TRAFFIC STUDY

MENIFEE VALLEY SPECIFIC PLAN

MENIFEE, RIVERSIDE COUNTY, CALIFORNIA

LSA

September 2023

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MENIFEE, RIVERSIDE COUNTY, CALIFORNIA

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LIST OF ABBREVIATIONS AND ACRONYMS

Caltrans	California Department of Transportation
CAMUTCD	*California Manual on Uniform Traffic Control Devices*
CIP	Capital Improvement Program
CMP	Congestion Management Plan
County	County of Riverside
DIF	Development Impact Fee
DU	dwelling units
HCM 6	*Highway Capacity Manual 6th Edition*
I-5	Interstate 5
I-10	Interstate 10
I-15	Interstate 15
I-215	Interstate 215
ITE	Institute of Transportation Engineers
LDIGR	Local Development and Intergovernmental Review
LOS	level of service
mph	miles per hour
MVM	million vehicle miles
NCHRP	National Cooperative Highway Research Program
NEV	Neighborhood Electric Vehicle
PA	planning area
PCE	passenger car equivalent
PM	Post Mile
project	Menifee Valley Specific Plan Project
PV	passenger vehicle
RIRO	right-in-right-out
RIVCOM	Riverside County Model
RTA	Riverside Transit Agency
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison

sf	square feet
SR-74	California State Route 74
SR-79	State Route 79
TASAS	Traffic Accident Surveillance and Analysis System
TS	Traffic Study
TUMF	Transportation Uniform Mitigation Fee
TWLTL	Two Way Left Turn Lane
WRCOG	Western Riverside Council of Governments

1.0 INTRODUCTION

This Traffic Study (TS) has been prepared to assess the traffic operations and potential circulation operational deficiencies associated with the proposed Menifee Valley Specific Plan Project (project) to be located at the eastern edge of Menifee, California. The project is bounded by California State Route 74 (SR-74) to the north, Matthews Road/Case Road to the south, Briggs Road to the east, and Menifee Road to the west. Figure 1-1 illustrates the regional and project location (figures and tables are provided at the end of each chapter).

This study is intended to satisfy the requirements established in the City of Menifee Engineering Department *LOS Traffic Study Guidelines* (revised October 2020). The scope of work for this TS, including trip generation, trip distribution, study area, and analysis methodologies, has been approved by City of Menifee staff via the Scoping Agreement process. A copy of the approved Scoping Agreement is included as Appendix A. (Appendices are attached at the end of the TS.)

This study examines traffic operations in the vicinity of the proposed project under the following scenarios:

- Existing Conditions
- Existing Plus Project Conditions
- Phase 1 Opening Year Cumulative (2025) without Project Conditions
- Phase 1 Opening Year Cumulative (2025) Plus Project Conditions
- Phases 2 and 3 Opening Year Cumulative (2026) without Project Conditions
- Phases 2 and 3 Opening Year Cumulative (2026) Plus Project Conditions
- Horizon Year (2045) without Project Conditions
- Horizon Year (2045) Plus Project Conditions

Traffic conditions in the study area were examined for weekday a.m. and p.m. peak hours as well as for daily conditions. The a.m. peak hour is defined as the 1 hour of highest traffic volumes occurring between 7:00 a.m. and 9:00 a.m. The p.m. peak hour is the 1 hour of highest traffic volumes occurring between 4:00 p.m. and 6:00 p.m.

1.1 PROJECT DESCRIPTION

The proposed project divides 590.3 acres of land into 13 planning areas (PAs). Overall, the project includes 1,328 single-family residential dwelling units (DUs), 390 multifamily residential DUs, one elementary school with 750 students, 5,510,000 square feet (sf) of industrial uses, 560,000 sf of retail, 120,000 sf of public facility uses, and a sports park that includes a 54,000 sf aquatic sports center and other sports amenities. Additionally, based on the project description, the industrial uses are being proposed to be developed as follows:

- 50 percent high-cube fulfillment center warehouse – non-sort
- 5 percent high-cube cold storage warehouse
- 15 percent high-cube fulfillment center warehouse – sort

- 15 percent high-cube parcel hub warehouse
- 15 percent light industrial land uses

The proposed project is anticipated to be built in three phases. Phase 1 includes PAs 1, 2, 7, 11, and 12, and is anticipated to be completed by year 2025. Phases 2 and 3 include PAs 3, 4, 5, 6, 9, 10, and 13. Phases 2 and 3 are anticipated to be completed by year 2026. Detailed land uses and phasing information for each PA is included in Table 1-A. Figure 1-2 provides the conceptual land use plan for the project and illustrates the corresponding phase for each PA.

The project will extend McLaughlin Road from Menifee Road to Briggs Road. Additionally, the project would also extend McLaughlin Road between Menifee Road and Matthews Road/Case Road as a project improvement feature. Also, the project will be widening McCall Boulevard between Encanto Drive and Menifee Road to its ultimate General Plan configuration (6 lanes), as a project improvement feature. This has been further discussed in Chapter 8.0 of this report. Therefore, for purposes of this TS, the McLaughlin Road extension has been included as part of the study area between Menifee Road to Briggs Road while further extension of McLaughlin Road to Matthews Road/Case Road and widening of McCall Boulevard to 6 lanes has been included as a project improvement feature in Chapter 8.0.

Access to the project site will be provided at project driveways along Menifee Road, SR-74, and Briggs Road. For purposes of this scope of work, the TS analyzed the primary accesses along Menifee Road, SR-74, and Briggs Road. As such, the following project driveways were included in the analysis:

- **Menifee Road**
    - **Valley Substation Driveway – Biscayne:** This driveway is an existing full access driveway located at the existing signalized intersection of Menifee Road and Valley Substation Driveway – Biscayne. The driveway will be a shared driveway with the existing Southern California Edison (SCE) facility located along the northern side of the street.
    - **McLaughlin Road:** The project will extend McLaughlin Road from Menifee Road to Briggs Road. This future driveway will be a full access driveway.
    - **Project Driveway 1:** This future driveway will be a full access driveway.
- **SR-74**
    - **McKinley:** This driveway is an existing full access driveway located at the existing intersection of McKinley and SR-74. Similar to Biscayne, this driveway will be a shared driveway with the existing SCE facility.
    - **Project Driveway 2:** This future driveway will be a full access driveway that will be aligned with Malaga Road. It should be noted that Malaga Road currently exists as a dirt road on the northern leg of this intersection.
    - **Project Driveway 3:** This future driveway will be a right-in-right-out (RIRO) driveway.
- **Briggs Road**

- **McLaughlin Road:** The project will extend McLaughlin Road from Menifee Road to Briggs Road. This future driveway will be a full access driveway.
- **Project Driveway 4:** This future driveway will be a RIRO driveway.
- **Project Driveway 5:** This driveway will be located at the existing intersection of Briggs Road and Meadow Oak Street. As such, this driveway will be a full access driveway.
- **Project Driveway 6:** This future driveway will be a RIRO driveway.
- **Project Driveway 7:** This future driveway will be a full access driveway and will align with Hillridge Street.

1.2 STUDY AREA

The study area was approved by City of Menifee staff via the City's scoping agreement process (Appendix A).

The project study area was generally determined based on select zone model runs from the Riverside County Model (RIVCOM). The select zone model run plots are included as part of the scoping letter in Appendix A. However, the model roadway network includes the following roadway network improvements that are yet to be constructed:

- Completion of the Ethanac Road extension between SR-74 and west of Goetz Road
- Completion of the Briggs Road extension between Simpson Road and Domenigoni Parkway
- Alignment of northern section and southern section of Briggs Road at its intersection with Matthews Road/Case Road.

Since these improvements do not exist under existing conditions, project trip distribution obtained from the RIVCOM select zone model runs were refined based on the existing roadway network.

The study area includes the following intersections and roadway segments.

1.2.1 Study Intersections

Study intersections analyzed in the TS are included in Table 1-B. For ease of understanding, the entire study area was divided into five zones. Figure 1-3 illustrates the index of different zones for study area intersections. Figures 1-4A through 1-4E illustrate the study area intersections in the different zones.

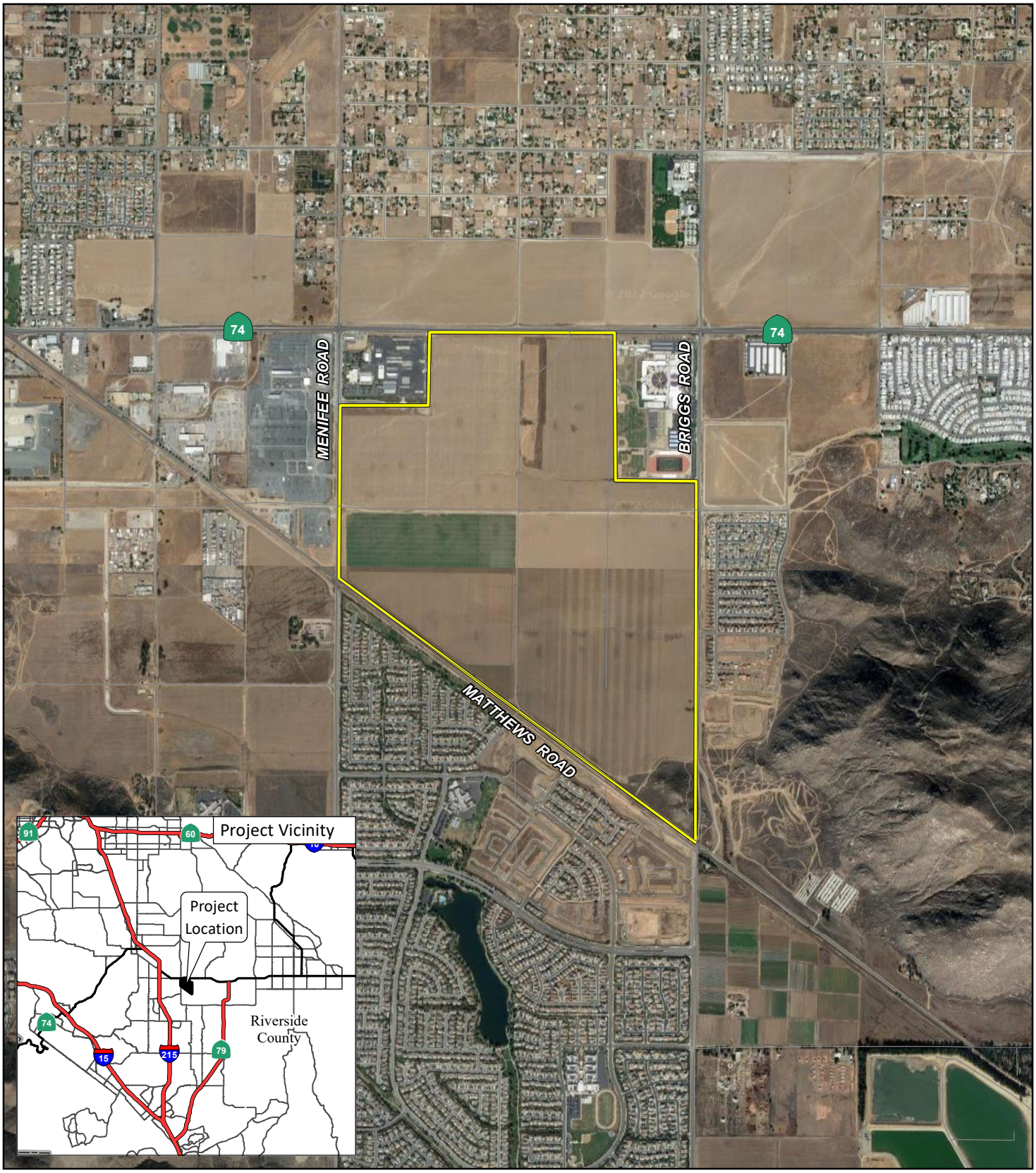
1.2.2 Roadway Segments

Roadway segments analyzed in the TS are included in Table 1-C.

