adj Ramp

☑ Yes ☐ On

☐ No ☑ Off

L_{up} = 1500 ft

V_u = 370 veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 45.0 mph

Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp

☐ Yes ☐ On

☑ No ☐ Off

L_{down} = ft

V_D = veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	4797	0.92	Level	2	0	0.990	1.00	5266
Ramp	266	0.92	Level	0	0	1.000	1.00	289
UpStream	370	0.92	Level	4	0	0.980	1.00	410
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = 1499.37 (Equation 25-2 or 25-3)

P_{FM} = 0.600 using Equation (Exhibit 25-5)

V_{12} = 3160 pc/h

V_3 or V_{av34} 2106 pc/h (Equation 25-4 or 25-5)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes, V_{12a} = pc/h (Equation 25-8)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	5555	Exhibit 25-7		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	3449	Exhibit 25-7	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = 27.2 (pc/mi/ln)

LOS = C (Exhibit 25-4)

Speed Determination

M_S = 0.371 (Exibit 25-19)

S_R= 59.6 mph (Exhibit 25-19)

S_0= 64.2 mph (Exhibit 25-19)

S = 61.3 mph (Exhibit 25-14)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)

P_{FD} = using Equation (Exhibit 25-12)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 25-15 or 25-16)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 25-14		
$V_{FO} = V_F - V_R$		Exhibit 25-14		
V_R		Exhibit 25-3		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 25-14		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.0009\, L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 25-4)

Speed Determination

D_s = (Exhibit 25-19)

S_R= mph (Exhibit 25-19)

S_0= mph (Exhibit 25-19)

S = mph (Exhibit 25-15)

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	CS	Freeway/Dir of Travel	I-215 Northbound
Agency or Company	Urban Crossroads, Inc.	Junction	Cactus On-ramp
Date Performed	6/26/2013	Jurisdiction	Caltrans
Analysis Time Period	Saturday Mid-Day Peak Hour	Analysis Year	Existing 2013

Project Description Moreno Valley Walmart TIA (JN 08660)

Inputs

Upstream Adj Ramp

☑ Yes ☑ On

☐ No ☐ Off

L_{up} = 1075 ft

V_u = 66 veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 45.0 mph

Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp

☐ Yes ☐ On

☑ No ☐ Off

L_{down} = ft

V_D = veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	2943	0.92	Level	5	0	0.976	1.00	3279
Ramp	464	0.92	Level	3	0	0.985	1.00	512
UpStream	66	0.92	Level	17	0	0.922	1.00	78
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)

P_{FM} = 0.577 using Equation (Exhibit 25-5)

V_{12} = 1894 pc/h

V_3 or V_{av34} 1385 pc/h (Equation 25-4 or 25-5)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes, V_{12a} = pc/h (Equation 25-8)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	3791	Exhibit 25-7		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	2406	Exhibit 25-7	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = 24.0 (pc/mi/ln)

LOS = C (Exhibit 25-4)

Speed Determination

M_S = 0.364 (Exibit 25-19)

S_R= 59.8 mph (Exhibit 25-19)

S_0= 66.8 mph (Exhibit 25-19)

S = 62.2 mph (Exhibit 25-14)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)

P_{FD} = using Equation (Exhibit 25-12)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 25-15 or 25-16)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 25-14		
$V_{FO} = V_F - V_R$		Exhibit 25-14		
V_R		Exhibit 25-3		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 25-14		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.0009\, L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 25-4)

Speed Determination

D_s = (Exhibit 25-19)

S_R= mph (Exhibit 25-19)

S_0= mph (Exhibit 25-19)

S = mph (Exhibit 25-15)

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	CS	Freeway/Dir of Travel	I-215 Northbound
Agency or Company	Urban Crossroads, Inc.	Junction	Cactus Loop On-ramp-Downstream
Date Performed	6/26/2013	Jurisdiction	Caltrans
Analysis Time Period	Saturday Mid-Day Peak Hour	Analysis Year	Existing 2013

Project Description Moreno Valley Walmart TIA (JN 08660)

Inputs

Upstream Adj Ramp

☐ Yes ☐ On

☑ No ☐ Off

L_{up} = ft

V_u = veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 25.0 mph

Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp

☑ Yes ☑ On

☐ No ☐ Off

L_{down} = 1075 ft

V_D = 464 veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	2877	0.92	Level	5	0	0.976	1.00	3205
Ramp	66	0.92	Level	17	0	0.922	1.00	78
UpStream								
DownStream	464	0.92	Level	3	0	0.985	1.00	512

Estimation of v_{12}

Merge Areas

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)

P_{FM} = 0.596 using Equation (Exhibit 25-5)

V_{12} = 1911 pc/h

V_3 or V_{av34} 1294 pc/h (Equation 25-4 or 25-5)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes, V_{12a} = pc/h (Equation 25-8)

Diverge Areas

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)

P_{FD} = using Equation (Exhibit 25-12)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 25-15 or 25-16)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	3283	Exhibit 25-7		No

	Actual	Capacity		LOS F?
V_F		Exhibit 25-14		
$V_{FO} = V_F - V_R$		Exhibit 25-14		
V_R		Exhibit 25-3		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	1989	Exhibit 25-7	4600:All	No

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 25-14		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = 16.7 (pc/mi/ln)

LOS = B (Exhibit 25-4)

$D_R = 4.252 + 0.0086\, V_{12} - 0.0009\, L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 25-4)

Speed Determination

M_S = 0.316 (Exibit 25-19)

S_R= 61.2 mph (Exhibit 25-19)

S_0= 67.1 mph (Exhibit 25-19)

S = 63.4 mph (Exhibit 25-14)

D_s = (Exhibit 25-19)

S_R= mph (Exhibit 25-19)

S_0= mph (Exhibit 25-19)

S = mph (Exhibit 25-15)

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	CS	Freeway/Dir of Travel	I-215 Northbound
Agency or Company	Urban Crossroads, Inc.	Junction	Cactus Loop On-ramp-Upstream
Date Performed	6/26/2013	Jurisdiction	Caltrans
Analysis Time Period	Saturday Mid-Day Peak Hour	Analysis Year	Existing 2013

Project Description Moreno Valley Walmart TIA (JN 08660)

Inputs

Upstream Adj Ramp

☑ Yes ☐ On

☐ No ☑ Off

L_{up} = 1200 ft

V_u = 357 veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 25.0 mph

Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp

☐ Yes ☐ On

☑ No ☐ Off

L_{down} = ft

V_D = veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	2877	0.92	Level	5	0	0.976	1.00	3205
Ramp	66	0.92	Level	17	0	0.922	1.00	78
UpStream	357	0.92	Level	3	0	0.985	1.00	394
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = -92.74 (Equation 25-2 or 25-3)

P_{FM} = 0.596 using Equation (Exhibit 25-5)

V_{12} = 1911 pc/h

V_3 or V_{av34} 1294 pc/h (Equation 25-4 or 25-5)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes, V_{12a} = pc/h (Equation 25-8)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	3283	Exhibit 25-7		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	1989	Exhibit 25-7	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = 16.7 (pc/mi/ln)

LOS = B (Exhibit 25-4)

Speed Determination

M_S = 0.316 (Exibit 25-19)

S_R= 61.2 mph (Exhibit 25-19)

S_0= 67.1 mph (Exhibit 25-19)

S = 63.4 mph (Exhibit 25-14)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)

P_{FD} = using Equation (Exhibit 25-12)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 25-15 or 25-16)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 25-14		
$V_{FO} = V_F - V_R$		Exhibit 25-14		
V_R		Exhibit 25-3		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 25-14		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.0009\, L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 25-4)

Speed Determination

D_s = (Exhibit 25-19)

S_R= mph (Exhibit 25-19)

S_0= mph (Exhibit 25-19)

S = mph (Exhibit 25-15)

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	CS	Freeway/Dir of Travel	I-215 Northbound
Agency or Company	Urban Crossroads, Inc.	Junction	Cactus Off-ramp
Date Performed	6/26/2013	Jurisdiction	Caltrans
Analysis Time Period	Saturday Mid-Day Peak Hour	Analysis Year	Existing 2013

Project Description Moreno Valley Walmart TIA (JN 08660)

Inputs

Upstream Adj Ramp
☐ Yes ☐ On
☑ No ☐ Off
L_{up} = ft
V_u = veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 45.0 mph
Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp
☑ Yes ☑ On
☐ No ☐ Off
L_{down} = 1200 ft
V_D = 66 veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	3234	0.92	Level	4	0	0.980	1.00	3586
Ramp	357	0.92	Level	3	0	0.985	1.00	394
UpStream								
DownStream	66	0.92	Level	17	0	0.922	1.00	78

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)
P_{FM} = using Equation (Exhibit 25-5)
V_{12} = pc/h
V_3 or V_{av34} pc/h (Equation 25-4 or 25-5)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No
If Yes, V_{12a} = pc/h (Equation 25-8)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 25-7		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 25-7		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = (pc/mi/ln)
LOS = (Exhibit 25-4)

Speed Determination

M_S = (Exibit 25-19)
S_R= mph (Exhibit 25-19)
S_0= mph (Exhibit 25-19)
S = mph (Exhibit 25-14)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)
P_{FD} = 0.652 using Equation (Exhibit 25-12)
V_{12} = 2476 pc/h
V_3 or V_{av34} 1110 pc/h (Equation 25-15 or 25-16)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No
If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	3586	Exhibit 25-14	7200	No
$V_{FO} = V_F - V_R$	3192	Exhibit 25-14	7200	No
V_R	394	Exhibit 25-3	2100	No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	2476	Exhibit 25-14	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.0009\, L_D$

D_R = 22.2 (pc/mi/ln)
LOS = C (Exhibit 25-4)

Speed Determination

D_s = 0.333 (Exhibit 25-19)
S_R= 60.7 mph (Exhibit 25-19)
S_0= 76.4 mph (Exhibit 25-19)
S = 64.8 mph (Exhibit 25-15)

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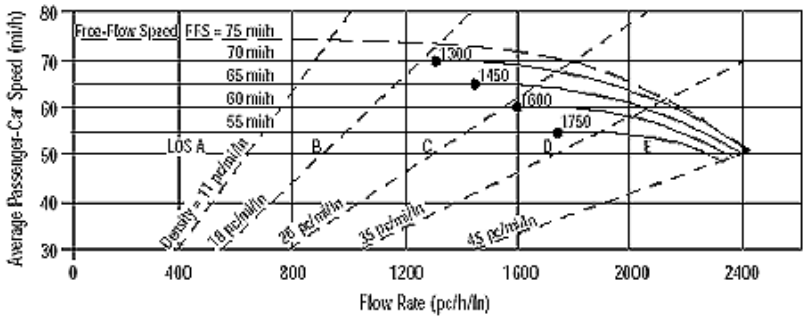
ATTACHMENT "C"

EXISTING PLUS PROJECT CONDITIONS
BASIC FREEWAY SEGMENT HCS+ ANALYSIS WORKSHEETS

BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information / Site Information

Analyst	*CS*	Highway/Direction of Travel	*SR-60 Westbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*West of I-215 Freeway*
Date Performed	*7/1/2013*	Jurisdiction	*Caltrans*
Analysis Time Period	*AM Peak Hour*	Analysis Year	*Existing Plus Project*

Project Description Moreno Valley Walmart TIA (JN 08660)

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*6435*	veh/h	Peak-Hour Factor, PHF	*0.92*
AADT		veh/day	%Trucks and Buses, P_T	*11*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.948*

Speed Inputs / Calc Speed Adj and FFS

Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*4*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures / Design (N)

Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1845*	pc/h/ln	Design LOS	
			v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
S	*67.3*	mi/h	S	mi/h
D = v_p / S	*27.4*	pc/mi/ln	D = v_p / S	pc/mi/ln
LOS	*D*		Required Number of Lanes, N	

Glossary / Factor Location

N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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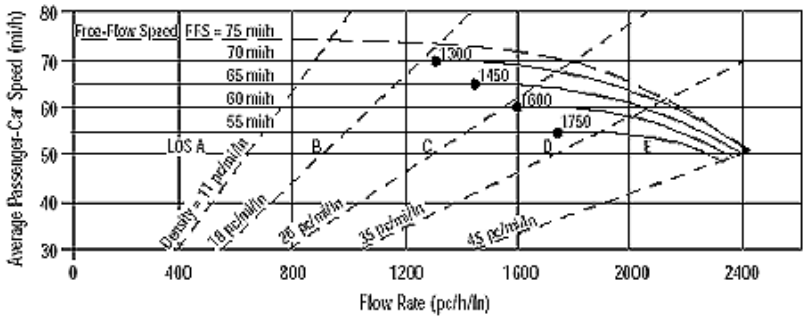
BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information / Site Information

Analyst	*CS*	Highway/Direction of Travel	*SR-60 Westbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*East of I-215 Freeway*
Date Performed	*7/1/2013*	Jurisdiction	*Caltrans*
Analysis Time Period	*AM Peak Hour*	Analysis Year	*Existing Plus Project*

Project Description Moreno Valley Walmart TIA (JN 08660)

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*2486*	veh/h	Peak-Hour Factor, PHF	*0.92*
AADT		veh/day	%Trucks and Buses, P_T	*11*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.948*

Speed Inputs / Calc Speed Adj and FFS

Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*3*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures / Design (N)

Operational (LOS)			Design (N)		
			Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*950*	pc/h/ln	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S	*70.0*	mi/h	S		mi/h
D = v_p / S	*13.6*	pc/mi/ln	D = v_p / S		pc/mi/ln
LOS	*B*		Required Number of Lanes, N		

Glossary / Factor Location

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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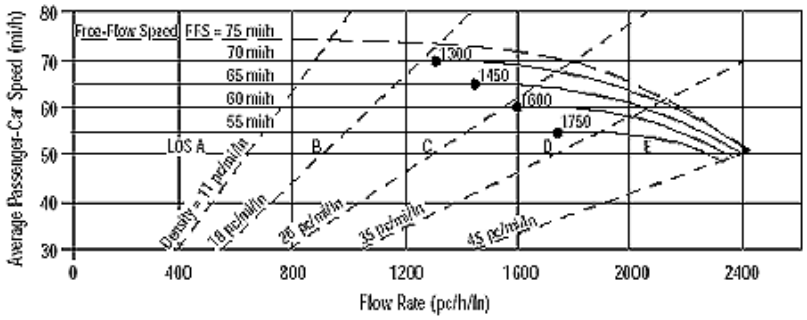
BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information / Site Information

Analyst	*CS*	Highway/Direction of Travel	*SR-60 Westbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*West of Perris Boulevard*
Date Performed	*7/1/2013*	Jurisdiction	*Caltrans*
Analysis Time Period	*AM Peak Hour*	Analysis Year	*Existing Plus Project*

Project Description Moreno Valley Walmart TIA (JN 08660)

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*2774*	veh/h	Peak-Hour Factor, PHF	*0.92*
AADT		veh/day	%Trucks and Buses, P_T	*9*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.957*

Speed Inputs / Calc Speed Adj and FFS

Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*2*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures / Design (N)

Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1575*	pc/h/ln	Design LOS	
			v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
S	*69.5*	mi/h	S	mi/h
D = v_p / S	*22.6*	pc/mi/ln	D = v_p / S	pc/mi/ln
LOS	*C*		Required Number of Lanes, N	

Glossary / Factor Location

N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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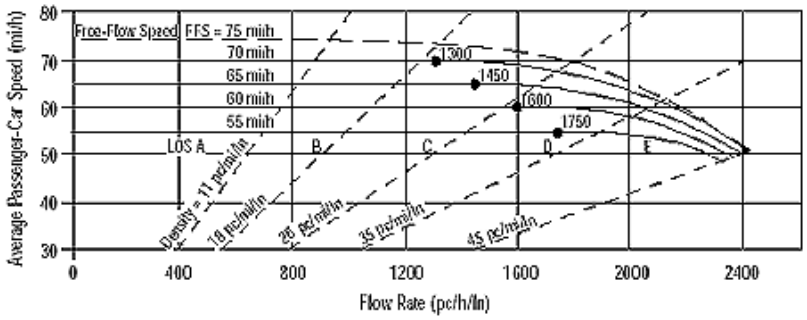
BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information / Site Information

General Information		Site Information	
Analyst	*CS*	Highway/Direction of Travel	*SR-60 Westbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*East of Perris Boulevard*
Date Performed	*7/1/2013*	Jurisdiction	*Caltrans*
Analysis Time Period	*AM Peak Hour*	Analysis Year	*Existing Plus Project*

Project Description Moreno Valley Walmart TIA (JN 08660)

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*2187*	veh/h	Peak-Hour Factor, PHF	*0.92*
AADT		veh/day	%Trucks and Buses, P_T	*11*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.948*

Speed Inputs / Calc Speed Adj and FFS

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*2*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures / Design (N)

LOS and Performance Measures			Design (N)	
Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1254*	pc/h/ln	Design LOS	
			v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
S	*70.0*	mi/h	S	mi/h
D = v_p / S	*17.9*	pc/mi/ln	D = v_p / S	pc/mi/ln
LOS	*B*		Required Number of Lanes, N	

Glossary / Factor Location

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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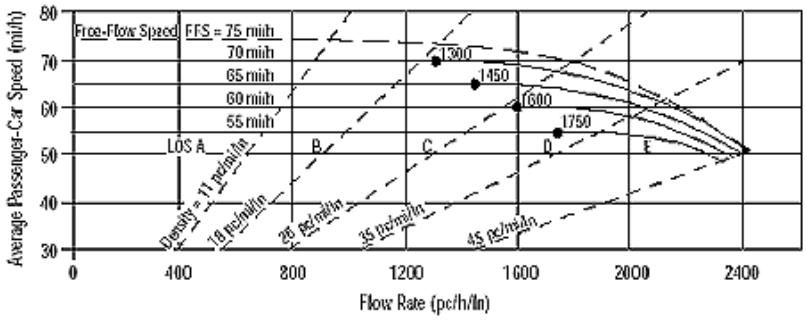

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information / Site Information

General Information		Site Information	
Analyst	*CS*	Highway/Direction of Travel	*SR-60 Eastbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*West of I-215 Freeway*
Date Performed	*7/1/2013*	Jurisdiction	*Caltrans*
Analysis Time Period	*AM Peak Hour*	Analysis Year	*Existing Plus Project*

Project Description Moreno Valley Walmart TIA (JN 08660)

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*3865*	veh/h	Peak-Hour Factor, PHF	*0.92*
AADT		veh/day	%Trucks and Buses, P_T	*11*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.948*

Speed Inputs / Calc Speed Adj and FFS

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*5*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures / Design (N)

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
			Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*886*	pc/h/ln	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S	*70.0*	mi/h	S		mi/h
D = v_p / S	*12.7*	pc/mi/ln	D = v_p / S		pc/mi/ln
LOS	*B*		Required Number of Lanes, N		

Glossary / Factor Location

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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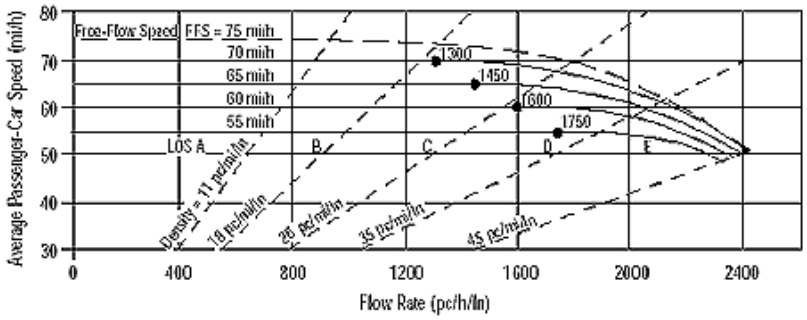

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		***Site Information***	
Analyst	*CS*	Highway/Direction of Travel	*SR-60 Eastbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*East of I-215 Freeway*
Date Performed	*7/1/2013*	Jurisdiction	*Caltrans*
Analysis Time Period	*AM Peak Hour*	Analysis Year	*Existing Plus Project*

Project Description Moreno Valley Walmart TIA (JN 08660)

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs				
Volume, V	*2982*	veh/h	Peak-Hour Factor, PHF	*0.92*
AADT		veh/day	%Trucks and Buses, P_T	*11*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.948*

Speed Inputs			**Calc Speed Adj and FFS**		
Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*5*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures			**Design (N)**	
Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*684*	pc/h/ln	Design LOS	
			v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
S	*70.0*	mi/h	S	mi/h
D = v_p / S	*9.8*	pc/mi/ln	D = v_p / S	pc/mi/ln
LOS	*A*		Required Number of Lanes, N	

Glossary		**Factor Location**	
N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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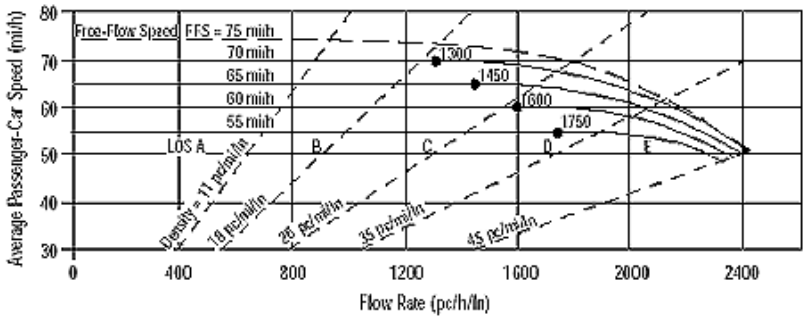

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information / Site Information

General Information		Site Information	
Analyst	*CS*	Highway/Direction of Travel	*SR-60 Eastbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*West of Perris Boulevard*
Date Performed	*7/1/2013*	Jurisdiction	*Caltrans*
Analysis Time Period	*AM Peak Hour*	Analysis Year	*Existing Plus Project*

Project Description Moreno Valley Walmart TIA (JN 08660)

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*2190*	veh/h	Peak-Hour Factor, PHF	*0.92*
AADT		veh/day	%Trucks and Buses, P_T	*10*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.952*

Speed Inputs / Calc Speed Adj and FFS

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*2*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures / Design (N)

LOS and Performance Measures			Design (N)	
Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1250*	pc/h/ln	Design LOS	
			v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
S	*70.0*	mi/h	S	mi/h
D = v_p / S	*17.9*	pc/mi/ln	D = v_p / S	pc/mi/ln
LOS	*B*		Required Number of Lanes, N	

Glossary / Factor Location

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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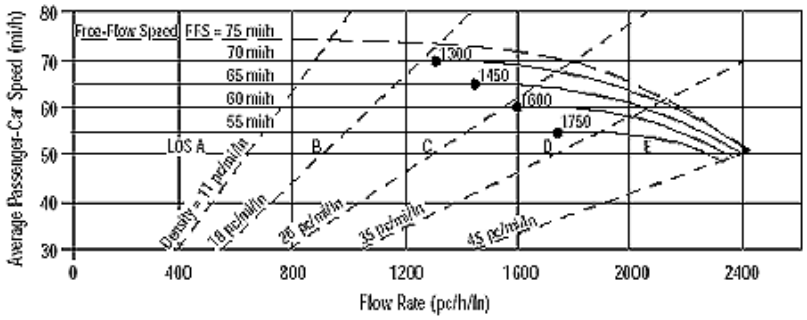

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		***Site Information***	
Analyst	*CS*	Highway/Direction of Travel	*SR-60 Eastbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*East of Perris Boulevard*
Date Performed	*7/1/2013*	Jurisdiction	*Caltrans*
Analysis Time Period	*AM Peak Hour*	Analysis Year	*Existing Plus Project*

Project Description Moreno Valley Walmart TIA (JN 08660)

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs				
Volume, V	*1897*	veh/h	Peak-Hour Factor, PHF	*0.92*
AADT		veh/day	%Trucks and Buses, P_T	*11*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.948*

Speed Inputs			**Calc Speed Adj and FFS**		
Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*2*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures			**Design (N)**	
Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1088*	pc/h/ln	Design LOS	
			v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
S	*70.0*	mi/h	S	mi/h
D = v_p / S	*15.5*	pc/mi/ln	D = v_p / S	pc/mi/ln
LOS	*B*		Required Number of Lanes, N	

Glossary		**Factor Location**	
N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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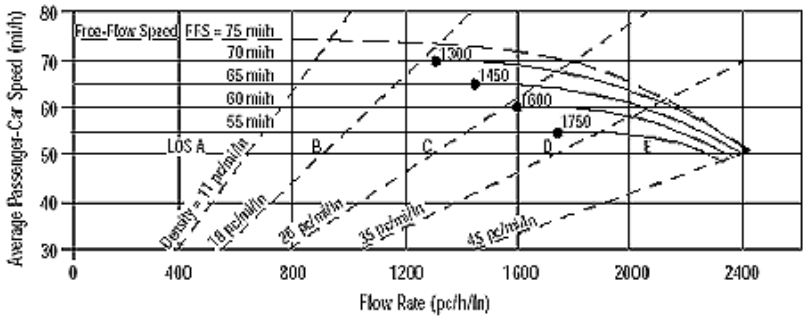

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information / Site Information

General Information		Site Information	
Analyst	*CS*	Highway/Direction of Travel	*I-215 Southbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*South of SR-60 Freeway*
Date Performed	*7/1/2013*	Jurisdiction	*Caltrans*
Analysis Time Period	*AM Peak Hour*	Analysis Year	*Existing Plus Project*

Project Description Moreno Valley Walmart TIA (JN 08660)

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*6376*	veh/h	Peak-Hour Factor, PHF	*0.92*
AADT		veh/day	%Trucks and Buses, P_T	*15*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.930*

Speed Inputs / Calc Speed Adj and FFS

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*5*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures / Design (N)

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
			Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1490*	pc/h/ln	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S	*69.8*	mi/h	S		mi/h
D = v_p / S	*21.3*	pc/mi/ln	D = v_p / S		pc/mi/ln
LOS	*C*		Required Number of Lanes, N		

Glossary / Factor Location

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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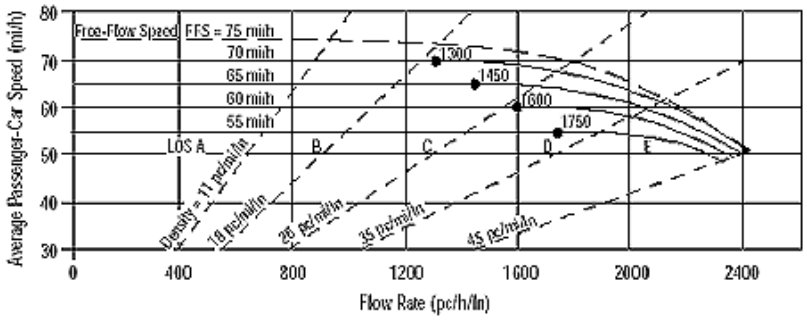

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information / Site Information

Analyst	*CS*	Highway/Direction of Travel	*I-215 Southbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*North of Cactus Av.*
Date Performed	*7/1/2013*	Jurisdiction	*Caltrans*
Analysis Time Period	*AM Peak Hour*	Analysis Year	*Existing Plus Project*

Project Description Moreno Valley Walmart TIA (JN 08660)

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4938*	veh/h	Peak-Hour Factor, PHF	*0.92*
AADT		veh/day	%Trucks and Buses, P_T	*2*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.990*

Speed Inputs / Calc Speed Adj and FFS

Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*4*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures / Design (N)

Operational (LOS)			Design (N)	
			Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1355*	pc/h/ln	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
S	*70.0*	mi/h	S	mi/h
D = v_p / S	*19.4*	pc/mi/ln	D = v_p / S	pc/mi/ln
LOS	*C*		Required Number of Lanes, N	

Glossary / Factor Location

N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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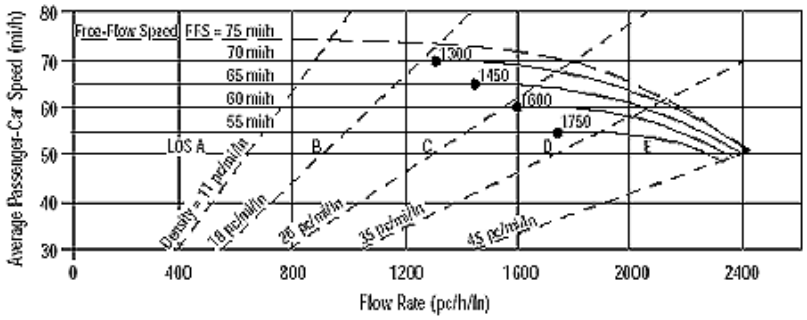

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information / Site Information

Analyst	*CS*	Highway/Direction of Travel	*I-215 Southbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*South of Cactus Av.*
Date Performed	*7/1/2013*	Jurisdiction	*Caltrans*
Analysis Time Period	*AM Peak Hour*	Analysis Year	*Existing Plus Project*

Project Description Moreno Valley Walmart TIA (JN 08660)

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4728*	veh/h	Peak-Hour Factor, PHF	*0.92*
AADT		veh/day	%Trucks and Buses, P_T	*2*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.990*

Speed Inputs / Calc Speed Adj and FFS

Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*3*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures / Design (N)

Operational (LOS)			Design (N)		
			Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1730*	pc/h/ln	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S	*68.6*	mi/h	S		mi/h
D = v_p / S	*25.2*	pc/mi/ln	D = v_p / S		pc/mi/ln
LOS	*C*		Required Number of Lanes, N		

Glossary / Factor Location

N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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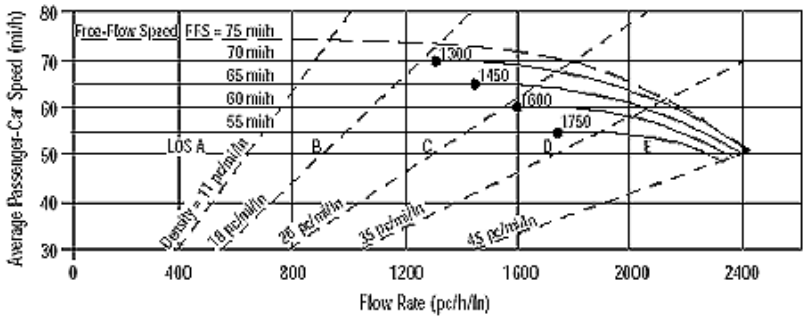

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information / Site Information

Analyst	*CS*	Highway/Direction of Travel	*I-215 Northbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*South of SR-60 Freeway*
Date Performed	*7/1/2013*	Jurisdiction	*Caltrans*
Analysis Time Period	*AM Peak Hour*	Analysis Year	*Existing Plus Project*

Project Description Moreno Valley Walmart TIA (JN 08660)

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*3529*	veh/h	Peak-Hour Factor, PHF	*0.92*
AADT		veh/day	%Trucks and Buses, P_T	*14*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.935*

Speed Inputs / Calc Speed Adj and FFS

Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*3*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures / Design (N)

Operational (LOS)			Design (N)	
			Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1368*	pc/h/ln	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
S	*70.0*	mi/h	S	mi/h
D = v_p / S	*19.5*	pc/mi/ln	D = v_p / S	pc/mi/ln
LOS	*C*		Required Number of Lanes, N	

Glossary / Factor Location

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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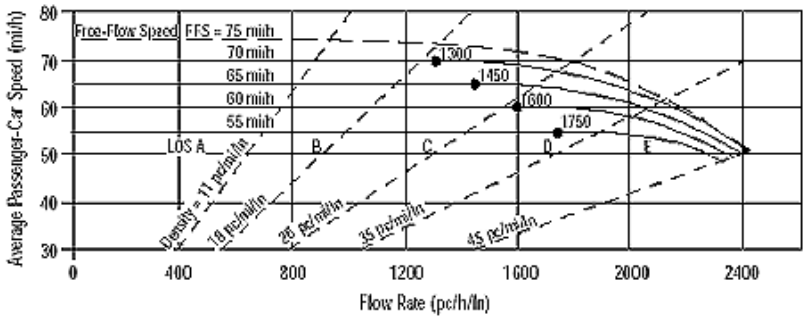

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information / Site Information

Analyst	*CS*	Highway/Direction of Travel	*I-215 Northbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*North of Cactus Av.*
Date Performed	*7/1/2013*	Jurisdiction	*Caltrans*
Analysis Time Period	*AM Peak Hour*	Analysis Year	*Existing Plus Project*

Project Description Moreno Valley Walmart TIA (JN 08660)

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4047*	veh/h	Peak-Hour Factor, PHF	*0.92*
AADT		veh/day	%Trucks and Buses, P_T	*4*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.980*

Speed Inputs / Calc Speed Adj and FFS

Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*4*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures / Design (N)

Operational (LOS)			Design (N)	
			Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1122*	pc/h/ln	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
S	*70.0*	mi/h	S	mi/h
D = v_p / S	*16.0*	pc/mi/ln	D = v_p / S	pc/mi/ln
LOS	*B*		Required Number of Lanes, N	

Glossary / Factor Location

N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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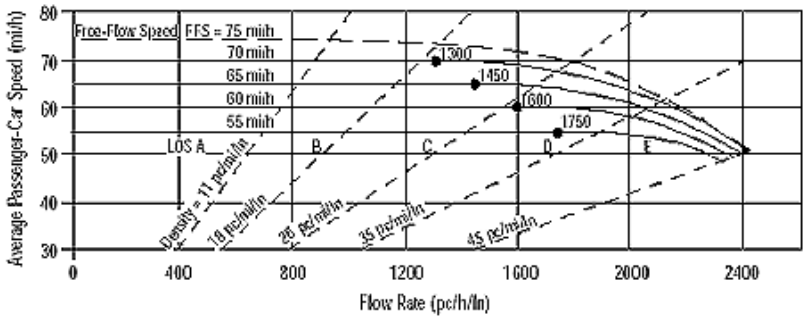

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information / Site Information

Analyst	*CS*	Highway/Direction of Travel	*I-215 Northbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*South of Cactus Av.*
Date Performed	*7/1/2013*	Jurisdiction	*Caltrans*
Analysis Time Period	*AM Peak Hour*	Analysis Year	*Existing Plus Project*

Project Description Moreno Valley Walmart TIA (JN 08660)

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4725*	veh/h	Peak-Hour Factor, PHF	*0.92*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs / Calc Speed Adj and FFS

Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*3*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures / Design (N)

Operational (LOS)			Design (N)	
			Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1738*	pc/h/ln	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
S	*68.5*	mi/h	S	mi/h
D = v_p / S	*25.4*	pc/mi/ln	D = v_p / S	pc/mi/ln
LOS	*C*		Required Number of Lanes, N	

Glossary / Factor Location

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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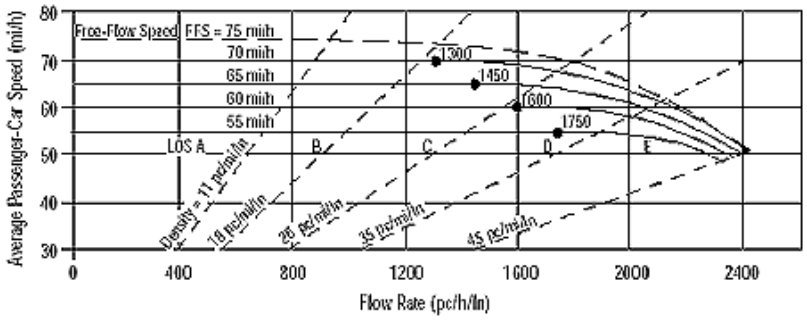

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information / Site Information

Analyst	*CS*	Highway/Direction of Travel	*SR-60 Westbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*West of I-215 Freeway*
Date Performed	*7/1/2013*	Jurisdiction	*Caltrans*
Analysis Time Period	*PM Peak Hour*	Analysis Year	*Existing Plus Project*

Project Description Moreno Valley Walmart TIA (JN 08660)

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*6327*	veh/h	Peak-Hour Factor, PHF	*0.92*
AADT		veh/day	%Trucks and Buses, P_T	*11*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.948*

Speed Inputs / Calc Speed Adj and FFS

Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*4*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures / Design (N)

Operational (LOS)			Design (N)	
			Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1814*	pc/h/ln	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
S	*67.7*	mi/h	S	mi/h
D = v_p / S	*26.8*	pc/mi/ln	D = v_p / S	pc/mi/ln
LOS	*D*		Required Number of Lanes, N	

Glossary / Factor Location

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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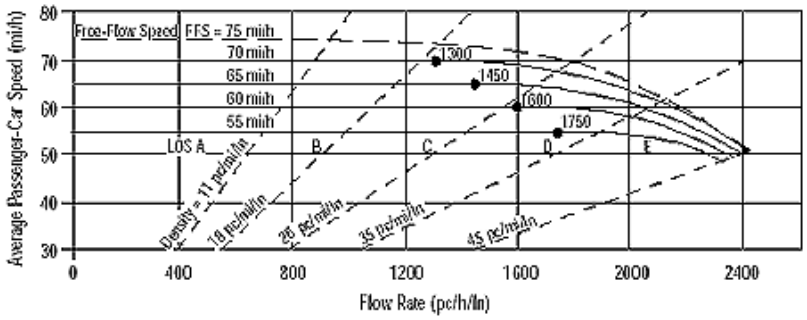

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information / Site Information

Analyst	*CS*	Highway/Direction of Travel	*SR-60 Westbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*East of I-215 Freeway*
Date Performed	*7/1/2013*	Jurisdiction	*Caltrans*
Analysis Time Period	*PM Peak Hour*	Analysis Year	*Existing Plus Project*

Project Description Moreno Valley Walmart TIA (JN 08660)

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*2642*	veh/h	Peak-Hour Factor, PHF	*0.92*
AADT		veh/day	%Trucks and Buses, P_T	*11*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.948*

Speed Inputs / Calc Speed Adj and FFS

Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*3*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures / Design (N)

Operational (LOS)			Design (N)	
			Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1010*	pc/h/ln	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
S	*70.0*	mi/h	S	mi/h
D = v_p / S	*14.4*	pc/mi/ln	D = v_p / S	pc/mi/ln
LOS	*B*		Required Number of Lanes, N	

Glossary / Factor Location

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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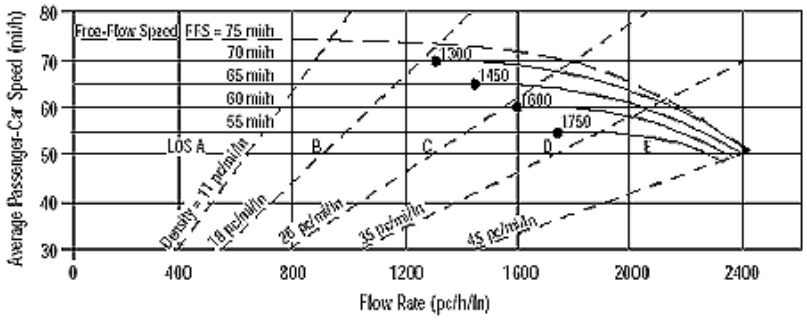
BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		***Site Information***	
Analyst	*CS*	Highway/Direction of Travel	*SR-60 Westbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*West of Perris Boulevard*
Date Performed	*7/1/2013*	Jurisdiction	*Caltrans*
Analysis Time Period	*PM Peak Hour*	Analysis Year	*Existing Plus Project*

Project Description Moreno Valley Walmart TIA (JN 08660)

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs				
Volume, V	*2960*	veh/h	Peak-Hour Factor, PHF	*0.92*
AADT		veh/day	%Trucks and Buses, P_T	*9*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.957*

Speed Inputs			**Calc Speed Adj and FFS**		
Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*2*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures			**Design (N)**	
Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1681*	pc/h/ln	Design LOS	
			v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
S	*68.9*	mi/h	S	mi/h
D = v_p / S	*24.4*	pc/mi/ln	D = v_p / S	pc/mi/ln
LOS	*C*		Required Number of Lanes, N	

Glossary		**Factor Location**	
N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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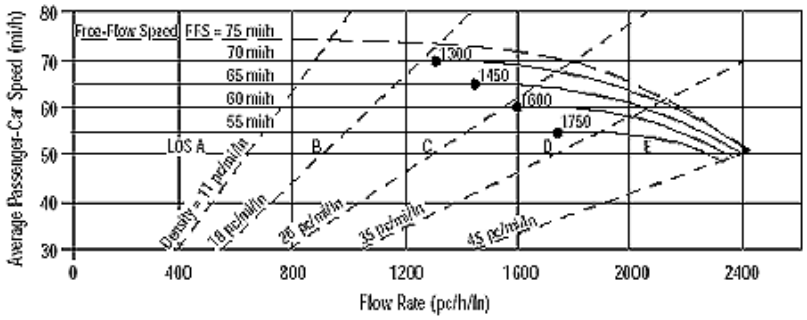

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information / Site Information

General Information		Site Information	
Analyst	*CS*	Highway/Direction of Travel	*SR-60 Westbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*East of Perris Boulevard*
Date Performed	*7/1/2013*	Jurisdiction	*Caltrans*
Analysis Time Period	*PM Peak Hour*	Analysis Year	*Existing Plus Project*

Project Description Moreno Valley Walmart TIA (JN 08660)

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*2440*	veh/h	Peak-Hour Factor, PHF	*0.92*
AADT		veh/day	%Trucks and Buses, P_T	*11*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.948*

Speed Inputs / Calc Speed Adj and FFS

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*2*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures / Design (N)

LOS and Performance Measures			Design (N)	
Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1399*	pc/h/ln	Design LOS	
			v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
S	*70.0*	mi/h	S	mi/h
D = v_p / S	*20.0*	pc/mi/ln	D = v_p / S	pc/mi/ln
LOS	*C*		Required Number of Lanes, N	

Glossary / Factor Location

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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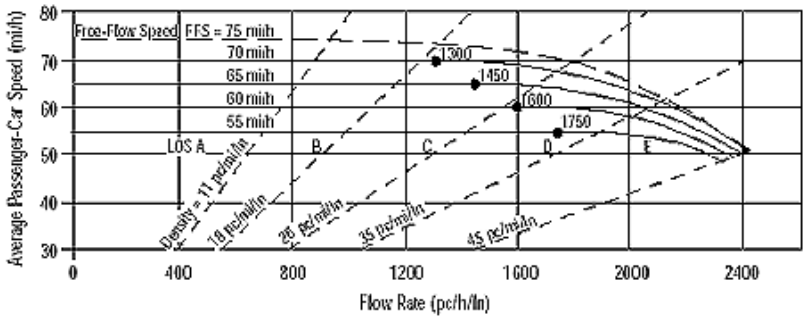

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		***Site Information***	
Analyst	*CS*	Highway/Direction of Travel	*SR-60 Eastbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*West of I-215 Freeway*
Date Performed	*7/1/2013*	Jurisdiction	*Caltrans*
Analysis Time Period	*PM Peak Hour*	Analysis Year	*Existing Plus Project*

Project Description Moreno Valley Walmart TIA (JN 08660)

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs				
Volume, V	*6069*	veh/h	Peak-Hour Factor, PHF	*0.92*
AADT		veh/day	%Trucks and Buses, P_T	*11*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.948*

Speed Inputs			**Calc Speed Adj and FFS**		
Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*5*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures			**Design (N)**	
Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1392*	pc/h/ln	Design LOS	
			v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
S	*70.0*	mi/h	S	mi/h
D = v_p / S	*19.9*	pc/mi/ln	D = v_p / S	pc/mi/ln
LOS	*C*		Required Number of Lanes, N	

Glossary		**Factor Location**	
N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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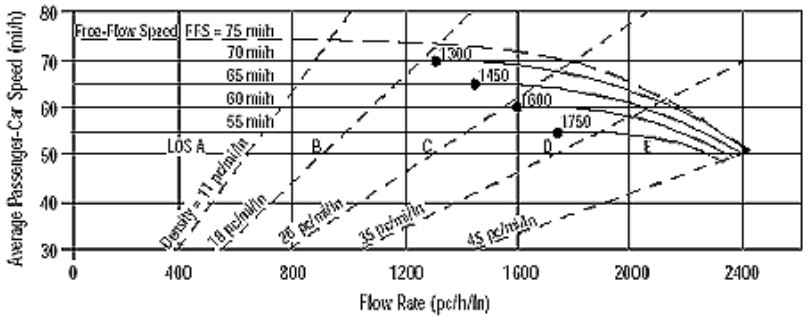

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information / Site Information

Analyst	*CS*	Highway/Direction of Travel	*SR-60 Eastbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*East of I-215 Freeway*
Date Performed	*7/1/2013*	Jurisdiction	*Caltrans*
Analysis Time Period	*PM Peak Hour*	Analysis Year	*Existing Plus Project*

Project Description Moreno Valley Walmart TIA (JN 08660)

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4752*	veh/h	Peak-Hour Factor, PHF	*0.92*
AADT		veh/day	%Trucks and Buses, P_T	*11*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.948*

Speed Inputs / Calc Speed Adj and FFS

Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*5*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures / Design (N)

Operational (LOS)			Design (N)	
			Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1090*	pc/h/ln	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
S	*70.0*	mi/h	S	mi/h
D = v_p / S	*15.6*	pc/mi/ln	D = v_p / S	pc/mi/ln
LOS	*B*		Required Number of Lanes, N	

Glossary / Factor Location

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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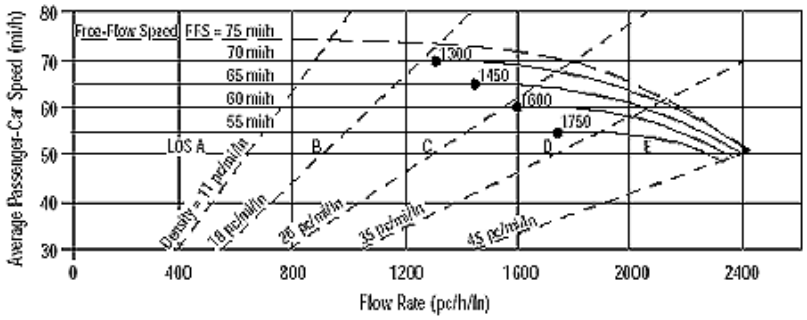

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information / Site Information

Analyst	*CS*	Highway/Direction of Travel	*SR-60 Eastbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*West of Perris Boulevard*
Date Performed	*7/1/2013*	Jurisdiction	*Caltrans*
Analysis Time Period	*PM Peak Hour*	Analysis Year	*Existing Plus Project*

Project Description Moreno Valley Walmart TIA (JN 08660)

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*3160*	veh/h	Peak-Hour Factor, PHF	*0.92*
AADT		veh/day	%Trucks and Buses, P_T	*8*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.962*

Speed Inputs / Calc Speed Adj and FFS

Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*2*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures / Design (N)

Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1786*	pc/h/ln	Design LOS	
			v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
S	*68.0*	mi/h	S	mi/h
D = v_p / S	*26.3*	pc/mi/ln	D = v_p / S	pc/mi/ln
LOS	*D*		Required Number of Lanes, N	

Glossary / Factor Location

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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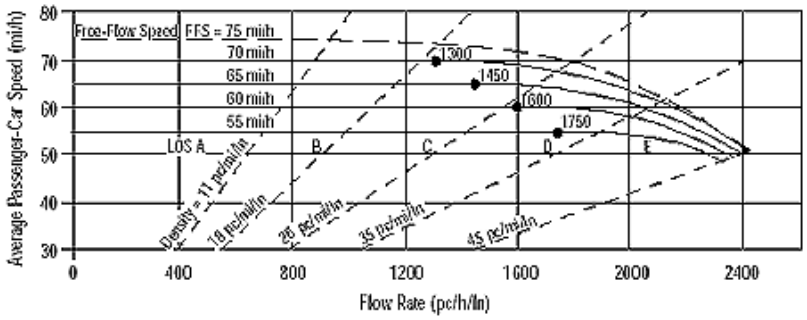

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information / Site Information

Analyst	*CS*	Highway/Direction of Travel	*SR-60 Eastbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*East of Perris Boulevard*
Date Performed	*7/1/2013*	Jurisdiction	*Caltrans*
Analysis Time Period	*PM Peak Hour*	Analysis Year	*Existing Plus Project*

Project Description Moreno Valley Walmart TIA (JN 08660)

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*2324*	veh/h	Peak-Hour Factor, PHF	*0.92*
AADT		veh/day	%Trucks and Buses, P_T	*11*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.948*

Speed Inputs / Calc Speed Adj and FFS

Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*2*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures / Design (N)

Operational (LOS)			Design (N)	
			Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1333*	pc/h/ln	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
S	*70.0*	mi/h	S	mi/h
D = v_p / S	*19.0*	pc/mi/ln	D = v_p / S	pc/mi/ln
LOS	*C*		Required Number of Lanes, N	

Glossary / Factor Location

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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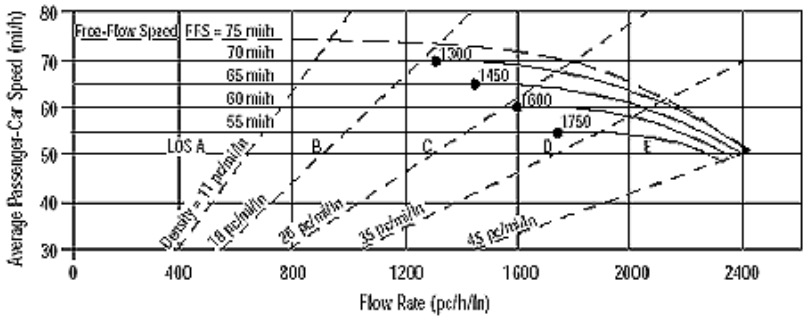
BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information / Site Information

Analyst	*CS*	Highway/Direction of Travel	*I-215 Southbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*South of SR-60 Freeway*
Date Performed	*7/1/2013*	Jurisdiction	*Caltrans*
Analysis Time Period	*PM Peak Hour*	Analysis Year	*Existing Plus Project*

Project Description Moreno Valley Walmart TIA (JN 08660)

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*6535*	veh/h	Peak-Hour Factor, PHF	*0.92*
AADT		veh/day	%Trucks and Buses, P_T	*15*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.930*

Speed Inputs / Calc Speed Adj and FFS

Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*5*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures / Design (N)

Operational (LOS)			Design (N)		
			Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1527*	pc/h/ln	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S	*69.7*	mi/h	S		mi/h
D = v_p / S	*21.9*	pc/mi/ln	D = v_p / S		pc/mi/ln
LOS	*C*		Required Number of Lanes, N		

Glossary / Factor Location

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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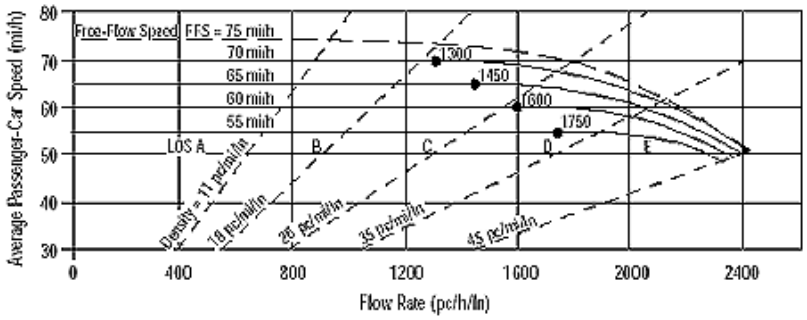
BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		***Site Information***	
Analyst	*CS*	Highway/Direction of Travel	*I-215 Southbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*North of Cactus Av.*
Date Performed	*7/1/2013*	Jurisdiction	*Caltrans*
Analysis Time Period	*PM Peak Hour*	Analysis Year	*Existing Plus Project*

Project Description Moreno Valley Walmart TIA (JN 08660)

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs				
Volume, V	*5594*	veh/h	Peak-Hour Factor, PHF	*0.92*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs			**Calc Speed Adj and FFS**		
Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*4*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures			**Design (N)**	
Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1543*	pc/h/ln	Design LOS	
			v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
S	*69.7*	mi/h	S	mi/h
D = v_p / S	*22.1*	pc/mi/ln	D = v_p / S	pc/mi/ln
LOS	*C*		Required Number of Lanes, N	

Glossary		**Factor Location**	
N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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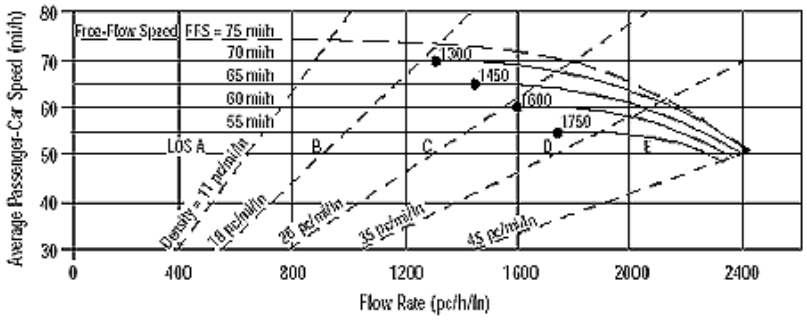
BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information / Site Information

Analyst	*CS*	Highway/Direction of Travel	*I-215 Southbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*South of Cactus Av.*
Date Performed	*7/1/2013*	Jurisdiction	*Caltrans*
Analysis Time Period	*PM Peak Hour*	Analysis Year	*Existing Plus Project*

Project Description Moreno Valley Walmart TIA (JN 08660)

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5541*	veh/h	Peak-Hour Factor, PHF	*0.92*
AADT		veh/day	%Trucks and Buses, P_T	*2*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.990*

Speed Inputs / Calc Speed Adj and FFS

Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*3*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures / Design (N)

Operational (LOS)			Design (N)		
			Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2028*	pc/h/ln	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S	*64.3*	mi/h	S		mi/h
D = v_p / S	*31.5*	pc/mi/ln	D = v_p / S		pc/mi/ln
LOS	*D*		Required Number of Lanes, N		

Glossary / Factor Location

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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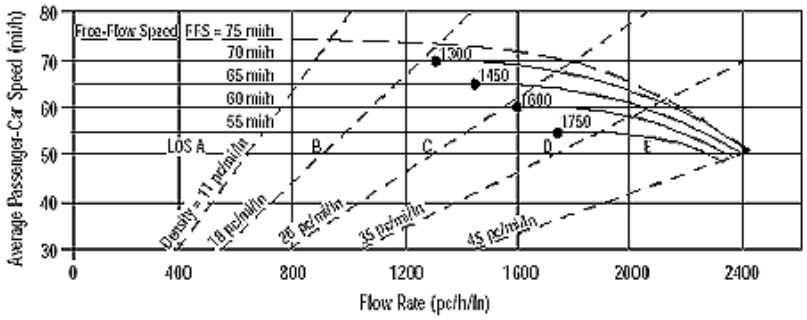

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information / Site Information

Analyst	*CS*	Highway/Direction of Travel	*I-215 Northbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*South of SR-60 Freeway*
Date Performed	*7/1/2013*	Jurisdiction	*Caltrans*
Analysis Time Period	*PM Peak Hour*	Analysis Year	*Existing Plus Project*

Project Description Moreno Valley Walmart TIA (JN 08660)

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*3914*	veh/h	Peak-Hour Factor, PHF	*0.92*
AADT		veh/day	%Trucks and Buses, P_T	*14*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.935*

Speed Inputs / Calc Speed Adj and FFS

Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*3*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures / Design (N)

Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1517*	pc/h/ln	Design LOS	
			v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
S	*69.8*	mi/h	S	mi/h
D = v_p / S	*21.7*	pc/mi/ln	D = v_p / S	pc/mi/ln
LOS	*C*		Required Number of Lanes, N	

Glossary / Factor Location

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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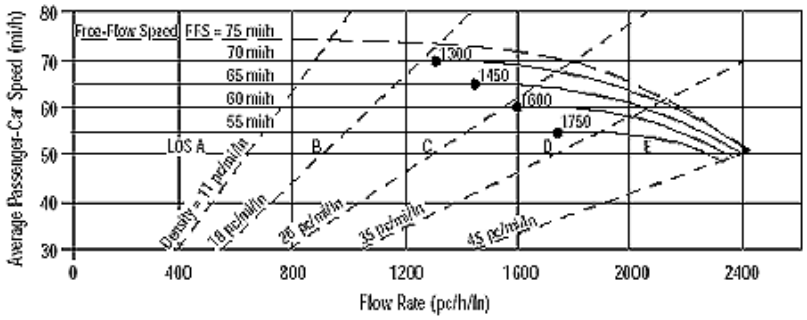

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information / Site Information

Analyst	*CS*	Highway/Direction of Travel	*I-215 Northbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*North of Cactus Av.*
Date Performed	*7/1/2013*	Jurisdiction	*Caltrans*
Analysis Time Period	*PM Peak Hour*	Analysis Year	*Existing Plus Project*

Project Description Moreno Valley Walmart TIA (JN 08660)

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*3262*	veh/h	Peak-Hour Factor, PHF	*0.92*
AADT		veh/day	%Trucks and Buses, P_T	*5*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs / Calc Speed Adj and FFS

Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*4*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures / Design (N)

Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*909*	pc/h/ln	Design LOS	
			v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
S	*70.0*	mi/h	S	mi/h
D = v_p / S	*13.0*	pc/mi/ln	D = v_p / S	pc/mi/ln
LOS	*B*		Required Number of Lanes, N	

Glossary / Factor Location

N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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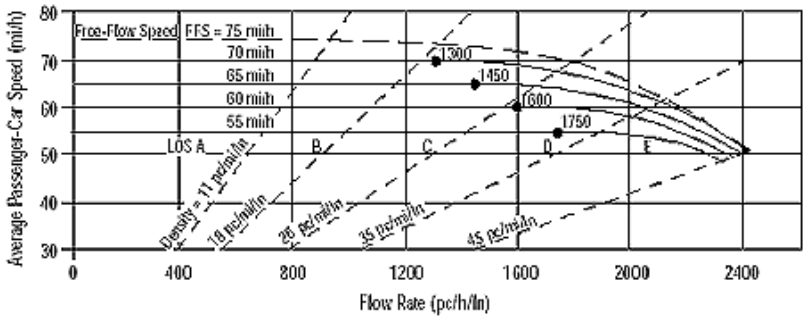

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information / Site Information

Analyst	*CS*	Highway/Direction of Travel	*I-215 Northbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*South of Cactus Av.*
Date Performed	*7/1/2013*	Jurisdiction	*Caltrans*
Analysis Time Period	*PM Peak Hour*	Analysis Year	*Existing Plus Project*

Project Description Moreno Valley Walmart TIA (JN 08660)

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*2992*	veh/h	Peak-Hour Factor, PHF	*0.92*
AADT		veh/day	%Trucks and Buses, P_T	*5*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs / Calc Speed Adj and FFS

Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*3*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures / Design (N)

Operational (LOS)			Design (N)	
			Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1111*	pc/h/ln	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
S	*70.0*	mi/h	S	mi/h
D = v_p / S	*15.9*	pc/mi/ln	D = v_p / S	pc/mi/ln
LOS	*B*		Required Number of Lanes, N	

Glossary / Factor Location

N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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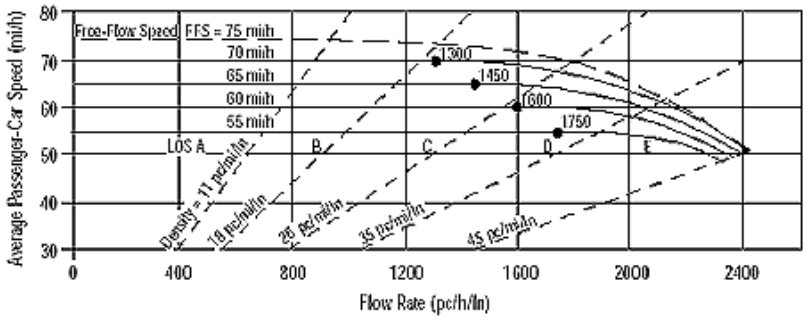

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information / Site Information

Analyst	*CS*	Highway/Direction of Travel	*SR-60 Westbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*West of I-215 Freeway*
Date Performed	*7/1/2013*	Jurisdiction	*Caltrans*
Analysis Time Period	*Saturday Mid-Day Peak Hour*	Analysis Year	*Existing Plus Project*

Project Description Moreno Valley Walmart TIA (JN 08660)

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*6116*	veh/h	Peak-Hour Factor, PHF	*0.92*	
AADT		veh/day	%Trucks and Buses, P_T	*11*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*	
Driver type adjustment	*1.00*		Up/Down %		

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.948*

Speed Inputs / Calc Speed Adj and FFS

Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*4*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures / Design (N)

Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1753*	pc/h/ln	Design LOS	
			v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
S	*68.3*	mi/h	S	mi/h
D = v_p / S	*25.7*	pc/mi/ln	D = v_p / S	pc/mi/ln
LOS	*C*		Required Number of Lanes, N	

Glossary / Factor Location

N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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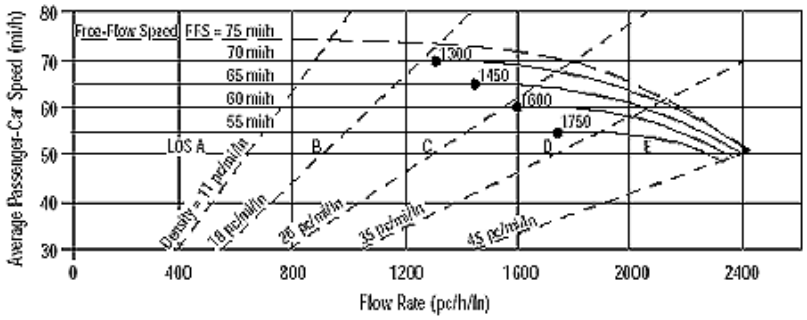

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information / Site Information

Analyst	*CS*	Highway/Direction of Travel	*SR-60 Westbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*East of I-215 Freeway*
Date Performed	*7/1/2013*	Jurisdiction	*Caltrans*
Analysis Time Period	*Saturday Mid-Day Peak Hour*	Analysis Year	*Existing Plus Project*

Project Description Moreno Valley Walmart TIA (JN 08660)

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*2747*	veh/h	Peak-Hour Factor, PHF	*0.92*
AADT		veh/day	%Trucks and Buses, P_T	*11*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.948*

Speed Inputs / Calc Speed Adj and FFS

Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*3*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures / Design (N)

Operational (LOS)			Design (N)	
			Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1050*	pc/h/ln	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
S	*70.0*	mi/h	S	mi/h
D = v_p / S	*15.0*	pc/mi/ln	D = v_p / S	pc/mi/ln
LOS	*B*		Required Number of Lanes, N	

Glossary / Factor Location

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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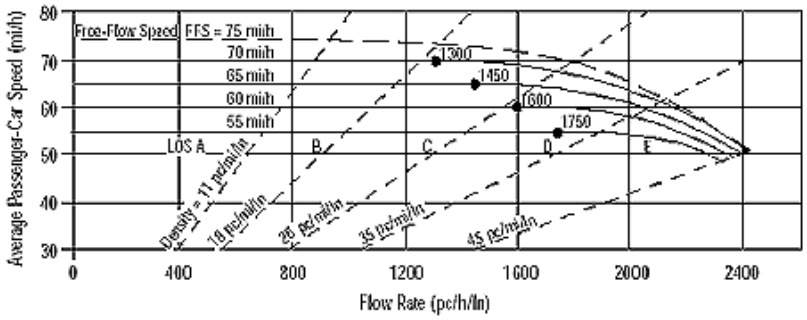

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information / Site Information

Analyst	*CS*	Highway/Direction of Travel	*SR-60 Westbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*West of Perris Boulevard*
Date Performed	*7/1/2013*	Jurisdiction	*Caltrans*
Analysis Time Period	*Saturday Mid-Day Peak Hour*	Analysis Year	*Existing Plus Project*

Project Description Moreno Valley Walmart TIA (JN 08660)

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*2950*	veh/h	Peak-Hour Factor, PHF	*0.92*
AADT		veh/day	%Trucks and Buses, P_T	*8*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.962*

Speed Inputs / Calc Speed Adj and FFS

Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*2*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures / Design (N)

Operational (LOS)			Design (N)	
			Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1667*	pc/h/ln	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
S	*69.0*	mi/h	S	mi/h
D = v_p / S	*24.1*	pc/mi/ln	D = v_p / S	pc/mi/ln
LOS	*C*		Required Number of Lanes, N	

Glossary / Factor Location

N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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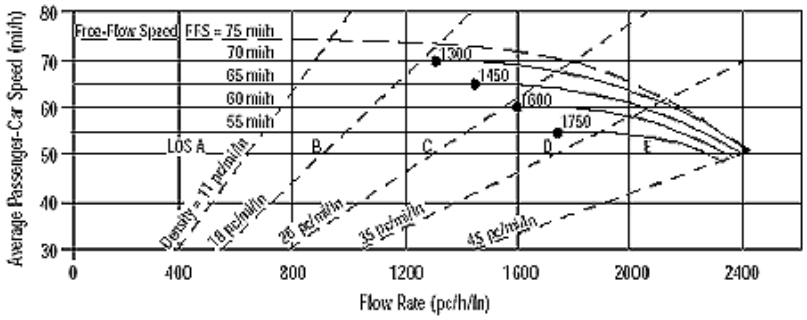

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information / Site Information

General Information		Site Information	
Analyst	*CS*	Highway/Direction of Travel	*SR-60 Westbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*East of Perris Boulevard*
Date Performed	*7/1/2013*	Jurisdiction	*Caltrans*
Analysis Time Period	*Saturday Mid-Day Peak Hour*	Analysis Year	*Existing Plus Project*

Project Description Moreno Valley Walmart TIA (JN 08660)

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*2209*	veh/h	Peak-Hour Factor, PHF	*0.92*
AADT		veh/day	%Trucks and Buses, P_T	*11*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.948*

Speed Inputs / Calc Speed Adj and FFS

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*2*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures / Design (N)

LOS and Performance Measures			Design (N)	
Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1267*	pc/h/ln	Design LOS	
			v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
S	*70.0*	mi/h	S	mi/h
D = v_p / S	*18.1*	pc/mi/ln	D = v_p / S	pc/mi/ln
LOS	*C*		Required Number of Lanes, N	

Glossary / Factor Location

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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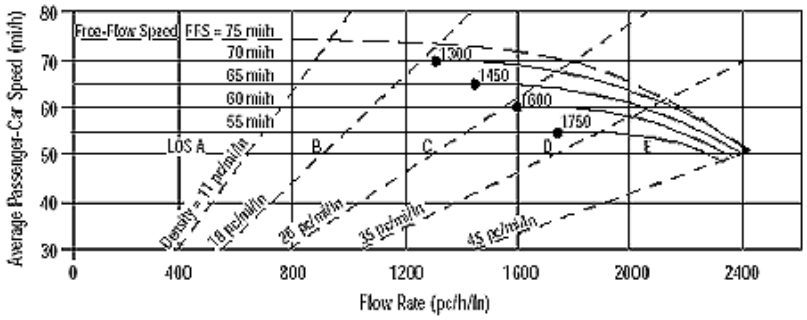

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information / Site Information

General Information		Site Information	
Analyst	*CS*	Highway/Direction of Travel	*SR-60 Eastbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*West of I-215 Freeway*
Date Performed	*7/1/2013*	Jurisdiction	*Caltrans*
Analysis Time Period	*Saturday Mid-Day Peak Hour*	Analysis Year	*Existing Plus Project*

Project Description Moreno Valley Walmart TIA (JN 08660)

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*3531*	veh/h	Peak-Hour Factor, PHF	*0.92*
AADT		veh/day	%Trucks and Buses, P_T	*11*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.948*

Speed Inputs / Calc Speed Adj and FFS

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*5*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures / Design (N)

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
			Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*810*	pc/h/ln	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S	*70.0*	mi/h	S		mi/h
D = v_p / S	*11.6*	pc/mi/ln	D = v_p / S		pc/mi/ln
LOS	*B*		Required Number of Lanes, N		

Glossary / Factor Location

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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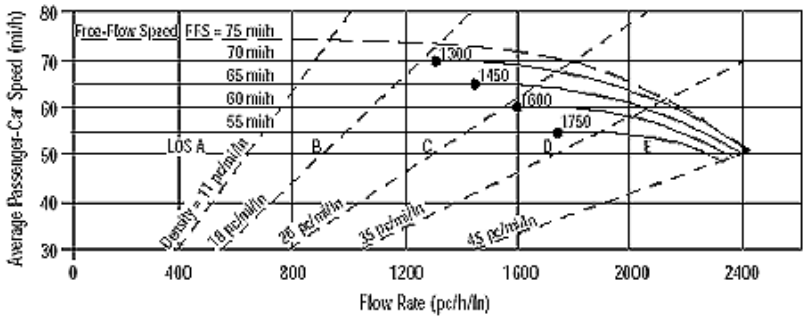

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information / Site Information

Analyst	*CS*	Highway/Direction of Travel	*SR-60 Eastbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*East of I-215 Freeway*
Date Performed	*7/1/2013*	Jurisdiction	*Caltrans*
Analysis Time Period	*Saturday Mid-Day Peak Hour*	Analysis Year	*Existing Plus Project*

Project Description Moreno Valley Walmart TIA (JN 08660)

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4031*	veh/h	Peak-Hour Factor, PHF	*0.92*
AADT		veh/day	%Trucks and Buses, P_T	*11*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.948*

Speed Inputs / Calc Speed Adj and FFS

Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*5*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures / Design (N)

Operational (LOS)			Design (N)	
			Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*925*	pc/h/ln	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
S	*70.0*	mi/h	S	mi/h
D = v_p / S	*13.2*	pc/mi/ln	D = v_p / S	pc/mi/ln
LOS	*B*		Required Number of Lanes, N	

Glossary / Factor Location

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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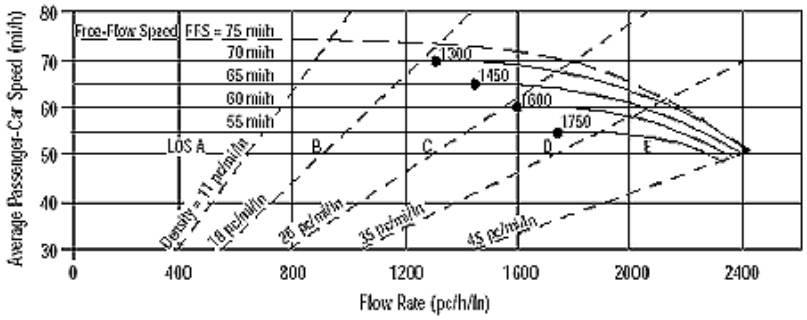

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information / Site Information

General Information		Site Information	
Analyst	*CS*	Highway/Direction of Travel	*SR-60 Eastbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*West of Perris Boulevard*
Date Performed	*7/1/2013*	Jurisdiction	*Caltrans*
Analysis Time Period	*Saturday Mid-Day Peak Hour*	Analysis Year	*Existing Plus Project*

Project Description Moreno Valley Walmart TIA (JN 08660)

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*2763*	veh/h	Peak-Hour Factor, PHF	*0.92*
AADT		veh/day	%Trucks and Buses, P_T	*9*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.957*

Speed Inputs / Calc Speed Adj and FFS

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*2*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures / Design (N)

LOS and Performance Measures			Design (N)	
Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1569*	pc/h/ln	Design LOS	
			v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
S	*69.6*	mi/h	S	mi/h
D = v_p / S	*22.6*	pc/mi/ln	D = v_p / S	pc/mi/ln
LOS	*C*		Required Number of Lanes, N	

Glossary / Factor Location

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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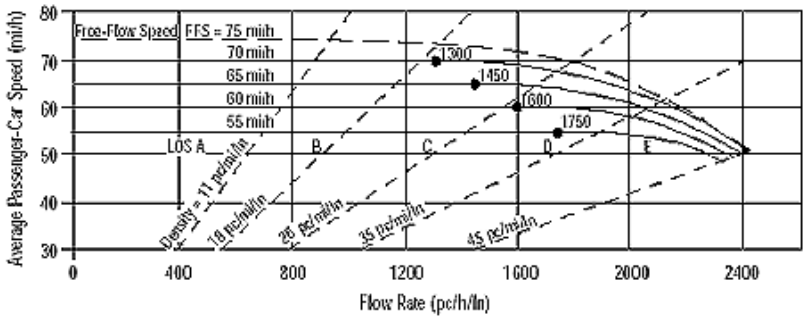

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information / Site Information

Analyst	*CS*	Highway/Direction of Travel	*SR-60 Eastbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*East of Perris Boulevard*
Date Performed	*7/1/2013*	Jurisdiction	*Caltrans*
Analysis Time Period	*Saturday Mid-Day Peak Hour*	Analysis Year	*Existing Plus Project*

Project Description Moreno Valley Walmart TIA (JN 08660)

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*2137*	veh/h	Peak-Hour Factor, PHF	*0.92*	
AADT		veh/day	%Trucks and Buses, P_T	*11*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*	
Driver type adjustment	*1.00*		Up/Down %		

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.948*

Speed Inputs / Calc Speed Adj and FFS

Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*2*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures / Design (N)

Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1225*	pc/h/ln	Design LOS	
			v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
S	*70.0*	mi/h	S	mi/h
D = v_p / S	*17.5*	pc/mi/ln	D = v_p / S	pc/mi/ln
LOS	*B*		Required Number of Lanes, N	

Glossary / Factor Location

N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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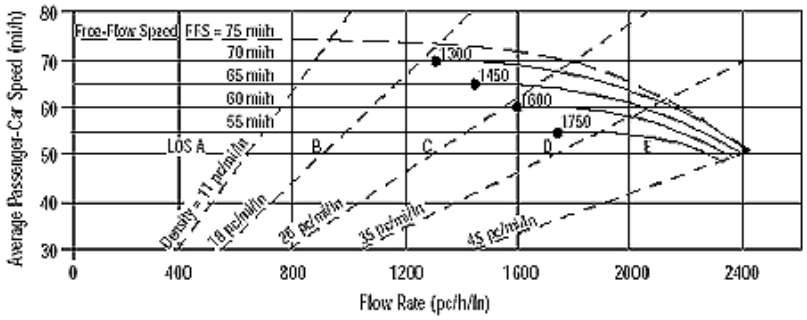

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information / Site Information

Analyst	*CS*	Highway/Direction of Travel	*I-215 Southbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*South of SR-60 Freeway*
Date Performed	*7/1/2013*	Jurisdiction	*Caltrans*
Analysis Time Period	*Saturday Mid-Day Peak Hour*	Analysis Year	*Existing Plus Project*

Project Description Moreno Valley Walmart TIA (JN 08660)

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*6158*	veh/h	Peak-Hour Factor, PHF	*0.92*
AADT		veh/day	%Trucks and Buses, P_T	*15*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.930*

Speed Inputs / Calc Speed Adj and FFS

Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*5*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures / Design (N)

Operational (LOS)			Design (N)	
			Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1439*	pc/h/ln	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
S	*69.9*	mi/h	S	mi/h
D = v_p / S	*20.6*	pc/mi/ln	D = v_p / S	pc/mi/ln
LOS	*C*		Required Number of Lanes, N	

Glossary / Factor Location

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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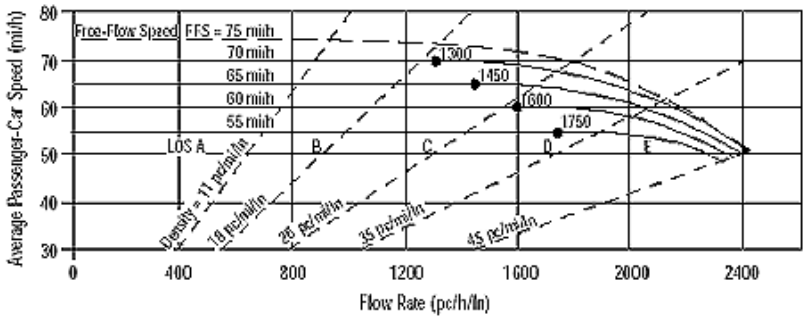

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information / Site Information

Analyst	*CS*	Highway/Direction of Travel	*I-215 Southbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*North of Cactus Av.*
Date Performed	*7/1/2013*	Jurisdiction	*Caltrans*
Analysis Time Period	*Saturday Mid-Day Peak Hour*	Analysis Year	*Existing Plus Project*

Project Description Moreno Valley Walmart TIA (JN 08660)

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5236*	veh/h	Peak-Hour Factor, PHF	*0.92*
AADT		veh/day	%Trucks and Buses, P_T	*2*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.990*

Speed Inputs / Calc Speed Adj and FFS

Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*4*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures / Design (N)

Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1437*	pc/h/ln	Design LOS	
			v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
S	*69.9*	mi/h	S	mi/h
D = v_p / S	*20.6*	pc/mi/ln	D = v_p / S	pc/mi/ln
LOS	*C*		Required Number of Lanes, N	

Glossary / Factor Location

N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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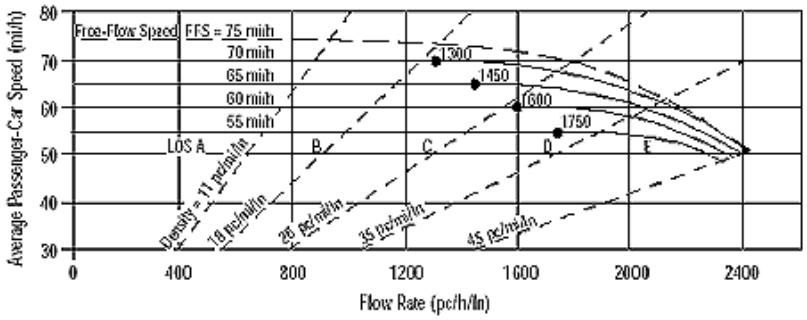

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information / Site Information

Analyst	*CS*	Highway/Direction of Travel	*I-215 Southbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*South of Cactus Av.*
Date Performed	*7/1/2013*	Jurisdiction	*Caltrans*
Analysis Time Period	*Saturday Mid-Day Peak Hour*	Analysis Year	*Existing Plus Project*

Project Description Moreno Valley Walmart TIA (JN 08660)

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5060*	veh/h	Peak-Hour Factor, PHF	*0.92*
AADT		veh/day	%Trucks and Buses, P_T	*2*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.990*

Speed Inputs / Calc Speed Adj and FFS

Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*3*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures / Design (N)

Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1852*	pc/h/ln	Design LOS	
			v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
S	*67.2*	mi/h	S	mi/h
D = v_p / S	*27.5*	pc/mi/ln	D = v_p / S	pc/mi/ln
LOS	*D*		Required Number of Lanes, N	

Glossary / Factor Location

N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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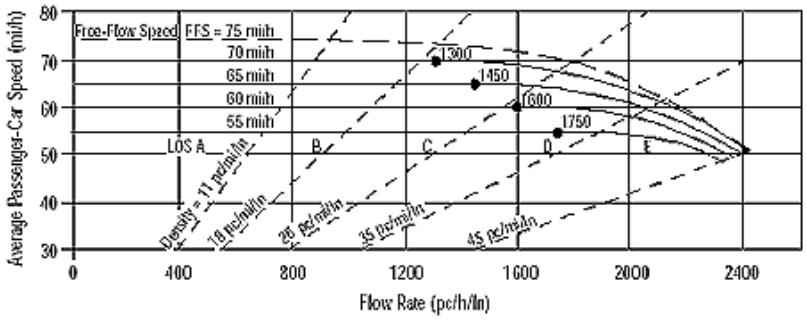

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information / Site Information

Analyst	*CS*	Highway/Direction of Travel	*I-215 Northbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*South of SR-60 Freeway*
Date Performed	*7/1/2013*	Jurisdiction	*Caltrans*
Analysis Time Period	*Saturday Mid-Day Peak Hour*	Analysis Year	*Existing Plus Project*

Project Description Moreno Valley Walmart TIA (JN 08660)

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*3913*	veh/h	Peak-Hour Factor, PHF	*0.92*
AADT		veh/day	%Trucks and Buses, P_T	*14*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.935*

Speed Inputs / Calc Speed Adj and FFS

Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*3*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures / Design (N)

Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1517*	pc/h/ln	Design LOS	
			v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
S	*69.8*	mi/h	S	mi/h
D = v_p / S	*21.7*	pc/mi/ln	D = v_p / S	pc/mi/ln
LOS	*C*		Required Number of Lanes, N	

Glossary / Factor Location

N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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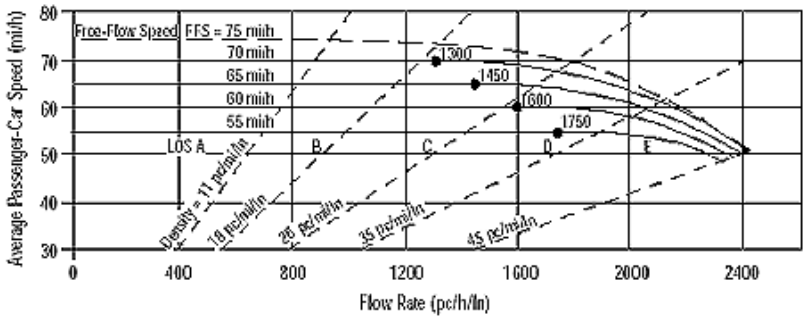

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information / Site Information

Analyst	*CS*	Highway/Direction of Travel	*I-215 Northbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*North of Cactus Av.*
Date Performed	*7/1/2013*	Jurisdiction	*Caltrans*
Analysis Time Period	*Saturday Mid-Day Peak Hour*	Analysis Year	*Existing Plus Project*

Project Description Moreno Valley Walmart TIA (JN 08660)

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*3418*	veh/h	Peak-Hour Factor, PHF	*0.92*
AADT		veh/day	%Trucks and Buses, P_T	*5*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs / Calc Speed Adj and FFS

Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*4*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures / Design (N)

Operational (LOS)			Design (N)	
			Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*952*	pc/h/ln	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
S	*70.0*	mi/h	S	mi/h
D = v_p / S	*13.6*	pc/mi/ln	D = v_p / S	pc/mi/ln
LOS	*B*		Required Number of Lanes, N	

Glossary / Factor Location

N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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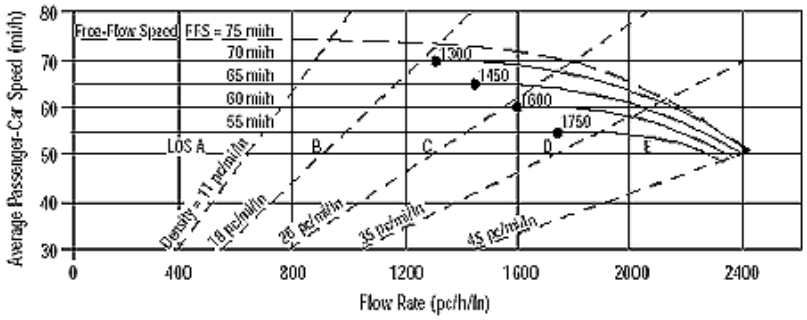

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information / Site Information

General Information		Site Information	
Analyst	*CS*	Highway/Direction of Travel	*I-215 Northbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*South of Cactus Av.*
Date Performed	*7/1/2013*	Jurisdiction	*Caltrans*
Analysis Time Period	*Saturday Mid-Day Peak Hour*	Analysis Year	*Existing Plus Project*

Project Description Moreno Valley Walmart TIA (JN 08660)

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*3234*	veh/h	Peak-Hour Factor, PHF	*0.92*
AADT		veh/day	%Trucks and Buses, P_T	*4*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.980*

Speed Inputs / Calc Speed Adj and FFS

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*3*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures / Design (N)

LOS and Performance Measures			Design (N)	
Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1195*	pc/h/ln	Design LOS	
			v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
S	*70.0*	mi/h	S	mi/h
D = v_p / S	*17.1*	pc/mi/ln	D = v_p / S	pc/mi/ln
LOS	*B*		Required Number of Lanes, N	

Glossary / Factor Location

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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ATTACHMENT "D"

EXISTING PLUS PROJECT CONDITIONS
FREEWAY RAMP JUNCTION (MERGE/DIVERGE) HCS+ ANALYSIS WORKSHEETS

RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	CS	Freeway/Dir of Travel	SR-60 Westbound
Agency or Company	Urban Crossroads, Inc.	Junction	Perris On-Ramp
Date Performed	7/2/2013	Jurisdiction	Caltrans
Analysis Time Period	AM Peak Hour	Analysis Year	Existing Plus Project

Project Description Moreno Valley Walmart TIA (JN 08660)

Inputs

Upstream Adj Ramp

☑ Yes ☐ On

☐ No ☑ Off

L_{up} = 1780 ft

V_u = 254 veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 45.0 mph

Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp

☐ Yes ☐ On

☑ No ☐ Off

L_{down} = ft

V_D = veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	1933	0.92	Level	12	0	0.943	1.00	2227
Ramp	841	0.92	Level	2	0	0.990	1.00	923
UpStream	254	0.92	Level	2	0	0.990	1.00	279
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)

P_{FM} = 1.000 using Equation (Exhibit 25-5)

V_{12} = 2227 pc/h

V_3 or V_{av34} 0 pc/h (Equation 25-4 or 25-5)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes, V_{12a} = pc/h (Equation 25-8)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	3150	Exhibit 25-7		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	3150	Exhibit 25-7	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = 27.4 (pc/mi/ln)

LOS = C (Exhibit 25-4)

Speed Determination

M_S = 0.381 (Exibit 25-19)

S_R= 59.3 mph (Exhibit 25-19)

S_0= N/A mph (Exhibit 25-19)

S = 59.3 mph (Exhibit 25-14)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)

P_{FD} = using Equation (Exhibit 25-12)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 25-15 or 25-16)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 25-14		
$V_{FO} = V_F - V_R$		Exhibit 25-14		
V_R		Exhibit 25-3		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 25-14		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.0009\, L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 25-4)

Speed Determination

D_s = (Exhibit 25-19)

S_R= mph (Exhibit 25-19)

S_0= mph (Exhibit 25-19)

S = mph (Exhibit 25-15)

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	CS	Freeway/Dir of Travel	SR-60 Westbound
Agency or Company	Urban Crossroads, Inc.	Junction	Perris Off-Ramp
Date Performed	7/2/2013	Jurisdiction	Caltrans
Analysis Time Period	AM Peak Hour	Analysis Year	Existing Plus Project

Project Description Moreno Valley Walmart TIA (JN 08660)

Inputs

Upstream Adj Ramp
- ☐ Yes ☐ On
- ☑ No ☐ Off

L_{up} = ft

V_u = veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 45.0 mph

Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp
- ☑ Yes ☑ On
- ☐ No ☐ Off

L_{down} = 1780 ft

V_D = 841 veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	2187	0.92	Level	11	0	0.948	1.00	2508
Ramp	254	0.92	Level	2	0	0.990	1.00	279
UpStream								
DownStream	841	0.92	Level	2	0	0.990	1.00	923

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)

P_{FM} = using Equation (Exhibit 25-5)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 25-4 or 25-5)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes, V_{12a} = pc/h (Equation 25-8)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 25-7		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 25-7		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = (pc/mi/ln)

LOS = (Exhibit 25-4)

Speed Determination

M_S = (Exibit 25-19)

S_R= mph (Exhibit 25-19)

S_0= mph (Exhibit 25-19)

S = mph (Exhibit 25-14)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)

P_{FD} = 1.000 using Equation (Exhibit 25-12)

V_{12} = 2508 pc/h

V_3 or V_{av34} 0 pc/h (Equation 25-15 or 25-16)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	2508	Exhibit 25-14	4800	No
$V_{FO} = V_F - V_R$	2229	Exhibit 25-14	4800	No
V_R	279	Exhibit 25-3	2100	No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	2508	Exhibit 25-14	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.0009\, L_D$

D_R = 23.9 (pc/mi/ln)

LOS = C (Exhibit 25-4)

Speed Determination

D_s = 0.323 (Exhibit 25-19)

S_R= 61.0 mph (Exhibit 25-19)

S_0= N/A mph (Exhibit 25-19)

S = 61.0 mph (Exhibit 25-15)

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	CS	Freeway/Dir of Travel	SR-60 Eastbound
Agency or Company	Urban Crossroads, Inc.	Junction	Perris Off-Ramp
Date Performed	7/2/2013	Jurisdiction	Caltrans
Analysis Time Period	AM Peak Hour	Analysis Year	Existing Plus Project

Project Description Moreno Valley Walmart TIA (JN 08660)

Inputs

Upstream Adj Ramp
☐ Yes ☐ On
☑ No ☐ Off
L_{up} = ft
V_u = veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 45.0 mph
Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp
☑ Yes ☑ On
☐ No ☐ Off
L_{down} = 2515 ft
V_D = 270 veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	2190	0.92	Level	10	0	0.952	1.00	2499
Ramp	563	0.92	Level	3	0	0.985	1.00	621
UpStream								
DownStream	270	0.92	Level	5	0	0.976	1.00	301

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)
P_{FM} = using Equation (Exhibit 25-5)
V_{12} = pc/h
V_3 or V_{av34} pc/h (Equation 25-4 or 25-5)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No
If Yes, V_{12a} = pc/h (Equation 25-8)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 25-7		

Flow Entering Merge Influence Area

	Actual	Max Desirable	Violation?
V_{R12}		Exhibit 25-7	

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = (pc/mi/ln)
LOS = (Exhibit 25-4)

Speed Determination

M_S = (Exibit 25-19)
S_R= mph (Exhibit 25-19)
S_0= mph (Exhibit 25-19)
S = mph (Exhibit 25-14)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)
P_{FD} = 1.000 using Equation (Exhibit 25-12)
V_{12} = 2499 pc/h
V_3 or V_{av34} 0 pc/h (Equation 25-15 or 25-16)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No
If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	2499	Exhibit 25-14	4800	No
$V_{FO} = V_F - V_R$	1878	Exhibit 25-14	4800	No
V_R	621	Exhibit 25-3	2100	No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	2499	Exhibit 25-14	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.0009\, L_D$

D_R = 23.7 (pc/mi/ln)
LOS = C (Exhibit 25-4)

Speed Determination

D_s = 0.354 (Exhibit 25-19)
S_R= 60.1 mph (Exhibit 25-19)
S_0= N/A mph (Exhibit 25-19)
S = 60.1 mph (Exhibit 25-15)

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	CS	Freeway/Dir of Travel	SR-60 Eastbound
Agency or Company	Urban Crossroads, Inc.	Junction	Perris On-Ramp
Date Performed	7/2/2013	Jurisdiction	Caltrans
Analysis Time Period	AM Peak Hour	Analysis Year	Existing Plus Project

Project Description Moreno Valley Walmart TIA (JN 08660)

Inputs

Upstream Adj Ramp

☑ Yes ☐ On

☐ No ☑ Off

L_{up} = 2515 ft

V_u = 563 veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 45.0 mph

Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp

☐ Yes ☐ On

☑ No ☐ Off

L_{down} = ft

V_D = veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	1627	0.92	Level	12	0	0.943	1.00	1875
Ramp	270	0.92	Level	5	0	0.976	1.00	301
UpStream	563	0.92	Level	3	0	0.985	1.00	621
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)

P_{FM} = 1.000 using Equation (Exhibit 25-5)

V_{12} = 1875 pc/h

V_3 or V_{av34} 0 pc/h (Equation 25-4 or 25-5)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes, V_{12a} = pc/h (Equation 25-8)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	2176	Exhibit 25-7		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	2176	Exhibit 25-7	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = 19.6 (pc/mi/ln)

LOS = B (Exhibit 25-4)

Speed Determination

M_S = 0.316 (Exibit 25-19)

S_R= 61.2 mph (Exhibit 25-19)

S_0= N/A mph (Exhibit 25-19)

S = 61.2 mph (Exhibit 25-14)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)

P_{FD} = using Equation (Exhibit 25-12)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 25-15 or 25-16)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 25-14		
$V_{FO} = V_F - V_R$		Exhibit 25-14		
V_R		Exhibit 25-3		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 25-14		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.0009\, L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 25-4)

Speed Determination

D_s = (Exhibit 25-19)

S_R= mph (Exhibit 25-19)

S_0= mph (Exhibit 25-19)

S = mph (Exhibit 25-15)

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	CS	Freeway/Dir of Travel	I-215 Southbound
Agency or Company	Urban Crossroads, Inc.	Junction	Cactus Off-ramp
Date Performed	7/2/2013	Jurisdiction	Caltrans
Analysis Time Period	AM Peak Hour	Analysis Year	Existing Plus Project

Project Description Moreno Valley Walmart TIA (JN 08660)

Inputs

Upstream Adj Ramp
- ☐ Yes ☐ On
- ☑ No ☐ Off

L_{up} = ft

V_u = veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 45.0 mph

Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp
- ☑ Yes ☐ On
- ☐ No ☑ Off

L_{down} = 1000 ft

V_D = 411 veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	4938	0.92	Level	2	0	0.990	1.00	5421
Ramp	162	0.92	Level	15	0	0.930	1.00	189
UpStream								
DownStream	411	0.92	Level	4	0	0.980	1.00	456

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)

P_{FM} = using Equation (Exhibit 25-5)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 25-4 or 25-5)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes, V_{12a} = pc/h (Equation 25-8)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 25-7		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 25-7		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = (pc/mi/ln)

LOS = (Exhibit 25-4)

Speed Determination

M_S = (Exibit 25-19)

S_R= mph (Exhibit 25-19)

S_0= mph (Exhibit 25-19)

S = mph (Exhibit 25-14)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)

P_{FD} = 0.436 using Equation (Exhibit 25-12)

V_{12} = 2470 pc/h

V_3 or V_{av34} 1475 pc/h (Equation 25-15 or 25-16)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	5421	Exhibit 25-14	9600	No
$V_{FO} = V_F - V_R$	5232	Exhibit 25-14	9600	No
V_R	189	Exhibit 25-3	2100	No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	2470	Exhibit 25-14	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.0009\, L_D$

D_R = 21.9 (pc/mi/ln)

LOS = C (Exhibit 25-4)

Speed Determination

D_s = 0.315 (Exhibit 25-19)

S_R= 61.2 mph (Exhibit 25-19)

S_0= 74.9 mph (Exhibit 25-19)

S = 68.0 mph (Exhibit 25-15)

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	CS	Freeway/Dir of Travel	I-215 Southbound
Agency or Company	Urban Crossroads, Inc.	Junction	Cactus Off-ramp Loop Upstream
Date Performed	7/2/2013	Jurisdiction	Caltrans
Analysis Time Period	AM Peak Hour	Analysis Year	Existing Plus Project

Project Description Moreno Valley Walmart TIA (JN 08660)

Inputs

Upstream Adj Ramp
☑ Yes ☐ On
☐ No ☑ Off
L_{up} = 1000 ft
V_u = 162 veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 15.0 mph
Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp
☐ Yes ☐ On
☑ No ☐ Off
L_{down} = ft
V_D = veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	4776	0.92	Level	2	0	0.990	1.00	5243
Ramp	411	0.92	Level	4	0	0.980	1.00	456
UpStream	162	0.92	Level	15	0	0.930	1.00	189
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)
P_{FM} = using Equation (Exhibit 25-5)
V_{12} = pc/h
V_3 or V_{av34} pc/h (Equation 25-4 or 25-5)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No
If Yes, V_{12a} = pc/h (Equation 25-8)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 25-7		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 25-7		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = (pc/mi/ln)
LOS = (Exhibit 25-4)

Speed Determination

M_S = (Exibit 25-19)
S_R= mph (Exhibit 25-19)
S_0= mph (Exhibit 25-19)
S = mph (Exhibit 25-14)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)
P_{FD} = 0.436 using Equation (Exhibit 25-12)
V_{12} = 2543 pc/h
V_3 or V_{av34} 1350 pc/h (Equation 25-15 or 25-16)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No
If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	5243	Exhibit 25-14	9600	No
$V_{FO} = V_F - V_R$	4787	Exhibit 25-14	9600	No
V_R	456	Exhibit 25-3	1800	No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	2543	Exhibit 25-14	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.0009\, L_D$

D_R = 26.1 (pc/mi/ln)
LOS = C (Exhibit 25-4)

Speed Determination

D_s = 0.729 (Exhibit 25-19)
S_R= 49.6 mph (Exhibit 25-19)
S_0= 75.4 mph (Exhibit 25-19)
S = 60.2 mph (Exhibit 25-15)

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	CS	Freeway/Dir of Travel	I-215 Southbound
Agency or Company	Urban Crossroads, Inc.	Junction	Cactus Off-ramp Loop Downstrea
Date Performed	7/2/2013	Jurisdiction	Caltrans
Analysis Time Period	AM Peak Hour	Analysis Year	Existing Plus Project

Project Description Moreno Valley Walmart TIA (JN 08660)

Inputs

Upstream Adj Ramp
☐ Yes ☐ On
☑ No ☐ Off
L_{up} = ft
V_u = veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 15.0 mph
Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp
☑ Yes ☑ On
☐ No ☐ Off
L_{down} = 1500 ft
V_D = 363 veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	4776	0.92	Level	2	0	0.990	1.00	5243
Ramp	411	0.92	Level	4	0	0.980	1.00	456
UpStream								
DownStream	363	0.92	Level	4	0	0.980	1.00	402

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)
P_{FM} = using Equation (Exhibit 25-5)
V_{12} = pc/h
V_3 or V_{av34} pc/h (Equation 25-4 or 25-5)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No
If Yes, V_{12a} = pc/h (Equation 25-8)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 25-7		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 25-7		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = (pc/mi/ln)
LOS = (Exhibit 25-4)

Speed Determination

M_S = (Exibit 25-19)
S_R= mph (Exhibit 25-19)
S_0= mph (Exhibit 25-19)
S = mph (Exhibit 25-14)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)
P_{FD} = 0.436 using Equation (Exhibit 25-12)
V_{12} = 2543 pc/h
V_3 or V_{av34} 1350 pc/h (Equation 25-15 or 25-16)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No
If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	5243	Exhibit 25-14	9600	No
$V_{FO} = V_F - V_R$	4787	Exhibit 25-14	9600	No
V_R	456	Exhibit 25-3	1800	No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	2543	Exhibit 25-14	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.0009\, L_D$

D_R = 26.1 (pc/mi/ln)
LOS = C (Exhibit 25-4)

Speed Determination

D_s = 0.729 (Exhibit 25-19)
S_R= 49.6 mph (Exhibit 25-19)
S_0= 75.4 mph (Exhibit 25-19)
S = 60.2 mph (Exhibit 25-15)

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	CS	Freeway/Dir of Travel	I-215 Southbound
Agency or Company	Urban Crossroads, Inc.	Junction	Cactus On-ramp
Date Performed	7/2/2013	Jurisdiction	Caltrans
Analysis Time Period	AM Peak Hour	Analysis Year	Existing Plus Project

Project Description Moreno Valley Walmart TIA (JN 08660)

Inputs

Upstream Adj Ramp

☑ Yes ☐ On

☐ No ☑ Off

L_{up} = 1500 ft

V_u = 411 veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 45.0 mph

Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp

☐ Yes ☐ On

☑ No ☐ Off

L_{down} = ft

V_D = veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	4365	0.92	Level	2	0	0.990	1.00	4792
Ramp	363	0.92	Level	4	0	0.980	1.00	402
UpStream	411	0.92	Level	4	0	0.980	1.00	456
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = 1422.11 (Equation 25-2 or 25-3)

P_{FM} = 0.600 using Equation (Exhibit 25-5)

V_{12} = 2876 pc/h

V_3 or V_{av34} 1916 pc/h (Equation 25-4 or 25-5)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes, V_{12a} = pc/h (Equation 25-8)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	5194	Exhibit 25-7		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	3278	Exhibit 25-7	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = 25.8 (pc/mi/ln)

LOS = C (Exhibit 25-4)

Speed Determination

M_S = 0.352 (Exibit 25-19)

S_R= 60.2 mph (Exhibit 25-19)

S_0= 64.9 mph (Exhibit 25-19)

S = 61.8 mph (Exhibit 25-14)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)

P_{FD} = using Equation (Exhibit 25-12)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 25-15 or 25-16)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 25-14		
$V_{FO} = V_F - V_R$		Exhibit 25-14		
V_R		Exhibit 25-3		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 25-14		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.0009\, L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 25-4)

Speed Determination

D_s = (Exhibit 25-19)

S_R= mph (Exhibit 25-19)

S_0= mph (Exhibit 25-19)

S = mph (Exhibit 25-15)

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	CS	Freeway/Dir of Travel	I-215 Northbound
Agency or Company	Urban Crossroads, Inc.	Junction	Cactus On-ramp
Date Performed	7/2/2013	Jurisdiction	Caltrans
Analysis Time Period	AM Peak Hour	Analysis Year	Existing Plus Project

Project Description Moreno Valley Walmart TIA (JN 08660)

Inputs

Upstream Adj Ramp

☑ Yes ☑ On

☐ No ☐ Off

L_{up} = 1075 ft

V_u = 17 veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 45.0 mph

Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp

☐ Yes ☐ On

☑ No ☐ Off

L_{down} = ft

V_D = veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	3672	0.92	Level	4	0	0.980	1.00	4071
Ramp	375	0.92	Level	5	0	0.976	1.00	418
UpStream	17	0.92	Level	25	16	0.830	1.00	22
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)

P_{FM} = 0.577 using Equation (Exhibit 25-5)

V_{12} = 2351 pc/h

V_3 or V_{av34} 1720 pc/h (Equation 25-4 or 25-5)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes, V_{12a} = pc/h (Equation 25-8)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	4489	Exhibit 25-7		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	2769	Exhibit 25-7	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = 26.9 (pc/mi/ln)

LOS = C (Exhibit 25-4)

Speed Determination

M_S = 0.383 (Exibit 25-19)

S_R= 59.3 mph (Exhibit 25-19)

S_0= 65.6 mph (Exhibit 25-19)

S = 61.5 mph (Exhibit 25-14)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)

P_{FD} = using Equation (Exhibit 25-12)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 25-15 or 25-16)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 25-14		
$V_{FO} = V_F - V_R$		Exhibit 25-14		
V_R		Exhibit 25-3		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 25-14		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.0009\, L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 25-4)

Speed Determination

D_s = (Exhibit 25-19)

S_R= mph (Exhibit 25-19)

S_0= mph (Exhibit 25-19)

S = mph (Exhibit 25-15)

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	CS	Freeway/Dir of Travel	I-215 Northbound
Agency or Company	Urban Crossroads, Inc.	Junction	Cactus Loop On-ramp-Downstream
Date Performed	7/2/2013	Jurisdiction	Caltrans
Analysis Time Period	AM Peak Hour	Analysis Year	Existing Plus Project

Project Description Moreno Valley Walmart TIA (JN 08660)

Inputs

Upstream Adj Ramp
☐ Yes ☐ On
☑ No ☐ Off
L_{up} = ft
V_u = veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 25.0 mph
Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp
☑ Yes ☑ On
☐ No ☐ Off
L_{down} = 1075 ft
V_D = 375 veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	3655	0.92	Level	3	0	0.985	1.00	4032
Ramp	17	0.92	Level	25	16	0.830	1.00	22
UpStream								
DownStream	375	0.92	Level	5	0	0.976	1.00	418

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$
L_{EQ} = (Equation 25-2 or 25-3)
P_{FM} = 0.596 using Equation (Exhibit 25-5)
V_{12} = 2405 pc/h
V_3 or V_{av34} 1627 pc/h (Equation 25-4 or 25-5)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No
If Yes, V_{12a} = pc/h (Equation 25-8)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	4054	Exhibit 25-7		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	2427	Exhibit 25-7	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$
D_R = 20.2 (pc/mi/ln)
LOS = C (Exhibit 25-4)

Speed Determination

M_S = 0.331 (Exibit 25-19)
S_R= 60.7 mph (Exhibit 25-19)
S_0= 65.9 mph (Exhibit 25-19)
S = 62.7 mph (Exhibit 25-14)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$
L_{EQ} = (Equation 25-8 or 25-9)
P_{FD} = using Equation (Exhibit 25-12)
V_{12} = pc/h
V_3 or V_{av34} pc/h (Equation 25-15 or 25-16)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No
If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 25-14		
$V_{FO} = V_F - V_R$		Exhibit 25-14		
V_R		Exhibit 25-3		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 25-14		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.0009\, L_D$
D_R = (pc/mi/ln)
LOS = (Exhibit 25-4)

Speed Determination

D_s = (Exhibit 25-19)
S_R= mph (Exhibit 25-19)
S_0= mph (Exhibit 25-19)
S = mph (Exhibit 25-15)

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	CS	Freeway/Dir of Travel	I-215 Northbound
Agency or Company	Urban Crossroads, Inc.	Junction	Cactus Loop On-ramp-Upstream
Date Performed	7/2/2013	Jurisdiction	Caltrans
Analysis Time Period	AM Peak Hour	Analysis Year	Existing Plus Project

Project Description Moreno Valley Walmart TIA (JN 08660)

Inputs

Upstream Adj Ramp

☑ Yes ☐ On

☐ No ☑ Off

L_{up} = 1200 ft

V_u = 1070 veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 25.0 mph

Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp

☐ Yes ☐ On

☑ No ☐ Off

L_{down} = ft

V_D = veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	3655	0.92	Level	3	0	0.985	1.00	4032
Ramp	17	0.92	Level	25	16	0.830	1.00	22
UpStream	1070	0.92	Level	2	0	0.990	1.00	1175
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = 72.26 (Equation 25-2 or 25-3)

P_{FM} = 0.596 using Equation (Exhibit 25-5)

V_{12} = 2405 pc/h

V_3 or V_{av34} 1627 pc/h (Equation 25-4 or 25-5)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes, V_{12a} = pc/h (Equation 25-8)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	4054	Exhibit 25-7		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	2427	Exhibit 25-7	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = 20.2 (pc/mi/ln)

LOS = C (Exhibit 25-4)

Speed Determination

M_S = 0.331 (Exibit 25-19)

S_R= 60.7 mph (Exhibit 25-19)

S_0= 65.9 mph (Exhibit 25-19)

S = 62.7 mph (Exhibit 25-14)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)

P_{FD} = using Equation (Exhibit 25-12)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 25-15 or 25-16)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 25-14		
$V_{FO} = V_F - V_R$		Exhibit 25-14		
V_R		Exhibit 25-3		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 25-14		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.0009\, L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 25-4)

Speed Determination

D_s = (Exhibit 25-19)

S_R= mph (Exhibit 25-19)

S_0= mph (Exhibit 25-19)

S = mph (Exhibit 25-15)

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	CS	Freeway/Dir of Travel	I-215 Northbound
Agency or Company	Urban Crossroads, Inc.	Junction	Cactus Off-ramp
Date Performed	7/2/2013	Jurisdiction	Caltrans
Analysis Time Period	AM Peak Hour	Analysis Year	Existing Plus Project

Project Description Moreno Valley Walmart TIA (JN 08660)

Inputs

Upstream Adj Ramp
- ☐ Yes ☐ On
- ☑ No ☐ Off

L_{up} = ft

V_u = veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 45.0 mph

Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp
- ☑ Yes ☑ On
- ☐ No ☐ Off

L_{down} = 1200 ft

V_D = 17 veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	4725	0.92	Level	3	0	0.985	1.00	5213
Ramp	1070	0.92	Level	2	0	0.990	1.00	1175
UpStream								
DownStream	17	0.92	Level	25	16	0.830	1.00	22

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)

P_{FM} = using Equation (Exhibit 25-5)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 25-4 or 25-5)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes, V_{12a} = pc/h (Equation 25-8)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 25-7		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 25-7		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = (pc/mi/ln)

LOS = (Exhibit 25-4)

Speed Determination

M_S = (Exibit 25-19)

S_R= mph (Exhibit 25-19)

S_0= mph (Exhibit 25-19)

S = mph (Exhibit 25-14)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)

P_{FD} = 0.576 using Equation (Exhibit 25-12)

V_{12} = 3499 pc/h

V_3 or V_{av34} 1714 pc/h (Equation 25-15 or 25-16)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	5213	Exhibit 25-14	7200	No
$V_{FO} = V_F - V_R$	4038	Exhibit 25-14	7200	No
V_R	1175	Exhibit 25-3	2100	No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	3499	Exhibit 25-14	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.0009\, L_D$

D_R = 31.0 (pc/mi/ln)

LOS = D (Exhibit 25-4)

Speed Determination

D_s = 0.404 (Exhibit 25-19)

S_R= 58.7 mph (Exhibit 25-19)

S_0= 74.0 mph (Exhibit 25-19)

S = 63.0 mph (Exhibit 25-15)

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	CS	Freeway/Dir of Travel	SR-60 Westbound
Agency or Company	Urban Crossroads, Inc.	Junction	Perris On-Ramp
Date Performed	7/2/2013	Jurisdiction	Caltrans
Analysis Time Period	PM Peak Hour	Analysis Year	Existing Plus Project

Project Description Moreno Valley Walmart TIA (JN 08660)

Inputs

Upstream Adj Ramp

☑ Yes ☐ On

☐ No ☑ Off

L_{up} = 1780 ft

V_u = 282 veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 45.0 mph

Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp

☐ Yes ☐ On

☑ No ☐ Off

L_{down} = ft

V_D = veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	2158	0.92	Level	12	0	0.943	1.00	2486
Ramp	802	0.92	Level	1	0	0.995	1.00	876
UpStream	282	0.92	Level	3	0	0.985	1.00	311
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)

P_{FM} = 1.000 using Equation (Exhibit 25-5)

V_{12} = 2486 pc/h

V_3 or V_{av34} 0 pc/h (Equation 25-4 or 25-5)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes, V_{12a} = pc/h (Equation 25-8)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	3362	Exhibit 25-7		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	3362	Exhibit 25-7	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = 29.1 (pc/mi/ln)

LOS = D (Exhibit 25-4)

Speed Determination

M_S = 0.402 (Exibit 25-19)

S_R= 58.7 mph (Exhibit 25-19)

S_0= N/A mph (Exhibit 25-19)

S = 58.7 mph (Exhibit 25-14)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)

P_{FD} = using Equation (Exhibit 25-12)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 25-15 or 25-16)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 25-14		
$V_{FO} = V_F - V_R$		Exhibit 25-14		
V_R		Exhibit 25-3		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 25-14		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.0009\, L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 25-4)

Speed Determination

D_s = (Exhibit 25-19)

S_R= mph (Exhibit 25-19)

S_0= mph (Exhibit 25-19)

S = mph (Exhibit 25-15)

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	CS	Freeway/Dir of Travel	SR-60 Westbound
Agency or Company	Urban Crossroads, Inc.	Junction	Perris Off-Ramp
Date Performed	7/2/2013	Jurisdiction	Caltrans
Analysis Time Period	PM Peak Hour	Analysis Year	Existing Plus Project

Project Description Moreno Valley Walmart TIA (JN 08660)

Inputs

Upstream Adj Ramp
- ☐ Yes ☐ On
- ☑ No ☐ Off

L_{up} = ft

V_u = veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 45.0 mph

Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp
- ☑ Yes ☑ On
- ☐ No ☐ Off

L_{down} = 1780 ft

V_D = 802 veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	2440	0.92	Level	11	0	0.948	1.00	2798
Ramp	282	0.92	Level	3	0	0.985	1.00	311
UpStream								
DownStream	802	0.92	Level	1	0	0.995	1.00	876

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)

P_{FM} = using Equation (Exhibit 25-5)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 25-4 or 25-5)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes, V_{12a} = pc/h (Equation 25-8)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 25-7		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 25-7		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = (pc/mi/ln)

LOS = (Exhibit 25-4)

Speed Determination

M_S = (Exibit 25-19)

S_R= mph (Exhibit 25-19)

S_0= mph (Exhibit 25-19)

S = mph (Exhibit 25-14)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)

P_{FD} = 1.000 using Equation (Exhibit 25-12)

V_{12} = 2798 pc/h

V_3 or V_{av34} 0 pc/h (Equation 25-15 or 25-16)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	2798	Exhibit 25-14	4800	No
$V_{FO} = V_F - V_R$	2487	Exhibit 25-14	4800	No
V_R	311	Exhibit 25-3	2100	No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	2798	Exhibit 25-14	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.0009\, L_D$

D_R = 26.4 (pc/mi/ln)

LOS = C (Exhibit 25-4)

Speed Determination

D_s = 0.326 (Exhibit 25-19)

S_R= 60.9 mph (Exhibit 25-19)

S_0= N/A mph (Exhibit 25-19)

S = 60.9 mph (Exhibit 25-15)

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	CS	Freeway/Dir of Travel	SR-60 Eastbound
Agency or Company	Urban Crossroads, Inc.	Junction	Perris Off-Ramp
Date Performed	7/2/2013	Jurisdiction	Caltrans
Analysis Time Period	PM Peak Hour	Analysis Year	Existing Plus Project

Project Description Moreno Valley Walmart TIA (JN 08660)

Inputs

Upstream Adj Ramp
☐ Yes ☐ On
☑ No ☐ Off
L_{up} = ft
V_u = veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 45.0 mph
Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp
☑ Yes ☑ On
☐ No ☐ Off
L_{down} = 2515 ft
V_D = 289 veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	3160	0.92	Level	8	0	0.962	1.00	3572
Ramp	1125	0.92	Level	1	0	0.995	1.00	1229
UpStream								
DownStream	289	0.92	Level	1	0	0.995	1.00	316

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)
P_{FM} = using Equation (Exhibit 25-5)
V_{12} = pc/h
V_3 or V_{av34} pc/h (Equation 25-4 or 25-5)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No
If Yes, V_{12a} = pc/h (Equation 25-8)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 25-7		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 25-7		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = (pc/mi/ln)
LOS = (Exhibit 25-4)

Speed Determination

M_S = (Exibit 25-19)
S_R= mph (Exhibit 25-19)
S_0= mph (Exhibit 25-19)
S = mph (Exhibit 25-14)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)
P_{FD} = 1.000 using Equation (Exhibit 25-12)
V_{12} = 3572 pc/h
V_3 or V_{av34} 0 pc/h (Equation 25-15 or 25-16)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No
If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	3572	Exhibit 25-14	4800	No
$V_{FO} = V_F - V_R$	2343	Exhibit 25-14	4800	No
V_R	1229	Exhibit 25-3	2100	No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	3572	Exhibit 25-14	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.0009\, L_D$

D_R = 32.9 (pc/mi/ln)
LOS = D (Exhibit 25-4)

Speed Determination

D_s = 0.409 (Exhibit 25-19)
S_R= 58.6 mph (Exhibit 25-19)
S_0= N/A mph (Exhibit 25-19)
S = 58.6 mph (Exhibit 25-15)

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	CS	Freeway/Dir of Travel	SR-60 Eastbound
Agency or Company	Urban Crossroads, Inc.	Junction	Perris On-Ramp
Date Performed	7/2/2013	Jurisdiction	Caltrans
Analysis Time Period	PM Peak Hour	Analysis Year	Existing Plus Project

Project Description Moreno Valley Walmart TIA (JN 08660)

Inputs

Upstream Adj Ramp

☑ Yes ☐ On

☐ No ☑ Off

L_{up} = 2515 ft

V_u = 1125 veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 45.0 mph

Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp

☐ Yes ☐ On

☑ No ☐ Off

L_{down} = ft

V_D = veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	2035	0.92	Level	12	0	0.943	1.00	2345
Ramp	289	0.92	Level	1	0	0.995	1.00	316
UpStream	1125	0.92	Level	1	0	0.995	1.00	1229
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)

P_{FM} = 1.000 using Equation (Exhibit 25-5)

V_{12} = 2345 pc/h

V_3 or V_{av34} 0 pc/h (Equation 25-4 or 25-5)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes, V_{12a} = pc/h (Equation 25-8)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	2661	Exhibit 25-7		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	2661	Exhibit 25-7	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = 23.3 (pc/mi/ln)

LOS = C (Exhibit 25-4)

Speed Determination

M_S = 0.337 (Exibit 25-19)

S_R= 60.6 mph (Exhibit 25-19)

S_0= N/A mph (Exhibit 25-19)

S = 60.6 mph (Exhibit 25-14)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)

P_{FD} = using Equation (Exhibit 25-12)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 25-15 or 25-16)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 25-14		
$V_{FO} = V_F - V_R$		Exhibit 25-14		
V_R		Exhibit 25-3		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 25-14		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.0009\, L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 25-4)

Speed Determination

D_s = (Exhibit 25-19)

S_R= mph (Exhibit 25-19)

S_0= mph (Exhibit 25-19)

S = mph (Exhibit 25-15)

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	CS	Freeway/Dir of Travel	I-215 Southbound
Agency or Company	Urban Crossroads, Inc.	Junction	Cactus Off-ramp
Date Performed	7/2/2013	Jurisdiction	Caltrans
Analysis Time Period	PM Peak Hour	Analysis Year	Existing Plus Project

Project Description Moreno Valley Walmart TIA (JN 08660)

Inputs

Upstream Adj Ramp
☐ Yes ☐ On
☑ No ☐ Off
L_{up} = ft
V_u = veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 45.0 mph
Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp
☑ Yes ☐ On
☐ No ☑ Off
L_{down} = 1000 ft
V_D = 520 veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	5594	0.92	Level	3	0	0.985	1.00	6172
Ramp	129	0.92	Level	10	0	0.952	1.00	147
UpStream								
DownStream	520	0.92	Level	4	0	0.980	1.00	577

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)
P_{FM} = using Equation (Exhibit 25-5)
V_{12} = pc/h
V_3 or V_{av34} pc/h (Equation 25-4 or 25-5)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No
If Yes, V_{12a} = pc/h (Equation 25-8)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 25-7		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 25-7		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = (pc/mi/ln)
LOS = (Exhibit 25-4)

Speed Determination

M_S = (Exibit 25-19)
S_R= mph (Exhibit 25-19)
S_0= mph (Exhibit 25-19)
S = mph (Exhibit 25-14)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)
P_{FD} = 0.436 using Equation (Exhibit 25-12)
V_{12} = 2774 pc/h
V_3 or V_{av34} 1699 pc/h (Equation 25-15 or 25-16)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No
If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	6172	Exhibit 25-14	9600	No
$V_{FO} = V_F - V_R$	6025	Exhibit 25-14	9600	No
V_R	147	Exhibit 25-3	2100	No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	2774	Exhibit 25-14	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.0009\, L_D$

D_R = 24.5 (pc/mi/ln)
LOS = C (Exhibit 25-4)

Speed Determination

D_s = 0.311 (Exhibit 25-19)
S_R= 61.3 mph (Exhibit 25-19)
S_0= 74.1 mph (Exhibit 25-19)
S = 67.7 mph (Exhibit 25-15)

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	CS	Freeway/Dir of Travel	I-215 Southbound
Agency or Company	Urban Crossroads, Inc.	Junction	Cactus Off-ramp Loop Upstream
Date Performed	7/2/2013	Jurisdiction	Caltrans
Analysis Time Period	PM Peak Hour	Analysis Year	Existing Plus Project

Project Description Moreno Valley Walmart TIA (JN 08660)

Inputs

Upstream Adj Ramp
☑ Yes ☐ On
☐ No ☑ Off
L_{up} = 1000 ft
V_u = 129 veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 15.0 mph
Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp
☐ Yes ☐ On
☑ No ☐ Off
L_{down} = ft
V_D = veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	5465	0.92	Level	2	0	0.990	1.00	6000
Ramp	520	0.92	Level	4	0	0.980	1.00	577
UpStream	129	0.92	Level	10	0	0.952	1.00	147
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)
P_{FM} = using Equation (Exhibit 25-5)
V_{12} = pc/h
V_3 or V_{av34} pc/h (Equation 25-4 or 25-5)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No
If Yes, V_{12a} = pc/h (Equation 25-8)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 25-7		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 25-7		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = (pc/mi/ln)
LOS = (Exhibit 25-4)

Speed Determination

M_S = (Exibit 25-19)
S_R= mph (Exhibit 25-19)
S_0= mph (Exhibit 25-19)
S = mph (Exhibit 25-14)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)
P_{FD} = 0.436 using Equation (Exhibit 25-12)
V_{12} = 2941 pc/h
V_3 or V_{av34} 1529 pc/h (Equation 25-15 or 25-16)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No
If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	6000	Exhibit 25-14	9600	No
$V_{FO} = V_F - V_R$	5423	Exhibit 25-14	9600	No
V_R	577	Exhibit 25-3	1800	No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	2941	Exhibit 25-14	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.0009\, L_D$

D_R = 29.5 (pc/mi/ln)
LOS = D (Exhibit 25-4)

Speed Determination

D_s = 0.740 (Exhibit 25-19)
S_R= 49.3 mph (Exhibit 25-19)
S_0= 74.7 mph (Exhibit 25-19)
S = 59.6 mph (Exhibit 25-15)

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	CS	Freeway/Dir of Travel	I-215 Southbound
Agency or Company	Urban Crossroads, Inc.	Junction	Cactus Off-ramp Loop Downstrea
Date Performed	7/2/2013	Jurisdiction	Caltrans
Analysis Time Period	PM Peak Hour	Analysis Year	Existing Plus Project

Project Description Moreno Valley Walmart TIA (JN 08660)

Inputs

Upstream Adj Ramp
☐ Yes ☐ On
☑ No ☐ Off
L_{up} = ft
V_u = veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 15.0 mph
Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp
☑ Yes ☑ On
☐ No ☐ Off
L_{down} = 1500 ft
V_D = 596 veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	5465	0.92	Level	2	0	0.990	1.00	6000
Ramp	520	0.92	Level	4	0	0.980	1.00	577
UpStream								
DownStream	596	0.92	Level	2	0	0.990	1.00	654

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)
P_{FM} = using Equation (Exhibit 25-5)
V_{12} = pc/h
V_3 or V_{av34} pc/h (Equation 25-4 or 25-5)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No
If Yes, V_{12a} = pc/h (Equation 25-8)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 25-7		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 25-7		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = (pc/mi/ln)
LOS = (Exhibit 25-4)

Speed Determination

M_S = (Exibit 25-19)
S_R= mph (Exhibit 25-19)
S_0= mph (Exhibit 25-19)
S = mph (Exhibit 25-14)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)
P_{FD} = 0.436 using Equation (Exhibit 25-12)
V_{12} = 2941 pc/h
V_3 or V_{av34} 1529 pc/h (Equation 25-15 or 25-16)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No
If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	6000	Exhibit 25-14	9600	No
$V_{FO} = V_F - V_R$	5423	Exhibit 25-14	9600	No
V_R	577	Exhibit 25-3	1800	No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	2941	Exhibit 25-14	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.0009\, L_D$

D_R = 29.5 (pc/mi/ln)
LOS = D (Exhibit 25-4)

Speed Determination

D_s = 0.740 (Exhibit 25-19)
S_R= 49.3 mph (Exhibit 25-19)
S_0= 74.7 mph (Exhibit 25-19)
S = 59.6 mph (Exhibit 25-15)

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	CS	Freeway/Dir of Travel	I-215 Southbound
Agency or Company	Urban Crossroads, Inc.	Junction	Cactus On-ramp
Date Performed	7/2/2013	Jurisdiction	Caltrans
Analysis Time Period	PM Peak Hour	Analysis Year	Existing Plus Project

Project Description Moreno Valley Walmart TIA (JN 08660)

Inputs

Upstream Adj Ramp

☑ Yes ☐ On

☐ No ☑ Off

L_{up} = 1500 ft

V_u = 520 veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 45.0 mph

Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp

☐ Yes ☐ On

☑ No ☐ Off

L_{down} = ft

V_D = veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	4945	0.92	Level	2	0	0.990	1.00	5429
Ramp	596	0.92	Level	2	0	0.990	1.00	654
UpStream	520	0.92	Level	4	0	0.980	1.00	577
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = 1612.36 (Equation 25-2 or 25-3)

P_{FM} = 0.593 using Equation (Exhibit 25-5)

V_{12} = 3219 pc/h

V_3 or V_{av34} 2210 pc/h (Equation 25-4 or 25-5)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes, V_{12a} = pc/h (Equation 25-8)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	6083	Exhibit 25-7		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	3873	Exhibit 25-7	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = 30.3 (pc/mi/ln)

LOS = D (Exhibit 25-4)

Speed Determination

M_S = 0.436 (Exibit 25-19)

S_R= 57.8 mph (Exhibit 25-19)

S_0= 63.8 mph (Exhibit 25-19)

S = 59.9 mph (Exhibit 25-14)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)

P_{FD} = using Equation (Exhibit 25-12)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 25-15 or 25-16)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 25-14		
$V_{FO} = V_F - V_R$		Exhibit 25-14		
V_R		Exhibit 25-3		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 25-14		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.0009\, L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 25-4)

Speed Determination

D_s = (Exhibit 25-19)

S_R= mph (Exhibit 25-19)

S_0= mph (Exhibit 25-19)

S = mph (Exhibit 25-15)

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	CS	Freeway/Dir of Travel	I-215 Northbound
Agency or Company	Urban Crossroads, Inc.	Junction	Cactus On-ramp
Date Performed	7/2/2013	Jurisdiction	Caltrans
Analysis Time Period	PM Peak Hour	Analysis Year	Existing Plus Project

Project Description Moreno Valley Walmart TIA (JN 08660)

Inputs

Upstream Adj Ramp

☑ Yes ☑ On

☐ No ☐ Off

L_{up} = 1075 ft

V_u = 107 veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 45.0 mph

Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp

☐ Yes ☐ On

☑ No ☐ Off

L_{down} = ft

V_D = veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	2618	0.92	Level	5	0	0.976	1.00	2917
Ramp	644	0.92	Level	2	0	0.990	1.00	707
UpStream	107	0.92	Level	7	0	0.966	1.00	120
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)

P_{FM} = 0.577 using Equation (Exhibit 25-5)

V_{12} = 1685 pc/h

V_3 or V_{av34} 1232 pc/h (Equation 25-4 or 25-5)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes, V_{12a} = pc/h (Equation 25-8)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	3624	Exhibit 25-7		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	2392	Exhibit 25-7	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = 23.8 (pc/mi/ln)

LOS = C (Exhibit 25-4)

Speed Determination

M_S = 0.364 (Exibit 25-19)

S_R= 59.8 mph (Exhibit 25-19)

S_0= 67.4 mph (Exhibit 25-19)

S = 62.2 mph (Exhibit 25-14)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)

P_{FD} = using Equation (Exhibit 25-12)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 25-15 or 25-16)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 25-14		
$V_{FO} = V_F - V_R$		Exhibit 25-14		
V_R		Exhibit 25-3		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 25-14		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.0009\, L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 25-4)

Speed Determination

D_s = (Exhibit 25-19)

S_R= mph (Exhibit 25-19)

S_0= mph (Exhibit 25-19)

S = mph (Exhibit 25-15)

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	CS	Freeway/Dir of Travel	I-215 Northbound
Agency or Company	Urban Crossroads, Inc.	Junction	Cactus Loop On-ramp-Downstream
Date Performed	7/2/2013	Jurisdiction	Caltrans
Analysis Time Period	PM Peak Hour	Analysis Year	Existing Plus Project

Project Description Moreno Valley Walmart TIA (JN 08660)

Inputs

Upstream Adj Ramp
☐ Yes ☐ On
☑ No ☐ Off
L_{up} = ft
V_u = veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 25.0 mph
Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp
☑ Yes ☑ On
☐ No ☐ Off
L_{down} = 1075 ft
V_D = 644 veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	2511	0.92	Level	5	0	0.976	1.00	2798
Ramp	107	0.92	Level	7	0	0.966	1.00	120
UpStream								
DownStream	644	0.92	Level	2	0	0.990	1.00	707

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$
L_{EQ} = (Equation 25-2 or 25-3)
P_{FM} = 0.596 using Equation (Exhibit 25-5)
V_{12} = 1669 pc/h
V_3 or V_{av34} 1129 pc/h (Equation 25-4 or 25-5)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No
If Yes, V_{12a} = pc/h (Equation 25-8)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	2918	Exhibit 25-7		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	1789	Exhibit 25-7	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$
D_R = 15.1 (pc/mi/ln)
LOS = B (Exhibit 25-4)

Speed Determination

M_S = 0.311 (Exibit 25-19)
S_R= 61.3 mph (Exhibit 25-19)
S_0= 67.7 mph (Exhibit 25-19)
S = 63.6 mph (Exhibit 25-14)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$
L_{EQ} = (Equation 25-8 or 25-9)
P_{FD} = using Equation (Exhibit 25-12)
V_{12} = pc/h
V_3 or V_{av34} pc/h (Equation 25-15 or 25-16)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No
If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 25-14		
$V_{FO} = V_F - V_R$		Exhibit 25-14		
V_R		Exhibit 25-3		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 25-14		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.0009\, L_D$
D_R = (pc/mi/ln)
LOS = (Exhibit 25-4)

Speed Determination

D_s = (Exhibit 25-19)
S_R= mph (Exhibit 25-19)
S_0= mph (Exhibit 25-19)
S = mph (Exhibit 25-15)

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	CS	Freeway/Dir of Travel	I-215 Northbound
Agency or Company	Urban Crossroads, Inc.	Junction	Cactus Loop On-ramp-Upstream
Date Performed	7/2/2013	Jurisdiction	Caltrans
Analysis Time Period	PM Peak Hour	Analysis Year	Existing Plus Project

Project Description Moreno Valley Walmart TIA (JN 08660)

Inputs

Upstream Adj Ramp

☑ Yes ☐ On

☐ No ☑ Off

L_{up} = 1200 ft

V_u = 481 veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 25.0 mph

Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp

☐ Yes ☐ On

☑ No ☐ Off

L_{down} = ft

V_D = veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	2511	0.92	Level	5	0	0.976	1.00	2798
Ramp	107	0.92	Level	7	0	0.966	1.00	120
UpStream	481	0.92	Level	3	0	0.985	1.00	531
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = -170.85 (Equation 25-2 or 25-3)

P_{FM} = 0.596 using Equation (Exhibit 25-5)

V_{12} = 1669 pc/h

V_3 or V_{av34} 1129 pc/h (Equation 25-4 or 25-5)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes, V_{12a} = pc/h (Equation 25-8)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	2918	Exhibit 25-7		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	1789	Exhibit 25-7	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = 15.1 (pc/mi/ln)

LOS = B (Exhibit 25-4)

Speed Determination

M_S = 0.311 (Exibit 25-19)

S_R= 61.3 mph (Exhibit 25-19)

S_0= 67.7 mph (Exhibit 25-19)

S = 63.6 mph (Exhibit 25-14)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)

P_{FD} = using Equation (Exhibit 25-12)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 25-15 or 25-16)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 25-14		
$V_{FO} = V_F - V_R$		Exhibit 25-14		
V_R		Exhibit 25-3		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 25-14		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.0009\, L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 25-4)

Speed Determination

D_s = (Exhibit 25-19)

S_R= mph (Exhibit 25-19)

S_0= mph (Exhibit 25-19)

S = mph (Exhibit 25-15)

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	CS	Freeway/Dir of Travel	I-215 Northbound
Agency or Company	Urban Crossroads, Inc.	Junction	Cactus Off-ramp
Date Performed	7/2/2013	Jurisdiction	Caltrans
Analysis Time Period	PM Peak Hour	Analysis Year	Existing Plus Project

Project Description Moreno Valley Walmart TIA (JN 08660)

Inputs

Upstream Adj Ramp
☐ Yes ☐ On
☑ No ☐ Off
L_{up} = ft
V_u = veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 45.0 mph
Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp
☑ Yes ☑ On
☐ No ☐ Off
L_{down} = 1200 ft
V_D = 107 veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	2992	0.92	Level	5	0	0.976	1.00	3333
Ramp	481	0.92	Level	3	0	0.985	1.00	531
UpStream								
DownStream	107	0.92	Level	7	0	0.966	1.00	120

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)
P_{FM} = using Equation (Exhibit 25-5)
V_{12} = pc/h
V_3 or V_{av34} pc/h (Equation 25-4 or 25-5)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No
If Yes, V_{12a} = pc/h (Equation 25-8)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 25-7		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 25-7		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = (pc/mi/ln)
LOS = (Exhibit 25-4)

Speed Determination

M_S = (Exibit 25-19)
S_R= mph (Exhibit 25-19)
S_0= mph (Exhibit 25-19)
S = mph (Exhibit 25-14)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)
P_{FD} = 0.652 using Equation (Exhibit 25-12)
V_{12} = 2359 pc/h
V_3 or V_{av34} 974 pc/h (Equation 25-15 or 25-16)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No
If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	3333	Exhibit 25-14	7200	No
$V_{FO} = V_F - V_R$	2802	Exhibit 25-14	7200	No
V_R	531	Exhibit 25-3	2100	No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	2359	Exhibit 25-14	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.0009\, L_D$

D_R = 21.2 (pc/mi/ln)
LOS = C (Exhibit 25-4)

Speed Determination

D_s = 0.346 (Exhibit 25-19)
S_R= 60.3 mph (Exhibit 25-19)
S_0= 76.8 mph (Exhibit 25-19)
S = 64.4 mph (Exhibit 25-15)

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	CS	Freeway/Dir of Travel	SR-60 Westbound
Agency or Company	Urban Crossroads, Inc.	Junction	Perris On-Ramp
Date Performed	7/2/2013	Jurisdiction	Caltrans
Analysis Time Period	Saturday Mid-Day Peak Hour	Analysis Year	Existing Plus Project

Project Description Moreno Valley Walmart TIA (JN 08660)

Inputs

Upstream Adj Ramp

☑ Yes ☐ On

☐ No ☑ Off

L_{up} = 1780 ft

V_u = 240 veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 45.0 mph

Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp

☐ Yes ☐ On

☑ No ☐ Off

L_{down} = ft

V_D = veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	1969	0.92	Level	12	0	0.943	1.00	2269
Ramp	981	0.92	Level	2	0	0.990	1.00	1077
UpStream	240	0.92	Level	4	0	0.980	1.00	266
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)

P_{FM} = 1.000 using Equation (Exhibit 25-5)

V_{12} = 2269 pc/h

V_3 or V_{av34} 0 pc/h (Equation 25-4 or 25-5)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes, V_{12a} = pc/h (Equation 25-8)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	3346	Exhibit 25-7		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	3346	Exhibit 25-7	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = 28.9 (pc/mi/ln)

LOS = D (Exhibit 25-4)

Speed Determination

M_S = 0.400 (Exibit 25-19)

S_R= 58.8 mph (Exhibit 25-19)

S_0= N/A mph (Exhibit 25-19)

S = 58.8 mph (Exhibit 25-14)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)

P_{FD} = using Equation (Exhibit 25-12)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 25-15 or 25-16)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 25-14		
$V_{FO} = V_F - V_R$		Exhibit 25-14		
V_R		Exhibit 25-3		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 25-14		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.0009\, L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 25-4)

Speed Determination

D_s = (Exhibit 25-19)

S_R= mph (Exhibit 25-19)

S_0= mph (Exhibit 25-19)

S = mph (Exhibit 25-15)

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	CS	Freeway/Dir of Travel	SR-60 Westbound
Agency or Company	Urban Crossroads, Inc.	Junction	Perris Off-Ramp
Date Performed	7/2/2013	Jurisdiction	Caltrans
Analysis Time Period	Saturday Mid-Day Peak Hour	Analysis Year	Existing Plus Project

Project Description Moreno Valley Walmart TIA (JN 08660)

Inputs

Upstream Adj Ramp
☐ Yes ☐ On
☑ No ☐ Off
L_{up} = ft
V_u = veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 45.0 mph
Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp
☑ Yes ☑ On
☐ No ☐ Off
L_{down} = 1780 ft
V_D = 981 veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	2209	0.92	Level	11	0	0.948	1.00	2533
Ramp	240	0.92	Level	4	0	0.980	1.00	266
UpStream								
DownStream	981	0.92	Level	2	0	0.990	1.00	1077

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)
P_{FM} = using Equation (Exhibit 25-5)
V_{12} = pc/h
V_3 or V_{av34} pc/h (Equation 25-4 or 25-5)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No
If Yes, V_{12a} = pc/h (Equation 25-8)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 25-7		

Flow Entering Merge Influence Area

	Actual	Max Desirable	Violation?
V_{R12}		Exhibit 25-7	

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = (pc/mi/ln)
LOS = (Exhibit 25-4)

Speed Determination

M_S = (Exibit 25-19)
S_R= mph (Exhibit 25-19)
S_0= mph (Exhibit 25-19)
S = mph (Exhibit 25-14)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)
P_{FD} = 1.000 using Equation (Exhibit 25-12)
V_{12} = 2533 pc/h
V_3 or V_{av34} 0 pc/h (Equation 25-15 or 25-16)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No
If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	2533	Exhibit 25-14	4800	No
$V_{FO} = V_F - V_R$	2267	Exhibit 25-14	4800	No
V_R	266	Exhibit 25-3	2100	No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	2533	Exhibit 25-14	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.0009\, L_D$

D_R = 24.1 (pc/mi/ln)
LOS = C (Exhibit 25-4)

Speed Determination

D_s = 0.322 (Exhibit 25-19)
S_R= 61.0 mph (Exhibit 25-19)
S_0= N/A mph (Exhibit 25-19)
S = 61.0 mph (Exhibit 25-15)

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	CS	Freeway/Dir of Travel	SR-60 Eastbound
Agency or Company	Urban Crossroads, Inc.	Junction	Perris Off-Ramp
Date Performed	7/2/2013	Jurisdiction	Caltrans
Analysis Time Period	Saturday Mid-Day Peak Hour	Analysis Year	Existing Plus Project

Project Description Moreno Valley Walmart TIA (JN 08660)

Inputs

Upstream Adj Ramp
- ☐ Yes ☐ On
- ☑ No ☐ Off
- L_{up} = ft
- V_u = veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 45.0 mph

Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp
- ☑ Yes ☑ On
- ☐ No ☐ Off
- L_{down} = 2515 ft
- V_D = 320 veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	2763	0.92	Level	9	0	0.957	1.00	3138
Ramp	946	0.92	Level	1	0	0.995	1.00	1033
UpStream								
DownStream	320	0.92	Level	1	0	0.995	1.00	350

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)

P_{FM} = using Equation (Exhibit 25-5)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 25-4 or 25-5)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes, V_{12a} = pc/h (Equation 25-8)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 25-7		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 25-7		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = (pc/mi/ln)

LOS = (Exhibit 25-4)

Speed Determination

M_S = (Exibit 25-19)

S_R= mph (Exhibit 25-19)

S_0= mph (Exhibit 25-19)

S = mph (Exhibit 25-14)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)

P_{FD} = 1.000 using Equation (Exhibit 25-12)

V_{12} = 3138 pc/h

V_3 or V_{av34} 0 pc/h (Equation 25-15 or 25-16)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	3138	Exhibit 25-14	4800	No
$V_{FO} = V_F - V_R$	2105	Exhibit 25-14	4800	No
V_R	1033	Exhibit 25-3	2100	No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	3138	Exhibit 25-14	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.0009\, L_D$

D_R = 29.2 (pc/mi/ln)

LOS = D (Exhibit 25-4)

Speed Determination

D_s = 0.391 (Exhibit 25-19)

S_R= 59.1 mph (Exhibit 25-19)

S_0= N/A mph (Exhibit 25-19)

S = 59.1 mph (Exhibit 25-15)

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	CS	Freeway/Dir of Travel	SR-60 Eastbound
Agency or Company	Urban Crossroads, Inc.	Junction	Perris On-Ramp
Date Performed	7/2/2013	Jurisdiction	Caltrans
Analysis Time Period	Saturday Mid-Day Peak Hour	Analysis Year	Existing Plus Project

Project Description Moreno Valley Walmart TIA (JN 08660)

Inputs

Upstream Adj Ramp

☑ Yes ☐ On

☐ No ☑ Off

L_{up} = 2515 ft

V_u = 946 veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 45.0 mph

Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp

☐ Yes ☐ On

☑ No ☐ Off

L_{down} = ft

V_D = veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	1817	0.92	Level	13	0	0.939	1.00	2103
Ramp	320	0.92	Level	1	0	0.995	1.00	350
UpStream	946	0.92	Level	1	0	0.995	1.00	1033
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)

P_{FM} = 1.000 using Equation (Exhibit 25-5)

V_{12} = 2103 pc/h

V_3 or V_{av34} 0 pc/h (Equation 25-4 or 25-5)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes, V_{12a} = pc/h (Equation 25-8)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	2453	Exhibit 25-7		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	2453	Exhibit 25-7	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = 21.7 (pc/mi/ln)

LOS = C (Exhibit 25-4)

Speed Determination

M_S = 0.327 (Exibit 25-19)

S_R= 60.9 mph (Exhibit 25-19)

S_0= N/A mph (Exhibit 25-19)

S = 60.9 mph (Exhibit 25-14)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)

P_{FD} = using Equation (Exhibit 25-12)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 25-15 or 25-16)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 25-14		
$V_{FO} = V_F - V_R$		Exhibit 25-14		
V_R		Exhibit 25-3		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 25-14		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.0009\, L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 25-4)

Speed Determination

D_s = (Exhibit 25-19)

S_R= mph (Exhibit 25-19)

S_0= mph (Exhibit 25-19)

S = mph (Exhibit 25-15)

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	CS	Freeway/Dir of Travel	I-215 Southbound
Agency or Company	Urban Crossroads, Inc.	Junction	Cactus Off-ramp
Date Performed	7/2/2013	Jurisdiction	Caltrans
Analysis Time Period	Saturday Mid-Day Peak Hour	Analysis Year	Existing Plus Project

Project Description Moreno Valley Walmart TIA (JN 08660)

Inputs

Upstream Adj Ramp
☐ Yes ☐ On
☑ No ☐ Off
L_{up} = ft
V_u = veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 45.0 mph
Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp
☑ Yes ☐ On
☐ No ☑ Off
L_{down} = 1000 ft
V_D = 381 veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	5236	0.92	Level	2	0	0.990	1.00	5748
Ramp	61	0.92	Level	0	0	1.000	1.00	66
UpStream								
DownStream	381	0.92	Level	4	0	0.980	1.00	422

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)
P_{FM} = using Equation (Exhibit 25-5)
V_{12} = pc/h
V_3 or V_{av34} pc/h (Equation 25-4 or 25-5)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No
If Yes, V_{12a} = pc/h (Equation 25-8)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 25-7		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 25-7		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = (pc/mi/ln)
LOS = (Exhibit 25-4)

Speed Determination

M_S = (Exibit 25-19)
S_R= mph (Exhibit 25-19)
S_0= mph (Exhibit 25-19)
S = mph (Exhibit 25-14)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)
P_{FD} = 0.436 using Equation (Exhibit 25-12)
V_{12} = 2543 pc/h
V_3 or V_{av34} 1602 pc/h (Equation 25-15 or 25-16)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No
If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	5748	Exhibit 25-14	9600	No
$V_{FO} = V_F - V_R$	5682	Exhibit 25-14	9600	No
V_R	66	Exhibit 25-3	2100	No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	2543	Exhibit 25-14	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.0009\, L_D$

D_R = 22.5 (pc/mi/ln)
LOS = C (Exhibit 25-4)

Speed Determination

D_s = 0.304 (Exhibit 25-19)
S_R= 61.5 mph (Exhibit 25-19)
S_0= 74.4 mph (Exhibit 25-19)
S = 68.1 mph (Exhibit 25-15)

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	CS	Freeway/Dir of Travel	I-215 Southbound
Agency or Company	Urban Crossroads, Inc.	Junction	Cactus Off-ramp Loop Upstream
Date Performed	7/2/2013	Jurisdiction	Caltrans
Analysis Time Period	Saturday Mid-Day Peak Hour	Analysis Year	Existing Plus Project

Project Description Moreno Valley Walmart TIA (JN 08660)

Inputs

Upstream Adj Ramp
☑ Yes ☐ On
☐ No ☑ Off
L_{up} = 1000 ft
V_u = 61 veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 15.0 mph
Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp
☐ Yes ☐ On
☑ No ☐ Off
L_{down} = ft
V_D = veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	5175	0.92	Level	3	0	0.985	1.00	5709
Ramp	381	0.92	Level	4	0	0.980	1.00	422
UpStream	61	0.92	Level	0	0	1.000	1.00	66
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)
P_{FM} = using Equation (Exhibit 25-5)
V_{12} = pc/h
V_3 or V_{av34} pc/h (Equation 25-4 or 25-5)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No
If Yes, V_{12a} = pc/h (Equation 25-8)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 25-7		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 25-7		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = (pc/mi/ln)
LOS = (Exhibit 25-4)

Speed Determination

M_S = (Exibit 25-19)
S_R= mph (Exhibit 25-19)
S_0= mph (Exhibit 25-19)
S = mph (Exhibit 25-14)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)
P_{FD} = 0.436 using Equation (Exhibit 25-12)
V_{12} = 2727 pc/h
V_3 or V_{av34} 1491 pc/h (Equation 25-15 or 25-16)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No
If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	5709	Exhibit 25-14	9600	No
$V_{FO} = V_F - V_R$	5287	Exhibit 25-14	9600	No
V_R	422	Exhibit 25-3	1800	No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	2727	Exhibit 25-14	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.0009\, L_D$

D_R = 27.7 (pc/mi/ln)
LOS = C (Exhibit 25-4)

Speed Determination

D_s = 0.726 (Exhibit 25-19)
S_R= 49.7 mph (Exhibit 25-19)
S_0= 74.9 mph (Exhibit 25-19)
S = 60.3 mph (Exhibit 25-15)

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	CS	Freeway/Dir of Travel	I-215 Southbound
Agency or Company	Urban Crossroads, Inc.	Junction	Cactus Off-ramp Loop Downstrea
Date Performed	7/2/2013	Jurisdiction	Caltrans
Analysis Time Period	Saturday Mid-Day Peak Hour	Analysis Year	Existing Plus Project

Project Description Moreno Valley Walmart TIA (JN 08660)

Inputs

Upstream Adj Ramp
☐ Yes ☐ On
☑ No ☐ Off
L_{up} = ft
V_u = veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 15.0 mph
Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp
☑ Yes ☑ On
☐ No ☐ Off
L_{down} = 1500 ft
V_D = 266 veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	5175	0.92	Level	3	0	0.985	1.00	5709
Ramp	381	0.92	Level	4	0	0.980	1.00	422
UpStream								
DownStream	266	0.92	Level	0	0	1.000	1.00	289

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)
P_{FM} = using Equation (Exhibit 25-5)
V_{12} = pc/h
V_3 or V_{av34} pc/h (Equation 25-4 or 25-5)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No
If Yes, V_{12a} = pc/h (Equation 25-8)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 25-7		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 25-7		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = (pc/mi/ln)
LOS = (Exhibit 25-4)

Speed Determination

M_S = (Exibit 25-19)
S_R= mph (Exhibit 25-19)
S_0= mph (Exhibit 25-19)
S = mph (Exhibit 25-14)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)
P_{FD} = 0.436 using Equation (Exhibit 25-12)
V_{12} = 2727 pc/h
V_3 or V_{av34} 1491 pc/h (Equation 25-15 or 25-16)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No
If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	5709	Exhibit 25-14	9600	No
$V_{FO} = V_F - V_R$	5287	Exhibit 25-14	9600	No
V_R	422	Exhibit 25-3	1800	No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	2727	Exhibit 25-14	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.0009\, L_D$

D_R = 27.7 (pc/mi/ln)
LOS = C (Exhibit 25-4)

Speed Determination

D_s = 0.726 (Exhibit 25-19)
S_R= 49.7 mph (Exhibit 25-19)
S_0= 74.9 mph (Exhibit 25-19)
S = 60.3 mph (Exhibit 25-15)

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	CS	Freeway/Dir of Travel	I-215 Southbound
Agency or Company	Urban Crossroads, Inc.	Junction	Cactus On-ramp
Date Performed	7/2/2013	Jurisdiction	Caltrans
Analysis Time Period	Saturday Mid-Day Peak Hour	Analysis Year	Existing Plus Project

Project Description Moreno Valley Walmart TIA (JN 08660)

Inputs

Upstream Adj Ramp

☑ Yes ☐ On

☐ No ☑ Off

L_{up} = 1500 ft

V_u = 381 veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 45.0 mph

Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp

☐ Yes ☐ On

☑ No ☐ Off

L_{down} = ft

V_D = veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	4794	0.92	Level	2	0	0.990	1.00	5263
Ramp	266	0.92	Level	0	0	1.000	1.00	289
UpStream	381	0.92	Level	4	0	0.980	1.00	422
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = 1498.72 (Equation 25-2 or 25-3)

P_{FM} = 0.600 using Equation (Exhibit 25-5)

V_{12} = 3159 pc/h

V_3 or V_{av34} 2104 pc/h (Equation 25-4 or 25-5)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes, V_{12a} = pc/h (Equation 25-8)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	5552	Exhibit 25-7		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	3448	Exhibit 25-7	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = 27.2 (pc/mi/ln)

LOS = C (Exhibit 25-4)

Speed Determination

M_S = 0.371 (Exibit 25-19)

S_R= 59.6 mph (Exhibit 25-19)

S_0= 64.2 mph (Exhibit 25-19)

S = 61.3 mph (Exhibit 25-14)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)

P_{FD} = using Equation (Exhibit 25-12)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 25-15 or 25-16)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 25-14		
$V_{FO} = V_F - V_R$		Exhibit 25-14		
V_R		Exhibit 25-3		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 25-14		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.0009\, L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 25-4)

Speed Determination

D_s = (Exhibit 25-19)

S_R= mph (Exhibit 25-19)

S_0= mph (Exhibit 25-19)

S = mph (Exhibit 25-15)

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	CS	Freeway/Dir of Travel	I-215 Northbound
Agency or Company	Urban Crossroads, Inc.	Junction	Cactus On-ramp
Date Performed	7/2/2013	Jurisdiction	Caltrans
Analysis Time Period	Saturday Mid-Day Peak Hour	Analysis Year	Existing Plus Project

Project Description Moreno Valley Walmart TIA (JN 08660)

Inputs

Upstream Adj Ramp

☑ Yes ☑ On

☐ No ☐ Off

L_{up} = 1075 ft

V_u = 66 veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 45.0 mph

Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp

☐ Yes ☐ On

☑ No ☐ Off

L_{down} = ft

V_D = veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	2943	0.92	Level	5	0	0.976	1.00	3279
Ramp	475	0.92	Level	3	0	0.985	1.00	524
UpStream	66	0.92	Level	17	0	0.922	1.00	78
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)

P_{FM} = 0.577 using Equation (Exhibit 25-5)

V_{12} = 1894 pc/h

V_3 or V_{av34} 1385 pc/h (Equation 25-4 or 25-5)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes, V_{12a} = pc/h (Equation 25-8)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	3803	Exhibit 25-7		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	2418	Exhibit 25-7	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = 24.1 (pc/mi/ln)

LOS = C (Exhibit 25-4)

Speed Determination

M_S = 0.365 (Exibit 25-19)

S_R= 59.8 mph (Exhibit 25-19)

S_0= 66.8 mph (Exhibit 25-19)

S = 62.2 mph (Exhibit 25-14)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)

P_{FD} = using Equation (Exhibit 25-12)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 25-15 or 25-16)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 25-14		
$V_{FO} = V_F - V_R$		Exhibit 25-14		
V_R		Exhibit 25-3		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 25-14		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.0009\, L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 25-4)

Speed Determination

D_s = (Exhibit 25-19)

S_R= mph (Exhibit 25-19)

S_0= mph (Exhibit 25-19)

S = mph (Exhibit 25-15)

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	CS	Freeway/Dir of Travel	I-215 Northbound
Agency or Company	Urban Crossroads, Inc.	Junction	Cactus Loop On-ramp-Downstream
Date Performed	7/2/2013	Jurisdiction	Caltrans
Analysis Time Period	Saturday Mid-Day Peak Hour	Analysis Year	Existing Plus Project

Project Description Moreno Valley Walmart TIA (JN 08660)

Inputs

Upstream Adj Ramp
- ☐ Yes ☐ On
- ☑ No ☐ Off

L_{up} = ft

V_u = veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 25.0 mph

Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp
- ☑ Yes ☑ On
- ☐ No ☐ Off

L_{down} = 1075 ft

V_D = 475 veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	2877	0.92	Level	5	0	0.976	1.00	3205
Ramp	66	0.92	Level	17	0	0.922	1.00	78
UpStream								
DownStream	475	0.92	Level	3	0	0.985	1.00	524

Estimation of v_{12}

Merge Areas

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)

P_{FM} = 0.596 using Equation (Exhibit 25-5)

V_{12} = 1911 pc/h

V_3 or V_{av34} 1294 pc/h (Equation 25-4 or 25-5)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes, V_{12a} = pc/h (Equation 25-8)

Diverge Areas

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)

P_{FD} = using Equation (Exhibit 25-12)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 25-15 or 25-16)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	3283	Exhibit 25-7		No

	Actual	Capacity		LOS F?
V_F		Exhibit 25-14		
$V_{FO} = V_F - V_R$		Exhibit 25-14		
V_R		Exhibit 25-3		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	1989	Exhibit 25-7	4600:All	No

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 25-14		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = 16.7 (pc/mi/ln)

LOS = B (Exhibit 25-4)

$D_R = 4.252 + 0.0086\, V_{12} - 0.0009\, L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 25-4)

Speed Determination

M_S = 0.316 (Exibit 25-19)

S_R= 61.2 mph (Exhibit 25-19)

S_0= 67.1 mph (Exhibit 25-19)

S = 63.4 mph (Exhibit 25-14)

D_s = (Exhibit 25-19)

S_R= mph (Exhibit 25-19)

S_0= mph (Exhibit 25-19)

S = mph (Exhibit 25-15)

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	CS	Freeway/Dir of Travel	I-215 Northbound
Agency or Company	Urban Crossroads, Inc.	Junction	Cactus Loop On-ramp-Upstream
Date Performed	7/2/2013	Jurisdiction	Caltrans
Analysis Time Period	Saturday Mid-Day Peak Hour	Analysis Year	Existing Plus Project

Project Description Moreno Valley Walmart TIA (JN 08660)

Inputs

Upstream Adj Ramp

☑ Yes ☐ On

☐ No ☑ Off

L_{up} = 1200 ft

V_u = 357 veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 25.0 mph

Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp

☐ Yes ☐ On

☑ No ☐ Off

L_{down} = ft

V_D = veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	2877	0.92	Level	5	0	0.976	1.00	3205
Ramp	66	0.92	Level	17	0	0.922	1.00	78
UpStream	357	0.92	Level	3	0	0.985	1.00	394
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = -92.74 (Equation 25-2 or 25-3)

P_{FM} = 0.596 using Equation (Exhibit 25-5)

V_{12} = 1911 pc/h

V_3 or V_{av34} 1294 pc/h (Equation 25-4 or 25-5)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes, V_{12a} = pc/h (Equation 25-8)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	3283	Exhibit 25-7		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	1989	Exhibit 25-7	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = 16.7 (pc/mi/ln)

LOS = B (Exhibit 25-4)

Speed Determination

M_S = 0.316 (Exibit 25-19)

S_R= 61.2 mph (Exhibit 25-19)

S_0= 67.1 mph (Exhibit 25-19)

S = 63.4 mph (Exhibit 25-14)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)

P_{FD} = using Equation (Exhibit 25-12)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 25-15 or 25-16)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 25-14		
$V_{FO} = V_F - V_R$		Exhibit 25-14		
V_R		Exhibit 25-3		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 25-14		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.0009\, L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 25-4)

Speed Determination

D_s = (Exhibit 25-19)

S_R= mph (Exhibit 25-19)

S_0= mph (Exhibit 25-19)

S = mph (Exhibit 25-15)

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	CS	Freeway/Dir of Travel	I-215 Northbound
Agency or Company	Urban Crossroads, Inc.	Junction	Cactus Off-ramp
Date Performed	7/2/2013	Jurisdiction	Caltrans
Analysis Time Period	Saturday Mid-Day Peak Hour	Analysis Year	Existing Plus Project

Project Description Moreno Valley Walmart TIA (JN 08660)

Inputs

Upstream Adj Ramp
☐ Yes ☐ On
☑ No ☐ Off
L_{up} = ft
V_u = veh/h

Terrain: Level

S_{FF} = 70.0 mph S_{FR} = 45.0 mph
Sketch (show lanes, L_A, L_D, V_R, V_f)

Downstream Adj Ramp
☑ Yes ☑ On
☐ No ☐ Off
L_{down} = 1200 ft
V_D = 66 veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	3234	0.92	Level	4	0	0.980	1.00	3586
Ramp	357	0.92	Level	3	0	0.985	1.00	394
UpStream								
DownStream	66	0.92	Level	17	0	0.922	1.00	78

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)
P_{FM} = using Equation (Exhibit 25-5)
V_{12} = pc/h
V_3 or V_{av34} pc/h (Equation 25-4 or 25-5)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No
If Yes, V_{12a} = pc/h (Equation 25-8)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 25-7		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 25-7		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = (pc/mi/ln)
LOS = (Exhibit 25-4)

Speed Determination

M_S = (Exibit 25-19)
S_R= mph (Exhibit 25-19)
S_0= mph (Exhibit 25-19)
S = mph (Exhibit 25-14)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)
P_{FD} = 0.652 using Equation (Exhibit 25-12)
V_{12} = 2476 pc/h
V_3 or V_{av34} 1110 pc/h (Equation 25-15 or 25-16)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No
If Yes, V_{12a} = pc/h (Equation 25-18)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	3586	Exhibit 25-14	7200	No
$V_{FO} = V_F - V_R$	3192	Exhibit 25-14	7200	No
V_R	394	Exhibit 25-3	2100	No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	2476	Exhibit 25-14	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.0009\, L_D$

D_R = 22.2 (pc/mi/ln)
LOS = C (Exhibit 25-4)

Speed Determination

D_s = 0.333 (Exhibit 25-19)
S_R= 60.7 mph (Exhibit 25-19)
S_0= 76.4 mph (Exhibit 25-19)
S = 64.8 mph (Exhibit 25-15)

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APPENDIX 5.5

Existing plus Project Conditions
Intersection Operations Analysis Worksheets, With Improvements

MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions WITH IMPROVEMENTS
Weekday AM Peak Hour

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

Intersection #36 Perris Boulevard / Santiago Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.291
Loss Time (sec): 12 Average Delay (sec/veh): 36.9
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	10	19	19	30	30	30	30	30	30
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	0	1 0	0 0	1!	0 0
Volume Module:												
Base Vol:	1	517	36	20	353	4	2	2	6	40	4	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	517	36	20	353	4	2	2	6	40	4	91
Added Vol:	68	22	0	9	60	0	46	3	10	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	539	36	29	413	4	48	5	16	40	8	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	75	585	39	31	448	4	52	5	17	43	9	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	585	39	31	448	4	52	5	17	43	9	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:	75	585	39	31	448	4	52	5	17	43	9	99
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.91	0.91	0.95	0.89	0.89	0.90	0.90	0.90
Lanes:	1.00	2.81	0.19	1.00	2.97	0.03	1.00	0.24	0.76	0.29	0.06	0.65
Final Sat.:	1805	4818	322	1805	5132	50	1805	401	1283	492	98	1119
Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.12	0.02	0.09	0.09	0.03	0.01	0.01	0.09	0.09	0.09
Crit Moves:		****		****			****				****	
Green/Cycle:	0.10	0.19	0.19	0.10	0.19	0.19	0.30	0.30	0.30	0.30	0.30	0.30
Volume/Cap:	0.42	0.65	0.65	0.18	0.46	0.46	0.10	0.05	0.05	0.30	0.30	0.30
Delay/Veh:	44.4	39.4	39.4	42.2	36.8	36.8	25.8	25.3	25.3	27.7	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:	44.4	39.4	39.4	42.2	36.8	36.8	25.8	25.3	25.3	27.7	27.7	27.7
LOS by Move:	D	D	D	D	D	D	C	C	C	C	C	C
HCM2kAvgQ:	3	8	8	1	5	5	1	1	1	4	4	4

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions WITH IMPROVEMENTS
Weekday AM Peak Hour

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

Intersection #44 Kitching Street / John F. Kennedy Drive

Cycle (sec):	75	Critical Vol./Cap.(X):	0.685
Loss Time (sec):	16	Average Delay (sec/veh):	33.5
Optimal Cycle:	OPTIMIZED	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	0 0	1! 0	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	163	296	7	89	195	40	40	438	136	14	426	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	163	296	7	89	195	40	40	438	136	14	426	95
Added Vol:	4	0	0	0	0	11	9	5	3	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	167	296	7	89	195	51	49	443	139	14	433	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:	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
PHF Volume:	213	378	9	114	249	65	63	566	178	18	553	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	213	378	9	114	249	65	63	566	178	18	553	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	213	378	9	114	249	65	63	566	178	18	553	121
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.20	1.26	1.26	1.22	1.22	1.22	1.05	1.06	1.06	1.05	1.10	0.94
Lanes:	1.00	0.98	0.02	0.27	0.58	0.15	1.00	1.52	0.48	1.00	2.00	1.00
Final Sat.:	2287	2345	55	618	1354	354	1986	3067	962	1986	4180	1777
Capacity Analysis Module:												
Vol/Sat:	0.09	0.16	0.16	0.18	0.18	0.18	0.03	0.18	0.18	0.01	0.13	0.07
Crit Moves:			****			****		****		****		
Green/Cycle:	0.20	0.20	0.20	0.23	0.23	0.23	0.18	0.23	0.23	0.13	0.18	0.18
Volume/Cap:	0.47	0.81	0.81	0.81	0.81	0.81	0.17	0.81	0.81	0.07	0.73	0.38
Delay/Veh:	27.3	38.8	38.8	36.7	36.7	36.7	26.2	32.9	32.9	28.5	32.8	27.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.3	38.8	38.8	36.7	36.7	36.7	26.2	32.9	32.9	28.5	32.8	27.8
LOS by Move:	C	D	D	D	D	D	C	C	C	C	C	C
HCM2kAvgQ:	5	11	11	12	12	12	1	11	11	0	8	3

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions WITH IMPROVEMENTS
Weekday PM Peak Hour

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

Intersection #36 Perris Boulevard / Santiago Drive

Cycle (sec):	115	Critical Vol./Cap.(X):	0.393
Loss Time (sec):	12	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:	10	19	19	10	19	19	30	30	30	30	30	30
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	0	1 0	0 0	1!	0 0
Volume Module:												
Base Vol:	1	610	38	68	591	0	0	1	0	30	3	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	610	38	68	591	0	0	1	0	30	3	65
Added Vol:	127	41	0	21	148	0	114	8	25	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	128	651	38	89	739	0	114	9	25	30	11	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	133	677	40	93	768	0	119	9	26	31	11	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	677	40	93	768	0	119	9	26	31	11	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	133	677	40	93	768	0	119	9	26	31	11	68
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.91	0.91	0.95	0.89	0.89	0.90	0.90	0.90
Lanes:	1.00	2.83	0.17	1.00	3.00	0.00	1.00	0.26	0.74	0.28	0.10	0.62
Final Sat.:	1805	4862	284	1805	5187	0	1805	448	1243	486	178	1053
Capacity Analysis Module:												
Vol/Sat:	0.07	0.14	0.14	0.05	0.15	0.00	0.07	0.02	0.02	0.06	0.06	0.06
Crit Moves:	****				****		****				****	
Green/Cycle:	0.12	0.24	0.24	0.13	0.25	0.00	0.26	0.26	0.26	0.26	0.26	0.26
Volume/Cap:	0.59	0.57	0.57	0.40	0.59	0.00	0.25	0.08	0.08	0.25	0.25	0.25
Delay/Veh:	51.8	38.7	38.7	47.1	38.7	0.0	33.9	32.2	32.2	33.9	33.9	33.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.8	38.7	38.7	47.1	38.7	0.0	33.9	32.2	32.2	33.9	33.9	33.9
LOS by Move:	D	D	D	D	D	A	C	C	C	C	C	C
HCM2kAvgQ:	5	9	9	3	9	0	3	1	1	3	3	3

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions WITH IMPROVEMENTS
Weekday PM Peak Hour

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

Intersection #44 Kitching Street / John F. Kennedy Drive

Cycle (sec):	60	Critical Vol./Cap.(X):	0.522
Loss Time (sec):	16	Average Delay (sec/veh):	24.9
Optimal Cycle:	OPTIMIZED	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	0 0	1!	0 0	1 0	1	1 0	1 0	2 0	1
Volume Module:												
Base Vol:	84	204	10	40	251	32	29	260	139	7	146	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	204	10	40	251	32	29	260	139	7	146	20
Added Vol:	8	0	0	0	0	21	21	13	8	0	12	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	92	204	10	40	251	53	50	273	147	7	158	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	102	226	11	44	278	59	55	302	163	8	175	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	226	11	44	278	59	55	302	163	8	175	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	102	226	11	44	278	59	55	302	163	8	175	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.20	1.26	1.26	1.23	1.23	1.23	1.05	1.04	1.04	1.05	1.10	0.94
Lanes:	1.00	0.95	0.05	0.12	0.73	0.15	1.00	1.30	0.70	1.00	2.00	1.00
Final Sat.:	2287	2279	112	272	1709	361	1986	2576	1387	1986	4180	1777
Capacity Analysis Module:												
Vol/Sat:	0.04	0.10	0.10	0.16	0.16	0.16	0.03	0.12	0.12	0.00	0.04	0.01
Crit Moves:		****		****				****		****		
Green/Cycle:	0.17	0.17	0.17	0.23	0.23	0.23	0.17	0.17	0.17	0.17	0.17	0.17
Volume/Cap:	0.27	0.59	0.59	0.70	0.70	0.70	0.17	0.70	0.70	0.02	0.25	0.07
Delay/Veh:	22.2	25.5	25.5	25.1	25.1	25.1	21.6	26.9	26.9	20.9	21.9	21.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.2	25.5	25.5	25.1	25.1	25.1	21.6	26.9	26.9	20.9	21.9	21.2
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	2	5	5	8	8	8	1	6	6	0	2	0

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions WTIH IMPROVEMENTS
Saturday Mid-Day Peak Hour

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

Intersection #36 Perris Boulevard / Santiago Drive

Cycle (sec): 120 | Critical Vol./Cap.(X): 0.442
Loss Time (sec): 12 | 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	19	19	10	19	19	30	30	30	30	30	30
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	0	1 0	0 0	1!	0 0
Volume Module:												
Base Vol:	0	682	40	50	569	1	0	0	2	22	0	45
Growth Adj:	1.00	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	682	40	50	569	1	0	0	2	22	0	45
Added Vol:	168	54	0	27	190	0	147	11	33	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	168	736	40	77	759	1	147	11	35	22	11	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	182	799	43	84	824	1	160	12	38	24	12	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	182	799	43	84	824	1	160	12	38	24	12	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	182	799	43	84	824	1	160	12	38	24	12	49
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.91	0.91	0.95	0.89	0.89	0.91	0.91	0.91
Lanes:	1.00	2.85	0.15	1.00	2.99	0.01	1.00	0.24	0.76	0.28	0.14	0.58
Final Sat.:	1805	4880	265	1805	5180	7	1805	403	1281	487	244	997
Capacity Analysis Module:												
Vol/Sat:	0.10	0.16	0.16	0.05	0.16	0.16	0.09	0.03	0.03	0.05	0.05	0.05
Crit Moves:	****				****		****				****	
Green/Cycle:	0.16	0.27	0.27	0.13	0.24	0.24	0.25	0.25	0.25	0.25	0.25	0.25
Volume/Cap:	0.65	0.62	0.62	0.34	0.65	0.65	0.35	0.12	0.12	0.20	0.20	0.20
Delay/Veh:	52.9	39.6	39.6	47.9	41.9	41.9	37.5	34.9	34.9	35.7	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:	52.9	39.6	39.6	47.9	41.9	41.9	37.5	34.9	34.9	35.7	35.7	35.7
LOS by Move:	D	D	D	D	D	D	D	C	C	D	D	D
HCM2kAvgQ:	7	11	11	3	11	11	5	1	1	2	2	2

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

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MORENO VALLEY WALMART TIA (JN 08660)
Existing Plus Project Conditions WTIH IMPROVEMENTS
Saturday Mid-Day Peak Hour

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

Intersection #44 Kitching Street / John F. Kennedy Drive

Cycle (sec):	60	Critical Vol./Cap.(X):	0.410
Loss Time (sec):	16	Average Delay (sec/veh):	22.3
Optimal Cycle:	OPTIMIZED	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	0 0	1! 0	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	77	185	9	22	169	27	31	229	116	13	147	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	185	9	22	169	27	31	229	116	13	147	14
Added Vol:	11	0	0	0	0	27	27	16	11	0	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	88	185	9	22	169	54	58	245	127	13	163	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	92	194	9	23	177	57	61	257	133	14	171	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	194	9	23	177	57	61	257	133	14	171	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	194	9	23	177	57	61	257	133	14	171	15
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.20	1.26	1.26	1.22	1.22	1.22	1.05	1.04	1.04	1.05	1.10	0.94
Lanes:	1.00	0.95	0.05	0.09	0.69	0.22	1.00	1.32	0.68	1.00	2.00	1.00
Final Sat.:	2287	2280	111	209	1604	513	1986	2613	1354	1986	4180	1777
Capacity Analysis Module:												
Vol/Sat:	0.04	0.08	0.08	0.11	0.11	0.11	0.03	0.10	0.10	0.01	0.04	0.01
Crit Moves:		****			****			****		****		
Green/Cycle:	0.17	0.17	0.17	0.21	0.21	0.21	0.18	0.19	0.19	0.17	0.18	0.18
Volume/Cap:	0.24	0.51	0.51	0.52	0.52	0.52	0.17	0.52	0.52	0.04	0.23	0.05
Delay/Veh:	22.0	23.9	23.9	22.0	22.0	22.0	21.2	22.6	22.6	21.0	21.3	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:	22.0	23.9	23.9	22.0	22.0	22.0	21.2	22.6	22.6	21.0	21.3	20.5
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	2	4	4	5	5	5	1	4	4	0	2	0

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

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APPENDIX 6.1

Opening Year Cumulative (2018) Without Project Conditions
Intersection Operations Analysis Worksheets

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	502	95	579	1877	0	0	0	0	0	0	480
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5	5.5	4.0	5.5							4.0
Lane Util. Factor		0.95	1.00	1.00	0.95							1.00
Frpb, ped/bikes		1.00	0.97	1.00	1.00							0.99
Flpb, ped/bikes		1.00	1.00	1.00	1.00							1.00
Frt		1.00	0.85	1.00	1.00							0.86
Flt Protected		1.00	1.00	0.95	1.00							1.00
Satd. Flow (prot)		3406	1289	1736	3539							1408
Flt Permitted		1.00	1.00	0.95	1.00							1.00
Satd. Flow (perm)		3406	1289	1736	3539							1408
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	552	104	636	2063	0	0	0	0	0	0	527
RTOR Reduction (vph)	0	0	63	0	0	0	0	0	0	0	0	12
Lane Group Flow (vph)	0	552	41	636	2063	0	0	0	0	0	0	515
Confl. Peds. (#/hr)			5									5
Heavy Vehicles (%)	0%	6%	22%	4%	2%	0%	0%	0%	0%	0%	0%	15%
Turn Type		NA	Perm	Prot	NA							custom
Protected Phases		2		1	6							
Permitted Phases			2									1 4
Actuated Green, G (s)		34.6	34.6	31.2	69.8							44.6
Effective Green, g (s)		34.6	34.6	31.2	69.8							44.6
Actuated g/C Ratio		0.39	0.39	0.35	0.79							0.50
Clearance Time (s)		5.5	5.5	4.0	5.5							
Vehicle Extension (s)		2.0	2.0	2.0	2.0							
Lane Grp Cap (vph)		1328	502	610	2784							707
v/s Ratio Prot		0.16		c0.37	c0.58							
v/s Ratio Perm			0.03									c0.37
v/c Ratio		0.42	0.08	1.04	0.74							0.73
Uniform Delay, d1		19.7	17.0	28.8	4.8							17.3
Progression Factor		1.00	1.00	1.00	1.00							1.00
Incremental Delay, d2		1.0	0.3	48.0	1.0							3.2
Delay (s)		20.7	17.4	76.8	5.8							20.5
Level of Service		C	B	E	A							C
Approach Delay (s)		20.1			22.5			0.0			20.5	
Approach LOS		C			C			A			C	

Intersection Summary			
HCM 2000 Control Delay	21.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	88.7	Sum of lost time (s)	13.5
Intersection Capacity Utilization	90.1%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	24	1176	80	0	2356	182	644	130	36	41	0	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	0.95			0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		1.00	0.98	
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.99			0.99		1.00	0.97		1.00	0.85	
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1388	3357			3459		1787	1766		1671	1203	
Flt Permitted	0.12	1.00			1.00		0.72	1.00		0.65	1.00	
Satd. Flow (perm)	177	3357			3459		1359	1766		1138	1203	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	25	1238	84	0	2480	192	678	137	38	43	0	53
RTOR Reduction (vph)	0	7	0	0	9	0	0	15	0	0	22	0
Lane Group Flow (vph)	25	1315	0	0	2663	0	678	160	0	43	31	0
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	30%	4%	41%	0%	3%	4%	1%	2%	10%	8%	0%	32%
Turn Type	Perm	NA			NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2						8			4		
Actuated Green, G (s)	33.0	33.0			33.0		22.0	22.0		22.0	22.0	
Effective Green, g (s)	33.0	33.0			33.0		22.0	22.0		22.0	22.0	
Actuated g/C Ratio	0.51	0.51			0.51		0.34	0.34		0.34	0.34	
Clearance Time (s)	5.0	5.0			5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	2.0	2.0			2.0		2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	89	1704			1756		459	597		385	407	
v/s Ratio Prot		0.39			c0.77			0.09			0.03	
v/s Ratio Perm	0.14						c0.50			0.04		
v/c Ratio	0.28	0.77			1.52		1.48	0.27		0.11	0.07	
Uniform Delay, d1	9.2	12.9			16.0		21.5	15.6		14.8	14.6	
Progression Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	7.7	3.5			235.4		226.2	0.1		0.0	0.0	
Delay (s)	16.9	16.4			251.4		247.7	15.7		14.8	14.6	
Level of Service	B	B			F		F	B		B	B	
Approach Delay (s)		16.4			251.4			200.1			14.7	
Approach LOS		B			F			F			B	

Intersection Summary			
HCM 2000 Control Delay	174.3	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.50		
Actuated Cycle Length (s)	65.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	121.6%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) Without Project Conditions
Weekday AM Peak Hour

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

Intersection #3 Elsworth Street / Cactus Avenue

Cycle (sec):	120	Critical Vol./Cap.(X):	0.876
Loss Time (sec):	16	Average Delay (sec/veh):	260.6
Optimal Cycle:	OPTIMIZED	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Ignore			Include		
Min. Green:	29	29	29	29	29	29	10	21	21	10	21	21
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1! 0	0	1 1	0 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	53	25	19	74	138	129	177	1806	350	107	2538	115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	25	19	74	138	129	177	1806	350	107	2538	115
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	25	19	74	138	129	177	1806	350	107	2538	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00	0.92	0.92	0.92
PHF Volume:	57	27	21	80	150	140	192	1957	0	116	2750	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	27	21	80	150	140	192	1957	0	116	2750	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	57	27	21	80	150	140	192	1957	0	116	2750	125
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.94	0.98	0.98	0.85	0.95	0.91	1.00	0.95	0.91	0.85
Lanes:	1.38	0.35	0.27	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	2470	637	484	1868	1868	1615	1805	5187	1900	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.04	0.04	0.04	0.08	0.09	0.11	0.38	0.00	0.06	0.53	0.08
Crit Moves:		****			****		****				****	
Green/Cycle:	0.24	0.24	0.24	0.24	0.24	0.33	0.08	0.30	0.00	0.08	0.30	0.30
Volume/Cap:	0.10	0.18	0.18	0.18	0.33	0.27	1.27	1.26	0.00	0.77	1.77	0.26
Delay/Veh:	35.4	36.2	36.2	36.1	37.8	30.2	220.2	163	0.0	75.2	390	32.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.4	36.2	36.2	36.1	37.8	30.2	220.2	163	0.0	75.2	390	32.1
LOS by Move:	D	D	D	D	D	C	F	F	A	E	F	C
HCM2kAvgQ:	1	2	2	2	5	4	15	46	0	6	90	3

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) Without Project Conditions
Weekday AM Peak Hour

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

Intersection #4 Frederick Street / Cactus Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.662
Loss Time (sec): 12 Average Delay (sec/veh): 23.7
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	32	0	32	10	10	0	0	27	27
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	2 0	0 0	1	1 0	2 0	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	171	0	60	89	1519	0	0	2429	164
Growth Adj:	1.00	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	171	0	60	89	1519	0	0	2429	164
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	180	0	63	94	1599	0	0	2557	173
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	180	0	63	94	1599	0	0	2557	173
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	180	0	63	94	1599	0	0	2557	173
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	0.95	0.95	1.00	1.00	0.91	0.85
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3502	0	1615	1805	3610	0	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.04	0.05	0.44	0.00	0.00	0.49	0.11
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.27	0.00	0.35	0.08	0.63	0.00	0.00	0.55	0.82
Volume/Cap:	0.00	0.00	0.00	0.19	0.00	0.11	0.62	0.70	0.00	0.00	0.90	0.13
Delay/Veh:	0.0	0.0	0.0	34.1	0.0	26.5	61.1	15.5	0.0	0.0	28.1	2.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	34.1	0.0	26.5	61.1	15.5	0.0	0.0	28.1	2.3
LOS by Move:	A	A	A	C	A	C	E	B	A	A	C	A
HCM2kAvgQ:	0	0	0	3	0	2	4	21	0	0	34	1

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) Without Project Conditions
Weekday AM Peak Hour

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

Intersection #5 Graham Street / Cactus Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.760
Loss Time (sec): 16 Average Delay (sec/veh): 77.1
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			Ovl			Ignore			Include		
Min. Green:	10	32	32	10	32	32	10	35	35	10	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 1	0	1 0	2 0	1	1 0	2 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	187	103	16	89	118	101	134	1460	243	26	2179	161
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	187	103	16	89	118	101	134	1460	243	26	2179	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.00	0.94	0.94	0.94
PHF Volume:	200	110	17	95	126	108	143	1561	0	28	2330	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	110	17	95	126	108	143	1561	0	28	2330	172
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	200	110	17	95	126	108	143	1561	0	28	2330	172
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.93	0.95	0.95	0.85	0.95	0.95	1.00	0.95	0.90	0.90
Lanes:	2.00	1.73	0.27	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.79	0.21
Final Sat.:	3502	3062	476	1805	3610	1615	1805	3610	1900	1805	4782	353
Capacity Analysis Module:												
Vol/Sat:	0.06	0.04	0.04	0.05	0.03	0.07	0.08	0.43	0.00	0.02	0.49	0.49
Crit Moves:	****				****		****				****	
Green/Cycle:	0.08	0.27	0.27	0.08	0.27	0.35	0.08	0.43	0.00	0.08	0.43	0.43
Volume/Cap:	0.69	0.13	0.13	0.63	0.13	0.19	0.95	1.00	0.00	0.18	1.12	1.12
Delay/Veh:	60.1	33.5	33.5	61.7	33.5	27.3	113.8	56.3	0.0	51.8	96.6	96.6
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	33.5	33.5	61.7	33.5	27.3	113.8	56.3	0.0	51.8	96.6	96.6
LOS by Move:	E	C	C	E	C	C	F	E	A	D	F	F
HCM2kAvgQ:	5	2	2	4	2	3	9	37	0	1	49	49

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) Without Project Conditions
Weekday AM Peak Hour

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

Intersection #6 Heacock Street / Alessandro Boulevard

Cycle (sec): 110 Critical Vol./Cap.(X): 0.543
Loss Time (sec): 16 Average Delay (sec/veh): 38.2
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T	- R		L - T	- R		L - T	- R		L - T	- R	
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	10	39	39	10	39	39	10	28	28	10	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	194	367	54	130	195	139	116	533	70	37	1095	163
Growth Adj:	1.00	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	367	54	130	195	139	116	533	70	37	1095	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	206	390	57	138	207	148	123	566	74	39	1164	173
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	206	390	57	138	207	148	123	566	74	39	1164	173
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	206	390	57	138	207	148	123	566	74	39	1164	173
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	0.91	0.85	0.95	0.91	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	5187	1615	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.04	0.08	0.06	0.09	0.07	0.11	0.05	0.02	0.22	0.11
Crit Moves:	****				****		****				****	
Green/Cycle:	0.14	0.39	0.39	0.10	0.35	0.45	0.09	0.27	0.40	0.10	0.27	0.27
Volume/Cap:	0.83	0.28	0.09	0.76	0.16	0.21	0.75	0.41	0.11	0.23	0.83	0.40
Delay/Veh:	66.1	22.9	21.1	65.3	24.4	18.8	66.3	33.4	20.5	46.7	41.9	33.3
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:	66.1	22.9	21.1	65.3	24.4	18.8	66.3	33.4	20.5	46.7	41.9	33.3
LOS by Move:	E	C	C	E	C	B	E	C	C	D	D	C
HCM2kAvgQ:	9	5	1	6	2	3	6	6	2	1	16	5

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) Without Project Conditions
Weekday AM Peak Hour

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

Intersection #7 Heacock Street / Cactus Avenue

Cycle (sec):	120	Critical Vol./Cap.(X):	0.978
Loss Time (sec):	16	Average Delay (sec/veh):	51.2
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			Ovl			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 1	0	1 0	1 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	791	597	8	63	292	48	134	931	390	14	1482	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	791	597	8	63	292	48	134	931	390	14	1482	124
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:	791	597	8	63	292	48	134	931	390	14	1482	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	841	635	9	67	311	51	143	990	415	15	1577	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	841	635	9	67	311	51	143	990	415	15	1577	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	841	635	9	67	311	51	143	990	415	15	1577	132
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	0.98	0.98	0.98	1.03	0.88	0.98	1.02	1.02
Lanes:	2.00	1.97	0.03	1.00	1.72	0.28	1.00	2.00	1.00	1.00	1.85	0.15
Final Sat.:	3610	3742	50	1805	3195	525	1865	3925	1668	1865	3579	299
Capacity Analysis Module:												
Vol/Sat:	0.23	0.17	0.17	0.04	0.10	0.10	0.08	0.25	0.25	0.01	0.44	0.44
Crit Moves:	****				****		****				****	
Green/Cycle:	0.24	0.23	0.23	0.11	0.10	0.10	0.08	0.40	0.64	0.13	0.45	0.45
Volume/Cap:	0.98	0.75	0.75	0.34	0.98	0.98	0.92	0.63	0.39	0.06	0.98	0.98
Delay/Veh:	72.3	47.2	47.2	50.3	96.5	96.5	103.1	29.8	10.8	45.7	50.6	50.6
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:	72.3	47.2	47.2	50.3	96.5	96.5	103.1	29.8	10.8	45.7	50.6	50.6
LOS by Move:	E	D	D	D	F	F	F	C	B	D	D	D
HCM2kAvgQ:	21	13	13	3	11	11	8	17	13	1	38	38

