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September 23, 2015

Ms. Tracy Zinn
T&B Planning
17542 East 17th Street
Tustin, CA 92780

SUBJECT: MORENO VALLEY LOGISTICS CENTER SUPPLEMENTAL BASIC FREEWAY SEGMENT ANALYSIS

Dear Ms. Tracy Zinn:

This letter serves as a supplement to the *Moreno Valley Logistics Center Traffic Impact Analysis* (dated July 31, 2015) (referred to as "Traffic Study") that assesses freeway mainline segments for the following scenarios found in the Traffic Study:

- Existing (2015) Conditions
- Existing plus Project Conditions (E+P)
- Opening Year Cumulative (2020) Without Project Conditions
- Opening Year Cumulative (2020) With Project Conditions
- Horizon Year (2035) Without Project Conditions
- Horizon Year (2035) With Project Conditions

Study area mainline segments were selected based on the Project's contribution of 25 or more on-way peak hour trips on a segment (passenger-car-equivalent (PCE) volume based as opposed to actual vehicles), which results in a wider study area than the I-215 Freeway at Cactus Avenue and Harley Knox Boulevard interchanges that were evaluated in the Project's Traffic Study.

SUMMARY OF FINDINGS

Based on the results of this analysis, segments on the SR-91 Freeway west of the I-15 Freeway, I-15 Freeway, I-215 Freeway north of the SR-60/SR-91 Freeways, SR-60 Freeway east of Frederick Street, SR-60 Freeway west of the SR-60/SR-91 Freeways, or the I-215 Freeway south of Nuevo Road are anticipated to receive fewer than 25 one-way peak hour trips from the Project and are therefore considered less than significant. Additionally, the proposed Project will result in a less than significant traffic impact on the SR-91 Freeway, SR-60/I-215 Freeway, and I-215 Freeway segments where the Project is anticipated to contribute 25 or more one-way peak hour trips for E+P traffic conditions (see Table 3 attached to this letter). Opening Year Cumulative (2020) and Horizon Year (2035) traffic growth along the SR-91 Freeway, SR-60 Freeway, and I-215 Freeway are anticipated to exceed the capacity of existing lanes, and would thus result in a deficient level of service (LOS) for select freeway

mainline segments under both Opening Year Cumulative (2020) traffic conditions (see Table 4 attached to this report) and Horizon Year (2035) traffic conditions (see Table 5 attached to this report).

INTRODUCTION

The *Caltrans Guide for the Preparation of Traffic Impact Studies* (December 2002), specifies when an assessment of a State highway facility (SHF) is typically required. Caltrans has also clarified their traffic study guidelines in a letter to the City of Moreno Valley (dated February 10, 2014) which further defines the scope of study for SHFs in CEQA documents by indicating the need for analysis of freeway segments where a project is anticipated to contribute 50 or more peak hour trips and recognizing that a project's contribution to freeway segments dissipates with distance from the point of entry onto the State Highway System (SHS). The letter written by Caltrans to the City of Moreno Valley is applicable to all development within the Moreno Valley Industrial Area Plan (MVIAP), which the proposed Project is located within. The Caltrans letter is included in Attachment A.

In an effort to conduct a conservative analysis, the Project has evaluated the freeway segments in which the Project is anticipated to contribute 25 or more peak hour trips (in excess of the Caltrans 50 peak hour trip criterion). The Project is anticipated to contribute 25 or more actual vehicle-based peak hour trips to portions of the I-215 Freeway (along the SR-91 Freeway from the I-15 Freeway to the I-215/SR-60/SR-91 Freeway interchange, SR-60 Freeway from the I-215/SR-60/SR-91 Freeway interchange to Day Street, and I-215 Freeway from the I-215/SR-60 Freeway interchange to Nuevo Road). As the proposed Project is not anticipated to contribute 25 or more actual vehicle-based peak hour trips beyond these segments, additional segments of the SR-91 Freeway, SR-60 Freeway, I-15 Freeway, or I-215 Freeway have not been included for the purposes of this analysis and are not required to be evaluated by Caltrans. The freeway segments evaluated for the purposes of this supplemental analysis are shown on Table 1.

REGIONAL GOODS MOVEMENT

The Southern California Association of Governments (SCAG) is a regional agency established pursuant to California Government Code §6500, also referred to as the Joint Powers Authority law. On April 4, 2012, SCAG adopted the 2012-2035 Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS) with goals to:

1) Maximize mobility and accessibility for all people and goods in the region;
2) Ensure travel safety and reliability for all people and goods in the region;
3) Preserve and ensure a sustainable transportation system;
4) Maximize productivity of the transportation system;
5) Protect the environment, improve air quality, and promote energy efficiency;

6) Encourage land use and growth patterns that complement the transportation investments and improve the cost-effectiveness of expenditures; and

7) Maximize the security of the transportation system The RTP/SCS includes a chapter titled "Goods Movement."

It states that the SCAG region hosts one of the largest clusters of logistics activity in North America. Logistics activities, and the jobs that go with them, depend on complex transportation network. The Goods Movement section of the RTP/SCS sets forth regional strategies to achieve an efficient movement of goods throughout Southern California. It recognizes that the SCAG region will experience dramatic increases in truck traffic on east-west corridors that will cause increased congestion and longer delays to both trucks and general traffic on existing routes.

Goods movements within the SCAG region ranges from moving goods directly from manufacturing centers to local consumers, to those traveling from the San Pedro Bay Ports, to distance destinations across the United States. Goods movements and freight transportation are essential to the SCAG regional economy and quality of life. The regional goods movement system has six primary components: seaports, land ports, air cargo facilities, interstate/highways/local roads, railroads and warehousing/distribution centers. Each component is discussed below:

- Seaports – There are three major ports within the SCAG region: Los Angeles, Long Beach and Hueneme. The Ports of Los Angeles and Long Beach combined are the largest container port complex within the United States. Port Hueneme specializes in the import/export of automobiles, fresh fruit, produce, and serves as the primary support facility for the offshore oil industry.
- Land Ports – There are three international border crossings in Imperial County (Calexico West-Mexicali I, Calexico East-Mexicali II and Andrade-Los Algodones. These border crossings are busy commercial land ports primarily used for the transport of agricultural products.
- Air Cargo Facilities – Los Angeles International Airport (LAX) and Ontario International Airport (ONT) handle a combined 96 percent of the SCAG region's air cargo.
- Interstate, Highways, and Local Roads – The roadway system carries a mix of local, domestic trade and international cargoes. The roadway system also provides connections between the ports, manufacturing facilities, intermodal terminals, warehouses and distribution centers.
- Railroads – The Burlington Northern Santa Fe Railway (NBSF) and the Union Pacific (UP) are two Class I railroads that are responsible for carrying international and domestic cargo to and from various areas of the country. Both railroads connect directly to the San Pedro Bay Ports.
- Warehousing and Distribution Centers – As of 2008, the SCAG region consisted of approximately 837 million square feet of warehousing space. Roughly 15 percent of the occupied warehouse space served port-related uses while the remaining 85 percent supported

a mix of domestic and international cargo. Distribution facilities for domestic cargo tend to be located in areas farther away from the Ports – such as the Inland Empire.

REGIONAL FREEWAY SYSTEM

Sections of the I-710, I-605, SR-60 and SR-91 carry the highest volumes of truck traffic within the SCAG region, with each averaging approximately 25,000 trucks per day. Other major freeways within the area include the I-5, I-10, I-15 and I-210 where some carry as much as 20,000 trucks per day. The regional freeway system is a key component to the regional goods movement within the SCAG region. Trucks use the freeway system to carry freight between businesses and consumers throughout the SCAG region. The I-710 is anticipated to experience the highest growth in truck traffic related to the growth in port-related traffic. Considerable growth in truck traffic is also anticipated on the I-10 and I-210 Freeway with the highest growth of the east-west corridors is expected for the SR-60 Freeway.

Based on information from the 2012-2035 Regional Transportation Plan (RTP), 87.9 percent of all truck trips are anticipated to remain internal to Riverside County. The remaining 12.1 percent are external trips generated within Riverside County and leaving the SCAG region. The internal truck trips have origins and destinations within the SCAG region and are generated by local industries, construction sites, domestic warehouses, domestic truck terminals and residences. The external truck trips are interregional that reflect trade between the SCAG region and the remainder of the United States. There are also port truck trips, secondary port truck trips and intermodal truck trips; however, these trips account for less than six percent of the overall truck trips.

Exhibit 1 illustrates the SCAG region truck routes and shows the distribution of truck traffic external to the SCAG region, per the 2012-2035 RTP. Based on the Project trip distribution patterns, the Project PM peak hour trips are shown on Exhibit 2. In excess of the 50 peak hour trip threshold, the SR-91, SR-60, and I-215 Freeways segments listed previously on Table 1 would receive 25 or more Project-related peak hour trips and were thus selected for analysis. In an effort to conservatively determine the study area, passenger-car-equivalent (PCE) volume-based trips were utilized as opposed to actual vehicles.

FREEWAY MAINLINE SEGMENT ANALYSIS METHODOLOGY & ASSUMPTIONS

The freeway segments of the SR-91, SR-60, and I-215 Freeways shown on Table 1 have been selected for analysis based on Caltrans traffic study guidelines. The freeway segments evaluated in this supplemental analysis are based on actual vehicle-based peak hour directional volumes. The freeway segment analysis is based on the methodology described in the Highway Capacity Manual (HCM 2010), and performed using HCS2010 software. The performance measure preferred by Caltrans to calculate LOS is density. Density is expressed in terms of passenger cars per mile per lane. Table 2 illustrates the freeway segment LOS thresholds for each density range utilized for this analysis.

The number of lanes for existing baseline conditions has been obtained from field observations conducted by Urban Crossroads or through aerial imagery. The existing freeway geometrics have been utilized for the following traffic conditions: Existing (2015) and E+P. Near-term and long-range planned improvements along the SR-91 Freeway and I-215 Freeway have been assumed to be in place for the Opening Year Cumulative (2020) and Horizon Year (2035) analyses, respectively. The improvements that have been evaluated as part of this analysis are discussed subsequently.

The I-215 Freeway mainline volume data was obtained from the Caltrans Performance Measurement System (PeMS) website for each of the segments of the SR-91 Freeway, SR-60 Freeway, and I-215 Freeway identified in Table 1. The data was obtained for May 2015 for which reliable data could be obtained, similar to the count date of the intersections counts conducted for the Traffic Study. 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 evening (PM) peak hours. 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 PCE volumes) have been utilized for the purposes of the basic freeway segment analysis.

PLANNED ENHANCEMENTS TO THE REGIONAL FREEWAY SYSTEM

OPENING YEAR CUMULATIVE (2020) CONDITIONS

In an effort to improve existing congestion along the SR-91 between Anaheim and Corona, RCTC in partnership with Caltrans, the City of Corona and the Orange County Transportation Authority (OCTA), is currently constructing the SR-91 Project. The SR-91 Project includes the addition of two tolled Express Lanes and one mixed flow lane in each direction of travel between the SR-71 Freeway and the I-15 Freeway. The SR-91 Project also includes the addition of a southbound mixed flow lane along the I-15 Freeway between SR-91 Freeway to Ontario Avenue and an eastbound mixed flow lane along the SR-91 Freeway between the I-15 Freeway and Pierce Street. Funding for the project is provided by a combination of federal, state and local sources, as well as revenue bonds. The Express Lanes will be funded by tolls from future drivers who choose to utilize these lanes. Toll revenue will then be used to repay the federal loan for this project. Construction is currently underway and is expected to be completed by 2017.