1.3 LIST OF CHAPTER 1.0 FIGURES AND TABLES

- Figure 1-1: Regional and Project Location
- Figure 1-2: Conceptual Land Use Plan
- Figure 1-3: Study Area Intersections – Zone Index

- Figure 1-4A: Study Area Intersections – Zone 1
- Figure 1-4B: Study Area Intersections – Zone 2
- Figure 1-4C: Study Area Intersections – Zone 3
- Figure 1-4D: Study Area Intersections – Zone 4
- Figure 1-4E: Study Area Intersections – Zone 5
- Table 1-A: Planning Area Land Uses
- Table 1-B: Study Area Intersections
- Table 1-C: Study Area Roadway Segments



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LEGEND

Project Site

FIGURE 1-1

N

0 1000 2000

FEET

Menifee Valley Specific Plan
Traffic Study

Regional and Project Location

SOURCE: ESRI Streetmap, 2013; Google Earth, 2018.

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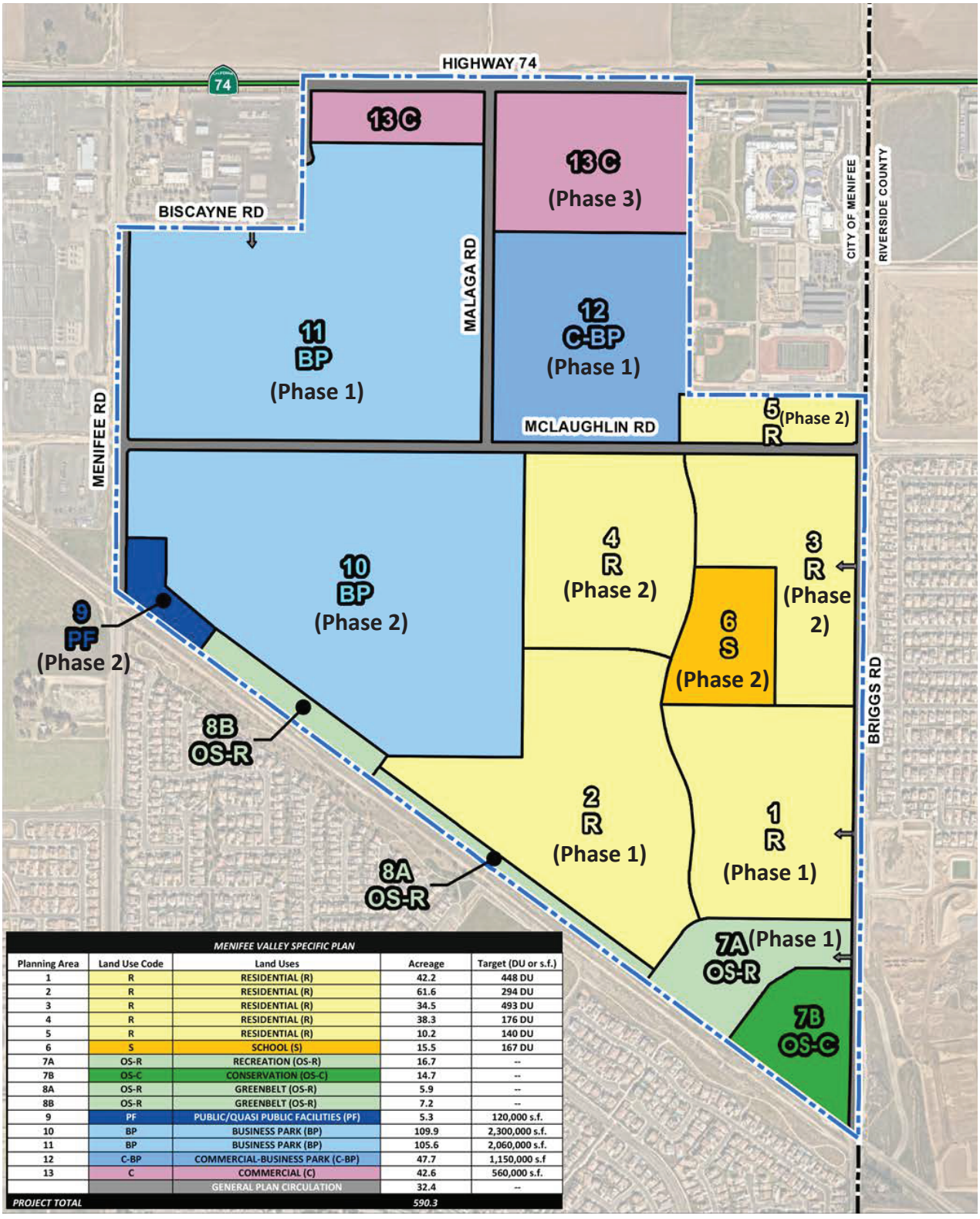

MENIFEE VALLEY SPECIFIC PLAN

Planning Area	Land Use Code	Land Uses	Acreage	Target (DU or s.f.)
1	R	RESIDENTIAL (R)	42.2	448 DU
2	R	RESIDENTIAL (R)	61.6	294 DU
3	R	RESIDENTIAL (R)	34.5	493 DU
4	R	RESIDENTIAL (R)	38.3	176 DU
5	R	RESIDENTIAL (R)	10.2	140 DU
6	S	SCHOOL (S)	15.5	167 DU
7A	OS-R	RECREATION (OS-R)	16.7	--
7B	OS-C	CONSERVATION (OS-C)	14.7	--
8A	OS-R	GREENBELT (OS-R)	5.9	--
8B	OS-R	GREENBELT (OS-R)	7.2	--
9	PF	PUBLIC/QUASI PUBLIC FACILITIES (PF)	5.3	120,000 s.f.
10	BP	BUSINESS PARK (BP)	109.9	2,300,000 s.f.
11	BP	BUSINESS PARK (BP)	105.6	2,060,000 s.f.
12	C-BP	COMMERCIAL-BUSINESS PARK (C-BP)	47.7	1,150,000 s.f
13	C	COMMERCIAL (C)	42.6	560,000 s.f.
		GENERAL PLAN CIRCULATION	32.4	--
PROJECT TOTAL			*590.3*	

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FIGURE 1-2

N

Menifee Valley Specific Plan
Traffic Study

SCALE: Not to Scale

Conceptual Land Use Plan

SOURCE: Brookfield Properties

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- Study Area Intersections
- Project Location
- Zone 1
- Zone 2
- Zone 3
- Zone 4
- Zone 5

0 4000 8000
FEET

SOURCE: ESRI

FIGURE 1-3

Menifee Valley Specific Plan
Traffic Study

Study Area Intersections - Zone Index

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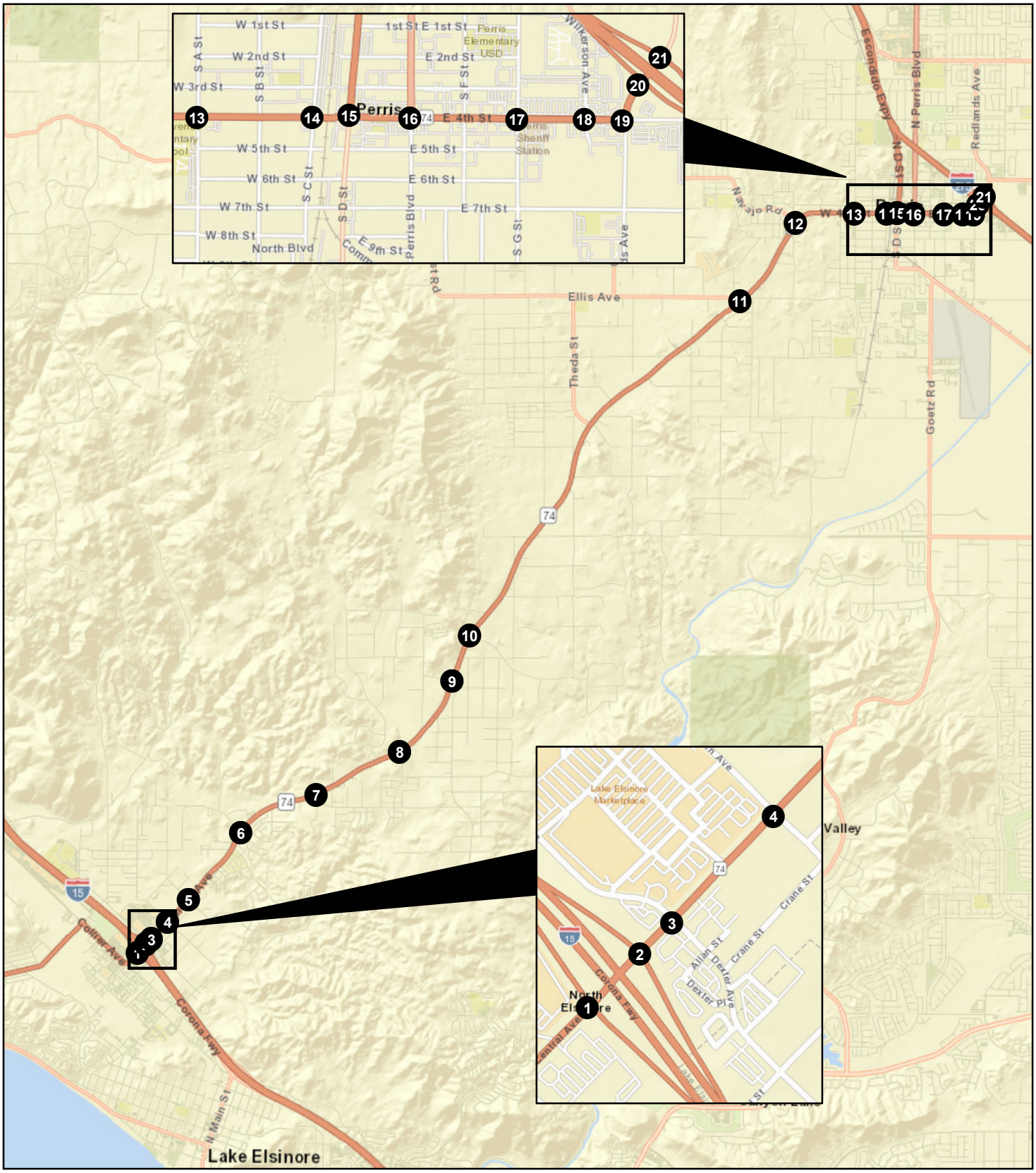