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) Without Project Conditions
Weekday AM Peak Hour

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

Intersection #8 Heacock Street / John F. Kennedy Drive

Cycle (sec): 105 Critical Vol./Cap.(X): 0.612
Loss Time (sec): 16 Average Delay (sec/veh): 35.0
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	29	29	10	10	10	10	10	10	10	32	32
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	113	781	41	140	262	26	12	71	80	41	144	264
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	781	41	140	262	26	12	71	80	41	144	264
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	127	876	46	157	294	29	13	80	90	46	161	296
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	876	46	157	294	29	13	80	90	46	161	296
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	876	46	157	294	29	13	80	90	46	161	296
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	1.00	0.85	0.95	0.86	0.86
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	1900	1615	1805	1630	1630
Capacity Analysis Module:												
Vol/Sat:	0.07	0.24	0.03	0.09	0.08	0.02	0.01	0.04	0.06	0.03	0.10	0.18
Crit Moves:		****		****			****					****
Green/Cycle:	0.22	0.33	0.33	0.12	0.22	0.22	0.10	0.20	0.20	0.20	0.30	0.30
Volume/Cap:	0.31	0.74	0.09	0.74	0.36	0.08	0.08	0.21	0.28	0.13	0.32	0.60
Delay/Veh:	34.5	33.6	24.4	57.3	34.7	32.3	43.5	35.3	36.0	34.6	28.3	32.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.5	33.6	24.4	57.3	34.7	32.3	43.5	35.3	36.0	34.6	28.3	32.3
LOS by Move:	C	C	C	E	C	C	D	D	D	C	C	C
HCM2kAvgQ:	4	14	1	7	4	1	0	2	3	1	4	9

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

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                    MORENO VALLEY WALMART TIA (JN 08660)
          Opening Year Cumulative (2018) Without Project Conditions
                             Weekday AM Peak Hour
------------------------------------------------------------------------------
                      Level Of Service Computation Report
            2000 HCM Unsignalized Method (Base Volume Alternative)
******************************************************************************
Intersection #10 Webster Avenue / Harley Knox Boulevard
******************************************************************************
Average Delay (sec/veh):      0.1       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  1! 0  0    0  0  1! 0  0    0  0  0  1  0    0  1  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       1    0     2     0    0     0     0  446     1     1  492     0
Growth Adj:  1.00 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    0     2     0    0     0     0  446     1     1  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:     0.80 0.80  0.80  0.80 0.80  0.80  0.80 0.80  0.80  0.80 0.80  0.80
PHF Volume:     1    0     2     0    0     0     0  556     1     1  613     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    1    0     2     0    0     0     0  556     1     1  613     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  6.4  6.5   6.2   7.1  6.5   6.2 xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3 xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1173 1173   557  1174 1173   613  xxxx xxxx xxxxx   557 xxxx xxxxx
Potent Cap.:  214  194   534   170  194   496  xxxx xxxx xxxxx  1023 xxxx xxxxx
Move Cap.:    214  194   534   169  193   496  xxxx xxxx xxxxx  1023 xxxx xxxxx
Volume/Cap:  0.01 0.00  0.00  0.00 0.00  0.00  xxxx xxxx  xxxx  0.00 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.0 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   8.5 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     *    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  356 xxxxx  xxxx    0 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  0.0 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   0.0 xxxx xxxxx
Shrd ConDel:xxxxx 15.2 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   8.5 xxxx xxxxx
Shared LOS:     *    C     *     *    *     *     *    *     *     A    *     *
ApproachDel:      15.2           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:         C                *                *                *
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) Without Project Conditions
Weekday AM Peak Hour

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

Intersection #11 Indian Street / Cottonwood Avenue

Cycle (sec): 90 Critical Vol./Cap.(X): 0.569
Loss Time (sec): 16 Average Delay (sec/veh): 29.8
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T	- R		L - T	- R		L - T	- R		L - T	- R	
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	24	24	10	24	24	10	24	24	10	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	108	260	39	48	220	62	51	238	139	49	365	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	260	39	48	220	62	51	238	139	49	365	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
PHF Volume:	140	337	51	62	285	80	66	309	180	64	473	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	337	51	62	285	80	66	309	180	64	473	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	337	51	62	285	80	66	309	180	64	473	108
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	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	1.74	0.26	1.00	1.56	0.44	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3079	462	1805	2723	767	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.11	0.11	0.03	0.10	0.10	0.04	0.16	0.11	0.04	0.25	0.07
Crit Moves:	****				****		****				****	
Green/Cycle:	0.11	0.27	0.27	0.11	0.27	0.27	0.11	0.31	0.31	0.13	0.33	0.33
Volume/Cap:	0.70	0.41	0.41	0.31	0.39	0.39	0.33	0.52	0.36	0.27	0.75	0.20
Delay/Veh:	48.9	27.5	27.5	37.7	27.3	27.3	37.9	26.1	24.3	35.9	31.5	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:	48.9	27.5	27.5	37.7	27.3	27.3	37.9	26.1	24.3	35.9	31.5	21.6
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	5	5	5	2	5	5	2	7	4	2	13	2

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) Without Project Conditions
Weekday AM Peak Hour

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

Intersection #12 Indian Street / Alessandro Boulevard

Cycle (sec): 120 Critical Vol./Cap.(X): 0.548
Loss Time (sec): 16 Average Delay (sec/veh): 38.2
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	42	42	10	42	42	10	28	28	10	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0 1	1 0		1 0 1	1 0		1 0 3	0 1		1 0 3	0 1	
Volume Module:												
Base Vol:	163	260	86	71	240	87	49	565	90	80	1138	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:	163	260	86	71	240	87	49	565	90	80	1138	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:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	180	286	95	78	264	96	54	622	99	88	1253	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	286	95	78	264	96	54	622	99	88	1253	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	286	95	78	264	96	54	622	99	88	1253	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.91	0.91	0.95	0.91	0.85	0.95	0.91	0.85
Lanes:	1.00	1.50	0.50	1.00	1.47	0.53	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1805	2612	864	1805	2544	922	1805	5187	1615	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.10	0.11	0.11	0.04	0.10	0.10	0.03	0.12	0.06	0.05	0.24	0.06
Crit Moves:	****				****		****				****	
Green/Cycle:	0.13	0.38	0.38	0.09	0.35	0.35	0.08	0.29	0.29	0.10	0.31	0.31
Volume/Cap:	0.79	0.28	0.28	0.47	0.30	0.30	0.36	0.42	0.21	0.48	0.79	0.18
Delay/Veh:	67.3	25.6	25.6	53.9	28.4	28.4	53.4	34.8	32.7	52.7	40.7	30.7
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:	67.3	25.6	25.6	53.9	28.4	28.4	53.4	34.8	32.7	52.7	40.7	30.7
LOS by Move:	E	C	C	D	C	C	D	C	C	D	D	C
HCM2kAvgQ:	8	5	5	3	5	5	2	7	3	4	17	2

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) Without Project Conditions
Weekday AM Peak Hour

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

Intersection #13 Indian Street / Cactus Avenue

Cycle (sec): 105 Critical Vol./Cap.(X): 0.744
Loss Time (sec): 16 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	15	15	10	15	15	10	15	15	10	15	15
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	100	436	40	87	361	23	42	789	69	66	1535	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	436	40	87	361	23	42	789	69	66	1535	134
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:	100	436	40	87	361	23	42	789	69	66	1535	134
User Adj:	1.00	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:	100	438	40	87	362	23	42	792	69	66	1541	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	438	40	87	362	23	42	792	69	66	1541	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:	100	438	40	87	362	23	42	792	69	66	1541	135
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.99	0.99	0.95	0.99	0.99	0.98	1.02	1.02	0.98	1.02	1.02
Lanes:	1.00	1.83	0.17	1.00	1.88	0.12	1.00	1.84	0.16	1.00	1.84	0.16
Final Sat.:	1805	3435	315	1805	3540	226	1865	3566	312	1865	3567	311
Capacity Analysis Module:												
Vol/Sat:	0.06	0.13	0.13	0.05	0.10	0.10	0.02	0.22	0.22	0.04	0.43	0.43
Crit Moves:		****		****			****				****	
Green/Cycle:	0.10	0.15	0.15	0.10	0.15	0.15	0.10	0.42	0.42	0.18	0.51	0.51
Volume/Cap:	0.57	0.85	0.85	0.51	0.70	0.70	0.24	0.53	0.53	0.20	0.85	0.85
Delay/Veh:	49.5	55.4	55.4	47.7	46.4	46.4	44.7	22.9	22.9	36.8	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:	49.5	55.4	55.4	47.7	46.4	46.4	44.7	22.9	22.9	36.8	26.2	26.2
LOS by Move:	D	E	E	D	D	D	D	C	C	D	C	C
HCM2kAvgQ:	4	10	10	3	7	7	2	13	13	2	28	28

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) Without Project Conditions
Weekday AM Peak Hour

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

Intersection #14 Indian Street / John F. Kennedy Drive

Cycle (sec): 85 Critical Vol./Cap.(X): 0.480
Loss Time (sec): 16 Average Delay (sec/veh): 27.9
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	27	27	10	27	27	10	24	24	10	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	59	298	103	122	194	36	33	289	57	82	417	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	298	103	122	194	36	33	289	57	82	417	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	73	368	127	151	240	44	41	357	70	101	515	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	368	127	151	240	44	41	357	70	101	515	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	73	368	127	151	240	44	41	357	70	101	515	125
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.93	0.93	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	1.49	0.51	1.00	1.69	0.31	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	2578	891	1805	2972	551	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.14	0.14	0.08	0.08	0.08	0.02	0.10	0.04	0.06	0.14	0.08
Crit Moves:		****		****			****				****	
Green/Cycle:	0.11	0.31	0.31	0.11	0.31	0.31	0.11	0.28	0.28	0.11	0.28	0.28
Volume/Cap:	0.35	0.46	0.46	0.73	0.26	0.26	0.20	0.36	0.16	0.49	0.52	0.28
Delay/Veh:	36.5	24.4	24.4	49.2	22.6	22.6	35.3	25.5	24.0	37.9	27.1	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:	36.5	24.4	24.4	49.2	22.6	22.6	35.3	25.5	24.0	37.9	27.1	25.1
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	2	6	6	6	3	3	1	4	1	3	7	3

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) Without Project Conditions
Weekday AM Peak Hour

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

Intersection #15 Indian Street / Gentian Avenue

Average Delay (sec/veh): 2.9 Worst Case Level Of Service: B[13.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	75	351	0	4	207	35	25	0	68	0	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	351	0	4	207	35	25	0	68	0	0	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Tract 22180:	0	8	1	7	3	0	0	0	0	4	0	20
Initial Fut:	75	359	1	11	210	35	25	0	68	4	0	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	85	406	1	12	237	40	28	0	77	5	0	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	85	406	1	12	237	40	28	0	77	5	0	34
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:	277	xxxx	xxxxx	407	xxxx	xxxxx	875	858	257	896	877	406
Potent Cap.:	1298	xxxx	xxxxx	1163	xxxx	xxxxx	272	297	786	263	289	649
Move Cap.:	1298	xxxx	xxxxx	1163	xxxx	xxxxx	242	273	786	223	266	649
Volume/Cap:	0.07	xxxx	xxxx	0.01	xxxx	xxxx	0.12	0.00	0.10	0.02	0.00	0.05
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	0.3	xxxx	xxxx	xxxxx
Control Del:	8.0	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxxx	xxxx	10.1	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	B	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	242	xxxx	xxxxx	xxxx	530	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	21.8	xxxx	xxxxx	xxxxx	12.3	xxxxx
Shared LOS:	*	*	*	*	*	*	C	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			13.2			12.3		
ApproachLOS:	*			*			B			B		

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) Without Project Conditions
Weekday AM Peak Hour

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

Intersection #17 Indian Street / Iris Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.820
Loss Time (sec): 16 Average Delay (sec/veh): 51.3
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	10	10	10	10	10	10	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	1 0	1	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	133	279	9	315	260	17	32	238	46	8	420	430
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	133	279	9	315	260	17	32	238	46	8	420	430
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	155	324	10	366	302	20	37	277	53	9	488	500
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	324	10	366	302	20	37	277	53	9	488	500
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	155	324	10	366	302	20	37	277	53	9	488	500
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	0.98	0.98	0.95	1.00	0.85
Lanes:	1.00	0.97	0.03	1.00	1.00	1.00	1.00	0.84	0.16	1.00	1.00	1.00
Final Sat.:	1805	1831	59	1805	1900	1615	1805	1554	300	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.18	0.18	0.20	0.16	0.01	0.02	0.18	0.18	0.01	0.26	0.31
Crit Moves:		****		****			****					****
Green/Cycle:	0.16	0.23	0.23	0.22	0.29	0.29	0.08	0.28	0.28	0.13	0.33	0.33
Volume/Cap:	0.54	0.76	0.76	0.93	0.54	0.04	0.25	0.63	0.63	0.04	0.77	0.93
Delay/Veh:	48.7	50.4	50.4	74.8	36.7	30.4	52.3	40.0	40.0	45.5	41.9	62.0
User DelAdj:	1.00	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	50.4	50.4	74.8	36.7	30.4	52.3	40.0	40.0	45.5	41.9	62.0
LOS by Move:	D	D	D	E	D	C	D	D	D	D	D	E
HCM2kAvgQ:	6	13	13	17	10	1	1	11	11	0	18	22

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

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                     MORENO VALLEY WALMART TIA (JN 08660)
           Opening Year Cumulative (2018) Without Project Conditions
                              Weekday AM Peak Hour
------------------------------------------------------------------------------
                       Level Of Service Computation Report
            2000 HCM Unsignalized Method (Base Volume Alternative)
******************************************************************************
Intersection #18 Indian Street / Krameria Avenue
******************************************************************************
Average Delay (sec/veh):      6.6       Worst Case Level Of Service: B[ 12.3]
******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:        0  0  0  1  0    1  0  1  0  0    0  0  0  0  0    1  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  163    25   203  107     0     0    0     0     7    0   276
Growth Adj:  1.00 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  163    25   203  107     0     0    0     0     7    0   276
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.83 0.83  0.83  0.83 0.83  0.83  0.83 0.83  0.83  0.83 0.83  0.83
PHF Volume:     0  197    30   245  129     0     0    0     0     8    0   333
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0  197    30   245  129     0     0    0     0     8    0   333
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4 xxxx   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   227 xxxx xxxxx  xxxx xxxx xxxxx   832 xxxx   212
Potent Cap.: xxxx xxxx xxxxx  1353 xxxx xxxxx  xxxx xxxx xxxxx   342 xxxx   833
Move Cap.:   xxxx xxxx xxxxx  1353 xxxx xxxxx  xxxx xxxx xxxxx   294 xxxx   833
Volume/Cap:  xxxx xxxx  xxxx  0.18 xxxx  xxxx  xxxx xxxx  xxxx  0.03 xxxx  0.40
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.7 xxxx xxxxx  xxxx xxxx xxxxx   0.1 xxxx   1.9
Control Del:xxxxx xxxx xxxxx   8.2 xxxx xxxxx xxxxx xxxx xxxxx  17.6 xxxx  12.2
LOS by Move:    *    *     *     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           xxxxxx             12.3
ApproachLOS:         *                *                *                B
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) Without Project Conditions
Weekday AM Peak Hour

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

Intersection #21 Indian Street / Harley Knox Boulevard

Cycle (sec): 120 Critical Vol./Cap.(X): 1.152
Loss Time (sec): 16 Average Delay (sec/veh): 396.9
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	39	39	10	39	39	10	34	34	10	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	1 0	1 1	0	1 0	1 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	118	123	20	18	69	353	964	498	240	17	398	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	123	20	18	69	353	964	498	240	17	398	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	129	134	22	20	75	385	1050	542	261	19	434	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	134	22	20	75	385	1050	542	261	19	434	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	129	134	22	20	75	385	1050	542	261	19	434	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.95	0.83	0.83	0.95	1.00	0.85	0.92	0.93	0.93
Lanes:	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.79	0.21
Final Sat.:	3502	3610	1615	1805	1579	1579	1805	1900	1615	3502	3184	368
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.01	0.01	0.05	0.24	0.58	0.29	0.16	0.01	0.14	0.14
Crit Moves:	****					****	****				****	
Green/Cycle:	0.08	0.33	0.33	0.08	0.33	0.33	0.18	0.35	0.35	0.10	0.28	0.28
Volume/Cap:	0.44	0.11	0.04	0.13	0.15	0.75	3.32	0.80	0.46	0.05	0.48	0.48
Delay/Veh:	53.4	28.4	27.7	51.4	28.7	41.2	1104	42.0	30.4	48.5	36.0	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:	53.4	28.4	27.7	51.4	28.7	41.2	1104	42.0	30.4	48.5	36.0	36.0
LOS by Move:	D	C	C	D	C	D	F	D	C	D	D	D
HCM2kAvgQ:	3	2	1	1	2	15	128	20	8	0	8	8

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

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Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	0	395	585	0	642	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5		4.5	
Lane Util. Factor		0.95	0.95		0.97	
Frpb, ped/bikes		1.00	1.00		1.00	
Flpb, ped/bikes		1.00	1.00		1.00	
Frt		1.00	1.00		0.98	
Flt Protected		1.00	1.00		0.96	
Satd. Flow (prot)		3438	3505		3362	
Flt Permitted		1.00	1.00		0.96	
Satd. Flow (perm)		3438	3505		3362	
Peak-hour factor, PHF	0.76	0.76	0.76	0.76	0.76	0.76
Adj. Flow (vph)	0	520	770	0	845	97
RTOR Reduction (vph)	0	0	0	0	11	0
Lane Group Flow (vph)	0	520	770	0	931	0
Confl. Peds. (#/hr)						5
Heavy Vehicles (%)	0%	5%	3%	0%	3%	3%
Turn Type		NA	NA		NA	
Protected Phases		2	6		4	
Permitted Phases						
Actuated Green, G (s)		51.4	51.4		29.6	
Effective Green, g (s)		51.4	51.4		29.6	
Actuated g/C Ratio		0.57	0.57		0.33	
Clearance Time (s)		4.5	4.5		4.5	
Vehicle Extension (s)		2.0	2.0		2.0	
Lane Grp Cap (vph)		1963	2001		1105	
v/s Ratio Prot		0.15	c0.22		c0.28	
v/s Ratio Perm						
v/c Ratio		0.26	0.38		0.84	
Uniform Delay, d1		9.8	10.6		28.0	
Progression Factor		1.00	1.00		1.00	
Incremental Delay, d2		0.3	0.6		5.7	
Delay (s)		10.1	11.2		33.8	
Level of Service		B	B		C	
Approach Delay (s)		10.1	11.2		33.8	
Approach LOS		B	B		C	

Intersection Summary			
HCM 2000 Control Delay	20.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	44.4%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	205	0	200	622	1303	0	0	1216	443
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	8	16	8	12	12	12	12	12	12
Total Lost time (s)					4.5		4.5	4.5			3.5	3.5
Lane Util. Factor					1.00		0.97	0.95			0.91	1.00
Frpb, ped/bikes					0.99		1.00	1.00			1.00	0.98
Flpb, ped/bikes					1.00		1.00	1.00			1.00	1.00
Frt					0.93		1.00	1.00			1.00	0.85
Flt Protected					0.98		0.95	1.00			1.00	1.00
Satd. Flow (prot)					1905		3433	3505			5085	1552
Flt Permitted					0.98		0.95	1.00			1.00	1.00
Satd. Flow (perm)					1905		3433	3505			5085	1552
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	0	0	225	0	220	684	1432	0	0	1336	487
RTOR Reduction (vph)	0	0	0	0	43	0	0	0	0	0	0	282
Lane Group Flow (vph)	0	0	0	0	402	0	684	1432	0	0	1336	205
Confl. Peds. (#/hr)						5						5
Heavy Vehicles (%)	0%	0%	0%	2%	0%	2%	2%	3%	0%	0%	2%	2%
Turn Type				Split	NA		Prot	NA			NA	Perm
Protected Phases				8	8		5	2			6	
Permitted Phases												6
Actuated Green, G (s)					28.2		26.0	77.8			48.3	48.3
Effective Green, g (s)					28.2		26.0	77.8			48.3	48.3
Actuated g/C Ratio					0.25		0.23	0.68			0.42	0.42
Clearance Time (s)					4.5		4.5	4.5			3.5	3.5
Vehicle Extension (s)					2.0		2.0	2.0			2.0	2.0
Lane Grp Cap (vph)					467		776	2371			2135	651
v/s Ratio Prot					c0.21		c0.20	0.41			c0.26	
v/s Ratio Perm												0.13
v/c Ratio					0.86		0.88	0.60			0.63	0.31
Uniform Delay, d1					41.5		43.0	10.2			26.2	22.3
Progression Factor					1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2					14.5		11.2	1.2			1.4	1.3
Delay (s)					56.0		54.2	11.3			27.6	23.5
Level of Service					E		D	B			C	C
Approach Delay (s)		0.0			56.0			25.2			26.5	
Approach LOS		A			E			C			C	

Intersection Summary			
HCM 2000 Control Delay	28.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	115.0	Sum of lost time (s)	12.5
Intersection Capacity Utilization	80.4%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	358	378	302	55	168	465	187	1103	147	347	843	231
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.0	5.0	4.0	5.0		4.0	5.0		4.0	5.0	4.0
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95		1.00	0.91		0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	0.99		1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.89		1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3400	3505	1507	1719	3125		1736	4866		3433	3539	1561
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3400	3505	1507	1719	3125		1736	4866		3433	3539	1561
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	398	420	336	61	187	517	208	1226	163	386	937	257
RTOR Reduction (vph)	0	0	245	0	283	0	0	10	0	0	0	119
Lane Group Flow (vph)	398	420	91	61	421	0	208	1379	0	386	937	138
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	3%	3%	5%	5%	2%	1%	4%	4%	8%	2%	2%	2%
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA		Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2		1	6	7
Permitted Phases			4									6
Actuated Green, G (s)	21.6	37.8	37.8	9.1	25.3		21.6	54.2		20.9	53.5	75.1
Effective Green, g (s)	21.6	37.8	37.8	9.1	25.3		21.6	54.2		20.9	53.5	75.1
Actuated g/C Ratio	0.15	0.27	0.27	0.06	0.18		0.15	0.39		0.15	0.38	0.54
Clearance Time (s)	4.0	5.0	5.0	4.0	5.0		4.0	5.0		4.0	5.0	4.0
Vehicle Extension (s)	3.0	4.0	4.0	3.0	3.0		3.0	4.0		3.0	4.0	3.0
Lane Grp Cap (vph)	524	946	406	111	564		267	1883		512	1352	837
v/s Ratio Prot	c0.12	0.12		0.04	c0.13		c0.12	c0.28		0.11	0.26	0.03
v/s Ratio Perm			0.06									0.06
v/c Ratio	0.76	0.44	0.22	0.55	0.92dr		0.78	0.73		0.75	0.69	0.16
Uniform Delay, d1	56.7	42.4	39.7	63.5	54.3		56.9	36.7		57.1	36.3	16.5
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	6.3	0.5	0.4	5.5	5.4		13.4	2.6		6.2	2.9	0.1
Delay (s)	63.0	42.8	40.1	68.9	59.7		70.3	39.3		63.3	39.3	16.6
Level of Service	E	D	D	E	E		E	D		E	D	B
Approach Delay (s)		49.0			60.4			43.3			41.5	
Approach LOS		D			E			D			D	

Intersection Summary			
HCM 2000 Control Delay	46.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	79.8%	ICU Level of Service	D
Analysis Period (min)	15		

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	319	530	23	41	672	59	16	5	9	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	351	582	25	45	738	65	18	5	10	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		457										
pX, platoon unblocked				0.95			0.95	0.95	0.95	0.95	0.95	
vC, conflicting volume	803			608			1755	2190	304	1866	2170	402
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	803			486			1692	2148	167	1808	2128	402
tC, single (s)	4.2			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.3			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	56			96			53	78	99	100	100	100
cM capacity (veh/h)	791			1035			37	25	813	25	26	604

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1
Volume Total	351	388	219	45	492	311	33
Volume Left	351	0	0	45	0	0	18
Volume Right	0	0	25	0	0	65	10
cSH	791	1700	1700	1035	1700	1700	47
Volume to Capacity	0.44	0.23	0.13	0.04	0.29	0.18	0.71
Queue Length 95th (ft)	57	0	0	3	0	0	69
Control Delay (s)	13.1	0.0	0.0	8.6	0.0	0.0	186.1
Lane LOS	B			A			F
Approach Delay (s)	4.8			0.5			186.1
Approach LOS							F

Intersection Summary			
Average Delay	6.0		
Intersection Capacity Utilization	51.5%	ICU Level of Service	A
Analysis Period (min)	15		

MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) Without Project Conditions
Weekday AM Peak Hour

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

Intersection #28 Perris Boulevard / Eucalyptus Avenue

Cycle (sec): 115 Critical Vol./Cap.(X): 0.645
Loss Time (sec): 16 Average Delay (sec/veh): 39.2
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	33	33	10	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	56	988	57	156	1031	58	44	112	71	105	253	231
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	988	57	156	1031	58	44	112	71	105	253	231
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	64	1133	65	179	1182	67	50	128	81	120	290	265
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	1133	65	179	1182	67	50	128	81	120	290	265
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	1133	65	179	1182	67	50	128	81	120	290	265
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	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.31	0.04	0.10	0.33	0.04	0.03	0.07	0.05	0.07	0.15	0.16
Crit Moves:	****				****		****					****
Green/Cycle:	0.09	0.37	0.37	0.12	0.40	0.40	0.09	0.29	0.29	0.09	0.29	0.29
Volume/Cap:	0.41	0.85	0.11	0.85	0.82	0.10	0.32	0.24	0.18	0.77	0.53	0.57
Delay/Veh:	51.4	38.5	23.9	75.9	34.6	21.7	50.5	31.6	31.0	71.5	35.5	36.7
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:	51.4	38.5	23.9	75.9	34.6	21.7	50.5	31.6	31.0	71.5	35.5	36.7
LOS by Move:	D	D	C	E	C	C	D	C	C	E	D	D
HCM2kAvgQ:	3	22	1	9	21	1	2	3	2	6	9	8

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) Without Project Conditions
Weekday AM Peak Hour

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

Intersection #29 Perris Boulevard / Cottonwood Avenue

Cycle (sec): 110 Critical Vol./Cap.(X): 0.763
Loss Time (sec): 16 Average Delay (sec/veh): 39.2
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	33	33	10	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	104	714	75	148	926	173	148	217	97	104	332	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	714	75	148	926	173	148	217	97	104	332	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	119	815	86	169	1057	197	169	248	111	119	379	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	815	86	169	1057	197	169	248	111	119	379	240
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	119	815	86	169	1057	197	169	248	111	119	379	240
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	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.23	0.05	0.09	0.29	0.12	0.09	0.13	0.07	0.07	0.20	0.15
Crit Moves:	****				****		****				****	
Green/Cycle:	0.09	0.32	0.32	0.12	0.35	0.35	0.11	0.32	0.32	0.10	0.30	0.30
Volume/Cap:	0.72	0.70	0.16	0.79	0.83	0.35	0.83	0.41	0.22	0.69	0.66	0.49
Delay/Veh:	63.4	34.4	26.7	64.5	37.6	26.7	72.4	30.0	27.8	59.0	36.6	32.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.4	34.4	26.7	64.5	37.6	26.7	72.4	30.0	27.8	59.0	36.6	32.4
LOS by Move:	E	C	C	E	D	C	E	C	C	E	D	C
HCM2kAvgQ:	5	14	2	8	19	5	8	7	3	5	12	7

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) Without Project Conditions
Weekday AM Peak Hour

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

Intersection #30 Perris Boulevard / Alessandro Boulevard

Cycle (sec): 70 Critical Vol./Cap.(X): 0.671
Loss Time (sec): 16 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	19	19	10	19	19	10	15	15	10	15	15
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0 2 0 1			1 0 2 0 1			1 0 2 0 1			1 0 3 0 1		
Volume Module:												
Base Vol:	221	621	108	199	506	197	139	500	102	142	924	177
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	221	621	108	199	506	197	139	500	102	142	924	177
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:	221	621	108	199	506	197	139	500	102	142	924	177
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	228	640	111	205	522	203	143	515	105	146	953	182
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	228	640	111	205	522	203	143	515	105	146	953	182
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	228	640	111	205	522	203	143	515	105	146	953	182
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.03	0.85	0.95	1.03	0.85	0.95	1.03	0.85	0.95	1.03	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	1805	3925	1615	1805	3925	1615	1805	3925	1615	1805	5888	1615
Capacity Analysis Module:												
Vol/Sat:	0.13	0.16	0.07	0.11	0.13	0.13	0.08	0.13	0.07	0.08	0.16	0.11
Crit Moves:		****		****			****				****	
Green/Cycle:	0.14	0.27	0.27	0.14	0.27	0.27	0.14	0.21	0.21	0.14	0.21	0.21
Volume/Cap:	0.88	0.60	0.25	0.80	0.49	0.46	0.56	0.61	0.30	0.57	0.75	0.53
Delay/Veh:	57.5	23.2	20.3	44.7	21.8	22.0	30.6	26.2	23.6	30.9	28.4	25.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.5	23.2	20.3	44.7	21.8	22.0	30.6	26.2	23.6	30.9	28.4	25.9
LOS by Move:	E	C	C	D	C	C	C	C	C	C	C	C
HCM2kAvgQ:	8	7	2	7	6	5	4	6	2	4	9	4

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) Without Project Conditions
Weekday AM Peak Hour

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

Intersection #31 Perris Boulevard / Cactus Avenue

Cycle (sec): 95 Critical Vol./Cap.(X): 0.896
Loss Time (sec): 16 Average Delay (sec/veh): 42.5
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	273	738	114	175	634	207	124	568	158	119	1046	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	273	738	114	175	634	207	124	568	158	119	1046	113
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:	273	738	114	175	634	207	124	568	158	119	1046	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	298	806	124	191	692	226	135	620	172	130	1142	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	298	806	124	191	692	226	135	620	172	130	1142	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:	298	806	124	191	692	226	135	620	172	130	1142	123
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.01	0.98	0.95	1.03	0.85	0.95	1.00	0.97	0.95	1.02	0.99
Lanes:	1.00	2.59	0.41	1.00	2.00	1.00	1.00	1.55	0.45	1.00	1.80	0.20
Final Sat.:	1805	4976	769	1805	3925	1615	1805	2949	820	1805	3478	376
Capacity Analysis Module:												
Vol/Sat:	0.17	0.16	0.16	0.11	0.18	0.14	0.07	0.21	0.21	0.07	0.33	0.33
Crit Moves:	****				****		****				****	
Green/Cycle:	0.18	0.22	0.22	0.15	0.19	0.19	0.11	0.31	0.31	0.15	0.36	0.36
Volume/Cap:	0.92	0.72	0.72	0.72	0.92	0.73	0.71	0.68	0.68	0.47	0.92	0.92
Delay/Veh:	69.1	36.2	36.2	48.2	54.5	44.8	53.1	30.6	30.6	37.9	39.8	39.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.1	36.2	36.2	48.2	54.5	44.8	53.1	30.6	30.6	37.9	39.8	39.8
LOS by Move:	E	D	D	D	D	D	D	C	C	D	D	D
HCM2kAvgQ:	13	10	10	7	14	8	5	12	12	4	23	22

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) Without Project Conditions
Weekday AM Peak Hour

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

Intersection #32 Perris Boulevard / John F. Kennedy Drive

Cycle (sec): 85 Critical Vol./Cap.(X): 0.869
Loss Time (sec): 16 Average Delay (sec/veh): 37.9
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	15	15	10	15	15	10	16	16	10	16	16
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0 2	1 0		1 0 2	1 0		1 0 2	0 1		1 0 2	0 1	
Volume Module:												
Base Vol:	156	787	260	253	568	70	129	469	119	259	507	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	156	787	260	253	568	70	129	469	119	259	507	125
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:	156	787	260	253	568	70	129	469	119	259	507	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	187	943	311	303	680	84	154	562	143	310	607	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	187	943	311	303	680	84	154	562	143	310	607	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	187	943	311	303	680	84	154	562	143	310	607	150
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.99	0.96	0.95	1.02	0.98	0.95	1.03	0.85	0.95	1.03	0.85
Lanes:	1.00	2.24	0.76	1.00	2.66	0.34	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	4228	1397	1805	5140	633	1805	3925	1615	1805	3925	1615
Capacity Analysis Module:												
Vol/Sat:	0.10	0.22	0.22	0.17	0.13	0.13	0.09	0.14	0.09	0.17	0.15	0.09
Crit Moves:		****		****				****		****		
Green/Cycle:	0.17	0.25	0.25	0.19	0.26	0.26	0.15	0.19	0.19	0.19	0.23	0.23
Volume/Cap:	0.60	0.90	0.90	0.90	0.51	0.51	0.59	0.76	0.47	0.90	0.66	0.40
Delay/Veh:	35.6	39.5	39.5	60.0	27.1	27.1	37.4	37.3	31.9	59.4	31.4	28.2
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:	35.6	39.5	39.5	60.0	27.1	27.1	37.4	37.3	31.9	59.4	31.4	28.2
LOS by Move:	D	D	D	E	C	C	D	D	C	E	C	C
HCM2kAvgQ:	6	15	14	12	7	7	5	9	4	12	9	4

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) Without Project Conditions
Weekday AM Peak Hour

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

Intersection #33 Perris Boulevard / Gentian Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.454
Loss Time (sec): 12 Average Delay (sec/veh): 20.5
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	19	19	10	10	0	0	0	0	30	0	30
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	1	1 0	1 0	2	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	2	954	19	82	694	3	10	0	7	35	0	121
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	954	19	82	694	3	10	0	7	35	0	121
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Tract 22180:	1	8	0	0	3	9	23	0	4	0	0	0
Initial Fut:	3	962	19	82	697	12	33	0	11	35	0	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	3	1051	21	90	762	13	36	0	12	38	0	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	1051	21	90	762	13	36	0	12	38	0	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	1051	21	90	762	13	36	0	12	38	0	132
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.85	0.85	0.85	0.95	0.91	0.91	0.93	1.00	0.93	0.89	1.00	0.89
Lanes:	0.01	2.93	0.06	1.00	2.95	0.05	0.75	0.00	0.25	0.22	0.00	0.78
Final Sat.:	15	4742	94	1805	5084	88	1327	0	442	377	0	1304
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.05	0.15	0.15	0.03	0.00	0.03	0.10	0.00	0.10
Crit Moves:		****		****					****	****		
Green/Cycle:	0.43	0.43	0.43	0.10	0.53	0.53	0.05	0.00	0.05	0.30	0.00	0.30
Volume/Cap:	0.52	0.52	0.52	0.50	0.28	0.28	0.52	0.00	0.52	0.34	0.00	0.34
Delay/Veh:	21.3	21.3	21.3	44.8	13.2	13.2	51.3	0.0	51.3	27.7	0.0	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:	21.3	21.3	21.3	44.8	13.2	13.2	51.3	0.0	51.3	27.7	0.0	27.7
LOS by Move:	C	C	C	D	B	B	D	A	D	C	A	C
HCM2kAvgQ:	9	9	9	3	5	5	2	0	2	4	0	4

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

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                    MORENO VALLEY WALMART TIA (JN 08660)
          Opening Year Cumulative (2018) Without Project Conditions
                             Weekday AM Peak Hour
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
          2000 HCM Unsignalized Method (Future Volume Alternative)
*******************************************************************************
Intersection #36 Perris Boulevard / Santiago Drive
*******************************************************************************
Average Delay (sec/veh):     55.6       Worst Case Level Of Service: F[449.9]
*******************************************************************************
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  2  1  0    1  0  2  1  0    0  0  1! 0  0    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      28  834   100    52  658    23    20   19    20    62   34   120
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   28  834   100    52  658    23    20   19    20    62   34   120
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Tract 22180:    3    1     0     0    3     7     8    0     8     0    0     0
Initial Fut:   31  835   100    52  661    30    28   19    28    62   34   120
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:    34  907   109    56  718    33    30   21    30    67   37   130
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   34  907   109    56  718    33    30   21    30    67   37   130
------------|---------------||---------------||---------------||---------------|
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:  750 xxxx xxxxx  1015 xxxx xxxxx  1235 1929   256  1391 1891   356
Potent Cap.:  868 xxxx xxxxx   691 xxxx xxxxx   135   67   750   104   71   646
Move Cap.:    868 xxxx xxxxx   691 xxxx xxxxx    53   59   750    66   63   646
Volume/Cap:  0.04 xxxx  xxxx  0.08 xxxx  xxxx  0.58 0.35  0.04  1.01 0.59  0.20
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.1 xxxx xxxxx   0.3 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  9.3 xxxx xxxxx  10.7 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     B    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx   84 xxxxx  xxxx  130 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  5.4 xxxxx xxxxx 18.0 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  177 xxxxx xxxxx  450 xxxxx
Shared LOS:     *    *     *     *    *     *     *    F     *     *    F     *
ApproachDel:    xxxxxx           xxxxxx            177.1            449.9
ApproachLOS:         *                *                F                F
*******************************************************************************
Note: Queue reported is the number of cars per lane.
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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) Without Project Conditions
Weekday AM Peak Hour

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

Intersection #37 Perris Boulevard / Iris Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.718
Loss Time (sec): 16 Average Delay (sec/veh): 49.8
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	31	31	10	31	31	10	34	34	10	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	2 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	273	684	284	188	432	87	118	421	124	228	603	168
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	273	684	284	188	432	87	118	421	124	228	603	168
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	317	794	329	218	501	101	137	488	144	265	700	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	317	794	329	218	501	101	137	488	144	265	700	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	317	794	329	218	501	101	137	488	144	265	700	195
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.89	0.89	0.95	0.92	0.92	0.95	0.92	0.92
Lanes:	1.00	3.00	1.00	1.00	2.50	0.50	1.00	1.54	0.46	1.00	1.56	0.44
Final Sat.:	1805	5187	1615	1805	4210	848	1805	2694	793	1805	2730	761
Capacity Analysis Module:												
Vol/Sat:	0.18	0.15	0.20	0.12	0.12	0.12	0.08	0.18	0.18	0.15	0.26	0.26
Crit Moves:	****				****			****		****		
Green/Cycle:	0.18	0.30	0.30	0.14	0.26	0.26	0.10	0.28	0.28	0.15	0.33	0.33
Volume/Cap:	0.99	0.52	0.69	0.87	0.46	0.46	0.77	0.64	0.64	0.99	0.77	0.77
Delay/Veh:	97.0	35.3	41.5	77.0	37.7	37.7	71.7	39.1	39.1	103.4	39.0	39.0
User DelAdj:	1.00	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	35.3	41.5	77.0	37.7	37.7	71.7	39.1	39.1	103.4	39.0	39.0
LOS by Move:	F	D	D	E	D	D	E	D	D	F	D	D
HCM2kAvgQ:	17	9	12	11	7	7	7	11	11	14	17	17

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) Without Project Conditions
Weekday AM Peak Hour

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

Intersection #38 Perris Boulevard / Krameria Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.681
Loss Time (sec): 16 Average Delay (sec/veh): 57.4
Optimal Cycle: OPTIMIZED Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	28	28	10	24	24	34	34	34	31	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 1	1! 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	76	918	277	105	713	37	57	219	112	272	315	218
Growth Adj:	1.00	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	918	277	105	713	37	57	219	112	272	315	218
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	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	968	292	111	752	39	60	231	118	287	332	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	968	292	111	752	39	60	231	118	287	332	230
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	968	292	111	752	39	60	231	118	287	332	230
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.88	0.88	0.95	0.90	0.90	0.90	0.90	0.90	0.95	1.00	0.85
Lanes:	1.00	2.30	0.70	1.00	2.85	0.15	0.34	1.32	1.34	1.00	1.00	1.00
Final Sat.:	1805	3845	1160	1805	4897	254	589	2263	2294	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.25	0.25	0.06	0.15	0.15	0.10	0.10	0.05	0.16	0.17	0.14
Crit Moves:		****		****			****				****	
Green/Cycle:	0.10	0.24	0.24	0.08	0.23	0.23	0.28	0.28	0.28	0.26	0.26	0.26
Volume/Cap:	0.46	1.04	1.04	0.74	0.67	0.67	0.36	0.36	0.18	0.62	0.68	0.55
Delay/Veh:	53.3	83.0	83.0	71.0	43.6	43.6	34.5	34.5	32.5	41.7	43.8	40.1
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	83.0	83.0	71.0	43.6	43.6	34.5	34.5	32.5	41.7	43.8	40.1
LOS by Move:	D	F	F	E	D	D	C	C	C	D	D	D
HCM2kAvgQ:	3	24	24	6	11	11	5	5	3	10	12	8

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) Without Project Conditions
Weekday AM Peak Hour

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

Intersection #39 Perris Boulevard / San Michele Road

Cycle (sec): 115 Critical Vol./Cap.(X): 0.497
Loss Time (sec): 16 Average Delay (sec/veh): 39.9
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	32	32	10	32	32	10	34	34	10	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	0	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	121	1082	1	1	985	142	209	1	112	1	1	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	121	1082	1	1	985	142	209	1	112	1	1	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	128	1144	1	1	1041	150	221	1	118	1	1	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	1144	1	1	1041	150	221	1	118	1	1	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	128	1144	1	1	1041	150	221	1	118	1	1	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.89	0.89	0.95	0.85	0.85	0.95	1.00	0.85
Lanes:	1.00	2.99	0.01	1.00	2.62	0.38	1.00	0.01	0.99	1.00	1.00	1.00
Final Sat.:	1805	5182	5	1805	4447	641	1805	14	1603	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.22	0.22	0.00	0.23	0.23	0.12	0.07	0.07	0.00	0.00	0.00
Crit Moves:	****				****		****				****	
Green/Cycle:	0.09	0.31	0.31	0.10	0.31	0.31	0.16	0.35	0.35	0.10	0.30	0.30
Volume/Cap:	0.76	0.72	0.72	0.01	0.76	0.76	0.76	0.21	0.21	0.01	0.00	0.00
Delay/Veh:	68.4	37.0	37.0	47.0	37.9	37.9	56.8	26.1	26.1	46.2	28.5	28.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.4	37.0	37.0	47.0	37.9	37.9	56.8	26.1	26.1	46.2	28.5	28.5
LOS by Move:	E	D	D	D	D	D	E	C	C	D	C	C
HCM2kAvgQ:	6	14	14	0	15	15	9	3	3	0	0	0

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) Without Project Conditions
Weekday AM Peak Hour

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

Intersection #40 Perris Boulevard / Nandina Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.449
Loss Time (sec): 16 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			Ovl			Include			Include		
Min. Green:	10	31	31	10	31	31	10	41	41	10	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	3 0	1	1 0	1 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	252	1214	49	29	909	90	52	4	71	12	8	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	252	1214	49	29	909	90	52	4	71	12	8	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	267	1287	52	31	964	95	55	4	75	13	8	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	267	1287	52	31	964	95	55	4	75	13	8	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	267	1287	52	31	964	95	55	4	75	13	8	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.91	0.85	0.95	0.82	0.82	0.95	1.00	0.85
Lanes:	1.00	2.88	0.12	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	4956	200	1805	5187	1615	1805	1549	1549	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.15	0.26	0.26	0.02	0.19	0.06	0.03	0.00	0.05	0.01	0.00	0.00
Crit Moves:	****				****				****	****		
Green/Cycle:	0.18	0.33	0.33	0.11	0.26	0.34	0.08	0.34	0.34	0.08	0.34	0.34
Volume/Cap:	0.81	0.78	0.78	0.16	0.72	0.17	0.37	0.01	0.14	0.08	0.01	0.01
Delay/Veh:	60.6	38.2	38.2	49.0	42.5	27.8	53.5	26.1	27.5	51.0	26.1	26.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.6	38.2	38.2	49.0	42.5	27.8	53.5	26.1	27.5	51.0	26.1	26.1
LOS by Move:	E	D	D	D	D	C	D	C	C	D	C	C
HCM2kAvgQ:	12	18	18	1	13	2	2	0	2	0	0	0

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) Without Project Conditions
Weekday AM Peak Hour

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

Intersection #41 Perris Boulevard / Harley Knox Boulevard

Cycle (sec): 85 Critical Vol./Cap.(X): 1.926
Loss Time (sec): 12 Average Delay (sec/veh): 235.5
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				Permitted				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	0	0	29	29	10	0	10	0	0	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	1	0	0	1	0	0	1	0	0	1	0	1	0	0	1!	0	0
Volume Module:																
Base Vol:	144	1297	4	36	802	257	285	98	98	2	66	53				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	144	1297	4	36	802	257	285	98	98	2	66	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92				
PHF Volume:	157	1411	4	39	873	280	310	107	107	2	72	58				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	157	1411	4	39	873	280	310	107	107	2	72	58				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	157	1411	4	39	873	280	310	107	107	2	72	58				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.95	1.00	1.00	0.37	0.37	0.85	0.89	0.89	0.89	0.94	0.94	0.94				
Lanes:	1.00	0.99	0.01	0.04	0.96	1.00	1.00	0.50	0.50	0.02	0.54	0.44				
Final Sat.:	1805	1894	6	30	666	1615	1698	849	849	30	974	782				
Capacity Analysis Module:																
Vol/Sat:	0.09	0.75	0.75	1.31	1.31	0.17	0.18	0.13	0.13	0.07	0.07	0.07				
Crit Moves:	****				****		****			****						
Green/Cycle:	0.12	0.71	0.71	0.59	0.59	0.59	0.12	0.12	0.12	0.03	0.03	0.03				
Volume/Cap:	0.74	1.05	1.05	2.22	2.22	0.29	1.55	1.07	1.07	2.16	2.16	2.16				
Delay/Veh:	49.0	52.5	52.5	576.5	576	8.8	300.4	97.5	97.5	614.0	614	614.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	49.0	52.5	52.5	576.5	576	8.8	300.4	97.5	97.5	614.0	614	614.0				
LOS by Move:	D	D	D	F	F	A	F	F	F	F	F	F				
HCM2kAvgQ:	6	52	52	86	86	4	25	12	12	14	14	14				

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) Without Project Conditions
Weekday AM Peak Hour

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

Intersection #42 Perris Boulevard / Ramona Expressway

Cycle (sec): 120 Critical Vol./Cap.(X): 0.920
Loss Time (sec): 16 Average Delay (sec/veh): 94.9
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	44	44	10	44	44	10	36	36	10	36	36
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	1 1	0	2 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	379	573	127	149	354	271	380	703	136	139	1511	365
Growth Adj:	1.00	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	573	127	149	354	271	380	703	136	139	1511	365
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	390	590	131	153	365	279	391	724	140	143	1556	376
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	390	590	131	153	365	279	391	724	140	143	1556	376
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	390	590	131	153	365	279	391	724	140	143	1556	376
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	0.89	0.89	0.92	0.91	0.85	0.92	0.88	0.88
Lanes:	2.00	2.00	1.00	2.00	1.13	0.87	2.00	3.00	1.00	2.00	2.42	0.58
Final Sat.:	3502	3610	1615	3502	1912	1464	3502	5187	1615	3502	4057	980
Capacity Analysis Module:												
Vol/Sat:	0.11	0.16	0.08	0.04	0.19	0.19	0.11	0.14	0.09	0.04	0.38	0.38
Crit Moves:	****				****		****				****	
Green/Cycle:	0.09	0.37	0.37	0.08	0.37	0.37	0.09	0.32	0.32	0.09	0.32	0.32
Volume/Cap:	1.21	0.44	0.22	0.52	0.52	0.52	1.21	0.44	0.27	0.46	1.21	1.21
Delay/Veh:	175.8	28.4	25.8	54.1	30.1	30.1	175.8	32.5	30.7	53.0	143	143.2
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:	175.8	28.4	25.8	54.1	30.1	30.1	175.8	32.5	30.7	53.0	143	143.2
LOS by Move:	F	C	C	D	C	C	F	C	C	D	F	F
HCM2kAvgQ:	14	9	3	3	10	10	14	8	4	3	44	44

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) Without Project Conditions
Weekday AM Peak Hour

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

Intersection #43 Kitching Street / Cactus Avenue

Cycle (sec): 85 Critical Vol./Cap.(X): 0.793
Loss Time (sec): 16 Average Delay (sec/veh): 36.0
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	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	1 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	238	345	51	64	265	147	128	622	236	75	572	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	238	345	51	64	265	147	128	622	236	75	572	85
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:	238	345	51	64	265	147	128	622	236	75	572	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	288	418	62	78	321	178	155	754	286	91	693	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	288	418	62	78	321	178	155	754	286	91	693	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	288	418	62	78	321	178	155	754	286	91	693	103
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	1.01	1.01	0.98	1.03	0.88	0.98	0.99	0.99	0.98	1.01	1.01
Lanes:	1.00	1.74	0.26	1.00	1.00	1.00	1.00	1.45	0.55	1.00	1.74	0.26
Final Sat.:	1865	3355	496	1865	1963	1668	1865	2729	1035	1865	3353	498
Capacity Analysis Module:												
Vol/Sat:	0.15	0.12	0.12	0.04	0.16	0.11	0.08	0.28	0.28	0.05	0.21	0.21
Crit Moves:	****				****			****		****		
Green/Cycle:	0.18	0.19	0.19	0.18	0.19	0.19	0.16	0.32	0.32	0.12	0.28	0.28
Volume/Cap:	0.86	0.65	0.65	0.23	0.86	0.56	0.52	0.86	0.86	0.41	0.74	0.74
Delay/Veh:	52.8	33.9	33.9	30.1	50.7	33.4	34.4	33.2	33.2	36.1	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:	52.8	33.9	33.9	30.1	50.7	33.4	34.4	33.2	33.2	36.1	30.4	30.4
LOS by Move:	D	C	C	C	D	C	C	C	C	D	C	C
HCM2kAvgQ:	10	7	7	2	11	5	5	16	16	3	12	12

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) Without Project Conditions
Weekday AM Peak Hour

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

Intersection #44 Kitching Street / John F. Kennedy Drive

Cycle (sec): 120 Critical Vol./Cap.(X): 1.029
Loss Time (sec): 16 Average Delay (sec/veh): 90.0
Optimal Cycle: OPTIMIZED Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1	1 0	1 0	2 0	1
Volume Module:												
Base Vol:	243	351	36	129	239	85	110	671	181	46	508	167
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	243	351	36	129	239	85	110	671	181	46	508	167
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:	243	351	36	129	239	85	110	671	181	46	508	167
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
PHF Volume:	310	448	46	165	305	109	140	857	231	59	649	213
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	310	448	46	165	305	109	140	857	231	59	649	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:	310	448	46	165	305	109	140	857	231	59	649	213
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.23	1.23	1.23	1.22	1.22	1.22	1.05	1.06	1.06	1.05	1.10	0.94
Lanes:	0.38	0.56	0.06	0.28	0.53	0.19	1.00	1.58	0.42	1.00	2.00	1.00
Final Sat.:	904	1305	134	659	1221	434	1986	3187	860	1986	4180	1777
Capacity Analysis Module:												
Vol/Sat:	0.34	0.34	0.34	0.25	0.25	0.25	0.07	0.27	0.27	0.03	0.16	0.12
Crit Moves:			****			****		****		****		
Green/Cycle:	0.31	0.31	0.31	0.23	0.23	0.23	0.11	0.24	0.24	0.08	0.21	0.21
Volume/Cap:	1.10	1.10	1.10	1.10	1.10	1.10	0.62	1.10	1.10	0.36	0.73	0.56
Delay/Veh:	105.6	106	105.6	116.1	116	116.1	55.7	106	105.7	53.3	47.0	44.2
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:	105.6	106	105.6	116.1	116	116.1	55.7	106	105.7	53.3	47.0	44.2
LOS by Move:	F	F	F	F	F	F	E	F	F	D	D	D
HCM2kAvgQ:	42	42	42	32	32	32	6	30	30	2	13	8

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) Without Project Conditions
Weekday AM Peak Hour

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

Intersection #45 Kitching Street / Iris Avenue

Cycle (sec): 65 Critical Vol./Cap.(X): 0.741
Loss Time (sec): 16 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			Ovl		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	206	153	152	67	174	165	114	639	146	169	646	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	206	153	152	67	174	165	114	639	146	169	646	95
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:	206	153	152	67	174	165	114	639	146	169	646	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	230	171	170	75	194	184	127	714	163	189	722	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	171	170	75	194	184	127	714	163	189	722	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	230	171	170	75	194	184	127	714	163	189	722	106
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.96	0.96	0.98	0.96	0.96	0.98	1.00	1.00	0.98	1.03	0.88
Lanes:	1.00	1.00	1.00	1.00	1.03	0.97	1.00	1.63	0.37	1.00	2.00	1.00
Final Sat.:	1865	1821	1810	1865	1868	1771	1865	3106	710	1865	3925	1668
Capacity Analysis Module:												
Vol/Sat:	0.12	0.09	0.09	0.04	0.10	0.10	0.07	0.23	0.23	0.10	0.18	0.06
Crit Moves:	****				****			****		****		
Green/Cycle:	0.16	0.15	0.15	0.15	0.15	0.15	0.20	0.29	0.29	0.15	0.24	0.40
Volume/Cap:	0.79	0.61	0.61	0.26	0.68	0.68	0.34	0.79	0.79	0.66	0.76	0.16
Delay/Veh:	40.2	27.5	27.5	24.7	29.3	29.3	22.7	25.2	25.2	31.4	26.5	12.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.2	27.5	27.5	24.7	29.3	29.3	22.7	25.2	25.2	31.4	26.5	12.7
LOS by Move:	D	C	C	C	C	C	C	C	C	C	C	B
HCM2kAvgQ:	7	4	4	2	5	5	3	11	11	5	9	2

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) Without Project Conditions
Weekday AM Peak Hour

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

Intersection #46 Lasselle Street / Iris Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.712
Loss Time (sec): 16 Average Delay (sec/veh): 41.1
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	41	41	10	41	41	10	34	34	10	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	310	548	318	146	629	104	124	483	338	432	758	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	310	548	318	146	629	104	124	483	338	432	758	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	321	568	330	151	652	108	128	501	350	448	785	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	321	568	330	151	652	108	128	501	350	448	785	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	321	568	330	151	652	108	128	501	350	448	785	90
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	0.91	0.85	0.92	0.90	0.90
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	2.69	0.31
Final Sat.:	3502	3610	1615	3502	3610	1615	3502	5187	1615	3502	4583	526
Capacity Analysis Module:												
Vol/Sat:	0.09	0.16	0.20	0.04	0.18	0.07	0.04	0.10	0.22	0.13	0.17	0.17
Crit Moves:	****				****				****	****		
Green/Cycle:	0.10	0.36	0.50	0.09	0.34	0.34	0.10	0.28	0.28	0.14	0.33	0.33
Volume/Cap:	0.91	0.44	0.41	0.50	0.53	0.20	0.38	0.34	0.77	0.91	0.52	0.52
Delay/Veh:	79.7	29.8	19.5	53.6	32.2	28.0	51.6	34.2	46.9	71.4	33.0	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:	79.7	29.8	19.5	53.6	32.2	28.0	51.6	34.2	46.9	71.4	33.0	33.0
LOS by Move:	E	C	B	D	C	C	D	C	D	E	C	C
HCM2kAvgQ:	9	8	8	3	10	3	3	5	13	12	10	10

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

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to URBAN CROSSROADS, IRVINE

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	1331	537	1029	728	0	0	0	0	0	0	215
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5	5.5	4.0	5.5							4.0
Lane Util. Factor		0.95	1.00	1.00	0.95							1.00
Frpb, ped/bikes		1.00	0.97	1.00	1.00							0.98
Flpb, ped/bikes		1.00	1.00	1.00	1.00							1.00
Frt		1.00	0.85	1.00	1.00							0.86
Flt Protected		1.00	1.00	0.95	1.00							1.00
Satd. Flow (prot)		3438	1443	1787	3471							1472
Flt Permitted		1.00	1.00	0.95	1.00							1.00
Satd. Flow (perm)		3438	1443	1787	3471							1472
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.91	0.91	0.91	0.94	0.94	0.94
Adj. Flow (vph)	0	1416	571	1095	774	0	0	0	0	0	0	229
RTOR Reduction (vph)	0	0	237	0	0	0	0	0	0	0	0	115
Lane Group Flow (vph)	0	1416	334	1095	774	0	0	0	0	0	0	114
Confl. Peds. (#/hr)			5									5
Heavy Vehicles (%)	0%	5%	9%	1%	4%	0%	0%	0%	0%	0%	0%	10%
Turn Type		NA	Perm	Prot	NA							custom
Protected Phases		2		1	6							
Permitted Phases			2									1 4
Actuated Green, G (s)		34.5	34.5	31.0	69.5							40.0
Effective Green, g (s)		34.5	34.5	31.0	69.5							40.0
Actuated g/C Ratio		0.41	0.41	0.37	0.83							0.48
Clearance Time (s)		5.5	5.5	4.0	5.5							
Vehicle Extension (s)		2.0	2.0	2.0	2.0							
Lane Grp Cap (vph)		1412	592	659	2871							700
v/s Ratio Prot		c0.41		c0.61	0.22							
v/s Ratio Perm			0.23									c0.08
v/c Ratio		1.00	0.56	1.66	0.27							0.16
Uniform Delay, d1		24.8	19.0	26.5	1.6							12.5
Progression Factor		1.00	1.00	1.00	1.00							1.00
Incremental Delay, d2		24.6	3.9	304.4	0.0							0.0
Delay (s)		49.4	22.8	330.9	1.6							12.5
Level of Service		D	C	F	A							B
Approach Delay (s)		41.8			194.6			0.0			12.5	
Approach LOS		D			F			A			B	

Intersection Summary			
HCM 2000 Control Delay	110.0	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.24		
Actuated Cycle Length (s)	84.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	101.7%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	31	1701	374	0	2626	91	139	66	23	96	3	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	0.95			0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00			1.00		1.00	0.99		1.00	0.98	
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.97			0.99		1.00	0.96		1.00	0.86	
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1480	3398			3521		1421	1817		1805	1520	
Flt Permitted	0.09	1.00			1.00		0.71	1.00		0.69	1.00	
Satd. Flow (perm)	145	3398			3521		1063	1817		1319	1520	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	34	1849	407	0	2854	99	151	72	25	104	3	68
RTOR Reduction (vph)	0	20	0	0	3	0	0	6	0	0	0	0
Lane Group Flow (vph)	34	2236	0	0	2950	0	151	91	0	104	71	0
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	22%	2%	7%	0%	2%	0%	27%	0%	0%	0%	50%	3%
Turn Type	Perm	NA			NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2						8			4		
Actuated Green, G (s)	42.9	42.9			42.9		12.1	12.1		12.1	12.1	
Effective Green, g (s)	42.9	42.9			42.9		12.1	12.1		12.1	12.1	
Actuated g/C Ratio	0.66	0.66			0.66		0.19	0.19		0.19	0.19	
Clearance Time (s)	5.0	5.0			5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	2.0	2.0			2.0		2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	95	2242			2323		197	338		245	282	
v/s Ratio Prot		0.66			c0.84			0.05			0.05	
v/s Ratio Perm	0.23						c0.14			0.08		
v/c Ratio	0.36	1.00			1.27		0.77	0.27		0.42	0.25	
Uniform Delay, d1	4.9	11.0			11.1		25.1	22.7		23.4	22.6	
Progression Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	10.2	18.4			125.1		14.7	0.2		0.4	0.2	
Delay (s)	15.1	29.4			136.1		39.8	22.8		23.8	22.8	
Level of Service	B	C			F		D	C		C	C	
Approach Delay (s)		29.2			136.1			33.2			23.4	
Approach LOS		C			F			C			C	

Intersection Summary			
HCM 2000 Control Delay	84.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.16		
Actuated Cycle Length (s)	65.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	98.2%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) Without Project Conditions
Weekday PM Peak Hour

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

Intersection #3 Elsworth Street / Cactus Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.980
Loss Time (sec): 16 Average Delay (sec/veh): 228.1
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			Protected			Protected		
Rights:	Include			Ovl			Ignore			Include		
Min. Green:	29	29	29	29	29	29	10	21	21	10	21	21
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1! 0	0	1 1	0 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	438	114	150	146	24	190	120	2317	33	30	1992	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	438	114	150	146	24	190	120	2317	33	30	1992	112
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:	438	114	150	146	24	190	120	2317	33	30	1992	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00	0.92	0.92	0.92
PHF Volume:	477	124	163	159	26	207	131	2521	0	33	2168	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	477	124	163	159	26	207	131	2521	0	33	2168	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	477	124	163	159	26	207	131	2521	0	33	2168	122
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.94	0.96	0.96	0.85	0.95	0.91	1.00	0.95	0.91	0.85
Lanes:	1.45	0.24	0.31	1.72	0.28	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	2593	421	554	3130	514	1615	1805	5187	1900	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.18	0.29	0.29	0.05	0.05	0.13	0.07	0.49	0.00	0.02	0.42	0.08
Crit Moves:		****			****			****		****		
Green/Cycle:	0.24	0.24	0.24	0.24	0.24	0.33	0.08	0.30	0.00	0.08	0.30	0.30
Volume/Cap:	0.76	1.22	1.22	0.21	0.21	0.39	0.87	1.62	0.00	0.22	1.39	0.25
Delay/Veh:	45.7	158	158.1	36.5	36.5	31.8	92.3	324	0.0	52.1	223	32.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.7	158	158.1	36.5	36.5	31.8	92.3	324	0.0	52.1	223	32.1
LOS by Move:	D	F	F	D	D	C	F	F	A	D	F	C
HCM2kAvgQ:	13	33	33	3	3	6	7	77	0	1	58	3

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) Without Project Conditions
Weekday PM Peak Hour

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

Intersection #4 Frederick Street / Cactus Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.953
Loss Time (sec): 12 Average Delay (sec/veh): 127.4
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			Permitted		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	32	0	32	10	10	0	0	27	27
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	2 0	0	0 1	1 0	2	0 0	0 0	3	0 1
Volume Module:												
Base Vol:	0	0	0	396	0	127	56	2424	0	0	1753	195
Growth Adj:	1.00	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	396	0	127	56	2424	0	0	1753	195
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	433	0	139	61	2649	0	0	1916	213
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	433	0	139	61	2649	0	0	1916	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:	0	0	0	433	0	139	61	2649	0	0	1916	213
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	0.95	0.95	1.00	1.00	0.91	0.85
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3502	0	1615	1805	3610	0	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.09	0.03	0.73	0.00	0.00	0.37	0.13
Crit Moves:				****				****				
Green/Cycle:	0.00	0.00	0.00	0.27	0.00	0.63	0.36	0.63	0.00	0.00	0.27	0.54
Volume/Cap:	0.00	0.00	0.00	0.46	0.00	0.14	0.09	1.16	0.00	0.00	1.36	0.25
Delay/Veh:	0.0	0.0	0.0	37.2	0.0	9.1	25.3	98.8	0.0	0.0	212	14.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	37.2	0.0	9.1	25.3	98.8	0.0	0.0	212	14.9
LOS by Move:	A	A	A	D	A	A	C	F	A	A	F	B
HCM2kAvgQ:	0	0	0	7	0	2	1	76	0	0	50	4

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) Without Project Conditions
Weekday PM Peak Hour

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

Intersection #5 Graham Street / Cactus Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 1.050
Loss Time (sec): 16 Average Delay (sec/veh): 198.4
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			Ovl			Ignore			Include		
Min. Green:	10	32	32	10	32	32	10	35	35	10	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 1	0	1 0	2 0	1	1 0	2 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	296	126	25	217	198	169	195	2474	585	23	1371	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	296	126	25	217	198	169	195	2474	585	23	1371	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95
PHF Volume:	313	133	26	229	209	179	206	2615	0	24	1449	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	313	133	26	229	209	179	206	2615	0	24	1449	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	313	133	26	229	209	179	206	2615	0	24	1449	106
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.93	0.95	0.95	0.85	0.95	0.95	1.00	0.95	0.90	0.90
Lanes:	2.00	1.67	0.33	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.80	0.20
Final Sat.:	3502	2937	583	1805	3610	1615	1805	3610	1900	1805	4786	349
Capacity Analysis Module:												
Vol/Sat:	0.09	0.05	0.05	0.13	0.06	0.11	0.11	0.72	0.00	0.01	0.30	0.30
Crit Moves:		****		****				****		****		
Green/Cycle:	0.08	0.27	0.27	0.08	0.27	0.41	0.14	0.43	0.00	0.08	0.38	0.38
Volume/Cap:	1.07	0.17	0.17	1.53	0.22	0.27	0.81	1.67	0.00	0.16	0.81	0.81
Delay/Veh:	128.2	33.9	33.9	322.0	34.4	23.9	67.0	339	0.0	51.6	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:	128.2	33.9	33.9	322.0	34.4	23.9	67.0	339	0.0	51.6	36.2	36.2
LOS by Move:	F	C	C	F	C	C	E	F	A	D	D	D
HCM2kAvgQ:	11	2	2	20	3	4	10	117	0	1	20	20

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) Without Project Conditions
Weekday PM Peak Hour

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

Intersection #6 Heacock Street / Alessandro Boulevard

Cycle (sec): 120 Critical Vol./Cap.(X): 0.533
Loss Time (sec): 16 Average Delay (sec/veh): 39.5
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			Ovl			Include		
Min. Green:	10	39	39	10	39	39	10	28	28	10	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0 2	0 1		1 0 2	0 1		1 0 3	0 1		1 0 3	0 1	
Volume Module:												
Base Vol:	167	296	53	232	389	185	123	1217	145	48	822	176
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	167	296	53	232	389	185	123	1217	145	48	822	176
User Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	164	290	52	227	381	181	121	1193	142	47	806	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	290	52	227	381	181	121	1193	142	47	806	172
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	164	290	52	227	381	181	121	1193	142	47	806	172
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.91	0.85	0.95	0.91	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	5187	1615	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.08	0.03	0.13	0.11	0.11	0.07	0.23	0.09	0.03	0.16	0.11
Crit Moves:		****		****				****		****		
Green/Cycle:	0.11	0.33	0.33	0.16	0.38	0.48	0.10	0.30	0.40	0.08	0.28	0.28
Volume/Cap:	0.85	0.25	0.10	0.78	0.28	0.23	0.67	0.78	0.22	0.31	0.56	0.38
Delay/Veh:	81.7	29.8	28.3	60.5	25.8	18.4	61.4	41.2	23.7	53.0	37.3	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:	81.7	29.8	28.3	60.5	25.8	18.4	61.4	41.2	23.7	53.0	37.3	35.4
LOS by Move:	F	C	C	E	C	B	E	D	C	D	D	D
HCM2kAvgQ:	8	4	1	10	5	4	6	16	3	2	10	5

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) Without Project Conditions
Weekday PM Peak Hour

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

Intersection #7 Heacock Street / Cactus Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.919
Loss Time (sec): 16 Average Delay (sec/veh): 51.6
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	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 1	0	1 0	1 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	504	482	6	122	615	53	121	1511	944	18	773	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	504	482	6	122	615	53	121	1511	944	18	773	110
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	482	6	122	615	53	121	1511	944	18	773	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	533	510	6	129	650	56	128	1597	998	19	817	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	533	510	6	129	650	56	128	1597	998	19	817	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	533	510	6	129	650	56	128	1597	998	19	817	116
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	0.99	0.99	0.98	1.03	0.88	0.98	1.01	1.01
Lanes:	2.00	1.98	0.02	1.00	1.84	0.16	1.00	2.00	1.00	1.00	1.75	0.25
Final Sat.:	3610	3746	47	1805	3457	298	1865	3925	1668	1865	3371	480
Capacity Analysis Module:												
Vol/Sat:	0.15	0.14	0.14	0.07	0.19	0.19	0.07	0.41	0.60	0.01	0.24	0.24
Crit Moves:	****				****				****	****		
Green/Cycle:	0.15	0.21	0.21	0.13	0.19	0.19	0.14	0.45	0.60	0.08	0.40	0.40
Volume/Cap:	1.00	0.66	0.66	0.56	1.00	1.00	0.50	0.91	1.00	0.12	0.61	0.61
Delay/Veh:	91.2	45.7	45.7	52.4	83.6	83.6	49.7	37.9	53.7	51.3	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:	91.2	45.7	45.7	52.4	83.6	83.6	49.7	37.9	53.7	51.3	29.6	29.6
LOS by Move:	F	D	D	D	F	F	D	D	D	D	C	C
HCM2kAvgQ:	15	10	10	5	18	18	5	32	45	1	16	16

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) Without Project Conditions
Weekday PM Peak Hour

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

Intersection #8 Heacock Street / John F. Kennedy Drive

Cycle (sec):	115	Critical Vol./Cap.(X):	0.544
Loss Time (sec):	16	Average Delay (sec/veh):	38.6
Optimal Cycle: OPTIMIZED		Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	29	29	10	10	10	10	10	10	10	32	32
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	82	377	48	339	660	53	33	241	243	19	88	207
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	377	48	339	660	53	33	241	243	19	88	207
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	88	403	51	362	705	57	35	257	260	20	94	221
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	403	51	362	705	57	35	257	260	20	94	221
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	88	403	51	362	705	57	35	257	260	20	94	221
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	1.00	0.85	0.95	0.85	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	1900	1615	1805	1615	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.11	0.03	0.20	0.20	0.04	0.02	0.14	0.16	0.01	0.06	0.14
Crit Moves:		****		****			****					****
Green/Cycle:	0.15	0.25	0.25	0.24	0.34	0.34	0.09	0.24	0.24	0.13	0.28	0.28
Volume/Cap:	0.32	0.44	0.13	0.82	0.57	0.10	0.22	0.57	0.68	0.09	0.21	0.49
Delay/Veh:	44.1	36.5	33.4	53.1	31.5	25.8	49.6	40.5	44.7	44.4	31.9	35.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.1	36.5	33.4	53.1	31.5	25.8	49.6	40.5	44.7	44.4	31.9	35.3
LOS by Move:	D	D	C	D	C	C	D	D	D	D	C	D
HCM2kAvgQ:	3	6	1	14	11	1	1	9	9	1	3	7

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) Without Project Conditions
Weekday PM Peak Hour

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

Intersection #10 Webster Avenue / Harley Knox Boulevard

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: C[17.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1 0 0			0 1 0 0 0		
Volume Module:												
Base Vol:	2	0	2	0	0	0	0	589	0	4	449	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	0	2	0	0	0	0	589	0	4	449	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	2	0	2	0	0	0	0	644	0	4	491	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	2	0	2	0	0	0	0	644	0	4	491	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	7.1	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1144	1144	644	1146	1144	491	xxxx	xxxx	xxxxx	644	xxxx	xxxxx
Potent Cap.:	223	201	476	178	201	581	xxxx	xxxx	xxxxx	950	xxxx	xxxxx
Move Cap.:	222	200	476	177	200	581	xxxx	xxxx	xxxxx	950	xxxx	xxxxx
Volume/Cap:	0.01	0.00	0.00	0.00	0.00	0.00	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.8	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	303	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	17.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.8	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	A	*	*
ApproachDel:	17.1			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	C			*			*			*		

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) Without Project Conditions
Weekday PM Peak Hour

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

Intersection #11 Indian Street / Cottonwood Avenue

Cycle (sec): 80 Critical Vol./Cap.(X): 0.454
Loss Time (sec): 16 Average Delay (sec/veh): 26.8
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	24	24	10	24	24	10	24	24	10	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	83	274	47	29	279	49	51	343	146	46	254	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	274	47	29	279	49	51	343	146	46	254	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	88	292	50	31	297	52	54	366	156	49	271	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	292	50	31	297	52	54	366	156	49	271	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	88	292	50	31	297	52	54	366	156	49	271	50
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	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	1.71	0.29	1.00	1.70	0.30	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3014	517	1805	3003	527	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.10	0.02	0.10	0.10	0.03	0.19	0.10	0.03	0.14	0.03
Crit Moves:	****				****			****		****		
Green/Cycle:	0.12	0.29	0.29	0.12	0.29	0.29	0.12	0.29	0.29	0.12	0.29	0.29
Volume/Cap:	0.41	0.34	0.34	0.14	0.35	0.35	0.25	0.67	0.34	0.23	0.50	0.11
Delay/Veh:	35.6	23.9	23.9	33.5	24.0	24.0	34.2	29.9	24.2	34.0	25.7	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:	35.6	23.9	23.9	33.5	24.0	24.0	34.2	29.9	24.2	34.0	25.7	22.2
LOS by Move:	D	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	3	4	4	1	4	4	1	9	3	1	6	1

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) Without Project Conditions
Weekday PM Peak Hour

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

Intersection #12 Indian Street / Alessandro Boulevard

Cycle (sec): 120 Critical Vol./Cap.(X): 0.672
Loss Time (sec): 16 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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	42	42	10	42	42	10	28	28	10	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	3	0 1	1 0	3	0 1
Volume Module:												
Base Vol:	220	310	190	226	370	70	126	1291	155	73	990	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	310	190	226	370	70	126	1291	155	73	990	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	228	322	197	234	384	73	131	1339	161	76	1027	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	228	322	197	234	384	73	131	1339	161	76	1027	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	228	322	197	234	384	73	131	1339	161	76	1027	141
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.93	0.93	0.95	0.91	0.85	0.95	0.91	0.85
Lanes:	1.00	1.24	0.76	1.00	1.68	0.32	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1805	2111	1294	1805	2963	561	1805	5187	1615	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.13	0.15	0.15	0.13	0.13	0.13	0.07	0.26	0.10	0.04	0.20	0.09
Crit Moves:		****		****				****		****		
Green/Cycle:	0.13	0.35	0.35	0.15	0.36	0.36	0.10	0.29	0.29	0.08	0.27	0.27
Volume/Cap:	0.96	0.44	0.44	0.90	0.36	0.36	0.74	0.90	0.35	0.50	0.72	0.32
Delay/Veh:	99.6	30.2	30.2	80.4	28.1	28.1	68.0	48.4	34.2	55.3	41.3	35.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	99.6	30.2	30.2	80.4	28.1	28.1	68.0	48.4	34.2	55.3	41.3	35.1
LOS by Move:	F	C	C	F	C	C	E	D	C	E	D	D
HCM2kAvgQ:	12	8	8	12	6	6	6	21	5	3	14	4

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) Without Project Conditions
Weekday PM Peak Hour

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

Intersection #13 Indian Street / Cactus Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.839
Loss Time (sec): 16 Average Delay (sec/veh): 46.5
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	15	15	10	15	15	10	15	15	10	15	15
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	70	406	50	195	597	69	58	1398	97	40	672	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	406	50	195	597	69	58	1398	97	40	672	150
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	406	50	195	597	69	58	1398	97	40	672	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	82	474	58	228	697	81	68	1631	113	47	784	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	474	58	228	697	81	68	1631	113	47	784	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	82	474	58	228	697	81	68	1631	113	47	784	175
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.98	0.95	0.98	0.98	0.98	1.02	1.02	0.98	1.01	1.01
Lanes:	1.00	1.78	0.22	1.00	1.79	0.21	1.00	1.87	0.13	1.00	1.64	0.36
Final Sat.:	1805	3329	410	1805	3352	387	1865	3634	252	1865	3122	697
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.14	0.13	0.21	0.21	0.04	0.45	0.45	0.03	0.25	0.25
Crit Moves:	****				****			****		****		
Green/Cycle:	0.08	0.16	0.16	0.14	0.22	0.22	0.14	0.48	0.48	0.08	0.42	0.42
Volume/Cap:	0.54	0.88	0.88	0.88	0.94	0.94	0.26	0.94	0.94	0.30	0.60	0.60
Delay/Veh:	56.8	63.2	63.2	77.8	63.9	63.9	46.6	39.4	39.4	52.8	27.4	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:	56.8	63.2	63.2	77.8	63.9	63.9	46.6	39.4	39.4	52.8	27.4	27.4
LOS by Move:	E	E	E	E	E	E	D	D	D	D	C	C
HCM2kAvgQ:	4	13	13	11	18	18	3	36	36	2	16	16

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) Without Project Conditions
Weekday PM Peak Hour

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

Intersection #14 Indian Street / John F. Kennedy Drive

Cycle (sec): 85 Critical Vol./Cap.(X): 0.351
Loss Time (sec): 16 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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	27	27	10	27	27	10	24	24	10	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	59	229	47	71	304	29	24	370	110	63	219	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	229	47	71	304	29	24	370	110	63	219	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	64	249	51	77	330	32	26	402	120	68	238	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	249	51	77	330	32	26	402	120	68	238	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	249	51	77	330	32	26	402	120	68	238	46
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	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	1.66	0.34	1.00	1.83	0.17	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	2920	599	1805	3253	310	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.09	0.09	0.04	0.10	0.10	0.01	0.11	0.07	0.04	0.07	0.03
Crit Moves:	****				****			****		****		
Green/Cycle:	0.11	0.31	0.31	0.11	0.31	0.31	0.11	0.28	0.28	0.11	0.28	0.28
Volume/Cap:	0.31	0.27	0.27	0.37	0.33	0.33	0.13	0.40	0.27	0.33	0.24	0.10
Delay/Veh:	36.2	22.8	22.8	36.7	23.2	23.2	34.8	25.9	25.0	36.4	24.5	23.6
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:	36.2	22.8	22.8	36.7	23.2	23.2	34.8	25.9	25.0	36.4	24.5	23.6
LOS by Move:	D	C	C	D	C	C	C	C	C	D	C	C
HCM2kAvgQ:	2	3	3	2	4	4	1	5	3	2	3	1

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) Without Project Conditions
Weekday PM Peak Hour

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

Intersection #15 Indian Street / Gentian Avenue

Average Delay (sec/veh): 2.7 Worst Case Level Of Service: B[13.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	25	243	0	10	294	25	31	0	68	0	0	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	243	0	10	294	25	31	0	68	0	0	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Tract 22180:	0	5	4	26	9	0	0	0	0	3	0	13
Initial Fut:	25	248	4	36	303	25	31	0	68	3	0	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	28	279	4	40	340	28	35	0	76	3	0	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	28	279	4	40	340	28	35	0	76	3	0	24
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:	369	xxxx	xxxxx	283	xxxx	xxxxx	784	775	354	811	787	281
Potent Cap.:	1201	xxxx	xxxxx	1291	xxxx	xxxxx	313	331	694	300	326	763
Move Cap.:	1201	xxxx	xxxxx	1291	xxxx	xxxxx	291	313	694	256	308	763
Volume/Cap:	0.02	xxxx	xxxx	0.03	xxxx	xxxx	0.12	0.00	0.11	0.01	0.00	0.03
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	0.4	xxxx	xxxx	xxxxx
Control Del:	8.1	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	10.8	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	B	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	291	xxxx	xxxxx	xxxx	612	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	19.1	xxxx	xxxxx	xxxxx	11.2	xxxxx
Shared LOS:	*	*	*	*	*	*	C	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			13.4			11.2		
ApproachLOS:	*			*			B			B		

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) Without Project Conditions
Weekday PM Peak Hour

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

Intersection #17 Indian Street / Iris Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.772
Loss Time (sec): 16 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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	28	28	10	10	10	10	10	10	10	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	1 0	1	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	56	194	38	236	143	35	25	496	120	68	315	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	194	38	236	143	35	25	496	120	68	315	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	60	207	41	252	152	37	27	529	128	72	336	203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	207	41	252	152	37	27	529	128	72	336	203
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	207	41	252	152	37	27	529	128	72	336	203
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.98	0.95	1.00	0.85	0.95	0.97	0.97	0.95	1.00	0.85
Lanes:	1.00	0.84	0.16	1.00	1.00	1.00	1.00	0.81	0.19	1.00	1.00	1.00
Final Sat.:	1805	1549	303	1805	1900	1615	1805	1486	359	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.13	0.14	0.08	0.02	0.01	0.36	0.36	0.04	0.18	0.13
Crit Moves:		****		****				****		****		
Green/Cycle:	0.19	0.23	0.23	0.15	0.19	0.19	0.14	0.40	0.40	0.08	0.34	0.34
Volume/Cap:	0.17	0.57	0.57	0.90	0.41	0.12	0.10	0.90	0.90	0.48	0.52	0.37
Delay/Veh:	40.5	42.6	42.6	79.4	43.1	40.1	45.1	48.3	48.3	55.0	32.7	30.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.5	42.6	42.6	79.4	43.1	40.1	45.1	48.3	48.3	55.0	32.7	30.5
LOS by Move:	D	D	D	E	D	D	D	D	D	D	C	C
HCM2kAvgQ:	2	9	9	12	5	1	1	26	26	3	10	6

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

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------------------------------------------------------------------------------
                    MORENO VALLEY WALMART TIA (JN 08660)
          Opening Year Cumulative (2018) Without Project Conditions
                             Weekday PM Peak Hour
------------------------------------------------------------------------------
                      Level Of Service Computation Report
            2000 HCM Unsignalized Method (Base Volume Alternative)
******************************************************************************
Intersection #18 Indian Street / Krameria Avenue
******************************************************************************
Average Delay (sec/veh):      4.1       Worst Case Level Of Service: B[ 10.0]
******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:        0  0  0  1  0    1  0  1  0  0    0  0  0  0  0    1  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  101    13   155  142     0     0    0     0    13    0    65
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  101    13   155  142     0     0    0     0    13    0    65
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.88 0.88  0.88  0.88 0.88  0.88  0.88 0.88  0.88  0.88 0.88  0.88
PHF Volume:     0  115    15   177  162     0     0    0     0    15    0    74
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0  115    15   177  162     0     0    0     0    15    0    74
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4 xxxx   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   130 xxxx xxxxx  xxxx xxxx xxxxx   639 xxxx   123
Potent Cap.: xxxx xxxx xxxxx  1468 xxxx xxxxx  xxxx xxxx xxxxx   443 xxxx   934
Move Cap.:   xxxx xxxx xxxxx  1468 xxxx xxxxx  xxxx xxxx xxxxx   402 xxxx   934
Volume/Cap:  xxxx xxxx  xxxx  0.12 xxxx  xxxx  xxxx xxxx  xxxx  0.04 xxxx  0.08
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.4 xxxx xxxxx  xxxx xxxx xxxxx   0.1 xxxx   0.3
Control Del:xxxxx xxxx xxxxx   7.8 xxxx xxxxx xxxxx xxxx xxxxx  14.3 xxxx   9.2
LOS by Move:    *    *     *     A    *     *     *    *     *     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:    xxxxxx           xxxxxx           xxxxxx             10.0
ApproachLOS:         *                *                *                B
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) Without Project Conditions
Weekday PM Peak Hour

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

Intersection #21 Indian Street / Harley Knox Boulevard

Cycle (sec): 120 Critical Vol./Cap.(X): 1.207
Loss Time (sec): 16 Average Delay (sec/veh): 157.6
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	39	39	10	39	39	10	34	34	10	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	1 0	1 1	0	1 0	1 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	269	106	7	75	321	818	429	455	140	14	504	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	269	106	7	75	321	818	429	455	140	14	504	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	290	114	8	81	347	883	463	491	151	15	544	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	290	114	8	81	347	883	463	491	151	15	544	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	290	114	8	81	347	883	463	491	151	15	544	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.95	0.85	0.85	0.95	1.00	0.85	0.92	0.94	0.94
Lanes:	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.92	0.08
Final Sat.:	3502	3610	1615	1805	1610	1610	1805	1900	1615	3502	3451	137
Capacity Analysis Module:												
Vol/Sat:	0.08	0.03	0.00	0.04	0.22	0.55	0.26	0.26	0.09	0.00	0.16	0.16
Crit Moves:	****					****	****				****	
Green/Cycle:	0.08	0.34	0.34	0.09	0.34	0.34	0.16	0.34	0.34	0.10	0.28	0.28
Volume/Cap:	1.00	0.09	0.01	0.52	0.63	1.61	1.61	0.76	0.27	0.04	0.56	0.56
Delay/Veh:	106.4	27.2	26.5	55.5	33.9	320.4	340.8	40.1	28.9	48.8	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:	106.4	27.2	26.5	55.5	33.9	320.4	340.8	40.1	28.9	48.8	37.3	37.3
LOS by Move:	F	C	C	E	C	F	F	D	C	D	D	D
HCM2kAvgQ:	9	1	0	4	12	78	40	17	4	0	10	10

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

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Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	0	697	445	0	1209	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5		4.5	
Lane Util. Factor		0.95	0.95		0.97	
Frpb, ped/bikes		1.00	1.00		1.00	
Flpb, ped/bikes		1.00	1.00		1.00	
Frt		1.00	1.00		0.99	
Flt Protected		1.00	1.00		0.96	
Satd. Flow (prot)		3574	3574		3443	
Flt Permitted		1.00	1.00		0.96	
Satd. Flow (perm)		3574	3574		3443	
Peak-hour factor, PHF	0.81	0.81	0.81	0.81	0.81	0.81
Adj. Flow (vph)	0	860	549	0	1493	123
RTOR Reduction (vph)	0	0	0	0	7	0
Lane Group Flow (vph)	0	860	549	0	1609	0
Confl. Peds. (#/hr)						5
Heavy Vehicles (%)	0%	1%	1%	0%	1%	0%
Turn Type		NA	NA		NA	
Protected Phases		2	6		4	
Permitted Phases						
Actuated Green, G (s)		45.5	45.5		35.5	
Effective Green, g (s)		45.5	45.5		35.5	
Actuated g/C Ratio		0.51	0.51		0.39	
Clearance Time (s)		4.5	4.5		4.5	
Vehicle Extension (s)		2.0	2.0		2.0	
Lane Grp Cap (vph)		1806	1806		1358	
v/s Ratio Prot		c0.24	0.15		c0.47	
v/s Ratio Perm						
v/c Ratio		0.48	0.30		1.19	
Uniform Delay, d1		14.5	13.0		27.2	
Progression Factor		1.00	1.00		1.00	
Incremental Delay, d2		0.9	0.4		91.0	
Delay (s)		15.4	13.4		118.3	
Level of Service		B	B		F	
Approach Delay (s)		15.4	13.4		118.3	
Approach LOS		B	B		F	

Intersection Summary			
HCM 2000 Control Delay	70.0	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	64.4%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	231	1	189	606	1568	0	0	1210	384
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	8	16	8	12	12	12	12	12	12
Total Lost time (s)					4.5		4.5	4.5			3.5	3.5
Lane Util. Factor					1.00		0.97	0.95			0.91	1.00
Frpb, ped/bikes					0.99		1.00	1.00			1.00	0.98
Flpb, ped/bikes					1.00		1.00	1.00			1.00	1.00
Frt					0.94		1.00	1.00			1.00	0.85
Flt Protected					0.97		0.95	1.00			1.00	1.00
Satd. Flow (prot)					1892		3467	3610			5136	1568
Flt Permitted					0.97		0.95	1.00			1.00	1.00
Satd. Flow (perm)					1892		3467	3610			5136	1568
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	0	0	238	1	195	625	1616	0	0	1247	396
RTOR Reduction (vph)	0	0	0	0	23	0	0	0	0	0	0	225
Lane Group Flow (vph)	0	0	0	0	411	0	625	1616	0	0	1247	171
Confl. Peds. (#/hr)						5						5
Heavy Vehicles (%)	0%	0%	0%	1%	0%	6%	1%	0%	0%	0%	1%	1%
Turn Type				Split	NA		Prot	NA			NA	Perm
Protected Phases				8	8		5	2			6	
Permitted Phases												6
Actuated Green, G (s)					28.8		24.1	77.2			49.6	49.6
Effective Green, g (s)					28.8		24.1	77.2			49.6	49.6
Actuated g/C Ratio					0.25		0.21	0.67			0.43	0.43
Clearance Time (s)					4.5		4.5	4.5			3.5	3.5
Vehicle Extension (s)					2.0		2.0	2.0			2.0	2.0
Lane Grp Cap (vph)					473		726	2423			2215	676
v/s Ratio Prot					c0.22		c0.18	c0.45			0.24	
v/s Ratio Perm												0.11
v/c Ratio					0.87		0.86	0.67			0.56	0.25
Uniform Delay, d1					41.3		43.8	11.2			24.6	20.9
Progression Factor					1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2					15.0		9.9	1.5			1.0	0.9
Delay (s)					56.3		53.7	12.7			25.6	21.8
Level of Service					E		D	B			C	C
Approach Delay (s)		0.0			56.3			24.2			24.7	
Approach LOS		A			E			C			C	

Intersection Summary			
HCM 2000 Control Delay	27.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	115.0	Sum of lost time (s)	12.5
Intersection Capacity Utilization	77.1%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	709	708	489	56	111	387	172	1078	75	366	913	163
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.0	5.0	4.0	5.0		4.0	5.0		4.0	5.0	4.0
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95		1.00	0.91		0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	0.98		1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.88		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3502	3574	1567	1805	3100		1770	5082		3433	3574	1593
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3502	3574	1567	1805	3100		1770	5082		3433	3574	1593
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	723	722	499	57	113	395	176	1100	77	373	932	166
RTOR Reduction (vph)	0	0	351	0	271	0	0	4	0	0	0	73
Lane Group Flow (vph)	723	722	148	57	237	0	176	1173	0	373	932	93
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	0%	1%	1%	0%	2%	1%	2%	1%	0%	2%	1%	0%
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA		Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2		1	6	7
Permitted Phases			4									6
Actuated Green, G (s)	26.0	41.6	41.6	8.6	24.2		19.1	51.4		20.4	52.7	78.7
Effective Green, g (s)	26.0	41.6	41.6	8.6	24.2		19.1	51.4		20.4	52.7	78.7
Actuated g/C Ratio	0.19	0.30	0.30	0.06	0.17		0.14	0.37		0.15	0.38	0.56
Clearance Time (s)	4.0	5.0	5.0	4.0	5.0		4.0	5.0		4.0	5.0	4.0
Vehicle Extension (s)	3.0	4.0	4.0	3.0	3.0		3.0	4.0		3.0	4.0	3.0
Lane Grp Cap (vph)	650	1061	465	110	535		241	1865		500	1345	895
v/s Ratio Prot	c0.21	c0.20		0.03	0.08		0.10	0.23		c0.11	c0.26	0.02
v/s Ratio Perm			0.09									0.04
v/c Ratio	1.11	0.68	0.32	0.52	0.44		0.73	0.63		0.75	0.69	0.10
Uniform Delay, d1	57.0	43.3	38.2	63.7	51.9		58.0	36.4		57.3	36.8	14.3
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	70.3	2.0	0.5	4.1	0.6		10.8	1.6		6.0	3.0	0.1
Delay (s)	127.3	45.3	38.7	67.8	52.4		68.8	38.1		63.3	39.8	14.3
Level of Service	F	D	D	E	D		E	D		E	D	B
Approach Delay (s)		74.1			54.0			42.1			42.9	
Approach LOS		E			D			D			D	

Intersection Summary			
HCM 2000 Control Delay	55.2	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	86.0%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	270	737	142	27	493	22	61	25	30	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	287	784	151	29	524	23	65	27	32	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		456										
pX, platoon unblocked				0.84			0.84	0.84	0.84	0.84	0.84	
vC, conflicting volume	548			935			1754	2039	468	1605	2103	274
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	548			547			1520	1859	0	1343	1935	274
tC, single (s)	4.1			4.1			7.5	6.6	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	72			97			0	36	97	100	100	100
cM capacity (veh/h)	1032			869			54	41	918	35	39	730

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1
Volume Total	287	523	412	29	350	198	123
Volume Left	287	0	0	29	0	0	65
Volume Right	0	0	151	0	0	23	32
cSH	1032	1700	1700	869	1700	1700	65
Volume to Capacity	0.28	0.31	0.24	0.03	0.21	0.12	1.89
Queue Length 95th (ft)	29	0	0	3	0	0	284
Control Delay (s)	9.8	0.0	0.0	9.3	0.0	0.0	556.0
Lane LOS	A			A			F
Approach Delay (s)	2.3			0.5			556.0
Approach LOS							F

Intersection Summary			
Average Delay	37.3		
Intersection Capacity Utilization	45.8%	ICU Level of Service	A
Analysis Period (min)	15		

MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) Without Project Conditions
Weekday PM Peak Hour

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

Intersection #28 Perris Boulevard / Eucalyptus Avenue

Cycle (sec): 115 Critical Vol./Cap.(X): 0.617
Loss Time (sec): 16 Average Delay (sec/veh): 36.5
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T	- R		L - T	- R		L - T	- R		L - T	- R	
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	28	28	10	28	28	10	33	33	10	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	85	922	62	180	1039	126	106	231	126	104	238	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:	85	922	62	180	1039	126	106	231	126	104	238	157
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	87	944	63	184	1063	129	108	236	129	106	244	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	944	63	184	1063	129	108	236	129	106	244	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	87	944	63	184	1063	129	108	236	129	106	244	161
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	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.26	0.04	0.10	0.29	0.08	0.06	0.12	0.08	0.06	0.13	0.10
Crit Moves:	****				****		****				****	
Green/Cycle:	0.09	0.35	0.35	0.14	0.40	0.40	0.09	0.29	0.29	0.09	0.29	0.29
Volume/Cap:	0.55	0.75	0.11	0.75	0.74	0.20	0.69	0.43	0.28	0.68	0.45	0.35
Delay/Veh:	54.6	35.4	25.4	59.5	31.4	22.6	63.4	33.9	32.1	62.3	34.1	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:	54.6	35.4	25.4	59.5	31.4	22.6	63.4	33.9	32.1	62.3	34.1	32.9
LOS by Move:	D	D	C	E	C	C	E	C	C	E	C	C
HCM2kAvgQ:	4	17	1	8	18	3	5	7	4	5	7	5

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) Without Project Conditions
Weekday PM Peak Hour

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

Intersection #29 Perris Boulevard / Cottonwood Avenue

Cycle (sec): 115 Critical Vol./Cap.(X): 0.672
Loss Time (sec): 16 Average Delay (sec/veh): 38.9
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	28	28	10	28	28	10	33	33	10	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	169	796	92	215	1011	135	108	265	144	98	203	148
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	169	796	92	215	1011	135	108	265	144	98	203	148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	172	811	94	219	1031	138	110	270	147	100	207	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	172	811	94	219	1031	138	110	270	147	100	207	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	172	811	94	219	1031	138	110	270	147	100	207	151
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	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.10	0.22	0.06	0.12	0.29	0.09	0.06	0.14	0.09	0.06	0.11	0.09
Crit Moves:	****				****			****		****		
Green/Cycle:	0.12	0.32	0.32	0.16	0.36	0.36	0.09	0.29	0.29	0.09	0.29	0.29
Volume/Cap:	0.78	0.69	0.18	0.75	0.78	0.23	0.70	0.50	0.32	0.64	0.38	0.33
Delay/Veh:	65.5	35.6	28.0	56.2	35.6	25.6	64.3	34.8	32.6	59.1	33.3	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:	65.5	35.6	28.0	56.2	35.6	25.6	64.3	34.8	32.6	59.1	33.3	32.7
LOS by Move:	E	D	C	E	D	C	E	C	C	E	C	C
HCM2kAvgQ:	8	14	2	9	18	3	5	8	4	5	6	4

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) Without Project Conditions
Weekday PM Peak Hour

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

Intersection #30 Perris Boulevard / Alessandro Boulevard

Cycle (sec):	90	Critical Vol./Cap.(X):	0.898
Loss Time (sec):	16	Average Delay (sec/veh):	40.7
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	19	19	10	19	19	10	15	15	10	15	15
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	303	607	128	190	729	201	264	985	250	149	703	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	303	607	128	190	729	201	264	985	250	149	703	145
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:	303	607	128	190	729	201	264	985	250	149	703	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	325	652	137	204	783	216	284	1058	269	160	755	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	325	652	137	204	783	216	284	1058	269	160	755	156
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	325	652	137	204	783	216	284	1058	269	160	755	156
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.03	0.85	0.95	1.03	0.85	0.95	1.03	0.85	0.95	1.03	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	1805	3925	1615	1805	3925	1615	1805	3925	1615	1805	5888	1615
Capacity Analysis Module:												
Vol/Sat:	0.18	0.17	0.09	0.11	0.20	0.13	0.16	0.27	0.17	0.09	0.13	0.10
Crit Moves:	****				****			****		****		
Green/Cycle:	0.20	0.27	0.27	0.15	0.22	0.22	0.20	0.30	0.30	0.11	0.21	0.21
Volume/Cap:	0.91	0.61	0.31	0.78	0.91	0.61	0.80	0.91	0.56	0.80	0.61	0.46
Delay/Veh:	62.4	29.8	26.6	51.0	48.3	34.9	46.3	41.6	28.4	58.7	33.2	32.1
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:	62.4	29.8	26.6	51.0	48.3	34.9	46.3	41.6	28.4	58.7	33.2	32.1
LOS by Move:	E	C	C	D	D	C	D	D	C	E	C	C
HCM2kAvgQ:	13	9	4	8	15	7	10	19	8	7	8	5

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) Without Project Conditions
Weekday PM Peak Hour

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

Intersection #31 Perris Boulevard / Cactus Avenue

Cycle (sec): 105 Critical Vol./Cap.(X): 0.906
Loss Time (sec): 16 Average Delay (sec/veh): 47.1
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	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	184	731	126	193	973	97	217	988	273	88	538	142
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	184	731	126	193	973	97	217	988	273	88	538	142
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	184	731	126	193	973	97	217	988	273	88	538	142
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	193	766	132	202	1020	102	227	1036	286	92	564	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	766	132	202	1020	102	227	1036	286	92	564	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	193	766	132	202	1020	102	227	1036	286	92	564	149
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.01	0.98	0.95	1.03	0.85	0.95	1.00	0.97	0.95	1.00	0.97
Lanes:	1.00	2.55	0.45	1.00	2.00	1.00	1.00	1.56	0.44	1.00	1.57	0.43
Final Sat.:	1805	4888	843	1805	3925	1615	1805	2956	817	1805	2989	789
Capacity Analysis Module:												
Vol/Sat:	0.11	0.16	0.16	0.11	0.26	0.06	0.13	0.35	0.35	0.05	0.19	0.19
Crit Moves:	****				****			****		****		
Green/Cycle:	0.11	0.22	0.22	0.16	0.27	0.27	0.19	0.37	0.37	0.10	0.28	0.28
Volume/Cap:	0.95	0.70	0.70	0.70	0.95	0.23	0.68	0.95	0.95	0.54	0.68	0.68
Delay/Veh:	96.1	39.2	39.2	49.0	54.9	29.9	45.5	46.8	46.8	48.6	35.6	35.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	96.1	39.2	39.2	49.0	54.9	29.9	45.5	46.8	46.8	48.6	35.6	35.6
LOS by Move:	F	D	D	D	D	C	D	D	D	D	D	D
HCM2kAvgQ:	10	11	10	8	21	3	8	27	26	4	12	12

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) Without Project Conditions
Weekday PM Peak Hour

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

Intersection #32 Perris Boulevard / John F. Kennedy Drive

Cycle (sec):	70	Critical Vol./Cap.(X):	0.722
Loss Time (sec):	16	Average Delay (sec/veh):	30.0
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	15	15	10	15	15	10	16	16	10	16	16
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	194	901	155	218	1003	76	150	342	179	203	267	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:	194	901	155	218	1003	76	150	342	179	203	267	96
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	194	901	155	218	1003	76	150	342	179	203	267	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:	204	949	163	230	1057	80	158	360	189	214	281	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	949	163	230	1057	80	158	360	189	214	281	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:	204	949	163	230	1057	80	158	360	189	214	281	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.01	0.98	0.95	1.02	0.99	0.95	1.03	0.85	0.95	1.03	0.85
Lanes:	1.00	2.55	0.45	1.00	2.78	0.22	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	4890	841	1805	5406	410	1805	3925	1615	1805	3925	1615
Capacity Analysis Module:												
Vol/Sat:	0.11	0.19	0.19	0.13	0.20	0.20	0.09	0.09	0.12	0.12	0.07	0.06
Crit Moves:		****		****					****	****		
Green/Cycle:	0.16	0.24	0.24	0.16	0.24	0.24	0.14	0.23	0.23	0.15	0.23	0.23
Volume/Cap:	0.71	0.81	0.81	0.81	0.82	0.82	0.61	0.40	0.51	0.81	0.31	0.27
Delay/Veh:	36.2	28.9	28.9	44.4	29.3	29.3	32.2	23.2	24.8	45.9	22.5	22.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.2	28.9	28.9	44.4	29.3	29.3	32.2	23.2	24.8	45.9	22.5	22.5
LOS by Move:	D	C	C	D	C	C	C	C	C	D	C	C
HCM2kAvgQ:	6	10	10	7	11	10	4	4	5	7	3	2

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) Without Project Conditions
Weekday PM Peak Hour

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

Intersection #33 Perris Boulevard / Gentian Avenue

Cycle (sec): 105 Critical Vol./Cap.(X): 0.580
Loss Time (sec): 12 Average Delay (sec/veh): 22.3
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	19	19	10	10	0	0	0	0	30	0	30
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	1	1 0	1 0	2	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	8	1010	117	171	1130	10	6	0	5	43	0	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:	8	1010	117	171	1130	10	6	0	5	43	0	154
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Tract 22180:	4	5	0	0	9	26	15	0	3	0	0	0
Initial Fut:	12	1015	117	171	1139	36	21	0	8	43	0	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	13	1103	127	186	1238	39	23	0	9	47	0	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	1103	127	186	1238	39	23	0	9	47	0	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	1103	127	186	1238	39	23	0	9	47	0	167
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.82	0.82	0.82	0.95	0.91	0.91	0.93	1.00	0.93	0.88	1.00	0.88
Lanes:	0.03	2.66	0.31	1.00	2.91	0.09	0.72	0.00	0.28	0.22	0.00	0.78
Final Sat.:	49	4161	480	1805	5003	158	1279	0	487	367	0	1313
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.27	0.10	0.25	0.25	0.02	0.00	0.02	0.13	0.00	0.13
Crit Moves:		****		****					****	****		
Green/Cycle:	0.41	0.41	0.41	0.16	0.57	0.57	0.03	0.00	0.03	0.29	0.00	0.29
Volume/Cap:	0.64	0.64	0.64	0.64	0.43	0.43	0.64	0.00	0.64	0.45	0.00	0.45
Delay/Veh:	25.5	25.5	25.5	46.2	12.9	12.9	76.0	0.0	76.0	31.4	0.0	31.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.5	25.5	25.5	46.2	12.9	12.9	76.0	0.0	76.0	31.4	0.0	31.4
LOS by Move:	C	C	C	D	B	B	E	A	E	C	A	C
HCM2kAvgQ:	12	12	12	7	9	9	2	0	2	6	0	6

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) Without Project Conditions
Weekday PM Peak Hour

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

Intersection #36 Perris Boulevard / Santiago Drive

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	2	1	0		1	0	2	1	0		0	0	1!	0	0		0	0	1!	0	0	
Volume Module:																								
Base Vol:	3	1036		62			105	1046		25			10		28		10		63		31		88	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	3	1036		62			105	1046		25			10		28		10		63		31		88	
Added Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
Tract 22180:	9	4		0			0	3		9			5		0		5		0		0		0	
Initial Fut:	12	1040		62			105	1049		34			15		28		15		63		31		88	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.96	0.96		0.96			0.96	0.96		0.96			0.96		0.96		0.96		0.96		0.96		0.96	
PHF Volume:	12	1081		64			109	1090		35			16		29		16		65		32		91	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
FinalVolume:	12	1081		64			109	1090		35			16		29		16		65		32		91	
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:	1126	xxxx	xxxxx				1146	xxxx	xxxxx				1728		2497		381		1735		2482		393	
Potent Cap.:	628	xxxx	xxxxx				617	xxxx	xxxxx				58		29		623		57		30		612	
Move Cap.:	628	xxxx	xxxxx				617	xxxx	xxxxx				0		24		623		0		24		612	
Volume/Cap:	0.02	xxxx	xxxx				0.18	xxxx	xxxx				xxxx		1.23		0.03		xxxx		1.33		0.15	
Level Of Service Module:																								
2Way95thQ:	0.1	xxxx	xxxxx				0.6	xxxx	xxxxx				xxxx		xxxx		xxxxx		xxxx		xxxx		xxxxx	
Control Del:	10.8	xxxx	xxxxx				12.1	xxxx	xxxxx				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		0		xxxxx		xxxx		0		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						F					

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) Without Project Conditions
Weekday PM Peak Hour

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

Intersection #37 Perris Boulevard / Iris Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.721
Loss Time (sec): 16 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:	10	31	31	10	31	31	10	34	34	10	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	2 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	171	723	208	274	683	81	98	498	171	213	410	175
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	171	723	208	274	683	81	98	498	171	213	410	175
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	178	751	216	285	709	84	102	517	178	221	426	182
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	751	216	285	709	84	102	517	178	221	426	182
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	178	751	216	285	709	84	102	517	178	221	426	182
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.90	0.90	0.95	0.91	0.91	0.95	0.91	0.91
Lanes:	1.00	3.00	1.00	1.00	2.68	0.32	1.00	1.49	0.51	1.00	1.40	0.60
Final Sat.:	1805	5187	1615	1805	4563	541	1805	2585	888	1805	2416	1031
Capacity Analysis Module:												
Vol/Sat:	0.10	0.14	0.13	0.16	0.16	0.16	0.06	0.20	0.20	0.12	0.18	0.18
Crit Moves:		****		****				****		****		
Green/Cycle:	0.12	0.26	0.26	0.18	0.32	0.32	0.10	0.28	0.28	0.14	0.33	0.33
Volume/Cap:	0.81	0.56	0.52	0.86	0.49	0.49	0.58	0.71	0.71	0.86	0.54	0.54
Delay/Veh:	70.9	39.1	39.2	67.6	33.1	33.1	56.8	40.9	40.9	74.8	33.3	33.3
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:	70.9	39.1	39.2	67.6	33.1	33.1	56.8	40.9	40.9	74.8	33.3	33.3
LOS by Move:	E	D	D	E	C	C	E	D	D	E	C	C
HCM2kAvgQ:	9	9	7	13	9	9	4	13	13	11	10	10

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) Without Project Conditions
Weekday PM Peak Hour

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

Intersection #38 Perris Boulevard / Krameria Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.608
Loss Time (sec): 16 Average Delay (sec/veh): 57.0
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	28	28	10	24	24	34	34	34	31	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 1	1! 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	48	927	169	165	787	50	61	188	48	200	136	132
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	927	169	165	787	50	61	188	48	200	136	132
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	51	984	179	175	835	53	65	200	51	212	144	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	984	179	175	835	53	65	200	51	212	144	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	984	179	175	835	53	65	200	51	212	144	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.89	0.89	0.95	0.90	0.90	0.92	0.92	0.92	0.95	1.00	0.85
Lanes:	1.00	2.54	0.46	1.00	2.82	0.18	0.45	1.38	1.17	1.00	1.00	1.00
Final Sat.:	1805	4286	781	1805	4833	307	779	2402	2051	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.23	0.23	0.10	0.17	0.17	0.08	0.08	0.02	0.12	0.08	0.09
Crit Moves:		****		****				****		****		
Green/Cycle:	0.10	0.23	0.23	0.09	0.23	0.23	0.28	0.28	0.28	0.26	0.26	0.26
Volume/Cap:	0.30	0.98	0.98	1.06	0.75	0.75	0.29	0.29	0.09	0.46	0.29	0.34
Delay/Veh:	51.5	68.0	68.0	140.9	45.9	45.9	33.8	33.8	31.6	38.1	36.1	36.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.5	68.0	68.0	140.9	45.9	45.9	33.8	33.8	31.6	38.1	36.1	36.6
LOS by Move:	D	E	E	F	D	D	C	C	C	D	D	D
HCM2kAvgQ:	2	21	21	11	13	13	4	4	1	7	4	4

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) Without Project Conditions
Weekday PM Peak Hour

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

Intersection #39 Perris Boulevard / San Michele Road

Cycle (sec): 110 Critical Vol./Cap.(X): 0.457
Loss Time (sec): 16 Average Delay (sec/veh): 37.9
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T	- R		L - T	- R		L - T	- R		L - T	- R	
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	32	32	10	32	32	10	34	34	10	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	0	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	123	916	1	1	831	147	211	1	141	1	1	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	123	916	1	1	831	147	211	1	141	1	1	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	127	946	1	1	858	152	218	1	146	1	1	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	946	1	1	858	152	218	1	146	1	1	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	946	1	1	858	152	218	1	146	1	1	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.89	0.89	0.95	0.85	0.85	0.95	1.00	0.85
Lanes:	1.00	2.99	0.01	1.00	2.55	0.45	1.00	0.01	0.99	1.00	1.00	1.00
Final Sat.:	1805	5181	6	1805	4310	762	1805	11	1606	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.18	0.18	0.00	0.20	0.20	0.12	0.09	0.09	0.00	0.00	0.00
Crit Moves:	****				****		****				****	
Green/Cycle:	0.09	0.29	0.29	0.09	0.29	0.29	0.16	0.36	0.36	0.11	0.31	0.31
Volume/Cap:	0.75	0.62	0.62	0.01	0.68	0.68	0.75	0.25	0.25	0.01	0.00	0.00
Delay/Veh:	65.6	34.4	34.4	45.4	35.9	35.9	54.5	24.8	24.8	43.9	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:	65.6	34.4	34.4	45.4	35.9	35.9	54.5	24.8	24.8	43.9	26.3	26.3
LOS by Move:	E	C	C	D	D	D	D	C	C	D	C	C
HCM2kAvgQ:	6	11	11	0	12	12	9	3	3	0	0	0

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) Without Project Conditions
Weekday PM Peak Hour

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

Intersection #40 Perris Boulevard / Nandina Avenue

Cycle (sec): 115 Critical Vol./Cap.(X): 0.417
Loss Time (sec): 16 Average Delay (sec/veh): 36.5
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	10	31	31	10	31	31	10	41	41	10	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	3	0 1	1 0	1	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	4	828	17	53	1057	25	135	2	204	14	5	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	828	17	53	1057	25	135	2	204	14	5	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	4	858	18	55	1095	26	140	2	211	15	5	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	858	18	55	1095	26	140	2	211	15	5	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	858	18	55	1095	26	140	2	211	15	5	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.91	0.85	0.95	0.81	0.81	0.95	1.00	0.85
Lanes:	1.00	2.94	0.06	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	5067	104	1805	5187	1615	1805	1538	1538	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.17	0.03	0.21	0.02	0.08	0.00	0.14	0.01	0.00	0.00
Crit Moves:	****				****				****	****		
Green/Cycle:	0.09	0.32	0.32	0.10	0.33	0.42	0.09	0.36	0.36	0.09	0.36	0.36
Volume/Cap:	0.03	0.54	0.54	0.30	0.64	0.04	0.89	0.00	0.39	0.09	0.01	0.01
Delay/Veh:	48.1	32.8	32.8	48.8	33.5	19.9	93.8	23.8	28.1	48.6	23.9	23.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.1	32.8	32.8	48.8	33.5	19.9	93.8	23.8	28.1	48.6	23.9	23.9
LOS by Move:	D	C	C	D	C	B	F	C	C	D	C	C
HCM2kAvgQ:	0	10	10	2	13	1	8	0	6	1	0	0

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) Without Project Conditions
Weekday PM Peak Hour

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

Intersection #41 Perris Boulevard / Harley Knox Boulevard

Cycle (sec): 120 Critical Vol./Cap.(X): 1.222
Loss Time (sec): 12 Average Delay (sec/veh): 121.4
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				Permitted				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	0	0	29	29	10	0	10	0	0	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	1	0	0	1	0	0	1	0	0	1	0	0	1	0	0	1! 0 0
Volume Module:																
Base Vol:	51	755	2	58	1109	344	238	70	252	5	115	53				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	51	755	2	58	1109	344	238	70	252	5	115	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:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98				
PHF Volume:	52	774	2	59	1136	352	244	72	258	5	118	54				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	52	774	2	59	1136	352	244	72	258	5	118	54				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	52	774	2	59	1136	352	244	72	258	5	118	54				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.95	1.00	1.00	0.79	0.79	0.85	0.87	0.87	0.87	0.96	0.96	0.96				
Lanes:	1.00	0.99	0.01	0.05	0.95	1.00	0.85	0.25	0.90	0.03	0.66	0.31				
Final Sat.:	1805	1895	5	74	1421	1615	1401	412	1484	53	1210	558				
Capacity Analysis Module:																
Vol/Sat:	0.03	0.41	0.41	0.80	0.80	0.22	0.17	0.17	0.17	0.10	0.10	0.10				
Crit Moves:	****				****			****			****					
Green/Cycle:	0.08	0.69	0.69	0.61	0.61	0.61	0.13	0.13	0.13	0.08	0.08	0.08				
Volume/Cap:	0.35	0.59	0.59	1.32	1.32	0.36	1.30	1.30	1.30	1.30	1.30	1.30				
Delay/Veh:	53.3	10.4	10.4	173.8	174	12.1	201.3	201	201.3	232.4	232	232.4				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	53.3	10.4	10.4	173.8	174	12.1	201.3	201	201.3	232.4	232	232.4				
LOS by Move:	D	B	B	F	F	B	F	F	F	F	F	F				
HCM2kAvgQ:	2	15	15	80	80	6	22	22	22	14	14	14				

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) Without Project Conditions
Weekday PM Peak Hour

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

Intersection #42 Perris Boulevard / Ramona Expressway

Cycle (sec):	120	Critical Vol./Cap.(X):	0.615
Loss Time (sec):	16	Average Delay (sec/veh):	49.9
Optimal Cycle: OPTIMIZED		Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	44	44	10	44	44	10	36	36	10	36	36
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	1 1	0	2 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	267	432	109	450	627	224	255	1241	311	91	898	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	267	432	109	450	627	224	255	1241	311	91	898	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	272	440	111	459	639	228	260	1265	317	93	915	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	272	440	111	459	639	228	260	1265	317	93	915	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	272	440	111	459	639	228	260	1265	317	93	915	131
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	0.91	0.91	0.92	0.91	0.85	0.92	0.89	0.89
Lanes:	2.00	2.00	1.00	2.00	1.47	0.53	2.00	3.00	1.00	2.00	2.62	0.38
Final Sat.:	3502	3610	1615	3502	2556	913	3502	5187	1615	3502	4449	639
Capacity Analysis Module:												
Vol/Sat:	0.08	0.12	0.07	0.13	0.25	0.25	0.07	0.24	0.20	0.03	0.21	0.21
Crit Moves:		****		****			****				****	
Green/Cycle:	0.09	0.37	0.37	0.12	0.39	0.39	0.08	0.30	0.30	0.08	0.30	0.30
Volume/Cap:	0.87	0.33	0.19	1.12	0.63	0.63	0.89	0.81	0.65	0.32	0.69	0.69
Delay/Veh:	75.8	27.6	26.0	135.3	30.4	30.4	81.3	42.3	39.8	52.4	38.3	38.3
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:	75.8	27.6	26.0	135.3	30.4	30.4	81.3	42.3	39.8	52.4	38.3	38.3
LOS by Move:	E	C	C	F	C	C	F	D	D	D	D	D
HCM2kAvgQ:	8	6	3	15	14	14	8	18	11	2	13	13

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) Without Project Conditions
Weekday PM Peak Hour

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

Intersection #43 Kitching Street / Cactus Avenue

Cycle (sec):	85	Critical Vol./Cap.(X):	0.691
Loss Time (sec):	16	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	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	1 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	101	346	49	60	333	78	97	813	218	57	671	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	346	49	60	333	78	97	813	218	57	671	41
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	346	49	60	333	78	97	813	218	57	671	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	108	369	52	64	355	83	104	868	233	61	716	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	369	52	64	355	83	104	868	233	61	716	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	108	369	52	64	355	83	104	868	233	61	716	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	1.01	1.01	0.98	1.03	0.88	0.98	1.00	1.00	0.98	1.02	1.02
Lanes:	1.00	1.75	0.25	1.00	1.00	1.00	1.00	1.58	0.42	1.00	1.88	0.12
Final Sat.:	1865	3373	478	1865	1963	1668	1865	2996	803	1865	3666	224
Capacity Analysis Module:												
Vol/Sat:	0.06	0.11	0.11	0.03	0.18	0.05	0.06	0.29	0.29	0.03	0.20	0.20
Crit Moves:	****				****			****		****		
Green/Cycle:	0.12	0.17	0.17	0.17	0.22	0.22	0.18	0.35	0.35	0.12	0.29	0.29
Volume/Cap:	0.49	0.65	0.65	0.20	0.82	0.22	0.31	0.82	0.82	0.28	0.66	0.66
Delay/Veh:	36.8	35.1	35.1	30.7	42.8	27.4	31.0	28.9	28.9	34.9	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:	36.8	35.1	35.1	30.7	42.8	27.4	31.0	28.9	28.9	34.9	27.7	27.7
LOS by Move:	D	D	D	C	D	C	C	C	C	C	C	C
HCM2kAvgQ:	3	7	7	2	12	2	3	16	16	2	10	10

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) Without Project Conditions
Weekday PM Peak Hour

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

Intersection #44 Kitching Street / John F. Kennedy Drive

Cycle (sec): 105 Critical Vol./Cap.(X): 0.825
Loss Time (sec): 16 Average Delay (sec/veh): 50.6
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:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1	1 0	1 0	2 0	1
Volume Module:												
Base Vol:	114	349	40	77	401	61	67	515	173	37	389	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:	114	349	40	77	401	61	67	515	173	37	389	54
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	114	349	40	77	401	61	67	515	173	37	389	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	126	386	44	85	444	67	74	570	191	41	430	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	386	44	85	444	67	74	570	191	41	430	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	126	386	44	85	444	67	74	570	191	41	430	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.24	1.24	1.24	1.24	1.24	1.24	1.05	1.06	1.06	1.05	1.10	0.94
Lanes:	0.23	0.69	0.08	0.14	0.75	0.11	1.00	1.50	0.50	1.00	2.00	1.00
Final Sat.:	534	1634	187	336	1752	266	1986	3010	1011	1986	4180	1777
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.24	0.25	0.25	0.25	0.04	0.19	0.19	0.02	0.10	0.03
Crit Moves:			****			****		****		****		
Green/Cycle:	0.26	0.26	0.26	0.28	0.28	0.28	0.15	0.21	0.21	0.10	0.16	0.16
Volume/Cap:	0.90	0.90	0.90	0.90	0.90	0.90	0.25	0.90	0.90	0.22	0.65	0.21
Delay/Veh:	54.0	54.0	54.0	52.0	52.0	52.0	40.2	53.3	53.3	44.5	43.7	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:	54.0	54.0	54.0	52.0	52.0	52.0	40.2	53.3	53.3	44.5	43.7	38.9
LOS by Move:	D	D	D	D	D	D	D	D	D	D	D	D
HCM2kAvgQ:	21	21	21	23	23	23	2	16	16	1	8	2

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) Without Project Conditions
Weekday PM Peak Hour

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

Intersection #45 Kitching Street / Iris Avenue

Cycle (sec):	75	Critical Vol./Cap.(X):	0.718
Loss Time (sec):	16	Average Delay (sec/veh):	28.6
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			Ovl		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	126	223	186	105	251	145	149	875	204	161	770	171
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	223	186	105	251	145	149	875	204	161	770	171
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:	126	223	186	105	251	145	149	875	204	161	770	171
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	131	232	193	109	261	151	155	910	212	167	800	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	232	193	109	261	151	155	910	212	167	800	178
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	131	232	193	109	261	151	155	910	212	167	800	178
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.96	0.96	0.98	0.98	0.98	0.98	1.00	1.00	0.98	1.03	0.88
Lanes:	1.00	1.09	0.91	1.00	1.27	0.73	1.00	1.62	0.38	1.00	2.00	1.00
Final Sat.:	1865	1995	1664	1865	2351	1358	1865	3094	721	1865	3925	1668
Capacity Analysis Module:												
Vol/Sat:	0.07	0.12	0.12	0.06	0.11	0.11	0.08	0.29	0.29	0.09	0.20	0.11
Crit Moves:	****				****			****		****		
Green/Cycle:	0.13	0.14	0.14	0.14	0.14	0.14	0.20	0.38	0.38	0.13	0.31	0.45
Volume/Cap:	0.53	0.84	0.84	0.42	0.78	0.78	0.41	0.78	0.78	0.67	0.66	0.24
Delay/Veh:	32.4	43.7	43.7	30.7	38.3	38.3	26.8	23.4	23.4	38.0	23.9	13.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.4	43.7	43.7	30.7	38.3	38.3	26.8	23.4	23.4	38.0	23.9	13.0
LOS by Move:	C	D	D	C	D	D	C	C	C	D	C	B
HCM2kAvgQ:	4	8	8	3	7	7	4	14	14	5	10	4

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) Without Project Conditions
Weekday PM Peak Hour

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

Intersection #46 Lasselle Street / Iris Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.755
Loss Time (sec): 16 Average Delay (sec/veh): 45.1
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	41	41	10	41	41	10	34	34	10	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	298	623	346	282	759	132	199	561	324	463	794	133
Growth Adj:	1.00	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	623	346	282	759	132	199	561	324	463	794	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	310	649	360	294	791	138	207	584	338	482	827	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	310	649	360	294	791	138	207	584	338	482	827	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	310	649	360	294	791	138	207	584	338	482	827	139
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	0.91	0.85	0.92	0.89	0.89
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	2.57	0.43
Final Sat.:	3502	3610	1615	3502	3610	1615	3502	5187	1615	3502	4350	729
Capacity Analysis Module:												
Vol/Sat:	0.09	0.18	0.22	0.08	0.22	0.09	0.06	0.11	0.21	0.14	0.19	0.19
Crit Moves:	****				****				****	****		
Green/Cycle:	0.09	0.35	0.50	0.09	0.34	0.34	0.10	0.28	0.28	0.15	0.33	0.33
Volume/Cap:	0.94	0.51	0.45	0.98	0.64	0.25	0.61	0.40	0.74	0.94	0.57	0.57
Delay/Veh:	87.3	31.2	19.9	99.7	34.4	28.7	55.0	34.9	45.2	75.5	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:	87.3	31.2	19.9	99.7	34.4	28.7	55.0	34.9	45.2	75.5	33.5	33.5
LOS by Move:	F	C	B	F	C	C	D	C	D	E	C	C
HCM2kAvgQ:	9	10	9	9	13	4	5	6	13	13	11	11

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

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	697	80	502	221	0	0	0	0	0	0	102
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5	5.5	4.0	5.5							4.0
Lane Util. Factor		0.95	1.00	1.00	0.95							1.00
Frpb, ped/bikes		1.00	0.97	1.00	1.00							0.98
Flpb, ped/bikes		1.00	1.00	1.00	1.00							1.00
Frt		1.00	0.85	1.00	1.00							0.86
Flt Protected		1.00	1.00	0.95	1.00							1.00
Satd. Flow (prot)		3406	1443	1805	2935							1619
Flt Permitted		1.00	1.00	0.95	1.00							1.00
Satd. Flow (perm)		3406	1443	1805	2935							1619
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	774	89	558	246	0	0	0	0	0	0	113
RTOR Reduction (vph)	0	0	52	0	0	0	0	0	0	0	0	59
Lane Group Flow (vph)	0	774	37	558	246	0	0	0	0	0	0	54
Confl. Peds. (#/hr)			5									5
Heavy Vehicles (%)	0%	6%	9%	0%	23%	0%	0%	0%	0%	0%	0%	0%
Turn Type		NA	Perm	Prot	NA							custom
Protected Phases		2		1	6							
Permitted Phases			2									1 4
Actuated Green, G (s)		34.5	34.5	31.0	69.5							40.0
Effective Green, g (s)		34.5	34.5	31.0	69.5							40.0
Actuated g/C Ratio		0.41	0.41	0.37	0.83							0.48
Clearance Time (s)		5.5	5.5	4.0	5.5							
Vehicle Extension (s)		2.0	2.0	2.0	2.0							
Lane Grp Cap (vph)		1398	592	666	2428							770
v/s Ratio Prot		c0.23		c0.31	0.08							
v/s Ratio Perm			0.03									c0.03
v/c Ratio		0.55	0.06	0.84	0.10							0.07
Uniform Delay, d1		18.9	15.0	24.2	1.4							11.9
Progression Factor		1.00	1.00	1.00	1.00							1.00
Incremental Delay, d2		1.6	0.2	8.7	0.0							0.0
Delay (s)		20.5	15.2	32.9	1.4							11.9
Level of Service		C	B	C	A							B
Approach Delay (s)		19.9			23.2			0.0			11.9	
Approach LOS		B			C			A			B	

Intersection Summary			
HCM 2000 Control Delay	20.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	84.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	60.7%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	16	1011	231	0	1409	82	128	27	92	68	0	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	0.95			0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00			1.00		1.00	0.99		1.00	0.98	
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.97			0.99		1.00	0.88		1.00	0.85	
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1480	3308			3445		1271	1385		1805	1584	
Flt Permitted	0.10	1.00			1.00		0.74	1.00		0.68	1.00	
Satd. Flow (perm)	163	3308			3445		995	1385		1286	1584	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	17	1064	243	0	1483	86	135	28	97	72	0	21
RTOR Reduction (vph)	0	22	0	0	5	0	0	52	0	0	17	0
Lane Group Flow (vph)	17	1285	0	0	1564	0	135	73	0	72	4	0
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	22%	3%	17%	0%	4%	0%	42%	0%	25%	0%	0%	0%
Turn Type	Perm	NA			NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2						8			4		
Actuated Green, G (s)	41.8	41.8			41.8		13.2	13.2		13.2	13.2	
Effective Green, g (s)	41.8	41.8			41.8		13.2	13.2		13.2	13.2	
Actuated g/C Ratio	0.64	0.64			0.64		0.20	0.20		0.20	0.20	
Clearance Time (s)	5.0	5.0			5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	2.0	2.0			2.0		2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	104	2127			2215		202	281		261	321	
v/s Ratio Prot		0.39			c0.45			0.05			0.00	
v/s Ratio Perm	0.10						c0.14			0.06		
v/c Ratio	0.16	0.60			0.71		0.67	0.26		0.28	0.01	
Uniform Delay, d1	4.6	6.8			7.6		23.9	21.8		21.9	20.7	
Progression Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	3.4	1.3			1.9		6.3	0.2		0.2	0.0	
Delay (s)	8.0	8.1			9.5		30.2	22.0		22.1	20.7	
Level of Service	A	A			A		C	C		C	C	
Approach Delay (s)		8.1			9.5			26.3			21.8	
Approach LOS		A			A			C			C	

Intersection Summary			
HCM 2000 Control Delay	10.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	65.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	63.7%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) Without Project Conditions
Saturday Mid-Day Peak Hour

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

Intersection #3 Elsworth Street / Cactus Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.713
Loss Time (sec): 16 Average Delay (sec/veh): 53.4
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			Ovl			Ignore			Include		
Min. Green:	29	29	29	29	29	29	10	21	21	10	21	21
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1! 0	0	1 1	0 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	158	169	119	66	85	57	89	1384	101	128	1398	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	158	169	119	66	85	57	89	1384	101	128	1398	101
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	158	169	119	66	85	57	89	1384	101	128	1398	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95
PHF Volume:	166	178	125	69	89	60	93	1454	0	134	1468	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	178	125	69	89	60	93	1454	0	134	1468	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	166	178	125	69	89	60	93	1454	0	134	1468	106
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.94	0.98	0.98	0.85	0.95	0.91	1.00	0.95	0.91	0.85
Lanes:	1.22	0.46	0.32	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	2179	826	581	1860	1860	1615	1805	5187	1900	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.22	0.22	0.04	0.05	0.04	0.05	0.28	0.00	0.07	0.28	0.07
Crit Moves:		****			****			****		****		
Green/Cycle:	0.24	0.24	0.24	0.24	0.24	0.33	0.09	0.30	0.00	0.08	0.30	0.30
Volume/Cap:	0.32	0.89	0.89	0.15	0.20	0.11	0.59	0.93	0.00	0.89	0.96	0.22
Delay/Veh:	37.5	60.9	60.9	35.9	36.4	28.2	58.7	51.6	0.0	98.2	55.4	32.0
User DelAdj:	1.00	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	60.9	60.9	35.9	36.4	28.2	58.7	51.6	0.0	98.2	55.4	32.0
LOS by Move:	D	E	E	D	D	C	E	D	A	F	E	C
HCM2kAvgQ:	4	17	17	2	3	2	4	23	0	8	24	3

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) Without Project Conditions
Saturday Mid-Day Peak Hour

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

Intersection #4 Frederick Street / Cactus Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.506
Loss Time (sec): 12 Average Delay (sec/veh): 18.1
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	32	0	32	10	10	0	0	27	27
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	2 0	0	0 1	1 0	2	0 0	0 0	3	0 1
Volume Module:												
Base Vol:	0	0	0	280	0	61	48	1408	0	0	1628	216
Growth Adj:	1.00	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	280	0	61	48	1408	0	0	1628	216
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	303	0	66	52	1525	0	0	1764	234
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	303	0	66	52	1525	0	0	1764	234
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	303	0	66	52	1525	0	0	1764	234
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	0.95	0.95	1.00	1.00	0.91	0.85
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3502	0	1615	1805	3610	0	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.04	0.03	0.42	0.00	0.00	0.34	0.14
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.27	0.00	0.35	0.08	0.63	0.00	0.00	0.55	0.82
Volume/Cap:	0.00	0.00	0.00	0.32	0.00	0.12	0.35	0.67	0.00	0.00	0.62	0.18
Delay/Veh:	0.0	0.0	0.0	35.5	0.0	26.5	53.3	14.7	0.0	0.0	18.8	2.4
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:	0.0	0.0	0.0	35.5	0.0	26.5	53.3	14.7	0.0	0.0	18.8	2.4
LOS by Move:	A	A	A	D	A	C	D	B	A	A	B	A
HCM2kAvgQ:	0	0	0	5	0	2	2	19	0	0	16	2

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) Without Project Conditions
Saturday Mid-Day Peak Hour

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

Intersection #5 Graham Street / Cactus Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.687
Loss Time (sec): 16 Average Delay (sec/veh): 53.8
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ignore			Include		
Min. Green:	10	32	32	10	32	32	10	35	35	10	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 1	0	1 0	2 0	1	1 0	2 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	296	113	15	110	147	126	99	1445	419	27	1315	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	296	113	15	110	147	126	99	1445	419	27	1315	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.00	0.91	0.91	0.91
PHF Volume:	326	124	17	121	162	139	109	1591	0	30	1448	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	326	124	17	121	162	139	109	1591	0	30	1448	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	326	124	17	121	162	139	109	1591	0	30	1448	76
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.93	0.95	0.95	0.85	0.95	0.95	1.00	0.95	0.90	0.90
Lanes:	2.00	1.77	0.23	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.85	0.15
Final Sat.:	3502	3130	415	1805	3610	1615	1805	3610	1900	1805	4894	257
Capacity Analysis Module:												
Vol/Sat:	0.09	0.04	0.04	0.07	0.04	0.09	0.06	0.44	0.00	0.02	0.30	0.30
Crit Moves:	****				****			****		****		
Green/Cycle:	0.09	0.27	0.27	0.08	0.27	0.38	0.11	0.43	0.00	0.08	0.40	0.40
Volume/Cap:	1.03	0.15	0.15	0.79	0.17	0.23	0.54	1.03	0.00	0.20	0.74	0.74
Delay/Veh:	114.2	33.2	33.2	77.4	33.9	25.5	53.3	66.4	0.0	51.9	32.4	32.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	114.2	33.2	33.2	77.4	33.9	25.5	53.3	66.4	0.0	51.9	32.4	32.4
LOS by Move:	F	C	C	E	C	C	D	E	A	D	C	C
HCM2kAvgQ:	11	2	2	6	2	3	5	40	0	1	19	19

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) Without Project Conditions
Saturday Mid-Day Peak Hour

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

Intersection #6 Heacock Street / Alessandro Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.725
Loss Time (sec):	16	Average Delay (sec/veh):	43.7
Optimal Cycle: OPTIMIZED		Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	10	39	39	10	39	39	10	28	28	10	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	43	832	264	215	862	145	218	538	82	293	584	189
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	832	264	215	862	145	218	538	82	293	584	189
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	44	849	269	219	880	148	222	549	84	299	596	193
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	849	269	219	880	148	222	549	84	299	596	193
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	849	269	219	880	148	222	549	84	299	596	193
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	0.91	0.85	0.95	0.91	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	5187	1615	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.24	0.17	0.12	0.24	0.09	0.12	0.11	0.05	0.17	0.11	0.12
Crit Moves:		****		****				****		****		
Green/Cycle:	0.09	0.33	0.33	0.13	0.36	0.50	0.14	0.23	0.33	0.18	0.27	0.27
Volume/Cap:	0.26	0.72	0.51	0.93	0.67	0.18	0.87	0.45	0.16	0.93	0.43	0.44
Delay/Veh:	51.4	38.0	33.7	91.8	33.6	16.3	75.7	39.7	28.9	81.5	36.4	37.1
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:	51.4	38.0	33.7	91.8	33.6	16.3	75.7	39.7	28.9	81.5	36.4	37.1
LOS by Move:	D	D	C	F	C	B	E	D	C	F	D	D
HCM2kAvgQ:	2	16	8	12	15	3	11	7	2	15	7	6

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) Without Project Conditions
Saturday Mid-Day Peak Hour

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

Intersection #7 Heacock Street / Cactus Avenue

Cycle (sec): 95 Critical Vol./Cap.(X): 0.796
Loss Time (sec): 16 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			Ovl			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 1	0	1 0	1 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	482	614	16	208	649	163	195	973	464	13	710	211
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	482	614	16	208	649	163	195	973	464	13	710	211
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:	482	614	16	208	649	163	195	973	464	13	710	211
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	524	668	17	226	706	177	212	1059	505	14	773	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	524	668	17	226	706	177	212	1059	505	14	773	230
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	524	668	17	226	706	177	212	1059	505	14	773	230
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	0.97	0.97	0.98	1.03	0.88	0.98	1.00	1.00
Lanes:	2.00	1.95	0.05	1.00	1.60	0.40	1.00	2.00	1.00	1.00	1.54	0.46
Final Sat.:	3610	3689	96	1805	2946	740	1865	3925	1668	1865	2923	869
Capacity Analysis Module:												
Vol/Sat:	0.15	0.18	0.18	0.13	0.24	0.24	0.11	0.27	0.30	0.01	0.26	0.26
Crit Moves:	****				****			****		****		
Green/Cycle:	0.16	0.25	0.25	0.17	0.27	0.27	0.12	0.30	0.46	0.11	0.28	0.28
Volume/Cap:	0.90	0.72	0.72	0.72	0.90	0.90	0.93	0.90	0.66	0.07	0.93	0.93
Delay/Veh:	56.3	35.1	35.1	44.7	44.9	44.9	83.3	41.6	21.9	38.5	47.7	47.7
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:	56.3	35.1	35.1	44.7	44.9	44.9	83.3	41.6	21.9	38.5	47.7	47.7
LOS by Move:	E	D	D	D	D	D	F	D	C	D	D	D
HCM2kAvgQ:	11	11	11	8	17	17	10	19	14	0	19	19

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) Without Project Conditions
Saturday Mid-Day Peak Hour

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

Intersection #8 Heacock Street / John F. Kennedy Drive

Cycle (sec): 110 | Critical Vol./Cap.(X): 0.721
Loss Time (sec): 16 | Average Delay (sec/veh): 40.1
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	29	29	10	10	10	10	10	10	10	32	32
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	45	520	30	297	470	162	104	209	143	17	126	299
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	520	30	297	470	162	104	209	143	17	126	299
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	50	581	34	332	525	181	116	234	160	19	141	334
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	581	34	332	525	181	116	234	160	19	141	334
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	581	34	332	525	181	116	234	160	19	141	334
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	1.00	0.85	0.95	0.85	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	1900	1615	1805	1614	1614
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.02	0.18	0.15	0.11	0.06	0.12	0.10	0.01	0.09	0.21
Crit Moves:		****		****			****					****
Green/Cycle:	0.18	0.26	0.26	0.21	0.29	0.29	0.09	0.22	0.22	0.16	0.29	0.29
Volume/Cap:	0.15	0.61	0.08	0.88	0.50	0.39	0.71	0.56	0.45	0.06	0.30	0.71
Delay/Veh:	38.1	36.7	30.5	62.5	32.7	31.7	61.9	39.9	38.1	39.1	30.4	38.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.1	36.7	30.5	62.5	32.7	31.7	61.9	39.9	38.1	39.1	30.4	38.5
LOS by Move:	D	D	C	E	C	C	E	D	D	D	C	D
HCM2kAvgQ:	1	10	1	14	8	5	5	8	5	1	4	12

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) Without Project Conditions
Saturday Mid-Day Peak Hour

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

Intersection #10 Webster Avenue / Harley Knox Boulevard

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: B[12.5]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	1!	0	0		0	0	1!	0	0		0	0	1	0	0		0	1	0	0	0	
Volume Module:																								
Base Vol:	16		0		31		0		0		0		0		328		0		27		228		0	
Growth Adj:	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	1.00	1.00	1.00	1.00
Initial Bse:	16		0		31		0		0		0		0		328		0		27		228		0	
User Adj:	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	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	19		0		36		0		0		0		0		385		0		32		268		0	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
FinalVolume:	19		0		36		0		0		0		0		385		0		32		268		0	
Critical Gap Module:																								
Critical Gp:	6.4	6.5		6.2		7.1	6.5		6.2			xxxxx	xxxx		xxxxx			4.1	xxxx		xxxxx			
FollowUpTim:	3.5	4.0		3.3		3.5	4.0		3.3			xxxxx	xxxx		xxxxx			2.2	xxxx		xxxxx			
Capacity Module:																								
Cnflict Vol:	717	717		385		735	717		268			xxxx	xxxx		xxxxx			385	xxxx		xxxxx			
Potent Cap.:	399	358		667		338	358		776			xxxx	xxxx		xxxxx			1184	xxxx		xxxxx			
Move Cap.:	391	348		667		313	348		776			xxxx	xxxx		xxxxx			1184	xxxx		xxxxx			
Volume/Cap:	0.05	0.00		0.05		0.00	0.00		0.00			xxxx	xxxx		xxxx			0.03	xxxx		xxxx			
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			0.1	xxxx		xxxxx			
Control Del:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			8.1	xxxx		xxxxx			
LOS by Move:	*	*		*		*	*		*			*	*		*			A	*		*			
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx		538		xxxxx		xxxx		0		xxxxx		xxxx		xxxx		xxxxx		xxxx		xxxx		xxxxx	
SharedQueue:	xxxxx		0.3		xxxxx		xxxxx		xxxx		xxxxx		xxxxx		xxxx		xxxxx		0.1		xxxx		xxxxx	
Shrd ConDel:	xxxxx		12.5		xxxxx		xxxxx		xxxx		xxxxx		xxxxx		xxxx		xxxxx		8.1		xxxx		xxxxx	
Shared LOS:	*		B		*		*		*		*		*		*		*		A		*		*	
ApproachDel:			12.5						xxxxxx						xxxxxx						xxxxxx			
ApproachLOS:			B						*						*						*			

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) Without Project Conditions
Saturday Mid-Day Peak Hour

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

Intersection #11 Indian Street / Cottonwood Avenue

Cycle (sec):	80	Critical Vol./Cap.(X):	0.425
Loss Time (sec):	16	Average Delay (sec/veh):	26.2
Optimal Cycle:	OPTIMIZED	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	24	24	10	24	24	10	24	24	10	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	93	305	59	44	285	56	47	303	137	51	249	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	305	59	44	285	56	47	303	137	51	249	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:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	95	312	60	45	291	57	48	310	140	52	255	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	312	60	45	291	57	48	310	140	52	255	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	95	312	60	45	291	57	48	310	140	52	255	47
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	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	1.68	0.32	1.00	1.67	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	2952	571	1805	2942	578	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.11	0.11	0.02	0.10	0.10	0.03	0.16	0.09	0.03	0.13	0.03
Crit Moves:	****				****			****		****		
Green/Cycle:	0.12	0.29	0.29	0.12	0.29	0.29	0.12	0.29	0.29	0.12	0.29	0.29
Volume/Cap:	0.44	0.37	0.37	0.21	0.35	0.35	0.22	0.57	0.30	0.24	0.47	0.10
Delay/Veh:	35.9	24.2	24.2	33.9	24.0	24.0	34.0	27.1	23.8	34.2	25.4	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:	35.9	24.2	24.2	33.9	24.0	24.0	34.0	27.1	23.8	34.2	25.4	22.2
LOS by Move:	D	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	3	4	4	1	4	4	1	7	3	1	6	1

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) Without Project Conditions
Saturday Mid-Day Peak Hour

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

Intersection #12 Indian Street / Alessandro Boulevard

Cycle (sec): 120 | Critical Vol./Cap.(X): 0.696
Loss Time (sec): 16 | Average Delay (sec/veh): 53.0
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	42	42	10	42	42	10	28	28	10	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	3	0 1	1 0	3	0 1
Volume Module:												
Base Vol:	256	301	255	215	278	91	96	1077	92	216	1000	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	256	301	255	215	278	91	96	1077	92	216	1000	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	268	316	267	225	291	95	101	1129	96	226	1048	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	268	316	267	225	291	95	101	1129	96	226	1048	107
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	268	316	267	225	291	95	101	1129	96	226	1048	107
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.88	0.88	0.95	0.91	0.91	0.95	0.91	0.85	0.95	0.91	0.85
Lanes:	1.00	1.08	0.92	1.00	1.51	0.49	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1805	1819	1541	1805	2619	857	1805	5187	1615	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.15	0.17	0.17	0.12	0.11	0.11	0.06	0.22	0.06	0.13	0.20	0.07
Crit Moves:	****				****			****		****		
Green/Cycle:	0.15	0.37	0.37	0.13	0.35	0.35	0.10	0.23	0.23	0.13	0.27	0.27
Volume/Cap:	0.97	0.47	0.47	0.94	0.32	0.32	0.58	0.93	0.26	0.97	0.76	0.25
Delay/Veh:	95.4	29.0	29.0	94.1	28.7	28.7	57.0	58.0	37.9	101.5	42.8	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:	95.4	29.0	29.0	94.1	28.7	28.7	57.0	58.0	37.9	101.5	42.8	34.8
LOS by Move:	F	C	C	F	C	C	E	E	D	F	D	C
HCM2kAvgQ:	14	9	9	12	5	5	4	19	3	12	14	3

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) Without Project Conditions
Saturday Mid-Day Peak Hour

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

Intersection #13 Indian Street / Cactus Avenue

Cycle (sec):	80	Critical Vol./Cap.(X):	0.674
Loss Time (sec):	16	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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	15	15	10	15	15	10	15	15	10	15	15
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	137	499	63	67	448	99	110	958	89	34	670	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	137	499	63	67	448	99	110	958	89	34	670	129
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:	137	499	63	67	448	99	110	958	89	34	670	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	144	525	66	71	472	104	116	1008	94	36	705	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	525	66	71	472	104	116	1008	94	36	705	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	144	525	66	71	472	104	116	1008	94	36	705	136
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.98	0.95	0.97	0.97	0.98	1.02	1.02	0.98	1.01	1.01
Lanes:	1.00	1.78	0.22	1.00	1.64	0.36	1.00	1.83	0.17	1.00	1.68	0.32
Final Sat.:	1805	3317	419	1805	3028	669	1865	3545	329	1865	3213	619
Capacity Analysis Module:												
Vol/Sat:	0.08	0.16	0.16	0.04	0.16	0.16	0.06	0.28	0.28	0.02	0.22	0.22
Crit Moves:	****				****			****		****		
Green/Cycle:	0.13	0.19	0.19	0.13	0.19	0.19	0.17	0.36	0.36	0.13	0.31	0.31
Volume/Cap:	0.64	0.83	0.83	0.31	0.80	0.80	0.36	0.80	0.80	0.15	0.72	0.72
Delay/Veh:	39.3	38.9	38.9	32.4	37.1	37.1	29.7	26.7	26.7	31.5	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:	39.3	38.9	38.9	32.4	37.1	37.1	29.7	26.7	26.7	31.5	26.8	26.8
LOS by Move:	D	D	D	C	D	D	C	C	C	C	C	C
HCM2kAvgQ:	5	10	10	2	9	9	3	15	15	1	11	11

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) Without Project Conditions
Saturday Mid-Day Peak Hour

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

Intersection #14 Indian Street / John F. Kennedy Drive

Cycle (sec):	85	Critical Vol./Cap.(X):	0.425
Loss Time (sec):	16	Average Delay (sec/veh):	26.7
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	27	27	10	27	27	10	24	24	10	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	67	435	62	91	375	45	88	321	65	68	285	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	435	62	91	375	45	88	321	65	68	285	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	73	474	68	99	408	49	96	350	71	74	310	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	474	68	99	408	49	96	350	71	74	310	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:	73	474	68	99	408	49	96	350	71	74	310	101
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	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	1.75	0.25	1.00	1.79	0.21	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3100	442	1805	3172	381	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.15	0.15	0.05	0.13	0.13	0.05	0.10	0.04	0.04	0.09	0.06
Crit Moves:		****		****			****				****	
Green/Cycle:	0.11	0.31	0.31	0.11	0.31	0.31	0.11	0.28	0.28	0.11	0.28	0.28
Volume/Cap:	0.35	0.49	0.49	0.48	0.42	0.42	0.46	0.35	0.16	0.36	0.31	0.23
Delay/Veh:	36.5	24.8	24.8	37.8	24.0	24.0	37.6	25.5	24.0	36.6	25.1	24.6
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:	36.5	24.8	24.8	37.8	24.0	24.0	37.6	25.5	24.0	36.6	25.1	24.6
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	2	7	7	3	5	5	3	4	1	2	4	2

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) Without Project Conditions
Saturday Mid-Day Peak Hour

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

Intersection #15 Indian Street / Gentian Avenue

Average Delay (sec/veh): 7.4 Worst Case Level Of Service: E[49.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
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:	51	403	0	10	382	48	89	0	56	0	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:	51	403	0	10	382	48	89	0	56	0	0	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Tract 22180:	0	6	4	17	7	0	0	0	0	3	0	15
Initial Fut:	51	409	4	27	389	48	89	0	56	3	0	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	61	486	5	32	463	57	106	0	67	4	0	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	61	486	5	32	463	57	106	0	67	4	0	29
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	520	xxxx	xxxxx	491	xxxx	xxxxx	1180	1168	491	1199	1194	489
Potent Cap.:	1057	xxxx	xxxxx	1083	xxxx	xxxxx	169	195	582	164	188	583
Move Cap.:	1057	xxxx	xxxxx	1083	xxxx	xxxxx	150	178	582	135	172	583
Volume/Cap:	0.06	xxxx	xxxx	0.03	xxxx	xxxx	0.71	0.00	0.11	0.03	0.00	0.05
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	0.4	xxxx	xxxx	xxxxx
Control Del:	8.6	xxxx	xxxxx	8.4	xxxx	xxxxx	xxxxx	xxxx	12.0	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	B	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	150	xxxx	xxxxx	xxxx	426	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	72.6	xxxx	xxxxx	xxxxx	14.1	xxxxx
Shared LOS:	*	*	*	*	*	*	F	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			49.2			14.1		
ApproachLOS:	*			*			E			B		

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) Without Project Conditions
Saturday Mid-Day Peak Hour

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

Intersection #17 Indian Street / Iris Avenue

Cycle (sec): 105 | Critical Vol./Cap.(X): 0.637
Loss Time (sec): 16 | Average Delay (sec/veh): 36.7
Optimal Cycle: OPTIMIZED | Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	28	28	10	10	10	10	10	10	10	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	1 0	1	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	73	191	24	178	105	64	14	327	136	68	311	224
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	191	24	178	105	64	14	327	136	68	311	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:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	78	204	26	190	112	68	15	349	145	72	332	239
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	204	26	190	112	68	15	349	145	72	332	239
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	204	26	190	112	68	15	349	145	72	332	239
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.98	0.95	1.00	0.85	0.95	0.96	0.96	0.95	1.00	0.85
Lanes:	1.00	0.89	0.11	1.00	1.00	1.00	1.00	0.71	0.29	1.00	1.00	1.00
Final Sat.:	1805	1659	208	1805	1900	1615	1805	1283	534	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.12	0.11	0.06	0.04	0.01	0.27	0.27	0.04	0.17	0.15
Crit Moves:		****		****				****		****		
Green/Cycle:	0.20	0.27	0.27	0.14	0.20	0.20	0.13	0.35	0.35	0.10	0.31	0.31
Volume/Cap:	0.21	0.46	0.46	0.78	0.29	0.21	0.06	0.78	0.78	0.42	0.55	0.47
Delay/Veh:	35.3	32.9	32.9	58.3	36.0	35.3	40.1	36.4	36.4	46.4	31.0	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:	35.3	32.9	32.9	58.3	36.0	35.3	40.1	36.4	36.4	46.4	31.0	29.6
LOS by Move:	D	C	C	E	D	D	D	D	D	D	C	C
HCM2kAvgQ:	2	6	6	8	3	2	0	16	16	3	9	6

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

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-------------------------------------------------------------------------------
                    MORENO VALLEY WALMART TIA (JN 08660)
          Opening Year Cumulative (2018) Without Project Conditions
                          Saturday Mid-Day Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
            2000 HCM Unsignalized Method (Base Volume Alternative)
*******************************************************************************
Intersection #18 Indian Street / Krameria Avenue
*******************************************************************************
Average Delay (sec/veh):      4.5       Worst Case Level Of Service: B[ 10.2]
*******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:        0  0  0  1  0    1  0  1  0  0    0  0  0  0  0    1  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  123    24   124  113     0     0    0     0    24    0   112
Growth Adj:  1.00 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  123    24   124  113     0     0    0     0    24    0   112
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:     0  134    26   135  123     0     0    0     0    26    0   122
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0  134    26   135  123     0     0    0     0    26    0   122
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4 xxxx   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   160 xxxx xxxxx  xxxx xxxx xxxxx   540 xxxx   147
Potent Cap.: xxxx xxxx xxxxx  1432 xxxx xxxxx  xxxx xxxx xxxxx   506 xxxx   905
Move Cap.:   xxxx xxxx xxxxx  1432 xxxx xxxxx  xxxx xxxx xxxxx   470 xxxx   905
Volume/Cap:  xxxx xxxx  xxxx  0.09 xxxx  xxxx  xxxx xxxx  xxxx  0.06 xxxx  0.13
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.3 xxxx xxxxx  xxxx xxxx xxxxx   0.2 xxxx   0.5
Control Del:xxxxx xxxx xxxxx   7.8 xxxx xxxxx xxxxx xxxx xxxxx  13.1 xxxx   9.6
LOS by Move:    *    *     *     A    *     *     *    *     *     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:    xxxxxx           xxxxxx           xxxxxx             10.2
ApproachLOS:         *                *                *                B
*******************************************************************************
Note: Queue reported is the number of cars per lane.
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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) Without Project Conditions
Saturday Mid-Day Peak Hour

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

Intersection #21 Indian Street / Harley Knox Boulevard

Cycle (sec): 120 Critical Vol./Cap.(X): 0.746
Loss Time (sec): 16 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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	39	39	10	39	39	10	34	34	10	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	1 0	1 1	0	1 0	1 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	149	363	43	63	532	277	178	212	32	31	307	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	149	363	43	63	532	277	178	212	32	31	307	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
PHF Volume:	208	506	60	88	741	386	248	295	45	43	428	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	506	60	88	741	386	248	295	45	43	428	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	208	506	60	88	741	386	248	295	45	43	428	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.95	0.90	0.90	0.95	1.00	0.85	0.92	0.95	0.95
Lanes:	2.00	2.00	1.00	1.00	1.32	0.68	1.00	1.00	1.00	2.00	1.97	0.03
Final Sat.:	3502	3610	1615	1805	2253	1173	1805	1900	1615	3502	3545	58
Capacity Analysis Module:												
Vol/Sat:	0.06	0.14	0.04	0.05	0.33	0.33	0.14	0.16	0.03	0.01	0.12	0.12
Crit Moves:	****				****		****				****	
Green/Cycle:	0.08	0.35	0.35	0.09	0.35	0.35	0.15	0.33	0.33	0.10	0.28	0.28
Volume/Cap:	0.71	0.40	0.11	0.55	0.93	0.93	0.93	0.47	0.08	0.13	0.43	0.43
Delay/Veh:	61.5	30.0	26.7	56.2	50.3	50.3	88.0	32.2	27.5	49.6	35.3	35.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.5	30.0	26.7	56.2	50.3	50.3	88.0	32.2	27.5	49.6	35.3	35.3
LOS by Move:	E	C	C	E	D	D	F	C	C	D	D	D
HCM2kAvgQ:	5	7	1	4	25	25	13	9	1	1	7	7

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

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Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	0	1001	666	0	1103	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5		4.5	
Lane Util. Factor		0.95	0.95		0.97	
Frpb, ped/bikes		1.00	1.00		1.00	
Flpb, ped/bikes		1.00	1.00		1.00	
Frt		1.00	1.00		0.99	
Flt Protected		1.00	1.00		0.96	
Satd. Flow (prot)		3574	3574		3434	
Flt Permitted		1.00	1.00		0.96	
Satd. Flow (perm)		3574	3574		3434	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1054	701	0	1161	108
RTOR Reduction (vph)	0	0	0	0	8	0
Lane Group Flow (vph)	0	1054	701	0	1261	0
Confl. Peds. (#/hr)						5
Heavy Vehicles (%)	0%	1%	1%	0%	1%	2%
Turn Type		NA	NA		NA	
Protected Phases		2	6		4	
Permitted Phases						
Actuated Green, G (s)		46.2	46.2		34.8	
Effective Green, g (s)		46.2	46.2		34.8	
Actuated g/C Ratio		0.51	0.51		0.39	
Clearance Time (s)		4.5	4.5		4.5	
Vehicle Extension (s)		2.0	2.0		2.0	
Lane Grp Cap (vph)		1834	1834		1327	
v/s Ratio Prot		c0.29	0.20		c0.37	
v/s Ratio Perm						
v/c Ratio		0.57	0.38		0.95	
Uniform Delay, d1		15.1	13.3		26.8	
Progression Factor		1.00	1.00		1.00	
Incremental Delay, d2		1.3	0.6		14.4	
Delay (s)		16.4	13.9		41.1	
Level of Service		B	B		D	
Approach Delay (s)		16.4	13.9		41.1	
Approach LOS		B	B		D	

Intersection Summary			
HCM 2000 Control Delay	26.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	69.9%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	204	3	159	774	1533	0	0	1065	433
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	8	16	8	12	12	12	12	12	12
Total Lost time (s)					4.5		4.5	4.5			3.5	3.5
Lane Util. Factor					1.00		0.97	0.95			0.91	1.00
Frpb, ped/bikes					0.99		1.00	1.00			1.00	0.98
Flpb, ped/bikes					1.00		1.00	1.00			1.00	1.00
Frt					0.94		1.00	1.00			1.00	0.85
Flt Protected					0.97		0.95	1.00			1.00	1.00
Satd. Flow (prot)					1883		3433	3574			5187	1568
Flt Permitted					0.97		0.95	1.00			1.00	1.00
Satd. Flow (perm)					1883		3433	3574			5187	1568
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	0	0	0	208	3	162	790	1564	0	0	1087	442
RTOR Reduction (vph)	0	0	0	0	27	0	0	0	0	0	0	269
Lane Group Flow (vph)	0	0	0	0	346	0	790	1564	0	0	1087	173
Confl. Peds. (#/hr)						5						5
Heavy Vehicles (%)	0%	0%	0%	7%	0%	0%	2%	1%	0%	0%	0%	1%
Turn Type				Split	NA		Prot	NA			NA	Perm
Protected Phases				8	8		5	2			6	
Permitted Phases												6
Actuated Green, G (s)					25.5		32.0	80.5			45.0	45.0
Effective Green, g (s)					25.5		32.0	80.5			45.0	45.0
Actuated g/C Ratio					0.22		0.28	0.70			0.39	0.39
Clearance Time (s)					4.5		4.5	4.5			3.5	3.5
Vehicle Extension (s)					2.0		2.0	2.0			2.0	2.0
Lane Grp Cap (vph)					417		955	2501			2029	613
v/s Ratio Prot					c0.18		c0.23	c0.44			0.21	
v/s Ratio Perm												0.11
v/c Ratio					0.83		0.83	0.63			0.54	0.28
Uniform Delay, d1					42.7		38.9	9.2			27.0	23.9
Progression Factor					1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2					12.2		5.7	1.2			1.0	1.2
Delay (s)					54.9		44.6	10.4			28.0	25.1
Level of Service					D		D	B			C	C
Approach Delay (s)		0.0			54.9			21.9			27.1	
Approach LOS		A			D			C			C	

Intersection Summary			
HCM 2000 Control Delay	26.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	115.0	Sum of lost time (s)	12.5
Intersection Capacity Utilization	81.7%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	697	799	608	109	232	479	221	1131	125	342	715	213
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.0	5.0	4.0	5.0		4.0	5.0		4.0	5.0	4.0
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95		1.00	0.91		0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	0.99		1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.90		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3467	3610	1551	1805	3205		1752	5044		3467	3539	1595
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3467	3610	1551	1805	3205		1752	5044		3467	3539	1595
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	726	832	633	114	242	499	230	1178	130	356	745	222
RTOR Reduction (vph)	0	0	332	0	254	0	0	9	0	0	0	114
Lane Group Flow (vph)	726	832	301	114	487	0	230	1299	0	356	745	108
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	1%	0%	2%	0%	0%	0%	3%	1%	2%	1%	2%	0%
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA		Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2		1	6	7
Permitted Phases			4									6
Actuated Green, G (s)	26.0	43.4	43.4	14.2	31.6		22.4	44.8		19.6	42.0	68.0
Effective Green, g (s)	26.0	43.4	43.4	14.2	31.6		22.4	44.8		19.6	42.0	68.0
Actuated g/C Ratio	0.19	0.31	0.31	0.10	0.23		0.16	0.32		0.14	0.30	0.49
Clearance Time (s)	4.0	5.0	5.0	4.0	5.0		4.0	5.0		4.0	5.0	4.0
Vehicle Extension (s)	3.0	4.0	4.0	3.0	3.0		3.0	4.0		3.0	4.0	3.0
Lane Grp Cap (vph)	643	1119	480	183	723		280	1614		485	1061	774
v/s Ratio Prot	c0.21	c0.23		0.06	0.15		c0.13	c0.26		0.10	0.21	0.03
v/s Ratio Perm			0.19									0.04
v/c Ratio	1.13	0.74	0.63	0.62	0.67		0.82	0.80		0.73	0.70	0.14
Uniform Delay, d1	57.0	43.3	41.4	60.3	49.5		56.9	43.6		57.7	43.5	19.9
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	76.6	2.9	2.9	6.5	2.5		17.3	4.4		5.7	3.9	0.1
Delay (s)	133.6	46.2	44.3	66.8	52.0		74.2	48.0		63.4	47.3	19.9
Level of Service	F	D	D	E	D		E	D		E	D	B
Approach Delay (s)		74.6			54.0			51.9			47.1	
Approach LOS		E			D			D			D	

Intersection Summary			
HCM 2000 Control Delay	59.5	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	91.6%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	343	675	248	52	682	39	138	37	66	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	350	689	253	53	696	40	141	38	67	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		457										
pX, platoon unblocked				0.82			0.82	0.82	0.82	0.82	0.82	
vC, conflicting volume	736			942			1969	2357	471	1953	2464	368
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	736			485			1741	2215	0	1720	2345	368
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	60			94			0	0	92	0	100	100
cM capacity (veh/h)	872			890			31	20	893	0	17	635

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1
Volume Total	350	459	483	53	464	272	246
Volume Left	350	0	0	53	0	0	141
Volume Right	0	0	253	0	0	40	67
cSH	872	1700	1700	890	1700	1700	38
Volume to Capacity	0.40	0.27	0.28	0.06	0.27	0.16	6.53
Queue Length 95th (ft)	49	0	0	5	0	0	Err
Control Delay (s)	11.9	0.0	0.0	9.3	0.0	0.0	Err
Lane LOS	B			A			F
Approach Delay (s)	3.2			0.6			Err
Approach LOS							F

Intersection Summary			
Average Delay	1058.9		
Intersection Capacity Utilization	62.7%	ICU Level of Service	B
Analysis Period (min)	15		

MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) Without Project Conditions
Saturday Mid-Day Peak Hour

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

Intersection #28 Perris Boulevard / Eucalyptus Avenue

Cycle (sec): 120 | Critical Vol./Cap.(X): 0.680
Loss Time (sec): 16 | Average Delay (sec/veh): 38.8
Optimal Cycle: OPTIMIZED | Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	28	28	10	28	28	10	33	33	10	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	60	1285	73	108	1216	112	84	158	108	99	192	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	1285	73	108	1216	112	84	158	108	99	192	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	63	1344	76	113	1272	117	88	165	113	104	201	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	1344	76	113	1272	117	88	165	113	104	201	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:	63	1344	76	113	1272	117	88	165	113	104	201	135
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	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.37	0.05	0.06	0.35	0.07	0.05	0.09	0.07	0.06	0.11	0.08
Crit Moves:		****		****			****				****	
Green/Cycle:	0.10	0.43	0.43	0.08	0.41	0.41	0.08	0.28	0.28	0.08	0.28	0.28
Volume/Cap:	0.36	0.88	0.11	0.75	0.86	0.18	0.58	0.32	0.25	0.69	0.38	0.30
Delay/Veh:	51.9	37.6	20.9	72.7	37.3	22.6	58.8	34.9	34.2	66.1	35.7	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:	51.9	37.6	20.9	72.7	37.3	22.6	58.8	34.9	34.2	66.1	35.7	34.8
LOS by Move:	D	D	C	E	D	C	E	C	C	E	D	C
HCM2kAvgQ:	2	27	2	6	25	3	4	5	3	5	6	4

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) Without Project Conditions
Saturday Mid-Day Peak Hour

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

Intersection #29 Perris Boulevard / Cottonwood Avenue

Cycle (sec): 115 | Critical Vol./Cap.(X): 0.611
Loss Time (sec): 16 | Average Delay (sec/veh): 37.5
Optimal Cycle: OPTIMIZED | Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	28	28	10	28	28	10	33	33	10	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	113	1003	85	145	979	111	129	211	94	83	162	115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	1003	85	145	979	111	129	211	94	83	162	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	115	1025	87	148	1000	113	132	216	96	85	165	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	1025	87	148	1000	113	132	216	96	85	165	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	115	1025	87	148	1000	113	132	216	96	85	165	117
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	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.28	0.05	0.08	0.28	0.07	0.07	0.11	0.06	0.05	0.09	0.07
Crit Moves:		****		****			****				****	
Green/Cycle:	0.11	0.37	0.37	0.11	0.36	0.36	0.10	0.29	0.29	0.09	0.29	0.29
Volume/Cap:	0.56	0.76	0.14	0.76	0.76	0.19	0.76	0.39	0.20	0.53	0.30	0.25
Delay/Veh:	51.6	34.4	24.1	66.4	34.8	25.2	69.0	32.8	30.7	53.4	32.3	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:	51.6	34.4	24.1	66.4	34.8	25.2	69.0	32.8	30.7	53.4	32.3	31.8
LOS by Move:	D	C	C	E	C	C	E	C	C	D	C	C
HCM2kAvgQ:	5	18	2	7	18	3	6	6	3	4	5	3

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) Without Project Conditions
Saturday Mid-Day Peak Hour

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

Intersection #30 Perris Boulevard / Alessandro Boulevard

Cycle (sec): 90 | Critical Vol./Cap.(X): 0.875
Loss Time (sec): 16 | 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:	10	19	19	10	19	19	10	15	15	10	15	15
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	420	659	103	157	664	257	334	847	262	152	697	147
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	420	659	103	157	664	257	334	847	262	152	697	147
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:	420	659	103	157	664	257	334	847	262	152	697	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	429	672	105	160	678	262	341	864	267	155	711	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	429	672	105	160	678	262	341	864	267	155	711	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	429	672	105	160	678	262	341	864	267	155	711	150
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.03	0.85	0.95	1.03	0.85	0.95	1.03	0.85	0.95	1.03	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	1805	3925	1615	1805	3925	1615	1805	3925	1615	1805	5888	1615
Capacity Analysis Module:												
Vol/Sat:	0.24	0.17	0.07	0.09	0.17	0.16	0.19	0.22	0.17	0.09	0.12	0.09
Crit Moves:	****				****		****				****	
Green/Cycle:	0.25	0.30	0.30	0.16	0.21	0.21	0.20	0.24	0.24	0.12	0.17	0.17
Volume/Cap:	0.96	0.57	0.22	0.56	0.82	0.77	0.96	0.91	0.69	0.70	0.72	0.56
Delay/Veh:	65.5	27.2	23.8	37.5	40.2	43.6	72.7	45.9	36.0	47.9	38.3	37.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.5	27.2	23.8	37.5	40.2	43.6	72.7	45.9	36.0	47.9	38.3	37.0
LOS by Move:	E	C	C	D	D	D	E	D	D	D	D	D
HCM2kAvgQ:	17	9	3	5	12	9	14	16	8	6	8	5

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) Without Project Conditions
Saturday Mid-Day Peak Hour

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

Intersection #31 Perris Boulevard / Cactus Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.842
Loss Time (sec):	16	Average Delay (sec/veh):	42.5
Optimal Cycle: OPTIMIZED		Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	304	830	264	181	913	75	148	628	299	55	408	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	304	830	264	181	913	75	148	628	299	55	408	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:	304	830	264	181	913	75	148	628	299	55	408	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:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	315	860	274	188	946	78	153	651	310	57	423	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	315	860	274	188	946	78	153	651	310	57	423	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	315	860	274	188	946	78	153	651	310	57	423	127
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.96	0.95	1.03	0.85	0.95	0.98	0.95	0.95	1.00	0.97
Lanes:	1.00	2.26	0.74	1.00	2.00	1.00	1.00	1.34	0.66	1.00	1.53	0.47
Final Sat.:	1805	4272	1359	1805	3925	1615	1805	2505	1193	1805	2888	871
Capacity Analysis Module:												
Vol/Sat:	0.17	0.20	0.20	0.10	0.24	0.05	0.08	0.26	0.26	0.03	0.15	0.15
Crit Moves:	****				****			****		****		
Green/Cycle:	0.19	0.30	0.30	0.16	0.26	0.26	0.16	0.28	0.28	0.10	0.23	0.23
Volume/Cap:	0.91	0.67	0.67	0.67	0.91	0.18	0.54	0.91	0.91	0.32	0.64	0.64
Delay/Veh:	67.2	31.7	31.7	46.0	47.6	28.7	41.1	46.4	46.4	42.8	36.5	36.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.2	31.7	31.7	46.0	47.6	28.7	41.1	46.4	46.4	42.8	36.5	36.5
LOS by Move:	E	C	C	D	D	C	D	D	D	D	D	D
HCM2kAvgQ:	13	12	12	7	18	2	5	19	18	2	9	9

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) Without Project Conditions
Saturday Mid-Day Peak Hour

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

Intersection #32 Perris Boulevard / John F. Kennedy Drive

Cycle (sec): 75 Critical Vol./Cap.(X): 0.700
Loss Time (sec): 16 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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	15	15	10	15	15	10	16	16	10	16	16
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	185	1084	189	201	1016	97	216	233	133	183	246	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	185	1084	189	201	1016	97	216	233	133	183	246	122
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:	185	1084	189	201	1016	97	216	233	133	183	246	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	193	1129	197	209	1058	101	225	243	139	191	256	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	1129	197	209	1058	101	225	243	139	191	256	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	193	1129	197	209	1058	101	225	243	139	191	256	127
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.01	0.98	0.95	1.02	0.99	0.95	1.03	0.85	0.95	1.03	0.85
Lanes:	1.00	2.54	0.46	1.00	2.73	0.27	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	4880	851	1805	5290	505	1805	3925	1615	1805	3925	1615
Capacity Analysis Module:												
Vol/Sat:	0.11	0.23	0.23	0.12	0.20	0.20	0.12	0.06	0.09	0.11	0.07	0.08
Crit Moves:		****		****			****					****
Green/Cycle:	0.17	0.28	0.28	0.14	0.25	0.25	0.15	0.22	0.22	0.14	0.21	0.21
Volume/Cap:	0.63	0.82	0.82	0.82	0.79	0.79	0.82	0.28	0.38	0.75	0.31	0.37
Delay/Veh:	33.3	28.8	28.8	50.4	29.1	29.1	48.8	24.2	25.3	43.0	25.0	25.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.3	28.8	28.8	50.4	29.1	29.1	48.8	24.2	25.3	43.0	25.0	25.9
LOS by Move:	C	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	5	13	12	7	11	11	8	3	3	6	3	3

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) Without Project Conditions
Saturday Mid-Day Peak Hour

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

Intersection #33 Perris Boulevard / Gentian Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.603
Loss Time (sec): 12 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:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	19	19	10	10	0	0	0	0	30	0	30
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	1	1 0	1 0	2	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	7	1307	99	80	1263	9	7	0	6	45	0	166
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	1307	99	80	1263	9	7	0	6	45	0	166
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Tract 22180:	4	6	0	0	7	21	18	0	3	0	0	0
Initial Fut:	11	1313	99	80	1270	30	25	0	9	45	0	166
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	12	1452	110	88	1405	33	28	0	10	50	0	184
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	1452	110	88	1405	33	28	0	10	50	0	184
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	1452	110	88	1405	33	28	0	10	50	0	184
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.83	0.83	0.95	0.91	0.91	0.93	1.00	0.93	0.88	1.00	0.88
Lanes:	0.02	2.77	0.21	1.00	2.93	0.07	0.74	0.00	0.26	0.21	0.00	0.79
Final Sat.:	37	4359	329	1805	5052	119	1300	0	468	358	0	1322
Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.33	0.05	0.28	0.28	0.02	0.00	0.02	0.14	0.00	0.14
Crit Moves:		****		****			****			****		
Green/Cycle:	0.53	0.53	0.53	0.08	0.62	0.62	0.03	0.00	0.03	0.25	0.00	0.25
Volume/Cap:	0.63	0.63	0.63	0.59	0.45	0.45	0.63	0.00	0.63	0.56	0.00	0.56
Delay/Veh:	20.2	20.2	20.2	59.0	12.4	12.4	76.2	0.0	76.2	40.8	0.0	40.8
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:	20.2	20.2	20.2	59.0	12.4	12.4	76.2	0.0	76.2	40.8	0.0	40.8
LOS by Move:	C	C	C	E	B	B	E	A	E	D	A	D
HCM2kAvgQ:	15	15	15	4	10	10	2	0	2	8	0	8

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) Without Project Conditions
Saturday Mid-Day Peak Hour

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

Intersection #36 Perris Boulevard / Santiago Drive

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	2	1	0		1	0	2	1	0		0	0	1!	0	0		0	0	1!	0	0	
Volume Module:																								
Base Vol:	3	1341		66		77	1203		25			10		28		20		47		10		61		
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00		
Initial Bse:	3	1341		66		77	1203		25			10		28		20		47		10		61		
Added Vol:	0	0		0		0	0		0			0		0		0		0		0		0		
Tract 22180:	7	4		0		0	3		7			6		0		6		0		0		0		
Initial Fut:	10	1345		66		77	1206		32			16		28		26		47		10		61		
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00		
PHF Adj:	0.92	0.92		0.92		0.92	0.92		0.92			0.92		0.92		0.92		0.92		0.92		0.92		
PHF Volume:	11	1460		72		84	1309		35			17		30		28		51		11		66		
Reduct Vol:	0	0		0		0	0		0			0		0		0		0		0		0		
FinalVolume:	11	1460		72		84	1309		35			17		30		28		51		11		66		
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:	1344	xxxx	xxxxx			1532	xxxx	xxxxx				2008	3048			454		2137	3029			523		
Potent Cap.:	519	xxxx	xxxxx			440	xxxx	xxxxx				36	13			559		28	13			504		
Move Cap.:	519	xxxx	xxxxx			440	xxxx	xxxxx				0	10			559		0	10			504		
Volume/Cap:	0.02	xxxx	xxxx			0.19	xxxx	xxxx				xxxx	2.98			0.05		xxxx	1.04			0.13		
Level Of Service Module:																								
2Way95thQ:	0.1	xxxx	xxxxx			0.7	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				
Control Del:	12.1	xxxx	xxxxx			15.1	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				
LOS by Move:	B	*		*		C	*		*			*	*			*		*	*			*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx				xxxx		0	xxxxx			xxxx		0	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						F						

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) Without Project Conditions
Saturday Mid-Day Peak Hour

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

Intersection #37 Perris Boulevard / Iris Avenue

Cycle (sec): 120 | Critical Vol./Cap.(X): 0.784
Loss Time (sec): 16 | 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			Include			Include			Include		
Min. Green:	10	31	31	10	31	31	10	34	34	10	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	2 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	235	1031	180	328	826	110	95	275	168	206	638	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	235	1031	180	328	826	110	95	275	168	206	638	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	256	1122	196	357	899	120	103	299	183	224	694	272
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	256	1122	196	357	899	120	103	299	183	224	694	272
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	256	1122	196	357	899	120	103	299	183	224	694	272
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.89	0.89	0.95	0.90	0.90	0.95	0.91	0.91
Lanes:	1.00	3.00	1.00	1.00	2.65	0.35	1.00	1.24	0.76	1.00	1.44	0.56
Final Sat.:	1805	5187	1615	1805	4495	599	1805	2113	1291	1805	2485	974
Capacity Analysis Module:												
Vol/Sat:	0.14	0.22	0.12	0.20	0.20	0.20	0.06	0.14	0.14	0.12	0.28	0.28
Crit Moves:		****		****				****		****		
Green/Cycle:	0.16	0.26	0.26	0.20	0.30	0.30	0.09	0.28	0.28	0.13	0.32	0.32
Volume/Cap:	0.87	0.84	0.47	0.99	0.68	0.68	0.62	0.50	0.50	0.99	0.88	0.88
Delay/Veh:	72.9	46.9	38.4	92.7	38.4	38.4	59.1	36.3	36.3	109.4	47.8	47.8
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:	72.9	46.9	38.4	92.7	38.4	38.4	59.1	36.3	36.3	109.4	47.8	47.8
LOS by Move:	E	D	D	F	D	D	E	D	D	F	D	D
HCM2kAvgQ:	12	17	6	18	13	13	5	8	8	13	21	21

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) Without Project Conditions
Saturday Mid-Day Peak Hour

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

Intersection #38 Perris Boulevard / Krameria Avenue

Cycle (sec): 120 | Critical Vol./Cap.(X): 0.627
Loss Time (sec): 16 | Average Delay (sec/veh): 89.8
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:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	28	28	10	24	24	34	34	34	31	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 1	1!	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	35	1080	94	199	772	100	61	109	48	132	118	148
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	1080	94	199	772	100	61	109	48	132	118	148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	41	1251	109	231	895	116	71	126	56	153	137	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	1251	109	231	895	116	71	126	56	153	137	171
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	1251	109	231	895	116	71	126	56	153	137	171
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.89	0.89	0.91	0.91	0.91	0.95	1.00	0.85
Lanes:	1.00	2.76	0.24	1.00	2.66	0.34	0.63	1.12	1.25	1.00	1.00	1.00
Final Sat.:	1805	4714	410	1805	4514	585	1082	1934	2147	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.27	0.27	0.13	0.20	0.20	0.07	0.07	0.03	0.08	0.07	0.11
Crit Moves:		****		****				****		****		
Green/Cycle:	0.10	0.23	0.23	0.09	0.23	0.23	0.28	0.28	0.28	0.26	0.26	0.26
Volume/Cap:	0.24	1.14	1.14	1.39	0.86	0.86	0.23	0.23	0.09	0.33	0.28	0.41
Delay/Veh:	50.9	119	118.6	264.2	51.3	51.3	33.1	33.1	31.7	36.5	35.9	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:	50.9	119	118.6	264.2	51.3	51.3	33.1	33.1	31.7	36.5	35.9	37.6
LOS by Move:	D	F	F	F	D	D	C	C	C	D	D	D
HCM2kAvgQ:	2	29	29	18	16	16	3	3	1	5	4	5

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) Without Project Conditions
Saturday Mid-Day Peak Hour

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

Intersection #39 Perris Boulevard / San Michele Road

Cycle (sec):	120	Critical Vol./Cap.(X):	0.424
Loss Time (sec):	16	Average Delay (sec/veh):	36.2
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	32	32	10	32	32	10	34	34	10	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	0	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	45	889	1	1	811	226	163	1	27	1	1	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	889	1	1	811	226	163	1	27	1	1	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	51	1014	1	1	925	258	186	1	31	1	1	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	1014	1	1	925	258	186	1	31	1	1	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	1014	1	1	925	258	186	1	31	1	1	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.88	0.88	0.95	0.86	0.86	0.95	1.00	0.85
Lanes:	1.00	2.99	0.01	1.00	2.35	0.65	1.00	0.04	0.96	1.00	1.00	1.00
Final Sat.:	1805	5181	6	1805	3923	1093	1805	58	1566	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.20	0.20	0.00	0.24	0.24	0.10	0.02	0.02	0.00	0.00	0.00
Crit Moves:	****				****		****				****	
Green/Cycle:	0.08	0.33	0.33	0.10	0.35	0.35	0.15	0.34	0.34	0.10	0.28	0.28
Volume/Cap:	0.34	0.60	0.60	0.01	0.68	0.68	0.68	0.06	0.06	0.01	0.00	0.00
Delay/Veh:	53.2	34.2	34.2	48.4	34.5	34.5	54.7	27.0	27.0	48.8	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:	53.2	34.2	34.2	48.4	34.5	34.5	54.7	27.0	27.0	48.8	30.8	30.8
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	2	12	12	0	14	14	8	1	1	0	0	0

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) Without Project Conditions
Saturday Mid-Day Peak Hour

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

Intersection #40 Perris Boulevard / Nandina Avenue

Cycle (sec): 110 | Critical Vol./Cap.(X): 0.397
Loss Time (sec): 16 | Average Delay (sec/veh): 38.7
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			Ovl			Include			Include		
Min. Green:	10	31	31	10	31	31	10	41	41	10	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	3	0 1	1 0	1	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	11	811	2	106	746	68	150	2	105	4	2	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	811	2	106	746	68	150	2	105	4	2	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	12	918	2	120	845	77	170	2	119	5	2	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	918	2	120	845	77	170	2	119	5	2	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	918	2	120	845	77	170	2	119	5	2	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.91	0.85	0.95	0.81	0.81	0.95	1.00	0.85
Lanes:	1.00	2.99	0.01	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	5174	13	1805	5187	1615	1805	1540	1540	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.18	0.18	0.07	0.16	0.05	0.09	0.00	0.08	0.00	0.00	0.00
Crit Moves:		****		****			****				****	
Green/Cycle:	0.09	0.28	0.28	0.09	0.28	0.39	0.11	0.39	0.39	0.09	0.37	0.37
Volume/Cap:	0.08	0.63	0.63	0.73	0.58	0.12	0.86	0.00	0.20	0.03	0.00	0.01
Delay/Veh:	46.0	35.4	35.4	64.2	34.5	21.5	78.3	20.7	22.5	45.3	21.7	21.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.0	35.4	35.4	64.2	34.5	21.5	78.3	20.7	22.5	45.3	21.7	21.7
LOS by Move:	D	D	D	E	C	C	E	C	C	D	C	C
HCM2kAvgQ:	0	11	11	6	9	2	8	0	3	0	0	0

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) Without Project Conditions
Saturday Mid-Day Peak Hour

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

Intersection #41 Perris Boulevard / Harley Knox Boulevard

Cycle (sec): 60 Critical Vol./Cap.(X): 0.773
Loss Time (sec): 12 Average Delay (sec/veh): 19.7
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Permitted				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	0	0	29	29	10	0	10	0	0	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	1	0	0	1	0	0	1	0	0	1	0	1	0	0	1!	0	0
Volume Module:																
Base Vol:	37	627	1	15	697	262	189	18	135	1	29	13				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	37	627	1	15	697	262	189	18	135	1	29	13				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87				
PHF Volume:	43	722	1	17	803	302	218	21	156	1	33	15				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	43	722	1	17	803	302	218	21	156	1	33	15				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	43	722	1	17	803	302	218	21	156	1	33	15				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.95	1.00	1.00	0.98	0.98	0.85	0.87	0.87	0.87	0.96	0.96	0.96				
Lanes:	1.00	0.99	0.01	0.02	0.98	1.00	1.00	0.12	0.88	0.02	0.68	0.30				
Final Sat.:	1805	1897	3	39	1830	1615	1653	194	1458	42	1228	550				
Capacity Analysis Module:																
Vol/Sat:	0.02	0.38	0.38	0.44	0.44	0.19	0.13	0.11	0.11	0.03	0.03	0.03				
Crit Moves:	****				****		****					****				
Green/Cycle:	0.16	0.64	0.64	0.48	0.48	0.48	0.16	0.16	0.16	0.00	0.00	0.00				
Volume/Cap:	0.14	0.60	0.60	0.92	0.92	0.39	0.80	0.65	0.65	xxxx	xxxx	xxxx				
Delay/Veh:	22.1	7.2	7.2	29.8	29.8	10.7	33.9	26.4	26.4	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:	22.1	7.2	7.2	29.8	29.8	10.7	33.9	26.4	26.4	0.0	0.0	0.0				
LOS by Move:	C	A	A	C	C	B	C	C	C	A	A	A				
HCM2kAvgQ:	1	9	9	20	20	4	7	5	5	1	1	1				

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) Without Project Conditions
Saturday Mid-Day Peak Hour

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

Intersection #42 Perris Boulevard / Ramona Expressway

Cycle (sec):	120	Critical Vol./Cap.(X):	0.643
Loss Time (sec):	16	Average Delay (sec/veh):	43.6
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	44	44	10	44	44	10	36	36	10	36	36
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	1 1	0	2 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	191	465	139	375	437	184	143	964	81	140	1035	247
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	191	465	139	375	437	184	143	964	81	140	1035	247
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	200	488	146	393	459	193	150	1012	85	147	1086	259
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	488	146	393	459	193	150	1012	85	147	1086	259
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	200	488	146	393	459	193	150	1012	85	147	1086	259
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	0.91	0.91	0.92	0.91	0.85	0.92	0.88	0.88
Lanes:	2.00	2.00	1.00	2.00	1.41	0.59	2.00	3.00	1.00	2.00	2.42	0.58
Final Sat.:	3502	3610	1615	3502	2429	1023	3502	5187	1615	3502	4066	970
Capacity Analysis Module:												
Vol/Sat:	0.06	0.14	0.09	0.11	0.19	0.19	0.04	0.20	0.05	0.04	0.27	0.27
Crit Moves:		****		****			****				****	
Green/Cycle:	0.09	0.37	0.37	0.12	0.39	0.39	0.08	0.30	0.30	0.08	0.30	0.30
Volume/Cap:	0.64	0.37	0.25	0.96	0.48	0.48	0.51	0.65	0.18	0.50	0.89	0.89
Delay/Veh:	57.2	28.0	26.7	87.7	27.4	27.4	54.2	37.5	31.2	54.0	47.1	47.1
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:	57.2	28.0	26.7	87.7	27.4	27.4	54.2	37.5	31.2	54.0	47.1	47.1
LOS by Move:	E	C	C	F	C	C	D	D	C	D	D	D
HCM2kAvgQ:	5	7	4	11	9	9	3	12	2	3	21	21