To improve mobility through the downtown Riverside area, Caltrans, in partnership with RCTC and the City of Riverside, is currently constructing one high-occupancy vehicle (HOV) lane in each direction along the SR-91 Freeway between Adams Street and the SR-60/SR-91/I-215 freeway Interchange. The project was primarily funded by Measure A, federal funds and Corridor Mobility Improvement Account (CMIA) funds (the state Proposition IB funding). The purpose of the project is to provide HOV continuity from the west and improve traffic safety and level of service. Construction began in Spring 2012 and is anticipated to be completed by the end of 2015.

The SCAG RTP includes a list of projects included in the Federal Transportation Improvement Program (FTIP). The following is the only applicable FTIP project within the study area, which has also been assumed for Opening Year Cumulative (2020) and Horizon Year (2035) Without and With Project traffic conditions only:

- Interchange improvements at I-215/Cactus Avenue includes the extension of the northbound auxiliary lane between Alessandro Boulevard south to Cactus Avenue (to be completed by 2018).

Each of the aforementioned improvements have been assumed to be in place for Opening Year Cumulative (2020) traffic conditions.

HORIZON YEAR (2035) CONDITIONS

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 the I-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 proposes to add a carpool lane (high-occupancy vehicle or HOV 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 only been assumed to be in place for Horizon Year (2035) traffic conditions and not for Existing, E+P, or Opening Year Cumulative (2020) traffic conditions.

EXISTING (2015) CONDITIONS ANALYSIS

Existing (2015) mainline directional volumes for the AM and PM peak hours are provided on Table 3. As shown on Table 3, the I-215 Freeway segments analyzed were found to operate at an acceptable LOS (i.e., LOS D or better) during the peak hours. The Existing (2015) peak hour directional freeway mainline LOS is shown on Table 3 and are graphically shown on Exhibit 3. Existing (2015) basic freeway segment analysis worksheets are provided in Attachment B.

E+P CONDITIONS ANALYSIS

E+P conditions mainline directional volumes for the AM and PM peak hours are also shown on Table 3. Project traffic was added to the Existing (2015) volumes based on a combination of the Project's trip distribution from the Traffic Study and the distribution of trucks within the SCAG region (see Exhibit 1).

As shown on Table 3, I-215 Freeway segments analyzed were found to operate at an acceptable LOS (i.e., LOS D or better) with the addition of Project traffic during the peak hours under E+P conditions.

The E+P peak hour directional freeway mainline LOS is shown on Table 3 and are graphically shown on Exhibit 4. E+P conditions basic freeway segment analysis worksheets are provided in Attachment C.

OPENING YEAR CUMULATIVE (2020) CONDITIONS

WITHOUT PROJECT

Opening Year Cumulative (2020) Without Project mainline directional volumes for the AM and PM peak hours are provided on Table 4. Ambient growth and cumulative development traffic have been added to Existing (2015) traffic conditions. As shown on Table 4, I-215 Freeway segments analyzed were found to operate at an acceptable LOS (i.e., LOS D or better) during the peak hours under Opening Year Cumulative (2020) Without Project traffic conditions, with the exception of the following segments:

ID	Freeway	Direction	Segment	Level of Service
24	I-215	Southbound	Eucalyptus Av. to Alessandro Bl.	LOS F PM peak hour only
29	I-215	Southbound	Ramona Exwy. to Nuevo Rd.	LOS F PM peak hour only
32	SR-91	Westbound	Riverwalk Pkwy. To Magnolia Av.	LOS E PM peak hour only
48	I-215	Northbound	University Av. to Martin Luther King Bl.	LOS E AM peak hour only
51	I-215	Northbound	Box Springs Rd. to SR-60/I-215 Freeway	LOS E PM peak hour only
53	I-215	Northbound	Eucalyptus Av. to Alessandro Bl.	LOS E AM peak hour; LOS F PM peak hour
58	I-215	Northbound	Ramona Exwy. to Nuevo Rd.	LOS E AM and PM peak hours

The Opening Year Cumulative (2020) Without Project peak hour directional freeway mainline LOS is shown on Table 4 and is graphically shown on Exhibit 5. Opening Year Cumulative (2020) Without Project basic freeway segment analysis worksheets are provided in Attachment D.

WITH PROJECT

Opening Year Cumulative (2020) With Project mainline directional volumes for the AM and PM peak hours are also provided on Table 4. Ambient growth, Project traffic, and cumulative development traffic has been added to Existing (2015) traffic conditions. As shown on Table 4, there are no additional freeway segments anticipated to operate at unacceptable LOS with the addition of Project traffic, in addition to those previously identified for Opening Year Cumulative (2020) Without Project traffic conditions.

The Opening Year Cumulative (2020) With Project peak hour directional freeway mainline LOS is shown on Table 4 and is graphically shown on Exhibit 6. Opening Year Cumulative (2020) With Project basic freeway segment analysis worksheets are provided in Attachment E.

HORIZON YEAR (2035) CONDITIONS

WITHOUT PROJECT

Horizon Year (2035) mainline directional volumes for the AM and PM peak hours are provided on Table 5 for Without Project conditions. As shown on Table 5, the following freeway segments evaluated were found to operate at an unacceptable LOS (i.e., LOS E or worse) during the peak hours for Horizon Year (2035) Without Project traffic conditions:

ID	Freeway	Direction	Segment	Level of Service
2	SR-91	Eastbound	McKinley St. to Riverwalk Pkwy.	LOS E AM and PM peak hours
3	SR-91	Eastbound	Riverwalk Pkwy. To Magnolia Av.	LOS F AM and PM peak hours
8	SR-91	Eastbound	Adams St. to Madison St.	LOS F AM peak hour; LOS E PM peak hour
24	I-215	Southbound	Eucalyptus Av. to Alessandro Bl.	LOS F PM peak hour only
27	I-215	Southbound	Van Buren Bl. to Harley Knox Bl.	LOS E AM and PM peak hours
29	I-215	Southbound	Ramona Exwy. to Nuevo Rd.	LOS E PM peak hour only
30	SR-91	Westbound	I-15 Freeway to McKinley St.	LOS F AM and PM peak hours
31	SR-91	Westbound	McKinley St. to Riverwalk Pkwy.	LOS F AM and PM peak hours
32	SR-91	Westbound	Riverwalk Pkwy. To Magnolia Av.	LOS F AM and PM peak hours
33	SR-91	Westbound	Magnolia Av. to La Sierra Av.	LOS F AM and PM peak hours
34	SR-91	Westbound	La Sierra Av. to Tyler Av.	LOS F AM and PM peak hours
49	I-215	Northbound	Martin Luther King Bl. to Central Av.	LOS E AM and PM peak hours
51	I-215	Northbound	Box Springs Rd. to SR-60/I-215 Freeway	LOS E PM peak hour only
52	I-215	Northbound	SR-60 Freeway to Eucalyptus Av.	LOS E AM and PM peak hours
53	I-215	Northbound	Eucalyptus Av. to Alessandro Bl.	LOS F PM peak hour only
56	I-215	Northbound	Van Buren Bl. to Harley Knox Bl.	LOS E AM and PM peak hours
58	I-215	Northbound	Ramona Exwy. to Nuevo Rd.	LOS E AM and PM peak hours

The Horizon Year (2035) Without Project peak hour directional freeway mainline LOS are shown on Table 5 and are graphically shown on Exhibit 7. Horizon Year (2035) Without Project basic freeway segment analysis worksheets are provided in Attachment F.

WITH PROJECT

Project traffic has been added to the Horizon Year (2035) Without Project forecasts for Horizon Year (2035) With Project traffic conditions (see Table 5). As shown on Table 5, the addition of Project traffic is not anticipated to result in any additional freeway segment deficiencies from those previously identified under Horizon Year (2035) Without Project traffic conditions. The Horizon Year (2035) With Project peak hour directional freeway mainline LOS are shown on Table 5 and are graphically shown on

Exhibit 8. Horizon Year (2035) With Project basic freeway segment analysis worksheets are provided in Attachment G.

If you have any questions, please contact me directly at (949) 336-5978.

Respectfully submitted,

URBAN CROSSROADS, INC.