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LEGEND

● Study Area Intersections

FIGURE 1-4A

N

0 3000 6000

FEET

SOURCE: ESRI

Menifee Valley Specific Plan
Traffic Study

Study Area Intersections - Zone 1

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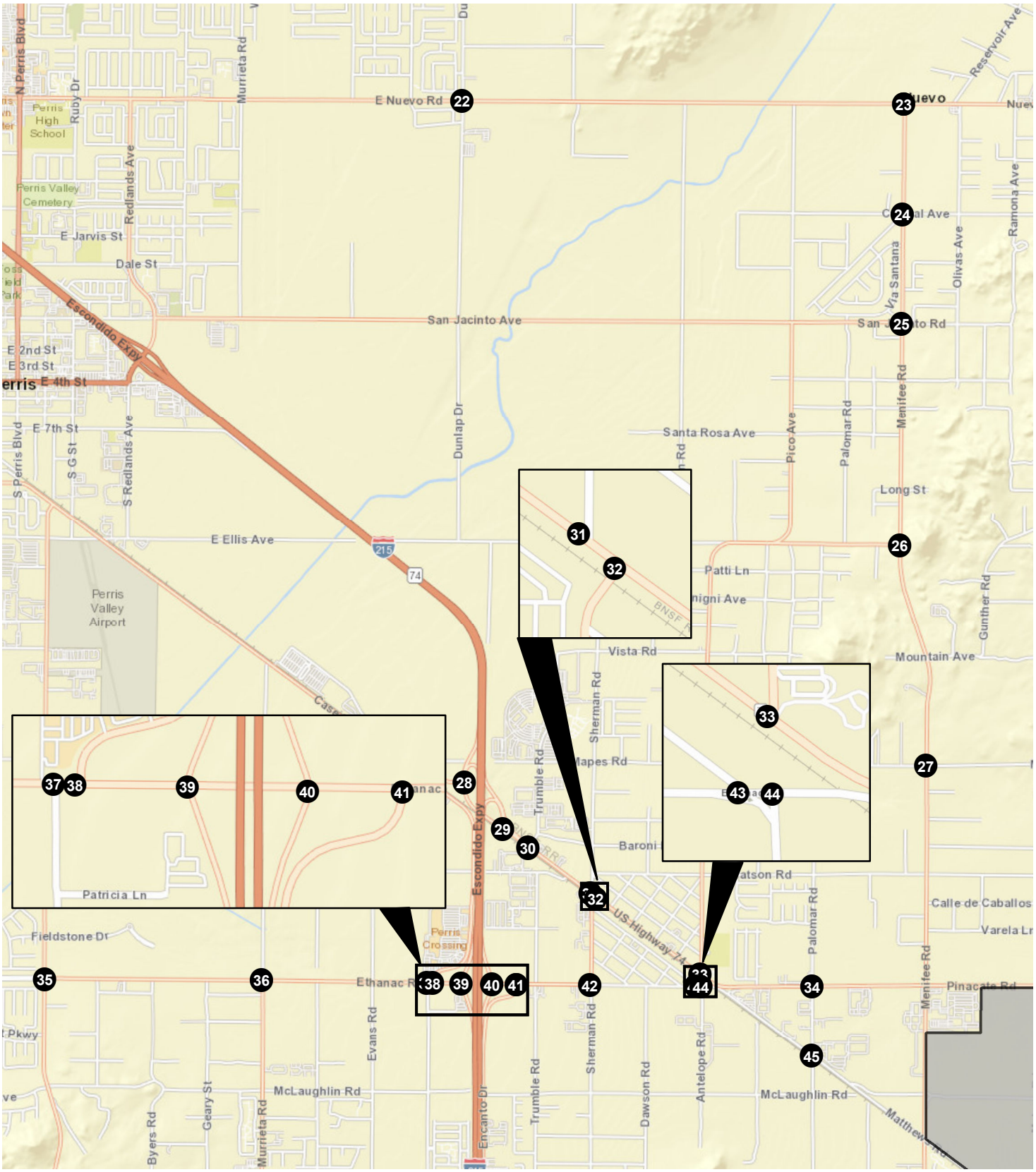

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LEGEND

Project Location

Study Area Intersections

FIGURE 1-4B

N

0 1625 3250

FEET

SOURCE: ESRI

Menifee Valley Specific Plan
Traffic Study

Study Area Intersections - Zone 2

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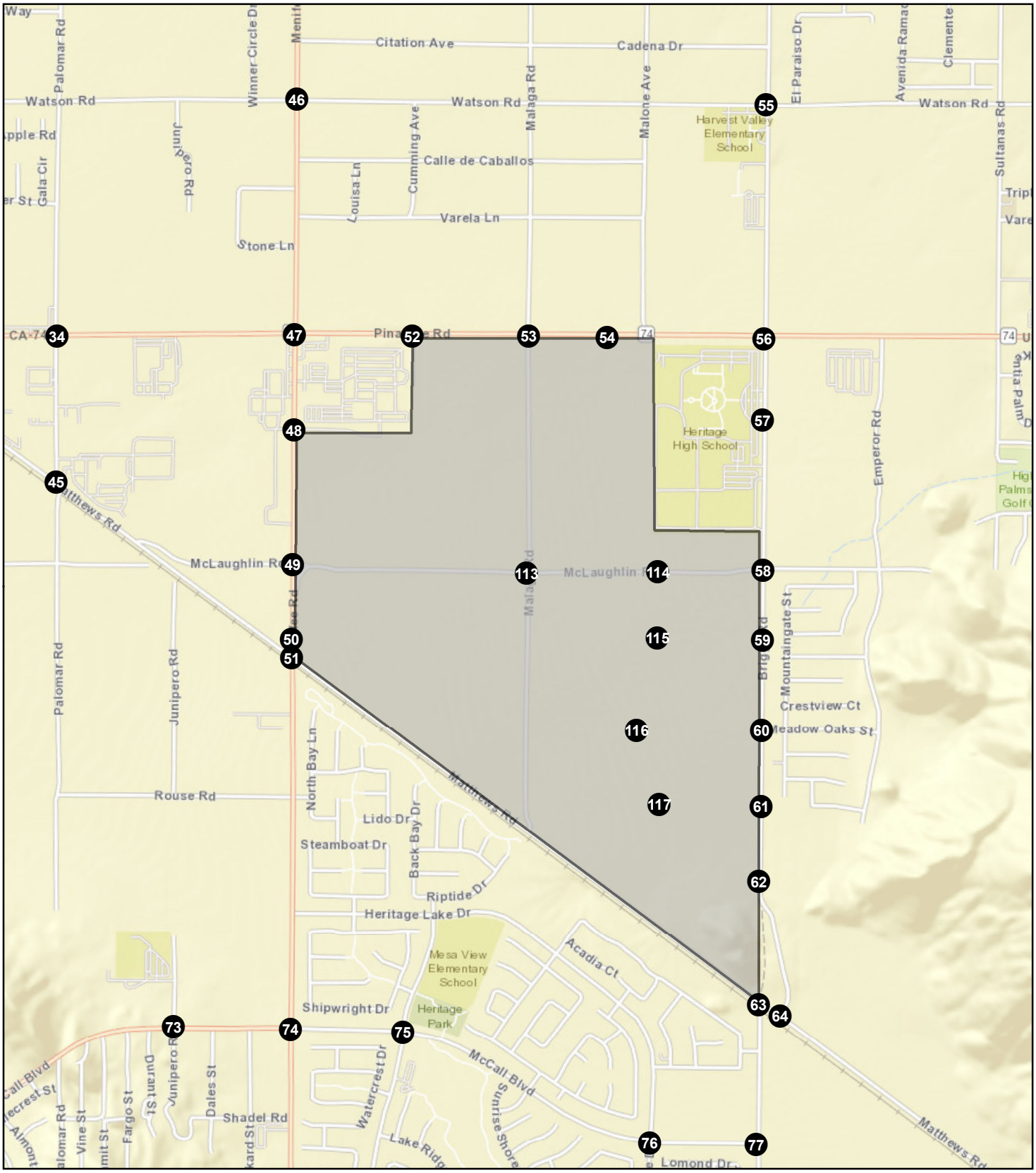

LEGEND

Project Location

Study Area Intersections

FIGURE 1-4C

Menifee Valley Specific Plan
Traffic Study

Study Area Intersections - Zone 3

0 750 1500
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SOURCE: ESRI

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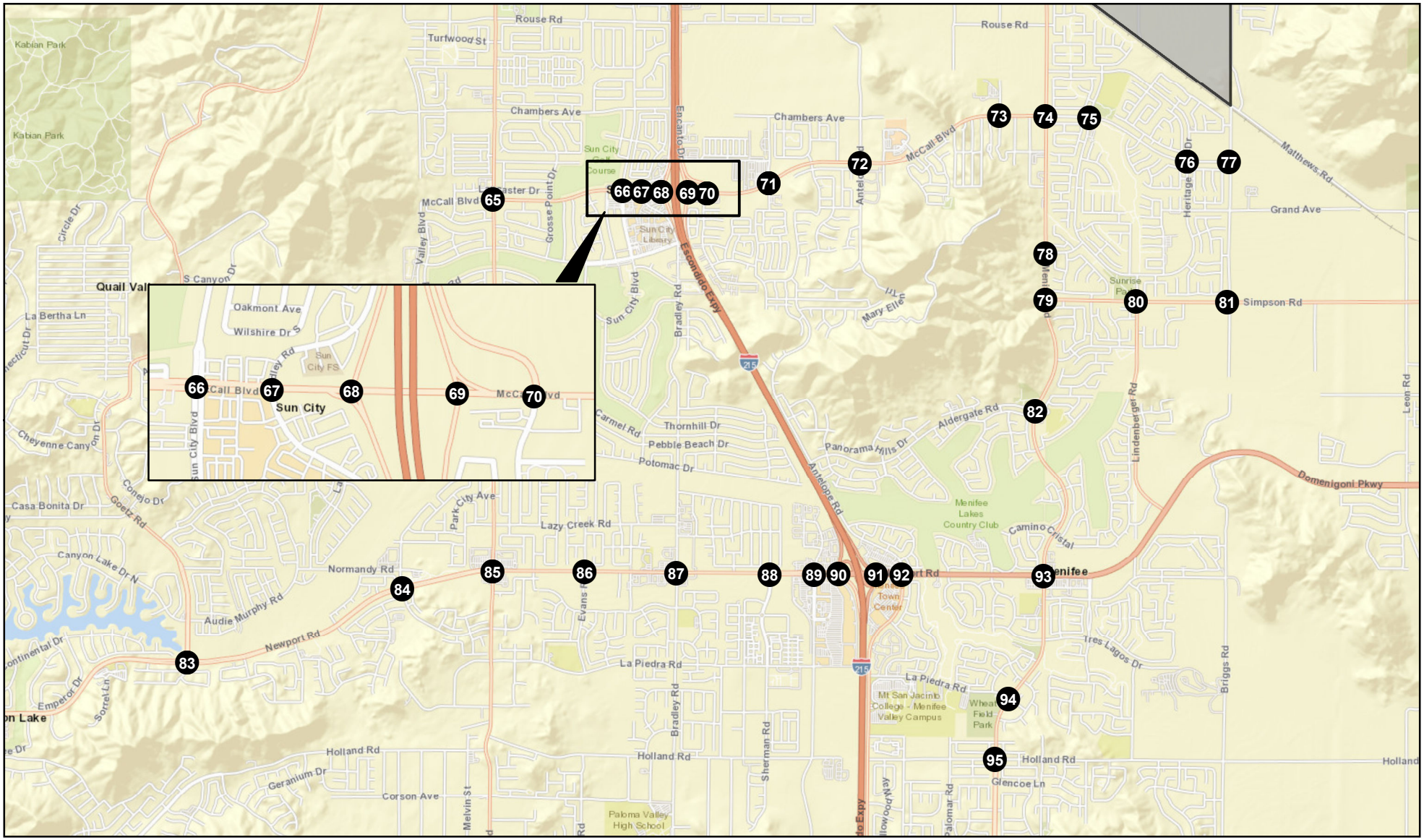