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) Without Project Conditions
Saturday Mid-Day Peak Hour

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

Intersection #43 Kitching Street / Cactus Avenue

Cycle (sec): 75 Critical Vol./Cap.(X): 0.661
Loss Time (sec): 16 Average Delay (sec/veh): 29.4
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	141	347	43	77	289	61	59	752	134	52	438	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	347	43	77	289	61	59	752	134	52	438	59
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:	141	347	43	77	289	61	59	752	134	52	438	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	152	375	46	83	312	66	64	812	145	56	473	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	375	46	83	312	66	64	812	145	56	473	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	152	375	46	83	312	66	64	812	145	56	473	64
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	1.02	1.02	0.98	1.03	0.88	0.98	1.01	1.01	0.98	1.01	1.01
Lanes:	1.00	1.78	0.22	1.00	1.00	1.00	1.00	1.70	0.30	1.00	1.76	0.24
Final Sat.:	1865	3437	426	1865	1963	1668	1865	3255	580	1865	3397	458
Capacity Analysis Module:												
Vol/Sat:	0.08	0.11	0.11	0.04	0.16	0.04	0.03	0.25	0.25	0.03	0.14	0.14
Crit Moves:	****				****			****		****		
Green/Cycle:	0.13	0.17	0.17	0.17	0.20	0.20	0.22	0.32	0.32	0.13	0.23	0.23
Volume/Cap:	0.61	0.65	0.65	0.27	0.79	0.20	0.15	0.79	0.79	0.23	0.60	0.60
Delay/Veh:	35.1	31.5	31.5	27.6	38.3	25.1	23.8	26.7	26.7	29.5	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:	35.1	31.5	31.5	27.6	38.3	25.1	23.8	26.7	26.7	29.5	27.0	27.0
LOS by Move:	D	C	C	C	D	C	C	C	C	C	C	C
HCM2kAvgQ:	5	6	6	2	9	2	1	13	13	1	7	7

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) Without Project Conditions
Saturday Mid-Day Peak Hour

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

Intersection #44 Kitching Street / John F. Kennedy Drive

Cycle (sec):	75	Critical Vol./Cap.(X):	0.723
Loss Time (sec):	16	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:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	105	317	36	42	270	76	97	453	144	68	392	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	317	36	42	270	76	97	453	144	68	392	38
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:	105	317	36	42	270	76	97	453	144	68	392	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	110	332	38	44	283	80	102	474	151	71	410	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	332	38	44	283	80	102	474	151	71	410	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	332	38	44	283	80	102	474	151	71	410	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.24	1.24	1.24	1.23	1.23	1.23	1.05	1.06	1.06	1.05	1.10	0.94
Lanes:	0.23	0.69	0.08	0.11	0.70	0.19	1.00	1.52	0.48	1.00	2.00	1.00
Final Sat.:	540	1630	185	253	1623	457	1986	3058	972	1986	4180	1777
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.20	0.17	0.17	0.17	0.05	0.16	0.16	0.04	0.10	0.02
Crit Moves:	****				****			****		****		
Green/Cycle:	0.25	0.25	0.25	0.21	0.21	0.21	0.16	0.19	0.19	0.13	0.16	0.16
Volume/Cap:	0.82	0.82	0.82	0.82	0.82	0.82	0.32	0.82	0.82	0.27	0.61	0.14
Delay/Veh:	35.2	35.2	35.2	38.2	38.2	38.2	28.3	35.9	35.9	29.8	30.8	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:	35.2	35.2	35.2	38.2	38.2	38.2	28.3	35.9	35.9	29.8	30.8	27.2
LOS by Move:	D	D	D	D	D	D	C	D	D	C	C	C
HCM2kAvgQ:	13	13	13	12	12	12	2	10	10	2	6	1

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) Without Project Conditions
Saturday Mid-Day Peak Hour

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

Intersection #45 Kitching Street / Iris Avenue

Cycle (sec):	70	Critical Vol./Cap.(X):	0.702
Loss Time (sec):	16	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			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	122	231	130	85	255	130	110	702	109	254	751	172
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	122	231	130	85	255	130	110	702	109	254	751	172
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:	122	231	130	85	255	130	110	702	109	254	751	172
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	128	242	136	89	268	136	115	737	114	267	788	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	242	136	89	268	136	115	737	114	267	788	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	128	242	136	89	268	136	115	737	114	267	788	180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	1.01	1.01	0.98	1.03	0.88
Lanes:	1.00	1.28	0.72	1.00	1.32	0.68	1.00	1.73	0.27	1.00	2.00	1.00
Final Sat.:	1865	2376	1337	1865	2467	1258	1865	3330	517	1865	3925	1668
Capacity Analysis Module:												
Vol/Sat:	0.07	0.10	0.10	0.05	0.11	0.11	0.06	0.22	0.22	0.14	0.20	0.11
Crit Moves:	****				****			****		****		
Green/Cycle:	0.14	0.14	0.14	0.14	0.14	0.14	0.20	0.29	0.29	0.19	0.28	0.43
Volume/Cap:	0.48	0.71	0.71	0.33	0.75	0.75	0.31	0.75	0.75	0.75	0.71	0.25
Delay/Veh:	29.0	33.0	33.0	27.7	34.7	34.7	24.3	25.3	25.3	35.5	24.7	13.1
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:	29.0	33.0	33.0	27.7	34.7	34.7	24.3	25.3	25.3	35.5	24.7	13.1
LOS by Move:	C	C	C	C	C	C	C	C	C	D	C	B
HCM2kAvgQ:	3	6	6	2	6	6	3	11	11	8	10	3

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) Without Project Conditions
Saturday Mid-Day Peak Hour

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

Intersection #46 Lasselle Street / Iris Avenue

Cycle (sec): 110 Critical Vol./Cap.(X): 0.526
Loss Time (sec): 16 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:	Ovl			Include			Include			Include		
Min. Green:	10	41	41	10	41	41	10	34	34	10	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	184	421	199	241	337	84	209	524	200	274	816	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:	184	421	199	241	337	84	209	524	200	274	816	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:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	192	440	208	252	352	88	218	548	209	286	853	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	192	440	208	252	352	88	218	548	209	286	853	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	192	440	208	252	352	88	218	548	209	286	853	132
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	0.91	0.85	0.92	0.89	0.89
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	2.60	0.40
Final Sat.:	3502	3610	1615	3502	3610	1615	3502	5187	1615	3502	4403	680
Capacity Analysis Module:												
Vol/Sat:	0.05	0.12	0.13	0.07	0.10	0.05	0.06	0.11	0.13	0.08	0.19	0.19
Crit Moves:		****		****			****				****	
Green/Cycle:	0.09	0.37	0.46	0.09	0.37	0.37	0.09	0.31	0.31	0.09	0.31	0.31
Volume/Cap:	0.61	0.33	0.28	0.80	0.26	0.15	0.69	0.34	0.42	0.91	0.63	0.63
Delay/Veh:	52.1	25.3	18.8	62.8	24.6	23.5	55.5	30.0	31.3	78.4	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:	52.1	25.3	18.8	62.8	24.6	23.5	55.5	30.0	31.3	78.4	34.0	34.0
LOS by Move:	D	C	B	E	C	C	E	C	C	E	C	C
HCM2kAvgQ:	4	6	4	6	4	2	5	5	6	8	11	11

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

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APPENDIX 6.2

Opening Year Cumulative (2018) With Project Conditions
Intersection Operations Analysis Worksheets

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	504	95	579	1879	0	0	0	0	0	0	480
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5	5.5	4.0	5.5							4.0
Lane Util. Factor		0.95	1.00	1.00	0.95							1.00
Frpb, ped/bikes		1.00	0.97	1.00	1.00							0.99
Flpb, ped/bikes		1.00	1.00	1.00	1.00							1.00
Frt		1.00	0.85	1.00	1.00							0.86
Flt Protected		1.00	1.00	0.95	1.00							1.00
Satd. Flow (prot)		3406	1289	1736	3539							1408
Flt Permitted		1.00	1.00	0.95	1.00							1.00
Satd. Flow (perm)		3406	1289	1736	3539							1408
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	554	104	636	2065	0	0	0	0	0	0	527
RTOR Reduction (vph)	0	0	63	0	0	0	0	0	0	0	0	12
Lane Group Flow (vph)	0	554	41	636	2065	0	0	0	0	0	0	515
Confl. Peds. (#/hr)			5									5
Heavy Vehicles (%)	0%	6%	22%	4%	2%	0%	0%	0%	0%	0%	0%	15%
Turn Type		NA	Perm	Prot	NA							custom
Protected Phases		2		1	6							
Permitted Phases			2									1 4
Actuated Green, G (s)		34.6	34.6	31.2	69.8							44.6
Effective Green, g (s)		34.6	34.6	31.2	69.8							44.6
Actuated g/C Ratio		0.39	0.39	0.35	0.79							0.50
Clearance Time (s)		5.5	5.5	4.0	5.5							
Vehicle Extension (s)		2.0	2.0	2.0	2.0							
Lane Grp Cap (vph)		1328	502	610	2784							707
v/s Ratio Prot		0.16		c0.37	c0.58							
v/s Ratio Perm			0.03									c0.37
v/c Ratio		0.42	0.08	1.04	0.74							0.73
Uniform Delay, d1		19.7	17.0	28.8	4.8							17.3
Progression Factor		1.00	1.00	1.00	1.00							1.00
Incremental Delay, d2		1.0	0.3	48.0	1.0							3.2
Delay (s)		20.7	17.4	76.8	5.8							20.5
Level of Service		C	B	E	A							C
Approach Delay (s)		20.1			22.5			0.0			20.5	
Approach LOS		C			C			A			C	

Intersection Summary			
HCM 2000 Control Delay	21.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	88.7	Sum of lost time (s)	13.5
Intersection Capacity Utilization	90.1%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	24	1183	80	0	2361	182	644	130	36	41	0	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	0.95			0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		1.00	0.98	
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.99			0.99		1.00	0.97		1.00	0.85	
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1388	3357			3459		1787	1766		1671	1203	
Flt Permitted	0.12	1.00			1.00		0.72	1.00		0.65	1.00	
Satd. Flow (perm)	177	3357			3459		1359	1766		1138	1203	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	25	1245	84	0	2485	192	678	137	38	43	0	53
RTOR Reduction (vph)	0	7	0	0	9	0	0	15	0	0	22	0
Lane Group Flow (vph)	25	1322	0	0	2668	0	678	160	0	43	31	0
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	30%	4%	41%	0%	3%	4%	1%	2%	10%	8%	0%	32%
Turn Type	Perm	NA			NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2						8			4		
Actuated Green, G (s)	33.0	33.0			33.0		22.0	22.0		22.0	22.0	
Effective Green, g (s)	33.0	33.0			33.0		22.0	22.0		22.0	22.0	
Actuated g/C Ratio	0.51	0.51			0.51		0.34	0.34		0.34	0.34	
Clearance Time (s)	5.0	5.0			5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	2.0	2.0			2.0		2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	89	1704			1756		459	597		385	407	
v/s Ratio Prot		0.39			c0.77			0.09			0.03	
v/s Ratio Perm	0.14						c0.50			0.04		
v/c Ratio	0.28	0.78			1.52		1.48	0.27		0.11	0.07	
Uniform Delay, d1	9.2	13.0			16.0		21.5	15.6		14.8	14.6	
Progression Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	7.7	3.5			236.7		226.2	0.1		0.0	0.0	
Delay (s)	16.9	16.5			252.7		247.7	15.7		14.8	14.6	
Level of Service	B	B			F		F	B		B	B	
Approach Delay (s)		16.5			252.7			200.1			14.7	
Approach LOS		B			F			F			B	

Intersection Summary			
HCM 2000 Control Delay	174.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.50		
Actuated Cycle Length (s)	65.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	121.8%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Weekday AM Peak Hour

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

Intersection #3 Elsworth Street / Cactus Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.877
Loss Time (sec): 16 Average Delay (sec/veh): 262.1
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			Protected			Protected		
Rights:	Include			Ovl			Ignore			Include		
Min. Green:	29	29	29	29	29	29	10	21	21	10	21	21
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1! 0	0	1 1	0 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	53	25	19	74	138	129	177	1806	350	107	2538	115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	25	19	74	138	129	177	1806	350	107	2538	115
Added Vol:	0	0	0	0	0	0	0	7	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	25	19	74	138	129	177	1813	350	107	2543	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00	0.92	0.92	0.92
PHF Volume:	57	27	21	80	150	140	192	1964	0	116	2755	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	27	21	80	150	140	192	1964	0	116	2755	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	57	27	21	80	150	140	192	1964	0	116	2755	125
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.94	0.98	0.98	0.85	0.95	0.91	1.00	0.95	0.91	0.85
Lanes:	1.38	0.35	0.27	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	2470	637	484	1868	1868	1615	1805	5187	1900	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.04	0.04	0.04	0.08	0.09	0.11	0.38	0.00	0.06	0.53	0.08
Crit Moves:		****			****		****				****	
Green/Cycle:	0.24	0.24	0.24	0.24	0.24	0.33	0.08	0.30	0.00	0.08	0.30	0.30
Volume/Cap:	0.10	0.18	0.18	0.18	0.33	0.27	1.27	1.26	0.00	0.77	1.77	0.26
Delay/Veh:	35.4	36.2	36.2	36.1	37.8	30.2	220.2	165	0.0	75.2	391	32.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.4	36.2	36.2	36.1	37.8	30.2	220.2	165	0.0	75.2	391	32.1
LOS by Move:	D	D	D	D	D	C	F	F	A	E	F	C
HCM2kAvgQ:	1	2	2	2	5	4	15	47	0	6	91	3

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Weekday AM Peak Hour

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

Intersection #4 Frederick Street / Cactus Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.665
Loss Time (sec): 12 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:	Split Phase				Split Phase				Protected				Permitted			
Rights:	Include				Ovl				Include				Ovl			
Min. Green:	0	0	0		32	0	32		10	10	0		0	27	27	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	0	0	0	2	0	0	0	1	1	0	2	0	0	0	0	3	0	1
Volume Module:																
Base Vol:	0	0	0		171	0	60		89	1519	0		0	2429	164	
Growth Adj:	1.00	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		171	0	60		89	1519	0		0	2429	164	
Added Vol:	0	0	0		4	0	0		0	7	0		0	5	3	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		175	0	60		89	1526	0		0	2434	167	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	0	0	0		184	0	63		94	1606	0		0	2562	176	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		184	0	63		94	1606	0		0	2562	176	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		184	0	63		94	1606	0		0	2562	176	
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		0.95	0.95	1.00		1.00	0.91	0.85	
Lanes:	0.00	0.00	0.00		2.00	0.00	1.00		1.00	2.00	0.00		0.00	3.00	1.00	
Final Sat.:	0	0	0		3502	0	1615		1805	3610	0		0	5187	1615	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.05	0.00	0.04		0.05	0.44	0.00		0.00	0.49	0.11	
Crit Moves:					****				****					****		
Green/Cycle:	0.00	0.00	0.00		0.27	0.00	0.35		0.08	0.63	0.00		0.00	0.55	0.82	
Volume/Cap:	0.00	0.00	0.00		0.20	0.00	0.11		0.62	0.70	0.00		0.00	0.90	0.13	
Delay/Veh:	0.0	0.0	0.0		34.2	0.0	26.5		61.1	15.5	0.0		0.0	28.3	2.3	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		34.2	0.0	26.5		61.1	15.5	0.0		0.0	28.3	2.3	
LOS by Move:	A	A	A		C	A	C		E	B	A		A	C	A	
HCM2kAvgQ:	0	0	0		3	0	2		4	21	0		0	34	1	

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Weekday AM Peak Hour

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

Intersection #5 Graham Street / Cactus Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.762
Loss Time (sec): 16 Average Delay (sec/veh): 78.5
Optimal Cycle: OPTIMIZED Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ignore			Include		
Min. Green:	10	32	32	10	32	32	10	35	35	10	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 1	0	1 0	2 0	1	1 0	2 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	187	103	16	89	118	101	134	1460	243	26	2179	161
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	187	103	16	89	118	101	134	1460	243	26	2179	161
Added Vol:	0	0	0	0	0	0	0	11	0	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	187	103	16	89	118	101	134	1471	243	26	2188	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.00	0.94	0.94	0.94
PHF Volume:	200	110	17	95	126	108	143	1573	0	28	2340	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	110	17	95	126	108	143	1573	0	28	2340	172
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	200	110	17	95	126	108	143	1573	0	28	2340	172
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.93	0.95	0.95	0.85	0.95	0.95	1.00	0.95	0.90	0.90
Lanes:	2.00	1.73	0.27	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.79	0.21
Final Sat.:	3502	3062	476	1805	3610	1615	1805	3610	1900	1805	4783	352
Capacity Analysis Module:												
Vol/Sat:	0.06	0.04	0.04	0.05	0.03	0.07	0.08	0.44	0.00	0.02	0.49	0.49
Crit Moves:	****				****		****				****	
Green/Cycle:	0.08	0.27	0.27	0.08	0.27	0.35	0.08	0.43	0.00	0.08	0.43	0.43
Volume/Cap:	0.69	0.13	0.13	0.63	0.13	0.19	0.95	1.01	0.00	0.18	1.13	1.13
Delay/Veh:	60.1	33.5	33.5	61.7	33.5	27.3	113.8	58.1	0.0	51.8	98.4	98.4
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:	60.1	33.5	33.5	61.7	33.5	27.3	113.8	58.1	0.0	51.8	98.4	98.4
LOS by Move:	E	C	C	E	C	C	F	E	A	D	F	F
HCM2kAvgQ:	5	2	2	4	2	3	9	38	0	1	50	50

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Weekday AM Peak Hour

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

Intersection #6 Heacock Street / Alessandro Boulevard

Cycle (sec): 110 Critical Vol./Cap.(X): 0.545
Loss Time (sec): 16 Average Delay (sec/veh): 38.6
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	10	39	39	10	39	39	10	28	28	10	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	194	367	54	130	195	139	116	533	70	37	1095	163
Growth Adj:	1.00	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	367	54	130	195	139	116	533	70	37	1095	163
Added Vol:	0	0	0	7	0	0	0	9	0	0	7	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	194	367	54	137	195	139	116	542	70	37	1102	168
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	206	390	57	146	207	148	123	576	74	39	1171	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	206	390	57	146	207	148	123	576	74	39	1171	179
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	206	390	57	146	207	148	123	576	74	39	1171	179
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	0.91	0.85	0.95	0.91	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	5187	1615	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.04	0.08	0.06	0.09	0.07	0.11	0.05	0.02	0.23	0.11
Crit Moves:	****				****		****				****	
Green/Cycle:	0.14	0.39	0.39	0.10	0.35	0.45	0.09	0.27	0.40	0.10	0.27	0.27
Volume/Cap:	0.83	0.28	0.09	0.80	0.16	0.21	0.75	0.42	0.11	0.23	0.83	0.41
Delay/Veh:	66.7	22.9	21.2	70.6	24.4	18.8	66.3	33.4	20.5	46.7	42.0	33.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.7	22.9	21.2	70.6	24.4	18.8	66.3	33.4	20.5	46.7	42.0	33.4
LOS by Move:	E	C	C	E	C	B	E	C	C	D	D	C
HCM2kAvgQ:	9	5	1	7	2	3	6	6	2	1	16	5

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Weekday AM Peak Hour

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

Intersection #7 Heacock Street / Cactus Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.981
Loss Time (sec): 16 Average Delay (sec/veh): 51.7
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 1	0	1 0	1 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	791	597	8	63	292	48	134	931	390	14	1482	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	791	597	8	63	292	48	134	931	390	14	1482	124
Added Vol:	0	0	0	2	0	0	0	11	0	0	9	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	791	597	8	65	292	48	134	942	390	14	1491	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:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	841	635	9	69	311	51	143	1002	415	15	1586	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	841	635	9	69	311	51	143	1002	415	15	1586	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	841	635	9	69	311	51	143	1002	415	15	1586	134
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	0.98	0.98	0.98	1.03	0.88	0.98	1.02	1.02
Lanes:	2.00	1.97	0.03	1.00	1.72	0.28	1.00	2.00	1.00	1.00	1.84	0.16
Final Sat.:	3610	3742	50	1805	3195	525	1865	3925	1668	1865	3576	302
Capacity Analysis Module:												
Vol/Sat:	0.23	0.17	0.17	0.04	0.10	0.10	0.08	0.26	0.25	0.01	0.44	0.44
Crit Moves:	****				****		****				****	
Green/Cycle:	0.24	0.22	0.22	0.11	0.10	0.10	0.08	0.40	0.64	0.13	0.45	0.45
Volume/Cap:	0.99	0.76	0.76	0.35	0.99	0.99	0.92	0.64	0.39	0.06	0.99	0.99
Delay/Veh:	73.4	47.4	47.4	50.5	97.7	97.7	103.1	29.7	10.7	45.8	51.4	51.4
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:	73.4	47.4	47.4	50.5	97.7	97.7	103.1	29.7	10.7	45.8	51.4	51.4
LOS by Move:	E	D	D	D	F	F	F	C	B	D	D	D
HCM2kAvgQ:	21	13	13	3	11	11	8	17	13	1	38	38

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Weekday AM Peak Hour

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

Intersection #8 Heacock Street / John F. Kennedy Drive

Cycle (sec): 110 Critical Vol./Cap.(X): 0.607
Loss Time (sec): 16 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			Include			Include			Include		
Min. Green:	10	29	29	10	10	10	10	10	10	10	32	32
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	113	781	41	140	262	26	12	71	80	41	144	264
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	781	41	140	262	26	12	71	80	41	144	264
Added Vol:	0	0	0	0	0	0	0	2	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	781	41	140	262	26	12	73	80	41	146	264
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	127	876	46	157	294	29	13	82	90	46	164	296
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	876	46	157	294	29	13	82	90	46	164	296
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	876	46	157	294	29	13	82	90	46	164	296
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	1.00	0.85	0.95	0.86	0.86
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	1900	1615	1805	1630	1630
Capacity Analysis Module:												
Vol/Sat:	0.07	0.24	0.03	0.09	0.08	0.02	0.01	0.04	0.06	0.03	0.10	0.18
Crit Moves:		****		****			****					****
Green/Cycle:	0.24	0.35	0.35	0.12	0.24	0.24	0.09	0.19	0.19	0.19	0.29	0.29
Volume/Cap:	0.30	0.70	0.08	0.70	0.34	0.08	0.08	0.23	0.29	0.13	0.35	0.62
Delay/Veh:	34.9	32.6	24.1	55.4	35.2	32.7	46.0	37.9	38.6	37.1	30.9	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:	34.9	32.6	24.1	55.4	35.2	32.7	46.0	37.9	38.6	37.1	30.9	35.5
LOS by Move:	C	C	C	E	D	C	D	D	D	D	C	D
HCM2kAvgQ:	4	14	1	6	4	1	0	2	3	1	5	10

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Weekday AM Peak Hour

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

Intersection #10 Webster Avenue / Harley Knox Boulevard

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: B[13.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	1	0	2	0	0	0	0	446	1	1	492	0
Growth Adj:	1.00	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	0	2	0	0	0	0	446	1	1	492	0
Added Vol:	0	0	7	0	0	0	0	7	0	5	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	0	9	0	0	0	0	453	1	6	497	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	1	0	11	0	0	0	0	565	1	7	620	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	0	11	0	0	0	0	565	1	7	620	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	7.1	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1200	1200	565	1206	1201	620	xxxx	xxxx	xxxxx	566	xxxx	xxxxx
Potent Cap.:	206	187	528	162	186	492	xxxx	xxxx	xxxxx	1016	xxxx	xxxxx
Move Cap.:	205	185	528	158	185	492	xxxx	xxxx	xxxxx	1016	xxxx	xxxxx
Volume/Cap:	0.01	0.00	0.02	0.00	0.00	0.00	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	456	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	13.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.6	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:	13.1			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Weekday AM Peak Hour

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

Intersection #11 Indian Street / Cottonwood Avenue

Cycle (sec): 90 Critical Vol./Cap.(X): 0.572
Loss Time (sec): 16 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:	10	24	24	10	24	24	10	24	24	10	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	108	260	39	48	220	62	51	238	139	49	365	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	260	39	48	220	62	51	238	139	49	365	83
Added Vol:	0	0	0	4	0	0	0	4	0	0	3	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	260	39	52	220	62	51	242	139	49	368	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:	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
PHF Volume:	140	337	51	67	285	80	66	314	180	64	477	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	337	51	67	285	80	66	314	180	64	477	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:	140	337	51	67	285	80	66	314	180	64	477	112
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	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	1.74	0.26	1.00	1.56	0.44	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3079	462	1805	2723	767	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.11	0.11	0.04	0.10	0.10	0.04	0.17	0.11	0.04	0.25	0.07
Crit Moves:	****				****		****				****	
Green/Cycle:	0.11	0.27	0.27	0.11	0.27	0.27	0.11	0.31	0.31	0.13	0.33	0.33
Volume/Cap:	0.70	0.41	0.41	0.34	0.39	0.39	0.33	0.53	0.36	0.27	0.75	0.21
Delay/Veh:	48.9	27.5	27.5	37.9	27.3	27.3	37.9	26.3	24.3	35.9	31.8	21.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.9	27.5	27.5	37.9	27.3	27.3	37.9	26.3	24.3	35.9	31.8	21.7
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	5	5	5	2	5	5	2	8	4	2	13	2

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Weekday AM Peak Hour

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

Intersection #12 Indian Street / Alessandro Boulevard

Cycle (sec): 120 Critical Vol./Cap.(X): 0.551
Loss Time (sec): 16 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:	10	42	42	10	42	42	10	28	28	10	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	3	0 1	1 0	3	0 1
Volume Module:												
Base Vol:	163	260	86	71	240	87	49	565	90	80	1138	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:	163	260	86	71	240	87	49	565	90	80	1138	82
Added Vol:	0	0	0	2	0	0	0	15	0	0	12	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	163	260	86	73	240	87	49	580	90	80	1150	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:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	180	286	95	80	264	96	54	639	99	88	1267	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	286	95	80	264	96	54	639	99	88	1267	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	286	95	80	264	96	54	639	99	88	1267	93
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.91	0.91	0.95	0.91	0.85	0.95	0.91	0.85
Lanes:	1.00	1.50	0.50	1.00	1.47	0.53	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1805	2612	864	1805	2544	922	1805	5187	1615	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.10	0.11	0.11	0.04	0.10	0.10	0.03	0.12	0.06	0.05	0.24	0.06
Crit Moves:	****				****		****				****	
Green/Cycle:	0.13	0.38	0.38	0.09	0.35	0.35	0.08	0.29	0.29	0.10	0.31	0.31
Volume/Cap:	0.79	0.29	0.29	0.49	0.30	0.30	0.36	0.43	0.21	0.47	0.79	0.19
Delay/Veh:	68.2	25.7	25.7	54.1	28.4	28.4	53.4	34.9	32.6	52.7	40.8	30.7
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:	68.2	25.7	25.7	54.1	28.4	28.4	53.4	34.9	32.6	52.7	40.8	30.7
LOS by Move:	E	C	C	D	C	C	D	C	C	D	D	C
HCM2kAvgQ:	8	5	5	3	5	5	2	7	3	4	17	2

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Weekday AM Peak Hour

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

Intersection #13 Indian Street / Cactus Avenue

Cycle (sec): 105 Critical Vol./Cap.(X): 0.750
Loss Time (sec): 16 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	15	15	10	15	15	10	15	15	10	15	15
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	100	436	40	87	361	23	42	789	69	66	1535	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	436	40	87	361	23	42	789	69	66	1535	134
Added Vol:	0	0	0	4	0	0	0	13	0	0	10	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	436	40	91	361	23	42	802	69	66	1545	137
User Adj:	1.00	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:	100	438	40	91	362	23	42	805	69	66	1551	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	438	40	91	362	23	42	805	69	66	1551	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	438	40	91	362	23	42	805	69	66	1551	138
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.99	0.99	0.95	0.99	0.99	0.98	1.02	1.02	0.98	1.02	1.02
Lanes:	1.00	1.83	0.17	1.00	1.88	0.12	1.00	1.84	0.16	1.00	1.84	0.16
Final Sat.:	1805	3435	315	1805	3540	226	1865	3571	307	1865	3562	316
Capacity Analysis Module:												
Vol/Sat:	0.06	0.13	0.13	0.05	0.10	0.10	0.02	0.23	0.23	0.04	0.44	0.44
Crit Moves:		****		****			****				****	
Green/Cycle:	0.10	0.15	0.15	0.10	0.15	0.15	0.10	0.42	0.42	0.18	0.51	0.51
Volume/Cap:	0.57	0.86	0.86	0.53	0.70	0.70	0.24	0.53	0.53	0.20	0.86	0.86
Delay/Veh:	49.7	56.0	56.0	48.4	46.6	46.6	44.7	22.8	22.8	37.0	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:	49.7	56.0	56.0	48.4	46.6	46.6	44.7	22.8	22.8	37.0	26.4	26.4
LOS by Move:	D	E	E	D	D	D	D	C	C	D	C	C
HCM2kAvgQ:	4	10	10	4	7	7	2	13	13	2	29	29

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Weekday AM Peak Hour

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

Intersection #14 Indian Street / John F. Kennedy Drive

Cycle (sec): 85 Critical Vol./Cap.(X): 0.483
Loss Time (sec): 16 Average Delay (sec/veh): 28.0
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	27	27	10	27	27	10	24	24	10	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	59	298	103	122	194	36	33	289	57	82	417	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	298	103	122	194	36	33	289	57	82	417	101
Added Vol:	0	0	4	0	0	0	0	4	0	3	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	298	107	122	194	36	33	293	57	85	420	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	73	368	132	151	240	44	41	362	70	105	519	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	368	132	151	240	44	41	362	70	105	519	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	73	368	132	151	240	44	41	362	70	105	519	125
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.93	0.93	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	1.47	0.53	1.00	1.69	0.31	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	2550	916	1805	2972	551	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.14	0.14	0.08	0.08	0.08	0.02	0.10	0.04	0.06	0.14	0.08
Crit Moves:		****		****			****				****	
Green/Cycle:	0.11	0.31	0.31	0.11	0.31	0.31	0.11	0.28	0.28	0.11	0.28	0.28
Volume/Cap:	0.35	0.46	0.46	0.73	0.26	0.26	0.20	0.36	0.16	0.51	0.52	0.28
Delay/Veh:	36.5	24.5	24.5	49.2	22.6	22.6	35.3	25.6	24.0	38.2	27.1	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:	36.5	24.5	24.5	49.2	22.6	22.6	35.3	25.6	24.0	38.2	27.1	25.1
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	2	6	6	6	3	3	1	4	1	3	7	3

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Weekday AM Peak Hour

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

Intersection #15 Indian Street / Gentian Avenue

Average Delay (sec/veh): 2.9 Worst Case Level Of Service: B[13.5]

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:	0 0	1! 0	0	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	75	351	0	4	207	35	25	0	68	0	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	351	0	4	207	35	25	0	68	0	0	10
Added Vol:	0	0	0	0	0	2	2	0	0	0	0	0
Tract 22180:	0	8	1	7	3	0	0	0	0	4	0	20
Initial Fut:	75	359	1	11	210	37	27	0	68	4	0	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	85	406	1	12	237	42	31	0	77	5	0	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	85	406	1	12	237	42	31	0	77	5	0	34
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:	279	xxxx	xxxxx	407	xxxx	xxxxx	876	859	258	897	880	406
Potent Cap.:	1295	xxxx	xxxxx	1163	xxxx	xxxxx	272	296	785	263	288	649
Move Cap.:	1295	xxxx	xxxxx	1163	xxxx	xxxxx	242	273	785	223	265	649
Volume/Cap:	0.07	xxxx	xxxx	0.01	xxxx	xxxx	0.13	0.00	0.10	0.02	0.00	0.05
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	0.3	xxxx	xxxx	xxxxx
Control Del:	8.0	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxxx	xxxx	10.1	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	B	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	242	xxxx	xxxxx	xxxx	530	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	22.0	xxxx	xxxxx	xxxxx	12.3	xxxxx
Shared LOS:	*	*	*	*	*	*	C	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			13.5			12.3		
ApproachLOS:	*			*			B			B		

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Weekday AM Peak Hour

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

Intersection #17 Indian Street / Iris Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.823
Loss Time (sec): 16 Average Delay (sec/veh): 51.5
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	28	28	10	10	10	10	10	10	10	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	1 0	1	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	133	279	9	315	260	17	32	238	46	8	420	430
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	133	279	9	315	260	17	32	238	46	8	420	430
Added Vol:	0	0	4	0	0	0	0	4	0	3	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	133	279	13	315	260	17	32	242	46	11	423	430
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	155	324	15	366	302	20	37	281	53	13	492	500
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	324	15	366	302	20	37	281	53	13	492	500
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	155	324	15	366	302	20	37	281	53	13	492	500
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.99	0.99	0.95	1.00	0.85	0.95	0.98	0.98	0.95	1.00	0.85
Lanes:	1.00	0.96	0.04	1.00	1.00	1.00	1.00	0.84	0.16	1.00	1.00	1.00
Final Sat.:	1805	1803	84	1805	1900	1615	1805	1558	296	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.18	0.18	0.20	0.16	0.01	0.02	0.18	0.18	0.01	0.26	0.31
Crit Moves:		****		****			****					****
Green/Cycle:	0.16	0.23	0.23	0.22	0.29	0.29	0.08	0.28	0.28	0.13	0.33	0.33
Volume/Cap:	0.54	0.77	0.77	0.93	0.54	0.04	0.25	0.64	0.64	0.05	0.78	0.93
Delay/Veh:	48.7	51.2	51.2	74.8	36.7	30.4	52.3	40.1	40.1	45.7	42.3	62.0
User DelAdj:	1.00	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	51.2	51.2	74.8	36.7	30.4	52.3	40.1	40.1	45.7	42.3	62.0
LOS by Move:	D	D	D	E	D	C	D	D	D	D	D	E
HCM2kAvgQ:	6	13	13	17	10	1	1	11	11	0	18	22

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Weekday AM Peak Hour

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

Intersection #18 Indian Street / Krameria Avenue

Average Delay (sec/veh): 6.6 Worst Case Level Of Service: B[12.4]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	1	0	0	0	1
Volume Module:																				
Base Vol:	0	163		25		203	107		0		0		0		0	7		0		276
Growth Adj:	1.00	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	163		25		203	107		0		0		0		0	7		0		276
Added Vol:	0	2		0		2	2		0		0		0		0	0		0		2
PasserByVol:	0	0		0		0	0		0		0		0		0	0		0		0
Initial Fut:	0	165		25		205	109		0		0		0		0	7		0		278
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	0.83	0.83		0.83		0.83	0.83		0.83		0.83		0.83		0.83	0.83		0.83		0.83
PHF Volume:	0	199		30		248	132		0		0		0		0	8		0		336
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
FinalVolume:	0	199		30		248	132		0		0		0		0	8		0		336
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx		xxxxx		4.1	xxxx		xxxxx		xxxxx		xxxx		xxxxx	6.4		xxxx		6.2
FollowUpTim:	xxxxx	xxxx		xxxxx		2.2	xxxx		xxxxx		xxxxx		xxxx		xxxxx	3.5		xxxx		3.3
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx		xxxxx		229	xxxx		xxxxx		xxxx		xxxx		xxxxx	841		xxxx		214
Potent Cap.:	xxxx	xxxx		xxxxx		1350	xxxx		xxxxx		xxxx		xxxx		xxxxx	338		xxxx		831
Move Cap.:	xxxx	xxxx		xxxxx		1350	xxxx		xxxxx		xxxx		xxxx		xxxxx	290		xxxx		831
Volume/Cap:	xxxx	xxxx		xxxx		0.18	xxxx		xxxx		xxxx		xxxx		xxxx	0.03		xxxx		0.40
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		0.7	xxxx		xxxxx		xxxx		xxxx		xxxxx	0.1		xxxx		2.0
Control Del:	xxxxx	xxxx		xxxxx		8.3	xxxx		xxxxx		xxxxx		xxxx		xxxxx	17.8		xxxx		12.2
LOS by Move:	*	*		*		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					xxxxxx							12.4		
ApproachLOS:	*					*					*							B		

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Weekday AM Peak Hour

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

Intersection #21 Indian Street / Harley Knox Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	1.155
Loss Time (sec):	16	Average Delay (sec/veh):	393.7
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	39	39	10	39	39	10	34	34	10	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	1 0	1 1	0	1 0	1 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	118	123	20	18	69	353	964	498	240	17	398	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	123	20	18	69	353	964	498	240	17	398	46
Added Vol:	0	0	2	0	0	0	0	13	0	2	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	118	123	22	18	69	353	964	511	240	19	408	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	129	134	24	20	75	385	1050	557	261	21	444	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	134	24	20	75	385	1050	557	261	21	444	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	129	134	24	20	75	385	1050	557	261	21	444	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.95	0.83	0.83	0.95	1.00	0.85	0.92	0.94	0.94
Lanes:	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.80	0.20
Final Sat.:	3502	3610	1615	1805	1579	1579	1805	1900	1615	3502	3196	360
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.01	0.01	0.05	0.24	0.58	0.29	0.16	0.01	0.14	0.14
Crit Moves:	****					****	****				****	
Green/Cycle:	0.08	0.33	0.33	0.08	0.33	0.33	0.18	0.36	0.36	0.10	0.28	0.28
Volume/Cap:	0.44	0.11	0.05	0.13	0.15	0.75	3.32	0.82	0.45	0.06	0.49	0.49
Delay/Veh:	53.4	28.4	27.8	51.4	28.7	41.2	1104	43.0	30.2	48.8	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:	53.4	28.4	27.8	51.4	28.7	41.2	1104	43.0	30.2	48.8	36.2	36.2
LOS by Move:	D	C	C	D	C	D	F	D	C	D	D	D
HCM2kAvgQ:	3	2	1	1	2	15	128	21	8	0	8	8

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Weekday AM Peak Hour

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

Intersection #22 Driveway 1 / Gentian Avenue

Average Delay (sec/veh): 5.2 Worst Case Level Of Service: A[8.6]

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:	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0	1	0	1	0	0
Volume Module:																				
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	10	0		
Growth Adj:	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	4	0	0	0	0	10	0		
Added Vol:	0	0	51	0	0	0	0	0	0	0	0	0	0	44	0	0				
Tract 22180:	0	0	0	0	0	0	0	0	0	0	0	27	0	0	10	0				
Initial Fut:	0	0	51	0	0	0	0	0	0	0	0	31	0	44	20	0				
User Adj:	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92				
PHF Volume:	0	0	55	0	0	0	0	0	0	0	0	34	0	48	22	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
FinalVolume:	0	0	55	0	0	0	0	0	0	0	0	34	0	48	22	0				
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	6.2	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	17	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	34	xxxx	xxxxx								
Potent Cap.:	xxxx	xxxx	1068	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1591	xxxx	xxxxx								
Move Cap.:	xxxx	xxxx	1068	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1591	xxxx	xxxxx								
Volume/Cap:	xxxx	xxxx	0.05	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	8.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx								
LOS by Move:	*	*	A	*	*	*	*	*	*	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:	8.6			xxxxxx			xxxxxx			xxxxxx										
ApproachLOS:	A			*			*			*										

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Weekday AM Peak Hour

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

Intersection #23 Driveway 2 / Santiago Drive

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: B[10.1]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	0	1	0	0	0	0	1	0	1	0	0	0	0	0	1	0
Volume Module:																				
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	58	0	0	0	0	83	0		
Growth Adj:	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	58	0	0	0	0	83	0		
Added Vol:	0	0	0	59	0	0	0	0	0	0	0	0	0	0	0	0	0	72		
Tract 22180:	0	0	0	0	0	0	0	0	0	0	0	16	0	0	0	0	6	0		
Initial Fut:	0	0	0	59	0	0	0	0	0	0	0	74	0	0	0	0	89	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	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92		
PHF Volume:	0	0	0	64	0	0	0	0	0	0	0	80	0	0	0	0	97	78		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
FinalVolume:	0	0	0	64	0	0	0	0	0	0	0	80	0	0	0	0	97	78		
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx	216	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Potent Cap.:	xxxx	xxxx	xxxxx	776	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Move Cap.:	xxxx	xxxx	xxxxx	776	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Volume/Cap:	xxxx	xxxx	xxxx	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx								
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Control Del:	xxxxx	xxxx	xxxxx	10.1	xxxx	xxxxx	xxxxx	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	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			10.1			xxxxxx				xxxxxx									
ApproachLOS:	*			B			*				*									

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

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Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	0	395	585	0	642	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5		4.5	
Lane Util. Factor		0.95	0.95		0.97	
Frpb, ped/bikes		1.00	1.00		1.00	
Flpb, ped/bikes		1.00	1.00		1.00	
Frt		1.00	1.00		0.98	
Flt Protected		1.00	1.00		0.96	
Satd. Flow (prot)		3438	3505		3362	
Flt Permitted		1.00	1.00		0.96	
Satd. Flow (perm)		3438	3505		3362	
Peak-hour factor, PHF	0.76	0.76	0.76	0.76	0.76	0.76
Adj. Flow (vph)	0	520	770	0	845	97
RTOR Reduction (vph)	0	0	0	0	11	0
Lane Group Flow (vph)	0	520	770	0	931	0
Confl. Peds. (#/hr)						5
Heavy Vehicles (%)	0%	5%	3%	0%	3%	3%
Turn Type		NA	NA		NA	
Protected Phases		2	6		4	
Permitted Phases						
Actuated Green, G (s)		51.4	51.4		29.6	
Effective Green, g (s)		51.4	51.4		29.6	
Actuated g/C Ratio		0.57	0.57		0.33	
Clearance Time (s)		4.5	4.5		4.5	
Vehicle Extension (s)		2.0	2.0		2.0	
Lane Grp Cap (vph)		1963	2001		1105	
v/s Ratio Prot		0.15	c0.22		c0.28	
v/s Ratio Perm						
v/c Ratio		0.26	0.38		0.84	
Uniform Delay, d1		9.8	10.6		28.0	
Progression Factor		1.00	1.00		1.00	
Incremental Delay, d2		0.3	0.6		5.7	
Delay (s)		10.1	11.2		33.8	
Level of Service		B	B		C	
Approach Delay (s)		10.1	11.2		33.8	
Approach LOS		B	B		C	

Intersection Summary			
HCM 2000 Control Delay	20.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	44.4%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	209	0	200	622	1306	0	0	1220	443
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	8	16	8	12	12	12	12	12	12
Total Lost time (s)					4.5		4.5	4.5			3.5	3.5
Lane Util. Factor					1.00		0.97	0.95			0.91	1.00
Frpb, ped/bikes					0.99		1.00	1.00			1.00	0.98
Flpb, ped/bikes					1.00		1.00	1.00			1.00	1.00
Frt					0.93		1.00	1.00			1.00	0.85
Flt Protected					0.98		0.95	1.00			1.00	1.00
Satd. Flow (prot)					1906		3433	3505			5085	1552
Flt Permitted					0.98		0.95	1.00			1.00	1.00
Satd. Flow (perm)					1906		3433	3505			5085	1552
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	0	0	230	0	220	684	1435	0	0	1341	487
RTOR Reduction (vph)	0	0	0	0	43	0	0	0	0	0	0	283
Lane Group Flow (vph)	0	0	0	0	407	0	684	1435	0	0	1341	204
Confl. Peds. (#/hr)						5						5
Heavy Vehicles (%)	0%	0%	0%	2%	0%	2%	2%	3%	0%	0%	2%	2%
Turn Type				Split	NA		Prot	NA			NA	Perm
Protected Phases				8	8		5	2			6	
Permitted Phases												6
Actuated Green, G (s)					28.4		25.9	77.6			48.2	48.2
Effective Green, g (s)					28.4		25.9	77.6			48.2	48.2
Actuated g/C Ratio					0.25		0.23	0.67			0.42	0.42
Clearance Time (s)					4.5		4.5	4.5			3.5	3.5
Vehicle Extension (s)					2.0		2.0	2.0			2.0	2.0
Lane Grp Cap (vph)					470		773	2365			2131	650
v/s Ratio Prot					c0.21		c0.20	0.41			c0.26	
v/s Ratio Perm												0.13
v/c Ratio					0.87		0.88	0.61			0.63	0.31
Uniform Delay, d1					41.5		43.1	10.3			26.4	22.3
Progression Factor					1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2					14.9		11.5	1.2			1.4	1.3
Delay (s)					56.3		54.6	11.5			27.8	23.6
Level of Service					E		D	B			C	C
Approach Delay (s)		0.0			56.3			25.4			26.7	
Approach LOS		A			E			C			C	

Intersection Summary			
HCM 2000 Control Delay	29.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	115.0	Sum of lost time (s)	12.5
Intersection Capacity Utilization	80.6%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	358	378	302	55	168	465	187	1106	150	347	852	231
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.0	5.0	4.0	5.0		4.0	5.0		4.0	5.0	4.0
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95		1.00	0.91		0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	0.99		1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.89		1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3400	3505	1507	1719	3125		1736	4864		3433	3539	1561
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3400	3505	1507	1719	3125		1736	4864		3433	3539	1561
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	398	420	336	61	187	517	208	1229	167	386	947	257
RTOR Reduction (vph)	0	0	245	0	283	0	0	10	0	0	0	119
Lane Group Flow (vph)	398	420	91	61	421	0	208	1386	0	386	947	138
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	3%	3%	5%	5%	2%	1%	4%	4%	8%	2%	2%	2%
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA		Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2		1	6	7
Permitted Phases			4									6
Actuated Green, G (s)	21.6	37.8	37.8	9.1	25.3		21.6	54.2		20.9	53.5	75.1
Effective Green, g (s)	21.6	37.8	37.8	9.1	25.3		21.6	54.2		20.9	53.5	75.1
Actuated g/C Ratio	0.15	0.27	0.27	0.06	0.18		0.15	0.39		0.15	0.38	0.54
Clearance Time (s)	4.0	5.0	5.0	4.0	5.0		4.0	5.0		4.0	5.0	4.0
Vehicle Extension (s)	3.0	4.0	4.0	3.0	3.0		3.0	4.0		3.0	4.0	3.0
Lane Grp Cap (vph)	524	946	406	111	564		267	1883		512	1352	837
v/s Ratio Prot	c0.12	0.12		0.04	c0.13		c0.12	c0.28		0.11	0.27	0.03
v/s Ratio Perm			0.06									0.06
v/c Ratio	0.76	0.44	0.22	0.55	0.92dr		0.78	0.74		0.75	0.70	0.16
Uniform Delay, d1	56.7	42.4	39.7	63.5	54.3		56.9	36.8		57.1	36.5	16.5
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	6.3	0.5	0.4	5.5	5.4		13.4	2.6		6.2	3.0	0.1
Delay (s)	63.0	42.8	40.1	68.9	59.7		70.3	39.4		63.3	39.5	16.6
Level of Service	E	D	D	E	E		E	D		E	D	B
Approach Delay (s)		49.0			60.4			43.4			41.6	
Approach LOS		D			E			D			D	

Intersection Summary			
HCM 2000 Control Delay	46.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	79.9%	ICU Level of Service	D
Analysis Period (min)	15		

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	322	530	23	41	672	59	16	5	9	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	354	582	25	45	738	65	18	5	10	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		457										
pX, platoon unblocked				0.95			0.95	0.95	0.95	0.95	0.95	
vC, conflicting volume	803			608			1762	2196	304	1873	2176	402
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	803			489			1701	2156	170	1816	2135	402
tC, single (s)	4.2			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.3			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	55			96			52	77	99	100	100	100
cM capacity (veh/h)	791			1033			37	24	810	25	25	604

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1
Volume Total	354	388	219	45	492	311	33
Volume Left	354	0	0	45	0	0	18
Volume Right	0	0	25	0	0	65	10
cSH	791	1700	1700	1033	1700	1700	46
Volume to Capacity	0.45	0.23	0.13	0.04	0.29	0.18	0.72
Queue Length 95th (ft)	58	0	0	3	0	0	70
Control Delay (s)	13.2	0.0	0.0	8.6	0.0	0.0	191.9
Lane LOS	B			A			F
Approach Delay (s)	4.9			0.5			191.9
Approach LOS							F

Intersection Summary			
Average Delay	6.2		
Intersection Capacity Utilization	51.6%	ICU Level of Service	A
Analysis Period (min)	15		

MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Weekday AM Peak Hour

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

Intersection #28 Perris Boulevard / Eucalyptus Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.701
Loss Time (sec): 16 Average Delay (sec/veh): 39.8
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	33	33	10	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	56	988	57	156	1031	58	44	112	71	105	253	231
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	988	57	156	1031	58	44	112	71	105	253	231
Added Vol:	0	7	3	0	9	0	0	0	0	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	995	60	156	1040	58	44	112	71	109	253	231
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	64	1141	69	179	1193	67	50	128	81	125	290	265
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	1141	69	179	1193	67	50	128	81	125	290	265
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	1141	69	179	1193	67	50	128	81	125	290	265
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	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.32	0.04	0.10	0.33	0.04	0.03	0.07	0.05	0.07	0.15	0.16
Crit Moves:		****		****			****					****
Green/Cycle:	0.10	0.39	0.39	0.12	0.41	0.41	0.08	0.28	0.28	0.08	0.28	0.28
Volume/Cap:	0.35	0.82	0.11	0.82	0.81	0.10	0.34	0.25	0.18	0.83	0.56	0.60
Delay/Veh:	51.3	36.8	23.6	72.1	35.2	22.2	53.2	34.1	33.4	84.8	38.5	39.9
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:	51.3	36.8	23.6	72.1	35.2	22.2	53.2	34.1	33.4	84.8	38.5	39.9
LOS by Move:	D	D	C	E	D	C	D	C	C	F	D	D
HCM2kAvgQ:	3	22	2	9	22	1	2	4	2	7	9	9

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Weekday AM Peak Hour

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

Intersection #29 Perris Boulevard / Cottonwood Avenue

Cycle (sec): 110 Critical Vol./Cap.(X): 0.776
Loss Time (sec): 16 Average Delay (sec/veh): 39.9
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	28	28	10	28	28	10	33	33	10	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	104	714	75	148	926	173	148	217	97	104	332	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	714	75	148	926	173	148	217	97	104	332	210
Added Vol:	10	12	5	0	15	0	0	0	13	7	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	114	726	80	148	941	173	148	217	110	111	332	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	130	829	91	169	1074	197	169	248	126	127	379	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	829	91	169	1074	197	169	248	126	127	379	240
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	829	91	169	1074	197	169	248	126	127	379	240
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	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.23	0.06	0.09	0.30	0.12	0.09	0.13	0.08	0.07	0.20	0.15
Crit Moves:	****				****		****				****	
Green/Cycle:	0.09	0.32	0.32	0.12	0.35	0.35	0.11	0.32	0.32	0.10	0.30	0.30
Volume/Cap:	0.79	0.71	0.17	0.78	0.84	0.35	0.84	0.41	0.25	0.73	0.66	0.49
Delay/Veh:	71.7	34.6	26.8	64.1	38.1	26.6	74.4	30.1	28.2	63.5	36.6	32.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.7	34.6	26.8	64.1	38.1	26.6	74.4	30.1	28.2	63.5	36.6	32.4
LOS by Move:	E	C	C	E	D	C	E	C	C	E	D	C
HCM2kAvgQ:	6	14	2	8	20	5	8	7	3	6	12	7

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Weekday AM Peak Hour

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

Intersection #30 Perris Boulevard / Alessandro Boulevard

Cycle (sec): 70 Critical Vol./Cap.(X): 0.681
Loss Time (sec): 16 Average Delay (sec/veh): 29.2
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	10	19	19	10	15	15	10	15	15
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	221	621	108	199	506	197	139	500	102	142	924	177
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	221	621	108	199	506	197	139	500	102	142	924	177
Added Vol:	15	27	5	0	35	0	0	0	20	7	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	236	648	113	199	541	197	139	500	122	149	924	177
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	243	668	116	205	558	203	143	515	126	154	953	182
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	243	668	116	205	558	203	143	515	126	154	953	182
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	243	668	116	205	558	203	143	515	126	154	953	182
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.03	0.85	0.95	1.03	0.85	0.95	1.03	0.85	0.95	1.03	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	1805	3925	1615	1805	3925	1615	1805	3925	1615	1805	5888	1615
Capacity Analysis Module:												
Vol/Sat:	0.13	0.17	0.07	0.11	0.14	0.13	0.08	0.13	0.08	0.09	0.16	0.11
Crit Moves:		****		****			****				****	
Green/Cycle:	0.14	0.27	0.27	0.14	0.27	0.27	0.14	0.21	0.21	0.14	0.21	0.21
Volume/Cap:	0.94	0.63	0.27	0.80	0.52	0.46	0.56	0.61	0.36	0.60	0.75	0.53
Delay/Veh:	70.5	23.6	20.3	44.7	22.1	22.0	30.6	26.2	24.1	31.9	28.4	25.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.5	23.6	20.3	44.7	22.1	22.0	30.6	26.2	24.1	31.9	28.4	25.9
LOS by Move:	E	C	C	D	C	C	C	C	C	C	C	C
HCM2kAvgQ:	9	8	2	7	6	5	4	6	3	4	9	4

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Weekday AM Peak Hour

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

Intersection #31 Perris Boulevard / Cactus Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.918
Loss Time (sec): 16 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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	273	738	114	175	634	207	124	568	158	119	1046	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	273	738	114	175	634	207	124	568	158	119	1046	113
Added Vol:	14	49	5	0	63	0	0	0	17	7	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	287	787	119	175	697	207	124	568	175	126	1046	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	313	859	130	191	761	226	135	620	191	138	1142	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	313	859	130	191	761	226	135	620	191	138	1142	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:	313	859	130	191	761	226	135	620	191	138	1142	123
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.01	0.98	0.95	1.03	0.85	0.95	1.00	0.97	0.95	1.02	0.99
Lanes:	1.00	2.59	0.41	1.00	2.00	1.00	1.00	1.52	0.48	1.00	1.80	0.20
Final Sat.:	1805	4991	755	1805	3925	1615	1805	2873	885	1805	3478	376
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.11	0.19	0.14	0.07	0.22	0.22	0.08	0.33	0.33
Crit Moves:	****				****		****				****	
Green/Cycle:	0.18	0.24	0.24	0.15	0.21	0.21	0.10	0.31	0.31	0.14	0.35	0.35
Volume/Cap:	0.94	0.71	0.71	0.71	0.94	0.68	0.75	0.70	0.70	0.54	0.94	0.94
Delay/Veh:	74.2	36.5	36.5	49.1	57.7	42.2	59.8	32.6	32.6	42.0	44.4	44.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.2	36.5	36.5	49.1	57.7	42.2	59.8	32.6	32.6	42.0	44.4	44.4
LOS by Move:	E	D	D	D	E	D	E	C	C	D	D	D
HCM2kAvgQ:	14	11	11	7	16	8	6	13	13	5	24	24

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Weekday AM Peak Hour

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

Intersection #32 Perris Boulevard / John F. Kennedy Drive

Cycle (sec): 90 Critical Vol./Cap.(X): 0.898
Loss Time (sec): 16 Average Delay (sec/veh): 40.9
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	15	15	10	15	15	10	16	16	10	16	16
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	156	787	260	253	568	70	129	469	119	259	507	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	156	787	260	253	568	70	129	469	119	259	507	125
Added Vol:	9	68	17	0	87	0	0	0	11	22	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	165	855	277	253	655	70	129	469	130	281	507	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	198	1024	332	303	784	84	154	562	156	337	607	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	198	1024	332	303	784	84	154	562	156	337	607	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	198	1024	332	303	784	84	154	562	156	337	607	150
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.99	0.96	0.95	1.02	0.99	0.95	1.03	0.85	0.95	1.03	0.85
Lanes:	1.00	2.25	0.75	1.00	2.70	0.30	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	4248	1376	1805	5223	558	1805	3925	1615	1805	3925	1615
Capacity Analysis Module:												
Vol/Sat:	0.11	0.24	0.24	0.17	0.15	0.15	0.09	0.14	0.10	0.19	0.15	0.09
Crit Moves:		****		****				****		****		
Green/Cycle:	0.18	0.26	0.26	0.18	0.27	0.27	0.15	0.18	0.18	0.20	0.23	0.23
Volume/Cap:	0.62	0.92	0.92	0.92	0.57	0.57	0.59	0.80	0.54	0.92	0.66	0.40
Delay/Veh:	37.9	42.5	42.5	67.0	29.1	29.1	39.3	42.3	35.8	63.9	33.1	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	42.5	42.5	67.0	29.1	29.1	39.3	42.3	35.8	63.9	33.1	29.8
LOS by Move:	D	D	D	E	C	C	D	D	D	E	C	C
HCM2kAvgQ:	6	17	16	12	8	8	5	10	5	13	9	4

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Weekday AM Peak Hour

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

Intersection #33 Perris Boulevard / Gentian Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.430
Loss Time (sec): 12 Average Delay (sec/veh): 17.3
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	10	19	19	30	30	30	30	30	30
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	2	954	19	82	694	3	10	0	7	35	0	121
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	954	19	82	694	3	10	0	7	35	0	121
Added Vol:	22	54	0	0	102	17	39	3	9	0	4	0
Tract 22180:	8	1	0	0	3	9	23	0	4	0	0	0
Initial Fut:	32	1009	19	82	799	29	72	3	20	35	4	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	35	1103	21	90	873	32	79	3	22	38	4	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	1103	21	90	873	32	79	3	22	38	4	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	1103	21	90	873	32	79	3	22	38	4	132
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.27	0.91	0.91	0.95	0.91	0.91	0.68	0.68	0.68	0.83	0.83	0.83
Lanes:	1.00	2.94	0.06	1.00	2.89	0.11	0.76	0.03	0.21	0.22	0.02	0.76
Final Sat.:	511	5076	96	1805	4980	181	978	41	272	344	39	1188
Capacity Analysis Module:												
Vol/Sat:	0.07	0.22	0.22	0.05	0.18	0.18	0.08	0.08	0.08	0.11	0.11	0.11
Crit Moves:		****		****							****	
Green/Cycle:	0.47	0.47	0.47	0.11	0.58	0.58	0.30	0.30	0.30	0.30	0.30	0.30
Volume/Cap:	0.14	0.46	0.46	0.46	0.30	0.30	0.27	0.27	0.27	0.37	0.37	0.37
Delay/Veh:	15.2	17.9	17.9	43.6	10.8	10.8	27.0	27.0	27.0	28.1	28.1	28.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.2	17.9	17.9	43.6	10.8	10.8	27.0	27.0	27.0	28.1	28.1	28.1
LOS by Move:	B	B	B	D	B	B	C	C	C	C	C	C
HCM2kAvgQ:	1	9	9	3	5	5	3	3	3	4	4	4

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Weekday AM Peak Hour

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

Intersection #34 Perris Boulevard / Driveway 3

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: B[10.7]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	3	0	0	0	0	2	1	0	0	0	0	0	1	0	0	0	0	1
Volume Module:																				
Base Vol:	0	975		0		0	732		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	975		0		0	732		0		0		0		0	0		0		0
Added Vol:	0	76		0		0	41		70		0		0		42	0		0		0
Tract 22180:	0	9		0		0	7		0		0		0		0	0		0		0
Initial Fut:	0	1060		0		0	780		70		0		0		42	0		0		0
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	0.92	0.92		0.92		0.92	0.92		0.92		0.92		0.92		0.92	0.92		0.92		0.92
PHF Volume:	0	1152		0		0	848		76		0		0		46	0		0		0
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
FinalVolume:	0	1152		0		0	848		76		0		0		46	0		0		0
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		xxxx		6.9	xxxxx		xxxx		6.9
FollowUpTim:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		xxxx		3.3	xxxxx		xxxx		3.3
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx		xxxx		321	xxxx		xxxx		384
Potent Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx		xxxx		681	xxxx		xxxx		620
Move Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx		xxxx		681	xxxx		xxxx		620
Volume/Cap:	xxxx	xxxx		xxxx		xxxx	xxxx		xxxx		xxxx		xxxx		0.07	xxxx		xxxx		0.00
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx		xxxx		0.2	xxxx		xxxx		xxxxx
Control Del:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		xxxx		10.7	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	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					10.7					xxxxxx				
ApproachLOS:	*					*					B					*				

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Weekday AM Peak Hour

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

Intersection #35 Perris Boulevard / Driveway 4

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: B[10.9]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	2	0	0	0	0	2	1	0	0	0	0	0	1	0	0	1	0	0
Volume Module:																				
Base Vol:	0	974		0		0	732		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	974		0		0	732		0		0		0		0	0		0		0
Added Vol:	0	76		0		0	51		33		0		0		17	0		0		0
Tract 22180:	0	9		0		0	-45		52		0		0		52	0		0		0
Initial Fut:	0	1059		0		0	738		85		0		0		69	0		0		0
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	0.92	0.92		0.92		0.92	0.92		0.92		0.92		0.92		0.92	0.92		0.92		0.92
PHF Volume:	0	1151		0		0	802		92		0		0		75	0		0		0
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
FinalVolume:	0	1151		0		0	802		92		0		0		75	0		0		0
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		xxxx		6.9	xxxxx		6.5		xxxxx
FollowUpTim:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		xxxx		3.3	xxxxx		4.0		xxxxx
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx		xxxx		314	xxxx		2046		xxxxx
Potent Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx		xxxx		688	xxxx		57		xxxxx
Move Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx		xxxx		688	xxxx		57		xxxxx
Volume/Cap:	xxxx	xxxx		xxxx		xxxx	xxxx		xxxx		xxxx		xxxx		0.11	xxxx		0.00		xxxx
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx		xxxx		0.4	xxxx		xxxx		xxxxx
Control Del:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		xxxx		10.9	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	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					10.9					xxxxxx				
ApproachLOS:	*					*					B					*				

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Weekday AM Peak Hour

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

Intersection #36 Perris Boulevard / Santiago Drive

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	2	1	0	1	0	2	1	0	0	0	1!	0	0	0	0	1!	0	0
Volume Module:																				
Base Vol:	28	834		100		52	658		23		20		19		20	62		34		120
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	28	834		100		52	658		23		20		19		20	62		34		120
Added Vol:	68	22		0		9	60		0		46		3		10	0		4		0
Tract 22180:	3	1		0		0	4		3		8		0		8	0		0		0
Initial Fut:	99	857		100		61	722		26		74		22		38	62		38		120
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	0.92	0.92		0.92		0.92	0.92		0.92		0.92		0.92		0.92	0.92		0.92		0.92
PHF Volume:	107	931		109		66	784		28		80		24		41	67		41		130
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
FinalVolume:	107	931		109		66	784		28		80		24		41	67		41		130
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:	812	xxxx		xxxxx		1039	xxxx		xxxxx		1476		2185		275	1606		2144		364
Potent Cap.:	823	xxxx		xxxxx		677	xxxx		xxxxx		89		46		728	72		49		638
Move Cap.:	823	xxxx		xxxxx		677	xxxx		xxxxx		0		36		728	27		39		638
Volume/Cap:	0.13	xxxx		xxxx		0.10	xxxx		xxxx		xxxx		0.66		0.06	2.46		1.07		0.20
Level Of Service Module:																				
2Way95thQ:	0.4	xxxx		xxxxx		0.3	xxxx		xxxxx		xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
Control Del:	10.0	xxxx		xxxxx		10.9	xxxx		xxxxx		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		0		xxxxx	xxxx		64		xxxxx
SharedQueue:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		25.4		xxxxx
Shrd ConDel:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		1366		xxxxx
Shared LOS:	*	*		*		*	*		*		*		*		*	*		F		*
ApproachDel:	xxxxxx					xxxxxx					xxxxxx					1365.5				
ApproachLOS:	*					*					F					F				

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Weekday AM Peak Hour

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

Intersection #37 Perris Boulevard / Iris Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.730
Loss Time (sec): 16 Average Delay (sec/veh): 51.3
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	31	31	10	31	31	10	34	34	10	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	2 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	273	684	284	188	432	87	118	421	124	228	603	168
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	273	684	284	188	432	87	118	421	124	228	603	168
Added Vol:	0	46	0	24	36	10	13	0	0	0	0	31
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	273	730	284	212	468	97	131	421	124	228	603	199
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	317	847	329	246	543	113	152	488	144	265	700	231
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	317	847	329	246	543	113	152	488	144	265	700	231
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	317	847	329	246	543	113	152	488	144	265	700	231
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.89	0.89	0.95	0.92	0.92	0.95	0.91	0.91
Lanes:	1.00	3.00	1.00	1.00	2.48	0.52	1.00	1.54	0.46	1.00	1.50	0.50
Final Sat.:	1805	5187	1615	1805	4185	867	1805	2694	793	1805	2614	863
Capacity Analysis Module:												
Vol/Sat:	0.18	0.16	0.20	0.14	0.13	0.13	0.08	0.18	0.18	0.15	0.27	0.27
Crit Moves:	****				****			****		****		
Green/Cycle:	0.18	0.29	0.29	0.15	0.26	0.26	0.10	0.28	0.28	0.15	0.33	0.33
Volume/Cap:	0.99	0.57	0.72	0.91	0.50	0.50	0.85	0.64	0.64	0.99	0.81	0.81
Delay/Veh:	97.0	37.2	43.8	81.4	38.2	38.2	83.7	39.1	39.1	103.4	40.7	40.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	97.0	37.2	43.8	81.4	38.2	38.2	83.7	39.1	39.1	103.4	40.7	40.7
LOS by Move:	F	D	D	F	D	D	F	D	D	F	D	D
HCM2kAvgQ:	17	10	12	12	8	8	8	11	11	14	18	18

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Weekday AM Peak Hour

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

Intersection #38 Perris Boulevard / Krameria Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.693
Loss Time (sec): 16 Average Delay (sec/veh): 61.8
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	28	28	10	24	24	34	34	34	31	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 1	1!	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	76	918	277	105	713	37	57	219	112	272	315	218
Growth Adj:	1.00	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	918	277	105	713	37	57	219	112	272	315	218
Added Vol:	0	39	0	3	31	2	2	0	0	0	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	76	957	277	108	744	39	59	219	112	272	315	222
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	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	1009	292	114	785	41	62	231	118	287	332	234
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	1009	292	114	785	41	62	231	118	287	332	234
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	1009	292	114	785	41	62	231	118	287	332	234
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.88	0.88	0.95	0.90	0.90	0.90	0.90	0.90	0.95	1.00	0.85
Lanes:	1.00	2.33	0.67	1.00	2.85	0.15	0.35	1.31	1.34	1.00	1.00	1.00
Final Sat.:	1805	3886	1125	1805	4894	257	606	2249	2290	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.26	0.26	0.06	0.16	0.16	0.10	0.10	0.05	0.16	0.17	0.15
Crit Moves:		****		****				****			****	
Green/Cycle:	0.10	0.24	0.24	0.08	0.23	0.23	0.28	0.28	0.28	0.26	0.26	0.26
Volume/Cap:	0.46	1.07	1.07	0.76	0.70	0.70	0.36	0.36	0.18	0.62	0.68	0.56
Delay/Veh:	53.3	94.0	94.0	73.5	44.3	44.3	34.5	34.5	32.5	41.7	43.8	40.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.3	94.0	94.0	73.5	44.3	44.3	34.5	34.5	32.5	41.7	43.8	40.3
LOS by Move:	D	F	F	E	D	D	C	C	C	D	D	D
HCM2kAvgQ:	3	26	26	6	11	11	5	5	3	10	12	8

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Weekday AM Peak Hour

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

Intersection #39 Perris Boulevard / San Michele Road

Cycle (sec): 115 Critical Vol./Cap.(X): 0.503
Loss Time (sec): 16 Average Delay (sec/veh): 40.2
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	32	32	10	32	32	10	34	34	10	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	121	1082	1	1	985	142	209	1	112	1	1	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	121	1082	1	1	985	142	209	1	112	1	1	1
Added Vol:	0	35	0	0	27	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	121	1117	1	1	1012	142	209	1	112	1	1	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	128	1181	1	1	1070	150	221	1	118	1	1	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	1181	1	1	1070	150	221	1	118	1	1	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	128	1181	1	1	1070	150	221	1	118	1	1	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.89	0.89	0.95	0.85	0.85	0.95	1.00	0.85
Lanes:	1.00	2.99	0.01	1.00	2.63	0.37	1.00	0.01	0.99	1.00	1.00	1.00
Final Sat.:	1805	5182	5	1805	4467	627	1805	14	1603	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.23	0.23	0.00	0.24	0.24	0.12	0.07	0.07	0.00	0.00	0.00
Crit Moves:	****				****		****				****	
Green/Cycle:	0.09	0.31	0.31	0.10	0.31	0.31	0.16	0.35	0.35	0.10	0.30	0.30
Volume/Cap:	0.77	0.74	0.74	0.01	0.77	0.77	0.77	0.21	0.21	0.01	0.00	0.00
Delay/Veh:	69.8	37.4	37.4	47.0	38.0	38.0	57.8	26.3	26.3	46.2	28.5	28.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.8	37.4	37.4	47.0	38.0	38.0	57.8	26.3	26.3	46.2	28.5	28.5
LOS by Move:	E	D	D	D	D	D	E	C	C	D	C	C
HCM2kAvgQ:	6	15	15	0	16	16	9	3	3	0	0	0

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

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #40 Perris Boulevard / Nandina Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.456
Loss Time (sec): 16 Average Delay (sec/veh): 41.9
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	31	31	10	31	31	10	41	41	10	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	3 0	1	1 0	1 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	252	1214	49	29	909	90	52	4	71	12	8	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	252	1214	49	29	909	90	52	4	71	12	8	7
Added Vol:	0	35	0	0	27	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	252	1249	49	29	936	90	52	4	71	12	8	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	267	1324	52	31	993	95	55	4	75	13	8	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	267	1324	52	31	993	95	55	4	75	13	8	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	267	1324	52	31	993	95	55	4	75	13	8	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.91	0.85	0.95	0.82	0.82	0.95	1.00	0.85
Lanes:	1.00	2.89	0.11	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	4961	195	1805	5187	1615	1805	1549	1549	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.15	0.27	0.27	0.02	0.19	0.06	0.03	0.00	0.05	0.01	0.00	0.00
Crit Moves:	****				****				****	****		
Green/Cycle:	0.18	0.34	0.34	0.11	0.26	0.34	0.08	0.34	0.34	0.08	0.34	0.34
Volume/Cap:	0.81	0.79	0.79	0.16	0.74	0.17	0.37	0.01	0.14	0.08	0.01	0.01
Delay/Veh:	60.6	38.6	38.6	49.3	43.1	27.8	53.5	26.1	27.5	51.0	26.1	26.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.6	38.6	38.6	49.3	43.1	27.8	53.5	26.1	27.5	51.0	26.1	26.1
LOS by Move:	E	D	D	D	D	C	D	C	C	D	C	C
HCM2kAvgQ:	12	18	18	1	14	2	2	0	2	0	0	0

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #41 Perris Boulevard / Harley Knox Boulevard

Cycle (sec): 85 Critical Vol./Cap.(X): 1.965
Loss Time (sec): 12 Average Delay (sec/veh): 245.8
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:	Protected				Permitted				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	0	0	29	29	10	0	10	0	0	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	1	0	0	1	0	0	1	0	0	1	0	1	0	0	0	1! 0	0
Volume Module:																
Base Vol:	144	1297	4	36	802	257	285	98	98	2	66	53				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	144	1297	4	36	802	257	285	98	98	2	66	53				
Added Vol:	0	20	0	0	15	12	15	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	144	1317	4	36	817	269	300	98	98	2	66	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92				
PHF Volume:	157	1433	4	39	889	293	326	107	107	2	72	58				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	157	1433	4	39	889	293	326	107	107	2	72	58				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	157	1433	4	39	889	293	326	107	107	2	72	58				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.95	1.00	1.00	0.37	0.37	0.85	0.89	0.89	0.89	0.94	0.94	0.94				
Lanes:	1.00	0.99	0.01	0.04	0.96	1.00	1.00	0.50	0.50	0.02	0.54	0.44				
Final Sat.:	1805	1894	6	29	666	1615	1700	850	850	30	974	782				
Capacity Analysis Module:																
Vol/Sat:	0.09	0.76	0.76	1.33	1.33	0.18	0.19	0.13	0.13	0.07	0.07	0.07				
Crit Moves:	****				****		****			****						
Green/Cycle:	0.12	0.71	0.71	0.59	0.59	0.59	0.12	0.12	0.12	0.03	0.03	0.03				
Volume/Cap:	0.74	1.07	1.07	2.26	2.26	0.31	1.63	1.07	1.07	2.19	2.19	2.19				
Delay/Veh:	49.0	57.8	57.8	593.2	593	8.9	335.7	96.5	96.5	628.7	629	628.7				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	49.0	57.8	57.8	593.2	593	8.9	335.7	96.5	96.5	628.7	629	628.7				
LOS by Move:	D	E	E	F	F	A	F	F	F	F	F	F				
HCM2kAvgQ:	6	54	54	88	88	4	27	12	12	14	14	14				

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #42 Perris Boulevard / Ramona Expressway

Cycle (sec): 120 Critical Vol./Cap.(X): 0.927
Loss Time (sec): 16 Average Delay (sec/veh): 96.4
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	44	44	10	44	44	10	36	36	10	36	36
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	1 1	0	2 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	379	573	127	149	354	271	380	703	136	139	1511	365
Growth Adj:	1.00	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	573	127	149	354	271	380	703	136	139	1511	365
Added Vol:	0	7	0	7	5	3	4	0	0	0	0	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	379	580	127	156	359	274	384	703	136	139	1511	374
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	390	597	131	161	370	282	395	724	140	143	1556	385
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	390	597	131	161	370	282	395	724	140	143	1556	385
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	390	597	131	161	370	282	395	724	140	143	1556	385
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	0.89	0.89	0.92	0.91	0.85	0.92	0.88	0.88
Lanes:	2.00	2.00	1.00	2.00	1.13	0.87	2.00	3.00	1.00	2.00	2.40	0.60
Final Sat.:	3502	3610	1615	3502	1914	1461	3502	5187	1615	3502	4033	998
Capacity Analysis Module:												
Vol/Sat:	0.11	0.17	0.08	0.05	0.19	0.19	0.11	0.14	0.09	0.04	0.39	0.39
Crit Moves:	****				****		****				****	
Green/Cycle:	0.09	0.37	0.37	0.08	0.37	0.37	0.09	0.32	0.32	0.09	0.32	0.32
Volume/Cap:	1.22	0.44	0.22	0.54	0.53	0.53	1.22	0.44	0.27	0.46	1.22	1.22
Delay/Veh:	178.6	28.5	25.8	54.7	30.3	30.3	178.3	32.4	30.7	53.0	146	146.2
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:	178.6	28.5	25.8	54.7	30.3	30.3	178.3	32.4	30.7	53.0	146	146.2
LOS by Move:	F	C	C	D	C	C	F	C	C	D	F	F
HCM2kAvgQ:	14	9	3	4	10	10	15	8	4	3	44	44

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #43 Kitching Street / Cactus Avenue

Cycle (sec):	85	Critical Vol./Cap.(X):	0.801
Loss Time (sec):	16	Average Delay (sec/veh):	36.2
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	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	238	345	51	64	265	147	128	622	236	75	572	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	238	345	51	64	265	147	128	622	236	75	572	85
Added Vol:	0	3	5	0	4	0	0	0	0	7	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	238	348	56	64	269	147	128	622	236	82	572	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	288	422	68	78	326	178	155	754	286	99	693	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	288	422	68	78	326	178	155	754	286	99	693	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	288	422	68	78	326	178	155	754	286	99	693	103
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	1.01	1.01	0.98	1.03	0.88	0.98	0.99	0.99	0.98	1.01	1.01
Lanes:	1.00	1.72	0.28	1.00	1.00	1.00	1.00	1.45	0.55	1.00	1.74	0.26
Final Sat.:	1865	3310	533	1865	1963	1668	1865	2729	1035	1865	3353	498
Capacity Analysis Module:												
Vol/Sat:	0.15	0.13	0.13	0.04	0.17	0.11	0.08	0.28	0.28	0.05	0.21	0.21
Crit Moves:	****				****			****		****		
Green/Cycle:	0.18	0.19	0.19	0.18	0.19	0.19	0.16	0.32	0.32	0.12	0.28	0.28
Volume/Cap:	0.86	0.66	0.66	0.23	0.86	0.55	0.52	0.86	0.86	0.45	0.74	0.74
Delay/Veh:	53.4	33.8	33.8	30.2	50.9	33.1	34.5	33.5	33.5	36.4	30.6	30.6
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:	53.4	33.8	33.8	30.2	50.9	33.1	34.5	33.5	33.5	36.4	30.6	30.6
LOS by Move:	D	C	C	C	D	C	C	C	C	D	C	C
HCM2kAvgQ:	11	7	7	2	12	5	5	16	16	3	12	12

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 Kitching Street / John F. Kennedy Drive

Cycle (sec): 120 Critical Vol./Cap.(X): 1.043
Loss Time (sec): 16 Average Delay (sec/veh): 94.0
Optimal Cycle: OPTIMIZED Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1	1 0	1 0	2 0	1
Volume Module:												
Base Vol:	243	351	36	129	239	85	110	671	181	46	508	167
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	243	351	36	129	239	85	110	671	181	46	508	167
Added Vol:	4	0	0	0	0	11	9	5	3	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	247	351	36	129	239	96	119	676	184	46	515	167
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
PHF Volume:	315	448	46	165	305	123	152	863	235	59	658	213
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	315	448	46	165	305	123	152	863	235	59	658	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:	315	448	46	165	305	123	152	863	235	59	658	213
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.23	1.23	1.23	1.21	1.21	1.21	1.05	1.06	1.06	1.05	1.10	0.94
Lanes:	0.39	0.55	0.06	0.28	0.51	0.21	1.00	1.57	0.43	1.00	2.00	1.00
Final Sat.:	913	1297	133	641	1188	477	1986	3181	866	1986	4180	1777
Capacity Analysis Module:												
Vol/Sat:	0.35	0.35	0.35	0.26	0.26	0.26	0.08	0.27	0.27	0.03	0.16	0.12
Crit Moves:			****	****				****		****		
Green/Cycle:	0.31	0.31	0.31	0.23	0.23	0.23	0.11	0.24	0.24	0.08	0.21	0.21
Volume/Cap:	1.12	1.12	1.12	1.12	1.12	1.12	0.68	1.12	1.12	0.36	0.74	0.56
Delay/Veh:	111.3	111	111.3	121.0	121	121.0	59.1	111	111.4	53.3	47.3	44.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	111.3	111	111.3	121.0	121	121.0	59.1	111	111.4	53.3	47.3	44.1
LOS by Move:	F	F	F	F	F	F	E	F	F	D	D	D
HCM2kAvgQ:	44	44	44	33	33	33	7	31	31	2	13	8

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #45 Kitching Street / Iris Avenue

Cycle (sec): 65 Critical Vol./Cap.(X): 0.751
Loss Time (sec): 16 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			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	206	153	152	67	174	165	114	639	146	169	646	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	206	153	152	67	174	165	114	639	146	169	646	95
Added Vol:	2	0	0	0	0	2	2	17	2	0	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	208	153	152	67	174	167	116	656	148	169	668	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	232	171	170	75	194	187	130	733	165	189	746	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	232	171	170	75	194	187	130	733	165	189	746	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	232	171	170	75	194	187	130	733	165	189	746	106
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.96	0.96	0.98	0.96	0.96	0.98	1.00	1.00	0.98	1.03	0.88
Lanes:	1.00	1.00	1.00	1.00	1.02	0.98	1.00	1.63	0.37	1.00	2.00	1.00
Final Sat.:	1865	1821	1810	1865	1857	1782	1865	3113	702	1865	3925	1668
Capacity Analysis Module:												
Vol/Sat:	0.12	0.09	0.09	0.04	0.10	0.10	0.07	0.24	0.24	0.10	0.19	0.06
Crit Moves:	****				****			****		****		
Green/Cycle:	0.15	0.15	0.15	0.15	0.15	0.15	0.20	0.29	0.29	0.15	0.25	0.40
Volume/Cap:	0.81	0.61	0.61	0.26	0.68	0.68	0.35	0.81	0.81	0.66	0.77	0.16
Delay/Veh:	41.9	27.6	27.6	24.7	29.4	29.4	23.0	25.8	25.8	31.4	26.7	12.6
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:	41.9	27.6	27.6	24.7	29.4	29.4	23.0	25.8	25.8	31.4	26.7	12.6
LOS by Move:	D	C	C	C	C	C	C	C	C	C	C	B
HCM2kAvgQ:	7	4	4	2	5	5	3	11	11	5	9	2

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #46 Lasselle Street / Iris Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.716
Loss Time (sec): 16 Average Delay (sec/veh): 41.3
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	10	41	41	10	41	41	10	34	34	10	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	310	548	318	146	629	104	124	483	338	432	758	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	310	548	318	146	629	104	124	483	338	432	758	87
Added Vol:	4	0	0	0	0	4	3	7	3	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	314	548	318	146	629	108	127	490	341	432	767	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	325	568	330	151	652	112	132	508	353	448	795	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	325	568	330	151	652	112	132	508	353	448	795	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	325	568	330	151	652	112	132	508	353	448	795	90
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	0.91	0.85	0.92	0.90	0.90
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	2.69	0.31
Final Sat.:	3502	3610	1615	3502	3610	1615	3502	5187	1615	3502	4589	520
Capacity Analysis Module:												
Vol/Sat:	0.09	0.16	0.20	0.04	0.18	0.07	0.04	0.10	0.22	0.13	0.17	0.17
Crit Moves:	****				****				****	****		
Green/Cycle:	0.10	0.36	0.50	0.09	0.34	0.34	0.10	0.28	0.28	0.14	0.33	0.33
Volume/Cap:	0.91	0.44	0.41	0.50	0.53	0.20	0.39	0.35	0.77	0.91	0.53	0.53
Delay/Veh:	80.5	29.7	19.5	53.6	32.2	28.1	51.7	34.3	47.4	72.4	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:	80.5	29.7	19.5	53.6	32.2	28.1	51.7	34.3	47.4	72.4	33.2	33.2
LOS by Move:	F	C	B	D	C	C	D	C	D	E	C	C
HCM2kAvgQ:	9	8	8	3	10	3	3	5	14	12	10	10

Note: Queue reported is the number of cars per lane.

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	1335	537	1029	732	0	0	0	0	0	0	215
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5	5.5	4.0	5.5							4.0
Lane Util. Factor		0.95	1.00	1.00	0.95							1.00
Frpb, ped/bikes		1.00	0.97	1.00	1.00							0.98
Flpb, ped/bikes		1.00	1.00	1.00	1.00							1.00
Frt		1.00	0.85	1.00	1.00							0.86
Flt Protected		1.00	1.00	0.95	1.00							1.00
Satd. Flow (prot)		3438	1443	1787	3471							1472
Flt Permitted		1.00	1.00	0.95	1.00							1.00
Satd. Flow (perm)		3438	1443	1787	3471							1472
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.91	0.91	0.91	0.94	0.94	0.94
Adj. Flow (vph)	0	1420	571	1095	779	0	0	0	0	0	0	229
RTOR Reduction (vph)	0	0	236	0	0	0	0	0	0	0	0	114
Lane Group Flow (vph)	0	1420	335	1095	779	0	0	0	0	0	0	115
Confl. Peds. (#/hr)			5									5
Heavy Vehicles (%)	0%	5%	9%	1%	4%	0%	0%	0%	0%	0%	0%	10%
Turn Type		NA	Perm	Prot	NA							custom
Protected Phases		2		1	6							
Permitted Phases			2									1 4
Actuated Green, G (s)		34.5	34.5	31.0	69.5							40.0
Effective Green, g (s)		34.5	34.5	31.0	69.5							40.0
Actuated g/C Ratio		0.41	0.41	0.37	0.83							0.48
Clearance Time (s)		5.5	5.5	4.0	5.5							
Vehicle Extension (s)		2.0	2.0	2.0	2.0							
Lane Grp Cap (vph)		1412	592	659	2871							700
v/s Ratio Prot		c0.41		c0.61	0.22							
v/s Ratio Perm			0.23									c0.08
v/c Ratio		1.01	0.57	1.66	0.27							0.16
Uniform Delay, d1		24.8	19.0	26.5	1.6							12.5
Progression Factor		1.00	1.00	1.00	1.00							1.00
Incremental Delay, d2		25.3	3.9	304.4	0.0							0.0
Delay (s)		50.1	22.9	330.9	1.6							12.5
Level of Service		D	C	F	A							B
Approach Delay (s)		42.3			194.0			0.0			12.5	
Approach LOS		D			F			A			B	

Intersection Summary			
HCM 2000 Control Delay	110.1	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.24		
Actuated Cycle Length (s)	84.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	101.8%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	31	1713	374	0	2639	91	139	66	23	96	3	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	0.95			0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00			1.00		1.00	0.99		1.00	0.98	
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.97			0.99		1.00	0.96		1.00	0.86	
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1480	3399			3521		1421	1817		1805	1520	
Flt Permitted	0.09	1.00			1.00		0.71	1.00		0.69	1.00	
Satd. Flow (perm)	145	3399			3521		1063	1817		1319	1520	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	34	1862	407	0	2868	99	151	72	25	104	3	68
RTOR Reduction (vph)	0	20	0	0	3	0	0	6	0	0	0	0
Lane Group Flow (vph)	34	2249	0	0	2964	0	151	91	0	104	71	0
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	22%	2%	7%	0%	2%	0%	27%	0%	0%	0%	50%	3%
Turn Type	Perm	NA			NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2						8			4		
Actuated Green, G (s)	42.9	42.9			42.9		12.1	12.1		12.1	12.1	
Effective Green, g (s)	42.9	42.9			42.9		12.1	12.1		12.1	12.1	
Actuated g/C Ratio	0.66	0.66			0.66		0.19	0.19		0.19	0.19	
Clearance Time (s)	5.0	5.0			5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	2.0	2.0			2.0		2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	95	2243			2323		197	338		245	282	
v/s Ratio Prot		0.66			c0.84			0.05			0.05	
v/s Ratio Perm	0.23						c0.14			0.08		
v/c Ratio	0.36	1.00			1.28		0.77	0.27		0.42	0.25	
Uniform Delay, d1	4.9	11.1			11.1		25.1	22.7		23.4	22.6	
Progression Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	10.2	19.7			127.7		14.7	0.2		0.4	0.2	
Delay (s)	15.1	30.7			138.8		39.8	22.8		23.8	22.8	
Level of Service	B	C			F		D	C		C	C	
Approach Delay (s)		30.5			138.8			33.2			23.4	
Approach LOS		C			F			C			C	

Intersection Summary			
HCM 2000 Control Delay	86.8	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.16		
Actuated Cycle Length (s)	65.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	98.6%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Elsworth Street / Cactus Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.983
Loss Time (sec): 16 Average Delay (sec/veh): 231.3
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			Ovl			Ignore			Include		
Min. Green:	29	29	29	29	29	29	10	21	21	10	21	21
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1! 0	0	1 1	0 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	438	114	150	146	24	190	120	2317	33	30	1992	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	438	114	150	146	24	190	120	2317	33	30	1992	112
Added Vol:	0	0	0	0	0	0	0	12	0	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	438	114	150	146	24	190	120	2329	33	30	2005	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00	0.92	0.92	0.92
PHF Volume:	477	124	163	159	26	207	131	2534	0	33	2182	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	477	124	163	159	26	207	131	2534	0	33	2182	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	477	124	163	159	26	207	131	2534	0	33	2182	122
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.94	0.96	0.96	0.85	0.95	0.91	1.00	0.95	0.91	0.85
Lanes:	1.45	0.24	0.31	1.72	0.28	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	2593	421	554	3130	514	1615	1805	5187	1900	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.18	0.29	0.29	0.05	0.05	0.13	0.07	0.49	0.00	0.02	0.42	0.08
Crit Moves:		****			****			****		****		
Green/Cycle:	0.24	0.24	0.24	0.24	0.24	0.33	0.08	0.30	0.00	0.08	0.30	0.30
Volume/Cap:	0.76	1.22	1.22	0.21	0.21	0.39	0.87	1.63	0.00	0.22	1.40	0.25
Delay/Veh:	45.7	158	158.1	36.5	36.5	31.8	92.3	328	0.0	52.1	227	32.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.7	158	158.1	36.5	36.5	31.8	92.3	328	0.0	52.1	227	32.1
LOS by Move:	D	F	F	D	D	C	F	F	A	D	F	C
HCM2kAvgQ:	13	33	33	3	3	6	7	78	0	1	58	3

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Frederick Street / Cactus Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.960
Loss Time (sec): 12 Average Delay (sec/veh): 130.0
Optimal Cycle: OPTIMIZED Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Protected				Permitted			
Rights:	Include				Ovl				Include				Ovl			
Min. Green:	0	0	0		32	0	32		10	10	0		0	27	27	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	0	0	0	2	0	0	0	1	1	0	2	0	0	0	0	3	0	1
Volume Module:																
Base Vol:	0	0	0		396	0	127		56	2424	0		0	1753	195	
Growth Adj:	1.00	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		396	0	127		56	2424	0		0	1753	195	
Added Vol:	0	0	0		8	0	0		0	12	0		0	13	8	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		404	0	127		56	2436	0		0	1766	203	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92	
PHF Volume:	0	0	0		442	0	139		61	2662	0		0	1930	222	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		442	0	139		61	2662	0		0	1930	222	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		442	0	139		61	2662	0		0	1930	222	
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		0.95	0.95	1.00		1.00	0.91	0.85	
Lanes:	0.00	0.00	0.00		2.00	0.00	1.00		1.00	2.00	0.00		0.00	3.00	1.00	
Final Sat.:	0	0	0		3502	0	1615		1805	3610	0		0	5187	1615	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.13	0.00	0.09		0.03	0.74	0.00		0.00	0.37	0.14	
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00		0.27	0.00	0.63		0.36	0.63	0.00		0.00	0.27	0.54	
Volume/Cap:	0.00	0.00	0.00		0.47	0.00	0.14		0.09	1.16	0.00		0.00	1.37	0.26	
Delay/Veh:	0.0	0.0	0.0		37.3	0.0	9.1		25.3	101	0.0		0.0	216	15.0	
User DelAdj:	1.00	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		37.3	0.0	9.1		25.3	101	0.0		0.0	216	15.0	
LOS by Move:	A	A	A		D	A	A		C	F	A		A	F	B	
HCM2kAvgQ:	0	0	0		7	0	2		1	77	0		0	51	4	

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Graham Street / Cactus Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 1.057
Loss Time (sec): 16 Average Delay (sec/veh): 201.4
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			Ovl			Ignore			Include		
Min. Green:	10	32	32	10	32	32	10	35	35	10	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 1	0	1 0	2 0	1	1 0	2 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	296	126	25	217	198	169	195	2474	585	23	1371	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	296	126	25	217	198	169	195	2474	585	23	1371	100
Added Vol:	0	0	0	0	0	0	0	21	0	0	21	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	296	126	25	217	198	169	195	2495	585	23	1392	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95
PHF Volume:	313	133	26	229	209	179	206	2637	0	24	1471	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	313	133	26	229	209	179	206	2637	0	24	1471	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	313	133	26	229	209	179	206	2637	0	24	1471	106
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.93	0.95	0.95	0.85	0.95	0.95	1.00	0.95	0.90	0.90
Lanes:	2.00	1.67	0.33	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.80	0.20
Final Sat.:	3502	2937	583	1805	3610	1615	1805	3610	1900	1805	4791	344
Capacity Analysis Module:												
Vol/Sat:	0.09	0.05	0.05	0.13	0.06	0.11	0.11	0.73	0.00	0.01	0.31	0.31
Crit Moves:		****		****				****		****		
Green/Cycle:	0.08	0.27	0.27	0.08	0.27	0.41	0.14	0.43	0.00	0.08	0.38	0.38
Volume/Cap:	1.07	0.17	0.17	1.53	0.22	0.27	0.82	1.69	0.00	0.16	0.82	0.82
Delay/Veh:	128.2	33.9	33.9	322.0	34.4	24.0	68.3	345	0.0	51.6	36.5	36.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	128.2	33.9	33.9	322.0	34.4	24.0	68.3	345	0.0	51.6	36.5	36.5
LOS by Move:	F	C	C	F	C	C	E	F	A	D	D	D
HCM2kAvgQ:	11	2	2	20	3	4	10	119	0	1	21	21

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Heacock Street / Alessandro Boulevard

Cycle (sec): 120 Critical Vol./Cap.(X): 0.544
Loss Time (sec): 16 Average Delay (sec/veh): 40.0
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	10	39	39	10	39	39	10	28	28	10	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	167	296	53	232	389	185	123	1217	145	48	822	176
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	167	296	53	232	389	185	123	1217	145	48	822	176
Added Vol:	0	0	0	12	0	0	0	16	0	0	17	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	167	296	53	244	389	185	123	1233	145	48	839	189
User Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	164	290	52	239	381	181	121	1208	142	47	822	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	290	52	239	381	181	121	1208	142	47	822	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	164	290	52	239	381	181	121	1208	142	47	822	185
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	0.91	0.85	0.95	0.91	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	5187	1615	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.08	0.03	0.13	0.11	0.11	0.07	0.23	0.09	0.03	0.16	0.11
Crit Moves:		****		****				****		****		
Green/Cycle:	0.11	0.33	0.33	0.17	0.38	0.48	0.10	0.29	0.40	0.08	0.28	0.28
Volume/Cap:	0.85	0.25	0.10	0.80	0.27	0.23	0.68	0.80	0.22	0.31	0.57	0.41
Delay/Veh:	80.2	29.8	28.3	61.9	25.6	18.2	62.1	42.2	23.9	53.0	37.9	36.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.2	29.8	28.3	61.9	25.6	18.2	62.1	42.2	23.9	53.0	37.9	36.1
LOS by Move:	F	C	C	E	C	B	E	D	C	D	D	D
HCM2kAvgQ:	8	4	1	11	5	4	6	17	3	2	10	6

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Heacock Street / Cactus Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.919
Loss Time (sec): 16 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			Include			Ovl			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 1	0	1 0	1 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	504	482	6	122	615	53	121	1511	944	18	773	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	504	482	6	122	615	53	121	1511	944	18	773	110
Added Vol:	0	0	0	4	0	0	0	21	0	0	21	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	504	482	6	126	615	53	121	1532	944	18	794	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	533	510	6	133	650	56	128	1619	998	19	839	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	533	510	6	133	650	56	128	1619	998	19	839	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	533	510	6	133	650	56	128	1619	998	19	839	121
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	0.99	0.99	0.98	1.03	0.88	0.98	1.01	1.01
Lanes:	2.00	1.98	0.02	1.00	1.84	0.16	1.00	2.00	1.00	1.00	1.75	0.25
Final Sat.:	3610	3746	47	1805	3457	298	1865	3925	1668	1865	3367	483
Capacity Analysis Module:												
Vol/Sat:	0.15	0.14	0.14	0.07	0.19	0.19	0.07	0.41	0.60	0.01	0.25	0.25
Crit Moves:	****				****				****	****		
Green/Cycle:	0.15	0.21	0.21	0.13	0.19	0.19	0.13	0.45	0.60	0.08	0.40	0.40
Volume/Cap:	1.00	0.66	0.66	0.58	1.00	1.00	0.51	0.92	1.00	0.12	0.62	0.62
Delay/Veh:	91.2	45.7	45.7	53.1	83.6	83.6	50.2	39.3	53.7	51.3	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:	91.2	45.7	45.7	53.1	83.6	83.6	50.2	39.3	53.7	51.3	29.7	29.7
LOS by Move:	F	D	D	D	F	F	D	D	D	D	C	C
HCM2kAvgQ:	15	10	10	6	18	18	5	33	45	1	17	17

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Heacock Street / John F. Kennedy Drive

Cycle (sec): 115 Critical Vol./Cap.(X): 0.544
Loss Time (sec): 16 Average Delay (sec/veh): 38.7
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	29	29	10	10	10	10	10	10	10	32	32
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	82	377	48	339	660	53	33	241	243	19	88	207
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	377	48	339	660	53	33	241	243	19	88	207
Added Vol:	0	0	0	0	0	0	0	4	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	377	48	339	660	53	33	245	243	19	92	207
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	88	403	51	362	705	57	35	262	260	20	98	221
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	403	51	362	705	57	35	262	260	20	98	221
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	88	403	51	362	705	57	35	262	260	20	98	221
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	1.00	0.85	0.95	0.85	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	1900	1615	1805	1617	1617
Capacity Analysis Module:												
Vol/Sat:	0.05	0.11	0.03	0.20	0.20	0.04	0.02	0.14	0.16	0.01	0.06	0.14
Crit Moves:		****		****			****					****
Green/Cycle:	0.15	0.25	0.25	0.24	0.34	0.34	0.09	0.24	0.24	0.13	0.28	0.28
Volume/Cap:	0.32	0.44	0.13	0.82	0.57	0.10	0.22	0.58	0.68	0.09	0.22	0.49
Delay/Veh:	44.1	36.5	33.4	53.1	31.5	25.8	49.6	40.7	44.7	44.4	32.0	35.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.1	36.5	33.4	53.1	31.5	25.8	49.6	40.7	44.7	44.4	32.0	35.3
LOS by Move:	D	D	C	D	C	C	D	D	D	D	C	D
HCM2kAvgQ:	3	6	1	14	11	1	1	9	9	1	3	7

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #10 Webster Avenue / Harley Knox Boulevard

Average Delay (sec/veh): 0.3 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:	0	0	1!	0	0		0	0	1!	0	0		0	0	1	0	0		0	1	0	0	0	
Volume Module:																								
Base Vol:	2	0	2		0	0		0	0		0	589		0	4		449		0					
Growth Adj:	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:	2	0	2		0	0		0	0		0	589		0	4		449		0					
Added Vol:	0	0	12		0	0		0	0		0	12		0	13		13		0					
PasserByVol:	0	0	0		0	0		0	0		0	0		0	0		0		0					
Initial Fut:	2	0	14		0	0		0	0		0	601		0	17		462		0					
User Adj:	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:	0.91	0.91	0.91		0.91	0.91		0.91	0.91		0.91	0.91		0.91	0.91		0.91		0.91					
PHF Volume:	2	0	15		0	0		0	0		0	658		0	19		505		0					
Reduct Vol:	0	0	0		0	0		0	0		0	0		0	0		0		0					
FinalVolume:	2	0	15		0	0		0	0		0	658		0	19		505		0					
Critical Gap Module:																								
Critical Gp:	6.4	6.5	6.2		7.1	6.5		6.2	xxxxx		xxxx	xxxxx		4.1	xxxx		xxxxx							
FollowUpTim:	3.5	4.0	3.3		3.5	4.0		3.3	xxxxx		xxxx	xxxxx		2.2	xxxx		xxxxx							
Capacity Module:																								
Cnflict Vol:	1200	1200	658		1208	1200		505	xxxx		xxxx	xxxxx		658	xxxx		xxxxx							
Potent Cap.:	206	187	468		161	187		571	xxxx		xxxx	xxxxx		940	xxxx		xxxxx							
Move Cap.:	203	183	468		154	183		571	xxxx		xxxx	xxxxx		940	xxxx		xxxxx							
Volume/Cap:	0.01	0.00	0.03		0.00	0.00		0.00	xxxx		xxxx	xxxx		0.02	xxxx		xxxx							
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx		xxxxx	xxxx		xxxx	xxxxx		0.1	xxxx		xxxxx							
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx		xxxxx	xxxxx		xxxx	xxxxx		8.9	xxxx		xxxxx							
LOS by Move:	*	*	*		*	*		*	*		*	*		A	*		*							
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	402	xxxxx		xxxx	0		xxxxx	xxxx		xxxx	xxxxx		xxxx	xxxx		xxxxx							
SharedQueue:	xxxxx	0.1	xxxxx		xxxxx	xxxx		xxxxx	xxxxx		xxxx	xxxxx		0.1	xxxx		xxxxx							
Shrd ConDel:	xxxxx	14.4	xxxxx		xxxxx	xxxx		xxxxx	xxxxx		xxxx	xxxxx		8.9	xxxx		xxxxx							
Shared LOS:	*	B	*		*	*		*	*		*	*		A	*		*							
ApproachDel:	14.4				xxxxxx				xxxxxx					xxxxxx										
ApproachLOS:	B				*				*					*										

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Indian Street / Cottonwood Avenue

Cycle (sec): 80 Critical Vol./Cap.(X): 0.460
Loss Time (sec): 16 Average Delay (sec/veh): 27.0
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	24	24	10	24	24	10	24	24	10	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0 1	1 0		1 0 1	1 0		1 0 1	0 1		1 0 1	0 1	
Volume Module:												
Base Vol:	83	274	47	29	279	49	51	343	146	46	254	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	274	47	29	279	49	51	343	146	46	254	47
Added Vol:	0	0	0	8	0	0	0	8	0	0	8	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	274	47	37	279	49	51	351	146	46	262	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	88	292	50	39	297	52	54	374	156	49	279	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	292	50	39	297	52	54	374	156	49	279	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	88	292	50	39	297	52	54	374	156	49	279	59
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	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	1.71	0.29	1.00	1.70	0.30	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3014	517	1805	3003	527	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.10	0.02	0.10	0.10	0.03	0.20	0.10	0.03	0.15	0.04
Crit Moves:	****				****			****		****		
Green/Cycle:	0.12	0.29	0.29	0.12	0.29	0.29	0.12	0.29	0.29	0.12	0.29	0.29
Volume/Cap:	0.41	0.34	0.34	0.18	0.35	0.35	0.25	0.69	0.34	0.23	0.51	0.13
Delay/Veh:	35.6	23.9	23.9	33.7	24.0	24.0	34.2	30.4	24.2	34.0	26.0	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:	35.6	23.9	23.9	33.7	24.0	24.0	34.2	30.4	24.2	34.0	26.0	22.4
LOS by Move:	D	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	3	4	4	1	4	4	1	10	3	1	6	1

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Indian Street / Alessandro Boulevard

Cycle (sec): 120 Critical Vol./Cap.(X): 0.681
Loss Time (sec): 16 Average Delay (sec/veh): 47.5
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	42	42	10	42	42	10	28	28	10	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	3	0 1	1 0	3	0 1
Volume Module:												
Base Vol:	220	310	190	226	370	70	126	1291	155	73	990	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	310	190	226	370	70	126	1291	155	73	990	136
Added Vol:	0	0	0	4	0	0	0	29	0	0	30	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	220	310	190	230	370	70	126	1320	155	73	1020	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	228	322	197	239	384	73	131	1369	161	76	1058	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	228	322	197	239	384	73	131	1369	161	76	1058	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:	228	322	197	239	384	73	131	1369	161	76	1058	145
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.93	0.93	0.95	0.91	0.85	0.95	0.91	0.85
Lanes:	1.00	1.24	0.76	1.00	1.68	0.32	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1805	2111	1294	1805	2963	561	1805	5187	1615	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.13	0.15	0.15	0.13	0.13	0.13	0.07	0.26	0.10	0.04	0.20	0.09
Crit Moves:		****		****				****		****		
Green/Cycle:	0.13	0.35	0.35	0.14	0.36	0.36	0.10	0.29	0.29	0.08	0.27	0.27
Volume/Cap:	0.96	0.44	0.44	0.91	0.36	0.36	0.74	0.91	0.34	0.50	0.74	0.33
Delay/Veh:	99.9	30.2	30.2	84.4	28.1	28.1	67.9	50.2	34.2	55.3	41.9	35.2
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:	99.9	30.2	30.2	84.4	28.1	28.1	67.9	50.2	34.2	55.3	41.9	35.2
LOS by Move:	F	C	C	F	C	C	E	D	C	E	D	D
HCM2kAvgQ:	12	8	8	12	6	6	6	22	5	3	14	4

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 Indian Street / Cactus Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.848
Loss Time (sec): 16 Average Delay (sec/veh): 48.0
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	15	15	10	15	15	10	15	15	10	15	15
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	70	406	50	195	597	69	58	1398	97	40	672	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	406	50	195	597	69	58	1398	97	40	672	150
Added Vol:	0	0	0	8	0	0	0	25	0	0	25	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	406	50	203	597	69	58	1423	97	40	697	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	82	474	58	237	697	81	68	1660	113	47	813	184
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	474	58	237	697	81	68	1660	113	47	813	184
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	82	474	58	237	697	81	68	1660	113	47	813	184
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.98	0.95	0.98	0.98	0.98	1.02	1.02	0.98	1.00	1.00
Lanes:	1.00	1.78	0.22	1.00	1.79	0.21	1.00	1.87	0.13	1.00	1.63	0.37
Final Sat.:	1805	3329	410	1805	3352	387	1865	3638	248	1865	3110	705
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.14	0.13	0.21	0.21	0.04	0.46	0.46	0.03	0.26	0.26
Crit Moves:	****				****			****		****		
Green/Cycle:	0.08	0.16	0.16	0.15	0.22	0.22	0.14	0.48	0.48	0.08	0.43	0.43
Volume/Cap:	0.54	0.90	0.90	0.90	0.95	0.95	0.27	0.95	0.95	0.30	0.61	0.61
Delay/Veh:	56.8	67.2	67.2	82.2	66.2	66.2	47.0	40.8	40.8	52.8	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:	56.8	67.2	67.2	82.2	66.2	66.2	47.0	40.8	40.8	52.8	27.3	27.3
LOS by Move:	E	E	E	F	E	E	D	D	D	D	C	C
HCM2kAvgQ:	4	13	13	12	19	19	3	37	37	2	17	17

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Indian Street / John F. Kennedy Drive

Cycle (sec): 85 Critical Vol./Cap.(X): 0.360
Loss Time (sec): 16 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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	27	27	10	27	27	10	24	24	10	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	59	229	47	71	304	29	24	370	110	63	219	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	229	47	71	304	29	24	370	110	63	219	42
Added Vol:	0	0	8	0	0	0	0	8	0	8	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	229	55	71	304	29	24	378	110	71	227	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	64	249	60	77	330	32	26	411	120	77	247	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	249	60	77	330	32	26	411	120	77	247	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	249	60	77	330	32	26	411	120	77	247	46
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	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	1.61	0.39	1.00	1.83	0.17	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	2826	679	1805	3253	310	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.09	0.09	0.04	0.10	0.10	0.01	0.11	0.07	0.04	0.07	0.03
Crit Moves:	****				****			****		****		
Green/Cycle:	0.11	0.31	0.31	0.11	0.31	0.31	0.11	0.28	0.28	0.11	0.28	0.28
Volume/Cap:	0.31	0.28	0.28	0.37	0.33	0.33	0.13	0.41	0.27	0.37	0.25	0.10
Delay/Veh:	36.2	22.8	22.8	36.7	23.2	23.2	34.8	26.0	25.0	36.7	24.6	23.6
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:	36.2	22.8	22.8	36.7	23.2	23.2	34.8	26.0	25.0	36.7	24.6	23.6
LOS by Move:	D	C	C	D	C	C	C	C	C	D	C	C
HCM2kAvgQ:	2	3	3	2	4	4	1	5	3	2	3	1

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #15 Indian Street / Gentian Avenue

Average Delay (sec/veh): 2.8 Worst Case Level Of Service: B[13.7]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	25	243	0	10	294	25	31	0	68	0	0	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	243	0	10	294	25	31	0	68	0	0	8
Added Vol:	0	0	0	0	0	4	4	0	0	0	0	0
Tract 22180:	0	5	4	26	9	0	0	0	0	3	0	13
Initial Fut:	25	248	4	36	303	29	35	0	68	3	0	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	28	279	4	40	340	33	39	0	76	3	0	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	28	279	4	40	340	33	39	0	76	3	0	24
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:	373	xxxx	xxxxx	283	xxxx	xxxxx	787	777	357	813	791	281
Potent Cap.:	1197	xxxx	xxxxx	1291	xxxx	xxxxx	312	330	692	299	324	763
Move Cap.:	1197	xxxx	xxxxx	1291	xxxx	xxxxx	290	312	692	255	306	763
Volume/Cap:	0.02	xxxx	xxxx	0.03	xxxx	xxxx	0.14	0.00	0.11	0.01	0.00	0.03
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	0.4	xxxx	xxxx	xxxxx
Control Del:	8.1	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	10.8	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	B	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	290	xxxx	xxxxx	xxxx	611	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	19.4	xxxx	xxxxx	xxxxx	11.2	xxxxx
Shared LOS:	*	*	*	*	*	*	C	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			13.7			11.2		
ApproachLOS:	*			*			B			B		

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Indian Street / Iris Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.789
Loss Time (sec): 16 Average Delay (sec/veh): 47.3
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	10	10	10	10	10	10	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	1 0	1	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	56	194	38	236	143	35	25	496	120	68	315	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	194	38	236	143	35	25	496	120	68	315	190
Added Vol:	0	0	8	0	0	0	0	8	0	8	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	194	46	236	143	35	25	504	120	76	323	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	60	207	49	252	152	37	27	537	128	81	344	203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	207	49	252	152	37	27	537	128	81	344	203
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	207	49	252	152	37	27	537	128	81	344	203
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.97	0.97	0.95	1.00	0.85	0.95	0.97	0.97	0.95	1.00	0.85
Lanes:	1.00	0.81	0.19	1.00	1.00	1.00	1.00	0.81	0.19	1.00	1.00	1.00
Final Sat.:	1805	1491	354	1805	1900	1615	1805	1490	355	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.14	0.14	0.14	0.08	0.02	0.01	0.36	0.36	0.04	0.18	0.13
Crit Moves:		****		****				****		****		
Green/Cycle:	0.19	0.23	0.23	0.15	0.19	0.19	0.14	0.40	0.40	0.08	0.34	0.34
Volume/Cap:	0.17	0.59	0.59	0.91	0.42	0.12	0.10	0.91	0.91	0.54	0.53	0.37
Delay/Veh:	40.6	43.2	43.2	81.4	43.2	40.1	45.1	49.5	49.5	56.7	32.9	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:	40.6	43.2	43.2	81.4	43.2	40.1	45.1	49.5	49.5	56.7	32.9	30.4
LOS by Move:	D	D	D	F	D	D	D	D	D	E	C	C
HCM2kAvgQ:	2	9	9	13	5	1	1	27	27	4	10	6

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #18 Indian Street / Krameria Avenue

Average Delay (sec/veh): 4.1 Worst Case Level Of Service: B[10.1]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	1	0	0	0	1
Volume Module:																				
Base Vol:	0	101		13		155	142		0		0		0		0	13		0		65
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	0	101		13		155	142		0		0		0		0	13		0		65
Added Vol:	0	4		0		4	4		0		0		0		0	0		0		4
PasserByVol:	0	0		0		0	0		0		0		0		0	0		0		0
Initial Fut:	0	105		13		159	146		0		0		0		0	13		0		69
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	0.88	0.88		0.88		0.88	0.88		0.88		0.88		0.88		0.88	0.88		0.88		0.88
PHF Volume:	0	120		15		182	167		0		0		0		0	15		0		79
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
FinalVolume:	0	120		15		182	167		0		0		0		0	15		0		79
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx		xxxxx		4.1	xxxx		xxxxx		xxxxx		xxxx		xxxxx	6.4		xxxx		6.2
FollowUpTim:	xxxxx	xxxx		xxxxx		2.2	xxxx		xxxxx		xxxxx		xxxx		xxxxx	3.5		xxxx		3.3
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx		xxxxx		135	xxxx		xxxxx		xxxx		xxxx		xxxxx	658		xxxx		127
Potent Cap.:	xxxx	xxxx		xxxxx		1462	xxxx		xxxxx		xxxx		xxxx		xxxxx	432		xxxx		928
Move Cap.:	xxxx	xxxx		xxxxx		1462	xxxx		xxxxx		xxxx		xxxx		xxxxx	391		xxxx		928
Volume/Cap:	xxxx	xxxx		xxxx		0.12	xxxx		xxxx		xxxx		xxxx		xxxx	0.04		xxxx		0.08
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		0.4	xxxx		xxxxx		xxxx		xxxx		xxxxx	0.1		xxxx		0.3
Control Del:	xxxxx	xxxx		xxxxx		7.8	xxxx		xxxxx		xxxxx		xxxx		xxxxx	14.6		xxxx		9.2
LOS by Move:	*	*		*		A	*		*		*		*		*	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:	xxxxxx					xxxxxx					xxxxxx							10.1		
ApproachLOS:	*					*					*							B		

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Indian Street / Harley Knox Boulevard

Cycle (sec):	115	Critical Vol./Cap.(X):	1.224
Loss Time (sec):	16	Average Delay (sec/veh):	168.2
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	39	39	10	39	39	10	34	34	10	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	1 0	1 1	0	1 0	1 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	269	106	7	75	321	818	429	455	140	14	504	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	269	106	7	75	321	818	429	455	140	14	504	20
Added Vol:	0	0	4	0	0	0	0	25	0	4	25	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	269	106	11	75	321	818	429	480	140	18	529	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	290	114	12	81	347	883	463	518	151	19	571	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	290	114	12	81	347	883	463	518	151	19	571	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	290	114	12	81	347	883	463	518	151	19	571	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.95	0.85	0.85	0.95	1.00	0.85	0.92	0.95	0.95
Lanes:	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.93	0.07
Final Sat.:	3502	3610	1615	1805	1610	1610	1805	1900	1615	3502	3461	131
Capacity Analysis Module:												
Vol/Sat:	0.08	0.03	0.01	0.04	0.22	0.55	0.26	0.27	0.09	0.01	0.17	0.17
Crit Moves:	****					****	****				****	
Green/Cycle:	0.09	0.34	0.34	0.09	0.34	0.34	0.14	0.34	0.34	0.10	0.30	0.30
Volume/Cap:	0.95	0.09	0.02	0.52	0.63	1.62	1.84	0.81	0.28	0.06	0.56	0.56
Delay/Veh:	91.5	26.0	25.3	53.2	32.7	322.1	444.7	42.7	28.3	47.0	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:	91.5	26.0	25.3	53.2	32.7	322.1	444.7	42.7	28.3	47.0	34.8	34.8
LOS by Move:	F	C	C	D	C	F	F	D	C	D	C	C
HCM2kAvgQ:	9	1	0	3	11	77	43	19	4	0	10	10

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #22 Driveway 1 / Gentian Avenue

Average Delay (sec/veh): 6.3 Worst Case Level Of Service: A[8.9]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0	1	0	1	0	0
Volume Module:																				
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	8	0		
Growth Adj:	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	10	0	0	0	0	8	0		
Added Vol:	0	0	127	0	0	0	0	0	0	0	0	0	0	82	0	0				
Tract 22180:	0	0	0	0	0	0	0	0	0	0	0	18	0	0	30	0				
Initial Fut:	0	0	127	0	0	0	0	0	0	0	0	28	0	82	38	0				
User Adj:	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92				
PHF Volume:	0	0	138	0	0	0	0	0	0	0	0	30	0	89	41	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
FinalVolume:	0	0	138	0	0	0	0	0	0	0	0	30	0	89	41	0				
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	6.2	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	15	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	30	xxxx	xxxxx								
Potent Cap.:	xxxx	xxxx	1070	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1595	xxxx	xxxxx								
Move Cap.:	xxxx	xxxx	1070	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1595	xxxx	xxxxx								
Volume/Cap:	xxxx	xxxx	0.13	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	xxxx	xxxx								
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	0.4	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx								
Control Del:	xxxxx	xxxx	8.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx								
LOS by Move:	*	*	A	*	*	*	*	*	*	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:	8.9			xxxxxx			xxxxxx			xxxxxx										
ApproachLOS:	A			*			*			*										

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #23 Driveway 2 / Santiago Drive

Average Delay (sec/veh): 3.8 Worst Case Level Of Service: B[10.9]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	0	1	0	0	0	0	1	0	1	0	0	0	0	0	1	0
Volume Module:																				
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	48	0	0	0	0	59	0		
Growth Adj:	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	48	0	0	0	0	59	0		
Added Vol:	0	0	0	148	0	0	0	0	0	0	0	0	0	0	0	0	0	136		
Tract 22180:	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	18	0		
Initial Fut:	0	0	0	148	0	0	0	0	0	0	0	58	0	0	0	0	77	136		
User Adj:	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92		
PHF Volume:	0	0	0	161	0	0	0	0	0	0	0	63	0	0	0	0	84	148		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
FinalVolume:	0	0	0	161	0	0	0	0	0	0	0	63	0	0	0	0	84	148		
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx	221	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Potent Cap.:	xxxx	xxxx	xxxxx	772	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Move Cap.:	xxxx	xxxx	xxxxx	772	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Volume/Cap:	xxxx	xxxx	xxxx	0.21	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx								
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx	0.8	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Control Del:	xxxxx	xxxx	xxxxx	10.9	xxxx	xxxxx	xxxxx	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	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			10.9			xxxxxx			xxxxxx										
ApproachLOS:	*			B			*			*										

Note: Queue reported is the number of cars per lane.

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to URBAN CROSSROADS, IRVINE

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	0	697	445	0	1209	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5		4.5	
Lane Util. Factor		0.95	0.95		0.97	
Frpb, ped/bikes		1.00	1.00		1.00	
Flpb, ped/bikes		1.00	1.00		1.00	
Frt		1.00	1.00		0.99	
Flt Protected		1.00	1.00		0.96	
Satd. Flow (prot)		3574	3574		3443	
Flt Permitted		1.00	1.00		0.96	
Satd. Flow (perm)		3574	3574		3443	
Peak-hour factor, PHF	0.81	0.81	0.81	0.81	0.81	0.81
Adj. Flow (vph)	0	860	549	0	1493	123
RTOR Reduction (vph)	0	0	0	0	7	0
Lane Group Flow (vph)	0	860	549	0	1609	0
Confl. Peds. (#/hr)						5
Heavy Vehicles (%)	0%	1%	1%	0%	1%	0%
Turn Type		NA	NA		NA	
Protected Phases		2	6		4	
Permitted Phases						
Actuated Green, G (s)		45.5	45.5		35.5	
Effective Green, g (s)		45.5	45.5		35.5	
Actuated g/C Ratio		0.51	0.51		0.39	
Clearance Time (s)		4.5	4.5		4.5	
Vehicle Extension (s)		2.0	2.0		2.0	
Lane Grp Cap (vph)		1806	1806		1358	
v/s Ratio Prot		c0.24	0.15		c0.47	
v/s Ratio Perm						
v/c Ratio		0.48	0.30		1.19	
Uniform Delay, d1		14.5	13.0		27.2	
Progression Factor		1.00	1.00		1.00	
Incremental Delay, d2		0.9	0.4		91.0	
Delay (s)		15.4	13.4		118.3	
Level of Service		B	B		F	
Approach Delay (s)		15.4	13.4		118.3	
Approach LOS		B	B		F	

Intersection Summary			
HCM 2000 Control Delay	70.0	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	64.4%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	239	1	189	606	1576	0	0	1218	384
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	8	16	8	12	12	12	12	12	12
Total Lost time (s)					4.5		4.5	4.5			3.5	3.5
Lane Util. Factor					1.00		0.97	0.95			0.91	1.00
Frpb, ped/bikes					0.99		1.00	1.00			1.00	0.98
Flpb, ped/bikes					1.00		1.00	1.00			1.00	1.00
Frt					0.94		1.00	1.00			1.00	0.85
Flt Protected					0.97		0.95	1.00			1.00	1.00
Satd. Flow (prot)					1894		3467	3610			5136	1568
Flt Permitted					0.97		0.95	1.00			1.00	1.00
Satd. Flow (perm)					1894		3467	3610			5136	1568
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	0	0	246	1	195	625	1625	0	0	1256	396
RTOR Reduction (vph)	0	0	0	0	22	0	0	0	0	0	0	227
Lane Group Flow (vph)	0	0	0	0	420	0	625	1625	0	0	1256	169
Confl. Peds. (#/hr)						5						5
Heavy Vehicles (%)	0%	0%	0%	1%	0%	6%	1%	0%	0%	0%	1%	1%
Turn Type				Split	NA		Prot	NA			NA	Perm
Protected Phases				8	8		5	2			6	
Permitted Phases												6
Actuated Green, G (s)					29.2		24.1	76.8			49.2	49.2
Effective Green, g (s)					29.2		24.1	76.8			49.2	49.2
Actuated g/C Ratio					0.25		0.21	0.67			0.43	0.43
Clearance Time (s)					4.5		4.5	4.5			3.5	3.5
Vehicle Extension (s)					2.0		2.0	2.0			2.0	2.0
Lane Grp Cap (vph)					480		726	2410			2197	670
v/s Ratio Prot					c0.22		c0.18	c0.45			0.24	
v/s Ratio Perm												0.11
v/c Ratio					0.87		0.86	0.67			0.57	0.25
Uniform Delay, d1					41.1		43.8	11.5			24.9	21.1
Progression Factor					1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2					15.6		9.9	1.5			1.1	0.9
Delay (s)					56.8		53.7	13.1			26.0	22.0
Level of Service					E		D	B			C	C
Approach Delay (s)		0.0			56.8			24.4			25.0	
Approach LOS		A			E			C			C	

Intersection Summary			
HCM 2000 Control Delay	27.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	115.0	Sum of lost time (s)	12.5
Intersection Capacity Utilization	77.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	709	708	489	56	111	387	172	1086	83	366	929	163
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.0	5.0	4.0	5.0		4.0	5.0		4.0	5.0	4.0
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95		1.00	0.91		0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	0.98		1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.88		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3502	3574	1567	1805	3100		1770	5077		3433	3574	1593
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3502	3574	1567	1805	3100		1770	5077		3433	3574	1593
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	723	722	499	57	113	395	176	1108	85	373	948	166
RTOR Reduction (vph)	0	0	351	0	271	0	0	5	0	0	0	73
Lane Group Flow (vph)	723	722	148	57	237	0	176	1188	0	373	948	93
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	0%	1%	1%	0%	2%	1%	2%	1%	0%	2%	1%	0%
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA		Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2		1	6	7
Permitted Phases			4									6
Actuated Green, G (s)	26.0	41.6	41.6	8.6	24.2		19.1	51.4		20.4	52.7	78.7
Effective Green, g (s)	26.0	41.6	41.6	8.6	24.2		19.1	51.4		20.4	52.7	78.7
Actuated g/C Ratio	0.19	0.30	0.30	0.06	0.17		0.14	0.37		0.15	0.38	0.56
Clearance Time (s)	4.0	5.0	5.0	4.0	5.0		4.0	5.0		4.0	5.0	4.0
Vehicle Extension (s)	3.0	4.0	4.0	3.0	3.0		3.0	4.0		3.0	4.0	3.0
Lane Grp Cap (vph)	650	1061	465	110	535		241	1863		500	1345	895
v/s Ratio Prot	c0.21	c0.20		0.03	0.08		0.10	0.23		c0.11	c0.27	0.02
v/s Ratio Perm			0.09									0.04
v/c Ratio	1.11	0.68	0.32	0.52	0.44		0.73	0.64		0.75	0.70	0.10
Uniform Delay, d1	57.0	43.3	38.2	63.7	51.9		58.0	36.6		57.3	37.0	14.3
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	70.3	2.0	0.5	4.1	0.6		10.8	1.7		6.0	3.1	0.1
Delay (s)	127.3	45.3	38.7	67.8	52.4		68.8	38.3		63.3	40.2	14.3
Level of Service	F	D	D	E	D		E	D		E	D	B
Approach Delay (s)		74.1			54.0			42.2			43.1	
Approach LOS		E			D			D			D	

Intersection Summary			
HCM 2000 Control Delay	55.3	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	86.4%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	278	737	142	27	493	22	61	25	30	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	296	784	151	29	524	23	65	27	32	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		456										
pX, platoon unblocked				0.84			0.84	0.84	0.84	0.84	0.84	
vC, conflicting volume	548			935			1771	2056	468	1622	2120	274
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	548			549			1541	1880	0	1365	1956	274
tC, single (s)	4.1			4.1			7.5	6.6	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	71			97			0	33	97	100	100	100
cM capacity (veh/h)	1032			868			51	40	919	32	38	730

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1
Volume Total	296	523	412	29	350	198	123
Volume Left	296	0	0	29	0	0	65
Volume Right	0	0	151	0	0	23	32
cSH	1032	1700	1700	868	1700	1700	63
Volume to Capacity	0.29	0.31	0.24	0.03	0.21	0.12	1.97
Queue Length 95th (ft)	30	0	0	3	0	0	290
Control Delay (s)	9.9	0.0	0.0	9.3	0.0	0.0	596.3
Lane LOS	A			A			F
Approach Delay (s)	2.4			0.5			596.3
Approach LOS							F

Intersection Summary			
Average Delay	39.8		
Intersection Capacity Utilization	46.3%	ICU Level of Service	A
Analysis Period (min)	15		

MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #28 Perris Boulevard / Eucalyptus Avenue

Cycle (sec): 115 Critical Vol./Cap.(X): 0.622
Loss Time (sec): 16 Average Delay (sec/veh): 36.9
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	28	28	10	28	28	10	33	33	10	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	85	922	62	180	1039	126	106	231	126	104	238	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:	85	922	62	180	1039	126	106	231	126	104	238	157
Added Vol:	0	17	8	0	16	0	0	0	0	8	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	85	939	70	180	1055	126	106	231	126	112	238	157
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	87	961	72	184	1080	129	108	236	129	115	244	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	961	72	184	1080	129	108	236	129	115	244	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	87	961	72	184	1080	129	108	236	129	115	244	161
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	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.27	0.04	0.10	0.30	0.08	0.06	0.12	0.08	0.06	0.13	0.10
Crit Moves:	****				****		****				****	
Green/Cycle:	0.09	0.35	0.35	0.13	0.40	0.40	0.09	0.29	0.29	0.09	0.29	0.29
Volume/Cap:	0.55	0.76	0.13	0.76	0.75	0.20	0.69	0.43	0.28	0.73	0.45	0.35
Delay/Veh:	54.6	35.6	25.4	60.6	31.7	22.6	63.4	33.9	32.1	67.2	34.1	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:	54.6	35.6	25.4	60.6	31.7	22.6	63.4	33.9	32.1	67.2	34.1	32.9
LOS by Move:	D	D	C	E	C	C	E	C	C	E	C	C
HCM2kAvgQ:	4	17	2	8	18	3	5	7	4	6	7	5

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #29 Perris Boulevard / Cottonwood Avenue

Cycle (sec): 115 Critical Vol./Cap.(X): 0.706
Loss Time (sec): 16 Average Delay (sec/veh): 40.6
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	28	28	10	28	28	10	33	33	10	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	169	796	92	215	1011	135	108	265	144	98	203	148
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	169	796	92	215	1011	135	108	265	144	98	203	148
Added Vol:	25	30	13	0	29	0	0	0	25	12	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	194	826	105	215	1040	135	108	265	169	110	203	148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	198	842	107	219	1060	138	110	270	172	112	207	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	198	842	107	219	1060	138	110	270	172	112	207	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	198	842	107	219	1060	138	110	270	172	112	207	151
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	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.11	0.23	0.07	0.12	0.29	0.09	0.06	0.14	0.11	0.06	0.11	0.09
Crit Moves:	****				****			****		****		
Green/Cycle:	0.13	0.32	0.32	0.16	0.35	0.35	0.09	0.29	0.29	0.09	0.29	0.29
Volume/Cap:	0.83	0.72	0.20	0.75	0.83	0.24	0.70	0.50	0.37	0.71	0.38	0.33
Delay/Veh:	69.4	36.3	28.3	56.2	38.5	26.4	64.3	34.8	33.2	65.6	33.3	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:	69.4	36.3	28.3	56.2	38.5	26.4	64.3	34.8	33.2	65.6	33.3	32.7
LOS by Move:	E	D	C	E	D	C	E	C	C	E	C	C
HCM2kAvgQ:	9	15	3	9	20	3	5	8	5	5	6	4

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #30 Perris Boulevard / Alessandro Boulevard

Cycle (sec):	95	Critical Vol./Cap.(X):	0.945
Loss Time (sec):	16	Average Delay (sec/veh):	45.9
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	19	19	10	19	19	10	15	15	10	15	15
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	303	607	128	190	729	201	264	985	250	149	703	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	303	607	128	190	729	201	264	985	250	149	703	145
Added Vol:	38	68	13	0	66	0	0	0	37	12	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	341	675	141	190	795	201	264	985	287	161	703	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	366	725	151	204	854	216	284	1058	308	173	755	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	366	725	151	204	854	216	284	1058	308	173	755	156
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	366	725	151	204	854	216	284	1058	308	173	755	156
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.03	0.85	0.95	1.03	0.85	0.95	1.03	0.85	0.95	1.03	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	1805	3925	1615	1805	3925	1615	1805	3925	1615	1805	5888	1615
Capacity Analysis Module:												
Vol/Sat:	0.20	0.18	0.09	0.11	0.22	0.13	0.16	0.27	0.19	0.10	0.13	0.10
Crit Moves:	****				****			****		****		
Green/Cycle:	0.21	0.28	0.28	0.16	0.23	0.23	0.19	0.28	0.28	0.11	0.19	0.19
Volume/Cap:	0.95	0.65	0.33	0.71	0.95	0.58	0.81	0.95	0.67	0.91	0.66	0.49
Delay/Veh:	69.9	31.4	27.4	45.6	55.1	35.0	49.8	49.7	34.0	82.9	36.7	35.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.9	31.4	27.4	45.6	55.1	35.0	49.8	49.7	34.0	82.9	36.7	35.3
LOS by Move:	E	C	C	D	E	C	D	D	C	F	D	D
HCM2kAvgQ:	15	11	4	7	17	7	10	20	10	8	8	5

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #31 Perris Boulevard / Cactus Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.966
Loss Time (sec): 16 Average Delay (sec/veh): 57.0
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	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	184	731	126	193	973	97	217	988	273	88	538	142
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	184	731	126	193	973	97	217	988	273	88	538	142
Added Vol:	34	123	13	0	119	0	0	0	33	12	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	218	854	139	193	1092	97	217	988	306	100	538	142
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	229	895	146	202	1145	102	227	1036	321	105	564	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	229	895	146	202	1145	102	227	1036	321	105	564	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	229	895	146	202	1145	102	227	1036	321	105	564	149
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.01	0.98	0.95	1.03	0.85	0.95	1.00	0.97	0.95	1.00	0.97
Lanes:	1.00	2.57	0.43	1.00	2.00	1.00	1.00	1.52	0.48	1.00	1.57	0.43
Final Sat.:	1805	4935	803	1805	3925	1615	1805	2870	889	1805	2989	789
Capacity Analysis Module:												
Vol/Sat:	0.13	0.18	0.18	0.11	0.29	0.06	0.13	0.36	0.36	0.06	0.19	0.19
Crit Moves:	****				****			****		****		
Green/Cycle:	0.13	0.26	0.26	0.16	0.29	0.29	0.18	0.36	0.36	0.08	0.27	0.27
Volume/Cap:	0.99	0.70	0.70	0.70	0.99	0.21	0.71	0.99	0.99	0.70	0.71	0.71
Delay/Veh:	110.1	41.6	41.6	54.9	67.5	32.2	53.3	61.1	61.1	66.9	42.0	42.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	110.1	41.6	41.6	54.9	67.5	32.2	53.3	61.1	61.1	66.9	42.0	42.0
LOS by Move:	F	D	D	D	E	C	D	E	E	E	D	D
HCM2kAvgQ:	13	13	13	9	27	3	9	32	31	5	14	13

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 Perris Boulevard / John F. Kennedy Drive

Cycle (sec): 80 Critical Vol./Cap.(X): 0.792
Loss Time (sec): 16 Average Delay (sec/veh): 33.8
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	15	15	10	15	15	10	16	16	10	16	16
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0 2	1 0		1 0 2	1 0		1 0 2	0 1		1 0 2	0 1	
Volume Module:												
Base Vol:	194	901	155	218	1003	76	150	342	179	203	267	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:	194	901	155	218	1003	76	150	342	179	203	267	96
Added Vol:	21	169	42	0	164	0	0	0	21	41	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	215	1070	197	218	1167	76	150	342	200	244	267	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:	227	1128	208	230	1230	80	158	360	211	257	281	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	227	1128	208	230	1230	80	158	360	211	257	281	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:	227	1128	208	230	1230	80	158	360	211	257	281	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.01	0.98	0.95	1.02	0.99	0.95	1.03	0.85	0.95	1.03	0.85
Lanes:	1.00	2.52	0.48	1.00	2.81	0.19	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	4833	890	1805	5467	356	1805	3925	1615	1805	3925	1615
Capacity Analysis Module:												
Vol/Sat:	0.13	0.23	0.23	0.13	0.22	0.22	0.09	0.09	0.13	0.14	0.07	0.06
Crit Moves:		****		****					****	****		
Green/Cycle:	0.15	0.28	0.28	0.15	0.28	0.28	0.14	0.20	0.20	0.17	0.23	0.23
Volume/Cap:	0.81	0.84	0.84	0.84	0.81	0.81	0.62	0.46	0.65	0.84	0.31	0.28
Delay/Veh:	49.4	31.3	31.3	52.8	30.4	30.4	36.7	28.6	34.2	50.2	25.9	25.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.4	31.3	31.3	52.8	30.4	30.4	36.7	28.6	34.2	50.2	25.9	25.9
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	8	14	13	8	13	13	5	5	6	9	3	2

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #33 Perris Boulevard / Gentian Avenue

Cycle (sec): 105 Critical Vol./Cap.(X): 0.625
Loss Time (sec): 12 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	10	19	19	30	30	30	30	30	30
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	8	1010	117	171	1130	10	6	0	5	43	0	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:	8	1010	117	171	1130	10	6	0	5	43	0	154
Added Vol:	41	135	0	0	193	33	97	8	21	0	8	0
Tract 22180:	4	5	0	0	9	26	15	0	3	0	0	0
Initial Fut:	53	1150	117	171	1332	69	118	8	29	43	8	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	58	1250	127	186	1448	75	128	9	32	47	9	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	1250	127	186	1448	75	128	9	32	47	9	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	1250	127	186	1448	75	128	9	32	47	9	167
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.11	0.90	0.90	0.95	0.90	0.90	0.53	0.53	0.53	0.82	0.82	0.82
Lanes:	1.00	2.72	0.28	1.00	2.85	0.15	0.76	0.05	0.19	0.21	0.04	0.75
Final Sat.:	203	4642	472	1805	4897	254	769	52	189	326	61	1168
Capacity Analysis Module:												
Vol/Sat:	0.28	0.27	0.27	0.10	0.30	0.30	0.17	0.17	0.17	0.14	0.14	0.14
Crit Moves:	****			****				****				
Green/Cycle:	0.43	0.43	0.43	0.17	0.60	0.60	0.29	0.29	0.29	0.29	0.29	0.29
Volume/Cap:	0.65	0.62	0.62	0.62	0.49	0.49	0.58	0.58	0.58	0.50	0.50	0.50
Delay/Veh:	39.6	23.6	23.6	44.7	12.1	12.1	35.2	35.2	35.2	32.2	32.2	32.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.6	23.6	23.6	44.7	12.1	12.1	35.2	35.2	35.2	32.2	32.2	32.2
LOS by Move:	D	C	C	D	B	B	D	D	D	C	C	C
HCM2kAvgQ:	3	13	13	7	10	10	6	6	6	6	6	6

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #34 Perris Boulevard / Driveway 3

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: B[14.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 3 0 0			0 0 2 1 0			0 0 0 0 1			0 0 0 0 1		
Volume Module:												
Base Vol:	0	1135	0	0	1178	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	1135	0	0	1178	0	0	0	0	0	0	0
Added Vol:	0	176	0	0	83	132	0	0	106	0	0	0
Tract 22180:	0	9	0	0	12	0	0	0	0	0	0	0
Initial Fut:	0	1320	0	0	1273	132	0	0	106	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	1435	0	0	1384	143	0	0	115	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1435	0	0	1384	143	0	0	115	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	533	xxxx	xxxx	478
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	497	xxxx	xxxx	539
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	497	xxxx	xxxx	539
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.23	xxxx	xxxx	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.9	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	14.4	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	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			xxxxxx		
ApproachLOS:	*			*			B			*		

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #35 Perris Boulevard / Driveway 4

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: B[14.0]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	2	0	0	0	0	2	1	0	0	0	0	0	1	0	0	1	0	0
Volume Module:																				
Base Vol:	0	1135		0		0	1177		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	1135		0		0	1177		0		0		0		0	0		0		0
Added Vol:	0	176		0		0	127		62		0		0		42	0		0		0
Tract 22180:	0	9		0		0	-43		55		0		0		55	0		0		0
Initial Fut:	0	1320		0		0	1261		117		0		0		97	0		0		0
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	0.92	0.92		0.92		0.92	0.92		0.92		0.92		0.92		0.92	0.92		0.92		0.92
PHF Volume:	0	1435		0		0	1371		127		0		0		105	0		0		0
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
FinalVolume:	0	1435		0		0	1371		127		0		0		105	0		0		0
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		xxxx		6.9	xxxxx		6.5		xxxxx
FollowUpTim:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		xxxx		3.3	xxxxx		4.0		xxxxx
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx		xxxx		520	xxxx		2933		xxxxx
Potent Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx		xxxx		506	xxxx		15		xxxxx
Move Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx		xxxx		506	xxxx		15		xxxxx
Volume/Cap:	xxxx	xxxx		xxxx		xxxx	xxxx		xxxx		xxxx		xxxx		0.21	xxxx		0.00		xxxx
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx		xxxx		0.8	xxxx		xxxx		xxxxx
Control Del:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		xxxx		14.0	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	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					14.0					xxxxxx				
ApproachLOS:	*					*					B					*				

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #36 Perris Boulevard / Santiago Drive

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	2	1	0	1	0	2	1	0	0	0	1!	0	0	0	0	1!	0	0
Volume Module:																				
Base Vol:	3	1036		62		105	1046		25		10		28		10		63		31	88
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00	1.00
Initial Bse:	3	1036		62		105	1046		25		10		28		10		63		31	88
Added Vol:	127	41		0		21	148		0		114		8		25		0		8	0
Tract 22180:	9	4		0		0	3		9		5		0		5		0		0	0
Initial Fut:	139	1081		62		126	1197		34		129		36		40		63		39	88
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00	1.00
PHF Adj:	0.96	0.96		0.96		0.96	0.96		0.96		0.96		0.96		0.96		0.96		0.96	0.96
PHF Volume:	144	1124		64		131	1244		35		134		37		42		65		41	91
Reduct Vol:	0	0		0		0	0		0		0		0		0		0		0	0
FinalVolume:	144	1124		64		131	1244		35		134		37		42		65		41	91
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:	1280	xxxx	xxxxx			1188	xxxx	xxxxx			2208	3001			432	2140	2986			407
Potent Cap.:	549	xxxx	xxxxx			595	xxxx	xxxxx			25	14			577	28	14			599
Move Cap.:	549	xxxx	xxxxx			595	xxxx	xxxxx			0	8			577	0	8			599
Volume/Cap:	0.26	xxxx	xxxx			0.22	xxxx	xxxx			xxxx	4.72			0.07	xxxx	5.00			0.15
Level Of Service Module:																				
2Way95thQ:	1.0	xxxx	xxxxx			0.8	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Control Del:	13.9	xxxx	xxxxx			12.8	xxxx	xxxxx			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		0	xxxxx		xxxx		0	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					F				

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 Perris Boulevard / Iris Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.780
Loss Time (sec): 16 Average Delay (sec/veh): 47.2
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	31	31	10	31	31	10	34	34	10	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	2 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	171	723	208	274	683	81	98	498	171	213	410	175
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	171	723	208	274	683	81	98	498	171	213	410	175
Added Vol:	0	86	0	59	89	25	25	0	0	0	0	58
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	171	809	208	333	772	106	123	498	171	213	410	233
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	178	840	216	346	802	110	128	517	178	221	426	242
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	840	216	346	802	110	128	517	178	221	426	242
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	178	840	216	346	802	110	128	517	178	221	426	242
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.89	0.89	0.95	0.91	0.91	0.95	0.90	0.90
Lanes:	1.00	3.00	1.00	1.00	2.64	0.36	1.00	1.49	0.51	1.00	1.28	0.72
Final Sat.:	1805	5187	1615	1805	4479	615	1805	2585	888	1805	2178	1237
Capacity Analysis Module:												
Vol/Sat:	0.10	0.16	0.13	0.19	0.18	0.18	0.07	0.20	0.20	0.12	0.20	0.20
Crit Moves:		****		****				****		****		
Green/Cycle:	0.13	0.26	0.26	0.20	0.33	0.33	0.09	0.28	0.28	0.13	0.32	0.32
Volume/Cap:	0.78	0.63	0.52	0.97	0.54	0.54	0.76	0.71	0.71	0.97	0.62	0.62
Delay/Veh:	66.8	40.3	39.2	86.3	33.1	33.1	71.1	40.9	40.9	102.0	35.9	35.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.8	40.3	39.2	86.3	33.1	33.1	71.1	40.9	40.9	102.0	35.9	35.9
LOS by Move:	E	D	D	F	C	C	E	D	D	F	D	D
HCM2kAvgQ:	8	11	7	17	10	10	6	13	13	12	11	11

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #38 Perris Boulevard / Krameria Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.633
Loss Time (sec): 16 Average Delay (sec/veh): 65.8
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	28	28	10	24	24	34	34	34	31	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 1	1!	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	48	927	169	165	787	50	61	188	48	200	136	132
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	927	169	165	787	50	61	188	48	200	136	132
Added Vol:	0	74	0	8	76	4	4	0	0	0	0	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	1001	169	173	863	54	65	188	48	200	136	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	51	1063	179	184	916	57	69	200	51	212	144	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	1063	179	184	916	57	69	200	51	212	144	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	1063	179	184	916	57	69	200	51	212	144	149
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.89	0.89	0.95	0.90	0.90	0.92	0.92	0.92	0.95	1.00	0.85
Lanes:	1.00	2.57	0.43	1.00	2.82	0.18	0.47	1.36	1.17	1.00	1.00	1.00
Final Sat.:	1805	4340	733	1805	4838	303	818	2365	2044	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.24	0.24	0.10	0.19	0.19	0.08	0.08	0.02	0.12	0.08	0.09
Crit Moves:		****		****				****		****		
Green/Cycle:	0.10	0.23	0.23	0.09	0.23	0.23	0.28	0.28	0.28	0.26	0.26	0.26
Volume/Cap:	0.30	1.05	1.05	1.11	0.83	0.83	0.30	0.30	0.09	0.46	0.29	0.36
Delay/Veh:	51.5	86.1	86.1	157.0	48.9	48.9	33.8	33.8	31.6	38.1	36.1	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:	51.5	86.1	86.1	157.0	48.9	48.9	33.8	33.8	31.6	38.1	36.1	36.9
LOS by Move:	D	F	F	F	D	D	C	C	C	D	D	D
HCM2kAvgQ:	2	24	24	12	15	15	4	4	1	7	4	5

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #39 Perris Boulevard / San Michele Road

Cycle (sec): 110 Critical Vol./Cap.(X): 0.473
Loss Time (sec): 16 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	32	32	10	32	32	10	34	34	10	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	0	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	123	916	1	1	831	147	211	1	141	1	1	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	123	916	1	1	831	147	211	1	141	1	1	1
Added Vol:	0	66	0	0	68	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	123	982	1	1	899	147	211	1	141	1	1	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	127	1014	1	1	929	152	218	1	146	1	1	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	1014	1	1	929	152	218	1	146	1	1	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	1014	1	1	929	152	218	1	146	1	1	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.89	0.89	0.95	0.85	0.85	0.95	1.00	0.85
Lanes:	1.00	2.99	0.01	1.00	2.58	0.42	1.00	0.01	0.99	1.00	1.00	1.00
Final Sat.:	1805	5182	5	1805	4364	714	1805	11	1606	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.20	0.20	0.00	0.21	0.21	0.12	0.09	0.09	0.00	0.00	0.00
Crit Moves:	****				****		****				****	
Green/Cycle:	0.09	0.29	0.29	0.09	0.29	0.29	0.16	0.36	0.36	0.11	0.31	0.31
Volume/Cap:	0.75	0.67	0.67	0.01	0.73	0.73	0.75	0.25	0.25	0.01	0.00	0.00
Delay/Veh:	65.6	35.3	35.3	45.4	37.0	37.0	54.5	24.8	24.8	43.9	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:	65.6	35.3	35.3	45.4	37.0	37.0	54.5	24.8	24.8	43.9	26.3	26.3
LOS by Move:	E	D	D	D	D	D	D	C	C	D	C	C
HCM2kAvgQ:	6	12	12	0	13	13	9	3	3	0	0	0

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #40 Perris Boulevard / Nandina Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.430
Loss Time (sec): 16 Average Delay (sec/veh): 37.0
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	31	31	10	31	31	10	41	41	10	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	3 0	1	1 0	1 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	4	828	17	53	1057	25	135	2	204	14	5	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	828	17	53	1057	25	135	2	204	14	5	3
Added Vol:	0	66	0	0	68	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	894	17	53	1125	25	135	2	204	14	5	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	4	926	18	55	1166	26	140	2	211	15	5	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	926	18	55	1166	26	140	2	211	15	5	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	926	18	55	1166	26	140	2	211	15	5	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.91	0.85	0.95	0.81	0.81	0.95	1.00	0.85
Lanes:	1.00	2.94	0.06	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	5075	97	1805	5187	1615	1805	1538	1538	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.18	0.03	0.22	0.02	0.08	0.00	0.14	0.01	0.00	0.00
Crit Moves:	****				****				****	****		
Green/Cycle:	0.08	0.33	0.33	0.11	0.36	0.44	0.08	0.34	0.34	0.08	0.34	0.34
Volume/Cap:	0.03	0.55	0.55	0.28	0.63	0.04	0.93	0.00	0.40	0.10	0.01	0.01
Delay/Veh:	50.6	32.9	32.9	50.1	32.6	19.0	107.4	26.0	30.6	51.1	26.1	26.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.6	32.9	32.9	50.1	32.6	19.0	107.4	26.0	30.6	51.1	26.1	26.1
LOS by Move:	D	C	C	D	C	B	F	C	C	D	C	C
HCM2kAvgQ:	0	11	11	2	13	1	8	0	6	1	0	0

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #41 Perris Boulevard / Harley Knox Boulevard

Cycle (sec): 120 Critical Vol./Cap.(X): 1.290
Loss Time (sec): 12 Average Delay (sec/veh): 140.2
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				Permitted				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	0	0	29	29	10	0	10	0	0	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	1	0	0	1	0	0	1	0	0	1	0	1	0	0	0	1! 0	0
Volume Module:																
Base Vol:	51	755	2	58	1109	344	238	70	252	5	115	53				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	51	755	2	58	1109	344	238	70	252	5	115	53				
Added Vol:	0	37	0	0	38	30	29	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	51	792	2	58	1147	374	267	70	252	5	115	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:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98				
PHF Volume:	52	811	2	59	1175	383	274	72	258	5	118	54				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	52	811	2	59	1175	383	274	72	258	5	118	54				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	52	811	2	59	1175	383	274	72	258	5	118	54				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.95	1.00	1.00	0.76	0.76	0.85	0.87	0.87	0.87	0.96	0.96	0.96				
Lanes:	1.00	0.99	0.01	0.05	0.95	1.00	0.91	0.24	0.85	0.03	0.66	0.31				
Final Sat.:	1805	1895	5	70	1380	1615	1498	393	1414	53	1210	558				
Capacity Analysis Module:																
Vol/Sat:	0.03	0.43	0.43	0.85	0.85	0.24	0.18	0.18	0.18	0.10	0.10	0.10				
Crit Moves:	****				****		****				****					
Green/Cycle:	0.08	0.70	0.70	0.61	0.61	0.61	0.13	0.13	0.13	0.07	0.07	0.07				
Volume/Cap:	0.35	0.62	0.62	1.39	1.39	0.39	1.37	1.37	1.37	1.37	1.37	1.37				
Delay/Veh:	53.3	10.6	10.6	206.0	206	12.1	232.9	233	232.9	264.2	264	264.2				
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:	53.3	10.6	10.6	206.0	206	12.1	232.9	233	232.9	264.2	264	264.2				
LOS by Move:	D	B	B	F	F	B	F	F	F	F	F	F				
HCM2kAvgQ:	2	16	16	88	88	7	24	24	24	14	14	14				

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #42 Perris Boulevard / Ramona Expressway

Cycle (sec): 120 Critical Vol./Cap.(X): 0.631
Loss Time (sec): 16 Average Delay (sec/veh): 52.0
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	44	44	10	44	44	10	36	36	10	36	36
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	1 1	0	2 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	267	432	109	450	627	224	255	1241	311	91	898	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	267	432	109	450	627	224	255	1241	311	91	898	129
Added Vol:	0	12	0	17	13	8	8	0	0	0	0	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	267	444	109	467	640	232	263	1241	311	91	898	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	272	453	111	476	652	236	268	1265	317	93	915	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	272	453	111	476	652	236	268	1265	317	93	915	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	272	453	111	476	652	236	268	1265	317	93	915	148
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	0.91	0.91	0.92	0.91	0.85	0.92	0.89	0.89
Lanes:	2.00	2.00	1.00	2.00	1.47	0.53	2.00	3.00	1.00	2.00	2.58	0.42
Final Sat.:	3502	3610	1615	3502	2544	922	3502	5187	1615	3502	4372	706
Capacity Analysis Module:												
Vol/Sat:	0.08	0.13	0.07	0.14	0.26	0.26	0.08	0.24	0.20	0.03	0.21	0.21
Crit Moves:		****		****			****				****	
Green/Cycle:	0.09	0.37	0.37	0.12	0.39	0.39	0.08	0.30	0.30	0.08	0.30	0.30
Volume/Cap:	0.87	0.34	0.19	1.17	0.65	0.65	0.92	0.81	0.65	0.32	0.70	0.70
Delay/Veh:	75.8	27.7	26.0	151.0	30.8	30.8	86.8	42.3	39.8	52.4	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:	75.8	27.7	26.0	151.0	30.8	30.8	86.8	42.3	39.8	52.4	38.6	38.6
LOS by Move:	E	C	C	F	C	C	F	D	D	D	D	D
HCM2kAvgQ:	8	6	3	16	14	14	8	18	11	2	14	14

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #43 Kitching Street / Cactus Avenue

Cycle (sec):	85	Critical Vol./Cap.(X):	0.705
Loss Time (sec):	16	Average Delay (sec/veh):	32.0
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	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	1 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	101	346	49	60	333	78	97	813	218	57	671	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	346	49	60	333	78	97	813	218	57	671	41
Added Vol:	0	8	13	0	8	0	0	0	0	12	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	354	62	60	341	78	97	813	218	69	671	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	108	378	66	64	364	83	104	868	233	74	716	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	378	66	64	364	83	104	868	233	74	716	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	108	378	66	64	364	83	104	868	233	74	716	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	1.01	1.01	0.98	1.03	0.88	0.98	1.00	1.00	0.98	1.02	1.02
Lanes:	1.00	1.70	0.30	1.00	1.00	1.00	1.00	1.58	0.42	1.00	1.88	0.12
Final Sat.:	1865	3267	572	1865	1963	1668	1865	2996	803	1865	3666	224
Capacity Analysis Module:												
Vol/Sat:	0.06	0.12	0.12	0.03	0.19	0.05	0.06	0.29	0.29	0.04	0.20	0.20
Crit Moves:	****				****			****		****		
Green/Cycle:	0.12	0.17	0.17	0.17	0.23	0.23	0.18	0.35	0.35	0.12	0.29	0.29
Volume/Cap:	0.49	0.67	0.67	0.20	0.82	0.22	0.31	0.82	0.82	0.34	0.67	0.67
Delay/Veh:	36.8	35.8	35.8	30.5	43.2	27.2	31.1	29.5	29.5	35.4	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:	36.8	35.8	35.8	30.5	43.2	27.2	31.1	29.5	29.5	35.4	27.9	27.9
LOS by Move:	D	D	D	C	D	C	C	C	C	D	C	C
HCM2kAvgQ:	3	7	7	2	12	2	3	16	16	2	11	11

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 Kitching Street / John F. Kennedy Drive

Cycle (sec): 110 Critical Vol./Cap.(X): 0.843
Loss Time (sec): 16 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:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	114	349	40	77	401	61	67	515	173	37	389	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:	114	349	40	77	401	61	67	515	173	37	389	54
Added Vol:	8	0	0	0	0	21	21	13	8	0	12	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	122	349	40	77	401	82	88	528	181	37	401	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	135	386	44	85	444	91	97	584	200	41	444	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	386	44	85	444	91	97	584	200	41	444	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	135	386	44	85	444	91	97	584	200	41	444	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.24	1.24	1.24	1.23	1.23	1.23	1.05	1.06	1.06	1.05	1.10	0.94
Lanes:	0.24	0.68	0.08	0.14	0.71	0.15	1.00	1.49	0.51	1.00	2.00	1.00
Final Sat.:	562	1607	184	322	1677	343	1986	2995	1027	1986	4180	1777
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.24	0.26	0.26	0.26	0.05	0.20	0.20	0.02	0.11	0.03
Crit Moves:		****				****		****		****		
Green/Cycle:	0.26	0.26	0.26	0.29	0.29	0.29	0.14	0.21	0.21	0.09	0.16	0.16
Volume/Cap:	0.92	0.92	0.92	0.92	0.92	0.92	0.35	0.92	0.92	0.23	0.65	0.21
Delay/Veh:	58.0	58.0	58.0	55.2	55.2	55.2	43.5	56.8	56.8	47.1	45.2	40.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.0	58.0	58.0	55.2	55.2	55.2	43.5	56.8	56.8	47.1	45.2	40.2
LOS by Move:	E	E	E	E	E	E	D	E	E	D	D	D
HCM2kAvgQ:	23	23	23	25	25	25	3	17	17	2	8	2

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #45 Kitching Street / Iris Avenue

Cycle (sec): 75 Critical Vol./Cap.(X): 0.738
Loss Time (sec): 16 Average Delay (sec/veh): 29.1
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	126	223	186	105	251	145	149	875	204	161	770	171
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	223	186	105	251	145	149	875	204	161	770	171
Added Vol:	4	0	0	0	0	4	4	42	4	0	41	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	223	186	105	251	149	153	917	208	161	811	171
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	135	232	193	109	261	155	159	953	216	167	843	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	232	193	109	261	155	159	953	216	167	843	178
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	135	232	193	109	261	155	159	953	216	167	843	178
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.96	0.96	0.98	0.98	0.98	0.98	1.00	1.00	0.98	1.03	0.88
Lanes:	1.00	1.09	0.91	1.00	1.26	0.74	1.00	1.63	0.37	1.00	2.00	1.00
Final Sat.:	1865	1995	1664	1865	2325	1380	1865	3110	705	1865	3925	1668
Capacity Analysis Module:												
Vol/Sat:	0.07	0.12	0.12	0.06	0.11	0.11	0.09	0.31	0.31	0.09	0.21	0.11
Crit Moves:	****				****			****		****		
Green/Cycle:	0.13	0.14	0.14	0.14	0.14	0.14	0.20	0.38	0.38	0.13	0.32	0.45
Volume/Cap:	0.54	0.85	0.85	0.43	0.81	0.81	0.43	0.81	0.81	0.67	0.68	0.23
Delay/Veh:	32.8	44.9	44.9	30.9	40.3	40.3	27.3	24.1	24.1	38.0	23.8	12.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.8	44.9	44.9	30.9	40.3	40.3	27.3	24.1	24.1	38.0	23.8	12.7
LOS by Move:	C	D	D	C	D	D	C	C	C	D	C	B
HCM2kAvgQ:	4	8	8	3	7	7	4	15	15	5	10	4

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #46 Lasselle Street / Iris Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.764
Loss Time (sec): 16 Average Delay (sec/veh): 45.5
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	41	41	10	41	41	10	34	34	10	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	298	623	346	282	759	132	199	561	324	463	794	133
Growth Adj:	1.00	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	623	346	282	759	132	199	561	324	463	794	133
Added Vol:	8	0	0	0	0	8	8	17	8	0	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	306	623	346	282	759	140	207	578	332	463	810	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	319	649	360	294	791	146	216	602	346	482	844	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	319	649	360	294	791	146	216	602	346	482	844	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	319	649	360	294	791	146	216	602	346	482	844	139
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	0.91	0.85	0.92	0.89	0.89
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	2.58	0.42
Final Sat.:	3502	3610	1615	3502	3610	1615	3502	5187	1615	3502	4362	716
Capacity Analysis Module:												
Vol/Sat:	0.09	0.18	0.22	0.08	0.22	0.09	0.06	0.12	0.21	0.14	0.19	0.19
Crit Moves:	****				****				****	****		
Green/Cycle:	0.10	0.35	0.50	0.09	0.34	0.34	0.10	0.28	0.28	0.15	0.33	0.33
Volume/Cap:	0.95	0.51	0.45	0.97	0.64	0.26	0.63	0.41	0.76	0.95	0.58	0.58
Delay/Veh:	89.1	31.1	19.9	98.6	34.4	28.8	55.9	35.1	46.3	77.8	33.8	33.8
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:	89.1	31.1	19.9	98.6	34.4	28.8	55.9	35.1	46.3	77.8	33.8	33.8
LOS by Move:	F	C	B	F	C	C	E	D	D	E	C	C
HCM2kAvgQ:	9	10	9	9	13	4	5	7	13	13	11	11

Note: Queue reported is the number of cars per lane.

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	702	80	502	226	0	0	0	0	0	0	102
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5	5.5	4.0	5.5							4.0
Lane Util. Factor		0.95	1.00	1.00	0.95							1.00
Frpb, ped/bikes		1.00	0.97	1.00	1.00							0.98
Flpb, ped/bikes		1.00	1.00	1.00	1.00							1.00
Frt		1.00	0.85	1.00	1.00							0.86
Flt Protected		1.00	1.00	0.95	1.00							1.00
Satd. Flow (prot)		3406	1443	1805	2935							1619
Flt Permitted		1.00	1.00	0.95	1.00							1.00
Satd. Flow (perm)		3406	1443	1805	2935							1619
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	780	89	558	251	0	0	0	0	0	0	113
RTOR Reduction (vph)	0	0	52	0	0	0	0	0	0	0	0	59
Lane Group Flow (vph)	0	780	37	558	251	0	0	0	0	0	0	54
Confl. Peds. (#/hr)			5									5
Heavy Vehicles (%)	0%	6%	9%	0%	23%	0%	0%	0%	0%	0%	0%	0%
Turn Type		NA	Perm	Prot	NA							custom
Protected Phases		2		1	6							
Permitted Phases			2									1 4
Actuated Green, G (s)		34.5	34.5	31.0	69.5							40.0
Effective Green, g (s)		34.5	34.5	31.0	69.5							40.0
Actuated g/C Ratio		0.41	0.41	0.37	0.83							0.48
Clearance Time (s)		5.5	5.5	4.0	5.5							
Vehicle Extension (s)		2.0	2.0	2.0	2.0							
Lane Grp Cap (vph)		1398	592	666	2428							770
v/s Ratio Prot		c0.23		c0.31	0.09							
v/s Ratio Perm			0.03									c0.03
v/c Ratio		0.56	0.06	0.84	0.10							0.07
Uniform Delay, d1		18.9	15.0	24.2	1.4							11.9
Progression Factor		1.00	1.00	1.00	1.00							1.00
Incremental Delay, d2		1.6	0.2	8.7	0.0							0.0
Delay (s)		20.5	15.2	32.9	1.4							11.9
Level of Service		C	B	C	A							B
Approach Delay (s)		20.0			23.1			0.0			11.9	
Approach LOS		B			C			A			B	

Intersection Summary			
HCM 2000 Control Delay	20.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	84.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	61.5%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	16	1027	231	0	1425	82	128	27	92	68	0	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	0.95			0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00			1.00		1.00	0.99		1.00	0.98	
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.97			0.99		1.00	0.88		1.00	0.85	
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1480	3310			3446		1271	1385		1805	1584	
Flt Permitted	0.10	1.00			1.00		0.74	1.00		0.68	1.00	
Satd. Flow (perm)	159	3310			3446		995	1385		1286	1584	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	17	1081	243	0	1500	86	135	28	97	72	0	21
RTOR Reduction (vph)	0	21	0	0	5	0	0	50	0	0	17	0
Lane Group Flow (vph)	17	1303	0	0	1581	0	135	75	0	72	4	0
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	22%	3%	17%	0%	4%	0%	42%	0%	25%	0%	0%	0%
Turn Type	Perm	NA			NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2						8			4		
Actuated Green, G (s)	41.9	41.9			41.9		13.1	13.1		13.1	13.1	
Effective Green, g (s)	41.9	41.9			41.9		13.1	13.1		13.1	13.1	
Actuated g/C Ratio	0.64	0.64			0.64		0.20	0.20		0.20	0.20	
Clearance Time (s)	5.0	5.0			5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	2.0	2.0			2.0		2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	102	2133			2221		200	279		259	319	
v/s Ratio Prot		0.39			c0.46			0.05			0.00	
v/s Ratio Perm	0.11						c0.14			0.06		
v/c Ratio	0.17	0.61			0.71		0.68	0.27		0.28	0.01	
Uniform Delay, d1	4.6	6.8			7.6		24.0	21.9		21.9	20.8	
Progression Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	3.5	1.3			2.0		6.9	0.2		0.2	0.0	
Delay (s)	8.1	8.1			9.6		30.9	22.1		22.2	20.8	
Level of Service	A	A			A		C	C		C	C	
Approach Delay (s)		8.1			9.6			26.7			21.9	
Approach LOS		A			A			C			C	

Intersection Summary			
HCM 2000 Control Delay	10.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	65.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	64.1%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Elsworth Street / Cactus Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.694
Loss Time (sec): 16 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:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Ignore			Include		
Min. Green:	29	29	29	29	29	29	10	21	21	10	21	21
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1! 0	0	1 1	0 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	158	169	119	66	85	57	89	1384	101	128	1398	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	158	169	119	66	85	57	89	1384	101	128	1398	101
Added Vol:	0	0	0	0	0	0	0	16	0	0	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	158	169	119	66	85	57	89	1400	101	128	1414	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95
PHF Volume:	166	178	125	69	89	60	93	1471	0	134	1485	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	178	125	69	89	60	93	1471	0	134	1485	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	166	178	125	69	89	60	93	1471	0	134	1485	106
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.94	0.98	0.98	0.85	0.95	0.91	1.00	0.95	0.91	0.85
Lanes:	1.22	0.46	0.32	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	2179	826	581	1860	1860	1615	1805	5187	1900	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.22	0.22	0.04	0.05	0.04	0.05	0.28	0.00	0.07	0.29	0.07
Crit Moves:		****			****		****				****	
Green/Cycle:	0.24	0.24	0.24	0.24	0.24	0.33	0.08	0.30	0.00	0.09	0.30	0.30
Volume/Cap:	0.32	0.89	0.89	0.15	0.20	0.11	0.62	0.96	0.00	0.86	0.95	0.22
Delay/Veh:	37.5	60.9	60.9	35.9	36.4	28.5	61.0	55.5	0.0	88.2	54.7	31.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.5	60.9	60.9	35.9	36.4	28.5	61.0	55.5	0.0	88.2	54.7	31.7
LOS by Move:	D	E	E	D	D	C	E	E	A	F	D	C
HCM2kAvgQ:	4	17	17	2	3	2	4	24	0	7	25	3

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Frederick Street / Cactus Avenue

Cycle (sec): 115 Critical Vol./Cap.(X): 0.516
Loss Time (sec): 12 Average Delay (sec/veh): 18.7
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	32	0	32	10	10	0	0	27	27
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	2 0	0	0 1	1 0	2 0	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	280	0	61	48	1408	0	0	1628	216
Growth Adj:	1.00	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	280	0	61	48	1408	0	0	1628	216
Added Vol:	0	0	0	11	0	0	0	16	0	0	16	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	291	0	61	48	1424	0	0	1644	227
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	315	0	66	52	1543	0	0	1781	246
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	315	0	66	52	1543	0	0	1781	246
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	315	0	66	52	1543	0	0	1781	246
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	0.95	0.95	1.00	1.00	0.91	0.85
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3502	0	1615	1805	3610	0	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.04	0.03	0.43	0.00	0.00	0.34	0.15
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.28	0.00	0.37	0.09	0.62	0.00	0.00	0.53	0.81
Volume/Cap:	0.00	0.00	0.00	0.32	0.00	0.11	0.33	0.69	0.00	0.00	0.65	0.19
Delay/Veh:	0.0	0.0	0.0	33.1	0.0	24.2	50.6	15.7	0.0	0.0	19.9	2.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	33.1	0.0	24.2	50.6	15.7	0.0	0.0	19.9	2.6
LOS by Move:	A	A	A	C	A	C	D	B	A	A	B	A
HCM2kAvgQ:	0	0	0	5	0	2	2	19	0	0	17	2

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Graham Street / Cactus Avenue

Cycle (sec): 120 | Critical Vol./Cap.(X): 0.696
Loss Time (sec): 16 | 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			Ovl			Ignore			Include		
Min. Green:	10	32	32	10	32	32	10	35	35	10	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 1	0	1 0	2 0	1	1 0	2 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	296	113	15	110	147	126	99	1445	419	27	1315	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	296	113	15	110	147	126	99	1445	419	27	1315	69
Added Vol:	0	0	0	0	0	0	0	27	0	0	27	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	296	113	15	110	147	126	99	1472	419	27	1342	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.00	0.91	0.91	0.91
PHF Volume:	326	124	17	121	162	139	109	1621	0	30	1478	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	326	124	17	121	162	139	109	1621	0	30	1478	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	326	124	17	121	162	139	109	1621	0	30	1478	76
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.93	0.95	0.95	0.85	0.95	0.95	1.00	0.95	0.90	0.90
Lanes:	2.00	1.77	0.23	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.85	0.15
Final Sat.:	3502	3130	415	1805	3610	1615	1805	3610	1900	1805	4899	252
Capacity Analysis Module:												
Vol/Sat:	0.09	0.04	0.04	0.07	0.04	0.09	0.06	0.45	0.00	0.02	0.30	0.30
Crit Moves:	****				****			****		****		
Green/Cycle:	0.09	0.27	0.27	0.08	0.27	0.38	0.11	0.43	0.00	0.08	0.40	0.40
Volume/Cap:	1.05	0.15	0.15	0.79	0.17	0.23	0.55	1.05	0.00	0.20	0.75	0.75
Delay/Veh:	119.3	33.3	33.3	78.0	33.9	25.6	53.6	71.4	0.0	51.9	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:	119.3	33.3	33.3	78.0	33.9	25.6	53.6	71.4	0.0	51.9	32.5	32.5
LOS by Move:	F	C	C	E	C	C	D	E	A	D	C	C
HCM2kAvgQ:	11	2	2	6	2	3	5	42	0	1	19	19

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Heacock Street / Alessandro Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.740
Loss Time (sec):	16	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			Ovl			Ovl			Include		
Min. Green:	10	39	39	10	39	39	10	28	28	10	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	43	832	264	215	862	145	218	538	82	293	584	189
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	832	264	215	862	145	218	538	82	293	584	189
Added Vol:	0	0	0	16	0	0	0	22	0	0	22	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	832	264	231	862	145	218	560	82	293	606	205
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	44	849	269	236	880	148	222	571	84	299	618	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	849	269	236	880	148	222	571	84	299	618	209
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	849	269	236	880	148	222	571	84	299	618	209
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	0.91	0.85	0.95	0.91	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	5187	1615	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.24	0.17	0.13	0.24	0.09	0.12	0.11	0.05	0.17	0.12	0.13
Crit Moves:		****		****				****		****		
Green/Cycle:	0.09	0.33	0.33	0.14	0.37	0.51	0.14	0.23	0.33	0.17	0.27	0.27
Volume/Cap:	0.26	0.72	0.51	0.96	0.66	0.18	0.88	0.47	0.16	0.96	0.45	0.49
Delay/Veh:	51.3	38.0	33.7	97.9	33.1	16.2	78.2	39.9	28.8	89.6	37.0	38.1
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:	51.3	38.0	33.7	97.9	33.1	16.2	78.2	39.9	28.8	89.6	37.0	38.1
LOS by Move:	D	D	C	F	C	B	E	D	C	F	D	D
HCM2kAvgQ:	2	16	8	13	15	3	11	7	2	15	7	7

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Heacock Street / Cactus Avenue

Cycle (sec):	95	Critical Vol./Cap.(X):	0.805
Loss Time (sec):	16	Average Delay (sec/veh):	45.1
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			Ovl			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 1	0	1 0	1 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	482	614	16	208	649	163	195	973	464	13	710	211
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	482	614	16	208	649	163	195	973	464	13	710	211
Added Vol:	0	0	0	5	0	0	0	27	0	0	27	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	482	614	16	213	649	163	195	1000	464	13	737	216
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	524	668	17	232	706	177	212	1088	505	14	802	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	524	668	17	232	706	177	212	1088	505	14	802	235
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	524	668	17	232	706	177	212	1088	505	14	802	235
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	0.97	0.97	0.98	1.03	0.88	0.98	1.00	1.00
Lanes:	2.00	1.95	0.05	1.00	1.60	0.40	1.00	2.00	1.00	1.00	1.55	0.45
Final Sat.:	3610	3689	96	1805	2946	740	1865	3925	1668	1865	2932	859
Capacity Analysis Module:												
Vol/Sat:	0.15	0.18	0.18	0.13	0.24	0.24	0.11	0.28	0.30	0.01	0.27	0.27
Crit Moves:	****				****			****		****		
Green/Cycle:	0.16	0.25	0.25	0.18	0.26	0.26	0.12	0.30	0.46	0.11	0.29	0.29
Volume/Cap:	0.91	0.73	0.73	0.73	0.91	0.91	0.95	0.91	0.65	0.07	0.95	0.95
Delay/Veh:	58.1	35.9	35.9	45.6	46.5	46.5	86.6	42.4	21.6	38.5	49.0	49.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.1	35.9	35.9	45.6	46.5	46.5	86.6	42.4	21.6	38.5	49.0	49.0
LOS by Move:	E	D	D	D	D	D	F	D	C	D	D	D
HCM2kAvgQ:	11	11	11	8	17	17	10	20	14	0	20	20

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Heacock Street / John F. Kennedy Drive

Cycle (sec): 115 Critical Vol./Cap.(X): 0.715
Loss Time (sec): 16 Average Delay (sec/veh): 40.1
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	29	29	10	10	10	10	10	10	10	32	32
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	45	520	30	297	470	162	104	209	143	17	126	299
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	520	30	297	470	162	104	209	143	17	126	299
Added Vol:	0	0	0	0	0	0	0	5	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	520	30	297	470	162	104	214	143	17	131	299
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	50	581	34	332	525	181	116	239	160	19	146	334
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	581	34	332	525	181	116	239	160	19	146	334
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	581	34	332	525	181	116	239	160	19	146	334
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	1.00	0.85	0.95	0.85	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	1900	1615	1805	1617	1617
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.02	0.18	0.15	0.11	0.06	0.13	0.10	0.01	0.09	0.21
Crit Moves:		****		****			****					****
Green/Cycle:	0.19	0.25	0.25	0.24	0.31	0.31	0.09	0.22	0.22	0.15	0.28	0.28
Volume/Cap:	0.15	0.64	0.08	0.76	0.47	0.36	0.74	0.58	0.46	0.07	0.33	0.74
Delay/Veh:	39.5	39.8	32.9	47.6	32.3	31.3	68.3	42.6	40.2	42.2	33.1	42.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.5	39.8	32.9	47.6	32.3	31.3	68.3	42.6	40.2	42.2	33.1	42.4
LOS by Move:	D	D	C	D	C	C	E	D	D	D	C	D
HCM2kAvgQ:	2	10	1	12	8	5	6	8	5	1	4	13

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #10 Webster Avenue / Harley Knox Boulevard

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: B[12.8]

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	1!	0	0		0	0	1!	0	0		0	0	1	0	0		0	1	0	0	0	
Volume Module:																								
Base Vol:	16		0		31		0		0		0		0		328		0		27		228		0	
Growth Adj:	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	1.00	1.00	1.00	1.00
Initial Bse:	16		0		31		0		0		0		0		328		0		27		228		0	
Added Vol:	0		0		16		0		0		0		0		16		0		16		16		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	16		0		47		0		0		0		0		344		0		43		244		0	
User Adj:	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	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	19		0		55		0		0		0		0		404		0		51		287		0	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
FinalVolume:	19		0		55		0		0		0		0		404		0		51		287		0	
Critical Gap Module:																								
Critical Gp:	6.4	6.5		6.2		7.1	6.5		6.2		3.3	xxxxx	xxxx	xxxxx			4.1	xxxx	xxxxx					
FollowUpTim:	3.5	4.0		3.3		3.5	4.0		3.3		3.3	xxxxx	xxxx	xxxxx			2.2	xxxx	xxxxx					
Capacity Module:																								
Cnflict Vol:	792	792		404		820	792		287		xxxx	xxxx	xxxxx				404	xxxx	xxxxx					
Potent Cap.:	361	324		651		296	324		757		xxxx	xxxx	xxxxx				1165	xxxx	xxxxx					
Move Cap.:	349	309		651		262	309		757		xxxx	xxxx	xxxxx				1165	xxxx	xxxxx					
Volume/Cap:	0.05	0.00		0.08		0.00	0.00		0.00		xxxx	xxxx		xxxx			0.04	xxxx		xxxx				
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx			0.1	xxxx	xxxxx					
Control Del:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx			8.2	xxxx	xxxxx					
LOS by Move:	*	*		*		*	*		*		*	*		*			A	*		*				
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx		533		xxxxx		xxxx		0		xxxxx		xxxx	xxxx			xxxxx		xxxx	xxxx			xxxxx	
SharedQueue:	xxxxx		0.5		xxxxx		xxxxx		xxxx		xxxxx		xxxxx	xxxx			xxxxx		0.1	xxxx			xxxxx	
Shrd ConDel:	xxxxx		12.8		xxxxx		xxxxx		xxxx		xxxxx		xxxxx	xxxx			xxxxx		8.2	xxxx			xxxxx	
Shared LOS:	*		B		*		*		*		*		*		*		*		A	*			*	
ApproachDel:			12.8						xxxxxx						xxxxxx						xxxxxx			
ApproachLOS:			B								*						*						*	

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Indian Street / Cottonwood Avenue

Cycle (sec): 80 Critical Vol./Cap.(X): 0.432
Loss Time (sec): 16 Average Delay (sec/veh): 26.4
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	24	24	10	24	24	10	24	24	10	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	93	305	59	44	285	56	47	303	137	51	249	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	305	59	44	285	56	47	303	137	51	249	46
Added Vol:	0	0	0	11	0	0	0	11	0	0	11	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	93	305	59	55	285	56	47	314	137	51	260	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	95	312	60	56	291	57	48	321	140	52	266	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	312	60	56	291	57	48	321	140	52	266	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	95	312	60	56	291	57	48	321	140	52	266	58
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	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	1.68	0.32	1.00	1.67	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	2952	571	1805	2942	578	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.11	0.11	0.03	0.10	0.10	0.03	0.17	0.09	0.03	0.14	0.04
Crit Moves:	****				****			****		****		
Green/Cycle:	0.12	0.29	0.29	0.12	0.29	0.29	0.12	0.29	0.29	0.12	0.29	0.29
Volume/Cap:	0.44	0.37	0.37	0.26	0.35	0.35	0.22	0.59	0.30	0.24	0.49	0.13
Delay/Veh:	35.9	24.2	24.2	34.3	24.0	24.0	34.0	27.5	23.8	34.2	25.6	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:	35.9	24.2	24.2	34.3	24.0	24.0	34.0	27.5	23.8	34.2	25.6	22.4
LOS by Move:	D	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	3	4	4	2	4	4	1	8	3	1	6	1

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Indian Street / Alessandro Boulevard

Cycle (sec): 120 | Critical Vol./Cap.(X): 0.705
Loss Time (sec): 16 | Average Delay (sec/veh): 54.9
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	42	42	10	42	42	10	28	28	10	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	3	0 1	1 0	3	0 1
Volume Module:												
Base Vol:	256	301	255	215	278	91	96	1077	92	216	1000	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	256	301	255	215	278	91	96	1077	92	216	1000	102
Added Vol:	0	0	0	5	0	0	0	38	0	0	38	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	256	301	255	220	278	91	96	1115	92	216	1038	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	268	316	267	231	291	95	101	1169	96	226	1088	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	268	316	267	231	291	95	101	1169	96	226	1088	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:	268	316	267	231	291	95	101	1169	96	226	1088	112
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.88	0.88	0.95	0.91	0.91	0.95	0.91	0.85	0.95	0.91	0.85
Lanes:	1.00	1.08	0.92	1.00	1.51	0.49	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1805	1819	1541	1805	2619	857	1805	5187	1615	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.15	0.17	0.17	0.13	0.11	0.11	0.06	0.23	0.06	0.13	0.21	0.07
Crit Moves:	****				****			****		****		
Green/Cycle:	0.15	0.37	0.37	0.13	0.35	0.35	0.10	0.23	0.23	0.13	0.27	0.27
Volume/Cap:	0.97	0.47	0.47	0.95	0.32	0.32	0.58	0.97	0.26	0.97	0.78	0.26
Delay/Veh:	95.4	29.2	29.2	95.0	28.7	28.7	57.0	63.7	37.9	101.5	43.8	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:	95.4	29.2	29.2	95.0	28.7	28.7	57.0	63.7	37.9	101.5	43.8	34.9
LOS by Move:	F	C	C	F	C	C	E	E	D	F	D	C
HCM2kAvgQ:	14	9	9	12	5	5	4	21	3	12	15	3

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 Indian Street / Cactus Avenue

Cycle (sec): 80 Critical Vol./Cap.(X): 0.685
Loss Time (sec): 16 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	15	15	10	15	15	10	15	15	10	15	15
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0 1	1 0		1 0 1	1 0		1 0 1	1 0		1 0 1	1 0	
Volume Module:												
Base Vol:	137	499	63	67	448	99	110	958	89	34	670	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	137	499	63	67	448	99	110	958	89	34	670	129
Added Vol:	0	0	0	11	0	0	0	33	0	0	33	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	137	499	63	78	448	99	110	991	89	34	703	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	144	525	66	82	472	104	116	1043	94	36	740	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	525	66	82	472	104	116	1043	94	36	740	147
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	144	525	66	82	472	104	116	1043	94	36	740	147
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.98	0.95	0.97	0.97	0.98	1.02	1.02	0.98	1.01	1.01
Lanes:	1.00	1.78	0.22	1.00	1.64	0.36	1.00	1.84	0.16	1.00	1.67	0.33
Final Sat.:	1805	3317	419	1805	3028	669	1865	3559	320	1865	3192	636
Capacity Analysis Module:												
Vol/Sat:	0.08	0.16	0.16	0.05	0.16	0.16	0.06	0.29	0.29	0.02	0.23	0.23
Crit Moves:	****				****			****		****		
Green/Cycle:	0.13	0.19	0.19	0.13	0.19	0.19	0.17	0.36	0.36	0.13	0.31	0.31
Volume/Cap:	0.64	0.84	0.84	0.36	0.82	0.82	0.37	0.82	0.82	0.15	0.74	0.74
Delay/Veh:	39.3	39.8	39.8	33.0	38.4	38.4	30.1	27.1	27.1	31.5	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:	39.3	39.8	39.8	33.0	38.4	38.4	30.1	27.1	27.1	31.5	26.9	26.9
LOS by Move:	D	D	D	C	D	D	C	C	C	C	C	C
HCM2kAvgQ:	5	10	10	2	10	10	3	16	16	1	12	12

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Indian Street / John F. Kennedy Drive

Cycle (sec): 85 Critical Vol./Cap.(X): 0.441
Loss Time (sec): 16 Average Delay (sec/veh): 26.8
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	27	27	10	27	27	10	24	24	10	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	67	435	62	91	375	45	88	321	65	68	285	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	435	62	91	375	45	88	321	65	68	285	93
Added Vol:	0	0	11	0	0	0	0	11	0	11	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	67	435	73	91	375	45	88	332	65	79	296	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	73	474	80	99	408	49	96	362	71	86	322	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	474	80	99	408	49	96	362	71	86	322	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:	73	474	80	99	408	49	96	362	71	86	322	101
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	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	1.71	0.29	1.00	1.79	0.21	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3023	507	1805	3172	381	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.16	0.05	0.13	0.13	0.05	0.10	0.04	0.05	0.09	0.06
Crit Moves:		****		****				****		****		
Green/Cycle:	0.11	0.31	0.31	0.11	0.31	0.31	0.11	0.28	0.28	0.11	0.28	0.28
Volume/Cap:	0.35	0.51	0.51	0.48	0.42	0.42	0.46	0.36	0.16	0.41	0.32	0.23
Delay/Veh:	36.5	24.9	24.9	37.8	24.0	24.0	37.6	25.6	24.0	37.1	25.2	24.6
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:	36.5	24.9	24.9	37.8	24.0	24.0	37.6	25.6	24.0	37.1	25.2	24.6
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	2	7	7	3	5	5	3	4	1	3	4	2

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #15 Indian Street / Gentian Avenue

Average Delay (sec/veh): 8.3 Worst Case Level Of Service: F[54.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	51	403	0	10	382	48	89	0	56	0	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:	51	403	0	10	382	48	89	0	56	0	0	9
Added Vol:	0	0	0	0	0	5	5	0	0	0	0	0
Tract 22180:	0	6	4	17	7	0	0	0	0	3	0	15
Initial Fut:	51	409	4	27	389	53	94	0	56	3	0	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	61	486	5	32	463	63	112	0	67	4	0	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	61	486	5	32	463	63	112	0	67	4	0	29
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:	526	xxxx	xxxxx	491	xxxx	xxxxx	1183	1171	494	1202	1200	489
Potent Cap.:	1051	xxxx	xxxxx	1083	xxxx	xxxxx	168	194	579	163	187	583
Move Cap.:	1051	xxxx	xxxxx	1083	xxxx	xxxxx	149	177	579	135	170	583
Volume/Cap:	0.06	xxxx	xxxx	0.03	xxxx	xxxx	0.75	0.00	0.11	0.03	0.00	0.05
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	0.4	xxxx	xxxx	xxxxx
Control Del:	8.6	xxxx	xxxxx	8.4	xxxx	xxxxx	xxxxx	xxxx	12.0	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	B	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	149	xxxx	xxxxx	xxxx	426	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.6	xxxx	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	79.3	xxxx	xxxxx	xxxxx	14.1	xxxxx
Shared LOS:	*	*	*	*	*	*	F	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			54.2			14.1		
ApproachLOS:	*			*			F			B		

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Indian Street / Iris Avenue

Cycle (sec): 105 | Critical Vol./Cap.(X): 0.660
Loss Time (sec): 16 | Average Delay (sec/veh): 37.2
Optimal Cycle: OPTIMIZED | Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	28	28	10	10	10	10	10	10	10	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	1 0	1	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	73	191	24	178	105	64	14	327	136	68	311	224
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	191	24	178	105	64	14	327	136	68	311	224
Added Vol:	0	0	11	0	0	0	0	11	0	11	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	191	35	178	105	64	14	338	136	79	322	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:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	78	204	37	190	112	68	15	360	145	84	343	239
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	204	37	190	112	68	15	360	145	84	343	239
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	204	37	190	112	68	15	360	145	84	343	239
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.98	0.95	1.00	0.85	0.95	0.96	0.96	0.95	1.00	0.85
Lanes:	1.00	0.85	0.15	1.00	1.00	1.00	1.00	0.71	0.29	1.00	1.00	1.00
Final Sat.:	1805	1569	287	1805	1900	1615	1805	1297	522	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.13	0.13	0.11	0.06	0.04	0.01	0.28	0.28	0.05	0.18	0.15
Crit Moves:		****		****				****		****		
Green/Cycle:	0.20	0.27	0.27	0.13	0.20	0.20	0.13	0.35	0.35	0.10	0.32	0.32
Volume/Cap:	0.22	0.49	0.49	0.79	0.29	0.21	0.06	0.79	0.79	0.49	0.57	0.47
Delay/Veh:	35.4	33.2	33.2	60.0	36.1	35.4	40.0	37.0	37.0	47.3	31.3	29.5
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:	35.4	33.2	33.2	60.0	36.1	35.4	40.0	37.0	37.0	47.3	31.3	29.5
LOS by Move:	D	C	C	E	D	D	D	D	D	D	C	C
HCM2kAvgQ:	2	7	7	8	3	2	0	16	16	3	10	6

Note: Queue reported is the number of cars per lane.