Aric Evatt, PTP
President

Charlene So, PE
Senior Transportation Engineer

EXHIBIT 1: SCAG REGION TRUCK ROUTES

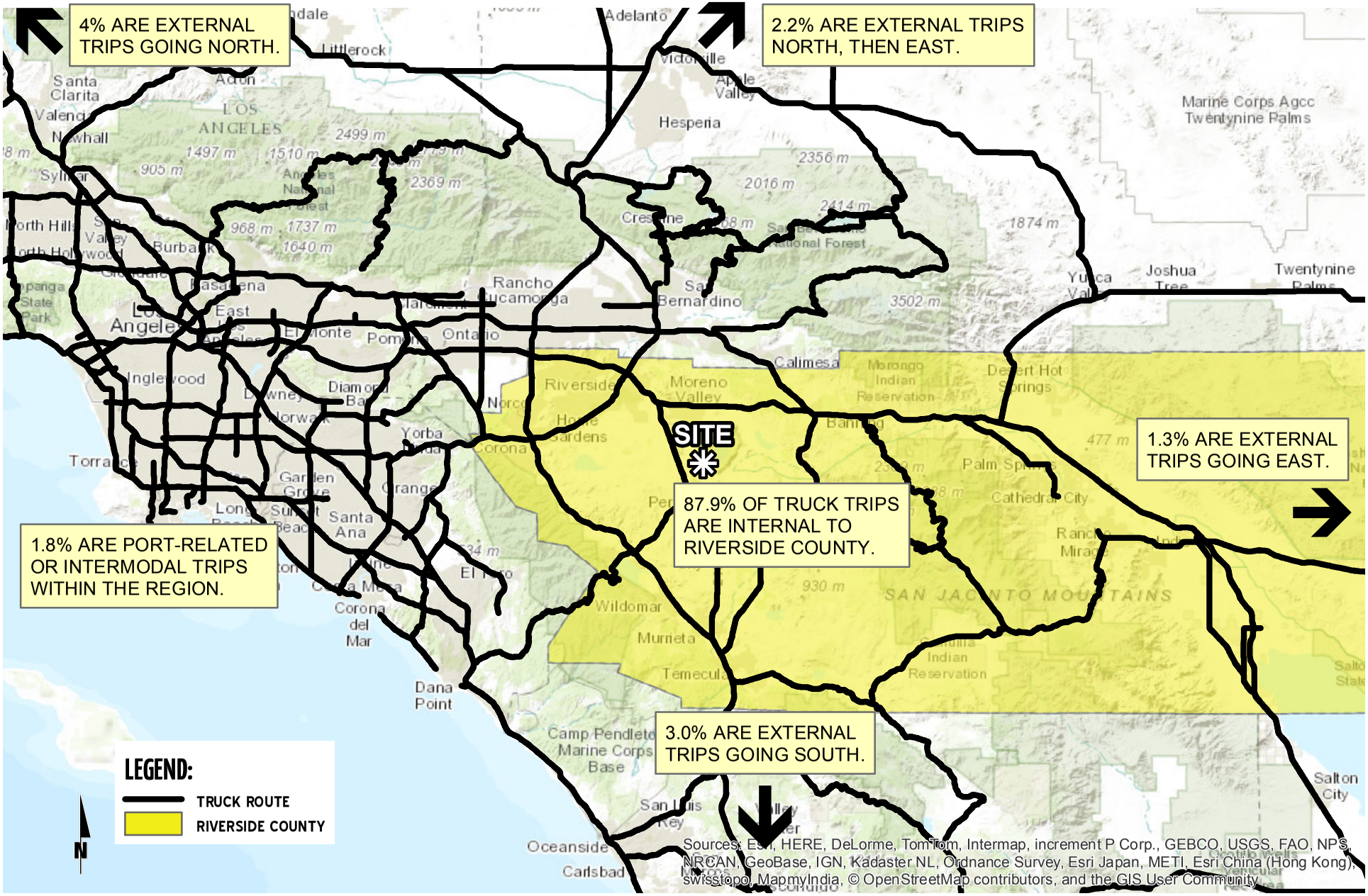

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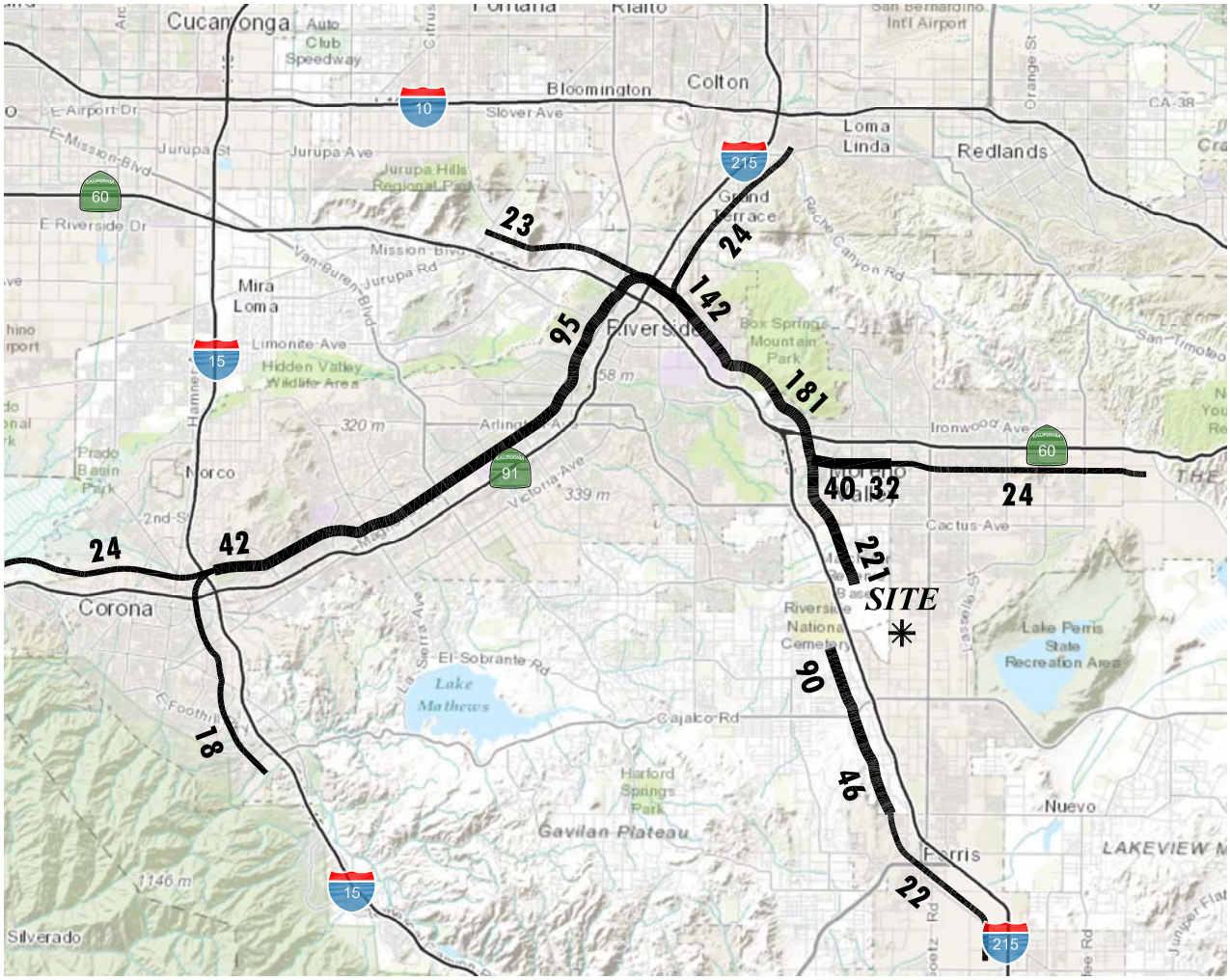
EXHIBIT 2: LOCATION MAP



LEGEND:

▬ = ANALYSIS SEGMENTS

10 = PROJECT PM PEAK HOUR TRIPS

N

EXHIBIT 3: EXISTING (2015) PEAK HOUR FREEWAY MAINLINE LOS

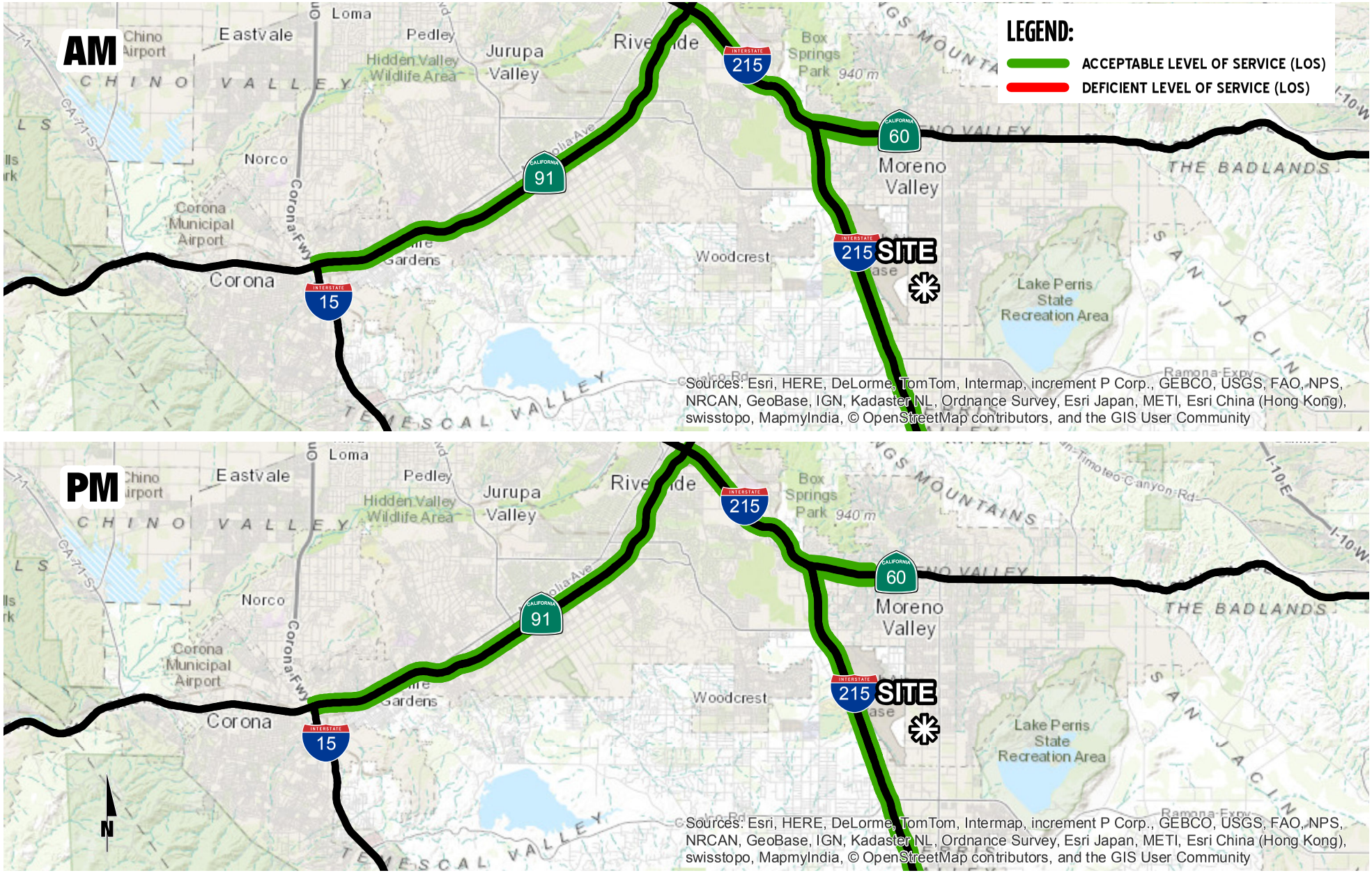


EXHIBIT 4: E+P PEAK HOUR FREEWAY MAINLINE LOS

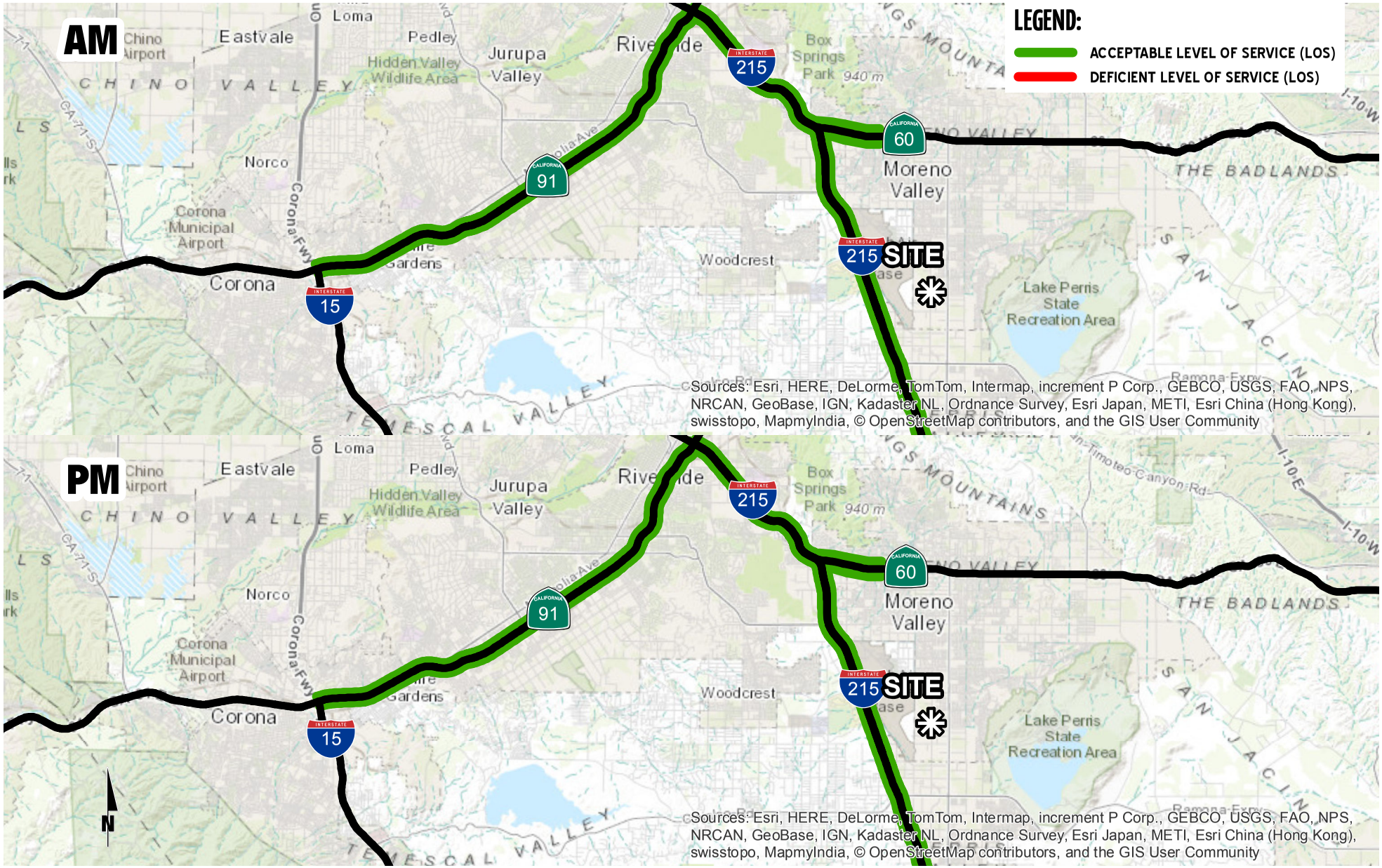


EXHIBIT 5: OPENING YEAR CUMULATIVE (2020) WITHOUT PROJECT PEAK HOUR FREEWAY MAINLINE LOS

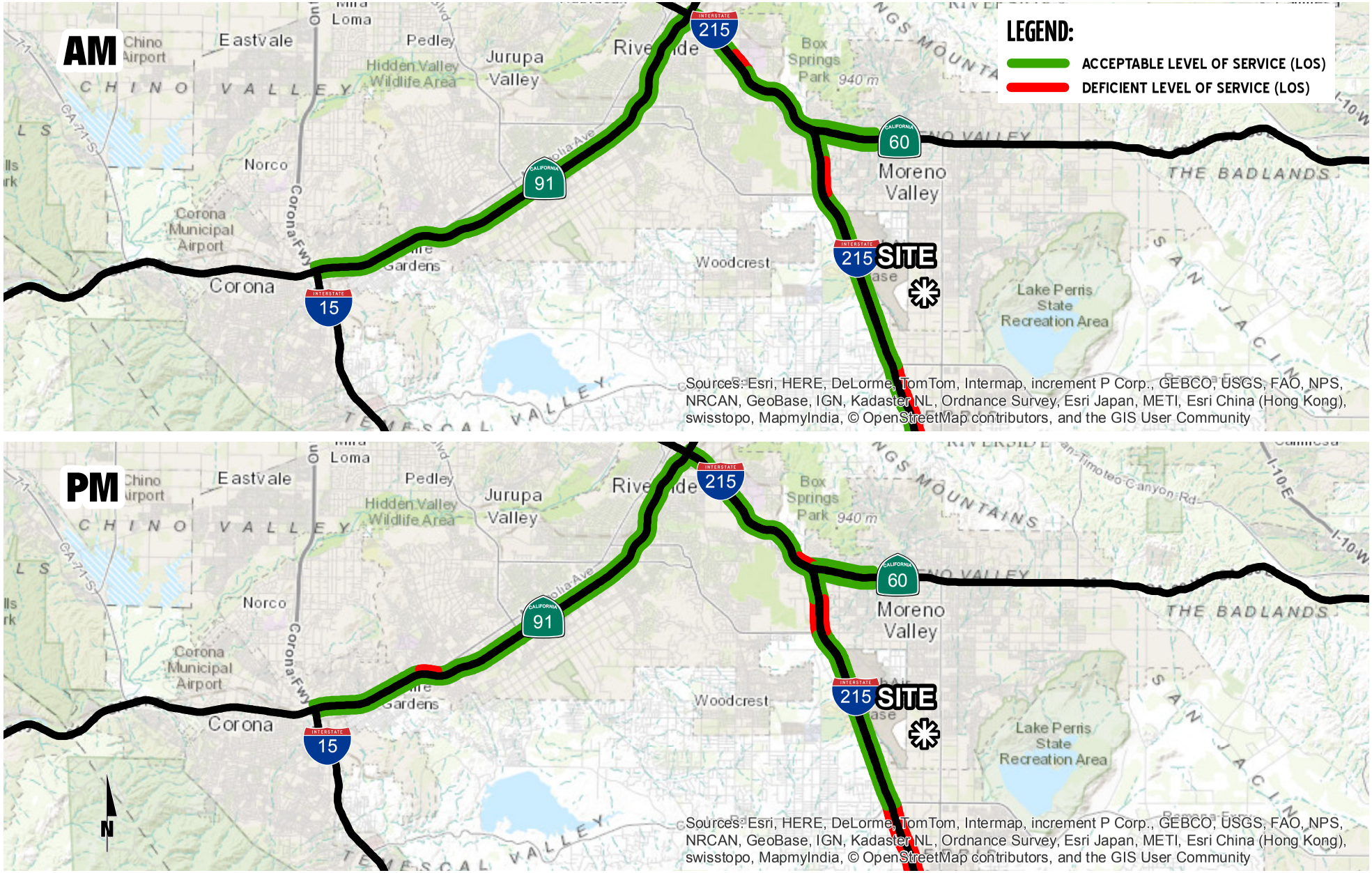


EXHIBIT 6: OPENING YEAR CUMULATIVE (2020) WITH PROJECT PEAK HOUR FREEWAY MAINLINE LOS

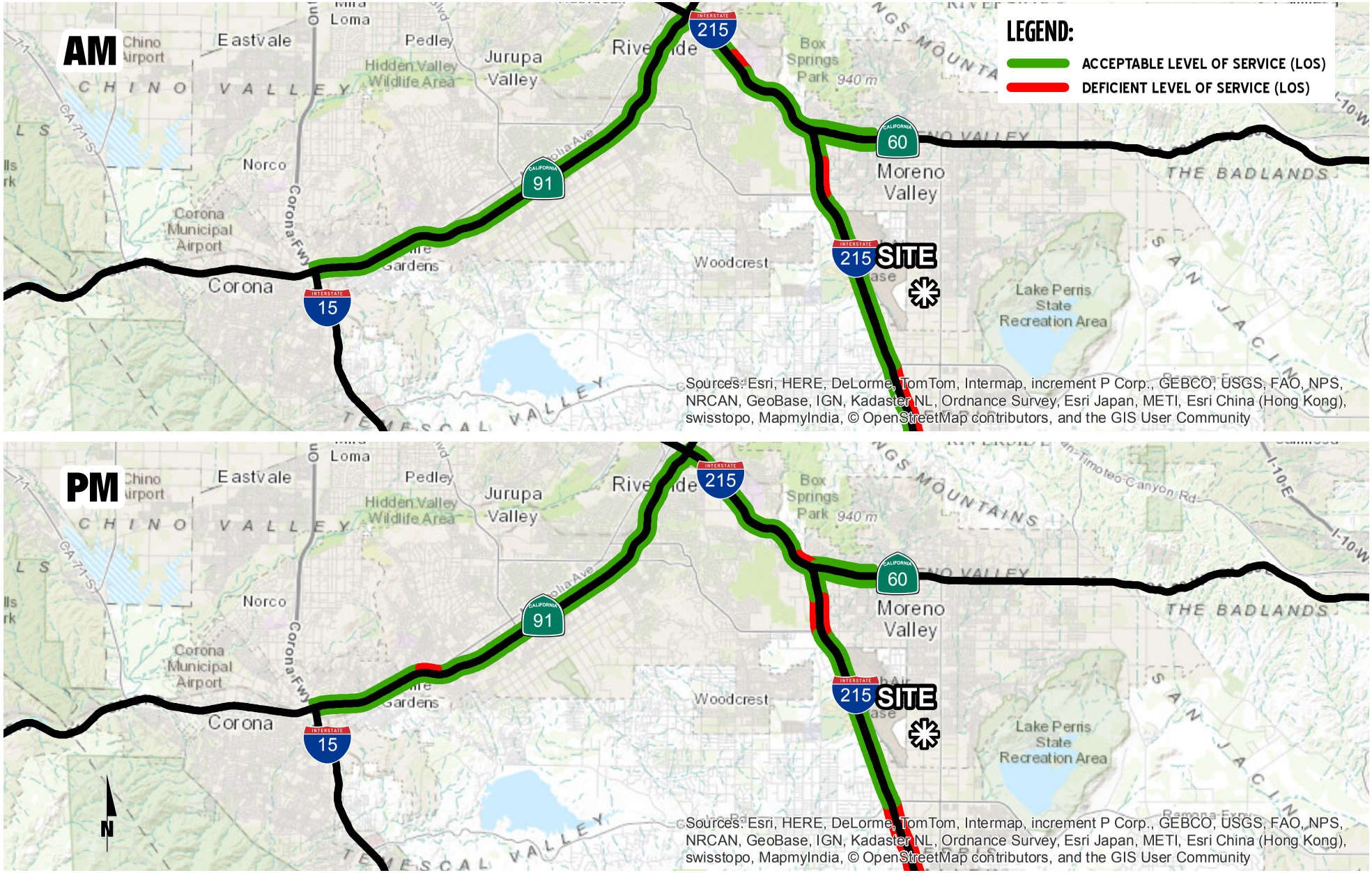


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EXHIBIT 7: HORIZON YEAR (2035) WITHOUT PROJECT PEAK HOUR FREEWAY MAINLINE LOS