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Project Location

Study Area Intersections

0 2000 4000

FEET

SOURCE: ESRI

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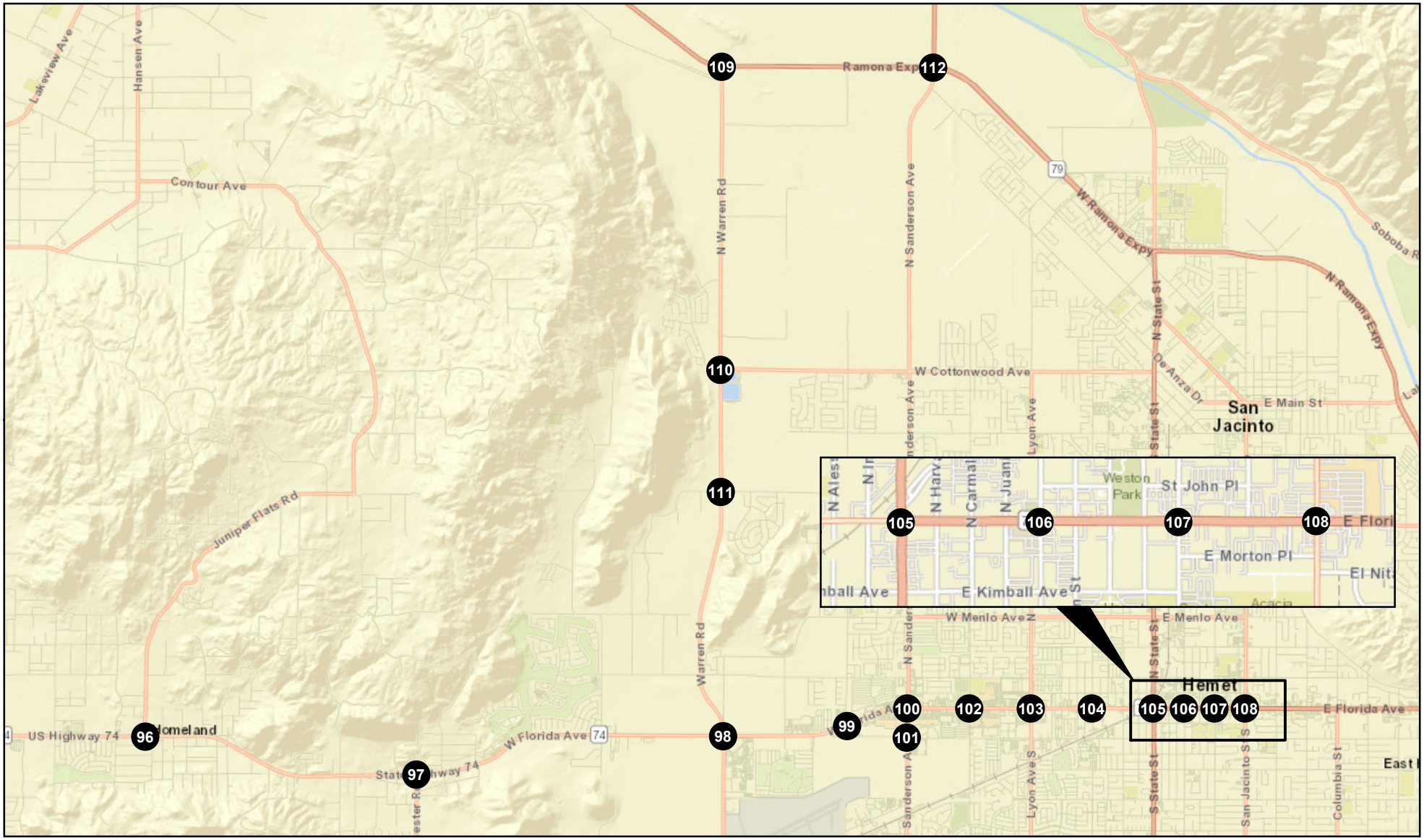
FIGURE 1-4D

Menifee Valley Specific Plan
Traffic Study

Study Area Intersections - Zone 4



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Study Area Intersections

FIGURE 1-4E

0 3000 6000

FEET

SOURCE: ESRI

Menifee Valley Specific Plan
Traffic Study

Study Area Intersections - Zone 5

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Table 1-A - Planning Area Land Uses

Planning Area	Land Use	Area	Description	Phase of Construction
1	Residential	42.2 AC	448 DU Single-Family Residential	Phase 1
2	Residential	61.6 AC	294 DU Single-Family Residential	Phase 1
3	Residential	34.5 AC	461 DU Single-Family Residential	Phase 2
4	Residential	38.3 AC	125 DU Single-Family Residential, 250 Multifamily Residential	Phase 2
5	Residential	10.2 AC	140 Multifamily Residential	Phase 2
6	School	15.5 AC	750 Student Elementary School	Phase 2
7A	Recreation	16.7 AC	Sports Park with 54.0 TSF Aquatic Sports Center, 1 Soccer Field, 2 Tennis and Picketball Court, 1 Sand Volleyball Court, 1 Basketball Court, 2 Baseball Fields, 1 Batting Cage, Picnic Shelters and other amenities	Phase 1
7B	Conservation	14.7 AC	-	-
8A	Greenbelt	5.9 AC	-	-
8B	Greenbelt	7.2 AC	-	-
9	Public Facility - Civic Node	5.3 AC	120.0 TSF Public Facilities	Phase 2
10	Business Park	109.9 AC	2,300.0 TSF Industrial Facilities including 1,150.0 TSF High-Cube Fulfillment Center Warehouse - Non-Sort, 115.0 TSF High-Cube Cold Storage Warehouse, 345.0 TSF High-Cube Fulfillment Center Warehouse - Sort, 345.0 TSF High-Cube Parcel Hub Warehouse, and 345.0 TSF Light Industrial uses	Phase 2
11	Business Park	105.6 AC	2,060.0 TSF Industrial Facilities including 1,030.0 TSF High-Cube Fulfillment Center Warehouse - Non-Sort, 103.0 TSF High-Cube Cold Storage Warehouse, 309.0 TSF High-Cube Fulfillment Center Warehouse - Sort, 309.0 TSF High-Cube Parcel Hub Warehouse, and 309.0 TSF Light Industrial uses	Phase 1
12	Commercial - Business Park	47.7 AC	1,150.0 TSF Industrial Facilities including 575.0 TSF High-Cube Fulfillment Center Warehouse - Non-Sort, 57.5 TSF High-Cube Cold Storage Warehouse, 172.5 TSF High-Cube Fulfillment Center Warehouse - Sort, 172.5 TSF High-Cube Parcel Hub Warehouse, and 172.5 TSF Light Industrial uses.	Phase 1
13	Commercial	42.6 AC	560.0 TSF Retail	Phase 3
-	Perimeter/Public Roadways	32.4 AC	-	-

Notes:
AC = Acres; DU = Dwelling Units; TSF = Thousand Square Feet

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Table 1-B - Study Area Intersections

#	Name	Jurisdiction
1	I-15 SB Ramps/SR-74	Caltrans
2	I-15 NB Ramps/SR-74	Caltrans
3	Dexter Avenue/SR-74	Caltrans
4	Cambern Avenue/SR-74	Caltrans
5	Conard Avenue/SR-74	Caltrans
6	El Toro Cut Off Road/SR-74	Caltrans
7	Riverside Street/SR-74	Caltrans
8	Wasson Canyon Road/SR-74	Caltrans
9	SR-74/Meadowbrook Avenue - Greenwald Avenue	Caltrans
10	SR-74/River Road	Caltrans
11	SR-74/Ellis Avenue	Caltrans
12	Navajo Road/SR-74	Caltrans
13	A Street/SR-74	Caltrans
14	C Street/SR-74	Caltrans
15	D Street/SR-74	Caltrans
16	Perris Boulevard/SR-74	Caltrans
17	G Street/SR-74	Caltrans
18	Wilkerson Avenue/SR-74	Caltrans
19	Redlands Avenue/SR-74 - 4th Street	Caltrans
20	Redlands Avenue/I-215 SB Ramps	Caltrans
21	Redlands Avenue/I-215 NB Ramps	Caltrans
22	Dunlap Drive/Nuevo Road	Perris
23	Menifee Road/Nuevo Road	Riverside County
24	Menifee Road/Porter Street/Central Avenue	Riverside County
25	Menifee Road/San Jacinto Avenue	Riverside County
26	Menifee Road/Ellis Avenue	Riverside County
27	Menifee Road/Mapes Road	Menifee
28	I-215 SB Ramps - SR-74/Bonnie Drive	Caltrans
29	I-215 NB Ramps/SR-74	Caltrans
30	Trumble Road/SR-74	Caltrans
31	Sherman Road/SR-74 (West)	Caltrans
32	Sherman Road/SR-74 (East)	Caltrans
33	Antelope Road/SR-74	Caltrans
34	Palomar Road/SR-74	Caltrans
35	Goetz Road/Ethanac Road	Menifee
36	Murrieta Road/Ethanac Road	Menifee
37	Barnett Road/Ethanac Road	Perris
38	Case Road/Ethanac Road	Perris
39	I-215 SB Ramps/Ethanac Road	Caltrans
40	I-215 NB Ramps/Ethanac Road	Caltrans
41	Encanto Drive/Ethanac Road	Perris
42	Sherman Road/Ethanac Road	Menifee
43	Jackson Avenue/Ethanac Road	Menifee
44	Antelope Road/Ethanac Road	Menifee
45	Palomar Road/Matthews Road	Menifee
46	Menifee Road/Watson Road	Menifee
47	Menifee Road/SR-74	Caltrans
48	Menifee Road/Valley Substation Driveway - Biscayne	Menifee
49	Menifee Road/McLaughlin Road	Menifee
50	Menifee Road/Project Driveway 1	Menifee
51	Menifee Road/Matthews Road	Menifee
52	McKinley/SR-74	Caltrans
53	Malaga Road - Project Driveway 2/SR-74	Caltrans
54	Project Driveway 3/SR-74	Caltrans
55	Briggs Road/Watson Road	Menifee
56	Briggs Road/SR-74	Caltrans
57	Briggs Road/Heritage High School Driveway	Menifee
58	Briggs Road/McLaughlin Road	Menifee
59	Briggs Road/Project Driveway 4	Menifee
60	Briggs Road/Project Driveway 5 - Meadow Oak Street	Menifee

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Table 1-B - Study Area Intersections