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                    MORENO VALLEY WALMART TIA (JN 08660)
            Opening Year Cumulative (2018) With Project Conditions
                          Saturday Mid-Day Peak Hour
------------------------------------------------------------------------------
                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
******************************************************************************
Intersection #18 Indian Street / Krameria Avenue
******************************************************************************
Average Delay (sec/veh):      4.6       Worst Case Level Of Service: B[ 10.3]
******************************************************************************
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:        0  0  0  1  0    1  0  1  0  0    0  0  0  0  0    1  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  123    24   124  113     0     0    0     0    24    0   112
Growth Adj:  1.00 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  123    24   124  113     0     0    0     0    24    0   112
Added Vol:      0    5     0     5    5     0     0    0     0     0    0     5
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  128    24   129  118     0     0    0     0    24    0   117
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:     0  139    26   140  128     0     0    0     0    26    0   127
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0  139    26   140  128     0     0    0     0    26    0   127
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4 xxxx   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   165 xxxx xxxxx  xxxx xxxx xxxxx   561 xxxx   152
Potent Cap.: xxxx xxxx xxxxx  1425 xxxx xxxxx  xxxx xxxx xxxxx   492 xxxx   899
Move Cap.:   xxxx xxxx xxxxx  1425 xxxx xxxxx  xxxx xxxx xxxxx   455 xxxx   899
Volume/Cap:  xxxx xxxx  xxxx  0.10 xxxx  xxxx  xxxx xxxx  xxxx  0.06 xxxx  0.14
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.3 xxxx xxxxx  xxxx xxxx xxxxx   0.2 xxxx   0.5
Control Del:xxxxx xxxx xxxxx   7.8 xxxx xxxxx xxxxx xxxx xxxxx  13.4 xxxx   9.7
LOS by Move:    *    *     *     A    *     *     *    *     *     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:    xxxxxx           xxxxxx           xxxxxx             10.3
ApproachLOS:         *                *                *                B
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************


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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Indian Street / Harley Knox Boulevard

Cycle (sec): 115 Critical Vol./Cap.(X): 0.765
Loss Time (sec): 16 Average Delay (sec/veh): 48.5
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	39	39	10	39	39	10	34	34	10	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	1 0	1 1	0	1 0	1 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	149	363	43	63	532	277	178	212	32	31	307	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	149	363	43	63	532	277	178	212	32	31	307	5
Added Vol:	0	0	5	0	0	0	0	33	0	5	33	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	149	363	48	63	532	277	178	245	32	36	340	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
PHF Volume:	208	506	67	88	741	386	248	341	45	50	474	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	506	67	88	741	386	248	341	45	50	474	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	208	506	67	88	741	386	248	341	45	50	474	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.95	0.90	0.90	0.95	1.00	0.85	0.92	0.95	0.95
Lanes:	2.00	2.00	1.00	1.00	1.32	0.68	1.00	1.00	1.00	2.00	1.97	0.03
Final Sat.:	3502	3610	1615	1805	2253	1173	1805	1900	1615	3502	3551	52
Capacity Analysis Module:												
Vol/Sat:	0.06	0.14	0.04	0.05	0.33	0.33	0.14	0.18	0.03	0.01	0.13	0.13
Crit Moves:	****				****		****				****	
Green/Cycle:	0.09	0.34	0.34	0.09	0.34	0.34	0.14	0.34	0.34	0.10	0.30	0.30
Volume/Cap:	0.68	0.41	0.12	0.56	0.97	0.97	0.99	0.53	0.08	0.14	0.45	0.45
Delay/Veh:	57.1	29.4	26.3	54.9	56.9	56.9	102.4	31.8	26.1	47.6	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:	57.1	29.4	26.3	54.9	56.9	56.9	102.4	31.8	26.1	47.6	33.2	33.2
LOS by Move:	E	C	C	D	E	E	F	C	C	D	C	C
HCM2kAvgQ:	5	7	2	4	26	26	13	10	1	1	7	7

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #22 Driveway 1 / Gentian Avenue

Average Delay (sec/veh): 6.8 Worst Case Level Of Service: A[9.0]

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	0	0	0	1	1	0	1	0	1	0	0
Volume Module:																				
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	9	0		
Growth Adj:	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	0	10	0	0	0	9	0		
Added Vol:	0	0	163	0	0	0	0	0	0	0	0	0	0	0	109	0	0			
Tract 22180:	0	0	0	0	0	0	0	0	0	0	0	0	21	0	0	25	0			
Initial Fut:	0	0	163	0	0	0	0	0	0	0	0	0	31	0	109	34	0			
User Adj:	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
PHF Volume:	0	0	177	0	0	0	0	0	0	0	0	0	34	0	118	37	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
FinalVolume:	0	0	177	0	0	0	0	0	0	0	0	0	34	0	118	37	0			
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	6.2	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	17	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	34	xxxx	xxxxx								
Potent Cap.:	xxxx	xxxx	1068	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1591	xxxx	xxxxx								
Move Cap.:	xxxx	xxxx	1068	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1591	xxxx	xxxxx								
Volume/Cap:	xxxx	xxxx	0.17	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.07	xxxx	xxxx								
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	0.6	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx								
Control Del:	xxxxx	xxxx	9.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx								
LOS by Move:	*	*	A	*	*	*	*	*	*	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:	9.0			xxxxxx			xxxxxx			xxxxxx										
ApproachLOS:	A			*			*			*										

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #23 Driveway 2 / Santiago Drive

Average Delay (sec/veh): 4.4 Worst Case Level Of Service: B[11.5]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	0	1	0	0	0	0	1	0	1	0	0	0	0	0	1	0
Volume Module:																				
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	58	0	0	0	0	38	0		
Growth Adj:	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	58	0	0	0	0	38	0		
Added Vol:	0	0	0	190	0	0	0	0	0	0	0	0	0	0	0	0	0	179		
Tract 22180:	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	14	0		
Initial Fut:	0	0	0	190	0	0	0	0	0	0	0	70	0	0	0	0	52	179		
User Adj:	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92		
PHF Volume:	0	0	0	207	0	0	0	0	0	0	0	76	0	0	0	0	57	195		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
FinalVolume:	0	0	0	207	0	0	0	0	0	0	0	76	0	0	0	0	57	195		
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx	230	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Potent Cap.:	xxxx	xxxx	xxxxx	763	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Move Cap.:	xxxx	xxxx	xxxxx	763	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Volume/Cap:	xxxx	xxxx	xxxx	0.27	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx								
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx	1.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Control Del:	xxxxx	xxxx	xxxxx	11.5	xxxx	xxxxx	xxxxx	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	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			11.5			xxxxxx			xxxxxx										
ApproachLOS:	*			B			*			*										

Note: Queue reported is the number of cars per lane.

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Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	0	1001	666	0	1103	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5		4.5	
Lane Util. Factor		0.95	0.95		0.97	
Frpb, ped/bikes		1.00	1.00		1.00	
Flpb, ped/bikes		1.00	1.00		1.00	
Frt		1.00	1.00		0.99	
Flt Protected		1.00	1.00		0.96	
Satd. Flow (prot)		3574	3574		3434	
Flt Permitted		1.00	1.00		0.96	
Satd. Flow (perm)		3574	3574		3434	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1054	701	0	1161	108
RTOR Reduction (vph)	0	0	0	0	8	0
Lane Group Flow (vph)	0	1054	701	0	1261	0
Confl. Peds. (#/hr)						5
Heavy Vehicles (%)	0%	1%	1%	0%	1%	2%
Turn Type		NA	NA		NA	
Protected Phases		2	6		4	
Permitted Phases						
Actuated Green, G (s)		46.2	46.2		34.8	
Effective Green, g (s)		46.2	46.2		34.8	
Actuated g/C Ratio		0.51	0.51		0.39	
Clearance Time (s)		4.5	4.5		4.5	
Vehicle Extension (s)		2.0	2.0		2.0	
Lane Grp Cap (vph)		1834	1834		1327	
v/s Ratio Prot		c0.29	0.20		c0.37	
v/s Ratio Perm						
v/c Ratio		0.57	0.38		0.95	
Uniform Delay, d1		15.1	13.3		26.8	
Progression Factor		1.00	1.00		1.00	
Incremental Delay, d2		1.3	0.6		14.4	
Delay (s)		16.4	13.9		41.1	
Level of Service		B	B		D	
Approach Delay (s)		16.4	13.9		41.1	
Approach LOS		B	B		D	

Intersection Summary			
HCM 2000 Control Delay	26.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	69.9%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	215	3	159	774	1544	0	0	1076	433
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	8	16	8	12	12	12	12	12	12
Total Lost time (s)					4.5		4.5	4.5			3.5	3.5
Lane Util. Factor					1.00		0.97	0.95			0.91	1.00
Frpb, ped/bikes					0.99		1.00	1.00			1.00	0.98
Flpb, ped/bikes					1.00		1.00	1.00			1.00	1.00
Frt					0.94		1.00	1.00			1.00	0.85
Flt Protected					0.97		0.95	1.00			1.00	1.00
Satd. Flow (prot)					1884		3433	3574			5187	1568
Flt Permitted					0.97		0.95	1.00			1.00	1.00
Satd. Flow (perm)					1884		3433	3574			5187	1568
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	0	0	0	219	3	162	790	1576	0	0	1098	442
RTOR Reduction (vph)	0	0	0	0	25	0	0	0	0	0	0	271
Lane Group Flow (vph)	0	0	0	0	359	0	790	1576	0	0	1098	171
Confl. Peds. (#/hr)						5						5
Heavy Vehicles (%)	0%	0%	0%	7%	0%	0%	2%	1%	0%	0%	0%	1%
Turn Type				Split	NA		Prot	NA			NA	Perm
Protected Phases				8	8		5	2			6	
Permitted Phases												6
Actuated Green, G (s)					26.3		31.7	79.7			44.5	44.5
Effective Green, g (s)					26.3		31.7	79.7			44.5	44.5
Actuated g/C Ratio					0.23		0.28	0.69			0.39	0.39
Clearance Time (s)					4.5		4.5	4.5			3.5	3.5
Vehicle Extension (s)					2.0		2.0	2.0			2.0	2.0
Lane Grp Cap (vph)					430		946	2476			2007	606
v/s Ratio Prot					c0.19		c0.23	c0.44			0.21	
v/s Ratio Perm												0.11
v/c Ratio					0.83		0.84	0.64			0.55	0.28
Uniform Delay, d1					42.3		39.2	9.7			27.4	24.3
Progression Factor					1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2					12.5		6.2	1.3			1.1	1.2
Delay (s)					54.8		45.4	11.0			28.5	25.4
Level of Service					D		D	B			C	C
Approach Delay (s)		0.0			54.8			22.4			27.6	
Approach LOS		A			D			C			C	

Intersection Summary			
HCM 2000 Control Delay	27.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	115.0	Sum of lost time (s)	12.5
Intersection Capacity Utilization	82.3%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	697	799	608	109	232	479	221	1142	136	342	737	213
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.0	5.0	4.0	5.0		4.0	5.0		4.0	5.0	4.0
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95		1.00	0.91		0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	0.99		1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.90		1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3467	3610	1551	1805	3205		1752	5037		3467	3539	1595
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3467	3610	1551	1805	3205		1752	5037		3467	3539	1595
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	726	832	633	114	242	499	230	1190	142	356	768	222
RTOR Reduction (vph)	0	0	331	0	254	0	0	10	0	0	0	114
Lane Group Flow (vph)	726	832	302	114	487	0	230	1322	0	356	768	108
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	1%	0%	2%	0%	0%	0%	3%	1%	2%	1%	2%	0%
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA		Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2		1	6	7
Permitted Phases			4									6
Actuated Green, G (s)	26.0	43.4	43.4	14.2	31.6		22.4	44.8		19.6	42.0	68.0
Effective Green, g (s)	26.0	43.4	43.4	14.2	31.6		22.4	44.8		19.6	42.0	68.0
Actuated g/C Ratio	0.19	0.31	0.31	0.10	0.23		0.16	0.32		0.14	0.30	0.49
Clearance Time (s)	4.0	5.0	5.0	4.0	5.0		4.0	5.0		4.0	5.0	4.0
Vehicle Extension (s)	3.0	4.0	4.0	3.0	3.0		3.0	4.0		3.0	4.0	3.0
Lane Grp Cap (vph)	643	1119	480	183	723		280	1611		485	1061	774
v/s Ratio Prot	c0.21	c0.23		0.06	0.15		c0.13	c0.26		0.10	0.22	0.03
v/s Ratio Perm			0.19									0.04
v/c Ratio	1.13	0.74	0.63	0.62	0.67		0.82	0.82		0.73	0.72	0.14
Uniform Delay, d1	57.0	43.3	41.4	60.3	49.5		56.9	43.9		57.7	43.8	19.9
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	76.6	2.9	2.9	6.5	2.5		17.3	4.8		5.7	4.3	0.1
Delay (s)	133.6	46.2	44.3	66.8	52.0		74.2	48.7		63.4	48.1	19.9
Level of Service	F	D	D	E	D		E	D		E	D	B
Approach Delay (s)		74.6			54.0			52.5			47.5	
Approach LOS		E			D			D			D	

Intersection Summary			
HCM 2000 Control Delay	59.7	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	92.0%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	354	675	248	52	682	39	138	37	66	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	361	689	253	53	696	40	141	38	67	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		457										
pX, platoon unblocked				0.82			0.82	0.82	0.82	0.82	0.82	
vC, conflicting volume	736			942			1992	2380	471	1975	2486	368
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	736			489			1770	2243	0	1749	2373	368
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	59			94			0	0	92	0	100	100
cM capacity (veh/h)	872			889			29	19	894	0	16	635

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1
Volume Total	361	459	483	53	464	272	246
Volume Left	361	0	0	53	0	0	141
Volume Right	0	0	253	0	0	40	67
cSH	872	1700	1700	889	1700	1700	35
Volume to Capacity	0.41	0.27	0.28	0.06	0.27	0.16	6.95
Queue Length 95th (ft)	51	0	0	5	0	0	Err
Control Delay (s)	12.0	0.0	0.0	9.3	0.0	0.0	Err
Lane LOS	B			A			F
Approach Delay (s)	3.3			0.6			Err
Approach LOS							F

Intersection Summary			
Average Delay	1053.9		
Intersection Capacity Utilization	63.3%	ICU Level of Service	B
Analysis Period (min)	15		

MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #28 Perris Boulevard / Eucalyptus Avenue

Cycle (sec): 120 | Critical Vol./Cap.(X): 0.687
Loss Time (sec): 16 | Average Delay (sec/veh): 39.8
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	33	33	10	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	60	1285	73	108	1216	112	84	158	108	99	192	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	1285	73	108	1216	112	84	158	108	99	192	129
Added Vol:	0	22	11	0	22	0	0	0	0	11	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	1307	84	108	1238	112	84	158	108	110	192	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	63	1367	88	113	1295	117	88	165	113	115	201	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	1367	88	113	1295	117	88	165	113	115	201	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:	63	1367	88	113	1295	117	88	165	113	115	201	135
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	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.38	0.05	0.06	0.36	0.07	0.05	0.09	0.07	0.06	0.11	0.08
Crit Moves:		****		****			****				****	
Green/Cycle:	0.10	0.43	0.43	0.08	0.41	0.41	0.08	0.28	0.28	0.08	0.28	0.28
Volume/Cap:	0.36	0.89	0.13	0.75	0.87	0.18	0.58	0.32	0.25	0.76	0.38	0.30
Delay/Veh:	52.1	38.9	21.1	72.7	38.1	22.5	58.8	34.9	34.2	74.4	35.7	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:	52.1	38.9	21.1	72.7	38.1	22.5	58.8	34.9	34.2	74.4	35.7	34.8
LOS by Move:	D	D	C	E	D	C	E	C	C	E	D	C
HCM2kAvgQ:	3	28	2	6	26	3	4	5	3	6	6	4

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #29 Perris Boulevard / Cottonwood Avenue

Cycle (sec): 115 Critical Vol./Cap.(X): 0.627
Loss Time (sec): 16 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	28	28	10	28	28	10	33	33	10	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	113	1003	85	145	979	111	129	211	94	83	162	115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	1003	85	145	979	111	129	211	94	83	162	115
Added Vol:	33	38	16	0	38	0	0	0	33	16	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	146	1041	101	145	1017	111	129	211	127	99	162	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	149	1063	103	148	1039	113	132	216	130	101	165	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	1063	103	148	1039	113	132	216	130	101	165	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	149	1063	103	148	1039	113	132	216	130	101	165	117
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	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.29	0.06	0.08	0.29	0.07	0.07	0.11	0.08	0.06	0.09	0.07
Crit Moves:	****				****			****		****		
Green/Cycle:	0.11	0.38	0.38	0.11	0.38	0.38	0.09	0.29	0.29	0.09	0.29	0.29
Volume/Cap:	0.76	0.78	0.17	0.74	0.76	0.19	0.84	0.40	0.28	0.64	0.30	0.25
Delay/Veh:	65.7	34.8	24.1	63.1	33.8	24.0	82.9	33.4	32.1	59.7	32.3	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:	65.7	34.8	24.1	63.1	33.8	24.0	82.9	33.4	32.1	59.7	32.3	31.8
LOS by Move:	E	C	C	E	C	C	F	C	C	E	C	C
HCM2kAvgQ:	7	19	2	7	18	3	7	6	4	5	5	3

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #30 Perris Boulevard / Alessandro Boulevard

Cycle (sec):	95	Critical Vol./Cap.(X):	0.926
Loss Time (sec):	16	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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	10	19	19	10	15	15	10	15	15
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	420	659	103	157	664	257	334	847	262	152	697	147
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	420	659	103	157	664	257	334	847	262	152	697	147
Added Vol:	49	87	16	0	87	0	0	0	49	16	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	469	746	119	157	751	257	334	847	311	168	697	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	479	761	121	160	766	262	341	864	317	171	711	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	479	761	121	160	766	262	341	864	317	171	711	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	479	761	121	160	766	262	341	864	317	171	711	150
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.03	0.85	0.95	1.03	0.85	0.95	1.03	0.85	0.95	1.03	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	1805	3925	1615	1805	3925	1615	1805	3925	1615	1805	5888	1615
Capacity Analysis Module:												
Vol/Sat:	0.27	0.19	0.08	0.09	0.20	0.16	0.19	0.22	0.20	0.09	0.12	0.09
Crit Moves:	****				****		****				****	
Green/Cycle:	0.28	0.31	0.31	0.16	0.20	0.20	0.20	0.24	0.24	0.11	0.16	0.16
Volume/Cap:	0.96	0.62	0.24	0.54	0.96	0.80	0.96	0.92	0.82	0.83	0.77	0.59
Delay/Veh:	65.1	28.8	24.5	38.3	60.8	49.3	76.0	49.1	47.3	64.8	42.1	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:	65.1	28.8	24.5	38.3	60.8	49.3	76.0	49.1	47.3	64.8	42.1	40.7
LOS by Move:	E	C	C	D	E	D	E	D	D	E	D	D
HCM2kAvgQ:	19	11	3	5	16	10	15	17	12	7	9	5

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #31 Perris Boulevard / Cactus Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.918
Loss Time (sec): 16 Average Delay (sec/veh): 52.5
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2 0	1	1 0	1	1 0	1 0	1 1	0
Volume Module:												
Base Vol:	304	830	264	181	913	75	148	628	299	55	408	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	304	830	264	181	913	75	148	628	299	55	408	123
Added Vol:	43	157	16	0	157	0	0	0	43	16	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	347	987	280	181	1070	75	148	628	342	71	408	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:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	360	1023	290	188	1109	78	153	651	354	74	423	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	360	1023	290	188	1109	78	153	651	354	74	423	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	360	1023	290	188	1109	78	153	651	354	74	423	127
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.97	0.95	1.03	0.85	0.95	0.98	0.95	0.95	1.00	0.97
Lanes:	1.00	2.32	0.68	1.00	2.00	1.00	1.00	1.28	0.72	1.00	1.53	0.47
Final Sat.:	1805	4403	1249	1805	3925	1615	1805	2379	1296	1805	2888	871
Capacity Analysis Module:												
Vol/Sat:	0.20	0.23	0.23	0.10	0.28	0.05	0.08	0.27	0.27	0.04	0.15	0.15
Crit Moves:	****				****			****		****		
Green/Cycle:	0.21	0.35	0.35	0.15	0.29	0.29	0.13	0.28	0.28	0.08	0.23	0.23
Volume/Cap:	0.96	0.67	0.67	0.67	0.96	0.16	0.63	0.96	0.96	0.49	0.63	0.63
Delay/Veh:	84.2	34.4	34.4	54.2	60.3	31.7	54.3	62.1	62.1	55.1	42.9	42.9
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:	84.2	34.4	34.4	54.2	60.3	31.7	54.3	62.1	62.1	55.1	42.9	42.9
LOS by Move:	F	C	C	D	E	C	D	E	E	E	D	D
HCM2kAvgQ:	18	16	16	8	26	3	7	24	23	3	11	10

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 Perris Boulevard / John F. Kennedy Drive

Cycle (sec):	85	Critical Vol./Cap.(X):	0.785
Loss Time (sec):	16	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			Include			Include			Include		
Min. Green:	10	15	15	10	15	15	10	16	16	10	16	16
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	185	1084	189	201	1016	97	216	233	133	183	246	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	185	1084	189	201	1016	97	216	233	133	183	246	122
Added Vol:	27	217	54	0	217	0	0	0	27	54	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	212	1301	243	201	1233	97	216	233	160	237	246	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	221	1355	253	209	1284	101	225	243	167	247	256	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	221	1355	253	209	1284	101	225	243	167	247	256	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	221	1355	253	209	1284	101	225	243	167	247	256	127
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.01	0.98	0.95	1.02	0.99	0.95	1.03	0.85	0.95	1.03	0.85
Lanes:	1.00	2.51	0.49	1.00	2.77	0.23	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	4817	900	1805	5386	424	1805	3925	1615	1805	3925	1615
Capacity Analysis Module:												
Vol/Sat:	0.12	0.28	0.28	0.12	0.24	0.24	0.12	0.06	0.10	0.14	0.07	0.08
Crit Moves:		****		****					****	****		
Green/Cycle:	0.16	0.33	0.33	0.14	0.31	0.31	0.14	0.19	0.19	0.16	0.21	0.21
Volume/Cap:	0.78	0.86	0.86	0.86	0.78	0.78	0.90	0.33	0.55	0.86	0.31	0.38
Delay/Veh:	47.2	30.8	30.8	60.5	29.1	29.1	67.7	30.1	33.3	56.3	28.6	29.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.2	30.8	30.8	60.5	29.1	29.1	67.7	30.1	33.3	56.3	28.6	29.5
LOS by Move:	D	C	C	E	C	C	E	C	C	E	C	C
HCM2kAvgQ:	8	17	16	8	14	13	9	3	5	9	3	3

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #33 Perris Boulevard / Gentian Avenue

Cycle (sec): 105 | Critical Vol./Cap.(X): 0.862
Loss Time (sec): 12 | Average Delay (sec/veh): 21.8
Optimal Cycle: OPTIMIZED | Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	10	19	19	30	30	30	30	30	30
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	7	1307	99	80	1254	9	7	0	6	45	0	166
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	1307	99	80	1254	9	7	0	6	45	0	166
Added Vol:	54	174	0	0	255	43	125	11	27	0	11	0
Tract 22180:	4	6	0	0	7	21	18	0	3	0	0	0
Initial Fut:	65	1487	99	80	1516	73	150	11	36	45	11	166
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	72	1645	110	88	1677	81	166	12	40	50	12	184
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	1645	110	88	1677	81	166	12	40	50	12	184
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	72	1645	110	88	1677	81	166	12	40	50	12	184
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.08	0.90	0.90	0.95	0.90	0.90	0.50	0.50	0.50	0.82	0.82	0.82
Lanes:	1.00	2.81	0.19	1.00	2.86	0.14	0.76	0.06	0.18	0.20	0.05	0.75
Final Sat.:	148	4819	321	1805	4914	237	724	53	174	314	77	1160
Capacity Analysis Module:												
Vol/Sat:	0.49	0.34	0.34	0.05	0.34	0.34	0.23	0.23	0.23	0.16	0.16	0.16
Crit Moves:	****			****				****				
Green/Cycle:	0.50	0.50	0.50	0.10	0.60	0.60	0.29	0.29	0.29	0.29	0.29	0.29
Volume/Cap:	0.96	0.68	0.68	0.52	0.57	0.57	0.80	0.80	0.80	0.55	0.55	0.55
Delay/Veh:	115.4	20.3	20.3	47.9	13.0	13.0	50.4	50.4	50.4	33.4	33.4	33.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	115.4	20.3	20.3	47.9	13.0	13.0	50.4	50.4	50.4	33.4	33.4	33.4
LOS by Move:	F	C	C	D	B	B	D	D	D	C	C	C
HCM2kAvgQ:	5	16	16	3	13	13	9	9	9	7	7	7

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #34 Perris Boulevard / Driveway 3

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: C[17.2]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	3	0	0	0	0	2	1	0	0	0	0	0	1	0	0	0	0	1
Volume Module:																				
Base Vol:	0	1412		0		0	1305		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	1412		0		0	1305		0		0		0		0	0		0		0
Added Vol:	0	228		0		0	109		174		0		0		136	0		0		0
Tract 22180:	0	10		0		0	10		0		0		0		0	0		0		0
Initial Fut:	0	1650		0		0	1424		174		0		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:	0.92	0.92		0.92		0.92	0.92		0.92		0.92		0.92		0.92	0.92		0.92		0.92
PHF Volume:	0	1793		0		0	1548		189		0		0		148	0		0		0
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
FinalVolume:	0	1793		0		0	1548		189		0		0		148	0		0		0
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		xxxx		6.9	xxxxx		xxxx		6.9
FollowUpTim:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		xxxx		3.3	xxxxx		xxxx		3.3
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx		xxxx		611	xxxx		xxxx		598
Potent Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx		xxxx		442	xxxx		xxxx		451
Move Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx		xxxx		442	xxxx		xxxx		451
Volume/Cap:	xxxx	xxxx		xxxx		xxxx	xxxx		xxxx		xxxx		xxxx		0.33	xxxx		xxxx		0.00
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx		xxxx		1.5	xxxx		xxxx		xxxxx
Control Del:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		xxxx		17.2	xxxxx		xxxx		xxxxx
LOS by Move:	*	*		*		*	*		*		*		*		C	*		*		*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
SharedQueue:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx
Shrd ConDel:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx
Shared LOS:	*	*		*		*	*		*		*		*		*	*		*		*
ApproachDel:	xxxxxx					xxxxxx					17.2					xxxxxx				
ApproachLOS:	*					*					C					*				

Note: Queue reported is the number of cars per lane.

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                    MORENO VALLEY WALMART TIA (JN 08660)
            Opening Year Cumulative (2018) With Project Conditions
                          Saturday Mid-Day Peak Hour
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
*******************************************************************************
Intersection #35 Perris Boulevard / Driveway 4
*******************************************************************************
Average Delay (sec/veh):      0.7       Worst Case Level Of Service: C[ 16.6]
*******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:        0  0  2  0  0    0  0  2  1  0    0  0  0  0  1    0  0  1  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 1412     0     0 1305     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 1412     0     0 1305     0     0    0     0     0    0     0
Added Vol:      0  228     0     0  163    81     0    0    54     0    0     0
Tract 22180:    0   10     0     0  -68    78     0    0    78     0    0     0
Initial Fut:    0 1650     0     0 1400   159     0    0   132     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:     0 1793     0     0 1522   173     0    0   143     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0 1793     0     0 1522   173     0    0   143     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   6.9 xxxxx  6.5 xxxxx
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   3.3 xxxxx  4.0 xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   594  xxxx 3488 xxxxx
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   453  xxxx    7 xxxxx
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   453  xxxx    7 xxxxx
Volume/Cap:  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  0.32  xxxx 0.00  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   1.3  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx  16.6 xxxxx xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     *    *     C     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx             16.6           xxxxxx
ApproachLOS:         *                *                C                *
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************


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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #36 Perris Boulevard / Santiago Drive

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	2	1	0	1	0	2	1	0	0	0	1!	0	0	0	0	1!	0	0
Volume Module:																				
Base Vol:	3	1341		66		77	1203		25		10		28		20	47		10		61
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	3	1341		66		77	1203		25		10		28		20	47		10		61
Added Vol:	168	54		0		27	190		0		147		11		33	0		11		0
Tract 22180:	7	4		0		0	3		7		6		0		6	0		0		0
Initial Fut:	178	1399		66		104	1396		32		163		39		59	47		21		61
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	0.92	0.92		0.92		0.92	0.92		0.92		0.92		0.92		0.92	0.92		0.92		0.92
PHF Volume:	193	1519		72		113	1516		35		177		42		64	51		23		66
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
FinalVolume:	193	1519		72		113	1516		35		177		42		64	51		23		66
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:	1550	xxxx	xxxxx			1591	xxxx	xxxxx			2663		3736		523	2694		3718		542
Potent Cap.:	433	xxxx	xxxxx			418	xxxx	xxxxx			11		4		504	11		5		490
Move Cap.:	433	xxxx	xxxxx			418	xxxx	xxxxx			0		2		504	0		2		490
Volume/Cap:	0.45	xxxx	xxxx			0.27	xxxx	xxxx			xxxx	23.47			0.13	xxxx	12.28			0.14
Level Of Service Module:																				
2Way95thQ:	2.2	xxxx	xxxxx			1.1	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Control Del:	19.8	xxxx	xxxxx			16.8	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
LOS by Move:	C	*		*		C	*		*		*		*		*	*		*		*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx		0	xxxxx		xxxx		0	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					F				

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 Perris Boulevard / Iris Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.865
Loss Time (sec): 16 Average Delay (sec/veh): 64.5
Optimal Cycle: OPTIMIZED Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	31	31	10	31	31	10	34	34	10	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	2 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	235	1031	180	328	826	110	95	275	168	206	638	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	235	1031	180	328	826	110	95	275	168	206	638	250
Added Vol:	0	114	0	76	114	33	33	0	0	0	0	76
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	235	1145	180	404	940	143	128	275	168	206	638	326
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	256	1246	196	440	1023	156	139	299	183	224	694	355
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	256	1246	196	440	1023	156	139	299	183	224	694	355
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	256	1246	196	440	1023	156	139	299	183	224	694	355
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.89	0.89	0.95	0.90	0.90	0.95	0.90	0.90
Lanes:	1.00	3.00	1.00	1.00	2.60	0.40	1.00	1.24	0.76	1.00	1.32	0.68
Final Sat.:	1805	5187	1615	1805	4412	671	1805	2113	1291	1805	2267	1159
Capacity Analysis Module:												
Vol/Sat:	0.14	0.24	0.12	0.24	0.23	0.23	0.08	0.14	0.14	0.12	0.31	0.31
Crit Moves:		****		****				****		****		
Green/Cycle:	0.17	0.26	0.26	0.22	0.31	0.31	0.08	0.28	0.28	0.11	0.31	0.31
Volume/Cap:	0.84	0.93	0.47	1.13	0.76	0.76	0.92	0.50	0.50	1.13	0.99	0.99
Delay/Veh:	67.5	55.0	38.4	133.5	39.8	39.8	103.8	36.3	36.3	157.2	66.7	66.7
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:	67.5	55.0	38.4	133.5	39.8	39.8	103.8	36.3	36.3	157.2	66.7	66.7
LOS by Move:	E	E	D	F	D	D	F	D	D	F	E	E
HCM2kAvgQ:	12	21	6	26	16	16	8	8	8	15	26	26

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #38 Perris Boulevard / Krameria Avenue

Cycle (sec):	120	Critical Vol./Cap.(X):	0.662
Loss Time (sec):	16	Average Delay (sec/veh):	110.1
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	28	28	10	24	24	34	34	34	31	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 1	1! 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	35	1080	94	199	772	100	61	109	48	132	118	148
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	1080	94	199	772	100	61	109	48	132	118	148
Added Vol:	0	98	0	11	98	5	5	0	0	0	0	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	1178	94	210	870	105	66	109	48	132	118	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	41	1365	109	243	1008	122	76	126	56	153	137	184
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	1365	109	243	1008	122	76	126	56	153	137	184
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	1365	109	243	1008	122	76	126	56	153	137	184
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.90	0.90	0.91	0.91	0.91	0.95	1.00	0.85
Lanes:	1.00	2.78	0.22	1.00	2.68	0.32	0.66	1.10	1.24	1.00	1.00	1.00
Final Sat.:	1805	4751	379	1805	4554	550	1142	1885	2136	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.29	0.29	0.13	0.22	0.22	0.07	0.07	0.03	0.08	0.07	0.11
Crit Moves:		****		****				****		****		
Green/Cycle:	0.09	0.23	0.23	0.09	0.24	0.24	0.28	0.28	0.28	0.26	0.26	0.26
Volume/Cap:	0.25	1.23	1.23	1.47	0.94	0.94	0.24	0.24	0.09	0.33	0.28	0.44
Delay/Veh:	51.8	158	157.6	296.1	58.6	58.6	33.1	33.1	31.7	36.5	35.9	38.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.8	158	157.6	296.1	58.6	58.6	33.1	33.1	31.7	36.5	35.9	38.0
LOS by Move:	D	F	F	F	E	E	C	C	C	D	D	D
HCM2kAvgQ:	2	35	35	20	19	19	3	3	1	5	4	6

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #39 Perris Boulevard / San Michele Road

Cycle (sec): 120 | Critical Vol./Cap.(X): 0.446
Loss Time (sec): 16 | Average Delay (sec/veh): 36.6
Optimal Cycle: OPTIMIZED | Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	32	32	10	32	32	10	34	34	10	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0 2		1 0	1 0 2		1 0	1 0 0		1 0	1 0 1		0 1
Volume Module:												
Base Vol:	45	889	1	1	811	226	163	1	27	1	1	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	889	1	1	811	226	163	1	27	1	1	1
Added Vol:	0	87	0	0	87	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	976	1	1	898	226	163	1	27	1	1	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	51	1113	1	1	1024	258	186	1	31	1	1	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	1113	1	1	1024	258	186	1	31	1	1	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	1113	1	1	1024	258	186	1	31	1	1	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.88	0.88	0.95	0.86	0.86	0.95	1.00	0.85
Lanes:	1.00	2.99	0.01	1.00	2.40	0.60	1.00	0.04	0.96	1.00	1.00	1.00
Final Sat.:	1805	5182	5	1805	4020	1012	1805	58	1566	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.21	0.21	0.00	0.25	0.25	0.10	0.02	0.02	0.00	0.00	0.00
Crit Moves:	****				****		****				****	
Green/Cycle:	0.08	0.33	0.33	0.10	0.36	0.36	0.14	0.33	0.33	0.10	0.28	0.28
Volume/Cap:	0.34	0.64	0.64	0.01	0.72	0.72	0.72	0.06	0.06	0.01	0.00	0.00
Delay/Veh:	53.2	34.6	34.6	48.1	34.8	34.8	58.1	27.5	27.5	49.0	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:	53.2	34.6	34.6	48.1	34.8	34.8	58.1	27.5	27.5	49.0	30.8	30.8
LOS by Move:	D	C	C	D	C	C	E	C	C	D	C	C
HCM2kAvgQ:	2	13	13	0	16	16	8	1	1	0	0	0

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #40 Perris Boulevard / Nandina Avenue

Cycle (sec): 110 Critical Vol./Cap.(X): 0.419
Loss Time (sec): 16 Average Delay (sec/veh): 39.4
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	10	31	31	10	31	31	10	41	41	10	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	3 0	1	1 0	1 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	11	811	2	106	746	68	150	2	105	4	2	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	811	2	106	746	68	150	2	105	4	2	3
Added Vol:	0	87	0	0	87	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	898	2	106	833	68	150	2	105	4	2	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	12	1017	2	120	943	77	170	2	119	5	2	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	1017	2	120	943	77	170	2	119	5	2	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	1017	2	120	943	77	170	2	119	5	2	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.91	0.85	0.95	0.81	0.81	0.95	1.00	0.85
Lanes:	1.00	2.99	0.01	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	5175	12	1805	5187	1615	1805	1540	1540	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.20	0.20	0.07	0.18	0.05	0.09	0.00	0.08	0.00	0.00	0.00
Crit Moves:		****		****			****				****	
Green/Cycle:	0.09	0.28	0.28	0.09	0.28	0.39	0.11	0.39	0.39	0.09	0.37	0.37
Volume/Cap:	0.08	0.70	0.70	0.73	0.65	0.12	0.86	0.00	0.20	0.03	0.00	0.01
Delay/Veh:	46.0	36.8	36.8	64.2	35.7	21.5	78.3	20.7	22.5	45.3	21.7	21.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.0	36.8	36.8	64.2	35.7	21.5	78.3	20.7	22.5	45.3	21.7	21.7
LOS by Move:	D	D	D	E	D	C	E	C	C	D	C	C
HCM2kAvgQ:	0	12	12	6	11	2	8	0	3	0	0	0

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #41 Perris Boulevard / Harley Knox Boulevard

Cycle (sec): 95 Critical Vol./Cap.(X): 0.776
Loss Time (sec): 12 Average Delay (sec/veh): 24.2
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				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	0	0	29	29	10	0	10	0	0	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	1	0	0	1	0	0	1	0	0	1	0	0	1	0	0	1! 0 0
Volume Module:																
Base Vol:	37	627	1	15	697	262	189	18	135	1	29	13				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	37	627	1	15	697	262	189	18	135	1	29	13				
Added Vol:	0	49	0	0	49	38	38	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	37	676	1	15	746	300	227	18	135	1	29	13				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87				
PHF Volume:	43	779	1	17	859	346	262	21	156	1	33	15				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	43	779	1	17	859	346	262	21	156	1	33	15				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	43	779	1	17	859	346	262	21	156	1	33	15				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.95	1.00	1.00	0.98	0.98	0.85	0.87	0.87	0.87	0.96	0.96	0.96				
Lanes:	1.00	0.99	0.01	0.02	0.98	1.00	1.00	0.12	0.88	0.02	0.68	0.30				
Final Sat.:	1805	1897	3	37	1829	1615	1660	195	1464	42	1228	550				
Capacity Analysis Module:																
Vol/Sat:	0.02	0.41	0.41	0.47	0.47	0.21	0.16	0.11	0.11	0.03	0.03	0.03				
Crit Moves:	****				****		****					****				
Green/Cycle:	0.11	0.66	0.66	0.55	0.55	0.55	0.18	0.18	0.18	0.03	0.03	0.03				
Volume/Cap:	0.22	0.63	0.63	0.85	0.85	0.39	0.85	0.57	0.57	0.85	0.85	0.85				
Delay/Veh:	39.5	10.5	10.5	25.0	25.0	12.4	50.4	36.4	36.4	113.7	114	113.7				
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:	39.5	10.5	10.5	25.0	25.0	12.4	50.4	36.4	36.4	113.7	114	113.7				
LOS by Move:	D	B	B	C	C	B	D	D	D	F	F	F				
HCM2kAvgQ:	1	14	14	24	24	6	11	6	6	3	3	3				

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #42 Perris Boulevard / Ramona Expressway

Cycle (sec):	120	Critical Vol./Cap.(X):	0.666
Loss Time (sec):	16	Average Delay (sec/veh):	45.6
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	44	44	10	44	44	10	36	36	10	36	36
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	1 1	0	2 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	191	465	139	375	437	184	143	964	81	140	1035	247
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	191	465	139	375	437	184	143	964	81	140	1035	247
Added Vol:	0	16	0	22	16	11	11	0	0	0	0	22
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	191	481	139	397	453	195	154	964	81	140	1035	269
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	200	505	146	417	475	205	162	1012	85	147	1086	282
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	505	146	417	475	205	162	1012	85	147	1086	282
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	200	505	146	417	475	205	162	1012	85	147	1086	282
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	0.91	0.91	0.92	0.91	0.85	0.92	0.88	0.88
Lanes:	2.00	2.00	1.00	2.00	1.40	0.60	2.00	3.00	1.00	2.00	2.38	0.62
Final Sat.:	3502	3610	1615	3502	2410	1037	3502	5187	1615	3502	3989	1037
Capacity Analysis Module:												
Vol/Sat:	0.06	0.14	0.09	0.12	0.20	0.20	0.05	0.20	0.05	0.04	0.27	0.27
Crit Moves:		****		****			****				****	
Green/Cycle:	0.09	0.37	0.37	0.12	0.39	0.39	0.08	0.30	0.30	0.08	0.30	0.30
Volume/Cap:	0.64	0.38	0.25	1.02	0.50	0.50	0.55	0.65	0.18	0.50	0.91	0.91
Delay/Veh:	57.2	28.2	26.7	102.6	27.8	27.8	55.2	37.5	31.2	54.0	48.7	48.7
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:	57.2	28.2	26.7	102.6	27.8	27.8	55.2	37.5	31.2	54.0	48.7	48.7
LOS by Move:	E	C	C	F	C	C	E	D	C	D	D	D
HCM2kAvgQ:	5	7	4	13	10	10	4	12	2	3	21	21

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #43 Kitching Street / Cactus Avenue

Cycle (sec):	75	Critical Vol./Cap.(X):	0.681
Loss Time (sec):	16	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:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	1 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	141	347	43	77	289	61	59	752	134	52	438	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	347	43	77	289	61	59	752	134	52	438	59
Added Vol:	0	11	16	0	11	0	0	0	0	16	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	141	358	59	77	300	61	59	752	134	68	438	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	152	387	64	83	324	66	64	812	145	73	473	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	387	64	83	324	66	64	812	145	73	473	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	152	387	64	83	324	66	64	812	145	73	473	64
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	1.01	1.01	0.98	1.03	0.88	0.98	1.01	1.01	0.98	1.01	1.01
Lanes:	1.00	1.72	0.28	1.00	1.00	1.00	1.00	1.70	0.30	1.00	1.76	0.24
Final Sat.:	1865	3299	544	1865	1963	1668	1865	3255	580	1865	3397	458
Capacity Analysis Module:												
Vol/Sat:	0.08	0.12	0.12	0.04	0.17	0.04	0.03	0.25	0.25	0.04	0.14	0.14
Crit Moves:	****				****			****		****		
Green/Cycle:	0.13	0.17	0.17	0.17	0.21	0.21	0.22	0.31	0.31	0.13	0.23	0.23
Volume/Cap:	0.61	0.69	0.69	0.26	0.80	0.19	0.16	0.80	0.80	0.30	0.61	0.61
Delay/Veh:	35.1	32.4	32.4	27.5	38.8	24.8	23.9	27.4	27.4	30.0	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:	35.1	32.4	32.4	27.5	38.8	24.8	23.9	27.4	27.4	30.0	27.2	27.2
LOS by Move:	D	C	C	C	D	C	C	C	C	C	C	C
HCM2kAvgQ:	5	7	7	2	10	2	1	13	13	2	7	7

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 Kitching Street / John F. Kennedy Drive

Cycle (sec):	80	Critical Vol./Cap.(X):	0.743
Loss Time (sec):	16	Average Delay (sec/veh):	36.7
Optimal Cycle:	OPTIMIZED	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	105	317	36	42	270	76	97	453	144	68	392	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	317	36	42	270	76	97	453	144	68	392	38
Added Vol:	11	0	0	0	0	27	27	16	11	0	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	116	317	36	42	270	103	124	469	155	68	408	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	121	332	38	44	283	108	130	491	162	71	427	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	332	38	44	283	108	130	491	162	71	427	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	121	332	38	44	283	108	130	491	162	71	427	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.24	1.24	1.24	1.22	1.22	1.22	1.05	1.06	1.06	1.05	1.10	0.94
Lanes:	0.25	0.67	0.08	0.10	0.65	0.25	1.00	1.50	0.50	1.00	2.00	1.00
Final Sat.:	582	1592	181	234	1507	575	1986	3025	1000	1986	4180	1777
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.21	0.19	0.19	0.19	0.07	0.16	0.16	0.04	0.10	0.02
Crit Moves:	****			****				****		****		
Green/Cycle:	0.25	0.25	0.25	0.23	0.23	0.23	0.16	0.20	0.20	0.13	0.16	0.16
Volume/Cap:	0.83	0.83	0.83	0.83	0.83	0.83	0.41	0.83	0.83	0.29	0.64	0.14
Delay/Veh:	37.7	37.7	37.7	39.9	39.9	39.9	31.0	38.1	38.1	32.4	33.4	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:	37.7	37.7	37.7	39.9	39.9	39.9	31.0	38.1	38.1	32.4	33.4	29.1
LOS by Move:	D	D	D	D	D	D	C	D	D	C	C	C
HCM2kAvgQ:	14	14	14	13	13	13	3	11	11	2	6	1

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #45 Kitching Street / Iris Avenue

Cycle (sec):	70	Critical Vol./Cap.(X):	0.728
Loss Time (sec):	16	Average Delay (sec/veh):	28.1
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	122	231	130	85	255	130	110	702	109	254	751	172
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	122	231	130	85	255	130	110	702	109	254	751	172
Added Vol:	5	0	0	0	0	5	5	54	5	0	54	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	231	130	85	255	135	115	756	114	254	805	172
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	133	242	136	89	268	142	121	793	120	267	845	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	242	136	89	268	142	121	793	120	267	845	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	133	242	136	89	268	142	121	793	120	267	845	180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	1.01	1.01	0.98	1.03	0.88
Lanes:	1.00	1.28	0.72	1.00	1.31	0.69	1.00	1.74	0.26	1.00	2.00	1.00
Final Sat.:	1865	2376	1337	1865	2433	1288	1865	3343	504	1865	3925	1668
Capacity Analysis Module:												
Vol/Sat:	0.07	0.10	0.10	0.05	0.11	0.11	0.06	0.24	0.24	0.14	0.22	0.11
Crit Moves:	****				****			****		****		
Green/Cycle:	0.14	0.14	0.14	0.14	0.14	0.14	0.19	0.30	0.30	0.18	0.29	0.43
Volume/Cap:	0.50	0.71	0.71	0.33	0.77	0.77	0.33	0.78	0.78	0.78	0.74	0.25
Delay/Veh:	29.2	33.2	33.2	27.8	35.7	35.7	24.9	25.8	25.8	38.5	24.9	12.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.2	33.2	33.2	27.8	35.7	35.7	24.9	25.8	25.8	38.5	24.9	12.7
LOS by Move:	C	C	C	C	D	D	C	C	C	D	C	B
HCM2kAvgQ:	3	6	6	2	6	6	3	12	12	8	10	3

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #46 Lasselle Street / Iris Avenue

Cycle (sec): 110 | Critical Vol./Cap.(X): 0.535
Loss Time (sec): 16 | Average Delay (sec/veh): 38.0
Optimal Cycle: OPTIMIZED | Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	10	41	41	10	41	41	10	34	34	10	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	184	421	199	241	337	84	209	524	200	274	816	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:	184	421	199	241	337	84	209	524	200	274	816	126
Added Vol:	11	0	0	0	0	11	11	22	11	0	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	195	421	199	241	337	95	220	546	211	274	838	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:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	204	440	208	252	352	99	230	571	220	286	876	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	440	208	252	352	99	230	571	220	286	876	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	204	440	208	252	352	99	230	571	220	286	876	132
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	0.91	0.85	0.92	0.89	0.89
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	2.61	0.39
Final Sat.:	3502	3610	1615	3502	3610	1615	3502	5187	1615	3502	4419	664
Capacity Analysis Module:												
Vol/Sat:	0.06	0.12	0.13	0.07	0.10	0.06	0.07	0.11	0.14	0.08	0.20	0.20
Crit Moves:		****		****			****				****	
Green/Cycle:	0.09	0.37	0.46	0.09	0.37	0.37	0.09	0.31	0.31	0.09	0.31	0.31
Volume/Cap:	0.65	0.33	0.28	0.80	0.26	0.17	0.73	0.36	0.45	0.91	0.65	0.65
Delay/Veh:	53.4	25.3	18.8	62.8	24.6	23.7	57.5	30.1	31.6	78.4	34.3	34.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.4	25.3	18.8	62.8	24.6	23.7	57.5	30.1	31.6	78.4	34.3	34.3
LOS by Move:	D	C	B	E	C	C	E	C	C	E	C	C
HCM2kAvgQ:	5	6	4	6	4	2	6	6	6	8	12	12

Note: Queue reported is the number of cars per lane.

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APPENDIX 6.3

Opening Year Cumulative (2018) Without Project Conditions
Traffic Signal Warrant Analysis Worksheets

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM

TRAFFIC CONDITIONS **EAC 2018**

CALC DB DATE 07/30/13

CHK CS DATE 08/13/13

Jurisdiction: **City of Moreno Valley**

Major Street: **Harley Knox Boulevard** Critical Approach Speed (Major) 45 mph

Minor Street: **Webster Avenue** Critical Approach Speed (Minor) 25 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes **1** lane

Major Street Future ADT = **32,914** vpd Minor Street Future ADT = **60** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ……... [√]

or **RURAL (R)**

In built up area of isolated community of < 10,000 population …….. [ ]

(Based on Estimated Average Daily Traffic - See Note)

URBAN	RURAL	Minimum Requirements EADT			
	XX				
CONDITION A - Minimum Vehicular Volume					
Satisfied	Not Satisfied	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
	XX				
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **32,914**	*1* **60**	8,000	5,600 *	2,400	1,680
2 +	*1*	9,600	6,720	2,400	1,680
2 +	*2 +*	9,600	6,720	3,200	2,240
1	*2 +*	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic					
Satisfied	Not Satisfied	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
	XX				
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **32,914**	*1* **60**	12,000	8,400 *	1,200	850
2 +	*1*	14,400	10,080	1,200	850
2 +	*2 +*	14,400	10,080	1,600	1,120
1	*2 +*	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B					
Satisfied	Not Satisfied	2 CONDITIONS 80%		2 CONDITIONS 80%	
	XX				
No one condition satisfied, but following conditions fulfilled 80% of more …..	**A** 4% / **B** 7%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM

TRAFFIC CONDITIONS **EAC 2018**

CALC CS DATE 02/12/14

CHK CS DATE 02/12/14

Jurisdiction: **City of Moreno Valley**

Major Street: **Indian Street** Critical Approach Speed (Major) 40 mph

Minor Street: **Gentian Avenue** Critical Approach Speed (Minor) 40 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes **2** lane

Major Street Future ADT = **7,417** vpd Minor Street Future ADT = **1,135** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ……..

or **RURAL (R)**

In built up area of isolated community of < 10,000 population ……

(Based on Estimated Average Daily Traffic - See Note)

URBAN XX RURAL

CONDITION A - Minimum Vehicular Volume

Satisfied Not Satisfied XX

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Minimum Requirements EADT: Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1	*1*	8,000	5,600	2,400	1,680
2 +	*1*	9,600	6,720	2,400	1,680
2 +	*2 +*	9,600	6,720	3,200	2,240
1 **7,417**	*2 +* **1,135**	8,000	5,600	3,200	2,240

CONDITION B - Interruption of Continuous Traffic

Satisfied Not Satisfied XX

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1	*1*	12,000	8,400	1,200	850
2 +	*1*	14,400	10,080	1,200	850
2 +	*2 +*	14,400	10,080	1,600	1,120
1	*2 +* **1,135**	12,000	8,400	1,600	1,120

Combination of CONDITIONS A + B

Satisfied Not Satisfied XX

No one condition satisfied, but following conditions fulfilled 80% of more ….. **A** 35% **B** 71%

2 CONDITIONS 80% | 2 CONDITIONS 80%

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM

TRAFFIC CONDITIONS **EAC 2018**

CALC DB DATE 07/30/13

CHK CS DATE 08/13/13

Jurisdiction: **City of Moreno Valley**

Major Street: **Indian Street**

Minor Street: **Krameria Avenue**

Critical Approach Speed (Major) 50 mph

Critical Approach Speed (Minor) 25 mph

Major Street Approach Lanes = **1** lane

Minor Street Approach Lanes **1** lane

Major Street Future ADT = **4,519** vpd

Minor Street Future ADT = **1,703** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ……... [√]

or

In built up area of isolated community of < 10,000 population …….. [ ]

RURAL (R)

(Based on Estimated Average Daily Traffic - See Note)

URBAN	RURAL	Minimum Requirements EADT			
	XX				
CONDITION A - Minimum Vehicular Volume					
Satisfied	Not Satisfied	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
	XX				
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **4,519**	*1* **1,703**	8,000	5,600	2,400	1,680 *
2 +	*1*	9,600	6,720	2,400	1,680
2 +	*2 +*	9,600	6,720	3,200	2,240
1	*2 +*	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic					
Satisfied	Not Satisfied	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
	XX				
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **4,519**	*1* **1,703**	12,000	8,400	1,200	850 *
2 +	*1*	14,400	10,080	1,200	850
2 +	*2 +*	14,400	10,080	1,600	1,120
1	*2 +*	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B					
Satisfied	Not Satisfied	2 CONDITIONS 80%		2 CONDITIONS 80%	
	XX				
No one condition satisfied, but following conditions fulfilled 80% of more …..	**A** 81% / **B** 54%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

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APPENDIX 6.4

Opening Year Cumulative (2018) With Project Conditions
Traffic Signal Warrant Analysis Worksheets

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

___	___	___	___		TRAFFIC CONDITIONS		**EAPC 2018**
DIST	CO	RTE	PM	CALC	DB	DATE	07/30/13
Jurisdiction:	**City of Moreno Valley**			CHK	CS	DATE	08/13/13
Major Street:	**Harley Knox Boulevard**				Critical Approach Speed (Major)		45 mph
Minor Street:	**Webster Avenue**				Critical Approach Speed (Minor)		25 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes **1** lane

Major Street Future ADT = **33,346** vpd Minor Street Future ADT = **204** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ……... [√]

or **RURAL (R)**

In built up area of isolated community of < 10,000 population …….. [ ]

(Based on Estimated Average Daily Traffic - See Note)

URBAN	RURAL	Minimum Requirements EADT			
	XX				
CONDITION A - Minimum Vehicular Volume					
Satisfied	Not Satisfied	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
	XX				
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **33,346**	*1* **204**	8,000	5,600 *	2,400	1,680
2 +	*1*	9,600	6,720	2,400	1,680
2 +	*2 +*	9,600	6,720	3,200	2,240
1	*2 +*	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic					
Satisfied	Not Satisfied	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
	XX				
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **33,346**	*1* **204**	12,000	8,400 *	1,200	850
2 +	*1*	14,400	10,080	1,200	850
2 +	*2 +*	14,400	10,080	1,600	1,120
1	*2 +*	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B					
Satisfied	Not Satisfied	2 CONDITIONS 80%		2 CONDITIONS 80%	
	XX				
No one condition satisfied, but following conditions fulfilled 80% of more …..	**A** 12% / **B** 24%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM

TRAFFIC CONDITIONS **EAPC 2018**

CALC CS DATE 02/12/14

CHK CS DATE 02/12/14

Jurisdiction: **City of Moreno Valley**

Major Street: **Indian Street** Critical Approach Speed (Major) 40 mph

Minor Street: **Gentian Avenue** Critical Approach Speed (Minor) 40 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes **2** lane

Major Street Future ADT = **7,465** vpd Minor Street Future ADT = **1,183** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ……..

or **RURAL (R)**

In built up area of isolated community of < 10,000 population ……

(Based on Estimated Average Daily Traffic - See Note)

URBAN	RURAL	Minimum Requirements EADT			
XX					
CONDITION A - Minimum Vehicular Volume					
Satisfied	Not Satisfied XX	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1	*1*	8,000	5,600	2,400	1,680
2 +	*1*	9,600	6,720	2,400	1,680
2 +	*2 +*	9,600	6,720	3,200	2,240
1 **7,465**	*2 +* **1,183**	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic					
Satisfied	Not Satisfied XX	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1	*1*	12,000	8,400	1,200	850
2 +	*1*	14,400	10,080	1,200	850
2 +	*2 +*	14,400	10,080	1,600	1,120
1	*2 +* **1,183**	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B					
Satisfied	Not Satisfied XX	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more …..	**A** 37% **B** 74%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM

TRAFFIC CONDITIONS **EAPC 2018**

CALC DB DATE 07/30/13

CHK CS DATE 08/13/13

Jurisdiction: **City of Moreno Valley**

Major Street: **Indian Street** Critical Approach Speed (Major) 50 mph

Minor Street: **Krameria Avenue** Critical Approach Speed (Minor) 25 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes **1** lane

Major Street Future ADT = **4,663** vpd Minor Street Future ADT = **1,751** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ……... [√]

or **RURAL (R)**

In built up area of isolated community of < 10,000 population …….. [ ]

(Based on Estimated Average Daily Traffic - See Note)

URBAN	RURAL	Minimum Requirements EADT			
	XX				
CONDITION A - Minimum Vehicular Volume					
Satisfied	Not Satisfied	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
	XX				
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **4,663**	*1* **1,751**	8,000	5,600	2,400	1,680 *
2 +	*1*	9,600	6,720	2,400	1,680
2 +	*2 +*	9,600	6,720	3,200	2,240
1	*2 +*	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic					
Satisfied	Not Satisfied	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
	XX				
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **4,663**	*1* **1,751**	12,000	8,400	1,200	850 *
2 +	*1*	14,400	10,080	1,200	850
2 +	*2 +*	14,400	10,080	1,600	1,120
1	*2 +*	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B					
Satisfied	Not Satisfied	2 CONDITIONS 80%		2 CONDITIONS 80%	
	XX				
No one condition satisfied, but following conditions fulfilled 80% of more …..	**A** 83% / **B** 56%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM

TRAFFIC CONDITIONS **EAPC 2018**

CALC CS DATE 02/12/14

CHK CS DATE 02/12/14

Jurisdiction: **City of Moreno Valley**

Major Street: **Gentian Avenue**

Minor Street: **Driveway 1**

Critical Approach Speed (Major) 40 mph

Critical Approach Speed (Minor) 25 mph

Major Street Approach Lanes = **2** lane

Minor Street Approach Lanes **1** lane

Major Street Future ADT = **1,203** vpd

Minor Street Future ADT = **1,203** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ……..

or

In built up area of isolated community of < 10,000 population ……

RURAL (R)

(Based on Estimated Average Daily Traffic - See Note)

URBAN	RURAL	Minimum Requirements EADT			
XX					
CONDITION A - Minimum Vehicular Volume					
Satisfied	Not Satisfied XX	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1	*1*	8,000	5,600	2,400	1,680
2 + **1,203**	*1* **1,203**	9,600	6,720	2,400	1,680
2 +	*2 +*	9,600	6,720	3,200	2,240
1	*2 +*	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic					
Satisfied	Not Satisfied XX	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1	*1*	12,000	8,400	1,200	850
2 +	*1* **1,203**	14,400	10,080	1,200 *	850
2 +	*2 +*	14,400	10,080	1,600	1,120
1	*2 +*	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B					
Satisfied	Not Satisfied XX	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more …..	**A** 13% **B** 100%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM

TRAFFIC CONDITIONS **EAPC 2018**

CALC CS DATE 02/12/14

CHK CS DATE 02/12/14

Jurisdiction: **City of Moreno Valley**

Major Street: **Santiago Drive** Critical Approach Speed (Major) 25 mph

Minor Street: **Driveway 2** Critical Approach Speed (Minor) 25 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes **1** lane

Major Street Future ADT = **1,720** vpd Minor Street Future ADT = **1,637** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ……..

or **URBAN (U)**

In built up area of isolated community of < 10,000 population ……

(Based on Estimated Average Daily Traffic - See Note)

URBAN	RURAL	Minimum Requirements EADT			
XX					
CONDITION A - Minimum Vehicular Volume					
Satisfied	Not Satisfied XX	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **1,720**	*1* **1,637**	8,000	5,600	2,400	1,680
2 +	*1*	9,600	6,720	2,400	1,680
2 +	*2 +*	9,600	6,720	3,200	2,240
1	*2 +*	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic					
Satisfied	Not Satisfied XX	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **1,720**	*1* **1,637**	12,000	8,400	1,200 *	850
2 +	*1*	14,400	10,080	1,200	850
2 +	*2 +*	14,400	10,080	1,600	1,120
1	*2 +*	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B					
Satisfied	Not Satisfied XX	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more …..	**A** 21% **B** 14%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

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APPENDIX 6.5

Opening Year Cumulative (2018) Without Project Conditions
Progression Analysis Worksheets

Lane Group	EBT	EBR	WBL	WBT	SBR
Lane Group Flow (vph)	552	104	636	2063	527
v/c Ratio	0.42	0.18	1.05	0.74	0.73
Control Delay	21.7	5.3	79.6	8.1	23.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	21.7	5.3	79.6	8.1	23.4
Queue Length 50th (ft)	108	0	~347	185	210
Queue Length 95th (ft)	193	36	#703	560	332
Internal Link Dist (ft)	199			297	
Turn Bay Length (ft)					
Base Capacity (vph)	1329	565	608	2783	1057
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.42	0.18	1.05	0.74	0.50

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	25	1322	2672	678	175	43	53
v/c Ratio	0.28	0.77	1.51	1.48	0.29	0.11	0.12
Control Delay	19.3	16.7	254.9	249.4	15.2	15.8	8.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.3	16.7	254.9	249.4	15.2	15.8	8.9
Queue Length 50th (ft)	5	204	~809	~380	43	12	5
Queue Length 95th (ft)	25	283	#949	#566	86	32	26
Internal Link Dist (ft)		174	278		327		167
Turn Bay Length (ft)	175			130		100	
Base Capacity (vph)	89	1710	1764	459	612	385	429
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.77	1.51	1.48	0.29	0.11	0.12

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

24: Sunnymead Boulevard & SR-60 EB Off Ramp

Lane Group	EBT	WBT	SBL
Lane Group Flow (vph)	520	770	942
v/c Ratio	0.26	0.38	0.84
Control Delay	10.9	12.0	35.1
Queue Delay	0.0	0.0	0.0
Total Delay	10.9	12.0	35.1
Queue Length 50th (ft)	73	118	249
Queue Length 95th (ft)	97	146	228
Internal Link Dist (ft)	1259	587	530
Turn Bay Length (ft)			300
Base Capacity (vph)	1964	2003	1336
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.26	0.38	0.71

Intersection Summary

Lane Group	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	445	684	1432	1336	487
v/c Ratio	0.87	0.88	0.60	0.62	0.52
Control Delay	54.1	57.1	12.4	29.1	4.5
Queue Delay	0.0	0.0	1.8	0.0	0.0
Total Delay	54.1	57.1	14.2	29.1	4.5
Queue Length 50th (ft)	279	247	281	291	0
Queue Length 95th (ft)	375	#359	415	367	71
Internal Link Dist (ft)	1249		410	140	
Turn Bay Length (ft)		50			
Base Capacity (vph)	627	795	2372	2138	934
Starvation Cap Reductn	0	0	730	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.71	0.86	0.87	0.62	0.52

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	EBR	WBL	WBT	SBR
Lane Group Flow (vph)	1416	571	1095	774	229
v/c Ratio	1.00	0.69	1.66	0.27	0.28
Control Delay	50.8	10.8	328.4	1.9	3.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	50.8	10.8	328.4	1.9	3.1
Queue Length 50th (ft)	~385	58	~851	31	2
Queue Length 95th (ft)	#545	180	#1085	42	39
Internal Link Dist (ft)	199			297	
Turn Bay Length (ft)					
Base Capacity (vph)	1412	828	659	2871	1204
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.00	0.69	1.66	0.27	0.19

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	34	2256	2953	151	97	104	71
v/c Ratio	0.34	0.95	1.21	0.69	0.26	0.39	0.23
Control Delay	22.9	25.8	118.0	39.3	19.8	24.8	21.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.9	25.8	118.0	39.3	19.8	24.8	21.1
Queue Length 50th (ft)	5	~455	~823	56	30	36	24
Queue Length 95th (ft)	#48	#731	#1050	98	57	66	47
Internal Link Dist (ft)		174	278		327		167
Turn Bay Length (ft)	175			130		100	
Base Capacity (vph)	100	2366	2435	360	619	446	516
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.95	1.21	0.42	0.16	0.23	0.14

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	WBT	SBL
Lane Group Flow (vph)	860	549	1616
v/c Ratio	0.48	0.30	1.18
Control Delay	15.6	13.6	117.8
Queue Delay	0.0	0.0	0.0
Total Delay	15.6	13.6	117.8
Queue Length 50th (ft)	159	91	~576
Queue Length 95th (ft)	180	110	#596
Internal Link Dist (ft)	1259	587	530
Turn Bay Length (ft)			300
Base Capacity (vph)	1806	1806	1365
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.48	0.30	1.18

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	434	625	1616	1247	396
v/c Ratio	0.87	0.86	0.67	0.56	0.44
Control Delay	56.6	56.6	13.9	27.2	4.2
Queue Delay	0.0	0.0	3.9	0.0	0.0
Total Delay	56.6	56.6	17.8	27.2	4.2
Queue Length 50th (ft)	287	228	348	256	0
Queue Length 95th (ft)	385	#296	498	335	64
Internal Link Dist (ft)	1249		410	140	
Turn Bay Length (ft)		50			
Base Capacity (vph)	605	780	2422	2215	901
Starvation Cap Reductn	0	0	706	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.72	0.80	0.94	0.56	0.44

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	EBR	WBL	WBT	SBR
Lane Group Flow (vph)	774	89	558	246	113
v/c Ratio	0.55	0.14	0.84	0.10	0.10
Control Delay	20.7	4.3	37.6	1.5	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	20.7	4.3	37.6	1.5	0.2
Queue Length 50th (ft)	159	0	264	8	0
Queue Length 95th (ft)	215	27	#442	13	0
Internal Link Dist (ft)	199			297	
Turn Bay Length (ft)					
Base Capacity (vph)	1398	643	666	2428	1415
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.55	0.14	0.84	0.10	0.08

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	17	1307	1569	135	125	72	21
v/c Ratio	0.16	0.61	0.71	0.67	0.38	0.28	0.06
Control Delay	11.7	9.1	11.4	39.0	13.9	22.3	4.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.7	9.1	11.4	39.0	13.9	22.3	4.8
Queue Length 50th (ft)	2	127	180	50	20	24	0
Queue Length 95th (ft)	16	253	351	90	53	49	10
Internal Link Dist (ft)		174	278		327		167
Turn Bay Length (ft)	175			130		100	
Base Capacity (vph)	105	2149	2221	336	513	435	560
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.61	0.71	0.40	0.24	0.17	0.04

Intersection Summary

Lane Group	EBT	WBT	SBL
Lane Group Flow (vph)	1054	701	1269
v/c Ratio	0.57	0.38	0.95
Control Delay	16.9	14.2	42.7
Queue Delay	0.0	0.0	0.0
Total Delay	16.9	14.2	42.7
Queue Length 50th (ft)	210	122	345
Queue Length 95th (ft)	271	163	#489
Internal Link Dist (ft)	1259	587	530
Turn Bay Length (ft)			300
Base Capacity (vph)	1835	1835	1361
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.57	0.38	0.93

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	373	790	1564	1087	442
v/c Ratio	0.84	0.83	0.63	0.54	0.50
Control Delay	55.0	47.9	11.5	28.8	4.6
Queue Delay	0.0	0.0	2.2	0.0	0.0
Total Delay	55.0	47.9	13.8	28.8	4.6
Queue Length 50th (ft)	242	277	291	229	0
Queue Length 95th (ft)	325	#427	453	283	67
Internal Link Dist (ft)	1249		410	140	
Turn Bay Length (ft)		50			
Base Capacity (vph)	605	955	2501	2028	882
Starvation Cap Reductn	0	0	761	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.62	0.83	0.90	0.54	0.50

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

APPENDIX 6.6

Opening Year Cumulative (2018) With Project Conditions
Progression Analysis Worksheets

Lane Group	EBT	EBR	WBL	WBT	SBR
Lane Group Flow (vph)	554	104	636	2065	527
v/c Ratio	0.42	0.18	1.05	0.74	0.73
Control Delay	21.7	5.3	79.6	8.1	23.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	21.7	5.3	79.6	8.1	23.4
Queue Length 50th (ft)	109	0	~347	185	210
Queue Length 95th (ft)	193	36	#703	560	332
Internal Link Dist (ft)	199			297	
Turn Bay Length (ft)					
Base Capacity (vph)	1329	565	608	2783	1057
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.42	0.18	1.05	0.74	0.50

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	25	1329	2677	678	175	43	53
v/c Ratio	0.28	0.78	1.52	1.48	0.29	0.11	0.12
Control Delay	19.3	16.8	256.2	249.4	15.2	15.8	8.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.3	16.8	256.2	249.4	15.2	15.8	8.9
Queue Length 50th (ft)	5	206	~812	~380	43	12	5
Queue Length 95th (ft)	25	286	#951	#566	86	32	26
Internal Link Dist (ft)		174	278		327		167
Turn Bay Length (ft)	175			130		100	
Base Capacity (vph)	89	1712	1764	459	612	385	429
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.78	1.52	1.48	0.29	0.11	0.12

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

24: Sunnymead Boulevard & SR-60 EB Off Ramp

Lane Group	EBT	WBT	SBL
Lane Group Flow (vph)	520	770	942
v/c Ratio	0.26	0.38	0.84
Control Delay	10.9	12.0	35.1
Queue Delay	0.0	0.0	0.0
Total Delay	10.9	12.0	35.1
Queue Length 50th (ft)	73	118	249
Queue Length 95th (ft)	97	146	228
Internal Link Dist (ft)	1259	587	530
Turn Bay Length (ft)			300
Base Capacity (vph)	1964	2003	1336
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.26	0.38	0.71

Intersection Summary

Lane Group	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	450	684	1435	1341	487
v/c Ratio	0.88	0.88	0.61	0.63	0.52
Control Delay	54.4	57.2	12.5	29.2	4.5
Queue Delay	0.0	0.0	1.9	0.0	0.0
Total Delay	54.4	57.2	14.4	29.2	4.5
Queue Length 50th (ft)	283	247	284	294	0
Queue Length 95th (ft)	382	#359	417	368	71
Internal Link Dist (ft)	1249		410	140	
Turn Bay Length (ft)		50			
Base Capacity (vph)	628	794	2366	2131	933
Starvation Cap Reductn	0	0	725	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.72	0.86	0.87	0.63	0.52

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	EBR	WBL	WBT	SBR
Lane Group Flow (vph)	1420	571	1095	779	229
v/c Ratio	1.01	0.69	1.66	0.27	0.28
Control Delay	51.5	10.9	328.4	1.9	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	51.5	10.9	328.4	1.9	3.2
Queue Length 50th (ft)	~388	58	~851	31	3
Queue Length 95th (ft)	#548	181	#1085	42	39
Internal Link Dist (ft)	199			297	
Turn Bay Length (ft)					
Base Capacity (vph)	1412	827	659	2871	1204
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.01	0.69	1.66	0.27	0.19

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	34	2269	2967	151	97	104	71
v/c Ratio	0.34	0.96	1.22	0.69	0.26	0.39	0.23
Control Delay	22.9	26.7	120.5	39.3	19.8	24.8	21.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.9	26.7	120.5	39.3	19.8	24.8	21.1
Queue Length 50th (ft)	5	~518	~830	56	30	36	24
Queue Length 95th (ft)	#48	#737	#1057	98	57	66	47
Internal Link Dist (ft)		174	278		327		167
Turn Bay Length (ft)	175			130		100	
Base Capacity (vph)	100	2366	2435	360	619	446	516
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.96	1.22	0.42	0.16	0.23	0.14

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	WBT	SBL
Lane Group Flow (vph)	860	549	1616
v/c Ratio	0.48	0.30	1.18
Control Delay	15.6	13.6	117.8
Queue Delay	0.0	0.0	0.0
Total Delay	15.6	13.6	117.8
Queue Length 50th (ft)	159	91	~576
Queue Length 95th (ft)	180	110	#596
Internal Link Dist (ft)	1259	587	530
Turn Bay Length (ft)			300
Base Capacity (vph)	1806	1806	1365
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.48	0.30	1.18

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	442	625	1625	1256	396
v/c Ratio	0.88	0.86	0.67	0.57	0.44
Control Delay	57.3	56.6	14.2	27.5	4.2
Queue Delay	0.0	0.0	4.3	0.0	0.0
Total Delay	57.3	56.6	18.5	27.5	4.2
Queue Length 50th (ft)	294	228	355	260	0
Queue Length 95th (ft)	394	#296	503	338	64
Internal Link Dist (ft)	1249		410	140	
Turn Bay Length (ft)		50			
Base Capacity (vph)	605	780	2412	2199	897
Starvation Cap Reductn	0	0	698	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.73	0.80	0.95	0.57	0.44

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	EBR	WBL	WBT	SBR
Lane Group Flow (vph)	780	89	558	251	113
v/c Ratio	0.56	0.14	0.84	0.10	0.10
Control Delay	20.8	4.3	37.6	1.5	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	20.8	4.3	37.6	1.5	0.2
Queue Length 50th (ft)	161	0	264	8	0
Queue Length 95th (ft)	216	27	#442	13	0
Internal Link Dist (ft)	199			297	
Turn Bay Length (ft)					
Base Capacity (vph)	1398	643	666	2428	1413
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.56	0.14	0.84	0.10	0.08

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	17	1324	1586	135	125	72	21
v/c Ratio	0.17	0.61	0.71	0.68	0.38	0.28	0.06
Control Delay	11.9	9.1	11.5	39.3	14.4	22.4	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.9	9.1	11.5	39.3	14.4	22.4	4.9
Queue Length 50th (ft)	2	130	183	50	21	24	0
Queue Length 95th (ft)	16	257	#361	90	54	49	10
Internal Link Dist (ft)		174	278		327		167
Turn Bay Length (ft)	175			130		100	
Base Capacity (vph)	102	2153	2224	336	511	435	560
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.61	0.71	0.40	0.24	0.17	0.04

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	WBT	SBL
Lane Group Flow (vph)	1054	701	1269
v/c Ratio	0.57	0.38	0.95
Control Delay	16.9	14.2	42.7
Queue Delay	0.0	0.0	0.0
Total Delay	16.9	14.2	42.7
Queue Length 50th (ft)	210	122	345
Queue Length 95th (ft)	271	163	#489
Internal Link Dist (ft)	1259	587	530
Turn Bay Length (ft)			300
Base Capacity (vph)	1835	1835	1361
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.57	0.38	0.93

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	384	790	1576	1098	442
v/c Ratio	0.84	0.84	0.64	0.55	0.50
Control Delay	55.0	48.8	12.1	29.2	4.6
Queue Delay	0.0	0.0	2.5	0.0	0.0
Total Delay	55.0	48.8	14.6	29.2	4.6
Queue Length 50th (ft)	251	277	303	235	0
Queue Length 95th (ft)	334	#437	470	286	67
Internal Link Dist (ft)	1249		410	140	
Turn Bay Length (ft)		50			
Base Capacity (vph)	604	946	2478	2008	878
Starvation Cap Reductn	0	0	744	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.64	0.84	0.91	0.55	0.50

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

APPENDIX 6.7

Opening Year Cumulative (2018) With Project Conditions
Intersection Operations Analysis Worksheets, With Improvements

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	504	95	579	1879	0	0	0	0	0	0	480
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5	5.5	4.0	5.5							4.0
Lane Util. Factor		0.95	1.00	0.97	0.95							1.00
Frpb, ped/bikes		1.00	0.98	1.00	1.00							0.98
Flpb, ped/bikes		1.00	1.00	1.00	1.00							1.00
Frt		1.00	0.85	1.00	1.00							0.86
Flt Protected		1.00	1.00	0.95	1.00							1.00
Satd. Flow (prot)		3610	1589	3502	3610							1616
Flt Permitted		1.00	1.00	0.95	1.00							1.00
Satd. Flow (perm)		3610	1589	3502	3610							1616
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	554	104	636	2065	0	0	0	0	0	0	527
RTOR Reduction (vph)	0	0	68	0	0	0	0	0	0	0	0	51
Lane Group Flow (vph)	0	554	36	636	2065	0	0	0	0	0	0	476
Confl. Peds. (#/hr)			5									5
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type		NA	Perm	Prot	NA							custom
Protected Phases		2		1	6							
Permitted Phases			2									4
Actuated Green, G (s)		41.8	41.8	28.4	74.2							36.3
Effective Green, g (s)		41.8	41.8	28.4	74.2							36.3
Actuated g/C Ratio		0.35	0.35	0.24	0.62							0.30
Clearance Time (s)		5.5	5.5	4.0	5.5							4.0
Vehicle Extension (s)		2.0	2.0	2.0	2.0							2.0
Lane Grp Cap (vph)		1257	553	828	2232							488
v/s Ratio Prot		0.15		0.18	c0.57							
v/s Ratio Perm			0.02									c0.29
v/c Ratio		0.44	0.07	0.77	0.93							0.98
Uniform Delay, d1		30.1	26.1	42.7	20.4							41.4
Progression Factor		1.00	1.00	1.00	1.00							1.00
Incremental Delay, d2		1.1	0.2	3.9	8.0							34.0
Delay (s)		31.2	26.3	46.6	28.5							75.4
Level of Service		C	C	D	C							E
Approach Delay (s)		30.4			32.7			0.0			75.4	
Approach LOS		C			C			A			E	

Intersection Summary			
HCM 2000 Control Delay	38.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.98		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	90.1%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	24	1183	80	0	2361	182	644	130	36	41	0	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0		5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	0.91	1.00		0.91		0.97	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00	0.97		1.00		1.00	1.00		1.00	0.98	
Flpb, ped/bikes	1.00	1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85		0.99		1.00	0.97		1.00	0.85	
Flt Protected	0.95	1.00	1.00		1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	5187	1570		5121		3502	1831		1805	1587	
Flt Permitted	0.07	1.00	1.00		1.00		0.72	1.00		0.59	1.00	
Satd. Flow (perm)	125	5187	1570		5121		2663	1831		1117	1587	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	25	1245	84	0	2485	192	678	137	38	43	0	53
RTOR Reduction (vph)	0	0	33	0	8	0	0	11	0	0	16	0
Lane Group Flow (vph)	25	1245	51	0	2669	0	678	164	0	43	37	0
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA	Perm		NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2		2				8			4		
Actuated Green, G (s)	61.0	61.0	61.0		61.0		29.0	29.0		29.0	29.0	
Effective Green, g (s)	61.0	61.0	61.0		61.0		29.0	29.0		29.0	29.0	
Actuated g/C Ratio	0.61	0.61	0.61		0.61		0.29	0.29		0.29	0.29	
Clearance Time (s)	5.0	5.0	5.0		5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	2.0	2.0	2.0		2.0		2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	76	3164	957		3123		772	530		323	460	
v/s Ratio Prot		0.24			c0.52			0.09			0.02	
v/s Ratio Perm	0.20		0.03				c0.25			0.04		
v/c Ratio	0.33	0.39	0.05		0.85		0.88	0.31		0.13	0.08	
Uniform Delay, d1	9.5	10.0	7.9		15.9		33.8	27.7		26.2	25.8	
Progression Factor	1.00	1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	11.2	0.4	0.1		3.2		10.8	0.1		0.1	0.0	
Delay (s)	20.7	10.4	8.0		19.1		44.6	27.8		26.3	25.8	
Level of Service	C	B	A		B		D	C		C	C	
Approach Delay (s)		10.4			19.1			41.1			26.0	
Approach LOS		B			B			D			C	

Intersection Summary			
HCM 2000 Control Delay	20.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	84.7%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions WITH IMPROVEMENTS
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Elsworth Street / Cactus Avenue

Cycle (sec):	120	Critical Vol./Cap.(X):	0.783
Loss Time (sec):	16	Average Delay (sec/veh):	53.0
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:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Ignore			Include		
Min. Green:	29	29	29	10	10	10	10	21	21	10	21	21
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1! 0	0	1 1	0 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	53	25	19	74	138	129	177	1806	350	107	2538	115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	25	19	74	138	129	177	1806	350	107	2538	115
Added Vol:	0	0	0	0	0	0	0	7	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	25	19	74	138	129	177	1813	350	107	2543	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00	0.92	0.92	0.92
PHF Volume:	57	27	21	80	150	140	192	1964	0	116	2755	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	27	21	80	150	140	192	1964	0	116	2755	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	57	27	21	80	150	140	192	1964	0	116	2755	125
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.94	0.94	0.98	0.98	0.85	0.95	0.91	1.00	0.95	1.06	0.85
Lanes:	2.29	0.40	0.31	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3992	721	548	1868	1868	1615	1805	5187	1900	1805	6053	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.04	0.04	0.04	0.08	0.09	0.11	0.38	0.00	0.06	0.46	0.08
Crit Moves:		****			****		****				****	
Green/Cycle:	0.24	0.24	0.24	0.08	0.08	0.19	0.10	0.44	0.00	0.10	0.44	0.44
Volume/Cap:	0.06	0.16	0.16	0.52	0.96	0.47	1.04	0.85	0.00	0.66	1.04	0.18
Delay/Veh:	35.0	36.0	36.0	53.7	102	44.7	129.9	33.2	0.0	60.9	61.4	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:	35.0	36.0	36.0	53.7	102	44.7	129.9	33.2	0.0	60.9	61.4	20.6
LOS by Move:	D	D	D	D	F	D	F	C	A	E	E	C
HCM2kAvgQ:	1	2	2	4	9	5	12	26	0	5	47	3

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions WITH IMPROVEMENTS
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Frederick Street / Cactus Avenue

Cycle (sec):	120	Critical Vol./Cap.(X):	0.665
Loss Time (sec):	12	Average Delay (sec/veh):	22.5
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	32	0	32	10	10	0	0	27	27
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	2 0	0	0 1	1 0	3	0 0	0 0	3	0 1
Volume Module:												
Base Vol:	0	0	0	171	0	60	89	1519	0	0	2429	164
Growth Adj:	1.00	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	171	0	60	89	1519	0	0	2429	164
Added Vol:	0	0	0	4	0	0	0	7	0	0	5	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	175	0	60	89	1526	0	0	2434	167
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	184	0	63	94	1606	0	0	2562	176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	184	0	63	94	1606	0	0	2562	176
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	184	0	63	94	1606	0	0	2562	176
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	0.95	0.91	1.00	1.00	0.91	0.85
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3502	0	1615	1805	5187	0	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.04	0.05	0.31	0.00	0.00	0.49	0.11
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.27	0.00	0.35	0.08	0.63	0.00	0.00	0.55	0.82
Volume/Cap:	0.00	0.00	0.00	0.20	0.00	0.11	0.62	0.49	0.00	0.00	0.90	0.13
Delay/Veh:	0.0	0.0	0.0	34.2	0.0	26.5	61.1	11.8	0.0	0.0	28.3	2.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	34.2	0.0	26.5	61.1	11.8	0.0	0.0	28.3	2.3
LOS by Move:	A	A	A	C	A	C	E	B	A	A	C	A
HCM2kAvgQ:	0	0	0	3	0	2	4	11	0	0	34	1

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions WITH IMPROVEMENTS
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Graham Street / Cactus Avenue

Cycle (sec):	120	Critical Vol./Cap.(X):	0.685
Loss Time (sec):	16	Average Delay (sec/veh):	54.1
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				Ovl				Ignore				Include			
Min. Green:	10	10	10	10	32	32	10	35	35	10	35	35				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	2	0 1	1	0	2	0 2	0	1	2	0 3	0	1	1	0 2	1	0
Volume Module:																
Base Vol:	187	103	16	89	118	101	134	1460	243	26	2179	161				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	187	103	16	89	118	101	134	1460	243	26	2179	161				
Added Vol:	0	0	0	0	0	0	0	11	0	0	9	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	187	103	16	89	118	101	134	1471	243	26	2188	161				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.00	0.94	0.94	0.94				
PHF Volume:	200	110	17	95	126	108	143	1573	0	28	2340	172				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	200	110	17	95	126	108	143	1573	0	28	2340	172				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
FinalVolume:	200	110	17	95	126	108	143	1573	0	28	2340	172				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.92	0.93	0.93	0.92	0.95	0.85	0.92	1.03	1.00	0.95	0.96	0.90				
Lanes:	2.00	1.73	0.27	2.00	2.00	1.00	2.00	3.00	1.00	1.00	2.78	0.22				
Final Sat.:	3502	3062	476	3502	3610	1615	3502	5877	1900	1805	5080	374				
Capacity Analysis Module:																
Vol/Sat:	0.06	0.04	0.04	0.03	0.03	0.07	0.04	0.27	0.00	0.02	0.46	0.46				
Crit Moves:	****				****		****				****					
Green/Cycle:	0.08	0.17	0.17	0.17	0.27	0.35	0.08	0.40	0.00	0.11	0.43	0.43				
Volume/Cap:	0.69	0.21	0.21	0.16	0.13	0.19	0.49	0.67	0.00	0.13	1.06	1.06				
Delay/Veh:	60.1	42.5	42.5	42.1	33.5	27.3	53.9	30.0	0.0	48.0	71.9	71.9				
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:	60.1	42.5	42.5	42.1	33.5	27.3	53.9	30.0	0.0	48.0	71.9	71.9				
LOS by Move:	E	D	D	D	C	C	D	C	A	D	E	E				
HCM2kAvgQ:	5	2	2	2	2	3	3	18	0	1	46	43				

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions WITH IMPROVEMENTS
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Indian Street / Gentian Avenue

Cycle (sec): 85 Critical Vol./Cap.(X): 0.313
Loss Time (sec): 12 Average Delay (sec/veh): 19.9
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	21	21	10	21	21	25	25	25	25	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0
Volume Module:												
Base Vol:	75	351	0	4	207	35	25	0	68	0	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	351	0	4	207	35	25	0	68	0	0	10
Added Vol:	0	0	0	0	0	2	2	0	0	0	0	0
Tract 22180:	0	8	1	7	3	0	0	0	0	4	0	20
Initial Fut:	75	359	1	11	210	37	27	0	68	4	0	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	85	406	1	12	237	42	31	0	77	5	0	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	406	1	12	237	42	31	0	77	5	0	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	85	406	1	12	237	42	31	0	77	5	0	34
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	0.98	0.98	0.83	1.00	0.85	0.86	1.00	0.86
Lanes:	1.00	0.99	0.01	1.00	0.85	0.15	1.00	0.00	1.00	0.12	0.00	0.88
Final Sat.:	1805	1895	5	1805	1580	278	1569	0	1615	193	0	1447
Capacity Analysis Module:												
Vol/Sat:	0.05	0.21	0.21	0.01	0.15	0.15	0.02	0.00	0.05	0.02	0.00	0.02
Crit Moves:		****		****					****			
Green/Cycle:	0.18	0.45	0.45	0.12	0.38	0.38	0.29	0.00	0.29	0.29	0.00	0.29
Volume/Cap:	0.26	0.48	0.48	0.06	0.39	0.39	0.07	0.00	0.16	0.08	0.00	0.08
Delay/Veh:	30.2	17.0	17.0	33.4	19.4	19.4	21.7	0.0	22.4	21.8	0.0	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:	30.2	17.0	17.0	33.4	19.4	19.4	21.7	0.0	22.4	21.8	0.0	21.8
LOS by Move:	C	B	B	C	B	B	C	A	C	C	A	C
HCM2kAvgQ:	2	8	8	0	5	5	1	0	2	1	0	1

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions WITH IMPROVEMENTS
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Indian Street / Harley Knox Boulevard

Cycle (sec): 120 Critical Vol./Cap.(X): 0.562
Loss Time (sec): 16 Average Delay (sec/veh): 44.9
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	10	34	34	10	34	34	10	25	25	10	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	118	123	20	18	69	353	964	498	240	17	398	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	123	20	18	69	353	964	498	240	17	398	46
Added Vol:	0	0	2	0	0	0	0	13	0	2	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	118	123	22	18	69	353	964	511	240	19	408	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	129	134	24	20	75	385	1050	557	261	21	444	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	134	24	20	75	385	1050	557	261	21	444	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	129	134	24	20	75	385	1050	557	261	21	444	50
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	0.95	0.95	0.85	0.92	0.94	0.94
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	1.80	0.20
Final Sat.:	3502	3610	1615	3502	3610	1615	3617	3610	1615	3502	3196	360
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.01	0.01	0.02	0.24	0.29	0.15	0.16	0.01	0.14	0.14
Crit Moves:	****				****		****				****	
Green/Cycle:	0.08	0.28	0.28	0.08	0.28	0.58	0.29	0.36	0.36	0.14	0.21	0.21
Volume/Cap:	0.44	0.13	0.05	0.07	0.07	0.41	1.00	0.43	0.45	0.04	0.67	0.67
Delay/Veh:	53.4	32.1	31.3	50.8	31.5	14.5	68.9	29.5	30.2	44.4	46.0	46.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.4	32.1	31.3	50.8	31.5	14.5	68.9	29.5	30.2	44.4	46.0	46.0
LOS by Move:	D	C	C	D	C	B	E	C	C	D	D	D
HCM2kAvgQ:	3	2	1	0	1	8	26	8	7	0	10	10

Note: Queue reported is the number of cars per lane.

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Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	0	395	585	0	642	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5		4.5	4.5
Lane Util. Factor		0.95	0.95		0.97	1.00
Frpb, ped/bikes		1.00	1.00		1.00	0.98
Flpb, ped/bikes		1.00	1.00		1.00	1.00
Frt		1.00	1.00		1.00	0.85
Flt Protected		1.00	1.00		0.95	1.00
Satd. Flow (prot)		3438	3505		3400	1541
Flt Permitted		1.00	1.00		0.95	1.00
Satd. Flow (perm)		3438	3505		3400	1541
Peak-hour factor, PHF	0.76	0.76	0.76	0.76	0.76	0.76
Adj. Flow (vph)	0	520	770	0	845	97
RTOR Reduction (vph)	0	0	0	0	0	68
Lane Group Flow (vph)	0	520	770	0	845	29
Confl. Peds. (#/hr)						5
Heavy Vehicles (%)	0%	5%	3%	0%	3%	3%
Turn Type		NA	NA		NA	Perm
Protected Phases		2	6		4	
Permitted Phases						4
Actuated Green, G (s)		53.7	53.7		27.3	27.3
Effective Green, g (s)		53.7	53.7		27.3	27.3
Actuated g/C Ratio		0.60	0.60		0.30	0.30
Clearance Time (s)		4.5	4.5		4.5	4.5
Vehicle Extension (s)		2.0	2.0		2.0	2.0
Lane Grp Cap (vph)		2051	2091		1031	467
v/s Ratio Prot		0.15	c0.22		c0.25	
v/s Ratio Perm						0.02
v/c Ratio		0.25	0.37		0.82	0.06
Uniform Delay, d1		8.6	9.4		29.1	22.3
Progression Factor		1.00	1.00		1.00	1.00
Incremental Delay, d2		0.3	0.5		4.9	0.0
Delay (s)		8.9	9.9		34.0	22.3
Level of Service		A	A		C	C
Approach Delay (s)		8.9	9.9		32.8	
Approach LOS		A	A		C	

Intersection Summary			
HCM 2000 Control Delay	19.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	42.2%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	358	378	302	55	168	465	187	1106	150	347	852	231
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.0	4.0	4.0	5.0		4.0	5.0		4.0	5.0	4.0
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95		1.00	0.91		0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	0.99		1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.89		1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3400	3505	1518	1719	3125		1736	4864		3433	3539	1561
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3400	3505	1518	1719	3125		1736	4864		3433	3539	1561
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	398	420	336	61	187	517	208	1229	167	386	947	257
RTOR Reduction (vph)	0	0	178	0	283	0	0	10	0	0	0	119
Lane Group Flow (vph)	398	420	158	61	421	0	208	1386	0	386	947	138
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	3%	3%	5%	5%	2%	1%	4%	4%	8%	2%	2%	2%
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA		Prot	NA	pm+ov
Protected Phases	7	4	5	3	8		5	2		1	6	7
Permitted Phases			4									6
Actuated Green, G (s)	21.6	37.8	59.4	9.1	25.3		21.6	54.2		20.9	53.5	75.1
Effective Green, g (s)	21.6	37.8	59.4	9.1	25.3		21.6	54.2		20.9	53.5	75.1
Actuated g/C Ratio	0.15	0.27	0.42	0.06	0.18		0.15	0.39		0.15	0.38	0.54
Clearance Time (s)	4.0	5.0	4.0	4.0	5.0		4.0	5.0		4.0	5.0	4.0
Vehicle Extension (s)	3.0	4.0	3.0	3.0	3.0		3.0	4.0		3.0	4.0	3.0
Lane Grp Cap (vph)	524	946	644	111	564		267	1883		512	1352	837
v/s Ratio Prot	c0.12	0.12	0.04	0.04	c0.13		c0.12	c0.28		0.11	0.27	0.03
v/s Ratio Perm			0.07									0.06
v/c Ratio	0.76	0.44	0.25	0.55	0.92dr		0.78	0.74		0.75	0.70	0.16
Uniform Delay, d1	56.7	42.4	25.9	63.5	54.3		56.9	36.8		57.1	36.5	16.5
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	6.3	0.5	0.2	5.5	5.4		13.4	2.6		6.2	3.0	0.1
Delay (s)	63.0	42.8	26.1	68.9	59.7		70.3	39.4		63.3	39.5	16.6
Level of Service	E	D	C	E	E		E	D		E	D	B
Approach Delay (s)		44.9			60.4			43.4			41.6	
Approach LOS		D			E			D			D	

Intersection Summary			
HCM 2000 Control Delay	45.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	79.9%	ICU Level of Service	D
Analysis Period (min)	15		

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

c Critical Lane Group

MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions WITH IMPROVEMENTS
Weekday AM Peak Hour

Level Of Service Computation Report
FHWA Roundabout Method (Future Volume Alternative)

Intersection #27 SR-60 EB On-Ramp / Sunnymead Boulevard

Average Delay (sec/veh): 10.6 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:	Yield Sign			Yield Sign			Yield Sign			Yield Sign		
Lanes:	1			0			2			1		
Volume Module:												
Base Vol:	16	5	9	0	0	0	319	530	23	41	672	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	5	9	0	0	0	319	530	23	41	672	59
Added Vol:	0	0	0	0	0	0	3	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	5	9	0	0	0	322	530	23	41	672	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	18	5	10	0	0	0	353	581	25	45	737	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	5	10	0	0	0	353	581	25	45	737	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	5	10	0	0	0	353	581	25	45	737	65
PCE Module:												
AutoPCE:	18	5	10	0	0	0	353	581	25	45	737	65
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	18	5	10	0	0	0	353	581	25	45	737	65

Delay Module: >> Time Period: 0.25 hours <<

CircVolume:	934	799	45	376
MaxVolume:	696	xxxxxx	2392	997
PedVolume:	0	0	0	0
AdjMaxVol:	696	xxxxxx	2392	997
ApproachVol:	33	xxxxxx	959	846
ApproachV/C:	0.05	1.00	0.40	0.85
ApproachDel:	5.4	xxxxxx	2.5	20.0
ApproachLOS:	A	*	A	C
Queue:	0.1	xxxx	2.0	10.7

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions WITH IMPROVEMENTS
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #31 Perris Boulevard / Cactus Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.918
Loss Time (sec):	16	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			Ovl			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	0 1	1 0	2	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	273	738	114	175	634	207	124	568	158	119	1046	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	273	738	114	175	634	207	124	568	158	119	1046	113
Added Vol:	14	49	5	0	63	0	0	0	17	7	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	287	787	119	175	697	207	124	568	175	126	1046	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	313	859	130	191	761	226	135	620	191	138	1142	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	313	859	130	191	761	226	135	620	191	138	1142	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:	313	859	130	191	761	226	135	620	191	138	1142	123
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.01	0.98	0.95	1.03	0.85	0.95	1.03	0.85	0.95	1.02	0.99
Lanes:	1.00	2.59	0.41	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.80	0.20
Final Sat.:	1805	4991	755	1805	3925	1615	1805	3925	1615	1805	3478	376
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.11	0.19	0.14	0.07	0.16	0.12	0.08	0.33	0.33
Crit Moves:	****				****		****				****	
Green/Cycle:	0.18	0.24	0.24	0.15	0.21	0.21	0.10	0.28	0.46	0.17	0.35	0.35
Volume/Cap:	0.94	0.71	0.71	0.71	0.94	0.68	0.75	0.57	0.26	0.44	0.94	0.94
Delay/Veh:	74.2	36.5	36.5	49.1	57.7	42.2	59.8	32.0	16.7	37.9	44.4	44.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.2	36.5	36.5	49.1	57.7	42.2	59.8	32.0	16.7	37.9	44.4	44.4
LOS by Move:	E	D	D	D	E	D	E	C	B	D	D	D
HCM2kAvgQ:	14	11	11	7	16	8	6	10	5	4	24	24

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions WITH IMPROVEMENTS
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #36 Perris Boulevard / Santiago Drive

Cycle (sec): 85 Critical Vol./Cap.(X): 0.455
Loss Time (sec): 12 Average Delay (sec/veh): 22.0
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	10	19	19	30	30	30	30	30	30
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	0	1 0	0 0	1!	0 0
Volume Module:												
Base Vol:	28	834	100	52	658	23	20	19	20	62	34	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	834	100	52	658	23	20	19	20	62	34	120
Added Vol:	68	22	0	9	60	0	46	3	10	0	4	0
Tract 22180:	3	1	0	0	4	3	8	0	8	0	0	0
Initial Fut:	99	857	100	61	722	26	74	22	38	62	38	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	107	931	109	66	784	28	80	24	41	67	41	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	931	109	66	784	28	80	24	41	67	41	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	931	109	66	784	28	80	24	41	67	41	130
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.91	0.91	0.70	0.91	0.91	0.83	0.83	0.83
Lanes:	1.00	2.69	0.31	1.00	2.90	0.10	1.00	0.37	0.63	0.28	0.17	0.55
Final Sat.:	1805	4571	533	1805	4982	179	1338	630	1089	446	274	864
Capacity Analysis Module:												
Vol/Sat:	0.06	0.20	0.20	0.04	0.16	0.16	0.06	0.04	0.04	0.15	0.15	0.15
Crit Moves:		****		****							****	
Green/Cycle:	0.17	0.39	0.39	0.12	0.33	0.33	0.35	0.35	0.35	0.35	0.35	0.35
Volume/Cap:	0.34	0.52	0.52	0.31	0.47	0.47	0.17	0.11	0.11	0.43	0.43	0.43
Delay/Veh:	31.5	20.2	20.2	35.2	22.8	22.8	19.1	18.6	18.6	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:	31.5	20.2	20.2	35.2	22.8	22.8	19.1	18.6	18.6	21.5	21.5	21.5
LOS by Move:	C	C	C	D	C	C	B	B	B	C	C	C
HCM2kAvgQ:	3	8	8	2	6	6	2	1	1	5	5	5

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions WITH IMPROVEMENTS
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 Perris Boulevard / Iris Avenue

Cycle (sec):	115	Critical Vol./Cap.(X):	0.723
Loss Time (sec):	16	Average Delay (sec/veh):	44.5
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	31	31	10	31	31	10	17	17	10	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	2 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	273	684	284	188	432	87	118	421	124	228	603	168
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	273	684	284	188	432	87	118	421	124	228	603	168
Added Vol:	0	46	0	24	36	10	13	0	0	0	0	31
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	273	730	284	212	468	97	131	421	124	228	603	199
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	317	847	329	246	543	113	152	488	144	265	700	231
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	317	847	329	246	543	113	152	488	144	265	700	231
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	317	847	329	246	543	113	152	488	144	265	700	231
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.03	0.85	0.95	1.01	0.97	0.95	1.00	0.97	0.95	0.99	0.96
Lanes:	1.00	3.00	1.00	1.00	2.47	0.53	1.00	1.53	0.47	1.00	1.49	0.51
Final Sat.:	1805	5888	1615	1805	4724	979	1805	2907	856	1805	2819	930
Capacity Analysis Module:												
Vol/Sat:	0.18	0.14	0.20	0.14	0.11	0.11	0.08	0.17	0.17	0.15	0.25	0.25
Crit Moves:	****				****		****				****	
Green/Cycle:	0.20	0.31	0.49	0.16	0.27	0.27	0.10	0.21	0.21	0.18	0.30	0.30
Volume/Cap:	0.88	0.46	0.41	0.86	0.43	0.43	0.88	0.80	0.80	0.80	0.84	0.84
Delay/Veh:	65.6	32.0	18.8	70.2	34.9	34.9	87.7	49.2	49.2	58.3	43.8	43.8
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:	65.6	32.0	18.8	70.2	34.9	34.9	87.7	49.2	49.2	58.3	43.8	43.8
LOS by Move:	E	C	B	E	C	C	F	D	D	E	D	D
HCM2kAvgQ:	14	8	7	11	7	6	8	13	12	11	18	17

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions WITH IMPROVEMENTS
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #38 Perris Boulevard / Krameria Avenue

Cycle (sec): 115 Critical Vol./Cap.(X): 0.785
Loss Time (sec): 16 Average Delay (sec/veh): 42.4
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	28	28	10	24	24	10	34	34	10	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	76	918	277	105	713	37	57	219	112	272	315	218
Growth Adj:	1.00	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	918	277	105	713	37	57	219	112	272	315	218
Added Vol:	0	39	0	3	31	2	2	0	0	0	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	76	957	277	108	744	39	59	219	112	272	315	222
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	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	1009	292	114	785	41	62	231	118	287	332	234
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	1009	292	114	785	41	62	231	118	287	332	234
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	1009	292	114	785	41	62	231	118	287	332	234
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.88	0.88	0.95	0.90	0.90	0.95	0.95	0.95	0.95	1.00	0.85
Lanes:	1.00	2.33	0.67	1.00	2.85	0.15	1.00	0.66	0.34	1.00	1.00	1.00
Final Sat.:	1805	3886	1125	1805	4894	257	1805	1193	610	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.26	0.26	0.06	0.16	0.16	0.03	0.19	0.19	0.16	0.17	0.15
Crit Moves:		****		****				****		****		
Green/Cycle:	0.11	0.30	0.30	0.09	0.27	0.27	0.12	0.30	0.30	0.18	0.36	0.36
Volume/Cap:	0.39	0.88	0.88	0.73	0.59	0.59	0.30	0.65	0.65	0.88	0.48	0.40
Delay/Veh:	48.6	44.6	44.6	66.7	37.1	37.1	47.3	38.3	38.3	68.0	29.0	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:	48.6	44.6	44.6	66.7	37.1	37.1	47.3	38.3	38.3	68.0	29.0	27.9
LOS by Move:	D	D	D	E	D	D	D	D	D	E	C	C
HCM2kAvgQ:	3	19	19	5	10	10	2	12	12	13	9	6

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions WITH IMPROVEMENTS
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #41 Perris Boulevard / Harley Knox Boulevard

Cycle (sec):	95	Critical Vol./Cap.(X):	0.652
Loss Time (sec):	16	Average Delay (sec/veh):	28.8
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	10	29	29	10	29	29	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	0 1	2 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	144	1297	4	36	802	257	285	98	98	2	66	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	144	1297	4	36	802	257	285	98	98	2	66	53
Added Vol:	0	20	0	0	15	12	15	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	144	1317	4	36	817	269	300	98	98	2	66	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	157	1433	4	39	889	293	326	107	107	2	72	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	1433	4	39	889	293	326	107	107	2	72	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	157	1433	4	39	889	293	326	107	107	2	72	58
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.85	0.92	0.93	0.93	0.95	0.93	0.93
Lanes:	1.00	1.99	0.01	1.00	2.00	1.00	2.00	0.50	0.50	1.00	0.55	0.45
Final Sat.:	1805	3599	11	1805	3610	1615	3502	879	879	1805	983	790
Capacity Analysis Module:												
Vol/Sat:	0.09	0.40	0.40	0.02	0.25	0.18	0.09	0.12	0.12	0.00	0.07	0.07
Crit Moves:		****		****				****		****		
Green/Cycle:	0.15	0.48	0.48	0.11	0.43	0.56	0.13	0.15	0.15	0.11	0.13	0.13
Volume/Cap:	0.58	0.84	0.84	0.21	0.57	0.33	0.74	0.84	0.84	0.01	0.58	0.58
Delay/Veh:	40.9	25.4	25.4	39.4	20.8	11.6	46.9	60.3	60.3	38.1	43.2	43.2
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:	40.9	25.4	25.4	39.4	20.8	11.6	46.9	60.3	60.3	38.1	43.2	43.2
LOS by Move:	D	C	C	D	C	B	D	E	E	D	D	D
HCM2kAvgQ:	5	22	22	1	11	5	7	9	9	0	4	4

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions WITH IMPROVEMENTS
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #42 Perris Boulevard / Ramona Expressway

Cycle (sec):	120	Critical Vol./Cap.(X):	0.791
Loss Time (sec):	16	Average Delay (sec/veh):	54.6
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			Ovl		
Min. Green:	10	44	44	10	44	44	10	36	36	10	36	36
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	379	573	127	149	354	271	380	703	136	139	1511	365
Growth Adj:	1.00	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	573	127	149	354	271	380	703	136	139	1511	365
Added Vol:	0	7	0	7	5	3	4	0	0	0	0	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	379	580	127	156	359	274	384	703	136	139	1511	374
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	390	597	131	161	370	282	395	724	140	143	1556	385
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	390	597	131	161	370	282	395	724	140	143	1556	385
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	390	597	131	161	370	282	395	724	140	143	1556	385
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	0.95	0.94	0.85	0.92	0.94	0.85
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3502	3610	1615	3502	3610	1615	3617	5358	1615	3502	5358	1615
Capacity Analysis Module:												
Vol/Sat:	0.11	0.17	0.08	0.05	0.10	0.17	0.11	0.14	0.09	0.04	0.29	0.24
Crit Moves:	****					****	****				****	
Green/Cycle:	0.10	0.38	0.38	0.09	0.37	0.37	0.10	0.31	0.31	0.09	0.30	0.39
Volume/Cap:	1.10	0.43	0.21	0.53	0.28	0.48	1.10	0.43	0.28	0.47	0.97	0.62
Delay/Veh:	132.8	27.8	25.2	54.2	26.9	29.8	132.6	33.0	31.4	53.3	56.9	31.5
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:	132.8	27.8	25.2	54.2	26.9	29.8	132.6	33.0	31.4	53.3	56.9	31.5
LOS by Move:	F	C	C	D	C	C	F	C	C	D	E	C
HCM2kAvgQ:	13	9	3	4	5	8	13	8	4	3	26	12

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions WITH IMPROVEMENTS
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #43 Kitching Street / Cactus Avenue

Cycle (sec):	75	Critical Vol./Cap.(X):	0.751
Loss Time (sec):	16	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	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2 0	1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	238	345	51	64	265	147	128	622	236	75	572	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	238	345	51	64	265	147	128	622	236	75	572	85
Added Vol:	0	3	5	0	4	0	0	0	0	7	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	238	348	56	64	269	147	128	622	236	82	572	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	288	422	68	78	326	178	155	754	286	99	693	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	288	422	68	78	326	178	155	754	286	99	693	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	288	422	68	78	326	178	155	754	286	99	693	103
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	1.01	1.01	0.98	1.03	0.88	0.98	0.99	0.99	0.98	1.01	1.01
Lanes:	1.00	1.72	0.28	1.00	2.00	1.00	1.00	1.45	0.55	1.00	1.74	0.26
Final Sat.:	1865	3310	533	1865	3925	1668	1865	2729	1035	1865	3353	498
Capacity Analysis Module:												
Vol/Sat:	0.15	0.13	0.13	0.04	0.08	0.11	0.08	0.28	0.28	0.05	0.21	0.21
Crit Moves:	****					****		****		****		
Green/Cycle:	0.19	0.16	0.16	0.16	0.13	0.13	0.18	0.33	0.33	0.13	0.28	0.28
Volume/Cap:	0.83	0.80	0.80	0.26	0.62	0.80	0.45	0.83	0.83	0.40	0.73	0.73
Delay/Veh:	44.5	37.5	37.5	28.1	33.1	50.0	28.3	27.8	27.8	30.8	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:	44.5	37.5	37.5	28.1	33.1	50.0	28.3	27.8	27.8	30.8	26.8	26.8
LOS by Move:	D	D	D	C	C	D	C	C	C	C	C	C
HCM2kAvgQ:	9	8	8	2	5	6	4	14	14	3	10	10

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions WITH IMPROVEMENTS
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 Kitching Street / John F. Kennedy Drive

Cycle (sec):	75	Critical Vol./Cap.(X):	0.676
Loss Time (sec):	16	Average Delay (sec/veh):	28.8
Optimal Cycle:	OPTIMIZED	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	243	351	36	129	239	85	110	671	181	46	508	167
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	243	351	36	129	239	85	110	671	181	46	508	167
Added Vol:	4	0	0	0	0	11	9	5	3	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	247	351	36	129	239	96	119	676	184	46	515	167
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
PHF Volume:	315	448	46	165	305	123	152	863	235	59	658	213
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	315	448	46	165	305	123	152	863	235	59	658	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:	315	448	46	165	305	123	152	863	235	59	658	213
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.20	1.25	1.25	1.20	1.21	1.21	1.05	1.06	1.06	1.05	1.10	0.94
Lanes:	1.00	1.81	0.19	1.00	1.43	0.57	1.00	1.57	0.43	1.00	2.00	1.00
Final Sat.:	2287	4306	442	2287	3287	1320	1986	3181	866	1986	4180	1777
Capacity Analysis Module:												
Vol/Sat:	0.14	0.10	0.10	0.07	0.09	0.09	0.08	0.27	0.27	0.03	0.16	0.12
Crit Moves:	****				****			****		****		
Green/Cycle:	0.18	0.15	0.15	0.15	0.13	0.13	0.22	0.34	0.34	0.13	0.26	0.26
Volume/Cap:	0.79	0.67	0.67	0.47	0.70	0.70	0.35	0.79	0.79	0.22	0.61	0.46
Delay/Veh:	39.6	32.4	32.4	29.9	34.6	34.6	25.2	25.2	25.2	29.5	25.5	24.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.6	32.4	32.4	29.9	34.6	34.6	25.2	25.2	25.2	29.5	25.5	24.2
LOS by Move:	D	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	9	7	7	4	6	6	4	14	14	1	8	5

Note: Queue reported is the number of cars per lane.

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to URBAN CROSSROADS, IRVINE

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	1335	537	1029	732	0	0	0	0	0	0	215
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5	5.5	4.0	5.5							4.0
Lane Util. Factor		0.95	1.00	0.97	0.95							1.00
Frpb, ped/bikes		1.00	0.99	1.00	1.00							0.98
Flpb, ped/bikes		1.00	1.00	1.00	1.00							1.00
Frt		1.00	0.85	1.00	1.00							0.86
Flt Protected		1.00	1.00	0.95	1.00							1.00
Satd. Flow (prot)		3610	1591	3502	3610							1617
Flt Permitted		1.00	1.00	0.95	1.00							1.00
Satd. Flow (perm)		3610	1591	3502	3610							1617
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	1420	571	1095	779	0	0	0	0	0	0	229
RTOR Reduction (vph)	0	0	168	0	0	0	0	0	0	0	0	149
Lane Group Flow (vph)	0	1420	403	1095	779	0	0	0	0	0	0	80
Confl. Peds. (#/hr)			5									5
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type		NA	Perm	Prot	NA							custom
Protected Phases		2		1	6							
Permitted Phases			2									1 4
Actuated Green, G (s)		68.5	68.5	33.0	105.5							42.0
Effective Green, g (s)		68.5	68.5	33.0	105.5							42.0
Actuated g/C Ratio		0.57	0.57	0.28	0.88							0.35
Clearance Time (s)		5.5	5.5	4.0	5.5							
Vehicle Extension (s)		2.0	2.0	2.0	2.0							
Lane Grp Cap (vph)		2060	908	963	3173							565
v/s Ratio Prot		c0.39		c0.31	0.22							
v/s Ratio Perm			0.25									c0.05
v/c Ratio		0.69	0.44	1.14	0.25							0.14
Uniform Delay, d1		18.2	14.8	43.5	1.1							26.7
Progression Factor		1.00	1.00	1.00	1.00							1.00
Incremental Delay, d2		1.9	1.6	74.5	0.2							0.0
Delay (s)		20.1	16.4	118.0	1.3							26.7
Level of Service		C	B	F	A							C
Approach Delay (s)		19.1			69.5			0.0			26.7	
Approach LOS		B			E			A			C	

Intersection Summary			
HCM 2000 Control Delay	42.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	81.0%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	31	1713	374	0	2639	91	139	66	23	96	3	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0		5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	0.91	1.00		0.91		0.97	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00	0.97		1.00		1.00	0.99		1.00	0.98	
Flpb, ped/bikes	1.00	1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85		0.99		1.00	0.96		1.00	0.86	
Flt Protected	0.95	1.00	1.00		1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	5187	1570		5156		3502	1815		1805	1589	
Flt Permitted	0.05	1.00	1.00		1.00		0.71	1.00		0.69	1.00	
Satd. Flow (perm)	97	5187	1570		5156		2620	1815		1316	1589	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	34	1862	407	0	2868	99	151	72	25	104	3	68
RTOR Reduction (vph)	0	0	89	0	3	0	0	13	0	0	4	0
Lane Group Flow (vph)	34	1862	318	0	2964	0	151	84	0	104	67	0
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA	Perm		NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2		2				8			4		
Actuated Green, G (s)	78.2	78.2	78.2		78.2		11.8	11.8		11.8	11.8	
Effective Green, g (s)	78.2	78.2	78.2		78.2		11.8	11.8		11.8	11.8	
Actuated g/C Ratio	0.78	0.78	0.78		0.78		0.12	0.12		0.12	0.12	
Clearance Time (s)	5.0	5.0	5.0		5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	2.0	2.0	2.0		2.0		2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	75	4056	1227		4031		309	214		155	187	
v/s Ratio Prot		0.36			c0.57			0.05			0.04	
v/s Ratio Perm	0.35		0.20				0.06			c0.08		
v/c Ratio	0.45	0.46	0.26		0.74		0.49	0.39		0.67	0.36	
Uniform Delay, d1	3.7	3.7	3.0		5.6		41.3	40.8		42.2	40.6	
Progression Factor	1.00	1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	18.5	0.4	0.5		1.2		0.4	0.4		8.6	0.4	
Delay (s)	22.2	4.1	3.5		6.8		41.7	41.2		50.9	41.0	
Level of Service	C	A	A		A		D	D		D	D	
Approach Delay (s)		4.2			6.8			41.5			46.9	
Approach LOS		A			A			D			D	

Intersection Summary			
HCM 2000 Control Delay	8.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	73.3%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions WITH IMPROVEMENTS
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Elsworth Street / Cactus Avenue

Cycle (sec):	120	Critical Vol./Cap.(X):	0.935
Loss Time (sec):	16	Average Delay (sec/veh):	53.4
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			Ovl			Ignore			Include		
Min. Green:	29	29	29	10	10	10	10	21	21	10	21	21
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1! 0	0	1 1	0 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	438	114	150	146	24	190	120	2317	33	30	1992	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	438	114	150	146	24	190	120	2317	33	30	1992	112
Added Vol:	0	0	0	0	0	0	0	12	0	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	438	114	150	146	24	190	120	2329	33	30	2005	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00	0.92	0.92	0.92
PHF Volume:	477	124	163	159	26	207	131	2534	0	33	2182	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	477	124	163	159	26	207	131	2534	0	33	2182	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	477	124	163	159	26	207	131	2534	0	33	2182	122
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.94	0.94	0.96	0.96	0.85	0.95	0.91	1.00	0.95	1.06	0.85
Lanes:	2.36	0.28	0.36	1.72	0.28	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	4089	491	646	3130	514	1615	1805	5187	1900	1805	6053	1615
Capacity Analysis Module:												
Vol/Sat:	0.12	0.25	0.25	0.05	0.05	0.13	0.07	0.49	0.00	0.02	0.36	0.08
Crit Moves:			****		****			****		****		
Green/Cycle:	0.24	0.24	0.24	0.08	0.08	0.19	0.10	0.46	0.00	0.08	0.44	0.44
Volume/Cap:	0.48	1.05	1.05	0.61	0.61	0.69	0.71	1.07	0.00	0.22	0.82	0.17
Delay/Veh:	39.3	91.5	91.5	56.7	56.7	52.5	64.4	71.5	0.0	52.1	31.5	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:	39.3	91.5	91.5	56.7	56.7	52.5	64.4	71.5	0.0	52.1	31.5	20.5
LOS by Move:	D	F	F	E	E	D	E	E	A	D	C	C
HCM2kAvgQ:	7	24	24	4	4	8	6	46	0	1	27	3

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions WITH IMPROVEMENTS
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Frederick Street / Cactus Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.710
Loss Time (sec): 12 Average Delay (sec/veh): 49.8
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Protected				Permitted			
Rights:	Include				Ovl				Include				Ovl			
Min. Green:	0	0	0		32	0	32		10	10	0		0	27	27	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	0	0	0	2	0	0	0	1	1	0	3	0	0	0	0	3	0	1
Volume Module:																
Base Vol:	0	0	0		396	0	127		56	2424	0		0	1753	195	
Growth Adj:	1.00	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		396	0	127		56	2424	0		0	1753	195	
Added Vol:	0	0	0		8	0	0		0	12	0		0	13	8	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		404	0	127		56	2436	0		0	1766	203	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92	
PHF Volume:	0	0	0		442	0	139		61	2662	0		0	1930	222	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		442	0	139		61	2662	0		0	1930	222	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		442	0	139		61	2662	0		0	1930	222	
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		0.95	0.91	1.00		1.00	0.91	0.85	
Lanes:	0.00	0.00	0.00		2.00	0.00	1.00		1.00	3.00	0.00		0.00	3.00	1.00	
Final Sat.:	0	0	0		3502	0	1615		1805	5187	0		0	5187	1615	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.13	0.00	0.09		0.03	0.51	0.00		0.00	0.37	0.14	
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00		0.27	0.00	0.57		0.30	0.63	0.00		0.00	0.33	0.60	
Volume/Cap:	0.00	0.00	0.00		0.47	0.00	0.15		0.11	0.81	0.00		0.00	1.12	0.23	
Delay/Veh:	0.0	0.0	0.0		37.3	0.0	12.3		30.3	18.2	0.0		0.0	104	11.4	
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:	0.0	0.0	0.0		37.3	0.0	12.3		30.3	18.2	0.0		0.0	104	11.4	
LOS by Move:	A	A	A		D	A	B		C	B	A		A	F	B	
HCM2kAvgQ:	0	0	0		7	0	2		2	28	0		0	39	4	

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions WITH IMPROVEMENTS
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Graham Street / Cactus Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.703
Loss Time (sec): 16 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			Ovl			Ignore			Include		
Min. Green:	10	10	10	10	32	32	10	35	35	10	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 1	0	2 0	2 0	1	2 0	3 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	296	126	25	217	198	169	195	2474	585	23	1371	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	296	126	25	217	198	169	195	2474	585	23	1371	100
Added Vol:	0	0	0	0	0	0	0	21	0	0	21	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	296	126	25	217	198	169	195	2495	585	23	1392	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95
PHF Volume:	313	133	26	229	209	179	206	2637	0	24	1471	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	313	133	26	229	209	179	206	2637	0	24	1471	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	313	133	26	229	209	179	206	2637	0	24	1471	106
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.93	0.92	0.95	0.85	0.92	1.03	1.00	0.95	0.96	0.90
Lanes:	2.00	1.67	0.33	2.00	2.00	1.00	2.00	3.00	1.00	1.00	2.79	0.21
Final Sat.:	3502	2937	583	3502	3610	1615	3502	5877	1900	1805	5089	366
Capacity Analysis Module:												
Vol/Sat:	0.09	0.05	0.05	0.07	0.06	0.11	0.06	0.45	0.00	0.01	0.29	0.29
Crit Moves:	****				****			****		****		
Green/Cycle:	0.09	0.18	0.18	0.18	0.27	0.38	0.11	0.43	0.00	0.08	0.40	0.40
Volume/Cap:	1.04	0.26	0.26	0.37	0.22	0.29	0.52	1.04	0.00	0.16	0.72	0.72
Delay/Veh:	118.0	42.9	42.9	43.9	34.4	26.1	51.2	64.0	0.0	51.6	31.6	31.6
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:	118.0	42.9	42.9	43.9	34.4	26.1	51.2	64.0	0.0	51.6	31.6	31.6
LOS by Move:	F	D	D	D	C	C	D	E	A	D	C	C
HCM2kAvgQ:	10	3	3	4	3	5	4	46	0	1	19	18

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions WITH IMPROVEMENTS
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Indian Street / Gentian Avenue

Cycle (sec): 80 Critical Vol./Cap.(X): 0.308
Loss Time (sec): 12 Average Delay (sec/veh): 19.5
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			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	21	21	10	21	21	25	25	25	25	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0
Volume Module:												
Base Vol:	25	243	0	10	294	25	31	0	68	0	0	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	243	0	10	294	25	31	0	68	0	0	8
Added Vol:	0	0	0	0	0	4	4	0	0	0	0	0
Tract 22180:	0	5	4	26	9	0	0	0	0	3	0	13
Initial Fut:	25	248	4	36	303	29	35	0	68	3	0	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	28	279	4	40	340	33	39	0	76	3	0	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	279	4	40	340	33	39	0	76	3	0	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	279	4	40	340	33	39	0	76	3	0	24
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	0.99	0.99	0.82	1.00	0.85	0.86	1.00	0.86
Lanes:	1.00	0.98	0.02	1.00	0.91	0.09	1.00	0.00	1.00	0.13	0.00	0.87
Final Sat.:	1805	1866	30	1805	1711	164	1556	0	1615	205	0	1437
Capacity Analysis Module:												
Vol/Sat:	0.02	0.15	0.15	0.02	0.20	0.20	0.03	0.00	0.05	0.02	0.00	0.02
Crit Moves:	****				****				****			
Green/Cycle:	0.13	0.36	0.36	0.17	0.41	0.41	0.31	0.00	0.31	0.31	0.00	0.31
Volume/Cap:	0.12	0.41	0.41	0.13	0.48	0.48	0.08	0.00	0.15	0.05	0.00	0.05
Delay/Veh:	31.4	19.4	19.4	28.1	17.7	17.7	19.5	0.0	20.0	19.3	0.0	19.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.4	19.4	19.4	28.1	17.7	17.7	19.5	0.0	20.0	19.3	0.0	19.3
LOS by Move:	C	B	B	C	B	B	B	A	B	B	A	B
HCM2kAvgQ:	1	5	5	1	7	7	1	0	1	0	0	0

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions WITH IMPROVEMENTS
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Indian Street / Harley Knox Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.917
Loss Time (sec):	16	Average Delay (sec/veh):	50.8
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	34	34	10	34	34	10	25	25	10	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	269	106	7	75	321	818	429	455	140	14	504	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	269	106	7	75	321	818	429	455	140	14	504	20
Added Vol:	0	0	4	0	0	0	0	25	0	4	25	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	269	106	11	75	321	818	429	480	140	18	529	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	290	114	12	81	347	883	463	518	151	19	571	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	290	114	12	81	347	883	463	518	151	19	571	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	290	114	12	81	347	883	463	518	151	19	571	22
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	0.95	0.95	0.85	0.92	0.95	0.95
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	1.93	0.07
Final Sat.:	3502	3610	1615	3502	3610	1615	3617	3610	1615	3502	3461	131
Capacity Analysis Module:												
Vol/Sat:	0.08	0.03	0.01	0.02	0.10	0.55	0.13	0.14	0.09	0.01	0.17	0.17
Crit Moves:	****					****	****				****	
Green/Cycle:	0.09	0.41	0.41	0.12	0.44	0.57	0.13	0.24	0.24	0.10	0.21	0.21
Volume/Cap:	0.96	0.08	0.02	0.19	0.22	0.96	0.96	0.59	0.38	0.06	0.79	0.79
Delay/Veh:	94.6	21.9	21.4	47.9	21.1	44.2	81.7	41.0	38.4	49.2	50.8	50.8
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:	94.6	21.9	21.4	47.9	21.1	44.2	81.7	41.0	38.4	49.2	50.8	50.8
LOS by Move:	F	C	C	D	C	D	F	D	D	D	D	D
HCM2kAvgQ:	9	1	0	1	4	36	13	9	5	0	13	13

Note: Queue reported is the number of cars per lane.

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Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	0	697	445	0	1209	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5		4.5	4.5
Lane Util. Factor		0.95	0.95		0.97	1.00
Frpb, ped/bikes		1.00	1.00		1.00	0.98
Flpb, ped/bikes		1.00	1.00		1.00	1.00
Frt		1.00	1.00		1.00	0.85
Flt Protected		1.00	1.00		0.95	1.00
Satd. Flow (prot)		3574	3574		3467	1587
Flt Permitted		1.00	1.00		0.95	1.00
Satd. Flow (perm)		3574	3574		3467	1587
Peak-hour factor, PHF	0.81	0.81	0.81	0.81	0.81	0.81
Adj. Flow (vph)	0	860	549	0	1493	123
RTOR Reduction (vph)	0	0	0	0	0	70
Lane Group Flow (vph)	0	860	549	0	1493	53
Confl. Peds. (#/hr)						5
Heavy Vehicles (%)	0%	1%	1%	0%	1%	0%
Turn Type		NA	NA		NA	Perm
Protected Phases		2	6		4	
Permitted Phases						4
Actuated Green, G (s)		45.5	45.5		35.5	35.5
Effective Green, g (s)		45.5	45.5		35.5	35.5
Actuated g/C Ratio		0.51	0.51		0.39	0.39
Clearance Time (s)		4.5	4.5		4.5	4.5
Vehicle Extension (s)		2.0	2.0		2.0	2.0
Lane Grp Cap (vph)		1806	1806		1367	625
v/s Ratio Prot		c0.24	0.15		c0.43	
v/s Ratio Perm						0.03
v/c Ratio		0.48	0.30		1.09	0.08
Uniform Delay, d1		14.5	13.0		27.2	17.1
Progression Factor		1.00	1.00		1.00	1.00
Incremental Delay, d2		0.9	0.4		53.6	0.0
Delay (s)		15.4	13.4		80.8	17.1
Level of Service		B	B		F	B
Approach Delay (s)		15.4	13.4		76.0	
Approach LOS		B	B		E	

Intersection Summary			
HCM 2000 Control Delay	47.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	61.3%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	709	708	489	56	111	387	172	1086	83	366	929	163
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.0	4.0	4.0	5.0		4.0	5.0		4.0	5.0	4.0
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95		1.00	0.91		0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	0.98		1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.88		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3502	3574	1578	1805	3096		1770	5077		3433	3574	1593
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3502	3574	1578	1805	3096		1770	5077		3433	3574	1593
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	723	722	499	57	113	395	176	1108	85	373	948	166
RTOR Reduction (vph)	0	0	187	0	280	0	0	5	0	0	0	69
Lane Group Flow (vph)	723	722	312	57	228	0	176	1188	0	373	948	97
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	0%	1%	1%	0%	2%	1%	2%	1%	0%	2%	1%	0%
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA		Prot	NA	pm+ov
Protected Phases	7	4	5	3	8		5	2		1	6	7
Permitted Phases			4									6
Actuated Green, G (s)	26.0	37.7	57.2	8.6	20.3		19.5	55.3		20.4	56.2	82.2
Effective Green, g (s)	26.0	37.7	57.2	8.6	20.3		19.5	55.3		20.4	56.2	82.2
Actuated g/C Ratio	0.19	0.27	0.41	0.06	0.15		0.14	0.39		0.15	0.40	0.59
Clearance Time (s)	4.0	5.0	4.0	4.0	5.0		4.0	5.0		4.0	5.0	4.0
Vehicle Extension (s)	3.0	4.0	3.0	3.0	3.0		3.0	4.0		3.0	4.0	3.0
Lane Grp Cap (vph)	650	962	644	110	448		246	2005		500	1434	935
v/s Ratio Prot	c0.21	c0.20	0.07	0.03	0.07		0.10	0.23		c0.11	c0.27	0.02
v/s Ratio Perm			0.13									0.04
v/c Ratio	1.11	0.75	0.48	0.52	0.51		0.72	0.59		0.75	0.66	0.10
Uniform Delay, d1	57.0	46.8	30.5	63.7	55.2		57.6	33.5		57.3	34.1	12.7
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	70.3	3.5	0.6	4.1	0.9		9.5	1.3		6.0	2.4	0.0
Delay (s)	127.3	50.4	31.1	67.8	56.1		67.1	34.7		63.3	36.6	12.8
Level of Service	F	D	C	E	E		E	C		E	D	B
Approach Delay (s)		74.0			57.3			38.9			40.6	
Approach LOS		E			E			D			D	

Intersection Summary			
HCM 2000 Control Delay	54.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	86.4%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions WITH IMPROVEMENTS
Weekday PM Peak Hour

Level Of Service Computation Report
FHWA Roundabout Method (Future Volume Alternative)

Intersection #27 SR-60 EB On-Ramp / Sunnymead Boulevard

Average Delay (sec/veh): 4.9 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:	Yield Sign			Yield Sign			Yield Sign			Yield Sign		
Lanes:	1			0			2			1		
Volume Module:												
Base Vol:	61	25	30	0	0	0	270	737	142	27	493	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:	61	25	30	0	0	0	270	737	142	27	493	22
Added Vol:	0	0	0	0	0	0	8	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	25	30	0	0	0	278	737	142	27	493	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	65	27	32	0	0	0	295	782	151	29	523	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	27	32	0	0	0	295	782	151	29	523	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	65	27	32	0	0	0	295	782	151	29	523	23
PCE Module:												
AutoPCE:	65	27	32	0	0	0	295	782	151	29	523	23
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	65	27	32	0	0	0	295	782	151	29	523	23

Delay Module: >> Time Period: 0.25 hours <<

CircVolume:	1076	616	29	386
MaxVolume:	619	xxxxxx	2403	992
PedVolume:	0	0	0	0
AdjMaxVol:	619	xxxxxx	2403	992
ApproachVol:	123	xxxxxx	1227	575
ApproachV/C:	0.20	1.00	0.51	0.58
ApproachDel:	7.3	xxxxxx	3.0	8.5
ApproachLOS:	A	*	A	A
Queue:	0.7	xxxx	3.1	3.9

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions WITH IMPROVEMENTS
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #31 Perris Boulevard / Cactus Avenue

Cycle (sec):	95	Critical Vol./Cap.(X):	0.890
Loss Time (sec):	16	Average Delay (sec/veh):	42.4
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	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	0 1	1 0	2	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	184	731	126	193	973	97	217	988	273	88	538	142
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	184	731	126	193	973	97	217	988	273	88	538	142
Added Vol:	34	123	13	0	119	0	0	0	33	12	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	218	854	139	193	1092	97	217	988	306	100	538	142
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	229	895	146	202	1145	102	227	1036	321	105	564	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	229	895	146	202	1145	102	227	1036	321	105	564	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	229	895	146	202	1145	102	227	1036	321	105	564	149
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.01	0.98	0.95	1.03	0.85	0.95	1.03	0.85	0.95	1.00	0.97
Lanes:	1.00	2.57	0.43	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.57	0.43
Final Sat.:	1805	4935	803	1805	3925	1615	1805	3925	1615	1805	2989	789
Capacity Analysis Module:												
Vol/Sat:	0.13	0.18	0.18	0.11	0.29	0.06	0.13	0.26	0.20	0.06	0.19	0.19
Crit Moves:	****				****			****		****		
Green/Cycle:	0.13	0.28	0.28	0.17	0.31	0.31	0.15	0.28	0.42	0.11	0.23	0.23
Volume/Cap:	0.94	0.66	0.66	0.66	0.94	0.20	0.81	0.94	0.48	0.55	0.81	0.81
Delay/Veh:	81.8	31.5	31.5	42.0	45.6	24.3	55.5	48.1	20.8	43.8	40.5	40.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.8	31.5	31.5	42.0	45.6	24.3	55.5	48.1	20.8	43.8	40.5	40.5
LOS by Move:	F	C	C	D	D	C	E	D	C	D	D	D
HCM2kAvgQ:	11	11	10	7	21	3	9	20	9	4	13	12

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions WITH IMPROVEMENTS
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #36 Perris Boulevard / Santiago Drive

Cycle (sec):	90	Critical Vol./Cap.(X):	0.524
Loss Time (sec):	12	Average Delay (sec/veh):	24.5
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	10	19	19	30	30	30	30	30	30
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	0	1 0	0 0	1!	0 0
Volume Module:												
Base Vol:	3	1036	62	105	1046	25	10	28	10	63	31	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	1036	62	105	1046	25	10	28	10	63	31	88
Added Vol:	127	41	0	21	148	0	114	8	25	0	8	0
Tract 22180:	9	4	0	0	3	9	5	0	5	0	0	0
Initial Fut:	139	1081	62	126	1197	34	129	36	40	63	39	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	144	1124	64	131	1244	35	134	37	42	65	41	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	1124	64	131	1244	35	134	37	42	65	41	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:	144	1124	64	131	1244	35	134	37	42	65	41	91
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.91	0.91	0.71	0.92	0.92	0.82	0.82	0.82
Lanes:	1.00	2.84	0.16	1.00	2.92	0.08	1.00	0.47	0.53	0.33	0.21	0.46
Final Sat.:	1805	4866	279	1805	5024	143	1353	829	921	519	322	726
Capacity Analysis Module:												
Vol/Sat:	0.08	0.23	0.23	0.07	0.25	0.25	0.10	0.05	0.05	0.13	0.13	0.13
Crit Moves:	****				****						****	
Green/Cycle:	0.13	0.36	0.36	0.17	0.40	0.40	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.61	0.64	0.64	0.42	0.61	0.61	0.30	0.14	0.14	0.38	0.38	0.38
Delay/Veh:	41.8	24.7	24.7	34.1	21.9	21.9	22.6	21.1	21.1	23.3	23.3	23.3
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:	41.8	24.7	24.7	34.1	21.9	21.9	22.6	21.1	21.1	23.3	23.3	23.3
LOS by Move:	D	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	5	11	11	4	11	11	3	2	2	4	4	4

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions WITH IMPROVEMENTS
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 Perris Boulevard / Iris Avenue

Cycle (sec):	115	Critical Vol./Cap.(X):	0.682
Loss Time (sec):	16	Average Delay (sec/veh):	42.4
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			Include			Include			Include		
Min. Green:	10	31	31	10	31	31	10	17	17	10	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	2 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	171	723	208	274	683	81	98	498	171	213	410	175
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	171	723	208	274	683	81	98	498	171	213	410	175
Added Vol:	0	86	0	59	89	25	25	0	0	0	0	58
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	171	809	208	333	772	106	123	498	171	213	410	233
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	178	840	216	346	802	110	128	517	178	221	426	242
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	840	216	346	802	110	128	517	178	221	426	242
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	178	840	216	346	802	110	128	517	178	221	426	242
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.03	0.85	0.95	1.01	0.98	0.95	0.99	0.96	0.95	0.98	0.95
Lanes:	1.00	3.00	1.00	1.00	2.63	0.37	1.00	1.48	0.52	1.00	1.26	0.74
Final Sat.:	1805	5888	1615	1805	5064	695	1805	2787	957	1805	2340	1330
Capacity Analysis Module:												
Vol/Sat:	0.10	0.14	0.13	0.19	0.16	0.16	0.07	0.19	0.19	0.12	0.18	0.18
Crit Moves:		****		****			****				****	
Green/Cycle:	0.13	0.27	0.42	0.21	0.35	0.35	0.09	0.23	0.23	0.15	0.30	0.30
Volume/Cap:	0.77	0.53	0.32	0.92	0.45	0.45	0.81	0.81	0.81	0.81	0.62	0.62
Delay/Veh:	63.0	36.1	22.5	71.4	29.0	29.0	78.3	47.4	47.4	62.9	35.9	35.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.0	36.1	22.5	71.4	29.0	29.0	78.3	47.4	47.4	62.9	35.9	35.9
LOS by Move:	E	D	C	E	C	C	E	D	D	E	D	D
HCM2kAvgQ:	8	9	5	16	8	8	7	14	13	10	11	11

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions WITH IMPROVEMENTS
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #38 Perris Boulevard / Krameria Avenue

Cycle (sec): 115 Critical Vol./Cap.(X): 0.697
Loss Time (sec): 16 Average Delay (sec/veh): 41.4
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T	- R		L - T	- R		L - T	- R		L - T	- R	
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	28	28	10	24	24	10	34	34	10	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	0	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	48	927	169	165	787	50	61	188	48	200	136	132
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	927	169	165	787	50	61	188	48	200	136	132
Added Vol:	0	74	0	8	76	4	4	0	0	0	0	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	1001	169	173	863	54	65	188	48	200	136	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	51	1063	179	184	916	57	69	200	51	212	144	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	1063	179	184	916	57	69	200	51	212	144	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	1063	179	184	916	57	69	200	51	212	144	149
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.89	0.89	0.95	0.90	0.90	0.95	0.97	0.97	0.95	1.00	0.85
Lanes:	1.00	2.57	0.43	1.00	2.82	0.18	1.00	0.80	0.20	1.00	1.00	1.00
Final Sat.:	1805	4340	733	1805	4838	303	1805	1468	375	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.24	0.24	0.10	0.19	0.19	0.04	0.14	0.14	0.12	0.08	0.09
Crit Moves:		****		****				****		****		
Green/Cycle:	0.12	0.30	0.30	0.12	0.30	0.30	0.11	0.30	0.30	0.14	0.33	0.33
Volume/Cap:	0.23	0.82	0.82	0.82	0.64	0.64	0.36	0.46	0.46	0.82	0.23	0.28
Delay/Veh:	45.9	41.2	41.2	70.1	35.9	35.9	48.8	33.6	33.6	66.4	28.0	28.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.9	41.2	41.2	70.1	35.9	35.9	48.8	33.6	33.6	66.4	28.0	28.6
LOS by Move:	D	D	D	E	D	D	D	C	C	E	C	C
HCM2kAvgQ:	2	17	17	9	12	12	3	7	7	10	4	4

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions WITH IMPROVEMENTS
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #41 Perris Boulevard / Harley Knox Boulevard

Cycle (sec): 95 Critical Vol./Cap.(X): 0.666
Loss Time (sec): 16 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			Ovl			Include			Include		
Min. Green:	10	29	29	10	29	29	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2 0	1	2 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	51	755	2	58	1109	344	238	70	252	5	115	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	755	2	58	1109	344	238	70	252	5	115	53
Added Vol:	0	37	0	0	38	30	29	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	792	2	58	1147	374	267	70	252	5	115	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:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	52	811	2	59	1175	383	274	72	258	5	118	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	811	2	59	1175	383	274	72	258	5	118	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	811	2	59	1175	383	274	72	258	5	118	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.85	0.92	0.88	0.88	0.95	0.95	0.95
Lanes:	1.00	1.99	0.01	1.00	2.00	1.00	2.00	0.22	0.78	1.00	0.68	0.32
Final Sat.:	1805	3601	9	1805	3610	1615	3502	365	1313	1805	1239	571
Capacity Analysis Module:												
Vol/Sat:	0.03	0.23	0.23	0.03	0.33	0.24	0.08	0.20	0.20	0.00	0.10	0.10
Crit Moves:	****				****			****		****		
Green/Cycle:	0.11	0.37	0.37	0.13	0.39	0.56	0.17	0.23	0.23	0.11	0.17	0.17
Volume/Cap:	0.28	0.62	0.62	0.26	0.84	0.43	0.46	0.84	0.84	0.03	0.56	0.56
Delay/Veh:	39.9	25.5	25.5	38.1	31.2	12.6	36.1	49.6	49.6	38.2	38.5	38.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.9	25.5	25.5	38.1	31.2	12.6	36.1	49.6	49.6	38.2	38.5	38.5
LOS by Move:	D	C	C	D	C	B	D	D	D	D	D	D
HCM2kAvgQ:	2	11	11	2	19	7	4	12	12	0	5	5

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions WITH IMPROVEMENTS
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #42 Perris Boulevard / Ramona Expressway

Cycle (sec): 120 Critical Vol./Cap.(X): 0.605
Loss Time (sec): 16 Average Delay (sec/veh): 49.8
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			Ovl		
Min. Green:	10	44	44	10	44	44	10	36	36	10	36	36
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	267	432	109	450	627	224	255	1241	311	91	898	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	267	432	109	450	627	224	255	1241	311	91	898	129
Added Vol:	0	12	0	17	13	8	8	0	0	0	0	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	267	444	109	467	640	232	263	1241	311	91	898	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	272	453	111	476	652	236	268	1265	317	93	915	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	272	453	111	476	652	236	268	1265	317	93	915	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	272	453	111	476	652	236	268	1265	317	93	915	148
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	0.95	0.94	0.85	0.92	0.94	0.85
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3502	3610	1615	3502	3610	1615	3617	5358	1615	3502	5358	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.13	0.07	0.14	0.18	0.15	0.07	0.24	0.20	0.03	0.17	0.09
Crit Moves:		****		****				****		****		
Green/Cycle:	0.09	0.37	0.37	0.12	0.39	0.39	0.08	0.30	0.30	0.08	0.30	0.42
Volume/Cap:	0.87	0.34	0.19	1.17	0.46	0.37	0.89	0.79	0.65	0.32	0.57	0.22
Delay/Veh:	75.8	27.7	26.0	151.0	27.1	26.2	80.4	41.2	39.8	52.4	35.9	22.6
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:	75.8	27.7	26.0	151.0	27.1	26.2	80.4	41.2	39.8	52.4	35.9	22.6
LOS by Move:	E	C	C	F	C	C	F	D	D	D	D	C
HCM2kAvgQ:	8	6	3	16	9	6	8	17	11	2	11	3

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions WITH IMPROVEMENTS
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #43 Kitching Street / Cactus Avenue

Cycle (sec): 70 Critical Vol./Cap.(X): 0.622
Loss Time (sec): 16 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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	101	346	49	60	333	78	97	813	218	57	671	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	346	49	60	333	78	97	813	218	57	671	41
Added Vol:	0	8	13	0	8	0	0	0	0	12	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	354	62	60	341	78	97	813	218	69	671	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	108	378	66	64	364	83	104	868	233	74	716	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	378	66	64	364	83	104	868	233	74	716	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	108	378	66	64	364	83	104	868	233	74	716	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	1.01	1.01	0.98	1.03	0.88	0.98	1.00	1.00	0.98	1.02	1.02
Lanes:	1.00	1.70	0.30	1.00	2.00	1.00	1.00	1.58	0.42	1.00	1.88	0.12
Final Sat.:	1865	3267	572	1865	3925	1668	1865	2996	803	1865	3666	224
Capacity Analysis Module:												
Vol/Sat:	0.06	0.12	0.12	0.03	0.09	0.05	0.06	0.29	0.29	0.04	0.20	0.20
Crit Moves:	****				****			****		****		
Green/Cycle:	0.14	0.14	0.14	0.14	0.14	0.14	0.21	0.34	0.34	0.14	0.28	0.28
Volume/Cap:	0.40	0.81	0.81	0.24	0.65	0.35	0.27	0.84	0.84	0.28	0.70	0.70
Delay/Veh:	28.3	37.9	37.9	27.1	31.0	28.0	23.8	26.5	26.5	27.3	24.5	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:	28.3	37.9	37.9	27.1	31.0	28.0	23.8	26.5	26.5	27.3	24.5	24.5
LOS by Move:	C	D	D	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	3	7	7	2	5	2	2	15	15	2	9	9

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions WITH IMPROVEMENTS
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 Kitching Street / John F. Kennedy Drive

Cycle (sec):	65	Critical Vol./Cap.(X):	0.515
Loss Time (sec):	16	Average Delay (sec/veh):	24.5
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	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	114	349	40	77	401	61	67	515	173	37	389	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:	114	349	40	77	401	61	67	515	173	37	389	54
Added Vol:	8	0	0	0	0	21	21	13	8	0	12	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	122	349	40	77	401	82	88	528	181	37	401	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	135	386	44	85	444	91	97	584	200	41	444	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	386	44	85	444	91	97	584	200	41	444	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	135	386	44	85	444	91	97	584	200	41	444	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.20	1.25	1.25	1.20	1.24	1.24	1.05	1.06	1.06	1.05	1.10	0.94
Lanes:	1.00	1.79	0.21	1.00	1.66	0.34	1.00	1.49	0.51	1.00	2.00	1.00
Final Sat.:	2287	4255	488	2287	3897	797	1986	2995	1027	1986	4180	1777
Capacity Analysis Module:												
Vol/Sat:	0.06	0.09	0.09	0.04	0.11	0.11	0.05	0.20	0.20	0.02	0.11	0.03
Crit Moves:	****				****			****		****		
Green/Cycle:	0.15	0.16	0.16	0.16	0.16	0.16	0.22	0.28	0.28	0.15	0.22	0.22
Volume/Cap:	0.38	0.57	0.57	0.23	0.69	0.69	0.23	0.69	0.69	0.13	0.49	0.15
Delay/Veh:	25.4	26.3	26.3	24.2	28.3	28.3	21.2	22.7	22.7	24.0	22.7	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:	25.4	26.3	26.3	24.2	28.3	28.3	21.2	22.7	22.7	24.0	22.7	20.8
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	3	5	5	2	7	7	2	9	9	1	5	1

Note: Queue reported is the number of cars per lane.

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	702	80	502	226	0	0	0	0	0	0	102
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5	5.5	4.0	5.5							4.0
Lane Util. Factor		0.95	1.00	0.97	0.95							1.00
Frpb, ped/bikes		1.00	0.99	1.00	1.00							0.98
Flpb, ped/bikes		1.00	1.00	1.00	1.00							1.00
Frt		1.00	0.85	1.00	1.00							0.86
Flt Protected		1.00	1.00	0.95	1.00							1.00
Satd. Flow (prot)		3610	1592	3502	3610							1615
Flt Permitted		1.00	1.00	0.95	1.00							1.00
Satd. Flow (perm)		3610	1592	3502	3610							1615
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	780	89	558	251	0	0	0	0	0	0	113
RTOR Reduction (vph)	0	0	31	0	0	0	0	0	0	0	0	82
Lane Group Flow (vph)	0	780	58	558	251	0	0	0	0	0	0	31
Confl. Peds. (#/hr)			5									5
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type		NA	Perm	Prot	NA							custom
Protected Phases		2		1	6							
Permitted Phases			2									1 4
Actuated Green, G (s)		77.9	77.9	23.6	105.5							32.6
Effective Green, g (s)		77.9	77.9	23.6	105.5							32.6
Actuated g/C Ratio		0.65	0.65	0.20	0.88							0.27
Clearance Time (s)		5.5	5.5	4.0	5.5							
Vehicle Extension (s)		2.0	2.0	2.0	2.0							
Lane Grp Cap (vph)		2343	1033	688	3173							438
v/s Ratio Prot		c0.22		c0.16	0.07							
v/s Ratio Perm			0.04									c0.02
v/c Ratio		0.33	0.06	0.81	0.08							0.07
Uniform Delay, d1		9.4	7.7	46.1	0.9							32.4
Progression Factor		1.00	1.00	1.00	1.00							1.00
Incremental Delay, d2		0.4	0.1	6.8	0.0							0.0
Delay (s)		9.8	7.8	52.9	1.0							32.5
Level of Service		A	A	D	A							C
Approach Delay (s)		9.6			36.8			0.0			32.5	
Approach LOS		A			D			A			C	

Intersection Summary			
HCM 2000 Control Delay	23.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	55.6%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	16	1027	231	0	1425	82	128	27	92	68	3	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0		5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	0.91	1.00		0.91		0.97	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00	0.97		1.00		1.00	0.98		1.00	0.98	
Flpb, ped/bikes	1.00	1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85		0.99		1.00	0.88		1.00	0.87	
Flt Protected	0.95	1.00	1.00		1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	5187	1570		5137		3502	1645		1805	1613	
Flt Permitted	0.14	1.00	1.00		1.00		0.74	1.00		0.57	1.00	
Satd. Flow (perm)	264	5187	1570		5137		2734	1645		1083	1613	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	17	1081	243	0	1500	86	135	28	97	72	3	21
RTOR Reduction (vph)	0	0	50	0	5	0	0	87	0	0	19	0
Lane Group Flow (vph)	17	1081	193	0	1581	0	135	38	0	72	5	0
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA	Perm		NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2		2				8			4		
Actuated Green, G (s)	79.4	79.4	79.4		79.4		10.6	10.6		10.6	10.6	
Effective Green, g (s)	79.4	79.4	79.4		79.4		10.6	10.6		10.6	10.6	
Actuated g/C Ratio	0.79	0.79	0.79		0.79		0.11	0.11		0.11	0.11	
Clearance Time (s)	5.0	5.0	5.0		5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	2.0	2.0	2.0		2.0		2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	209	4118	1246		4078		289	174		114	170	
v/s Ratio Prot		0.21			c0.31			0.02			0.00	
v/s Ratio Perm	0.06		0.12				0.05			c0.07		
v/c Ratio	0.08	0.26	0.15		0.39		0.47	0.22		0.63	0.03	
Uniform Delay, d1	2.3	2.7	2.4		3.1		42.0	40.9		42.8	40.1	
Progression Factor	1.00	1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.8	0.2	0.3		0.3		0.4	0.2		8.1	0.0	
Delay (s)	3.0	2.8	2.7		3.3		42.5	41.1		50.9	40.1	
Level of Service	A	A	A		A		D	D		D	D	
Approach Delay (s)		2.8			3.3			41.8			48.2	
Approach LOS		A			A			D			D	

Intersection Summary			
HCM 2000 Control Delay	7.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	48.2%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions WITH IMPROVEMENTS
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Elsworth Street / Cactus Avenue

Cycle (sec): 105 Critical Vol./Cap.(X): 0.716
Loss Time (sec): 16 Average Delay (sec/veh): 33.0
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Ignore			Include		
Min. Green:	29	29	29	10	10	10	10	21	21	10	21	21
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1! 0	0	1 1	0 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	158	169	119	66	85	57	89	1384	101	128	1398	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	158	169	119	66	85	57	89	1384	101	128	1398	101
Added Vol:	0	0	0	0	0	0	0	16	0	0	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	158	169	119	66	85	57	89	1400	101	128	1414	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95
PHF Volume:	166	178	125	69	89	60	93	1471	0	134	1485	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	178	125	69	89	60	93	1471	0	134	1485	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	166	178	125	69	89	60	93	1471	0	134	1485	106
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.94	0.94	0.98	0.98	0.85	0.95	0.91	1.00	0.95	1.06	0.85
Lanes:	2.16	0.49	0.35	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3754	885	623	1860	1860	1615	1805	5187	1900	1805	6053	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.20	0.20	0.04	0.05	0.04	0.05	0.28	0.00	0.07	0.25	0.07
Crit Moves:		****			****			****		****		
Green/Cycle:	0.28	0.28	0.28	0.10	0.10	0.23	0.13	0.38	0.00	0.10	0.34	0.34
Volume/Cap:	0.16	0.73	0.73	0.39	0.50	0.16	0.39	0.75	0.00	0.75	0.72	0.19
Delay/Veh:	28.8	38.5	38.5	45.3	46.5	32.7	42.7	30.1	0.0	62.3	31.2	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:	28.8	38.5	38.5	45.3	46.5	32.7	42.7	30.1	0.0	62.3	31.2	24.4
LOS by Move:	C	D	D	D	D	C	D	C	A	E	C	C
HCM2kAvgQ:	2	12	12	3	3	2	3	16	0	6	16	2

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions WITH IMPROVEMENTS
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Frederick Street / Cactus Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.514
Loss Time (sec): 12 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:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	32	0	32	10	10	0	0	27	27
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	2 0	0	0 1	1 0	3	0 0	0 0	3	0 1
Volume Module:												
Base Vol:	0	0	0	280	0	61	48	1408	0	0	1628	216
Growth Adj:	1.00	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	280	0	61	48	1408	0	0	1628	216
Added Vol:	0	0	0	11	0	0	0	16	0	0	16	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	291	0	61	48	1424	0	0	1644	227
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	315	0	66	52	1543	0	0	1781	246
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	315	0	66	52	1543	0	0	1781	246
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	315	0	66	52	1543	0	0	1781	246
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	0.95	0.91	1.00	1.00	0.91	0.85
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3502	0	1615	1805	5187	0	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.04	0.03	0.30	0.00	0.00	0.34	0.15
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.27	0.00	0.35	0.08	0.63	0.00	0.00	0.55	0.82
Volume/Cap:	0.00	0.00	0.00	0.34	0.00	0.12	0.35	0.47	0.00	0.00	0.62	0.19
Delay/Veh:	0.0	0.0	0.0	35.7	0.0	26.5	53.3	11.6	0.0	0.0	18.9	2.4
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:	0.0	0.0	0.0	35.7	0.0	26.5	53.3	11.6	0.0	0.0	18.9	2.4
LOS by Move:	A	A	A	D	A	C	D	B	A	A	B	A
HCM2kAvgQ:	0	0	0	5	0	2	2	11	0	0	17	2

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions WITH IMPROVEMENTS
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Graham Street / Cactus Avenue

Cycle (sec):	115	Critical Vol./Cap.(X):	0.526
Loss Time (sec):	16	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			Ovl			Ignore			Include		
Min. Green:	10	10	10	10	32	32	10	35	35	10	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 1	0	2 0	2 0	1	2 0	3 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	296	113	15	110	147	126	99	1445	419	27	1315	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	296	113	15	110	147	126	99	1445	419	27	1315	69
Added Vol:	0	0	0	0	0	0	0	27	0	0	27	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	296	113	15	110	147	126	99	1472	419	27	1342	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.00	0.91	0.91	0.91
PHF Volume:	326	124	17	121	162	139	109	1621	0	30	1478	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	326	124	17	121	162	139	109	1621	0	30	1478	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	326	124	17	121	162	139	109	1621	0	30	1478	76
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.93	0.92	0.95	0.85	0.92	1.03	1.00	0.95	0.96	0.90
Lanes:	2.00	1.77	0.23	2.00	2.00	1.00	2.00	3.00	1.00	1.00	2.84	0.16
Final Sat.:	3502	3130	415	3502	3610	1615	3502	5877	1900	1805	5210	268
Capacity Analysis Module:												
Vol/Sat:	0.09	0.04	0.04	0.03	0.04	0.09	0.03	0.28	0.00	0.02	0.28	0.28
Crit Moves:	****				****		****				****	
Green/Cycle:	0.12	0.20	0.20	0.20	0.28	0.37	0.09	0.36	0.00	0.10	0.37	0.37
Volume/Cap:	0.76	0.20	0.20	0.17	0.16	0.24	0.36	0.77	0.00	0.16	0.76	0.76
Delay/Veh:	56.6	38.4	38.4	38.2	31.4	25.6	50.2	34.5	0.0	47.5	33.3	33.3
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:	56.6	38.4	38.4	38.2	31.4	25.6	50.2	34.5	0.0	47.5	33.3	33.3
LOS by Move:	E	D	D	D	C	C	D	C	A	D	C	C
HCM2kAvgQ:	8	2	2	2	2	3	2	20	0	1	19	18

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions WITH IMPROVEMENTS
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Indian Street / Gentian Avenue

Cycle (sec): 105 Critical Vol./Cap.(X): 0.445
Loss Time (sec): 12 Average Delay (sec/veh): 21.8
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	21	21	10	21	21	25	25	25	25	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	0 0	1!	0 0
Volume Module:												
Base Vol:	51	403	0	10	382	48	89	0	56	0	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:	51	403	0	10	382	48	89	0	56	0	0	9
Added Vol:	0	0	0	0	0	5	5	0	0	0	0	0
Tract 22180:	0	6	4	17	7	0	0	0	0	3	0	15
Initial Fut:	51	409	4	27	389	53	94	0	56	3	0	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	61	486	5	32	463	63	112	0	67	4	0	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	486	5	32	463	63	112	0	67	4	0	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	61	486	5	32	463	63	112	0	67	4	0	29
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	0.98	0.98	0.74	1.00	0.85	0.86	1.00	0.86
Lanes:	1.00	0.99	0.01	1.00	0.88	0.12	1.00	0.00	1.00	0.11	0.00	0.89
Final Sat.:	1805	1880	18	1805	1642	224	1410	0	1615	182	0	1459
Capacity Analysis Module:												
Vol/Sat:	0.03	0.26	0.26	0.02	0.28	0.28	0.08	0.00	0.04	0.02	0.00	0.02
Crit Moves:	****				****		****					
Green/Cycle:	0.10	0.47	0.47	0.17	0.55	0.55	0.24	0.00	0.24	0.24	0.00	0.24
Volume/Cap:	0.35	0.55	0.55	0.10	0.51	0.51	0.33	0.00	0.17	0.08	0.00	0.08
Delay/Veh:	45.7	20.4	20.4	36.6	15.1	15.1	33.7	0.0	32.0	31.2	0.0	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:	45.7	20.4	20.4	36.6	15.1	15.1	33.7	0.0	32.0	31.2	0.0	31.2
LOS by Move:	D	C	C	D	B	B	C	A	C	C	A	C
HCM2kAvgQ:	2	11	11	1	11	11	3	0	2	1	0	1

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions WITH IMPROVEMENTS
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Indian Street / Harley Knox Boulevard

Cycle (sec): 95 Critical Vol./Cap.(X): 0.561
Loss Time (sec): 16 Average Delay (sec/veh): 28.4
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	10	34	34	10	34	34	10	25	25	10	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	149	363	43	63	532	277	178	212	32	31	307	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	149	363	43	63	532	277	178	212	32	31	307	5
Added Vol:	0	0	5	0	0	0	0	33	0	5	33	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	149	363	48	63	532	277	178	245	32	36	340	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
PHF Volume:	208	506	67	88	741	386	248	341	45	50	474	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	506	67	88	741	386	248	341	45	50	474	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	208	506	67	88	741	386	248	341	45	50	474	7
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	0.95	0.95	0.85	0.92	0.95	0.95
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	1.97	0.03
Final Sat.:	3502	3610	1615	3502	3610	1615	3617	3610	1615	3502	3551	52
Capacity Analysis Module:												
Vol/Sat:	0.06	0.14	0.04	0.03	0.21	0.24	0.07	0.09	0.03	0.01	0.13	0.13
Crit Moves:	****				****		****				****	
Green/Cycle:	0.11	0.36	0.36	0.11	0.36	0.46	0.11	0.26	0.26	0.11	0.26	0.26
Volume/Cap:	0.56	0.39	0.12	0.24	0.57	0.52	0.65	0.36	0.10	0.14	0.51	0.51
Delay/Veh:	42.4	23.0	20.5	39.3	25.3	18.6	44.8	28.7	26.6	38.7	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:	42.4	23.0	20.5	39.3	25.3	18.6	44.8	28.7	26.6	38.7	30.2	30.2
LOS by Move:	D	C	C	D	C	B	D	C	C	D	C	C
HCM2kAvgQ:	4	6	1	1	10	8	5	4	1	1	7	7

Note: Queue reported is the number of cars per lane.

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Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	0	1001	666	0	1103	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5		4.5	4.5
Lane Util. Factor		0.95	0.95		0.97	1.00
Frpb, ped/bikes		1.00	1.00		1.00	0.98
Flpb, ped/bikes		1.00	1.00		1.00	1.00
Frt		1.00	1.00		1.00	0.85
Flt Protected		1.00	1.00		0.95	1.00
Satd. Flow (prot)		3574	3574		3467	1556
Flt Permitted		1.00	1.00		0.95	1.00
Satd. Flow (perm)		3574	3574		3467	1556
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1054	701	0	1161	108
RTOR Reduction (vph)	0	0	0	0	0	68
Lane Group Flow (vph)	0	1054	701	0	1161	40
Confl. Peds. (#/hr)						5
Heavy Vehicles (%)	0%	1%	1%	0%	1%	2%
Turn Type		NA	NA		NA	Perm
Protected Phases		2	6		4	
Permitted Phases						4
Actuated Green, G (s)		47.5	47.5		33.5	33.5
Effective Green, g (s)		47.5	47.5		33.5	33.5
Actuated g/C Ratio		0.53	0.53		0.37	0.37
Clearance Time (s)		4.5	4.5		4.5	4.5
Vehicle Extension (s)		2.0	2.0		2.0	2.0
Lane Grp Cap (vph)		1886	1886		1290	579
v/s Ratio Prot		c0.29	0.20		c0.33	
v/s Ratio Perm						0.03
v/c Ratio		0.56	0.37		0.90	0.07
Uniform Delay, d1		14.2	12.5		26.7	18.2
Progression Factor		1.00	1.00		1.00	1.00
Incremental Delay, d2		1.2	0.6		8.6	0.0
Delay (s)		15.4	13.0		35.3	18.2
Level of Service		B	B		D	B
Approach Delay (s)		15.4	13.0		33.9	
Approach LOS		B	B		C	

Intersection Summary			
HCM 2000 Control Delay	22.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	66.6%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	697	799	608	109	232	479	221	1142	136	342	737	213
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.0	4.0	4.0	5.0		4.0	5.0		4.0	5.0	4.0
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95		1.00	0.91		0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	0.99		1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.90		1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3467	3610	1562	1805	3202		1752	5037		3467	3539	1597
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3467	3610	1562	1805	3202		1752	5037		3467	3539	1597
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	726	832	633	114	242	499	230	1190	142	356	768	222
RTOR Reduction (vph)	0	0	48	0	180	0	0	11	0	0	0	98
Lane Group Flow (vph)	726	832	585	114	561	0	230	1321	0	356	768	124
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	1%	0%	2%	0%	0%	0%	3%	1%	2%	1%	2%	0%
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA		Prot	NA	pm+ov
Protected Phases	7	4	5	3	8		5	2		1	6	7
Permitted Phases			4									6
Actuated Green, G (s)	32.1	45.6	68.3	13.0	26.5		22.7	46.7		16.7	40.7	72.8
Effective Green, g (s)	32.1	45.6	68.3	13.0	26.5		22.7	46.7		16.7	40.7	72.8
Actuated g/C Ratio	0.23	0.33	0.49	0.09	0.19		0.16	0.33		0.12	0.29	0.52
Clearance Time (s)	4.0	5.0	4.0	4.0	5.0		4.0	5.0		4.0	5.0	4.0
Vehicle Extension (s)	3.0	4.0	3.0	3.0	3.0		3.0	4.0		3.0	4.0	3.0
Lane Grp Cap (vph)	794	1175	762	167	606		284	1680		413	1028	830
v/s Ratio Prot	c0.21	0.23	0.12	0.06	c0.18		c0.13	c0.26		0.10	0.22	0.03
v/s Ratio Perm			0.25									0.04
v/c Ratio	0.91	0.71	0.77	0.68	1.04dr		0.81	0.79		0.86	0.75	0.15
Uniform Delay, d1	52.6	41.4	29.4	61.5	55.8		56.6	42.1		60.5	45.0	17.5
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	14.9	2.1	4.7	10.9	20.2		15.5	3.8		16.7	5.0	0.1
Delay (s)	67.5	43.5	34.0	72.4	75.9		72.1	45.9		77.2	49.9	17.6
Level of Service	E	D	C	E	E		E	D		E	D	B
Approach Delay (s)		48.7			75.5			49.8			51.8	
Approach LOS		D			E			D			D	

Intersection Summary			
HCM 2000 Control Delay	53.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	92.0%	ICU Level of Service	F
Analysis Period (min)	15		

dr Defacto Right Lane. Recode with 1 though lane as a right lane.
c Critical Lane Group

MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions WITH IMPROVEMENTS
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
FHWA Roundabout Method (Future Volume Alternative)

Intersection #27 SR-60 EB On-Ramp / Sunnymead Boulevard

Average Delay (sec/veh): 10.6 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:	Yield Sign			Yield Sign			Yield Sign			Yield Sign		
Lanes:	1			0			2			1		
Volume Module:												
Base Vol:	138	37	66	0	0	0	343	675	248	52	682	39
Growth Adj:	1.00	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	37	66	0	0	0	343	675	248	52	682	39
Added Vol:	0	0	0	0	0	0	11	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	138	37	66	0	0	0	354	675	248	52	682	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	140	38	67	0	0	0	360	687	252	53	694	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	38	67	0	0	0	360	687	252	53	694	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	38	67	0	0	0	360	687	252	53	694	40
PCE Module:												
AutoPCE:	140	38	67	0	0	0	360	687	252	53	694	40
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	140	38	67	0	0	0	360	687	252	53	694	40

Delay Module: >> Time Period: 0.25 hours <<

CircVolume:	1047	887	53	538
MaxVolume:	635	xxxxxx	2386	909
PedVolume:	0	0	0	0
AdjMaxVol:	635	xxxxxx	2386	909
ApproachVol:	245	xxxxxx	1299	786
ApproachV/C:	0.39	1.00	0.54	0.86
ApproachDel:	9.2	xxxxxx	3.3	23.2
ApproachLOS:	A	*	A	C
Queue:	1.8	xxxx	3.5	11.1

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions WITH IMPROVEMENTS
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #31 Perris Boulevard / Cactus Avenue

Cycle (sec):	95	Critical Vol./Cap.(X):	0.828
Loss Time (sec):	16	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			Ovl			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	0 1	1 0	2	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	304	830	264	181	913	75	148	628	299	55	408	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	304	830	264	181	913	75	148	628	299	55	408	123
Added Vol:	43	157	16	0	157	0	0	0	43	16	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	347	987	280	181	1070	75	148	628	342	71	408	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:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	360	1023	290	188	1109	78	153	651	354	74	423	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	360	1023	290	188	1109	78	153	651	354	74	423	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	360	1023	290	188	1109	78	153	651	354	74	423	127
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.97	0.95	1.03	0.85	0.95	1.03	0.85	0.95	1.00	0.97
Lanes:	1.00	2.32	0.68	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.53	0.47
Final Sat.:	1805	4403	1249	1805	3925	1615	1805	3925	1615	1805	2888	871
Capacity Analysis Module:												
Vol/Sat:	0.20	0.23	0.23	0.10	0.28	0.05	0.08	0.17	0.22	0.04	0.15	0.15
Crit Moves:	****				****			****		****		
Green/Cycle:	0.22	0.37	0.37	0.17	0.32	0.32	0.12	0.19	0.41	0.11	0.17	0.17
Volume/Cap:	0.89	0.62	0.62	0.62	0.89	0.15	0.70	0.89	0.54	0.39	0.86	0.86
Delay/Veh:	56.9	25.0	25.0	40.4	39.3	23.4	49.5	50.9	22.1	41.0	50.2	50.2
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:	56.9	25.0	25.0	40.4	39.3	23.4	49.5	50.9	22.1	41.0	50.2	50.2
LOS by Move:	E	C	C	D	D	C	D	D	C	D	D	D
HCM2kAvgQ:	14	13	12	6	20	2	6	13	10	3	11	11

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions WITH IMPROVEMENTS
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #36 Perris Boulevard / Santiago Drive

Cycle (sec): 105 Critical Vol./Cap.(X): 0.563
Loss Time (sec): 12 Average Delay (sec/veh): 24.9
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	10	19	19	30	30	30	30	30	30
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	0	1 0	0 0	1!	0 0
Volume Module:												
Base Vol:	3	1341	66	77	1203	25	10	28	20	47	10	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	1341	66	77	1203	25	10	28	20	47	10	61
Added Vol:	168	54	0	27	190	0	147	11	33	0	11	0
Tract 22180:	7	4	0	0	3	7	6	0	6	0	0	0
Initial Fut:	178	1399	66	104	1396	32	163	39	59	47	21	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	193	1519	72	113	1516	35	177	42	64	51	23	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	1519	72	113	1516	35	177	42	64	51	23	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	193	1519	72	113	1516	35	177	42	64	51	23	66
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.91	0.91	0.73	0.91	0.91	0.81	0.81	0.81
Lanes:	1.00	2.86	0.14	1.00	2.93	0.07	1.00	0.40	0.60	0.36	0.16	0.48
Final Sat.:	1805	4919	232	1805	5056	116	1389	688	1041	561	251	728
Capacity Analysis Module:												
Vol/Sat:	0.11	0.31	0.31	0.06	0.30	0.30	0.13	0.06	0.06	0.09	0.09	0.09
Crit Moves:		****		****			****					
Green/Cycle:	0.16	0.50	0.50	0.10	0.44	0.44	0.29	0.29	0.29	0.29	0.29	0.29
Volume/Cap:	0.68	0.62	0.62	0.62	0.68	0.68	0.45	0.22	0.22	0.32	0.32	0.32
Delay/Veh:	48.1	19.5	19.5	51.6	24.2	24.2	31.5	28.8	28.8	29.9	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:	48.1	19.5	19.5	51.6	24.2	24.2	31.5	28.8	28.8	29.9	29.9	29.9
LOS by Move:	D	B	B	D	C	C	C	C	C	C	C	C
HCM2kAvgQ:	7	14	14	5	15	15	5	3	3	4	4	4

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions WITH IMPROVEMENTS
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 Perris Boulevard / Iris Avenue

Cycle (sec):	120	Critical Vol./Cap.(X):	0.943
Loss Time (sec):	16	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:	Ovl			Include			Include			Include		
Min. Green:	10	31	31	10	31	31	10	17	17	10	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	2 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	235	1031	180	328	826	110	95	275	168	206	638	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	235	1031	180	328	826	110	95	275	168	206	638	250
Added Vol:	0	114	0	76	114	33	33	0	0	0	0	76
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	235	1145	180	404	940	143	128	275	168	206	638	326
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	256	1246	196	440	1023	156	139	299	183	224	694	355
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	256	1246	196	440	1023	156	139	299	183	224	694	355
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	256	1246	196	440	1023	156	139	299	183	224	694	355
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.03	0.85	0.95	1.01	0.98	0.95	0.97	0.94	0.95	0.98	0.95
Lanes:	1.00	3.00	1.00	1.00	2.59	0.41	1.00	1.23	0.77	1.00	1.31	0.69
Final Sat.:	1805	5888	1615	1805	4987	759	1805	2269	1386	1805	2438	1246
Capacity Analysis Module:												
Vol/Sat:	0.14	0.21	0.12	0.24	0.21	0.21	0.08	0.13	0.13	0.12	0.28	0.28
Crit Moves:		****		****			****				****	
Green/Cycle:	0.18	0.26	0.43	0.24	0.32	0.32	0.08	0.20	0.20	0.17	0.28	0.28
Volume/Cap:	0.80	0.82	0.28	1.01	0.64	0.64	0.93	0.67	0.67	0.73	1.00	1.00
Delay/Veh:	60.7	45.5	22.4	90.5	35.3	35.3	106.3	47.3	47.3	55.3	72.1	72.1
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:	60.7	45.5	22.4	90.5	35.3	35.3	106.3	47.3	47.3	55.3	72.1	72.1
LOS by Move:	E	D	C	F	D	D	F	D	D	E	E	E
HCM2kAvgQ:	11	16	5	22	13	12	8	9	9	9	26	25

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions WITH IMPROVEMENTS
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #38 Perris Boulevard / Krameria Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.701
Loss Time (sec): 16 Average Delay (sec/veh): 42.8
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T	- R		L - T	- R		L - T	- R		L - T	- R	
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	28	28	10	24	24	10	34	34	10	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	0	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	35	1080	94	199	772	100	61	109	48	132	118	148
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	1080	94	199	772	100	61	109	48	132	118	148
Added Vol:	0	98	0	11	98	5	5	0	0	0	0	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	1178	94	210	870	105	66	109	48	132	118	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	41	1365	109	243	1008	122	76	126	56	153	137	184
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	1365	109	243	1008	122	76	126	56	153	137	184
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	1365	109	243	1008	122	76	126	56	153	137	184
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.90	0.90	0.95	0.95	0.95	0.95	1.00	0.85
Lanes:	1.00	2.78	0.22	1.00	2.68	0.32	1.00	0.69	0.31	1.00	1.00	1.00
Final Sat.:	1805	4751	379	1805	4554	550	1805	1258	554	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.29	0.29	0.13	0.22	0.22	0.04	0.10	0.10	0.08	0.07	0.11
Crit Moves:		****		****				****		****		
Green/Cycle:	0.13	0.33	0.33	0.16	0.35	0.35	0.09	0.28	0.28	0.10	0.29	0.29
Volume/Cap:	0.17	0.87	0.87	0.87	0.63	0.63	0.46	0.35	0.35	0.87	0.25	0.40
Delay/Veh:	46.5	42.8	42.8	73.4	33.0	33.0	53.5	34.7	34.7	87.4	33.0	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:	46.5	42.8	42.8	73.4	33.0	33.0	53.5	34.7	34.7	87.4	33.0	34.9
LOS by Move:	D	D	D	E	C	C	D	C	C	F	C	C
HCM2kAvgQ:	1	21	21	12	13	13	3	5	5	8	4	6

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions WITH IMPROVEMENTS
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #41 Perris Boulevard / Harley Knox Boulevard

Cycle (sec): 75 Critical Vol./Cap.(X): 0.469
Loss Time (sec): 16 Average Delay (sec/veh): 21.9
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	10	29	29	10	29	29	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	0 1	2 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	37	627	1	15	697	262	189	18	135	1	29	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	627	1	15	697	262	189	18	135	1	29	13
Added Vol:	0	49	0	0	49	38	38	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	676	1	15	746	300	227	18	135	1	29	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	43	779	1	17	859	346	262	21	156	1	33	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	779	1	17	859	346	262	21	156	1	33	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	779	1	17	859	346	262	21	156	1	33	15
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.85	0.92	0.87	0.87	0.95	0.95	0.95
Lanes:	1.00	1.99	0.01	1.00	2.00	1.00	2.00	0.12	0.88	1.00	0.69	0.31
Final Sat.:	1805	3605	5	1805	3610	1615	3502	194	1455	1805	1252	561
Capacity Analysis Module:												
Vol/Sat:	0.02	0.22	0.22	0.01	0.24	0.21	0.07	0.11	0.11	0.00	0.03	0.03
Crit Moves:	****				****			****		****		
Green/Cycle:	0.13	0.39	0.39	0.13	0.39	0.52	0.13	0.13	0.13	0.13	0.13	0.13
Volume/Cap:	0.18	0.56	0.56	0.07	0.62	0.41	0.56	0.80	0.80	0.00	0.20	0.20
Delay/Veh:	29.2	18.5	18.5	28.6	19.3	11.3	32.0	50.2	50.2	28.2	29.3	29.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.2	18.5	18.5	28.6	19.3	11.3	32.0	50.2	50.2	28.2	29.3	29.3
LOS by Move:	C	B	B	C	B	B	C	D	D	C	C	C
HCM2kAvgQ:	1	8	8	0	9	5	4	6	6	0	1	1

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions WITH IMPROVEMENTS
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #42 Perris Boulevard / Ramona Expressway

Cycle (sec): 120 Critical Vol./Cap.(X): 0.584
Loss Time (sec): 16 Average Delay (sec/veh): 41.3
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	10	44	44	10	44	44	10	36	36	10	36	36
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	191	465	139	375	437	184	143	964	81	140	1035	247
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	191	465	139	375	437	184	143	964	81	140	1035	247
Added Vol:	0	16	0	22	16	11	11	0	0	0	0	22
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	191	481	139	397	453	195	154	964	81	140	1035	269
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	200	505	146	417	475	205	162	1012	85	147	1086	282
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	505	146	417	475	205	162	1012	85	147	1086	282
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	200	505	146	417	475	205	162	1012	85	147	1086	282
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	0.95	0.94	0.85	0.92	0.94	0.85
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3502	3610	1615	3502	3610	1615	3617	5358	1615	3502	5358	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.14	0.09	0.12	0.13	0.13	0.04	0.19	0.05	0.04	0.20	0.17
Crit Moves:		****		****			****				****	
Green/Cycle:	0.09	0.37	0.37	0.12	0.39	0.39	0.08	0.30	0.30	0.08	0.30	0.42
Volume/Cap:	0.64	0.38	0.25	1.02	0.33	0.32	0.54	0.63	0.18	0.50	0.68	0.42
Delay/Veh:	57.2	28.2	26.7	102.6	25.5	25.5	54.7	37.0	31.2	54.0	38.0	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:	57.2	28.2	26.7	102.6	25.5	25.5	54.7	37.0	31.2	54.0	38.0	25.2
LOS by Move:	E	C	C	F	C	C	D	D	C	D	D	C
HCM2kAvgQ:	5	7	4	13	6	5	4	12	2	3	14	7

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions WITH IMPROVEMENTS
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #43 Kitching Street / Cactus Avenue

Cycle (sec):	70	Critical Vol./Cap.(X):	0.587
Loss Time (sec):	16	Average Delay (sec/veh):	27.1
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2 0	1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	141	347	43	77	289	61	59	752	134	52	438	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	347	43	77	289	61	59	752	134	52	438	59
Added Vol:	0	11	16	0	11	0	0	0	0	16	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	141	358	59	77	300	61	59	752	134	68	438	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	152	387	64	83	324	66	64	812	145	73	473	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	387	64	83	324	66	64	812	145	73	473	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	152	387	64	83	324	66	64	812	145	73	473	64
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	1.01	1.01	0.98	1.03	0.88	0.98	1.01	1.01	0.98	1.01	1.01
Lanes:	1.00	1.72	0.28	1.00	2.00	1.00	1.00	1.70	0.30	1.00	1.76	0.24
Final Sat.:	1865	3299	544	1865	3925	1668	1865	3255	580	1865	3397	458
Capacity Analysis Module:												
Vol/Sat:	0.08	0.12	0.12	0.04	0.08	0.04	0.03	0.25	0.25	0.04	0.14	0.14
Crit Moves:	****				****			****		****		
Green/Cycle:	0.14	0.14	0.14	0.14	0.14	0.14	0.24	0.34	0.34	0.14	0.24	0.24
Volume/Cap:	0.57	0.82	0.82	0.31	0.58	0.28	0.14	0.73	0.73	0.28	0.57	0.57
Delay/Veh:	31.0	38.7	38.7	27.6	29.5	27.4	20.9	22.2	22.2	27.3	24.2	24.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.0	38.7	38.7	27.6	29.5	27.4	20.9	22.2	22.2	27.3	24.2	24.2
LOS by Move:	C	D	D	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	4	7	7	2	4	2	1	11	11	2	6	6

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
Opening Year Cumulative (2018) With Project Conditions WITH IMPROVEMENTS
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 Kitching Street / John F. Kennedy Drive

Cycle (sec):	60	Critical Vol./Cap.(X):	0.458
Loss Time (sec):	16	Average Delay (sec/veh):	22.7
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	105	317	36	42	270	76	97	453	144	68	392	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	317	36	42	270	76	97	453	144	68	392	38
Added Vol:	11	0	0	0	0	27	27	16	11	0	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	116	317	36	42	270	103	124	469	155	68	408	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	121	332	38	44	283	108	130	491	162	71	427	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	332	38	44	283	108	130	491	162	71	427	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	121	332	38	44	283	108	130	491	162	71	427	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.20	1.25	1.25	1.20	1.22	1.22	1.05	1.06	1.06	1.05	1.10	0.94
Lanes:	1.00	1.80	0.20	1.00	1.45	0.55	1.00	1.50	0.50	1.00	2.00	1.00
Final Sat.:	2287	4259	484	2287	3342	1275	1986	3025	1000	1986	4180	1777
Capacity Analysis Module:												
Vol/Sat:	0.05	0.08	0.08	0.02	0.08	0.08	0.07	0.16	0.16	0.04	0.10	0.02
Crit Moves:	****				****			****		****		
Green/Cycle:	0.17	0.17	0.17	0.17	0.17	0.17	0.20	0.23	0.23	0.17	0.20	0.20
Volume/Cap:	0.32	0.47	0.47	0.12	0.51	0.51	0.33	0.70	0.70	0.22	0.51	0.11
Delay/Veh:	22.5	23.0	23.0	21.4	23.3	23.3	21.0	23.3	23.3	21.9	21.9	19.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.5	23.0	23.0	21.4	23.3	23.3	21.0	23.3	23.3	21.9	21.9	19.8
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	B
HCM2kAvgQ:	2	4	4	1	4	4	3	7	7	1	4	1

Note: Queue reported is the number of cars per lane.