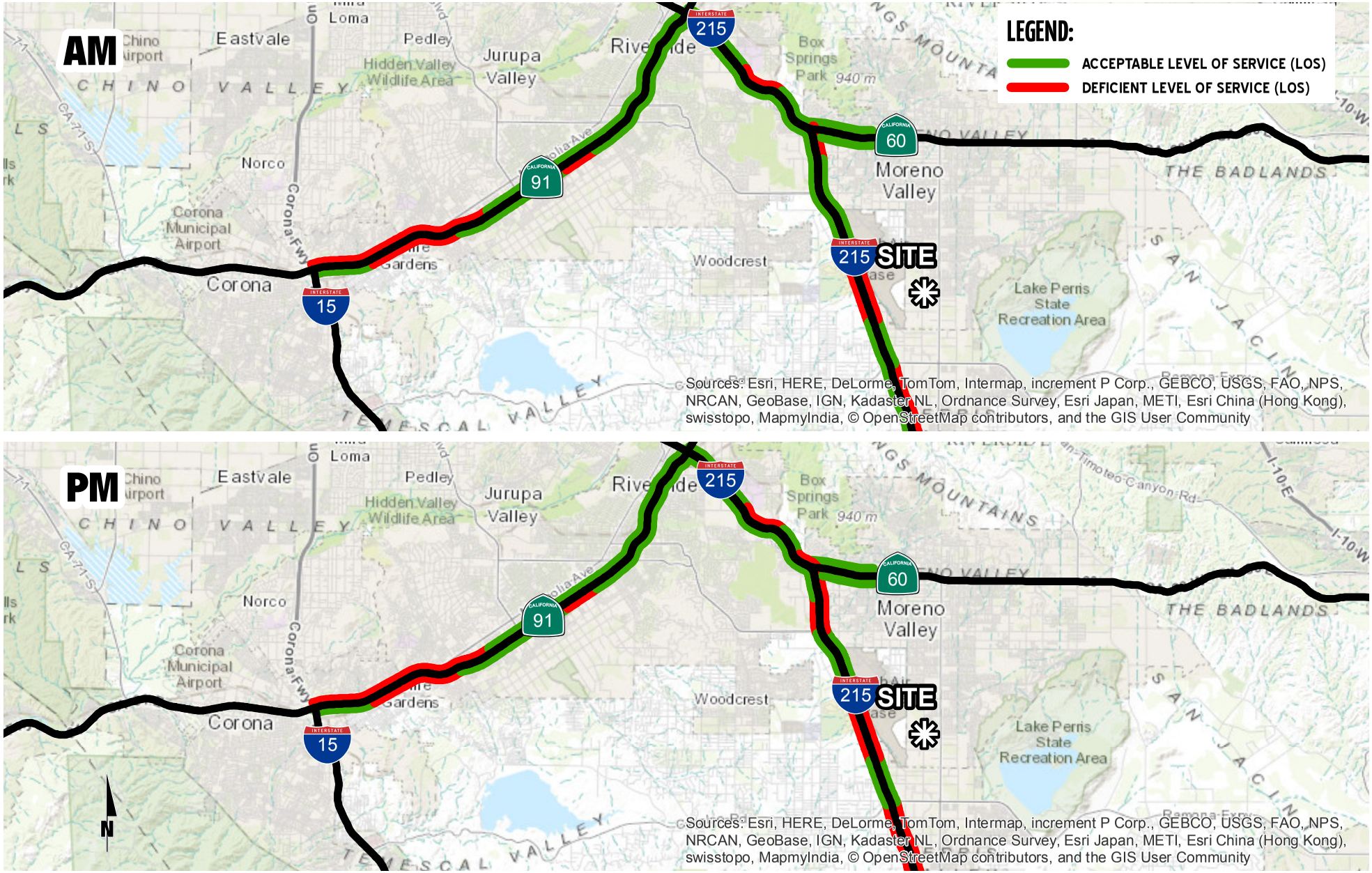

EXHIBIT 8: HORIZON YEAR (2035) WITH PROJECT PEAK HOUR FREEWAY MAINLINE LOS

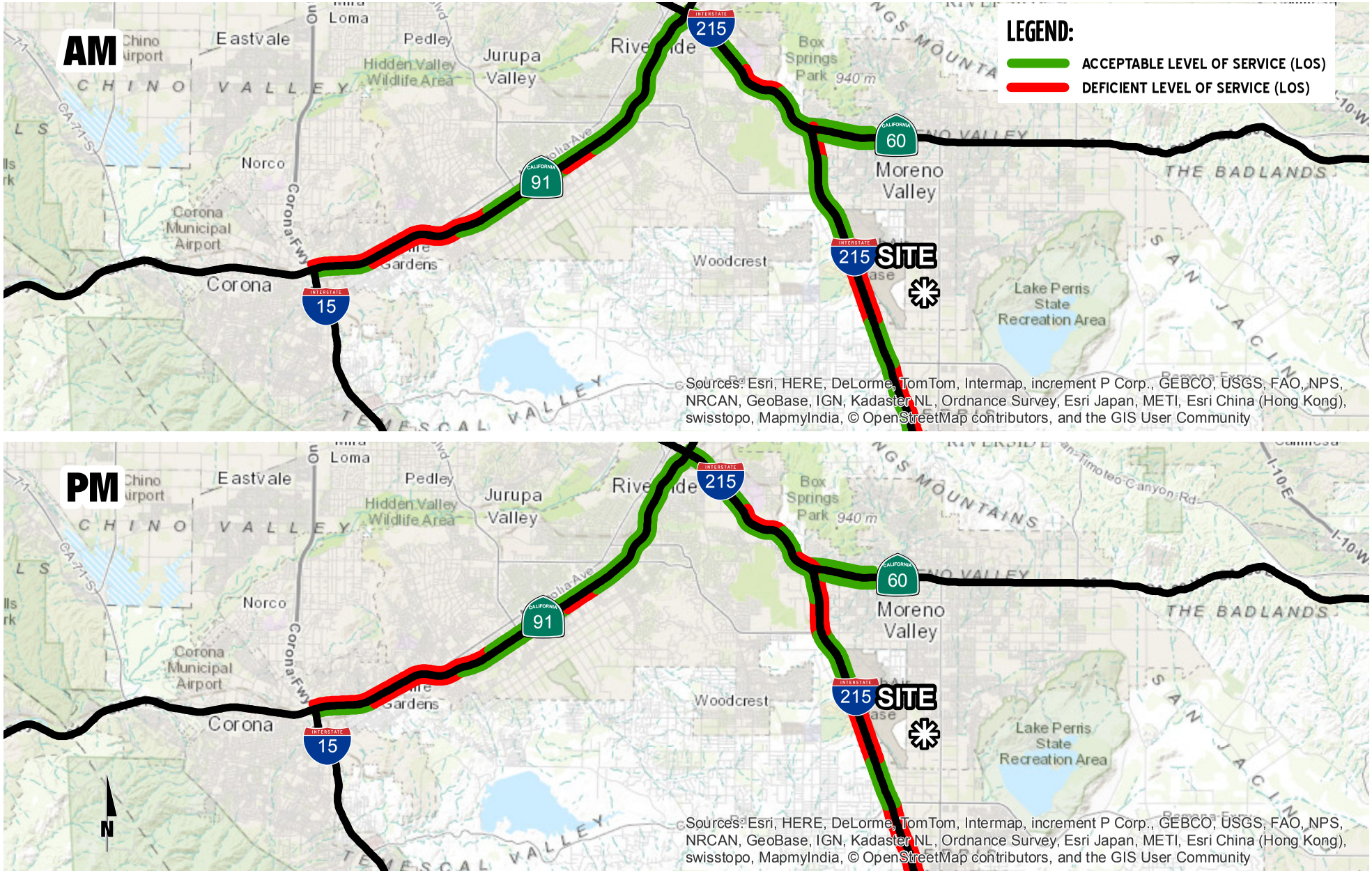

Table 1 (Page 1 of 2): Basic Freeway Segment Analysis Locations

ID	Freeway	Direction	Segment
1	SR-91	Eastbound	I-15 Freeway to McKinley St.
2	SR-91	Eastbound	McKinley St. to Riverwalk Pkwy.
3	SR-91	Eastbound	Riverwalk Pkwy. To Magnolia Av.
4	SR-91	Eastbound	Magnolia Av. to La Sierra Av.
5	SR-91	Eastbound	La Sierra Av. to Tyler Av.
6	SR-91	Eastbound	Tyler Av. to Van Buren Bl.
7	SR-91	Eastbound	Van Buren Bl. to Adams St.
8	SR-91	Eastbound	Adams St. to Madison St.
9	SR-91	Eastbound	Madison St. to Arlington Av.
10	SR-91	Eastbound	Arlington Av. to Central Av.
11	SR-91	Eastbound	Central Av. to 14th St.
12	SR-91	Eastbound	14th St. to University Av.
13	SR-91	Eastbound	University Av. to Spruce St.
14	SR-91	Eastbound	Spruce St. to I-215 Freeway
15	SR-60	Westbound	I-215 Freeway to Day St.
16	SR-60	Westbound	Day St. to Frederick St.
17	I-215	Southbound	SR-60/SR-91 Freeway to Blaine St.
18	I-215	Southbound	Blaine St. to University Av.
19	I-215	Southbound	University Av. to Martin Luther King Bl.
20	I-215	Southbound	Martin Luther King Bl. to Central Av.
21	I-215	Southbound	Central Av. to Box Springs Rd.
22	I-215	Southbound	Box Springs Rd. to SR-60/I-215 Freeway
23	I-215	Southbound	SR-60 Freeway to Eucalyptus Av.
24	I-215	Southbound	Eucalyptus Av. to Alessandro Bl.
25	I-215	Southbound	Alessandro Bl. to Cactus Av.
26	I-215	Southbound	Cactus Av. to Van Buren Bl.
27	I-215	Southbound	Van Buren Bl. to Harley Knox Bl.
28	I-215	Southbound	Harley Knox Bl. to Ramona Exwy.
29	I-215	Southbound	Ramona Exwy. to Nuevo Rd.
30	SR-91	Westbound	I-15 Freeway to McKinley St.
31	SR-91	Westbound	McKinley St. to Riverwalk Pkwy.
32	SR-91	Westbound	Riverwalk Pkwy. To Magnolia Av.
33	SR-91	Westbound	Magnolia Av. to La Sierra Av.
34	SR-91	Westbound	La Sierra Av. to Tyler Av.
35	SR-91	Westbound	Tyler Av. to Van Buren Bl.
36	SR-91	Westbound	Van Buren Bl. to Adams St.
37	SR-91	Westbound	Adams St. to Madison St.
38	SR-91	Westbound	Madison St. to Arlington Av.
39	SR-91	Westbound	Arlington Av. to Central Av.
40	SR-91	Westbound	Central Av. to 14th St.
41	SR-91	Westbound	14th St. to University Av.

Table 1 (Page 2 of 2): Basic Freeway Segment Analysis Locations

ID	Freeway	Direction	Segment
42	SR-91	Westbound	University Av. to Spruce St.
43	SR-91	Westbound	Spruce St. to I-215 Freeway
44	SR-60	Eastbound	I-215 Freeway to Day St.
45	SR-60	Eastbound	Day St. to Frederick St.
46	I-215	Northbound	SR-60/SR-91 Freeway to Blaine St.
47	I-215	Northbound	Blaine St. to University Av.
48	I-215	Northbound	University Av. to Martin Luther King Bl.
49	I-215	Northbound	Martin Luther King Bl. to Central Av.
50	I-215	Northbound	Central Av. to Box Springs Rd.
51	I-215	Northbound	Box Springs Rd. to SR-60/I-215 Freeway
52	I-215	Northbound	SR-60 Freeway to Eucalyptus Av.
53	I-215	Northbound	Eucalyptus Av. to Alessandro Bl.
54	I-215	Northbound	Alessandro Bl. to Cactus Av.
55	I-215	Northbound	Cactus Av. to Van Buren Bl.
56	I-215	Northbound	Van Buren Bl. to Harley Knox Bl.
57	I-215	Northbound	Harley Knox Bl. to Ramona Exwy.
58	I-215	Northbound	Ramona Exwy. to Nuevo Rd.