#	Name	Jurisdiction
61	Briggs Road/Project Driveway 6	Menifee
62	Briggs Road/Project Driveway 7	Menifee
63	Briggs Road/Matthews Road	Menifee
64	Briggs Road/Case Road	Riverside County
65	Murrieta Road/McCall Boulevard	Menifee
66	Sun City Boulevard/McCall Boulevard	Menifee
67	Bradley Road/McCall Boulevard	Menifee
68	I-215 SB Ramps/McCall Boulevard	Caltrans
69	I-215 NB Ramps/McCall Boulevard	Caltrans
70	Encanto Drive/McCall Boulevard	Menifee
71	Sherman Road/McCall Boulevard	Menifee
72	Antelope Road/McCall Boulevard	Menifee
73	Junipero Road/McCall Boulevard	Menifee
74	Menifee Road/McCall Boulevard	Menifee
75	Heritage Lake Drive (West)/McCall Boulevard	Menifee
76	Heritage Lake Drive (East)/McCall Boulevard	Menifee
77	Briggs Road/McCall Boulevard	Menifee
78	Menifee Road/Coastline Avenue	Menifee
79	Menifee Road/Simpson Road	Menifee
80	Lindenberger Road/Simpson Road	Menifee
81	Briggs Road/Simpson Road	Menifee
82	Menifee Road/Aldergate Drive - Carnelian Way	Menifee
83	Goetz Road - Buckstone Lane/Railroad Canyon Road - Newport Road	Menifee
84	Berea Road - Murphy Ranch Road/Newport Road	Menifee
85	Murrieta Road/Newport Road	Menifee
86	Evans Road/Newport Road	Menifee
87	Bradley Road/Newport Road	Menifee
88	Avenida De Cortez - Town Center Drive/Newport Road	Menifee
89	Haun Road/Newport Road	Menifee
90	I-215 SB Ramps/Newport Road	Caltrans
91	I-215 NB Ramps/Newport Road	Caltrans
92	Antelope Road/Newport Road	Menifee
93	Menifee Road/Newport Road	Menifee
94	Menifee Road/La Piedra Road	Menifee
95	Menifee Road/Holland Road	Menifee
96	Juniper Flats Road/SR-74	Caltrans
97	Vista Place - Winchester Road (SR-79)/SR-74	Caltrans
98	Warren Road/Florida Avenue	Caltrans
99	Cawston Avenue/Florida Avenue	Caltrans
100	Sanderson Avenue/Florida Avenue	Caltrans
101	Sanderson Avenue/Acacia Avenue	Hemet
102	Kirby Street/Florida Avenue	Caltrans
103	Lyon Avenue/Florida Avenue	Caltrans
104	Palm Avenue/Florida Avenue	Caltrans
105	State Street/Florida Avenue	Caltrans
106	Buena Vista Street/Florida Avenue	Caltrans
107	Santa Fe Street/Florida Avenue	Caltrans
108	San Jacinto Street/Florida Avenue	Caltrans
109	Warren Road/Ramona Expressway	San Jacinto
110	Warren Road/Cottonwood Avenue	San Jacinto
111	Warren Road/Esplanade Avenue	San Jacinto
112	Sanderson Avenue (SR-79) - Sanderson Avenue/Ramona Expressway - Ramona Expressway (SR-79)	San Jacinto
113	Malaga Road - Project Driveway 2/McLaughlin Road	Menifee
114	Residential Central Spine/McLaughlin Road	Menifee
115	Residential Central Spine/Project Driveway 4	Menifee
116	Residential Central Spine/Project Driveway 5	Menifee
117	Residential Central Spine/Project Driveway 6	Menifee

Notes:

I = Interstate; SR = State Route; NB = Northbound; SB = Southbound

LSA

Table 1-C - Study Area Roadway Segments

#	Roadway Name	Segment	Jurisdiction
1	Central Avenue (SR-74)	between I-15 NB Ramps and Dexter Avenue	Lake Elsinore
2	Central Avenue (SR-74)	between Dexter Avenue and Cambern Avenue	Lake Elsinore
3	Central Avenue (SR-74)	between Cambern Avenue and Conard Avenue	Lake Elsinore
4	Central Avenue (SR-74)	between Conard Avenue and El Toro Cut Off Road	Lake Elsinore
5	SR-74	between El Toro Cut Off Road and Riverside Street	Lake Elsinore
6	SR-74	between Riverside Street and Wasson Canyon Road	Riverside County
7	SR-74	between Wasson Canyon Road and Meadowbrook Avenue - Greenwald Avenue	Riverside County
8	SR-74	between Meadowbrook Avenue - Greenwald Avenue and River Road	Riverside County
9	SR-74	between River Road and Ellis Avenue	Riverside County
10	SR-74	between Ellis Avenue and Navajo Road	Riverside County
11	4th Street (SR-74)	between Navajo Road and A Street	Perris
12	4th Street (SR-74)	between A Street and C Street	Perris
13	4th Street (SR-74)	between C Street and D Street	Perris
14	4th Street (SR-74)	between D Street and Perris Boulevard	Perris
15	4th Street (SR-74)	between Perris Boulevard and G Street	Perris
16	4th Street (SR-74)	between G Street and Wilkerson Avenue	Perris
17	4th Street (SR-74)	between Wilkerson Avenue and Redlands Avenue	Perris
18	SR-74	between I-215 NB Ramps and Trumble Road	Menifee
19	SR-74	between Trumble Road and Sherman Road (West)	Menifee
20	SR-74	between Sherman Road (West) and Sherman Road (East)	Menifee
21	SR-74	between Sherman Road (East) and Antelope Road	Menifee
22	SR-74	between Antelope Road and Palomar Road	Menifee
23	SR-74	between Palomar Road and Menifee Road	Menifee
24	SR-74	between Menifee Road and McKinley	Menifee
25	SR-74	between McKinley and Malaga Road - Project Driveway 2	Menifee
26	SR-74	between Malaga Road - Project Driveway 2 and Project Driveway 3	Menifee
27	SR-74	between Project Driveway 3 and Briggs Road	Menifee
28	SR-74	between Briggs Road and Juniper Flats Road	Riverside County
29	SR-74	between Juniper Flats Road and Vista Place - Winchester Road (SR-79)	Riverside County
30	Florida Avenue (SR-74/SR-79)	between Vista Place - Winchester Road (SR-79) and Warren Road	Riverside County
31	Florida Avenue (SR-74/SR-79)	between Warren Road and Cawston Avenue	Hemet
32	Florida Avenue (SR-74/SR-79)	between Cawston Avenue and Sanderson Avenue	Hemet
33	Florida Avenue (SR-74/SR-79)	between Sanderson Avenue and Kirby Street	Hemet
34	Florida Avenue (SR-74/SR-79)	between Kirby Street and Lyon Avenue	Hemet
35	Florida Avenue (SR-74/SR-79)	between Lyon Avenue and Palm Avenue	Hemet
36	Florida Avenue (SR-74/SR-79)	between Palm Avenue and State Street	Hemet
37	Florida Avenue (SR-74/SR-79)	between State Street and Buena Vista Street	Hemet
38	Florida Avenue (SR-74/SR-79)	between Buena Vista Street and Santa Fe Street	Hemet
39	Florida Avenue (SR-74/SR-79)	between Santa Fe Street and San Jacinto Street (SR-79)	Hemet
40	Redlands Avenue	between 4th Street (SR-74) and I-215 SB Ramps	Perris
41	Nuevo Road	between Dunlap Drive and Menifee Road	Riverside County
42	Ethanac Road	between Goetz Road and Murrieta Road	Perris
43	Ethanac Road	between Murrieta Road and Barnett Road	Perris
44	Ethanac Road	between Barnett Road and Case Road	Perris
45	Ethanac Road	between Case Road and I-215 SB Ramps	Perris
46	Ethanac Road	between I-215 NB Ramps and Encanto Drive	Perris
47	Ethanac Road	between Encanto Drive and Sherman Road	Perris
48	Ethanac Road	between Sherman Road and Dawson Road	Menifee
49	Ethanac Road	between Dawson Road and Antelope Road	Menifee
50	Matthews Road	between Antelope Road and Palomar Road	Menifee
51	Matthews Road	between Palomar Road and Menifee Road	Menifee
52	Case Road	between Briggs Road (West) and Briggs Road (East)	Menifee
53	McCall Boulevard	between Murrieta Road and Sun City Boulevard	Menifee
54	McCall Boulevard	between Sun City Boulevard and Bradley Road	Menifee
55	McCall Boulevard	between Bradley Road and I-215 SB Ramps	Menifee
56	McCall Boulevard	between I-215 NB Ramps and Encanto Drive	Menifee
57	McCall Boulevard	between Encanto Drive and Sherman Road	Menifee
58	McCall Boulevard	between Sherman Road and Antelope Road	Menifee
59	McCall Boulevard	between Antelope Road and Junipero Road	Menifee
60	McCall Boulevard	between Junipero Road and Menifee Road	Menifee
61	McCall Boulevard	between Menifee Road and Heritage Lake Drive (West)	Menifee
62	McCall Boulevard	between Heritage Lake Drive (West) and Heritage Lake Drive (East)	Menifee
63	McCall Boulevard	between Heritage Lake Drive (East) and Briggs Road	Menifee
64	Simpson Road	between Menifee Road and Lindenberger Road	Menifee
65	Simpson Road	between Lindenberger Road and Briggs Road	Menifee

LSA

Table 1-C - Study Area Roadway Segments

#	Roadway Name	Segment	Jurisdiction
66	Newport Road	between Goetz Road and Berea Road - Murphy Ranch Road	Menifee
67	Newport Road	between Berea Road - Murphy Ranch Road and Murrieta Road	Menifee
68	Newport Road	between Murrieta Road and Evans Road	Menifee
69	Newport Road	between Evans Road and Bradley Road	Menifee
70	Newport Road	between Bradley Road and Avenida De Cortez - Town Center Drive	Menifee
71	Newport Road	between Avenida De Cortez - Town Center Drive and Haun Road	Menifee
72	Newport Road	between Haun Road and I-215 SB Ramps	Menifee
73	Newport Road	between I-215 NB Ramps and Antelope Road	Menifee
74	Newport Road	between Antelope Road and Menifee Road	Menifee
75	Ramona Expressway	between Warren Road and Sanderson Avenue (SR-79) - Sanderson Avenue	San Jacinto
76	Sherman Road	between SR-74 and Ethanac Road	Menifee
77	Palomar Road	between SR-74 and Matthews Road	Menifee
78	Menifee Road	between Nuevo Road and Central Avenue/Porter Street	Riverside County
79	Menifee Road	between Central Avenue/Porter Street and San Jacinto Avenue	Riverside County
80	Menifee Road	between San Jacinto Avenue and Ellis Avenue	Riverside County
81	Menifee Road	between Ellis Avenue and Mapes Road	Riverside County
82	Menifee Road	between Mapes Road and Watson Road	Menifee
83	Menifee Road	between Watson Road and SR-74	Menifee
84	Menifee Road	between SR-74 and Biscayne	Menifee
85	Menifee Road	between Biscayne and McLaughlin Road	Menifee
86	Menifee Road	between McLaughlin Road and Project Driveway 1	Menifee
87	Menifee Road	between Project Driveway 1 and Matthews Road	Menifee
88	Menifee Road	between Matthews Road and McCall Boulevard	Menifee
89	Menifee Road	between McCall Boulevard and Coastline Avenue	Menifee
90	Menifee Road	between Coastline Avenue and Simpson Road	Menifee
91	Menifee Road	between Simpson Road and Aldergate Drive - Carnelian Way	Menifee
92	Menifee Road	between Aldergate Drive - Carnelian Way and Newport Road	Menifee
93	Menifee Road	between Newport Road and La Piedra Road	Menifee
94	Menifee Road	between La Piedra Road and Holland Road	Menifee
95	Briggs Road	between Watson Road and SR-74	Menifee
96	Briggs Road	between SR-74 and Heritage High School Driveway	Menifee
97	Briggs Road	between Heritage High School Driveway and McLaughlin Road	Menifee
98	Briggs Road	between McLaughlin Road and Project Driveway 4	Menifee
99	Briggs Road	between Project Driveway 4 and Project Driveway 5 - Meadow Oak Street	Menifee
100	Briggs Road	between Project Driveway 5 - Meadow Oak Street and Project Driveway 6	Menifee
101	Briggs Road	between Project Driveway 6 and Project Driveway 7	Menifee
102	Briggs Road	between Project Driveway 7 and Case Road	Menifee
103	Briggs Road	between Case Road and McCall Boulevard	Menifee
104	Briggs Road	between McCall Boulevard and Simpson Road	Menifee
105	Warren Road	between Ramona Expressway and Cottonwood Avenue	San Jacinto
106	Warren Road	between Cottonwood Avenue and Esplanade Avenue	San Jacinto
107	Warren Road	between Esplanade Avenue and Florida Avenue (SR-74/SR-79)	Hemet

Notes:

I = Interstate; SR = State Route; NB = Northbound; SB = Southbound

2.0 ANALYSIS METHODOLOGY FOR LEVEL OF SERVICE ANALYSIS

2.1 LEVEL OF SERVICE DEFINITIONS

LOS can be characterized for the whole intersection, each intersection approach, and by each lane group. Control delay alone is used to characterize LOS for the entire intersection. Control delay quantifies the increase in travel time due to the traffic signal control and is a surrogate measure of driver discomfort and fuel consumption.