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APPENDIX 6.8

Opening Year Cumulative (2018) With Project Conditions
Progression Analysis Worksheets, With Improvements

Lane Group	EBT	EBR	WBL	WBT	SBR
Lane Group Flow (vph)	554	104	636	2065	527
v/c Ratio	0.44	0.17	0.77	0.92	0.98
Control Delay	32.3	6.1	49.4	29.2	69.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	32.3	6.1	49.4	29.2	69.8
Queue Length 50th (ft)	178	0	232	714	356
Queue Length 95th (ft)	233	39	298	#877	#584
Internal Link Dist (ft)	199			297	
Turn Bay Length (ft)			300		
Base Capacity (vph)	1259	621	887	2233	548
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.44	0.17	0.72	0.92	0.96

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	25	1245	84	2677	678	175	43	53
v/c Ratio	0.33	0.39	0.08	0.86	0.88	0.32	0.13	0.11
Control Delay	25.6	10.9	2.3	20.1	47.2	26.3	26.0	16.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.6	10.9	2.3	20.1	47.2	26.3	26.0	16.9
Queue Length 50th (ft)	8	144	0	489	206	77	20	14
Queue Length 95th (ft)	36	181	19	593	273	131	46	42
Internal Link Dist (ft)		174		278		327		167
Turn Bay Length (ft)	175		300		130		100	
Base Capacity (vph)	76	3162	989	3129	851	596	357	523
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.39	0.08	0.86	0.80	0.29	0.12	0.10

Intersection Summary

Lane Group	EBT	EBR	WBL	WBT	SBR
Lane Group Flow (vph)	1420	571	1095	779	229
v/c Ratio	0.69	0.53	1.14	0.25	0.32
Control Delay	20.4	6.3	114.5	1.3	4.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	20.4	6.3	114.5	1.3	4.4
Queue Length 50th (ft)	389	64	~509	31	0
Queue Length 95th (ft)	470	151	#641	38	50
Internal Link Dist (ft)	199			297	
Turn Bay Length (ft)			300		
Base Capacity (vph)	2060	1074	963	3173	1019
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.69	0.53	1.14	0.25	0.22

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	34	1862	407	2967	151	97	104	71
v/c Ratio	0.45	0.46	0.31	0.74	0.49	0.43	0.67	0.37
Control Delay	28.8	4.4	1.0	7.5	45.8	39.2	62.1	41.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.8	4.4	1.0	7.5	45.8	39.2	62.1	41.9
Queue Length 50th (ft)	6	120	0	287	46	49	64	39
Queue Length 95th (ft)	#63	173	21	412	75	95	117	79
Internal Link Dist (ft)		174		278		327		167
Turn Bay Length (ft)	175		300		130		100	
Base Capacity (vph)	75	4053	1315	4033	419	303	210	259
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.46	0.31	0.74	0.36	0.32	0.50	0.27

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	EBR	WBL	WBT	SBR
Lane Group Flow (vph)	780	89	558	251	113
v/c Ratio	0.33	0.08	0.81	0.08	0.12
Control Delay	10.3	2.1	55.8	1.0	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	10.3	2.1	55.8	1.0	0.3
Queue Length 50th (ft)	131	0	214	8	0
Queue Length 95th (ft)	190	21	262	12	0
Internal Link Dist (ft)	199			297	
Turn Bay Length (ft)			300		
Base Capacity (vph)	2344	1063	963	3173	1134
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.33	0.08	0.58	0.08	0.10

Intersection Summary

Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	17	1081	243	1586	135	125	72	24
v/c Ratio	0.08	0.26	0.19	0.39	0.46	0.48	0.63	0.13
Control Delay	4.1	3.1	0.8	3.6	46.3	18.9	65.1	18.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	4.1	3.1	0.8	3.6	46.3	18.9	65.1	18.6
Queue Length 50th (ft)	2	50	0	82	42	17	45	2
Queue Length 95th (ft)	9	84	17	135	68	67	87	25
Internal Link Dist (ft)		174		278		327		167
Turn Bay Length (ft)	175		300		130		100	
Base Capacity (vph)	209	4116	1296	4082	437	345	173	276
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.26	0.19	0.39	0.31	0.36	0.42	0.09

Intersection Summary

APPENDIX 7.1

General Plan Buildout (Post-2035) Without Project Conditions
Intersection Operations Analysis Worksheets

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	552	395	633	2065	0	0	0	0	0	0	528
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5	5.5	4.0	5.5							4.0
Lane Util. Factor		0.95	1.00	1.00	0.95							1.00
Frpb, ped/bikes		1.00	0.97	1.00	1.00							0.99
Flpb, ped/bikes		1.00	1.00	1.00	1.00							1.00
Frt		1.00	0.85	1.00	1.00							0.86
Flt Protected		1.00	1.00	0.95	1.00							1.00
Satd. Flow (prot)		3406	1289	1736	3539							1408
Flt Permitted		1.00	1.00	0.95	1.00							1.00
Satd. Flow (perm)		3406	1289	1736	3539							1408
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	600	429	688	2245	0	0	0	0	0	0	574
RTOR Reduction (vph)	0	0	266	0	0	0	0	0	0	0	0	12
Lane Group Flow (vph)	0	600	163	688	2245	0	0	0	0	0	0	562
Confl. Peds. (#/hr)			5									5
Heavy Vehicles (%)	0%	6%	22%	4%	2%	0%	0%	0%	0%	0%	0%	15%
Turn Type		NA	Perm	Prot	NA							custom
Protected Phases		2		1	6							
Permitted Phases			2									1 4
Actuated Green, G (s)		34.8	34.8	31.3	70.1							47.3
Effective Green, g (s)		34.8	34.8	31.3	70.1							47.3
Actuated g/C Ratio		0.38	0.38	0.34	0.77							0.52
Clearance Time (s)		5.5	5.5	4.0	5.5							
Vehicle Extension (s)		2.0	2.0	2.0	2.0							
Lane Grp Cap (vph)		1293	489	593	2708							727
v/s Ratio Prot		0.18		c0.40	c0.63							
v/s Ratio Perm			0.13									c0.40
v/c Ratio		0.46	0.33	1.16	0.83							0.77
Uniform Delay, d1		21.4	20.2	30.1	6.9							17.8
Progression Factor		1.00	1.00	1.00	1.00							1.00
Incremental Delay, d2		1.2	1.8	89.7	2.1							4.7
Delay (s)		22.6	22.0	119.9	9.0							22.5
Level of Service		C	C	F	A							C
Approach Delay (s)		22.3			35.0			0.0			22.5	
Approach LOS		C			D			A			C	

Intersection Summary			
HCM 2000 Control Delay	30.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	1.01		
Actuated Cycle Length (s)	91.6	Sum of lost time (s)	13.5
Intersection Capacity Utilization	98.2%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	86	1204	88	0	2593	311	708	362	40	132	0	384
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	0.95			0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		1.00	0.98	
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.99			0.98		1.00	0.99		1.00	0.85	
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1388	3348			3436		1787	1818		1671	1203	
Flt Permitted	0.12	1.00			1.00		0.35	1.00		0.32	1.00	
Satd. Flow (perm)	177	3348			3436		653	1818		568	1203	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	91	1267	93	0	2729	327	745	381	42	139	0	404
RTOR Reduction (vph)	0	8	0	0	14	0	0	6	0	0	22	0
Lane Group Flow (vph)	91	1352	0	0	3042	0	745	417	0	139	382	0
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	30%	4%	41%	0%	3%	4%	1%	2%	10%	8%	0%	32%
Turn Type	Perm	NA			NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2						8			4		
Actuated Green, G (s)	33.0	33.0			33.0		22.0	22.0		22.0	22.0	
Effective Green, g (s)	33.0	33.0			33.0		22.0	22.0		22.0	22.0	
Actuated g/C Ratio	0.51	0.51			0.51		0.34	0.34		0.34	0.34	
Clearance Time (s)	5.0	5.0			5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	2.0	2.0			2.0		2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	89	1699			1744		221	615		192	407	
v/s Ratio Prot		0.40			c0.89			0.23			0.32	
v/s Ratio Perm	0.51						c1.14			0.24		
v/c Ratio	1.02	0.80			1.74		3.37	0.68		0.72	0.94	
Uniform Delay, d1	16.0	13.2			16.0		21.5	18.5		18.8	20.8	
Progression Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	101.7	4.0			337.3		1078.4	2.3		10.9	28.7	
Delay (s)	117.7	17.2			353.3		1099.9	20.8		29.7	49.5	
Level of Service	F	B			F		F	C		C	D	
Approach Delay (s)		23.5			353.3			709.1			44.4	
Approach LOS		C			F			F			D	

Intersection Summary			
HCM 2000 Control Delay	316.2	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	2.39		
Actuated Cycle Length (s)	65.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	157.7%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Elsworth Street / Cactus Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.909
Loss Time (sec): 16 Average Delay (sec/veh): 316.9
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			Ovl			Ignore			Include		
Min. Green:	29	29	29	29	29	29	10	21	21	10	21	21
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1! 0	0	1 1	0 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	58	28	21	103	152	141	114	1997	384	118	2796	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	28	21	103	152	141	114	1997	384	118	2796	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00	0.92	0.92	0.92
PHF Volume:	63	30	23	112	165	153	124	2164	0	128	3029	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	30	23	112	165	153	124	2164	0	128	3029	168
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	63	30	23	112	165	153	124	2164	0	128	3029	168
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.98	0.98	0.85	0.95	0.91	1.00	0.95	0.91	0.85
Lanes:	1.37	0.36	0.27	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	2465	645	484	1862	1862	1615	1805	5187	1900	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.05	0.05	0.06	0.09	0.09	0.07	0.42	0.00	0.07	0.58	0.10
Crit Moves:		****			****		****				****	
Green/Cycle:	0.24	0.24	0.24	0.24	0.24	0.33	0.08	0.30	0.00	0.08	0.30	0.30
Volume/Cap:	0.11	0.19	0.19	0.25	0.37	0.29	0.82	1.39	0.00	0.85	1.95	0.35
Delay/Veh:	35.4	36.4	36.4	36.8	38.2	30.5	83.0	222	0.0	88.5	470	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:	35.4	36.4	36.4	36.8	38.2	30.5	83.0	222	0.0	88.5	470	33.2
LOS by Move:	D	D	D	D	D	C	F	F	A	F	F	C
HCM2kAvgQ:	1	2	2	3	5	4	7	57	0	7	106	5

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 Frederick Street / Cactus Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.775
Loss Time (sec): 12 Average Delay (sec/veh): 41.6
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	32	0	32	10	10	0	0	27	27
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	2 0	0	0 1	1 0	2	0 0	0 0	3	0 1
Volume Module:												
Base Vol:	0	0	0	203	0	71	105	1888	0	0	2833	195
Growth Adj:	1.00	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	203	0	71	105	1888	0	0	2833	195
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	214	0	75	111	1987	0	0	2982	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	214	0	75	111	1987	0	0	2982	205
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	214	0	75	111	1987	0	0	2982	205
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	0.95	0.95	1.00	1.00	0.91	0.85
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3502	0	1615	1805	3610	0	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.05	0.06	0.55	0.00	0.00	0.57	0.13
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.27	0.00	0.35	0.08	0.63	0.00	0.00	0.55	0.82
Volume/Cap:	0.00	0.00	0.00	0.23	0.00	0.13	0.74	0.87	0.00	0.00	1.05	0.16
Delay/Veh:	0.0	0.0	0.0	34.5	0.0	26.7	70.8	21.8	0.0	0.0	57.2	2.4
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:	0.0	0.0	0.0	34.5	0.0	26.7	70.8	21.8	0.0	0.0	57.2	2.4
LOS by Move:	A	A	A	C	A	C	E	C	A	A	E	A
HCM2kAvgQ:	0	0	0	3	0	2	6	34	0	0	51	2

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Graham Street / Cactus Avenue

Cycle (sec):	120	Critical Vol./Cap.(X):	0.982
Loss Time (sec):	16	Average Delay (sec/veh):	162.5
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			Ovl			Ignore			Include		
Min. Green:	10	32	32	10	32	32	10	35	35	10	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 1	0	1 0	2 0	1	1 0	2 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	390	202	18	105	140	111	187	1721	289	29	2592	192
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	390	202	18	105	140	111	187	1721	289	29	2592	192
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.00	0.94	0.94	0.94
PHF Volume:	417	216	19	112	150	119	200	1841	0	31	2772	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	417	216	19	112	150	119	200	1841	0	31	2772	205
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	417	216	19	112	150	119	200	1841	0	31	2772	205
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.94	0.94	0.95	0.95	0.85	0.95	0.95	1.00	0.95	0.90	0.90
Lanes:	2.00	1.84	0.16	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.79	0.21
Final Sat.:	3502	3275	292	1805	3610	1615	1805	3610	1900	1805	4781	354
Capacity Analysis Module:												
Vol/Sat:	0.12	0.07	0.07	0.06	0.04	0.07	0.11	0.51	0.00	0.02	0.58	0.58
Crit Moves:	****				****		****				****	
Green/Cycle:	0.09	0.27	0.27	0.08	0.27	0.35	0.08	0.43	0.00	0.08	0.43	0.43
Volume/Cap:	1.35	0.24	0.24	0.74	0.16	0.21	1.33	1.19	0.00	0.21	1.35	1.35
Delay/Veh:	233.4	34.3	34.3	70.7	33.7	27.5	241.7	126	0.0	52.0	196	196.1
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:	233.4	34.3	34.3	70.7	33.7	27.5	241.7	126	0.0	52.0	196	196.1
LOS by Move:	F	C	C	E	C	C	F	F	A	D	F	F
HCM2kAvgQ:	17	4	4	6	2	3	16	57	0	1	75	75

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 Heacock Street / Alessandro Boulevard

Cycle (sec): 120 Critical Vol./Cap.(X): 0.788
Loss Time (sec): 16 Average Delay (sec/veh): 79.5
Optimal Cycle: OPTIMIZED Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	10	39	39	10	39	39	10	28	28	10	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	223	501	72	173	208	161	154	1087	92	49	1951	216
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	223	501	72	173	208	161	154	1087	92	49	1951	216
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	237	532	77	184	221	171	164	1155	98	52	2073	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	237	532	77	184	221	171	164	1155	98	52	2073	230
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	237	532	77	184	221	171	164	1155	98	52	2073	230
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	0.91	0.85	0.95	0.91	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	5187	1615	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.13	0.15	0.05	0.10	0.06	0.11	0.09	0.22	0.06	0.03	0.40	0.14
Crit Moves:	****				****		****				****	
Green/Cycle:	0.11	0.33	0.33	0.10	0.33	0.41	0.08	0.32	0.43	0.11	0.35	0.35
Volume/Cap:	1.16	0.44	0.14	0.97	0.19	0.26	1.09	0.71	0.14	0.26	1.16	0.41
Delay/Veh:	165.4	31.5	28.1	111.2	29.2	23.7	153.9	37.6	20.9	49.3	117	30.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	165.4	31.5	28.1	111.2	29.2	23.7	153.9	37.6	20.9	49.3	117	30.5
LOS by Move:	F	C	C	F	C	C	F	D	C	D	F	C
HCM2kAvgQ:	16	8	2	11	3	4	11	15	2	2	44	7

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 Heacock Street / Cactus Avenue

Cycle (sec):	120	Critical Vol./Cap.(X):	1.166
Loss Time (sec):	16	Average Delay (sec/veh):	89.9
Optimal Cycle: OPTIMIZED		Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 1	0	1 0	1 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	959	711	10	75	347	57	162	1097	464	17	1747	148
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	959	711	10	75	347	57	162	1097	464	17	1747	148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	1020	756	11	80	369	61	172	1167	494	18	1859	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1020	756	11	80	369	61	172	1167	494	18	1859	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1020	756	11	80	369	61	172	1167	494	18	1859	157
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	0.98	0.98	0.98	1.03	0.88	0.98	1.02	1.02
Lanes:	2.00	1.97	0.03	1.00	1.72	0.28	1.00	2.00	1.00	1.00	1.84	0.16
Final Sat.:	3610	3740	53	1805	3195	525	1865	3925	1668	1865	3575	303
Capacity Analysis Module:												
Vol/Sat:	0.28	0.20	0.20	0.04	0.12	0.12	0.09	0.30	0.30	0.01	0.52	0.52
Crit Moves:	****				****		****				****	
Green/Cycle:	0.24	0.24	0.24	0.10	0.10	0.10	0.08	0.41	0.65	0.12	0.44	0.44
Volume/Cap:	1.17	0.84	0.84	0.45	1.17	1.17	1.11	0.72	0.45	0.08	1.17	1.17
Delay/Veh:	135.0	50.4	50.4	52.7	157	156.6	159.5	31.2	10.6	47.6	117	117.3
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:	135.0	50.4	50.4	52.7	157	156.6	159.5	31.2	10.6	47.6	117	117.3
LOS by Move:	F	D	D	D	F	F	F	C	B	D	F	F
HCM2kAvgQ:	31	16	16	3	15	15	12	21	15	1	57	57

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 Heacock Street / John F. Kennedy Drive

Cycle (sec):	120	Critical Vol./Cap.(X):	0.781
Loss Time (sec):	16	Average Delay (sec/veh):	42.7
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	29	29	10	10	10	10	10	10	10	32	32
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	140	1153	61	172	325	32	15	93	175	79	181	326
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	1153	61	172	325	32	15	93	175	79	181	326
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	152	1253	66	187	353	35	16	101	190	86	197	354
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	1253	66	187	353	35	16	101	190	86	197	354
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	152	1253	66	187	353	35	16	101	190	86	197	354
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	1.00	0.85	0.95	0.86	0.86
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	1900	1615	1805	1632	1632
Capacity Analysis Module:												
Vol/Sat:	0.08	0.35	0.04	0.10	0.10	0.02	0.01	0.05	0.12	0.05	0.12	0.22
Crit Moves:		****		****			****					****
Green/Cycle:	0.24	0.40	0.40	0.12	0.28	0.28	0.08	0.20	0.20	0.15	0.27	0.27
Volume/Cap:	0.35	0.87	0.10	0.87	0.35	0.08	0.11	0.26	0.57	0.33	0.45	0.81
Delay/Veh:	38.4	39.5	22.8	82.0	34.9	32.1	51.2	40.4	45.4	46.8	37.0	48.7
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:	38.4	39.5	22.8	82.0	34.9	32.1	51.2	40.4	45.4	46.8	37.0	48.7
LOS by Move:	D	D	C	F	C	C	D	D	D	D	D	D
HCM2kAvgQ:	5	25	2	10	6	1	1	3	7	3	7	15

Note: Queue reported is the number of cars per lane.

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------------------------------------------------------------------------------
                    MORENO VALLEY WALMART TIA (JN 08660)
         General Plan Buildout (Post-2035) Without Project Conditions
                            Weekday AM Peak Hour
------------------------------------------------------------------------------
                      Level Of Service Computation Report
            2000 HCM Unsignalized Method (Base Volume Alternative)
******************************************************************************
Intersection #9 Heacock Street / Gentian Avenue
******************************************************************************
Average Delay (sec/veh):      4.5       Worst Case Level Of Service: F[ 55.1]
******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:        0  0  1  0  1    1  0  1  0  0    0  0  0  0  0    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 1128     5    90  591     0     0    0     0     5    0   136
Growth Adj:  1.00 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 1128     5    90  591     0     0    0     0     5    0   136
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.95 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 1186     5    95  621     0     0    0     0     5    0   143
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0 1186     5    95  621     0     0    0     0     5    0   143
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4  6.5   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  1191 xxxx xxxxx  xxxx xxxx xxxxx  1997 1997  1186
Potent Cap.: xxxx xxxx xxxxx   593 xxxx xxxxx  xxxx xxxx xxxxx    67   61   232
Move Cap.:   xxxx xxxx xxxxx   593 xxxx xxxxx  xxxx xxxx xxxxx    59   51   232
Volume/Cap:  xxxx xxxx  xxxx  0.16 xxxx  xxxx  xxxx xxxx  xxxx  0.09 0.00  0.62
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.6 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx  12.2 xxxx xxxxx xxxxx 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 xxxx xxxxx  xxxx xxxx xxxxx  xxxx  210 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  4.5 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 55.1 xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    F     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx             55.1
ApproachLOS:         *                *                *                F
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
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------------------------------------------------------------------------------
                    MORENO VALLEY WALMART TIA (JN 08660)
         General Plan Buildout (Post-2035) Without Project Conditions
                            Weekday AM Peak Hour
------------------------------------------------------------------------------
                      Level Of Service Computation Report
            2000 HCM Unsignalized Method (Base Volume Alternative)
******************************************************************************
Intersection #10 Webster Avenue / Harley Knox Boulevard
******************************************************************************
Average Delay (sec/veh):      0.5       Worst Case Level Of Service: F[ 78.1]
******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  1! 0  0    0  0  1! 0  0    0  0  0  1  0    0  1  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       5    0     9     0    0     0     0  935     5     6 1465     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    5    0     9     0    0     0     0  935     5     6 1465     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:     5    0    10     0    0     0     0 1016     5     7 1592     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    5    0    10     0    0     0     0 1016     5     7 1592     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  6.4  6.5   6.2   7.1  6.5   6.2 xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3 xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 2624 2624  1019  2629 2627  1592  xxxx xxxx xxxxx  1022 xxxx xxxxx
Potent Cap.:   27   24   290    16   24   134  xxxx xxxx xxxxx   687 xxxx xxxxx
Move Cap.:     27   24   290    15   24   134  xxxx xxxx xxxxx   687 xxxx xxxxx
Volume/Cap:  0.20 0.00  0.03  0.00 0.00  0.00  xxxx xxxx  xxxx  0.01 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.0 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx  10.3 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     *    *     *     B    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx   64 xxxxx  xxxx    0 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  0.8 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   0.0 xxxx xxxxx
Shrd ConDel:xxxxx 78.1 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx  10.3 xxxx xxxxx
Shared LOS:     *    F     *     *    *     *     *    *     *     B    *     *
ApproachDel:      78.1           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:         F                *                *                *
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #11 Indian Street / Cottonwood Avenue

Cycle (sec): 90 Critical Vol./Cap.(X): 0.613
Loss Time (sec): 16 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:	10	24	24	10	24	24	10	24	24	10	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	130	301	46	65	289	86	60	280	160	61	477	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	301	46	65	289	86	60	280	160	61	477	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	141	327	50	71	314	93	65	304	174	66	518	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	327	50	71	314	93	65	304	174	66	518	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	141	327	50	71	314	93	65	304	174	66	518	111
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.92	0.92	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	1.73	0.27	1.00	1.54	0.46	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3069	469	1805	2688	800	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.11	0.11	0.04	0.12	0.12	0.04	0.16	0.11	0.04	0.27	0.07
Crit Moves:	****				****		****				****	
Green/Cycle:	0.11	0.27	0.27	0.11	0.27	0.27	0.11	0.31	0.31	0.13	0.33	0.33
Volume/Cap:	0.70	0.40	0.40	0.35	0.44	0.44	0.33	0.51	0.34	0.28	0.82	0.21
Delay/Veh:	49.4	27.4	27.4	38.1	27.7	27.7	37.8	26.0	24.2	36.0	35.8	21.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.4	27.4	27.4	38.1	27.7	27.7	37.8	26.0	24.2	36.0	35.8	21.7
LOS by Move:	D	C	C	D	C	C	D	C	C	D	D	C
HCM2kAvgQ:	5	5	5	2	5	5	2	7	4	2	15	2

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #12 Indian Street / Alessandro Boulevard

Cycle (sec): 120 Critical Vol./Cap.(X): 0.788
Loss Time (sec): 16 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	42	42	10	42	42	10	28	28	10	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	3	0 1	1 0	3	0 1
Volume Module:												
Base Vol:	188	286	100	104	290	129	91	1008	139	110	1828	146
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	188	286	100	104	290	129	91	1008	139	110	1828	146
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	204	311	109	113	315	140	99	1096	151	120	1987	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	311	109	113	315	140	99	1096	151	120	1987	159
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	204	311	109	113	315	140	99	1096	151	120	1987	159
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.91	0.91	0.95	0.91	0.85	0.95	0.91	0.85
Lanes:	1.00	1.48	0.52	1.00	1.38	0.62	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1805	2570	899	1805	2384	1060	1805	5187	1615	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.11	0.12	0.12	0.06	0.13	0.13	0.05	0.21	0.09	0.07	0.38	0.10
Crit Moves:	****				****		****				****	
Green/Cycle:	0.10	0.36	0.36	0.09	0.35	0.35	0.08	0.31	0.31	0.11	0.33	0.33
Volume/Cap:	1.15	0.33	0.33	0.73	0.38	0.38	0.66	0.69	0.30	0.60	1.15	0.29
Delay/Veh:	165.9	27.9	27.9	69.0	29.4	29.4	63.5	37.7	32.1	56.0	113	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:	165.9	27.9	27.9	69.0	29.4	29.4	63.5	37.7	32.1	56.0	113	29.8
LOS by Move:	F	C	C	E	C	C	E	D	C	E	F	C
HCM2kAvgQ:	14	6	6	6	7	7	5	14	4	5	41	4

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #13 Indian Street / Cactus Avenue

Cycle (sec): 115 Critical Vol./Cap.(X): 0.811
Loss Time (sec): 16 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	15	15	10	15	15	10	15	15	10	15	15
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	140	519	48	103	429	50	50	939	140	79	1625	159
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	519	48	103	429	50	50	939	140	79	1625	159
User Adj:	1.00	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:	141	521	48	103	431	50	50	943	141	79	1632	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	521	48	103	431	50	50	943	141	79	1632	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	141	521	48	103	431	50	50	943	141	79	1632	160
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.99	0.99	0.95	0.98	0.98	0.98	1.01	1.01	0.98	1.02	1.02
Lanes:	1.00	1.83	0.17	1.00	1.79	0.21	1.00	1.74	0.26	1.00	1.82	0.18
Final Sat.:	1805	3433	318	1805	3349	390	1865	3351	500	1865	3529	345
Capacity Analysis Module:												
Vol/Sat:	0.08	0.15	0.15	0.06	0.13	0.13	0.03	0.28	0.28	0.04	0.46	0.46
Crit Moves:		****		****			****				****	
Green/Cycle:	0.10	0.17	0.17	0.09	0.15	0.15	0.09	0.46	0.46	0.14	0.52	0.52
Volume/Cap:	0.76	0.89	0.89	0.66	0.83	0.83	0.31	0.61	0.61	0.30	0.89	0.89
Delay/Veh:	66.7	61.8	61.8	60.7	57.4	57.4	50.4	23.8	23.8	44.8	30.6	30.6
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:	66.7	61.8	61.8	60.7	57.4	57.4	50.4	23.8	23.8	44.8	30.6	30.6
LOS by Move:	E	E	E	E	E	E	D	C	C	D	C	C
HCM2kAvgQ:	7	13	13	5	11	11	2	18	18	3	34	34

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #14 Indian Street / John F. Kennedy Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.767
Loss Time (sec): 16 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:	10	27	27	10	27	27	10	24	24	10	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	73	375	217	224	252	41	39	678	85	193	819	201
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	375	217	224	252	41	39	678	85	193	819	201
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	79	408	236	243	274	45	42	737	92	210	890	218
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	408	236	243	274	45	42	737	92	210	890	218
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	79	408	236	243	274	45	42	737	92	210	890	218
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.93	0.93	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	1.27	0.73	1.00	1.72	0.28	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	2161	1250	1805	3040	495	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.19	0.13	0.09	0.09	0.02	0.20	0.06	0.12	0.25	0.14
Crit Moves:		****		****				****		****		
Green/Cycle:	0.12	0.27	0.27	0.17	0.32	0.32	0.12	0.26	0.26	0.15	0.29	0.29
Volume/Cap:	0.37	0.70	0.70	0.80	0.28	0.28	0.20	0.80	0.22	0.80	0.86	0.47
Delay/Veh:	41.7	35.2	35.2	53.7	25.5	25.5	40.5	39.8	29.7	57.0	41.6	30.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.7	35.2	35.2	53.7	25.5	25.5	40.5	39.8	29.7	57.0	41.6	30.3
LOS by Move:	D	D	D	D	C	C	D	D	C	E	D	C
HCM2kAvgQ:	3	11	11	9	4	4	1	13	2	8	17	6

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #15 Indian Street / Gentian Avenue

Average Delay (sec/veh): 3.8 Worst Case Level Of Service: E[35.3]

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:	0 0 1! 0 0			0 0 1! 0 0			0 1 0 0 1			0 0 1! 0 0		
Volume Module:												
Base Vol:	87	647	10	10	340	43	31	10	80	10	10	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	647	10	10	340	43	31	10	80	10	10	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	95	703	11	11	370	47	34	11	87	11	11	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	95	703	11	11	370	47	34	11	87	11	11	11
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	416	xxxx	xxxxx	714	xxxx	xxxxx	1323	1318	393	1361	1336	709
Potent Cap.:	1154	xxxx	xxxxx	895	xxxx	xxxxx	134	159	660	127	155	438
Move Cap.:	1154	xxxx	xxxxx	895	xxxx	xxxxx	114	143	660	96	140	438
Volume/Cap:	0.08	xxxx	xxxx	0.01	xxxx	xxxx	0.30	0.08	0.13	0.11	0.08	0.02
Level Of Service Module:												
2Way95thQ:	0.3	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	0.5	xxxx	xxxx	xxxxx
Control Del:	8.4	xxxx	xxxxx	9.1	xxxx	xxxxx	xxxxx	xxxx	11.3	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	B	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	120	xxxx	xxxxx	xxxx	151	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1.5	xxxx	xxxxx	xxxxx	0.8	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	51.6	xxxx	xxxxx	xxxxx	35.3	xxxxx
Shared LOS:	*	*	*	*	*	*	F	*	*	*	E	*
ApproachDel:	xxxxxx			xxxxxx			25.0			35.3		
ApproachLOS:	*			*			C			E		

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #16 Indian Street / Santiago Drive

Cycle (sec): 110 Critical Vol./Cap.(X): 0.701
Loss Time (sec): 12 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:	Permitted			Protected			Split Phase			Split Phase		
Rights:		Ovl			Include			Include			Ovl	
Min. Green:	0	21	21	10	10	0	0	0	0	25	0	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 0	1	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	770	22	35	587	0	0	0	0	270	0	136
Growth Adj:	1.00	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	770	22	35	587	0	0	0	0	270	0	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	837	24	38	638	0	0	0	0	293	0	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	837	24	38	638	0	0	0	0	293	0	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	837	24	38	638	0	0	0	0	293	0	148
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	0.95	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1615	1805	3610	0	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.44	0.01	0.02	0.18	0.00	0.00	0.00	0.00	0.16	0.00	0.09
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.57	0.80	0.09	0.66	0.00	0.00	0.00	0.00	0.23	0.00	0.32
Volume/Cap:	0.00	0.77	0.02	0.23	0.27	0.00	0.00	0.00	0.00	0.72	0.00	0.29
Delay/Veh:	0.0	21.3	2.2	47.2	7.6	0.0	0.0	0.0	0.0	45.1	0.0	28.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.3	2.2	47.2	7.6	0.0	0.0	0.0	0.0	45.1	0.0	28.5
LOS by Move:	A	C	A	D	A	A	A	A	A	D	A	C
HCM2kAvgQ:	0	23	0	1	5	0	0	0	0	10	0	4

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #17 Indian Street / Iris Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.992
Loss Time (sec): 16 Average Delay (sec/veh): 82.6
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	28	28	10	10	10	10	10	10	10	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	1 0	1	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	154	321	20	366	414	19	36	445	79	31	736	499
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	154	321	20	366	414	19	36	445	79	31	736	499
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	167	349	22	398	450	21	39	484	86	34	800	542
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	349	22	398	450	21	39	484	86	34	800	542
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	167	349	22	398	450	21	39	484	86	34	800	542
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.99	0.99	0.95	1.00	0.85	0.95	0.98	0.98	0.95	1.00	0.85
Lanes:	1.00	0.94	0.06	1.00	1.00	1.00	1.00	0.85	0.15	1.00	1.00	1.00
Final Sat.:	1805	1772	110	1805	1900	1615	1805	1576	280	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.20	0.20	0.22	0.24	0.01	0.02	0.31	0.31	0.02	0.42	0.34
Crit Moves:		****		****			****				****	
Green/Cycle:	0.12	0.23	0.23	0.19	0.30	0.30	0.08	0.35	0.35	0.09	0.36	0.36
Volume/Cap:	0.78	0.84	0.84	1.17	0.78	0.04	0.26	0.88	0.88	0.20	1.17	0.93
Delay/Veh:	68.0	57.8	57.8	150.6	44.9	29.5	52.5	49.6	49.6	50.7	128	58.5
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:	68.0	57.8	57.8	150.6	44.9	29.5	52.5	49.6	49.6	50.7	128	58.5
LOS by Move:	E	E	E	F	D	C	D	D	D	D	F	E
HCM2kAvgQ:	8	16	16	25	17	1	2	23	23	1	46	23

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #18 Indian Street / Krameria Avenue

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:	0 0 1! 0 0			1 0 0 1 0			0 0 1! 0 0			0 1 0 1 0		
Volume Module:												
Base Vol:	339	458	140	237	334	61	14	32	165	92	150	322
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	339	458	140	237	334	61	14	32	165	92	150	322
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	368	498	152	258	363	66	15	35	179	100	163	350
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	368	498	152	258	363	66	15	35	179	100	163	350
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:	429	xxxx	xxxxx	650	xxxx	xxxxx	2479	2298	396	2329	2255	574
Potent Cap.:	1141	xxxx	xxxxx	946	xxxx	xxxxx	21	39	658	26	42	522
Move Cap.:	1141	xxxx	xxxxx	946	xxxx	xxxxx	0	17	658	0	18	522
Volume/Cap:	0.32	xxxx	xxxx	0.27	xxxx	xxxx	xxxx	2.05	0.27	xxxx	9.02	0.67
Level Of Service Module:												
2Way95thQ:	1.4	xxxx	xxxxx	1.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.7	xxxx	xxxxx	10.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	0	xxxx	53
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	60.7
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	4057
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	F
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			F			F		

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #19 Indian Street / San Michele Road

Cycle (sec):	0	Critical Vol./Cap.(X):	5.644
Loss Time (sec):	0	Average Delay (sec/veh):	1312.8
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 1	0 1	0	0 0 1!	0	0	0 0 1!	0	0
Volume Module:												
Base Vol:	1026	804	295	125	403	52	57	158	304	198	696	339
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1026	804	295	125	403	52	57	158	304	198	696	339
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	1074	842	309	131	422	54	60	165	318	207	729	355
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1074	842	309	131	422	54	60	165	318	207	729	355
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1074	842	309	131	422	54	60	165	318	207	729	355
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:	0.48	0.38	0.14	0.43	1.39	0.18	0.11	0.30	0.59	0.16	0.57	0.27
Final Sat.:	190	149	55	164	540	71	46	126	243	65	229	111
Capacity Analysis Module:												
Vol/Sat:	5.64	5.64	5.64	0.80	0.78	0.77	1.31	1.31	1.31	3.19	3.19	3.19
Crit Moves:		****		****			****			****		
Delay/Veh:	2113	2113	2113	40.9	38.4	36.6	182.1	182	182.1	1009	1009	1009
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:	2113	2113	2113	40.9	38.4	36.6	182.1	182	182.1	1009	1009	1009
LOS by Move:	F	F	F	E	E	E	F	F	F	F	F	F
ApproachDel:	2113.1			38.7			182.1			1008.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	2113.1			38.7			182.1			1008.7		
LOS by Appr:	F			E			F			F		
AllWayAvgQ:	230	230	230.1	3.0	2.7	2.7	19.6	19.6	19.6	112	112	112.2

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #20 Indian Street / Nandina Street

Cycle (sec):	0	Critical Vol./Cap.(X):	3.741
Loss Time (sec):	0	Average Delay (sec/veh):	730.1
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 1	1 0	1	0 1	0 1	0	1 0	1 0	1	1 0	1! 0	0
Volume Module:												
Base Vol:	465	1806	353	107	622	51	26	40	290	188	85	108
Growth Adj:	1.00	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	1806	353	107	622	51	26	40	290	188	85	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	505	1961	383	116	675	55	28	43	315	204	92	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	505	1961	383	116	675	55	28	43	315	204	92	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	505	1961	383	116	675	55	28	43	315	204	92	117
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:	0.41	1.59	1.00	0.27	1.60	0.13	1.00	1.00	1.00	1.00	0.43	0.57
Final Sat.:	135	530	359	95	559	46	273	284	300	635	-183	183
Capacity Analysis Module:												
Vol/Sat:	3.74	3.70	1.07	1.22	1.21	1.20	0.10	0.15	1.05	0.32	-0.50	0.64
Crit Moves:	****			****					****			****
Delay/Veh:	1262	1242	98.7	154.0	148	143.0	17.4	17.7	101.6	33.0	32.3	32.3
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:	1262	1242	98.7	154.0	148	143.0	17.4	17.7	101.6	33.0	32.3	32.3
LOS by Move:	F	F	F	F	F	F	C	C	F	D	D	D
ApproachDel:	1091.5			148.5			86.1			33.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	1091.5			148.5			86.1			33.0		
LOS by Appr:	F			F			F			D		
AllWayAvgQ:	114	113	8.6	13.6	12.8	12.8	0.1	0.2	7.3	1.7	1.7	1.7

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #21 Indian Street / Harley Knox Boulevard

Cycle (sec): 120 Critical Vol./Cap.(X): 1.822
Loss Time (sec): 16 Average Delay (sec/veh): 343.3
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:	10	39	39	10	39	39	10	34	34	10	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	1 0	1 1	0	1 0	1 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	125	1119	100	229	636	481	1019	590	254	108	1123	438
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	1119	100	229	636	481	1019	590	254	108	1123	438
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	136	1216	109	249	691	523	1108	641	276	117	1221	476
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	1216	109	249	691	523	1108	641	276	117	1221	476
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	136	1216	109	249	691	523	1108	641	276	117	1221	476
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.95	0.89	0.89	0.95	1.00	0.85	0.92	0.91	0.91
Lanes:	2.00	2.00	1.00	1.00	1.14	0.86	1.00	1.00	1.00	2.00	1.44	0.56
Final Sat.:	3502	3610	1615	1805	1922	1453	1805	1900	1615	3502	2488	970
Capacity Analysis Module:												
Vol/Sat:	0.04	0.34	0.07	0.14	0.36	0.36	0.61	0.34	0.17	0.03	0.49	0.49
Crit Moves:		****		****			****				****	
Green/Cycle:	0.08	0.33	0.33	0.08	0.33	0.33	0.17	0.37	0.37	0.09	0.28	0.28
Volume/Cap:	0.47	1.04	0.21	1.65	1.11	1.11	3.51	0.92	0.47	0.37	1.73	1.73
Delay/Veh:	53.6	76.8	29.5	377.3	102	101.9	1185	53.4	29.5	52.1	377	376.5
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:	53.6	76.8	29.5	377.3	102	101.9	1185	53.4	29.5	52.1	377	376.5
LOS by Move:	D	E	C	F	F	F	F	D	C	D	F	F
HCM2kAvgQ:	3	32	3	23	35	35	137	26	8	2	79	79

Note: Queue reported is the number of cars per lane.

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Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	0	481	945	0	719	99
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5		4.5	
Lane Util. Factor		0.95	0.95		0.97	
Frpb, ped/bikes		1.00	1.00		1.00	
Flpb, ped/bikes		1.00	1.00		1.00	
Frt		1.00	1.00		0.98	
Flt Protected		1.00	1.00		0.96	
Satd. Flow (prot)		3438	3505		3354	
Flt Permitted		1.00	1.00		0.96	
Satd. Flow (perm)		3438	3505		3354	
Peak-hour factor, PHF	0.76	0.76	0.76	0.76	0.76	0.76
Adj. Flow (vph)	0	633	1243	0	946	130
RTOR Reduction (vph)	0	0	0	0	13	0
Lane Group Flow (vph)	0	633	1243	0	1063	0
Confl. Peds. (#/hr)						5
Heavy Vehicles (%)	0%	5%	3%	0%	3%	3%
Turn Type		NA	NA		NA	
Protected Phases		2	6		4	
Permitted Phases						
Actuated Green, G (s)		48.8	48.8		32.2	
Effective Green, g (s)		48.8	48.8		32.2	
Actuated g/C Ratio		0.54	0.54		0.36	
Clearance Time (s)		4.5	4.5		4.5	
Vehicle Extension (s)		2.0	2.0		2.0	
Lane Grp Cap (vph)		1864	1900		1199	
v/s Ratio Prot		0.18	c0.35		c0.32	
v/s Ratio Perm						
v/c Ratio		0.34	0.65		0.89	
Uniform Delay, d1		11.6	14.6		27.2	
Progression Factor		1.00	1.00		1.00	
Incremental Delay, d2		0.5	1.8		8.0	
Delay (s)		12.1	16.4		35.2	
Level of Service		B	B		D	
Approach Delay (s)		12.1	16.4		35.2	
Approach LOS		B	B		D	

Intersection Summary			
HCM 2000 Control Delay	22.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	57.3%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	328	0	275	685	1635	0	0	1722	536
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	8	16	8	12	12	12	12	12	12
Total Lost time (s)					4.5		4.5	4.5			3.5	3.5
Lane Util. Factor					1.00		0.97	0.95			0.91	1.00
Frpb, ped/bikes					0.99		1.00	1.00			1.00	0.98
Flpb, ped/bikes					1.00		1.00	1.00			1.00	1.00
Frt					0.94		1.00	1.00			1.00	0.85
Flt Protected					0.97		0.95	1.00			1.00	1.00
Satd. Flow (prot)					1914		3433	3505			5085	1552
Flt Permitted					0.97		0.95	1.00			1.00	1.00
Satd. Flow (perm)					1914		3433	3505			5085	1552
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	357	0	299	745	1777	0	0	1872	583
RTOR Reduction (vph)	0	0	0	0	39	0	0	0	0	0	0	293
Lane Group Flow (vph)	0	0	0	0	617	0	745	1777	0	0	1872	290
Confl. Peds. (#/hr)						5						5
Heavy Vehicles (%)	0%	0%	0%	2%	0%	2%	2%	3%	0%	0%	2%	2%
Turn Type				Split	NA		Prot	NA			NA	Perm
Protected Phases				8	8		5	2			6	
Permitted Phases												6
Actuated Green, G (s)					35.5		25.5	70.5			41.5	41.5
Effective Green, g (s)					35.5		25.5	70.5			41.5	41.5
Actuated g/C Ratio					0.31		0.22	0.61			0.36	0.36
Clearance Time (s)					4.5		4.5	4.5			3.5	3.5
Vehicle Extension (s)					2.0		2.0	2.0			2.0	2.0
Lane Grp Cap (vph)					590		761	2148			1835	560
v/s Ratio Prot					c0.32		c0.22	0.51			c0.37	
v/s Ratio Perm												0.19
v/c Ratio					1.05		0.98	0.83			1.02	0.52
Uniform Delay, d1					39.8		44.5	17.5			36.8	28.9
Progression Factor					1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2					49.4		27.0	3.8			26.2	3.4
Delay (s)					89.1		71.5	21.3			63.0	32.3
Level of Service					F		E	C			E	C
Approach Delay (s)		0.0			89.1			36.1			55.7	
Approach LOS		A			F			D			E	

Intersection Summary			
HCM 2000 Control Delay	50.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.02		
Actuated Cycle Length (s)	115.0	Sum of lost time (s)	12.5
Intersection Capacity Utilization	99.4%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	405	438	357	83	369	662	239	1254	214	591	1122	337
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.0	5.0	4.0	5.0		4.0	5.0		4.0	5.0	4.0
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95		1.00	0.91		0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	0.99		1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.90		1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3400	3505	1507	1719	3183		1736	4836		3433	3539	1564
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3400	3505	1507	1719	3183		1736	4836		3433	3539	1564
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	440	476	388	90	401	720	260	1363	233	642	1220	366
RTOR Reduction (vph)	0	0	254	0	225	0	0	17	0	0	0	83
Lane Group Flow (vph)	440	476	134	90	896	0	260	1579	0	642	1220	283
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	3%	3%	5%	5%	2%	1%	4%	4%	8%	2%	2%	2%
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA		Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2		1	6	7
Permitted Phases			4									6
Actuated Green, G (s)	23.0	48.3	48.3	12.7	38.0		24.0	35.0		26.0	37.0	60.0
Effective Green, g (s)	23.0	48.3	48.3	12.7	38.0		24.0	35.0		26.0	37.0	60.0
Actuated g/C Ratio	0.16	0.34	0.34	0.09	0.27		0.17	0.25		0.19	0.26	0.43
Clearance Time (s)	4.0	5.0	5.0	4.0	5.0		4.0	5.0		4.0	5.0	4.0
Vehicle Extension (s)	3.0	4.0	4.0	3.0	3.0		3.0	4.0		3.0	4.0	3.0
Lane Grp Cap (vph)	558	1209	519	155	863		297	1209		637	935	670
v/s Ratio Prot	c0.13	0.14		0.05	c0.28		0.15	0.33		c0.19	c0.34	0.07
v/s Ratio Perm			0.09									0.11
v/c Ratio	0.79	0.39	0.26	0.58	1.10dr		0.88	1.31		1.01	1.30	0.42
Uniform Delay, d1	56.2	34.8	33.0	61.1	51.0		56.5	52.5		57.0	51.5	27.9
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	7.3	0.3	0.4	5.4	40.9		23.7	143.7		37.6	145.0	0.4
Delay (s)	63.5	35.0	33.3	66.5	91.9		80.2	196.2		94.6	196.5	28.3
Level of Service	E	D	C	E	F		F	F		F	F	C
Approach Delay (s)		44.1			90.1			180.0			139.5	
Approach LOS		D			F			F			F	

Intersection Summary			
HCM 2000 Control Delay	123.0	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.08		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	104.4%	ICU Level of Service	G
Analysis Period (min)	15		

dr Defacto Right Lane. Recode with 1 though lane as a right lane.
c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	407	814	22	63	1074	82	40	29	32	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	442	885	24	68	1167	89	43	32	35	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		457										
pX, platoon unblocked				0.93			0.93	0.93	0.93	0.93	0.93	
vC, conflicting volume	1257			909			2502	3175	454	2727	3142	628
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1257			762			2467	3187	276	2707	3152	628
tC, single (s)	4.2			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.3			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	16			91			0	0	95	0	100	100
cM capacity (veh/h)	528			803			4	1	680	0	2	430

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1
Volume Total	442	590	319	68	778	478	110
Volume Left	442	0	0	68	0	0	43
Volume Right	0	0	24	0	0	89	35
cSH	528	1700	1700	803	1700	1700	3
Volume to Capacity	0.84	0.35	0.19	0.09	0.46	0.28	32.38
Queue Length 95th (ft)	215	0	0	7	0	0	Err
Control Delay (s)	37.8	0.0	0.0	9.9	0.0	0.0	Err
Lane LOS	E			A			F
Approach Delay (s)	12.4			0.5			Err
Approach LOS							F

Intersection Summary			
Average Delay	400.3		
Intersection Capacity Utilization	70.5%	ICU Level of Service	C
Analysis Period (min)	15		

MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #28 Perris Boulevard / Eucalyptus Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.967
Loss Time (sec): 16 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			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	28	28	10	28	28	10	33	33	10	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	129	1203	82	213	1419	113	91	194	134	137	487	291
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	1203	82	213	1419	113	91	194	134	137	487	291
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	140	1308	89	232	1542	123	99	211	146	149	529	316
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	1308	89	232	1542	123	99	211	146	149	529	316
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	1308	89	232	1542	123	99	211	146	149	529	316
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	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.36	0.06	0.13	0.43	0.08	0.05	0.11	0.09	0.08	0.28	0.20
Crit Moves:	****				****		****				****	
Green/Cycle:	0.08	0.37	0.37	0.13	0.42	0.42	0.08	0.28	0.28	0.08	0.28	0.28
Volume/Cap:	0.93	0.97	0.15	0.97	1.01	0.18	0.66	0.40	0.33	0.99	1.01	0.71
Delay/Veh:	108.0	54.0	25.0	100.6	59.6	21.7	63.5	35.9	35.0	123.9	84.8	44.3
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:	108.0	54.0	25.0	100.6	59.6	21.7	63.5	35.9	35.0	123.9	84.8	44.3
LOS by Move:	F	D	C	F	E	C	E	D	C	F	F	D
HCM2kAvgQ:	8	30	2	13	38	3	5	6	4	9	26	12

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #29 Perris Boulevard / Cottonwood Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.963
Loss Time (sec): 16 Average Delay (sec/veh): 56.4
Optimal Cycle: OPTIMIZED Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	28	28	10	28	28	10	33	33	10	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	161	894	116	209	1212	255	197	275	136	157	444	255
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	161	894	116	209	1212	255	197	275	136	157	444	255
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	175	972	126	227	1317	277	214	299	148	171	483	277
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	972	126	227	1317	277	214	299	148	171	483	277
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	175	972	126	227	1317	277	214	299	148	171	483	277
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	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.10	0.27	0.08	0.13	0.36	0.17	0.12	0.16	0.09	0.09	0.25	0.17
Crit Moves:	****				****		****				****	
Green/Cycle:	0.10	0.32	0.32	0.15	0.37	0.37	0.12	0.29	0.29	0.10	0.28	0.28
Volume/Cap:	0.98	0.84	0.24	0.84	0.98	0.46	0.98	0.53	0.31	0.93	0.92	0.62
Delay/Veh:	115.6	43.5	30.3	69.7	57.4	29.1	107.9	36.4	33.2	101.1	64.5	40.8
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:	115.6	43.5	30.3	69.7	57.4	29.1	107.9	36.4	33.2	101.1	64.5	40.8
LOS by Move:	F	D	C	E	E	C	F	D	C	F	E	D
HCM2kAvgQ:	10	20	3	11	31	8	12	9	4	10	21	10

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #30 Perris Boulevard / Alessandro Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.958
Loss Time (sec): 16 Average Delay (sec/veh): 52.8
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	10	19	19	10	15	15	10	15	15
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	410	800	250	294	688	249	194	789	198	276	1595	258
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	410	800	250	294	688	249	194	789	198	276	1595	258
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	423	825	258	303	709	257	200	813	204	285	1644	266
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	423	825	258	303	709	257	200	813	204	285	1644	266
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	423	825	258	303	709	257	200	813	204	285	1644	266
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.03	0.85	0.95	1.03	0.85	0.95	1.03	0.85	0.95	1.03	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	1805	3925	1615	1805	3925	1615	1805	3925	1615	1805	5888	1615
Capacity Analysis Module:												
Vol/Sat:	0.23	0.21	0.16	0.17	0.18	0.16	0.11	0.21	0.13	0.16	0.28	0.16
Crit Moves:	****				****		****				****	
Green/Cycle:	0.24	0.24	0.24	0.19	0.19	0.19	0.12	0.23	0.23	0.18	0.29	0.29
Volume/Cap:	0.96	0.87	0.66	0.87	0.95	0.84	0.96	0.90	0.55	0.90	0.96	0.57
Delay/Veh:	70.1	45.3	38.5	59.7	61.8	56.8	94.9	49.0	35.6	66.9	48.4	31.7
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:	70.1	45.3	38.5	59.7	61.8	56.8	94.9	49.0	35.6	66.9	48.4	31.7
LOS by Move:	E	D	D	E	E	E	F	D	D	E	D	C
HCM2kAvgQ:	18	16	9	12	15	10	10	16	7	12	22	8

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #31 Perris Boulevard / Cactus Avenue

Cycle (sec):	120	Critical Vol./Cap.(X):	1.240
Loss Time (sec):	16	Average Delay (sec/veh):	117.0
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	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2 0	1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	394	1121	293	228	1152	293	262	675	297	267	1132	143
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	394	1121	293	228	1152	293	262	675	297	267	1132	143
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	428	1218	318	248	1252	318	285	734	323	290	1230	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	428	1218	318	248	1252	318	285	734	323	290	1230	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	428	1218	318	248	1252	318	285	734	323	290	1230	155
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.97	0.95	1.03	0.85	0.95	0.99	0.95	0.95	1.02	0.98
Lanes:	1.00	2.36	0.64	1.00	2.00	1.00	1.00	1.38	0.62	1.00	1.77	0.23
Final Sat.:	1805	4493	1174	1805	3925	1615	1805	2575	1133	1805	3413	431
Capacity Analysis Module:												
Vol/Sat:	0.24	0.27	0.27	0.14	0.32	0.20	0.16	0.28	0.28	0.16	0.36	0.36
Crit Moves:	****				****		****				****	
Green/Cycle:	0.19	0.30	0.30	0.15	0.26	0.26	0.13	0.27	0.27	0.15	0.29	0.29
Volume/Cap:	1.24	0.91	0.91	0.91	1.24	0.77	1.24	1.07	1.07	1.07	1.24	1.24
Delay/Veh:	178.8	48.4	48.4	82.2	161	49.6	191.7	92.0	92.0	124.2	158	158.2
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:	178.8	48.4	48.4	82.2	161	49.6	191.7	92.0	92.0	124.2	158	158.2
LOS by Move:	F	D	D	F	F	D	F	F	F	F	F	F
HCM2kAvgQ:	28	22	22	12	40	13	20	28	28	17	44	43

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #32 Perris Boulevard / John F. Kennedy Drive

Cycle (sec):	120	Critical Vol./Cap.(X):	1.294
Loss Time (sec):	16	Average Delay (sec/veh):	134.8
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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	15	15	10	15	15	10	16	16	10	16	16
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	433	1365	454	402	1061	258	282	590	342	494	634	315
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	433	1365	454	402	1061	258	282	590	342	494	634	315
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	471	1484	493	437	1153	280	307	641	372	537	689	342
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	471	1484	493	437	1153	280	307	641	372	537	689	342
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	471	1484	493	437	1153	280	307	641	372	537	689	342
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.99	0.96	0.95	1.00	0.97	0.95	1.03	0.85	0.95	1.03	0.85
Lanes:	1.00	2.23	0.77	1.00	2.40	0.60	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	4220	1404	1805	4570	1111	1805	3925	1615	1805	3925	1615
Capacity Analysis Module:												
Vol/Sat:	0.26	0.35	0.35	0.24	0.25	0.25	0.17	0.16	0.23	0.30	0.18	0.21
Crit Moves:		****		****					****	****		
Green/Cycle:	0.23	0.27	0.27	0.19	0.23	0.23	0.18	0.18	0.18	0.23	0.23	0.23
Volume/Cap:	1.12	1.29	1.29	1.29	1.12	1.12	0.94	0.92	1.29	1.29	0.78	0.94
Delay/Veh:	126.1	181	180.9	201.3	111	110.7	81.9	65.6	205.0	195.4	47.9	76.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	126.1	181	180.9	201.3	111	110.7	81.9	65.6	205.0	195.4	47.9	76.7
LOS by Move:	F	F	F	F	F	F	F	E	F	F	D	E
HCM2kAvgQ:	27	45	43	30	28	27	15	15	26	37	14	17

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #33 Perris Boulevard / Gentian Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.921
Loss Time (sec): 12 Average Delay (sec/veh): 36.3
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	19	19	10	10	0	0	0	0	30	0	30
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	1	1 0	1 0	2	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	31	1681	26	139	1587	46	90	5	25	88	23	239
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	1681	26	139	1587	46	90	5	25	88	23	239
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	34	1827	28	151	1725	50	98	5	27	96	25	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	1827	28	151	1725	50	98	5	27	96	25	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	1827	28	151	1725	50	98	5	27	96	25	260
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.74	0.74	0.74	0.95	0.91	0.91	0.94	0.94	0.94	0.90	0.90	0.90
Lanes:	0.05	2.91	0.04	1.00	2.92	0.08	0.75	0.04	0.21	0.25	0.07	0.68
Final Sat.:	75	4076	63	1805	5021	146	1335	74	371	429	112	1164
Capacity Analysis Module:												
Vol/Sat:	0.45	0.45	0.45	0.08	0.34	0.34	0.07	0.07	0.07	0.22	0.22	0.22
Crit Moves:		****		****			****			****		
Green/Cycle:	0.48	0.48	0.48	0.09	0.57	0.57	0.08	0.08	0.08	0.25	0.25	0.25
Volume/Cap:	0.94	0.94	0.94	0.91	0.60	0.60	0.91	0.91	0.91	0.89	0.89	0.89
Delay/Veh:	39.0	39.0	39.0	98.3	17.3	17.3	103.6	104	103.6	63.9	63.9	63.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.0	39.0	39.0	98.3	17.3	17.3	103.6	104	103.6	63.9	63.9	63.9
LOS by Move:	D	D	D	F	B	B	F	F	F	E	E	E
HCM2kAvgQ:	29	29	29	8	16	16	8	8	8	17	17	17

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #36 Perris Boulevard / Santiago Drive

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	2	1	0		1	0	2	1	0		0	0	1!	0	0		0	0	1!	0	0	
Volume Module:																								
Base Vol:	85	1504		148			76	1555		68			63		31		50		78		110		171	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	85	1504		148			76	1555		68			63		31		50		78		110		171	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.92	0.92		0.92			0.92	0.92		0.92			0.92		0.92		0.92		0.92		0.92		0.92	
PHF Volume:	92	1633		161			83	1688		74			68		34		54		85		119		186	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
FinalVolume:	92	1633		161			83	1688		74			68		34		54		85		119		186	
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:	1762	xxxx	xxxxx				1794	xxxx	xxxxx				2679		3869		600		2643		3825		625	
Potent Cap.:	359	xxxx	xxxxx				349	xxxx	xxxxx				11		4		449		12		4		433	
Move Cap.:	359	xxxx	xxxxx				349	xxxx	xxxxx				0		2		449		0		2		433	
Volume/Cap:	0.26	xxxx	xxxx				0.24	xxxx	xxxx				xxxx		16.34		0.12		xxxx		54.17		0.43	
Level Of Service Module:																								
2Way95thQ:	1.0	xxxx	xxxxx				0.9	xxxx	xxxxx				xxxx		xxxx		xxxxx		xxxx		xxxx		xxxxx	
Control Del:	18.5	xxxx	xxxxx				18.5	xxxx	xxxxx				xxxxx		xxxx		xxxxx		xxxxx		xxxx		xxxxx	
LOS by Move:	C	*		*			C	*		*			*		*		*		*		*		*	
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx		0		xxxxx		xxxx		0		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						F					

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #37 Perris Boulevard / Iris Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 1.023
Loss Time (sec): 16 Average Delay (sec/veh): 88.3
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:	10	31	31	10	31	31	10	34	34	10	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	2 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	312	1029	329	303	1013	184	287	510	193	367	721	286
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	312	1029	329	303	1013	184	287	510	193	367	721	286
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	339	1118	358	329	1101	200	312	554	210	399	784	311
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	339	1118	358	329	1101	200	312	554	210	399	784	311
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	339	1118	358	329	1101	200	312	554	210	399	784	311
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.89	0.89	0.95	0.91	0.91	0.95	0.91	0.91
Lanes:	1.00	3.00	1.00	1.00	2.54	0.46	1.00	1.45	0.55	1.00	1.43	0.57
Final Sat.:	1805	5187	1615	1805	4289	779	1805	2512	950	1805	2474	981
Capacity Analysis Module:												
Vol/Sat:	0.19	0.22	0.22	0.18	0.26	0.26	0.17	0.22	0.22	0.22	0.32	0.32
Crit Moves:	****				****			****		****		
Green/Cycle:	0.15	0.26	0.26	0.15	0.26	0.26	0.16	0.28	0.28	0.18	0.30	0.30
Volume/Cap:	1.26	0.83	0.86	1.22	0.99	0.99	1.07	0.78	0.78	1.26	1.07	1.07
Delay/Veh:	193.7	46.8	58.4	179.5	67.7	67.7	121.7	43.6	43.6	188.7	89.9	89.9
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:	193.7	46.8	58.4	179.5	67.7	67.7	121.7	43.6	43.6	188.7	89.9	89.9
LOS by Move:	F	D	E	F	E	E	F	D	D	F	F	F
HCM2kAvgQ:	23	17	15	22	23	23	18	15	15	27	30	30

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #38 Perris Boulevard / Krameria Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.941
Loss Time (sec): 16 Average Delay (sec/veh): 153.9
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	28	28	10	24	24	34	34	34	31	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 1	1! 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	121	1413	313	136	1345	61	81	277	215	360	415	238
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	121	1413	313	136	1345	61	81	277	215	360	415	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:	128	1491	330	143	1419	64	85	292	227	380	438	251
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	1491	330	143	1419	64	85	292	227	380	438	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:	128	1491	330	143	1419	64	85	292	227	380	438	251
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.89	0.89	0.95	0.90	0.90	0.89	0.89	0.89	0.95	1.00	0.85
Lanes:	1.00	2.46	0.54	1.00	2.87	0.13	0.35	1.19	1.46	1.00	1.00	1.00
Final Sat.:	1805	4132	915	1805	4932	224	589	2014	2473	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.36	0.36	0.08	0.29	0.29	0.15	0.15	0.09	0.21	0.23	0.16
Crit Moves:		****		****			****				****	
Green/Cycle:	0.08	0.24	0.24	0.08	0.24	0.24	0.28	0.28	0.28	0.26	0.26	0.26
Volume/Cap:	0.85	1.49	1.49	0.95	1.19	1.19	0.51	0.51	0.32	0.81	0.89	0.60
Delay/Veh:	88.2	272	271.6	114.1	139	139.4	36.4	36.4	34.0	52.4	61.1	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:	88.2	272	271.6	114.1	139	139.4	36.4	36.4	34.0	52.4	61.1	41.5
LOS by Move:	F	F	F	F	F	F	D	D	C	D	E	D
HCM2kAvgQ:	7	53	53	9	33	33	8	8	5	15	19	9

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #39 Perris Boulevard / San Michele Road

Cycle (sec): 120 Critical Vol./Cap.(X): 0.846
Loss Time (sec): 16 Average Delay (sec/veh): 114.9
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	32	32	10	32	32	10	34	34	10	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	260	1579	5	5	1648	271	305	5	237	5	5	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	1579	5	5	1648	271	305	5	237	5	5	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	275	1669	5	5	1742	286	322	5	251	5	5	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	275	1669	5	5	1742	286	322	5	251	5	5	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	275	1669	5	5	1742	286	322	5	251	5	5	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.89	0.89	0.95	0.85	0.85	0.95	1.00	0.85
Lanes:	1.00	2.99	0.01	1.00	2.58	0.42	1.00	0.02	0.98	1.00	1.00	1.00
Final Sat.:	1805	5171	16	1805	4361	717	1805	33	1587	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.15	0.32	0.32	0.00	0.40	0.40	0.18	0.16	0.16	0.00	0.00	0.00
Crit Moves:	****				****		****				****	
Green/Cycle:	0.12	0.35	0.35	0.09	0.32	0.32	0.14	0.33	0.33	0.10	0.28	0.28
Volume/Cap:	1.25	0.92	0.92	0.03	1.25	1.25	1.25	0.48	0.48	0.03	0.01	0.01
Delay/Veh:	197.9	45.7	45.7	49.9	160	159.5	192.7	32.7	32.7	49.2	30.9	30.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	197.9	45.7	45.7	49.9	160	159.5	192.7	32.7	32.7	49.2	30.9	30.9
LOS by Move:	F	D	D	D	F	F	F	C	C	D	C	C
HCM2kAvgQ:	19	26	26	0	48	48	22	8	8	0	0	0

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #40 Perris Boulevard / Nandina Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.738
Loss Time (sec): 16 Average Delay (sec/veh): 102.5
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			Ovl			Include			Include		
Min. Green:	10	31	31	10	31	31	10	41	41	10	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	3	0 1	1 0	1	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	295	1819	125	68	1643	160	90	6	128	73	46	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	295	1819	125	68	1643	160	90	6	128	73	46	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	313	1929	133	72	1742	170	95	6	136	77	49	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	313	1929	133	72	1742	170	95	6	136	77	49	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	313	1929	133	72	1742	170	95	6	136	77	49	43
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.91	0.85	0.95	0.81	0.81	0.95	1.00	0.85
Lanes:	1.00	2.81	0.19	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	4805	330	1805	5187	1615	1805	1547	1547	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.17	0.40	0.40	0.04	0.34	0.11	0.05	0.00	0.09	0.04	0.03	0.03
Crit Moves:	****				****				****	****		
Green/Cycle:	0.15	0.36	0.36	0.08	0.29	0.37	0.08	0.34	0.34	0.08	0.34	0.34
Volume/Cap:	1.15	1.12	1.12	0.48	1.15	0.28	0.63	0.01	0.26	0.51	0.08	0.08
Delay/Veh:	153.4	101	100.6	54.9	119	26.5	61.8	26.1	28.8	55.7	26.7	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:	153.4	101	100.6	54.9	119	26.5	61.8	26.1	28.8	55.7	26.7	26.8
LOS by Move:	F	F	F	D	F	C	E	C	C	E	C	C
HCM2kAvgQ:	20	41	41	3	37	4	5	0	4	3	1	1

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #41 Perris Boulevard / Harley Knox Boulevard

Cycle (sec): 60 Critical Vol./Cap.(X): 13.047
Loss Time (sec): 12 Average Delay (sec/veh): 2627.1
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				Permitted				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	0	0	29	29	10	0	10	0	0	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	1	0	0	1	0	0	1	0	0	1	0	0	1	0	0	1! 0 0
Volume Module:																
Base Vol:	186	1541	22	149	1170	409	374	103	118	71	244	225				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	186	1541	22	149	1170	409	374	103	118	71	244	225				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92				
PHF Volume:	202	1675	24	162	1272	445	407	112	128	77	265	245				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	202	1675	24	162	1272	445	407	112	128	77	265	245				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	202	1675	24	162	1272	445	407	112	128	77	265	245				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.95	1.00	1.00	0.08	0.08	0.85	0.89	0.89	0.89	0.94	0.94	0.94				
Lanes:	1.00	0.99	0.01	0.11	0.89	1.00	1.00	0.47	0.53	0.13	0.45	0.42				
Final Sat.:	1805	1870	27	17	130	1615	1698	792	907	234	805	742				
Capacity Analysis Module:																
Vol/Sat:	0.11	0.90	0.90	9.80	9.80	0.28	0.24	0.14	0.14	0.33	0.33	0.33				
Crit Moves:	****				****		****			****						
Green/Cycle:	0.16	0.64	0.64	0.48	0.48	0.48	0.16	0.16	0.16	0.00	0.00	0.00				
Volume/Cap:	0.68	1.40	1.40	20.61	20.61	0.58	1.46	0.86	0.86	xxxx	xxxx	xxxx				
Delay/Veh:	30.5	197	196.7	8869	8869	12.7	244.9	35.0	35.0	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:	30.5	197	196.7	8869	8869	12.7	244.9	35.0	35.0	0.0	0.0	0.0				
LOS by Move:	C	F	F	F	F	B	F	C	C	A	A	A				
HCM2kAvgQ:	5	93	93	196	196	7	27	8	8	10	10	10				

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #42 Perris Boulevard / Ramona Expressway

Cycle (sec):	120	Critical Vol./Cap.(X):	1.128
Loss Time (sec):	16	Average Delay (sec/veh):	132.8
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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	44	44	10	44	44	10	36	36	10	36	36
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	1 1	0	2 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	417	822	210	332	618	310	418	774	149	220	1663	537
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	417	822	210	332	618	310	418	774	149	220	1663	537
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	429	847	216	342	636	319	430	797	153	227	1713	553
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	429	847	216	342	636	319	430	797	153	227	1713	553
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	429	847	216	342	636	319	430	797	153	227	1713	553
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	0.90	0.90	0.92	0.91	0.85	0.92	0.88	0.88
Lanes:	2.00	2.00	1.00	2.00	1.33	0.67	2.00	3.00	1.00	2.00	2.27	0.73
Final Sat.:	3502	3610	1615	3502	2284	1146	3502	5187	1615	3502	3776	1219
Capacity Analysis Module:												
Vol/Sat:	0.12	0.23	0.13	0.10	0.28	0.28	0.12	0.15	0.10	0.06	0.45	0.45
Crit Moves:	****				****		****				****	
Green/Cycle:	0.09	0.37	0.37	0.09	0.37	0.37	0.09	0.32	0.32	0.09	0.32	0.32
Volume/Cap:	1.40	0.64	0.37	1.11	0.76	0.76	1.40	0.48	0.29	0.72	1.40	1.40
Delay/Veh:	252.6	32.5	28.2	140.1	36.1	36.1	252.6	32.7	30.7	61.2	224	223.6
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:	252.6	32.5	28.2	140.1	36.1	36.1	252.6	32.7	30.7	61.2	224	223.6
LOS by Move:	F	C	C	F	D	D	F	C	C	E	F	F
HCM2kAvgQ:	18	14	6	12	17	17	18	9	4	6	60	60

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #43 Kitching Street / Cactus Avenue

Cycle (sec):	120	Critical Vol./Cap.(X):	0.996
Loss Time (sec):	16	Average Delay (sec/veh):	63.9
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			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	287	582	88	96	521	224	164	807	297	78	949	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:	287	582	88	96	521	224	164	807	297	78	949	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	312	633	96	104	566	243	178	877	323	85	1032	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	312	633	96	104	566	243	178	877	323	85	1032	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	312	633	96	104	566	243	178	877	323	85	1032	167
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	1.01	1.01	0.98	1.03	0.88	0.98	0.99	0.99	0.98	1.01	1.01
Lanes:	1.00	1.74	0.26	1.00	1.00	1.00	1.00	1.46	0.54	1.00	1.72	0.28
Final Sat.:	1865	3342	505	1865	1963	1668	1865	2755	1014	1865	3306	537
Capacity Analysis Module:												
Vol/Sat:	0.17	0.19	0.19	0.06	0.29	0.15	0.10	0.32	0.32	0.05	0.31	0.31
Crit Moves:	****				****		****				****	
Green/Cycle:	0.17	0.32	0.32	0.14	0.29	0.29	0.10	0.32	0.32	0.08	0.31	0.31
Volume/Cap:	1.00	0.60	0.60	0.40	1.00	0.50	1.00	0.98	0.98	0.54	1.00	1.00
Delay/Veh:	99.7	35.3	35.3	48.0	79.3	36.3	120.3	61.6	61.6	56.2	66.1	66.1
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:	99.7	35.3	35.3	48.0	79.3	36.3	120.3	61.6	61.6	56.2	66.1	66.1
LOS by Move:	F	D	D	D	E	D	F	E	E	E	E	E
HCM2kAvgQ:	17	13	13	4	27	9	11	28	28	4	28	28

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #44 Kitching Street / John F. Kennedy Drive

Cycle (sec): 120 Critical Vol./Cap.(X): 1.442
Loss Time (sec): 16 Average Delay (sec/veh): 248.2
Optimal Cycle: OPTIMIZED Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1	1 0	1 0	2 0	1
Volume Module:												
Base Vol:	339	625	62	178	480	222	219	935	249	77	921	236
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	339	625	62	178	480	222	219	935	249	77	921	236
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	368	679	67	193	522	241	238	1016	271	84	1001	257
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	368	679	67	193	522	241	238	1016	271	84	1001	257
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	368	679	67	193	522	241	238	1016	271	84	1001	257
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.24	1.24	1.24	1.21	1.21	1.21	1.05	1.07	1.07	1.05	1.10	0.94
Lanes:	0.33	0.61	0.06	0.20	0.55	0.25	1.00	1.58	0.42	1.00	2.00	1.00
Final Sat.:	776	1431	142	466	1256	581	1986	3199	852	1986	4180	1777
Capacity Analysis Module:												
Vol/Sat:	0.47	0.47	0.47	0.42	0.42	0.42	0.12	0.32	0.32	0.04	0.24	0.14
Crit Moves:			****			****		****		****		
Green/Cycle:	0.31	0.31	0.31	0.27	0.27	0.27	0.10	0.21	0.21	0.08	0.19	0.19
Volume/Cap:	1.54	1.54	1.54	1.54	1.54	1.54	1.24	1.54	1.54	0.51	1.24	0.75
Delay/Veh:	292.3	292	292.3	295.7	296	295.7	199.2	297	297.5	55.2	168	54.5
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:	292.3	292	292.3	295.7	296	295.7	199.2	297	297.5	55.2	168	54.5
LOS by Move:	F	F	F	F	F	F	F	F	F	E	F	D
HCM2kAvgQ:	89	89	89	77	77	77	17	52	52	4	33	11

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #45 Kitching Street / Iris Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 1.238
Loss Time (sec): 16 Average Delay (sec/veh): 117.9
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			Ovl		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	289	314	397	126	452	226	160	847	202	700	953	175
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	289	314	397	126	452	226	160	847	202	700	953	175
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	314	341	432	137	491	246	174	921	220	761	1036	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	314	341	432	137	491	246	174	921	220	761	1036	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	314	341	432	137	491	246	174	921	220	761	1036	190
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.95	0.95	0.98	0.98	0.98	0.98	1.00	1.00	0.98	1.03	0.88
Lanes:	1.00	1.00	1.00	1.00	1.33	0.67	1.00	1.61	0.39	1.00	2.00	1.00
Final Sat.:	1865	1798	1798	1865	2486	1243	1865	3078	734	1865	3925	1668
Capacity Analysis Module:												
Vol/Sat:	0.17	0.19	0.24	0.07	0.20	0.20	0.09	0.30	0.30	0.41	0.26	0.11
Crit Moves:	****				****			****		****		
Green/Cycle:	0.14	0.21	0.21	0.08	0.16	0.16	0.15	0.24	0.24	0.33	0.42	0.51
Volume/Cap:	1.24	0.89	1.13	0.88	1.24	1.24	0.63	1.24	1.24	1.24	0.63	0.23
Delay/Veh:	188.1	57.7	123.6	94.3	172	171.6	52.3	162	162.1	161.0	28.0	16.7
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:	188.1	57.7	123.6	94.3	172	171.6	52.3	162	162.1	161.0	28.0	16.7
LOS by Move:	F	E	F	F	F	F	D	F	F	F	C	B
HCM2kAvgQ:	22	16	25	8	25	25	7	37	37	48	18	6

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #46 Lasselle Street / Iris Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.938
Loss Time (sec): 16 Average Delay (sec/veh): 57.3
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:	Ovl			Include			Include			Include		
Min. Green:	10	41	41	10	41	41	10	34	34	10	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	382	753	426	222	859	188	214	829	456	544	1264	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	382	753	426	222	859	188	214	829	456	544	1264	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	396	780	441	230	890	195	222	859	473	564	1310	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	396	780	441	230	890	195	222	859	473	564	1310	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	396	780	441	230	890	195	222	859	473	564	1310	154
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	0.91	0.85	0.92	0.90	0.90
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	2.68	0.32
Final Sat.:	3502	3610	1615	3502	3610	1615	3502	5187	1615	3502	4566	538
Capacity Analysis Module:												
Vol/Sat:	0.11	0.22	0.27	0.07	0.25	0.12	0.06	0.17	0.29	0.16	0.29	0.29
Crit Moves:	****				****				****	****		
Green/Cycle:	0.10	0.35	0.50	0.09	0.34	0.34	0.10	0.28	0.28	0.14	0.33	0.33
Volume/Cap:	1.13	0.61	0.55	0.76	0.72	0.35	0.66	0.58	1.03	1.13	0.87	0.87
Delay/Veh:	143.6	32.7	21.7	64.2	36.6	30.0	57.2	37.5	93.7	134.1	43.0	43.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	143.6	32.7	21.7	64.2	36.6	30.0	57.2	37.5	93.7	134.1	43.0	43.0
LOS by Move:	F	C	C	E	D	C	E	D	F	F	D	D
HCM2kAvgQ:	14	13	11	6	16	5	5	10	24	18	21	21

Note: Queue reported is the number of cars per lane.

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	1497	591	1105	1056	0	0	0	0	0	0	236
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5	5.5	4.0	5.5							4.0
Lane Util. Factor		0.95	1.00	1.00	0.95							1.00
Frpb, ped/bikes		1.00	0.97	1.00	1.00							0.98
Flpb, ped/bikes		1.00	1.00	1.00	1.00							1.00
Frt		1.00	0.85	1.00	1.00							0.86
Flt Protected		1.00	1.00	0.95	1.00							1.00
Satd. Flow (prot)		3438	1443	1787	3471							1472
Flt Permitted		1.00	1.00	0.95	1.00							1.00
Satd. Flow (perm)		3438	1443	1787	3471							1472
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.91	0.91	0.91	0.94	0.94	0.94
Adj. Flow (vph)	0	1593	629	1176	1123	0	0	0	0	0	0	251
RTOR Reduction (vph)	0	0	232	0	0	0	0	0	0	0	0	54
Lane Group Flow (vph)	0	1593	397	1176	1123	0	0	0	0	0	0	197
Confl. Peds. (#/hr)			5									5
Heavy Vehicles (%)	0%	5%	9%	1%	4%	0%	0%	0%	0%	0%	0%	10%
Turn Type		NA	Perm	Prot	NA							custom
Protected Phases		2		1	6							
Permitted Phases			2									1 4
Actuated Green, G (s)		34.5	34.5	31.0	69.5							40.1
Effective Green, g (s)		34.5	34.5	31.0	69.5							40.1
Actuated g/C Ratio		0.41	0.41	0.37	0.83							0.48
Clearance Time (s)		5.5	5.5	4.0	5.5							
Vehicle Extension (s)		2.0	2.0	2.0	2.0							
Lane Grp Cap (vph)		1410	591	658	2868							701
v/s Ratio Prot		c0.46		c0.66	0.32							
v/s Ratio Perm			0.27									c0.13
v/c Ratio		1.13	0.67	1.79	0.39							0.28
Uniform Delay, d1		24.8	20.2	26.5	1.9							13.3
Progression Factor		1.00	1.00	1.00	1.00							1.00
Incremental Delay, d2		68.0	6.0	360.4	0.0							0.1
Delay (s)		92.8	26.2	386.9	1.9							13.4
Level of Service		F	C	F	A							B
Approach Delay (s)		73.9			198.8			0.0			13.4	
Approach LOS		E			F			A			B	

Intersection Summary			
HCM 2000 Control Delay	130.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.37		
Actuated Cycle Length (s)	84.1	Sum of lost time (s)	13.5
Intersection Capacity Utilization	110.5%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	193	1748	411	0	2849	480	153	151	25	265	5	250
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	0.95			0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		1.00	0.98	
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.97			0.98		1.00	0.98		1.00	0.85	
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1480	3390			3460		1421	1855		1805	1534	
Flt Permitted	0.11	1.00			1.00		0.48	1.00		0.62	1.00	
Satd. Flow (perm)	171	3390			3460		719	1855		1178	1534	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	210	1900	447	0	3097	522	166	164	27	288	5	272
RTOR Reduction (vph)	0	28	0	0	18	0	0	4	0	0	0	0
Lane Group Flow (vph)	210	2319	0	0	3601	0	166	187	0	288	277	0
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	22%	2%	7%	0%	2%	0%	27%	0%	0%	0%	50%	3%
Turn Type	Perm	NA			NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2						8			4		
Actuated Green, G (s)	36.4	36.4			36.4		18.6	18.6		18.6	18.6	
Effective Green, g (s)	36.4	36.4			36.4		18.6	18.6		18.6	18.6	
Actuated g/C Ratio	0.56	0.56			0.56		0.29	0.29		0.29	0.29	
Clearance Time (s)	5.0	5.0			5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	2.0	2.0			2.0		2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	95	1898			1937		205	530		337	438	
v/s Ratio Prot		0.68			1.04			0.10			0.18	
v/s Ratio Perm	c1.23						0.23			c0.24		
v/c Ratio	2.21	1.22			1.86		0.81	0.35		0.85	0.63	
Uniform Delay, d1	14.3	14.3			14.3		21.6	18.4		21.9	20.2	
Progression Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	577.4	104.8			388.5		19.5	0.1		18.0	2.2	
Delay (s)	591.7	119.1			402.8		41.0	18.6		39.9	22.4	
Level of Service	F	F			F		D	B		D	C	
Approach Delay (s)		157.9			402.8			29.0			31.3	
Approach LOS		F			F			C			C	

Intersection Summary			
HCM 2000 Control Delay	266.2	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.74		
Actuated Cycle Length (s)	65.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	146.2%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Elsworth Street / Cactus Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 1.092
Loss Time (sec): 16 Average Delay (sec/veh): 288.7
Optimal Cycle: OPTIMIZED Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Ignore			Include		
Min. Green:	29	29	29	29	29	29	10	21	21	10	21	21
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1! 0	0	1 1	0 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	482	125	165	199	27	188	226	2554	36	33	2203	217
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	482	125	165	199	27	188	226	2554	36	33	2203	217
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00	0.92	0.92	0.92
PHF Volume:	524	136	179	216	29	204	246	2776	0	36	2395	236
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	524	136	179	216	29	204	246	2776	0	36	2395	236
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	524	136	179	216	29	204	246	2776	0	36	2395	236
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.94	0.96	0.96	0.85	0.95	0.91	1.00	0.95	0.91	0.85
Lanes:	1.45	0.24	0.31	1.76	0.24	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	2594	420	554	3205	435	1615	1805	5187	1900	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.20	0.32	0.32	0.07	0.07	0.13	0.14	0.54	0.00	0.02	0.46	0.15
Crit Moves:		****			****			****		****		
Green/Cycle:	0.24	0.24	0.24	0.24	0.24	0.33	0.09	0.30	0.00	0.08	0.30	0.30
Volume/Cap:	0.84	1.34	1.34	0.28	0.28	0.38	1.56	1.78	0.00	0.24	1.56	0.49
Delay/Veh:	49.4	209	208.5	37.2	37.2	31.4	335.1	397	0.0	52.3	297	35.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.4	209	208.5	37.2	37.2	31.4	335.1	397	0.0	52.3	297	35.6
LOS by Move:	D	F	F	D	D	C	F	F	A	D	F	D
HCM2kAvgQ:	15	41	41	4	4	6	22	92	0	1	71	7

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 Frederick Street / Cactus Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 1.087
Loss Time (sec): 12 Average Delay (sec/veh): 202.3
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			Permitted		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	32	0	32	10	10	0	0	27	27
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	2 0	0	0 1	1 0	2	0 0	0 0	3	0 1
Volume Module:												
Base Vol:	0	0	0	471	0	163	67	2765	0	0	2238	232
Growth Adj:	1.00	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	471	0	163	67	2765	0	0	2238	232
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	512	0	177	73	3005	0	0	2433	252
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	512	0	177	73	3005	0	0	2433	252
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	512	0	177	73	3005	0	0	2433	252
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	0.95	0.95	1.00	1.00	0.91	0.85
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3502	0	1615	1805	3610	0	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.11	0.04	0.83	0.00	0.00	0.47	0.16
Crit Moves:				****				****				
Green/Cycle:	0.00	0.00	0.00	0.27	0.00	0.61	0.34	0.63	0.00	0.00	0.29	0.56
Volume/Cap:	0.00	0.00	0.00	0.55	0.00	0.18	0.12	1.31	0.00	0.00	1.61	0.28
Delay/Veh:	0.0	0.0	0.0	38.5	0.0	10.4	27.2	167	0.0	0.0	319	14.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	38.5	0.0	10.4	27.2	167	0.0	0.0	319	14.0
LOS by Move:	A	A	A	D	A	B	C	F	A	A	F	B
HCM2kAvgQ:	0	0	0	9	0	3	2	104	0	0	74	5

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Graham Street / Cactus Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 1.244
Loss Time (sec): 16 Average Delay (sec/veh): 274.5
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			Ovl			Ignore			Include		
Min. Green:	10	32	32	10	32	32	10	35	35	10	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 1	0	1 0	2 0	1	1 0	2 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	353	139	28	259	264	356	240	2943	873	25	1612	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	353	139	28	259	264	356	240	2943	873	25	1612	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95
PHF Volume:	373	147	30	274	279	376	254	3111	0	26	1704	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	373	147	30	274	279	376	254	3111	0	26	1704	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	373	147	30	274	279	376	254	3111	0	26	1704	126
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.93	0.95	0.95	0.85	0.95	0.95	1.00	0.95	0.90	0.90
Lanes:	2.00	1.66	0.34	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.79	0.21
Final Sat.:	3502	2930	590	1805	3610	1615	1805	3610	1900	1805	4782	353
Capacity Analysis Module:												
Vol/Sat:	0.11	0.05	0.05	0.15	0.08	0.23	0.14	0.86	0.00	0.01	0.36	0.36
Crit Moves:		****		****				****		****		
Green/Cycle:	0.08	0.27	0.27	0.08	0.27	0.41	0.15	0.43	0.00	0.08	0.37	0.37
Volume/Cap:	1.28	0.19	0.19	1.82	0.29	0.56	0.96	1.99	0.00	0.18	0.96	0.96
Delay/Veh:	204.2	34.1	34.1	449.0	35.1	28.1	95.6	481	0.0	51.7	49.7	49.7
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:	204.2	34.1	34.1	449.0	35.1	28.1	95.6	481	0.0	51.7	49.7	49.7
LOS by Move:	F	C	C	F	D	C	F	F	A	D	D	D
HCM2kAvgQ:	15	3	3	27	4	11	13	158	0	1	29	29

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 Heacock Street / Alessandro Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.870
Loss Time (sec):	16	Average Delay (sec/veh):	107.8
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:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	10	39	39	10	39	39	10	28	28	10	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	187	402	61	296	530	233	175	2224	182	63	1553	262
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	187	402	61	296	530	233	175	2224	182	63	1553	262
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	191	410	62	302	541	238	179	2269	186	64	1585	267
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	191	410	62	302	541	238	179	2269	186	64	1585	267
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	191	410	62	302	541	238	179	2269	186	64	1585	267
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	0.91	0.85	0.95	0.91	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	5187	1615	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.04	0.17	0.15	0.15	0.10	0.44	0.11	0.04	0.31	0.17
Crit Moves:		****		****				****		****		
Green/Cycle:	0.11	0.33	0.33	0.13	0.34	0.44	0.10	0.33	0.44	0.08	0.31	0.31
Volume/Cap:	0.95	0.35	0.12	1.32	0.44	0.33	0.97	1.32	0.26	0.43	0.97	0.53
Delay/Veh:	103.2	31.0	28.5	223.5	30.9	22.2	112.7	188	21.3	54.2	57.4	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:	103.2	31.0	28.5	223.5	30.9	22.2	112.7	188	21.3	54.2	57.4	34.9
LOS by Move:	F	C	C	F	C	C	F	F	C	D	E	C
HCM2kAvgQ:	11	6	2	22	8	6	10	56	4	3	27	8

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 Heacock Street / Cactus Avenue

Cycle (sec):	120	Critical Vol./Cap.(X):	1.130
Loss Time (sec):	16	Average Delay (sec/veh):	117.4
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			Ovl			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 1	0	1 0	1 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	600	573	8	146	732	141	152	2016	1123	21	920	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	600	573	8	146	732	141	152	2016	1123	21	920	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	634	606	8	154	774	149	161	2131	1187	22	973	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	634	606	8	154	774	149	161	2131	1187	22	973	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	634	606	8	154	774	149	161	2131	1187	22	973	137
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	0.98	0.98	0.98	1.03	0.88	0.98	1.01	1.01
Lanes:	2.00	1.97	0.03	1.00	1.68	0.32	1.00	2.00	1.00	1.00	1.75	0.25
Final Sat.:	3610	3740	52	1805	3110	599	1865	3925	1668	1865	3374	477
Capacity Analysis Module:												
Vol/Sat:	0.18	0.16	0.16	0.09	0.25	0.25	0.09	0.54	0.71	0.01	0.29	0.29
Crit Moves:	****				****			****		****		
Green/Cycle:	0.14	0.22	0.22	0.12	0.20	0.20	0.12	0.44	0.58	0.08	0.40	0.40
Volume/Cap:	1.23	0.72	0.72	0.72	1.23	1.23	0.72	1.23	1.22	0.14	0.72	0.72
Delay/Veh:	173.2	46.0	46.0	62.2	165	165.1	61.3	145	134.7	51.4	31.7	31.7
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:	173.2	46.0	46.0	62.2	165	165.1	61.3	145	134.7	51.4	31.7	31.7
LOS by Move:	F	D	D	E	F	F	E	F	F	D	C	C
HCM2kAvgQ:	22	12	12	7	30	30	7	65	71	1	20	20

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 Heacock Street / John F. Kennedy Drive

Cycle (sec): 120 Critical Vol./Cap.(X): 0.790
Loss Time (sec): 16 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			Include			Include			Include		
Min. Green:	10	29	29	10	10	10	10	10	10	10	32	32
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	204	556	112	497	1023	78	48	284	293	47	165	301
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	204	556	112	497	1023	78	48	284	293	47	165	301
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	218	594	120	531	1093	83	51	303	313	50	176	322
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	218	594	120	531	1093	83	51	303	313	50	176	322
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	218	594	120	531	1093	83	51	303	313	50	176	322
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	1.00	0.85	0.95	0.86	0.86
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	1900	1615	1805	1630	1630
Capacity Analysis Module:												
Vol/Sat:	0.12	0.16	0.07	0.29	0.30	0.05	0.03	0.16	0.19	0.03	0.11	0.20
Crit Moves:		****		****			****					****
Green/Cycle:	0.15	0.24	0.24	0.28	0.37	0.37	0.08	0.24	0.24	0.11	0.27	0.27
Volume/Cap:	0.82	0.68	0.31	1.07	0.82	0.14	0.34	0.65	0.79	0.26	0.41	0.74
Delay/Veh:	67.5	43.5	37.7	103.8	38.4	25.3	53.2	44.0	52.9	50.2	36.4	44.6
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:	67.5	43.5	37.7	103.8	38.4	25.3	53.2	44.0	52.9	50.2	36.4	44.6
LOS by Move:	E	D	D	F	D	C	D	D	D	D	D	D
HCM2kAvgQ:	10	11	4	28	21	2	2	11	13	2	6	13

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #9 Heacock Street / Gentian Avenue

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: E[39.8]

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:	0	0	1	0	1	1	0	1	0	0	0	0	0	0	0	0	0	1!	0	0
Volume Module:																				
Base Vol:	0	758		13		120	1418		0		0		0		0	5		0		55
Growth Adj:	1.00	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	758		13		120	1418		0		0		0		0	5		0		55
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	0.92	0.92		0.92		0.92	0.92		0.92		0.92		0.92		0.92	0.92		0.92		0.92
PHF Volume:	0	824		14		130	1541		0		0		0		0	5		0		60
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
FinalVolume:	0	824		14		130	1541		0		0		0		0	5		0		60
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx		xxxxx		4.1	xxxx		xxxxx		xxxxx		xxxx		xxxxx	6.4		6.5		6.2
FollowUpTim:	xxxxx	xxxx		xxxxx		2.2	xxxx		xxxxx		xxxxx		xxxx		xxxxx	3.5		4.0		3.3
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx		xxxxx		838	xxxx		xxxxx		xxxx		xxxx		xxxxx	2626		2626		824
Potent Cap.:	xxxx	xxxx		xxxxx		805	xxxx		xxxxx		xxxx		xxxx		xxxxx	27		24		376
Move Cap.:	xxxx	xxxx		xxxxx		805	xxxx		xxxxx		xxxx		xxxx		xxxxx	23		20		376
Volume/Cap:	xxxx	xxxx		xxxx		0.16	xxxx		xxxx		xxxx		xxxx		xxxx	0.23		0.00		0.16
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		0.6	xxxx		xxxxx		xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
Control Del:	xxxxx	xxxx		xxxxx		10.3	xxxx		xxxxx		xxxxx		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	xxxx		xxxxx		xxxx		xxxx		xxxxx	xxxx		167		xxxxx
SharedQueue:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		1.7		xxxxx
Shrd ConDel:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		39.8		xxxxx
Shared LOS:	*	*		*		*	*		*		*		*		*	*		E		*
ApproachDel:	xxxxxx					xxxxxx					xxxxxx							39.8		
ApproachLOS:	*					*					*							E		

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #10 Webster Avenue / Harley Knox Boulevard

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: F[200.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1 0 0			0 1 0 0 0		
Volume Module:												
Base Vol:	5	0	14	0	0	0	0	1650	0	17	1170	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	0	14	0	0	0	0	1650	0	17	1170	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	5	0	15	0	0	0	0	1793	0	18	1272	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	5	0	15	0	0	0	0	1793	0	18	1272	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	7.1	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	3102	3102	1793	3110	3102	1272	xxxx	xxxx	xxxxx	1793	xxxx	xxxxx
Potent Cap.:	13	12	101	7	12	207	xxxx	xxxx	xxxxx	349	xxxx	xxxxx
Move Cap.:	13	11	101	6	11	207	xxxx	xxxx	xxxxx	349	xxxx	xxxxx
Volume/Cap:	0.43	0.00	0.15	0.00	0.00	0.00	xxxx	xxxx	xxxx	0.05	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	15.9	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	C	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	36	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	2.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Shrd ConDel:	xxxxx	200	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	15.9	xxxx	xxxxx
Shared LOS:	*	F	*	*	*	*	*	*	*	C	*	*
ApproachDel:	200.4			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			*			*			*		

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #11 Indian Street / Cottonwood Avenue

Cycle (sec): 105 Critical Vol./Cap.(X): 0.722
Loss Time (sec): 16 Average Delay (sec/veh): 35.5
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	24	24	10	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	103	396	88	66	406	74	75	656	180	64	373	79
Growth Adj:	1.00	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	396	88	66	406	74	75	656	180	64	373	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	110	422	94	70	433	79	80	699	192	68	398	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	422	94	70	433	79	80	699	192	68	398	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	422	94	70	433	79	80	699	192	68	398	84
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.95	0.93	0.93	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	1.64	0.36	1.00	1.69	0.31	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	2874	639	1805	2983	544	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.15	0.15	0.04	0.15	0.15	0.04	0.37	0.12	0.04	0.21	0.05
Crit Moves:	****				****			****		****		
Green/Cycle:	0.10	0.23	0.23	0.10	0.23	0.23	0.15	0.43	0.43	0.10	0.37	0.37
Volume/Cap:	0.64	0.64	0.64	0.41	0.63	0.63	0.29	0.86	0.28	0.40	0.57	0.14
Delay/Veh:	53.6	38.4	38.4	46.3	38.2	38.2	39.9	36.2	19.7	46.2	27.5	22.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.6	38.4	38.4	46.3	38.2	38.2	39.9	36.2	19.7	46.2	27.5	22.1
LOS by Move:	D	D	D	D	D	D	D	D	B	D	C	C
HCM2kAvgQ:	5	9	9	3	9	9	2	23	4	2	11	2

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #12 Indian Street / Alessandro Boulevard

Cycle (sec): 120 Critical Vol./Cap.(X): 0.934
Loss Time (sec): 16 Average Delay (sec/veh): 109.8
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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	42	42	10	42	42	10	28	28	10	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	3	0 1	1 0	3	0 1
Volume Module:												
Base Vol:	260	470	190	279	437	103	208	1912	228	120	1545	194
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	470	190	279	437	103	208	1912	228	120	1545	194
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	270	488	197	289	453	107	216	1983	237	124	1603	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	488	197	289	453	107	216	1983	237	124	1603	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	270	488	197	289	453	107	216	1983	237	124	1603	201
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.92	0.92	0.95	0.91	0.85	0.95	0.91	0.85
Lanes:	1.00	1.42	0.58	1.00	1.62	0.38	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1805	2460	995	1805	2837	669	1805	5187	1615	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.15	0.20	0.20	0.16	0.16	0.16	0.12	0.38	0.15	0.07	0.31	0.12
Crit Moves:		****		****				****		****		
Green/Cycle:	0.13	0.35	0.35	0.13	0.35	0.35	0.11	0.31	0.31	0.08	0.28	0.28
Volume/Cap:	1.17	0.57	0.57	1.25	0.46	0.46	1.10	1.25	0.48	0.83	1.10	0.44
Delay/Veh:	164.1	32.2	32.2	196.4	30.4	30.4	148.0	161	34.7	84.1	100	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:	164.1	32.2	32.2	196.4	30.4	30.4	148.0	161	34.7	84.1	100	36.2
LOS by Move:	F	C	C	F	C	C	F	F	C	F	F	D
HCM2kAvgQ:	18	11	11	20	8	8	14	47	7	7	32	6

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #13 Indian Street / Cactus Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 1.104
Loss Time (sec): 16 Average Delay (sec/veh): 106.6
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	15	15	10	15	15	10	15	15	10	15	15
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	140	570	60	232	711	82	69	2033	137	48	988	178
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	570	60	232	711	82	69	2033	137	48	988	178
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	152	620	65	252	773	89	75	2210	149	52	1074	193
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	620	65	252	773	89	75	2210	149	52	1074	193
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	152	620	65	252	773	89	75	2210	149	52	1074	193
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.99	0.99	0.95	0.99	0.99	0.98	1.02	1.02	0.98	1.01	1.01
Lanes:	1.00	1.81	0.19	1.00	1.79	0.21	1.00	1.87	0.13	1.00	1.69	0.31
Final Sat.:	1805	3390	357	1805	3356	387	1865	3644	246	1865	3250	585
Capacity Analysis Module:												
Vol/Sat:	0.08	0.18	0.18	0.14	0.23	0.23	0.04	0.61	0.61	0.03	0.33	0.33
Crit Moves:		****		****				****		****		
Green/Cycle:	0.07	0.15	0.15	0.12	0.20	0.20	0.12	0.51	0.51	0.08	0.47	0.47
Volume/Cap:	1.16	1.19	1.19	1.19	1.16	1.16	0.34	1.19	1.19	0.34	0.70	0.70
Delay/Veh:	182.4	151	150.9	173.8	133	133.3	49.3	118	118.3	53.2	25.9	25.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	182.4	151	150.9	173.8	133	133.3	49.3	118	118.3	53.2	25.9	25.9
LOS by Move:	F	F	F	F	F	F	D	F	F	D	C	C
HCM2kAvgQ:	11	22	22	17	26	26	3	68	68	2	22	22

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #14 Indian Street / John F. Kennedy Drive

Cycle (sec): 85 Critical Vol./Cap.(X): 0.545
Loss Time (sec): 16 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			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	27	27	10	27	27	10	24	24	10	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	108	372	84	83	553	34	28	436	161	116	261	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	372	84	83	553	34	28	436	161	116	261	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	117	404	91	90	601	37	30	474	175	126	284	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	404	91	90	601	37	30	474	175	126	284	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	117	404	91	90	601	37	30	474	175	126	284	53
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	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	1.63	0.37	1.00	1.88	0.12	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	2863	646	1805	3370	207	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.14	0.14	0.05	0.18	0.18	0.02	0.13	0.11	0.07	0.08	0.03
Crit Moves:	****				****			****		****		
Green/Cycle:	0.11	0.31	0.31	0.11	0.31	0.31	0.11	0.28	0.28	0.11	0.28	0.28
Volume/Cap:	0.57	0.46	0.46	0.43	0.57	0.57	0.15	0.48	0.39	0.61	0.28	0.12
Delay/Veh:	40.1	24.4	24.4	37.3	25.9	25.9	35.0	26.6	26.2	41.8	24.9	23.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.1	24.4	24.4	37.3	25.9	25.9	35.0	26.6	26.2	41.8	24.9	23.7
LOS by Move:	D	C	C	D	C	C	C	C	C	D	C	C
HCM2kAvgQ:	4	6	6	3	8	8	1	6	4	4	3	1

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #15 Indian Street / Gentian Avenue

Average Delay (sec/veh): 4.3 Worst Case Level Of Service: D[33.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 1 0 0 1			0 0 1! 0 0		
Volume Module:												
Base Vol:	38	482	10	10	565	75	47	10	79	10	10	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	482	10	10	565	75	47	10	79	10	10	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	41	524	11	11	614	82	51	11	86	11	11	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	41	524	11	11	614	82	51	11	86	11	11	11
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	696	xxxx	xxxxx	535	xxxx	xxxxx	1299	1294	655	1337	1329	529
Potent Cap.:	910	xxxx	xxxxx	1043	xxxx	xxxxx	140	164	470	132	156	553
Move Cap.:	910	xxxx	xxxxx	1043	xxxx	xxxxx	124	155	470	97	147	553
Volume/Cap:	0.05	xxxx	xxxx	0.01	xxxx	xxxx	0.41	0.07	0.18	0.11	0.07	0.02
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	0.7	xxxx	xxxx	xxxxx
Control Del:	9.1	xxxx	xxxxx	8.5	xxxx	xxxxx	xxxxx	xxxx	14.4	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	B	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	128	xxxx	xxxxx	xxxx	159	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	0.7	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	56.9	xxxx	xxxxx	xxxxx	33.4	xxxxx
Shared LOS:	*	*	*	*	*	*	F	*	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			32.2			33.4		
ApproachLOS:	*			*			D			D		

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #16 Indian Street / Santiago Drive

Cycle (sec): 120 Critical Vol./Cap.(X): 0.381
Loss Time (sec): 12 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				Protected				Split Phase				Split Phase			
Rights:		Ovl				Include				Include				Ovl		
Min. Green:	0	21	21		10	10	0		0	0	0		25	0	25	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	1	0	1	1	0	2	0	0	0	0	0	0	1	0	0	0	1
Volume Module:																
Base Vol:	0	578	10		10	469	0		0	0	0		10	0	10	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	578	10		10	469	0		0	0	0		10	0	10	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92	
PHF Volume:	0	628	11		11	510	0		0	0	0		11	0	11	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	628	11		11	510	0		0	0	0		11	0	11	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	628	11		11	510	0		0	0	0		11	0	11	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	0.85		0.95	0.95	1.00		1.00	1.00	1.00		0.95	1.00	0.85	
Lanes:	0.00	1.00	1.00		1.00	2.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	0	1900	1615		1805	3610	0		0	0	0		1805	0	1615	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.33	0.01		0.01	0.14	0.00		0.00	0.00	0.00		0.01	0.00	0.01	
Crit Moves:		****			****								****			
Green/Cycle:	0.00	0.61	0.82		0.08	0.69	0.00		0.00	0.00	0.00		0.21	0.00	0.29	
Volume/Cap:	0.00	0.54	0.01		0.07	0.20	0.00		0.00	0.00	0.00		0.03	0.00	0.02	
Delay/Veh:	0.0	14.3	2.0		50.9	6.7	0.0		0.0	0.0	0.0		37.9	0.0	30.3	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	14.3	2.0		50.9	6.7	0.0		0.0	0.0	0.0		37.9	0.0	30.3	
LOS by Move:	A	B	A		D	A	A		A	A	A		D	A	C	
HCM2kAvgQ:	0	13	0		0	3	0		0	0	0		0	0	0	

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #17 Indian Street / Iris Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 1.128
Loss Time (sec): 16 Average Delay (sec/veh): 93.6
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	28	28	10	10	10	10	10	10	10	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	1 0	1	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	91	397	77	345	276	57	34	604	140	121	395	282
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	397	77	345	276	57	34	604	140	121	395	282
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	97	423	82	368	294	61	36	644	149	129	421	301
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	423	82	368	294	61	36	644	149	129	421	301
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	97	423	82	368	294	61	36	644	149	129	421	301
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.98	0.95	1.00	0.85	0.95	0.97	0.97	0.95	1.00	0.85
Lanes:	1.00	0.84	0.16	1.00	1.00	1.00	1.00	0.81	0.19	1.00	1.00	1.00
Final Sat.:	1805	1553	301	1805	1900	1615	1805	1499	348	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.27	0.27	0.20	0.15	0.04	0.02	0.43	0.43	0.07	0.22	0.19
Crit Moves:		****		****				****		****		
Green/Cycle:	0.14	0.24	0.24	0.18	0.27	0.27	0.12	0.37	0.37	0.08	0.33	0.33
Volume/Cap:	0.37	1.16	1.16	1.16	0.58	0.14	0.16	1.16	1.16	0.86	0.67	0.56
Delay/Veh:	47.4	139	139.2	149.3	39.7	33.6	47.3	124	123.9	90.0	37.4	34.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.4	139	139.2	149.3	39.7	33.6	47.3	124	123.9	90.0	37.4	34.4
LOS by Move:	D	F	F	F	D	C	D	F	F	F	D	C
HCM2kAvgQ:	4	30	30	23	10	2	1	45	45	7	14	9

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #18 Indian Street / Krameria Avenue

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:	0 0 1! 0 0			1 0 0 1 0			0 0 1! 0 0			0 1 0 1 0		
Volume Module:												
Base Vol:	259	543	184	183	493	52	105	179	467	200	59	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	259	543	184	183	493	52	105	179	467	200	59	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	282	590	200	199	536	57	114	195	508	217	64	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	282	590	200	199	536	57	114	195	508	217	64	85
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:	592	xxxx	xxxxx	790	xxxx	xxxxx	2290	2315	564	2566	2243	690
Potent Cap.:	993	xxxx	xxxxx	839	xxxx	xxxxx	28	38	529	18	43	448
Move Cap.:	993	xxxx	xxxxx	839	xxxx	xxxxx	0	19	529	0	22	448
Volume/Cap:	0.28	xxxx	xxxx	0.24	xxxx	xxxx	xxxx	10.02	0.96	xxxx	2.97	0.19
Level Of Service Module:												
2Way95thQ:	1.2	xxxx	xxxxx	0.9	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	10.1	xxxx	xxxxx	10.6	xxxx	xxxxx	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	0	xxxxx	0	xxxx	47
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	16.2
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	1156
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	F
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			F			F		

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #19 Indian Street / San Michele Road

Cycle (sec):	0	Critical Vol./Cap.(X):	4.912
Loss Time (sec):	0	Average Delay (sec/veh):	1129.2
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 1	0 1	0	0 0 1!	0	0	0 0 1!	0	0
Volume Module:												
Base Vol:	407	773	177	432	865	93	87	721	1042	262	231	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	407	773	177	432	865	93	87	721	1042	262	231	230
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	442	840	192	470	940	101	95	784	1133	285	251	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	442	840	192	470	940	101	95	784	1133	285	251	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	442	840	192	470	940	101	95	784	1133	285	251	250
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.30	0.57	0.13	0.62	1.25	0.13	0.05	0.39	0.56	0.36	0.32	0.32
Final Sat.:	117	223	51	233	482	53	19	160	231	145	128	127
Capacity Analysis Module:												
Vol/Sat:	3.77	3.77	3.77	2.01	1.95	1.92	4.91	4.91	4.91	1.97	1.97	1.97
Crit Moves:	****			****			****			****		
Delay/Veh:	1272	1272	1272	484.7	458	446.1	1783	1783	1783	464.2	464	464.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1272	1272	1272	484.7	458	446.1	1783	1783	1783	464.2	464	464.2
LOS by Move:	F	F	F	F	F	F	F	F	F	F	F	F
ApproachDel:	1271.7			465.4			1783.3			464.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	1271.7			465.4			1783.3			464.2		
LOS by Appr:	F			F			F			F		
AllWayAvgQ:	137	137	136.8	49.3	47.4	47.4	201	201	201.4	50.2	50.2	50.2

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #20 Indian Street / Nandina Street

Cycle (sec):	0	Critical Vol./Cap.(X):	3.157
Loss Time (sec):	0	Average Delay (sec/veh):	757.9
Optimal Cycle:	0	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1 0	1	0 1	0 1	0	1 0	1 0	1	1 0	1! 0	0
Volume Module:												
Base Vol:	473	1119	351	117	1599	142	79	172	877	403	65	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	473	1119	351	117	1599	142	79	172	877	403	65	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	509	1203	377	126	1719	153	85	185	943	433	70	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	509	1203	377	126	1719	153	85	185	943	433	70	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	509	1203	377	126	1719	153	85	185	943	433	70	13
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:	0.59	1.41	1.00	0.13	1.72	0.15	1.00	1.00	1.00	1.68	0.27	0.05
Final Sat.:	175	421	320	41	570	51	272	282	299	823	-221	15
Capacity Analysis Module:												
Vol/Sat:	2.91	2.86	1.18	3.04	3.02	2.99	0.31	0.66	3.16	0.53	-0.31	0.85
Crit Moves:	****			****					****			****
Delay/Veh:	893.1	870	141.4	947.4	937	925.9	21.9	36.8	1003	54.4	56.0	56.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	893.1	870	141.4	947.4	937	925.9	21.9	36.8	1003	54.4	56.0	56.0
LOS by Move:	F	F	F	F	F	F	C	E	F	F	F	F
ApproachDel:	744.1			936.7			786.8			53.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	744.1			936.7			786.8			53.8		
LOS by Appr:	F			F			F			F		
AllWayAvgQ:	71.7	70.8	11.3	85.2	84.6	84.6	0.4	1.7	82.0	3.5	3.5	3.5

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #21 Indian Street / Harley Knox Boulevard

Cycle (sec): 120 Critical Vol./Cap.(X): 1.841
Loss Time (sec): 16 Average Delay (sec/veh): 435.6
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	39	39	10	39	39	10	34	34	10	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	1 0	1 1	0	1 0	1 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	285	1086	172	633	1375	865	454	1333	199	126	907	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:	285	1086	172	633	1375	865	454	1333	199	126	907	366
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	308	1173	186	684	1485	934	490	1440	215	136	979	395
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	308	1173	186	684	1485	934	490	1440	215	136	979	395
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	308	1173	186	684	1485	934	490	1440	215	136	979	395
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.95	0.89	0.89	0.95	1.00	0.85	0.92	0.91	0.91
Lanes:	2.00	2.00	1.00	1.00	1.23	0.77	1.00	1.00	1.00	2.00	1.42	0.58
Final Sat.:	3502	3610	1615	1805	2087	1313	1805	1900	1615	3502	2461	993
Capacity Analysis Module:												
Vol/Sat:	0.09	0.32	0.12	0.38	0.71	0.71	0.27	0.76	0.13	0.04	0.40	0.40
Crit Moves:	****				****			****		****		
Green/Cycle:	0.08	0.33	0.33	0.10	0.34	0.34	0.18	0.36	0.36	0.08	0.26	0.26
Volume/Cap:	1.05	1.00	0.35	3.89	2.10	2.10	1.51	2.10	0.37	0.47	1.51	1.51
Delay/Veh:	122.8	66.7	31.3	1369	537	537.0	292.6	538	28.7	53.6	278	277.9
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:	122.8	66.7	31.3	1369	537	537.0	292.6	538	28.7	53.6	278	277.9
LOS by Move:	F	E	C	F	F	F	F	F	C	D	F	F
HCM2kAvgQ:	10	29	5	88	128	128	40	144	6	3	57	57

Note: Queue reported is the number of cars per lane.

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Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	0	908	833	0	1289	128
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5		4.5	
Lane Util. Factor		0.95	0.95		0.97	
Frpb, ped/bikes		1.00	1.00		1.00	
Flpb, ped/bikes		1.00	1.00		1.00	
Frt		1.00	1.00		0.99	
Flt Protected		1.00	1.00		0.96	
Satd. Flow (prot)		3574	3574		3437	
Flt Permitted		1.00	1.00		0.96	
Satd. Flow (perm)		3574	3574		3437	
Peak-hour factor, PHF	0.81	0.81	0.81	0.81	0.81	0.81
Adj. Flow (vph)	0	1121	1028	0	1591	158
RTOR Reduction (vph)	0	0	0	0	8	0
Lane Group Flow (vph)	0	1121	1028	0	1741	0
Confl. Peds. (#/hr)						5
Heavy Vehicles (%)	0%	1%	1%	0%	1%	0%
Turn Type		NA	NA		NA	
Protected Phases		2	6		4	
Permitted Phases						
Actuated Green, G (s)		45.5	45.5		35.5	
Effective Green, g (s)		45.5	45.5		35.5	
Actuated g/C Ratio		0.51	0.51		0.39	
Clearance Time (s)		4.5	4.5		4.5	
Vehicle Extension (s)		2.0	2.0		2.0	
Lane Grp Cap (vph)		1806	1806		1355	
v/s Ratio Prot		c0.31	0.29		c0.51	
v/s Ratio Perm						
v/c Ratio		0.62	0.57		1.28	
Uniform Delay, d1		16.0	15.4		27.2	
Progression Factor		1.00	1.00		1.00	
Incremental Delay, d2		1.6	1.3		133.8	
Delay (s)		17.6	16.8		161.0	
Level of Service		B	B		F	
Approach Delay (s)		17.6	16.8		161.0	
Approach LOS		B	B		F	

Intersection Summary			
HCM 2000 Control Delay	81.7	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	73.4%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	297	1	243	695	2168	0	0	1730	428
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	8	16	8	12	12	12	12	12	12
Total Lost time (s)					4.5		4.5	4.5			3.5	3.5
Lane Util. Factor					1.00		0.97	0.95			0.91	1.00
Frpb, ped/bikes					0.99		1.00	1.00			1.00	0.98
Flpb, ped/bikes					1.00		1.00	1.00			1.00	1.00
Frt					0.94		1.00	1.00			1.00	0.85
Flt Protected					0.97		0.95	1.00			1.00	1.00
Satd. Flow (prot)					1892		3467	3610			5136	1568
Flt Permitted					0.97		0.95	1.00			1.00	1.00
Satd. Flow (perm)					1892		3467	3610			5136	1568
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	0	0	306	1	251	716	2235	0	0	1784	441
RTOR Reduction (vph)	0	0	0	0	5	0	0	0	0	0	0	229
Lane Group Flow (vph)	0	0	0	0	553	0	716	2235	0	0	1784	212
Confl. Peds. (#/hr)						5						5
Heavy Vehicles (%)	0%	0%	0%	1%	0%	6%	1%	0%	0%	0%	1%	1%
Turn Type				Split	NA		Prot	NA			NA	Perm
Protected Phases				8	8		5	2			6	
Permitted Phases												6
Actuated Green, G (s)					34.8		25.1	71.2			42.6	42.6
Effective Green, g (s)					34.8		25.1	71.2			42.6	42.6
Actuated g/C Ratio					0.30		0.22	0.62			0.37	0.37
Clearance Time (s)					4.5		4.5	4.5			3.5	3.5
Vehicle Extension (s)					2.0		2.0	2.0			2.0	2.0
Lane Grp Cap (vph)					572		756	2235			1902	580
v/s Ratio Prot					c0.29		0.21	c0.62			0.35	
v/s Ratio Perm												0.14
v/c Ratio					0.97		0.95	1.00			0.94	0.37
Uniform Delay, d1					39.5		44.3	21.9			34.9	26.4
Progression Factor					1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2					29.0		20.5	19.0			10.4	1.8
Delay (s)					68.5		64.7	40.9			45.3	28.1
Level of Service					E		E	D			D	C
Approach Delay (s)		0.0			68.5			46.7			41.9	
Approach LOS		A			E			D			D	

Intersection Summary			
HCM 2000 Control Delay	47.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.02		
Actuated Cycle Length (s)	115.0	Sum of lost time (s)	12.5
Intersection Capacity Utilization	99.1%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	769	917	510	96	233	687	305	1407	126	634	1098	295
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.0	5.0	4.0	5.0		4.0	5.0		4.0	5.0	4.0
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95		1.00	0.91		0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	0.99		1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.89		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3502	3574	1567	1805	3124		1770	5068		3433	3574	1596
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3502	3574	1567	1805	3124		1770	5068		3433	3574	1596
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	785	936	520	98	238	701	311	1436	129	647	1120	301
RTOR Reduction (vph)	0	0	323	0	245	0	0	8	0	0	0	126
Lane Group Flow (vph)	785	936	197	98	694	0	311	1558	0	647	1120	175
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	0%	1%	1%	0%	2%	1%	2%	1%	0%	2%	1%	0%
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA		Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2		1	6	7
Permitted Phases			4									6
Actuated Green, G (s)	26.0	48.1	48.1	12.9	35.0		25.8	35.0		26.0	35.2	61.2
Effective Green, g (s)	26.0	48.1	48.1	12.9	35.0		25.8	35.0		26.0	35.2	61.2
Actuated g/C Ratio	0.19	0.34	0.34	0.09	0.25		0.18	0.25		0.19	0.25	0.44
Clearance Time (s)	4.0	5.0	5.0	4.0	5.0		4.0	5.0		4.0	5.0	4.0
Vehicle Extension (s)	3.0	4.0	4.0	3.0	3.0		3.0	4.0		3.0	4.0	3.0
Lane Grp Cap (vph)	650	1227	538	166	781		326	1267		637	898	697
v/s Ratio Prot	c0.22	0.26		0.05	c0.22		0.18	0.31		c0.19	c0.31	0.05
v/s Ratio Perm			0.13									0.06
v/c Ratio	1.21	0.76	0.37	0.59	1.10dr		0.95	1.23		1.02	1.25	0.25
Uniform Delay, d1	57.0	40.9	34.5	61.0	50.6		56.5	52.5		57.0	52.4	24.9
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	107.5	3.0	0.6	5.5	12.0		37.5	110.3		39.6	120.6	0.2
Delay (s)	164.5	43.9	35.1	66.5	62.6		94.0	162.8		96.6	173.0	25.1
Level of Service	F	D	D	E	E		F	F		F	F	C
Approach Delay (s)		84.1			63.0			151.4			127.6	
Approach LOS		F			E			F			F	

Intersection Summary			
HCM 2000 Control Delay	111.0	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.09		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	114.1%	ICU Level of Service	H
Analysis Period (min)	15		

dr Defacto Right Lane. Recode with 1 though lane as a right lane.
c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	398	1126	153	29	952	34	64	27	32	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	423	1198	163	31	1013	36	68	29	34	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		456										
pX, platoon unblocked				0.79			0.79	0.79	0.79	0.79	0.79	
vC, conflicting volume	1049			1361			2694	3237	680	2587	3300	524
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1049			915			2611	3301	50	2474	3382	524
tC, single (s)	4.1			4.1			7.5	6.6	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	37			95			0	0	96	0	100	100
cM capacity (veh/h)	671			592			5	2	798	0	2	503

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1
Volume Total	423	799	562	31	675	374	131
Volume Left	423	0	0	31	0	0	68
Volume Right	0	0	163	0	0	36	34
cSH	671	1700	1700	592	1700	1700	5
Volume to Capacity	0.63	0.47	0.33	0.05	0.40	0.22	27.87
Queue Length 95th (ft)	112	0	0	4	0	0	Err
Control Delay (s)	19.1	0.0	0.0	11.4	0.0	0.0	Err
Lane LOS	C			B			F
Approach Delay (s)	4.5			0.3			Err
Approach LOS							F

Intersection Summary			
Average Delay	439.7		
Intersection Capacity Utilization	66.4%	ICU Level of Service	C
Analysis Period (min)	15		

MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #28 Perris Boulevard / Eucalyptus Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.919
Loss Time (sec): 16 Average Delay (sec/veh): 62.3
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	33	33	10	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	154	1303	81	220	1333	236	195	442	214	165	356	231
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	154	1303	81	220	1333	236	195	442	214	165	356	231
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	158	1334	83	225	1364	242	200	452	219	169	364	236
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	1334	83	225	1364	242	200	452	219	169	364	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:	158	1334	83	225	1364	242	200	452	219	169	364	236
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	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.37	0.05	0.12	0.38	0.15	0.11	0.24	0.14	0.09	0.19	0.15
Crit Moves:		****		****			****				****	
Green/Cycle:	0.09	0.36	0.36	0.12	0.39	0.39	0.11	0.29	0.29	0.10	0.28	0.28
Volume/Cap:	0.96	1.02	0.14	1.02	0.96	0.38	1.02	0.83	0.47	0.96	0.70	0.53
Delay/Veh:	113.3	69.0	25.9	119.2	51.4	26.4	123.8	50.8	36.2	110.5	43.1	38.2
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:	113.3	69.0	25.9	119.2	51.4	26.4	123.8	50.8	36.2	110.5	43.1	38.2
LOS by Move:	F	E	C	F	D	C	F	D	D	F	D	D
HCM2kAvgQ:	9	34	2	13	31	6	12	18	7	10	13	8

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #29 Perris Boulevard / Cottonwood Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.947
Loss Time (sec): 16 Average Delay (sec/veh): 76.2
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	28	28	10	28	28	10	33	33	10	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	236	1000	130	321	1358	207	233	507	270	158	321	261
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	236	1000	130	321	1358	207	233	507	270	158	321	261
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	241	1019	133	327	1384	211	238	517	275	161	327	266
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	241	1019	133	327	1384	211	238	517	275	161	327	266
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	241	1019	133	327	1384	211	238	517	275	161	327	266
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.13	0.28	0.08	0.18	0.38	0.13	0.13	0.27	0.17	0.09	0.17	0.16
Crit Moves:	****				****		****				****	
Green/Cycle:	0.12	0.29	0.29	0.18	0.35	0.35	0.12	0.30	0.30	0.10	0.28	0.28
Volume/Cap:	1.10	0.98	0.29	0.98	1.10	0.37	1.10	0.91	0.57	0.92	0.63	0.60
Delay/Veh:	141.4	66.3	33.6	93.4	94.7	29.6	141.9	59.6	37.3	99.8	40.5	40.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	141.4	66.3	33.6	93.4	94.7	29.6	141.9	59.6	37.3	99.8	40.5	40.0
LOS by Move:	F	E	C	F	F	C	F	E	D	F	D	D
HCM2kAvgQ:	15	25	4	17	39	6	15	22	9	9	11	9

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #30 Perris Boulevard / Alessandro Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	1.489
Loss Time (sec):	16	Average Delay (sec/veh):	165.8
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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	10	19	19	10	15	15	10	15	15
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	532	768	346	285	1086	257	330	1685	446	363	1149	234
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	532	768	346	285	1086	257	330	1685	446	363	1149	234
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	571	825	372	306	1166	276	354	1810	479	390	1234	251
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	571	825	372	306	1166	276	354	1810	479	390	1234	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:	571	825	372	306	1166	276	354	1810	479	390	1234	251
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.03	0.85	0.95	1.03	0.85	0.95	1.03	0.85	0.95	1.03	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	1805	3925	1615	1805	3925	1615	1805	3925	1615	1805	5888	1615
Capacity Analysis Module:												
Vol/Sat:	0.32	0.21	0.23	0.17	0.30	0.17	0.20	0.46	0.30	0.22	0.21	0.16
Crit Moves:	****				****			****		****		
Green/Cycle:	0.21	0.24	0.24	0.17	0.20	0.20	0.22	0.31	0.31	0.15	0.23	0.23
Volume/Cap:	1.49	0.89	0.97	0.97	1.49	0.86	0.89	1.49	0.96	1.49	0.89	0.66
Delay/Veh:	280.9	54.4	83.3	91.6	275	66.1	67.1	266	70.5	290.8	52.2	46.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	280.9	54.4	83.3	91.6	275	66.1	67.1	266	70.5	290.8	52.2	46.0
LOS by Move:	F	D	F	F	F	E	E	F	E	F	D	D
HCM2kAvgQ:	45	18	18	16	46	13	16	70	22	32	18	10

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #31 Perris Boulevard / Cactus Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 1.393
Loss Time (sec): 16 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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	293	1190	229	248	1671	260	350	1270	499	160	712	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	293	1190	229	248	1671	260	350	1270	499	160	712	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	307	1247	240	260	1752	273	367	1331	523	168	746	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	307	1247	240	260	1752	273	367	1331	523	168	746	199
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	307	1247	240	260	1752	273	367	1331	523	168	746	199
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.01	0.98	0.95	1.03	0.85	0.95	0.99	0.96	0.95	1.00	0.97
Lanes:	1.00	2.50	0.50	1.00	2.00	1.00	1.00	1.42	0.58	1.00	1.57	0.43
Final Sat.:	1805	4794	923	1805	3925	1615	1805	2675	1051	1805	2979	795
Capacity Analysis Module:												
Vol/Sat:	0.17	0.26	0.26	0.14	0.45	0.17	0.20	0.50	0.50	0.09	0.25	0.25
Crit Moves:	****				****			****		****		
Green/Cycle:	0.12	0.28	0.28	0.15	0.31	0.31	0.19	0.35	0.35	0.08	0.24	0.24
Volume/Cap:	1.42	0.93	0.93	0.93	1.42	0.54	1.05	1.42	1.42	1.12	1.05	1.05
Delay/Veh:	267.6	52.6	52.6	86.4	236	35.1	109.4	234	233.5	162.6	88.8	88.8
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:	267.6	52.6	52.6	86.4	236	35.1	109.4	234	233.5	162.6	88.8	88.8
LOS by Move:	F	D	D	F	F	D	F	F	F	F	F	F
HCM2kAvgQ:	24	22	22	13	65	10	20	69	67	11	25	24

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #32 Perris Boulevard / John F. Kennedy Drive

Cycle (sec): 115 Critical Vol./Cap.(X): 1.067
Loss Time (sec): 16 Average Delay (sec/veh): 66.3
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	15	15	10	15	15	10	16	16	10	16	16
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	325	1519	221	225	1957	108	145	419	276	301	275	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	325	1519	221	225	1957	108	145	419	276	301	275	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	342	1601	233	237	2062	114	153	442	291	317	290	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	342	1601	233	237	2062	114	153	442	291	317	290	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	342	1601	233	237	2062	114	153	442	291	317	290	148
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.01	0.98	0.95	1.02	0.99	0.95	1.03	0.85	0.95	1.03	0.85
Lanes:	1.00	2.61	0.39	1.00	2.84	0.16	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	5022	731	1805	5526	305	1805	3925	1615	1805	3925	1615
Capacity Analysis Module:												
Vol/Sat:	0.19	0.32	0.32	0.13	0.37	0.37	0.08	0.11	0.18	0.18	0.07	0.09
Crit Moves:	****				****				****	****		
Green/Cycle:	0.18	0.37	0.37	0.15	0.35	0.35	0.13	0.17	0.17	0.16	0.21	0.21
Volume/Cap:	1.07	0.85	0.85	0.85	1.07	1.07	0.66	0.67	1.07	1.07	0.36	0.45
Delay/Veh:	116.5	36.7	36.7	69.1	78.1	78.1	54.6	47.4	121.2	119.2	39.5	40.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	116.5	36.7	36.7	69.1	78.1	78.1	54.6	47.4	121.2	119.2	39.5	40.9
LOS by Move:	F	D	D	E	E	E	D	D	F	F	D	D
HCM2kAvgQ:	19	24	23	11	36	35	6	9	17	18	5	5

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #33 Perris Boulevard / Gentian Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 1.393
Loss Time (sec): 12 Average Delay (sec/veh): 189.8
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			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	19	19	10	10	0	0	0	0	30	0	30
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	1	1 0	1 0	2	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	65	1889	257	286	2146	77	103	77	99	85	27	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	1889	257	286	2146	77	103	77	99	85	27	188
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	71	2053	279	311	2333	84	112	84	108	92	29	204
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	2053	279	311	2333	84	112	84	108	92	29	204
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	2053	279	311	2333	84	112	84	108	92	29	204
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.59	0.59	0.59	0.95	0.91	0.91	0.93	0.93	0.93	0.90	0.90	0.90
Lanes:	0.09	2.56	0.35	1.00	2.90	0.10	0.37	0.28	0.35	0.28	0.09	0.63
Final Sat.:	98	2849	388	1805	4982	179	656	490	630	486	154	1074
Capacity Analysis Module:												
Vol/Sat:	0.72	0.72	0.72	0.17	0.47	0.47	0.17	0.17	0.17	0.19	0.19	0.19
Crit Moves:		****		****				****		****		
Green/Cycle:	0.43	0.43	0.43	0.11	0.54	0.54	0.11	0.11	0.11	0.25	0.25	0.25
Volume/Cap:	1.66	1.66	1.66	1.59	0.86	0.86	1.59	1.59	1.59	0.76	0.76	0.76
Delay/Veh:	334.0	334	334.0	341.3	26.6	26.6	342.3	342	342.3	49.5	49.5	49.5
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:	334.0	334	334.0	341.3	26.6	26.6	342.3	342	342.3	49.5	49.5	49.5
LOS by Move:	F	F	F	F	C	C	F	F	F	D	D	D
HCM2kAvgQ:	75	75	75	27	30	30	26	26	26	13	13	13

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #36 Perris Boulevard / Santiago Drive

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	2	1	0	1	0	2	1	0	0	0	1!	0	0	0	0	1!	0	0
Volume Module:																				
Base Vol:	65	2050		100		140	2115		75		50		61		91	90		64		111
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	65	2050		100		140	2115		75		50		61		91	90		64		111
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	0.96	0.96		0.96		0.96	0.96		0.96		0.96		0.96		0.96	0.96		0.96		0.96
PHF Volume:	68	2131		104		146	2199		78		52		63		95	94		67		115
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
FinalVolume:	68	2131		104		146	2199		78		52		63		95	94		67		115
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:	2277	xxxx	xxxxx			2235	xxxx	xxxxx			3407		4899		772	3374		4886		762
Potent Cap.:	227	xxxx	xxxxx			235	xxxx	xxxxx			3		1		347	3		1		352
Move Cap.:	227	xxxx	xxxxx			235	xxxx	xxxxx			0		0		347	0		0		352
Volume/Cap:	0.30	xxxx	xxxx			0.62	xxxx	xxxx			xxxx		xxxx		0.27	xxxx		xxxx		0.33
Level Of Service Module:																				
2Way95thQ:	1.2	xxxx	xxxxx			3.7	xxxx	xxxxx			xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
Control Del:	27.5	xxxx	xxxxx			42.3	xxxx	xxxxx			xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx
LOS by Move:	D	*		*		E	*		*		*		*		*	*		*		*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx		0		xxxxx	xxxx		0		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					F				

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #37 Perris Boulevard / Iris Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 1.179
Loss Time (sec): 16 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	31	31	10	31	31	10	34	34	10	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	2 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	251	1446	339	494	1378	248	263	599	226	349	560	323
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	251	1446	339	494	1378	248	263	599	226	349	560	323
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	261	1502	352	513	1431	258	273	622	235	362	582	335
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	261	1502	352	513	1431	258	273	622	235	362	582	335
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	261	1502	352	513	1431	258	273	622	235	362	582	335
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.89	0.89	0.95	0.91	0.91	0.95	0.90	0.90
Lanes:	1.00	3.00	1.00	1.00	2.54	0.46	1.00	1.45	0.55	1.00	1.27	0.73
Final Sat.:	1805	5187	1615	1805	4295	773	1805	2514	948	1805	2164	1248
Capacity Analysis Module:												
Vol/Sat:	0.14	0.29	0.22	0.28	0.33	0.33	0.15	0.25	0.25	0.20	0.27	0.27
Crit Moves:		****		****				****		****		
Green/Cycle:	0.14	0.26	0.26	0.19	0.31	0.31	0.13	0.28	0.28	0.13	0.28	0.28
Volume/Cap:	1.06	1.12	0.84	1.49	1.06	1.06	1.12	0.87	0.87	1.49	0.95	0.95
Delay/Veh:	127.4	109	56.7	285.0	83.1	83.1	147.3	49.7	49.7	294.0	60.0	60.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	127.4	109	56.7	285.0	83.1	83.1	147.3	49.7	49.7	294.0	60.0	60.0
LOS by Move:	F	F	E	F	F	F	F	D	D	F	E	E
HCM2kAvgQ:	15	31	15	41	32	32	17	19	19	30	22	22

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #38 Perris Boulevard / Krameria Avenue

Cycle (sec):	120	Critical Vol./Cap.(X):	1.005
Loss Time (sec):	16	Average Delay (sec/veh):	247.7
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	28	28	10	24	24	34	34	34	31	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 1	1!	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	113	1840	227	223	1470	84	93	242	136	314	184	171
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	1840	227	223	1470	84	93	242	136	314	184	171
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	120	1953	241	237	1561	89	99	257	144	333	195	182
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	1953	241	237	1561	89	99	257	144	333	195	182
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	1953	241	237	1561	89	99	257	144	333	195	182
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.90	0.90	0.90	0.90	0.90	0.95	1.00	0.85
Lanes:	1.00	2.67	0.33	1.00	2.84	0.16	0.46	1.20	1.34	1.00	1.00	1.00
Final Sat.:	1805	4543	561	1805	4867	278	789	2054	2287	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.43	0.43	0.13	0.32	0.32	0.13	0.13	0.06	0.18	0.10	0.11
Crit Moves:		****		****				****		****		
Green/Cycle:	0.08	0.24	0.24	0.08	0.24	0.24	0.28	0.28	0.28	0.26	0.26	0.26
Volume/Cap:	0.80	1.78	1.78	1.57	1.33	1.33	0.44	0.44	0.22	0.71	0.40	0.44
Delay/Veh:	79.0	399	399.3	342.7	198	198.2	35.5	35.5	32.9	45.7	37.3	37.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.0	399	399.3	342.7	198	198.2	35.5	35.5	32.9	45.7	37.3	37.9
LOS by Move:	E	F	F	F	F	F	D	D	C	D	D	D
HCM2kAvgQ:	6	73	73	21	42	42	7	7	3	12	6	6

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #39 Perris Boulevard / San Michele Road

Cycle (sec): 120 Critical Vol./Cap.(X): 0.922
Loss Time (sec): 16 Average Delay (sec/veh): 154.3
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:	10	32	32	10	32	32	10	34	34	10	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0 2		1 0	1 0 2		1 0	1 0 0		1 0	1 0 1		0 1
Volume Module:												
Base Vol:	286	1884	5	5	1808	266	369	5	407	5	5	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	286	1884	5	5	1808	266	369	5	407	5	5	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	295	1946	5	5	1868	275	381	5	420	5	5	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	295	1946	5	5	1868	275	381	5	420	5	5	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	295	1946	5	5	1868	275	381	5	420	5	5	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.89	0.89	0.95	0.85	0.85	0.95	1.00	0.85
Lanes:	1.00	2.99	0.01	1.00	2.62	0.38	1.00	0.01	0.99	1.00	1.00	1.00
Final Sat.:	1805	5173	14	1805	4436	653	1805	20	1599	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.16	0.38	0.38	0.00	0.42	0.42	0.21	0.26	0.26	0.00	0.00	0.00
Crit Moves:	****				****		****				****	
Green/Cycle:	0.12	0.35	0.35	0.08	0.31	0.31	0.15	0.34	0.34	0.10	0.28	0.28
Volume/Cap:	1.36	1.09	1.09	0.03	1.36	1.36	1.36	0.78	0.78	0.03	0.01	0.01
Delay/Veh:	243.6	89.5	89.5	50.7	210	209.7	236.1	42.5	42.5	48.9	30.9	30.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	243.6	89.5	89.5	50.7	210	209.7	236.1	42.5	42.5	48.9	30.9	30.9
LOS by Move:	F	F	F	D	F	F	F	D	D	D	C	C
HCM2kAvgQ:	23	38	38	0	56	56	28	16	16	0	0	0

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #40 Perris Boulevard / Nandina Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.846
Loss Time (sec): 16 Average Delay (sec/veh): 206.2
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			Ovl			Include			Include		
Min. Green:	10	31	31	10	31	31	10	41	41	10	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	3	0 1	1 0	1	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	57	2090	163	177	2276	94	289	40	364	40	19	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	2090	163	177	2276	94	289	40	364	40	19	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	59	2166	169	183	2359	97	299	41	377	41	20	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	2166	169	183	2359	97	299	41	377	41	20	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	2166	169	183	2359	97	299	41	377	41	20	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.91	0.85	0.95	0.82	0.82	0.95	1.00	0.85
Lanes:	1.00	2.78	0.22	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	4759	371	1805	5187	1615	1805	1561	1561	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.46	0.46	0.10	0.45	0.06	0.17	0.03	0.24	0.02	0.01	0.01
Crit Moves:		****		****			****				****	
Green/Cycle:	0.08	0.32	0.32	0.08	0.32	0.44	0.12	0.37	0.37	0.09	0.34	0.34
Volume/Cap:	0.39	1.41	1.41	1.22	1.40	0.14	1.41	0.07	0.65	0.25	0.03	0.02
Delay/Veh:	53.8	227	227.0	199.3	226	20.0	261.3	24.5	33.9	51.7	26.3	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:	53.8	227	227.0	199.3	226	20.0	261.3	24.5	33.9	51.7	26.3	26.2
LOS by Move:	D	F	F	F	F	B	F	C	C	D	C	C
HCM2kAvgQ:	2	63	63	13	63	2	24	1	13	2	0	0

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #41 Perris Boulevard / Harley Knox Boulevard

Cycle (sec): 60 Critical Vol./Cap.(X): 16.270
Loss Time (sec): 12 Average Delay (sec/veh): 3942.8
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:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	0	0	29	29	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	0 1	0 0	1	0 1	0 1	0	0 0	1! 0	0
Volume Module:												
Base Vol:	165	1375	90	255	1564	468	570	335	266	58	157	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	165	1375	90	255	1564	468	570	335	266	58	157	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	169	1409	92	261	1602	480	584	343	273	59	161	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	1409	92	261	1602	480	584	343	273	59	161	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	169	1409	92	261	1602	480	584	343	273	59	161	149
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.99	0.99	0.08	0.08	0.85	0.90	0.90	0.90	0.94	0.94	0.94
Lanes:	1.00	0.94	0.06	0.14	0.86	1.00	0.98	0.57	0.45	0.16	0.44	0.40
Final Sat.:	1805	1767	116	21	129	1615	1657	974	773	287	778	718
Capacity Analysis Module:												
Vol/Sat:	0.09	0.80	0.80	12.42	12.42	0.30	0.35	0.35	0.35	0.21	0.21	0.21
Crit Moves:	****				****				****	****		
Green/Cycle:	0.16	0.64	0.64	0.48	0.48	0.48	0.16	0.16	0.16	0.00	0.00	0.00
Volume/Cap:	0.57	1.25	1.25	26.12	26.12	0.62	2.15	2.15	2.15	xxxx	xxxx	xxxx
Delay/Veh:	26.2	129	129.2	11345	xxxx	13.6	549.3	549	549.3	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:	26.2	129	129.2	11345	xxxx	13.6	549.3	549	549.3	0.0	0.0	0.0
LOS by Move:	C	F	F	F	F	B	F	F	F	A	A	A
HCM2kAvgQ:	4	67	67	257	257	8	55	55	55	6	6	6

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #42 Perris Boulevard / Ramona Expressway

Cycle (sec):	120	Critical Vol./Cap.(X):	0.916
Loss Time (sec):	16	Average Delay (sec/veh):	76.3
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	44	44	10	44	44	10	36	36	10	36	36
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	1 1	0	2 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	294	836	152	528	951	246	433	1434	322	204	1028	334
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	294	836	152	528	951	246	433	1434	322	204	1028	334
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	300	852	155	538	969	251	441	1462	328	208	1048	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	852	155	538	969	251	441	1462	328	208	1048	340
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	300	852	155	538	969	251	441	1462	328	208	1048	340
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	0.92	0.92	0.92	0.91	0.85	0.92	0.88	0.88
Lanes:	2.00	2.00	1.00	2.00	1.59	0.41	2.00	3.00	1.00	2.00	2.26	0.74
Final Sat.:	3502	3610	1615	3502	2779	719	3502	5187	1615	3502	3770	1225
Capacity Analysis Module:												
Vol/Sat:	0.09	0.24	0.10	0.15	0.35	0.35	0.13	0.28	0.20	0.06	0.28	0.28
Crit Moves:		****		****			****				****	
Green/Cycle:	0.09	0.37	0.37	0.11	0.39	0.39	0.09	0.31	0.31	0.08	0.30	0.30
Volume/Cap:	0.95	0.64	0.26	1.40	0.90	0.90	1.40	0.92	0.67	0.70	0.93	0.93
Delay/Veh:	91.5	32.6	26.9	248.0	43.4	43.4	252.2	49.7	39.8	60.7	50.9	50.9
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:	91.5	32.6	26.9	248.0	43.4	43.4	252.2	49.7	39.8	60.7	50.9	50.9
LOS by Move:	F	C	C	F	D	D	F	D	D	E	D	D
HCM2kAvgQ:	9	14	4	22	26	26	18	23	11	5	22	22

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #43 Kitching Street / Cactus Avenue

Cycle (sec):	105	Critical Vol./Cap.(X):	0.857
Loss Time (sec):	16	Average Delay (sec/veh):	42.4
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	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	129	525	91	121	414	118	260	1062	276	91	708	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	525	91	121	414	118	260	1062	276	91	708	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	138	560	97	129	442	126	277	1133	295	97	756	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	560	97	129	442	126	277	1133	295	97	756	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:	138	560	97	129	442	126	277	1133	295	97	756	99
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	1.01	1.01	0.98	1.03	0.88	0.98	1.00	1.00	0.98	1.02	1.02
Lanes:	1.00	1.70	0.30	1.00	1.00	1.00	1.00	1.59	0.41	1.00	1.77	0.23
Final Sat.:	1865	3272	567	1865	1963	1668	1865	3019	785	1865	3411	448
Capacity Analysis Module:												
Vol/Sat:	0.07	0.17	0.17	0.07	0.23	0.08	0.15	0.38	0.38	0.05	0.22	0.22
Crit Moves:	****				****			****		****		
Green/Cycle:	0.10	0.22	0.22	0.12	0.25	0.25	0.20	0.41	0.41	0.10	0.30	0.30
Volume/Cap:	0.78	0.78	0.78	0.57	0.91	0.31	0.73	0.91	0.91	0.55	0.73	0.73
Delay/Veh:	65.4	43.3	43.3	46.8	60.3	32.7	46.3	37.8	37.8	48.9	35.2	35.2
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:	65.4	43.3	43.3	46.8	60.3	32.7	46.3	37.8	37.8	48.9	35.2	35.2
LOS by Move:	E	D	D	D	E	C	D	D	D	D	D	D
HCM2kAvgQ:	6	12	12	5	18	4	10	27	27	4	15	15

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #44 Kitching Street / John F. Kennedy Drive

Cycle (sec):	120	Critical Vol./Cap.(X):	1.102
Loss Time (sec):	16	Average Delay (sec/veh):	116.9
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:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	131	493	68	127	560	123	119	590	235	64	444	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	131	493	68	127	560	123	119	590	235	64	444	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	142	536	74	138	609	134	129	641	255	70	483	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	536	74	138	609	134	129	641	255	70	483	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	142	536	74	138	609	134	129	641	255	70	483	109
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.24	1.24	1.24	1.23	1.23	1.23	1.05	1.05	1.05	1.05	1.10	0.94
Lanes:	0.19	0.71	0.10	0.16	0.69	0.15	1.00	1.43	0.57	1.00	2.00	1.00
Final Sat.:	446	1677	231	367	1616	355	1986	2861	1139	1986	4180	1777
Capacity Analysis Module:												
Vol/Sat:	0.32	0.32	0.32	0.38	0.38	0.38	0.07	0.22	0.22	0.04	0.12	0.06
Crit Moves:		****		****				****		****		
Green/Cycle:	0.27	0.27	0.27	0.32	0.32	0.32	0.11	0.19	0.19	0.08	0.16	0.16
Volume/Cap:	1.17	1.17	1.17	1.17	1.17	1.17	0.57	1.17	1.17	0.42	0.73	0.38
Delay/Veh:	138.1	138	138.1	133.1	133	133.1	53.6	141	140.7	54.0	51.9	46.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	138.1	138	138.1	133.1	133	133.1	53.6	141	140.7	54.0	51.9	46.0
LOS by Move:	F	F	F	F	F	F	D	F	F	D	D	D
HCM2kAvgQ:	44	44	44	51	51	51	5	28	28	3	10	4

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #45 Kitching Street / Iris Avenue

Cycle (sec):	120	Critical Vol./Cap.(X):	1.444
Loss Time (sec):	16	Average Delay (sec/veh):	154.2
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			Ovl		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	188	301	655	205	392	213	217	1180	289	626	1061	292
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	188	301	655	205	392	213	217	1180	289	626	1061	292
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	195	313	681	213	407	221	226	1227	300	651	1103	304
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	313	681	213	407	221	226	1227	300	651	1103	304
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	195	313	681	213	407	221	226	1227	300	651	1103	304
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.93	0.93	0.98	0.98	0.98	0.98	1.00	1.00	0.98	1.03	0.88
Lanes:	1.00	1.00	1.00	1.00	1.30	0.70	1.00	1.61	0.39	1.00	2.00	1.00
Final Sat.:	1865	1761	1761	1865	2409	1309	1865	3059	749	1865	3925	1668
Capacity Analysis Module:												
Vol/Sat:	0.10	0.18	0.39	0.11	0.17	0.17	0.12	0.40	0.40	0.35	0.28	0.18
Crit Moves:			****	****				****		****		
Green/Cycle:	0.13	0.27	0.27	0.08	0.22	0.22	0.16	0.28	0.28	0.24	0.36	0.44
Volume/Cap:	0.78	0.67	1.45	1.37	0.78	0.78	0.78	1.45	1.45	1.45	0.78	0.41
Delay/Veh:	65.1	40.4	255.2	257.5	49.4	49.4	61.2	252	251.8	260.8	36.8	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:	65.1	40.4	255.2	257.5	49.4	49.4	61.2	252	251.8	260.8	36.8	23.0
LOS by Move:	E	D	F	F	D	D	E	F	F	F	D	C
HCM2kAvgQ:	9	12	52	17	13	13	10	58	58	50	21	10

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #46 Lasselle Street / Iris Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.992
Loss Time (sec): 16 Average Delay (sec/veh): 66.9
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			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	10	41	41	10	41	41	10	34	34	10	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	418	810	452	386	990	210	322	1082	446	545	1243	218
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	418	810	452	386	990	210	322	1082	446	545	1243	218
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	435	844	471	402	1031	219	335	1127	465	568	1295	227
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	435	844	471	402	1031	219	335	1127	465	568	1295	227
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	435	844	471	402	1031	219	335	1127	465	568	1295	227
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	0.91	0.85	0.92	0.89	0.89
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	2.55	0.45
Final Sat.:	3502	3610	1615	3502	3610	1615	3502	5187	1615	3502	4316	757
Capacity Analysis Module:												
Vol/Sat:	0.12	0.23	0.29	0.11	0.29	0.14	0.10	0.22	0.29	0.16	0.30	0.30
Crit Moves:	****				****				****	****		
Green/Cycle:	0.10	0.34	0.48	0.10	0.34	0.34	0.10	0.28	0.28	0.14	0.32	0.32
Volume/Cap:	1.19	0.68	0.61	1.09	0.84	0.40	0.94	0.77	1.02	1.19	0.94	0.94
Delay/Veh:	161.4	35.5	24.5	128.5	41.5	30.5	86.5	41.9	89.0	154.7	51.3	51.3
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:	161.4	35.5	24.5	128.5	41.5	30.5	86.5	41.9	89.0	154.7	51.3	51.3
LOS by Move:	F	D	C	F	D	C	F	D	F	F	D	D
HCM2kAvgQ:	15	15	13	13	21	6	10	15	24	19	25	25

Note: Queue reported is the number of cars per lane.

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	784	88	540	320	0	0	0	0	0	0	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5	5.5	4.0	5.5							4.0
Lane Util. Factor		0.95	1.00	1.00	0.95							1.00
Frpb, ped/bikes		1.00	0.97	1.00	1.00							0.98
Flpb, ped/bikes		1.00	1.00	1.00	1.00							1.00
Frt		1.00	0.85	1.00	1.00							0.86
Flt Protected		1.00	1.00	0.95	1.00							1.00
Satd. Flow (prot)		3406	1443	1805	2935							1619
Flt Permitted		1.00	1.00	0.95	1.00							1.00
Satd. Flow (perm)		3406	1443	1805	2935							1619
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	852	96	587	348	0	0	0	0	0	0	122
RTOR Reduction (vph)	0	0	57	0	0	0	0	0	0	0	0	64
Lane Group Flow (vph)	0	852	39	587	348	0	0	0	0	0	0	58
Confl. Peds. (#/hr)			5									5
Heavy Vehicles (%)	0%	6%	9%	0%	23%	0%	0%	0%	0%	0%	0%	0%
Turn Type		NA	Perm	Prot	NA							custom
Protected Phases		2		1	6							
Permitted Phases			2									1 4
Actuated Green, G (s)		34.5	34.5	31.0	69.5							40.0
Effective Green, g (s)		34.5	34.5	31.0	69.5							40.0
Actuated g/C Ratio		0.41	0.41	0.37	0.83							0.48
Clearance Time (s)		5.5	5.5	4.0	5.5							
Vehicle Extension (s)		2.0	2.0	2.0	2.0							
Lane Grp Cap (vph)		1398	592	666	2428							770
v/s Ratio Prot		c0.25		c0.33	0.12							
v/s Ratio Perm			0.03									c0.04
v/c Ratio		0.61	0.07	0.88	0.14							0.08
Uniform Delay, d1		19.5	15.0	24.8	1.4							12.0
Progression Factor		1.00	1.00	1.00	1.00							1.00
Incremental Delay, d2		2.0	0.2	12.7	0.0							0.0
Delay (s)		21.4	15.2	37.5	1.4							12.0
Level of Service		C	B	D	A							B
Approach Delay (s)		20.8			24.1			0.0			12.0	
Approach LOS		C			C			A			B	

Intersection Summary			
HCM 2000 Control Delay	21.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	84.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	66.6%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	97	1052	254	0	1529	435	141	62	100	188	0	81
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	0.95			0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00			0.99		1.00	0.99		1.00	0.98	
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.97			0.97		1.00	0.91		1.00	0.85	
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1480	3299			3366		1271	1476		1805	1585	
Flt Permitted	0.10	1.00			1.00		0.70	1.00		0.64	1.00	
Satd. Flow (perm)	155	3299			3366		939	1476		1216	1585	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	102	1107	267	0	1609	458	148	65	105	198	0	85
RTOR Reduction (vph)	0	25	0	0	31	0	0	44	0	0	26	0
Lane Group Flow (vph)	102	1349	0	0	2036	0	148	126	0	198	59	0
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	22%	3%	17%	0%	4%	0%	42%	0%	25%	0%	0%	0%
Turn Type	Perm	NA			NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2						8			4		
Actuated Green, G (s)	40.1	40.1			40.1		14.9	14.9		14.9	14.9	
Effective Green, g (s)	40.1	40.1			40.1		14.9	14.9		14.9	14.9	
Actuated g/C Ratio	0.62	0.62			0.62		0.23	0.23		0.23	0.23	
Clearance Time (s)	5.0	5.0			5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	2.0	2.0			2.0		2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	95	2035			2076		215	338		278	363	
v/s Ratio Prot		0.41			0.60			0.09			0.04	
v/s Ratio Perm	c0.66						0.16			c0.16		
v/c Ratio	1.07	0.66			0.98		0.69	0.37		0.71	0.16	
Uniform Delay, d1	12.4	8.1			12.1		22.9	21.1		23.1	20.1	
Progression Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	113.7	1.7			15.7		7.1	0.3		7.0	0.1	
Delay (s)	126.1	9.8			27.7		30.0	21.4		30.1	20.1	
Level of Service	F	A			C		C	C		C	C	
Approach Delay (s)		17.8			27.7			25.4			27.1	
Approach LOS		B			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	24.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.97		
Actuated Cycle Length (s)	65.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	98.5%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Elsworth Street / Cactus Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.802
Loss Time (sec): 16 Average Delay (sec/veh): 77.3
Optimal Cycle: OPTIMIZED Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Ignore			Include		
Min. Green:	29	29	29	29	29	29	10	21	21	10	21	21
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1! 0	0	1 1	0 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	169	183	128	89	93	56	168	1525	108	139	1547	195
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	169	183	128	89	93	56	168	1525	108	139	1547	195
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95
PHF Volume:	178	192	134	93	98	59	176	1602	0	146	1625	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	192	134	93	98	59	176	1602	0	146	1625	205
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	178	192	134	93	98	59	176	1602	0	146	1625	205
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.94	0.98	0.98	0.85	0.95	0.91	1.00	0.95	0.91	0.85
Lanes:	1.22	0.46	0.32	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	2176	830	580	1854	1854	1615	1805	5187	1900	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.23	0.23	0.05	0.05	0.04	0.10	0.31	0.00	0.08	0.31	0.13
Crit Moves:		****			****		****				****	
Green/Cycle:	0.24	0.24	0.24	0.24	0.24	0.33	0.09	0.30	0.00	0.08	0.29	0.29
Volume/Cap:	0.34	0.96	0.96	0.21	0.22	0.11	1.07	1.03	0.00	0.97	1.07	0.43
Delay/Veh:	37.7	73.9	73.9	36.4	36.5	27.8	145.2	72.7	0.0	119.2	87.7	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:	37.7	73.9	73.9	36.4	36.5	27.8	145.2	72.7	0.0	119.2	87.7	35.1
LOS by Move:	D	E	E	D	D	C	F	E	A	F	F	D
HCM2kAvgQ:	5	20	20	3	3	1	11	29	0	9	31	6

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 Frederick Street / Cactus Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.635
Loss Time (sec): 12 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:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	32	0	32	10	10	0	0	27	27
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	2 0	0	0 1	1 0	2	0 0	0 0	3	0 1
Volume Module:												
Base Vol:	0	0	0	333	0	78	57	1606	0	0	2079	257
Growth Adj:	1.00	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	333	0	78	57	1606	0	0	2079	257
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	361	0	85	62	1740	0	0	2252	278
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	361	0	85	62	1740	0	0	2252	278
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	361	0	85	62	1740	0	0	2252	278
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	0.95	0.95	1.00	1.00	0.91	0.85
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3502	0	1615	1805	3610	0	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.05	0.03	0.48	0.00	0.00	0.43	0.17
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.27	0.00	0.35	0.08	0.63	0.00	0.00	0.55	0.82
Volume/Cap:	0.00	0.00	0.00	0.39	0.00	0.15	0.41	0.76	0.00	0.00	0.79	0.21
Delay/Veh:	0.0	0.0	0.0	36.2	0.0	26.9	54.0	17.1	0.0	0.0	23.0	2.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	36.2	0.0	26.9	54.0	17.1	0.0	0.0	23.0	2.5
LOS by Move:	A	A	A	D	A	C	D	B	A	A	C	A
HCM2kAvgQ:	0	0	0	6	0	2	3	25	0	0	25	2

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Graham Street / Cactus Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.883
Loss Time (sec): 16 Average Delay (sec/veh): 109.1
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			Ovl			Ignore			Include		
Min. Green:	10	32	32	10	32	32	10	35	35	10	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 1	0	1 0	2 0	1	1 0	2 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	353	125	67	230	195	265	122	1819	625	30	1546	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:	353	125	67	230	195	265	122	1819	625	30	1546	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00	0.92	0.92	0.92
PHF Volume:	384	136	73	250	212	288	133	1977	0	33	1680	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	384	136	73	250	212	288	133	1977	0	33	1680	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	384	136	73	250	212	288	133	1977	0	33	1680	89
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.90	0.95	0.95	0.85	0.95	0.95	1.00	0.95	0.90	0.90
Lanes:	2.00	1.30	0.70	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.85	0.15
Final Sat.:	3502	2228	1194	1805	3610	1615	1805	3610	1900	1805	4891	259
Capacity Analysis Module:												
Vol/Sat:	0.11	0.06	0.06	0.14	0.06	0.18	0.07	0.55	0.00	0.02	0.34	0.34
Crit Moves:		****		****				****		****		
Green/Cycle:	0.10	0.27	0.27	0.10	0.27	0.36	0.10	0.41	0.00	0.08	0.40	0.40
Volume/Cap:	1.05	0.23	0.23	1.33	0.22	0.49	0.76	1.33	0.00	0.22	0.86	0.86
Delay/Veh:	114.8	34.5	34.5	233.2	34.4	30.2	70.3	188	0.0	52.1	37.0	37.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	114.8	34.5	34.5	233.2	34.4	30.2	70.3	188	0.0	52.1	37.0	37.0
LOS by Move:	F	C	C	F	C	C	E	F	A	D	D	D
HCM2kAvgQ:	12	3	3	19	3	8	7	70	0	1	24	24

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 Heacock Street / Alessandro Boulevard

Cycle (sec): 120 Critical Vol./Cap.(X): 0.978
Loss Time (sec): 16 Average Delay (sec/veh): 59.4
Optimal Cycle: OPTIMIZED Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	10	39	39	10	39	39	10	28	28	10	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0 2	0 1		1 0 2	0 1		1 0 3	0 1		1 0 3	0 1	
Volume Module:												
Base Vol:	48	1112	309	265	1156	176	299	927	97	355	882	257
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	1112	309	265	1156	176	299	927	97	355	882	257
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	49	1135	315	270	1180	180	305	946	99	362	900	262
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	1135	315	270	1180	180	305	946	99	362	900	262
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	1135	315	270	1180	180	305	946	99	362	900	262
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	0.91	0.85	0.95	0.91	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	5187	1615	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.31	0.20	0.15	0.33	0.11	0.17	0.18	0.06	0.20	0.17	0.16
Crit Moves:		****		****				****		****		
Green/Cycle:	0.09	0.33	0.33	0.13	0.36	0.54	0.17	0.23	0.33	0.18	0.24	0.24
Volume/Cap:	0.29	0.97	0.60	1.14	0.90	0.21	0.98	0.78	0.19	1.14	0.73	0.68
Delay/Veh:	51.7	58.7	35.9	152.3	44.5	14.6	95.4	46.5	29.2	142.1	44.4	46.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.7	58.7	35.9	152.3	44.5	14.6	95.4	46.5	29.2	142.1	44.4	46.6
LOS by Move:	D	E	D	F	D	B	F	D	C	F	D	D
HCM2kAvgQ:	2	27	10	17	25	3	16	14	3	22	12	10

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 Heacock Street / Cactus Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 1.096
Loss Time (sec): 16 Average Delay (sec/veh): 83.9
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			Ovl			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 1	0	1 0	1 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	573	711	19	278	785	267	220	1299	552	15	945	232
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	573	711	19	278	785	267	220	1299	552	15	945	232
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	623	773	21	302	853	290	239	1412	600	16	1027	252
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	623	773	21	302	853	290	239	1412	600	16	1027	252
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	623	773	21	302	853	290	239	1412	600	16	1027	252
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	0.96	0.96	0.98	1.03	0.88	0.98	1.00	1.00
Lanes:	2.00	1.95	0.05	1.00	1.49	0.51	1.00	2.00	1.00	1.00	1.61	0.39
Final Sat.:	3610	3686	99	1805	2728	928	1865	3925	1668	1865	3057	751
Capacity Analysis Module:												
Vol/Sat:	0.17	0.21	0.21	0.17	0.31	0.31	0.13	0.36	0.36	0.01	0.34	0.34
Crit Moves:	****				****		****				****	
Green/Cycle:	0.16	0.25	0.25	0.20	0.29	0.29	0.12	0.34	0.50	0.08	0.31	0.31
Volume/Cap:	1.10	0.85	0.85	0.85	1.10	1.10	1.10	1.06	0.72	0.10	1.10	1.10
Delay/Veh:	117.1	50.7	50.7	64.0	101	100.6	141.8	80.7	26.8	51.2	98.1	98.1
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:	117.1	50.7	50.7	64.0	101	100.6	141.8	80.7	26.8	51.2	98.1	98.1
LOS by Move:	F	D	D	E	F	F	F	F	C	D	F	F
HCM2kAvgQ:	19	17	17	14	31	31	15	36	21	1	34	34

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 Heacock Street / John F. Kennedy Drive

Cycle (sec):	120	Critical Vol./Cap.(X):	0.928
Loss Time (sec):	16	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			Include			Include			Include		
Min. Green:	10	29	29	10	10	10	10	10	10	10	32	32
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	112	695	70	413	646	180	129	238	167	41	192	401
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	695	70	413	646	180	129	238	167	41	192	401
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	122	755	76	449	702	196	140	259	182	45	209	436
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	755	76	449	702	196	140	259	182	45	209	436
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	122	755	76	449	702	196	140	259	182	45	209	436
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	1.00	0.85	0.95	0.85	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	1900	1615	1805	1623	1623
Capacity Analysis Module:												
Vol/Sat:	0.07	0.21	0.05	0.25	0.19	0.12	0.08	0.14	0.11	0.02	0.13	0.27
Crit Moves:		****		****			****					****
Green/Cycle:	0.15	0.24	0.24	0.26	0.35	0.35	0.08	0.23	0.23	0.14	0.28	0.28
Volume/Cap:	0.45	0.87	0.19	0.96	0.55	0.34	0.93	0.60	0.50	0.18	0.46	0.96
Delay/Veh:	47.6	52.7	36.5	73.9	31.9	29.1	108.0	44.0	41.5	46.0	35.8	66.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.6	52.7	36.5	73.9	31.9	29.1	108.0	44.0	41.5	46.0	35.8	66.4
LOS by Move:	D	D	D	E	C	C	F	D	D	D	D	E
HCM2kAvgQ:	4	17	2	21	11	5	8	9	6	2	7	21

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #9 Heacock Street / Gentian Avenue

Average Delay (sec/veh): 3.6 Worst Case Level Of Service: E[44.6]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	1	0	1	1	0	1	0	0	0	0	0	0	0	0	0	1!	0	0
Volume Module:																				
Base Vol:	0	874		40		93	858		0		0		0		0	15		0		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:	0	874		40		93	858		0		0		0		0	15		0		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:	0.97	0.97		0.97		0.97	0.97		0.97		0.97		0.97		0.97	0.97		0.97		0.97
PHF Volume:	0	903		41		96	886		0		0		0		0	15		0		130
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
FinalVolume:	0	903		41		96	886		0		0		0		0	15		0		130
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx		xxxxx		4.1	xxxx		xxxxx		xxxxx		xxxx		xxxxx	6.4		6.5		6.2
FollowUpTim:	xxxxx	xxxx		xxxxx		2.2	xxxx		xxxxx		xxxxx		xxxx		xxxxx	3.5		4.0		3.3
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx		xxxxx		944	xxxx		xxxxx		xxxx		xxxx		xxxxx	1981		1981		903
Potent Cap.:	xxxx	xxxx		xxxxx		735	xxxx		xxxxx		xxxx		xxxx		xxxxx	68		62		339
Move Cap.:	xxxx	xxxx		xxxxx		735	xxxx		xxxxx		xxxx		xxxx		xxxxx	62		54		339
Volume/Cap:	xxxx	xxxx		xxxx		0.13	xxxx		xxxx		xxxx		xxxx		xxxx	0.25		0.00		0.38
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		0.4	xxxx		xxxxx		xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
Control Del:	xxxxx	xxxx		xxxxx		10.6	xxxx		xxxxx		xxxxx		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	xxxx		xxxxx		xxxx		xxxx		xxxxx	xxxx		229		xxxxx
SharedQueue:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		3.8		xxxxx
Shrd ConDel:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		44.6		xxxxx
Shared LOS:	*	*		*		*	*		*		*		*		*	*		E		*
ApproachDel:	xxxxxx					xxxxxx					xxxxxx							44.6		
ApproachLOS:	*					*					*							E		

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #10 Webster Avenue / Harley Knox Boulevard

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: D[28.9]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	1!	0	0		0	0	1!	0	0		0	0	1	0	0		0	1	0	0	0	
Volume Module:																								
Base Vol:	20		0		68		0		0		0		0		829		0		33		514		0	
Growth Adj:	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	1.00	1.00	1.00	1.00
Initial Bse:	20		0		68		0		0		0		0		829		0		33		514		0	
User Adj:	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	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	22		0		74		0		0		0		0		901		0		36		559		0	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
FinalVolume:	22		0		74		0		0		0		0		901		0		36		559		0	
Critical Gap Module:																								
Critical Gp:	6.4	6.5		6.2		7.1	6.5		6.2				xxxxx	xxxx	xxxxx				4.1	xxxx	xxxxx			
FollowUpTim:	3.5	4.0		3.3		3.5	4.0		3.3				xxxxx	xxxx	xxxxx				2.2	xxxx	xxxxx			
Capacity Module:																								
Cnflict Vol:	1532	1532		901		1568	1532		559				xxxx	xxxx	xxxxx				901	xxxx	xxxxx			
Potent Cap.:	130	118		340		91	118		533				xxxx	xxxx	xxxxx				763	xxxx	xxxxx			
Move Cap.:	125	112		340		69	112		533				xxxx	xxxx	xxxxx				763	xxxx	xxxxx			
Volume/Cap:	0.17	0.00		0.22		0.00	0.00		0.00				xxxx	xxxx	xxxx				0.05	xxxx	xxxx			
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx				xxxx	xxxx	xxxxx				0.1	xxxx	xxxxx			
Control Del:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx				xxxxx	xxxx	xxxxx				10.0	xxxx	xxxxx			
LOS by Move:	*	*		*		*	*		*				*	*	*				A	*	*			
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx		244		xxxxx		xxxx		0		xxxxx		xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx		1.8		xxxxx		xxxxx	xxxx		xxxxx			xxxxx	xxxx	xxxxx				0.1	xxxx	xxxxx			
Shrd ConDel:	xxxxx		28.9		xxxxx		xxxxx	xxxx		xxxxx			xxxxx	xxxx	xxxxx				10.0	xxxx	xxxxx			
Shared LOS:	*		D		*		*	*		*			*	*	*				A	*	*			
ApproachDel:			28.9				xxxxxx						xxxxxx						xxxxxx					
ApproachLOS:			D					*						*						*				

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #11 Indian Street / Cottonwood Avenue

Cycle (sec): 95 Critical Vol./Cap.(X): 0.670
Loss Time (sec): 16 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	24	24	10	24	24	10	24	24	10	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	109	418	113	68	370	71	58	584	163	86	342	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	109	418	113	68	370	71	58	584	163	86	342	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	111	427	116	70	378	73	59	597	167	88	350	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	427	116	70	378	73	59	597	167	88	350	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	111	427	116	70	378	73	59	597	167	88	350	62
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.95	0.93	0.93	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	1.57	0.43	1.00	1.68	0.32	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	2751	744	1805	2956	567	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.16	0.16	0.04	0.13	0.13	0.03	0.31	0.10	0.05	0.18	0.04
Crit Moves:		****		****				****		****		
Green/Cycle:	0.11	0.25	0.25	0.11	0.25	0.25	0.14	0.37	0.37	0.11	0.33	0.33
Volume/Cap:	0.59	0.62	0.62	0.37	0.51	0.51	0.24	0.85	0.28	0.46	0.55	0.12
Delay/Veh:	45.2	32.7	32.7	40.7	30.9	30.9	36.9	37.6	21.4	41.8	26.8	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:	45.2	32.7	32.7	40.7	30.9	30.9	36.9	37.6	21.4	41.8	26.8	22.0
LOS by Move:	D	C	C	D	C	C	D	D	C	D	C	C
HCM2kAvgQ:	4	8	8	2	6	6	2	19	3	3	9	1

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #12 Indian Street / Alessandro Boulevard

Cycle (sec): 120 Critical Vol./Cap.(X): 0.954
Loss Time (sec): 16 Average Delay (sec/veh): 125.5
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	42	42	10	42	42	10	28	28	10	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	3	0 1	1 0	3	0 1
Volume Module:												
Base Vol:	302	457	255	265	328	122	141	1596	128	331	1605	174
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	302	457	255	265	328	122	141	1596	128	331	1605	174
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	317	479	267	278	344	128	148	1673	134	347	1682	182
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	317	479	267	278	344	128	148	1673	134	347	1682	182
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	317	479	267	278	344	128	148	1673	134	347	1682	182
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.91	0.91	0.95	0.91	0.85	0.95	0.91	0.85
Lanes:	1.00	1.28	0.72	1.00	1.46	0.54	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1805	2192	1223	1805	2523	939	1805	5187	1615	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.18	0.22	0.22	0.15	0.14	0.14	0.08	0.32	0.08	0.19	0.32	0.11
Crit Moves:	****				****			****		****		
Green/Cycle:	0.13	0.35	0.35	0.13	0.35	0.35	0.08	0.24	0.24	0.14	0.30	0.30
Volume/Cap:	1.34	0.62	0.62	1.17	0.39	0.39	0.98	1.34	0.34	1.34	1.07	0.37
Delay/Veh:	229.0	33.5	33.5	165.0	29.6	29.6	122.8	202	38.2	226.3	87.3	33.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	229.0	33.5	33.5	165.0	29.6	29.6	122.8	202	38.2	226.3	87.3	33.4
LOS by Move:	F	C	C	F	C	C	F	F	D	F	F	C
HCM2kAvgQ:	24	12	12	18	7	7	9	43	4	26	32	5

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #13 Indian Street / Cactus Avenue

Cycle (sec): 105 Critical Vol./Cap.(X): 0.816
Loss Time (sec): 16 Average Delay (sec/veh): 42.4
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	15	15	10	15	15	10	15	15	10	15	15
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	223	661	76	126	523	105	121	1203	126	38	986	142
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	223	661	76	126	523	105	121	1203	126	38	986	142
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	235	696	80	133	551	111	127	1266	133	40	1038	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	235	696	80	133	551	111	127	1266	133	40	1038	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	235	696	80	133	551	111	127	1266	133	40	1038	149
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.99	0.99	0.95	0.98	0.98	0.98	1.02	1.02	0.98	1.01	1.01
Lanes:	1.00	1.79	0.21	1.00	1.67	0.33	1.00	1.81	0.19	1.00	1.75	0.25
Final Sat.:	1805	3357	386	1805	3086	619	1865	3503	367	1865	3366	485
Capacity Analysis Module:												
Vol/Sat:	0.13	0.21	0.21	0.07	0.18	0.18	0.07	0.36	0.36	0.02	0.31	0.31
Crit Moves:	****				****			****		****		
Green/Cycle:	0.15	0.24	0.24	0.11	0.20	0.20	0.12	0.41	0.41	0.10	0.38	0.38
Volume/Cap:	0.89	0.87	0.87	0.67	0.89	0.89	0.58	0.89	0.89	0.23	0.81	0.81
Delay/Veh:	72.9	48.0	48.0	53.8	53.7	53.7	47.6	35.8	35.8	44.6	32.3	32.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.9	48.0	48.0	53.8	53.7	53.7	47.6	35.8	35.8	44.6	32.3	32.3
LOS by Move:	E	D	D	D	D	D	D	D	D	D	C	C
HCM2kAvgQ:	11	15	15	6	14	14	5	25	25	1	20	20

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #14 Indian Street / John F. Kennedy Drive

Cycle (sec): 85 Critical Vol./Cap.(X): 0.569
Loss Time (sec): 16 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	27	27	10	27	27	10	24	24	10	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	109	599	99	102	509	50	127	410	88	113	371	133
Growth Adj:	1.00	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	599	99	102	509	50	127	410	88	113	371	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	118	651	108	111	553	54	138	446	96	123	403	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	651	108	111	553	54	138	446	96	123	403	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:	118	651	108	111	553	54	138	446	96	123	403	145
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	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	1.72	0.28	1.00	1.82	0.18	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3033	501	1805	3244	319	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.21	0.21	0.06	0.17	0.17	0.08	0.12	0.06	0.07	0.11	0.09
Crit Moves:		****		****			****				****	
Green/Cycle:	0.11	0.31	0.31	0.11	0.31	0.31	0.11	0.28	0.28	0.11	0.28	0.28
Volume/Cap:	0.57	0.69	0.69	0.53	0.55	0.55	0.67	0.45	0.21	0.59	0.40	0.32
Delay/Veh:	40.2	28.3	28.3	39.0	25.5	25.5	44.8	26.3	24.5	41.1	25.9	25.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.2	28.3	28.3	39.0	25.5	25.5	44.8	26.3	24.5	41.1	25.9	25.5
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	4	11	11	4	8	8	5	5	2	4	5	3

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #15 Indian Street / Gentian Avenue

Average Delay (sec/veh): 34.3 Worst Case Level Of Service: F[312.8]

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:	0 0 1! 0 0			0 0 1! 0 0			0 1 0 0 1			0 0 1! 0 0		
Volume Module:												
Base Vol:	70	651	10	10	601	115	102	10	62	10	10	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	651	10	10	601	115	102	10	62	10	10	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	76	708	11	11	653	125	111	11	67	11	11	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	76	708	11	11	653	125	111	11	67	11	11	11
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	778	xxxx	xxxxx	718	xxxx	xxxxx	1614	1608	716	1642	1665	713
Potent Cap.:	847	xxxx	xxxxx	892	xxxx	xxxxx	85	106	434	81	98	435
Move Cap.:	847	xxxx	xxxxx	892	xxxx	xxxxx	69	95	434	57	87	435
Volume/Cap:	0.09	xxxx	xxxx	0.01	xxxx	xxxx	1.61	0.11	0.16	0.19	0.12	0.02
Level Of Service Module:												
2Way95thQ:	0.3	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	0.5	xxxx	xxxx	xxxxx
Control Del:	9.7	xxxx	xxxxx	9.1	xxxx	xxxxx	xxxxx	xxxx	14.8	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	B	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	70	xxxx	xxxxx	xxxx	96	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.7	xxxx	xxxxx	xxxxx	1.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	477.8	xxxx	xxxxx	xxxxx	60.5	xxxxx
Shared LOS:	*	*	*	*	*	*	F	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			312.8			60.5		
ApproachLOS:	*			*			F			F		

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #16 Indian Street / Santiago Drive

Cycle (sec): 120 Critical Vol./Cap.(X): 0.458
Loss Time (sec): 12 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				Protected				Split Phase				Split Phase			
Rights:		Ovl				Include				Include				Ovl		
Min. Green:	0	21	21		10	10	0		0	0	0		25	0	25	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	1	0	1	1	0	2	0	0	0	0	0	0	1	0	0	0	1
Volume Module:																
Base Vol:	0	699	10		10	588	0		0	0	0		10	0	10	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	699	10		10	588	0		0	0	0		10	0	10	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92	
PHF Volume:	0	760	11		11	639	0		0	0	0		11	0	11	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	760	11		11	639	0		0	0	0		11	0	11	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	760	11		11	639	0		0	0	0		11	0	11	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	0.85		0.95	0.95	1.00		1.00	1.00	1.00		0.95	1.00	0.85	
Lanes:	0.00	1.00	1.00		1.00	2.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	0	1900	1615		1805	3610	0		0	0	0		1805	0	1615	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.40	0.01		0.01	0.18	0.00		0.00	0.00	0.00		0.01	0.00	0.01	
Crit Moves:		****			****								****			
Green/Cycle:	0.00	0.61	0.82		0.08	0.69	0.00		0.00	0.00	0.00		0.21	0.00	0.29	
Volume/Cap:	0.00	0.66	0.01		0.07	0.26	0.00		0.00	0.00	0.00		0.03	0.00	0.02	
Delay/Veh:	0.0	16.7	2.0		50.9	7.0	0.0		0.0	0.0	0.0		37.9	0.0	30.3	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	16.7	2.0		50.9	7.0	0.0		0.0	0.0	0.0		37.9	0.0	30.3	
LOS by Move:	A	B	A		D	A	A		A	A	A		D	A	C	
HCM2kAvgQ:	0	18	0		0	5	0		0	0	0		0	0	0	

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #17 Indian Street / Iris Avenue

Cycle (sec): 110 Critical Vol./Cap.(X): 0.922
Loss Time (sec): 16 Average Delay (sec/veh): 53.3
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	10	10	10	10	10	10	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	1 0	1	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	110	391	48	254	189	105	19	392	148	121	390	325
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	391	48	254	189	105	19	392	148	121	390	325
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	117	417	51	271	201	112	20	418	158	129	416	346
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	417	51	271	201	112	20	418	158	129	416	346
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	117	417	51	271	201	112	20	418	158	129	416	346
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.98	0.95	1.00	0.85	0.95	0.96	0.96	0.95	1.00	0.85
Lanes:	1.00	0.89	0.11	1.00	1.00	1.00	1.00	0.73	0.27	1.00	1.00	1.00
Final Sat.:	1805	1665	204	1805	1900	1615	1805	1323	499	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.25	0.25	0.15	0.11	0.07	0.01	0.32	0.32	0.07	0.22	0.21
Crit Moves:		****		****				****		****		
Green/Cycle:	0.20	0.27	0.27	0.16	0.23	0.23	0.13	0.34	0.34	0.09	0.30	0.30
Volume/Cap:	0.33	0.94	0.94	0.94	0.46	0.30	0.09	0.94	0.94	0.79	0.72	0.71
Delay/Veh:	38.5	65.1	65.1	82.4	37.3	35.5	42.7	57.6	57.6	70.7	38.8	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:	38.5	65.1	65.1	82.4	37.3	35.5	42.7	57.6	57.6	70.7	38.8	38.9
LOS by Move:	D	E	E	F	D	D	D	E	E	E	D	D
HCM2kAvgQ:	4	20	20	13	6	3	1	23	23	6	14	12

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #18 Indian Street / Krameria Avenue

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:	0 0 1! 0 0			1 0 0 1 0			0 0 1! 0 0			0 1 0 1 0		
Volume Module:												
Base Vol:	194	392	138	142	356	39	79	134	350	148	44	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	194	392	138	142	356	39	79	134	350	148	44	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	211	426	150	154	387	42	86	146	380	161	48	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	211	426	150	154	387	42	86	146	380	161	48	140
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:	429	xxxx	xxxxx	576	xxxx	xxxxx	1734	1715	408	1903	1661	501
Potent Cap.:	1141	xxxx	xxxxx	1007	xxxx	xxxxx	70	91	647	53	98	574
Move Cap.:	1141	xxxx	xxxxx	1007	xxxx	xxxxx	17	61	647	0	66	574
Volume/Cap:	0.18	xxxx	xxxx	0.15	xxxx	xxxx	5.13	2.39	0.59	xxxx	0.73	0.24
Level Of Service Module:												
2Way95thQ:	0.7	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.9	xxxx	xxxxx	9.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	76	xxxxx	0	xxxx	194
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	70.3	xxxxx	xxxxx	xxxx	8.1
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	3301	xxxxx	xxxxx	xxxx	107.4
Shared LOS:	*	*	*	*	*	*	*	F	*	*	*	F
ApproachDel:	xxxxxx			xxxxxx			3301.4			xxxxxx		
ApproachLOS:	*			*			F			F		

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #19 Indian Street / San Michele Road

Cycle (sec):	0	Critical Vol./Cap.(X):	3.648
Loss Time (sec):	0	Average Delay (sec/veh):	817.6
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 1	0 1	0	0 0 1!	0	0	0 0 1!	0	0
Volume Module:												
Base Vol:	488	673	148	324	549	70	65	480	738	262	159	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	488	673	148	324	549	70	65	480	738	262	159	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	530	732	161	352	597	76	71	522	802	285	173	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	530	732	161	352	597	76	71	522	802	285	173	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	530	732	161	352	597	76	71	522	802	285	173	134
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:	0.37	0.52	0.11	0.69	1.16	0.15	0.05	0.37	0.58	0.48	0.29	0.23
Final Sat.:	145	201	44	257	452	58	21	153	236	191	116	90
Capacity Analysis Module:												
Vol/Sat:	3.65	3.65	3.65	1.37	1.32	1.30	3.40	3.40	3.40	1.49	1.49	1.49
Crit Moves:			****	****				****		****		
Delay/Veh:	1216	1216	1216	208.0	188	180.5	1106	1106	1106	258.3	258	258.3
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:	1216	1216	1216	208.0	188	180.5	1106	1106	1106	258.3	258	258.3
LOS by Move:	F	F	F	F	F	F	F	F	F	F	F	F
ApproachDel:	1216.3			194.3			1106.0			258.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	1216.3			194.3			1106.0			258.3		
LOS by Appr:	F			F			F			F		
AllWayAvgQ:	130	130	130.5	20.3	18.4	18.4	125	125	124.5	27.1	27.1	27.1

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #20 Indian Street / Nandina Street

Cycle (sec):	0	Critical Vol./Cap.(X):	2.661
Loss Time (sec):	0	Average Delay (sec/veh):	548.8
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 1	1 0	1	0 1	0 1	0	1 0	1 0	1	1 0	1! 0	0
Volume Module:												
Base Vol:	594	1017	351	234	1178	142	90	85	482	138	43	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	594	1017	351	234	1178	142	90	85	482	138	43	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	646	1105	382	254	1280	154	98	92	524	150	47	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	646	1105	382	254	1280	154	98	92	524	150	47	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:	646	1105	382	254	1280	154	98	92	524	150	47	67
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:	0.74	1.26	1.00	0.30	1.52	0.18	1.00	1.00	1.00	1.14	0.35	0.51
Final Sat.:	243	427	365	107	547	67	276	287	304	675	-206	163
Capacity Analysis Module:												
Vol/Sat:	2.66	2.59	1.05	2.38	2.34	2.31	0.35	0.32	1.72	0.22	-0.23	0.41
Crit Moves:	****			****					****			****
Delay/Veh:	778.2	746	91.9	648.7	633	618.9	22.7	21.1	366.3	22.0	21.6	21.6
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:	778.2	746	91.9	648.7	633	618.9	22.7	21.1	366.3	22.0	21.6	21.6
LOS by Move:	F	F	F	F	F	F	C	C	F	C	C	C
ApproachDel:	638.6			633.8			274.6			22.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	638.6			633.8			274.6			22.1		
LOS by Appr:	F			F			F			C		
AllWayAvgQ:	69.9	68.5	8.0	62.8	61.6	61.6	0.5	0.5	29.7	0.7	0.7	0.7

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #21 Indian Street / Harley Knox Boulevard

Cycle (sec): 120 Critical Vol./Cap.(X): 1.019
Loss Time (sec): 16 Average Delay (sec/veh): 105.2
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	39	39	10	39	39	10	34	34	10	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	1 0	1 1	0	1 0	1 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	158	1667	703	156	978	390	188	524	46	157	553	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:	158	1667	703	156	978	390	188	524	46	157	553	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	172	1812	764	170	1063	424	204	570	50	171	601	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	172	1812	764	170	1063	424	204	570	50	171	601	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	172	1812	764	170	1063	424	204	570	50	171	601	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.95	0.91	0.91	0.95	1.00	0.85	0.92	0.94	0.94
Lanes:	2.00	2.00	1.00	1.00	1.43	0.57	1.00	1.00	1.00	2.00	1.92	0.08
Final Sat.:	3502	3610	1615	1805	2470	985	1805	1900	1615	3502	3451	137
Capacity Analysis Module:												
Vol/Sat:	0.05	0.50	0.47	0.09	0.43	0.43	0.11	0.30	0.03	0.05	0.17	0.17
Crit Moves:		****		****			****				****	
Green/Cycle:	0.08	0.41	0.41	0.08	0.41	0.41	0.09	0.29	0.29	0.08	0.28	0.28
Volume/Cap:	0.59	1.23	1.16	1.13	1.05	1.05	1.23	1.03	0.11	0.58	0.61	0.61
Delay/Veh:	56.2	145	123.6	166.7	75.4	75.4	199.5	87.6	31.1	56.0	38.4	38.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.2	145	123.6	166.7	75.4	75.4	199.5	87.6	31.1	56.0	38.4	38.4
LOS by Move:	E	F	F	F	E	E	F	F	C	E	D	D
HCM2kAvgQ:	4	59	44	12	39	39	15	28	1	4	11	11

Note: Queue reported is the number of cars per lane.