Table 2: Freeway Mainline LOS Thresholds

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 2010.

Table 3 (Page 1 of 2): E+P Conditions Basic Freeway Segment Analysis

Freeway	Directio	Mainline Segment	Lanes[1]	Time Period	Existing (2015)			E+P		
					Volume	Density[2]	LOS	Volume	Density[2]	LOS
SR-91 Freeway	Eastbound	I-15 Freeway to McKinley St.	4	AM	5,085	20.1	C	5,117	20.2	C
				PM	3,209	12.8	B	3,217	12.9	B
		McKinley St. to Riverwalk Pkwy.	3	AM	4,463	24.5	C	4,497	24.8	C
				PM	4,472	24.6	C	4,480	24.7	C
		Riverwalk Pkwy. to Magnolia Av.	3	AM	4,783	26.7	D	4,816	26.9	D
				PM	4,886	26.9	D	4,894	27.2	D
		Magnolia Av. to La Sierra Av.	4	AM	4,725	18.6	C	4,762	18.7	C
				PM	4,790	18.8	C	4,799	18.9	C
		La Sierra Av. to Tyler Av.	4	AM	4,021	16.0	B	4,066	16.3	B
				PM	4,049	16.1	B	4,060	16.2	B
		Tyler Av. to Van Buren Bl.	4	AM	4,009	16.0	B	4,054	16.3	B
				PM	3,833	15.3	B	3,844	15.3	B
		Van Buren Bl. to Adams St.	4	AM	4,104	16.0	B	4,149	16.3	B
				PM	4,092	16.0	B	4,103	16.0	B
		Adams St. to Madison St.	3	AM	3,610	18.8	C	3,666	19.2	C
				PM	3,711	19.4	C	3,725	19.4	C
		Madison St. to Arlington Av.	4	AM	5,988	24.6	C	6,044	25.0	C
				PM	6,211	25.8	C	6,225	25.8	C
		Arlington Av. to Central Av.	4	AM	4,886	19.2	C	4,942	19.6	C
				PM	5,573	22.3	C	5,587	22.3	C
		Central Av. to 14th St.	3	AM	3,777	20.0	C	3,844	20.5	C
				PM	3,236	17.0	B	3,253	17.1	B
		14th St. to University Av.	4	AM	5,490	22.0	C	5,557	22.4	C
				PM	4,573	18.0	C	4,590	18.1	C
		University Av. to Spruce St.	5	AM	5,756	18.3	C	5,828	18.6	C
				PM	4,939	15.7	B	4,957	15.8	B
		Spruce St. to I-215 Freeway	4	AM	4,135	16.5	B	4,207	16.7	B
				PM	3,436	13.7	B	3,454	13.7	B
SR-60 Fwy	Westbound	I-215 Freeway to Day St.	3	AM	2,957	15.4	B	2,989	15.5	B
				PM	2,937	15.3	B	2,944	15.3	B
		Day St. to Frederick St.	3	AM	2,772	15.2	B	2,798	15.4	B
				PM	4,660	26.3	D	4,666	26.3	D
I-215 Freeway	Southbound	SR-60/SR-91 Freeway to Blaine St.	5	AM	4,287	13.6	B	4,393	14.1	B
				PM	5,907	18.8	C	5,934	18.9	C
		Blaine St. to University Av.	4	AM	4,344	17.4	B	4,450	17.9	B
				PM	4,209	16.5	B	4,236	16.7	B
		University Av. to Martin Luther King Bl.	4	AM	4,640	19.0	C	4,746	19.5	C
				PM	5,182	20.8	C	5,209	20.9	C
		Martin Luther King Bl. to Central Av.	5	AM	3,460	11.0	A	3,573	11.4	B
				PM	4,518	14.2	B	4,546	14.3	B
		Central Av. to Box Springs Rd.	5	AM	5,093	16.3	B	5,208	16.7	B
				PM	6,720	21.2	C	6,749	21.3	C
		Box Springs Rd. to SR-60/I-215 Freeway	4	AM	4,643	18.2	C	4,778	18.9	C
				PM	5,966	23.9	C	6,000	24.0	C
		SR-60 Freeway to Eucalyptus Av.	5	AM	6,260	19.9	C	6,427	20.6	C
				PM	6,485	20.7	C	6,526	21.0	C
		Eucalyptus Av. to Alessandro Bl.	3	AM	3,456	18.7	C	3,623	19.8	C
				PM	5,159	30.6	D	5,200	31.2	D
		Alessandro Bl. to Cactus Av.	4	AM	4,985	19.9	C	5,152	20.8	C
				PM	5,540	22.5	C	5,581	22.7	C
		Cactus Av. to Van Buren Bl.	4	AM	4,693	18.6	C	4,739	18.8	C
				PM	5,354	21.5	C	5,365	21.5	C
		Van Buren Bl. to Harley Knox Bl.	3	AM	2,544	13.4	B	2,590	13.7	B
				PM	3,855	20.5	C	3,866	20.7	C
		Harley Knox Bl. to Ramona Exwy.	3	AM	2,186	11.4	B	2,202	11.6	B
				PM	3,445	18.1	C	3,519	18.6	C
		Ramona Exwy. to Nuevo Rd.	3	AM	4,578	25.2	C	4,613	25.4	C
				PM	5,313	31.0	D	5,321	31.1	D

Table 3 (Page 2 of 2): E+P Conditions Basic Freeway Segment Analysis

Freeway	Directio	Mainline Segment	Lanes[1]	Time Period	Existing (2015)			E+P		
					Volume	Density[2]	LOS	Volume	Density[2]	LOS
SR-91 Freeway	Westbound	I-15 Freeway to McKinley St.	4	AM	5,139	20.3	C	5,146	20.3	C
				PM	5,872	23.4	C	5,906	23.6	C
		McKinley St. to Riverwalk Pkwy.	3	AM	3,525	18.6	C	3,532	18.7	C
				PM	3,780	20.1	C	3,816	20.3	C
		Riverwalk Pkwy. to Magnolia Av.	3	AM	4,410	25.1	C	4,417	25.1	C
				PM	4,755	27.5	D	4,791	28.0	D
		Magnolia Av. to La Sierra Av.	3	AM	4,207	22.9	C	4,215	23.0	C
				PM	4,566	24.9	C	4,605	25.2	C
		La Sierra Av. to Tyler Av.	3	AM	3,556	18.9	C	3,566	19.0	C
				PM	3,719	19.8	C	3,767	20.1	C
		Tyler Av. to Van Buren Bl.	4	AM	3,465	13.7	B	3,475	13.8	B
				PM	3,896	15.5	B	3,944	15.7	B
		Van Buren Bl. to Adams St.	4	AM	4,554	18.1	C	4,564	18.2	C
				PM	4,602	18.3	C	4,650	18.5	C
		Adams St. to Madison St.	4	AM	4,595	18.0	C	4,607	18.1	C
				PM	5,028	19.6	C	5,088	20.0	C
		Madison St. to Arlington Av.	3	AM	3,699	19.6	C	3,711	19.7	C
				PM	4,072	21.8	C	4,132	22.3	C
		Arlington Av. to Central Av.	4	AM	4,708	18.7	C	4,720	18.7	C
				PM	4,840	19.2	C	4,900	19.6	C
		Central Av. to 14th St.	3	AM	4,270	23.1	C	4,285	23.2	C
				PM	4,794	26.8	D	4,866	27.5	D
		14th St. to University Av.	4	AM	2,745	10.9	A	2,760	11.0	A
				PM	2,234	8.8	A	2,306	9.2	A
		University Av. to Spruce St.	6	AM	4,520	11.9	B	4,536	11.9	B
				PM	3,786	9.8	A	3,863	10.1	A
		Spruce St. to I-215 Freeway	4	AM	4,246	16.9	B	4,262	17.0	B
				PM	4,513	18.0	B	4,590	18.4	C
SR-60 Fwy	Eastbound	I-215 Freeway to Day St.	5	AM	3,030	9.8	A	3,037	9.8	A
				PM	3,159	10.0	A	3,192	10.1	A
		Day St. to Frederick St.	4	AM	1,607	6.5	A	1,612	6.5	A
				PM	2,809	11.0	A	2,836	11.1	A
I-215 Freeway	Northbound	SR-60/SR-91 Freeway to Blaine St.	5	AM	3,532	11.2	B	3,555	11.3	B
				PM	3,453	11.0	A	3,568	11.5	B
		Blaine St. to University Av.	5	AM	4,615	14.8	B	4,638	15.0	B
				PM	3,913	12.8	B	4,028	13.3	B
		University Av. to Martin Luther King Bl.	4	AM	6,526	27.7	D	6,549	27.9	D
				PM	5,849	24.3	C	5,964	25.0	C
		Martin Luther King Bl. to Central Av.	4	AM	5,255	21.4	C	5,280	21.5	C
				PM	5,332	21.9	C	5,454	22.6	C
		Central Av. to Box Springs Rd.	5	AM	5,098	16.5	B	5,123	16.6	B
				PM	5,614	18.7	C	5,738	19.1	C
		Box Springs Rd. to SR-60/I-215 Freeway	4	AM	6,028	24.3.	C	6,058	24.5	C
				PM	6,305	25.6	C	6,452	26.7	D
		SR-60 Freeway to Eucalyptus Av.	3	AM	3,567	18.8	C	3,604	19.0	C
				PM	3,832	20.4	C	4,012	21.6	C
		Eucalyptus Av. to Alessandro Bl.	3	AM	4,693	26.0	D	4,730	26.3	D
				PM	5,354	31.4	D	5,534	33.4	D
		Alessandro Bl. to Cactus Av.	4	AM	2,724	10.9	A	2,761	11.1	A
				PM	2,523	10.0	A	2,703	10.9	A
		Cactus Av. to Van Buren Bl.	4	AM	3,679	14.6	B	3,689	14.7	B
				PM	2,678	10.6	A	2,727	10.8	A
		Van Buren Bl. to Harley Knox Bl.	3	AM	4,092	22.0	C	4,102	22.0	C
				PM	3,247	17.1	B	3,296	17.4	B
		Harley Knox Bl. to Ramona Exwy.	3	AM	3,721	19.6	C	3,783	20.1	C
				PM	2,779	14.6	B	2,794	14.7	B
		Ramona Exwy. to Nuevo Rd.	3	AM	4,693	26.0	D	4,701	26.1	D
				PM	5,354	31.4	D	5,391	31.8	D

* **BOLD** = Unacceptable Level of Service

[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 4 (Page 1 of 2): Opening Year Cumulative (2020) Conditions Basic Freeway Segment Analysis