A complete description of the meaning of LOS can be found in the Transportation Research Board Special Report 209, *Highway Capacity Manual*, 6th Edition (HCM 6). The HCM 6 establishes LOS A through F for intersections. A description of LOS for signalized and unsignalized intersections is summarized in Table 2-A. A description of LOS for roadway segments is summarized in Table 2-B.

Table 2-C shows the LOS criteria for unsignalized and signalized intersections. Tables 2-D through 2-G summarize the LOS criteria used to evaluate roadway segments based on the daily capacity for each functional classification pursuant to the traffic study guidelines for the City of Menifee, County of Riverside, and City of Lake Elsinore. Table 2-H summarizes the LOS criteria used to evaluate roadway segments based on the daily capacity for each functional classification pursuant to the City of Perris *General Plan Circulation Element* (approved August 26, 2022). The daily traffic volumes represent the total vehicles (both directions) traveling on a roadway segment within 24 hours. The cities of Hemet and San Jacinto do not have any definite thresholds for roadway segment operations. For roadway segments located in these jurisdictions, the County of Riverside (County) thresholds have been used instead.

For all study area intersections, the *Highway Capacity Manual 6th Edition* (HCM 6) analysis methodologies were used to determine intersection LOS. Intersection LOS was calculated using the Synchro 10 software, which uses the HCM 6 methodologies.

2.2 LEVEL OF SERVICE PROCEDURES AND THRESHOLDS

Study intersections analyzed in this report are under the jurisdictions of the City of Menifee, County of Riverside, City of Lake Elsinore, City of Perris, City of Hemet, City of San Jacinto, and the California Department of Transportation (Caltrans). The operational requirements for each of these jurisdictions are as follows.

2.2.1 City of Menifee

As per the City of Menifee's *LOS Traffic Study Guidelines* (revised October 2020), LOS D is the standard for acceptable operating conditions for intersections except at constrained intersections and roadway segments in close proximity to Interstate 215 (I-215), where LOS E is accepted during peak hours. Additionally, a project would not meet the LOS standard under the following conditions:

- If the pre-project condition at an intersection or roadway segment is at or better than the minimum acceptable LOS (LOS D, or LOS E at constrained locations near I-215) and the addition of project trips results in unacceptable LOS (LOS E or LOS F).

- If the pre-project condition is LOS E or F and the project adds 50 or more peak-hour trips to the intersection or roadway segment. This type of impact would be considered a "cumulative" project impact in which the project would be required to contribute a fair share payment toward reducing the impact.

2.2.2 County of Riverside

As per the County of Riverside *General Plan* (dated July 7, 2020), LOS C shall apply to all development proposals in any area of the Riverside County not located within the boundaries of an Area Plan, as well those areas located within the following Area Plans: REMAP, Eastern Coachella Valley, Desert Center, Palo Verde Valley, and those non-Community Development areas of the Elsinore, Lake Mathews/Woodcrest, Mead Valley, and Temescal Canyon Area Plans. LOS D shall apply to all development proposals located within any of the following Area Plans: Eastvale, Jurupa, Highgrove, Reche Canyon/Badlands, Lakeview/Nuevo, Sun City/Menifee Valley, Harvest Valley/Winchester, Southwest Area, The Pass, San Jacinto Valley, Western Coachella Valley, and those Community Development Areas of the Elsinore, Lake Mathews/Woodcrest, Mead Valley, and Temescal Canyon Area Plans. LOS E may be allowed by the Board of Supervisors within designated areas where transit-oriented development and walkable communities are proposed.

As per the County of Riverside *Transportation Analysis Guidelines for Level of Service and Vehicle Miles Traveled* (dated December 2020), operational improvements would be required under the following conditions:

1. When existing traffic conditions exceed the General Plan target LOS;
2. When project traffic, when added to existing traffic, will deteriorate the LOS to below the target LOS; and
3. When cumulative traffic exceeds the target LOS.

2.2.3 City of Lake Elsinore

As per the City of Lake Elsinore *Traffic Impact Analysis Preparation Guide* (adopted June 23, 2020), a countywide target of LOS "C" is to be maintained on all County-maintained roads and conventional State highways. However, as an exception, LOS "D" may be allowed in Community Development areas at intersections with any combination of secondary highways, major highways, arterials, urban arterials, expressways, conventional state highways, or at freeway ramp intersections. Additionally, LOS "E" may be allowed in designated community centers to the extent that it would support transit-oriented development and walkable communities.

2.2.4 City of Perris

Based on *City of Perris LOS Standards and Significance Criteria for Traffic Studies*, the City of Perris has identified LOS "D" as the standard for acceptable operating conditions for all City maintained roads (including intersections) and LOS D along I-215 and SR-74, except intersections of any arterials and Expressways with SR-74, the Ramona-Cajalco Expressway or at I-215 Freeway ramps, where LOS E is the acceptable standard. Additionally, LOS E may be allowed within the boundaries of the Perris

Downton Specific Plan area to the extent that it would support transit-oriented development and walkable communities.

Per the City of Perris, a direct project related operational deficiency occurs at a study intersection when it operates at an acceptable Level of Service (LOS) for existing conditions (without the project) and the addition of 50 or more a.m. or p.m. peak hour project trips causes the intersection to operate at an unacceptable LOS for existing plus project conditions. Additionally, a direct project related operational deficiency occurs at a study intersection when it operates at an unacceptable LOS for existing conditions (without the project) and the addition of 50 or more a.m. or p.m. peak hour project trips causes the intersection delay to increase by 2 seconds or more. A cumulative operational deficiency occurs when a study intersection is forecast to operate at an unacceptable LOS with the addition of cumulative/background traffic and 50 or more a.m. or p.m. peak hour project trips. Additionally, improvements need to be recommended to conform to the City's LOS standards. As such, feasible improvements need to be recommended to eliminate or the existing or forecasted deficiency within the study area.

2.2.5 City of Hemet

As per the City of Hemet *2030 General Plan Circulation Element* (adopted January 24, 2012), LOS D is the lowest acceptable LOS for peak-hour intersection operations, and LOS C is the lowest acceptable LOS for roadway segment operations. The City of Hemet has not adopted an LOS standard for unsignalized intersections. Performance of unsignalized intersections is evaluated on a case-by-case basis. At the regional planning level, Riverside County's Congestion Management Plan (CMP) specifies LOS E as the operating standard for roadways and intersections on the CMP highway system. However, the City accepts a LOS below D for roadways and intersections at Florida and Sanderson Avenues, and at Devonshire and Sanderson Avenues, where LOS is affected by delays at Florida and Sanderson Avenues.

The City of Hemet does not have its own traffic study guidelines. Rather, it follows the County of Riverside Traffic Analysis Guidelines. Therefore, for intersections and roadway segments located within Hemet, operational improvements would be required under the same conditions as that for the Riverside County.

2.2.6 City of San Jacinto

As per the City of San Jacinto *Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment* (adopted June 16, 2020), the operating requirements at signalized intersections are as follows:

- Any signalized study intersection operating at an acceptable LOS D or better without project traffic in which the addition of project traffic causes the intersection to degrade to a LOS E or F shall identify improvements to improve operations to LOS D or better.
- Any signalized study intersection that is operating at LOS E or F without project traffic where the project increases delay by 5.0 or more seconds shall identify improvements to offset the increase in delay.

However, for unsignalized intersections, the operating requirements are as follows:

> An operational improvement would be required if the study determines that either section a) or both sections b) and c) occur:
>
> a) The addition of project related traffic causes the intersection to degrade from an acceptable LOS D or better to LOS E or F.
>
> OR
>
> b) The project adds 5.0 seconds or more of delay to an intersection that is already projected to operate without project traffic at a LOS E or F,
>
> AND
>
> c) The intersection meets the peak hour traffic signal warrant after the addition of project traffic.
>
> If the conditions above are satisfied, improvements should be identified that achieve the following:
>
> - LOS D or better for case a) above or to pre-project LOS and delay for case b) above.

For roadway segments, the operating requirements are as follows:

- Any study roadway segment operating at a LOS D or better without project traffic in which the addition of project traffic causes the segment to degrade to an LOS E or F should identify improvements to achieve LOS D.

- Any roadway segment that operates unacceptably in the no project scenario where the project adds traffic in excess of 5 percent of the roadway capacity (e.g., a volume-to-capacity ratio increase of 0.05) should identify improvements to add capacity to the segment.

2.2.7 California Department of Transportation

Based on Caltrans District 8 Office of Intergovernmental Review, Community and Regional Planning, LOS D is considered as the level of service standard for state highways and freeway ramps within the district jurisdiction. Caltrans does not have any operational deficiency criteria for study intersections. Therefore, an operational deficiency occurs when the project causes an unsatisfactory condition (deterioration from LOS A through D to E or F) for intersections or when the project contributes to an existing or forecast deficiency. The project needs to identify improvements to improve the intersection LOS to an acceptable level.

It should be noted Caltrans does not have roadway segment level of service criteria. Therefore, study segments within the easterly part of SR-74 (between I-15 and Central Avenue interchange and I-215 and 4th Street interchange) and westerly part of SR-74 (between I-215 and SR-74 interchange to SR-79 and SR-74 junctions) have been analyzed using the local jurisdictions' (City of Lake Elsinore,

City of Perris, City of Menifee, City of Hemet, City of San Jacinto and County of Riverside) roadway segment LOS criteria.

2.3 LIST OF CHAPTER 2.0 TABLES

- Table 2-A: Intersection Level of Service Definitions
- Table 2-B: Roadway Segment Level of Service Definitions
- Table 2-C: Level of Service Criteria for Unsignalized and Signalized Intersections (HCM 6)
- Table 2-D: City of Menifee Roadway Segment Capacity and Levels of Service
- Table 2-E: County of Riverside Roadway Segment Capacity and Levels of Service
- Table 2-F: City of Lake Elsinore Daily Traffic Volume Capacity
- Table 2-G: City of Lake Elsinore Roadway Segment Level of Service Criteria
- Table 2-H: City of Perris Roadway Segment Capacity and Levels of Service

Table 2-A: Intersection Level of Service Definitions

LOS	Description
A	Traffic operations with a control delay of 10 seconds per vehicle or less and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is exceptionally favorable or the cycle length is very short. If LOS A is the result of favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.
B	Traffic operations with control delay between 10 seconds per vehicle and 20 seconds per vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with LOS A.
C	Traffic operations with control delay between 20 and 35 seconds per vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when progression is favorable or the cycle length is moderate. Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of the insufficient capacity during the cycle) may begin to appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.
D	Traffic operations with control delay between 35 and 55 seconds per vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high and either progression is ineffective or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.
E	Traffic operations with control delay between 55 and 80 seconds per vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.
F	Traffic operations with control delay exceeding 80 seconds per vehicle or a volume-to-capacity ratio greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.