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Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	0	1109	1198	0	1169	132
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5		4.5	
Lane Util. Factor		0.95	0.95		0.97	
Frpb, ped/bikes		1.00	1.00		1.00	
Flpb, ped/bikes		1.00	1.00		1.00	
Frt		1.00	1.00		0.98	
Flt Protected		1.00	1.00		0.96	
Satd. Flow (prot)		3574	3574		3426	
Flt Permitted		1.00	1.00		0.96	
Satd. Flow (perm)		3574	3574		3426	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1167	1261	0	1231	139
RTOR Reduction (vph)	0	0	0	0	10	0
Lane Group Flow (vph)	0	1167	1261	0	1360	0
Confl. Peds. (#/hr)						5
Heavy Vehicles (%)	0%	1%	1%	0%	1%	2%
Turn Type		NA	NA		NA	
Protected Phases		2	6		4	
Permitted Phases						
Actuated Green, G (s)		45.5	45.5		35.5	
Effective Green, g (s)		45.5	45.5		35.5	
Actuated g/C Ratio		0.51	0.51		0.39	
Clearance Time (s)		4.5	4.5		4.5	
Vehicle Extension (s)		2.0	2.0		2.0	
Lane Grp Cap (vph)		1806	1806		1351	
v/s Ratio Prot		0.33	c0.35		c0.40	
v/s Ratio Perm						
v/c Ratio		0.65	0.70		1.01	
Uniform Delay, d1		16.3	17.0		27.2	
Progression Factor		1.00	1.00		1.00	
Incremental Delay, d2		1.8	2.3		26.2	
Delay (s)		18.1	19.3		53.4	
Level of Service		B	B		D	
Approach Delay (s)		18.1	19.3		53.4	
Approach LOS		B	B		D	

Intersection Summary			
HCM 2000 Control Delay	31.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	78.2%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	382	4	204	941	2102	0	0	1622	481
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	8	16	8	12	12	12	12	12	12
Total Lost time (s)					4.5		4.5	4.5			3.5	3.5
Lane Util. Factor					1.00		0.97	0.95			0.91	1.00
Frpb, ped/bikes					0.99		1.00	1.00			1.00	0.98
Flpb, ped/bikes					1.00		1.00	1.00			1.00	1.00
Frt					0.95		1.00	1.00			1.00	0.85
Flt Protected					0.97		0.95	1.00			1.00	1.00
Satd. Flow (prot)					1891		3433	3574			5187	1568
Flt Permitted					0.97		0.95	1.00			1.00	1.00
Satd. Flow (perm)					1891		3433	3574			5187	1568
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	0	0	0	390	4	208	960	2145	0	0	1655	491
RTOR Reduction (vph)	0	0	0	0	6	0	0	0	0	0	0	279
Lane Group Flow (vph)	0	0	0	0	596	0	960	2145	0	0	1655	212
Confl. Peds. (#/hr)						5						5
Heavy Vehicles (%)	0%	0%	0%	7%	0%	0%	2%	1%	0%	0%	0%	1%
Turn Type				Split	NA		Prot	NA			NA	Perm
Protected Phases				8	8		5	2			6	
Permitted Phases												6
Actuated Green, G (s)					35.5		25.5	70.5			41.5	41.5
Effective Green, g (s)					35.5		25.5	70.5			41.5	41.5
Actuated g/C Ratio					0.31		0.22	0.61			0.36	0.36
Clearance Time (s)					4.5		4.5	4.5			3.5	3.5
Vehicle Extension (s)					2.0		2.0	2.0			2.0	2.0
Lane Grp Cap (vph)					583		761	2191			1871	565
v/s Ratio Prot					c0.32		c0.28	c0.60			0.32	
v/s Ratio Perm												0.14
v/c Ratio					1.02		1.26	0.98			0.88	0.37
Uniform Delay, d1					39.8		44.8	21.5			34.5	27.2
Progression Factor					1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2					42.9		128.2	14.9			6.5	1.9
Delay (s)					82.7		172.9	36.4			41.0	29.1
Level of Service					F		F	D			D	C
Approach Delay (s)		0.0			82.7			78.6			38.3	
Approach LOS		A			F			E			D	

Intersection Summary			
HCM 2000 Control Delay	64.3	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.08		
Actuated Cycle Length (s)	115.0	Sum of lost time (s)	12.5
Intersection Capacity Utilization	103.0%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	715	932	631	175	433	851	393	1477	200	593	1039	372
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.0	5.0	4.0	5.0		4.0	5.0		4.0	5.0	4.0
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95		1.00	0.91		0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	0.99		1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.90		1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3467	3610	1551	1805	3213		1752	5026		3467	3539	1596
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3467	3610	1551	1805	3213		1752	5026		3467	3539	1596
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	745	971	657	182	451	886	409	1539	208	618	1082	388
RTOR Reduction (vph)	0	0	293	0	245	0	0	13	0	0	0	44
Lane Group Flow (vph)	745	971	364	182	1092	0	409	1734	0	618	1082	344
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	1%	0%	2%	0%	0%	0%	3%	1%	2%	1%	2%	0%
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA		Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2		1	6	7
Permitted Phases			4									6
Actuated Green, G (s)	26.0	41.7	41.7	19.3	35.0		26.0	35.0		26.0	35.0	61.0
Effective Green, g (s)	26.0	41.7	41.7	19.3	35.0		26.0	35.0		26.0	35.0	61.0
Actuated g/C Ratio	0.19	0.30	0.30	0.14	0.25		0.19	0.25		0.19	0.25	0.44
Clearance Time (s)	4.0	5.0	5.0	4.0	5.0		4.0	5.0		4.0	5.0	4.0
Vehicle Extension (s)	3.0	4.0	4.0	3.0	3.0		3.0	4.0		3.0	4.0	3.0
Lane Grp Cap (vph)	643	1075	461	248	803		325	1256		643	884	695
v/s Ratio Prot	c0.21	0.27		0.10	c0.34		c0.23	c0.35		0.18	0.31	0.09
v/s Ratio Perm			0.23									0.12
v/c Ratio	1.16	0.90	0.79	0.73	1.38dr		1.26	1.38		0.96	1.22	0.49
Uniform Delay, d1	57.0	47.2	45.1	57.9	52.5		57.0	52.5		56.5	52.5	28.4
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	88.0	10.8	9.2	10.7	169.9		138.9	176.4		26.0	110.9	0.6
Delay (s)	145.0	58.0	54.3	68.6	222.4		195.9	228.9		82.5	163.4	29.0
Level of Service	F	E	D	E	F		F	F		F	F	C
Approach Delay (s)		84.3			204.0			222.6			114.5	
Approach LOS		F			F			F			F	

Intersection Summary			
HCM 2000 Control Delay	151.0	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.30		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	125.7%	ICU Level of Service	H
Analysis Period (min)	15		

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	481	955	289	55	1265	53	194	39	68	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	491	974	295	56	1291	54	198	40	69	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		457										
pX, platoon unblocked				0.77			0.77	0.77	0.77	0.77	0.77	
vC, conflicting volume	1345			1269			2861	3561	635	2988	3681	672
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1345			746			2819	3730	0	2985	3887	672
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	4			92			0	0	92	0	100	100
cM capacity (veh/h)	513			669			1	0	837	0	0	403

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1
Volume Total	491	650	620	56	861	484	307
Volume Left	491	0	0	56	0	0	198
Volume Right	0	0	295	0	0	54	69
cSH	513	1700	1700	669	1700	1700	1
Volume to Capacity	0.96	0.38	0.36	0.08	0.51	0.28	513.33
Queue Length 95th (ft)	306	0	0	7	0	0	Err
Control Delay (s)	57.9	0.0	0.0	10.9	0.0	0.0	Err
Lane LOS	F			B			F
Approach Delay (s)	16.1			0.4			Err
Approach LOS							F

Intersection Summary			
Average Delay	893.8		
Intersection Capacity Utilization	90.2%	ICU Level of Service	E
Analysis Period (min)	15		

MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #28 Perris Boulevard / Eucalyptus Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.992
Loss Time (sec): 16 Average Delay (sec/veh): 96.2
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	28	28	10	28	28	10	33	33	10	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	110	1816	96	132	1559	210	155	302	183	157	288	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	1816	96	132	1559	210	155	302	183	157	288	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	115	1900	100	138	1631	220	162	316	191	164	301	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	1900	100	138	1631	220	162	316	191	164	301	199
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	115	1900	100	138	1631	220	162	316	191	164	301	199
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.53	0.06	0.08	0.45	0.14	0.09	0.17	0.12	0.09	0.16	0.12
Crit Moves:		****		****				****		****		
Green/Cycle:	0.08	0.43	0.43	0.08	0.43	0.43	0.08	0.28	0.28	0.08	0.28	0.28
Volume/Cap:	0.76	1.24	0.15	0.92	1.06	0.32	1.08	0.60	0.43	1.09	0.58	0.45
Delay/Veh:	74.4	147	21.3	104.2	76.2	23.2	150.7	39.8	36.5	155.1	39.1	36.7
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:	74.4	147	21.3	104.2	76.2	23.2	150.7	39.8	36.5	155.1	39.1	36.7
LOS by Move:	E	F	C	F	E	C	F	D	D	F	D	D
HCM2kAvgQ:	6	62	2	8	43	5	11	11	6	11	10	6

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #29 Perris Boulevard / Cottonwood Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.972
Loss Time (sec): 16 Average Delay (sec/veh): 82.7
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	33	33	10	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	157	1321	120	267	1281	221	279	404	176	134	256	253
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	157	1321	120	267	1281	221	279	404	176	134	256	253
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	160	1349	123	273	1308	226	285	413	180	137	261	258
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	1349	123	273	1308	226	285	413	180	137	261	258
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	1349	123	273	1308	226	285	413	180	137	261	258
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	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.37	0.08	0.15	0.36	0.14	0.16	0.22	0.11	0.08	0.14	0.16
Crit Moves:		****		****			****					****
Green/Cycle:	0.09	0.32	0.32	0.13	0.37	0.37	0.14	0.32	0.32	0.10	0.28	0.28
Volume/Cap:	0.99	1.15	0.23	1.15	0.99	0.38	1.15	0.69	0.35	0.79	0.50	0.58
Delay/Veh:	122.9	120	29.9	158.6	60.8	28.5	157.0	39.2	32.0	74.6	37.3	39.5
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:	122.9	120	29.9	158.6	60.8	28.5	157.0	39.2	32.0	74.6	37.3	39.5
LOS by Move:	F	F	C	F	E	C	F	D	C	E	D	D
HCM2kAvgQ:	10	41	3	18	32	6	18	14	5	7	8	9

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #30 Perris Boulevard / Alessandro Boulevard

Cycle (sec): 120 Critical Vol./Cap.(X): 1.381
Loss Time (sec): 16 Average Delay (sec/veh): 156.4
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	19	19	10	19	19	10	15	15	10	15	15
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	736	834	279	236	990	328	404	1207	428	371	1139	237
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	736	834	279	236	990	328	404	1207	428	371	1139	237
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	751	851	285	241	1010	335	412	1232	437	379	1162	242
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	751	851	285	241	1010	335	412	1232	437	379	1162	242
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	751	851	285	241	1010	335	412	1232	437	379	1162	242
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.03	0.85	0.95	1.03	0.85	0.95	1.03	0.85	0.95	1.03	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	1805	3925	1615	1805	3925	1615	1805	3925	1615	1805	5888	1615
Capacity Analysis Module:												
Vol/Sat:	0.42	0.22	0.18	0.13	0.26	0.21	0.23	0.31	0.27	0.21	0.20	0.15
Crit Moves:	****				****			****		****		
Green/Cycle:	0.30	0.30	0.30	0.19	0.19	0.19	0.20	0.23	0.23	0.15	0.18	0.18
Volume/Cap:	1.38	0.72	0.58	0.72	1.38	1.11	1.12	1.38	1.19	1.38	1.12	0.85
Delay/Veh:	224.7	39.5	37.3	53.2	229	134.3	132.5	225	156.0	243.5	118	69.1
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:	224.7	39.5	37.3	53.2	229	134.3	132.5	225	156.0	243.5	118	69.1
LOS by Move:	F	D	D	D	F	F	F	F	F	F	F	E
HCM2kAvgQ:	54	16	10	10	37	20	24	45	28	29	23	11

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #31 Perris Boulevard / Cactus Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 1.271
Loss Time (sec): 16 Average Delay (sec/veh): 128.0
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	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	426	1351	317	232	1567	201	239	807	546	100	539	164
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	426	1351	317	232	1567	201	239	807	546	100	539	164
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	441	1400	328	240	1624	208	248	836	566	104	559	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	441	1400	328	240	1624	208	248	836	566	104	559	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:	441	1400	328	240	1624	208	248	836	566	104	559	170
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.97	0.95	1.03	0.85	0.95	0.97	0.94	0.95	1.00	0.97
Lanes:	1.00	2.41	0.59	1.00	2.00	1.00	1.00	1.18	0.82	1.00	1.52	0.48
Final Sat.:	1805	4607	1081	1805	3925	1615	1805	2170	1468	1805	2882	877
Capacity Analysis Module:												
Vol/Sat:	0.24	0.30	0.30	0.13	0.41	0.13	0.14	0.39	0.39	0.06	0.19	0.19
Crit Moves:	****				****			****		****		
Green/Cycle:	0.18	0.34	0.34	0.15	0.31	0.31	0.15	0.29	0.29	0.08	0.22	0.22
Volume/Cap:	1.33	0.88	0.88	0.88	1.33	0.42	0.89	1.33	1.33	0.69	0.89	0.89
Delay/Veh:	217.8	42.4	42.4	77.2	197	33.3	77.0	199	198.8	66.2	57.1	57.1
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:	217.8	42.4	42.4	77.2	197	33.3	77.0	199	198.8	66.2	57.1	57.1
LOS by Move:	F	D	D	E	F	C	E	F	F	E	E	E
HCM2kAvgQ:	32	24	23	12	56	7	12	49	48	5	17	16

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #32 Perris Boulevard / John F. Kennedy Drive

Cycle (sec): 120 Critical Vol./Cap.(X): 0.963
Loss Time (sec): 16 Average Delay (sec/veh): 51.2
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 15	15		10 15	15		10 16	16		10 16	16	
Y+R:	4.0 4.0	4.0		4.0 4.0	4.0		4.0 4.0	4.0		4.0 4.0	4.0	
Lanes:	1 0 2	1	0	1 0 2	1	0	1 0 2	0	1	1 0 2	0	1
Volume Module:												
Base Vol:	311 1827	259		207 1984	137		208 285	191		263 254	178	
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	311 1827	259		207 1984	137		208 285	191		263 254	178	
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	0.96 0.96	0.96		0.96 0.96	0.96		0.96 0.96	0.96		0.96 0.96	0.96	
PHF Volume:	324 1903	270		216 2067	143		217 297	199		274 265	185	
Reduct Vol:	0 0	0		0 0	0		0 0	0		0 0	0	
Reduced Vol:	324 1903	270		216 2067	143		217 297	199		274 265	185	
PCE Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
MLF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
FinalVolume:	324 1903	270		216 2067	143		217 297	199		274 265	185	
Saturation Flow Module:												
Sat/Lane:	1900 1900	1900		1900 1900	1900		1900 1900	1900		1900 1900	1900	
Adjustment:	0.95 1.01	0.98		0.95 1.02	0.99		0.95 1.03	0.85		0.95 1.03	0.85	
Lanes:	1.00 2.62	0.38		1.00 2.80	0.20		1.00 2.00	1.00		1.00 2.00	1.00	
Final Sat.:	1805 5038	714		1805 5441	376		1805 3925	1615		1805 3925	1615	
Capacity Analysis Module:												
Vol/Sat:	0.18 0.38	0.38		0.12 0.38	0.38		0.12 0.08	0.12		0.15 0.07	0.11	
Crit Moves:	****			****				****		****		
Green/Cycle:	0.19 0.44	0.44		0.14 0.39	0.39		0.14 0.13	0.13		0.16 0.15	0.15	
Volume/Cap:	0.97 0.86	0.86		0.86 0.97	0.97		0.87 0.57	0.92		0.97 0.44	0.75	
Delay/Veh:	89.5 33.7	33.7		75.5 48.3	48.3		77.9 50.2	92.1		95.4 46.7	61.0	
User DelAdj:	1.00 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 33.7	33.7		75.5 48.3	48.3		77.9 50.2	92.1		95.4 46.7	61.0	
LOS by Move:	F C	C		E D	D		E D	F		F D	E	
HCM2kAvgQ:	17 28	28		11 33	32		11 6	11		14 5	8	

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #33 Perris Boulevard / Gentian Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.919
Loss Time (sec): 12 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:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	19	19	10	10	0	0	0	0	30	0	30
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	1 1	0	1 0	2 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	10	2066	217	134	2005	10	10	10	10	90	10	203
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	2066	217	134	2005	10	10	10	10	90	10	203
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	11	2246	236	146	2179	11	11	11	11	98	11	221
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	2246	236	146	2179	11	11	11	11	98	11	221
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	2246	236	146	2179	11	11	11	11	98	11	221
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.82	0.82	0.82	0.95	0.91	0.91	0.94	0.94	0.94	0.90	0.90	0.90
Lanes:	0.01	2.71	0.28	1.00	2.99	0.01	0.34	0.33	0.33	0.30	0.03	0.67
Final Sat.:	20	4203	441	1805	5156	26	595	595	595	506	56	1141
Capacity Analysis Module:												
Vol/Sat:	0.53	0.53	0.53	0.08	0.42	0.42	0.02	0.02	0.02	0.19	0.19	0.19
Crit Moves:		****		****				****		****		
Green/Cycle:	0.55	0.55	0.55	0.08	0.63	0.63	0.02	0.02	0.02	0.25	0.25	0.25
Volume/Cap:	0.98	0.98	0.98	0.97	0.67	0.67	0.98	0.98	0.98	0.77	0.77	0.77
Delay/Veh:	38.9	38.9	38.9	118.6	14.7	14.7	204.7	205	204.7	50.4	50.4	50.4
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:	38.9	38.9	38.9	118.6	14.7	14.7	204.7	205	204.7	50.4	50.4	50.4
LOS by Move:	D	D	D	F	B	B	F	F	F	D	D	D
HCM2kAvgQ:	39	39	39	9	19	19	3	3	3	13	13	13

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #36 Perris Boulevard / Santiago Drive

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	2	1	0	1	0	2	1	0	0	0	1!	0	0	0	0	1!	0	0
Volume Module:																				
Base Vol:	65	2166		106		103	1927		75		50		61		182	166		21		77
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	65	2166		106		103	1927		75		50		61		182	166		21		77
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	0.92	0.92		0.92		0.92	0.92		0.92		0.92		0.92		0.92	0.92		0.92		0.92
PHF Volume:	71	2352		115		112	2092		81		54		66		198	180		23		84
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
FinalVolume:	71	2352		115		112	2092		81		54		66		198	180		23		84
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:	2174	xxxx	xxxxx			2467	xxxx	xxxxx			3293		4965		738	3505		4948		841
Potent Cap.:	249	xxxx	xxxxx			191	xxxx	xxxxx			4		1		365	2		1		312
Move Cap.:	249	xxxx	xxxxx			191	xxxx	xxxxx			0		0		365	0		0		312
Volume/Cap:	0.28	xxxx	xxxx			0.59	xxxx	xxxx			xxxx		xxxx		0.54	xxxx		xxxx		0.27
Level Of Service Module:																				
2Way95thQ:	1.1	xxxx	xxxxx			3.2	xxxx	xxxxx			xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
Control Del:	25.1	xxxx	xxxxx			47.5	xxxx	xxxxx			xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx
LOS by Move:	D	*		*		E	*		*		*		*		*	*		*		*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx		0		xxxxx	xxxx		0		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					F				

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #37 Perris Boulevard / Iris Avenue

Cycle (sec): 120 | Critical Vol./Cap.(X): 1.471
Loss Time (sec): 16 | Average Delay (sec/veh): 211.0
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	31	31	10	31	31	10	34	34	10	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	2 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	343	1661	292	592	1465	336	254	331	222	338	899	420
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	343	1661	292	592	1465	336	254	331	222	338	899	420
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	373	1805	317	643	1592	365	276	360	241	367	977	457
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	373	1805	317	643	1592	365	276	360	241	367	977	457
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	373	1805	317	643	1592	365	276	360	241	367	977	457
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.88	0.88	0.95	0.89	0.89	0.95	0.90	0.90
Lanes:	1.00	3.00	1.00	1.00	2.44	0.56	1.00	1.20	0.80	1.00	1.36	0.64
Final Sat.:	1805	5187	1615	1805	4101	941	1805	2031	1362	1805	2342	1094
Capacity Analysis Module:												
Vol/Sat:	0.21	0.35	0.20	0.36	0.39	0.39	0.15	0.18	0.18	0.20	0.42	0.42
Crit Moves:		****		****			****				****	
Green/Cycle:	0.17	0.26	0.26	0.23	0.32	0.32	0.10	0.28	0.28	0.10	0.28	0.28
Volume/Cap:	1.22	1.35	0.76	1.57	1.22	1.22	1.57	0.63	0.63	2.09	1.47	1.47
Delay/Veh:	176.6	206	49.1	313.3	148	147.8	335.2	38.8	38.8	561.7	261	261.2
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:	176.6	206	49.1	313.3	148	147.8	335.2	38.8	38.8	561.7	261	261.2
LOS by Move:	F	F	D	F	F	F	F	D	D	F	F	F
HCM2kAvgQ:	25	47	12	53	45	45	24	11	11	38	58	58

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #38 Perris Boulevard / Krameria Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.906
Loss Time (sec): 16 Average Delay (sec/veh): 241.4
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	28	28	10	24	24	34	34	34	31	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 1	1! 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	84	1746	121	252	1443	134	143	141	136	208	160	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:	84	1746	121	252	1443	134	143	141	136	208	160	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	91	1898	132	274	1568	146	155	153	148	226	174	262
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	1898	132	274	1568	146	155	153	148	226	174	262
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	91	1898	132	274	1568	146	155	153	148	226	174	262
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.90	0.90	0.89	0.89	0.89	0.95	1.00	0.85
Lanes:	1.00	2.81	0.19	1.00	2.75	0.25	0.81	0.80	1.39	1.00	1.00	1.00
Final Sat.:	1805	4802	333	1805	4685	435	1371	1352	2339	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.40	0.40	0.15	0.33	0.33	0.11	0.11	0.06	0.13	0.09	0.16
Crit Moves:		****		****			****			****		
Green/Cycle:	0.08	0.23	0.23	0.09	0.24	0.24	0.28	0.28	0.28	0.26	0.26	0.26
Volume/Cap:	0.61	1.68	1.68	1.68	1.39	1.39	0.40	0.40	0.22	0.48	0.35	0.63
Delay/Veh:	60.1	357	356.8	387.1	224	224.0	35.0	35.0	33.0	38.5	36.8	42.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.1	357	356.8	387.1	224	224.0	35.0	35.0	33.0	38.5	36.8	42.4
LOS by Move:	E	F	F	F	F	F	C	C	C	D	D	D
HCM2kAvgQ:	4	65	65	25	46	46	6	6	3	7	5	9

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #39 Perris Boulevard / San Michele Road

Cycle (sec): 120 Critical Vol./Cap.(X): 0.761
Loss Time (sec): 16 Average Delay (sec/veh): 95.7
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	32	32	10	32	32	10	34	34	10	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	0	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	104	1517	5	5	1547	409	284	5	78	5	5	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	1517	5	5	1547	409	284	5	78	5	5	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	113	1649	5	5	1682	445	309	5	85	5	5	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	1649	5	5	1682	445	309	5	85	5	5	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	113	1649	5	5	1682	445	309	5	85	5	5	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.88	0.88	0.95	0.86	0.86	0.95	1.00	0.85
Lanes:	1.00	2.99	0.01	1.00	2.37	0.63	1.00	0.06	0.94	1.00	1.00	1.00
Final Sat.:	1805	5170	17	1805	3975	1051	1805	98	1534	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.32	0.32	0.00	0.42	0.42	0.17	0.06	0.06	0.00	0.00	0.00
Crit Moves:	****				****		****				****	
Green/Cycle:	0.08	0.35	0.35	0.09	0.36	0.36	0.14	0.33	0.33	0.10	0.28	0.28
Volume/Cap:	0.75	0.92	0.92	0.03	1.19	1.19	1.19	0.17	0.17	0.03	0.01	0.01
Delay/Veh:	72.7	45.2	45.2	49.8	129	129.2	167.8	28.6	28.6	49.1	30.9	30.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.7	45.2	45.2	49.8	129	129.2	167.8	28.6	28.6	49.1	30.9	30.9
LOS by Move:	E	D	D	D	F	F	F	C	C	D	C	C
HCM2kAvgQ:	6	25	25	0	46	46	20	2	2	0	0	0

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #40 Perris Boulevard / Nandina Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.727
Loss Time (sec): 16 Average Delay (sec/veh): 100.5
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			Ovl			Include			Include		
Min. Green:	10	31	31	10	31	31	10	41	41	10	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	3 0	1	1 0	1 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	143	1447	18	254	1364	116	269	40	188	12	6	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	1447	18	254	1364	116	269	40	188	12	6	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	155	1573	20	276	1483	126	292	43	204	13	7	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	1573	20	276	1483	126	292	43	204	13	7	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	155	1573	20	276	1483	126	292	43	204	13	7	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.91	0.85	0.95	0.83	0.83	0.95	1.00	0.85
Lanes:	1.00	2.96	0.04	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	5113	64	1805	5187	1615	1805	1581	1581	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.31	0.31	0.15	0.29	0.08	0.16	0.03	0.13	0.01	0.00	0.01
Crit Moves:		****		****			****					****
Green/Cycle:	0.09	0.26	0.26	0.13	0.30	0.44	0.14	0.38	0.38	0.09	0.34	0.34
Volume/Cap:	0.96	1.19	1.19	1.19	0.96	0.18	1.19	0.07	0.34	0.08	0.01	0.02
Delay/Veh:	112.3	136	135.9	170.7	55.4	20.9	168.7	23.4	26.4	49.8	26.1	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:	112.3	136	135.9	170.7	55.4	20.9	168.7	23.4	26.4	49.8	26.1	26.2
LOS by Move:	F	F	F	F	E	C	F	C	C	D	C	C
HCM2kAvgQ:	9	35	35	18	25	3	19	1	6	0	0	0

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #41 Perris Boulevard / Harley Knox Boulevard

Cycle (sec): 120 Critical Vol./Cap.(X): 2.244
Loss Time (sec): 12 Average Delay (sec/veh): 322.9
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				Permitted				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	0	0	29	29	10	0	10	0	0	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	1	0	0	1	0	0	1	0	0	1	0	0	1	0	0	1! 0	0
Volume Module:																
Base Vol:	119	1142	23	64	1123	357	332	84	89	15	39	36				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	119	1142	23	64	1123	357	332	84	89	15	39	36				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92				
PHF Volume:	129	1241	25	70	1221	388	361	91	97	16	42	39				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	129	1241	25	70	1221	388	361	91	97	16	42	39				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	129	1241	25	70	1221	388	361	91	97	16	42	39				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.95	1.00	1.00	0.40	0.40	0.85	0.90	0.90	0.90	0.94	0.94	0.94				
Lanes:	1.00	0.98	0.02	0.05	0.95	1.00	1.00	0.49	0.51	0.17	0.43	0.40				
Final Sat.:	1805	1857	37	41	726	1615	1702	826	875	297	773	713				
Capacity Analysis Module:																
Vol/Sat:	0.07	0.67	0.67	1.68	1.68	0.24	0.21	0.11	0.11	0.05	0.05	0.05				
Crit Moves:	****				****		****			****						
Green/Cycle:	0.08	0.78	0.78	0.70	0.70	0.70	0.09	0.09	0.09	0.02	0.02	0.02				
Volume/Cap:	0.86	0.86	0.86	2.41	2.41	0.34	2.23	1.16	1.16	2.23	2.23	2.23				
Delay/Veh:	90.6	13.9	13.9	658.7	659	7.4	622.8	149	149.3	678.6	679	678.6				
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:	90.6	13.9	13.9	658.7	659	7.4	622.8	149	149.3	678.6	679	678.6				
LOS by Move:	F	B	B	F	F	A	F	F	F	F	F	F				
HCM2kAvgQ:	7	33	33	139	139	6	41	14	14	11	11	11				

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #42 Perris Boulevard / Ramona Expressway

Cycle (sec): 120 Critical Vol./Cap.(X): 0.915
Loss Time (sec): 16 Average Delay (sec/veh): 90.3
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:	10	44	44	10	44	44	10	36	36	10	36	36
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	1 1	0	2 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	211	699	194	583	614	207	242	1114	84	314	1185	440
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	211	699	194	583	614	207	242	1114	84	314	1185	440
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	221	733	204	612	644	217	254	1169	88	329	1243	462
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	221	733	204	612	644	217	254	1169	88	329	1243	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:	221	733	204	612	644	217	254	1169	88	329	1243	462
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	0.91	0.91	0.92	0.91	0.85	0.92	0.87	0.87
Lanes:	2.00	2.00	1.00	2.00	1.50	0.50	2.00	3.00	1.00	2.00	2.19	0.81
Final Sat.:	3502	3610	1615	3502	2597	876	3502	5187	1615	3502	3627	1347
Capacity Analysis Module:												
Vol/Sat:	0.06	0.20	0.13	0.17	0.25	0.25	0.07	0.23	0.05	0.09	0.34	0.34
Crit Moves:		****		****			****				****	
Green/Cycle:	0.09	0.37	0.37	0.12	0.39	0.39	0.08	0.30	0.30	0.08	0.30	0.30
Volume/Cap:	0.71	0.55	0.34	1.50	0.63	0.63	0.87	0.75	0.18	1.13	1.14	1.14
Delay/Veh:	60.3	30.7	27.9	289.4	30.3	30.3	77.8	40.1	31.3	147.1	115	114.7
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:	60.3	30.7	27.9	289.4	30.3	30.3	77.8	40.1	31.3	147.1	115	114.7
LOS by Move:	E	C	C	F	C	C	E	D	C	F	F	F
HCM2kAvgQ:	6	11	5	26	14	14	7	16	2	12	36	36

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #43 Kitching Street / Cactus Avenue

Cycle (sec): 90 Critical Vol./Cap.(X): 0.790
Loss Time (sec): 16 Average Delay (sec/veh): 37.0
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	10	10		10	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1	1	0	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:																	
Base Vol:	181	528	80		156	359	93		159	921	169		69	462	134	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	181	528	80		156	359	93		159	921	169		69	462	134	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.93	0.93	0.93		0.93	0.93	0.93		0.93	0.93	0.93		0.93	0.93	0.93	
PHF Volume:	195	570	86		168	388	100		172	995	183		75	499	145	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	195	570	86		168	388	100		172	995	183		75	499	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:	195	570	86		168	388	100		172	995	183		75	499	145	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.98	1.01	1.01		0.98	1.03	0.88		0.98	1.01	1.01		0.98	1.00	1.00	
Lanes:	1.00	1.74	0.26		1.00	1.00	1.00		1.00	1.69	0.31		1.00	1.55	0.45	
Final Sat.:	1865	3341	506		1865	1963	1668		1865	3240	595		1865	2939	853	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.17	0.17		0.09	0.20	0.06		0.09	0.31	0.31		0.04	0.17	0.17	
Crit Moves:	****					****				****			****			
Green/Cycle:	0.12	0.21	0.21		0.14	0.23	0.23		0.19	0.36	0.36		0.11	0.28	0.28	
Volume/Cap:	0.86	0.80	0.80		0.65	0.86	0.26		0.50	0.86	0.86		0.36	0.60	0.60	
Delay/Veh:	64.7	39.1	39.1		42.4	48.1	28.7		34.0	32.3	32.3		38.1	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:	64.7	39.1	39.1		42.4	48.1	28.7		34.0	32.3	32.3		38.1	28.7	28.7	
LOS by Move:	E	D	D		D	D	C		C	C	C		D	C	C	
HCM2kAvgQ:	8	11	11		6	14	3		5	19	19		2	9	9	

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #44 Kitching Street / John F. Kennedy Drive

Cycle (sec): 120 Critical Vol./Cap.(X): 0.956
Loss Time (sec): 16 Average Delay (sec/veh): 67.2
Optimal Cycle: OPTIMIZED Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1	1 0	1 0	2 0	1
Volume Module:												
Base Vol:	120	547	61	70	377	129	142	520	181	119	447	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	547	61	70	377	129	142	520	181	119	447	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	126	573	64	73	395	135	149	545	190	125	468	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	573	64	73	395	135	149	545	190	125	468	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	126	573	64	73	395	135	149	545	190	125	468	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.24	1.24	1.24	1.22	1.22	1.22	1.05	1.06	1.06	1.05	1.10	0.94
Lanes:	0.16	0.76	0.08	0.12	0.66	0.22	1.00	1.48	0.52	1.00	2.00	1.00
Final Sat.:	389	1775	198	282	1519	520	1986	2980	1037	1986	4180	1777
Capacity Analysis Module:												
Vol/Sat:	0.32	0.32	0.32	0.26	0.26	0.26	0.07	0.18	0.18	0.06	0.11	0.04
Crit Moves:	****			****				****		****		
Green/Cycle:	0.33	0.33	0.33	0.27	0.27	0.27	0.12	0.19	0.19	0.08	0.16	0.16
Volume/Cap:	0.98	0.98	0.98	0.98	0.98	0.98	0.65	0.98	0.98	0.75	0.72	0.27
Delay/Veh:	66.2	66.2	66.2	74.0	74.0	74.0	57.2	75.6	75.6	71.4	52.2	45.2
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:	66.2	66.2	66.2	74.0	74.0	74.0	57.2	75.6	75.6	71.4	52.2	45.2
LOS by Move:	E	E	E	E	E	E	E	E	E	E	D	D
HCM2kAvgQ:	34	34	34	28	28	28	6	18	18	6	10	3

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #45 Kitching Street / Iris Avenue

Cycle (sec): 115 Critical Vol./Cap.(X): 1.073
Loss Time (sec): 16 Average Delay (sec/veh): 67.3
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			Ovl		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	182	311	457	166	399	190	198	956	190	441	1035	295
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	182	311	457	166	399	190	198	956	190	441	1035	295
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	191	326	480	174	419	199	208	1003	199	463	1086	310
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	191	326	480	174	419	199	208	1003	199	463	1086	310
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	191	326	480	174	419	199	208	1003	199	463	1086	310
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.94	0.94	0.98	0.98	0.98	0.98	1.01	1.01	0.98	1.03	0.88
Lanes:	1.00	1.00	1.00	1.00	1.35	0.65	1.00	1.67	0.33	1.00	2.00	1.00
Final Sat.:	1865	1788	1788	1865	2532	1205	1865	3193	635	1865	3925	1668
Capacity Analysis Module:												
Vol/Sat:	0.10	0.18	0.27	0.09	0.17	0.17	0.11	0.31	0.31	0.25	0.28	0.19
Crit Moves:			****	****				****		****		
Green/Cycle:	0.13	0.25	0.25	0.09	0.21	0.21	0.15	0.29	0.29	0.23	0.37	0.46
Volume/Cap:	0.79	0.73	1.07	1.07	0.79	0.79	0.74	1.07	1.07	1.07	0.74	0.40
Delay/Veh:	65.2	42.1	97.4	144.0	48.9	48.9	56.8	89.5	89.5	108.5	33.3	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:	65.2	42.1	97.4	144.0	48.9	48.9	56.8	89.5	89.5	108.5	33.3	20.9
LOS by Move:	E	D	F	F	D	D	E	F	F	F	C	C
HCM2kAvgQ:	9	13	25	11	13	13	9	31	31	25	19	10

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) Without Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #46 Lasselle Street / Iris Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.739
Loss Time (sec): 16 Average Delay (sec/veh): 47.4
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			Include			Include			Include		
Min. Green:	10	41	41	10	41	41	10	34	34	10	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	258	548	260	330	440	233	338	1011	276	323	1165	207
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	258	548	260	330	440	233	338	1011	276	323	1165	207
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	270	573	272	345	460	243	353	1056	288	338	1217	216
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	573	272	345	460	243	353	1056	288	338	1217	216
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	270	573	272	345	460	243	353	1056	288	338	1217	216
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	0.91	0.85	0.92	0.89	0.89
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	2.55	0.45
Final Sat.:	3502	3610	1615	3502	3610	1615	3502	5187	1615	3502	4303	765
Capacity Analysis Module:												
Vol/Sat:	0.08	0.16	0.17	0.10	0.13	0.15	0.10	0.20	0.18	0.10	0.28	0.28
Crit Moves:		****		****			****				****	
Green/Cycle:	0.09	0.34	0.45	0.11	0.36	0.36	0.11	0.31	0.31	0.11	0.31	0.31
Volume/Cap:	0.87	0.46	0.38	0.92	0.35	0.42	0.92	0.65	0.57	0.91	0.92	0.92
Delay/Veh:	77.2	31.2	22.3	80.1	28.3	29.3	79.5	36.7	36.2	78.5	49.1	49.1
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:	77.2	31.2	22.3	80.1	28.3	29.3	79.5	36.7	36.2	78.5	49.1	49.1
LOS by Move:	E	C	C	F	C	C	E	D	D	E	D	D
HCM2kAvgQ:	8	9	7	10	6	7	10	13	9	9	23	23

Note: Queue reported is the number of cars per lane.

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APPENDIX 7.2

General Plan Buildout (Post-2035) With Project Conditions
Intersection Operations Analysis Worksheets

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	554	395	633	2067	0	0	0	0	0	0	528
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5	5.5	4.0	5.5							4.0
Lane Util. Factor		0.95	1.00	1.00	0.95							1.00
Frpb, ped/bikes		1.00	0.97	1.00	1.00							0.99
Flpb, ped/bikes		1.00	1.00	1.00	1.00							1.00
Frt		1.00	0.85	1.00	1.00							0.86
Flt Protected		1.00	1.00	0.95	1.00							1.00
Satd. Flow (prot)		3406	1289	1736	3539							1408
Flt Permitted		1.00	1.00	0.95	1.00							1.00
Satd. Flow (perm)		3406	1289	1736	3539							1408
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	602	429	688	2247	0	0	0	0	0	0	574
RTOR Reduction (vph)	0	0	266	0	0	0	0	0	0	0	0	12
Lane Group Flow (vph)	0	602	163	688	2247	0	0	0	0	0	0	562
Confl. Peds. (#/hr)			5									5
Heavy Vehicles (%)	0%	6%	22%	4%	2%	0%	0%	0%	0%	0%	0%	15%
Turn Type		NA	Perm	Prot	NA							custom
Protected Phases		2		1	6							
Permitted Phases			2									1 4
Actuated Green, G (s)		34.8	34.8	31.3	70.1							47.3
Effective Green, g (s)		34.8	34.8	31.3	70.1							47.3
Actuated g/C Ratio		0.38	0.38	0.34	0.77							0.52
Clearance Time (s)		5.5	5.5	4.0	5.5							
Vehicle Extension (s)		2.0	2.0	2.0	2.0							
Lane Grp Cap (vph)		1293	489	593	2708							727
v/s Ratio Prot		0.18		c0.40	c0.63							
v/s Ratio Perm			0.13									c0.40
v/c Ratio		0.47	0.33	1.16	0.83							0.77
Uniform Delay, d1		21.4	20.2	30.1	6.9							17.8
Progression Factor		1.00	1.00	1.00	1.00							1.00
Incremental Delay, d2		1.2	1.8	89.7	2.1							4.7
Delay (s)		22.6	22.0	119.9	9.0							22.5
Level of Service		C	C	F	A							C
Approach Delay (s)		22.3			35.0			0.0			22.5	
Approach LOS		C			D			A			C	

Intersection Summary			
HCM 2000 Control Delay	30.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	1.01		
Actuated Cycle Length (s)	91.6	Sum of lost time (s)	13.5
Intersection Capacity Utilization	98.3%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	86	1211	88	0	2598	311	708	362	40	132	0	384
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	0.95			0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		1.00	0.98	
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.99			0.98		1.00	0.99		1.00	0.85	
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1388	3349			3436		1787	1818		1671	1203	
Flt Permitted	0.12	1.00			1.00		0.35	1.00		0.32	1.00	
Satd. Flow (perm)	177	3349			3436		653	1818		568	1203	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	91	1275	93	0	2735	327	745	381	42	139	0	404
RTOR Reduction (vph)	0	8	0	0	14	0	0	6	0	0	22	0
Lane Group Flow (vph)	91	1360	0	0	3048	0	745	417	0	139	382	0
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	30%	4%	41%	0%	3%	4%	1%	2%	10%	8%	0%	32%
Turn Type	Perm	NA			NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2						8			4		
Actuated Green, G (s)	33.0	33.0			33.0		22.0	22.0		22.0	22.0	
Effective Green, g (s)	33.0	33.0			33.0		22.0	22.0		22.0	22.0	
Actuated g/C Ratio	0.51	0.51			0.51		0.34	0.34		0.34	0.34	
Clearance Time (s)	5.0	5.0			5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	2.0	2.0			2.0		2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	89	1700			1744		221	615		192	407	
v/s Ratio Prot		0.41			c0.89			0.23			0.32	
v/s Ratio Perm	0.51						c1.14			0.24		
v/c Ratio	1.02	0.80			1.75		3.37	0.68		0.72	0.94	
Uniform Delay, d1	16.0	13.3			16.0		21.5	18.5		18.8	20.8	
Progression Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	101.7	4.0			338.8		1078.4	2.3		10.9	28.7	
Delay (s)	117.7	17.3			354.8		1099.9	20.8		29.7	49.5	
Level of Service	F	B			F		F	C		C	D	
Approach Delay (s)		23.6			354.8			709.1			44.4	
Approach LOS		C			F			F			D	

Intersection Summary			
HCM 2000 Control Delay	316.6	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	2.40		
Actuated Cycle Length (s)	65.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	157.8%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Elsworth Street / Cactus Avenue

Cycle (sec):	120	Critical Vol./Cap.(X):	0.910
Loss Time (sec):	16	Average Delay (sec/veh):	318.4
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				Ovl				Ignore				Include			
Min. Green:	29	29	29		29	29	29		10	21	21		10	21	21	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1!	0	0	1	1	0	0	1	1	0	3	0	1	1 0 3 0 1
Volume Module:																
Base Vol:	58	28	21		103	152	141		114	1997	384		118	2796	155	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	58	28	21		103	152	141		114	1997	384		118	2796	155	
Added Vol:	0	0	0		0	0	0		0	7	0		0	5	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	58	28	21		103	152	141		114	2004	384		118	2801	155	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.00		0.92	0.92	0.92	
PHF Volume:	63	30	23		112	165	153		124	2171	0		128	3035	168	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	63	30	23		112	165	153		124	2171	0		128	3035	168	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
FinalVolume:	63	30	23		112	165	153		124	2171	0		128	3035	168	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	0.95		0.98	0.98	0.85		0.95	0.91	1.00		0.95	0.91	0.85	
Lanes:	1.37	0.36	0.27		1.00	1.00	1.00		1.00	3.00	1.00		1.00	3.00	1.00	
Final Sat.:	2465	645	484		1862	1862	1615		1805	5187	1900		1805	5187	1615	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.05	0.05		0.06	0.09	0.09		0.07	0.42	0.00		0.07	0.59	0.10	
Crit Moves:		****				****			****					****		
Green/Cycle:	0.24	0.24	0.24		0.24	0.24	0.33		0.08	0.30	0.00		0.08	0.30	0.30	
Volume/Cap:	0.11	0.19	0.19		0.25	0.37	0.29		0.82	1.40	0.00		0.85	1.95	0.35	
Delay/Veh:	35.4	36.4	36.4		36.8	38.2	30.5		83.0	224	0.0		88.5	472	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:	35.4	36.4	36.4		36.8	38.2	30.5		83.0	224	0.0		88.5	472	33.2	
LOS by Move:	D	D	D		D	D	C		F	F	A		F	F	C	
HCM2kAvgQ:	1	2	2		3	5	4		7	58	0		7	107	5	

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Frederick Street / Cactus Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.777
Loss Time (sec): 12 Average Delay (sec/veh): 41.9
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:	Split Phase				Split Phase				Protected				Permitted			
Rights:	Include				Ovl				Include				Ovl			
Min. Green:	0	0	0		32	0	32		10	10	0		0	27	27	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	0	0	0	2	0	0	0	1	1	0	2	0	0	0	0	3	0	1
Volume Module:																
Base Vol:	0	0	0		203	0	71		105	1888	0		0	2833	195	
Growth Adj:	1.00	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		203	0	71		105	1888	0		0	2833	195	
Added Vol:	0	0	0		4	0	0		0	7	0		0	5	3	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		207	0	71		105	1895	0		0	2838	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:	0	0	0		218	0	75		111	1995	0		0	2987	208	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		218	0	75		111	1995	0		0	2987	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:	0	0	0		218	0	75		111	1995	0		0	2987	208	
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		0.95	0.95	1.00		1.00	0.91	0.85	
Lanes:	0.00	0.00	0.00		2.00	0.00	1.00		1.00	2.00	0.00		0.00	3.00	1.00	
Final Sat.:	0	0	0		3502	0	1615		1805	3610	0		0	5187	1615	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.06	0.00	0.05		0.06	0.55	0.00		0.00	0.58	0.13	
Crit Moves:					****				****					****		
Green/Cycle:	0.00	0.00	0.00		0.27	0.00	0.35		0.08	0.63	0.00		0.00	0.55	0.82	
Volume/Cap:	0.00	0.00	0.00		0.23	0.00	0.13		0.74	0.87	0.00		0.00	1.05	0.16	
Delay/Veh:	0.0	0.0	0.0		34.5	0.0	26.7		70.8	22.0	0.0		0.0	57.9	2.4	
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:	0.0	0.0	0.0		34.5	0.0	26.7		70.8	22.0	0.0		0.0	57.9	2.4	
LOS by Move:	A	A	A		C	A	C		E	C	A		A	E	A	
HCM2kAvgQ:	0	0	0		3	0	2		6	34	0		0	52	2	

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Graham Street / Cactus Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.984
Loss Time (sec): 16 Average Delay (sec/veh): 164.2
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			Ovl			Ignore			Include		
Min. Green:	10	32	32	10	32	32	10	35	35	10	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 1	0	1 0	2 0	1	1 0	2 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	390	202	18	105	140	111	187	1721	289	29	2592	192
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	390	202	18	105	140	111	187	1721	289	29	2592	192
Added Vol:	0	0	0	0	0	0	0	11	0	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	390	202	18	105	140	111	187	1732	289	29	2601	192
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.00	0.94	0.94	0.94
PHF Volume:	417	216	19	112	150	119	200	1852	0	31	2782	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	417	216	19	112	150	119	200	1852	0	31	2782	205
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	417	216	19	112	150	119	200	1852	0	31	2782	205
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.94	0.94	0.95	0.95	0.85	0.95	0.95	1.00	0.95	0.90	0.90
Lanes:	2.00	1.84	0.16	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.79	0.21
Final Sat.:	3502	3275	292	1805	3610	1615	1805	3610	1900	1805	4782	353
Capacity Analysis Module:												
Vol/Sat:	0.12	0.07	0.07	0.06	0.04	0.07	0.11	0.51	0.00	0.02	0.58	0.58
Crit Moves:	****				****		****				****	
Green/Cycle:	0.09	0.27	0.27	0.08	0.27	0.35	0.08	0.43	0.00	0.08	0.43	0.43
Volume/Cap:	1.36	0.24	0.24	0.74	0.16	0.21	1.33	1.20	0.00	0.21	1.36	1.36
Delay/Veh:	235.0	34.4	34.4	70.8	33.7	27.5	241.7	129	0.0	52.0	198	197.7
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:	235.0	34.4	34.4	70.8	33.7	27.5	241.7	129	0.0	52.0	198	197.7
LOS by Move:	F	C	C	E	C	C	F	F	A	D	F	F
HCM2kAvgQ:	17	4	4	6	2	3	16	57	0	1	76	76

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Heacock Street / Alessandro Boulevard

Cycle (sec): 120 Critical Vol./Cap.(X): 0.793
Loss Time (sec): 16 Average Delay (sec/veh): 80.3
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			Ovl			Ovl			Include		
Min. Green:	10	39	39	10	39	39	10	28	28	10	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0 2	0 1		1 0 2	0 1		1 0 3	0 1		1 0 3	0 1	
Volume Module:												
Base Vol:	223	501	72	173	208	161	154	1087	92	49	1951	216
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	223	501	72	173	208	161	154	1087	92	49	1951	216
Added Vol:	3	5	0	0	7	0	0	4	4	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	226	506	72	173	215	161	154	1091	96	49	1954	216
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	240	538	77	184	228	171	164	1159	102	52	2077	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	538	77	184	228	171	164	1159	102	52	2077	230
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	240	538	77	184	228	171	164	1159	102	52	2077	230
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	0.91	0.85	0.95	0.91	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	5187	1615	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.13	0.15	0.05	0.10	0.06	0.11	0.09	0.22	0.06	0.03	0.40	0.14
Crit Moves:	****				****		****				****	
Green/Cycle:	0.11	0.33	0.33	0.10	0.33	0.41	0.08	0.31	0.43	0.11	0.34	0.34
Volume/Cap:	1.16	0.45	0.14	0.97	0.19	0.26	1.09	0.71	0.15	0.26	1.16	0.41
Delay/Veh:	167.0	31.5	28.0	110.5	29.3	23.7	153.9	37.7	21.0	49.3	120	30.6
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:	167.0	31.5	28.0	110.5	29.3	23.7	153.9	37.7	21.0	49.3	120	30.6
LOS by Move:	F	C	C	F	C	C	F	D	C	D	F	C
HCM2kAvgQ:	16	8	2	11	3	4	11	15	2	2	44	7

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Heacock Street / Cactus Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 1.172
Loss Time (sec): 16 Average Delay (sec/veh): 91.6
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			Ovl			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 1	0	1 0	1 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	959	711	10	75	347	57	162	1097	464	17	1747	148
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	959	711	10	75	347	57	162	1097	464	17	1747	148
Added Vol:	3	5	0	7	7	0	0	7	4	0	5	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	962	716	10	82	354	57	162	1104	468	17	1752	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	1023	762	11	87	377	61	172	1174	498	18	1864	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1023	762	11	87	377	61	172	1174	498	18	1864	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1023	762	11	87	377	61	172	1174	498	18	1864	163
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	0.98	0.98	0.98	1.03	0.88	0.98	1.02	1.02
Lanes:	2.00	1.97	0.03	1.00	1.72	0.28	1.00	2.00	1.00	1.00	1.84	0.16
Final Sat.:	3610	3740	52	1805	3204	516	1865	3925	1668	1865	3567	311
Capacity Analysis Module:												
Vol/Sat:	0.28	0.20	0.20	0.05	0.12	0.12	0.09	0.30	0.30	0.01	0.52	0.52
Crit Moves:	****				****		****				****	
Green/Cycle:	0.24	0.24	0.24	0.10	0.10	0.10	0.08	0.41	0.65	0.11	0.44	0.44
Volume/Cap:	1.18	0.84	0.84	0.49	1.18	1.18	1.11	0.73	0.46	0.08	1.18	1.18
Delay/Veh:	138.0	50.6	50.6	53.3	159	159.1	159.5	31.3	10.6	47.7	120	120.4
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:	138.0	50.6	50.6	53.3	159	159.1	159.5	31.3	10.6	47.7	120	120.4
LOS by Move:	F	D	D	D	F	F	F	C	B	D	F	F
HCM2kAvgQ:	31	16	16	4	15	15	12	21	15	1	58	58

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Heacock Street / John F. Kennedy Drive

Cycle (sec): 120 Critical Vol./Cap.(X): 0.794
Loss Time (sec): 16 Average Delay (sec/veh): 43.7
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	29	29	10	10	10	10	10	10	10	32	32
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	140	1153	61	172	325	32	15	93	175	79	181	326
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	1153	61	172	325	32	15	93	175	79	181	326
Added Vol:	2	2	0	9	2	0	0	0	2	0	0	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	142	1155	61	181	327	32	15	93	177	79	181	333
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	154	1255	66	197	355	35	16	101	192	86	197	362
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	1255	66	197	355	35	16	101	192	86	197	362
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	154	1255	66	197	355	35	16	101	192	86	197	362
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	1.00	0.85	0.95	0.86	0.86
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	1900	1615	1805	1630	1630
Capacity Analysis Module:												
Vol/Sat:	0.09	0.35	0.04	0.11	0.10	0.02	0.01	0.05	0.12	0.05	0.12	0.22
Crit Moves:		****		****			****					****
Green/Cycle:	0.24	0.39	0.39	0.12	0.28	0.28	0.08	0.21	0.21	0.14	0.27	0.27
Volume/Cap:	0.36	0.88	0.10	0.88	0.36	0.08	0.11	0.26	0.58	0.33	0.45	0.83
Delay/Veh:	38.4	40.8	23.1	83.1	35.1	32.2	51.2	40.3	45.5	46.9	37.0	50.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.4	40.8	23.1	83.1	35.1	32.2	51.2	40.3	45.5	46.9	37.0	50.2
LOS by Move:	D	D	C	F	D	C	D	D	D	D	D	D
HCM2kAvgQ:	5	26	2	10	6	1	1	3	7	3	7	16

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #9 Heacock Street / Gentian Avenue

Average Delay (sec/veh): 4.8 Worst Case Level Of Service: F[56.9]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	1	0	1	1	0	1	0	0	0	0	0	0	0	0	0	1!	0	0
Volume Module:																				
Base Vol:	0	1128		5		90	591		0		0		0		0	5		0		136
Growth Adj:	1.00	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	1128		5		90	591		0		0		0		0	5		0		136
Added Vol:	0	0		0		4	0		0		0		0		0	0		0		3
PasserByVol:	0	0		0		0	0		0		0		0		0	0		0		0
Initial Fut:	0	1128		5		94	591		0		0		0		0	5		0		139
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	0.95	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	1186		5		99	621		0		0		0		0	5		0		146
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
FinalVolume:	0	1186		5		99	621		0		0		0		0	5		0		146
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx		xxxxx		4.1	xxxx		xxxxx		xxxxx		xxxx		xxxxx	6.4		6.5		6.2
FollowUpTim:	xxxxx	xxxx		xxxxx		2.2	xxxx		xxxxx		xxxxx		xxxx		xxxxx	3.5		4.0		3.3
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx		xxxxx		1191	xxxx		xxxxx		xxxx		xxxx		xxxxx	2005		2005		1186
Potent Cap.:	xxxx	xxxx		xxxxx		593	xxxx		xxxxx		xxxx		xxxx		xxxxx	66		60		232
Move Cap.:	xxxx	xxxx		xxxxx		593	xxxx		xxxxx		xxxx		xxxx		xxxxx	58		50		232
Volume/Cap:	xxxx	xxxx		xxxx		0.17	xxxx		xxxx		xxxx		xxxx		xxxx	0.09		0.00		0.63
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		0.6	xxxx		xxxxx		xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
Control Del:	xxxxx	xxxx		xxxxx		12.3	xxxx		xxxxx		xxxxx		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	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx		210		xxxxx
SharedQueue:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		4.7		xxxxx
Shrd ConDel:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		56.9		xxxxx
Shared LOS:	*	*		*		*	*		*		*	*		*		*		F		*
ApproachDel:	xxxxxx					xxxxxx					xxxxxx							56.9		
ApproachLOS:	*					*					*							F		

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #10 Webster Avenue / Harley Knox Boulevard

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: F[63.7]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	1!	0	0		0	0	1!	0	0		0	0	0	1	0		0	1	0	0	0	
Volume Module:																								
Base Vol:	5	0	9	0	0	0	0	935	5	6	1465	0												
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
Initial Bse:	5	0	9	0	0	0	0	935	5	6	1465	0												
Added Vol:	0	0	7	0	0	0	0	7	0	5	5	0												
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0												
Initial Fut:	5	0	16	0	0	0	0	942	5	11	1470	0												
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92												
PHF Volume:	5	0	17	0	0	0	0	1024	5	12	1598	0												
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0												
FinalVolume:	5	0	17	0	0	0	0	1024	5	12	1598	0												
Critical Gap Module:																								
Critical Gp:	6.4	6.5	6.2	7.1	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx												
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx												
Capacity Module:																								
Cnflict Vol:	2648	2648	1027	2657	2651	1598	xxxx	xxxx	xxxxx	1029	xxxx	xxxxx												
Potent Cap.:	26	23	287	15	23	133	xxxx	xxxx	xxxxx	683	xxxx	xxxxx												
Move Cap.:	26	23	287	14	23	133	xxxx	xxxx	xxxxx	683	xxxx	xxxxx												
Volume/Cap:	0.21	0.00	0.06	0.00	0.00	0.00	xxxx	xxxx	xxxx	0.02	xxxx	xxxx												
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx												
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.4	xxxx	xxxxx												
LOS by Move:	*	*	*	*	*	*	*	*	*	B	*	*												
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx		83	xxxxx			xxxx		0	xxxxx			xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx		1.0	xxxxx			xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx									
Shrd ConDel:	xxxxx		63.7	xxxxx			xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.4	xxxx	xxxxx									
Shared LOS:	*		F	*			*	*	*	*	*	*	B	*	*									
ApproachDel:	63.7			xxxxxx			xxxxxx			xxxxxx														
ApproachLOS:	F			*			*			*														

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Indian Street / Cottonwood Avenue

Cycle (sec): 90 Critical Vol./Cap.(X): 0.617
Loss Time (sec): 16 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	24	24	10	24	24	10	24	24	10	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	130	301	46	65	289	86	60	280	160	61	477	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	301	46	65	289	86	60	280	160	61	477	102
Added Vol:	3	3	2	0	4	0	0	0	4	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	133	304	48	65	293	86	60	280	164	63	477	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	145	330	52	71	318	93	65	304	178	68	518	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	330	52	71	318	93	65	304	178	68	518	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	330	52	71	318	93	65	304	178	68	518	111
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.92	0.92	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	1.73	0.27	1.00	1.55	0.45	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3055	482	1805	2696	791	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.11	0.11	0.04	0.12	0.12	0.04	0.16	0.11	0.04	0.27	0.07
Crit Moves:	****				****		****				****	
Green/Cycle:	0.11	0.27	0.27	0.11	0.27	0.27	0.11	0.31	0.31	0.13	0.33	0.33
Volume/Cap:	0.72	0.41	0.41	0.35	0.44	0.44	0.33	0.51	0.35	0.29	0.82	0.21
Delay/Veh:	50.7	27.4	27.4	38.1	27.8	27.8	37.8	26.0	24.2	36.0	35.8	21.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.7	27.4	27.4	38.1	27.8	27.8	37.8	26.0	24.2	36.0	35.8	21.7
LOS by Move:	D	C	C	D	C	C	D	C	C	D	D	C
HCM2kAvgQ:	5	5	5	2	5	5	2	7	4	2	15	2

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Indian Street / Alessandro Boulevard

Cycle (sec): 120 Critical Vol./Cap.(X): 0.795
Loss Time (sec): 16 Average Delay (sec/veh): 74.4
Optimal Cycle: OPTIMIZED Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	42	42	10	42	42	10	28	28	10	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	3	0 1	1 0	3	0 1
Volume Module:												
Base Vol:	188	286	100	104	290	129	91	1008	139	110	1828	146
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	188	286	100	104	290	129	91	1008	139	110	1828	146
Added Vol:	3	10	2	0	13	0	0	0	4	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	191	296	102	104	303	129	91	1008	143	112	1828	146
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	208	322	111	113	329	140	99	1096	155	122	1987	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	322	111	113	329	140	99	1096	155	122	1987	159
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	208	322	111	113	329	140	99	1096	155	122	1987	159
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.91	0.91	0.95	0.91	0.85	0.95	0.91	0.85
Lanes:	1.00	1.49	0.51	1.00	1.40	0.60	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1805	2583	890	1805	2418	1029	1805	5187	1615	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.06	0.14	0.14	0.05	0.21	0.10	0.07	0.38	0.10
Crit Moves:	****				****		****				****	
Green/Cycle:	0.10	0.36	0.36	0.09	0.35	0.35	0.08	0.31	0.31	0.11	0.33	0.33
Volume/Cap:	1.15	0.34	0.34	0.72	0.39	0.39	0.66	0.69	0.31	0.62	1.15	0.29
Delay/Veh:	166.9	27.9	27.9	68.8	29.6	29.6	63.5	37.8	32.3	56.7	114	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:	166.9	27.9	27.9	68.8	29.6	29.6	63.5	37.8	32.3	56.7	114	29.9
LOS by Move:	F	C	C	E	C	C	E	D	C	E	F	C
HCM2kAvgQ:	14	6	6	6	7	7	5	14	4	5	41	4

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 Indian Street / Cactus Avenue

Cycle (sec): 115 Critical Vol./Cap.(X): 0.817
Loss Time (sec): 16 Average Delay (sec/veh): 39.5
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	15	15	10	15	15	10	15	15	10	15	15
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	140	519	48	103	429	50	50	939	140	79	1625	159
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	519	48	103	429	50	50	939	140	79	1625	159
Added Vol:	10	19	0	0	24	0	0	0	13	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	538	48	103	453	50	50	939	153	79	1625	159
User Adj:	1.00	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:	151	540	48	103	455	50	50	943	154	79	1632	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	540	48	103	455	50	50	943	154	79	1632	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	151	540	48	103	455	50	50	943	154	79	1632	160
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.99	0.99	0.95	0.99	0.99	0.98	1.01	1.01	0.98	1.02	1.02
Lanes:	1.00	1.84	0.16	1.00	1.80	0.20	1.00	1.72	0.28	1.00	1.82	0.18
Final Sat.:	1805	3447	308	1805	3371	372	1865	3305	538	1865	3529	345
Capacity Analysis Module:												
Vol/Sat:	0.08	0.16	0.16	0.06	0.13	0.13	0.03	0.29	0.29	0.04	0.46	0.46
Crit Moves:		****		****			****				****	
Green/Cycle:	0.10	0.17	0.17	0.09	0.16	0.16	0.09	0.46	0.46	0.14	0.51	0.51
Volume/Cap:	0.82	0.90	0.90	0.66	0.85	0.85	0.31	0.62	0.62	0.30	0.90	0.90
Delay/Veh:	74.3	62.2	62.2	60.7	58.3	58.3	50.4	24.2	24.2	45.1	31.5	31.5
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:	74.3	62.2	62.2	60.7	58.3	58.3	50.4	24.2	24.2	45.1	31.5	31.5
LOS by Move:	E	E	E	E	E	E	D	C	C	D	C	C
HCM2kAvgQ:	7	14	14	5	11	11	2	18	18	3	34	34

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Indian Street / John F. Kennedy Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.779
Loss Time (sec): 16 Average Delay (sec/veh): 39.4
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	27	27	10	27	27	10	24	24	10	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	73	375	217	224	252	41	39	678	85	193	819	201
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	375	217	224	252	41	39	678	85	193	819	201
Added Vol:	9	29	2	0	37	0	0	0	11	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	404	219	224	289	41	39	678	96	195	819	201
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	89	439	238	243	314	45	42	737	104	212	890	218
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	439	238	243	314	45	42	737	104	212	890	218
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	439	238	243	314	45	42	737	104	212	890	218
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.93	0.93	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	1.30	0.70	1.00	1.75	0.25	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	2217	1202	1805	3101	440	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.20	0.20	0.13	0.10	0.10	0.02	0.20	0.06	0.12	0.25	0.14
Crit Moves:		****		****				****		****		
Green/Cycle:	0.12	0.27	0.27	0.17	0.32	0.32	0.12	0.25	0.25	0.15	0.29	0.29
Volume/Cap:	0.42	0.73	0.73	0.80	0.32	0.32	0.20	0.80	0.25	0.80	0.86	0.47
Delay/Veh:	42.2	36.3	36.3	54.0	25.9	25.9	40.5	39.9	30.0	57.1	41.5	30.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.2	36.3	36.3	54.0	25.9	25.9	40.5	39.9	30.0	57.1	41.5	30.3
LOS by Move:	D	D	D	D	C	C	D	D	C	E	D	C
HCM2kAvgQ:	3	11	11	9	4	4	1	13	3	9	17	6

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #15 Indian Street / Gentian Avenue

Average Delay (sec/veh): 6.9 Worst Case Level Of Service: E[43.7]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	87	647	10	10	340	43	31	10	80	10	10	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	647	10	10	340	43	31	10	80	10	10	10
Added Vol:	0	0	0	50	0	0	0	7	0	0	5	39
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	647	10	60	340	43	31	17	80	10	15	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	95	703	11	65	370	47	34	18	87	11	16	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	95	703	11	65	370	47	34	18	87	11	16	53
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:	416	xxxx	xxxxx	714	xxxx	xxxxx	1456	1427	393	1474	1445	709
Potent Cap.:	1154	xxxx	xxxxx	895	xxxx	xxxxx	109	137	660	106	133	438
Move Cap.:	1154	xxxx	xxxxx	895	xxxx	xxxxx	75	115	660	71	112	438
Volume/Cap:	0.08	xxxx	xxxx	0.07	xxxx	xxxx	0.45	0.16	0.13	0.15	0.14	0.12
Level Of Service Module:												
2Way95thQ:	0.3	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	0.5	xxxx	xxxx	xxxxx
Control Del:	8.4	xxxx	xxxxx	9.3	xxxx	xxxxx	xxxxx	xxxx	11.3	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	B	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	86	xxxx	xxxxx	xxxx	192	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.8	xxxx	xxxxx	xxxxx	1.9	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	97.9	xxxx	xxxxx	xxxxx	36.7	xxxxx
Shared LOS:	*	*	*	*	*	*	F	*	*	*	E	*
ApproachDel:	xxxxxx			xxxxxx			43.7			36.7		
ApproachLOS:	*			*			E			E		

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 Indian Street / Santiago Drive

Cycle (sec): 105 Critical Vol./Cap.(X): 0.716
Loss Time (sec): 12 Average Delay (sec/veh): 21.5
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:		Ovl			Include			Include			Ovl	
Min. Green:	0	21	21	10	10	0	0	0	0	25	0	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 0	1	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	770	22	35	587	0	0	0	0	270	0	136
Growth Adj:	1.00	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	770	22	35	587	0	0	0	0	270	0	136
Added Vol:	0	0	22	0	0	0	0	0	0	17	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	770	44	35	587	0	0	0	0	287	0	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	837	48	38	638	0	0	0	0	312	0	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	837	48	38	638	0	0	0	0	312	0	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	837	48	38	638	0	0	0	0	312	0	148
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	0.95	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1615	1805	3610	0	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.44	0.03	0.02	0.18	0.00	0.00	0.00	0.00	0.17	0.00	0.09
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.55	0.79	0.10	0.65	0.00	0.00	0.00	0.00	0.24	0.00	0.33
Volume/Cap:	0.00	0.80	0.04	0.22	0.27	0.00	0.00	0.00	0.00	0.73	0.00	0.27
Delay/Veh:	0.0	23.2	2.4	44.6	8.0	0.0	0.0	0.0	0.0	42.9	0.0	26.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	23.2	2.4	44.6	8.0	0.0	0.0	0.0	0.0	42.9	0.0	26.0
LOS by Move:	A	C	A	D	A	A	A	A	A	D	A	C
HCM2kAvgQ:	0	23	0	1	5	0	0	0	0	11	0	4

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Indian Street / Iris Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 1.005
Loss Time (sec): 16 Average Delay (sec/veh): 83.1
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	10	10	10	10	10	10	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	1 0	1	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	154	321	20	366	414	19	36	445	79	31	736	499
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	154	321	20	366	414	19	36	445	79	31	736	499
Added Vol:	0	17	0	0	14	2	2	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	154	338	20	366	428	21	38	445	79	31	736	499
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	167	367	22	398	465	23	41	484	86	34	800	542
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	367	22	398	465	23	41	484	86	34	800	542
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	167	367	22	398	465	23	41	484	86	34	800	542
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.99	0.99	0.95	1.00	0.85	0.95	0.98	0.98	0.95	1.00	0.85
Lanes:	1.00	0.94	0.06	1.00	1.00	1.00	1.00	0.85	0.15	1.00	1.00	1.00
Final Sat.:	1805	1780	105	1805	1900	1615	1805	1576	280	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.21	0.21	0.22	0.24	0.01	0.02	0.31	0.31	0.02	0.42	0.34
Crit Moves:		****		****			****				****	
Green/Cycle:	0.12	0.23	0.23	0.19	0.31	0.31	0.08	0.35	0.35	0.09	0.36	0.36
Volume/Cap:	0.80	0.88	0.88	1.17	0.80	0.05	0.27	0.88	0.88	0.20	1.17	0.93
Delay/Veh:	70.9	63.3	63.3	150.6	45.9	29.3	52.6	49.6	49.6	50.7	128	58.5
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:	70.9	63.3	63.3	150.6	45.9	29.3	52.6	49.6	49.6	50.7	128	58.5
LOS by Move:	E	E	E	F	D	C	D	D	D	D	F	E
HCM2kAvgQ:	8	17	17	25	18	1	2	23	23	1	46	23

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #18 Indian Street / Krameria Avenue

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:	0 0 1! 0	0		1 0 0 1	0		0 0 1! 0	0		0 1 0 1	0	
Volume Module:												
Base Vol:	339	458	140	237	334	61	14	32	165	92	150	322
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	339	458	140	237	334	61	14	32	165	92	150	322
Added Vol:	0	15	0	2	12	0	0	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	339	473	140	239	346	61	14	32	165	92	150	324
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	368	514	152	260	376	66	15	35	179	100	163	352
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	368	514	152	260	376	66	15	35	179	100	163	352
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:	442	xxxx	xxxxx	666	xxxx	xxxxx	2514	2332	409	2363	2289	590
Potent Cap.:	1128	xxxx	xxxxx	933	xxxx	xxxxx	19	37	647	25	40	511
Move Cap.:	1128	xxxx	xxxxx	933	xxxx	xxxxx	0	16	647	0	17	511
Volume/Cap:	0.33	xxxx	xxxx	0.28	xxxx	xxxx	xxxx	2.19	0.28	xxxx	9.63	0.69
Level Of Service Module:												
2Way95thQ:	1.4	xxxx	xxxxx	1.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.7	xxxx	xxxxx	10.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	0	xxxx	50
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	61.3
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	4347
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	F
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			F			F		

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #19 Indian Street / San Michele Road

Cycle (sec):	0	Critical Vol./Cap.(X):	5.682
Loss Time (sec):	0	Average Delay (sec/veh):	1321.2
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 1 0 1 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	1026	804	295	125	403	52	57	158	304	198	696	339
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1026	804	295	125	403	52	57	158	304	198	696	339
Added Vol:	0	11	0	2	8	0	0	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1026	815	295	127	411	52	57	158	304	198	696	341
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	1074	853	309	133	430	54	60	165	318	207	729	357
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1074	853	309	133	430	54	60	165	318	207	729	357
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1074	853	309	133	430	54	60	165	318	207	729	357
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:	0.48	0.38	0.14	0.43	1.39	0.18	0.11	0.30	0.59	0.16	0.56	0.28
Final Sat.:	189	150	54	163	541	69	45	126	242	65	228	112
Capacity Analysis Module:												
Vol/Sat:	5.68	5.68	5.68	0.81	0.80	0.78	1.31	1.31	1.31	3.20	3.20	3.20
Crit Moves:			****	****			****			****		
Delay/Veh:	2130	2130	2130	42.5	39.9	38.0	182.9	183	182.9	1013	1013	1013
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:	2130	2130	2130	42.5	39.9	38.0	182.9	183	182.9	1013	1013	1013
LOS by Move:	F	F	F	E	E	E	F	F	F	F	F	F
ApproachDel:	2129.9			40.3			182.9			1013.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	2129.9			40.3			182.9			1013.0		
LOS by Appr:	F			E			F			F		
AllWayAvgQ:	232	232	231.6	3.2	2.9	2.9	19.7	19.7	19.7	113	113	112.5

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #20 Indian Street / Nandina Street

Cycle (sec):	0	Critical Vol./Cap.(X):	3.759
Loss Time (sec):	0	Average Delay (sec/veh):	735.6
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 1	1	0	1	0 1	0	1	0	1	0	1	0	1	1 0	1!	0 0
Volume Module:																
Base Vol:	465	1806	353		107	622	51		26	40	290		188	85	108	
Growth Adj:	1.00	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	1806	353		107	622	51		26	40	290		188	85	108	
Added Vol:	0	11	0		0	8	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	465	1817	353		107	630	51		26	40	290		188	85	108	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92	
PHF Volume:	505	1973	383		116	684	55		28	43	315		204	92	117	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	505	1973	383		116	684	55		28	43	315		204	92	117	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	505	1973	383		116	684	55		28	43	315		204	92	117	
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:	0.41	1.59	1.00		0.27	1.60	0.13		1.00	1.00	1.00		1.00	0.43	0.57	
Final Sat.:	134	531	359		94	561	46		273	284	300		635	-183	183	
Capacity Analysis Module:																
Vol/Sat:	3.76	3.71	1.07		1.24	1.22	1.21		0.10	0.15	1.05		0.32	-0.50	0.64	
Crit Moves:	****				****						****				****	
Delay/Veh:	1270	1250	98.7		158.6	153	147.6		17.4	17.7	101.6		33.0	32.3	32.3	
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:	1270	1250	98.7		158.6	153	147.6		17.4	17.7	101.6		33.0	32.3	32.3	
LOS by Move:	F	F	F		F	F	F		C	C	F		D	D	D	
ApproachDel:	1099.1				153.1				86.1				33.0			
Delay Adj:	1.00				1.00				1.00				1.00			
ApprAdjDel:	1099.1				153.1				86.1				33.0			
LOS by Appr:	F				F				F				D			
AllWayAvgQ:	115	114	8.6		14.0	13.3	13.3		0.1	0.2	7.3		1.7	1.7	1.7	

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Indian Street / Harley Knox Boulevard

Cycle (sec): 120 Critical Vol./Cap.(X): 1.830
Loss Time (sec): 16 Average Delay (sec/veh): 347.3
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:	10	39	39	10	39	39	10	34	34	10	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	1 0	1 1	0	1 0	1 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	125	1119	100	229	636	481	1019	590	254	108	1123	438
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	1119	100	229	636	481	1019	590	254	108	1123	438
Added Vol:	0	2	0	0	2	7	9	4	0	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	1121	100	229	638	488	1028	594	254	108	1126	438
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	136	1218	109	249	693	530	1117	646	276	117	1224	476
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	1218	109	249	693	530	1117	646	276	117	1224	476
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	136	1218	109	249	693	530	1117	646	276	117	1224	476
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.95	0.89	0.89	0.95	1.00	0.85	0.92	0.91	0.91
Lanes:	2.00	2.00	1.00	1.00	1.13	0.87	1.00	1.00	1.00	2.00	1.44	0.56
Final Sat.:	3502	3610	1615	1805	1912	1463	1805	1900	1615	3502	2490	969
Capacity Analysis Module:												
Vol/Sat:	0.04	0.34	0.07	0.14	0.36	0.36	0.62	0.34	0.17	0.03	0.49	0.49
Crit Moves:		****		****			****				****	
Green/Cycle:	0.08	0.33	0.33	0.08	0.33	0.33	0.18	0.37	0.37	0.09	0.28	0.28
Volume/Cap:	0.47	1.04	0.21	1.65	1.12	1.12	3.54	0.92	0.46	0.37	1.73	1.73
Delay/Veh:	53.6	77.3	29.5	377.3	105	105.3	1199	54.2	29.5	52.1	378	378.0
User DelAdj:	1.00	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	77.3	29.5	377.3	105	105.3	1199	54.2	29.5	52.1	378	378.0
LOS by Move:	D	E	C	F	F	F	F	D	C	D	F	F
HCM2kAvgQ:	3	32	3	23	36	36	139	27	8	2	79	79

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #22 Driveway 1 / Gentian Avenue

Average Delay (sec/veh): 2.2 Worst Case Level Of Service: B[10.3]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 1	0	1 0	1 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	120	0	0	100	0
Growth Adj:	1.00	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	120	0	0	100	0
Added Vol:	37	0	27	0	0	0	0	22	37	24	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	0	27	0	0	0	0	142	37	24	109	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	40	0	29	0	0	0	0	154	40	26	118	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	40	0	29	0	0	0	0	154	40	26	118	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	345	345	97	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	195	xxxx	xxxxx
Potent Cap.:	656	581	964	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1391	xxxx	xxxxx
Move Cap.:	646	570	964	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1391	xxxx	xxxxx
Volume/Cap:	0.06	0.00	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	751	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	10.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*
ApproachDel:	10.3			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

Note: Queue reported is the number of cars per lane.

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-------------------------------------------------------------------------------
                     MORENO VALLEY WALMART TIA (JN 08660)
           General Plan Buildout (Post-2035) With Project Conditions
                              Weekday AM Peak Hour
-------------------------------------------------------------------------------
                       Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
*******************************************************************************
Intersection #23 Driveway 2 / Santiago Drive
*******************************************************************************
Average Delay (sec/veh):      1.7       Worst Case Level Of Service: B[ 12.4]
*******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  0  0  0    0  0  1! 0  0    1  0  1  0  0    0  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0  144     0     0  264     0
Growth Adj:  1.00 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  144     0     0  264     0
Added Vol:      0    0     0    44    0    17    22    0     0     0    0    61
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0     0    44    0    17    22  144     0     0  264    61
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:     0    0     0    48    0    18    24  157     0     0  287    66
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0    48    0    18    24  157     0     0  287    66
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.4  6.5   6.2   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   524  524   320   353 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   517  461   725  1217 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   509  452   725  1217 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.09 0.00  0.03  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  555 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx  0.4 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx 12.4 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    B     *     *    *     *     *    *     *
ApproachDel:    xxxxxx             12.4           xxxxxx           xxxxxx
ApproachLOS:         *               B                *                *
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************


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Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	0	481	945	0	719	99
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5		4.5	
Lane Util. Factor		0.95	0.95		0.97	
Frpb, ped/bikes		1.00	1.00		1.00	
Flpb, ped/bikes		1.00	1.00		1.00	
Frt		1.00	1.00		0.98	
Flt Protected		1.00	1.00		0.96	
Satd. Flow (prot)		3438	3505		3354	
Flt Permitted		1.00	1.00		0.96	
Satd. Flow (perm)		3438	3505		3354	
Peak-hour factor, PHF	0.76	0.76	0.76	0.76	0.76	0.76
Adj. Flow (vph)	0	633	1243	0	946	130
RTOR Reduction (vph)	0	0	0	0	13	0
Lane Group Flow (vph)	0	633	1243	0	1063	0
Confl. Peds. (#/hr)						5
Heavy Vehicles (%)	0%	5%	3%	0%	3%	3%
Turn Type		NA	NA		NA	
Protected Phases		2	6		4	
Permitted Phases						
Actuated Green, G (s)		48.8	48.8		32.2	
Effective Green, g (s)		48.8	48.8		32.2	
Actuated g/C Ratio		0.54	0.54		0.36	
Clearance Time (s)		4.5	4.5		4.5	
Vehicle Extension (s)		2.0	2.0		2.0	
Lane Grp Cap (vph)		1864	1900		1199	
v/s Ratio Prot		0.18	c0.35		c0.32	
v/s Ratio Perm						
v/c Ratio		0.34	0.65		0.89	
Uniform Delay, d1		11.6	14.6		27.2	
Progression Factor		1.00	1.00		1.00	
Incremental Delay, d2		0.5	1.8		8.0	
Delay (s)		12.1	16.4		35.2	
Level of Service		B	B		D	
Approach Delay (s)		12.1	16.4		35.2	
Approach LOS		B	B		D	

Intersection Summary			
HCM 2000 Control Delay	22.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	57.3%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	332	0	275	685	1638	0	0	1726	536
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	8	16	8	12	12	12	12	12	12
Total Lost time (s)					4.5		4.5	4.5			3.5	3.5
Lane Util. Factor					1.00		0.97	0.95			0.91	1.00
Frpb, ped/bikes					0.99		1.00	1.00			1.00	0.98
Flpb, ped/bikes					1.00		1.00	1.00			1.00	1.00
Frt					0.94		1.00	1.00			1.00	0.85
Flt Protected					0.97		0.95	1.00			1.00	1.00
Satd. Flow (prot)					1915		3433	3505			5085	1552
Flt Permitted					0.97		0.95	1.00			1.00	1.00
Satd. Flow (perm)					1915		3433	3505			5085	1552
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	361	0	299	745	1780	0	0	1876	583
RTOR Reduction (vph)	0	0	0	0	39	0	0	0	0	0	0	292
Lane Group Flow (vph)	0	0	0	0	621	0	745	1780	0	0	1876	291
Confl. Peds. (#/hr)						5						5
Heavy Vehicles (%)	0%	0%	0%	2%	0%	2%	2%	3%	0%	0%	2%	2%
Turn Type				Split	NA		Prot	NA			NA	Perm
Protected Phases				8	8		5	2			6	
Permitted Phases												6
Actuated Green, G (s)					35.5		25.5	70.5			41.5	41.5
Effective Green, g (s)					35.5		25.5	70.5			41.5	41.5
Actuated g/C Ratio					0.31		0.22	0.61			0.36	0.36
Clearance Time (s)					4.5		4.5	4.5			3.5	3.5
Vehicle Extension (s)					2.0		2.0	2.0			2.0	2.0
Lane Grp Cap (vph)					591		761	2148			1835	560
v/s Ratio Prot					c0.32		c0.22	0.51			c0.37	
v/s Ratio Perm												0.19
v/c Ratio					1.05		0.98	0.83			1.02	0.52
Uniform Delay, d1					39.8		44.5	17.5			36.8	28.9
Progression Factor					1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2					50.8		27.0	3.9			26.9	3.4
Delay (s)					90.6		71.5	21.4			63.6	32.3
Level of Service					F		E	C			E	C
Approach Delay (s)		0.0			90.6			36.2			56.2	
Approach LOS		A			F			D			E	

Intersection Summary			
HCM 2000 Control Delay	51.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.02		
Actuated Cycle Length (s)	115.0	Sum of lost time (s)	12.5
Intersection Capacity Utilization	99.6%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	405	438	357	83	369	662	239	1257	217	591	1131	337
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.0	5.0	4.0	5.0		4.0	5.0		4.0	5.0	4.0
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95		1.00	0.91		0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	0.99		1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.90		1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3400	3505	1507	1719	3183		1736	4835		3433	3539	1564
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3400	3505	1507	1719	3183		1736	4835		3433	3539	1564
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	440	476	388	90	401	720	260	1366	236	642	1229	366
RTOR Reduction (vph)	0	0	254	0	225	0	0	17	0	0	0	83
Lane Group Flow (vph)	440	476	134	90	896	0	260	1585	0	642	1229	283
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	3%	3%	5%	5%	2%	1%	4%	4%	8%	2%	2%	2%
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA		Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2		1	6	7
Permitted Phases			4									6
Actuated Green, G (s)	23.0	48.3	48.3	12.7	38.0		24.0	35.0		26.0	37.0	60.0
Effective Green, g (s)	23.0	48.3	48.3	12.7	38.0		24.0	35.0		26.0	37.0	60.0
Actuated g/C Ratio	0.16	0.34	0.34	0.09	0.27		0.17	0.25		0.19	0.26	0.43
Clearance Time (s)	4.0	5.0	5.0	4.0	5.0		4.0	5.0		4.0	5.0	4.0
Vehicle Extension (s)	3.0	4.0	4.0	3.0	3.0		3.0	4.0		3.0	4.0	3.0
Lane Grp Cap (vph)	558	1209	519	155	863		297	1208		637	935	670
v/s Ratio Prot	c0.13	0.14		0.05	c0.28		0.15	0.33		c0.19	c0.35	0.07
v/s Ratio Perm			0.09									0.11
v/c Ratio	0.79	0.39	0.26	0.58	1.10dr		0.88	1.31		1.01	1.31	0.42
Uniform Delay, d1	56.2	34.8	33.0	61.1	51.0		56.5	52.5		57.0	51.5	27.9
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	7.3	0.3	0.4	5.4	40.9		23.7	146.4		37.6	149.1	0.4
Delay (s)	63.5	35.0	33.3	66.5	91.9		80.2	198.9		94.6	200.6	28.3
Level of Service	E	D	C	E	F		F	F		F	F	C
Approach Delay (s)		44.1			90.1			182.3			142.0	
Approach LOS		D			F			F			F	

Intersection Summary			
HCM 2000 Control Delay	124.5	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.08		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	104.5%	ICU Level of Service	G
Analysis Period (min)	15		

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	410	814	22	63	1074	82	40	29	32	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	446	885	24	68	1167	89	43	32	35	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		457										
pX, platoon unblocked				0.93			0.93	0.93	0.93	0.93	0.93	
vC, conflicting volume	1257			909			2509	3182	454	2733	3149	628
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1257			763			2474	3194	277	2715	3159	628
tC, single (s)	4.2			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.3			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	16			91			0	0	95	0	100	100
cM capacity (veh/h)	528			803			4	1	679	0	1	430

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1
Volume Total	446	590	319	68	778	478	110
Volume Left	446	0	0	68	0	0	43
Volume Right	0	0	24	0	0	89	35
cSH	528	1700	1700	803	1700	1700	3
Volume to Capacity	0.84	0.35	0.19	0.09	0.46	0.28	33.86
Queue Length 95th (ft)	219	0	0	7	0	0	Err
Control Delay (s)	38.6	0.0	0.0	9.9	0.0	0.0	Err
Lane LOS	E			A			F
Approach Delay (s)	12.7			0.5			Err
Approach LOS							F

Intersection Summary			
Average Delay	400.0		
Intersection Capacity Utilization	70.7%	ICU Level of Service	C
Analysis Period (min)	15		

MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #28 Perris Boulevard / Eucalyptus Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.970
Loss Time (sec): 16 Average Delay (sec/veh): 62.6
Optimal Cycle: OPTIMIZED Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	28	28	10	28	28	10	33	33	10	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	129	1203	82	213	1419	113	91	194	134	137	487	291
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	1203	82	213	1419	113	91	194	134	137	487	291
Added Vol:	0	7	2	0	9	0	0	0	0	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	1210	84	213	1428	113	91	194	134	139	487	291
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	140	1315	91	232	1552	123	99	211	146	151	529	316
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	1315	91	232	1552	123	99	211	146	151	529	316
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	1315	91	232	1552	123	99	211	146	151	529	316
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	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.36	0.06	0.13	0.43	0.08	0.05	0.11	0.09	0.08	0.28	0.20
Crit Moves:	****				****		****				****	
Green/Cycle:	0.08	0.38	0.38	0.13	0.42	0.42	0.08	0.28	0.28	0.08	0.28	0.28
Volume/Cap:	0.93	0.97	0.15	0.97	1.01	0.18	0.66	0.40	0.33	1.00	1.01	0.71
Delay/Veh:	108.0	54.4	24.9	101.3	60.6	21.6	63.5	36.0	35.1	128.7	85.9	44.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	108.0	54.4	24.9	101.3	60.6	21.6	63.5	36.0	35.1	128.7	85.9	44.5
LOS by Move:	F	D	C	F	E	C	E	D	D	F	F	D
HCM2kAvgQ:	8	31	2	13	38	3	5	6	4	9	26	12

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #29 Perris Boulevard / Cottonwood Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.969
Loss Time (sec): 16 Average Delay (sec/veh): 57.4
Optimal Cycle: OPTIMIZED Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	28	28	10	28	28	10	33	33	10	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	161	894	116	209	1212	255	197	275	136	157	444	255
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	161	894	116	209	1212	255	197	275	136	157	444	255
Added Vol:	2	10	3	0	13	0	0	0	2	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	163	904	119	209	1225	255	197	275	138	161	444	255
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	177	983	129	227	1332	277	214	299	150	175	483	277
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	177	983	129	227	1332	277	214	299	150	175	483	277
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	177	983	129	227	1332	277	214	299	150	175	483	277
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	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.10	0.27	0.08	0.13	0.37	0.17	0.12	0.16	0.09	0.10	0.25	0.17
Crit Moves:	****				****		****				****	
Green/Cycle:	0.10	0.32	0.32	0.15	0.37	0.37	0.12	0.29	0.29	0.10	0.28	0.28
Volume/Cap:	0.99	0.84	0.25	0.84	0.99	0.46	0.99	0.54	0.32	0.94	0.92	0.62
Delay/Veh:	118.1	43.6	30.2	70.5	59.4	29.1	110.9	36.8	33.6	102.8	64.5	40.8
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:	118.1	43.6	30.2	70.5	59.4	29.1	110.9	36.8	33.6	102.8	64.5	40.8
LOS by Move:	F	D	C	E	E	C	F	D	C	F	E	D
HCM2kAvgQ:	10	20	4	11	32	8	12	10	4	10	21	10

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #30 Perris Boulevard / Alessandro Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.966
Loss Time (sec): 16 Average Delay (sec/veh): 53.8
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	10	19	19	10	15	15	10	15	15
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0 2	0 1		1 0 2	0 1		1 0 2	0 1		1 0 3	0 1	
Volume Module:												
Base Vol:	410	800	250	294	688	249	194	789	198	276	1595	258
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	410	800	250	294	688	249	194	789	198	276	1595	258
Added Vol:	2	15	2	0	20	0	0	0	2	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	412	815	252	294	708	249	194	789	200	278	1595	258
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	425	840	260	303	730	257	200	813	206	287	1644	266
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	425	840	260	303	730	257	200	813	206	287	1644	266
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	425	840	260	303	730	257	200	813	206	287	1644	266
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.03	0.85	0.95	1.03	0.85	0.95	1.03	0.85	0.95	1.03	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	1805	3925	1615	1805	3925	1615	1805	3925	1615	1805	5888	1615
Capacity Analysis Module:												
Vol/Sat:	0.24	0.21	0.16	0.17	0.19	0.16	0.11	0.21	0.13	0.16	0.28	0.16
Crit Moves:	****				****		****				****	
Green/Cycle:	0.24	0.24	0.24	0.19	0.19	0.19	0.11	0.23	0.23	0.18	0.29	0.29
Volume/Cap:	0.97	0.88	0.66	0.88	0.97	0.83	0.97	0.91	0.56	0.91	0.97	0.57
Delay/Veh:	71.4	45.4	38.1	60.5	64.6	55.1	96.6	50.2	36.0	68.5	49.6	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:	71.4	45.4	38.1	60.5	64.6	55.1	96.6	50.2	36.0	68.5	49.6	31.9
LOS by Move:	E	D	D	E	E	E	F	D	D	E	D	C
HCM2kAvgQ:	18	16	9	12	16	10	10	16	7	12	22	8

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #31 Perris Boulevard / Cactus Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 1.248
Loss Time (sec): 16 Average Delay (sec/veh): 119.4
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	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	394	1121	293	228	1152	293	262	675	297	267	1132	143
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	394	1121	293	228	1152	293	262	675	297	267	1132	143
Added Vol:	0	20	2	0	26	0	0	0	0	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	394	1141	295	228	1178	293	262	675	297	269	1132	143
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	428	1240	321	248	1280	318	285	734	323	292	1230	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	428	1240	321	248	1280	318	285	734	323	292	1230	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	428	1240	321	248	1280	318	285	734	323	292	1230	155
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.97	0.95	1.03	0.85	0.95	0.99	0.95	0.95	1.02	0.98
Lanes:	1.00	2.37	0.63	1.00	2.00	1.00	1.00	1.38	0.62	1.00	1.77	0.23
Final Sat.:	1805	4503	1164	1805	3925	1615	1805	2575	1133	1805	3413	431
Capacity Analysis Module:												
Vol/Sat:	0.24	0.28	0.28	0.14	0.33	0.20	0.16	0.28	0.28	0.16	0.36	0.36
Crit Moves:	****				****		****				****	
Green/Cycle:	0.19	0.30	0.30	0.15	0.26	0.26	0.13	0.26	0.26	0.15	0.29	0.29
Volume/Cap:	1.25	0.91	0.91	0.91	1.25	0.75	1.25	1.08	1.08	1.08	1.25	1.25
Delay/Veh:	182.3	48.5	48.5	83.2	164	48.3	195.1	95.7	95.7	127.4	162	162.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	182.3	48.5	48.5	83.2	164	48.3	195.1	95.7	95.7	127.4	162	162.0
LOS by Move:	F	D	D	F	F	D	F	F	F	F	F	F
HCM2kAvgQ:	29	23	22	13	41	13	20	29	28	17	45	43

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 Perris Boulevard / John F. Kennedy Drive

Cycle (sec): 120 Critical Vol./Cap.(X): 1.324
Loss Time (sec): 16 Average Delay (sec/veh): 143.7
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	15	15	10	15	15	10	16	16	10	16	16
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	433	1365	454	402	1061	258	282	590	342	494	634	315
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	433	1365	454	402	1061	258	282	590	342	494	634	315
Added Vol:	0	25	22	0	33	0	0	0	0	28	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	433	1390	476	402	1094	258	282	590	342	522	634	315
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	471	1511	517	437	1189	280	307	641	372	567	689	342
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	471	1511	517	437	1189	280	307	641	372	567	689	342
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	471	1511	517	437	1189	280	307	641	372	567	689	342
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.99	0.96	0.95	1.00	0.97	0.95	1.03	0.85	0.95	1.03	0.85
Lanes:	1.00	2.22	0.78	1.00	2.41	0.59	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	4184	1433	1805	4597	1084	1805	3925	1615	1805	3925	1615
Capacity Analysis Module:												
Vol/Sat:	0.26	0.36	0.36	0.24	0.26	0.26	0.17	0.16	0.23	0.31	0.18	0.21
Crit Moves:		****		****					****	****		
Green/Cycle:	0.23	0.27	0.27	0.18	0.23	0.23	0.18	0.17	0.17	0.24	0.23	0.23
Volume/Cap:	1.14	1.32	1.32	1.32	1.14	1.14	0.93	0.94	1.32	1.32	0.77	0.93
Delay/Veh:	134.7	194	194.2	214.6	119	119.4	79.9	69.9	218.2	207.2	47.4	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:	134.7	194	194.2	214.6	119	119.4	79.9	69.9	218.2	207.2	47.4	74.7
LOS by Move:	F	F	F	F	F	F	E	E	F	F	D	E
HCM2kAvgQ:	28	47	46	31	29	28	15	16	27	40	14	16

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #33 Perris Boulevard / Gentian Avenue

Cycle (sec): 95 Critical Vol./Cap.(X): 0.804
Loss Time (sec): 12 Average Delay (sec/veh): 23.6
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	10	19	19	30	30	30	30	30	30
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	31	1681	26	139	1587	46	90	5	25	88	23	239
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	1681	26	139	1587	46	90	5	25	88	23	239
Added Vol:	19	32	0	0	52	11	17	2	30	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	1713	26	139	1639	57	107	7	55	88	25	239
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	54	1862	28	151	1782	62	116	8	60	96	27	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	1862	28	151	1782	62	116	8	60	96	27	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	1862	28	151	1782	62	116	8	60	96	27	260
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.09	0.91	0.91	0.95	0.91	0.91	0.50	0.50	0.50	0.79	0.79	0.79
Lanes:	1.00	2.96	0.04	1.00	2.90	0.10	0.63	0.04	0.33	0.25	0.07	0.68
Final Sat.:	177	5099	77	1805	4988	173	596	39	306	377	107	1025
Capacity Analysis Module:												
Vol/Sat:	0.31	0.37	0.37	0.08	0.36	0.36	0.20	0.20	0.20	0.25	0.25	0.25
Crit Moves:		****		****							****	
Green/Cycle:	0.45	0.45	0.45	0.11	0.56	0.56	0.32	0.32	0.32	0.32	0.32	0.32
Volume/Cap:	0.68	0.81	0.81	0.79	0.64	0.64	0.62	0.62	0.62	0.80	0.80	0.80
Delay/Veh:	41.7	24.6	24.6	61.8	14.9	14.9	31.6	31.6	31.6	39.3	39.3	39.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.7	24.6	24.6	61.8	14.9	14.9	31.6	31.6	31.6	39.3	39.3	39.3
LOS by Move:	D	C	C	E	B	B	C	C	C	D	D	D
HCM2kAvgQ:	3	19	19	6	14	14	6	6	6	12	12	12

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #34 Perris Boulevard / Driveway 3

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B[14.6]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	3	0	0	0	0	2	1	0	0	0	0	0	1	0	0	0	0	1
Volume Module:																				
Base Vol:	0	1738		0		0	1700		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	1738		0		0	1700		0		0		0		0	0		0		0
Added Vol:	0	52		0		0	30		52		0		0		36	0		0		0
PasserByVol:	0	0		0		0	0		0		0		0		0	0		0		0
Initial Fut:	0	1790		0		0	1730		52		0		0		36	0		0		0
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	0.92	0.92		0.92		0.92	0.92		0.92		0.92		0.92		0.92	0.92		0.92		0.92
PHF Volume:	0	1946		0		0	1880		57		0		0		39	0		0		0
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
FinalVolume:	0	1946		0		0	1880		57		0		0		39	0		0		0
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		xxxx		6.9	xxxxx		xxxx		6.9
FollowUpTim:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		xxxx		3.3	xxxxx		xxxx		3.3
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx		xxxx		655	xxxx		xxxx		649
Potent Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx		xxxx		413	xxxx		xxxx		417
Move Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx		xxxx		413	xxxx		xxxx		417
Volume/Cap:	xxxx	xxxx		xxxx		xxxx	xxxx		xxxx		xxxx		xxxx		0.09	xxxx		xxxx		0.00
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx		xxxx		0.3	xxxx		xxxx		xxxxx
Control Del:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		xxxx		14.6	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	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					14.6					xxxxxx				
ApproachLOS:	*					*					B					*				

Note: Queue reported is the number of cars per lane.

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-------------------------------------------------------------------------------
                    MORENO VALLEY WALMART TIA (JN 08660)
          General Plan Buildout (Post-2035) With Project Conditions
                            Weekday AM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
          2000 HCM Unsignalized Method (Future Volume Alternative)
*******************************************************************************
Intersection #35 Perris Boulevard / Driveway 4
*******************************************************************************
Average Delay (sec/veh):      0.3       Worst Case Level Of Service: C[ 15.3]
*******************************************************************************
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:        0  0  2  0  0    0  0  2  1  0    0  0  0  0  1    0  0  1  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 1738     0     0 1700     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 1738     0     0 1700     0     0    0     0     0    0     0
Added Vol:      0   52     0     0   44    22     0    0     9     0    0     0
PasserByVol:    0    0     0     0  -52    52     0    0    52     0    0     0
Initial Fut:    0 1790     0     0 1692    74     0    0    61     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:     0 1946     0     0 1839    80     0    0    66     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0 1946     0     0 1839    80     0    0    66     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   6.9 xxxxx  6.5 xxxxx
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   3.3 xxxxx  4.0 xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   653  xxxx 3865 xxxxx
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   415  xxxx    4 xxxxx
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   415  xxxx    4 xxxxx
Volume/Cap:  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  0.16  xxxx 0.00  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   0.6  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx  15.3 xxxxx xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     *    *     C     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx             15.3           xxxxxx
ApproachLOS:         *                *                C                *
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Note: Queue reported is the number of cars per lane.
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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #36 Perris Boulevard / Santiago Drive

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	2	1	0		1	0	2	1	0		0	0	1!	0	0		0	0	1!	0	0	
Volume Module:																								
Base Vol:	85	1504		148			76	1555		68			63		31		50		78		110		171	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	85	1504		148			76	1555		68			63		31		50		78		110		171	
Added Vol:	57	11		0			9	44		0			32		3		9		0		4		0	
PasserByVol:	0	0		0			0	0		0			0		0		0		0		0		0	
Initial Fut:	142	1515		148			85	1599		68			95		34		59		78		114		171	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.92	0.92		0.92			0.92	0.92		0.92			0.92		0.92		0.92		0.92		0.92		0.92	
PHF Volume:	154	1645		161			92	1736		74			103		37		64		85		124		186	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
FinalVolume:	154	1645		161			92	1736		74			103		37		64		85		124		186	
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:	1810	xxxx	xxxxx				1806	xxxx	xxxxx				2876		4072		616		2815		4028		629	
Potent Cap.:	344	xxxx	xxxxx				346	xxxx	xxxxx				8		3		439		9		3		430	
Move Cap.:	344	xxxx	xxxxx				346	xxxx	xxxxx				0		1		439		0		1		430	
Volume/Cap:	0.45	xxxx	xxxx				0.27	xxxx	xxxx				xxxx		34.54		0.15		xxxx		xxxx		0.43	
Level Of Service Module:																								
2Way95thQ:	2.2	xxxx	xxxxx				1.1	xxxx	xxxxx				xxxx		xxxx		xxxxx		xxxx		xxxx		xxxxx	
Control Del:	23.7	xxxx	xxxxx				19.2	xxxx	xxxxx				xxxxx		xxxx		xxxxx		xxxxx		xxxx		xxxxx	
LOS by Move:	C	*		*			C	*		*			*		*		*		*		*		*	
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx		0		xxxxx		xxxx		0		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						F					

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 Perris Boulevard / Iris Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 1.062
Loss Time (sec): 16 Average Delay (sec/veh): 98.1
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	31	31	10	31	31	10	34	34	10	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	2 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	312	1029	329	303	1013	184	287	510	193	367	721	286
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	312	1029	329	303	1013	184	287	510	193	367	721	286
Added Vol:	0	35	0	22	27	3	4	0	0	0	0	28
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	312	1064	329	325	1040	187	291	510	193	367	721	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	339	1157	358	353	1130	203	316	554	210	399	784	341
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	339	1157	358	353	1130	203	316	554	210	399	784	341
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	339	1157	358	353	1130	203	316	554	210	399	784	341
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.89	0.89	0.95	0.91	0.91	0.95	0.91	0.91
Lanes:	1.00	3.00	1.00	1.00	2.54	0.46	1.00	1.45	0.55	1.00	1.39	0.61
Final Sat.:	1805	5187	1615	1805	4295	772	1805	2512	950	1805	2402	1046
Capacity Analysis Module:												
Vol/Sat:	0.19	0.22	0.22	0.20	0.26	0.26	0.18	0.22	0.22	0.22	0.33	0.33
Crit Moves:		****		****			****				****	
Green/Cycle:	0.18	0.26	0.26	0.17	0.25	0.25	0.15	0.28	0.28	0.15	0.28	0.28
Volume/Cap:	1.05	0.86	0.86	1.15	1.05	1.05	1.15	0.78	0.78	1.43	1.15	1.15
Delay/Veh:	113.5	48.5	58.4	146.6	84.9	84.9	150.4	43.6	43.6	264.9	121	120.8
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:	113.5	48.5	58.4	146.6	84.9	84.9	150.4	43.6	43.6	264.9	121	120.8
LOS by Move:	F	D	E	F	F	F	F	D	D	F	F	F
HCM2kAvgQ:	19	18	15	22	26	26	20	15	15	31	34	34

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #38 Perris Boulevard / Krameria Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.951
Loss Time (sec): 16 Average Delay (sec/veh): 160.8
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:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	28	28	10	24	24	34	34	34	31	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 1	1!	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	121	1413	313	136	1345	61	81	277	215	360	415	238
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	121	1413	313	136	1345	61	81	277	215	360	415	238
Added Vol:	0	28	0	3	22	2	2	0	0	0	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	121	1441	313	139	1367	63	83	277	215	360	415	242
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	128	1520	330	147	1442	66	88	292	227	380	438	255
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	1520	330	147	1442	66	88	292	227	380	438	255
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	128	1520	330	147	1442	66	88	292	227	380	438	255
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.89	0.89	0.95	0.90	0.90	0.89	0.89	0.89	0.95	1.00	0.85
Lanes:	1.00	2.46	0.54	1.00	2.87	0.13	0.36	1.18	1.46	1.00	1.00	1.00
Final Sat.:	1805	4146	901	1805	4924	227	601	2005	2470	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.37	0.37	0.08	0.29	0.29	0.15	0.15	0.09	0.21	0.23	0.16
Crit Moves:		****		****				****			****	
Green/Cycle:	0.08	0.24	0.24	0.08	0.24	0.24	0.28	0.28	0.28	0.26	0.26	0.26
Volume/Cap:	0.85	1.52	1.52	0.97	1.21	1.21	0.51	0.51	0.32	0.81	0.89	0.61
Delay/Veh:	88.2	282	282.4	120.4	148	148.5	36.5	36.5	34.0	52.4	61.1	41.9
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:	88.2	282	282.4	120.4	148	148.5	36.5	36.5	34.0	52.4	61.1	41.9
LOS by Move:	F	F	F	F	F	F	D	D	C	D	E	D
HCM2kAvgQ:	7	54	54	9	35	35	8	8	5	15	19	9

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #39 Perris Boulevard / San Michele Road

Cycle (sec): 120 Critical Vol./Cap.(X): 0.852
Loss Time (sec): 16 Average Delay (sec/veh): 117.3
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:	10	32	32	10	32	32	10	34	34	10	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	260	1579	5	5	1648	271	305	5	237	5	5	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	1579	5	5	1648	271	305	5	237	5	5	5
Added Vol:	0	22	0	0	17	2	2	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	260	1601	5	5	1665	273	307	5	237	5	5	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	275	1692	5	5	1760	289	325	5	251	5	5	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	275	1692	5	5	1760	289	325	5	251	5	5	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	275	1692	5	5	1760	289	325	5	251	5	5	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.89	0.89	0.95	0.85	0.85	0.95	1.00	0.85
Lanes:	1.00	2.99	0.01	1.00	2.58	0.42	1.00	0.02	0.98	1.00	1.00	1.00
Final Sat.:	1805	5171	16	1805	4363	715	1805	33	1587	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.15	0.33	0.33	0.00	0.40	0.40	0.18	0.16	0.16	0.00	0.00	0.00
Crit Moves:	****				****		****				****	
Green/Cycle:	0.12	0.35	0.35	0.09	0.32	0.32	0.14	0.33	0.33	0.10	0.28	0.28
Volume/Cap:	1.26	0.93	0.93	0.03	1.26	1.26	1.26	0.48	0.48	0.03	0.01	0.01
Delay/Veh:	201.6	46.8	46.8	50.0	163	163.3	196.2	32.7	32.7	49.2	30.9	30.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	201.6	46.8	46.8	50.0	163	163.3	196.2	32.7	32.7	49.2	30.9	30.9
LOS by Move:	F	D	D	D	F	F	F	C	C	D	C	C
HCM2kAvgQ:	20	26	26	0	48	48	23	8	8	0	0	0

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #40 Perris Boulevard / Nandina Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.742
Loss Time (sec): 16 Average Delay (sec/veh): 105.8
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:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	10	31	31	10	31	31	10	41	41	10	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	3 0	1	1 0	1 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	295	1819	125	68	1643	160	90	6	128	73	46	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	295	1819	125	68	1643	160	90	6	128	73	46	41
Added Vol:	0	20	0	0	15	2	2	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	295	1839	125	68	1658	162	92	6	128	73	46	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	313	1950	133	72	1758	172	98	6	136	77	49	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	313	1950	133	72	1758	172	98	6	136	77	49	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	313	1950	133	72	1758	172	98	6	136	77	49	43
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.91	0.85	0.95	0.81	0.81	0.95	1.00	0.85
Lanes:	1.00	2.81	0.19	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	4808	327	1805	5187	1615	1805	1547	1547	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.17	0.41	0.41	0.04	0.34	0.11	0.05	0.00	0.09	0.04	0.03	0.03
Crit Moves:	****				****				****	****		
Green/Cycle:	0.15	0.36	0.36	0.08	0.29	0.38	0.08	0.34	0.34	0.08	0.34	0.34
Volume/Cap:	1.16	1.13	1.13	0.48	1.16	0.28	0.65	0.01	0.26	0.51	0.08	0.08
Delay/Veh:	156.1	105	105.3	54.9	122	26.4	62.8	26.1	28.8	55.7	26.7	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:	156.1	105	105.3	54.9	122	26.4	62.8	26.1	28.8	55.7	26.7	26.8
LOS by Move:	F	F	F	D	F	C	E	C	C	E	C	C
HCM2kAvgQ:	20	42	42	3	38	4	5	0	4	3	1	1

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #41 Perris Boulevard / Harley Knox Boulevard

Cycle (sec): 60 Critical Vol./Cap.(X): 13.162
Loss Time (sec): 12 Average Delay (sec/veh): 2658.4
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				Permitted				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	0	0	29	29	10	0	10	0	0	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	1	0	0	1	0	0	1	0	0	1	0	1	0	0	0	1! 0	0
Volume Module:																
Base Vol:	186	1541	22	149	1170	409	374	103	118	71	244	225				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	186	1541	22	149	1170	409	374	103	118	71	244	225				
Added Vol:	0	15	0	0	12	3	4	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	186	1556	22	149	1182	412	378	103	118	71	244	225				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92				
PHF Volume:	202	1691	24	162	1285	448	411	112	128	77	265	245				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	202	1691	24	162	1285	448	411	112	128	77	265	245				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	202	1691	24	162	1285	448	411	112	128	77	265	245				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.95	1.00	1.00	0.08	0.08	0.85	0.89	0.89	0.89	0.94	0.94	0.94				
Lanes:	1.00	0.99	0.01	0.11	0.89	1.00	1.00	0.47	0.53	0.13	0.45	0.42				
Final Sat.:	1805	1870	26	16	130	1615	1697	791	906	234	805	742				
Capacity Analysis Module:																
Vol/Sat:	0.11	0.90	0.90	9.89	9.89	0.28	0.24	0.14	0.14	0.33	0.33	0.33				
Crit Moves:	****				****		****			****						
Green/Cycle:	0.16	0.64	0.64	0.48	0.48	0.48	0.16	0.16	0.16	0.00	0.00	0.00				
Volume/Cap:	0.68	1.41	1.41	20.80	20.80	0.58	1.48	0.86	0.86	xxxx	xxxx	xxxx				
Delay/Veh:	30.5	203	202.6	8954	8954	12.8	252.4	35.0	35.0	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:	30.5	203	202.6	8954	8954	12.8	252.4	35.0	35.0	0.0	0.0	0.0				
LOS by Move:	C	F	F	F	F	B	F	D	D	A	A	A				
HCM2kAvgQ:	5	95	95	198	198	7	27	8	8	10	10	10				

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #42 Perris Boulevard / Ramona Expressway

Cycle (sec): 120 Critical Vol./Cap.(X): 1.133
Loss Time (sec): 16 Average Delay (sec/veh): 134.3
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:	10	44	44	10	44	44	10	36	36	10	36	36
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	1 1	0	2 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	417	822	210	332	618	310	418	774	149	220	1663	537
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	417	822	210	332	618	310	418	774	149	220	1663	537
Added Vol:	0	4	0	7	3	2	2	0	0	0	0	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	417	826	210	339	621	312	420	774	149	220	1663	546
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	429	851	216	349	640	321	433	797	153	227	1713	562
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	429	851	216	349	640	321	433	797	153	227	1713	562
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	429	851	216	349	640	321	433	797	153	227	1713	562
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	0.90	0.90	0.92	0.91	0.85	0.92	0.88	0.88
Lanes:	2.00	2.00	1.00	2.00	1.33	0.67	2.00	3.00	1.00	2.00	2.26	0.74
Final Sat.:	3502	3610	1615	3502	2283	1147	3502	5187	1615	3502	3760	1235
Capacity Analysis Module:												
Vol/Sat:	0.12	0.24	0.13	0.10	0.28	0.28	0.12	0.15	0.10	0.06	0.46	0.46
Crit Moves:	****				****		****				****	
Green/Cycle:	0.09	0.37	0.37	0.09	0.37	0.37	0.09	0.32	0.32	0.09	0.32	0.32
Volume/Cap:	1.40	0.64	0.37	1.14	0.76	0.76	1.40	0.48	0.29	0.72	1.40	1.40
Delay/Veh:	254.8	32.6	28.2	149.8	36.3	36.3	254.6	32.7	30.7	61.1	226	225.8
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:	254.8	32.6	28.2	149.8	36.3	36.3	254.6	32.7	30.7	61.1	226	225.8
LOS by Move:	F	C	C	F	D	D	F	C	C	E	F	F
HCM2kAvgQ:	18	14	6	12	18	18	18	9	4	6	61	61

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #43 Kitching Street / Cactus Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 1.001
Loss Time (sec): 16 Average Delay (sec/veh): 64.8
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	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	287	582	88	96	521	224	164	807	297	78	949	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:	287	582	88	96	521	224	164	807	297	78	949	154
Added Vol:	0	5	5	0	7	0	0	0	0	7	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	287	587	93	96	528	224	164	807	297	85	949	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	312	638	101	104	574	243	178	877	323	92	1032	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	312	638	101	104	574	243	178	877	323	92	1032	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	312	638	101	104	574	243	178	877	323	92	1032	167
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	1.01	1.01	0.98	1.03	0.88	0.98	0.99	0.99	0.98	1.01	1.01
Lanes:	1.00	1.73	0.27	1.00	1.00	1.00	1.00	1.46	0.54	1.00	1.72	0.28
Final Sat.:	1865	3317	526	1865	1963	1668	1865	2755	1014	1865	3306	537
Capacity Analysis Module:												
Vol/Sat:	0.17	0.19	0.19	0.06	0.29	0.15	0.10	0.32	0.32	0.05	0.31	0.31
Crit Moves:	****				****		****				****	
Green/Cycle:	0.17	0.32	0.32	0.14	0.29	0.29	0.10	0.32	0.32	0.08	0.31	0.31
Volume/Cap:	1.00	0.60	0.60	0.40	1.00	0.50	1.00	0.99	0.99	0.59	1.00	1.00
Delay/Veh:	101.1	35.1	35.1	48.2	80.2	36.0	121.9	62.9	62.9	58.6	67.5	67.5
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:	101.1	35.1	35.1	48.2	80.2	36.0	121.9	62.9	62.9	58.6	67.5	67.5
LOS by Move:	F	D	D	D	F	D	F	E	E	E	E	E
HCM2kAvgQ:	17	13	13	4	28	9	11	28	28	4	29	29

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 Kitching Street / John F. Kennedy Drive

Cycle (sec):	120	Critical Vol./Cap.(X):	1.456
Loss Time (sec):	16	Average Delay (sec/veh):	256.3
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:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	339	625	62	178	480	222	219	935	249	77	921	236
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	339	625	62	178	480	222	219	935	249	77	921	236
Added Vol:	4	0	0	0	0	15	12	5	3	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	343	625	62	178	480	237	231	940	252	77	928	236
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	373	679	67	193	522	258	251	1022	274	84	1009	257
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	373	679	67	193	522	258	251	1022	274	84	1009	257
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	373	679	67	193	522	258	251	1022	274	84	1009	257
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.24	1.24	1.24	1.21	1.21	1.21	1.05	1.06	1.06	1.05	1.10	0.94
Lanes:	0.33	0.61	0.06	0.20	0.54	0.26	1.00	1.58	0.42	1.00	2.00	1.00
Final Sat.:	783	1426	141	457	1232	608	1986	3191	855	1986	4180	1777
Capacity Analysis Module:												
Vol/Sat:	0.48	0.48	0.48	0.42	0.42	0.42	0.13	0.32	0.32	0.04	0.24	0.14
Crit Moves:			****	****				****		****		
Green/Cycle:	0.31	0.31	0.31	0.27	0.27	0.27	0.10	0.21	0.21	0.08	0.19	0.19
Volume/Cap:	1.56	1.56	1.56	1.56	1.56	1.56	1.27	1.56	1.56	0.51	1.27	0.76
Delay/Veh:	299.4	299	299.4	302.4	302	302.4	210.3	304	304.5	55.2	181	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:	299.4	299	299.4	302.4	302	302.4	210.3	304	304.5	55.2	181	55.9
LOS by Move:	F	F	F	F	F	F	F	F	F	E	F	E
HCM2kAvgQ:	90	90	90	79	79	79	18	53	53	4	34	11

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #45 Kitching Street / Iris Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 1.246
Loss Time (sec): 16 Average Delay (sec/veh): 119.6
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			Ovl		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	289	314	397	126	452	226	160	847	202	700	953	175
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	289	314	397	126	452	226	160	847	202	700	953	175
Added Vol:	2	0	0	0	0	2	2	15	2	0	20	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	291	314	397	126	452	228	162	862	204	700	973	175
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	316	341	432	137	491	248	176	937	222	761	1058	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	316	341	432	137	491	248	176	937	222	761	1058	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	316	341	432	137	491	248	176	937	222	761	1058	190
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.95	0.95	0.98	0.98	0.98	0.98	1.00	1.00	0.98	1.03	0.88
Lanes:	1.00	1.00	1.00	1.00	1.33	0.67	1.00	1.62	0.38	1.00	2.00	1.00
Final Sat.:	1865	1798	1798	1865	2479	1250	1865	3082	729	1865	3925	1668
Capacity Analysis Module:												
Vol/Sat:	0.17	0.19	0.24	0.07	0.20	0.20	0.09	0.30	0.30	0.41	0.27	0.11
Crit Moves:	****				****			****		****		
Green/Cycle:	0.14	0.21	0.21	0.08	0.16	0.16	0.15	0.24	0.24	0.33	0.42	0.51
Volume/Cap:	1.25	0.90	1.13	0.88	1.25	1.25	0.64	1.25	1.25	1.25	0.64	0.23
Delay/Veh:	191.1	57.9	124.5	94.3	175	174.9	52.9	165	165.1	164.4	28.2	16.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	191.1	57.9	124.5	94.3	175	174.9	52.9	165	165.1	164.4	28.2	16.6
LOS by Move:	F	E	F	F	F	F	D	F	F	F	C	B
HCM2kAvgQ:	22	16	26	8	25	25	7	38	38	48	18	6

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #46 Lasselle Street / Iris Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.942
Loss Time (sec): 16 Average Delay (sec/veh): 57.8
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:	Ovl			Include			Include			Include		
Min. Green:	10	41	41	10	41	41	10	34	34	10	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	382	753	426	222	859	188	214	829	456	544	1264	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	382	753	426	222	859	188	214	829	456	544	1264	149
Added Vol:	4	0	0	0	0	2	2	7	3	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	386	753	426	222	859	190	216	836	459	544	1273	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	400	780	441	230	890	197	224	866	476	564	1319	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	400	780	441	230	890	197	224	866	476	564	1319	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	400	780	441	230	890	197	224	866	476	564	1319	154
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	0.91	0.85	0.92	0.90	0.90
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	2.69	0.31
Final Sat.:	3502	3610	1615	3502	3610	1615	3502	5187	1615	3502	4569	535
Capacity Analysis Module:												
Vol/Sat:	0.11	0.22	0.27	0.07	0.25	0.12	0.06	0.17	0.29	0.16	0.29	0.29
Crit Moves:	****				****				****	****		
Green/Cycle:	0.10	0.36	0.50	0.09	0.34	0.34	0.10	0.28	0.28	0.14	0.33	0.33
Volume/Cap:	1.14	0.61	0.55	0.76	0.72	0.36	0.67	0.59	1.04	1.14	0.88	0.88
Delay/Veh:	145.2	32.7	21.7	64.1	36.6	30.0	57.8	37.6	95.7	136.0	43.4	43.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	145.2	32.7	21.7	64.1	36.6	30.0	57.8	37.6	95.7	136.0	43.4	43.4
LOS by Move:	F	C	C	E	D	C	E	D	F	F	D	D
HCM2kAvgQ:	14	13	11	6	16	5	5	10	25	18	22	22

Note: Queue reported is the number of cars per lane.

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	1501	591	1105	1060	0	0	0	0	0	0	236
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5	5.5	4.0	5.5							4.0
Lane Util. Factor		0.95	1.00	1.00	0.95							1.00
Frpb, ped/bikes		1.00	0.97	1.00	1.00							0.98
Flpb, ped/bikes		1.00	1.00	1.00	1.00							1.00
Frt		1.00	0.85	1.00	1.00							0.86
Flt Protected		1.00	1.00	0.95	1.00							1.00
Satd. Flow (prot)		3438	1443	1787	3471							1472
Flt Permitted		1.00	1.00	0.95	1.00							1.00
Satd. Flow (perm)		3438	1443	1787	3471							1472
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.91	0.91	0.91	0.94	0.94	0.94
Adj. Flow (vph)	0	1597	629	1176	1128	0	0	0	0	0	0	251
RTOR Reduction (vph)	0	0	231	0	0	0	0	0	0	0	0	53
Lane Group Flow (vph)	0	1597	398	1176	1128	0	0	0	0	0	0	198
Confl. Peds. (#/hr)			5									5
Heavy Vehicles (%)	0%	5%	9%	1%	4%	0%	0%	0%	0%	0%	0%	10%
Turn Type		NA	Perm	Prot	NA							custom
Protected Phases		2		1	6							
Permitted Phases			2									1 4
Actuated Green, G (s)		34.5	34.5	31.0	69.5							40.1
Effective Green, g (s)		34.5	34.5	31.0	69.5							40.1
Actuated g/C Ratio		0.41	0.41	0.37	0.83							0.48
Clearance Time (s)		5.5	5.5	4.0	5.5							
Vehicle Extension (s)		2.0	2.0	2.0	2.0							
Lane Grp Cap (vph)		1410	591	658	2868							701
v/s Ratio Prot		c0.46		c0.66	0.32							
v/s Ratio Perm			0.28									c0.13
v/c Ratio		1.13	0.67	1.79	0.39							0.28
Uniform Delay, d1		24.8	20.2	26.5	1.9							13.3
Progression Factor		1.00	1.00	1.00	1.00							1.00
Incremental Delay, d2		69.1	6.0	360.4	0.0							0.1
Delay (s)		93.9	26.2	386.9	1.9							13.4
Level of Service		F	C	F	A							B
Approach Delay (s)		74.8			198.4			0.0			13.4	
Approach LOS		E			F			A			B	

Intersection Summary			
HCM 2000 Control Delay	131.1	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.37		
Actuated Cycle Length (s)	84.1	Sum of lost time (s)	13.5
Intersection Capacity Utilization	110.6%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	193	1760	411	0	2862	480	153	151	25	265	5	250
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	0.95			0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		1.00	0.98	
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.97			0.98		1.00	0.98		1.00	0.85	
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1480	3391			3460		1421	1855		1805	1534	
Flt Permitted	0.11	1.00			1.00		0.48	1.00		0.62	1.00	
Satd. Flow (perm)	171	3391			3460		719	1855		1178	1534	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	210	1913	447	0	3111	522	166	164	27	288	5	272
RTOR Reduction (vph)	0	28	0	0	18	0	0	4	0	0	0	0
Lane Group Flow (vph)	210	2332	0	0	3615	0	166	187	0	288	277	0
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	22%	2%	7%	0%	2%	0%	27%	0%	0%	0%	50%	3%
Turn Type	Perm	NA			NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2						8			4		
Actuated Green, G (s)	36.4	36.4			36.4		18.6	18.6		18.6	18.6	
Effective Green, g (s)	36.4	36.4			36.4		18.6	18.6		18.6	18.6	
Actuated g/C Ratio	0.56	0.56			0.56		0.29	0.29		0.29	0.29	
Clearance Time (s)	5.0	5.0			5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	2.0	2.0			2.0		2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	95	1898			1937		205	530		337	438	
v/s Ratio Prot		0.69			1.04			0.10			0.18	
v/s Ratio Perm	c1.23						0.23			c0.24		
v/c Ratio	2.21	1.23			1.87		0.81	0.35		0.85	0.63	
Uniform Delay, d1	14.3	14.3			14.3		21.6	18.4		21.9	20.2	
Progression Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	577.4	107.8			391.7		19.5	0.1		18.0	2.2	
Delay (s)	591.7	122.1			406.0		41.0	18.6		39.9	22.4	
Level of Service	F	F			F		D	B		D	C	
Approach Delay (s)		160.5			406.0			29.0			31.3	
Approach LOS		F			F			C			C	

Intersection Summary			
HCM 2000 Control Delay	268.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.74		
Actuated Cycle Length (s)	65.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	146.6%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Elsworth Street / Cactus Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 1.095
Loss Time (sec): 16 Average Delay (sec/veh): 291.6
Optimal Cycle: OPTIMIZED Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Ovl				Ignore				Include			
Min. Green:	29	29	29		29	29	29		10	21	21		10	21	21	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1!	0	0	1	1	0	0	1	1	0	3	0	1	1	0	3	0	1
Volume Module:																
Base Vol:	482	125	165		199	27	188		226	2554	36		33	2203	217	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	482	125	165		199	27	188		226	2554	36		33	2203	217	
Added Vol:	0	0	0		0	0	0		0	12	0		0	13	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	482	125	165		199	27	188		226	2566	36		33	2216	217	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.00		0.92	0.92	0.92	
PHF Volume:	524	136	179		216	29	204		246	2789	0		36	2409	236	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	524	136	179		216	29	204		246	2789	0		36	2409	236	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
FinalVolume:	524	136	179		216	29	204		246	2789	0		36	2409	236	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.94	0.94	0.94		0.96	0.96	0.85		0.95	0.91	1.00		0.95	0.91	0.85	
Lanes:	1.45	0.24	0.31		1.76	0.24	1.00		1.00	3.00	1.00		1.00	3.00	1.00	
Final Sat.:	2594	420	554		3205	435	1615		1805	5187	1900		1805	5187	1615	
Capacity Analysis Module:																
Vol/Sat:	0.20	0.32	0.32		0.07	0.07	0.13		0.14	0.54	0.00		0.02	0.46	0.15	
Crit Moves:		****				****				****			****			
Green/Cycle:	0.24	0.24	0.24		0.24	0.24	0.33		0.09	0.30	0.00		0.08	0.30	0.30	
Volume/Cap:	0.84	1.34	1.34		0.28	0.28	0.39		1.57	1.79	0.00		0.24	1.57	0.49	
Delay/Veh:	49.4	209	208.5		37.2	37.2	31.4		338.2	401	0.0		52.3	300	35.6	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	49.4	209	208.5		37.2	37.2	31.4		338.2	401	0.0		52.3	300	35.6	
LOS by Move:	D	F	F		D	D	C		F	F	A		D	F	D	
HCM2kAvgQ:	15	41	41		4	4	6		22	93	0		1	72	7	

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Frederick Street / Cactus Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 1.094
Loss Time (sec): 12 Average Delay (sec/veh): 204.9
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				Permitted			
Rights:	Include				Ovl				Include				Ovl			
Min. Green:	0	0	0		32	0	32		10	10	0		0	27	27	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	0	0	0	2	0	0	0	1	1	0	2	0	0	0	0	3	0	1
Volume Module:																
Base Vol:	0	0	0		471	0	163		67	2765	0		0	2238	232	
Growth Adj:	1.00	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		471	0	163		67	2765	0		0	2238	232	
Added Vol:	0	0	0		8	0	0		0	12	0		0	13	8	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		479	0	163		67	2777	0		0	2251	240	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92	
PHF Volume:	0	0	0		521	0	177		73	3018	0		0	2447	261	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		521	0	177		73	3018	0		0	2447	261	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		521	0	177		73	3018	0		0	2447	261	
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		0.95	0.95	1.00		1.00	0.91	0.85	
Lanes:	0.00	0.00	0.00		2.00	0.00	1.00		1.00	2.00	0.00		0.00	3.00	1.00	
Final Sat.:	0	0	0		3502	0	1615		1805	3610	0		0	5187	1615	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.15	0.00	0.11		0.04	0.84	0.00		0.00	0.47	0.16	
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00		0.27	0.00	0.61		0.34	0.63	0.00		0.00	0.29	0.56	
Volume/Cap:	0.00	0.00	0.00		0.56	0.00	0.18		0.12	1.32	0.00		0.00	1.62	0.29	
Delay/Veh:	0.0	0.0	0.0		38.7	0.0	10.4		27.2	169	0.0		0.0	324	14.2	
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:	0.0	0.0	0.0		38.7	0.0	10.4		27.2	169	0.0		0.0	324	14.2	
LOS by Move:	A	A	A		D	A	B		C	F	A		A	F	B	
HCM2kAvgQ:	0	0	0		9	0	3		2	105	0		0	75	5	

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Graham Street / Cactus Avenue

Cycle (sec):	120	Critical Vol./Cap.(X):	1.251
Loss Time (sec):	16	Average Delay (sec/veh):	277.9
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			Ovl			Ignore			Include		
Min. Green:	10	32	32	10	32	32	10	35	35	10	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 1	0	1 0	2 0	1	1 0	2 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	353	139	28	259	264	356	240	2943	873	25	1612	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	353	139	28	259	264	356	240	2943	873	25	1612	119
Added Vol:	0	0	0	0	0	0	0	21	0	0	21	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	353	139	28	259	264	356	240	2964	873	25	1633	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95
PHF Volume:	373	147	30	274	279	376	254	3133	0	26	1726	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	373	147	30	274	279	376	254	3133	0	26	1726	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	373	147	30	274	279	376	254	3133	0	26	1726	126
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.93	0.95	0.95	0.85	0.95	0.95	1.00	0.95	0.90	0.90
Lanes:	2.00	1.66	0.34	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.80	0.20
Final Sat.:	3502	2930	590	1805	3610	1615	1805	3610	1900	1805	4786	349
Capacity Analysis Module:												
Vol/Sat:	0.11	0.05	0.05	0.15	0.08	0.23	0.14	0.87	0.00	0.01	0.36	0.36
Crit Moves:		****		****				****		****		
Green/Cycle:	0.08	0.27	0.27	0.08	0.27	0.41	0.14	0.43	0.00	0.08	0.37	0.37
Volume/Cap:	1.28	0.19	0.19	1.82	0.29	0.57	0.97	2.00	0.00	0.18	0.97	0.97
Delay/Veh:	204.2	34.1	34.1	449.0	35.1	28.2	98.2	488	0.0	51.7	51.2	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:	204.2	34.1	34.1	449.0	35.1	28.2	98.2	488	0.0	51.7	51.2	51.2
LOS by Move:	F	C	C	F	D	C	F	F	A	D	D	D
HCM2kAvgQ:	15	3	3	27	4	11	14	160	0	1	30	30

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Heacock Street / Alessandro Boulevard

Cycle (sec): 120 Critical Vol./Cap.(X): 0.876
Loss Time (sec): 16 Average Delay (sec/veh): 108.3
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			Ovl			Ovl			Include		
Min. Green:	10	39	39	10	39	39	10	28	28	10	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	187	402	61	296	530	233	175	2224	182	63	1553	262
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	187	402	61	296	530	233	175	2224	182	63	1553	262
Added Vol:	8	13	0	0	12	0	0	8	8	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	195	415	61	296	542	233	175	2232	190	63	1561	262
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	199	423	62	302	553	238	179	2278	194	64	1593	267
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	199	423	62	302	553	238	179	2278	194	64	1593	267
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	199	423	62	302	553	238	179	2278	194	64	1593	267
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	0.91	0.85	0.95	0.91	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	5187	1615	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.11	0.12	0.04	0.17	0.15	0.15	0.10	0.44	0.12	0.04	0.31	0.17
Crit Moves:		****		****				****		****		
Green/Cycle:	0.11	0.33	0.33	0.13	0.34	0.44	0.10	0.33	0.45	0.08	0.31	0.31
Volume/Cap:	0.96	0.36	0.12	1.32	0.45	0.34	0.98	1.32	0.27	0.43	0.98	0.53
Delay/Veh:	105.1	31.2	28.5	225.0	31.4	22.5	113.7	190	21.1	54.2	58.0	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:	105.1	31.2	28.5	225.0	31.4	22.5	113.7	190	21.1	54.2	58.0	34.9
LOS by Move:	F	C	C	F	C	C	F	F	C	D	E	C
HCM2kAvgQ:	11	6	2	22	8	6	10	57	4	3	27	8

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Heacock Street / Cactus Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 1.140
Loss Time (sec): 16 Average Delay (sec/veh): 120.7
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			Ovl			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 1	0	1 0	1 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	600	573	8	146	732	141	152	2016	1123	21	920	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	600	573	8	146	732	141	152	2016	1123	21	920	130
Added Vol:	8	13	0	12	12	0	0	12	8	0	13	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	608	586	8	158	744	141	152	2028	1131	21	933	143
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	643	619	8	167	786	149	161	2144	1196	22	986	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	643	619	8	167	786	149	161	2144	1196	22	986	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	643	619	8	167	786	149	161	2144	1196	22	986	151
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	0.98	0.98	0.98	1.03	0.88	0.98	1.01	1.01
Lanes:	2.00	1.97	0.03	1.00	1.68	0.32	1.00	2.00	1.00	1.00	1.73	0.27
Final Sat.:	3610	3741	51	1805	3118	591	1865	3925	1668	1865	3336	511
Capacity Analysis Module:												
Vol/Sat:	0.18	0.17	0.17	0.09	0.25	0.25	0.09	0.55	0.72	0.01	0.30	0.30
Crit Moves:	****				****			****		****		
Green/Cycle:	0.14	0.22	0.22	0.12	0.20	0.20	0.12	0.44	0.58	0.08	0.40	0.40
Volume/Cap:	1.25	0.75	0.75	0.75	1.25	1.25	0.73	1.25	1.23	0.14	0.73	0.73
Delay/Veh:	177.8	47.3	47.3	63.8	170	169.8	63.1	150	139.3	51.4	32.1	32.1
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:	177.8	47.3	47.3	63.8	170	169.8	63.1	150	139.3	51.4	32.1	32.1
LOS by Move:	F	D	D	E	F	F	E	F	F	D	C	C
HCM2kAvgQ:	22	13	13	8	31	31	7	67	73	1	21	21

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Heacock Street / John F. Kennedy Drive

Cycle (sec): 120 Critical Vol./Cap.(X): 0.815
Loss Time (sec): 16 Average Delay (sec/veh): 54.2
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	29	29	10	10	10	10	10	10	10	32	32
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	204	556	112	497	1023	78	48	284	293	47	165	301
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	204	556	112	497	1023	78	48	284	293	47	165	301
Added Vol:	4	4	0	16	4	0	0	0	4	0	0	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	208	560	112	513	1027	78	48	284	297	47	165	318
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	222	598	120	548	1097	83	51	303	317	50	176	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	222	598	120	548	1097	83	51	303	317	50	176	340
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	222	598	120	548	1097	83	51	303	317	50	176	340
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	1.00	0.85	0.95	0.86	0.86
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	1900	1615	1805	1626	1626
Capacity Analysis Module:												
Vol/Sat:	0.12	0.17	0.07	0.30	0.30	0.05	0.03	0.16	0.20	0.03	0.11	0.21
Crit Moves:		****		****			****					****
Green/Cycle:	0.15	0.24	0.24	0.28	0.37	0.37	0.08	0.25	0.25	0.10	0.27	0.27
Volume/Cap:	0.83	0.69	0.31	1.10	0.83	0.14	0.34	0.65	0.80	0.27	0.41	0.78
Delay/Veh:	68.2	43.7	37.7	115.4	38.9	25.4	53.2	43.8	53.4	50.3	36.4	46.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.2	43.7	37.7	115.4	38.9	25.4	53.2	43.8	53.4	50.3	36.4	46.9
LOS by Move:	E	D	D	F	D	C	D	D	D	D	D	D
HCM2kAvgQ:	10	12	4	30	21	2	2	11	13	2	6	14

Note: Queue reported is the number of cars per lane.

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                    MORENO VALLEY WALMART TIA (JN 08660)
          General Plan Buildout (Post-2035) With Project Conditions
                           Weekday PM Peak Hour
------------------------------------------------------------------------------
                      Level Of Service Computation Report
          2000 HCM Unsignalized Method (Future Volume Alternative)
******************************************************************************
Intersection #9 Heacock Street / Gentian Avenue
******************************************************************************
Average Delay (sec/veh):      1.7       Worst Case Level Of Service: E[ 39.9]
******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:        0  0  1  0  1    1  0  1  0  0    0  0  0  0  0    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  758    13   120 1418     0     0    0     0     5    0    55
Growth Adj:  1.00 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  758    13   120 1418     0     0    0     0     5    0    55
Added Vol:      0    0     0     8    0     0     0    0     0     0    0     8
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  758    13   128 1418     0     0    0     0     5    0    63
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:     0  824    14   139 1541     0     0    0     0     5    0    68
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0  824    14   139 1541     0     0    0     0     5    0    68
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4  6.5   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   838 xxxx xxxxx  xxxx xxxx xxxxx  2643 2643   824
Potent Cap.: xxxx xxxx xxxxx   805 xxxx xxxxx  xxxx xxxx xxxxx    26   24   376
Move Cap.:   xxxx xxxx xxxxx   805 xxxx xxxxx  xxxx xxxx xxxxx    23   20   376
Volume/Cap:  xxxx xxxx  xxxx  0.17 xxxx  xxxx  xxxx xxxx  xxxx  0.24 0.00  0.18
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.6 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx  10.4 xxxx xxxxx xxxxx 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 xxxx xxxxx  xxxx xxxx xxxxx  xxxx  175 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  1.9 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 39.9 xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    E     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx             39.9
ApproachLOS:         *                *                *                E
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************


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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #10 Webster Avenue / Harley Knox Boulevard

Average Delay (sec/veh): 2.4 Worst Case Level Of Service: F[212.0]

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	1!	0	0		0	0	1!	0	0		0	0	1	0	0		0	1	0	0	0	
Volume Module:																								
Base Vol:	5	0	14		0	0		0	0		0	1650		0	17		1170		0					
Growth Adj:	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:	5	0	14		0	0		0	0		0	1650		0	17		1170		0					
Added Vol:	0	0	12		0	0		0	0		0	12		0	13		13		0					
PasserByVol:	0	0	0		0	0		0	0		0	0		0	0		0		0					
Initial Fut:	5	0	26		0	0		0	0		0	1662		0	30		1183		0					
User Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00		1.00					
PHF Adj:	0.92	0.92	0.92		0.92	0.92		0.92	0.92		0.92	0.92		0.92	0.92		0.92		0.92					
PHF Volume:	5	0	28		0	0		0	0		0	1807		0	33		1286		0					
Reduct Vol:	0	0	0		0	0		0	0		0	0		0	0		0		0					
FinalVolume:	5	0	28		0	0		0	0		0	1807		0	33		1286		0					
Critical Gap Module:																								
Critical Gp:	6.4	6.5	6.2		7.1	6.5		6.2	xxxxx		xxxx	xxxxx		4.1	xxxx		xxxxx							
FollowUpTim:	3.5	4.0	3.3		3.5	4.0		3.3	xxxxx		xxxx	xxxxx		2.2	xxxx		xxxxx							
Capacity Module:																								
Cnflict Vol:	3158	3158	1807		3172	3158		1286	xxxx		xxxx	xxxxx		1807	xxxx		xxxxx							
Potent Cap.:	12	11	99		6	11		203	xxxx		xxxx	xxxxx		345	xxxx		xxxxx							
Move Cap.:	11	10	99		4	10		203	xxxx		xxxx	xxxxx		345	xxxx		xxxxx							
Volume/Cap:	0.49	0.00	0.28		0.00	0.00		0.00	xxxx		xxxx	xxxx		0.09	xxxx		xxxx							
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx		xxxxx	xxxx		xxxx	xxxxx		0.3	xxxx		xxxxx							
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx		xxxxx	xxxxx		xxxx	xxxxx		16.5	xxxx		xxxxx							
LOS by Move:	*	*	*		*	*		*	*		*	*		C	*		*							
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx		44	xxxxx		xxxx		0	xxxxx		xxxx	xxxxx		xxxx	xxxx		xxxxx							
SharedQueue:	xxxxx		3.0	xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	0.3	xxxx		xxxxx						
Shrd ConDel:	xxxxx		212	xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	16.5	xxxx		xxxxx						
Shared LOS:	*		F	*		*	*		*		*	*		*	C	*		*						
ApproachDel:	212.0					xxxxxx					xxxxxx				xxxxxx									
ApproachLOS:	F					*					*				*									

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Indian Street / Cottonwood Avenue

Cycle (sec): 105 Critical Vol./Cap.(X): 0.733
Loss Time (sec): 16 Average Delay (sec/veh): 35.8
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	24	24	10	24	24	10	24	24	10	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0 1	1 0		1 0 1	1 0		1 0 1	0 1		1 0 1	0 1	
Volume Module:												
Base Vol:	103	396	88	66	406	74	75	656	180	64	373	79
Growth Adj:	1.00	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	396	88	66	406	74	75	656	180	64	373	79
Added Vol:	8	8	4	0	8	0	0	0	8	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	404	92	66	414	74	75	656	188	68	373	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	118	431	98	70	441	79	80	699	200	72	398	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	431	98	70	441	79	80	699	200	72	398	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	118	431	98	70	441	79	80	699	200	72	398	84
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.95	0.93	0.93	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	1.63	0.37	1.00	1.70	0.30	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	2858	651	1805	2992	535	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.15	0.15	0.04	0.15	0.15	0.04	0.37	0.12	0.04	0.21	0.05
Crit Moves:	****				****			****		****		
Green/Cycle:	0.10	0.23	0.23	0.10	0.23	0.23	0.15	0.43	0.43	0.10	0.37	0.37
Volume/Cap:	0.69	0.66	0.66	0.41	0.65	0.65	0.29	0.86	0.29	0.42	0.57	0.14
Delay/Veh:	57.2	38.8	38.8	46.3	38.5	38.5	39.9	36.2	19.8	46.4	27.5	22.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.2	38.8	38.8	46.3	38.5	38.5	39.9	36.2	19.8	46.4	27.5	22.1
LOS by Move:	E	D	D	D	D	D	D	D	B	D	C	C
HCM2kAvgQ:	5	9	9	3	9	9	2	23	4	3	11	2

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Indian Street / Alessandro Boulevard

Cycle (sec): 120 Critical Vol./Cap.(X): 0.947
Loss Time (sec): 16 Average Delay (sec/veh): 109.9
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	42	42	10	42	42	10	28	28	10	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	3	0 1	1 0	3	0 1
Volume Module:												
Base Vol:	260	470	190	279	437	103	208	1912	228	120	1545	194
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	470	190	279	437	103	208	1912	228	120	1545	194
Added Vol:	8	25	4	0	25	0	0	0	8	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	268	495	194	279	462	103	208	1912	236	124	1545	194
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	278	513	201	289	479	107	216	1983	245	129	1603	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	278	513	201	289	479	107	216	1983	245	129	1603	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	278	513	201	289	479	107	216	1983	245	129	1603	201
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.92	0.92	0.95	0.91	0.85	0.95	0.91	0.85
Lanes:	1.00	1.44	0.56	1.00	1.64	0.36	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1805	2485	974	1805	2872	640	1805	5187	1615	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.15	0.21	0.21	0.16	0.17	0.17	0.12	0.38	0.15	0.07	0.31	0.12
Crit Moves:		****		****				****		****		
Green/Cycle:	0.13	0.35	0.35	0.13	0.35	0.35	0.11	0.31	0.31	0.08	0.28	0.28
Volume/Cap:	1.20	0.59	0.59	1.25	0.48	0.48	1.10	1.25	0.50	0.86	1.10	0.44
Delay/Veh:	177.4	32.7	32.7	196.4	30.7	30.7	148.0	161	34.9	89.5	100	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:	177.4	32.7	32.7	196.4	30.7	30.7	148.0	161	34.9	89.5	100	36.2
LOS by Move:	F	C	C	F	C	C	F	F	C	F	F	D
HCM2kAvgQ:	19	12	12	20	9	9	14	47	8	7	32	6

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 Indian Street / Cactus Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 1.129
Loss Time (sec): 16 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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	15	15	10	15	15	10	15	15	10	15	15
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	140	570	60	232	711	82	69	2033	137	48	988	178
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	570	60	232	711	82	69	2033	137	48	988	178
Added Vol:	25	47	0	0	45	0	0	0	25	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	165	617	60	232	756	82	69	2033	162	48	988	178
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	179	671	65	252	822	89	75	2210	176	52	1074	193
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	179	671	65	252	822	89	75	2210	176	52	1074	193
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	179	671	65	252	822	89	75	2210	176	52	1074	193
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.99	0.99	0.95	0.99	0.99	0.98	1.02	1.02	0.98	1.01	1.01
Lanes:	1.00	1.82	0.18	1.00	1.80	0.20	1.00	1.85	0.15	1.00	1.69	0.31
Final Sat.:	1805	3418	332	1805	3377	366	1865	3596	287	1865	3250	585
Capacity Analysis Module:												
Vol/Sat:	0.10	0.20	0.20	0.14	0.24	0.24	0.04	0.61	0.61	0.03	0.33	0.33
Crit Moves:		****		****				****		****		
Green/Cycle:	0.08	0.16	0.16	0.12	0.20	0.20	0.12	0.51	0.51	0.08	0.47	0.47
Volume/Cap:	1.24	1.21	1.21	1.21	1.24	1.24	0.34	1.21	1.21	0.34	0.70	0.70
Delay/Veh:	207.7	161	161.0	185.0	167	166.8	49.5	131	130.6	53.2	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:	207.7	161	161.0	185.0	167	166.8	49.5	131	130.6	53.2	26.3	26.3
LOS by Move:	F	F	F	F	F	F	D	F	F	D	C	C
HCM2kAvgQ:	13	24	24	17	30	30	3	71	71	2	22	22

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Indian Street / John F. Kennedy Drive

Cycle (sec): 85 Critical Vol./Cap.(X): 0.589
Loss Time (sec): 16 Average Delay (sec/veh): 28.5
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	27	27	10	27	27	10	24	24	10	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	108	372	84	83	553	34	28	436	161	116	261	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	372	84	83	553	34	28	436	161	116	261	49
Added Vol:	21	72	4	0	70	0	0	0	21	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	444	88	83	623	34	28	436	182	120	261	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	140	483	96	90	677	37	30	474	198	130	284	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	483	96	90	677	37	30	474	198	130	284	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	483	96	90	677	37	30	474	198	130	284	53
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	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	1.67	0.33	1.00	1.90	0.10	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	2938	582	1805	3396	185	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.16	0.16	0.05	0.20	0.20	0.02	0.13	0.12	0.07	0.08	0.03
Crit Moves:	****				****			****		****		
Green/Cycle:	0.11	0.31	0.31	0.11	0.31	0.31	0.11	0.28	0.28	0.11	0.28	0.28
Volume/Cap:	0.68	0.53	0.53	0.43	0.64	0.64	0.15	0.48	0.44	0.63	0.28	0.12
Delay/Veh:	45.5	25.3	25.3	37.3	27.1	27.1	35.0	26.6	26.7	42.8	24.9	23.7
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:	45.5	25.3	25.3	37.3	27.1	27.1	35.0	26.6	26.7	42.8	24.9	23.7
LOS by Move:	D	C	C	D	C	C	C	C	C	D	C	C
HCM2kAvgQ:	5	7	7	3	10	10	1	6	5	4	3	1

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #15 Indian Street / Gentian Avenue

Average Delay (sec/veh): 19.0 Worst Case Level Of Service: F[148.5]

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:	0	0	1!	0 0	0	0	1!	0 0	0	1	0	0 1	0	0	1!	0 0
Volume Module:																
Base Vol:	38	482	10		10	565	75		47	10	79		10	10	10	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	38	482	10		10	565	75		47	10	79		10	10	10	
Added Vol:	0	0	0		95	0	0		0	12	0		0	13	97	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	38	482	10		105	565	75		47	22	79		10	23	107	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92	
PHF Volume:	41	524	11		114	614	82		51	24	86		11	25	116	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	41	524	11		114	614	82		51	24	86		11	25	116	
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:	696	xxxx	xxxxx		535	xxxx	xxxxx		1566	1501	655		1550	1536	529	
Potent Cap.:	910	xxxx	xxxxx		1043	xxxx	xxxxx		91	123	470		94	117	553	
Move Cap.:	910	xxxx	xxxxx		1043	xxxx	xxxxx		51	104	470		56	99	553	
Volume/Cap:	0.05	xxxx	xxxx		0.11	xxxx	xxxx		1.00	0.23	0.18		0.20	0.25	0.21	
Level Of Service Module:																
2Way95thQ:	0.1	xxxx	xxxxx		0.4	xxxx	xxxxx		xxxx	xxxx	0.7		xxxx	xxxx	xxxxx	
Control Del:	9.1	xxxx	xxxxx		8.9	xxxx	xxxxx		xxxxx	xxxx	14.4		xxxxx	xxxx	xxxxx	
LOS by Move:	A	*	*		A	*	*		*	*	B		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		61	xxxx	xxxxx		xxxx	231	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		6.2	xxxx	xxxxx		xxxxx	4.1	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		302.1	xxxx	xxxxx		xxxxx	46.4	xxxxx	
Shared LOS:	*	*	*		*	*	*		F	*	*		*	E	*	
ApproachDel:	xxxxxx				xxxxxx				148.5				46.4			
ApproachLOS:	*				*				F				E			

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 Indian Street / Santiago Drive

Cycle (sec): 120 Critical Vol./Cap.(X): 0.409
Loss Time (sec): 12 Average Delay (sec/veh): 12.3
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				Protected				Split Phase				Split Phase			
Rights:		Ovl				Include				Include				Ovl		
Min. Green:	0	21	21		10	10	0		0	0	0		25	0	25	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0 1	0	1	1	0 2	0	0	0	0 0	0	0	1	0 0	0	1
Volume Module:																
Base Vol:	0	578	10		10	469	0		0	0	0		10	0	10	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	578	10		10	469	0		0	0	0		10	0	10	
Added Vol:	0	0	41		0	0	0		0	0	0		42	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	578	51		10	469	0		0	0	0		52	0	10	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92	
PHF Volume:	0	628	55		11	510	0		0	0	0		57	0	11	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	628	55		11	510	0		0	0	0		57	0	11	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	628	55		11	510	0		0	0	0		57	0	11	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	0.85		0.95	0.95	1.00		1.00	1.00	1.00		0.95	1.00	0.85	
Lanes:	0.00	1.00	1.00		1.00	2.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	0	1900	1615		1805	3610	0		0	0	0		1805	0	1615	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.33	0.03		0.01	0.14	0.00		0.00	0.00	0.00		0.03	0.00	0.01	
Crit Moves:		****			****								****			
Green/Cycle:	0.00	0.61	0.82		0.08	0.69	0.00		0.00	0.00	0.00		0.21	0.00	0.29	
Volume/Cap:	0.00	0.54	0.04		0.07	0.20	0.00		0.00	0.00	0.00		0.15	0.00	0.02	
Delay/Veh:	0.0	14.3	2.1		50.9	6.7	0.0		0.0	0.0	0.0		39.0	0.0	30.3	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	14.3	2.1		50.9	6.7	0.0		0.0	0.0	0.0		39.0	0.0	30.3	
LOS by Move:	A	B	A		D	A	A		A	A	A		D	A	C	
HCM2kAvgQ:	0	13	0		0	3	0		0	0	0		2	0	0	

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Indian Street / Iris Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 1.149
Loss Time (sec): 16 Average Delay (sec/veh): 98.6
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	28	28	10	10	10	10	10	10	10	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	1 0	1	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	91	397	77	345	276	57	34	604	140	121	395	282
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	397	77	345	276	57	34	604	140	121	395	282
Added Vol:	0	33	0	0	34	4	4	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	430	77	345	310	61	38	604	140	121	395	282
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	97	458	82	368	330	65	41	644	149	129	421	301
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	458	82	368	330	65	41	644	149	129	421	301
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	97	458	82	368	330	65	41	644	149	129	421	301
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.98	0.95	1.00	0.85	0.95	0.97	0.97	0.95	1.00	0.85
Lanes:	1.00	0.85	0.15	1.00	1.00	1.00	1.00	0.81	0.19	1.00	1.00	1.00
Final Sat.:	1805	1574	282	1805	1900	1615	1805	1499	348	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.29	0.29	0.20	0.17	0.04	0.02	0.43	0.43	0.07	0.22	0.19
Crit Moves:		****		****				****		****		
Green/Cycle:	0.14	0.25	0.25	0.17	0.28	0.28	0.12	0.36	0.36	0.08	0.33	0.33
Volume/Cap:	0.40	1.18	1.18	1.18	0.61	0.14	0.18	1.18	1.18	0.86	0.68	0.57
Delay/Veh:	48.4	147	146.8	158.8	39.4	32.2	47.7	134	134.1	90.0	38.2	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:	48.4	147	146.8	158.8	39.4	32.2	47.7	134	134.1	90.0	38.2	35.1
LOS by Move:	D	F	F	F	D	C	D	F	F	F	D	D
HCM2kAvgQ:	4	33	33	23	11	2	1	47	47	7	14	10

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #18 Indian Street / Krameria Avenue

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:	0	0	1!	0 0	1	0	0	1 0	0	0	1!	0 0	0	1	0	1 0
Volume Module:																
Base Vol:	259	543	184		183	493	52		105	179	467		200	59	78	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	259	543	184		183	493	52		105	179	467		200	59	78	
Added Vol:	0	29	0		4	30	0		0	0	0		0	0	4	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	259	572	184		187	523	52		105	179	467		200	59	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:	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92	
PHF Volume:	282	622	200		203	568	57		114	195	508		217	64	89	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	282	622	200		203	568	57		114	195	508		217	64	89	
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:	625	xxxx	xxxxx		822	xxxx	xxxxx		2365	2388	597		2639	2316	722	
Potent Cap.:	966	xxxx	xxxxx		816	xxxx	xxxxx		25	34	507		16	38	430	
Move Cap.:	966	xxxx	xxxxx		816	xxxx	xxxxx		0	17	507		0	19	430	
Volume/Cap:	0.29	xxxx	xxxx		0.25	xxxx	xxxx		xxxx	11.49	1.00		xxxx	3.41	0.21	
Level Of Service Module:																
2Way95thQ:	1.2	xxxx	xxxxx		1.0	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	10.3	xxxx	xxxxx		10.9	xxxx	xxxxx		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	0	xxxxx		0	xxxx	42	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	17.2	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	1374	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	F	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx			
ApproachLOS:	*				*				F				F			

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #19 Indian Street / San Michele Road

Cycle (sec):	0	Critical Vol./Cap.(X):	4.912
Loss Time (sec):	0	Average Delay (sec/veh):	1137.6
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 1 0 1 0			0 0 1! 0			0 0 1! 0		
Volume Module:												
Base Vol:	407	773	177	432	865	93	87	721	1042	262	231	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	407	773	177	432	865	93	87	721	1042	262	231	230
Added Vol:	0	21	0	4	21	0	0	0	0	0	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	407	794	177	436	886	93	87	721	1042	262	231	234
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	442	863	192	474	963	101	95	784	1133	285	251	254
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	442	863	192	474	963	101	95	784	1133	285	251	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:	442	863	192	474	963	101	95	784	1133	285	251	254
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.29	0.58	0.13	0.62	1.25	0.13	0.05	0.39	0.56	0.36	0.32	0.32
Final Sat.:	116	225	50	232	485	52	19	160	231	144	127	129
Capacity Analysis Module:												
Vol/Sat:	3.83	3.83	3.83	2.04	1.98	1.96	4.91	4.91	4.91	1.98	1.98	1.98
Crit Moves:	****			****				****		****		
Delay/Veh:	1298	1298	1298	500.5	473	461.5	1783	1783	1783	468.7	469	468.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1298	1298	1298	500.5	473	461.5	1783	1783	1783	468.7	469	468.7
LOS by Move:	F	F	F	F	F	F	F	F	F	F	F	F
ApproachDel:	1298.0			481.0			1783.3			468.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	1298.0			481.0			1783.3			468.7		
LOS by Appr:	F			F			F			F		
AllWayAvgQ:	140	140	139.7	51.0	49.0	49.0	201	201	201.4	50.7	50.7	50.7

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #20 Indian Street / Nandina Street

Cycle (sec):	0	Critical Vol./Cap.(X):	3.157
Loss Time (sec):	0	Average Delay (sec/veh):	769.3
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 1	1 0	1		0 1	0 1	0		1 0	1 0	1		1 0	1! 0	0	
Volume Module:																
Base Vol:	473	1119	351		117	1599	142		79	172	877		403	65	12	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	473	1119	351		117	1599	142		79	172	877		403	65	12	
Added Vol:	0	21	0		0	21	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	473	1140	351		117	1620	142		79	172	877		403	65	12	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.93	0.93	0.93		0.93	0.93	0.93		0.93	0.93	0.93		0.93	0.93	0.93	
PHF Volume:	509	1226	377		126	1742	153		85	185	943		433	70	13	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	509	1226	377		126	1742	153		85	185	943		433	70	13	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	509	1226	377		126	1742	153		85	185	943		433	70	13	
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:	0.59	1.41	1.00		0.12	1.73	0.15		1.00	1.00	1.00		1.68	0.27	0.05	
Final Sat.:	173	423	320		41	571	50		272	282	299		822	-221	15	
Capacity Analysis Module:																
Vol/Sat:	2.95	2.90	1.18		3.07	3.05	3.03		0.31	0.66	3.16		0.53	-0.32	0.85	
Crit Moves:	****				****						****				****	
Delay/Veh:	909.9	887	141.4		962.7	952	941.2		21.9	36.8	1003		54.4	56.0	56.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	909.9	887	141.4		962.7	952	941.2		21.9	36.8	1003		54.4	56.0	56.0	
LOS by Move:	F	F	F		F	F	F		C	E	F		F	F	F	
ApproachDel:	759.3				952.0				786.8				53.8			
Delay Adj:	1.00				1.00				1.00				1.00			
ApprAdjDel:	759.3				952.0				786.8				53.8			
LOS by Appr:	F				F				F				F			
AllWayAvgQ:	73.1	72.2	11.3		86.6	86.0	86.0		0.4	1.7	82.0		3.5	3.5	3.5	

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Indian Street / Harley Knox Boulevard

Cycle (sec): 120 Critical Vol./Cap.(X): 1.854
Loss Time (sec): 16 Average Delay (sec/veh): 400.3
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:	10	39	39	10	39	39	10	34	34	10	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	1 0	1 1	0	1 0	1 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	285	1086	172	633	1375	865	454	1333	199	126	907	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:	285	1086	172	633	1375	865	454	1333	199	126	907	366
Added Vol:	0	4	0	0	4	17	16	8	0	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	285	1090	172	633	1379	882	470	1341	199	126	916	366
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	308	1177	186	684	1489	952	508	1448	215	136	989	395
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	308	1177	186	684	1489	952	508	1448	215	136	989	395
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	308	1177	186	684	1489	952	508	1448	215	136	989	395
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.95	0.89	0.89	0.95	1.00	0.85	0.92	0.91	0.91
Lanes:	2.00	2.00	1.00	1.00	1.22	0.78	1.00	1.00	1.00	2.00	1.43	0.57
Final Sat.:	3502	3610	1615	1805	2074	1327	1805	1900	1615	3502	2468	986
Capacity Analysis Module:												
Vol/Sat:	0.09	0.33	0.12	0.38	0.72	0.72	0.28	0.76	0.13	0.04	0.40	0.40
Crit Moves:	****				****			****		****		
Green/Cycle:	0.08	0.20	0.20	0.23	0.34	0.34	0.18	0.36	0.36	0.08	0.26	0.26
Volume/Cap:	1.05	1.67	0.59	1.67	2.11	2.11	1.54	2.11	0.37	0.47	1.54	1.54
Delay/Veh:	122.8	354	46.7	356.9	544	544.1	305.2	545	28.7	53.6	291	291.4
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:	122.8	354	46.7	356.9	544	544.1	305.2	545	28.7	53.6	291	291.4
LOS by Move:	F	F	D	F	F	F	F	F	C	D	F	F
HCM2kAvgQ:	10	54	7	59	129	129	42	146	6	3	59	59

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #22 Driveway 1 / Gentian Avenue

Average Delay (sec/veh): 3.7 Worst Case Level Of Service: C[15.6]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 1	0	1 0	1 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	279	0	0	169	0
Growth Adj:	1.00	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	279	0	0	169	0
Added Vol:	93	0	68	0	0	0	0	41	70	45	21	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	93	0	68	0	0	0	0	320	70	45	190	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	101	0	74	0	0	0	0	348	76	49	207	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	101	0	74	0	0	0	0	348	76	49	207	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	690	690	212	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	424	xxxx	xxxxx
Potent Cap.:	414	371	833	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1146	xxxx	xxxxx
Move Cap.:	400	355	833	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1146	xxxx	xxxxx
Volume/Cap:	0.25	0.00	0.09	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	513	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	15.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*
ApproachDel:	15.6			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	C			*			*			*		

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #23 Driveway 2 / Santiago Drive

Average Delay (sec/veh): 3.7 Worst Case Level Of Service: C[15.3]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	0	0	0	1!	0	0	1	0	1	0	0	0	0	0	1	0
Volume Module:																				
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	202	0	0	0	0	204	0		
Growth Adj:	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	202	0	0	0	0	204	0		
Added Vol:	0	0	0	110	0	42	41	0	0	0	0	0	115							
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0							
Initial Fut:	0	0	0	110	0	42	41	202	0	0	0	204	115							
User Adj:	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92							
PHF Volume:	0	0	0	120	0	46	45	220	0	0	0	222	125							
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0							
FinalVolume:	0	0	0	120	0	46	45	220	0	0	0	222	125							
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	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	593	593	284	347	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Potent Cap.:	xxxx	xxxx	xxxxx	472	421	760	1223	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Move Cap.:	xxxx	xxxx	xxxxx	459	406	760	1223	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Volume/Cap:	xxxx	xxxx	xxxx	0.26	0.00	0.06	0.04	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	515	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	1.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	15.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	*	*	*	*	C	*	*	*	*	*	*	*								
ApproachDel:	xxxxxx				15.3		xxxxxx				xxxxxx									
ApproachLOS:	*				C		*				*									

Note: Queue reported is the number of cars per lane.

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Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	0	908	833	0	1289	128
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5		4.5	
Lane Util. Factor		0.95	0.95		0.97	
Frpb, ped/bikes		1.00	1.00		1.00	
Flpb, ped/bikes		1.00	1.00		1.00	
Frt		1.00	1.00		0.99	
Flt Protected		1.00	1.00		0.96	
Satd. Flow (prot)		3574	3574		3437	
Flt Permitted		1.00	1.00		0.96	
Satd. Flow (perm)		3574	3574		3437	
Peak-hour factor, PHF	0.81	0.81	0.81	0.81	0.81	0.81
Adj. Flow (vph)	0	1121	1028	0	1591	158
RTOR Reduction (vph)	0	0	0	0	8	0
Lane Group Flow (vph)	0	1121	1028	0	1741	0
Confl. Peds. (#/hr)						5
Heavy Vehicles (%)	0%	1%	1%	0%	1%	0%
Turn Type		NA	NA		NA	
Protected Phases		2	6		4	
Permitted Phases						
Actuated Green, G (s)		45.5	45.5		35.5	
Effective Green, g (s)		45.5	45.5		35.5	
Actuated g/C Ratio		0.51	0.51		0.39	
Clearance Time (s)		4.5	4.5		4.5	
Vehicle Extension (s)		2.0	2.0		2.0	
Lane Grp Cap (vph)		1806	1806		1355	
v/s Ratio Prot		c0.31	0.29		c0.51	
v/s Ratio Perm						
v/c Ratio		0.62	0.57		1.28	
Uniform Delay, d1		16.0	15.4		27.2	
Progression Factor		1.00	1.00		1.00	
Incremental Delay, d2		1.6	1.3		133.8	
Delay (s)		17.6	16.8		161.0	
Level of Service		B	B		F	
Approach Delay (s)		17.6	16.8		161.0	
Approach LOS		B	B		F	

Intersection Summary			
HCM 2000 Control Delay	81.7	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	73.4%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	305	1	243	695	2176	0	0	1738	428
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	8	16	8	12	12	12	12	12	12
Total Lost time (s)					4.5		4.5	4.5			3.5	3.5
Lane Util. Factor					1.00		0.97	0.95			0.91	1.00
Frpb, ped/bikes					0.99		1.00	1.00			1.00	0.98
Flpb, ped/bikes					1.00		1.00	1.00			1.00	1.00
Frt					0.94		1.00	1.00			1.00	0.85
Flt Protected					0.97		0.95	1.00			1.00	1.00
Satd. Flow (prot)					1894		3467	3610			5136	1568
Flt Permitted					0.97		0.95	1.00			1.00	1.00
Satd. Flow (perm)					1894		3467	3610			5136	1568
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	0	0	314	1	251	716	2243	0	0	1792	441
RTOR Reduction (vph)	0	0	0	0	5	0	0	0	0	0	0	229
Lane Group Flow (vph)	0	0	0	0	561	0	716	2243	0	0	1792	212
Confl. Peds. (#/hr)						5						5
Heavy Vehicles (%)	0%	0%	0%	1%	0%	6%	1%	0%	0%	0%	1%	1%
Turn Type				Split	NA		Prot	NA			NA	Perm
Protected Phases				8	8		5	2			6	
Permitted Phases												6
Actuated Green, G (s)					35.0		25.1	71.0			42.4	42.4
Effective Green, g (s)					35.0		25.1	71.0			42.4	42.4
Actuated g/C Ratio					0.30		0.22	0.62			0.37	0.37
Clearance Time (s)					4.5		4.5	4.5			3.5	3.5
Vehicle Extension (s)					2.0		2.0	2.0			2.0	2.0
Lane Grp Cap (vph)					576		756	2228			1893	578
v/s Ratio Prot					c0.30		0.21	c0.62			0.35	
v/s Ratio Perm												0.14
v/c Ratio					0.97		0.95	1.01			0.95	0.37
Uniform Delay, d1					39.6		44.3	22.0			35.2	26.5
Progression Factor					1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2					30.7		20.5	20.7			11.4	1.8
Delay (s)					70.2		64.7	42.7			46.6	28.3
Level of Service					E		E	D			D	C
Approach Delay (s)		0.0			70.2			48.0			43.0	
Approach LOS		A			E			D			D	

Intersection Summary			
HCM 2000 Control Delay	48.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.03		
Actuated Cycle Length (s)	115.0	Sum of lost time (s)	12.5
Intersection Capacity Utilization	99.7%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	769	917	510	96	233	687	305	1415	134	634	1114	295
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.0	5.0	4.0	5.0		4.0	5.0		4.0	5.0	4.0
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95		1.00	0.91		0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	0.99		1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.89		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3502	3574	1567	1805	3124		1770	5064		3433	3574	1596
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3502	3574	1567	1805	3124		1770	5064		3433	3574	1596
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	785	936	520	98	238	701	311	1444	137	647	1137	301
RTOR Reduction (vph)	0	0	323	0	245	0	0	8	0	0	0	126
Lane Group Flow (vph)	785	936	197	98	694	0	311	1573	0	647	1137	175
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	0%	1%	1%	0%	2%	1%	2%	1%	0%	2%	1%	0%
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA		Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2		1	6	7
Permitted Phases			4									6
Actuated Green, G (s)	26.0	48.1	48.1	12.9	35.0		25.8	35.0		26.0	35.2	61.2
Effective Green, g (s)	26.0	48.1	48.1	12.9	35.0		25.8	35.0		26.0	35.2	61.2
Actuated g/C Ratio	0.19	0.34	0.34	0.09	0.25		0.18	0.25		0.19	0.25	0.44
Clearance Time (s)	4.0	5.0	5.0	4.0	5.0		4.0	5.0		4.0	5.0	4.0
Vehicle Extension (s)	3.0	4.0	4.0	3.0	3.0		3.0	4.0		3.0	4.0	3.0
Lane Grp Cap (vph)	650	1227	538	166	781		326	1266		637	898	697
v/s Ratio Prot	c0.22	0.26		0.05	c0.22		0.18	0.31		c0.19	c0.32	0.05
v/s Ratio Perm			0.13									0.06
v/c Ratio	1.21	0.76	0.37	0.59	1.10dr		0.95	1.24		1.02	1.27	0.25
Uniform Delay, d1	57.0	40.9	34.5	61.0	50.6		56.5	52.5		57.0	52.4	24.9
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	107.5	3.0	0.6	5.5	12.0		37.5	115.9		39.6	128.6	0.2
Delay (s)	164.5	43.9	35.1	66.5	62.6		94.0	168.4		96.6	181.0	25.1
Level of Service	F	D	D	E	E		F	F		F	F	C
Approach Delay (s)		84.1			63.0			156.2			132.3	
Approach LOS		F			E			F			F	

Intersection Summary			
HCM 2000 Control Delay	113.7	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.09		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	114.4%	ICU Level of Service	H
Analysis Period (min)	15		

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	406	1126	153	29	952	34	64	27	32	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	432	1198	163	31	1013	36	68	29	34	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		456										
pX, platoon unblocked				0.79			0.79	0.79	0.79	0.79	0.79	
vC, conflicting volume	1049			1361			2711	3254	680	2604	3317	524
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1049			916			2633	3322	52	2496	3403	524
tC, single (s)	4.1			4.1			7.5	6.6	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	36			95			0	0	96	0	100	100
cM capacity (veh/h)	671			592			4	2	796	0	2	503

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1
Volume Total	432	799	562	31	675	374	131
Volume Left	432	0	0	31	0	0	68
Volume Right	0	0	163	0	0	36	34
cSH	671	1700	1700	592	1700	1700	4
Volume to Capacity	0.64	0.47	0.33	0.05	0.40	0.22	29.72
Queue Length 95th (ft)	117	0	0	4	0	0	Err
Control Delay (s)	19.5	0.0	0.0	11.4	0.0	0.0	Err
Lane LOS	C			B			F
Approach Delay (s)	4.7			0.3			Err
Approach LOS							F

Intersection Summary			
Average Delay	438.6		
Intersection Capacity Utilization	66.8%	ICU Level of Service	C
Analysis Period (min)	15		

MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #28 Perris Boulevard / Eucalyptus Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.925
Loss Time (sec): 16 Average Delay (sec/veh): 63.7
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	28	28	10	28	28	10	33	33	10	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	154	1303	81	220	1333	236	195	442	214	165	356	231
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	154	1303	81	220	1333	236	195	442	214	165	356	231
Added Vol:	0	17	4	0	16	0	0	0	0	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	154	1320	85	220	1349	236	195	442	214	169	356	231
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	158	1351	87	225	1381	242	200	452	219	173	364	236
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	1351	87	225	1381	242	200	452	219	173	364	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:	158	1351	87	225	1381	242	200	452	219	173	364	236
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	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.37	0.05	0.12	0.38	0.15	0.11	0.24	0.14	0.10	0.19	0.15
Crit Moves:		****		****			****				****	
Green/Cycle:	0.09	0.36	0.36	0.12	0.39	0.39	0.11	0.28	0.28	0.10	0.28	0.28
Volume/Cap:	0.97	1.03	0.15	1.03	0.97	0.38	1.03	0.84	0.48	0.97	0.70	0.53
Delay/Veh:	115.9	71.2	25.8	121.7	52.8	26.3	126.4	51.7	36.4	112.2	43.1	38.2
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:	115.9	71.2	25.8	121.7	52.8	26.3	126.4	51.7	36.4	112.2	43.1	38.2
LOS by Move:	F	E	C	F	D	C	F	D	D	F	D	D
HCM2kAvgQ:	9	35	2	13	32	6	12	18	7	10	13	8

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #29 Perris Boulevard / Cottonwood Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.958
Loss Time (sec): 16 Average Delay (sec/veh): 79.6
Optimal Cycle: OPTIMIZED Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	28	28	10	28	28	10	33	33	10	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	236	1000	130	321	1358	207	233	507	270	158	321	261
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	236	1000	130	321	1358	207	233	507	270	158	321	261
Added Vol:	4	25	8	0	25	0	0	0	4	8	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	240	1025	138	321	1383	207	233	507	274	166	321	261
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	245	1045	141	327	1410	211	238	517	279	169	327	266
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	245	1045	141	327	1410	211	238	517	279	169	327	266
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	245	1045	141	327	1410	211	238	517	279	169	327	266
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.14	0.29	0.09	0.18	0.39	0.13	0.13	0.27	0.17	0.09	0.17	0.16
Crit Moves:	****				****		****				****	
Green/Cycle:	0.12	0.29	0.29	0.18	0.35	0.35	0.12	0.29	0.29	0.10	0.28	0.28
Volume/Cap:	1.11	0.99	0.30	0.99	1.11	0.37	1.11	0.93	0.59	0.94	0.63	0.60
Delay/Veh:	146.5	68.8	33.4	97.1	101	29.5	147.6	63.0	38.2	102.6	40.5	40.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	146.5	68.8	33.4	97.1	101	29.5	147.6	63.0	38.2	102.6	40.5	40.0
LOS by Move:	F	E	C	F	F	C	F	E	D	F	D	D
HCM2kAvgQ:	15	26	4	17	40	6	15	23	9	10	11	9

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #30 Perris Boulevard / Alessandro Boulevard

Cycle (sec): 120 Critical Vol./Cap.(X): 1.507
Loss Time (sec): 16 Average Delay (sec/veh): 170.2
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	19	19	10	19	19	10	15	15	10	15	15
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0 2	0 1		1 0 2	0 1		1 0 2	0 1		1 0 3	0 1	
Volume Module:												
Base Vol:	532	768	346	285	1086	257	330	1685	446	363	1149	234
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	532	768	346	285	1086	257	330	1685	446	363	1149	234
Added Vol:	4	38	4	0	37	0	0	0	4	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	536	806	350	285	1123	257	330	1685	450	367	1149	234
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	576	866	376	306	1206	276	354	1810	483	394	1234	251
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	576	866	376	306	1206	276	354	1810	483	394	1234	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:	576	866	376	306	1206	276	354	1810	483	394	1234	251
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.03	0.85	0.95	1.03	0.85	0.95	1.03	0.85	0.95	1.03	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	1805	3925	1615	1805	3925	1615	1805	3925	1615	1805	5888	1615
Capacity Analysis Module:												
Vol/Sat:	0.32	0.22	0.23	0.17	0.31	0.17	0.20	0.46	0.30	0.22	0.21	0.16
Crit Moves:	****				****			****		****		
Green/Cycle:	0.21	0.24	0.24	0.18	0.20	0.20	0.22	0.31	0.31	0.14	0.23	0.23
Volume/Cap:	1.51	0.92	0.97	0.97	1.51	0.84	0.90	1.51	0.98	1.51	0.90	0.67
Delay/Veh:	288.5	57.9	82.3	91.0	282	62.8	68.6	274	75.9	298.2	53.1	46.4
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:	288.5	57.9	82.3	91.0	282	62.8	68.6	274	75.9	298.2	53.1	46.4
LOS by Move:	F	E	F	F	F	E	E	F	E	F	D	D
HCM2kAvgQ:	46	20	19	16	48	13	16	71	23	32	18	10

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #31 Perris Boulevard / Cactus Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 1.410
Loss Time (sec): 16 Average Delay (sec/veh): 165.3
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:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	293	1190	229	248	1671	260	350	1270	499	160	712	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	293	1190	229	248	1671	260	350	1270	499	160	712	190
Added Vol:	0	51	4	0	49	0	0	0	0	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	293	1241	233	248	1720	260	350	1270	499	164	712	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	307	1301	244	260	1803	273	367	1331	523	172	746	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	307	1301	244	260	1803	273	367	1331	523	172	746	199
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	307	1301	244	260	1803	273	367	1331	523	172	746	199
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.01	0.98	0.95	1.03	0.85	0.95	0.99	0.96	0.95	1.00	0.97
Lanes:	1.00	2.51	0.49	1.00	2.00	1.00	1.00	1.42	0.58	1.00	1.57	0.43
Final Sat.:	1805	4813	904	1805	3925	1615	1805	2675	1051	1805	2979	795
Capacity Analysis Module:												
Vol/Sat:	0.17	0.27	0.27	0.14	0.46	0.17	0.20	0.50	0.50	0.10	0.25	0.25
Crit Moves:	****				****			****		****		
Green/Cycle:	0.12	0.29	0.29	0.15	0.32	0.32	0.19	0.35	0.35	0.08	0.24	0.24
Volume/Cap:	1.44	0.95	0.95	0.95	1.44	0.53	1.06	1.44	1.44	1.14	1.06	1.06
Delay/Veh:	275.0	54.0	54.0	90.4	243	34.5	112.7	241	241.2	171.9	92.2	92.2
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:	275.0	54.0	54.0	90.4	243	34.5	112.7	241	241.2	171.9	92.2	92.2
LOS by Move:	F	D	D	F	F	C	F	F	F	F	F	F
HCM2kAvgQ:	25	24	23	14	67	10	20	70	68	12	25	25

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 Perris Boulevard / John F. Kennedy Drive

Cycle (sec): 120 Critical Vol./Cap.(X): 1.109
Loss Time (sec): 16 Average Delay (sec/veh): 77.3
Optimal Cycle: OPTIMIZED Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T	- R		L - T	- R		L - T	- R		L - T	- R	
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	15	15	10	15	15	10	16	16	10	16	16
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	325	1519	221	225	1957	108	145	419	276	301	275	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	325	1519	221	225	1957	108	145	419	276	301	275	140
Added Vol:	0	63	55	0	62	0	0	0	0	53	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	325	1582	276	225	2019	108	145	419	276	354	275	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	342	1667	291	237	2128	114	153	442	291	373	290	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	342	1667	291	237	2128	114	153	442	291	373	290	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	342	1667	291	237	2128	114	153	442	291	373	290	148
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.01	0.98	0.95	1.02	0.99	0.95	1.03	0.85	0.95	1.03	0.85
Lanes:	1.00	2.54	0.46	1.00	2.84	0.16	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	4879	851	1805	5535	296	1805	3925	1615	1805	3925	1615
Capacity Analysis Module:												
Vol/Sat:	0.19	0.34	0.34	0.13	0.38	0.38	0.08	0.11	0.18	0.21	0.07	0.09
Crit Moves:	****				****				****	****		
Green/Cycle:	0.17	0.37	0.37	0.14	0.35	0.35	0.14	0.16	0.16	0.19	0.21	0.21
Volume/Cap:	1.11	0.91	0.91	0.91	1.11	1.11	0.62	0.69	1.11	1.11	0.35	0.43
Delay/Veh:	133.4	42.2	42.2	84.4	95.9	95.9	54.0	50.7	138.1	130.4	40.3	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:	133.4	42.2	42.2	84.4	95.9	95.9	54.0	50.7	138.1	130.4	40.3	41.7
LOS by Move:	F	D	D	F	F	F	D	D	F	F	D	D
HCM2kAvgQ:	20	28	27	12	40	39	6	9	18	22	5	5

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #33 Perris Boulevard / Gentian Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 1.448
Loss Time (sec): 12 Average Delay (sec/veh): 63.7
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			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	10	19	19	30	30	30	30	30	30
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	65	1889	257	286	2146	77	103	77	99	85	27	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	1889	257	286	2146	77	103	77	99	85	27	188
Added Vol:	42	80	0	0	99	21	42	4	62	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	107	1969	257	286	2245	98	145	81	161	85	31	188
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	116	2140	279	311	2440	107	158	88	175	92	34	204
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	2140	279	311	2440	107	158	88	175	92	34	204
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	116	2140	279	311	2440	107	158	88	175	92	34	204
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.08	0.89	0.89	0.95	0.90	0.90	0.61	0.61	0.61	0.68	0.68	0.68
Lanes:	1.00	2.65	0.35	1.00	2.87	0.13	0.37	0.21	0.42	0.28	0.10	0.62
Final Sat.:	158	4510	589	1805	4940	216	433	242	481	361	132	798
Capacity Analysis Module:												
Vol/Sat:	0.74	0.47	0.47	0.17	0.49	0.49	0.36	0.36	0.36	0.26	0.26	0.26
Crit Moves:	****			****				****				
Green/Cycle:	0.48	0.48	0.48	0.10	0.58	0.58	0.30	0.30	0.30	0.30	0.30	0.30
Volume/Cap:	1.54	0.99	0.99	1.72	0.85	0.85	1.21	1.21	1.21	0.85	0.85	0.85
Delay/Veh:	322.8	41.3	41.3	392.3	20.0	20.0	154.9	155	154.9	49.5	49.5	49.5
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:	322.8	41.3	41.3	392.3	20.0	20.0	154.9	155	154.9	49.5	49.5	49.5
LOS by Move:	F	D	D	F	B	B	F	F	F	D	D	D
HCM2kAvgQ:	10	34	34	27	26	26	25	25	25	12	12	12

Note: Queue reported is the number of cars per lane.