Freeway	Direction	Mainline Segment	Lanes[1]	Time Period	2020 Without Project			2020 With Project		
					Volume[2]	Density[3]	LOS	Volume[2]	Density[3]	LOS
SR-91 Freeway	Eastbound	I-15 Freeway to McKinley St.	5	AM	5,814	18.4	C	5,846	18.5	C
				PM	3,676	11.8	B	3,683	11.8	B
		McKinley St. to Riverwalk Pkwy.	4	AM	5,138	21.0	C	5,172	21.1	C
				PM	5,077	20.5	C	5,085	20.5	C
		Riverwalk Pkwy. to Magnolia Av.	3	AM	5,502	33.3	D	5,536	33.7	D
				PM	5,541	32.9	D	5,549	33.0	D
		Magnolia Av. to La Sierra Av.	4	AM	5,449	21.9	C	5,485	22.1	C
				PM	5,442	21.8	C	5,451	21.8	C
		La Sierra Av. to Tyler Av.	4	AM	4,682	18.9	C	4,726	19.1	C
				PM	4,631	18.6	C	4,642	18.7	C
		Tyler Av. to Van Buren Bl.	4	AM	4,679	18.8	C	4,724	19.1	C
				PM	4,399	17.6	B	4,410	17.7	B
		Van Buren Bl. to Adams St.	4	AM	4,837	19.2	C	4,881	19.4	C
				PM	4,720	18.5	C	4,731	18.6	C
		Adams St. to Madison St.	3	AM	4,302	23.3	C	4,358	23.8	C
				PM	4,306	23.1	C	4,320	23.3	C
		Madison St. to Arlington Av.	4	AM	5,967	24.9	C	6,015	25.2	C
				PM	6,083	25.4	C	6,095	25.5	C
		Arlington Av. to Central Av.	4	AM	4,929	19.7	C	4,977	20.0	C
				PM	5,484	22.1	C	5,495	22.1	C
		Central Av. to 14th St.	3	AM	3,922	21.3	C	3,979	21.6	C
				PM	3,295	17.6	B	3,309	17.6	B
		14th St. to University Av.	4	AM	5,557	22.7	C	5,615	23.1	C
				PM	4,570	18.2	C	4,584	18.3	C
		University Av. to Spruce St.	5	AM	5,819	18.8	C	5,880	19.0	C
				PM	4,924	15.8	B	4,939	15.9	B
		Spruce St. to I-215 Freeway	4	AM	4,289	17.3	B	4,350	17.6	B
				PM	3,502	14.1	B	3,518	14.2	B
SR-60 Fwy	Westboun	I-215 Freeway to Day St.	3	AM	3,330	17.4	B	3,362	17.5	B
				PM	3,286	17.1	B	3,293	17.1	B
		Day St. to Frederick St.	3	AM	3,113	17.1	B	3,138	17.2	B
				PM	5,179	30.5	D	5,185	30.6	D
I-215 Freeway	Southbound	SR-60/SR-91 Freeway to Blaine St.	5	AM	5,260	17.0	B	5,366	17.4	B
				PM	6,871	22.4	C	6,897	22.5	C
		Blaine St. to University Av.	4	AM	5,382	22.2	C	5,488	22.9	C
				PM	5,035	20.1	C	5,061	20.3	C
		University Av. to Martin Luther King Bl.	4	AM	5,767	24.6	C	5,873	25.3	C
				PM	6,148	25.7	C	6,174	25.9	C
		Martin Luther King Bl. to Central Av.	5	AM	4,523	14.6	B	4,635	15.0	B
				PM	5,453	17.3	B	5,481	17.4	B
		Central Av. to Box Springs Rd.	5	AM	6,384	20.8	C	6,499	21.4	C
				PM	7,923	26.3	D	7,952	26.4	D
		Box Springs Rd. to SR-60/I-215 Freeway	4	AM	5,946	24.5	C	6,081	25.4	C
				PM	7,129	30.9	D	7,164	31.1	D
		SR-60 Freeway to Eucalyptus Av.	5	AM	8,082	27.7	D	8,250	28.6	D
				PM	7,935	26.9	D	7,976	27.1	D
		Eucalyptus Av. to Alessandro Bl.	3	AM	5,052	30.5	D	5,219	32.3	D
				PM	6,514	**48.5**	**F**	6,555	**49.3**	**F**
		Alessandro Bl. to Cactus Av.	4	AM	6,805	30.1	C	6,972	31.5	D
				PM	6,978	30.8	D	7,019	31.1	D
		Cactus Av. to Van Buren Bl.	4	AM	6,203	26.0	D	6,250	26.3	D
				PM	7,416	33.7	D	7,427	33.8	D
		Van Buren Bl. to Harley Knox Bl.	3	AM	3,813	21.2	C	3,859	21.5	C
				PM	5,326	32.6	D	5,337	32.7	D
		Harley Knox Bl. to Ramona Exwy.	3	AM	2,842	15.2	B	2,858	15.3	B
				PM	4,882	28.4	D	4,956	29.0	D
		Ramona Exwy. to Nuevo Rd.	3	AM	5,440	32.7	D	5,475	33.1	D
				PM	6,836	**52.9**	**F**	6,844	**53.1**	**F**

Table 4 (Page 2 of 2): Opening Year Cumulative (2020) Conditions Basic Freeway Segment Analysis

Freeway	Direction	Mainline Segment	Lanes[1]	Time Period	2020 Without Project			2020 With Project		
					Volume[2]	Density[3]	LOS	Volume[2]	Density[3]	LOS
SR-91 Freeway	Westbound	I-15 Freeway to McKinley St.	4	AM	5,788	23.4	C	5,795	28.2	D
				PM	6,697	28.2	D	6,731	28.4	D
		McKinley St. to Riverwalk Pkwy.	3	AM	4,012	21.6	C	4,019	24.4	C
				PM	4,399	24.4	C	4,435	24.6	C
		Riverwalk Pkwy. to Magnolia Av.	3	AM	4,995	30.0	D	5,002	30.0	D
				PM	5,487	**35.1**	**E**	5,523	**35.5**	**E**
		Magnolia Av. to La Sierra Av.	3	AM	4,777	27.2	D	4,785	31.1	D
				PM	5,289	31.1	D	5,329	31.7	D
		La Sierra Av. to Tyler Av.	3	AM	4,064	22.0	C	4,074	24.3	C
				PM	4,365	24.3	C	4,413	24.6	C
		Tyler Av. to Van Buren Bl.	4	AM	3,970	15.9	B	3,979	18.4	C
				PM	4,572	18.4	C	4,620	18.7	C
		Van Buren Bl. to Adams St.	4	AM	5,202	21.0	C	5,212	22.1	C
				PM	5,408	22.1	C	5,456	22.5	C
		Adams St. to Madison St.	4	AM	5,253	20.9	C	5,266	23.9	C
				PM	5,890	23.9	C	5,950	24.2	C
		Madison St. to Arlington Av.	3	AM	3,672	19.7	C	3,683	19.7	C
				PM	4,167	22.9	C	4,219	23.4	C
		Arlington Av. to Central Av.	4	AM	4,635	18.6	C	4,646	18.6	C
				PM	4,906	19.9	C	4,957	20.1	C
		Central Av. to 14th St.	3	AM	4,245	23.2	C	4,258	23.3	C
				PM	4,911	28.4	D	4,973	29.0	D
		14th St. to University Av.	4	AM	2,803	11.3	B	2,815	11.4	B
				PM	2,490	10.2	A	2,552	10.5	A
		University Av. to Spruce St.	6	AM	4,493	11.9	B	4,507	12.0	B
				PM	3,973	10.5	A	4,039	10.8	A
		Spruce St. to I-215 Freeway	4	AM	4,238	17.0	B	4,252	17.2	B
				PM	4,673	19.0	C	4,739	19.3	C
SR-60 Fwy	Eastbound	I-215 Freeway to Day St.	5	AM	3,382	10.9	A	3,389	10.9	A
				PM	3,557	11.3	B	3,591	11.4	B
		Day St. to Frederick St.	4	AM	1,804	7.3	A	1,809	7.3	A
				PM	3,157	12.4	B	3,184	12.5	B
I-215 Freeway	Northbound	SR-60/SR-91 Freeway to Blaine St.	5	AM	4,200	13.5	B	4,223	13.6	B
				PM	4,376	14.2	B	4,491	14.6	B
		Blaine St. to University Av.	5	AM	5,429	17.6	B	5,452	17.7	B
				PM	4,947	16.4	B	5,062	16.8	B
		University Av. to Martin Luther King Bl.	4	AM	7,572	**35.2**	**E**	7,596	**35.4**	**E**
				PM	7,147	32.7	D	7,262	33.9	D
		Martin Luther King Bl. to Central Av.	4	AM	6,202	26.4	D	6,227	26.5	D
				PM	6,639	29.4	D	6,760	30.4	D
		Central Av. to Box Springs Rd.	5	AM	6,062	19.9	C	6,087	20.0	C
				PM	7,013	24.2	C	7,137	24.9	C
		Box Springs Rd. to SR-60/I-215 Freeway	4	AM	7,122	30.8	D	7,152	31.0	D
				PM	7,838	**36.5**	**E**	7,985	**38.1**	**E**
		SR-60 Freeway to Eucalyptus Av.	3	AM	4,605	23.5	C	4,642	25.8	C
				PM	5,484	32.7	D	5,663	34.9	D
		Eucalyptus Av. to Alessandro Bl.	3	AM	5,885	**37.5**	**E**	5,922	**38.0**	**E**
				PM	7,234	**63.4**	**F**	7,413	**68.9**	**F**
		Alessandro Bl. to Cactus Av.	**5**	AM	3,749	12.2	B	3,785	12.3	B
				PM	4,178	13.7	B	4,357	14.4	B
		Cactus Av. to Van Buren Bl.	4	AM	5,378	21.8	C	5,388	21.9	C
				PM	4,173	16.7	B	4,222	16.9	B
		Van Buren Bl. to Harley Knox Bl.	3	AM	5,505	34.2	D	5,515	34.3	D
				PM	4,610	26.4	D	4,659	26.8	D
		Harley Knox Bl. to Ramona Exwy.	3	AM	5,096	30.0	D	5,158	30.6	D
				PM	6,283	18.6	C	3,496	18.7	C
		Ramona Exwy. to Nuevo Rd.	3	AM	6,071	**40.3**	**E**	6,078	**40.3**	**E**
				PM	6,283	**42.3**	**E**	6,320	**43.3**	**E**

* **BOLD** = Unacceptable Level of Service

[1] Number of lanes are in the specified direction and reflect new auxiliary lanes and assume the HOV lane in each direction.

[2] Where applicable, volumes shown on this table have been reduced to account for the proposed HOV lane in each direction.

[3] Density is measured by passenger cars per mile per lane (pc/mi/ln).