Source: *Highway Capacity Manual* (6th Edition).
LOS = level of service

Table 2-B: Roadway Segment Level of Service Definitions

LOS	Description
A	Describes primarily free-flow operation. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Control Delay at the boundary intersection is minimal. The travel speed exceeds 80% of the base free-flow speed, and the volume-to-capacity ratio is no greater than 1.0.
B	Describes reasonably unimpeded operation. The ability to maneuver within the traffic stream is only slightly restricted, and control delay at the boundary is not significant. The travel speed is between 67% and 80% of the base free-flow speed, and the volume-to-capacity ratio is no greater than 1.0.
C	Describes stable operation. The ability to maneuver and change lanes at mid-segment locations may be more restricted than at LOS B. Longer queues at the boundary intersection may contribute to lower travel speeds. The travel speed is between 50% and 67% of the base free-flow speed, and the volume-to-capacity ratio is no greater than 1.0.
D	Indicates a less stable condition in which small increases in flow may cause substantial increases in delay and decreases in travel speed. This operation may be due to adverse signal progression, high volume, or inappropriate signal timing at the boundary intersections. The travel speed is between 40% and 50% of the base free-flow speed, and the volume-to-capacity ratio is no greater than 1.0.
E	Characterized by unstable operation and significant delay. Such operations may be due to some combination of adverse progression, high volume, and inappropriate signal timing at the boundary intersections. The travel speed is between 30% and 40% of the base free-flow speed, and the volume-to-capacity ratio is no greater than 1.0.
F	Characterized by flow at extremely low speed. Congestion is likely occurring at the boundary intersections, as indicated by high delay and extensive queuing. The travel speed is between 30% or less of the base free-flow speed, and the volume-to-capacity ratio is greater than 1.0.

Source: *Highway Capacity Manual* (6th Edition)
LOS = level of service

Table 2-C: Level of Service Criteria for Unsignalized and Signalized Intersections (HCM 6)

Level of Service	Unsignalized Intersection Average Delay per Vehicle (seconds)	Signalized Intersection Average Delay per Vehicle (seconds)
A	< 10	< 10
B	> 10 and < 15	> 10 and < 20
C	> 15 and < 25	> 20 and < 35
D	> 25 and < 35	> 35 and < 55
E	> 35 and < 50	> 55 and < 80
F	> 50	> 80

Source: *Highway Capacity Manual* (6th Edition).

Table 2-D: City of Menifee Roadway Segment Capacity and Levels of Service

Roadway Classification	Number of Lanes	Maximum Two-Way ADT Volume		
		LOS C	LOS D	LOS E
Local	2	10,400	11,700	13,000
Secondary	4	20,700	23,300	25,900
Major	4	27,300	30,700	34,100
Arterial	4	29,600	33,400	37,000
Mountain Arterial	2	12,900	14,500	16,100
Mountain Arterial	4	25,500	28,700	31,900
Urban Arterial	6	45,000	50,600	56,300
Urban Arterial	8	25,500	28,700	31,900
Expressway	4	45,000	50,600	56,300
Expressway	6	69,000	78,000	87,000
Expressway	8	53,000	58,000	64,000
Freeway	4	79,000	87,000	95,000
Freeway	6	106,000	119,000	132,000
Freeway	8	80,000	91,000	100,000
Freeway	10	102,000	123,000	132,000
Ramp[1]	1	136,000	164,000	176,000

Source: City of Menifee Engineering Department *LOS Traffic Study Guidelines* (October 2020).

[1] Ramp capacity is given as a one-way traffic volume.

ADT = average daily traffic
LOS = level of service

Table 2-E: County of Riverside Roadway Segment Capacity and Levels of Service

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

Source: County of Riverside Transportation Department Transportation Analysis Guidelines for Level of Service Vehicle Miles Traveled (December 2020).

[1] Maximum two-way ADT values are based on the 1999 Modified Highway Capacity Manual Level of Service Tables as defined in the Riverside County Congestion Management Program.

[2] Two-lane roadways designated as future arterials that conform to arterial design standards for vertical and horizontal alignments are analyzed as arterials.

[3] Ramp capacity is given as a one-way traffic volume.

ADT = average daily traffic
LOS = level of service

Table 2-F: City of Lake Elsinore Daily Traffic Volume Capacity

Roadway Classification	Number of Lanes	Maximum Two-Way Traffic Volume (ADT)
		LOS E
Collector	2	13,000
Divided Collector	2	18,000
Secondary	4	25,900
Major	4	34,100
Urban Arterial	6	53,900
	8	71,800

Source: City of Lake Elsinore Planning Department *Traffic Impact Analysis Preparation Guide* (June 2020).

[1] Maximum two-way ADT values are based on the 1999 Modified Highway Capacity Manual Level of Service Tables as defined in the Riverside County Congestion Management Program. Divided Collector interpolated.

[2] Two-lane roadways designated as future arterials that conform to arterial design standards for vertical and horizontal alignments are analyzed as arterials.

[3] Ramp capacity is given as a one-way traffic volume.

ADT = average daily traffic
LOS = level of service

Table 2-G: City of Lake Elsinore Roadway Segment Level of Service Criteria

LOS	Roadway Segment LOS Criteria	
	Indicates	V/C Ratio Range
A	Acceptable	0.00 to 0.80
AC	Approaching Capacity	0.81 to 1.00
PEC	Potentially Exceeds Capacity	1.01 to 1.24
D	Deficient	>1.24

Source: City of Lake Elsinore Planning Department *Traffic Impact Analysis Preparation Guide* (June 2020).
LOS = level of service
V/C = volume to capacity

Table 2-H: City of Perris Roadway Segment Capacity and Levels of Service

Type of Roadway	Number of Lanes	Maximum Two-Way ADT[1]				
		LOS A	LOS B	LOS C	LOS D	LOS E
Collector/Local	2	7,800	9,100	10,400	11,700	13,000
Major Collector	2	10,800	12,600	14,400	16,200	18,000
Secondary Arterial	4	21,540	25,130	28,700	32,300	35,900
Arterial	6	32,340	37,730	43,100	48,500	53,900
Expressway	6	36,780	42,910	49,000	55,200	61,300
Expressway	8	49,020	57,190	65,400	73,500	81,700
Freeway	4	45,900	53,550	61,200	68,900	76,500
Freeway	6	70,500	82,250	94,000	105,800	117,500
Freeway	8	96,300	112,350	128,400	144,500	160,500
Freeway	10	120,360	140,420	160,500	180,500	200,600

Source: City of Perris General Plan Circulation Element (August 2022).
[1] Maximum two-way ADT values are based on the 1999 Modified Highway Capacity Manual Level of Service Tables.
ADT = average daily traffic
LOS = level of service

3.0 CIRCULATION NETWORK SETTING

This section provides a description of the circulation network within the study area. Figures 3-1A through 3-1E illustrate the existing study intersection geometrics and traffic control. Figures 3-2A through 3-2E illustrate the Existing with Project study intersection geometrics and traffic control.

3.1 CIRCULATION NETWORK

3.1.1 Existing Circulation Network

3.1.1.1 Menifee

Within Menifee, all major roadways are classified based on the roadway classification provided in the City of Menifee General Plan, dated 2013. Figure 3-3 illustrates the classifications of major roadways within Menifee. The following briefly describes major roadways within the study area:

- **Goetz Road:** This roadway is designated as an arterial roadway north of McLaughlin Road and a major roadway in Quail Valley in the City of Menifee General Plan. Goetz Road is currently an undivided two-lane facility along non-urbanized segments and is a four-lane, median-divided facility along urbanized areas. This road is served by Riverside Transit Agency (RTA) Route 61.

- **Murrieta Road:** This roadway is designated as a secondary roadway between Ethanac Road to Salt Creek Trail and an arterial between Salt Creek Trail to Bundy Canyon Road in the City of Menifee General Plan. Murrieta Road is an undivided two-lane facility along non-urbanized segments and a Two-Way Left-Turn Lane (TWLTL) median-divided, four-lane facility along developed segments. The posted speed limit ranges from 40 miles per hour (mph) in urbanized areas to 45 mph in non-urbanized areas. This road is served by RTA Routes 61 and 74.

- **Evans Road:** This roadway is designated as a collector roadway between Lazy Creek Road to Newport Road and between Garbani Road and Scott Road and a secondary between Newport Road to Garbani Road in the City of Menifee General Plan. Evans Road is an undivided two-lane facility between Lazy Creek Road to Newport Road and Holland Road and Craig Avenue. Evans Road is a TWLTL-median-divided, four-lane facility between Newport Road to La Piedra Road and between Craig Road to Garbani Road. Evans Road is unpaved between La Piedra Road and Holland Road and south of Garbani Road. The posted speed limit ranges between 25 mph in urbanized areas and 40 mph in non-urbanized areas. This road is served by RTA Route 61.

- **Barret Road:** This roadway is designated as a secondary roadway in the City of Menifee General Plan. Barret Road is currently an unpaved facility. There is no posted speed limit.

- **Sun City Boulevard:** This roadway is designated as a secondary north of McCall Boulevard and collector south of McCall Boulevard in the City of Menifee General Plan. Sun City Boulevard is an undivided, four-lane facility between Rouse Road to McCall Boulevard, a median-divided, four-lane facility between McCall Boulevard to Cherry Hills Boulevard, and an undivided two-lane facility between Cherry Hills Boulevard to Pebble Beach Drive. The speed limit ranges from

40 mph in non-urbanized areas to 25 mph in urbanized areas. This road is served by RTA Routes 61 and 74.

- **Bradley Road:** This roadway is designated as a collector roadway between Rouse Road to Chambers Avenue, secondary roadway between Chambers Avenue to Newport Road, and a major roadway between Newport Road to Garbani Road in the City of Menifee General Plan. Currently Bradley Road is an undivided, two-lane facility between Rouse Road to McCall Boulevard, a TWLTL-median-divided, four-lane facility between McCall Boulevard to Cherry Hills Boulevard and between Newport Road to Holland Road, and a TWLTL-median-divided, two-lane facility between Cherry Hills Boulevard to Newport Road. The posted speed limit ranges from 40 mph to 45 mph. This road is served by RTA Route 74.

- **Encanto Drive:** This roadway is designated as a major between Ethanac Road and McCall Boulevard and as a collector south of McCall Boulevard in the City of Menifee General Plan. Encanto Drive is an undivided, two-lane facility. The speed limit is 30 mph in urbanized areas. This road is served by RTA Route 61.

- **Avenida De Cortez:** This roadway is designated as a collector roadway in the City of Menifee General Plan. Avenida De Cortez is an undivided, two-lane facility. The posted speed limit is 25 mph. This road is served by RTA Routes 61 and 74 at the intersection with Newport Road.

- **Town Center Drive:** This roadway is designated as a collector roadway in the City of Menifee General Plan. Town Center Drive is an undivided two-lane facility. The posted speed limit is 40 mph. This road is served by RTA Routes 61 and 74 at the intersection with Newport Road.

- **Haun Road:** This roadway is designated as a major roadway in the City of Menifee General Plan. Huan Road is a median-divided, four-lane facility along urbanized areas and an undivided two-lane facility along non-urbanized areas. The posted speed limit is 45 mph. This road is served by RTA Routes 61 and 74 at the intersection with Newport Road.

- **Trumble Road:** This roadway is designated as a major roadway in the City of Menifee General Plan. Trumble Road is currently a TWLTL-median-divided, four-lane facility. The posted speed limit is 45 mph. This road is served by RTA Route 28 at the intersection with SR-74.

- **Sherman Road:** This roadway is designated as a collector roadway north of SR-74 and as a north-south major roadway south of SR-74 in the City of Menifee General Plan. Sherman Road is currently an undivided, two-lane facility. The posted speed limit is 40 mph. This road is served by RTA Route 28.