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-------------------------------------------------------------------------------
                    MORENO VALLEY WALMART TIA (JN 08660)
          General Plan Buildout (Post-2035) With Project Conditions
                           Weekday PM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
          2000 HCM Unsignalized Method (Future Volume Alternative)
*******************************************************************************
Intersection #34 Perris Boulevard / Driveway 3
*******************************************************************************
Average Delay (sec/veh):      0.5       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:        0  0  3  0  0    0  0  2  1  0    0  0  0  0  1    0  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 2211     0     0 2330     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 2211     0     0 2330     0     0    0     0     0    0     0
Added Vol:      0  122     0     0   62    99     0    0    89     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0 2333     0     0 2392    99     0    0    89     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:     0 2536     0     0 2600   108     0    0    97     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0 2536     0     0 2600   108     0    0    97     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   6.9 xxxxx xxxx   6.9
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   3.3 xxxxx xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   920  xxxx xxxx   845
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   277  xxxx xxxx   310
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   277  xxxx xxxx   310
Volume/Cap:  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  0.35  xxxx xxxx  0.00
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   1.5  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx  24.8 xxxxx xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     *    *     C     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx             24.8           xxxxxx
ApproachLOS:         *                *                C                *
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************


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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #35 Perris Boulevard / Driveway 4

Average Delay (sec/veh): 0.4 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:	0	0	2	0	0	0	0	2	1	0	0	0	0	0	1	0	0	1	0	0
Volume Module:																				
Base Vol:	0	2211		0		0	2330		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	2211		0		0	2330		0		0		0		0	0		0		0
Added Vol:	0	122		0		0	110		41		0		0		21	0		0		0
PasserByVol:	0	0		0		0	-55		55		0		0		55	0		0		0
Initial Fut:	0	2333		0		0	2385		96		0		0		76	0		0		0
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	0.92	0.92		0.92		0.92	0.92		0.92		0.92		0.92		0.92	0.92		0.92		0.92
PHF Volume:	0	2536		0		0	2592		104		0		0		83	0		0		0
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
FinalVolume:	0	2536		0		0	2592		104		0		0		83	0		0		0
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		xxxx		6.9	xxxxx		6.5		xxxxx
FollowUpTim:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		xxxx		3.3	xxxxx		4.0		xxxxx
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx		xxxx		916	xxxx		5233		xxxxx
Potent Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx		xxxx		278	xxxx		0		xxxxx
Move Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx		xxxx		278	xxxx		0		xxxxx
Volume/Cap:	xxxx	xxxx		xxxx		xxxx	xxxx		xxxx		xxxx		xxxx		0.30	xxxx		0.00		xxxx
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx		xxxx		1.2	xxxx		xxxx		xxxxx
Control Del:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		xxxx		23.3	xxxxx		xxxx		xxxxx
LOS by Move:	*	*		*		*	*		*		*		*		C	*		*		*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
SharedQueue:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx
Shrd ConDel:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx
Shared LOS:	*	*		*		*	*		*		*		*		*	*		*		*
ApproachDel:	xxxxxx					xxxxxx					23.3					xxxxxx				
ApproachLOS:	*					*					C					*				

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #36 Perris Boulevard / Santiago Drive

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	2	1	0	1	0	2	1	0	0	0	1!	0	0	0	0	1!	0	0
Volume Module:																				
Base Vol:	65	2050		100		140	2115		75		50		61		91	90		64		111
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	65	2050		100		140	2115		75		50		61		91	90		64		111
Added Vol:	107	21		0		21	110		0		80		8		21	0		8		0
PasserByVol:	0	0		0		0	0		0		0		0		0	0		0		0
Initial Fut:	172	2071		100		161	2225		75		130		69		112	90		72		111
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	0.96	0.96		0.96		0.96	0.96		0.96		0.96		0.96		0.96	0.96		0.96		0.96
PHF Volume:	179	2153		104		167	2313		78		135		72		116	94		75		115
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
FinalVolume:	179	2153		104		167	2313		78		135		72		116	94		75		115
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:	2391	xxxx	xxxxx			2257	xxxx	xxxxx			3799		5301		810	3704		5288		770
Potent Cap.:	204	xxxx	xxxxx			231	xxxx	xxxxx			1		0		327	2		0		348
Move Cap.:	204	xxxx	xxxxx			231	xxxx	xxxxx			0		0		327	0		0		348
Volume/Cap:	0.87	xxxx	xxxx			0.73	xxxx	xxxx			xxxx		xxxx		0.36	xxxx		xxxx		0.33
Level Of Service Module:																				
2Way95thQ:	6.7	xxxx	xxxxx			4.9	xxxx	xxxxx			xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
Control Del:	82.2	xxxx	xxxxx			53.2	xxxx	xxxxx			xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx
LOS by Move:	F	*		*		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	xxxx		0		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					F				

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 Perris Boulevard / Iris Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 1.231
Loss Time (sec): 16 Average Delay (sec/veh): 128.1
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	31	31	10	31	31	10	34	34	10	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	2 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	251	1446	339	494	1378	248	263	599	226	349	560	323
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	251	1446	339	494	1378	248	263	599	226	349	560	323
Added Vol:	0	66	0	55	68	8	8	0	0	0	0	53
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	251	1512	339	549	1446	256	271	599	226	349	560	376
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	261	1570	352	570	1502	266	281	622	235	362	582	390
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	261	1570	352	570	1502	266	281	622	235	362	582	390
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	261	1570	352	570	1502	266	281	622	235	362	582	390
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.89	0.89	0.95	0.91	0.91	0.95	0.89	0.89
Lanes:	1.00	3.00	1.00	1.00	2.55	0.45	1.00	1.45	0.55	1.00	1.20	0.80
Final Sat.:	1805	5187	1615	1805	4310	763	1805	2514	948	1805	2030	1363
Capacity Analysis Module:												
Vol/Sat:	0.14	0.30	0.22	0.32	0.35	0.35	0.16	0.25	0.25	0.20	0.29	0.29
Crit Moves:		****		****				****		****		
Green/Cycle:	0.13	0.26	0.26	0.20	0.32	0.32	0.14	0.28	0.28	0.13	0.27	0.27
Volume/Cap:	1.08	1.17	0.84	1.59	1.08	1.08	1.08	0.87	0.87	1.59	1.08	1.08
Delay/Veh:	132.2	130	56.7	326.3	87.3	87.3	129.9	49.7	49.7	337.6	98.0	98.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	132.2	130	56.7	326.3	87.3	87.3	129.9	49.7	49.7	337.6	98.0	98.0
LOS by Move:	F	F	E	F	F	F	F	D	D	F	F	F
HCM2kAvgQ:	16	34	15	48	34	34	17	19	19	31	28	28

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #38 Perris Boulevard / Krameria Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 1.024
Loss Time (sec): 16 Average Delay (sec/veh): 264.6
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	28	28	10	24	24	34	34	34	31	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 1	1! 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	113	1840	227	223	1470	84	93	242	136	314	184	171
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	1840	227	223	1470	84	93	242	136	314	184	171
Added Vol:	0	53	0	8	55	4	4	0	0	0	0	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	1893	227	231	1525	88	97	242	136	314	184	179
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	120	2010	241	245	1619	93	103	257	144	333	195	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	2010	241	245	1619	93	103	257	144	333	195	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	2010	241	245	1619	93	103	257	144	333	195	190
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.90	0.90	0.90	0.90	0.90	0.95	1.00	0.85
Lanes:	1.00	2.68	0.32	1.00	2.84	0.16	0.48	1.19	1.33	1.00	1.00	1.00
Final Sat.:	1805	4557	547	1805	4865	281	815	2034	2282	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.44	0.44	0.14	0.33	0.33	0.13	0.13	0.06	0.18	0.10	0.12
Crit Moves:		****		****				****		****		
Green/Cycle:	0.08	0.24	0.24	0.08	0.24	0.24	0.28	0.28	0.28	0.26	0.26	0.26
Volume/Cap:	0.80	1.82	1.82	1.63	1.38	1.38	0.45	0.45	0.22	0.71	0.40	0.46
Delay/Veh:	79.0	420	419.8	366.8	220	220.3	35.6	35.6	32.9	45.7	37.3	38.2
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:	79.0	420	419.8	366.8	220	220.3	35.6	35.6	32.9	45.7	37.3	38.2
LOS by Move:	E	F	F	F	F	F	D	D	C	D	D	D
HCM2kAvgQ:	6	76	76	22	46	46	7	7	3	12	6	6

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #39 Perris Boulevard / San Michele Road

Cycle (sec): 120 Critical Vol./Cap.(X): 0.935
Loss Time (sec): 16 Average Delay (sec/veh): 162.2
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	32	32	10	32	32	10	34	34	10	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	286	1884	5	5	1808	266	369	5	407	5	5	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	286	1884	5	5	1808	266	369	5	407	5	5	5
Added Vol:	0	41	0	0	42	4	4	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	286	1925	5	5	1850	270	373	5	407	5	5	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	295	1989	5	5	1911	279	385	5	420	5	5	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	295	1989	5	5	1911	279	385	5	420	5	5	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	295	1989	5	5	1911	279	385	5	420	5	5	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.89	0.89	0.95	0.85	0.85	0.95	1.00	0.85
Lanes:	1.00	2.99	0.01	1.00	2.62	0.38	1.00	0.01	0.99	1.00	1.00	1.00
Final Sat.:	1805	5174	13	1805	4440	648	1805	20	1599	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.16	0.38	0.38	0.00	0.43	0.43	0.21	0.26	0.26	0.00	0.00	0.00
Crit Moves:	****				****		****				****	
Green/Cycle:	0.12	0.35	0.35	0.08	0.31	0.31	0.15	0.34	0.34	0.10	0.28	0.28
Volume/Cap:	1.38	1.11	1.11	0.03	1.38	1.38	1.38	0.78	0.78	0.03	0.01	0.01
Delay/Veh:	252.2	98.0	98.0	50.7	218	218.3	244.5	42.6	42.6	48.9	30.9	30.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	252.2	98.0	98.0	50.7	218	218.3	244.5	42.6	42.6	48.9	30.9	30.9
LOS by Move:	F	F	F	D	F	F	F	D	D	D	C	C
HCM2kAvgQ:	23	40	40	0	58	58	29	16	16	0	0	0

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #40 Perris Boulevard / Nandina Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.857
Loss Time (sec): 16 Average Delay (sec/veh): 214.8
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:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	10	31	31	10	31	31	10	41	41	10	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	3 0	1	1 0	1 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	57	2090	163	177	2276	94	289	40	364	40	19	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	2090	163	177	2276	94	289	40	364	40	19	11
Added Vol:	0	37	0	0	38	4	4	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	2127	163	177	2314	98	293	40	364	40	19	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	59	2204	169	183	2398	102	304	41	377	41	20	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	2204	169	183	2398	102	304	41	377	41	20	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	2204	169	183	2398	102	304	41	377	41	20	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.91	0.85	0.95	0.82	0.82	0.95	1.00	0.85
Lanes:	1.00	2.79	0.21	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	4765	365	1805	5187	1615	1805	1561	1561	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.46	0.46	0.10	0.46	0.06	0.17	0.03	0.24	0.02	0.01	0.01
Crit Moves:		****		****			****				****	
Green/Cycle:	0.08	0.32	0.32	0.08	0.32	0.44	0.12	0.37	0.37	0.09	0.34	0.34
Volume/Cap:	0.39	1.43	1.43	1.22	1.43	0.14	1.43	0.07	0.65	0.25	0.03	0.02
Delay/Veh:	53.8	237	236.8	199.3	236	20.1	270.6	24.5	33.9	51.7	26.3	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:	53.8	237	236.8	199.3	236	20.1	270.6	24.5	33.9	51.7	26.3	26.2
LOS by Move:	D	F	F	F	F	C	F	C	C	D	C	C
HCM2kAvgQ:	2	65	65	13	65	2	24	1	13	2	0	0

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #41 Perris Boulevard / Harley Knox Boulevard

Cycle (sec): 60 Critical Vol./Cap.(X): 16.528
Loss Time (sec): 12 Average Delay (sec/veh): 4020.9
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				Permitted				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	0	0	29	29	10	0	10	0	0	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	1	0	0	1	0	0	1	0	0	1	0	0	1	0	0	1! 0	0
Volume Module:																
Base Vol:	165	1375	90	255	1564	468	570	335	266	58	157	145				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	165	1375	90	255	1564	468	570	335	266	58	157	145				
Added Vol:	0	29	0	0	30	9	8	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	165	1404	90	255	1594	477	578	335	266	58	157	145				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98				
PHF Volume:	169	1439	92	261	1633	489	592	343	273	59	161	149				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	169	1439	92	261	1633	489	592	343	273	59	161	149				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	169	1439	92	261	1633	489	592	343	273	59	161	149				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.95	0.99	0.99	0.08	0.08	0.85	0.90	0.90	0.90	0.94	0.94	0.94				
Lanes:	1.00	0.94	0.06	0.14	0.86	1.00	0.98	0.57	0.45	0.16	0.44	0.40				
Final Sat.:	1805	1769	113	21	129	1615	1669	967	768	287	778	718				
Capacity Analysis Module:																
Vol/Sat:	0.09	0.81	0.81	12.62	12.62	0.30	0.35	0.35	0.35	0.21	0.21	0.21				
Crit Moves:	****				****				****	****						
Green/Cycle:	0.16	0.64	0.64	0.48	0.48	0.48	0.16	0.16	0.16	0.00	0.00	0.00				
Volume/Cap:	0.57	1.27	1.27	26.55	26.55	0.64	2.17	2.17	2.17	xxxx	xxxx	xxxx				
Delay/Veh:	26.2	140	139.9	11539	xxxx	13.8	555.9	556	555.9	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	26.2	140	139.9	11539	xxxx	13.8	555.9	556	555.9	0.0	0.0	0.0				
LOS by Move:	C	F	F	F	F	B	F	F	F	A	A	A				
HCM2kAvgQ:	4	71	71	261	261	8	55	55	55	6	6	6				

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #42 Perris Boulevard / Ramona Expressway

Cycle (sec): 120 Critical Vol./Cap.(X): 0.930
Loss Time (sec): 16 Average Delay (sec/veh): 79.1
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	44	44	10	44	44	10	36	36	10	36	36
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	1 1	0	2 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	294	836	152	528	951	246	433	1434	322	204	1028	334
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	294	836	152	528	951	246	433	1434	322	204	1028	334
Added Vol:	0	8	0	17	8	4	4	0	0	0	0	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	294	844	152	545	959	250	437	1434	322	204	1028	350
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	300	860	155	556	978	255	445	1462	328	208	1048	357
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	860	155	556	978	255	445	1462	328	208	1048	357
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	300	860	155	556	978	255	445	1462	328	208	1048	357
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	0.92	0.92	0.92	0.91	0.85	0.92	0.88	0.88
Lanes:	2.00	2.00	1.00	2.00	1.59	0.41	2.00	3.00	1.00	2.00	2.24	0.76
Final Sat.:	3502	3610	1615	3502	2775	723	3502	5187	1615	3502	3723	1267
Capacity Analysis Module:												
Vol/Sat:	0.09	0.24	0.10	0.16	0.35	0.35	0.13	0.28	0.20	0.06	0.28	0.28
Crit Moves:		****		****			****				****	
Green/Cycle:	0.09	0.37	0.37	0.11	0.39	0.39	0.09	0.30	0.30	0.08	0.30	0.30
Volume/Cap:	0.95	0.65	0.26	1.43	0.91	0.91	1.43	0.93	0.67	0.70	0.94	0.94
Delay/Veh:	90.9	32.7	26.9	260.9	44.1	44.1	265.5	50.1	39.9	60.8	52.5	52.5
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:	90.9	32.7	26.9	260.9	44.1	44.1	265.5	50.1	39.9	60.8	52.5	52.5
LOS by Move:	F	C	C	F	D	D	F	D	D	E	D	D
HCM2kAvgQ:	9	14	4	23	26	26	19	23	11	5	23	23

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #43 Kitching Street / Cactus Avenue

Cycle (sec): 105 Critical Vol./Cap.(X): 0.873
Loss Time (sec): 16 Average Delay (sec/veh): 43.3
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	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	129	525	91	121	414	118	260	1062	276	91	708	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	525	91	121	414	118	260	1062	276	91	708	93
Added Vol:	0	13	13	0	12	0	0	0	0	12	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	538	104	121	426	118	260	1062	276	103	708	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	138	574	111	129	455	126	277	1133	295	110	756	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	574	111	129	455	126	277	1133	295	110	756	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:	138	574	111	129	455	126	277	1133	295	110	756	99
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	1.01	1.01	0.98	1.03	0.88	0.98	1.00	1.00	0.98	1.02	1.02
Lanes:	1.00	1.68	0.32	1.00	1.00	1.00	1.00	1.59	0.41	1.00	1.77	0.23
Final Sat.:	1865	3211	621	1865	1963	1668	1865	3019	785	1865	3411	448
Capacity Analysis Module:												
Vol/Sat:	0.07	0.18	0.18	0.07	0.23	0.08	0.15	0.38	0.38	0.06	0.22	0.22
Crit Moves:	****				****			****		****		
Green/Cycle:	0.10	0.23	0.23	0.12	0.25	0.25	0.20	0.41	0.41	0.10	0.30	0.30
Volume/Cap:	0.78	0.79	0.79	0.58	0.92	0.30	0.74	0.92	0.92	0.62	0.74	0.74
Delay/Veh:	65.4	43.4	43.4	47.3	61.6	32.3	46.9	39.3	39.3	52.2	35.6	35.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.4	43.4	43.4	47.3	61.6	32.3	46.9	39.3	39.3	52.2	35.6	35.6
LOS by Move:	E	D	D	D	E	C	D	D	D	D	D	D
HCM2kAvgQ:	6	13	13	5	19	4	10	27	27	5	15	15

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 Kitching Street / John F. Kennedy Drive

Cycle (sec):	120	Critical Vol./Cap.(X):	1.130
Loss Time (sec):	16	Average Delay (sec/veh):	126.2
Optimal Cycle:	OPTIMIZED	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	131	493	68	127	560	123	119	590	235	64	444	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	131	493	68	127	560	123	119	590	235	64	444	100
Added Vol:	8	0	0	0	0	29	30	13	8	0	12	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	139	493	68	127	560	152	149	603	243	64	456	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	151	536	74	138	609	165	162	655	264	70	496	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	536	74	138	609	165	162	655	264	70	496	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	151	536	74	138	609	165	162	655	264	70	496	109
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.24	1.24	1.24	1.23	1.23	1.23	1.05	1.05	1.05	1.05	1.10	0.94
Lanes:	0.20	0.70	0.10	0.15	0.67	0.18	1.00	1.43	0.57	1.00	2.00	1.00
Final Sat.:	467	1657	229	353	1557	423	1986	2851	1149	1986	4180	1777
Capacity Analysis Module:												
Vol/Sat:	0.32	0.32	0.32	0.39	0.39	0.39	0.08	0.23	0.23	0.04	0.12	0.06
Crit Moves:			****		****			****		****		
Green/Cycle:	0.27	0.27	0.27	0.32	0.32	0.32	0.11	0.19	0.19	0.08	0.16	0.16
Volume/Cap:	1.21	1.21	1.21	1.21	1.21	1.21	0.72	1.21	1.21	0.42	0.74	0.38
Delay/Veh:	150.8	151	150.8	145.3	145	145.3	62.3	153	153.2	54.0	52.2	45.8
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:	150.8	151	150.8	145.3	145	145.3	62.3	153	153.2	54.0	52.2	45.8
LOS by Move:	F	F	F	F	F	F	E	F	F	D	D	D
HCM2kAvgQ:	46	46	46	55	55	55	7	29	29	3	10	4

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #45 Kitching Street / Iris Avenue

Cycle (sec):	120	Critical Vol./Cap.(X):	1.456
Loss Time (sec):	16	Average Delay (sec/veh):	157.3
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			Ovl		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	188	301	655	205	392	213	217	1180	289	626	1061	292
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	188	301	655	205	392	213	217	1180	289	626	1061	292
Added Vol:	4	0	0	0	0	4	4	38	4	0	37	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	192	301	655	205	392	217	221	1218	293	626	1098	292
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	200	313	681	213	407	226	230	1266	305	651	1141	304
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	313	681	213	407	226	230	1266	305	651	1141	304
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	200	313	681	213	407	226	230	1266	305	651	1141	304
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.93	0.93	0.98	0.98	0.98	0.98	1.00	1.00	0.98	1.03	0.88
Lanes:	1.00	1.00	1.00	1.00	1.29	0.71	1.00	1.61	0.39	1.00	2.00	1.00
Final Sat.:	1865	1761	1761	1865	2393	1325	1865	3072	739	1865	3925	1668
Capacity Analysis Module:												
Vol/Sat:	0.11	0.18	0.39	0.11	0.17	0.17	0.12	0.41	0.41	0.35	0.29	0.18
Crit Moves:			****	****				****		****		
Green/Cycle:	0.13	0.26	0.26	0.08	0.21	0.21	0.15	0.28	0.28	0.24	0.36	0.45
Volume/Cap:	0.80	0.67	1.47	1.37	0.80	0.80	0.80	1.47	1.47	1.47	0.80	0.41
Delay/Veh:	66.8	40.8	261.6	257.5	50.5	50.5	63.2	258	257.7	267.2	37.4	22.7
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:	66.8	40.8	261.6	257.5	50.5	50.5	63.2	258	257.7	267.2	37.4	22.7
LOS by Move:	E	D	F	F	D	D	E	F	F	F	D	C
HCM2kAvgQ:	9	12	53	17	13	13	10	60	60	50	22	10

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #46 Lasselle Street / Iris Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 1.001
Loss Time (sec): 16 Average Delay (sec/veh): 68.2
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:	Ovl			Include			Include			Include		
Min. Green:	10	41	41	10	41	41	10	34	34	10	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	418	810	452	386	990	210	322	1082	446	545	1243	218
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	418	810	452	386	990	210	322	1082	446	545	1243	218
Added Vol:	8	0	0	0	0	4	4	17	8	0	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	426	810	452	386	990	214	326	1099	454	545	1259	218
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	444	844	471	402	1031	223	340	1145	473	568	1311	227
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	444	844	471	402	1031	223	340	1145	473	568	1311	227
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	444	844	471	402	1031	223	340	1145	473	568	1311	227
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	0.91	0.85	0.92	0.89	0.89
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	2.56	0.44
Final Sat.:	3502	3610	1615	3502	3610	1615	3502	5187	1615	3502	4324	749
Capacity Analysis Module:												
Vol/Sat:	0.13	0.23	0.29	0.11	0.29	0.14	0.10	0.22	0.29	0.16	0.30	0.30
Crit Moves:	****				****				****	****		
Green/Cycle:	0.11	0.34	0.48	0.11	0.34	0.34	0.10	0.28	0.28	0.14	0.32	0.32
Volume/Cap:	1.20	0.68	0.61	1.08	0.84	0.40	0.96	0.78	1.03	1.20	0.96	0.96
Delay/Veh:	164.9	35.5	24.6	124.4	41.5	30.7	89.7	42.3	94.0	158.8	53.5	53.5
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:	164.9	35.5	24.6	124.4	41.5	30.7	89.7	42.3	94.0	158.8	53.5	53.5
LOS by Move:	F	D	C	F	D	C	F	D	F	F	D	D
HCM2kAvgQ:	16	15	13	13	21	6	10	16	24	19	25	25

Note: Queue reported is the number of cars per lane.

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	789	88	540	325	0	0	0	0	0	0	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5	5.5	4.0	5.5							4.0
Lane Util. Factor		0.95	1.00	1.00	0.95							1.00
Frpb, ped/bikes		1.00	0.97	1.00	1.00							0.98
Flpb, ped/bikes		1.00	1.00	1.00	1.00							1.00
Frt		1.00	0.85	1.00	1.00							0.86
Flt Protected		1.00	1.00	0.95	1.00							1.00
Satd. Flow (prot)		3406	1443	1805	2935							1619
Flt Permitted		1.00	1.00	0.95	1.00							1.00
Satd. Flow (perm)		3406	1443	1805	2935							1619
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	858	96	587	353	0	0	0	0	0	0	122
RTOR Reduction (vph)	0	0	57	0	0	0	0	0	0	0	0	64
Lane Group Flow (vph)	0	858	39	587	353	0	0	0	0	0	0	58
Confl. Peds. (#/hr)			5									5
Heavy Vehicles (%)	0%	6%	9%	0%	23%	0%	0%	0%	0%	0%	0%	0%
Turn Type		NA	Perm	Prot	NA							custom
Protected Phases		2		1	6							
Permitted Phases			2									1 4
Actuated Green, G (s)		34.5	34.5	31.0	69.5							40.0
Effective Green, g (s)		34.5	34.5	31.0	69.5							40.0
Actuated g/C Ratio		0.41	0.41	0.37	0.83							0.48
Clearance Time (s)		5.5	5.5	4.0	5.5							
Vehicle Extension (s)		2.0	2.0	2.0	2.0							
Lane Grp Cap (vph)		1398	592	666	2428							770
v/s Ratio Prot		c0.25		c0.33	0.12							
v/s Ratio Perm			0.03									c0.04
v/c Ratio		0.61	0.07	0.88	0.15							0.08
Uniform Delay, d1		19.5	15.0	24.8	1.4							12.0
Progression Factor		1.00	1.00	1.00	1.00							1.00
Incremental Delay, d2		2.0	0.2	12.7	0.0							0.0
Delay (s)		21.5	15.2	37.5	1.4							12.0
Level of Service		C	B	D	A							B
Approach Delay (s)		20.9			24.0			0.0			12.0	
Approach LOS		C			C			A			B	

Intersection Summary			
HCM 2000 Control Delay	21.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	84.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	67.4%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	97	1068	254	0	1545	435	141	62	100	188	0	81
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	0.95			0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00			0.99		1.00	0.99		1.00	0.98	
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.97			0.97		1.00	0.91		1.00	0.85	
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1480	3301			3367		1271	1476		1805	1585	
Flt Permitted	0.10	1.00			1.00		0.70	1.00		0.64	1.00	
Satd. Flow (perm)	155	3301			3367		939	1476		1216	1585	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	102	1124	267	0	1626	458	148	65	105	198	0	85
RTOR Reduction (vph)	0	25	0	0	31	0	0	42	0	0	26	0
Lane Group Flow (vph)	102	1366	0	0	2053	0	148	128	0	198	59	0
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	22%	3%	17%	0%	4%	0%	42%	0%	25%	0%	0%	0%
Turn Type	Perm	NA			NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2						8			4		
Actuated Green, G (s)	40.1	40.1			40.1		14.9	14.9		14.9	14.9	
Effective Green, g (s)	40.1	40.1			40.1		14.9	14.9		14.9	14.9	
Actuated g/C Ratio	0.62	0.62			0.62		0.23	0.23		0.23	0.23	
Clearance Time (s)	5.0	5.0			5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	2.0	2.0			2.0		2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	95	2036			2077		215	338		278	363	
v/s Ratio Prot		0.41			0.61			0.09			0.04	
v/s Ratio Perm	c0.66						0.16			c0.16		
v/c Ratio	1.07	0.67			0.99		0.69	0.38		0.71	0.16	
Uniform Delay, d1	12.4	8.1			12.2		22.9	21.1		23.1	20.1	
Progression Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	113.7	1.8			17.2		7.1	0.3		7.0	0.1	
Delay (s)	126.1	9.9			29.4		30.0	21.4		30.1	20.1	
Level of Service	F	A			C		C	C		C	C	
Approach Delay (s)		17.9			29.4			25.4			27.1	
Approach LOS		B			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	24.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.97		
Actuated Cycle Length (s)	65.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	98.9%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Elsworth Street / Cactus Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.806
Loss Time (sec): 16 Average Delay (sec/veh): 79.7
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:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Ignore			Include		
Min. Green:	29	29	29	29	29	29	10	21	21	10	21	21
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1! 0	0	1 1	0 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	169	183	128	89	93	56	168	1525	108	139	1547	195
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	169	183	128	89	93	56	168	1525	108	139	1547	195
Added Vol:	0	0	0	0	0	0	0	16	0	0	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	169	183	128	89	93	56	168	1541	108	139	1563	195
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95
PHF Volume:	178	192	134	93	98	59	176	1619	0	146	1642	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	192	134	93	98	59	176	1619	0	146	1642	205
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	178	192	134	93	98	59	176	1619	0	146	1642	205
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.94	0.98	0.98	0.85	0.95	0.91	1.00	0.95	0.91	0.85
Lanes:	1.22	0.46	0.32	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	2176	830	580	1854	1854	1615	1805	5187	1900	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.23	0.23	0.05	0.05	0.04	0.10	0.31	0.00	0.08	0.32	0.13
Crit Moves:		****			****		****				****	
Green/Cycle:	0.24	0.24	0.24	0.24	0.24	0.33	0.09	0.30	0.00	0.08	0.29	0.29
Volume/Cap:	0.34	0.96	0.96	0.21	0.22	0.11	1.08	1.04	0.00	0.97	1.08	0.43
Delay/Veh:	37.7	73.9	73.9	36.4	36.5	27.9	148.2	76.0	0.0	119.2	90.7	35.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.7	73.9	73.9	36.4	36.5	27.9	148.2	76.0	0.0	119.2	90.7	35.0
LOS by Move:	D	E	E	D	D	C	F	E	A	F	F	C
HCM2kAvgQ:	5	20	20	3	3	1	11	30	0	9	32	6

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Frederick Street / Cactus Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.642
Loss Time (sec): 12 Average Delay (sec/veh): 21.3
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:	Split Phase				Split Phase				Protected				Permitted			
Rights:	Include				Ovl				Include				Ovl			
Min. Green:	0	0	0		32	0	32		10	10	0		0	27	27	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	0	0	0	2	0	0	0	1	1	0	2	0	0	0	0	3	0	1
Volume Module:																
Base Vol:	0	0	0		333	0	78		57	1606	0		0	2079	257	
Growth Adj:	1.00	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		333	0	78		57	1606	0		0	2079	257	
Added Vol:	0	0	0		11	0	0		0	16	0		0	16	11	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		344	0	78		57	1622	0		0	2095	268	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92	
PHF Volume:	0	0	0		373	0	85		62	1757	0		0	2270	290	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		373	0	85		62	1757	0		0	2270	290	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		373	0	85		62	1757	0		0	2270	290	
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		0.95	0.95	1.00		1.00	0.91	0.85	
Lanes:	0.00	0.00	0.00		2.00	0.00	1.00		1.00	2.00	0.00		0.00	3.00	1.00	
Final Sat.:	0	0	0		3502	0	1615		1805	3610	0		0	5187	1615	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.11	0.00	0.05		0.03	0.49	0.00		0.00	0.44	0.18	
Crit Moves:					****				****					****		
Green/Cycle:	0.00	0.00	0.00		0.27	0.00	0.35		0.08	0.63	0.00		0.00	0.55	0.82	
Volume/Cap:	0.00	0.00	0.00		0.40	0.00	0.15		0.41	0.77	0.00		0.00	0.80	0.22	
Delay/Veh:	0.0	0.0	0.0		36.4	0.0	26.9		54.0	17.4	0.0		0.0	23.2	2.5	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		36.4	0.0	26.9		54.0	17.4	0.0		0.0	23.2	2.5	
LOS by Move:	A	A	A		D	A	C		D	B	A		A	C	A	
HCM2kAvgQ:	0	0	0		6	0	2		3	25	0		0	26	2	

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Graham Street / Cactus Avenue

Cycle (sec):	120	Critical Vol./Cap.(X):	0.892
Loss Time (sec):	16	Average Delay (sec/veh):	112.5
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			Ovl			Ignore			Include		
Min. Green:	10	32	32	10	32	32	10	35	35	10	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 1	0	1 0	2 0	1	1 0	2 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	353	125	67	230	195	265	122	1819	625	30	1546	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:	353	125	67	230	195	265	122	1819	625	30	1546	82
Added Vol:	0	0	0	0	0	0	0	27	0	0	27	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	353	125	67	230	195	265	122	1846	625	30	1573	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00	0.92	0.92	0.92
PHF Volume:	384	136	73	250	212	288	133	2007	0	33	1710	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	384	136	73	250	212	288	133	2007	0	33	1710	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	384	136	73	250	212	288	133	2007	0	33	1710	89
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.90	0.95	0.95	0.85	0.95	0.95	1.00	0.95	0.90	0.90
Lanes:	2.00	1.30	0.70	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.85	0.15
Final Sat.:	3502	2228	1194	1805	3610	1615	1805	3610	1900	1805	4895	255
Capacity Analysis Module:												
Vol/Sat:	0.11	0.06	0.06	0.14	0.06	0.18	0.07	0.56	0.00	0.02	0.35	0.35
Crit Moves:		****		****				****		****		
Green/Cycle:	0.10	0.27	0.27	0.10	0.27	0.36	0.10	0.41	0.00	0.08	0.40	0.40
Volume/Cap:	1.06	0.23	0.23	1.34	0.22	0.49	0.77	1.34	0.00	0.22	0.87	0.87
Delay/Veh:	118.9	34.5	34.5	240.0	34.4	30.3	71.5	194	0.0	52.1	37.4	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:	118.9	34.5	34.5	240.0	34.4	30.3	71.5	194	0.0	52.1	37.4	37.4
LOS by Move:	F	C	C	F	C	C	E	F	A	D	D	D
HCM2kAvgQ:	12	3	3	19	3	8	7	73	0	1	25	25

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Heacock Street / Alessandro Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.985
Loss Time (sec):	16	Average Delay (sec/veh):	60.1
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			Ovl			Ovl			Include		
Min. Green:	10	39	39	10	39	39	10	28	28	10	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	48	1112	309	265	1156	176	299	927	97	355	882	257
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	1112	309	265	1156	176	299	927	97	355	882	257
Added Vol:	11	16	0	0	16	0	0	11	11	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	1128	309	265	1172	176	299	938	108	355	893	257
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	60	1151	315	270	1196	180	305	957	110	362	911	262
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	1151	315	270	1196	180	305	957	110	362	911	262
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	1151	315	270	1196	180	305	957	110	362	911	262
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	0.91	0.85	0.95	0.91	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	5187	1615	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.32	0.20	0.15	0.33	0.11	0.17	0.18	0.07	0.20	0.18	0.16
Crit Moves:		****		****				****		****		
Green/Cycle:	0.09	0.33	0.33	0.13	0.36	0.54	0.17	0.23	0.33	0.18	0.24	0.24
Volume/Cap:	0.36	0.98	0.60	1.14	0.91	0.21	0.98	0.79	0.21	1.14	0.74	0.68
Delay/Veh:	52.6	61.9	35.9	152.3	45.5	14.6	95.4	46.9	29.5	142.1	44.7	46.6
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	61.9	35.9	152.3	45.5	14.6	95.4	46.9	29.5	142.1	44.7	46.6
LOS by Move:	D	E	D	F	D	B	F	D	C	F	D	D
HCM2kAvgQ:	2	28	10	17	26	3	16	14	3	22	13	10

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Heacock Street / Cactus Avenue

Cycle (sec):	120	Critical Vol./Cap.(X):	1.116
Loss Time (sec):	16	Average Delay (sec/veh):	89.0
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			Ovl			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 1	0	1 0	1 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	573	711	19	278	785	267	220	1299	552	15	945	232
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	573	711	19	278	785	267	220	1299	552	15	945	232
Added Vol:	11	16	0	16	16	0	0	16	11	0	16	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	584	727	19	294	801	267	220	1315	563	15	961	248
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	635	790	21	320	871	290	239	1429	612	16	1045	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	635	790	21	320	871	290	239	1429	612	16	1045	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	635	790	21	320	871	290	239	1429	612	16	1045	270
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	0.96	0.96	0.98	1.03	0.88	0.98	1.00	1.00
Lanes:	2.00	1.95	0.05	1.00	1.50	0.50	1.00	2.00	1.00	1.00	1.59	0.41
Final Sat.:	3610	3688	96	1805	2745	915	1865	3925	1668	1865	3023	780
Capacity Analysis Module:												
Vol/Sat:	0.18	0.21	0.21	0.18	0.32	0.32	0.13	0.36	0.37	0.01	0.35	0.35
Crit Moves:	****				****		****				****	
Green/Cycle:	0.16	0.24	0.24	0.20	0.28	0.28	0.11	0.34	0.50	0.08	0.31	0.31
Volume/Cap:	1.12	0.89	0.89	0.89	1.12	1.12	1.12	1.07	0.74	0.10	1.12	1.12
Delay/Veh:	124.1	54.2	54.2	68.7	108	108.2	149.0	84.1	27.2	51.2	105	105.4
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:	124.1	54.2	54.2	68.7	108	108.2	149.0	84.1	27.2	51.2	105	105.4
LOS by Move:	F	D	D	E	F	F	F	F	C	D	F	F
HCM2kAvgQ:	19	18	18	15	32	32	15	36	22	1	36	36

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Heacock Street / John F. Kennedy Drive

Cycle (sec):	120	Critical Vol./Cap.(X):	0.963
Loss Time (sec):	16	Average Delay (sec/veh):	54.9
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	29	29	10	10	10	10	10	10	10	32	32
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	112	695	70	413	646	180	129	238	167	41	192	401
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	695	70	413	646	180	129	238	167	41	192	401
Added Vol:	5	5	0	22	5	0	0	0	5	0	0	22
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	117	700	70	435	651	180	129	238	172	41	192	423
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	127	761	76	473	708	196	140	259	187	45	209	460
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	761	76	473	708	196	140	259	187	45	209	460
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	761	76	473	708	196	140	259	187	45	209	460
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	1.00	0.85	0.95	0.85	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	1900	1615	1805	1619	1619
Capacity Analysis Module:												
Vol/Sat:	0.07	0.21	0.05	0.26	0.20	0.12	0.08	0.14	0.12	0.02	0.13	0.28
Crit Moves:		****		****			****					****
Green/Cycle:	0.15	0.24	0.24	0.26	0.35	0.35	0.08	0.23	0.23	0.14	0.28	0.28
Volume/Cap:	0.47	0.87	0.19	1.01	0.56	0.34	0.93	0.60	0.51	0.18	0.46	1.01
Delay/Veh:	48.0	53.3	36.5	87.9	31.9	29.0	108.0	43.9	41.8	46.0	35.8	80.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.0	53.3	36.5	87.9	31.9	29.0	108.0	43.9	41.8	46.0	35.8	80.0
LOS by Move:	D	D	D	F	C	C	F	D	D	D	D	E
HCM2kAvgQ:	5	17	2	24	11	5	8	9	6	2	7	24

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #9 Heacock Street / Gentian Avenue

Average Delay (sec/veh): 4.2 Worst Case Level Of Service: E[48.5]

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:	0 0	1 0	1		1 0	1 0	0		0 0	0 0	0		0 0	1! 0	0	
Volume Module:																
Base Vol:	0	874	40		93	858	0		0	0	0		15	0	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:	0	874	40		93	858	0		0	0	0		15	0	126	
Added Vol:	0	0	0		11	0	0		0	0	0		0	0	11	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	874	40		104	858	0		0	0	0		15	0	137	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.97	0.97	0.97		0.97	0.97	0.97		0.97	0.97	0.97		0.97	0.97	0.97	
PHF Volume:	0	903	41		107	886	0		0	0	0		15	0	142	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	903	41		107	886	0		0	0	0		15	0	142	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx		6.4	6.5	6.2	
FollowUpTim:	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		3.5	4.0	3.3	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		944	xxxx	xxxxx		xxxx	xxxx	xxxxx		2004	2004	903	
Potent Cap.:	xxxx	xxxx	xxxxx		735	xxxx	xxxxx		xxxx	xxxx	xxxxx		66	60	339	
Move Cap.:	xxxx	xxxx	xxxxx		735	xxxx	xxxxx		xxxx	xxxx	xxxxx		59	51	339	
Volume/Cap:	xxxx	xxxx	xxxx		0.15	xxxx	xxxx		xxxx	xxxx	xxxx		0.26	0.00	0.42	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		0.5	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		10.7	xxxx	xxxxx		xxxxx	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	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	231	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	4.3	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	48.5	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	E	*	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx					48.5		
ApproachLOS:	*				*				*					E		

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #10 Webster Avenue / Harley Knox Boulevard

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: D[32.6]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1 0 0			0 1 0 0 0		
Volume Module:												
Base Vol:	20	0	68	0	0	0	0	829	0	33	514	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	0	68	0	0	0	0	829	0	33	514	0
Added Vol:	0	0	16	0	0	0	0	16	0	16	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	0	84	0	0	0	0	845	0	49	530	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	22	0	91	0	0	0	0	918	0	53	576	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	22	0	91	0	0	0	0	918	0	53	576	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	7.1	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1601	1601	918	1647	1601	576	xxxx	xxxx	xxxxx	918	xxxx	xxxxx
Potent Cap.:	118	107	332	80	107	521	xxxx	xxxx	xxxxx	751	xxxx	xxxxx
Move Cap.:	111	99	332	55	99	521	xxxx	xxxx	xxxxx	751	xxxx	xxxxx
Volume/Cap:	0.20	0.00	0.28	0.00	0.00	0.00	xxxx	xxxx	xxxx	0.07	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	B	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	240	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	2.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Shrd ConDel:	xxxxx	32.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.2	xxxx	xxxxx
Shared LOS:	*	D	*	*	*	*	*	*	*	B	*	*
ApproachDel:	32.6			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	D			*			*			*		

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Indian Street / Cottonwood Avenue

Cycle (sec): 95 Critical Vol./Cap.(X): 0.679
Loss Time (sec): 16 Average Delay (sec/veh): 33.2
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	24	24	10	24	24	10	24	24	10	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	109	418	113	68	370	71	58	584	163	86	342	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	109	418	113	68	370	71	58	584	163	86	342	61
Added Vol:	11	11	5	0	11	0	0	0	11	5	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	429	118	68	381	71	58	584	174	91	342	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	123	439	121	70	390	73	59	597	178	93	350	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	439	121	70	390	73	59	597	178	93	350	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	123	439	121	70	390	73	59	597	178	93	350	62
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.95	0.93	0.93	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	1.57	0.43	1.00	1.69	0.31	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	2741	754	1805	2970	553	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.16	0.16	0.04	0.13	0.13	0.03	0.31	0.11	0.05	0.18	0.04
Crit Moves:	****				****			****		****		
Green/Cycle:	0.11	0.25	0.25	0.11	0.25	0.25	0.14	0.37	0.37	0.11	0.33	0.33
Volume/Cap:	0.65	0.63	0.63	0.37	0.52	0.52	0.24	0.85	0.30	0.49	0.55	0.12
Delay/Veh:	48.3	33.1	33.1	40.7	31.1	31.1	36.9	37.6	21.6	42.1	26.8	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:	48.3	33.1	33.1	40.7	31.1	31.1	36.9	37.6	21.6	42.1	26.8	22.0
LOS by Move:	D	C	C	D	C	C	D	D	C	D	C	C
HCM2kAvgQ:	5	9	9	2	7	7	2	19	4	3	9	1

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Indian Street / Alessandro Boulevard

Cycle (sec): 120 Critical Vol./Cap.(X): 0.975
Loss Time (sec): 16 Average Delay (sec/veh): 128.3
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:	10	42	42	10	42	42	10	28	28	10	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	3	0 1	1 0	3	0 1
Volume Module:												
Base Vol:	302	457	255	265	328	122	141	1596	128	331	1605	174
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	302	457	255	265	328	122	141	1596	128	331	1605	174
Added Vol:	11	33	5	0	33	0	0	0	11	5	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	313	490	260	265	361	122	141	1596	139	336	1605	174
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	328	514	273	278	378	128	148	1673	146	352	1682	182
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	328	514	273	278	378	128	148	1673	146	352	1682	182
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	328	514	273	278	378	128	148	1673	146	352	1682	182
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.91	0.91	0.95	0.91	0.85	0.95	0.91	0.85
Lanes:	1.00	1.31	0.69	1.00	1.49	0.51	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1805	2236	1186	1805	2596	877	1805	5187	1615	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.18	0.23	0.23	0.15	0.15	0.15	0.08	0.32	0.09	0.20	0.32	0.11
Crit Moves:	****				****			****		****		
Green/Cycle:	0.13	0.35	0.35	0.13	0.35	0.35	0.08	0.24	0.24	0.14	0.30	0.30
Volume/Cap:	1.35	0.66	0.66	1.15	0.42	0.42	0.98	1.35	0.38	1.35	1.08	0.38
Delay/Veh:	235.7	34.2	34.2	154.9	29.9	29.9	122.8	210	38.9	233.6	91.5	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:	235.7	34.2	34.2	154.9	29.9	29.9	122.8	210	38.9	233.6	91.5	33.7
LOS by Move:	F	C	C	F	C	C	F	F	D	F	F	C
HCM2kAvgQ:	25	13	13	18	7	7	9	44	5	26	33	5

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 Indian Street / Cactus Avenue

Cycle (sec): 115 Critical Vol./Cap.(X): 0.857
Loss Time (sec): 16 Average Delay (sec/veh): 47.3
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	15	15	10	15	15	10	15	15	10	15	15
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	223	661	76	126	523	105	121	1203	126	38	986	142
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	223	661	76	126	523	105	121	1203	126	38	986	142
Added Vol:	33	60	0	0	60	0	0	0	33	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	256	721	76	126	583	105	121	1203	159	38	986	142
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	269	759	80	133	614	111	127	1266	167	40	1038	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	269	759	80	133	614	111	127	1266	167	40	1038	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	269	759	80	133	614	111	127	1266	167	40	1038	149
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.99	0.99	0.95	0.98	0.98	0.98	1.01	1.01	0.98	1.01	1.01
Lanes:	1.00	1.81	0.19	1.00	1.69	0.31	1.00	1.77	0.23	1.00	1.75	0.25
Final Sat.:	1805	3390	357	1805	3146	567	1865	3405	450	1865	3366	485
Capacity Analysis Module:												
Vol/Sat:	0.15	0.22	0.22	0.07	0.20	0.20	0.07	0.37	0.37	0.02	0.31	0.31
Crit Moves:	****				****			****		****		
Green/Cycle:	0.16	0.27	0.27	0.10	0.21	0.21	0.11	0.40	0.40	0.09	0.38	0.38
Volume/Cap:	0.93	0.84	0.84	0.71	0.93	0.93	0.64	0.93	0.93	0.25	0.81	0.81
Delay/Veh:	81.3	45.9	45.9	61.4	61.3	61.3	55.7	42.6	42.6	49.8	35.3	35.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.3	45.9	45.9	61.4	61.3	61.3	55.7	42.6	42.6	49.8	35.3	35.3
LOS by Move:	F	D	D	E	E	E	E	D	D	D	D	D
HCM2kAvgQ:	13	17	17	6	17	17	6	29	29	2	22	22

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Indian Street / John F. Kennedy Drive

Cycle (sec): 85 Critical Vol./Cap.(X): 0.605
Loss Time (sec): 16 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	27	27	10	27	27	10	24	24	10	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	109	599	99	102	509	50	127	410	88	113	371	133
Growth Adj:	1.00	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	599	99	102	509	50	127	410	88	113	371	133
Added Vol:	27	92	5	0	92	0	0	0	27	5	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	136	691	104	102	601	50	127	410	115	118	371	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	148	751	113	111	653	54	138	446	125	128	403	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	751	113	111	653	54	138	446	125	128	403	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:	148	751	113	111	653	54	138	446	125	128	403	145
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	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	1.74	0.26	1.00	1.85	0.15	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3075	463	1805	3293	274	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.24	0.24	0.06	0.20	0.20	0.08	0.12	0.08	0.07	0.11	0.09
Crit Moves:		****		****			****				****	
Green/Cycle:	0.11	0.31	0.31	0.11	0.31	0.31	0.11	0.28	0.28	0.11	0.28	0.28
Volume/Cap:	0.71	0.79	0.79	0.53	0.64	0.64	0.67	0.45	0.28	0.62	0.40	0.32
Delay/Veh:	48.2	31.2	31.2	39.0	27.1	27.1	44.8	26.3	25.1	42.2	25.9	25.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.2	31.2	31.2	39.0	27.1	27.1	44.8	26.3	25.1	42.2	25.9	25.5
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	5	13	13	4	9	9	5	5	3	4	5	3

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #15 Indian Street / Gentian Avenue

Average Delay (sec/veh): 272.4 Worst Case Level Of Service: F[2509.5]

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:	0	0	1!	0 0	0	0	1!	0 0	0	1	0	0 1	0	0	1!	0 0
Volume Module:																
Base Vol:	70	651	10		10	601	115		102	10	62		10	10	10	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	70	651	10		10	601	115		102	10	62		10	10	10	
Added Vol:	0	0	0		125	0	0		0	16	0		0	16	125	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	70	651	10		135	601	115		102	26	62		10	26	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:	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92	
PHF Volume:	76	708	11		147	653	125		111	28	67		11	28	147	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	76	708	11		147	653	125		111	28	67		11	28	147	
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:	778	xxxx	xxxxx		718	xxxx	xxxxx		1962	1880	716		1922	1937	713	
Potent Cap.:	847	xxxx	xxxxx		892	xxxx	xxxxx		48	72	434		51	66	435	
Move Cap.:	847	xxxx	xxxxx		892	xxxx	xxxxx		14	54	434		21	49	435	
Volume/Cap:	0.09	xxxx	xxxx		0.16	xxxx	xxxx		7.74	0.53	0.16		0.52	0.57	0.34	
Level Of Service Module:																
2Way95thQ:	0.3	xxxx	xxxxx		0.6	xxxx	xxxxx		xxxx	xxxx	0.5		xxxx	xxxx	xxxxx	
Control Del:	9.7	xxxx	xxxxx		9.8	xxxx	xxxxx		xxxxx	xxxx	14.8		xxxxx	xxxx	xxxxx	
LOS by Move:	A	*	*		A	*	*		*	*	B		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		17	xxxx	xxxxx		xxxx	130	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		18.2	xxxx	xxxxx		xxxxx	12.6	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		3718	xxxx	xxxxx		xxxxx	296	xxxxx	
Shared LOS:	*	*	*		*	*	*		F	*	*		*	F	*	
ApproachDel:	xxxxxx				xxxxxx				2509.5				295.7			
ApproachLOS:	*				*				F				F			

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 Indian Street / Santiago Drive

Cycle (sec): 120 Critical Vol./Cap.(X): 0.494
Loss Time (sec): 12 Average Delay (sec/veh): 13.4
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Protected				Split Phase				Split Phase			
Rights:		Ovl				Include				Include				Ovl		
Min. Green:	0	21	21		10	10	0		0	0	0		25	0	25	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0 1	0	1	1	0 2	0	0	0	0 0	0	0	1	0 0	0	1
Volume Module:																
Base Vol:	0	699	10		10	588	0		0	0	0		10	0	10	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	699	10		10	588	0		0	0	0		10	0	10	
Added Vol:	0	0	54		0	0	0		0	0	0		54	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	699	64		10	588	0		0	0	0		64	0	10	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92	
PHF Volume:	0	760	70		11	639	0		0	0	0		70	0	11	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	760	70		11	639	0		0	0	0		70	0	11	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	760	70		11	639	0		0	0	0		70	0	11	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	0.85		0.95	0.95	1.00		1.00	1.00	1.00		0.95	1.00	0.85	
Lanes:	0.00	1.00	1.00		1.00	2.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	0	1900	1615		1805	3610	0		0	0	0		1805	0	1615	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.40	0.04		0.01	0.18	0.00		0.00	0.00	0.00		0.04	0.00	0.01	
Crit Moves:		****			****								****			
Green/Cycle:	0.00	0.61	0.82		0.08	0.69	0.00		0.00	0.00	0.00		0.21	0.00	0.29	
Volume/Cap:	0.00	0.66	0.05		0.07	0.26	0.00		0.00	0.00	0.00		0.19	0.00	0.02	
Delay/Veh:	0.0	16.7	2.1		50.9	7.0	0.0		0.0	0.0	0.0		39.4	0.0	30.3	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	16.7	2.1		50.9	7.0	0.0		0.0	0.0	0.0		39.4	0.0	30.3	
LOS by Move:	A	B	A		D	A	A		A	A	A		D	A	C	
HCM2kAvgQ:	0	18	0		0	5	0		0	0	0		2	0	0	

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Indian Street / Iris Avenue

Cycle (sec): 115 Critical Vol./Cap.(X): 0.943
Loss Time (sec): 16 Average Delay (sec/veh): 56.9
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			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	28	28	10	10	10	10	10	10	10	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	1 0	1	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	110	391	48	254	189	105	19	392	148	121	390	325
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	391	48	254	189	105	19	392	148	121	390	325
Added Vol:	0	43	0	0	43	5	5	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	434	48	254	232	110	24	392	148	121	390	325
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	117	463	51	271	247	117	26	418	158	129	416	346
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	463	51	271	247	117	26	418	158	129	416	346
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	117	463	51	271	247	117	26	418	158	129	416	346
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.99	0.99	0.95	1.00	0.85	0.95	0.96	0.96	0.95	1.00	0.85
Lanes:	1.00	0.90	0.10	1.00	1.00	1.00	1.00	0.73	0.27	1.00	1.00	1.00
Final Sat.:	1805	1685	186	1805	1900	1615	1805	1323	499	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.27	0.27	0.15	0.13	0.07	0.01	0.32	0.32	0.07	0.22	0.21
Crit Moves:		****		****				****		****		
Green/Cycle:	0.18	0.29	0.29	0.16	0.27	0.27	0.12	0.33	0.33	0.09	0.30	0.30
Volume/Cap:	0.37	0.96	0.96	0.96	0.49	0.27	0.12	0.96	0.96	0.82	0.73	0.72
Delay/Veh:	42.3	68.5	68.5	89.8	36.4	33.7	45.6	64.0	64.0	79.7	41.1	41.2
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:	42.3	68.5	68.5	89.8	36.4	33.7	45.6	64.0	64.0	79.7	41.1	41.2
LOS by Move:	D	E	E	F	D	C	D	E	E	E	D	D
HCM2kAvgQ:	4	23	23	14	8	3	1	25	25	7	14	12

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #18 Indian Street / Krameria Avenue

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:	0	0	1!	0 0	1	0	0	1 0	0	0	1!	0 0	0	1	0	1 0
Volume Module:																
Base Vol:	194	392	138		142	356	39		79	134	350		148	44	129	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	194	392	138		142	356	39		79	134	350		148	44	129	
Added Vol:	0	38	0		5	38	0		0	0	0		0	0	5	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	194	430	138		147	394	39		79	134	350		148	44	134	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92	
PHF Volume:	211	467	150		160	428	42		86	146	380		161	48	146	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	211	467	150		160	428	42		86	146	380		161	48	146	
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:	471	xxxx	xxxxx		617	xxxx	xxxxx		1830	1808	449		1996	1754	542	
Potent Cap.:	1102	xxxx	xxxxx		972	xxxx	xxxxx		60	80	614		45	86	544	
Move Cap.:	1102	xxxx	xxxxx		972	xxxx	xxxxx		10	52	614		0	56	544	
Volume/Cap:	0.19	xxxx	xxxx		0.16	xxxx	xxxx		8.88	2.79	0.62		xxxx	0.85	0.27	
Level Of Service Module:																
2Way95thQ:	0.7	xxxx	xxxxx		0.6	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	9.0	xxxx	xxxxx		9.4	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	A	*	*		A	*	*		*	*	*		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	50	xxxxx		0	xxxx	173	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	73.4	xxxxx		xxxxx	xxxx	9.9	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	5235	xxxxx		xxxxx	xxxx	157.3	
Shared LOS:	*	*	*		*	*	*		*	F	*		*	*	F	
ApproachDel:	xxxxxx				xxxxxx				5235.2				xxxxxx			
ApproachLOS:	*				*				F				F			

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #19 Indian Street / San Michele Road

Cycle (sec):	0	Critical Vol./Cap.(X):	3.723
Loss Time (sec):	0	Average Delay (sec/veh):	830.6
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 1	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	488	673	148	324	549	70	65	480	738	262	159	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	488	673	148	324	549	70	65	480	738	262	159	123
Added Vol:	0	27	0	5	27	0	0	0	0	0	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	488	700	148	329	576	70	65	480	738	262	159	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	530	761	161	358	626	76	71	522	802	285	173	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	530	761	161	358	626	76	71	522	802	285	173	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	530	761	161	358	626	76	71	522	802	285	173	139
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:	0.37	0.52	0.11	0.67	1.19	0.14	0.05	0.37	0.58	0.48	0.29	0.23
Final Sat.:	142	204	43	253	458	56	21	153	236	189	115	92
Capacity Analysis Module:												
Vol/Sat:	3.72	3.72	3.72	1.41	1.37	1.35	3.40	3.40	3.40	1.50	1.50	1.50
Crit Moves:		****		****				****			****	
Delay/Veh:	1250	1250	1250	226.7	206	198.6	1106	1106	1106	263.7	264	263.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1250	1250	1250	226.7	206	198.6	1106	1106	1106	263.7	264	263.7
LOS by Move:	F	F	F	F	F	F	F	F	F	F	F	F
ApproachDel:	1250.1			212.7			1106.0			263.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	1250.1			212.7			1106.0			263.7		
LOS by Appr:	F			F			F			F		
AllWayAvgQ:	134	134	134.1	22.3	20.4	20.4	125	125	124.5	27.7	27.7	27.7

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #20 Indian Street / Nandina Street

Cycle (sec):	0	Critical Vol./Cap.(X):	2.704
Loss Time (sec):	0	Average Delay (sec/veh):	564.0
Optimal Cycle:	0	Level Of Service:	F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	1	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1! 0	0
Volume Module:																
Base Vol:	594	1017	351		234	1178	142		90	85	482		138	43	62	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	594	1017	351		234	1178	142		90	85	482		138	43	62	
Added Vol:	0	27	0		0	27	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	594	1044	351		234	1205	142		90	85	482		138	43	62	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92	
PHF Volume:	646	1135	382		254	1310	154		98	92	524		150	47	67	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	646	1135	382		254	1310	154		98	92	524		150	47	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:	646	1135	382		254	1310	154		98	92	524		150	47	67	
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	1.27	1.00		0.30	1.52	0.18		1.00	1.00	1.00		1.14	0.35	0.51	
Final Sat.:	239	431	365		105	550	66		276	287	304		675	-206	163	
Capacity Analysis Module:																
Vol/Sat:	2.70	2.63	1.05		2.42	2.38	2.35		0.35	0.32	1.72		0.22	-0.23	0.41	
Crit Moves:	****				****						****				****	
Delay/Veh:	797.4	765	91.9		666.8	651	637.0		22.7	21.1	366.3		22.0	21.6	21.6	
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:	797.4	765	91.9		666.8	651	637.0		22.7	21.1	366.3		22.0	21.6	21.6	
LOS by Move:	F	F	F		F	F	F		C	C	F		C	C	C	
ApproachDel:	656.0				651.9				274.6				22.1			
Delay Adj:	1.00				1.00				1.00				1.00			
ApprAdjDel:	656.0				651.9				274.6				22.1			
LOS by Appr:	F				F				F				C			
AllWayAvgQ:	71.7	70.3	8.0		64.6	63.4	63.4		0.5	0.5	29.7		0.7	0.7	0.7	

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Indian Street / Harley Knox Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	1.040
Loss Time (sec):	16	Average Delay (sec/veh):	114.8
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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	39	39	10	39	39	10	34	34	10	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	1 0	1 1	0	1 0	1 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	158	1667	703	156	978	390	188	524	46	157	553	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:	158	1667	703	156	978	390	188	524	46	157	553	22
Added Vol:	0	5	0	0	5	22	22	11	0	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	158	1672	703	156	983	412	210	535	46	157	564	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	172	1817	764	170	1068	448	228	582	50	171	613	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	172	1817	764	170	1068	448	228	582	50	171	613	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	172	1817	764	170	1068	448	228	582	50	171	613	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.95	0.91	0.91	0.95	1.00	0.85	0.92	0.94	0.94
Lanes:	2.00	2.00	1.00	1.00	1.41	0.59	1.00	1.00	1.00	2.00	1.92	0.08
Final Sat.:	3502	3610	1615	1805	2432	1019	1805	1900	1615	3502	3454	135
Capacity Analysis Module:												
Vol/Sat:	0.05	0.50	0.47	0.09	0.44	0.44	0.13	0.31	0.03	0.05	0.18	0.18
Crit Moves:		****		****			****				****	
Green/Cycle:	0.08	0.40	0.40	0.08	0.40	0.40	0.10	0.30	0.30	0.08	0.28	0.28
Volume/Cap:	0.59	1.26	1.18	1.13	1.10	1.10	1.26	1.02	0.10	0.58	0.63	0.63
Delay/Veh:	56.2	159	134.0	166.7	92.3	92.3	207.6	84.5	30.4	56.0	38.7	38.7
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:	56.2	159	134.0	166.7	92.3	92.3	207.6	84.5	30.4	56.0	38.7	38.7
LOS by Move:	E	F	F	F	F	F	F	F	C	E	D	D
HCM2kAvgQ:	4	61	45	12	42	42	17	29	1	4	11	11

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #22 Driveway 1 / Gentian Avenue

Average Delay (sec/veh): 5.8 Worst Case Level Of Service: B[11.9]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 1	0	1 0	1 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	30	0	0	30	0
Growth Adj:	1.00	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	30	0	0	30	0
Added Vol:	119	0	87	0	0	0	0	54	92	60	27	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	119	0	87	0	0	0	0	84	92	60	57	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	129	0	95	0	0	0	0	91	100	65	62	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	129	0	95	0	0	0	0	91	100	65	62	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	334	334	96	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	191	xxxx	xxxxx
Potent Cap.:	665	590	966	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1394	xxxx	xxxxx
Move Cap.:	642	562	966	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1394	xxxx	xxxxx
Volume/Cap:	0.20	0.00	0.10	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	748	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	11.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*
ApproachDel:	11.9			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #23 Driveway 2 / Santiago Drive

Average Delay (sec/veh): 4.9 Worst Case Level Of Service: C[19.3]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	0	0	0	1!	0	0	1	0	1	0	0	0	0	0	1	0
Volume Module:																				
Base Vol:	0	0	0	0	0	0	0				0	293	0	0		0	161	0		
Growth Adj:	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	293	0	0		0	161	0		
Added Vol:	0	0	0	141	0	54	54				0	0	0	0		0	0	152		
PasserByVol:	0	0	0	0	0	0	0				0	0	0	0		0	0	0		
Initial Fut:	0	0	0	141	0	54	54				0	293	0	0		0	161	152		
User Adj:	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92	0.92		0.92	0.92	0.92		
PHF Volume:	0	0	0	153	0	59	59				0	318	0	0		0	175	165		
Reduct Vol:	0	0	0	0	0	0	0				0	0	0	0		0	0	0		
FinalVolume:	0	0	0	153	0	59	59				0	318	0	0		0	175	165		
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	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	693	693	258	340				xxxx	xxxxx	xxxx	xxxx		xxxxx				
Potent Cap.:	xxxx	xxxx	xxxxx	412	369	786	1230				xxxx	xxxxx	xxxx	xxxx		xxxxx				
Move Cap.:	xxxx	xxxx	xxxxx	397	351	786	1230				xxxx	xxxxx	xxxx	xxxx		xxxxx				
Volume/Cap:	xxxx	xxxx	xxxx	0.39	0.00	0.07	0.05				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	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	460	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxxx	xxxx	xxxx		xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	2.4	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxxx	xxxx	xxxx		xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	19.3	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxxx	xxxx	xxxx		xxxxx				
Shared LOS:	*	*	*	*	C	*	*	*	*		*	*	*	*		*				
ApproachDel:	xxxxxx				19.3		xxxxxx					xxxxxx								
ApproachLOS:	*				C		*					*								

Note: Queue reported is the number of cars per lane.

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Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	0	1109	1198	0	1169	132
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5		4.5	
Lane Util. Factor		0.95	0.95		0.97	
Frpb, ped/bikes		1.00	1.00		1.00	
Flpb, ped/bikes		1.00	1.00		1.00	
Frt		1.00	1.00		0.98	
Flt Protected		1.00	1.00		0.96	
Satd. Flow (prot)		3574	3574		3426	
Flt Permitted		1.00	1.00		0.96	
Satd. Flow (perm)		3574	3574		3426	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1167	1261	0	1231	139
RTOR Reduction (vph)	0	0	0	0	10	0
Lane Group Flow (vph)	0	1167	1261	0	1360	0
Confl. Peds. (#/hr)						5
Heavy Vehicles (%)	0%	1%	1%	0%	1%	2%
Turn Type		NA	NA		NA	
Protected Phases		2	6		4	
Permitted Phases						
Actuated Green, G (s)		45.5	45.5		35.5	
Effective Green, g (s)		45.5	45.5		35.5	
Actuated g/C Ratio		0.51	0.51		0.39	
Clearance Time (s)		4.5	4.5		4.5	
Vehicle Extension (s)		2.0	2.0		2.0	
Lane Grp Cap (vph)		1806	1806		1351	
v/s Ratio Prot		0.33	c0.35		c0.40	
v/s Ratio Perm						
v/c Ratio		0.65	0.70		1.01	
Uniform Delay, d1		16.3	17.0		27.2	
Progression Factor		1.00	1.00		1.00	
Incremental Delay, d2		1.8	2.3		26.2	
Delay (s)		18.1	19.3		53.4	
Level of Service		B	B		D	
Approach Delay (s)		18.1	19.3		53.4	
Approach LOS		B	B		D	

Intersection Summary			
HCM 2000 Control Delay	31.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	78.2%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	393	4	204	941	2113	0	0	1633	481
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	8	16	8	12	12	12	12	12	12
Total Lost time (s)					4.5		4.5	4.5			3.5	3.5
Lane Util. Factor					1.00		0.97	0.95			0.91	1.00
Frpb, ped/bikes					0.99		1.00	1.00			1.00	0.98
Flpb, ped/bikes					1.00		1.00	1.00			1.00	1.00
Frt					0.95		1.00	1.00			1.00	0.85
Flt Protected					0.97		0.95	1.00			1.00	1.00
Satd. Flow (prot)					1892		3433	3574			5187	1568
Flt Permitted					0.97		0.95	1.00			1.00	1.00
Satd. Flow (perm)					1892		3433	3574			5187	1568
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	0	0	0	401	4	208	960	2156	0	0	1666	491
RTOR Reduction (vph)	0	0	0	0	6	0	0	0	0	0	0	277
Lane Group Flow (vph)	0	0	0	0	607	0	960	2156	0	0	1666	214
Confl. Peds. (#/hr)						5						5
Heavy Vehicles (%)	0%	0%	0%	7%	0%	0%	2%	1%	0%	0%	0%	1%
Turn Type				Split	NA		Prot	NA			NA	Perm
Protected Phases				8	8		5	2			6	
Permitted Phases												6
Actuated Green, G (s)					35.5		25.5	70.5			41.5	41.5
Effective Green, g (s)					35.5		25.5	70.5			41.5	41.5
Actuated g/C Ratio					0.31		0.22	0.61			0.36	0.36
Clearance Time (s)					4.5		4.5	4.5			3.5	3.5
Vehicle Extension (s)					2.0		2.0	2.0			2.0	2.0
Lane Grp Cap (vph)					584		761	2191			1871	565
v/s Ratio Prot					c0.32		c0.28	c0.60			0.32	
v/s Ratio Perm												0.14
v/c Ratio					1.04		1.26	0.98			0.89	0.38
Uniform Delay, d1					39.8		44.8	21.7			34.6	27.2
Progression Factor					1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2					47.7		128.2	15.8			6.9	1.9
Delay (s)					87.5		172.9	37.5			41.5	29.1
Level of Service					F		F	D			D	C
Approach Delay (s)		0.0			87.5			79.2			38.7	
Approach LOS		A			F			E			D	

Intersection Summary			
HCM 2000 Control Delay	65.2	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.09		
Actuated Cycle Length (s)	115.0	Sum of lost time (s)	12.5
Intersection Capacity Utilization	103.9%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	715	932	631	175	433	851	393	1488	211	593	1061	372
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.0	5.0	4.0	5.0		4.0	5.0		4.0	5.0	4.0
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95		1.00	0.91		0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	0.99		1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.90		1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3467	3610	1551	1805	3213		1752	5021		3467	3539	1596
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3467	3610	1551	1805	3213		1752	5021		3467	3539	1596
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	745	971	657	182	451	886	409	1550	220	618	1105	388
RTOR Reduction (vph)	0	0	293	0	245	0	0	14	0	0	0	44
Lane Group Flow (vph)	745	971	364	182	1092	0	409	1757	0	618	1105	344
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	1%	0%	2%	0%	0%	0%	3%	1%	2%	1%	2%	0%
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA		Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2		1	6	7
Permitted Phases			4									6
Actuated Green, G (s)	26.0	41.7	41.7	19.3	35.0		26.0	35.0		26.0	35.0	61.0
Effective Green, g (s)	26.0	41.7	41.7	19.3	35.0		26.0	35.0		26.0	35.0	61.0
Actuated g/C Ratio	0.19	0.30	0.30	0.14	0.25		0.19	0.25		0.19	0.25	0.44
Clearance Time (s)	4.0	5.0	5.0	4.0	5.0		4.0	5.0		4.0	5.0	4.0
Vehicle Extension (s)	3.0	4.0	4.0	3.0	3.0		3.0	4.0		3.0	4.0	3.0
Lane Grp Cap (vph)	643	1075	461	248	803		325	1255		643	884	695
v/s Ratio Prot	c0.21	0.27		0.10	c0.34		c0.23	c0.35		0.18	0.31	0.09
v/s Ratio Perm			0.23									0.12
v/c Ratio	1.16	0.90	0.79	0.73	1.38dr		1.26	1.40		0.96	1.25	0.49
Uniform Delay, d1	57.0	47.2	45.1	57.9	52.5		57.0	52.5		56.5	52.5	28.4
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	88.0	10.8	9.2	10.7	169.9		138.9	184.7		26.0	121.9	0.6
Delay (s)	145.0	58.0	54.3	68.6	222.4		195.9	237.2		82.5	174.4	29.0
Level of Service	F	E	D	E	F		F	F		F	F	C
Approach Delay (s)		84.3			204.0			229.5			120.8	
Approach LOS		F			F			F			F	

Intersection Summary			
HCM 2000 Control Delay	154.6	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.31		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	126.3%	ICU Level of Service	H
Analysis Period (min)	15		

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	492	955	289	55	1265	53	194	39	68	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	502	974	295	56	1291	54	198	40	69	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		457										
pX, platoon unblocked				0.77			0.77	0.77	0.77	0.77	0.77	
vC, conflicting volume	1345			1269			2884	3583	635	3011	3704	672
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1345			748			2849	3759	0	3014	3916	672
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	2			92			0	0	92	0	100	100
cM capacity (veh/h)	513			668			1	0	838	0	0	403

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1
Volume Total	502	650	620	56	861	484	307
Volume Left	502	0	0	56	0	0	198
Volume Right	0	0	295	0	0	54	69
cSH	513	1700	1700	668	1700	1700	0
Volume to Capacity	0.98	0.38	0.36	0.08	0.51	0.28	940.24
Queue Length 95th (ft)	326	0	0	7	0	0	Err
Control Delay (s)	62.8	0.0	0.0	10.9	0.0	0.0	Err
Lane LOS	F			B			F
Approach Delay (s)	17.8			0.4			Err
Approach LOS							F

Intersection Summary			
Average Delay	891.8		
Intersection Capacity Utilization	90.9%	ICU Level of Service	E
Analysis Period (min)	15		

MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #28 Perris Boulevard / Eucalyptus Avenue

Cycle (sec):	120	Critical Vol./Cap.(X):	1.003
Loss Time (sec):	16	Average Delay (sec/veh):	100.6
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	28	28	10	28	28	10	33	33	10	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	110	1816	96	132	1559	210	155	302	183	157	288	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	1816	96	132	1559	210	155	302	183	157	288	190
Added Vol:	0	22	5	0	22	0	0	0	0	5	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	1838	101	132	1581	210	155	302	183	162	288	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	115	1923	106	138	1654	220	162	316	191	169	301	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	1923	106	138	1654	220	162	316	191	169	301	199
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	115	1923	106	138	1654	220	162	316	191	169	301	199
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.53	0.07	0.08	0.46	0.14	0.09	0.17	0.12	0.09	0.16	0.12
Crit Moves:		****		****				****		****		
Green/Cycle:	0.08	0.43	0.43	0.08	0.43	0.43	0.08	0.28	0.28	0.08	0.28	0.28
Volume/Cap:	0.76	1.25	0.15	0.92	1.08	0.32	1.08	0.60	0.43	1.13	0.58	0.45
Delay/Veh:	74.4	154	21.3	104.2	81.6	23.2	150.7	39.8	36.5	166.4	39.1	36.7
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:	74.4	154	21.3	104.2	81.6	23.2	150.7	39.8	36.5	166.4	39.1	36.7
LOS by Move:	E	F	C	F	F	C	F	D	D	F	D	D
HCM2kAvgQ:	6	64	2	8	44	5	11	11	6	12	10	6

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #29 Perris Boulevard / Cottonwood Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.983
Loss Time (sec): 16 Average Delay (sec/veh): 87.1
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	33	33	10	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	157	1321	120	267	1281	221	279	404	176	134	256	253
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	157	1321	120	267	1281	221	279	404	176	134	256	253
Added Vol:	5	33	11	0	33	0	0	0	5	11	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	162	1354	131	267	1314	221	279	404	181	145	256	253
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	165	1383	134	273	1342	226	285	413	185	148	261	258
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	1383	134	273	1342	226	285	413	185	148	261	258
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	165	1383	134	273	1342	226	285	413	185	148	261	258
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	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.38	0.08	0.15	0.37	0.14	0.16	0.22	0.11	0.08	0.14	0.16
Crit Moves:		****		****			****					****
Green/Cycle:	0.09	0.33	0.33	0.13	0.37	0.37	0.13	0.31	0.31	0.10	0.28	0.28
Volume/Cap:	1.01	1.17	0.25	1.17	1.01	0.38	1.17	0.69	0.36	0.86	0.50	0.58
Delay/Veh:	129.0	126	29.8	164.8	66.5	28.4	163.2	39.4	32.3	86.4	37.3	39.5
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:	129.0	126	29.8	164.8	66.5	28.4	163.2	39.4	32.3	86.4	37.3	39.5
LOS by Move:	F	F	C	F	E	C	F	D	C	F	D	D
HCM2kAvgQ:	10	42	4	18	34	6	19	14	5	8	8	9

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #30 Perris Boulevard / Alessandro Boulevard

Cycle (sec): 120 Critical Vol./Cap.(X): 1.402
Loss Time (sec): 16 Average Delay (sec/veh): 161.6
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	19	19	10	19	19	10	15	15	10	15	15
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0 2	0 1		1 0 2	0 1		1 0 2	0 1		1 0 3	0 1	
Volume Module:												
Base Vol:	736	834	279	236	990	328	404	1207	428	371	1139	237
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	736	834	279	236	990	328	404	1207	428	371	1139	237
Added Vol:	5	49	5	0	49	0	0	0	5	5	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	741	883	284	236	1039	328	404	1207	433	376	1139	237
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	756	901	290	241	1060	335	412	1232	442	384	1162	242
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	756	901	290	241	1060	335	412	1232	442	384	1162	242
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	756	901	290	241	1060	335	412	1232	442	384	1162	242
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.03	0.85	0.95	1.03	0.85	0.95	1.03	0.85	0.95	1.03	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	1805	3925	1615	1805	3925	1615	1805	3925	1615	1805	5888	1615
Capacity Analysis Module:												
Vol/Sat:	0.42	0.23	0.18	0.13	0.27	0.21	0.23	0.31	0.27	0.21	0.20	0.15
Crit Moves:	****				****			****		****		
Green/Cycle:	0.30	0.31	0.31	0.18	0.19	0.19	0.20	0.22	0.22	0.15	0.17	0.17
Volume/Cap:	1.40	0.74	0.58	0.74	1.40	1.08	1.13	1.40	1.22	1.40	1.13	0.86
Delay/Veh:	234.1	39.4	36.4	55.1	237	121.2	136.8	234	169.2	252.5	122	70.7
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:	234.1	39.4	36.4	55.1	237	121.2	136.8	234	169.2	252.5	122	70.7
LOS by Move:	F	D	D	E	F	F	F	F	F	F	F	E
HCM2kAvgQ:	55	17	11	10	40	19	25	46	29	29	23	12

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #31 Perris Boulevard / Cactus Avenue

Cycle (sec):	120	Critical Vol./Cap.(X):	1.294
Loss Time (sec):	16	Average Delay (sec/veh):	133.2
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	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	426	1351	317	232	1567	201	239	807	546	100	539	164
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	426	1351	317	232	1567	201	239	807	546	100	539	164
Added Vol:	0	65	5	0	65	0	0	0	0	5	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	426	1416	322	232	1632	201	239	807	546	105	539	164
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	441	1467	334	240	1691	208	248	836	566	109	559	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	441	1467	334	240	1691	208	248	836	566	109	559	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:	441	1467	334	240	1691	208	248	836	566	109	559	170
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.97	0.95	1.03	0.85	0.95	0.97	0.94	0.95	1.00	0.97
Lanes:	1.00	2.43	0.57	1.00	2.00	1.00	1.00	1.18	0.82	1.00	1.52	0.48
Final Sat.:	1805	4635	1054	1805	3925	1615	1805	2170	1468	1805	2882	877
Capacity Analysis Module:												
Vol/Sat:	0.24	0.32	0.32	0.13	0.43	0.13	0.14	0.39	0.39	0.06	0.19	0.19
Crit Moves:	****				****			****		****		
Green/Cycle:	0.18	0.35	0.35	0.15	0.32	0.32	0.15	0.28	0.28	0.08	0.22	0.22
Volume/Cap:	1.35	0.90	0.90	0.90	1.35	0.41	0.90	1.35	1.35	0.72	0.90	0.90
Delay/Veh:	227.5	43.1	43.1	81.1	206	32.6	79.6	209	208.7	69.5	58.8	58.8
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:	227.5	43.1	43.1	81.1	206	32.6	79.6	209	208.7	69.5	58.8	58.8
LOS by Move:	F	D	D	F	F	C	E	F	F	E	E	E
HCM2kAvgQ:	32	25	25	12	59	7	12	50	49	6	17	16

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 Perris Boulevard / John F. Kennedy Drive

Cycle (sec): 120 Critical Vol./Cap.(X): 1.026
Loss Time (sec): 16 Average Delay (sec/veh): 64.0
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	15	15	10	15	15	10	16	16	10	16	16
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	311	1827	259	207	1984	137	208	285	191	263	254	178
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	311	1827	259	207	1984	137	208	285	191	263	254	178
Added Vol:	0	81	71	0	81	0	0	0	0	71	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	311	1908	330	207	2065	137	208	285	191	334	254	178
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	324	1988	344	216	2151	143	217	297	199	348	265	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	324	1988	344	216	2151	143	217	297	199	348	265	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	324	1988	344	216	2151	143	217	297	199	348	265	185
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.01	0.98	0.95	1.02	0.99	0.95	1.03	0.85	0.95	1.03	0.85
Lanes:	1.00	2.55	0.45	1.00	2.81	0.19	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	4886	845	1805	5461	362	1805	3925	1615	1805	3925	1615
Capacity Analysis Module:												
Vol/Sat:	0.18	0.41	0.41	0.12	0.39	0.39	0.12	0.08	0.12	0.19	0.07	0.11
Crit Moves:	****				****				****	****		
Green/Cycle:	0.17	0.42	0.42	0.12	0.38	0.38	0.15	0.13	0.13	0.18	0.17	0.17
Volume/Cap:	1.04	0.96	0.96	0.96	1.04	1.04	0.80	0.57	0.92	1.04	0.40	0.69
Delay/Veh:	113.0	43.9	43.9	100.5	69.5	69.5	64.3	50.2	92.1	110.4	45.0	54.2
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:	113.0	43.9	43.9	100.5	69.5	69.5	64.3	50.2	92.1	110.4	45.0	54.2
LOS by Move:	F	D	D	F	E	E	E	D	F	F	D	D
HCM2kAvgQ:	18	34	33	12	38	37	10	6	11	19	5	8

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #33 Perris Boulevard / Gentian Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 1.048
Loss Time (sec): 12 Average Delay (sec/veh): 29.6
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	10	19	19	30	30	30	30	30	30
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	10	2066	217	134	2005	10	10	10	10	90	10	203
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	2066	217	134	2005	10	10	10	10	90	10	203
Added Vol:	54	103	0	0	130	27	54	5	81	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	2169	217	134	2135	37	64	15	91	90	15	203
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	70	2358	236	146	2321	40	70	16	99	98	16	221
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	2358	236	146	2321	40	70	16	99	98	16	221
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	2358	236	146	2321	40	70	16	99	98	16	221
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.06	0.90	0.90	0.95	0.91	0.91	0.61	0.61	0.61	0.73	0.73	0.73
Lanes:	1.00	2.73	0.27	1.00	2.95	0.05	0.38	0.09	0.53	0.29	0.05	0.66
Final Sat.:	112	4649	465	1805	5083	88	438	103	623	405	67	913
Capacity Analysis Module:												
Vol/Sat:	0.62	0.51	0.51	0.08	0.46	0.46	0.16	0.16	0.16	0.24	0.24	0.24
Crit Moves:	****			****							****	
Green/Cycle:	0.57	0.57	0.57	0.08	0.65	0.65	0.25	0.25	0.25	0.25	0.25	0.25
Volume/Cap:	1.10	0.89	0.89	0.97	0.70	0.70	0.64	0.64	0.64	0.97	0.97	0.97
Delay/Veh:	167.5	26.9	26.9	118.6	14.2	14.2	44.7	44.7	44.7	84.0	84.0	84.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	167.5	26.9	26.9	118.6	14.2	14.2	44.7	44.7	44.7	84.0	84.0	84.0
LOS by Move:	F	C	C	F	B	B	D	D	D	F	F	F
HCM2kAvgQ:	6	34	34	9	21	21	7	7	7	17	17	17

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #34 Perris Boulevard / Driveway 3

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: C[25.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 3 0 0			0 0 2 1 0			0 0 0 0 1			0 0 0 0 1		
Volume Module:												
Base Vol:	0	2293	0	0	2105	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	2293	0	0	2105	0	0	0	0	0	0	0
Added Vol:	0	157	0	0	81	130	0	0	114	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2450	0	0	2186	130	0	0	114	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	2663	0	0	2376	141	0	0	124	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	2663	0	0	2376	141	0	0	124	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	863	xxxx	xxxx	888
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	302	xxxx	xxxx	291
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	302	xxxx	xxxx	291
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.41	xxxx	xxxx	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1.9	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	25.0	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	C	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			25.0			xxxxxx		
ApproachLOS:	*			*			C			*		

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #35 Perris Boulevard / Driveway 4

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: C[23.7]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 2 0 0			0 0 2 1 0			0 0 0 0 1			0 0 1 0 0		
Volume Module:												
Base Vol:	0	2293	0	0	2105	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	2293	0	0	2105	0	0	0	0	0	0	0
Added Vol:	0	157	0	0	141	54	0	0	27	0	0	0
PasserByVol:	0	0	0	0	-78	78	0	0	78	0	0	0
Initial Fut:	0	2450	0	0	2168	132	0	0	105	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	2663	0	0	2357	143	0	0	114	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	2663	0	0	2357	143	0	0	114	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	6.5	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	4.0	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	857	xxxx	5163	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	305	xxxx	0	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	305	xxxx	0	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.37	xxxx	0.00	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1.7	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	23.7	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	C	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			23.7			xxxxxx		
ApproachLOS:	*			*			C			*		

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #36 Perris Boulevard / Santiago Drive

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 2	1	0		1 0 2	1	0		0 0 1!	0	0		0 0 1!	0	0	
Volume Module:																
Base Vol:	65	2166	106		103	1927	75		50	61	182		166	21	77	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	65	2166	106		103	1927	75		50	61	182		166	21	77	
Added Vol:	141	27	0		27	141	0		103	11	27		0	11	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	206	2193	106		130	2068	75		153	72	209		166	32	77	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92	
PHF Volume:	224	2381	115		141	2245	81		166	78	227		180	35	84	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	224	2381	115		141	2245	81		166	78	227		180	35	84	
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:	2327	xxxx	xxxxx		2496	xxxx	xxxxx		3827	5512	789		3956	5495	851	
Potent Cap.:	217	xxxx	xxxxx		186	xxxx	xxxxx		1	0	338		1	0	307	
Move Cap.:	217	xxxx	xxxxx		186	xxxx	xxxxx		0	0	338		0	0	307	
Volume/Cap:	1.03	xxxx	xxxx		0.76	xxxx	xxxx		xxxx	xxxx	0.67		xxxx	xxxx	0.27	
Level Of Service Module:																
2Way95thQ:	9.6	xxxx	xxxxx		5.0	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	117.0	xxxx	xxxxx		68.0	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	F	*	*		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		xxxx	0	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				F			

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 Perris Boulevard / Iris Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 1.577
Loss Time (sec): 16 Average Delay (sec/veh): 240.4
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	31	31	10	31	31	10	34	34	10	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	2 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	343	1661	292	592	1465	336	254	331	222	338	899	420
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	343	1661	292	592	1465	336	254	331	222	338	899	420
Added Vol:	0	87	0	71	87	11	11	0	0	0	0	71
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	343	1748	292	663	1552	347	265	331	222	338	899	491
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	373	1900	317	721	1687	377	288	360	241	367	977	534
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	373	1900	317	721	1687	377	288	360	241	367	977	534
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	373	1900	317	721	1687	377	288	360	241	367	977	534
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.89	0.89	0.95	0.89	0.89	0.95	0.90	0.90
Lanes:	1.00	3.00	1.00	1.00	2.45	0.55	1.00	1.20	0.80	1.00	1.29	0.71
Final Sat.:	1805	5187	1615	1805	4125	922	1805	2031	1362	1805	2211	1208
Capacity Analysis Module:												
Vol/Sat:	0.21	0.37	0.20	0.40	0.41	0.41	0.16	0.18	0.18	0.20	0.44	0.44
Crit Moves:		****		****			****				****	
Green/Cycle:	0.16	0.26	0.26	0.23	0.33	0.33	0.09	0.28	0.28	0.09	0.28	0.28
Volume/Cap:	1.25	1.42	0.76	1.72	1.25	1.25	1.72	0.63	0.63	2.19	1.56	1.56
Delay/Veh:	189.4	237	49.1	379.8	160	160.3	402.1	38.8	38.8	610.4	300	300.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	189.4	237	49.1	379.8	160	160.3	402.1	38.8	38.8	610.4	300	300.0
LOS by Move:	F	F	D	F	F	F	F	D	D	F	F	F
HCM2kAvgQ:	25	52	12	64	48	48	27	11	11	39	65	65

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #38 Perris Boulevard / Krameria Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.933
Loss Time (sec): 16 Average Delay (sec/veh): 265.1
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	28	28	10	24	24	34	34	34	31	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 1	1! 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	84	1746	121	252	1443	134	143	141	136	208	160	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:	84	1746	121	252	1443	134	143	141	136	208	160	241
Added Vol:	0	71	0	11	71	5	5	0	0	0	0	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	1817	121	263	1514	139	148	141	136	208	160	252
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	91	1975	132	286	1646	151	161	153	148	226	174	274
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	1975	132	286	1646	151	161	153	148	226	174	274
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	91	1975	132	286	1646	151	161	153	148	226	174	274
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.90	0.90	0.89	0.89	0.89	0.95	1.00	0.85
Lanes:	1.00	2.81	0.19	1.00	2.75	0.25	0.83	0.79	1.38	1.00	1.00	1.00
Final Sat.:	1805	4819	321	1805	4689	431	1401	1334	2333	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.41	0.41	0.16	0.35	0.35	0.11	0.11	0.06	0.13	0.09	0.17
Crit Moves:		****		****			****			****		
Green/Cycle:	0.08	0.23	0.23	0.09	0.24	0.24	0.28	0.28	0.28	0.26	0.26	0.26
Volume/Cap:	0.61	1.75	1.75	1.75	1.45	1.45	0.41	0.41	0.22	0.48	0.35	0.66
Delay/Veh:	60.1	386	386.1	415.3	254	253.6	35.1	35.1	33.0	38.5	36.8	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:	60.1	386	386.1	415.3	254	253.6	35.1	35.1	33.0	38.5	36.8	43.5
LOS by Move:	E	F	F	F	F	F	D	D	C	D	D	D
HCM2kAvgQ:	4	69	69	27	50	50	6	6	3	7	5	10

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #39 Perris Boulevard / San Michele Road

Cycle (sec): 120 Critical Vol./Cap.(X): 0.779
Loss Time (sec): 16 Average Delay (sec/veh): 104.1
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	32	32	10	32	32	10	34	34	10	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	0	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	104	1517	5	5	1547	409	284	5	78	5	5	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	1517	5	5	1547	409	284	5	78	5	5	5
Added Vol:	0	54	0	0	54	5	5	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	104	1571	5	5	1601	414	289	5	78	5	5	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	113	1708	5	5	1740	450	314	5	85	5	5	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	1708	5	5	1740	450	314	5	85	5	5	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	113	1708	5	5	1740	450	314	5	85	5	5	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.88	0.88	0.95	0.86	0.86	0.95	1.00	0.85
Lanes:	1.00	2.99	0.01	1.00	2.38	0.62	1.00	0.06	0.94	1.00	1.00	1.00
Final Sat.:	1805	5171	16	1805	3994	1033	1805	98	1534	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.33	0.33	0.00	0.44	0.44	0.17	0.06	0.06	0.00	0.00	0.00
Crit Moves:	****				****		****				****	
Green/Cycle:	0.08	0.35	0.35	0.09	0.36	0.36	0.14	0.33	0.33	0.10	0.28	0.28
Volume/Cap:	0.75	0.94	0.94	0.03	1.22	1.22	1.22	0.17	0.17	0.03	0.01	0.01
Delay/Veh:	72.7	47.6	47.6	50.1	143	142.7	180.1	28.7	28.7	49.2	30.9	30.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.7	47.6	47.6	50.1	143	142.7	180.1	28.7	28.7	49.2	30.9	30.9
LOS by Move:	E	D	D	D	F	F	F	C	C	D	C	C
HCM2kAvgQ:	6	27	27	0	49	49	21	2	2	0	0	0

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #40 Perris Boulevard / Nandina Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.742
Loss Time (sec): 16 Average Delay (sec/veh): 107.8
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:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	10	31	31	10	31	31	10	41	41	10	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	3 0	1	1 0	1 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	143	1447	18	254	1364	116	269	40	188	12	6	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	1447	18	254	1364	116	269	40	188	12	6	11
Added Vol:	0	49	0	0	49	5	5	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	143	1496	18	254	1413	121	274	40	188	12	6	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	155	1626	20	276	1536	132	298	43	204	13	7	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	1626	20	276	1536	132	298	43	204	13	7	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	155	1626	20	276	1536	132	298	43	204	13	7	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.91	0.85	0.95	0.83	0.83	0.95	1.00	0.85
Lanes:	1.00	2.96	0.04	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	5115	62	1805	5187	1615	1805	1581	1581	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.32	0.32	0.15	0.30	0.08	0.17	0.03	0.13	0.01	0.00	0.01
Crit Moves:		****		****			****					****
Green/Cycle:	0.09	0.26	0.26	0.13	0.30	0.44	0.14	0.38	0.38	0.09	0.34	0.34
Volume/Cap:	0.98	1.21	1.21	1.21	0.98	0.19	1.21	0.07	0.34	0.08	0.01	0.02
Delay/Veh:	121.0	146	146.3	180.9	60.4	20.8	178.4	23.4	26.4	49.8	26.1	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:	121.0	146	146.3	180.9	60.4	20.8	178.4	23.4	26.4	49.8	26.1	26.2
LOS by Move:	F	F	F	F	E	C	F	C	C	D	C	C
HCM2kAvgQ:	9	38	38	19	26	3	20	1	6	0	0	0

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #41 Perris Boulevard / Harley Knox Boulevard

Cycle (sec): 120 Critical Vol./Cap.(X): 2.661
Loss Time (sec): 12 Average Delay (sec/veh): 411.8
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:	Protected				Permitted				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	0	0	29	29	10	0	10	0	0	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	1	0	0	1	0	0	1	0	0	1	0	0	1	0	0	1! 0 0
Volume Module:																
Base Vol:	119	1142	23	64	1123	357	332	84	89	15	39	36				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	119	1142	23	64	1123	357	332	84	89	15	39	36				
Added Vol:	0	38	0	0	38	11	11	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	119	1180	23	64	1161	368	343	84	89	15	39	36				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92				
PHF Volume:	129	1283	25	70	1262	400	373	91	97	16	42	39				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	129	1283	25	70	1262	400	373	91	97	16	42	39				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	129	1283	25	70	1262	400	373	91	97	16	42	39				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.95	1.00	1.00	0.34	0.34	0.85	0.90	0.90	0.90	0.94	0.94	0.94				
Lanes:	1.00	0.98	0.02	0.05	0.95	1.00	1.00	0.49	0.51	0.17	0.43	0.40				
Final Sat.:	1805	1858	36	34	616	1615	1702	826	875	297	773	713				
Capacity Analysis Module:																
Vol/Sat:	0.07	0.69	0.69	2.05	2.05	0.25	0.22	0.11	0.11	0.05	0.05	0.05				
Crit Moves:	****				****		****			****						
Green/Cycle:	0.08	0.78	0.78	0.70	0.70	0.70	0.09	0.09	0.09	0.02	0.02	0.02				
Volume/Cap:	0.86	0.88	0.88	2.92	2.92	0.35	2.36	1.19	1.19	2.36	2.36	2.36				
Delay/Veh:	90.6	15.5	15.5	889.7	890	7.3	680.8	160	160.2	740.7	741	740.7				
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:	90.6	15.5	15.5	889.7	890	7.3	680.8	160	160.2	740.7	741	740.7				
LOS by Move:	F	B	B	F	F	A	F	F	F	F	F	F				
HCM2kAvgQ:	7	36	36	155	155	6	43	14	14	12	12	12				

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #42 Perris Boulevard / Ramona Expressway

Cycle (sec): 120 Critical Vol./Cap.(X): 0.934
Loss Time (sec): 16 Average Delay (sec/veh): 95.5
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	44	44	10	44	44	10	36	36	10	36	36
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	1 1	0	2 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	211	699	194	583	614	207	242	1114	84	314	1185	440
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	211	699	194	583	614	207	242	1114	84	314	1185	440
Added Vol:	0	11	0	22	11	5	5	0	0	0	0	22
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	211	710	194	605	625	212	247	1114	84	314	1185	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:	221	745	204	635	656	222	259	1169	88	329	1243	485
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	221	745	204	635	656	222	259	1169	88	329	1243	485
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	221	745	204	635	656	222	259	1169	88	329	1243	485
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	0.91	0.91	0.92	0.91	0.85	0.92	0.87	0.87
Lanes:	2.00	2.00	1.00	2.00	1.49	0.51	2.00	3.00	1.00	2.00	2.16	0.84
Final Sat.:	3502	3610	1615	3502	2593	880	3502	5187	1615	3502	3575	1394
Capacity Analysis Module:												
Vol/Sat:	0.06	0.21	0.13	0.18	0.25	0.25	0.07	0.23	0.05	0.09	0.35	0.35
Crit Moves:		****		****			****				****	
Green/Cycle:	0.09	0.37	0.37	0.12	0.39	0.39	0.08	0.30	0.30	0.08	0.30	0.30
Volume/Cap:	0.71	0.56	0.34	1.55	0.64	0.64	0.89	0.75	0.18	1.13	1.16	1.16
Delay/Veh:	60.3	30.9	27.9	314.1	30.6	30.6	80.8	40.1	31.3	147.1	122	121.6
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:	60.3	30.9	27.9	314.1	30.6	30.6	80.8	40.1	31.3	147.1	122	121.6
LOS by Move:	E	C	C	F	C	C	F	D	C	F	F	F
HCM2kAvgQ:	6	12	5	28	14	14	8	16	2	12	37	37

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #43 Kitching Street / Cactus Avenue

Cycle (sec): 90 Critical Vol./Cap.(X): 0.812
Loss Time (sec): 16 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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	181	528	80	156	359	93	159	921	169	69	462	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	181	528	80	156	359	93	159	921	169	69	462	134
Added Vol:	0	16	16	0	16	0	0	0	0	16	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	181	544	96	156	375	93	159	921	169	85	462	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	195	587	104	168	405	100	172	995	183	92	499	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	587	104	168	405	100	172	995	183	92	499	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:	195	587	104	168	405	100	172	995	183	92	499	145
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	1.01	1.01	0.98	1.03	0.88	0.98	1.01	1.01	0.98	1.00	1.00
Lanes:	1.00	1.70	0.30	1.00	1.00	1.00	1.00	1.69	0.31	1.00	1.55	0.45
Final Sat.:	1865	3263	576	1865	1963	1668	1865	3240	595	1865	2939	853
Capacity Analysis Module:												
Vol/Sat:	0.10	0.18	0.18	0.09	0.21	0.06	0.09	0.31	0.31	0.05	0.17	0.17
Crit Moves:	****				****			****		****		
Green/Cycle:	0.12	0.22	0.22	0.14	0.24	0.24	0.18	0.35	0.35	0.11	0.28	0.28
Volume/Cap:	0.87	0.81	0.81	0.66	0.87	0.25	0.50	0.87	0.87	0.44	0.60	0.60
Delay/Veh:	67.3	39.3	39.3	43.2	48.9	28.2	34.2	33.5	33.5	38.9	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:	67.3	39.3	39.3	43.2	48.9	28.2	34.2	33.5	33.5	38.9	29.1	29.1
LOS by Move:	E	D	D	D	D	C	C	C	C	D	C	C
HCM2kAvgQ:	8	12	12	6	14	3	5	19	19	3	9	9

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 Kitching Street / John F. Kennedy Drive

Cycle (sec): 120 Critical Vol./Cap.(X): 0.992
Loss Time (sec): 16 Average Delay (sec/veh): 75.8
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:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	120	547	61	70	377	129	142	520	181	119	447	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	547	61	70	377	129	142	520	181	119	447	70
Added Vol:	11	0	0	0	0	38	38	16	11	0	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	131	547	61	70	377	167	180	536	192	119	463	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	137	573	64	73	395	175	188	561	201	125	485	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	573	64	73	395	175	188	561	201	125	485	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	137	573	64	73	395	175	188	561	201	125	485	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.24	1.24	1.24	1.21	1.21	1.21	1.05	1.06	1.06	1.05	1.10	0.94
Lanes:	0.18	0.74	0.08	0.11	0.62	0.27	1.00	1.47	0.53	1.00	2.00	1.00
Final Sat.:	418	1746	195	263	1415	627	1986	2954	1058	1986	4180	1777
Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.33	0.28	0.28	0.28	0.09	0.19	0.19	0.06	0.12	0.04
Crit Moves:			****	****				****		****		
Green/Cycle:	0.32	0.32	0.32	0.27	0.27	0.27	0.12	0.19	0.19	0.08	0.15	0.15
Volume/Cap:	1.02	1.02	1.02	1.02	1.02	1.02	0.78	1.02	1.02	0.75	0.78	0.28
Delay/Veh:	77.7	77.7	77.7	83.8	83.8	83.8	66.2	86.1	86.1	71.4	55.6	46.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.7	77.7	77.7	83.8	83.8	83.8	66.2	86.1	86.1	71.4	55.6	46.0
LOS by Move:	E	E	E	F	F	F	E	F	F	E	E	D
HCM2kAvgQ:	36	36	36	31	31	31	9	20	20	6	11	3

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #45 Kitching Street / Iris Avenue

Cycle (sec): 115 Critical Vol./Cap.(X): 1.090
Loss Time (sec): 16 Average Delay (sec/veh): 70.4
Optimal Cycle: OPTIMIZED Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	182	311	457	166	399	190	198	956	190	441	1035	295
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	182	311	457	166	399	190	198	956	190	441	1035	295
Added Vol:	5	0	0	0	0	5	5	49	5	0	49	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	187	311	457	166	399	195	203	1005	195	441	1084	295
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	196	326	480	174	419	205	213	1055	205	463	1137	310
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	196	326	480	174	419	205	213	1055	205	463	1137	310
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	196	326	480	174	419	205	213	1055	205	463	1137	310
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.94	0.94	0.98	0.98	0.98	0.98	1.01	1.01	0.98	1.03	0.88
Lanes:	1.00	1.00	1.00	1.00	1.34	0.66	1.00	1.67	0.33	1.00	2.00	1.00
Final Sat.:	1865	1788	1788	1865	2508	1225	1865	3209	623	1865	3925	1668
Capacity Analysis Module:												
Vol/Sat:	0.11	0.18	0.27	0.09	0.17	0.17	0.11	0.33	0.33	0.25	0.29	0.19
Crit Moves:			****	****				****		****		
Green/Cycle:	0.13	0.25	0.25	0.09	0.20	0.20	0.15	0.30	0.30	0.23	0.38	0.47
Volume/Cap:	0.82	0.74	1.09	1.07	0.82	0.82	0.76	1.09	1.09	1.09	0.76	0.40
Delay/Veh:	68.2	42.8	104.4	144.4	50.7	50.7	58.9	95.4	95.4	115.3	33.7	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:	68.2	42.8	104.4	144.4	50.7	50.7	58.9	95.4	95.4	115.3	33.7	20.5
LOS by Move:	E	D	F	F	D	D	E	F	F	F	C	C
HCM2kAvgQ:	9	13	26	11	13	13	9	33	33	25	20	10

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #46 Lasselle Street / Iris Avenue

Cycle (sec):	120	Critical Vol./Cap.(X):	0.746
Loss Time (sec):	16	Average Delay (sec/veh):	48.4
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			Include			Include			Include		
Min. Green:	10	41	41	10	41	41	10	34	34	10	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	258	548	260	330	440	233	338	1011	276	323	1165	207
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	258	548	260	330	440	233	338	1011	276	323	1165	207
Added Vol:	11	0	0	0	0	5	5	22	11	0	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	269	548	260	330	440	238	343	1033	287	323	1187	207
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	281	573	272	345	460	249	358	1079	300	338	1240	216
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	281	573	272	345	460	249	358	1079	300	338	1240	216
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	281	573	272	345	460	249	358	1079	300	338	1240	216
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	0.91	0.85	0.92	0.89	0.89
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	2.55	0.45
Final Sat.:	3502	3610	1615	3502	3610	1615	3502	5187	1615	3502	4320	753
Capacity Analysis Module:												
Vol/Sat:	0.08	0.16	0.17	0.10	0.13	0.15	0.10	0.21	0.19	0.10	0.29	0.29
Crit Moves:		****		****			****				****	
Green/Cycle:	0.09	0.34	0.45	0.11	0.36	0.36	0.11	0.31	0.31	0.11	0.31	0.31
Volume/Cap:	0.91	0.46	0.38	0.93	0.35	0.43	0.93	0.67	0.59	0.91	0.93	0.93
Delay/Veh:	84.6	31.2	22.3	82.6	28.3	29.6	81.6	36.9	36.7	78.0	50.4	50.4
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:	84.6	31.2	22.3	82.6	28.3	29.6	81.6	36.9	36.7	78.0	50.4	50.4
LOS by Move:	F	C	C	F	C	C	F	D	D	E	D	D
HCM2kAvgQ:	8	9	7	10	6	7	10	13	10	9	23	23

Note: Queue reported is the number of cars per lane.

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APPENDIX 7.3

General Plan Buildout (Post-2035) Without Project Conditions
Traffic Signal Warrant Analysis Worksheets

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

___	___	___	___		TRAFFIC CONDITIONS		**P2035 NP**
DIST	CO	RTE	PM	CALC	CS	DATE	08/26/13
Jurisdiction:	**City of Moreno Valley**			CHK	CS	DATE	08/26/13
Major Street:	**Heacock Street**				Critical Approach Speed (Major)		45 mph
Minor Street:	**Gentian Avenue**				Critical Approach Speed (Minor)		25 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes **1** lane

Major Street Future ADT = **24,500** vpd Minor Street Future ADT = **1,300** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ……... [√]

or **RURAL (R)**

In built up area of isolated community of < 10,000 population …….. [ ]

(Based on Estimated Average Daily Traffic - See Note)

URBAN	RURAL	Minimum Requirements EADT			
	XX				
CONDITION A - Minimum Vehicular Volume					
Satisfied	Not Satisfied	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
	XX				
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **24,500**	*1* **1,300**	8,000	5,600 *	2,400	1,680
2 +	*1*	9,600	6,720	2,400	1,680
2 +	*2 +*	9,600	6,720	3,200	2,240
1	*2 +*	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic					
Satisfied	Not Satisfied	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
XX					
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **24,500**	*1* **1,300**	12,000	8,400 *	1,200	850 *
2 +	*1*	14,400	10,080	1,200	850
2 +	*2 +*	14,400	10,080	1,600	1,120
1	*2 +*	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B					
Satisfied	Not Satisfied	2 CONDITIONS 80%		2 CONDITIONS 80%	
	XX				
No one condition satisfied, but following conditions fulfilled 80% of more …..	**A**	**B**			
	77%	100%			

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

___	___	___	___		TRAFFIC CONDITIONS		**P2035 NP**
DIST	CO	RTE	PM	CALC	DB	DATE	07/30/13
Jurisdiction:	**City of Moreno Valley**			CHK	CS	DATE	08/13/13
Major Street:	**Harley Knox Boulevard**				Critical Approach Speed (Major)		45 mph
Minor Street:	**Webster Avenue**				Critical Approach Speed (Minor)		25 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes **1** lane

Major Street Future ADT = **39,000** vpd Minor Street Future ADT = **201** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ……... [√]

or **RURAL (R)**

In built up area of isolated community of < 10,000 population …….. [ ]

(Based on Estimated Average Daily Traffic - See Note)

URBAN	RURAL	Minimum Requirements EADT			
	XX				
CONDITION A - Minimum Vehicular Volume					
Satisfied	Not Satisfied	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
	XX				
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **39,000**	*1* **201**	8,000	5,600 *	2,400	1,680
2 +	*1*	9,600	6,720	2,400	1,680
2 +	*2 +*	9,600	6,720	3,200	2,240
1	*2 +*	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic					
Satisfied	Not Satisfied	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
	XX				
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **39,000**	*1* **201**	12,000	8,400 *	1,200	850
2 +	*1*	14,400	10,080	1,200	850
2 +	*2 +*	14,400	10,080	1,600	1,120
1	*2 +*	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B					
Satisfied	Not Satisfied	2 CONDITIONS 80%		2 CONDITIONS 80%	
	XX				
No one condition satisfied, but following conditions fulfilled 80% of more …..	**A** 12% / **B** 24%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS		P2035 NP	
				CALC	DB	DATE	07/30/13
Jurisdiction:	City of Moreno Valley			CHK	CS	DATE	08/13/13
Major Street:	Indian Street			Critical Approach Speed (Major)		40	mph
Minor Street:	Gentian Avenue			Critical Approach Speed (Minor)		40	mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes **1** lane

Major Street Future ADT = **13,800** vpd Minor Street Future ADT = **1,500** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); …….. [ ]

or **RURAL (R)**

In built up area of isolated community of < 10,000 population …….. [ ]

(Based on Estimated Average Daily Traffic - See Note)

URBAN	RURAL	Minimum Requirements EADT			
XX					
CONDITION A - Minimum Vehicular Volume					
Satisfied	Not Satisfied	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
	XX				
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **13,800**	*1* **1,500**	8,000 *	5,600	2,400	1,680
2 +	*1*	9,600	6,720	2,400	1,680
2 +	*2 +*	9,600	6,720	3,200	2,240
1	*2 +*	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic					
Satisfied	Not Satisfied	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
XX					
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **13,800**	*1* **1,500**	12,000 *	8,400	1,200 *	850
2 +	*1*	14,400	10,080	1,200	850
2 +	*2 +*	14,400	10,080	1,600	1,120
1	*2 +*	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B					
Satisfied	Not Satisfied	2 CONDITIONS 80%		2 CONDITIONS 80%	
	XX				
No one condition satisfied, but following conditions fulfilled 80% of more …..	**A** 63% / **B** 100%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM

TRAFFIC CONDITIONS **P2035 NP**

CALC DB DATE 07/30/13

CHK CS DATE 08/13/13

Jurisdiction: **City of Moreno Valley**

Major Street: **Indian Street**

Minor Street: **Krameria Avenue**

Critical Approach Speed (Major) 50 mph

Critical Approach Speed (Minor) 25 mph

Major Street Approach Lanes = **1** lane

Minor Street Approach Lanes **1** lane

Major Street Future ADT = **15,400** vpd

Minor Street Future ADT = **4,500** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ……... [√]

or

In built up area of isolated community of < 10,000 population …….. [ ]

RURAL (R)

(Based on Estimated Average Daily Traffic - See Note)

URBAN	RURAL	Minimum Requirements EADT			
	XX				
CONDITION A - Minimum Vehicular Volume					
Satisfied	Not Satisfied	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
XX					
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **15,400**	*1* **4,500**	8,000	5,600 *	2,400	1,680 *
2 +	*1*	9,600	6,720	2,400	1,680
2 +	*2 +*	9,600	6,720	3,200	2,240
1	*2 +*	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic					
Satisfied	Not Satisfied	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
XX					
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **15,400**	*1* **4,500**	12,000	8,400 *	1,200	850 *
2 +	*1*	14,400	10,080	1,200	850
2 +	*2 +*	14,400	10,080	1,600	1,120
1	*2 +*	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B					
Satisfied	Not Satisfied	2 CONDITIONS 80%		2 CONDITIONS 80%	
XX					
No one condition satisfied, but following conditions fulfilled 80% of more …..	**A** 100%	**B** 100%			

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

APPENDIX 7.4

General Plan Buildout (Post-2035) With Project Conditions
Traffic Signal Warrant Analysis Worksheets

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

___	___	___	___		TRAFFIC CONDITIONS		**P2035 WP**
DIST	CO	RTE	PM	CALC	DB	DATE	07/30/13
Jurisdiction:	**City of Moreno Valley**			CHK	CS	DATE	08/13/13
Major Street:	**Harley Knox Boulevard**				Critical Approach Speed (Major)		45 mph
Minor Street:	**Webster Avenue**				Critical Approach Speed (Minor)		25 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes **1** lane

Major Street Future ADT = **39,432** vpd Minor Street Future ADT = **345** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ……... [√]

or **RURAL (R)**

In built up area of isolated community of < 10,000 population …….. [ ]

(Based on Estimated Average Daily Traffic - See Note)

URBAN	RURAL	Minimum Requirements EADT			
	XX				
CONDITION A - Minimum Vehicular Volume					
Satisfied	Not Satisfied	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
	XX				
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **39,432**	*1* **345**	8,000	5,600 *	2,400	1,680
2 +	*1*	9,600	6,720	2,400	1,680
2 +	*2 +*	9,600	6,720	3,200	2,240
1	*2 +*	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic					
Satisfied	Not Satisfied	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
	XX				
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **39,432**	*1* **345**	12,000	8,400 *	1,200	850
2 +	*1*	14,400	10,080	1,200	850
2 +	*2 +*	14,400	10,080	1,600	1,120
1	*2 +*	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B					
Satisfied	Not Satisfied	2 CONDITIONS 80%		2 CONDITIONS 80%	
	XX				
No one condition satisfied, but following conditions fulfilled 80% of more …..	**A** 21% / **B** 41%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

___	___	___	___		TRAFFIC CONDITIONS		**P2035 WP**
DIST	CO	RTE	PM	CALC	CS	DATE	02/13/14
Jurisdiction:	**City of Moreno Valley**			CHK	CS	DATE	02/13/14
Major Street:	**Gentian Avenue**				Critical Approach Speed (Major)		40 mph
Minor Street:	**Driveway 1**				Critical Approach Speed (Minor)		25 mph

Major Street Approach Lanes = **2** lane Minor Street Approach Lanes **1** lane

Major Street Future ADT = **6,810** vpd Minor Street Future ADT = **1,588** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); …….. [ ]

or **RURAL (R)**

In built up area of isolated community of < 10,000 population …….. [ ]

(Based on Estimated Average Daily Traffic - See Note)

URBAN	RURAL	Minimum Requirements EADT			
XX					
CONDITION A - Minimum Vehicular Volume					
Satisfied	Not Satisfied XX	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1	*1*	8,000	5,600	2,400	1,680
2 + **6,810**	*1* **1,588**	9,600	6,720	2,400	1,680
2 +	*2 +*	9,600	6,720	3,200	2,240
1	*2 +*	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic					
Satisfied	Not Satisfied XX	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1	*1*	12,000	8,400	1,200	850
2 +	*1* **1,588**	14,400	10,080	1,200 *	850
2 +	*2 +*	14,400	10,080	1,600	1,120
1	*2 +*	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B					
Satisfied	Not Satisfied XX	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more …..	**A** 66% **B** 100%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS		P2035 WP
				CALC CS	DATE	02/13/14
Jurisdiction: City of Moreno Valley				CHK CS	DATE	02/13/14
Major Street: Santiago Drive				Critical Approach Speed (Major)		25 mph
Minor Street: Driveway 2				Critical Approach Speed (Minor)		25 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes **1** lane

Major Street Future ADT = **6,153** vpd Minor Street Future ADT = **1,781** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); …….. [ ]

or **URBAN (U)**

In built up area of isolated community of < 10,000 population …….. [ ]

(Based on Estimated Average Daily Traffic - See Note)

URBAN	RURAL	Minimum Requirements EADT			
XX					
CONDITION A - Minimum Vehicular Volume					
Satisfied	Not Satisfied XX	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **6,153**	*1* **1,781**	8,000	5,600	2,400	1,680
2 +	*1*	9,600	6,720	2,400	1,680
2 +	*2 +*	9,600	6,720	3,200	2,240
1	*2 +*	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic					
Satisfied	Not Satisfied XX	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **6,153**	*1* **1,781**	12,000	8,400	1,200 *	850
2 +	*1*	14,400	10,080	1,200	850
2 +	*2 +*	14,400	10,080	1,600	1,120
1	*2 +*	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B					
Satisfied	Not Satisfied XX	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more …..	**A** 74% / **B** 51%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

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APPENDIX 7.5

General Plan Buildout (Post-2035) Without Project Conditions
Progression Analysis Worksheets

Lane Group	EBT	EBR	WBL	WBT	SBR
Lane Group Flow (vph)	600	429	688	2245	574
v/c Ratio	0.46	0.57	1.16	0.83	0.78
Control Delay	24.2	5.9	121.3	12.9	25.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	24.2	5.9	121.3	12.9	25.2
Queue Length 50th (ft)	121	0	~428	238	243
Queue Length 95th (ft)	237	80	#859	#981	375
Internal Link Dist (ft)	199			297	
Turn Bay Length (ft)					
Base Capacity (vph)	1292	754	591	2706	1029
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.46	0.57	1.16	0.83	0.56

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	91	1360	3056	745	423	139	404
v/c Ratio	1.02	0.80	1.74	3.37	0.68	0.72	0.94
Control Delay	129.3	17.5	354.5	1092.8	24.7	44.3	54.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	129.3	17.5	354.5	1092.8	24.7	44.3	54.0
Queue Length 50th (ft)	~35	214	~986	~471	138	47	141
Queue Length 95th (ft)	#87	298	#1126	#668	231	#135	#308
Internal Link Dist (ft)		174	278		327		167
Turn Bay Length (ft)	175			130		100	
Base Capacity (vph)	89	1708	1758	221	621	192	429
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.02	0.80	1.74	3.37	0.68	0.72	0.94

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	WBT	SBL
Lane Group Flow (vph)	633	1243	1076
v/c Ratio	0.34	0.65	0.89
Control Delay	12.8	17.3	36.4
Queue Delay	0.0	0.0	0.0
Total Delay	12.8	17.3	36.4
Queue Length 50th (ft)	102	254	282
Queue Length 95th (ft)	119	264	269
Internal Link Dist (ft)	1259	587	530
Turn Bay Length (ft)			300
Base Capacity (vph)	1865	1901	1335
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.34	0.65	0.81

Intersection Summary

Lane Group	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	656	745	1777	1872	583
v/c Ratio	1.04	0.98	0.83	1.02	0.68
Control Delay	83.1	72.8	21.8	62.9	11.3
Queue Delay	0.0	0.0	46.8	0.0	0.0
Total Delay	83.1	72.8	68.6	62.9	11.3
Queue Length 50th (ft)	~495	284	507	~539	64
Queue Length 95th (ft)	#726	#409	617	#635	199
Internal Link Dist (ft)	1249		410	140	
Turn Bay Length (ft)		50			
Base Capacity (vph)	630	761	2148	1835	852
Starvation Cap Reductn	0	0	531	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.04	0.98	1.10	1.02	0.68

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	EBR	WBL	WBT	SBR
Lane Group Flow (vph)	1593	629	1176	1123	251
v/c Ratio	1.13	0.76	1.79	0.39	0.33
Control Delay	93.8	14.9	383.2	2.3	9.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	93.8	14.9	383.2	2.3	9.1
Queue Length 50th (ft)	~518	97	~941	52	43
Queue Length 95th (ft)	#657	250	#1186	71	92
Internal Link Dist (ft)	199			297	
Turn Bay Length (ft)					
Base Capacity (vph)	1410	823	658	2868	1178
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.13	0.76	1.79	0.39	0.21

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	210	2347	3619	166	191	288	277
v/c Ratio	2.21	1.22	1.85	0.81	0.36	0.86	0.63
Control Delay	593.7	122.4	404.0	51.1	18.8	46.1	26.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	593.7	122.4	404.0	51.1	18.8	46.1	26.4
Queue Length 50th (ft)	~106	~637	~1219	58	55	102	91
Queue Length 95th (ft)	#231	#795	#1378	#145	99	#209	155
Internal Link Dist (ft)		174	278		327		167
Turn Bay Length (ft)	175			130		100	
Base Capacity (vph)	95	1926	1955	243	632	398	519
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	2.21	1.22	1.85	0.68	0.30	0.72	0.53

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	WBT	SBL
Lane Group Flow (vph)	1121	1028	1749
v/c Ratio	0.62	0.57	1.28
Control Delay	17.9	17.0	159.9
Queue Delay	0.0	0.0	0.0
Total Delay	17.9	17.0	159.9
Queue Length 50th (ft)	230	203	~660
Queue Length 95th (ft)	251	224	#673
Internal Link Dist (ft)	1259	587	530
Turn Bay Length (ft)			300
Base Capacity (vph)	1806	1806	1363
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.62	0.57	1.28

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	558	716	2235	1784	441
v/c Ratio	0.97	0.95	1.00	0.94	0.55
Control Delay	69.8	66.7	41.7	46.0	8.3
Queue Delay	0.0	0.0	37.5	0.0	0.0
Total Delay	69.8	66.7	79.3	46.0	8.3
Queue Length 50th (ft)	399	269	~849	469	38
Queue Length 95th (ft)	#622	#382	#1052	#581	129
Internal Link Dist (ft)	1249		410	140	
Turn Bay Length (ft)		50			
Base Capacity (vph)	588	768	2234	1901	809
Starvation Cap Reductn	0	0	423	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.95	0.93	1.23	0.94	0.55

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	EBR	WBL	WBT	SBR
Lane Group Flow (vph)	852	96	587	348	122
v/c Ratio	0.61	0.15	0.88	0.14	0.12
Control Delay	21.8	4.2	41.9	1.6	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	21.8	4.2	41.9	1.6	0.2
Queue Length 50th (ft)	180	0	284	12	0
Queue Length 95th (ft)	241	28	#478	18	0
Internal Link Dist (ft)	199			297	
Turn Bay Length (ft)					
Base Capacity (vph)	1398	648	666	2428	1388
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.61	0.15	0.88	0.14	0.09

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	102	1374	2067	148	170	198	85
v/c Ratio	1.06	0.67	0.98	0.69	0.45	0.71	0.22
Control Delay	136.9	11.0	31.0	38.5	16.7	36.4	13.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	136.9	11.0	31.0	38.5	16.7	36.4	13.2
Queue Length 50th (ft)	~46	152	349	54	38	73	16
Queue Length 95th (ft)	#111	296	#663	96	74	118	41
Internal Link Dist (ft)		174	278		327		167
Turn Bay Length (ft)	175			130		100	
Base Capacity (vph)	96	2062	2109	317	537	411	560
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.06	0.67	0.98	0.47	0.32	0.48	0.15

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	WBT	SBL
Lane Group Flow (vph)	1167	1261	1370
v/c Ratio	0.65	0.70	1.01
Control Delay	18.4	19.6	54.1
Queue Delay	0.0	0.0	0.0
Total Delay	18.4	19.6	54.1
Queue Length 50th (ft)	243	274	~396
Queue Length 95th (ft)	312	350	#554
Internal Link Dist (ft)	1259	587	530
Turn Bay Length (ft)			300
Base Capacity (vph)	1806	1806	1361
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.65	0.70	1.01

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	602	960	2145	1655	491
v/c Ratio	1.02	1.26	0.98	0.88	0.58
Control Delay	82.1	166.1	37.0	41.4	7.2
Queue Delay	0.0	0.0	41.5	0.0	0.0
Total Delay	82.1	166.1	78.5	41.4	7.2
Queue Length 50th (ft)	~469	~460	755	417	26
Queue Length 95th (ft)	#693	#588	#988	484	118
Internal Link Dist (ft)	1249		410	140	
Turn Bay Length (ft)		50			
Base Capacity (vph)	589	761	2191	1871	845
Starvation Cap Reductn	0	0	439	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.02	1.26	1.22	0.88	0.58

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

APPENDIX 7.6

General Plan Buildout (Post-2035) With Project Conditions
Progression Analysis Worksheets

Lane Group	EBT	EBR	WBL	WBT	SBR
Lane Group Flow (vph)	602	429	688	2247	574
v/c Ratio	0.47	0.57	1.16	0.83	0.78
Control Delay	24.2	5.9	121.3	12.9	25.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	24.2	5.9	121.3	12.9	25.2
Queue Length 50th (ft)	121	0	~428	239	243
Queue Length 95th (ft)	238	80	#859	#981	375
Internal Link Dist (ft)	199			297	
Turn Bay Length (ft)					
Base Capacity (vph)	1292	754	591	2706	1029
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.47	0.57	1.16	0.83	0.56

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	91	1368	3062	745	423	139	404
v/c Ratio	1.02	0.80	1.74	3.37	0.68	0.72	0.94
Control Delay	129.3	17.7	356.0	1092.8	24.7	44.3	54.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	129.3	17.7	356.0	1092.8	24.7	44.3	54.0
Queue Length 50th (ft)	~35	216	~989	~471	138	47	141
Queue Length 95th (ft)	#87	301	#1128	#668	231	#135	#308
Internal Link Dist (ft)		174	278		327		167
Turn Bay Length (ft)	175			130		100	
Base Capacity (vph)	89	1709	1758	221	621	192	429
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.02	0.80	1.74	3.37	0.68	0.72	0.94

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	WBT	SBL
Lane Group Flow (vph)	633	1243	1076
v/c Ratio	0.34	0.65	0.89
Control Delay	12.8	17.3	36.4
Queue Delay	0.0	0.0	0.0
Total Delay	12.8	17.3	36.4
Queue Length 50th (ft)	102	254	282
Queue Length 95th (ft)	119	264	269
Internal Link Dist (ft)	1259	587	530
Turn Bay Length (ft)			300
Base Capacity (vph)	1865	1901	1335
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.34	0.65	0.81

Intersection Summary

Lane Group	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	660	745	1780	1876	583
v/c Ratio	1.05	0.98	0.83	1.02	0.68
Control Delay	84.9	72.8	21.9	63.5	11.3
Queue Delay	0.0	0.0	47.2	0.0	0.0
Total Delay	84.9	72.8	69.1	63.5	11.3
Queue Length 50th (ft)	~501	284	508	~541	65
Queue Length 95th (ft)	#730	#409	619	#638	201
Internal Link Dist (ft)	1249		410	140	
Turn Bay Length (ft)		50			
Base Capacity (vph)	630	761	2148	1835	852
Starvation Cap Reductn	0	0	530	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.05	0.98	1.10	1.02	0.68

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	EBR	WBL	WBT	SBR
Lane Group Flow (vph)	1597	629	1176	1128	251
v/c Ratio	1.13	0.77	1.79	0.39	0.33
Control Delay	94.9	15.0	383.2	2.3	9.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	94.9	15.0	383.2	2.3	9.2
Queue Length 50th (ft)	~521	98	~941	52	44
Queue Length 95th (ft)	#658	252	#1186	71	93
Internal Link Dist (ft)	199			297	
Turn Bay Length (ft)					
Base Capacity (vph)	1410	821	658	2868	1178
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.13	0.77	1.79	0.39	0.21

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	210	2360	3633	166	191	288	277
v/c Ratio	2.21	1.22	1.86	0.81	0.36	0.86	0.63
Control Delay	593.7	125.0	407.2	51.1	18.8	46.1	26.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	593.7	125.0	407.2	51.1	18.8	46.1	26.4
Queue Length 50th (ft)	~106	~643	~1225	58	55	102	91
Queue Length 95th (ft)	#231	#801	#1385	#145	99	#209	155
Internal Link Dist (ft)		174	278		327		167
Turn Bay Length (ft)	175			130		100	
Base Capacity (vph)	95	1927	1955	243	632	398	519
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	2.21	1.22	1.86	0.68	0.30	0.72	0.53

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	WBT	SBL
Lane Group Flow (vph)	1121	1028	1749
v/c Ratio	0.62	0.57	1.28
Control Delay	17.9	17.0	159.9
Queue Delay	0.0	0.0	0.0
Total Delay	17.9	17.0	159.9
Queue Length 50th (ft)	230	203	~660
Queue Length 95th (ft)	251	224	#673
Internal Link Dist (ft)	1259	587	530
Turn Bay Length (ft)			300
Base Capacity (vph)	1806	1806	1363
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.62	0.57	1.28

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	566	716	2243	1792	441
v/c Ratio	0.97	0.95	1.01	0.95	0.55
Control Delay	71.0	66.7	43.4	47.2	8.5
Queue Delay	0.0	0.0	36.0	0.0	0.0
Total Delay	71.0	66.7	79.4	47.2	8.5
Queue Length 50th (ft)	407	269	~864	472	39
Queue Length 95th (ft)	#635	#382	#1058	#586	131
Internal Link Dist (ft)	1249		410	140	
Turn Bay Length (ft)		50			
Base Capacity (vph)	589	768	2228	1892	806
Starvation Cap Reductn	0	0	421	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.96	0.93	1.24	0.95	0.55

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	EBR	WBL	WBT	SBR
Lane Group Flow (vph)	858	96	587	353	122
v/c Ratio	0.61	0.15	0.88	0.15	0.12
Control Delay	21.8	4.2	41.9	1.6	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	21.8	4.2	41.9	1.6	0.2
Queue Length 50th (ft)	182	0	284	12	0
Queue Length 95th (ft)	243	28	#478	18	0
Internal Link Dist (ft)	199			297	
Turn Bay Length (ft)					
Base Capacity (vph)	1398	648	666	2428	1386
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.61	0.15	0.88	0.15	0.09

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	102	1391	2084	148	170	198	85
v/c Ratio	1.06	0.67	0.99	0.69	0.45	0.71	0.22
Control Delay	136.9	11.2	32.8	38.5	16.9	36.4	13.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	136.9	11.2	32.8	38.5	16.9	36.4	13.2
Queue Length 50th (ft)	~46	155	357	54	38	73	16
Queue Length 95th (ft)	#111	303	#671	96	75	118	41
Internal Link Dist (ft)		174	278		327		167
Turn Bay Length (ft)	175			130		100	
Base Capacity (vph)	96	2062	2109	317	536	411	560
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.06	0.67	0.99	0.47	0.32	0.48	0.15

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	WBT	SBL
Lane Group Flow (vph)	1167	1261	1370
v/c Ratio	0.65	0.70	1.01
Control Delay	18.4	19.6	54.1
Queue Delay	0.0	0.0	0.0
Total Delay	18.4	19.6	54.1
Queue Length 50th (ft)	243	274	~396
Queue Length 95th (ft)	312	350	#554
Internal Link Dist (ft)	1259	587	530
Turn Bay Length (ft)			300
Base Capacity (vph)	1806	1806	1361
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.65	0.70	1.01

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	613	960	2156	1666	491
v/c Ratio	1.04	1.26	0.98	0.89	0.58
Control Delay	86.9	166.1	38.1	41.8	7.4
Queue Delay	0.0	0.0	40.7	0.0	0.0
Total Delay	86.9	166.1	78.8	41.8	7.4
Queue Length 50th (ft)	~486	~460	764	421	28
Queue Length 95th (ft)	#712	#588	#997	488	120
Internal Link Dist (ft)	1249		410	140	
Turn Bay Length (ft)		50			
Base Capacity (vph)	589	761	2191	1871	843
Starvation Cap Reductn	0	0	435	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.04	1.26	1.23	0.89	0.58

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

APPENDIX 7.7

General Plan Buildout (Post-2035) With Project Conditions
Intersection Operations Analysis Worksheets, With Improvements

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	554	395	633	2067	0	0	0	0	0	0	528
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5	5.5	4.0	5.5							4.0
Lane Util. Factor		0.95	1.00	0.97	0.95							1.00
Frpb, ped/bikes		1.00	0.99	1.00	1.00							0.99
Flpb, ped/bikes		1.00	1.00	1.00	1.00							1.00
Frt		1.00	0.85	1.00	1.00							0.86
Flt Protected		1.00	1.00	0.95	1.00							1.00
Satd. Flow (prot)		3610	1592	3502	3610							1621
Flt Permitted		1.00	1.00	0.95	1.00							1.00
Satd. Flow (perm)		3610	1592	3502	3610							1621
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	602	429	688	2247	0	0	0	0	0	0	574
RTOR Reduction (vph)	0	0	45	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	602	384	688	2247	0	0	0	0	0	0	574
Confl. Peds. (#/hr)			5									5
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type		NA	Perm	Prot	NA							Free
Protected Phases		2		1	6							
Permitted Phases			2									Free
Actuated Green, G (s)		49.2	49.2	20.3	79.0							79.0
Effective Green, g (s)		49.2	49.2	20.3	79.0							79.0
Actuated g/C Ratio		0.62	0.62	0.26	1.00							1.00
Clearance Time (s)		5.5	5.5	4.0	5.5							
Vehicle Extension (s)		2.0	2.0	2.0	2.0							
Lane Grp Cap (vph)		2248	991	899	3610							1621
v/s Ratio Prot		0.17		c0.20	c0.62							
v/s Ratio Perm			0.24									0.35
v/c Ratio		0.27	0.39	0.77	0.62							0.35
Uniform Delay, d1		6.7	7.4	27.1	0.0							0.0
Progression Factor		1.00	1.00	1.00	1.00							1.00
Incremental Delay, d2		0.3	1.1	3.5	0.8							0.6
Delay (s)		7.0	8.5	30.7	0.8							0.6
Level of Service		A	A	C	A							A
Approach Delay (s)		7.7			7.8			0.0			0.6	
Approach LOS		A			A			A			A	

Intersection Summary			
HCM 2000 Control Delay	6.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	79.0	Sum of lost time (s)	9.5
Intersection Capacity Utilization	68.7%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	86	1211	88	0	2598	311	708	362	40	132	0	384
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.0	5.0		5.0	5.0	5.0	5.0		5.0		4.0
Lane Util. Factor	1.00	0.91	1.00		0.86	1.00	0.97	0.95		1.00		1.00
Frpb, ped/bikes	1.00	1.00	0.97		1.00	0.98	1.00	1.00		1.00		0.99
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00	1.00	1.00		1.00		1.00
Frt	1.00	1.00	0.85		1.00	0.85	1.00	0.99		1.00		0.85
Flt Protected	0.95	1.00	1.00		1.00	1.00	0.95	1.00		0.95		1.00
Satd. Flow (prot)	1805	5187	1570		6536	1589	3502	3550		1805		1595
Flt Permitted	0.95	1.00	1.00		1.00	1.00	0.76	1.00		0.42		1.00
Satd. Flow (perm)	1805	5187	1570		6536	1589	2791	3550		794		1595
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	91	1275	93	0	2735	327	745	381	42	139	0	404
RTOR Reduction (vph)	0	0	36	0	0	121	0	9	0	0	0	14
Lane Group Flow (vph)	91	1275	57	0	2735	206	745	414	0	139	0	390
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA	Perm		NA	Perm	Perm	NA		Perm		pm+ov
Protected Phases	5	2			6			8			4	5
Permitted Phases			2			6	8			4		4
Actuated Green, G (s)	9.0	60.9	60.9		47.9	47.9	29.1	29.1		29.1		38.1
Effective Green, g (s)	9.0	60.9	60.9		47.9	47.9	29.1	29.1		29.1		38.1
Actuated g/C Ratio	0.09	0.61	0.61		0.48	0.48	0.29	0.29		0.29		0.38
Clearance Time (s)	4.0	5.0	5.0		5.0	5.0	5.0	5.0		5.0		4.0
Vehicle Extension (s)	3.0	2.0	2.0		2.0	2.0	2.0	2.0		2.0		3.0
Lane Grp Cap (vph)	162	3158	956		3130	761	812	1033		231		607
v/s Ratio Prot	0.05	0.25			c0.42			0.12				c0.06
v/s Ratio Perm			0.04			0.13	c0.27			0.17		0.19
v/c Ratio	0.56	0.40	0.06		0.87	0.27	0.92	0.40		0.60		0.64
Uniform Delay, d1	43.6	10.1	7.9		23.3	15.6	34.3	28.5		30.5		25.4
Progression Factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00		1.00		1.00
Incremental Delay, d2	4.4	0.4	0.1		3.7	0.9	14.8	0.1		3.0		2.3
Delay (s)	48.0	10.5	8.0		27.1	16.5	49.1	28.6		33.5		27.7
Level of Service	D	B	A		C	B	D	C		C		C
Approach Delay (s)		12.7			25.9			41.6			29.2	
Approach LOS		B			C			D			C	

Intersection Summary			
HCM 2000 Control Delay	26.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	93.8%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Elsworth Street / Cactus Avenue

Cycle (sec):	120	Critical Vol./Cap.(X):	0.632
Loss Time (sec):	16	Average Delay (sec/veh):	32.7
Optimal Cycle:	OPTIMIZED	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ignore			Include		
Min. Green:	10	29	29	10	10	10	10	21	21	10	21	21
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1! 0	0	1 0	1 0	1	1 0	4 0	1	1 0	4 0	1
Volume Module:												
Base Vol:	58	28	21	103	152	141	114	1997	384	118	2796	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	28	21	103	152	141	114	1997	384	118	2796	155
Added Vol:	0	0	0	0	0	0	0	7	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	28	21	103	152	141	114	2004	384	118	2801	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00	0.92	0.92	0.92
PHF Volume:	63	30	23	112	165	153	124	2171	0	128	3035	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	30	23	112	165	153	124	2171	0	128	3035	168
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	63	30	23	112	165	153	124	2171	0	128	3035	168
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	1.00	0.85	0.95	0.91	1.00	0.95	1.06	0.85
Lanes:	2.29	0.41	0.30	1.00	1.00	1.00	1.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	3990	730	547	1805	1900	1615	1805	6916	1900	1805	8071	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.04	0.04	0.06	0.09	0.09	0.07	0.31	0.00	0.07	0.38	0.10
Crit Moves:		****		****			****				****	
Green/Cycle:	0.16	0.24	0.24	0.08	0.17	0.25	0.08	0.43	0.00	0.11	0.46	0.46
Volume/Cap:	0.10	0.17	0.17	0.74	0.52	0.38	0.82	0.73	0.00	0.62	0.82	0.23
Delay/Veh:	43.1	36.1	36.1	71.6	47.3	38.0	82.8	29.6	0.0	56.6	29.8	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:	43.1	36.1	36.1	71.6	47.3	38.0	82.8	29.6	0.0	56.6	29.8	19.8
LOS by Move:	D	D	D	E	D	D	F	C	A	E	C	B
HCM2kAvgQ:	1	2	2	6	6	5	7	19	0	6	28	4

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Frederick Street / Cactus Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.777
Loss Time (sec): 12 Average Delay (sec/veh): 38.2
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			Permitted		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	32	0	32	10	10	0	0	27	27
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	2 0	0	0 1	1 0	4	0 0	0 0	3	0 1
Volume Module:												
Base Vol:	0	0	0	203	0	71	105	1888	0	0	2833	195
Growth Adj:	1.00	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	203	0	71	105	1888	0	0	2833	195
Added Vol:	0	0	0	4	0	0	0	7	0	0	5	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	207	0	71	105	1895	0	0	2838	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:	0	0	0	218	0	75	111	1995	0	0	2987	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	218	0	75	111	1995	0	0	2987	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:	0	0	0	218	0	75	111	1995	0	0	2987	208
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	0.95	0.91	1.00	1.00	0.91	0.85
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	4.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3502	0	1615	1805	6916	0	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.05	0.06	0.29	0.00	0.00	0.58	0.13
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.27	0.00	0.35	0.08	0.63	0.00	0.00	0.55	0.82
Volume/Cap:	0.00	0.00	0.00	0.23	0.00	0.13	0.74	0.46	0.00	0.00	1.05	0.16
Delay/Veh:	0.0	0.0	0.0	34.5	0.0	26.7	70.8	11.4	0.0	0.0	57.9	2.4
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:	0.0	0.0	0.0	34.5	0.0	26.7	70.8	11.4	0.0	0.0	57.9	2.4
LOS by Move:	A	A	A	C	A	C	E	B	A	A	E	A
HCM2kAvgQ:	0	0	0	3	0	2	6	10	0	0	52	2

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Graham Street / Cactus Avenue

Cycle (sec):	120	Critical Vol./Cap.(X):	0.883
Loss Time (sec):	16	Average Delay (sec/veh):	45.9
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			Ignore			Include		
Min. Green:	10	10	10	10	16	16	10	35	35	10	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 1	0	2 0	2 0	1	2 0	4 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	390	202	18	105	140	111	187	1721	289	29	2592	192
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	390	202	18	105	140	111	187	1721	289	29	2592	192
Added Vol:	0	0	0	0	0	0	0	11	0	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	390	202	18	105	140	111	187	1732	289	29	2601	192
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.00	0.94	0.94	0.94
PHF Volume:	417	216	19	112	150	119	200	1852	0	31	2782	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	417	216	19	112	150	119	200	1852	0	31	2782	205
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	417	216	19	112	150	119	200	1852	0	31	2782	205
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.94	0.94	0.92	0.95	0.85	0.92	1.03	1.00	0.95	0.96	0.90
Lanes:	2.00	1.84	0.16	2.00	2.00	1.00	2.00	4.00	1.00	1.00	2.78	0.22
Final Sat.:	3502	3275	292	3502	3610	1615	3502	7836	1900	1805	5079	375
Capacity Analysis Module:												
Vol/Sat:	0.12	0.07	0.07	0.03	0.04	0.07	0.06	0.24	0.00	0.02	0.55	0.55
Crit Moves:	****				****		****				****	
Green/Cycle:	0.12	0.12	0.12	0.12	0.13	0.22	0.08	0.48	0.00	0.14	0.53	0.53
Volume/Cap:	1.03	0.53	0.53	0.26	0.31	0.34	0.69	0.49	0.00	0.13	1.03	1.03
Delay/Veh:	104.4	50.4	50.4	47.8	47.4	40.3	60.1	21.3	0.0	45.7	51.7	51.7
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:	104.4	50.4	50.4	47.8	47.4	40.3	60.1	21.3	0.0	45.7	51.7	51.7
LOS by Move:	F	D	D	D	D	D	E	C	A	D	D	D
HCM2kAvgQ:	13	5	5	2	3	4	5	13	0	1	50	47

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Heacock Street / Alessandro Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.779
Loss Time (sec):	16	Average Delay (sec/veh):	52.5
Optimal Cycle: OPTIMIZED		Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	10	39	39	10	39	39	10	28	28	10	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	2 0	1	1 0	4 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	223	501	72	173	208	161	154	1087	92	49	1951	216
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	223	501	72	173	208	161	154	1087	92	49	1951	216
Added Vol:	3	5	0	0	7	0	0	4	4	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	226	506	72	173	215	161	154	1091	96	49	1954	216
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	240	538	77	184	228	171	164	1159	102	52	2077	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	538	77	184	228	171	164	1159	102	52	2077	230
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	240	538	77	184	228	171	164	1159	102	52	2077	230
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.85	0.92	0.98	0.85	0.95	0.94	0.85	0.95	0.94	0.85
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	4.00	1.00	1.00	3.00	1.00
Final Sat.:	3502	3729	1615	3502	3729	1615	1805	7144	1615	1805	5358	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.14	0.05	0.05	0.06	0.11	0.09	0.16	0.06	0.03	0.39	0.14
Crit Moves:		****		****			****				****	
Green/Cycle:	0.08	0.33	0.33	0.08	0.33	0.41	0.09	0.34	0.42	0.12	0.37	0.37
Volume/Cap:	0.82	0.44	0.15	0.63	0.19	0.26	1.04	0.48	0.15	0.24	1.04	0.38
Delay/Veh:	71.1	32.2	28.8	57.6	29.2	23.4	138.6	31.6	21.6	48.3	70.3	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:	71.1	32.2	28.8	57.6	29.2	23.4	138.6	31.6	21.6	48.3	70.3	28.0
LOS by Move:	E	C	C	E	C	C	F	C	C	D	E	C
HCM2kAvgQ:	7	8	2	4	3	4	10	9	2	2	37	6

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Heacock Street / Cactus Avenue

Cycle (sec):	120	Critical Vol./Cap.(X):	0.915
Loss Time (sec):	16	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			Ovl			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 1	0	2 0	1 1	0	2 0	3 0	2	1 0	2 1	0
Volume Module:												
Base Vol:	959	711	10	75	347	57	162	1097	464	17	1747	148
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	959	711	10	75	347	57	162	1097	464	17	1747	148
Added Vol:	0	0	0	2	0	0	0	11	0	0	9	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	959	711	10	77	347	57	162	1108	464	17	1756	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	1020	756	11	82	369	61	172	1179	494	18	1868	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1020	756	11	82	369	61	172	1179	494	18	1868	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1020	756	11	82	369	61	172	1179	494	18	1868	160
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	0.98	0.98	0.98	1.03	0.88	0.98	1.02	1.02
Lanes:	2.00	1.97	0.03	2.00	1.72	0.28	2.00	3.00	2.00	1.00	2.76	0.24
Final Sat.:	3610	3740	53	3610	3195	525	3729	5888	3337	1865	5360	458
Capacity Analysis Module:												
Vol/Sat:	0.28	0.20	0.20	0.02	0.12	0.12	0.05	0.20	0.15	0.01	0.35	0.35
Crit Moves:	****				****		****				****	
Green/Cycle:	0.30	0.30	0.30	0.12	0.12	0.12	0.08	0.32	0.61	0.13	0.37	0.37
Volume/Cap:	0.95	0.68	0.68	0.19	0.95	0.95	0.55	0.63	0.24	0.07	0.95	0.95
Delay/Veh:	58.8	39.1	39.1	47.5	83.0	83.0	55.1	35.7	10.6	45.8	47.7	47.7
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:	58.8	39.1	39.1	47.5	83.0	83.0	55.1	35.7	10.6	45.8	47.7	47.7
LOS by Move:	E	D	D	D	F	F	E	D	B	D	D	D
HCM2kAvgQ:	23	14	14	2	12	12	4	14	7	1	30	30

Note: Queue reported is the number of cars per lane.

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* Analysis does not assume peds on every cycle.

MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Heacock Street / Gentian Avenue

Cycle (sec):	120	Critical Vol./Cap.(X):	0.528
Loss Time (sec):	12	Average Delay (sec/veh):	19.5
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	29	29	10	10	0	0	0	0	32	0	32
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	1128	5	90	591	0	0	0	0	5	0	136
Growth Adj:	1.00	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	1128	5	90	591	0	0	0	0	5	0	136
Added Vol:	0	0	0	4	0	0	0	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1128	5	94	591	0	0	0	0	5	0	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	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	1186	5	99	621	0	0	0	0	5	0	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1186	5	99	621	0	0	0	0	5	0	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:	0	1186	5	99	621	0	0	0	0	5	0	146
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.95	0.95	1.00	1.00	1.00	1.00	0.87	1.00	0.87
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	0.03	0.00	0.97
Final Sat.:	0	3610	1615	1805	3610	0	0	0	0	57	0	1592
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.00	0.05	0.17	0.00	0.00	0.00	0.00	0.09	0.00	0.09
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.54	0.54	0.09	0.63	0.00	0.00	0.00	0.00	0.27	0.00	0.27
Volume/Cap:	0.00	0.61	0.01	0.61	0.27	0.00	0.00	0.00	0.00	0.34	0.00	0.34
Delay/Veh:	0.0	19.2	12.6	58.8	9.8	0.0	0.0	0.0	0.0	36.0	0.0	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:	0.0	19.2	12.6	58.8	9.8	0.0	0.0	0.0	0.0	36.0	0.0	36.0
LOS by Move:	A	B	B	E	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	16	0	4	5	0	0	0	0	5	0	5

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Webster Avenue / Harley Knox Boulevard

Cycle (sec): 95 Critical Vol./Cap.(X): 0.522
Loss Time (sec): 12 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:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	21	0	21	0	0	0	0	18	18	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	0	0	0	1	1	0	1	0	2	0	0
Volume Module:												
Base Vol:	5	0	9	0	0	0	0	935	5	6	1465	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	0	9	0	0	0	0	935	5	6	1465	0
Added Vol:	0	0	7	0	0	0	0	7	0	5	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	0	16	0	0	0	0	942	5	11	1470	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	5	0	17	0	0	0	0	1024	5	12	1598	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	0	17	0	0	0	0	1024	5	12	1598	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:	5	0	17	0	0	0	0	1024	5	12	1598	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	0.89	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00
Lanes:	0.24	0.00	0.76	0.00	0.00	0.00	0.00	1.99	0.01	1.00	2.00	0.00
Final Sat.:	401	0	1283	0	0	0	0	3587	19	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.29	0.29	0.01	0.44	0.00
Crit Moves:	****										****	
Green/Cycle:	0.22	0.00	0.22	0.00	0.00	0.00	0.00	0.34	0.34	0.32	0.65	0.00
Volume/Cap:	0.06	0.00	0.06	0.00	0.00	0.00	0.00	0.85	0.85	0.02	0.68	0.00
Delay/Veh:	29.3	0.0	29.3	0.0	0.0	0.0	0.0	35.1	35.1	22.4	11.1	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:	29.3	0.0	29.3	0.0	0.0	0.0	0.0	35.1	35.1	22.4	11.1	0.0
LOS by Move:	C	A	C	A	A	A	A	D	D	C	B	A
HCM2kAvgQ:	1	0	1	0	0	0	0	17	17	0	16	0

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Indian Street / Alessandro Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.717
Loss Time (sec):	16	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			Include			Include		
Min. Green:	10	42	42	10	42	42	10	28	28	10	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 1	0	2 0	1 1	0	1 0	3 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	188	286	100	104	290	129	91	1008	139	110	1828	146
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	188	286	100	104	290	129	91	1008	139	110	1828	146
Added Vol:	3	10	2	0	13	0	0	0	4	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	191	296	102	104	303	129	91	1008	143	112	1828	146
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	208	322	111	113	329	140	99	1096	155	122	1987	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	322	111	113	329	140	99	1096	155	122	1987	159
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	208	322	111	113	329	140	99	1096	155	122	1987	159
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.91	0.92	0.91	0.91	0.95	0.92	0.89	0.92	0.94	0.85
Lanes:	2.00	1.49	0.51	2.00	1.40	0.60	1.00	3.49	0.51	2.00	3.00	1.00
Final Sat.:	3502	2583	890	3502	2418	1029	1805	6113	867	3502	5358	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.12	0.12	0.03	0.14	0.14	0.05	0.18	0.18	0.03	0.37	0.10
Crit Moves:	****				****		****				****	
Green/Cycle:	0.08	0.35	0.35	0.08	0.35	0.35	0.08	0.32	0.32	0.11	0.35	0.35
Volume/Cap:	0.71	0.36	0.36	0.39	0.39	0.39	0.66	0.56	0.56	0.30	1.06	0.28
Delay/Veh:	61.6	29.1	29.1	53.0	29.6	29.6	63.5	34.2	34.2	49.2	77.6	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:	61.6	29.1	29.1	53.0	29.6	29.6	63.5	34.2	34.2	49.2	77.6	28.4
LOS by Move:	E	C	C	D	C	C	E	C	C	D	E	C
HCM2kAvgQ:	5	6	6	2	7	7	5	11	10	2	37	4

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 Indian Street / Cactus Avenue

Cycle (sec): 115 Critical Vol./Cap.(X): 0.818
Loss Time (sec): 16 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	15	15	10	15	15	10	15	15	10	15	15
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	140	519	48	103	429	50	50	939	140	79	1625	159
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	519	48	103	429	50	50	939	140	79	1625	159
Added Vol:	0	0	0	4	0	0	0	13	0	0	10	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	519	48	107	429	50	50	952	140	79	1635	162
User Adj:	1.00	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:	141	521	48	107	431	50	50	956	141	79	1642	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	521	48	107	431	50	50	956	141	79	1642	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	141	521	48	107	431	50	50	956	141	79	1642	163
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.99	0.99	0.95	0.98	0.98	0.98	1.01	1.01	0.98	1.02	1.02
Lanes:	1.00	1.83	0.17	1.00	1.79	0.21	1.00	2.62	0.38	1.00	1.82	0.18
Final Sat.:	1805	3433	318	1805	3349	390	1865	5036	741	1865	3525	349
Capacity Analysis Module:												
Vol/Sat:	0.08	0.15	0.15	0.06	0.13	0.13	0.03	0.19	0.19	0.04	0.47	0.47
Crit Moves:		****		****			****				****	
Green/Cycle:	0.10	0.17	0.17	0.09	0.15	0.15	0.09	0.41	0.41	0.19	0.52	0.52
Volume/Cap:	0.76	0.90	0.90	0.68	0.84	0.84	0.31	0.46	0.46	0.22	0.90	0.90
Delay/Veh:	67.0	62.6	62.6	62.8	57.8	57.8	50.4	24.4	24.4	39.7	30.9	30.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.0	62.6	62.6	62.8	57.8	57.8	50.4	24.4	24.4	39.7	30.9	30.9
LOS by Move:	E	E	E	E	E	E	D	C	C	D	C	C
HCM2kAvgQ:	7	13	13	5	11	11	2	12	12	3	34	34

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Indian Street / John F. Kennedy Drive

Cycle (sec):	95	Critical Vol./Cap.(X):	0.648
Loss Time (sec):	16	Average Delay (sec/veh):	33.2
Optimal Cycle:	OPTIMIZED	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	27	27	10	27	27	10	24	24	10	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	2 0	1 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	73	375	217	224	252	41	39	678	85	193	819	201
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	375	217	224	252	41	39	678	85	193	819	201
Added Vol:	9	29	2	0	37	0	0	0	11	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	404	219	224	289	41	39	678	96	195	819	201
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	89	439	238	243	314	45	42	737	104	212	890	218
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	439	238	243	314	45	42	737	104	212	890	218
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	439	238	243	314	45	42	737	104	212	890	218
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	0.93	0.93	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	2.00	1.75	0.25	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	3502	3101	440	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.12	0.15	0.07	0.10	0.10	0.02	0.20	0.06	0.12	0.25	0.14
Crit Moves:			****	****				****		****		
Green/Cycle:	0.11	0.28	0.28	0.11	0.28	0.28	0.13	0.28	0.28	0.16	0.31	0.31
Volume/Cap:	0.47	0.43	0.52	0.66	0.36	0.36	0.18	0.73	0.23	0.73	0.79	0.43
Delay/Veh:	41.8	28.0	29.6	45.3	27.3	27.3	37.2	33.6	26.5	46.7	33.7	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:	41.8	28.0	29.6	45.3	27.3	27.3	37.2	33.6	26.5	46.7	33.7	26.6
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	3	6	6	5	5	5	1	12	2	8	14	5

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Indian Street / Gentian Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.491
Loss Time (sec): 12 Average Delay (sec/veh): 21.7
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	21	21	10	21	21	25	25	25	25	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0
Volume Module:												
Base Vol:	87	647	10	10	340	43	31	10	80	10	10	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	647	10	10	340	43	31	10	80	10	10	10
Added Vol:	0	0	0	0	0	2	2	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	647	10	10	340	45	33	10	80	10	10	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	95	703	11	11	370	49	36	11	87	11	11	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	703	11	11	370	49	36	11	87	11	11	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	95	703	11	11	370	49	36	11	87	11	11	11
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	0.98	0.98	0.80	0.87	0.87	0.88	0.88	0.88
Lanes:	1.00	0.98	0.02	1.00	0.88	0.12	1.00	0.11	0.89	0.34	0.33	0.33
Final Sat.:	1805	1867	29	1805	1648	218	1511	183	1464	556	556	556
Capacity Analysis Module:												
Vol/Sat:	0.05	0.38	0.38	0.01	0.22	0.22	0.02	0.06	0.06	0.02	0.02	0.02
Crit Moves:		****		****				****				
Green/Cycle:	0.19	0.61	0.61	0.08	0.50	0.50	0.21	0.21	0.21	0.21	0.21	0.21
Volume/Cap:	0.28	0.62	0.62	0.07	0.44	0.44	0.11	0.29	0.29	0.09	0.09	0.09
Delay/Veh:	42.3	15.8	15.8	50.9	19.3	19.3	38.7	40.4	40.4	38.5	38.5	38.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.3	15.8	15.8	50.9	19.3	19.3	38.7	40.4	40.4	38.5	38.5	38.5
LOS by Move:	D	B	B	D	B	B	D	D	D	D	D	D
HCM2kAvgQ:	3	17	17	0	10	10	1	3	3	1	1	1

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Indian Street / Iris Avenue

Cycle (sec):	120	Critical Vol./Cap.(X):	0.794
Loss Time (sec):	16	Average Delay (sec/veh):	51.5
Optimal Cycle: OPTIMIZED		Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	28	28	10	28	28	10	24	24	10	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2 0	1	1 0	1	1 0	1 0	2 0	1
Volume Module:												
Base Vol:	154	321	20	366	414	19	36	445	79	31	736	499
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	154	321	20	366	414	19	36	445	79	31	736	499
Added Vol:	0	17	0	0	14	2	2	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	154	338	20	366	428	21	38	445	79	31	736	499
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	167	367	22	398	465	23	41	484	86	34	800	542
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	367	22	398	465	23	41	484	86	34	800	542
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	167	367	22	398	465	23	41	484	86	34	800	542
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.95	0.85	0.95	0.93	0.93	0.95	0.95	0.85
Lanes:	1.00	1.89	0.11	1.00	2.00	1.00	1.00	1.70	0.30	1.00	2.00	1.00
Final Sat.:	1805	3381	200	1805	3610	1615	1805	2995	532	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.11	0.11	0.22	0.13	0.01	0.02	0.16	0.16	0.02	0.22	0.34
Crit Moves:		****		****			****					****
Green/Cycle:	0.13	0.23	0.23	0.22	0.32	0.32	0.08	0.29	0.29	0.12	0.33	0.33
Volume/Cap:	0.72	0.47	0.47	1.01	0.40	0.04	0.27	0.55	0.55	0.15	0.67	1.01
Delay/Veh:	60.9	40.0	40.0	95.2	31.8	27.9	52.6	36.4	36.4	47.4	35.8	81.8
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:	60.9	40.0	40.0	95.2	31.8	27.9	52.6	36.4	36.4	47.4	35.8	81.8
LOS by Move:	E	D	D	F	C	C	D	D	D	D	D	F
HCM2kAvgQ:	7	7	7	21	7	1	2	10	10	1	14	27

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Indian Street / Krameria Avenue

Cycle (sec):	120	Critical Vol./Cap.(X):	0.739
Loss Time (sec):	16	Average Delay (sec/veh):	49.8
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			Ovl			Include		
Min. Green:	10	28	28	10	28	28	10	24	24	10	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	0 1	1 0	0	1 0
Volume Module:												
Base Vol:	339	458	140	237	334	61	14	32	165	92	150	322
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	339	458	140	237	334	61	14	32	165	92	150	322
Added Vol:	0	15	0	2	12	0	0	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	339	473	140	239	346	61	14	32	165	92	150	324
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	368	514	152	260	376	66	15	35	179	100	163	352
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	368	514	152	260	376	66	15	35	179	100	163	352
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	368	514	152	260	376	66	15	35	179	100	163	352
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.95	0.93	0.93	0.95	1.00	0.85	0.95	0.90	0.90
Lanes:	1.00	1.54	0.46	1.00	1.70	0.30	1.00	1.00	1.00	1.00	0.32	0.68
Final Sat.:	1805	2691	796	1805	3001	529	1805	1900	1615	1805	539	1165
Capacity Analysis Module:												
Vol/Sat:	0.20	0.19	0.19	0.14	0.13	0.13	0.01	0.02	0.11	0.06	0.30	0.30
Crit Moves:	****				****		****				****	
Green/Cycle:	0.22	0.28	0.28	0.17	0.23	0.23	0.08	0.29	0.51	0.12	0.33	0.33
Volume/Cap:	0.92	0.68	0.68	0.83	0.54	0.54	0.10	0.06	0.22	0.46	0.92	0.92
Delay/Veh:	72.0	40.2	40.2	64.5	41.0	41.0	51.1	30.8	16.2	50.6	59.5	59.5
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	40.2	40.2	64.5	41.0	41.0	51.1	30.8	16.2	50.6	59.5	59.5
LOS by Move:	E	D	D	E	D	D	D	C	B	D	E	E
HCM2kAvgQ:	17	12	12	12	8	8	1	1	4	4	22	22

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Indian Street / San Michele Road

Cycle (sec): 120 Critical Vol./Cap.(X): 0.785
Loss Time (sec): 16 Average Delay (sec/veh): 44.9
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	10	25	25	10	25	25	10	23	23	10	23	23
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	2 0	1	1 0	2 0	2	1 0	2 0	1
Volume Module:												
Base Vol:	1026	804	295	125	403	52	57	158	304	198	696	339
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1026	804	295	125	403	52	57	158	304	198	696	339
Added Vol:	0	11	0	2	8	0	0	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1026	815	295	127	411	52	57	158	304	198	696	341
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	1074	853	309	133	430	54	60	165	318	207	729	357
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1074	853	309	133	430	54	60	165	318	207	729	357
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1074	853	309	133	430	54	60	165	318	207	729	357
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	0.95	0.95	0.75	0.95	0.95	0.85
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	2.00	1.00	2.00	1.00
Final Sat.:	3502	3610	1615	3502	3610	1615	1805	3610	2842	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.31	0.24	0.19	0.04	0.12	0.03	0.03	0.05	0.11	0.11	0.20	0.22
Crit Moves:	****				****		****					****
Green/Cycle:	0.33	0.40	0.40	0.14	0.21	0.21	0.08	0.20	0.54	0.12	0.24	0.24
Volume/Cap:	0.92	0.59	0.48	0.27	0.57	0.16	0.40	0.23	0.21	0.95	0.84	0.92
Delay/Veh:	49.8	28.8	27.2	46.3	43.8	39.1	53.9	40.1	14.6	97.9	50.6	70.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.8	28.8	27.2	46.3	43.8	39.1	53.9	40.1	14.6	97.9	50.6	70.7
LOS by Move:	D	C	C	D	D	D	D	D	B	F	D	E
HCM2kAvgQ:	24	13	9	2	8	2	3	3	3	11	16	17

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Indian Street / Nandina Street

Cycle (sec): 120 Critical Vol./Cap.(X): 0.862
Loss Time (sec): 16 Average Delay (sec/veh): 43.6
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			Include			Ovl			Include		
Min. Green:	10	23	23	10	23	23	10	20	20	10	20	20
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	1 0	3 0	1	1 0	1 0	2	2 0	0 1	0
Volume Module:												
Base Vol:	465	1806	353	107	622	51	26	40	290	188	85	108
Growth Adj:	1.00	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	1806	353	107	622	51	26	40	290	188	85	108
Added Vol:	0	11	0	0	8	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	465	1817	353	107	630	51	26	40	290	188	85	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	505	1973	383	116	684	55	28	43	315	204	92	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	505	1973	383	116	684	55	28	43	315	204	92	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	505	1973	383	116	684	55	28	43	315	204	92	117
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.95	0.91	0.85	0.95	1.00	0.75	0.92	0.92	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	1.00	2.00	2.00	0.44	0.56
Final Sat.:	3502	3610	1615	1805	5187	1615	1805	1900	2842	3502	766	974
Capacity Analysis Module:												
Vol/Sat:	0.14	0.55	0.24	0.06	0.13	0.03	0.02	0.02	0.11	0.06	0.12	0.12
Crit Moves:		****		****			****				****	
Green/Cycle:	0.26	0.53	0.62	0.08	0.35	0.35	0.08	0.17	0.43	0.08	0.17	0.17
Volume/Cap:	0.54	1.02	0.38	0.77	0.37	0.10	0.19	0.14	0.26	0.70	0.72	0.72
Delay/Veh:	38.6	55.0	11.8	75.4	29.2	26.2	51.8	42.8	21.9	60.9	56.0	56.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.6	55.0	11.8	75.4	29.2	26.2	51.8	42.8	21.9	60.9	56.0	56.0
LOS by Move:	D	E	B	E	C	C	D	D	C	E	E	E
HCM2kAvgQ:	9	48	7	6	7	1	1	1	4	5	9	9

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Indian Street / Harley Knox Boulevard

Cycle (sec):	115	Critical Vol./Cap.(X):	0.959
Loss Time (sec):	16	Average Delay (sec/veh):	52.2
Optimal Cycle:	OPTIMIZED	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	2 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	125	1119	100	229	636	481	1019	590	254	108	1123	438
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	1119	100	229	636	481	1019	590	254	108	1123	438
Added Vol:	0	2	0	0	2	7	9	4	0	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	1121	100	229	638	488	1028	594	254	108	1126	438
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	136	1218	109	249	693	530	1117	646	276	117	1224	476
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	1218	109	249	693	530	1117	646	276	117	1224	476
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	136	1218	109	249	693	530	1117	646	276	117	1224	476
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.94	0.85	0.92	0.98	0.88	0.98	0.94	0.85	0.92	0.94	0.85
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3502	5358	1615	3502	3729	1668	3736	5358	1615	3502	5358	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.23	0.07	0.07	0.19	0.32	0.30	0.12	0.17	0.03	0.23	0.29
Crit Moves:		****		****			****				****	
Green/Cycle:	0.10	0.23	0.23	0.09	0.22	0.52	0.31	0.36	0.36	0.18	0.23	0.32
Volume/Cap:	0.38	0.98	0.29	0.82	0.85	0.61	0.98	0.34	0.48	0.18	0.98	0.92
Delay/Veh:	48.9	63.5	36.7	67.3	51.8	20.3	60.2	27.0	29.2	39.9	63.4	58.9
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:	48.9	63.5	36.7	67.3	51.8	20.3	60.2	27.0	29.2	39.9	63.4	58.9
LOS by Move:	D	E	D	E	D	C	E	C	C	D	E	E
HCM2kAvgQ:	3	21	3	7	15	13	26	6	8	2	21	20

Note: Queue reported is the number of cars per lane.

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Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	0	481	945	0	719	99
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5		4.5	4.5
Lane Util. Factor		0.95	0.95		0.97	1.00
Frpb, ped/bikes		1.00	1.00		1.00	0.98
Flpb, ped/bikes		1.00	1.00		1.00	1.00
Frt		1.00	1.00		1.00	0.85
Flt Protected		1.00	1.00		0.95	1.00
Satd. Flow (prot)		3438	3505		3400	1541
Flt Permitted		1.00	1.00		0.95	1.00
Satd. Flow (perm)		3438	3505		3400	1541
Peak-hour factor, PHF	0.76	0.76	0.76	0.76	0.76	0.76
Adj. Flow (vph)	0	633	1243	0	946	130
RTOR Reduction (vph)	0	0	0	0	0	27
Lane Group Flow (vph)	0	633	1243	0	946	103
Confl. Peds. (#/hr)						5
Heavy Vehicles (%)	0%	5%	3%	0%	3%	3%
Turn Type		NA	NA		NA	Perm
Protected Phases		2	6		4	
Permitted Phases						4
Actuated Green, G (s)		51.2	51.2		29.8	29.8
Effective Green, g (s)		51.2	51.2		29.8	29.8
Actuated g/C Ratio		0.57	0.57		0.33	0.33
Clearance Time (s)		4.5	4.5		4.5	4.5
Vehicle Extension (s)		2.0	2.0		2.0	2.0
Lane Grp Cap (vph)		1955	1993		1125	510
v/s Ratio Prot		0.18	c0.35		c0.28	
v/s Ratio Perm						0.07
v/c Ratio		0.32	0.62		0.84	0.20
Uniform Delay, d1		10.3	13.0		27.9	21.6
Progression Factor		1.00	0.71		1.00	1.00
Incremental Delay, d2		0.4	1.4		5.6	0.1
Delay (s)		10.7	10.5		33.5	21.7
Level of Service		B	B		C	C
Approach Delay (s)		10.7	10.5		32.1	
Approach LOS		B	B		C	

Intersection Summary			
HCM 2000 Control Delay	18.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	54.1%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	332	0	275	685	1638	0	0	1726	536
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	8	16	8	12	12	12	12	12	12
Total Lost time (s)				4.5	4.5		4.5	4.5			3.5	3.5
Lane Util. Factor				0.95	0.95		0.97	0.95			0.91	1.00
Frpb, ped/bikes				1.00	0.98		1.00	1.00			1.00	0.98
Flpb, ped/bikes				1.00	1.00		1.00	1.00			1.00	1.00
Frt				1.00	0.87		1.00	1.00			1.00	0.85
Flt Protected				0.95	0.99		0.95	1.00			1.00	1.00
Satd. Flow (prot)				1457	1700		3433	3505			5085	1552
Flt Permitted				0.95	0.99		0.95	1.00			1.00	1.00
Satd. Flow (perm)				1457	1700		3433	3505			5085	1552
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	361	0	299	745	1780	0	0	1876	583
RTOR Reduction (vph)	0	0	0	0	42	0	0	0	0	0	0	277
Lane Group Flow (vph)	0	0	0	325	293	0	745	1780	0	0	1876	306
Confl. Peds. (#/hr)						5						5
Heavy Vehicles (%)	0%	0%	0%	2%	0%	2%	2%	3%	0%	0%	2%	2%
Turn Type				Split	NA		Prot	NA			NA	Perm
Protected Phases				8	8		5	2			6	
Permitted Phases												6
Actuated Green, G (s)				29.3	29.3		27.9	76.7			45.3	45.3
Effective Green, g (s)				29.3	29.3		27.9	76.7			45.3	45.3
Actuated g/C Ratio				0.25	0.25		0.24	0.67			0.39	0.39
Clearance Time (s)				4.5	4.5		4.5	4.5			3.5	3.5
Vehicle Extension (s)				2.0	2.0		2.0	2.0			2.0	2.0
Lane Grp Cap (vph)				371	433		832	2337			2003	611
v/s Ratio Prot				c0.22	0.17		c0.22	0.51			c0.37	
v/s Ratio Perm												0.20
v/c Ratio				0.88	0.68		0.90	0.76			0.94	0.50
Uniform Delay, d1				41.1	38.6		42.1	13.0			33.5	26.3
Progression Factor				1.00	1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2				19.5	3.3		11.9	2.4			9.9	2.9
Delay (s)				60.6	41.8		54.0	15.4			43.3	29.2
Level of Service				E	D		D	B			D	C
Approach Delay (s)		0.0			51.1			26.8			40.0	
Approach LOS		A			D			C			D	

Intersection Summary			
HCM 2000 Control Delay	35.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	115.0	Sum of lost time (s)	12.5
Intersection Capacity Utilization	82.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	405	438	357	83	369	662	239	1257	217	591	1131	337
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.0	4.0	4.0	5.0	4.0	4.0	5.0	5.0	4.0	5.0	4.0
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	0.88	0.97	0.91	1.00	0.97	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00	0.98	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3400	3505	1520	1719	3539	2795	3367	4988	1469	3433	5085	1564
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3400	3505	1520	1719	3539	2795	3367	4988	1469	3433	5085	1564
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	440	476	388	90	401	720	260	1366	236	642	1229	366
RTOR Reduction (vph)	0	0	45	0	0	76	0	0	145	0	0	36
Lane Group Flow (vph)	440	476	343	90	401	644	260	1366	91	642	1229	330
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	3%	3%	5%	5%	2%	1%	4%	4%	8%	2%	2%	2%
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2		1	6	7
Permitted Phases			4			8			2			6
Actuated Green, G (s)	13.8	23.3	34.9	5.0	14.5	33.1	11.6	25.1	25.1	18.6	32.1	45.9
Effective Green, g (s)	13.8	23.3	34.9	5.0	14.5	33.1	11.6	25.1	25.1	18.6	32.1	45.9
Actuated g/C Ratio	0.15	0.26	0.39	0.06	0.16	0.37	0.13	0.28	0.28	0.21	0.36	0.51
Clearance Time (s)	4.0	5.0	4.0	4.0	5.0	4.0	4.0	5.0	5.0	4.0	5.0	4.0
Vehicle Extension (s)	3.0	4.0	3.0	3.0	3.0	3.0	3.0	4.0	4.0	3.0	4.0	3.0
Lane Grp Cap (vph)	521	907	589	95	570	1027	433	1391	409	709	1813	797
v/s Ratio Prot	c0.13	0.14	0.08	0.05	c0.11	0.13	0.08	c0.27		c0.19	0.24	0.06
v/s Ratio Perm			0.15			0.10			0.06			0.15
v/c Ratio	0.84	0.52	0.58	0.95	0.70	0.63	0.60	0.98	0.22	0.91	0.68	0.41
Uniform Delay, d1	37.1	28.6	21.8	42.4	35.7	23.4	37.0	32.2	24.9	34.8	24.6	13.7
Progression Factor	1.40	0.96	0.81	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	10.3	0.6	1.2	74.4	3.9	1.2	2.3	20.2	1.3	15.1	2.1	0.4
Delay (s)	62.1	28.1	18.8	116.8	39.6	24.6	39.4	52.4	26.2	49.9	26.6	14.1
Level of Service	E	C	B	F	D	C	D	D	C	D	C	B
Approach Delay (s)		36.8			36.4			47.3			31.3	
Approach LOS		D			D			D			C	

Intersection Summary			
HCM 2000 Control Delay	37.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	77.9%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Weekday AM Peak Hour

Level Of Service Computation Report
FHWA Roundabout Method (Future Volume Alternative)

Intersection #27 SR-60 EB On-Ramp / Sunnymead Boulevard

Average Delay (sec/veh): 4.1 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:	Yield Sign			Yield Sign			Yield Sign			Yield Sign		
Lanes:	2			0			2			2		
Volume Module:												
Base Vol:	40	29	32	0	0	0	407	814	22	63	1074	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:	40	29	32	0	0	0	407	814	22	63	1074	82
Added Vol:	0	0	0	0	0	0	3	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	29	32	0	0	0	410	814	22	63	1074	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	43	32	35	0	0	0	446	885	24	68	1167	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	32	35	0	0	0	446	885	24	68	1167	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	32	35	0	0	0	446	885	24	68	1167	89
PCE Module:												
AutoPCE:	43	32	35	0	0	0	446	885	24	68	1167	89
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	43	32	35	0	0	0	446	885	24	68	1167	89

Delay Module: >> Time Period: 0.25 hours <<

CircVolume:	1330	1279	68	521
MaxVolume:	1466	xxxxxx	2375	2049
PedVolume:	0	0	0	0
AdjMaxVol:	1466	xxxxxx	2375	2049
ApproachVol:	110	xxxxxx	1354	1325
ApproachV/C:	0.07	1.00	0.57	0.65
ApproachDel:	2.7	xxxxxx	3.5	4.9
ApproachLOS:	A	*	A	A
Queue:	0.2	xxxx	3.9	5.2

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #28 Perris Boulevard / Eucalyptus Avenue

Cycle (sec): 110 Critical Vol./Cap.(X): 0.831
Loss Time (sec): 16 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:	10	28	28	10	28	28	10	33	33	10	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0 3	0 1		1 0 3	0 1		1 0 1	0 1		1 0 1	0 1	
Volume Module:												
Base Vol:	129	1203	82	213	1419	113	91	194	134	137	487	291
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	1203	82	213	1419	113	91	194	134	137	487	291
Added Vol:	0	7	2	0	9	0	0	0	0	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	1210	84	213	1428	113	91	194	134	139	487	291
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	140	1315	91	232	1552	123	99	211	146	151	529	316
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	1315	91	232	1552	123	99	211	146	151	529	316
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	1315	91	232	1552	123	99	211	146	151	529	316
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.91	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	5187	1615	1805	5187	1615	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.25	0.06	0.13	0.30	0.08	0.05	0.11	0.09	0.08	0.28	0.20
Crit Moves:	****				****		****				****	
Green/Cycle:	0.09	0.29	0.29	0.15	0.35	0.35	0.09	0.32	0.32	0.10	0.32	0.32
Volume/Cap:	0.85	0.87	0.19	0.87	0.86	0.22	0.60	0.35	0.28	0.87	0.86	0.60
Delay/Veh:	82.2	42.6	29.4	71.2	37.7	25.5	54.3	29.1	28.4	82.8	46.4	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:	82.2	42.6	29.4	71.2	37.7	25.5	54.3	29.1	28.4	82.8	46.4	33.2
LOS by Move:	F	D	C	E	D	C	D	C	C	F	D	C
HCM2kAvgQ:	7	18	2	11	21	3	4	5	4	8	19	10

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #29 Perris Boulevard / Cottonwood Avenue

Cycle (sec): 105 Critical Vol./Cap.(X): 0.812
Loss Time (sec): 16 Average Delay (sec/veh): 44.7
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	28	28	10	28	28	10	33	33	10	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	3 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	161	894	116	209	1212	255	197	275	136	157	444	255
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	161	894	116	209	1212	255	197	275	136	157	444	255
Added Vol:	2	10	3	0	13	0	0	0	2	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	163	904	119	209	1225	255	197	275	138	161	444	255
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	177	983	129	227	1332	277	214	299	150	175	483	277
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	177	983	129	227	1332	277	214	299	150	175	483	277
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	177	983	129	227	1332	277	214	299	150	175	483	277
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.91	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	5187	1615	1805	5187	1615	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.10	0.19	0.08	0.13	0.26	0.17	0.12	0.16	0.09	0.10	0.25	0.17
Crit Moves:		****		****			****				****	
Green/Cycle:	0.11	0.27	0.27	0.14	0.30	0.30	0.13	0.34	0.34	0.10	0.31	0.31
Volume/Cap:	0.90	0.71	0.30	0.92	0.87	0.58	0.92	0.46	0.27	0.93	0.81	0.55
Delay/Veh:	84.7	36.6	31.1	80.3	40.7	33.3	82.2	27.7	25.6	91.7	41.1	31.0
User DelAdj:	1.00	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	36.6	31.1	80.3	40.7	33.3	82.2	27.7	25.6	91.7	41.1	31.0
LOS by Move:	F	D	C	F	D	C	F	C	C	F	D	C
HCM2kAvgQ:	9	12	3	11	18	8	10	8	4	9	16	8

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #30 Perris Boulevard / Alessandro Boulevard

Cycle (sec):	90	Critical Vol./Cap.(X):	0.809
Loss Time (sec):	16	Average Delay (sec/veh):	34.8
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			Ovl			Ovl			Include		
Min. Green:	10	19	19	10	19	19	10	15	15	10	15	15
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	1 0	3 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	410	800	250	294	688	249	194	789	198	276	1595	258
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	410	800	250	294	688	249	194	789	198	276	1595	258
Added Vol:	15	27	5	0	35	0	0	0	20	7	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	425	827	255	294	723	249	194	789	218	283	1595	258
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	438	853	263	303	745	257	200	813	225	292	1644	266
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	438	853	263	303	745	257	200	813	225	292	1644	266
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	438	853	263	303	745	257	200	813	225	292	1644	266
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.03	0.85	0.95	1.03	0.85	0.95	1.03	0.85	0.95	1.03	0.85
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3610	5888	1615	1805	5888	1615	3610	5888	1615	3610	5888	1615
Capacity Analysis Module:												
Vol/Sat:	0.12	0.14	0.16	0.17	0.13	0.16	0.06	0.14	0.14	0.08	0.28	0.16
Crit Moves:			****	****			****				****	
Green/Cycle:	0.15	0.21	0.21	0.19	0.25	0.36	0.11	0.25	0.40	0.17	0.31	0.31
Volume/Cap:	0.83	0.69	0.77	0.89	0.50	0.44	0.50	0.54	0.35	0.48	0.89	0.53
Delay/Veh:	48.4	34.4	43.8	60.3	29.0	22.1	38.6	29.5	19.2	34.4	35.6	26.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.4	34.4	43.8	60.3	29.0	22.1	38.6	29.5	19.2	34.4	35.6	26.5
LOS by Move:	D	C	D	E	C	C	D	C	B	C	D	C
HCM2kAvgQ:	9	9	9	12	7	7	3	8	6	4	19	7

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #31 Perris Boulevard / Cactus Avenue

Cycle (sec):	105	Critical Vol./Cap.(X):	0.957
Loss Time (sec):	16	Average Delay (sec/veh):	48.3
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	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 1	0	1 0	3 0	1	2 0	3 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	394	1121	293	228	1152	293	262	675	297	267	1132	143
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	394	1121	293	228	1152	293	262	675	297	267	1132	143
Added Vol:	14	49	5	0	63	0	0	0	17	7	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	408	1170	298	228	1215	293	262	675	314	274	1132	143
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	443	1272	324	248	1321	318	285	734	341	298	1230	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	443	1272	324	248	1321	318	285	734	341	298	1230	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	443	1272	324	248	1321	318	285	734	341	298	1230	155
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.97	0.95	1.03	0.85	0.95	1.03	0.85	0.95	1.03	0.85
Lanes:	2.00	2.38	0.62	1.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00
Final Sat.:	3610	4522	1152	1805	5888	1615	3610	5888	1615	1805	3925	1615
Capacity Analysis Module:												
Vol/Sat:	0.12	0.28	0.28	0.14	0.22	0.20	0.08	0.12	0.21	0.17	0.31	0.10
Crit Moves:		****		****			****				****	
Green/Cycle:	0.15	0.29	0.29	0.14	0.28	0.28	0.10	0.18	0.33	0.24	0.32	0.32
Volume/Cap:	0.81	0.97	0.97	0.97	0.81	0.71	0.83	0.69	0.64	0.69	0.97	0.30
Delay/Veh:	51.6	53.1	53.1	93.5	38.4	39.3	62.0	42.4	32.3	41.4	54.2	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:	51.6	53.1	53.1	93.5	38.4	39.3	62.0	42.4	32.3	41.4	54.2	27.0
LOS by Move:	D	D	D	F	D	D	E	D	C	D	D	C
HCM2kAvgQ:	9	23	22	12	16	11	7	9	11	10	26	5

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 Perris Boulevard / John F. Kennedy Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.989
Loss Time (sec):	16	Average Delay (sec/veh):	53.3
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	15	15	10	15	15	10	16	16	10	16	16
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	2 1	0	1 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	433	1365	454	402	1061	258	282	590	342	494	634	315
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	433	1365	454	402	1061	258	282	590	342	494	634	315
Added Vol:	9	68	17	0	87	0	0	0	11	22	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	442	1433	471	402	1148	258	282	590	353	516	634	315
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	480	1558	512	437	1248	280	307	641	384	561	689	342
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	480	1558	512	437	1248	280	307	641	384	561	689	342
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	480	1558	512	437	1248	280	307	641	384	561	689	342
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.03	0.85	0.95	1.01	0.97	0.95	1.03	0.85	0.95	1.03	0.85
Lanes:	2.00	3.00	1.00	2.00	2.43	0.57	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3610	5888	1615	3610	4650	1045	1805	3925	1615	3610	3925	1615
Capacity Analysis Module:												
Vol/Sat:	0.13	0.26	0.32	0.12	0.27	0.27	0.17	0.16	0.24	0.16	0.18	0.21
Crit Moves:			****	****					****	****		
Green/Cycle:	0.15	0.32	0.32	0.12	0.30	0.30	0.18	0.24	0.24	0.16	0.22	0.22
Volume/Cap:	0.91	0.83	0.99	0.99	0.91	0.91	0.96	0.68	0.99	0.99	0.80	0.96
Delay/Veh:	61.2	34.5	70.5	83.7	41.4	41.4	80.8	36.5	80.6	77.0	42.0	75.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.2	34.5	70.5	83.7	41.4	41.4	80.8	36.5	80.6	77.0	42.0	75.9
LOS by Move:	E	C	E	F	D	D	F	D	F	E	D	E
HCM2kAvgQ:	11	18	22	11	19	19	14	11	17	14	12	15

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #33 Perris Boulevard / Gentian Avenue

Cycle (sec):	105	Critical Vol./Cap.(X):	0.732
Loss Time (sec):	12	Average Delay (sec/veh):	26.6
Optimal Cycle:	OPTIMIZED	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	10	19	19	30	30	30	30	30	30
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	31	1681	26	139	1587	46	90	5	25	88	23	239
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	1681	26	139	1587	46	90	5	25	88	23	239
Added Vol:	22	54	0	0	102	17	39	3	9	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	1735	26	139	1689	63	129	8	34	88	27	239
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	58	1886	28	151	1836	68	140	9	37	96	29	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	1886	28	151	1836	68	140	9	37	96	29	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	1886	28	151	1836	68	140	9	37	96	29	260
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.91	0.91	0.38	0.88	0.88	0.73	0.87	0.87
Lanes:	1.00	2.96	0.04	1.00	2.89	0.11	1.00	0.19	0.81	1.00	0.10	0.90
Final Sat.:	1805	5100	76	1805	4975	186	718	318	1352	1387	167	1477
Capacity Analysis Module:												
Vol/Sat:	0.03	0.37	0.37	0.08	0.37	0.37	0.20	0.03	0.03	0.07	0.18	0.18
Crit Moves:		****		****			****					
Green/Cycle:	0.12	0.49	0.49	0.11	0.48	0.48	0.29	0.29	0.29	0.29	0.29	0.29
Volume/Cap:	0.26	0.76	0.76	0.76	0.77	0.77	0.68	0.10	0.10	0.24	0.62	0.62
Delay/Veh:	42.3	23.1	23.1	60.4	24.3	24.3	42.4	27.6	27.6	29.1	35.0	35.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.3	23.1	23.1	60.4	24.3	24.3	42.4	27.6	27.6	29.1	35.0	35.0
LOS by Move:	D	C	C	E	C	C	D	C	C	C	C	C
HCM2kAvgQ:	2	19	19	7	20	20	5	1	1	2	9	9

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #36 Perris Boulevard / Santiago Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.663
Loss Time (sec):	12	Average Delay (sec/veh):	25.7
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	19	19	10	19	19	30	30	30	30	30	30
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	85	1504	148	76	1555	68	63	31	50	78	110	171
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	1504	148	76	1555	68	63	31	50	78	110	171
Added Vol:	68	22	0	9	60	0	46	3	10	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	153	1526	148	85	1615	68	109	34	60	78	114	171
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	166	1657	161	92	1754	74	118	37	65	85	124	186
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	1657	161	92	1754	74	118	37	65	85	124	186
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	166	1657	161	92	1754	74	118	37	65	85	124	186
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.02	0.99	0.95	1.03	0.99	0.37	0.90	0.90	0.68	0.91	0.91
Lanes:	1.00	2.73	0.27	1.00	2.87	0.13	1.00	0.36	0.64	1.00	0.40	0.60
Final Sat.:	1805	5282	512	1805	5609	236	699	621	1096	1300	692	1037
Capacity Analysis Module:												
Vol/Sat:	0.09	0.31	0.31	0.05	0.31	0.31	0.17	0.06	0.06	0.07	0.18	0.18
Crit Moves:	****				****						****	
Green/Cycle:	0.13	0.44	0.44	0.14	0.45	0.45	0.30	0.30	0.30	0.30	0.30	0.30
Volume/Cap:	0.70	0.71	0.71	0.36	0.70	0.70	0.56	0.20	0.20	0.22	0.60	0.60
Delay/Veh:	50.3	23.8	23.8	39.8	23.0	23.0	33.0	26.2	26.2	26.5	31.7	31.7
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:	50.3	23.8	23.8	39.8	23.0	23.0	33.0	26.2	26.2	26.5	31.7	31.7
LOS by Move:	D	C	C	D	C	C	C	C	C	C	C	C
HCM2kAvgQ:	6	16	16	3	16	15	4	2	2	2	9	9

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 Perris Boulevard / Iris Avenue

Cycle (sec): 110 Critical Vol./Cap.(X): 0.559
Loss Time (sec): 16 Average Delay (sec/veh): 37.0
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:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	10	31	31	10	31	31	10	34	34	10	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	312	1029	329	303	1013	184	287	510	193	367	721	286
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	312	1029	329	303	1013	184	287	510	193	367	721	286
Added Vol:	0	35	0	22	27	3	4	0	0	0	0	28
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	312	1064	329	325	1040	187	291	510	193	367	721	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	339	1157	358	353	1130	203	316	554	210	399	784	341
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	339	1157	358	353	1130	203	316	554	210	399	784	341
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	339	1157	358	353	1130	203	316	554	210	399	784	341
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	1.07	0.88	0.98	1.07	0.88	0.98	1.03	0.88	0.98	1.03	0.88
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3729	6082	1668	3729	6082	1668	3729	5888	1668	3729	5888	1668
Capacity Analysis Module:												
Vol/Sat:	0.09	0.19	0.21	0.09	0.19	0.12	0.08	0.09	0.13	0.11	0.13	0.20
Crit Moves:	****				****			****		****		
Green/Cycle:	0.12	0.30	0.44	0.10	0.28	0.38	0.10	0.31	0.43	0.14	0.35	0.45
Volume/Cap:	0.75	0.63	0.48	0.93	0.66	0.32	0.83	0.30	0.29	0.75	0.38	0.45
Delay/Veh:	53.6	33.8	22.1	79.1	35.8	24.0	62.1	29.1	20.7	51.2	27.0	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:	53.6	33.8	22.1	79.1	35.8	24.0	62.1	29.1	20.7	51.2	27.0	21.3
LOS by Move:	D	C	C	E	D	C	E	C	C	D	C	C
HCM2kAvgQ:	7	12	9	9	12	5	8	5	5	8	7	8

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #38 Perris Boulevard / Krameria Avenue

Cycle (sec):	115	Critical Vol./Cap.(X):	0.667
Loss Time (sec):	16	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	28	28	10	24	24	10	34	34	10	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	1 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	121	1413	313	136	1345	61	81	277	215	360	415	238
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	121	1413	313	136	1345	61	81	277	215	360	415	238
Added Vol:	0	28	0	3	22	2	2	0	0	0	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	121	1441	313	139	1367	63	83	277	215	360	415	242
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	128	1520	330	147	1442	66	88	292	227	380	438	255
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	1520	330	147	1442	66	88	292	227	380	438	255
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	128	1520	330	147	1442	66	88	292	227	380	438	255
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.94	0.85	0.92	0.94	0.85	0.95	0.95	0.85	0.92	0.95	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3502	5358	1615	3502	5358	1615	1805	3610	1615	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.28	0.20	0.04	0.27	0.04	0.05	0.08	0.14	0.11	0.12	0.16
Crit Moves:		****		****					****	****		
Green/Cycle:	0.11	0.35	0.35	0.09	0.33	0.33	0.10	0.30	0.30	0.13	0.32	0.32
Volume/Cap:	0.34	0.82	0.59	0.48	0.82	0.13	0.46	0.27	0.47	0.82	0.37	0.49
Delay/Veh:	48.3	37.4	32.6	51.2	38.9	27.3	50.3	31.2	33.9	59.6	30.1	32.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.3	37.4	32.6	51.2	38.9	27.3	50.3	31.2	33.9	59.6	30.1	32.0
LOS by Move:	D	D	C	D	D	C	D	C	C	E	C	C
HCM2kAvgQ:	2	20	10	3	19	2	3	4	7	9	6	7

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #39 Perris Boulevard / San Michele Road

Cycle (sec): 120 Critical Vol./Cap.(X): 0.778
Loss Time (sec): 16 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			Ovl			Include		
Min. Green:	10	32	32	10	32	32	10	16	16	10	16	16
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	3 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	260	1579	5	5	1648	271	305	5	237	5	5	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	1579	5	5	1648	271	305	5	237	5	5	5
Added Vol:	0	22	0	0	17	2	2	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	260	1601	5	5	1665	273	307	5	237	5	5	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	275	1692	5	5	1760	289	325	5	251	5	5	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	275	1692	5	5	1760	289	325	5	251	5	5	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	275	1692	5	5	1760	289	325	5	251	5	5	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.91	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	2.99	0.01	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	5171	16	1805	5187	1615	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.15	0.33	0.33	0.00	0.34	0.18	0.18	0.00	0.16	0.00	0.00	0.00
Crit Moves:	****				****		****				****	
Green/Cycle:	0.17	0.43	0.43	0.11	0.37	0.37	0.20	0.20	0.37	0.13	0.13	0.13
Volume/Cap:	0.92	0.76	0.76	0.03	0.92	0.48	0.92	0.01	0.42	0.02	0.02	0.02
Delay/Veh:	80.2	30.8	30.8	47.8	43.3	29.6	74.8	38.2	28.7	45.9	45.2	45.3
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:	80.2	30.8	30.8	47.8	43.3	29.6	74.8	38.2	28.7	45.9	45.2	45.3
LOS by Move:	F	C	C	D	D	C	E	D	C	D	D	D
HCM2kAvgQ:	13	21	21	0	26	8	15	0	7	0	0	0

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #40 Perris Boulevard / Nandina Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.653
Loss Time (sec): 16 Average Delay (sec/veh): 32.7
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	10	31	31	10	31	31	10	20	20	10	20	20
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	3 0	1	2 0	2 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	295	1819	125	68	1643	160	90	6	128	73	46	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	295	1819	125	68	1643	160	90	6	128	73	46	41
Added Vol:	0	20	0	0	15	2	2	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	295	1839	125	68	1658	162	92	6	128	73	46	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	313	1950	133	72	1758	172	98	6	136	77	49	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	313	1950	133	72	1758	172	98	6	136	77	49	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	313	1950	133	72	1758	172	98	6	136	77	49	43
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.91	0.85	0.92	0.95	0.85	0.95	1.00	0.85
Lanes:	1.00	2.81	0.19	1.00	3.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	4808	327	1805	5187	1615	3502	3610	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.17	0.41	0.41	0.04	0.34	0.11	0.03	0.00	0.08	0.04	0.03	0.03
Crit Moves:	****				****		****				****	
Green/Cycle:	0.21	0.51	0.51	0.11	0.41	0.49	0.08	0.17	0.38	0.08	0.17	0.17
Volume/Cap:	0.83	0.79	0.79	0.38	0.83	0.22	0.33	0.01	0.22	0.51	0.15	0.16
Delay/Veh:	59.8	25.8	25.8	51.3	34.7	17.5	52.5	41.7	25.8	55.7	43.0	43.1
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:	59.8	25.8	25.8	51.3	34.7	17.5	52.5	41.7	25.8	55.7	43.0	43.1
LOS by Move:	E	C	C	D	C	B	D	D	C	E	D	D
HCM2kAvgQ:	13	24	24	3	23	4	2	0	3	3	2	1

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #41 Perris Boulevard / Harley Knox Boulevard

Cycle (sec): 80 Critical Vol./Cap.(X): 0.809
Loss Time (sec): 16 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			Ovl			Include			Include		
Min. Green:	10	29	29	10	29	29	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	2 0	3 0	1	2 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	186	1541	22	149	1170	409	374	103	118	71	244	225
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	186	1541	22	149	1170	409	374	103	118	71	244	225
Added Vol:	0	15	0	0	12	3	4	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	186	1556	22	149	1182	412	378	103	118	71	244	225
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	202	1691	24	162	1285	448	411	112	128	77	265	245
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	202	1691	24	162	1285	448	411	112	128	77	265	245
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	202	1691	24	162	1285	448	411	112	128	77	265	245
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	0.91	0.85	0.92	0.95	0.85	0.95	0.88	0.88
Lanes:	1.00	2.96	0.04	2.00	3.00	1.00	2.00	2.00	1.00	1.00	1.04	0.96
Final Sat.:	1805	5104	72	3502	5187	1615	3502	3610	1615	1805	1743	1607
Capacity Analysis Module:												
Vol/Sat:	0.11	0.33	0.33	0.05	0.25	0.28	0.12	0.03	0.08	0.04	0.15	0.15
Crit Moves:		****		****			****				****	
Green/Cycle:	0.13	0.37	0.37	0.13	0.37	0.50	0.13	0.15	0.15	0.15	0.17	0.17
Volume/Cap:	0.88	0.89	0.89	0.37	0.67	0.55	0.89	0.20	0.52	0.28	0.89	0.89
Delay/Veh:	63.9	29.2	29.2	32.6	22.1	14.6	53.0	29.9	33.4	30.7	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:	63.9	29.2	29.2	32.6	22.1	14.6	53.0	29.9	33.4	30.7	48.3	48.3
LOS by Move:	E	C	C	C	C	B	D	C	C	C	D	D
HCM2kAvgQ:	8	18	18	2	11	8	8	1	4	2	10	10

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #42 Perris Boulevard / Ramona Expressway

Cycle (sec): 100 Critical Vol./Cap.(X): 0.816
Loss Time (sec): 16 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			Ovl			Include			Ovl		
Min. Green:	10	22	22	10	22	22	10	36	36	10	36	36
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	417	822	210	332	618	310	418	774	149	220	1663	537
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	417	822	210	332	618	310	418	774	149	220	1663	537
Added Vol:	0	4	0	7	3	2	2	0	0	0	0	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	417	826	210	339	621	312	420	774	149	220	1663	546
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	429	851	216	349	640	321	433	797	153	227	1713	562
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	429	851	216	349	640	321	433	797	153	227	1713	562
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	429	851	216	349	640	321	433	797	153	227	1713	562
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.95	0.94	0.85	0.92	0.94	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3502	5187	1615	3502	5187	1615	3617	5358	1615	3502	5358	1615
Capacity Analysis Module:												
Vol/Sat:	0.12	0.16	0.13	0.10	0.12	0.20	0.12	0.15	0.10	0.06	0.32	0.35
Crit Moves:	****				****		****				****	
Green/Cycle:	0.13	0.24	0.24	0.11	0.22	0.35	0.13	0.38	0.38	0.11	0.36	0.47
Volume/Cap:	0.93	0.68	0.55	0.91	0.56	0.57	0.93	0.39	0.25	0.61	0.89	0.74
Delay/Veh:	68.8	35.9	34.9	68.5	35.3	27.9	68.8	22.5	21.3	45.6	35.6	25.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.8	35.9	34.9	68.5	35.3	27.9	68.8	22.5	21.3	45.6	35.6	25.5
LOS by Move:	E	D	C	E	D	C	E	C	C	D	D	C
HCM2kAvgQ:	10	10	6	9	7	9	10	7	3	4	22	15

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #43 Kitching Street / Cactus Avenue

Cycle (sec):	80	Critical Vol./Cap.(X):	0.758
Loss Time (sec):	16	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	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 1	0	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	287	582	88	96	521	224	164	807	297	78	949	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:	287	582	88	96	521	224	164	807	297	78	949	154
Added Vol:	0	3	5	0	4	0	0	0	0	7	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	287	585	93	96	525	224	164	807	297	85	949	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	312	636	101	104	571	243	178	877	323	92	1032	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	312	636	101	104	571	243	178	877	323	92	1032	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	312	636	101	104	571	243	178	877	323	92	1032	167
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	1.01	1.01	0.98	1.03	0.88	0.98	1.03	0.88	0.98	1.03	0.88
Lanes:	2.00	1.73	0.27	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3729	3316	527	1865	3925	1668	1865	3925	1668	1865	3925	1668
Capacity Analysis Module:												
Vol/Sat:	0.08	0.19	0.19	0.06	0.15	0.15	0.10	0.22	0.19	0.05	0.26	0.10
Crit Moves:		****		****			****				****	
Green/Cycle:	0.16	0.23	0.23	0.13	0.19	0.19	0.13	0.28	0.28	0.16	0.32	0.32
Volume/Cap:	0.51	0.83	0.83	0.45	0.76	0.76	0.76	0.79	0.68	0.31	0.83	0.32
Delay/Veh:	31.2	35.6	35.6	33.8	34.9	40.6	47.9	30.2	29.4	30.4	29.9	21.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.2	35.6	35.6	33.8	34.9	40.6	47.9	30.2	29.4	30.4	29.9	21.0
LOS by Move:	C	D	D	C	C	D	D	C	C	C	C	C
HCM2kAvgQ:	4	12	12	3	9	8	6	13	9	2	15	4

Note: Queue reported is the number of cars per lane.