Table 5 (Page 1 of 2): Horizon Year (2035) Conditions Basic Freeway Segment Analysis

Freeway	Directio	Mainline Segment	Lanes[1]	Time Period	Post 2035 Without Project			Post 2035 With Project		
					Volume[2]	Density[3]	LOS	Volume[2]	Density[3]	LOS
SR-91 Freeway	Eastbound	I-15 Freeway to McKinley St.	**5**	AM	8,731	31.5	D	8,763	31.7	D
				PM	8,724	31.5	D	8,732	31.6	D
		McKinley St. to Riverwalk Pkwy.	**4**	AM	8,098	**40.7**	**E**	8,132	**41.0**	**E**
				PM	8,091	**40.6**	**E**	8,099	**40.7**	**E**
		Riverwalk Pkwy. to Magnolia Av.	3	AM	7,826	**85.4**	**F**	7,860	**87.2**	**F**
				PM	7,819	**85.1**	**F**	7,828	**85.6**	**F**
		Magnolia Av. to La Sierra Av.	4	AM	7,408	34.5	D	7,445	34.8	D
				PM	7,401	34.4	D	7,410	34.5	D
		La Sierra Av. to Tyler Av.	4	AM	6,956	31.6	D	7,001	31.9	D
				PM	6,949	31.5	D	6,960	31.6	D
		Tyler Av. to Van Buren Bl.	4	AM	6,922	30.6	D	6,967	30.9	D
				PM	6,915	30.6	D	6,926	30.7	D
		Van Buren Bl. to Adams St.	4	AM	6,491	27.3	D	6,536	27.8	D
				PM	6,484	27.3	D	6,495	27.3	D
		Adams St. to Madison St.	3	AM	6,351	**43.8**	**E**	6,407	**45.2**	**F**
				PM	6,344	**43.7**	**E**	6,358	**43.9**	**E**
		Madison St. to Arlington Av.	4	AM	6,465	27.7	D	6,513	28.0	D
				PM	6,459	27.7	D	6,471	27.8	D
		Arlington Av. to Central Av.	4	AM	5,130	20.9	C	5,178	21.3	C
				PM	5,984	25.0	C	5,996	25.1	C
		Central Av. to 14th St.	3	AM	4,976	29.4	D	5,034	30.1	D
				PM	4,970	29.3	D	4,984	29.4	D
		14th St. to University Av.	4	AM	6,389	27.3	D	6,447	27.8	D
				PM	5,523	22.8	C	5,537	22.9	C
		University Av. to Spruce St.	5	AM	6,321	20.6	C	6,383	20.8	C
				PM	5,455	17.7	B	5,471	17.8	B
		Spruce St. to I-215 Freeway	4	AM	5,224	21.2	C	5,285	21.7	C
				PM	4,358	17.7	B	4,373	17.7	B
SR-60 Fwy	Westboun	I-215 Freeway to Day St.	3	AM	4,216	24.1	C	4,248	24.3	C
				PM	4,383	25.2	C	4,390	25.2	C
		Day St. to Frederick St.	3	AM	4,106	23.2	C	4,131	23.4	C
				PM	3,505	19.6	C	3,511	19.6	C
I-215 Freeway	Southbound	SR-60/SR-91 Freeway to Blaine St.	5	AM	7,082	24.2	C	7,174	24.7	C
				PM	7,070	24.1	C	7,093	24.2	C
		Blaine St. to University Av.	4	AM	6,725	30.6	D	6,816	31.5	D
				PM	6,713	30.6	D	6,736	30.7	D
		University Av. to Martin Luther King Bl.	4	AM	6,904	32.1	D	6,996	32.8	D
				PM	6,892	32.1	D	6,915	32.2	D
		Martin Luther King Bl. to Central Av.	5	AM	7,908	27.6	D	8,005	28.3	D
				PM	7,895	27.6	D	7,920	27.7	D
		Central Av. to Box Springs Rd.	5	AM	8,788	31.6	D	8,886	32.2	D
				PM	8,775	31.6	D	8,800	31.7	D
		Box Springs Rd. to SR-60/I-215 Freeway	4	AM	6,588	29.9	D	6,704	30.7	D
				PM	6,575	29.6	D	6,605	30.0	D
		SR-60 Freeway to Eucalyptus Av.	5	AM	7,095	25.4	C	7,239	26.3	D
				PM	7,076	25.3	C	7,111	25.5	C
		Eucalyptus Av. to Alessandro Bl.	3	AM	5,219	31.8	D	5,363	33.5	D
				PM	6,490	**47.0**	**F**	6,525	**48.2**	**F**
		Alessandro Bl. to Cactus Av.	4	AM	6,662	29.2	D	6,805	30.5	D
				PM	6,641	29.0	D	6,676	29.2	D
		Cactus Av. to Van Buren Bl.	4	AM	6,381	26.9	D	6,438	27.4	D
				PM	7,396	34.1	D	7,410	34.2	D
		Van Buren Bl. to Harley Knox Bl.	3	AM	5,921	**37.6**	**E**	5,991	**38.9**	**E**
				PM	5,900	**37.4**	**E**	5,918	**37.6**	**E**
		Harley Knox Bl. to Ramona Exwy.	3	AM	4,171	22.8	C	7,146	22.9	C
				PM	5,222	30.2	D	5,294	31.1	D
		Ramona Exwy. to Nuevo Rd.	3	AM	5,332	31.2	D	5,362	31.3	D
				PM	6,202	**40.4**	**E**	6,210	**40.5**	**E**

Table 5 (Page 2 of 2): Horizon Year (2035) Conditions Basic Freeway Segment Analysis

Freeway	Directio	Mainline Segment	Lanes[1]	Time Period	Post 2035 Without Project			Post 2035 With Project		
					Volume[2]	Density[3]	LOS	Volume[2]	Density[3]	LOS
SR-91 Freeway	Westbound	I-15 Freeway to McKinley St.	4	AM	8,723	**48.5**	**F**	8,730	**48.6**	**F**
				PM	8,734	**48.6**	**F**	8,768	**49.1**	**F**
		McKinley St. to Riverwalk Pkwy.	3	AM	8,090	**100.3**	**F**	8,097	**100.8**	**F**
				PM	8,101	**101.2**	**F**	8,137	**103.5**	**F**
		Riverwalk Pkwy. to Magnolia Av.	3	AM	7,818	**85.1**	**F**	7,826	**85.4**	**F**
				PM	7,829	**85.6**	**F**	7,865	**87.4**	**F**
		Magnolia Av. to La Sierra Av.	3	AM	7,400	**68.4**	**F**	7,408	**68.7**	**F**
				PM	7,411	**68.9**	**F**	7,450	**70.1**	**F**
		La Sierra Av. to Tyler Av.	3	AM	6,948	**57.6**	**F**	6,958	**57.9**	**F**
				PM	6,959	**57.9**	**F**	7,007	**59.2**	**F**
		Tyler Av. to Van Buren Bl.	4	AM	6,914	30.6	D	6,924	30.6	D
				PM	6,925	30.7	D	6,973	31.0	D
		Van Buren Bl. to Adams St.	4	AM	6,483	27.3	D	6,493	27.3	D
				PM	6,494	27.3	D	6,542	27.8	D
		Adams St. to Madison St.	4	AM	6,343	26.8	D	6,355	26.9	D
				PM	6,354	26.9	D	6,414	27.4	D
		Madison St. to Arlington Av.	3	AM	4,738	27.2	D	4,748	27.3	D
				PM	4,747	27.3	D	4,799	27.9	D
		Arlington Av. to Central Av.	4	AM	5,123	20.9	C	5,134	20.9	C
				PM	5,562	22.8	C	5,614	23.2	C
		Central Av. to 14th St.	3	AM	4,969	29.3	D	4,982	29.4	D
				PM	5,409	33.2	D	5,470	34.1	D
		14th St. to University Av.	4	AM	5,092	20.9	C	5,105	20.9	C
				PM	5,102	20.9	C	5,163	21.2	C
		University Av. to Spruce St.	6	AM	5,024	13.6	B	5,038	13.7	B
				PM	5,034	13.6	B	5,100	13.9	B
		Spruce St. to I-215 Freeway	4	AM	5,217	21.2	C	5,230	21.4	C
				PM	5,226	21.3	C	5,293	21.7	C
SR-60 Fwy	Eastbound	I-215 Freeway to Day St.	5	AM	4,559	15.1	B	4,566	15.1	B
				PM	5,843	19.1	C	5,876	19.2	C
		Day St. to Frederick St.	4	AM	3,862	16.0	B	3,867	16.0	B
				PM	4,817	19.8	C	4,844	20.0	C
I-215 Freeway	Northbound	SR-60/SR-91 Freeway to Blaine St.	5	AM	7,069	24.1	C	7,089	24.2	C
				PM	7,087	24.2	C	7,186	24.8	C
		Blaine St. to University Av.	5	AM	6,711	22.7	C	6,731	22.7	C
				PM	6,729	22.7	C	6,828	23.3	C
		University Av. to Martin Luther King Bl.	4	AM	6,891	32.1	D	6,911	32.2	D
				PM	6,909	32.2	D	7,008	32.9	D
		Martin Luther King Bl. to Central Av.	4	AM	7,894	**39.8**	**E**	7,915	**40.0**	**E**
				PM	7,912	**40.0**	**E**	8,017	**41.4**	**E**
		Central Av. to Box Springs Rd.	5	AM	8,773	31.5	D	8,795	31.7	D
				PM	8,792	31.7	D	8,898	32.3	D
		Box Springs Rd. to SR-60/I-215 Freeway	4	AM	6,573	29.6	D	6,599	30.0	D
				PM	7,452	**36.0**	**E**	7,578	**37.4**	**E**
		SR-60 Freeway to Eucalyptus Av.	3	AM	5,353	**37.7**	**E**	5,385	**38.1**	**E**
				PM	5,380	**38.1**	**E**	5,535	**40.6**	**E**
		Eucalyptus Av. to Alessandro Bl.	3	AM	5,198	31.4	D	5,229	31.9	D
				PM	6,945	**56.0**	**F**	7,099	**60.7**	**F**
		Alessandro Bl. to Cactus Av.	**5**	AM	5,349	17.4	B	5,380	17.5	B
				PM	5,377	17.5	B	5,532	18.2	C
		Cactus Av. to Van Buren Bl.	4	AM	6,315	26.8	D	6,327	27.1	D
				PM	4,347	17.3	B	4,410	17.6	B
		Van Buren Bl. to Harley Knox Bl.	3	AM	5,898	**37.4**	**E**	5,913	**37.5**	**E**
				PM	5,926	**37.7**	**E**	6,002	**39.0**	**E**
		Harley Knox Bl. to Ramona Exwy.	3	AM	5,275	30.7	D	5,334	31.5	D
				PM	4,317	23.5	C	4,321	23.7	C
		Ramona Exwy. to Nuevo Rd.	3	AM	5,771	**35.0**	**E**	5,777	**35.1**	**E**
				PM	5,762	**35.2**	**E**	5,794	**35.8**	**E**

* **BOLD** = Unacceptable Level of Service

[1] Number of lanes are in the specified direction and reflect new auxiliary lanes and assume the HOV lane in each direction.

[2] Where applicable, volumes shown on this table have been reduced to account for the proposed HOV lane in each direction.

[3] Density is measured by passenger cars per mile per lane (pc/mi/ln).