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* Analysis does not assume peds on every cycle.

MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 Kitching Street / John F. Kennedy Drive

Cycle (sec):	85	Critical Vol./Cap.(X):	0.755
Loss Time (sec):	16	Average Delay (sec/veh):	34.2
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	339	625	62	178	480	222	219	935	249	77	921	236
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	339	625	62	178	480	222	219	935	249	77	921	236
Added Vol:	4	0	0	0	0	11	9	5	3	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	343	625	62	178	480	233	228	940	252	77	928	236
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	373	679	67	193	522	253	248	1022	274	84	1009	257
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	373	679	67	193	522	253	248	1022	274	84	1009	257
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	373	679	67	193	522	253	248	1022	274	84	1009	257
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.20	1.25	1.25	1.20	1.20	1.20	1.05	1.06	1.06	1.05	1.10	0.94
Lanes:	2.00	1.82	0.18	1.00	1.35	0.65	1.00	1.58	0.42	1.00	2.00	1.00
Final Sat.:	4574	4323	429	2287	3082	1496	1986	3191	855	1986	4180	1777
Capacity Analysis Module:												
Vol/Sat:	0.08	0.16	0.16	0.08	0.17	0.17	0.12	0.32	0.32	0.04	0.24	0.14
Crit Moves:	****				****			****		****		
Green/Cycle:	0.12	0.18	0.18	0.14	0.20	0.20	0.17	0.38	0.38	0.12	0.33	0.33
Volume/Cap:	0.69	0.87	0.87	0.62	0.85	0.85	0.74	0.85	0.85	0.36	0.74	0.44
Delay/Veh:	39.9	43.1	43.1	38.6	40.4	40.4	42.1	29.0	29.0	35.5	27.6	23.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.9	43.1	43.1	38.6	40.4	40.4	42.1	29.0	29.0	35.5	27.6	23.1
LOS by Move:	D	D	D	D	D	D	D	C	C	D	C	C
HCM2kAvgQ:	6	13	13	6	13	13	8	19	19	2	14	6

Note: Queue reported is the number of cars per lane.

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* Analysis does not assume peds on every cycle.

MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #45 Kitching Street / Iris Avenue

Cycle (sec): 70 Critical Vol./Cap.(X): 0.774
Loss Time (sec): 16 Average Delay (sec/veh): 28.1
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	289	314	397	126	452	226	160	847	202	700	953	175
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	289	314	397	126	452	226	160	847	202	700	953	175
Added Vol:	2	0	0	0	0	2	2	17	2	0	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	291	314	397	126	452	228	162	864	204	700	975	175
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	316	341	432	137	491	248	176	939	222	761	1060	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	316	341	432	137	491	248	176	939	222	761	1060	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	316	341	432	137	491	248	176	939	222	761	1060	190
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	1.03	0.88	0.98	1.03	0.88	0.98	1.03	0.88	0.98	1.03	0.88
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3729	3925	1668	3729	3925	1668	3729	5888	1668	3729	5888	1668
Capacity Analysis Module:												
Vol/Sat:	0.08	0.09	0.26	0.04	0.13	0.15	0.05	0.16	0.13	0.20	0.18	0.11
Crit Moves:	****					****		****		****		
Green/Cycle:	0.14	0.16	0.41	0.16	0.18	0.18	0.20	0.20	0.20	0.25	0.25	0.41
Volume/Cap:	0.59	0.53	0.63	0.23	0.69	0.81	0.24	0.81	0.68	0.81	0.72	0.28
Delay/Veh:	29.9	27.8	18.1	25.7	29.5	42.9	23.8	31.5	31.8	30.3	25.9	13.9
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:	29.9	27.8	18.1	25.7	29.5	42.9	23.8	31.5	31.8	30.3	25.9	13.9
LOS by Move:	C	C	B	C	C	D	C	C	C	C	C	B
HCM2kAvgQ:	4	4	10	2	7	8	2	9	6	11	9	4

Note: Queue reported is the number of cars per lane.

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* Analysis does not assume peds on every cycle.

MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #46 Lasselle Street / Iris Avenue

Cycle (sec):	115	Critical Vol./Cap.(X):	0.794
Loss Time (sec):	16	Average Delay (sec/veh):	43.0
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:	Ovl			Include			Ovl			Include		
Min. Green:	10	20	20	10	20	20	10	34	34	10	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	382	753	426	222	859	188	214	829	456	544	1264	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	382	753	426	222	859	188	214	829	456	544	1264	149
Added Vol:	4	0	0	0	0	2	2	7	3	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	386	753	426	222	859	190	216	836	459	544	1273	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	400	780	441	230	890	197	224	866	476	564	1319	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	400	780	441	230	890	197	224	866	476	564	1319	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	400	780	441	230	890	197	224	866	476	564	1319	154
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	0.94	0.85	0.92	0.94	0.85
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3502	3610	1615	3502	3610	1615	3502	5358	1615	3502	5358	1615
Capacity Analysis Module:												
Vol/Sat:	0.11	0.22	0.27	0.07	0.25	0.12	0.06	0.16	0.29	0.16	0.25	0.10
Crit Moves:	****				****			****		****		
Green/Cycle:	0.12	0.28	0.45	0.11	0.27	0.27	0.11	0.30	0.42	0.17	0.36	0.36
Volume/Cap:	0.92	0.78	0.60	0.59	0.92	0.46	0.60	0.55	0.70	0.92	0.68	0.26
Delay/Veh:	75.1	42.0	25.1	50.8	55.0	35.9	51.7	34.4	30.8	66.5	31.9	26.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.1	42.0	25.1	50.8	55.0	35.9	51.7	34.4	30.8	66.5	31.9	26.0
LOS by Move:	E	D	C	D	D	D	D	C	C	E	C	C
HCM2kAvgQ:	11	15	12	5	20	6	5	10	15	14	15	4

Note: Queue reported is the number of cars per lane.

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	1501	591	1105	1060	0	0	0	0	0	0	236
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5	5.5	4.0	5.5							4.0
Lane Util. Factor		0.95	1.00	0.97	0.95							1.00
Frpb, ped/bikes		1.00	0.99	1.00	1.00							0.99
Flpb, ped/bikes		1.00	1.00	1.00	1.00							1.00
Frt		1.00	0.85	1.00	1.00							0.86
Flt Protected		1.00	1.00	0.95	1.00							1.00
Satd. Flow (prot)		3610	1591	3502	3610							1621
Flt Permitted		1.00	1.00	0.95	1.00							1.00
Satd. Flow (perm)		3610	1591	3502	3610							1621
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	1597	629	1176	1128	0	0	0	0	0	0	251
RTOR Reduction (vph)	0	0	15	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1597	614	1176	1128	0	0	0	0	0	0	251
Confl. Peds. (#/hr)			5									5
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type		NA	Perm	Prot	NA							Free
Protected Phases		2		1	6							
Permitted Phases			2									Free
Actuated Green, G (s)		44.2	44.2	31.3	85.0							85.0
Effective Green, g (s)		44.2	44.2	31.3	85.0							85.0
Actuated g/C Ratio		0.52	0.52	0.37	1.00							1.00
Clearance Time (s)		5.5	5.5	4.0	5.5							
Vehicle Extension (s)		2.0	2.0	2.0	2.0							
Lane Grp Cap (vph)		1877	827	1289	3610							1621
v/s Ratio Prot		c0.44		c0.34	0.31							
v/s Ratio Perm			0.39									0.15
v/c Ratio		0.85	0.74	0.91	0.31							0.15
Uniform Delay, d1		17.6	15.9	25.5	0.0							0.0
Progression Factor		1.00	1.00	1.00	1.00							1.00
Incremental Delay, d2		5.1	6.0	9.8	0.2							0.2
Delay (s)		22.6	21.9	35.3	0.2							0.2
Level of Service		C	C	D	A							A
Approach Delay (s)		22.4			18.1			0.0			0.2	
Approach LOS		C			B			A			A	

Intersection Summary			
HCM 2000 Control Delay	19.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	85.0	Sum of lost time (s)	9.5
Intersection Capacity Utilization	89.1%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	193	1760	411	0	2862	480	153	151	25	265	5	250
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.0	5.0		5.0	5.0	5.0	5.0		5.0	5.0	4.0
Lane Util. Factor	1.00	0.91	1.00		0.86	1.00	0.97	0.95		1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.97		1.00	0.98	1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85		1.00	0.85	1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00		1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1805	5187	1568		6536	1587	3502	3525		1805	1900	1598
Flt Permitted	0.95	1.00	1.00		1.00	1.00	0.75	1.00		0.63	1.00	1.00
Satd. Flow (perm)	1805	5187	1568		6536	1587	2781	3525		1188	1900	1598
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	210	1913	447	0	3111	522	166	164	27	288	5	272
RTOR Reduction (vph)	0	0	150	0	0	171	0	11	0	0	0	11
Lane Group Flow (vph)	210	1913	297	0	3111	351	166	180	0	288	5	261
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA	Perm		NA	Perm	Perm	NA		Perm	NA	pm+ov
Protected Phases	5	2			6			8			4	5
Permitted Phases			2			6	8			4		4
Actuated Green, G (s)	15.1	79.8	79.8		60.7	60.7	30.2	30.2		30.2	30.2	45.3
Effective Green, g (s)	15.1	79.8	79.8		60.7	60.7	30.2	30.2		30.2	30.2	45.3
Actuated g/C Ratio	0.13	0.66	0.66		0.51	0.51	0.25	0.25		0.25	0.25	0.38
Clearance Time (s)	4.0	5.0	5.0		5.0	5.0	5.0	5.0		5.0	5.0	4.0
Vehicle Extension (s)	3.0	2.0	2.0		2.0	2.0	2.0	2.0		2.0	2.0	3.0
Lane Grp Cap (vph)	227	3449	1042		3306	802	699	887		298	478	603
v/s Ratio Prot	c0.12	0.37			c0.48			0.05			0.00	0.05
v/s Ratio Perm			0.19			0.22	0.06			c0.24		0.11
v/c Ratio	0.93	0.55	0.29		0.94	0.44	0.24	0.20		0.97	0.01	0.43
Uniform Delay, d1	51.9	10.7	8.3		28.0	18.8	35.7	35.4		44.4	33.7	27.8
Progression Factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	39.4	0.6	0.7		6.9	1.7	0.1	0.0		42.4	0.0	0.5
Delay (s)	91.3	11.3	9.0		34.9	20.5	35.8	35.4		86.8	33.7	28.3
Level of Service	F	B	A		C	C	D	D		F	C	C
Approach Delay (s)		17.4			32.8			35.6			58.2	
Approach LOS		B			C			D			E	

Intersection Summary			
HCM 2000 Control Delay	29.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	87.7%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Elsworth Street / Cactus Avenue

Cycle (sec):	120	Critical Vol./Cap.(X):	0.947
Loss Time (sec):	16	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			Ignore			Include		
Min. Green:	10	29	29	10	10	10	10	21	21	10	21	21
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1! 0	0	1 0	1 0	1	1 0	4 0	1	1 0	4 0	1
Volume Module:												
Base Vol:	482	125	165	199	27	188	226	2554	36	33	2203	217
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	482	125	165	199	27	188	226	2554	36	33	2203	217
Added Vol:	0	0	0	0	0	0	0	12	0	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	482	125	165	199	27	188	226	2566	36	33	2216	217
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00	0.92	0.92	0.92
PHF Volume:	524	136	179	216	29	204	246	2789	0	36	2409	236
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	524	136	179	216	29	204	246	2789	0	36	2409	236
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	524	136	179	216	29	204	246	2789	0	36	2409	236
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.94	0.94	0.95	1.00	0.85	0.95	0.91	1.00	0.95	1.06	0.85
Lanes:	2.37	0.27	0.36	1.00	1.00	1.00	1.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	4090	489	646	1805	1900	1615	1805	6916	1900	1805	8071	1615
Capacity Analysis Module:												
Vol/Sat:	0.13	0.28	0.28	0.12	0.02	0.13	0.14	0.40	0.00	0.02	0.30	0.15
Crit Moves:		****		****				****		****		
Green/Cycle:	0.24	0.27	0.27	0.12	0.15	0.30	0.15	0.39	0.00	0.08	0.33	0.33
Volume/Cap:	0.54	1.02	1.02	1.02	0.10	0.42	0.91	1.02	0.00	0.24	0.91	0.45
Delay/Veh:	40.6	80.9	80.9	120.7	43.8	34.0	82.2	59.4	0.0	52.3	43.8	32.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.6	80.9	80.9	120.7	43.8	34.0	82.2	59.4	0.0	52.3	43.8	32.3
LOS by Move:	D	F	F	F	D	C	F	E	A	D	D	C
HCM2kAvgQ:	8	25	25	13	1	6	12	36	0	1	27	7

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Frederick Street / Cactus Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.734
Loss Time (sec): 12 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:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	32	0	32	10	10	0	0	27	27
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	2 0	0	0 1	1 0	4	0 0	0 0	3	0 1
Volume Module:												
Base Vol:	0	0	0	471	0	163	67	2765	0	0	2238	232
Growth Adj:	1.00	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	471	0	163	67	2765	0	0	2238	232
Added Vol:	0	0	0	8	0	0	0	12	0	0	13	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	479	0	163	67	2777	0	0	2251	240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	521	0	177	73	3018	0	0	2447	261
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	521	0	177	73	3018	0	0	2447	261
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	521	0	177	73	3018	0	0	2447	261
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	0.95	0.91	1.00	1.00	0.91	0.85
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	4.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3502	0	1615	1805	6916	0	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.11	0.04	0.44	0.00	0.00	0.47	0.16
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.27	0.00	0.35	0.08	0.63	0.00	0.00	0.55	0.82
Volume/Cap:	0.00	0.00	0.00	0.56	0.00	0.31	0.48	0.69	0.00	0.00	0.86	0.20
Delay/Veh:	0.0	0.0	0.0	38.7	0.0	28.8	55.0	14.8	0.0	0.0	25.8	2.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	38.7	0.0	28.8	55.0	14.8	0.0	0.0	25.8	2.5
LOS by Move:	A	A	A	D	A	C	D	B	A	A	C	A
HCM2kAvgQ:	0	0	0	9	0	5	3	20	0	0	30	2

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Graham Street / Cactus Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.712
Loss Time (sec): 16 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			Ovl			Ignore			Include		
Min. Green:	10	10	10	10	16	16	10	35	35	10	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 1	0	2 0	2 0	1	2 0	4 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	353	139	28	259	264	356	240	2943	873	25	1612	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	353	139	28	259	264	356	240	2943	873	25	1612	119
Added Vol:	0	0	0	0	0	0	0	21	0	0	21	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	353	139	28	259	264	356	240	2964	873	25	1633	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95
PHF Volume:	373	147	30	274	279	376	254	3133	0	26	1726	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	373	147	30	274	279	376	254	3133	0	26	1726	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	373	147	30	274	279	376	254	3133	0	26	1726	126
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.93	0.92	0.95	0.85	0.92	1.03	1.00	0.95	0.96	0.90
Lanes:	2.00	1.66	0.34	2.00	2.00	1.00	2.00	4.00	1.00	1.00	2.78	0.22
Final Sat.:	3502	2930	590	3502	3610	1615	3502	7836	1900	1805	5084	370
Capacity Analysis Module:												
Vol/Sat:	0.11	0.05	0.05	0.08	0.08	0.23	0.07	0.40	0.00	0.01	0.34	0.34
Crit Moves:	****				****			****		****		
Green/Cycle:	0.12	0.14	0.14	0.14	0.16	0.28	0.12	0.46	0.00	0.10	0.43	0.43
Volume/Cap:	0.87	0.36	0.36	0.55	0.48	0.82	0.58	0.87	0.00	0.15	0.78	0.78
Delay/Veh:	60.8	39.3	39.3	41.4	38.9	44.6	43.4	27.1	0.0	41.5	26.0	26.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.8	39.3	39.3	41.4	38.9	44.6	43.4	27.1	0.0	41.5	26.0	26.0
LOS by Move:	E	D	D	D	D	D	D	C	A	D	C	C
HCM2kAvgQ:	9	3	3	5	5	13	5	27	0	1	19	18

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Heacock Street / Alessandro Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.688
Loss Time (sec):	16	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			Ovl			Ovl			Include		
Min. Green:	10	39	39	10	39	39	10	28	28	10	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	2 0	1	1 0	4 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	187	402	61	296	530	233	175	2224	182	63	1553	262
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	187	402	61	296	530	233	175	2224	182	63	1553	262
Added Vol:	8	13	0	0	12	0	0	8	8	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	195	415	61	296	542	233	175	2232	190	63	1561	262
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	199	423	62	302	553	238	179	2278	194	64	1593	267
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	199	423	62	302	553	238	179	2278	194	64	1593	267
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	199	423	62	302	553	238	179	2278	194	64	1593	267
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.85	0.92	0.98	0.85	0.95	0.94	0.85	0.95	0.94	0.85
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	4.00	1.00	1.00	3.00	1.00
Final Sat.:	3502	3729	1615	3502	3729	1615	1805	7144	1615	1805	5358	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.11	0.04	0.09	0.15	0.15	0.10	0.32	0.12	0.04	0.30	0.17
Crit Moves:		****		****			****				****	
Green/Cycle:	0.09	0.33	0.33	0.10	0.34	0.45	0.11	0.35	0.44	0.09	0.33	0.33
Volume/Cap:	0.66	0.35	0.12	0.89	0.44	0.33	0.89	0.90	0.27	0.39	0.89	0.50
Delay/Veh:	58.5	31.0	28.5	77.6	31.3	21.8	87.8	42.0	21.7	52.8	43.9	32.6
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:	58.5	31.0	28.5	77.6	31.3	21.8	87.8	42.0	21.7	52.8	43.9	32.6
LOS by Move:	E	C	C	E	C	C	F	D	C	D	D	C
HCM2kAvgQ:	5	6	2	9	8	6	9	25	4	3	24	8

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Heacock Street / Cactus Avenue

Cycle (sec):	120	Critical Vol./Cap.(X):	0.926
Loss Time (sec):	16	Average Delay (sec/veh):	51.7
Optimal Cycle:	OPTIMIZED	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 1	0	2 0	1 1	0	2 0	3 0	2	1 0	2 1	0
Volume Module:												
Base Vol:	600	573	8	146	732	141	152	2016	1123	21	920	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	600	573	8	146	732	141	152	2016	1123	21	920	130
Added Vol:	0	0	0	4	0	0	0	21	0	0	21	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	600	573	8	150	732	141	152	2037	1123	21	941	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	634	606	8	159	774	149	161	2153	1187	22	995	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	634	606	8	159	774	149	161	2153	1187	22	995	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:	634	606	8	159	774	149	161	2153	1187	22	995	142
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	0.98	0.98	0.98	1.03	0.88	0.98	1.01	1.01
Lanes:	2.00	1.97	0.03	2.00	1.68	0.32	2.00	3.00	2.00	1.00	2.63	0.37
Final Sat.:	3610	3740	52	3610	3110	599	3729	5888	3337	1865	5056	720
Capacity Analysis Module:												
Vol/Sat:	0.18	0.16	0.16	0.04	0.25	0.25	0.04	0.37	0.36	0.01	0.20	0.20
Crit Moves:	****				****			****		****		
Green/Cycle:	0.17	0.28	0.28	0.14	0.25	0.25	0.13	0.36	0.54	0.08	0.31	0.31
Volume/Cap:	1.01	0.58	0.58	0.31	1.01	1.01	0.32	1.01	0.66	0.14	0.63	0.63
Delay/Veh:	87.6	38.2	38.2	46.4	77.1	77.1	47.6	59.9	20.9	51.4	35.9	35.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.6	38.2	38.2	46.4	77.1	77.1	47.6	59.9	20.9	51.4	35.9	35.9
LOS by Move:	F	D	D	D	E	E	D	E	C	D	D	D
HCM2kAvgQ:	17	11	11	3	23	23	3	34	20	1	14	14

Note: Queue reported is the number of cars per lane.

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* Analysis does not assume peds on every cycle.

MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Heacock Street / Gentian Avenue

Cycle (sec): 90 Critical Vol./Cap.(X): 0.404
Loss Time (sec): 12 Average Delay (sec/veh): 23.4
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	29	29		10	10	0		0	0	0		32	0	32	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	2	0	1	1	0	2	0	0	0	0	0	0	0	0
Volume Module:																
Base Vol:	0	758	13		120	1418	0		0	0	0		5	0	55	
Growth Adj:	1.00	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	758	13		120	1418	0		0	0	0		5	0	55	
Added Vol:	0	0	0		8	0	0		0	0	0		0	0	8	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	758	13		128	1418	0		0	0	0		5	0	63	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92	
PHF Volume:	0	824	14		139	1541	0		0	0	0		5	0	68	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	824	14		139	1541	0		0	0	0		5	0	68	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	824	14		139	1541	0		0	0	0		5	0	68	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.95	0.85		0.95	0.95	1.00		1.00	1.00	1.00		0.87	1.00	0.87	
Lanes:	0.00	2.00	1.00		1.00	2.00	0.00		0.00	0.00	0.00		0.07	0.00	0.93	
Final Sat.:	0	3610	1615		1805	3610	0		0	0	0		122	0	1534	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.23	0.01		0.08	0.43	0.00		0.00	0.00	0.00		0.04	0.00	0.04	
Crit Moves:		****			****								****			
Green/Cycle:	0.00	0.38	0.38		0.13	0.51	0.00		0.00	0.00	0.00		0.36	0.00	0.36	
Volume/Cap:	0.00	0.60	0.02		0.60	0.84	0.00		0.00	0.00	0.00		0.13	0.00	0.13	
Delay/Veh:	0.0	23.0	17.3		41.2	22.3	0.0		0.0	0.0	0.0		19.7	0.0	19.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	23.0	17.3		41.2	22.3	0.0		0.0	0.0	0.0		19.7	0.0	19.7	
LOS by Move:	A	C	B		D	C	A		A	A	A		B	A	B	
HCM2kAvgQ:	0	10	0		5	21	0		0	0	0		1	0	1	

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Webster Avenue / Harley Knox Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.598
Loss Time (sec):	12	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:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	21	0	21	0	0	0	0	18	18	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	0	0	0	1	1	0	1
Volume Module:												
Base Vol:	5	0	14	0	0	0	0	1650	0	17	1170	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	0	14	0	0	0	0	1650	0	17	1170	0
Added Vol:	0	0	12	0	0	0	0	12	0	13	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	0	26	0	0	0	0	1662	0	30	1183	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	5	0	28	0	0	0	0	1807	0	33	1286	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	0	28	0	0	0	0	1807	0	33	1286	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:	5	0	28	0	0	0	0	1807	0	33	1286	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	1.00	0.88	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00
Lanes:	0.16	0.00	0.84	0.00	0.00	0.00	0.00	2.00	0.00	1.00	2.00	0.00
Final Sat.:	270	0	1402	0	0	0	0	3610	0	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.02	0.00	0.00	0.00	0.00	0.50	0.00	0.02	0.36	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.17	0.00	0.17	0.00	0.00	0.00	0.00	0.64	0.00	0.08	0.73	0.00
Volume/Cap:	0.12	0.00	0.12	0.00	0.00	0.00	0.00	0.78	0.00	0.22	0.49	0.00
Delay/Veh:	41.9	0.0	41.9	0.0	0.0	0.0	0.0	17.2	0.0	52.1	7.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.9	0.0	41.9	0.0	0.0	0.0	0.0	17.2	0.0	52.1	7.2	0.0
LOS by Move:	D	A	D	A	A	A	A	B	A	D	A	A
HCM2kAvgQ:	1	0	1	0	0	0	0	26	0	1	11	0

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Indian Street / Alessandro Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.817
Loss Time (sec):	16	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			Include			Include			Include		
Min. Green:	10	42	42	10	42	42	10	28	28	10	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 1	0	2 0	1 1	0	1 0	3 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	260	470	190	279	437	103	208	1912	228	120	1545	194
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	470	190	279	437	103	208	1912	228	120	1545	194
Added Vol:	8	25	4	0	25	0	0	0	8	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	268	495	194	279	462	103	208	1912	236	124	1545	194
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	278	513	201	289	479	107	216	1983	245	129	1603	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	278	513	201	289	479	107	216	1983	245	129	1603	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	278	513	201	289	479	107	216	1983	245	129	1603	201
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.91	0.92	0.92	0.92	0.95	0.92	0.90	0.92	0.94	0.85
Lanes:	2.00	1.44	0.56	2.00	1.64	0.36	1.00	3.55	0.45	2.00	3.00	1.00
Final Sat.:	3502	2485	974	3502	2872	640	1805	6235	770	3502	5358	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.21	0.21	0.08	0.17	0.17	0.12	0.32	0.32	0.04	0.30	0.12
Crit Moves:		****		****			****				****	
Green/Cycle:	0.08	0.35	0.35	0.09	0.35	0.35	0.12	0.34	0.34	0.09	0.31	0.31
Volume/Cap:	0.95	0.59	0.59	0.97	0.47	0.47	0.97	0.93	0.93	0.41	0.97	0.40
Delay/Veh:	93.6	32.7	32.7	98.6	30.6	30.6	104.1	45.4	45.4	52.5	56.6	33.3
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:	93.6	32.7	32.7	98.6	30.6	30.6	104.1	45.4	45.4	52.5	56.6	33.3
LOS by Move:	F	C	C	F	C	C	F	D	D	D	E	C
HCM2kAvgQ:	9	12	12	9	9	9	12	26	25	3	27	6

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 Indian Street / Cactus Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.882
Loss Time (sec): 16 Average Delay (sec/veh): 48.3
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	15	15	10	15	15	10	15	15	10	15	15
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	140	570	60	232	711	82	69	2033	137	48	988	178
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	570	60	232	711	82	69	2033	137	48	988	178
Added Vol:	0	0	0	8	0	0	0	25	0	0	25	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	570	60	240	711	82	69	2058	137	48	1013	186
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	152	620	65	261	773	89	75	2237	149	52	1101	202
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	620	65	261	773	89	75	2237	149	52	1101	202
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	152	620	65	261	773	89	75	2237	149	52	1101	202
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.99	0.99	0.95	0.99	0.99	0.98	1.02	1.02	0.98	1.01	1.01
Lanes:	1.00	1.81	0.19	1.00	1.79	0.21	1.00	2.81	0.19	1.00	1.69	0.31
Final Sat.:	1805	3390	357	1805	3356	387	1865	5471	364	1865	3240	595
Capacity Analysis Module:												
Vol/Sat:	0.08	0.18	0.18	0.14	0.23	0.23	0.04	0.41	0.41	0.03	0.34	0.34
Crit Moves:		****		****				****		****		
Green/Cycle:	0.09	0.19	0.19	0.15	0.25	0.25	0.10	0.44	0.44	0.08	0.42	0.42
Volume/Cap:	0.90	0.94	0.94	0.94	0.90	0.90	0.39	0.94	0.94	0.34	0.82	0.82
Delay/Veh:	96.5	67.7	67.7	88.3	55.0	55.0	51.7	40.2	40.2	53.2	34.4	34.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	96.5	67.7	67.7	88.3	55.0	55.0	51.7	40.2	40.2	53.2	34.4	34.4
LOS by Move:	F	E	E	F	E	E	D	D	D	D	C	C
HCM2kAvgQ:	9	17	17	13	19	19	3	34	34	2	25	25

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Indian Street / John F. Kennedy Drive

Cycle (sec): 85 Critical Vol./Cap.(X): 0.589
Loss Time (sec): 16 Average Delay (sec/veh): 28.1
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	27	27	10	27	27	10	24	24	10	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0 2	0 1		2 0 1	1 0		1 0 2	0 1		1 0 2	0 1	
Volume Module:												
Base Vol:	108	372	84	83	553	34	28	436	161	116	261	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	372	84	83	553	34	28	436	161	116	261	49
Added Vol:	21	72	4	0	70	0	0	0	21	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	444	88	83	623	34	28	436	182	120	261	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	140	483	96	90	677	37	30	474	198	130	284	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	483	96	90	677	37	30	474	198	130	284	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	483	96	90	677	37	30	474	198	130	284	53
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	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	2.00	1.90	0.10	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	3502	3396	185	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.13	0.06	0.03	0.20	0.20	0.02	0.13	0.12	0.07	0.08	0.03
Crit Moves:	****				****			****		****		
Green/Cycle:	0.11	0.31	0.31	0.11	0.31	0.31	0.11	0.28	0.28	0.11	0.28	0.28
Volume/Cap:	0.68	0.43	0.19	0.22	0.64	0.64	0.15	0.48	0.44	0.63	0.28	0.12
Delay/Veh:	45.5	24.1	22.2	35.3	27.1	27.1	35.0	26.6	26.7	42.8	24.9	23.7
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:	45.5	24.1	22.2	35.3	27.1	27.1	35.0	26.6	26.7	42.8	24.9	23.7
LOS by Move:	D	C	C	D	C	C	C	C	C	D	C	C
HCM2kAvgQ:	5	6	2	1	10	10	1	6	5	4	3	1

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Indian Street / Gentian Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.508
Loss Time (sec): 12 Average Delay (sec/veh): 21.1
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	21	21	10	21	21	25	25	25	25	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0
Volume Module:												
Base Vol:	38	482	10	10	565	75	47	10	79	10	10	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	482	10	10	565	75	47	10	79	10	10	10
Added Vol:	0	0	0	0	0	4	4	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	482	10	10	565	79	51	10	79	10	10	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	41	524	11	11	614	86	55	11	86	11	11	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	524	11	11	614	86	55	11	86	11	11	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	524	11	11	614	86	55	11	86	11	11	11
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	0.98	0.98	0.77	0.87	0.87	0.88	0.88	0.88
Lanes:	1.00	0.98	0.02	1.00	0.88	0.12	1.00	0.11	0.89	0.34	0.33	0.33
Final Sat.:	1805	1856	39	1805	1637	229	1454	185	1462	556	556	556
Capacity Analysis Module:												
Vol/Sat:	0.02	0.28	0.28	0.01	0.38	0.38	0.04	0.06	0.06	0.02	0.02	0.02
Crit Moves:	****				****			****				
Green/Cycle:	0.08	0.53	0.53	0.16	0.61	0.61	0.21	0.21	0.21	0.21	0.21	0.21
Volume/Cap:	0.27	0.53	0.53	0.04	0.62	0.62	0.18	0.28	0.28	0.09	0.09	0.09
Delay/Veh:	52.6	18.7	18.7	42.9	15.8	15.8	39.4	40.4	40.4	38.5	38.5	38.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.6	18.7	18.7	42.9	15.8	15.8	39.4	40.4	40.4	38.5	38.5	38.5
LOS by Move:	D	B	B	D	B	B	D	D	D	D	D	D
HCM2kAvgQ:	2	13	13	0	16	16	2	3	3	1	1	1

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Indian Street / Iris Avenue

Cycle (sec):	110	Critical Vol./Cap.(X):	0.766
Loss Time (sec):	16	Average Delay (sec/veh):	41.8
Optimal Cycle:	OPTIMIZED	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	28	28	10	28	28	10	24	24	10	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2 0	1	1 0	1	1 0	1 0	2 0	1
Volume Module:												
Base Vol:	91	397	77	345	276	57	34	604	140	121	395	282
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	397	77	345	276	57	34	604	140	121	395	282
Added Vol:	0	33	0	0	34	4	4	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	430	77	345	310	61	38	604	140	121	395	282
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	97	458	82	368	330	65	41	644	149	129	421	301
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	458	82	368	330	65	41	644	149	129	421	301
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	97	458	82	368	330	65	41	644	149	129	421	301
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	0.92	0.92	0.95	0.95	0.85
Lanes:	1.00	1.70	0.30	1.00	2.00	1.00	1.00	1.62	0.38	1.00	2.00	1.00
Final Sat.:	1805	2991	536	1805	3610	1615	1805	2849	660	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.15	0.15	0.20	0.09	0.04	0.02	0.23	0.23	0.07	0.12	0.19
Crit Moves:		****		****				****		****		
Green/Cycle:	0.13	0.25	0.25	0.24	0.37	0.37	0.11	0.27	0.27	0.09	0.25	0.25
Volume/Cap:	0.41	0.60	0.60	0.84	0.25	0.11	0.21	0.84	0.84	0.79	0.46	0.74
Delay/Veh:	45.1	37.3	37.3	53.8	24.5	23.2	45.6	45.2	45.2	70.7	35.1	44.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.1	37.3	37.3	53.8	24.5	23.2	45.6	45.2	45.2	70.7	35.1	44.5
LOS by Move:	D	D	D	D	C	C	D	D	D	E	D	D
HCM2kAvgQ:	3	9	9	14	4	1	1	16	16	6	7	11

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Indian Street / Krameria Avenue

Cycle (sec): 105 Critical Vol./Cap.(X): 0.654
Loss Time (sec): 16 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			Ovl			Include		
Min. Green:	10	28	28	10	28	28	10	24	24	10	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	0 1	1 0	0	1 0
Volume Module:												
Base Vol:	259	543	184	183	493	52	105	179	467	200	59	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	259	543	184	183	493	52	105	179	467	200	59	78
Added Vol:	0	29	0	4	30	0	0	0	0	0	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	259	572	184	187	523	52	105	179	467	200	59	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	282	622	200	203	568	57	114	195	508	217	64	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	282	622	200	203	568	57	114	195	508	217	64	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	282	622	200	203	568	57	114	195	508	217	64	89
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	0.95	1.00	0.85	0.95	0.91	0.91
Lanes:	1.00	1.51	0.49	1.00	1.82	0.18	1.00	1.00	1.00	1.00	0.42	0.58
Final Sat.:	1805	2633	847	1805	3241	322	1805	1900	1615	1805	726	1009
Capacity Analysis Module:												
Vol/Sat:	0.16	0.24	0.24	0.11	0.18	0.18	0.06	0.10	0.31	0.12	0.09	0.09
Crit Moves:	****				****			****		****		
Green/Cycle:	0.20	0.33	0.33	0.14	0.27	0.27	0.11	0.23	0.43	0.15	0.27	0.27
Volume/Cap:	0.78	0.72	0.72	0.81	0.66	0.66	0.56	0.45	0.74	0.78	0.33	0.33
Delay/Veh:	50.7	33.4	33.4	62.2	35.9	35.9	47.7	35.5	29.2	56.4	31.1	31.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.7	33.4	33.4	62.2	35.9	35.9	47.7	35.5	29.2	56.4	31.1	31.1
LOS by Move:	D	C	C	E	D	D	D	D	C	E	C	C
HCM2kAvgQ:	11	13	13	9	10	10	4	6	15	9	4	4

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Indian Street / San Michele Road

Cycle (sec): 80 Critical Vol./Cap.(X): 0.994
Loss Time (sec): 16 Average Delay (sec/veh): 51.6
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	25	25	10	25	25	10	23	23	10	23	23
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	2 0	1	1 0	2 0	2	1 0	2 0	1
Volume Module:												
Base Vol:	407	773	177	432	865	93	87	721	1042	262	231	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	407	773	177	432	865	93	87	721	1042	262	231	230
Added Vol:	0	21	0	4	21	0	0	0	0	0	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	407	794	177	436	886	93	87	721	1042	262	231	234
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	442	863	192	474	963	101	95	784	1133	285	251	254
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	442	863	192	474	963	101	95	784	1133	285	251	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:	442	863	192	474	963	101	95	784	1133	285	251	254
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	0.95	0.95	0.75	0.95	0.95	0.85
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	2.00	1.00	2.00	1.00
Final Sat.:	3502	3610	1615	3502	3610	1615	1805	3610	2842	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.13	0.24	0.12	0.14	0.27	0.06	0.05	0.22	0.40	0.16	0.07	0.16
Crit Moves:		****		****					****	****		
Green/Cycle:	0.12	0.30	0.30	0.12	0.30	0.30	0.12	0.27	0.40	0.14	0.27	0.27
Volume/Cap:	1.03	0.80	0.40	1.10	0.90	0.21	0.44	0.79	1.01	1.10	0.26	0.58
Delay/Veh:	88.4	31.7	24.1	111.6	38.2	22.3	36.0	32.7	53.5	122.8	24.1	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:	88.4	31.7	24.1	111.6	38.2	22.3	36.0	32.7	53.5	122.8	24.1	28.4
LOS by Move:	F	C	C	F	D	C	D	C	D	F	C	C
HCM2kAvgQ:	11	13	4	13	16	2	3	12	24	15	3	6

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Indian Street / Nandina Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.836
Loss Time (sec): 16 Average Delay (sec/veh): 43.0
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:	Ovl			Include			Ovl			Include		
Min. Green:	10	23	23	10	23	23	10	20	20	10	20	20
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	1 0	3 0	1	1 0	1 0	2	2 0	0 1	0
Volume Module:												
Base Vol:	473	1119	351	117	1599	142	79	172	877	403	65	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	473	1119	351	117	1599	142	79	172	877	403	65	12
Added Vol:	0	21	0	0	21	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	473	1140	351	117	1620	142	79	172	877	403	65	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	509	1226	377	126	1742	153	85	185	943	433	70	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	509	1226	377	126	1742	153	85	185	943	433	70	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	509	1226	377	126	1742	153	85	185	943	433	70	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.95	0.91	0.85	0.95	1.00	0.75	0.92	0.98	0.98
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	1.00	2.00	2.00	0.84	0.16
Final Sat.:	3502	3610	1615	1805	5187	1615	1805	1900	2842	3502	1567	289
Capacity Analysis Module:												
Vol/Sat:	0.15	0.34	0.23	0.07	0.34	0.09	0.05	0.10	0.33	0.12	0.04	0.04
Crit Moves:	****				****			****		****		
Green/Cycle:	0.15	0.39	0.52	0.12	0.36	0.36	0.11	0.20	0.35	0.13	0.22	0.22
Volume/Cap:	0.95	0.86	0.45	0.60	0.95	0.27	0.43	0.49	0.94	0.95	0.20	0.20
Delay/Veh:	67.6	33.6	15.1	46.9	42.0	23.2	43.0	36.4	46.9	71.7	32.0	32.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.6	33.6	15.1	46.9	42.0	23.2	43.0	36.4	46.9	71.7	32.0	32.0
LOS by Move:	E	C	B	D	D	C	D	D	D	E	C	C
HCM2kAvgQ:	12	21	7	5	24	3	3	5	21	11	2	2

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Indian Street / Harley Knox Boulevard

Cycle (sec): 120 Critical Vol./Cap.(X): 0.960
Loss Time (sec): 16 Average Delay (sec/veh): 54.1
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			Ovl			Include			Ovl		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	2 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	285	1086	172	633	1375	865	454	1333	199	126	907	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:	285	1086	172	633	1375	865	454	1333	199	126	907	366
Added Vol:	0	4	0	0	4	17	16	8	0	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	285	1090	172	633	1379	882	470	1341	199	126	916	366
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	308	1177	186	684	1489	952	508	1448	215	136	989	395
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	308	1177	186	684	1489	952	508	1448	215	136	989	395
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	308	1177	186	684	1489	952	508	1448	215	136	989	395
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.94	0.85	0.92	0.98	0.88	0.98	0.94	0.85	0.92	0.94	0.85
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3502	5358	1615	3502	3729	1668	3736	5358	1615	3502	5358	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.22	0.12	0.20	0.40	0.57	0.14	0.27	0.13	0.04	0.18	0.24
Crit Moves:	****					****		****		****		
Green/Cycle:	0.09	0.27	0.27	0.24	0.43	0.58	0.15	0.27	0.27	0.08	0.20	0.44
Volume/Cap:	1.01	0.80	0.42	0.80	0.93	0.99	0.92	1.01	0.50	0.47	0.92	0.55
Delay/Veh:	109.7	43.9	36.4	48.3	42.5	50.7	70.2	71.0	38.1	53.6	58.7	25.4
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:	109.7	43.9	36.4	48.3	42.5	50.7	70.2	71.0	38.1	53.6	58.7	25.4
LOS by Move:	F	D	D	D	D	D	E	E	D	D	E	C
HCM2kAvgQ:	10	17	6	14	32	41	13	26	7	3	17	11

Note: Queue reported is the number of cars per lane.

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Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	0	908	833	0	1289	128
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5		4.5	4.5
Lane Util. Factor		0.95	0.95		0.97	1.00
Frpb, ped/bikes		1.00	1.00		1.00	0.98
Flpb, ped/bikes		1.00	1.00		1.00	1.00
Frt		1.00	1.00		1.00	0.85
Flt Protected		1.00	1.00		0.95	1.00
Satd. Flow (prot)		3574	3574		3467	1587
Flt Permitted		1.00	1.00		0.95	1.00
Satd. Flow (perm)		3574	3574		3467	1587
Peak-hour factor, PHF	0.81	0.81	0.81	0.81	0.81	0.81
Adj. Flow (vph)	0	1121	1028	0	1591	158
RTOR Reduction (vph)	0	0	0	0	0	44
Lane Group Flow (vph)	0	1121	1028	0	1591	114
Confl. Peds. (#/hr)						5
Heavy Vehicles (%)	0%	1%	1%	0%	1%	0%
Turn Type		NA	NA		NA	Perm
Protected Phases		2	6		4	
Permitted Phases						4
Actuated Green, G (s)		45.5	45.5		35.5	35.5
Effective Green, g (s)		45.5	45.5		35.5	35.5
Actuated g/C Ratio		0.51	0.51		0.39	0.39
Clearance Time (s)		4.5	4.5		4.5	4.5
Vehicle Extension (s)		2.0	2.0		2.0	2.0
Lane Grp Cap (vph)		1806	1806		1367	625
v/s Ratio Prot		c0.31	0.29		c0.46	
v/s Ratio Perm						0.07
v/c Ratio		0.62	0.57		1.16	0.18
Uniform Delay, d1		16.0	15.4		27.2	17.8
Progression Factor		1.00	1.00		1.00	1.00
Incremental Delay, d2		1.6	1.3		82.1	0.1
Delay (s)		17.6	16.8		109.4	17.8
Level of Service		B	B		F	B
Approach Delay (s)		17.6	16.8		101.1	
Approach LOS		B	B		F	

Intersection Summary			
HCM 2000 Control Delay	54.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	69.4%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	305	1	243	695	2176	0	0	1738	428
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	8	16	8	12	12	12	12	12	12
Total Lost time (s)				4.5	4.5		4.5	4.5			3.5	3.5
Lane Util. Factor				0.95	0.95		0.97	0.95			0.91	1.00
Frpb, ped/bikes				1.00	0.98		1.00	1.00			1.00	0.98
Flpb, ped/bikes				1.00	1.00		1.00	1.00			1.00	1.00
Frt				1.00	0.87		1.00	1.00			1.00	0.85
Flt Protected				0.95	0.99		0.95	1.00			1.00	1.00
Satd. Flow (prot)				1471	1646		3467	3610			5136	1568
Flt Permitted				0.95	0.99		0.95	1.00			1.00	1.00
Satd. Flow (perm)				1471	1646		3467	3610			5136	1568
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	0	0	314	1	251	716	2243	0	0	1792	441
RTOR Reduction (vph)	0	0	0	0	5	0	0	0	0	0	0	208
Lane Group Flow (vph)	0	0	0	283	278	0	716	2243	0	0	1792	233
Confl. Peds. (#/hr)						5						5
Heavy Vehicles (%)	0%	0%	0%	1%	0%	6%	1%	0%	0%	0%	1%	1%
Turn Type				Split	NA		Prot	NA			NA	Perm
Protected Phases				8	8		5	2			6	
Permitted Phases												6
Actuated Green, G (s)				26.5	26.5		27.2	79.5			48.8	48.8
Effective Green, g (s)				26.5	26.5		27.2	79.5			48.8	48.8
Actuated g/C Ratio				0.23	0.23		0.24	0.69			0.42	0.42
Clearance Time (s)				4.5	4.5		4.5	4.5			3.5	3.5
Vehicle Extension (s)				2.0	2.0		2.0	2.0			2.0	2.0
Lane Grp Cap (vph)				338	379		820	2495			2179	665
v/s Ratio Prot				c0.19	0.17		0.21	c0.62			0.35	
v/s Ratio Perm												0.15
v/c Ratio				0.84	0.73		0.87	0.90			0.82	0.35
Uniform Delay, d1				42.2	41.0		42.2	14.5			29.3	22.4
Progression Factor				1.00	1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2				15.7	6.2		9.9	5.7			3.7	1.4
Delay (s)				57.9	47.2		52.1	20.2			32.9	23.8
Level of Service				E	D		D	C			C	C
Approach Delay (s)		0.0			52.5			27.9			31.1	
Approach LOS		A			D			C			C	

Intersection Summary			
HCM 2000 Control Delay	31.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	115.0	Sum of lost time (s)	12.5
Intersection Capacity Utilization	83.8%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	769	917	510	96	233	687	305	1415	134	634	1114	295
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.0	4.0	4.0	5.0	4.0	4.0	5.0	5.0	4.0	5.0	4.0
Lane Util. Factor	*1.00	*1.00	1.00	1.00	*1.00	0.88	*1.00	*1.00	1.00	*1.00	*1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00	0.98	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Flt Protected	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Satd. Flow (prot)	3800	3762	1858	1900	3725	3290	3725	5644	1864	3725	5644	1880
Flt Permitted	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Satd. Flow (perm)	3800	3762	1858	1900	3725	3290	3725	5644	1864	3725	5644	1880
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	785	936	520	98	238	701	311	1444	137	647	1137	301
RTOR Reduction (vph)	0	0	63	0	0	104	0	0	98	0	0	41
Lane Group Flow (vph)	785	936	457	98	238	597	311	1444	39	647	1137	260
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	0%	1%	1%	0%	2%	1%	2%	1%	0%	2%	1%	0%
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2		1	6	7
Permitted Phases			4			8			2			6
Actuated Green, G (s)	27.2	31.5	46.4	7.9	12.2	33.2	14.9	31.6	31.6	21.0	37.7	64.9
Effective Green, g (s)	27.2	31.5	46.4	7.9	12.2	33.2	14.9	31.6	31.6	21.0	37.7	64.9
Actuated g/C Ratio	0.25	0.29	0.42	0.07	0.11	0.30	0.14	0.29	0.29	0.19	0.34	0.59
Clearance Time (s)	4.0	5.0	4.0	4.0	5.0	4.0	4.0	5.0	5.0	4.0	5.0	4.0
Vehicle Extension (s)	3.0	4.0	3.0	3.0	3.0	3.0	3.0	4.0	4.0	3.0	4.0	3.0
Lane Grp Cap (vph)	939	1077	783	136	413	1112	504	1621	535	711	1934	1109
v/s Ratio Prot	c0.21	c0.25	0.08	0.05	0.06	0.10	0.08	c0.26		c0.17	0.20	0.06
v/s Ratio Perm			0.17			0.08			0.02			0.08
v/c Ratio	0.84	0.87	0.58	0.72	0.58	0.54	0.62	0.89	0.07	0.91	0.59	0.23
Uniform Delay, d1	39.3	37.3	24.4	50.0	46.4	32.0	44.9	37.5	28.5	43.6	29.8	10.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	6.5	7.9	1.1	17.1	1.9	0.5	2.2	7.8	0.3	15.5	1.3	0.1
Delay (s)	45.8	45.2	25.5	67.0	48.4	32.5	47.1	45.4	28.8	59.1	31.1	10.8
Level of Service	D	D	C	E	D	C	D	D	C	E	C	B
Approach Delay (s)		40.8			39.4			44.5			36.9	
Approach LOS		D			D			D			D	

Intersection Summary			
HCM 2000 Control Delay	40.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	91.1%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Weekday PM Peak Hour

Level Of Service Computation Report
FHWA Roundabout Method (Future Volume Alternative)

Intersection #27 SR-60 EB On-Ramp / Sunnymead Boulevard

Average Delay (sec/veh): 4.9 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:	Yield Sign			Yield Sign			Yield Sign			Yield Sign		
Lanes:	2			0			2			2		
Volume Module:												
Base Vol:	64	27	32	0	0	0	398	1126	153	29	952	34
Growth Adj:	1.00	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	27	32	0	0	0	398	1126	153	29	952	34
Added Vol:	0	0	0	0	0	0	8	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	27	32	0	0	0	406	1126	153	29	952	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	68	29	34	0	0	0	431	1194	162	31	1010	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	29	34	0	0	0	431	1194	162	31	1010	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	29	34	0	0	0	431	1194	162	31	1010	36
PCE Module:												
AutoPCE:	68	29	34	0	0	0	431	1194	162	31	1010	36
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	68	29	34	0	0	0	431	1194	162	31	1010	36

Delay Module: >> Time Period: 0.25 hours <<

CircVolume:	1625	1108	31	527
MaxVolume:	1254	xxxxxx	2402	2045
PedVolume:	0	0	0	0
AdjMaxVol:	1254	xxxxxx	2402	2045
ApproachVol:	130	xxxxxx	1787	1076
ApproachV/C:	0.10	1.00	0.74	0.53
ApproachDel:	3.2	xxxxxx	5.7	3.7
ApproachLOS:	A	*	A	A
Queue:	0.3	xxxx	7.9	3.2

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #28 Perris Boulevard / Eucalyptus Avenue

Cycle (sec):	115	Critical Vol./Cap.(X):	0.799
Loss Time (sec):	16	Average Delay (sec/veh):	44.6
Optimal Cycle: OPTIMIZED		Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	28	28	10	28	28	10	33	33	10	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	3 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	154	1303	81	220	1333	236	195	442	214	165	356	231
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	154	1303	81	220	1333	236	195	442	214	165	356	231
Added Vol:	0	17	4	0	16	0	0	0	0	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	154	1320	85	220	1349	236	195	442	214	169	356	231
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	158	1351	87	225	1381	242	200	452	219	173	364	236
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	1351	87	225	1381	242	200	452	219	173	364	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:	158	1351	87	225	1381	242	200	452	219	173	364	236
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.91	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	5187	1615	1805	5187	1615	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.26	0.05	0.12	0.27	0.15	0.11	0.24	0.14	0.10	0.19	0.15
Crit Moves:		****		****			****				****	
Green/Cycle:	0.11	0.30	0.30	0.14	0.34	0.34	0.13	0.31	0.31	0.10	0.29	0.29
Volume/Cap:	0.79	0.86	0.18	0.86	0.79	0.45	0.86	0.77	0.44	0.92	0.67	0.51
Delay/Veh:	69.1	43.2	29.8	72.6	37.2	30.4	76.0	41.8	32.2	95.2	39.4	35.2
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:	69.1	43.2	29.8	72.6	37.2	30.4	76.0	41.8	32.2	95.2	39.4	35.2
LOS by Move:	E	D	C	E	D	C	E	D	C	F	D	D
HCM2kAvgQ:	7	19	2	11	18	7	10	16	6	9	12	7

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #29 Perris Boulevard / Cottonwood Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.792
Loss Time (sec): 16 Average Delay (sec/veh): 52.5
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	28	28	10	28	28	10	33	33	10	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0 3 0 1			1 0 3 0 1			1 0 1 0 1			1 0 1 0 1		
Volume Module:												
Base Vol:	236	1000	130	321	1358	207	233	507	270	158	321	261
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	236	1000	130	321	1358	207	233	507	270	158	321	261
Added Vol:	4	25	8	0	25	0	0	0	4	8	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	240	1025	138	321	1383	207	233	507	274	166	321	261
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	245	1045	141	327	1410	211	238	517	279	169	327	266
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	245	1045	141	327	1410	211	238	517	279	169	327	266
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	245	1045	141	327	1410	211	238	517	279	169	327	266
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.91	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	5187	1615	1805	5187	1615	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.14	0.20	0.09	0.18	0.27	0.13	0.13	0.27	0.17	0.09	0.17	0.16
Crit Moves:		****		****			****				****	
Green/Cycle:	0.15	0.23	0.23	0.21	0.29	0.29	0.15	0.32	0.32	0.11	0.28	0.28
Volume/Cap:	0.92	0.86	0.37	0.87	0.92	0.44	0.87	0.86	0.54	0.87	0.63	0.60
Delay/Veh:	86.1	50.8	39.3	65.6	50.8	35.0	75.0	50.0	35.0	83.6	40.5	40.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	86.1	50.8	39.3	65.6	50.8	35.0	75.0	50.0	35.0	83.6	40.5	40.0
LOS by Move:	F	D	D	E	D	D	E	D	D	F	D	D
HCM2kAvgQ:	12	16	5	15	22	6	11	20	9	9	11	9

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #30 Perris Boulevard / Alessandro Boulevard

Cycle (sec):	95	Critical Vol./Cap.(X):	0.995
Loss Time (sec):	16	Average Delay (sec/veh):	47.2
Optimal Cycle:	OPTIMIZED	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	10	19	19	10	19	19	10	15	15	10	15	15
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	1 0	3 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	532	768	346	285	1086	257	330	1685	446	363	1149	234
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	532	768	346	285	1086	257	330	1685	446	363	1149	234
Added Vol:	38	68	13	0	66	0	0	0	37	12	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	570	836	359	285	1152	257	330	1685	483	375	1149	234
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	612	898	386	306	1237	276	354	1810	519	403	1234	251
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	612	898	386	306	1237	276	354	1810	519	403	1234	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:	612	898	386	306	1237	276	354	1810	519	403	1234	251
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.03	0.85	0.95	1.03	0.85	0.95	1.03	0.85	0.95	1.03	0.85
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3610	5888	1615	1805	5888	1615	3610	5888	1615	3610	5888	1615
Capacity Analysis Module:												
Vol/Sat:	0.17	0.15	0.24	0.17	0.21	0.17	0.10	0.31	0.32	0.11	0.21	0.16
Crit Moves:			****	****				****		****		
Green/Cycle:	0.18	0.24	0.24	0.17	0.23	0.37	0.14	0.31	0.49	0.11	0.28	0.28
Volume/Cap:	0.93	0.64	0.99	0.99	0.93	0.46	0.70	0.99	0.65	0.99	0.75	0.56
Delay/Veh:	57.1	33.3	80.3	89.2	47.0	23.5	43.1	52.6	20.0	85.4	33.1	30.7
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:	57.1	33.3	80.3	89.2	47.0	23.5	43.1	52.6	20.0	85.4	33.1	30.7
LOS by Move:	E	C	F	F	D	C	D	D	B	F	C	C
HCM2kAvgQ:	13	9	17	14	16	8	7	24	15	10	13	8

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #31 Perris Boulevard / Cactus Avenue

Cycle (sec):	90	Critical Vol./Cap.(X):	0.899
Loss Time (sec):	16	Average Delay (sec/veh):	41.9
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			Ovl			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 1	0	1 0	3 0	1	2 0	3 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	293	1190	229	248	1671	260	350	1270	499	160	712	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	293	1190	229	248	1671	260	350	1270	499	160	712	190
Added Vol:	34	123	13	0	119	0	0	0	33	12	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	327	1313	242	248	1790	260	350	1270	532	172	712	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	343	1376	254	260	1876	273	367	1331	558	180	746	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	343	1376	254	260	1876	273	367	1331	558	180	746	199
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	343	1376	254	260	1876	273	367	1331	558	180	746	199
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.01	0.98	0.95	1.03	0.85	0.95	1.03	0.85	0.95	1.03	0.85
Lanes:	2.00	2.52	0.48	1.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00
Final Sat.:	3610	4833	891	1805	5888	1615	3610	5888	1615	1805	3925	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.28	0.28	0.14	0.32	0.17	0.10	0.23	0.35	0.10	0.19	0.12
Crit Moves:	****				****			****		****		
Green/Cycle:	0.11	0.31	0.31	0.16	0.35	0.35	0.13	0.25	0.36	0.11	0.23	0.23
Volume/Cap:	0.85	0.93	0.93	0.93	0.91	0.48	0.77	0.91	0.96	0.90	0.84	0.54
Delay/Veh:	55.5	39.3	39.3	72.7	34.2	23.4	44.9	41.3	55.4	76.4	40.1	32.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.5	39.3	39.3	72.7	34.2	23.4	44.9	41.3	55.4	76.4	40.1	32.3
LOS by Move:	E	D	D	E	C	C	D	D	E	E	D	C
HCM2kAvgQ:	7	20	19	11	21	7	7	16	21	8	13	6

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 Perris Boulevard / John F. Kennedy Drive

Cycle (sec): 95 Critical Vol./Cap.(X): 0.958
Loss Time (sec): 16 Average Delay (sec/veh): 40.1
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	15	15	10	15	15	10	16	16	10	16	16
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	2 1	0	1 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	325	1519	221	225	1957	108	145	419	276	301	275	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	325	1519	221	225	1957	108	145	419	276	301	275	140
Added Vol:	21	169	42	0	164	0	0	0	21	41	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	346	1688	263	225	2121	108	145	419	297	342	275	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	365	1779	277	237	2235	114	153	442	313	360	290	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	365	1779	277	237	2235	114	153	442	313	360	290	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	365	1779	277	237	2235	114	153	442	313	360	290	148
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.03	0.85	0.95	1.03	0.99	0.95	1.03	0.85	0.95	1.03	0.85
Lanes:	2.00	3.00	1.00	2.00	2.85	0.15	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3610	5888	1615	3610	5555	283	1805	3925	1615	3610	3925	1615
Capacity Analysis Module:												
Vol/Sat:	0.10	0.30	0.17	0.07	0.40	0.40	0.08	0.11	0.19	0.10	0.07	0.09
Crit Moves:	****				****				****	****		
Green/Cycle:	0.11	0.39	0.39	0.14	0.42	0.42	0.12	0.20	0.20	0.11	0.19	0.19
Volume/Cap:	0.96	0.78	0.44	0.48	0.96	0.96	0.72	0.56	0.96	0.95	0.39	0.48
Delay/Veh:	77.8	27.2	21.9	38.8	37.3	37.3	51.4	35.0	76.6	75.2	34.1	35.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.8	27.2	21.9	38.8	37.3	37.3	51.4	35.0	76.6	75.2	34.1	35.6
LOS by Move:	E	C	C	D	D	D	D	C	E	E	C	D
HCM2kAvgQ:	9	18	8	4	29	28	6	7	14	9	4	5

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #33 Perris Boulevard / Gentian Avenue

Cycle (sec): 115 Critical Vol./Cap.(X): 0.985
Loss Time (sec): 12 Average Delay (sec/veh): 41.9
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	19	19	10	19	19	30	30	30	30	30	30
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	65	1889	257	286	2146	77	103	77	99	85	27	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	1889	257	286	2146	77	103	77	99	85	27	188
Added Vol:	41	135	0	0	193	33	97	8	21	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	2024	257	286	2339	110	200	85	120	85	35	188
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	115	2200	279	311	2542	120	217	92	130	92	38	204
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	2200	279	311	2542	120	217	92	130	92	38	204
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	115	2200	279	311	2542	120	217	92	130	92	38	204
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.98	0.95	0.99	0.99	0.43	0.91	0.91	0.46	0.87	0.87
Lanes:	1.00	2.66	0.34	1.00	2.87	0.13	1.00	0.41	0.59	1.00	0.16	0.84
Final Sat.:	1805	4972	631	1805	5406	254	813	718	1014	870	261	1400
Capacity Analysis Module:												
Vol/Sat:	0.06	0.44	0.44	0.17	0.47	0.47	0.27	0.13	0.13	0.11	0.15	0.15
Crit Moves:		****		****			****					
Green/Cycle:	0.10	0.45	0.45	0.17	0.53	0.53	0.27	0.27	0.27	0.27	0.27	0.27
Volume/Cap:	0.66	0.98	0.98	0.98	0.89	0.89	0.98	0.47	0.47	0.39	0.54	0.54
Delay/Veh:	58.7	45.8	45.8	93.6	28.2	28.2	97.7	35.8	35.8	35.2	37.0	37.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.7	45.8	45.8	93.6	28.2	28.2	97.7	35.8	35.8	35.2	37.0	37.0
LOS by Move:	E	D	D	F	C	C	F	D	D	D	D	D
HCM2kAvgQ:	5	35	35	16	31	31	12	7	7	3	8	8

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #36 Perris Boulevard / Santiago Drive

Cycle (sec): 120 Critical Vol./Cap.(X): 0.787
Loss Time (sec): 12 Average Delay (sec/veh): 29.3
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T	- R		L - T	- R		L - T	- R		L - T	- R	
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	10	19	19	30	30	30	30	30	30
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	65	2050	100	140	2115	75	50	61	91	90	64	111
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	2050	100	140	2115	75	50	61	91	90	64	111
Added Vol:	127	41	0	21	148	0	114	8	25	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	192	2091	100	161	2263	75	164	69	116	90	72	111
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	200	2174	104	167	2352	78	170	72	121	94	75	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	2174	104	167	2352	78	170	72	121	94	75	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	200	2174	104	167	2352	78	170	72	121	94	75	115
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.03	0.99	0.95	1.03	1.00	0.49	0.91	0.91	0.49	0.91	0.91
Lanes:	1.00	2.86	0.14	1.00	2.90	0.10	1.00	0.37	0.63	1.00	0.39	0.61
Final Sat.:	1805	5572	266	1805	5665	188	935	642	1079	927	680	1048
Capacity Analysis Module:												
Vol/Sat:	0.11	0.39	0.39	0.09	0.42	0.42	0.18	0.11	0.11	0.10	0.11	0.11
Crit Moves:	****				****		****					
Green/Cycle:	0.14	0.53	0.53	0.12	0.51	0.51	0.25	0.25	0.25	0.25	0.25	0.25
Volume/Cap:	0.81	0.74	0.74	0.74	0.81	0.81	0.73	0.45	0.45	0.40	0.44	0.44
Delay/Veh:	68.1	23.2	23.2	63.1	26.0	26.0	52.3	38.7	38.7	38.7	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:	68.1	23.2	23.2	63.1	26.0	26.0	52.3	38.7	38.7	38.7	38.6	38.6
LOS by Move:	E	C	C	E	C	C	D	D	D	D	D	D
HCM2kAvgQ:	9	22	22	8	26	25	7	6	6	3	6	6

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 Perris Boulevard / Iris Avenue

Cycle (sec): 115 Critical Vol./Cap.(X): 0.713
Loss Time (sec): 16 Average Delay (sec/veh): 40.6
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	31	31	10	31	31	10	34	34	10	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	251	1446	339	494	1378	248	263	599	226	349	560	323
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	251	1446	339	494	1378	248	263	599	226	349	560	323
Added Vol:	0	66	0	55	68	8	8	0	0	0	0	53
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	251	1512	339	549	1446	256	271	599	226	349	560	376
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	261	1570	352	570	1502	266	281	622	235	362	582	390
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	261	1570	352	570	1502	266	281	622	235	362	582	390
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	261	1570	352	570	1502	266	281	622	235	362	582	390
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	1.07	0.88	0.98	1.07	0.88	0.98	1.03	0.88	0.98	1.03	0.88
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3729	6082	1668	3729	6082	1668	3729	5888	1668	3729	5888	1668
Capacity Analysis Module:												
Vol/Sat:	0.07	0.26	0.21	0.15	0.25	0.16	0.08	0.11	0.14	0.10	0.10	0.23
Crit Moves:		****		****				****		****		
Green/Cycle:	0.11	0.29	0.40	0.17	0.35	0.44	0.09	0.30	0.41	0.11	0.31	0.48
Volume/Cap:	0.63	0.90	0.53	0.90	0.71	0.36	0.82	0.36	0.35	0.90	0.32	0.49
Delay/Veh:	51.8	46.1	27.5	62.5	33.9	22.0	66.0	32.0	23.8	73.0	30.3	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:	51.8	46.1	27.5	62.5	33.9	22.0	66.0	32.0	23.8	73.0	30.3	20.6
LOS by Move:	D	D	C	E	C	C	E	C	C	E	C	C
HCM2kAvgQ:	5	21	10	13	16	6	7	6	6	9	5	9

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #38 Perris Boulevard / Krameria Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.727
Loss Time (sec): 16 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:	10	28	28	10	24	24	10	34	34	10	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	1 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	113	1840	227	223	1470	84	93	242	136	314	184	171
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	1840	227	223	1470	84	93	242	136	314	184	171
Added Vol:	0	53	0	8	55	4	4	0	0	0	0	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	1893	227	231	1525	88	97	242	136	314	184	179
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	120	2010	241	245	1619	93	103	257	144	333	195	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	2010	241	245	1619	93	103	257	144	333	195	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	2010	241	245	1619	93	103	257	144	333	195	190
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.94	0.85	0.92	0.94	0.85	0.95	0.95	0.85	0.92	0.95	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3502	5358	1615	3502	5358	1615	1805	3610	1615	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.38	0.15	0.07	0.30	0.06	0.06	0.07	0.09	0.10	0.05	0.12
Crit Moves:		****		****					****	****		
Green/Cycle:	0.10	0.40	0.40	0.08	0.38	0.38	0.09	0.28	0.28	0.10	0.29	0.29
Volume/Cap:	0.33	0.94	0.37	0.84	0.80	0.15	0.61	0.25	0.32	0.94	0.19	0.40
Delay/Veh:	50.4	43.7	25.9	73.3	35.6	24.8	58.5	33.3	34.2	86.3	32.0	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:	50.4	43.7	25.9	73.3	35.6	24.8	58.5	33.3	34.2	86.3	32.0	34.8
LOS by Move:	D	D	C	E	D	C	E	C	C	F	C	C
HCM2kAvgQ:	2	31	6	7	21	2	5	4	4	10	3	6

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #39 Perris Boulevard / San Michele Road

Cycle (sec): 120 Critical Vol./Cap.(X): 0.863
Loss Time (sec): 16 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	32	32	10	32	32	10	16	16	10	16	16
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	3 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	286	1884	5	5	1808	266	369	5	407	5	5	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	286	1884	5	5	1808	266	369	5	407	5	5	5
Added Vol:	0	41	0	0	42	4	4	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	286	1925	5	5	1850	270	373	5	407	5	5	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	295	1989	5	5	1911	279	385	5	420	5	5	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	295	1989	5	5	1911	279	385	5	420	5	5	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	295	1989	5	5	1911	279	385	5	420	5	5	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.91	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	2.99	0.01	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	5174	13	1805	5187	1615	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.16	0.38	0.38	0.00	0.37	0.17	0.21	0.00	0.26	0.00	0.00	0.00
Crit Moves:	****				****		****				****	
Green/Cycle:	0.16	0.43	0.43	0.09	0.36	0.36	0.21	0.21	0.37	0.13	0.13	0.13
Volume/Cap:	1.02	0.89	0.89	0.03	1.02	0.48	1.02	0.01	0.70	0.02	0.02	0.02
Delay/Veh:	107.5	36.7	36.7	49.5	63.3	30.1	97.9	37.4	35.6	45.4	45.2	45.3
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:	107.5	36.7	36.7	49.5	63.3	30.1	97.9	37.4	35.6	45.4	45.2	45.3
LOS by Move:	F	D	D	D	E	C	F	D	D	D	D	D
HCM2kAvgQ:	16	28	28	0	33	8	20	0	14	0	0	0

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #40 Perris Boulevard / Nandina Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.763
Loss Time (sec): 16 Average Delay (sec/veh): 39.4
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T	- R		L - T	- R		L - T	- R		L - T	- R	
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	10	31	31	10	31	31	10	20	20	10	20	20
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	3 0	1	2 0	2 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	57	2090	163	177	2276	94	289	40	364	40	19	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	2090	163	177	2276	94	289	40	364	40	19	11
Added Vol:	0	37	0	0	38	4	4	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	2127	163	177	2314	98	293	40	364	40	19	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	59	2204	169	183	2398	102	304	41	377	41	20	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	2204	169	183	2398	102	304	41	377	41	20	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	2204	169	183	2398	102	304	41	377	41	20	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.91	0.85	0.92	0.95	0.85	0.95	1.00	0.85
Lanes:	1.00	2.79	0.21	1.00	3.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	4765	365	1805	5187	1615	3502	3610	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.46	0.46	0.10	0.46	0.06	0.09	0.01	0.23	0.02	0.01	0.01
Crit Moves:		****		****			****				****	
Green/Cycle:	0.09	0.50	0.50	0.11	0.51	0.61	0.09	0.18	0.27	0.08	0.17	0.17
Volume/Cap:	0.35	0.93	0.93	0.93	0.90	0.10	0.93	0.07	0.87	0.28	0.06	0.04
Delay/Veh:	52.4	35.0	35.0	97.5	30.9	9.9	86.2	41.2	58.5	52.6	42.2	42.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.4	35.0	35.0	97.5	30.9	9.9	86.2	41.2	58.5	52.6	42.2	42.0
LOS by Move:	D	D	D	F	C	A	F	D	E	D	D	D
HCM2kAvgQ:	2	34	34	10	32	2	9	1	16	2	1	0

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #41 Perris Boulevard / Harley Knox Boulevard

Cycle (sec): 85 Critical Vol./Cap.(X): 0.825
Loss Time (sec): 16 Average Delay (sec/veh): 31.8
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T	- R		L - T	- R		L - T	- R		L - T	- R	
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	10	29	29	10	29	29	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	2 0	3 0	1	2 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	165	1375	90	255	1564	468	570	335	266	58	157	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	165	1375	90	255	1564	468	570	335	266	58	157	145
Added Vol:	0	29	0	0	30	9	8	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	165	1404	90	255	1594	477	578	335	266	58	157	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	169	1439	92	261	1633	489	592	343	273	59	161	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	1439	92	261	1633	489	592	343	273	59	161	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	169	1439	92	261	1633	489	592	343	273	59	161	149
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.92	0.91	0.85	0.92	0.95	0.85	0.95	0.88	0.88
Lanes:	1.00	2.82	0.18	2.00	3.00	1.00	2.00	2.00	1.00	1.00	1.04	0.96
Final Sat.:	1805	4831	310	3502	5187	1615	3502	3610	1615	1805	1742	1608
Capacity Analysis Module:												
Vol/Sat:	0.09	0.30	0.30	0.07	0.31	0.30	0.17	0.10	0.17	0.03	0.09	0.09
Crit Moves:	****				****		****				****	
Green/Cycle:	0.12	0.37	0.37	0.13	0.38	0.58	0.20	0.19	0.19	0.13	0.12	0.12
Volume/Cap:	0.80	0.81	0.81	0.59	0.84	0.52	0.84	0.51	0.90	0.25	0.79	0.79
Delay/Veh:	55.1	27.1	27.1	37.2	27.7	11.5	41.5	31.6	61.0	33.7	46.4	46.4
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:	55.1	27.1	27.1	37.2	27.7	11.5	41.5	31.6	61.0	33.7	46.4	46.4
LOS by Move:	E	C	C	D	C	B	D	C	E	C	D	D
HCM2kAvgQ:	7	16	16	4	17	8	10	5	10	2	6	6

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #42 Perris Boulevard / Ramona Expressway

Cycle (sec):	110	Critical Vol./Cap.(X):	0.753
Loss Time (sec):	16	Average Delay (sec/veh):	38.7
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			Ovl			Include			Ovl		
Min. Green:	10	22	22	10	22	22	10	36	36	10	36	36
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	294	836	152	528	951	246	433	1434	322	204	1028	334
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	294	836	152	528	951	246	433	1434	322	204	1028	334
Added Vol:	0	8	0	17	8	4	4	0	0	0	0	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	294	844	152	545	959	250	437	1434	322	204	1028	350
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	300	860	155	556	978	255	445	1462	328	208	1048	357
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	860	155	556	978	255	445	1462	328	208	1048	357
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	300	860	155	556	978	255	445	1462	328	208	1048	357
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.95	0.94	0.85	0.92	0.94	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3502	5187	1615	3502	5187	1615	3617	5358	1615	3502	5358	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.17	0.10	0.16	0.19	0.16	0.12	0.27	0.20	0.06	0.20	0.22
Crit Moves:		****		****			****				****	
Green/Cycle:	0.12	0.20	0.20	0.18	0.26	0.41	0.14	0.37	0.37	0.10	0.33	0.51
Volume/Cap:	0.71	0.83	0.48	0.86	0.71	0.39	0.86	0.74	0.55	0.58	0.60	0.43
Delay/Veh:	52.2	47.9	40.1	54.9	38.5	23.3	59.8	31.7	28.7	49.5	31.5	17.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.2	47.9	40.1	54.9	38.5	23.3	59.8	31.7	28.7	49.5	31.5	17.2
LOS by Move:	D	D	D	D	D	C	E	C	C	D	C	B
HCM2kAvgQ:	7	13	5	12	12	6	10	17	9	4	11	8

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #43 Kitching Street / Cactus Avenue

Cycle (sec):	80	Critical Vol./Cap.(X):	0.743
Loss Time (sec):	16	Average Delay (sec/veh):	31.8
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 1	0	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	129	525	91	121	414	118	260	1062	276	91	708	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	525	91	121	414	118	260	1062	276	91	708	93
Added Vol:	0	8	13	0	8	0	0	0	0	12	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	533	104	121	422	118	260	1062	276	103	708	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	138	569	111	129	450	126	277	1133	295	110	756	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	569	111	129	450	126	277	1133	295	110	756	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:	138	569	111	129	450	126	277	1133	295	110	756	99
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	1.01	1.01	0.98	1.03	0.88	0.98	1.03	0.88	0.98	1.03	0.88
Lanes:	2.00	1.67	0.33	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3729	3206	626	1865	3925	1668	1865	3925	1668	1865	3925	1668
Capacity Analysis Module:												
Vol/Sat:	0.04	0.18	0.18	0.07	0.11	0.08	0.15	0.29	0.18	0.06	0.19	0.06
Crit Moves:		****		****				****		****		
Green/Cycle:	0.17	0.21	0.21	0.13	0.17	0.17	0.20	0.34	0.34	0.13	0.26	0.26
Volume/Cap:	0.22	0.85	0.85	0.55	0.69	0.45	0.73	0.85	0.52	0.47	0.73	0.23
Delay/Veh:	29.0	38.8	38.8	35.8	34.4	31.2	37.1	29.7	22.0	34.1	29.7	23.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.0	38.8	38.8	35.8	34.4	31.2	37.1	29.7	22.0	34.1	29.7	23.4
LOS by Move:	C	D	D	D	C	C	D	C	C	C	C	C
HCM2kAvgQ:	2	11	11	4	7	4	8	17	7	3	11	2

Note: Queue reported is the number of cars per lane.

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* Analysis does not assume peds on every cycle.

MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 Kitching Street / John F. Kennedy Drive

Cycle (sec): 70 Critical Vol./Cap.(X): 0.599
Loss Time (sec): 16 Average Delay (sec/veh): 28.6
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	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	131	493	68	127	560	123	119	590	235	64	444	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	131	493	68	127	560	123	119	590	235	64	444	100
Added Vol:	8	0	0	0	0	21	21	13	8	0	12	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	139	493	68	127	560	144	140	603	243	64	456	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	151	536	74	138	609	157	152	655	264	70	496	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	536	74	138	609	157	152	655	264	70	496	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	151	536	74	138	609	157	152	655	264	70	496	109
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.20	1.24	1.24	1.20	1.23	1.23	1.05	1.05	1.05	1.05	1.10	0.94
Lanes:	2.00	1.76	0.24	1.00	1.59	0.41	1.00	1.43	0.57	1.00	2.00	1.00
Final Sat.:	4574	4155	573	2287	3711	954	1986	2851	1149	1986	4180	1777
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.13	0.06	0.16	0.16	0.08	0.23	0.23	0.04	0.12	0.06
Crit Moves:	****				****			****		****		
Green/Cycle:	0.14	0.17	0.17	0.17	0.20	0.20	0.21	0.28	0.28	0.14	0.21	0.21
Volume/Cap:	0.23	0.75	0.75	0.35	0.81	0.81	0.36	0.81	0.81	0.25	0.56	0.29
Delay/Veh:	26.8	31.3	31.3	26.0	32.0	32.0	24.0	27.8	27.8	27.1	25.4	23.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.8	31.3	31.3	26.0	32.0	32.0	24.0	27.8	27.8	27.1	25.4	23.5
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	2	8	8	3	11	11	3	12	12	2	6	2

Note: Queue reported is the number of cars per lane.

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* Analysis does not assume peds on every cycle.

MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #45 Kitching Street / Iris Avenue

Cycle (sec): 85 Critical Vol./Cap.(X): 0.839
Loss Time (sec): 16 Average Delay (sec/veh): 34.7
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Ovl			Include			Include			Ovl	
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	188	301	655	205	392	213	217	1180	289	626	1061	292
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	188	301	655	205	392	213	217	1180	289	626	1061	292
Added Vol:	4	0	0	0	0	4	4	42	4	0	41	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	192	301	655	205	392	217	221	1222	293	626	1102	292
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	200	313	681	213	407	226	230	1270	305	651	1146	304
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	313	681	213	407	226	230	1270	305	651	1146	304
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	200	313	681	213	407	226	230	1270	305	651	1146	304
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	1.03	0.88	0.98	1.03	0.88	0.98	1.03	0.88	0.98	1.03	0.88
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3729	3925	1668	3729	3925	1668	3729	5888	1668	3729	5888	1668
Capacity Analysis Module:												
Vol/Sat:	0.05	0.08	0.41	0.06	0.10	0.14	0.06	0.22	0.18	0.17	0.19	0.18
Crit Moves:			****	****				****		****		
Green/Cycle:	0.18	0.26	0.45	0.12	0.20	0.20	0.16	0.24	0.24	0.19	0.27	0.39
Volume/Cap:	0.30	0.31	0.90	0.49	0.51	0.67	0.38	0.90	0.76	0.90	0.72	0.47
Delay/Veh:	30.8	25.5	35.0	35.9	30.8	36.4	32.1	39.4	38.3	47.6	29.7	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:	30.8	25.5	35.0	35.9	30.8	36.4	32.1	39.4	38.3	47.6	29.7	20.0
LOS by Move:	C	C	D	D	C	D	C	D	D	D	C	B
HCM2kAvgQ:	3	4	21	3	6	7	3	15	10	12	11	8

Note: Queue reported is the number of cars per lane.

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* Analysis does not assume peds on every cycle.

MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #46 Lasselle Street / Iris Avenue

Cycle (sec):	120	Critical Vol./Cap.(X):	0.909
Loss Time (sec):	16	Average Delay (sec/veh):	51.2
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:	Ovl			Include			Ovl			Include		
Min. Green:	10	20	20	10	20	20	10	34	34	10	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	418	810	452	386	990	210	322	1082	446	545	1243	218
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	418	810	452	386	990	210	322	1082	446	545	1243	218
Added Vol:	8	0	0	0	0	4	4	17	8	0	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	426	810	452	386	990	214	326	1099	454	545	1259	218
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	444	844	471	402	1031	223	340	1145	473	568	1311	227
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	444	844	471	402	1031	223	340	1145	473	568	1311	227
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	444	844	471	402	1031	223	340	1145	473	568	1311	227
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	0.94	0.85	0.92	0.94	0.85
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3502	3610	1615	3502	3610	1615	3502	5358	1615	3502	5358	1615
Capacity Analysis Module:												
Vol/Sat:	0.13	0.23	0.29	0.11	0.29	0.14	0.10	0.21	0.29	0.16	0.24	0.14
Crit Moves:	****				****			****		****		
Green/Cycle:	0.13	0.28	0.45	0.14	0.29	0.29	0.11	0.28	0.41	0.16	0.33	0.33
Volume/Cap:	0.98	0.83	0.65	0.83	0.98	0.48	0.85	0.75	0.71	0.98	0.73	0.42
Delay/Veh:	90.5	46.5	28.2	62.1	66.4	35.8	67.7	41.4	32.9	83.5	36.9	31.5
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:	90.5	46.5	28.2	62.1	66.4	35.8	67.7	41.4	32.9	83.5	36.9	31.5
LOS by Move:	F	D	C	E	E	D	E	D	C	F	D	C
HCM2kAvgQ:	13	18	14	10	26	7	9	15	15	15	17	7

Note: Queue reported is the number of cars per lane.

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	789	88	540	325	0	0	0	0	0	0	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5	5.5	4.0	5.5							4.0
Lane Util. Factor		0.95	1.00	0.97	0.95							1.00
Frpb, ped/bikes		1.00	0.99	1.00	1.00							0.99
Flpb, ped/bikes		1.00	1.00	1.00	1.00							1.00
Frt		1.00	0.85	1.00	1.00							0.86
Flt Protected		1.00	1.00	0.95	1.00							1.00
Satd. Flow (prot)		3610	1592	3502	3610							1621
Flt Permitted		1.00	1.00	0.95	1.00							1.00
Satd. Flow (perm)		3610	1592	3502	3610							1621
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	858	96	587	353	0	0	0	0	0	0	122
RTOR Reduction (vph)	0	0	32	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	858	64	587	353	0	0	0	0	0	0	122
Confl. Peds. (#/hr)			5									5
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type		NA	Perm	Prot	NA							Free
Protected Phases		2		1	6							
Permitted Phases			2									Free
Actuated Green, G (s)		56.5	56.5	19.0	85.0							85.0
Effective Green, g (s)		56.5	56.5	19.0	85.0							85.0
Actuated g/C Ratio		0.66	0.66	0.22	1.00							1.00
Clearance Time (s)		5.5	5.5	4.0	5.5							
Vehicle Extension (s)		2.0	2.0	2.0	2.0							
Lane Grp Cap (vph)		2399	1058	782	3610							1621
v/s Ratio Prot		c0.24		c0.17	0.10							
v/s Ratio Perm			0.04									0.08
v/c Ratio		0.36	0.06	0.75	0.10							0.08
Uniform Delay, d1		6.3	5.0	30.8	0.0							0.0
Progression Factor		1.00	1.00	1.00	1.00							1.00
Incremental Delay, d2		0.4	0.1	3.6	0.1							0.1
Delay (s)		6.7	5.1	34.4	0.1							0.1
Level of Service		A	A	C	A							A
Approach Delay (s)		6.5			21.5			0.0			0.1	
Approach LOS		A			C			A			A	

Intersection Summary			
HCM 2000 Control Delay	13.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	85.0	Sum of lost time (s)	9.5
Intersection Capacity Utilization	60.9%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	97	1068	254	0	1545	435	141	62	100	188	0	81
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.0	5.0		5.0	5.0	5.0	5.0		5.0		4.0
Lane Util. Factor	1.00	0.91	1.00		0.86	1.00	0.97	0.95		1.00		1.00
Frpb, ped/bikes	1.00	1.00	0.97		1.00	0.98	1.00	0.99		1.00		0.99
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00	1.00	1.00		1.00		1.00
Frt	1.00	1.00	0.85		1.00	0.85	1.00	0.91		1.00		0.85
Flt Protected	0.95	1.00	1.00		1.00	1.00	0.95	1.00		0.95		1.00
Satd. Flow (prot)	1805	5187	1568		6536	1587	3502	3236		1805		1597
Flt Permitted	0.95	1.00	1.00		1.00	1.00	0.76	1.00		0.64		1.00
Satd. Flow (perm)	1805	5187	1568		6536	1587	2791	3236		1221		1597
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	102	1124	267	0	1626	458	148	65	105	198	0	85
RTOR Reduction (vph)	0	0	74	0	0	187	0	85	0	0	0	13
Lane Group Flow (vph)	102	1124	193	0	1626	271	148	85	0	198	0	72
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA	Perm		NA	Perm	Perm	NA		Perm		pm+ov
Protected Phases	5	2			6			8			4	5
Permitted Phases			2			6	8			4		4
Actuated Green, G (s)	11.7	86.7	86.7		71.0	71.0	23.3	23.3		23.3		35.0
Effective Green, g (s)	11.7	86.7	86.7		71.0	71.0	23.3	23.3		23.3		35.0
Actuated g/C Ratio	0.10	0.72	0.72		0.59	0.59	0.19	0.19		0.19		0.29
Clearance Time (s)	4.0	5.0	5.0		5.0	5.0	5.0	5.0		5.0		4.0
Vehicle Extension (s)	3.0	2.0	2.0		2.0	2.0	2.0	2.0		2.0		3.0
Lane Grp Cap (vph)	175	3747	1132		3867	938	541	628		237		465
v/s Ratio Prot	c0.06	0.22			c0.25			0.03				0.02
v/s Ratio Perm			0.12			0.17	0.05			c0.16		0.03
v/c Ratio	0.58	0.30	0.17		0.42	0.29	0.27	0.14		0.84		0.16
Uniform Delay, d1	51.8	5.9	5.3		13.3	12.1	41.1	40.0		46.5		31.5
Progression Factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00		1.00		1.00
Incremental Delay, d2	4.9	0.2	0.3		0.3	0.8	0.1	0.0		20.9		0.2
Delay (s)	56.7	6.1	5.6		13.7	12.8	41.2	40.1		67.4		31.7
Level of Service	E	A	A		B	B	D	D		E		C
Approach Delay (s)		9.5			13.5			40.6			56.7	
Approach LOS		A			B			D			E	

Intersection Summary			
HCM 2000 Control Delay	17.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	66.1%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Elsworth Street / Cactus Avenue

Cycle (sec):	95	Critical Vol./Cap.(X):	0.701
Loss Time (sec):	16	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			Ovl			Ignore			Include		
Min. Green:	10	29	29	10	10	10	10	21	21	10	21	21
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1! 0	0	1 0	1 0	1	1 0	4 0	1	1 0	4 0	1
Volume Module:												
Base Vol:	169	183	128	89	93	56	168	1525	108	139	1547	195
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	169	183	128	89	93	56	168	1525	108	139	1547	195
Added Vol:	0	0	0	0	0	0	0	16	0	0	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	169	183	128	89	93	56	168	1541	108	139	1563	195
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95
PHF Volume:	178	192	134	93	98	59	176	1619	0	146	1642	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	192	134	93	98	59	176	1619	0	146	1642	205
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	178	192	134	93	98	59	176	1619	0	146	1642	205
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.94	0.94	0.95	1.00	0.85	0.95	0.91	1.00	0.95	1.06	0.85
Lanes:	2.16	0.49	0.35	1.00	1.00	1.00	1.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	3752	889	622	1805	1900	1615	1805	6916	1900	1805	8071	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.22	0.22	0.05	0.05	0.04	0.10	0.23	0.00	0.08	0.20	0.13
Crit Moves:		****		****				****		****		
Green/Cycle:	0.21	0.31	0.31	0.11	0.21	0.34	0.14	0.31	0.00	0.11	0.29	0.29
Volume/Cap:	0.23	0.71	0.71	0.49	0.25	0.11	0.72	0.75	0.00	0.75	0.71	0.44
Delay/Veh:	31.5	32.6	32.6	42.1	32.0	21.5	49.2	30.8	0.0	55.8	31.5	28.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.5	32.6	32.6	42.1	32.0	21.5	49.2	30.8	0.0	55.8	31.5	28.5
LOS by Move:	C	C	C	D	C	C	D	C	A	E	C	C
HCM2kAvgQ:	2	11	11	3	2	1	7	13	0	6	13	5

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Frederick Street / Cactus Avenue

Cycle (sec):	120	Critical Vol./Cap.(X):	0.642
Loss Time (sec):	12	Average Delay (sec/veh):	19.0
Optimal Cycle:	OPTIMIZED	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Protected				Permitted			
Rights:	Include				Ovl				Include				Ovl			
Min. Green:	0	0	0		32	0	32		10	10	0		0	27	27	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	0	0	0	2	0	0	0	1	1	0	4	0	0	0	0	3	0	1
Volume Module:																
Base Vol:	0	0	0		333	0	78		57	1606	0		0	2079	257	
Growth Adj:	1.00	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		333	0	78		57	1606	0		0	2079	257	
Added Vol:	0	0	0		11	0	0		0	16	0		0	16	11	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		344	0	78		57	1622	0		0	2095	268	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92	
PHF Volume:	0	0	0		373	0	85		62	1757	0		0	2270	290	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		373	0	85		62	1757	0		0	2270	290	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		373	0	85		62	1757	0		0	2270	290	
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		0.95	0.91	1.00		1.00	0.91	0.85	
Lanes:	0.00	0.00	0.00		2.00	0.00	1.00		1.00	4.00	0.00		0.00	3.00	1.00	
Final Sat.:	0	0	0		3502	0	1615		1805	6916	0		0	5187	1615	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.11	0.00	0.05		0.03	0.25	0.00		0.00	0.44	0.18	
Crit Moves:					****				****					****		
Green/Cycle:	0.00	0.00	0.00		0.27	0.00	0.35		0.08	0.63	0.00		0.00	0.55	0.82	
Volume/Cap:	0.00	0.00	0.00		0.40	0.00	0.15		0.41	0.40	0.00		0.00	0.80	0.22	
Delay/Veh:	0.0	0.0	0.0		36.4	0.0	26.9		54.0	10.9	0.0		0.0	23.2	2.5	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		36.4	0.0	26.9		54.0	10.9	0.0		0.0	23.2	2.5	
LOS by Move:	A	A	A		D	A	C		D	B	A		A	C	A	
HCM2kAvgQ:	0	0	0		6	0	2		3	9	0		0	26	2	

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Graham Street / Cactus Avenue

Cycle (sec):	90	Critical Vol./Cap.(X):	0.650
Loss Time (sec):	16	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			Protected			Protected		
Rights:	Include			Ovl			Ignore			Include		
Min. Green:	10	10	10	10	16	16	10	35	35	10	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 1	0	2 0	2 0	1	2 0	4 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	353	125	67	230	195	265	122	1819	625	30	1546	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:	353	125	67	230	195	265	122	1819	625	30	1546	82
Added Vol:	0	0	0	0	0	0	0	27	0	0	27	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	353	125	67	230	195	265	122	1846	625	30	1573	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00	0.92	0.92	0.92
PHF Volume:	384	136	73	250	212	288	133	2007	0	33	1710	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	384	136	73	250	212	288	133	2007	0	33	1710	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	384	136	73	250	212	288	133	2007	0	33	1710	89
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.90	0.92	0.95	0.85	0.92	1.03	1.00	0.95	0.96	0.90
Lanes:	2.00	1.30	0.70	2.00	2.00	1.00	2.00	4.00	1.00	1.00	2.84	0.16
Final Sat.:	3502	2228	1194	3502	3610	1615	3502	7836	1900	1805	5206	271
Capacity Analysis Module:												
Vol/Sat:	0.11	0.06	0.06	0.07	0.06	0.18	0.04	0.26	0.00	0.02	0.33	0.33
Crit Moves:	****				****		****				****	
Green/Cycle:	0.13	0.16	0.16	0.16	0.18	0.29	0.11	0.40	0.00	0.11	0.40	0.40
Volume/Cap:	0.82	0.39	0.39	0.46	0.33	0.62	0.34	0.64	0.00	0.16	0.82	0.82
Delay/Veh:	49.1	34.6	34.6	35.2	32.6	30.2	37.5	22.4	0.0	36.4	26.7	26.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.1	34.6	34.6	35.2	32.6	30.2	37.5	22.4	0.0	36.4	26.7	26.7
LOS by Move:	D	C	C	D	C	C	D	C	A	D	C	C
HCM2kAvgQ:	8	3	3	4	3	8	2	13	0	1	19	18

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Heacock Street / Alessandro Boulevard

Cycle (sec):	115	Critical Vol./Cap.(X):	0.837
Loss Time (sec):	16	Average Delay (sec/veh):	49.8
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			Ovl			Include		
Min. Green:	10	39	39	10	39	39	10	28	28	10	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	2 0	1	1 0	4 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	48	1112	309	265	1156	176	299	927	97	355	882	257
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	1112	309	265	1156	176	299	927	97	355	882	257
Added Vol:	11	16	0	0	16	0	0	11	11	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	1128	309	265	1172	176	299	938	108	355	893	257
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	60	1151	315	270	1196	180	305	957	110	362	911	262
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	1151	315	270	1196	180	305	957	110	362	911	262
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	1151	315	270	1196	180	305	957	110	362	911	262
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.85	0.92	0.98	0.85	0.95	0.94	0.85	0.95	0.94	0.85
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	4.00	1.00	1.00	3.00	1.00
Final Sat.:	3502	3729	1615	3502	3729	1615	1805	7144	1615	1805	5358	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.31	0.20	0.08	0.32	0.11	0.17	0.13	0.07	0.20	0.17	0.16
Crit Moves:		****		****				****		****		
Green/Cycle:	0.09	0.34	0.34	0.09	0.34	0.52	0.18	0.24	0.33	0.19	0.26	0.26
Volume/Cap:	0.20	0.91	0.58	0.89	0.95	0.21	0.95	0.55	0.21	1.05	0.66	0.63
Delay/Veh:	49.1	46.2	32.7	77.5	51.2	15.2	83.4	38.4	27.9	108.4	39.5	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:	49.1	46.2	32.7	77.5	51.2	15.2	83.4	38.4	27.9	108.4	39.5	41.1
LOS by Move:	D	D	C	E	D	B	F	D	C	F	D	D
HCM2kAvgQ:	1	24	10	8	26	3	15	9	3	19	11	9

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Heacock Street / Cactus Avenue

Cycle (sec):	110	Critical Vol./Cap.(X):	0.865
Loss Time (sec):	16	Average Delay (sec/veh):	48.2
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			Ovl			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 1	0	2 0	1 1	0	2 0	3 0	2	1 0	2 1	0
Volume Module:												
Base Vol:	573	711	19	278	785	267	220	1299	552	15	945	232
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	573	711	19	278	785	267	220	1299	552	15	945	232
Added Vol:	0	0	0	5	0	0	0	27	0	0	27	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	573	711	19	283	785	267	220	1326	552	15	972	237
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	623	773	21	308	853	290	239	1441	600	16	1057	258
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	623	773	21	308	853	290	239	1441	600	16	1057	258
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	623	773	21	308	853	290	239	1441	600	16	1057	258
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	0.96	0.96	0.98	1.03	0.88	0.98	1.00	1.00
Lanes:	2.00	1.95	0.05	2.00	1.49	0.51	2.00	3.00	2.00	1.00	2.41	0.59
Final Sat.:	3610	3686	99	3610	2728	928	3729	5888	3337	1865	4597	1121
Capacity Analysis Module:												
Vol/Sat:	0.17	0.21	0.21	0.09	0.31	0.31	0.06	0.24	0.18	0.01	0.23	0.23
Crit Moves:	****				****			****		****		
Green/Cycle:	0.18	0.35	0.35	0.15	0.33	0.33	0.10	0.26	0.44	0.09	0.25	0.25
Volume/Cap:	0.96	0.59	0.59	0.55	0.96	0.96	0.65	0.96	0.41	0.10	0.92	0.92
Delay/Veh:	69.4	29.7	29.7	44.3	52.8	52.8	51.9	54.4	21.5	46.1	50.8	50.8
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:	69.4	29.7	29.7	44.3	52.8	52.8	51.9	54.4	21.5	46.1	50.8	50.8
LOS by Move:	E	C	C	D	D	D	D	D	C	D	D	D
HCM2kAvgQ:	15	13	13	6	24	24	5	21	9	1	19	19

Note: Queue reported is the number of cars per lane.

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* Analysis does not assume peds on every cycle.

MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Heacock Street / Gentian Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.449
Loss Time (sec): 12 Average Delay (sec/veh): 18.5
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				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	29	29		10	10	0		0	0	0		32	0	32	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	2	0	1	1	0	2	0	0	0	0	0	0	0	0
Volume Module:																
Base Vol:	0	874	40		93	858	0		0	0	0		15	0	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:	0	874	40		93	858	0		0	0	0		15	0	126	
Added Vol:	0	0	0		11	0	0		0	0	0		0	0	11	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	874	40		104	858	0		0	0	0		15	0	137	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.97	0.97	0.97		0.97	0.97	0.97		0.97	0.97	0.97		0.97	0.97	0.97	
PHF Volume:	0	903	41		107	886	0		0	0	0		15	0	142	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	903	41		107	886	0		0	0	0		15	0	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:	0	903	41		107	886	0		0	0	0		15	0	142	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.95	0.85		0.95	0.95	1.00		1.00	1.00	1.00		0.87	1.00	0.87	
Lanes:	0.00	2.00	1.00		1.00	2.00	0.00		0.00	0.00	0.00		0.10	0.00	0.90	
Final Sat.:	0	3610	1615		1805	3610	0		0	0	0		164	0	1496	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.25	0.03		0.06	0.25	0.00		0.00	0.00	0.00		0.09	0.00	0.09	
Crit Moves:		****			****								****			
Green/Cycle:	0.00	0.51	0.51		0.12	0.63	0.00		0.00	0.00	0.00		0.27	0.00	0.27	
Volume/Cap:	0.00	0.49	0.05		0.49	0.39	0.00		0.00	0.00	0.00		0.35	0.00	0.35	
Delay/Veh:	0.0	19.3	14.7		50.9	10.8	0.0		0.0	0.0	0.0		36.1	0.0	36.1	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	19.3	14.7		50.9	10.8	0.0		0.0	0.0	0.0		36.1	0.0	36.1	
LOS by Move:	A	B	B		D	B	A		A	A	A		D	A	D	
HCM2kAvgQ:	0	11	1		4	8	0		0	0	0		5	0	5	

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Webster Avenue / Harley Knox Boulevard

Cycle (sec): 120 Critical Vol./Cap.(X): 0.390
Loss Time (sec): 12 Average Delay (sec/veh): 12.4
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	21	0	21	0	0	0	0	18	18	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	0	0	0	1	1	0	1	0	2	0	0
Volume Module:												
Base Vol:	20	0	68	0	0	0	0	829	0	33	514	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	0	68	0	0	0	0	829	0	33	514	0
Added Vol:	0	0	16	0	0	0	0	16	0	16	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	0	84	0	0	0	0	845	0	49	530	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	22	0	91	0	0	0	0	918	0	53	576	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	0	91	0	0	0	0	918	0	53	576	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:	22	0	91	0	0	0	0	918	0	53	576	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	1.00	0.88	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00
Lanes:	0.19	0.00	0.81	0.00	0.00	0.00	0.00	2.00	0.00	1.00	2.00	0.00
Final Sat.:	322	0	1354	0	0	0	0	3610	0	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.07	0.00	0.00	0.00	0.00	0.25	0.00	0.03	0.16	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.17	0.00	0.17	0.00	0.00	0.00	0.00	0.64	0.00	0.08	0.73	0.00
Volume/Cap:	0.39	0.00	0.39	0.00	0.00	0.00	0.00	0.40	0.00	0.35	0.22	0.00
Delay/Veh:	44.6	0.0	44.6	0.0	0.0	0.0	0.0	10.4	0.0	53.4	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:	44.6	0.0	44.6	0.0	0.0	0.0	0.0	10.4	0.0	53.4	5.4	0.0
LOS by Move:	D	A	D	A	A	A	A	B	A	D	A	A
HCM2kAvgQ:	4	0	4	0	0	0	0	8	0	2	4	0

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Indian Street / Alessandro Boulevard

Cycle (sec): 120 Critical Vol./Cap.(X): 0.733
Loss Time (sec): 16 Average Delay (sec/veh): 49.9
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	42	42	10	42	42	10	28	28	10	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 1	1 0		2 0 1	1 0		1 0 3	1 0		2 0 3	0 1	
Volume Module:												
Base Vol:	302	457	255	265	328	122	141	1596	128	331	1605	174
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	302	457	255	265	328	122	141	1596	128	331	1605	174
Added Vol:	11	33	5	0	33	0	0	0	11	5	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	313	490	260	265	361	122	141	1596	139	336	1605	174
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	328	514	273	278	378	128	148	1673	146	352	1682	182
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	328	514	273	278	378	128	148	1673	146	352	1682	182
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	328	514	273	278	378	128	148	1673	146	352	1682	182
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.90	0.92	0.91	0.91	0.95	0.93	0.90	0.92	0.94	0.85
Lanes:	2.00	1.31	0.69	2.00	1.49	0.51	1.00	3.67	0.33	2.00	3.00	1.00
Final Sat.:	3502	2236	1186	3502	2596	877	1805	6476	564	3502	5358	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.23	0.23	0.08	0.15	0.15	0.08	0.26	0.26	0.10	0.31	0.11
Crit Moves:	****				****		****				****	
Green/Cycle:	0.10	0.36	0.36	0.09	0.35	0.35	0.09	0.30	0.30	0.12	0.33	0.33
Volume/Cap:	0.95	0.63	0.63	0.92	0.42	0.42	0.95	0.86	0.86	0.86	0.95	0.34
Delay/Veh:	88.5	32.7	32.7	85.9	29.9	29.9	110.9	43.3	43.3	68.5	50.4	30.6
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:	88.5	32.7	32.7	85.9	29.9	29.9	110.9	43.3	43.3	68.5	50.4	30.6
LOS by Move:	F	C	C	F	C	C	F	D	D	E	D	C
HCM2kAvgQ:	10	13	13	8	7	7	9	20	20	9	27	5

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 Indian Street / Cactus Avenue

Cycle (sec): 90 Critical Vol./Cap.(X): 0.822
Loss Time (sec): 16 Average Delay (sec/veh): 38.2
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	15	15	10	15	15	10	15	15	10	15	15
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	223	661	76	126	523	105	121	1203	126	38	986	142
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	223	661	76	126	523	105	121	1203	126	38	986	142
Added Vol:	0	0	0	11	0	0	0	33	0	0	33	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	223	661	76	137	523	105	121	1236	126	38	1019	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	235	696	80	144	551	111	127	1301	133	40	1073	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	235	696	80	144	551	111	127	1301	133	40	1073	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	235	696	80	144	551	111	127	1301	133	40	1073	161
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.99	0.99	0.95	0.98	0.98	0.98	1.02	1.02	0.98	1.01	1.01
Lanes:	1.00	1.79	0.21	1.00	1.67	0.33	1.00	2.72	0.28	1.00	1.74	0.26
Final Sat.:	1805	3357	386	1805	3086	619	1865	5269	537	1865	3345	502
Capacity Analysis Module:												
Vol/Sat:	0.13	0.21	0.21	0.08	0.18	0.18	0.07	0.25	0.25	0.02	0.32	0.32
Crit Moves:		****		****			****				****	
Green/Cycle:	0.15	0.24	0.24	0.11	0.20	0.20	0.11	0.33	0.33	0.15	0.36	0.36
Volume/Cap:	0.89	0.88	0.88	0.72	0.89	0.89	0.61	0.75	0.75	0.15	0.88	0.88
Delay/Veh:	66.5	43.3	43.3	50.5	47.8	47.8	43.6	28.7	28.7	33.7	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:	66.5	43.3	43.3	50.5	47.8	47.8	43.6	28.7	28.7	33.7	33.5	33.5
LOS by Move:	E	D	D	D	D	D	D	C	C	C	C	C
HCM2kAvgQ:	10	14	14	6	13	13	5	14	14	1	20	20

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Indian Street / John F. Kennedy Drive

Cycle (sec):	85	Critical Vol./Cap.(X):	0.574
Loss Time (sec):	16	Average Delay (sec/veh):	29.3
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	27	27	10	27	27	10	24	24	10	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	2 0	1 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	109	599	99	102	509	50	127	410	88	113	371	133
Growth Adj:	1.00	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	599	99	102	509	50	127	410	88	113	371	133
Added Vol:	27	92	5	0	92	0	0	0	27	5	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	136	691	104	102	601	50	127	410	115	118	371	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	148	751	113	111	653	54	138	446	125	128	403	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	751	113	111	653	54	138	446	125	128	403	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:	148	751	113	111	653	54	138	446	125	128	403	145
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	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	2.00	1.85	0.15	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	3502	3293	274	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.21	0.07	0.03	0.20	0.20	0.08	0.12	0.08	0.07	0.11	0.09
Crit Moves:	****				****		****				****	
Green/Cycle:	0.11	0.31	0.31	0.11	0.31	0.31	0.11	0.28	0.28	0.11	0.28	0.28
Volume/Cap:	0.71	0.67	0.23	0.28	0.64	0.64	0.67	0.45	0.28	0.62	0.40	0.32
Delay/Veh:	48.2	27.7	22.5	35.6	27.1	27.1	44.8	26.3	25.1	42.2	25.9	25.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.2	27.7	22.5	35.6	27.1	27.1	44.8	26.3	25.1	42.2	25.9	25.5
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	5	10	2	2	9	9	5	5	3	4	5	3

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Indian Street / Gentian Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.608
Loss Time (sec): 12 Average Delay (sec/veh): 23.2
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	21	21	10	21	21	25	25	25	25	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	0 0	1!	0 0
Volume Module:												
Base Vol:	70	651	10	10	601	115	102	10	62	10	10	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	651	10	10	601	115	102	10	62	10	10	10
Added Vol:	0	0	0	0	0	5	5	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	651	10	10	601	120	107	10	62	10	10	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	76	708	11	11	653	130	116	11	67	11	11	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	708	11	11	653	130	116	11	67	11	11	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	708	11	11	653	130	116	11	67	11	11	11
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	0.98	0.98	0.74	0.87	0.87	0.88	0.88	0.88
Lanes:	1.00	0.98	0.02	1.00	0.83	0.17	1.00	0.14	0.86	0.34	0.33	0.33
Final Sat.:	1805	1868	29	1805	1544	308	1412	230	1425	559	559	559
Capacity Analysis Module:												
Vol/Sat:	0.04	0.38	0.38	0.01	0.42	0.42	0.08	0.05	0.05	0.02	0.02	0.02
Crit Moves:	****				****		****					
Green/Cycle:	0.08	0.57	0.57	0.12	0.61	0.61	0.21	0.21	0.21	0.21	0.21	0.21
Volume/Cap:	0.51	0.67	0.67	0.05	0.70	0.70	0.40	0.23	0.23	0.09	0.09	0.09
Delay/Veh:	55.4	19.7	19.7	46.3	17.9	17.9	41.9	39.8	39.8	38.5	38.5	38.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.4	19.7	19.7	46.3	17.9	17.9	41.9	39.8	39.8	38.5	38.5	38.5
LOS by Move:	E	B	B	D	B	B	D	D	D	D	D	D
HCM2kAvgQ:	3	19	19	0	20	20	4	2	2	1	1	1

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Indian Street / Iris Avenue

Cycle (sec): 95 Critical Vol./Cap.(X): 0.640
Loss Time (sec): 16 Average Delay (sec/veh): 35.7
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	28	28	10	28	28	10	24	24	10	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2 0	1	1 0	1	1 0	1 0	2 0	1
Volume Module:												
Base Vol:	110	391	48	254	189	105	19	392	148	121	390	325
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	391	48	254	189	105	19	392	148	121	390	325
Added Vol:	0	43	0	0	43	5	5	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	434	48	254	232	110	24	392	148	121	390	325
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	117	463	51	271	247	117	26	418	158	129	416	346
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	463	51	271	247	117	26	418	158	129	416	346
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	117	463	51	271	247	117	26	418	158	129	416	346
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.95	0.85	0.95	0.91	0.91	0.95	0.95	0.85
Lanes:	1.00	1.80	0.20	1.00	2.00	1.00	1.00	1.45	0.55	1.00	2.00	1.00
Final Sat.:	1805	3202	354	1805	3610	1615	1805	2513	949	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.14	0.14	0.15	0.07	0.07	0.01	0.17	0.17	0.07	0.12	0.21
Crit Moves:		****		****				****		****		
Green/Cycle:	0.12	0.29	0.29	0.18	0.35	0.35	0.11	0.25	0.25	0.11	0.25	0.25
Volume/Cap:	0.52	0.49	0.49	0.84	0.20	0.21	0.13	0.66	0.66	0.68	0.46	0.85
Delay/Veh:	41.1	28.0	28.0	55.0	21.7	21.9	38.9	33.7	33.7	50.5	30.3	49.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.1	28.0	28.0	55.0	21.7	21.9	38.9	33.7	33.7	50.5	30.3	49.1
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	D
HCM2kAvgQ:	4	7	7	10	3	2	1	9	9	5	6	12

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Indian Street / Krameria Avenue

Cycle (sec): 95 Critical Vol./Cap.(X): 0.499
Loss Time (sec): 16 Average Delay (sec/veh): 32.0
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			Ovl			Include		
Min. Green:	10	28	28	10	28	28	10	24	24	10	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	0 1	1 0	0 1	0
Volume Module:												
Base Vol:	194	392	138	142	356	39	79	134	350	148	44	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	194	392	138	142	356	39	79	134	350	148	44	129
Added Vol:	0	38	0	5	38	0	0	0	0	0	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	194	430	138	147	394	39	79	134	350	148	44	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	211	467	150	160	428	42	86	146	380	161	48	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	211	467	150	160	428	42	86	146	380	161	48	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:	211	467	150	160	428	42	86	146	380	161	48	146
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	0.95	1.00	0.85	0.95	0.89	0.89
Lanes:	1.00	1.51	0.49	1.00	1.82	0.18	1.00	1.00	1.00	1.00	0.25	0.75
Final Sat.:	1805	2635	846	1805	3242	321	1805	1900	1615	1805	417	1269
Capacity Analysis Module:												
Vol/Sat:	0.12	0.18	0.18	0.09	0.13	0.13	0.05	0.08	0.24	0.09	0.11	0.11
Crit Moves:	****				****			****		****		
Green/Cycle:	0.16	0.34	0.34	0.12	0.29	0.29	0.11	0.25	0.41	0.12	0.27	0.27
Volume/Cap:	0.72	0.53	0.53	0.74	0.45	0.45	0.43	0.30	0.57	0.72	0.43	0.43
Delay/Veh:	46.6	25.9	25.9	52.9	27.5	27.5	41.0	29.1	22.5	51.3	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:	46.6	25.9	25.9	52.9	27.5	27.5	41.0	29.1	22.5	51.3	29.7	29.7
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	7	8	8	6	6	6	3	4	9	6	5	5

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Indian Street / San Michele Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.747
Loss Time (sec): 16 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			Ovl			Include		
Min. Green:	10	25	25	10	25	25	10	23	23	10	23	23
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	2 0	1	1 0	2 0	2	1 0	2 0	1
Volume Module:												
Base Vol:	488	673	148	324	549	70	65	480	738	262	159	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	488	673	148	324	549	70	65	480	738	262	159	123
Added Vol:	0	27	0	5	27	0	0	0	0	0	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	488	700	148	329	576	70	65	480	738	262	159	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	530	761	161	358	626	76	71	522	802	285	173	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	530	761	161	358	626	76	71	522	802	285	173	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	530	761	161	358	626	76	71	522	802	285	173	139
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	0.95	0.95	0.75	0.95	0.95	0.85
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	2.00	1.00	2.00	1.00
Final Sat.:	3502	3610	1615	3502	3610	1615	1805	3610	2842	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.15	0.21	0.10	0.10	0.17	0.05	0.04	0.14	0.28	0.16	0.05	0.09
Crit Moves:	****				****			****		****		
Green/Cycle:	0.18	0.30	0.30	0.12	0.25	0.25	0.13	0.23	0.41	0.18	0.29	0.29
Volume/Cap:	0.86	0.70	0.33	0.83	0.69	0.19	0.31	0.63	0.69	0.86	0.17	0.30
Delay/Veh:	51.6	32.8	27.4	55.1	36.4	29.7	40.6	36.2	26.4	59.1	26.7	28.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.6	32.8	27.4	55.1	36.4	29.7	40.6	36.2	26.4	59.1	26.7	28.1
LOS by Move:	D	C	C	E	D	C	D	D	C	E	C	C
HCM2kAvgQ:	11	12	4	8	10	2	2	8	13	11	2	3

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Indian Street / Nandina Street

Cycle (sec): 105 Critical Vol./Cap.(X): 0.679
Loss Time (sec): 16 Average Delay (sec/veh): 34.0
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Ovl			Include		
Min. Green:	10	23	23	10	23	23	10	20	20	10	20	20
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	1 0	3 0	1	1 0	1 0	2	2 0	0 1	0
Volume Module:												
Base Vol:	594	1017	351	234	1178	142	90	85	482	138	43	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	594	1017	351	234	1178	142	90	85	482	138	43	62
Added Vol:	0	27	0	0	27	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	594	1044	351	234	1205	142	90	85	482	138	43	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	646	1135	382	254	1310	154	98	92	524	150	47	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	646	1135	382	254	1310	154	98	92	524	150	47	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:	646	1135	382	254	1310	154	98	92	524	150	47	67
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.95	0.91	0.85	0.95	1.00	0.75	0.92	0.91	0.91
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	1.00	2.00	2.00	0.41	0.59
Final Sat.:	3502	3610	1615	1805	5187	1615	1805	1900	2842	3502	710	1023
Capacity Analysis Module:												
Vol/Sat:	0.18	0.31	0.24	0.14	0.25	0.10	0.05	0.05	0.18	0.04	0.07	0.07
Crit Moves:		****		****			****				****	
Green/Cycle:	0.24	0.39	0.48	0.17	0.32	0.32	0.10	0.19	0.43	0.10	0.19	0.19
Volume/Cap:	0.78	0.81	0.49	0.81	0.78	0.29	0.57	0.26	0.43	0.45	0.35	0.35
Delay/Veh:	42.2	32.3	18.8	56.3	34.4	26.8	49.9	36.5	21.3	45.9	37.5	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:	42.2	32.3	18.8	56.3	34.4	26.8	49.9	36.5	21.3	45.9	37.5	37.5
LOS by Move:	D	C	B	E	C	C	D	D	C	D	D	D
HCM2kAvgQ:	12	19	8	10	16	4	4	3	7	3	3	3

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Indian Street / Harley Knox Boulevard

Cycle (sec): 110 Critical Vol./Cap.(X): 0.816
Loss Time (sec): 16 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			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	2 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	158	1667	703	156	978	390	188	524	46	157	553	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:	158	1667	703	156	978	390	188	524	46	157	553	22
Added Vol:	0	5	0	0	5	22	22	11	0	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	158	1672	703	156	983	412	210	535	46	157	564	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	172	1817	764	170	1068	448	228	582	50	171	613	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	172	1817	764	170	1068	448	228	582	50	171	613	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	172	1817	764	170	1068	448	228	582	50	171	613	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.94	0.85	0.92	0.98	0.88	0.98	0.94	0.85	0.92	0.94	0.85
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3502	5358	1615	3502	3729	1668	3736	5358	1615	3502	5358	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.34	0.47	0.05	0.29	0.27	0.06	0.11	0.03	0.05	0.11	0.01
Crit Moves:			****	****			****				****	
Green/Cycle:	0.15	0.54	0.54	0.09	0.48	0.57	0.09	0.12	0.12	0.10	0.13	0.22
Volume/Cap:	0.32	0.63	0.87	0.53	0.60	0.47	0.67	0.90	0.26	0.48	0.87	0.07
Delay/Veh:	41.9	17.9	31.6	49.5	21.4	14.2	53.6	63.1	44.6	47.7	58.6	33.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.9	17.9	31.6	49.5	21.4	14.2	53.6	63.1	44.6	47.7	58.6	33.9
LOS by Move:	D	B	C	D	C	B	D	E	D	D	E	C
HCM2kAvgQ:	3	16	25	4	14	9	5	10	2	3	10	1

Note: Queue reported is the number of cars per lane.

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Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	0	1109	1198	0	1169	132
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5		4.5	4.5
Lane Util. Factor		0.95	0.95		0.97	1.00
Frpb, ped/bikes		1.00	1.00		1.00	0.98
Flpb, ped/bikes		1.00	1.00		1.00	1.00
Frt		1.00	1.00		1.00	0.85
Flt Protected		1.00	1.00		0.95	1.00
Satd. Flow (prot)		3574	3574		3467	1556
Flt Permitted		1.00	1.00		0.95	1.00
Satd. Flow (perm)		3574	3574		3467	1556
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1167	1261	0	1231	139
RTOR Reduction (vph)	0	0	0	0	0	24
Lane Group Flow (vph)	0	1167	1261	0	1231	115
Confl. Peds. (#/hr)						5
Heavy Vehicles (%)	0%	1%	1%	0%	1%	2%
Turn Type		NA	NA		NA	Perm
Protected Phases		2	6		4	
Permitted Phases						4
Actuated Green, G (s)		46.7	46.7		34.3	34.3
Effective Green, g (s)		46.7	46.7		34.3	34.3
Actuated g/C Ratio		0.52	0.52		0.38	0.38
Clearance Time (s)		4.5	4.5		4.5	4.5
Vehicle Extension (s)		2.0	2.0		2.0	2.0
Lane Grp Cap (vph)		1854	1854		1321	593
v/s Ratio Prot		0.33	c0.35		c0.36	
v/s Ratio Perm						0.07
v/c Ratio		0.63	0.68		0.93	0.19
Uniform Delay, d1		15.5	16.1		26.7	18.6
Progression Factor		1.00	1.00		1.00	1.00
Incremental Delay, d2		1.6	2.0		11.8	0.1
Delay (s)		17.1	18.1		38.5	18.7
Level of Service		B	B		D	B
Approach Delay (s)		17.1	18.1		36.5	
Approach LOS		B	B		D	

Intersection Summary			
HCM 2000 Control Delay	24.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	74.0%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	393	4	204	941	2113	0	0	1633	481
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	8	16	8	12	12	12	12	12	12
Total Lost time (s)				4.5	4.5		4.5	4.5			3.5	3.5
Lane Util. Factor				0.95	0.95		0.97	0.95			0.91	1.00
Frpb, ped/bikes				1.00	0.99		1.00	1.00			1.00	0.98
Flpb, ped/bikes				1.00	1.00		1.00	1.00			1.00	1.00
Frt				1.00	0.89		1.00	1.00			1.00	0.85
Flt Protected				0.95	0.99		0.95	1.00			1.00	1.00
Satd. Flow (prot)				1389	1746		3433	3574			5187	1568
Flt Permitted				0.95	0.99		0.95	1.00			1.00	1.00
Satd. Flow (perm)				1389	1746		3433	3574			5187	1568
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	0	0	0	401	4	208	960	2156	0	0	1666	491
RTOR Reduction (vph)	0	0	0	0	7	0	0	0	0	0	0	277
Lane Group Flow (vph)	0	0	0	321	285	0	960	2156	0	0	1666	214
Confl. Peds. (#/hr)						5						5
Heavy Vehicles (%)	0%	0%	0%	7%	0%	0%	2%	1%	0%	0%	0%	1%
Turn Type				Split	NA		Prot	NA			NA	Perm
Protected Phases				8	8		5	2			6	
Permitted Phases												6
Actuated Green, G (s)				30.1	30.1		30.9	75.9			41.5	41.5
Effective Green, g (s)				30.1	30.1		30.9	75.9			41.5	41.5
Actuated g/C Ratio				0.26	0.26		0.27	0.66			0.36	0.36
Clearance Time (s)				4.5	4.5		4.5	4.5			3.5	3.5
Vehicle Extension (s)				2.0	2.0		2.0	2.0			2.0	2.0
Lane Grp Cap (vph)				363	456		922	2358			1871	565
v/s Ratio Prot				c0.23	0.16		c0.28	c0.60			0.32	
v/s Ratio Perm												0.14
v/c Ratio				0.88	0.63		1.04	0.91			0.89	0.38
Uniform Delay, d1				40.8	37.5		42.0	16.8			34.6	27.2
Progression Factor				1.00	1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2				21.1	1.9		40.9	6.9			6.9	1.9
Delay (s)				61.9	39.4		83.0	23.7			41.5	29.1
Level of Service				E	D		F	C			D	C
Approach Delay (s)		0.0			51.2			41.9			38.7	
Approach LOS		A			D			D			D	

Intersection Summary			
HCM 2000 Control Delay	41.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	115.0	Sum of lost time (s)	12.5
Intersection Capacity Utilization	86.6%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	715	932	631	175	433	851	393	1488	211	593	1061	372
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.0	4.0	4.0	5.0	4.0	4.0	5.0	5.0	4.0	5.0	4.0
Lane Util. Factor	*1.00	*1.00	1.00	1.00	*1.00	0.88	*1.00	*1.00	1.00	*1.00	*1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00	0.98	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Flt Protected	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Satd. Flow (prot)	3762	3800	1841	1900	3800	3319	3689	5644	1827	3762	5588	1879
Flt Permitted	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Satd. Flow (perm)	3762	3800	1841	1900	3800	3319	3689	5644	1827	3762	5588	1879
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	745	971	657	182	451	886	409	1550	220	618	1105	388
RTOR Reduction (vph)	0	0	57	0	0	93	0	0	154	0	0	25
Lane Group Flow (vph)	745	971	600	182	451	793	409	1550	66	618	1105	363
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	1%	0%	2%	0%	0%	0%	3%	1%	2%	1%	2%	0%
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2		1	6	7
Permitted Phases			4			8			2			6
Actuated Green, G (s)	27.7	32.0	51.5	13.0	17.3	38.3	19.5	36.0	36.0	21.0	37.5	65.2
Effective Green, g (s)	27.7	32.0	51.5	13.0	17.3	38.3	19.5	36.0	36.0	21.0	37.5	65.2
Actuated g/C Ratio	0.23	0.27	0.43	0.11	0.14	0.32	0.16	0.30	0.30	0.18	0.31	0.54
Clearance Time (s)	4.0	5.0	4.0	4.0	5.0	4.0	4.0	5.0	5.0	4.0	5.0	4.0
Vehicle Extension (s)	3.0	4.0	3.0	3.0	3.0	3.0	3.0	4.0	4.0	3.0	4.0	3.0
Lane Grp Cap (vph)	868	1013	790	205	547	1169	599	1693	548	658	1746	1020
v/s Ratio Prot	c0.20	c0.26	0.12	0.10	0.12	0.12	0.11	c0.27		c0.16	0.20	0.08
v/s Ratio Perm			0.20			0.12			0.04			0.11
v/c Ratio	0.86	0.96	0.76	0.89	0.82	0.68	0.68	0.92	0.12	0.94	0.63	0.36
Uniform Delay, d1	44.3	43.3	29.0	52.8	49.9	35.5	47.3	40.5	30.5	48.9	35.4	15.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	8.4	19.0	4.2	33.7	9.8	1.6	3.2	9.3	0.4	21.2	1.8	0.2
Delay (s)	52.7	62.3	33.2	86.5	59.7	37.1	50.6	49.8	31.0	70.0	37.1	15.7
Level of Service	D	E	C	F	E	D	D	D	C	E	D	B
Approach Delay (s)		51.2			49.7			48.0			42.8	
Approach LOS		D			D			D			D	

Intersection Summary			
HCM 2000 Control Delay	47.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	96.1%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
FHWA Roundabout Method (Future Volume Alternative)

Intersection #27 SR-60 EB On-Ramp / Sunnymead Boulevard

Average Delay (sec/veh): 6.0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Yield Sign			Yield Sign			Yield Sign			Yield Sign		
Lanes:	2			0			2			2		
Volume Module:												
Base Vol:	194	39	68	0	0	0	481	955	289	55	1265	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	194	39	68	0	0	0	481	955	289	55	1265	53
Added Vol:	0	0	0	0	0	0	11	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	194	39	68	0	0	0	492	955	289	55	1265	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:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	197	40	69	0	0	0	501	972	294	56	1287	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	197	40	69	0	0	0	501	972	294	56	1287	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	197	40	69	0	0	0	501	972	294	56	1287	54
PCE Module:												
AutoPCE:	197	40	69	0	0	0	501	972	294	56	1287	54
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	197	40	69	0	0	0	501	972	294	56	1287	54

Delay Module: >> Time Period: 0.25 hours <<

CircVolume:	1472	1540	56	738
MaxVolume:	1364	xxxxxx	2384	1893
PedVolume:	0	0	0	0
AdjMaxVol:	1364	xxxxxx	2384	1893
ApproachVol:	306	xxxxxx	1766	1397
ApproachV/C:	0.22	1.00	0.74	0.74
ApproachDel:	3.4	xxxxxx	5.7	7.0
ApproachLOS:	A	*	A	A
Queue:	0.9	xxxx	7.8	7.5

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #28 Perris Boulevard / Eucalyptus Avenue

Cycle (sec):	120	Critical Vol./Cap.(X):	0.816
Loss Time (sec):	16	Average Delay (sec/veh):	43.5
Optimal Cycle: OPTIMIZED		Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	28	28	10	28	28	10	33	33	10	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	3 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	110	1816	96	132	1559	210	155	302	183	157	288	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	1816	96	132	1559	210	155	302	183	157	288	190
Added Vol:	0	22	5	0	22	0	0	0	0	5	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	1838	101	132	1581	210	155	302	183	162	288	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	115	1923	106	138	1654	220	162	316	191	169	301	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	1923	106	138	1654	220	162	316	191	169	301	199
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	115	1923	106	138	1654	220	162	316	191	169	301	199
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.91	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	5187	1615	1805	5187	1615	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.37	0.07	0.08	0.32	0.14	0.09	0.17	0.12	0.09	0.16	0.12
Crit Moves:		****		****				****		****		
Green/Cycle:	0.10	0.41	0.41	0.08	0.39	0.39	0.09	0.28	0.28	0.10	0.28	0.28
Volume/Cap:	0.63	0.91	0.16	0.91	0.82	0.35	0.97	0.60	0.43	0.91	0.56	0.43
Delay/Veh:	58.6	40.4	22.8	103.2	35.9	26.4	113.4	39.8	36.5	95.9	37.8	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:	58.6	40.4	22.8	103.2	35.9	26.4	113.4	39.8	36.5	95.9	37.8	35.7
LOS by Move:	E	D	C	F	D	C	F	D	D	F	D	D
HCM2kAvgQ:	5	28	2	8	22	6	10	11	6	9	10	6

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #29 Perris Boulevard / Cottonwood Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.849
Loss Time (sec): 16 Average Delay (sec/veh): 53.0
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	28	28	10	28	28	10	33	33	10	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	3 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	157	1321	120	267	1281	221	279	404	176	134	256	253
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	157	1321	120	267	1281	221	279	404	176	134	256	253
Added Vol:	5	33	11	0	33	0	0	0	5	11	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	162	1354	131	267	1314	221	279	404	181	145	256	253
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	165	1383	134	273	1342	226	285	413	185	148	261	258
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	1383	134	273	1342	226	285	413	185	148	261	258
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	165	1383	134	273	1342	226	285	413	185	148	261	258
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.91	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	5187	1615	1805	5187	1615	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.27	0.08	0.15	0.26	0.14	0.16	0.22	0.11	0.08	0.14	0.16
Crit Moves:		****		****			****					****
Green/Cycle:	0.11	0.27	0.27	0.16	0.32	0.32	0.16	0.34	0.34	0.10	0.28	0.28
Volume/Cap:	0.82	0.97	0.30	0.97	0.82	0.44	0.97	0.65	0.34	0.81	0.50	0.58
Delay/Veh:	74.0	60.8	34.9	96.5	41.1	33.1	95.0	36.2	30.3	75.2	37.3	39.5
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:	74.0	60.8	34.9	96.5	41.1	33.1	95.0	36.2	30.3	75.2	37.3	39.5
LOS by Move:	E	E	C	F	D	C	F	D	C	E	D	D
HCM2kAvgQ:	8	24	4	14	19	7	15	13	5	7	8	9

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #30 Perris Boulevard / Alessandro Boulevard

Cycle (sec): 90 Critical Vol./Cap.(X): 0.884
Loss Time (sec): 16 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			Ovl			Ovl			Include		
Min. Green:	10	19	19	10	19	19	10	15	15	10	15	15
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	1 0	3 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	736	834	279	236	990	328	404	1207	428	371	1139	237
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	736	834	279	236	990	328	404	1207	428	371	1139	237
Added Vol:	49	87	16	0	87	0	0	0	49	16	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	785	921	295	236	1077	328	404	1207	477	387	1139	237
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	801	940	301	241	1099	335	412	1232	487	395	1162	242
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	801	940	301	241	1099	335	412	1232	487	395	1162	242
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	801	940	301	241	1099	335	412	1232	487	395	1162	242
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.03	0.85	0.95	1.03	0.85	0.95	1.03	0.85	0.95	1.03	0.85
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3610	5888	1615	1805	5888	1615	3610	5888	1615	3610	5888	1615
Capacity Analysis Module:												
Vol/Sat:	0.22	0.16	0.19	0.13	0.19	0.21	0.11	0.21	0.30	0.11	0.20	0.15
Crit Moves:	****				****			****		****		
Green/Cycle:	0.25	0.28	0.28	0.18	0.21	0.34	0.13	0.24	0.49	0.12	0.23	0.23
Volume/Cap:	0.88	0.56	0.66	0.75	0.88	0.60	0.87	0.88	0.62	0.88	0.87	0.66
Delay/Veh:	42.8	28.0	31.9	44.2	42.3	26.4	53.5	40.3	18.4	57.3	39.5	35.8
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	28.0	31.9	44.2	42.3	26.4	53.5	40.3	18.4	57.3	39.5	35.8
LOS by Move:	D	C	C	D	D	C	D	D	B	E	D	D
HCM2kAvgQ:	14	9	9	8	13	9	9	15	13	9	14	8

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #31 Perris Boulevard / Cactus Avenue

Cycle (sec): 105 Critical Vol./Cap.(X): 0.918
Loss Time (sec): 16 Average Delay (sec/veh): 43.0
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			Ovl			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 1	0	1 0	3 0	1	2 0	3 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	426	1351	317	232	1567	201	239	807	546	100	539	164
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	426	1351	317	232	1567	201	239	807	546	100	539	164
Added Vol:	43	157	16	0	157	0	0	0	43	16	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	469	1508	333	232	1724	201	239	807	589	116	539	164
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	486	1563	345	240	1787	208	248	836	610	120	559	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	486	1563	345	240	1787	208	248	836	610	120	559	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:	486	1563	345	240	1787	208	248	836	610	120	559	170
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.01	0.97	0.95	1.03	0.85	0.95	1.03	0.85	0.95	1.03	0.85
Lanes:	2.00	2.44	0.56	1.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00
Final Sat.:	3610	4665	1030	1805	5888	1615	3610	5888	1615	1805	3925	1615
Capacity Analysis Module:												
Vol/Sat:	0.13	0.33	0.33	0.13	0.30	0.13	0.07	0.14	0.38	0.07	0.14	0.11
Crit Moves:		****		****					****	****		
Green/Cycle:	0.15	0.35	0.35	0.14	0.34	0.34	0.14	0.26	0.41	0.10	0.21	0.21
Volume/Cap:	0.88	0.95	0.95	0.95	0.88	0.38	0.49	0.55	0.92	0.70	0.67	0.50
Delay/Veh:	59.4	43.0	43.0	86.3	37.6	26.5	42.3	34.2	48.0	58.1	40.3	37.7
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:	59.4	43.0	43.0	86.3	37.6	26.5	42.3	34.2	48.0	58.1	40.3	37.7
LOS by Move:	E	D	D	F	D	C	D	C	D	E	D	D
HCM2kAvgQ:	11	25	25	12	22	6	4	9	24	5	10	6

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 Perris Boulevard / John F. Kennedy Drive

Cycle (sec):	105	Critical Vol./Cap.(X):	0.885
Loss Time (sec):	16	Average Delay (sec/veh):	37.4
Optimal Cycle:	OPTIMIZED	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	15	15	10	15	15	10	16	16	10	16	16
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	2 1	0	1 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	311	1827	259	207	1984	137	208	285	191	263	254	178
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	311	1827	259	207	1984	137	208	285	191	263	254	178
Added Vol:	27	217	54	0	217	0	0	0	27	54	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	338	2044	313	207	2201	137	208	285	218	317	254	178
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	352	2129	326	216	2293	143	217	297	227	330	265	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	352	2129	326	216	2293	143	217	297	227	330	265	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	352	2129	326	216	2293	143	217	297	227	330	265	185
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.03	0.85	0.95	1.02	0.99	0.95	1.03	0.85	0.95	1.03	0.85
Lanes:	2.00	3.00	1.00	2.00	2.82	0.18	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3610	5888	1615	3610	5483	341	1805	3925	1615	3610	3925	1615
Capacity Analysis Module:												
Vol/Sat:	0.10	0.36	0.20	0.06	0.42	0.42	0.12	0.08	0.14	0.09	0.07	0.11
Crit Moves:	****				****		****					****
Green/Cycle:	0.11	0.45	0.45	0.12	0.46	0.46	0.13	0.17	0.17	0.11	0.15	0.15
Volume/Cap:	0.91	0.81	0.45	0.51	0.91	0.91	0.91	0.43	0.81	0.84	0.44	0.75
Delay/Veh:	72.2	27.2	20.6	44.5	32.0	32.0	81.2	39.1	57.1	60.5	41.0	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:	72.2	27.2	20.6	44.5	32.0	32.0	81.2	39.1	57.1	60.5	41.0	55.0
LOS by Move:	E	C	C	D	C	C	F	D	E	E	D	D
HCM2kAvgQ:	9	24	9	4	30	29	10	5	9	8	5	8

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #33 Perris Boulevard / Gentian Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.884
Loss Time (sec): 12 Average Delay (sec/veh): 31.9
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	10	19	19	30	30	30	30	30	30
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	10	2066	217	134	2005	10	10	10	10	90	10	203
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	2066	217	134	2005	10	10	10	10	90	10	203
Added Vol:	54	174	0	0	255	43	125	11	27	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	2240	217	134	2260	53	135	21	37	90	21	203
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	70	2435	236	146	2457	58	147	23	40	98	23	221
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	2435	236	146	2457	58	147	23	40	98	23	221
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	2435	236	146	2457	58	147	23	40	98	23	221
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.91	0.91	0.40	0.90	0.90	0.72	0.86	0.86
Lanes:	1.00	2.74	0.26	1.00	2.93	0.07	1.00	0.36	0.64	1.00	0.09	0.91
Final Sat.:	1805	4667	452	1805	5053	118	760	622	1096	1362	154	1488
Capacity Analysis Module:												
Vol/Sat:	0.04	0.52	0.52	0.08	0.49	0.49	0.19	0.04	0.04	0.07	0.15	0.15
Crit Moves:		****		****			****					
Green/Cycle:	0.10	0.56	0.56	0.09	0.55	0.55	0.25	0.25	0.25	0.25	0.25	0.25
Volume/Cap:	0.41	0.93	0.93	0.93	0.88	0.88	0.77	0.15	0.15	0.29	0.59	0.59
Delay/Veh:	52.7	29.9	29.9	104.9	26.5	26.5	59.4	35.2	35.2	36.8	42.0	42.0
User DelAdj:	1.00	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	29.9	29.9	104.9	26.5	26.5	59.4	35.2	35.2	36.8	42.0	42.0
LOS by Move:	D	C	C	F	C	C	E	D	D	D	D	D
HCM2kAvgQ:	3	37	37	8	32	32	7	2	2	3	9	9

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #36 Perris Boulevard / Santiago Drive

Cycle (sec): 105 Critical Vol./Cap.(X): 0.922
Loss Time (sec): 12 Average Delay (sec/veh): 35.2
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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	10	19	19	30	30	30	30	30	30
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	65	2166	106	103	1927	75	50	61	182	166	21	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	2166	106	103	1927	75	50	61	182	166	21	77
Added Vol:	168	54	0	27	190	0	147	11	33	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	233	2220	106	130	2117	75	197	72	215	166	32	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	253	2410	115	141	2299	81	214	78	233	180	35	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	253	2410	115	141	2299	81	214	78	233	180	35	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	253	2410	115	141	2299	81	214	78	233	180	35	84
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.03	0.99	0.95	1.03	1.00	0.65	0.89	0.89	0.35	0.89	0.89
Lanes:	1.00	2.86	0.14	1.00	2.89	0.11	1.00	0.25	0.75	1.00	0.29	0.71
Final Sat.:	1805	5572	266	1805	5652	200	1235	423	1264	669	499	1200
Capacity Analysis Module:												
Vol/Sat:	0.14	0.43	0.43	0.08	0.41	0.41	0.17	0.18	0.18	0.27	0.07	0.07
Crit Moves:	****				****					****		
Green/Cycle:	0.15	0.49	0.49	0.11	0.44	0.44	0.29	0.29	0.29	0.29	0.29	0.29
Volume/Cap:	0.92	0.89	0.89	0.73	0.92	0.92	0.59	0.63	0.63	0.92	0.24	0.24
Delay/Veh:	78.1	28.3	28.3	58.7	33.7	33.7	34.4	34.9	34.9	78.8	28.5	28.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.1	28.3	28.3	58.7	33.7	33.7	34.4	34.9	34.9	78.8	28.5	28.5
LOS by Move:	E	C	C	E	C	C	C	C	C	E	C	C
HCM2kAvgQ:	12	28	27	6	28	28	7	9	9	9	3	3

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 Perris Boulevard / Iris Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.768
Loss Time (sec): 16 Average Delay (sec/veh): 53.6
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	31	31	10	31	31	10	34	34	10	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	343	1661	292	592	1465	336	254	331	222	338	899	420
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	343	1661	292	592	1465	336	254	331	222	338	899	420
Added Vol:	0	87	0	71	87	11	11	0	0	0	0	71
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	343	1748	292	663	1552	347	265	331	222	338	899	491
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	373	1900	317	721	1687	377	288	360	241	367	977	534
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	373	1900	317	721	1687	377	288	360	241	367	977	534
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	373	1900	317	721	1687	377	288	360	241	367	977	534
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	1.07	0.88	0.98	1.07	0.88	0.98	1.03	0.88	0.98	1.03	0.88
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3729	6082	1668	3729	6082	1668	3729	5888	1668	3729	5888	1668
Capacity Analysis Module:												
Vol/Sat:	0.10	0.31	0.19	0.19	0.28	0.23	0.08	0.06	0.14	0.10	0.17	0.32
Crit Moves:		****		****				****		****		
Green/Cycle:	0.13	0.30	0.40	0.19	0.36	0.44	0.09	0.28	0.41	0.10	0.29	0.48
Volume/Cap:	0.77	1.04	0.48	1.04	0.77	0.51	0.90	0.22	0.35	1.04	0.57	0.67
Delay/Veh:	58.1	72.8	27.5	92.5	35.9	24.5	80.6	32.9	24.5	111.6	36.5	26.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.1	72.8	27.5	92.5	35.9	24.5	80.6	32.9	24.5	111.6	36.5	26.1
LOS by Move:	E	E	C	F	D	C	F	C	C	F	D	C
HCM2kAvgQ:	9	31	9	20	20	10	8	3	6	11	10	16

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #38 Perris Boulevard / Krameria Avenue

Cycle (sec):	120	Critical Vol./Cap.(X):	0.700
Loss Time (sec):	16	Average Delay (sec/veh):	41.7
Optimal Cycle:	OPTIMIZED	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	28	28	10	24	24	10	34	34	10	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	1 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	84	1746	121	252	1443	134	143	141	136	208	160	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:	84	1746	121	252	1443	134	143	141	136	208	160	241
Added Vol:	0	71	0	11	71	5	5	0	0	0	0	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	1817	121	263	1514	139	148	141	136	208	160	252
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	91	1975	132	286	1646	151	161	153	148	226	174	274
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	1975	132	286	1646	151	161	153	148	226	174	274
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	91	1975	132	286	1646	151	161	153	148	226	174	274
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.94	0.85	0.92	0.94	0.85	0.95	0.95	0.85	0.92	0.95	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3502	5358	1615	3502	5358	1615	1805	3610	1615	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.37	0.08	0.08	0.31	0.09	0.09	0.04	0.09	0.06	0.05	0.17
Crit Moves:		****		****					****	****		
Green/Cycle:	0.11	0.41	0.41	0.09	0.39	0.39	0.09	0.28	0.28	0.08	0.27	0.27
Volume/Cap:	0.24	0.90	0.20	0.90	0.78	0.24	0.95	0.15	0.32	0.77	0.18	0.62
Delay/Veh:	49.5	38.7	22.9	81.0	33.8	24.6	107.7	32.3	34.3	66.1	33.4	41.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.5	38.7	22.9	81.0	33.8	24.6	107.7	32.3	34.3	66.1	33.4	41.0
LOS by Move:	D	D	C	F	C	C	F	C	C	E	C	D
HCM2kAvgQ:	2	28	3	8	21	4	9	2	4	6	3	10

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #39 Perris Boulevard / San Michele Road

Cycle (sec): 115 Critical Vol./Cap.(X): 0.668
Loss Time (sec): 16 Average Delay (sec/veh): 34.7
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			Ovl			Include		
Min. Green:	10	32	32	10	32	32	10	16	16	10	16	16
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	3 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	104	1517	5	5	1547	409	284	5	78	5	5	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	1517	5	5	1547	409	284	5	78	5	5	5
Added Vol:	0	54	0	0	54	5	5	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	104	1571	5	5	1601	414	289	5	78	5	5	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	113	1708	5	5	1740	450	314	5	85	5	5	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	1708	5	5	1740	450	314	5	85	5	5	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	113	1708	5	5	1740	450	314	5	85	5	5	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.91	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	2.99	0.01	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	5171	16	1805	5187	1615	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.33	0.33	0.00	0.34	0.28	0.17	0.00	0.05	0.00	0.00	0.00
Crit Moves:	****				****		****				****	
Green/Cycle:	0.09	0.40	0.40	0.11	0.42	0.42	0.22	0.22	0.31	0.14	0.14	0.14
Volume/Cap:	0.72	0.83	0.83	0.03	0.80	0.67	0.80	0.01	0.17	0.02	0.02	0.02
Delay/Veh:	66.1	33.8	33.8	46.2	31.6	29.6	54.1	35.2	29.4	43.0	42.8	42.8
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:	66.1	33.8	33.8	46.2	31.6	29.6	54.1	35.2	29.4	43.0	42.8	42.8
LOS by Move:	E	C	C	D	C	C	D	D	C	D	D	D
HCM2kAvgQ:	5	22	22	0	21	13	13	0	2	0	0	0

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #40 Perris Boulevard / Nandina Avenue

Cycle (sec): 110 Critical Vol./Cap.(X): 0.659
Loss Time (sec): 16 Average Delay (sec/veh): 34.2
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T	- R		L - T	- R		L - T	- R		L - T	- R	
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	10	31	31	10	31	31	10	20	20	10	20	20
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	3 0	1	2 0	2 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	143	1447	18	254	1364	116	269	40	188	12	6	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	1447	18	254	1364	116	269	40	188	12	6	11
Added Vol:	0	49	0	0	49	5	5	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	143	1496	18	254	1413	121	274	40	188	12	6	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	155	1626	20	276	1536	132	298	43	204	13	7	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	1626	20	276	1536	132	298	43	204	13	7	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	155	1626	20	276	1536	132	298	43	204	13	7	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.91	0.85	0.92	0.95	0.85	0.95	1.00	0.85
Lanes:	1.00	2.96	0.04	1.00	3.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	5115	62	1805	5187	1615	3502	3610	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.32	0.32	0.15	0.30	0.08	0.09	0.01	0.13	0.01	0.00	0.01
Crit Moves:		****		****			****					****
Green/Cycle:	0.13	0.38	0.38	0.19	0.44	0.54	0.10	0.19	0.32	0.09	0.18	0.18
Volume/Cap:	0.64	0.83	0.83	0.83	0.68	0.15	0.83	0.06	0.39	0.08	0.02	0.04
Delay/Veh:	51.0	33.5	33.5	58.6	25.7	12.8	62.9	36.6	29.3	45.6	37.0	37.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.0	33.5	33.5	58.6	25.7	12.8	62.9	36.6	29.3	45.6	37.0	37.2
LOS by Move:	D	C	C	E	C	B	E	D	C	D	D	D
HCM2kAvgQ:	6	20	20	11	16	2	7	1	5	0	0	0

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #41 Perris Boulevard / Harley Knox Boulevard

Cycle (sec): 75 Critical Vol./Cap.(X): 0.567
Loss Time (sec): 16 Average Delay (sec/veh): 22.2
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	10	29	29	10	29	29	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	2 0	3 0	1	2 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	119	1142	23	64	1123	357	332	84	89	15	39	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	119	1142	23	64	1123	357	332	84	89	15	39	36
Added Vol:	0	38	0	0	38	11	11	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	119	1180	23	64	1161	368	343	84	89	15	39	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	129	1283	25	70	1262	400	373	91	97	16	42	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	1283	25	70	1262	400	373	91	97	16	42	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	129	1283	25	70	1262	400	373	91	97	16	42	39
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	0.91	0.85	0.92	0.95	0.85	0.95	0.88	0.88
Lanes:	1.00	2.94	0.06	2.00	3.00	1.00	2.00	2.00	1.00	1.00	1.04	0.96
Final Sat.:	1805	5073	99	3502	5187	1615	3502	3610	1615	1805	1742	1608
Capacity Analysis Module:												
Vol/Sat:	0.07	0.25	0.25	0.02	0.24	0.25	0.11	0.03	0.06	0.01	0.02	0.02
Crit Moves:	****				****		****				****	
Green/Cycle:	0.13	0.39	0.39	0.13	0.39	0.52	0.13	0.13	0.13	0.13	0.13	0.13
Volume/Cap:	0.54	0.65	0.65	0.15	0.63	0.48	0.80	0.19	0.45	0.07	0.18	0.18
Delay/Veh:	32.7	19.7	19.7	28.9	19.3	11.9	40.9	29.1	31.5	28.5	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:	32.7	19.7	19.7	28.9	19.3	11.9	40.9	29.1	31.5	28.5	29.1	29.1
LOS by Move:	C	B	B	C	B	B	D	C	C	C	C	C
HCM2kAvgQ:	4	10	10	1	9	6	7	1	3	0	1	1

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #42 Perris Boulevard / Ramona Expressway

Cycle (sec): 110 Critical Vol./Cap.(X): 0.746
Loss Time (sec): 16 Average Delay (sec/veh): 37.3
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			Ovl		
Min. Green:	10	22	22	10	22	22	10	36	36	10	36	36
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	211	699	194	583	614	207	242	1114	84	314	1185	440
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	211	699	194	583	614	207	242	1114	84	314	1185	440
Added Vol:	0	11	0	22	11	5	5	0	0	0	0	22
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	211	710	194	605	625	212	247	1114	84	314	1185	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:	221	745	204	635	656	222	259	1169	88	329	1243	485
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	221	745	204	635	656	222	259	1169	88	329	1243	485
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	221	745	204	635	656	222	259	1169	88	329	1243	485
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.95	0.94	0.85	0.92	0.94	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3502	5187	1615	3502	5187	1615	3617	5358	1615	3502	5358	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.14	0.13	0.18	0.13	0.14	0.07	0.22	0.05	0.09	0.23	0.30
Crit Moves:		****		****				****		****		
Green/Cycle:	0.13	0.20	0.20	0.22	0.29	0.38	0.10	0.33	0.33	0.11	0.34	0.56
Volume/Cap:	0.49	0.72	0.63	0.84	0.44	0.36	0.75	0.67	0.17	0.84	0.68	0.54
Delay/Veh:	45.3	43.6	44.3	49.8	32.3	24.8	57.4	32.8	26.5	62.9	31.9	15.9
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:	45.3	43.6	44.3	49.8	32.3	24.8	57.4	32.8	26.5	62.9	31.9	15.9
LOS by Move:	D	D	D	D	C	C	E	C	C	E	C	B
HCM2kAvgQ:	4	10	7	13	7	5	6	13	2	8	14	10

Note: Queue reported is the number of cars per lane.

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MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #43 Kitching Street / Cactus Avenue

Cycle (sec): 75 Critical Vol./Cap.(X): 0.727
Loss Time (sec): 16 Average Delay (sec/veh): 29.8
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 1	0	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	181	528	80	156	359	93	159	921	169	69	462	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	181	528	80	156	359	93	159	921	169	69	462	134
Added Vol:	0	11	16	0	11	0	0	0	0	16	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	181	539	96	156	370	93	159	921	169	85	462	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	195	582	104	168	400	100	172	995	183	92	499	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	582	104	168	400	100	172	995	183	92	499	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:	195	582	104	168	400	100	172	995	183	92	499	145
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	1.01	1.01	0.98	1.03	0.88	0.98	1.03	0.88	0.98	1.03	0.88
Lanes:	2.00	1.70	0.30	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3729	3255	580	1865	3925	1668	1865	3925	1668	1865	3925	1668
Capacity Analysis Module:												
Vol/Sat:	0.05	0.18	0.18	0.09	0.10	0.06	0.09	0.25	0.11	0.05	0.13	0.09
Crit Moves:		****		****				****		****		
Green/Cycle:	0.17	0.22	0.22	0.13	0.17	0.17	0.22	0.30	0.30	0.13	0.22	0.22
Volume/Cap:	0.30	0.83	0.83	0.68	0.58	0.35	0.42	0.83	0.36	0.37	0.58	0.40
Delay/Veh:	27.2	35.3	35.3	38.3	29.8	27.9	25.9	29.3	20.8	30.6	27.2	25.7
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:	27.2	35.3	35.3	38.3	29.8	27.9	25.9	29.3	20.8	30.6	27.2	25.7
LOS by Move:	C	D	D	D	C	C	C	C	C	C	C	C
HCM2kAvgQ:	2	11	11	5	5	3	4	14	4	2	6	4

Note: Queue reported is the number of cars per lane.

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* Analysis does not assume peds on every cycle.

MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 Kitching Street / John F. Kennedy Drive

Cycle (sec):	65	Critical Vol./Cap.(X):	0.556
Loss Time (sec):	16	Average Delay (sec/veh):	25.8
Optimal Cycle:	OPTIMIZED	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	120	547	61	70	377	129	142	520	181	119	447	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	547	61	70	377	129	142	520	181	119	447	70
Added Vol:	11	0	0	0	0	27	27	16	11	0	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	131	547	61	70	377	156	169	536	192	119	463	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	137	573	64	73	395	163	177	561	201	125	485	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	573	64	73	395	163	177	561	201	125	485	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	137	573	64	73	395	163	177	561	201	125	485	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.20	1.25	1.25	1.20	1.21	1.21	1.05	1.06	1.06	1.05	1.10	0.94
Lanes:	2.00	1.80	0.20	1.00	1.41	0.59	1.00	1.47	0.53	1.00	2.00	1.00
Final Sat.:	4574	4267	476	2287	3256	1347	1986	2954	1058	1986	4180	1777
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.13	0.03	0.12	0.12	0.09	0.19	0.19	0.06	0.12	0.04
Crit Moves:		****		****				****		****		
Green/Cycle:	0.17	0.18	0.18	0.15	0.17	0.17	0.21	0.26	0.26	0.15	0.21	0.21
Volume/Cap:	0.18	0.73	0.73	0.21	0.72	0.72	0.43	0.73	0.73	0.41	0.56	0.20
Delay/Veh:	23.2	28.0	28.0	24.3	28.7	28.7	23.1	24.5	24.5	25.7	23.9	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:	23.2	28.0	28.0	24.3	28.7	28.7	23.1	24.5	24.5	25.7	23.9	21.5
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	1	8	8	2	7	7	4	9	9	3	5	1

Note: Queue reported is the number of cars per lane.

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* Analysis does not assume peds on every cycle.

MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #45 Kitching Street / Iris Avenue

Cycle (sec): 65 Critical Vol./Cap.(X): 0.566
Loss Time (sec): 16 Average Delay (sec/veh): 24.6
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:	Ovl			Include			Include			Ovl		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	182	311	457	166	399	190	198	956	190	441	1035	295
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	182	311	457	166	399	190	198	956	190	441	1035	295
Added Vol:	5	0	0	0	0	5	5	54	5	0	54	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	187	311	457	166	399	195	203	1010	195	441	1089	295
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	196	326	480	174	419	205	213	1060	205	463	1143	310
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	196	326	480	174	419	205	213	1060	205	463	1143	310
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	196	326	480	174	419	205	213	1060	205	463	1143	310
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	1.03	0.88	0.98	1.03	0.88	0.98	1.03	0.88	0.98	1.03	0.88
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3729	3925	1668	3729	3925	1668	3729	5888	1668	3729	5888	1668
Capacity Analysis Module:												
Vol/Sat:	0.05	0.08	0.29	0.05	0.11	0.12	0.06	0.18	0.12	0.12	0.19	0.19
Crit Moves:	****					****	****				****	
Green/Cycle:	0.15	0.17	0.37	0.16	0.17	0.17	0.15	0.23	0.23	0.20	0.27	0.43
Volume/Cap:	0.34	0.49	0.79	0.29	0.62	0.71	0.37	0.78	0.53	0.63	0.71	0.43
Delay/Veh:	24.9	25.1	25.2	24.4	26.6	33.3	25.1	26.5	23.4	25.7	22.8	13.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.9	25.1	25.2	24.4	26.6	33.3	25.1	26.5	23.4	25.7	22.8	13.3
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	B
HCM2kAvgQ:	2	4	12	2	5	6	2	9	5	6	9	6

Note: Queue reported is the number of cars per lane.

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* Analysis does not assume peds on every cycle.

MORENO VALLEY WALMART TIA (JN 08660)
General Plan Buildout (Post-2035) With Project Conditions WITH IMPROVEMENTS
Saturday Mid-Day Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #46 Lasselle Street / Iris Avenue

Cycle (sec): 95 Critical Vol./Cap.(X): 0.711
Loss Time (sec): 16 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:	Ovl			Include			Ovl			Include		
Min. Green:	10	20	20	10	20	20	10	34	34	10	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	258	548	260	330	440	233	338	1011	276	323	1165	207
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	258	548	260	330	440	233	338	1011	276	323	1165	207
Added Vol:	11	0	0	0	0	5	5	22	11	0	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	269	548	260	330	440	238	343	1033	287	323	1187	207
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	281	573	272	345	460	249	358	1079	300	338	1240	216
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	281	573	272	345	460	249	358	1079	300	338	1240	216
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	281	573	272	345	460	249	358	1079	300	338	1240	216
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	0.94	0.85	0.92	0.94	0.85
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3502	3610	1615	3502	3610	1615	3502	5358	1615	3502	5358	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.16	0.17	0.10	0.13	0.15	0.10	0.20	0.19	0.10	0.23	0.13
Crit Moves:		****		****			****				****	
Green/Cycle:	0.11	0.21	0.32	0.13	0.23	0.23	0.13	0.38	0.49	0.11	0.36	0.36
Volume/Cap:	0.71	0.75	0.52	0.76	0.56	0.68	0.76	0.53	0.38	0.86	0.65	0.37
Delay/Veh:	46.5	39.5	27.2	47.5	33.5	38.7	46.9	23.1	15.3	58.9	26.3	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:	46.5	39.5	27.2	47.5	33.5	38.7	46.9	23.1	15.3	58.9	26.3	23.0
LOS by Move:	D	D	C	D	C	D	D	C	B	E	C	C
HCM2kAvgQ:	6	10	7	7	7	8	7	9	6	8	12	5

Note: Queue reported is the number of cars per lane.

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APPENDIX 7.8

General Plan Buildout (Post-2035) With Project Conditions
Progression Analysis Worksheets, With Improvements

Lane Group	EBT	EBR	WBL	WBT	SBR
Lane Group Flow (vph)	602	429	688	2247	574
v/c Ratio	0.27	0.41	0.76	0.62	0.35
Control Delay	7.7	7.4	32.8	0.8	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	7.7	7.4	32.8	0.8	0.6
Queue Length 50th (ft)	63	64	161	0	0
Queue Length 95th (ft)	106	145	200	0	0
Internal Link Dist (ft)	199			297	
Turn Bay Length (ft)			300		
Base Capacity (vph)	2246	1035	1440	3610	1621
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.27	0.41	0.48	0.62	0.35

Intersection Summary

Lane Group	EBL	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBR
Lane Group Flow (vph)	91	1275	93	2735	327	745	423	139	404
v/c Ratio	0.56	0.40	0.09	0.87	0.37	0.92	0.41	0.60	0.63
Control Delay	56.9	10.8	2.1	28.0	6.5	51.6	28.8	42.5	25.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.9	10.8	2.1	28.0	6.5	51.6	28.8	42.5	25.1
Queue Length 50th (ft)	56	146	0	456	34	232	108	75	172
Queue Length 95th (ft)	107	176	19	513	91	#340	153	144	265
Internal Link Dist (ft)		174		278			327		
Turn Bay Length (ft)	175		300		300	350		100	
Base Capacity (vph)	180	3157	992	3126	881	837	1073	238	653
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.40	0.09	0.87	0.37	0.89	0.39	0.58	0.62

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	EBR	WBL	WBT	SBR
Lane Group Flow (vph)	1597	629	1176	1128	251
v/c Ratio	0.85	0.75	0.91	0.31	0.15
Control Delay	23.9	22.7	37.0	0.2	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	23.9	22.7	37.0	0.2	0.2
Queue Length 50th (ft)	382	248	291	0	0
Queue Length 95th (ft)	#501	396	#392	0	0
Internal Link Dist (ft)	199			297	
Turn Bay Length (ft)			300		
Base Capacity (vph)	1875	841	1359	3610	1621
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.85	0.75	0.87	0.31	0.15

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	210	1913	447	3111	522	166	191	288	5	272
v/c Ratio	0.93	0.55	0.38	0.94	0.54	0.24	0.21	0.97	0.01	0.43
Control Delay	95.3	11.5	1.6	35.4	8.4	36.5	33.1	89.0	33.2	25.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	95.3	11.5	1.6	35.4	8.4	36.5	33.1	89.0	33.2	25.0
Queue Length 50th (ft)	163	269	0	647	76	52	56	219	3	133
Queue Length 95th (ft)	#313	308	33	706	172	82	88	#393	13	206
Internal Link Dist (ft)		174		278			327		167	
Turn Bay Length (ft)	175		300		300	350		100		
Base Capacity (vph)	227	3449	1192	3304	974	717	921	306	490	627
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.93	0.55	0.38	0.94	0.54	0.23	0.21	0.94	0.01	0.43

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	EBR	WBL	WBT	SBR
Lane Group Flow (vph)	858	96	587	353	122
v/c Ratio	0.36	0.09	0.75	0.10	0.08
Control Delay	7.2	1.7	36.9	0.1	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	7.2	1.7	36.9	0.1	0.1
Queue Length 50th (ft)	92	0	151	0	0
Queue Length 95th (ft)	150	17	191	0	0
Internal Link Dist (ft)	199			297	
Turn Bay Length (ft)			300		
Base Capacity (vph)	2400	1089	1359	3610	1621
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.36	0.09	0.43	0.10	0.08

Intersection Summary

Lane Group	EBL	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBR
Lane Group Flow (vph)	102	1124	267	1626	458	148	170	198	85
v/c Ratio	0.58	0.30	0.22	0.42	0.41	0.27	0.24	0.84	0.17
Control Delay	64.4	6.7	1.3	14.9	2.6	40.8	16.0	73.8	20.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.4	6.7	1.3	14.9	2.6	40.8	16.0	73.8	20.2
Queue Length 50th (ft)	77	101	0	191	0	50	22	148	36
Queue Length 95th (ft)	133	152	28	269	52	75	48	222	63
Internal Link Dist (ft)		174		278			327		
Turn Bay Length (ft)	175		300		300	350		100	
Base Capacity (vph)	225	3748	1207	3866	1125	720	914	315	535
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.30	0.22	0.42	0.41	0.21	0.19	0.63	0.16

Intersection Summary

APPENDIX 8.1

Site Adjacent Progression Analysis Worksheets

Intersection: 22: Driveway 1 & Gentian Av

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	31	53
Average Queue (ft)	2	25
95th Queue (ft)	12	48
Link Distance (ft)	861	69
Upstream Blk Time (%)		0
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 23: Santiago Dr & Driveway 2

Movement	SB
Directions Served	LR
Maximum Queue (ft)	49
Average Queue (ft)	27
95th Queue (ft)	39
Link Distance (ft)	168
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 33: Perris Bl & Gentian Av

Movement	EB	EB	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	LTR	L	T	T	TR	L	T	T	TR
Maximum Queue (ft)	116	53	189	92	243	238	181	121	142	134	114
Average Queue (ft)	60	11	70	19	106	102	69	62	66	32	35
95th Queue (ft)	105	37	138	52	176	170	136	97	115	81	80
Link Distance (ft)		861	272		490	490	490		1136	1136	1136
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	150			200				125			
Storage Blk Time (%)					1			0	0		
Queuing Penalty (veh)					0			0	0		

Intersection: 34: Perris Bl & Driveway 3

Movement	EB
Directions Served	R
Maximum Queue (ft)	57
Average Queue (ft)	23
95th Queue (ft)	48
Link Distance (ft)	416
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 35: Perris Bl & Driveway 4

Movement	EB
Directions Served	R
Maximum Queue (ft)	57
Average Queue (ft)	34
95th Queue (ft)	53
Link Distance (ft)	189
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 36: Perris Bl & Santiago Dr

Movement	EB	EB	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	LTR	L	T	T	TR	L	T	T	TR
Maximum Queue (ft)	91	53	157	159	204	168	96	93	141	138	140
Average Queue (ft)	52	28	111	73	109	70	37	51	79	84	75
95th Queue (ft)	82	55	171	125	178	133	82	84	120	129	125
Link Distance (ft)		146	142		666	666	666		216	216	216
Upstream Blk Time (%)			7								
Queuing Penalty (veh)			0								
Storage Bay Dist (ft)	150			200				200			
Storage Blk Time (%)					0						
Queuing Penalty (veh)					0						

Network Summary

Network wide Queuing Penalty: 1

Intersection: 22: Driveway 1 & Gentian Av

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	51	78
Average Queue (ft)	7	41
95th Queue (ft)	30	65
Link Distance (ft)	861	69
Upstream Blk Time (%)		0
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 23: Santiago Dr & Driveway 2

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	31	75
Average Queue (ft)	1	40
95th Queue (ft)	10	62
Link Distance (ft)	1202	168
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 33: Perris Bl & Gentian Av

Movement	EB	EB	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	LTR	L	T	T	TR	L	T	T	TR
Maximum Queue (ft)	157	54	223	250	332	295	275	177	200	182	197
Average Queue (ft)	89	23	103	53	162	162	151	101	117	87	90
95th Queue (ft)	145	49	182	145	265	260	237	169	202	168	183
Link Distance (ft)		861	272		490	490	490		1136	1136	1136
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	150			200				125			
Storage Blk Time (%)	0				3			6	5		
Queuing Penalty (veh)	0				2			25	9		

Intersection: 34: Perris Bl & Driveway 3

Movement	EB
Directions Served	R
Maximum Queue (ft)	56
Average Queue (ft)	38
95th Queue (ft)	63
Link Distance (ft)	416
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 35: Perris Bl & Driveway 4

Movement	EB	SB	SB
Directions Served	R	T	TR
Maximum Queue (ft)	94	31	28
Average Queue (ft)	46	2	1
95th Queue (ft)	79	12	9
Link Distance (ft)	189	418	418
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 36: Perris Bl & Santiago Dr

Movement	EB	EB	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	LTR	L	T	T	TR	L	T	T	TR
Maximum Queue (ft)	128	146	157	185	243	214	180	215	253	208	193
Average Queue (ft)	79	56	96	95	143	115	69	91	118	123	116
95th Queue (ft)	124	130	158	154	215	195	131	163	219	199	193
Link Distance (ft)		146	142		666	666	666		216	216	216
Upstream Blk Time (%)	0	1	4					0	1	0	
Queuing Penalty (veh)	0	3	0					0	4	0	
Storage Bay Dist (ft)	150			200				200			
Storage Blk Time (%)	0	1		0	1			1	1		
Queuing Penalty (veh)	0	2		0	2			5	1		

Network Summary

Network wide Queuing Penalty: 52

Intersection: 22: Driveway 1 & Gentian Av

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	31	82
Average Queue (ft)	3	41
95th Queue (ft)	18	65
Link Distance (ft)	861	69
Upstream Blk Time (%)		1
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 23: Santiago Dr & Driveway 2

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	31	97
Average Queue (ft)	1	45
95th Queue (ft)	10	76
Link Distance (ft)	1202	168
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 33: Perris Bl & Gentian Av

Movement	EB	EB	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	LTR	L	T	T	TR	L	T	T	TR
Maximum Queue (ft)	192	195	200	135	373	361	347	102	266	233	224
Average Queue (ft)	99	33	101	53	204	202	184	65	149	117	122
95th Queue (ft)	171	92	174	105	314	296	288	113	242	216	218
Link Distance (ft)		861	272		490	490	490		1136	1136	1136
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	150			200				125			
Storage Blk Time (%)	4				7				10		
Queuing Penalty (veh)	2				5				8		

Intersection: 34: Perris Bl & Driveway 3

Movement	EB	SB	SB
Directions Served	R	T	TR
Maximum Queue (ft)	72	51	48
Average Queue (ft)	43	2	4
95th Queue (ft)	64	17	25
Link Distance (ft)	416	490	490
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 35: Perris Bl & Driveway 4

Movement	EB	SB	SB	SB
Directions Served	R	T	T	TR
Maximum Queue (ft)	136	50	72	54
Average Queue (ft)	53	4	6	5
95th Queue (ft)	89	23	31	28
Link Distance (ft)	189	418	418	418
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 36: Perris Bl & Santiago Dr

Movement	EB	EB	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	LTR	L	T	T	TR	L	T	T	TR
Maximum Queue (ft)	135	146	157	231	232	214	175	130	229	226	228
Average Queue (ft)	78	63	90	128	156	122	83	76	109	129	131
95th Queue (ft)	123	119	152	204	237	198	152	115	235	246	240
Link Distance (ft)		146	142		666	666	666		216	216	216
Upstream Blk Time (%)	0	0	2						1	1	1
Queuing Penalty (veh)	0	0	0						5	5	5
Storage Bay Dist (ft)	150			200				200			
Storage Blk Time (%)	0	0		2	2				1		
Queuing Penalty (veh)	0	0		8	3				1		

Network Summary

Network wide Queuing Penalty: 43

Intersection: 22: Driveway 1 & Gentian Av

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	31	82
Average Queue (ft)	6	31
95th Queue (ft)	26	59
Link Distance (ft)	861	69
Upstream Blk Time (%)		0
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 23: Santiago Dr & Driveway 2

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	76	53
Average Queue (ft)	6	29
95th Queue (ft)	32	50
Link Distance (ft)	1202	168
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 33: Perris Bl & Gentian Av

Movement	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	T	TR	L	T	T	TR
Maximum Queue (ft)	165	53	147	199	250	422	404	403	204	310	261	202
Average Queue (ft)	82	33	63	111	74	282	274	264	105	168	132	90
95th Queue (ft)	138	56	116	191	209	409	395	397	179	254	220	159
Link Distance (ft)		861	271	271		490	490	490		1135	1135	1135
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	150				200				125			
Storage Blk Time (%)	1					18			7	12		
Queuing Penalty (veh)	0					9			37	16		

Intersection: 34: Perris Bl & Driveway 3

Movement	EB	SB
Directions Served	R	TR
Maximum Queue (ft)	51	44
Average Queue (ft)	25	1
95th Queue (ft)	49	14
Link Distance (ft)	416	490
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 35: Perris Bl & Driveway 4

Movement	EB	SB	SB	SB
Directions Served	R	T	T	TR
Maximum Queue (ft)	74	162	150	142
Average Queue (ft)	38	20	19	13
95th Queue (ft)	67	83	82	67
Link Distance (ft)	189	418	418	418
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 36: Perris Bl & Santiago Dr

Movement	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	T	TR	L	T	T	TR
Maximum Queue (ft)	103	78	101	157	249	310	249	199	166	231	230	250
Average Queue (ft)	72	41	58	135	113	198	157	97	65	145	150	149
95th Queue (ft)	113	82	103	187	202	286	246	178	120	269	269	266
Link Distance (ft)		146	142	142		666	666	666		216	216	216
Upstream Blk Time (%)				16						2	2	2
Queuing Penalty (veh)				0						13	12	13
Storage Bay Dist (ft)	150				200				200			
Storage Blk Time (%)					0	7				4		
Queuing Penalty (veh)					0	9				3		

Network Summary

Network wide Queuing Penalty: 113

Intersection: 22: Driveway 1 & Gentian Av

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	86	84
Average Queue (ft)	16	52
95th Queue (ft)	54	84
Link Distance (ft)	861	69
Upstream Blk Time (%)		4
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 23: Santiago Dr & Driveway 2

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	117	108
Average Queue (ft)	18	52
95th Queue (ft)	65	83
Link Distance (ft)	1202	168
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 33: Perris Bl & Gentian Av

Movement	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	T	TR	L	T	T	TR
Maximum Queue (ft)	199	310	150	211	250	499	499	505	205	582	548	436
Average Queue (ft)	105	133	60	104	133	412	409	402	189	315	262	213
95th Queue (ft)	184	257	114	181	281	496	498	492	235	513	441	332
Link Distance (ft)		861	271	271		490	490	490		1135	1135	1135
Upstream Blk Time (%)						0	1	1				
Queuing Penalty (veh)						3	5	6				
Storage Bay Dist (ft)	150				200				125			
Storage Blk Time (%)	2	8				30			34	16		
Queuing Penalty (veh)	4	11				32			253	45		

Intersection: 34: Perris Bl & Driveway 3

Movement	EB	NB	NB	NB	SB	SB
Directions Served	R	T	T	T	T	T
Maximum Queue (ft)	97	31	50	72	28	24
Average Queue (ft)	48	3	2	4	1	1
95th Queue (ft)	85	16	24	28	13	11
Link Distance (ft)	416	418	418	418	490	490
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 35: Perris Bl & Driveway 4

Movement	EB	NB	SB	SB	SB
Directions Served	R	T	T	T	TR
Maximum Queue (ft)	158	13	190	218	243
Average Queue (ft)	54	0	24	31	40
95th Queue (ft)	119	6	136	137	165
Link Distance (ft)	189	216	418	418	418
Upstream Blk Time (%)	0				
Queuing Penalty (veh)	0				
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 36: Perris Bl & Santiago Dr

Movement	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	T	TR	L	T	T	TR
Maximum Queue (ft)	145	174	157	157	250	437	347	332	215	255	238	239
Average Queue (ft)	89	106	67	103	158	263	219	184	114	154	162	168
95th Queue (ft)	147	173	131	168	268	373	310	292	189	248	247	255
Link Distance (ft)		146	142	142		666	666	666		216	216	216
Upstream Blk Time (%)	2	5	2	5					0	1	2	3
Queuing Penalty (veh)	0	16	0	0					0	12	19	22
Storage Bay Dist (ft)	150				200				200			
Storage Blk Time (%)	2	5			2	13			1	2		
Queuing Penalty (veh)	3	7			11	22			5	4		

Network Summary

Network wide Queuing Penalty: 478

Intersection: 22: Driveway 1 & Gentian Av

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	55	84
Average Queue (ft)	20	53
95th Queue (ft)	46	82
Link Distance (ft)	861	69
Upstream Blk Time (%)		2
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 23: Santiago Dr & Driveway 2

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	76	146
Average Queue (ft)	27	66
95th Queue (ft)	67	116
Link Distance (ft)	1202	168
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 33: Perris Bl & Gentian Av

Movement	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	T	TR	L	T	T	TR
Maximum Queue (ft)	118	74	140	230	250	448	438	479	204	264	236	225
Average Queue (ft)	54	47	77	88	104	337	358	365	99	192	158	130
95th Queue (ft)	88	76	131	163	254	449	457	461	176	263	239	214
Link Distance (ft)		861	271	271		490	490	490		1135	1135	1135
Upstream Blk Time (%)								0				
Queuing Penalty (veh)								0				
Storage Bay Dist (ft)	150				200				125			
Storage Blk Time (%)						16			2	14		
Queuing Penalty (veh)						10			17	18		

Intersection: 34: Perris Bl & Driveway 3

Movement	EB	NB	NB	NB
Directions Served	R	T	T	T
Maximum Queue (ft)	95	31	30	55
Average Queue (ft)	51	1	1	3
95th Queue (ft)	81	10	10	21
Link Distance (ft)	416	418	418	418
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 35: Perris Bl & Driveway 4

Movement	EB	SB	SB	SB
Directions Served	R	T	T	TR
Maximum Queue (ft)	116	218	204	311
Average Queue (ft)	53	61	79	81
95th Queue (ft)	93	149	162	200
Link Distance (ft)	189	418	418	418
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 36: Perris Bl & Santiago Dr

Movement	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	T	TR	L	T	T	TR
Maximum Queue (ft)	145	170	157	119	250	681	629	352	216	266	254	248
Average Queue (ft)	88	127	103	58	219	339	306	231	128	206	213	208
95th Queue (ft)	148	191	181	101	292	551	500	322	214	269	270	274
Link Distance (ft)		146	142	142		666	666	666		216	216	216
Upstream Blk Time (%)	2	7	10			1			0	5	8	7
Queuing Penalty (veh)	0	32	0			0			0	39	59	50
Storage Bay Dist (ft)	150				200				200			
Storage Blk Time (%)	2	7			18	15			0	8		
Queuing Penalty (veh)	7	11			133	31			1	11		

Network Summary

Network wide Queuing Penalty: 420