- **Antelope Road:** This roadway is designated as a major roadway north of SR-74, between Rouse Road to McCall Boulevard, and south of Newport Road. This roadway is designated as a secondary between SR-74 to Rouse Road and between Aldergate Drive to Newport Drive. Antelope Road is currently an undivided, two-lane facility north of McLaughlin Road, between Mesa Crest Way to Palm Villa Drive, and south of Craig Avenue. Antelope Road between McLaughlin Road to McCall Boulevard and between La Piedra Road to Craig Avenue is a median-divided, three-lane facility. Antelope Road between Palm Villa Drive to La Piedra Road is a

median-divided, four-lane facility. This road is served by RTA Route 28 at the intersection with SR-74.

- **Palomar Road:** This roadway is designated as a collector roadway in the City of Menifee General Plan. Palomar Road is currently an undivided, two-lane facility and is unpaved between Case Road to McLaughlin Road. The posted speed limit is 45 mph at the paved sections. This road is served by RTA Route 28.

- **Menifee Road:** This roadway is designated as an urban arterial roadway in the City of Menifee General Plan. Menifee Road is currently an undivided, two-lane facility along non-urbanized areas and is a median-divided, four-lane facility along urbanized areas. The posted speed limit ranges from 45 mph in urbanized areas to 55 mph in non-urbanized areas. This road is served by RTA Routes 61 and 74.

- **Malaga Road:** This roadway is designated as a collector roadway in the City of Menifee General Plan. Malaga Road is an unpaved facility that provides access to the project site. There is no posted speed limit. This road is served by RTA Route 28 at the intersection with SR-74.

- **Briggs Road:** This roadway is designated as a major roadway in the City of Menifee General Plan. Briggs Road is currently an undivided, two-lane facility along non-urbanized areas and a three-lane undivided facility along urbanized areas. The posted speed limit is 45 mph. This road is served by RTA Route 28 at the intersection with SR-74.

- **Mapes Road:** This roadway is designated as an east-west major roadway in the City of Menifee General Plan. Mapes Road is currently an undivided two-lane facility. The posted speed limit is 45 mph.

- **Watson Road:** This roadway is designated as a secondary roadway in the City of Menifee General Plan. Watson Road is currently an undivided, two-lane facility. The posted speed limit is 45 mph.

- **SR-74:** This roadway is designated as a major between I-215 to Antelope Road and as an expressway between Antelope Road to Briggs Road in the City of Menifee General Plan, and runs from Interstate 5 (I-5) in San Juan Capistrano, California, to Palm Desert, California. SR-74 in Menifee is currently a median-separated, four-lane facility. The posted speed limit is 45 mph. This roadway provides access to the project site via three project driveways. RTA bus stops are located along eastbound and westbound SR-74, near the project site. The road is served by RTA Route 28.

- **Ethanac Road:** This roadway is designated as an expressway in the City of Menifee General Plan. Ethanac Road is currently a median-divided, four-lane facility between Goetz Road and Barret Road and an undivided, two-lane facility between Trumble Road and Antelope Road. The posted speed limit is 40 mph. This road is served by RTA Route 74.

- **McLaughlin Road:** This roadway is designated as a secondary roadway between Goetz Road to Barret Road and a collector road between Encanto Drive to Briggs Road in the City of Menifee

General Plan. McLaughlin Road is currently mostly unpaved except for the undivided two-lane facility between Murrieta Road and Barret Road. There is no posted speed limit. This roadway provides access to the project site via two project driveways and is part of the internal circulation network of the project site.

- **Matthews Road:** This roadway is designated as a collector roadway in the City of Menifee General Plan. Matthews Road is currently an undivided, two-lane facility between Antelope Road to Menifee Road and an unpaved facility between Menifee Road and Briggs Road. The posted speed limit is 50 mph. This roadway is located directly south of the project site.

- **McCall Boulevard:** This roadway is designated as a major roadway between Valley Boulevard to I-215 and an urban arterial between I-215 to Briggs Road in the City of Menifee General Plan. McCall Boulevard is currently a median-divided, four-lane facility. The posted speed limit is between 40 mph in residential areas to 50 mph in non-urbanized areas. This road is served by RTA Route 61.

- **Simpson Road:** This roadway is designated as a secondary roadway in the City of Menifee General Plan. Simpson Road is currently a divided, four-lane facility along urbanized segments and a divided, three-lane facility along non-urbanized segments. The posted speed limit is 50 mph.

- **Newport Road:** This roadway is designated as an urban arterial roadway in the City of Menifee General Plan. Newport Road is currently a median-divided, six-lane facility. The posted speed limit is 45 mph. The road is served by RTA Routes 61 and 74.

- **La Piedra Road:** This roadway is designated as a secondary roadway in the City of Menifee General Plan. La Piedra Road is currently an undivided, four-lane facility. The posted speed limit is 35 mph. The road is served by RTA Routes 61 and 74.

- **Holland Road:** This roadway is designated as a major roadway in the City of Menifee General Plan. Holland Road is currently a two-lane facility along non-urbanized segments and a divided, four-lane facility along urbanized segments. The posted speed limit is 45 mph. This road is served by RTA Route 61 at the intersection with Menifee Road.

Figure 3-4 illustrates the transit network within Menifee.

3.1.1.2 Riverside County

Elsinore Area. Within the Elsinore area, all major roadways are classified based on the roadway classification provided in the Riverside County Elsinore Area Plan dated September 28, 2021. Figure 3-5 illustrates the classifications of major roadways within the Riverside County Elsinore Area Plan. The following briefly describes major roadways within the study area:

- **Wasson Canyon Road:** This roadway is designated as a secondary roadway in the Riverside County Elsinore Area Plan. Wasson Canyon Road is currently an undivided, two-lane facility. There is no posted speed limit. This road is served by RTA Route 9 at the intersection with SR-74.

- **Greenwald Avenue:** This roadway is designated as a secondary roadway in the Riverside County Elsinore Area Plan. Greenwald Avenue is currently an undivided, two-lane facility. There is no posted speed limit. This road is served by RTA Route 9 at the intersection with SR-74.

- **Meadowbrook Avenue:** This roadway is designated as a secondary roadway in the Riverside County Elsinore Area Plan. Meadowbrook Avenue is currently an undivided, two-lane facility. There is no posted speed limit. This road is served by RTA Route 9 at the intersection with SR-74.

- **River Road:** This roadway is designated as a secondary roadway in the Riverside County Elsinore Area Plan. River Road is currently an undivided, two-lane facility. There is no posted speed limit. This road is served by RTA Route 9 at the intersection with SR-74.

- **SR-74:** SR-74 is designated as an expressway in the Riverside County Elsinore Area Plan and runs from I-5 in San Juan Capistrano, California to Palm Desert, California. SR-74 in the Elsinore area is currently a TWLTL-median-divided, four-lane facility. The posted speed limit is 60 mph. This road is served by RTA Route 9.

Mead Valley Area. Within the Mead Valley area, all major roadways are classified based on the roadway classification provided in the Riverside County Mead Valley Area Plan dated September 28, 2021. Figure 3-6 illustrates the classifications of major roadways within the Riverside County Mead Valley Area Plan. The following briefly describes major roadways within the study area:

- **Ellis Avenue:** This roadway is designated as an east-west secondary roadway in the Riverside County Mead Valley Area Plan. Ellis Avenue is currently an undivided, two-lane facility. The posted speed limit is 45 mph. This road is served by RTA Route 9.

- **SR-74:** SR-74 is designated as a north-south arterial roadway in the Riverside County Mead Valley Area Plan and runs from I-5 in San Juan Capistrano, California to Palm Desert, California. SR-74 in the Mead Valley area is currently a TWLTL-median-divided, four-lane facility. The posted speed limit is 55 mph. This road is served by RTA Route 9.

Lakeview/Nuevo Area. Within the Lakeview/Nuevo area, all major roadways are classified based on the roadway classification provided in the Riverside County Lakeview/Nuevo Area Plan dated September 28, 2021. Figure 3-7 illustrates the classifications of major roadways within the Riverside County Lakeview/Nuevo Area Plan. The following briefly describes major roadways within the study area:

- **Menifee Road:** This roadway is designated as an urban arterial roadway in the Riverside County Lakeview/Nuevo Area Plan. Menifee Road is currently an undivided, two-lane facility. The posted speed limit is 55 mph.

- **Nuevo Road:** This roadway is designated as an urban arterial roadway in the Riverside County Lakeview/Nuevo Area Plan. Nuevo Road is currently an undivided, two-lane facility. The posted speed limit is 55 mph.

- **San Jacinto Road:** This roadway is designated as an urban arterial roadway in the Riverside County Lakeview/Nuevo Area Plan. San Jacinto Road west of Menifee Road is currently a divided, four-lane facility with a posted speed limit of 45 mph. San Jacinto Road east of Menifee Road is currently an undivided, two-lane facility with a posted speed limit of 25 mph.

- **Ellis Avenue:** This roadway is designated as a major roadway in the Riverside County Lakeview/ Nuevo Area Plan. Ellis Avenue is currently an undivided, two-lane facility. There is no posted speed limit.

Harvest Valley/Winchester Area. Within the Harvest Valley/Winchester area, all major roadways are classified based on the roadway classification provided in the Riverside County Harvest Valley/ Winchester Area Plan dated September 28, 2021. Figure 3-8 illustrates the classifications of major roadways within the Riverside County Harvest Valley/Winchester Area Plan. The following briefly describes major roadways within the study area:

- **Menifee Road:** This roadway is designated as an urban arterial roadway in the Riverside County Harvest Valley/Winchester Area Plan. Menifee Road is currently an undivided, two-lane facility. The posted speed limit is 55 mph.

- **Briggs Road:** This roadway is designated as a major roadway in the Riverside County Harvest Valley/Winchester Area Plan. Briggs Road north of SR-74 is currently an undivided, two-lane facility. Briggs Road south of SR-74 is a TWLTL-median-divided, three-lane facility. The posted speed limit is 40 mph. This road is served by RTA Route 28 at the intersection with SR-74.

- **Juniper Flats Road:** This roadway is designated as a collector roadway in the Riverside County Harvest Valley/Winchester Area Plan. Juniper Flats Road is currently an undivided, two-lane facility. The posted speed limit is 50 mph. This road is served by RTA Route 28 at the intersection with SR-74.

- **SR-79:** SR-79, which is also known as Winchester Road, is designated as a major roadway in the Riverside County Harvest Valley/Winchester Area Plan and runs from I-5 near Santa Ysabel, California to I-10 in Beaumont, California. SR-79 in the Riverside County Harvest Valley/ Winchester Area Plan is currently an undivided, two-lane facility. The posted speed limit is 45 mph. The road is served by RTA Route 28 at the intersection with SR-74.

- **SR-74:** This roadway is designated as an expressway in the Riverside County Harvest Valley/ Winchester Area Plan and runs from I-5 in San Juan Capistrano, California to Palm Desert, California. SR-74 in the Riverside County Harvest Valley/Winchester Area Plan is currently a median-divided, four-lane facility. The posted speed limit is 50 mph. The road is served by RTA Route 28.

San Jacinto Valley Area. Within the San Jacinto Valley area, all major roadways are classified based on the roadway classification provided in the Riverside County San Jacinto Valley Area Plan dated September 28, 2021. Figure 3-9 illustrates the classifications of major roadways within the Riverside County San Jacinto Valley Area Plan. The following briefly describes major roadways within the study area:

- **Warren Road:** This roadway is designated as a major roadway in the Riverside County San Jacinto Valley Area Plan. Warren Road is currently an undivided, two-lane facility. The posted speed limit is 55 mph.

- **Ramona Expressway:** This roadway is designated as an expressway in the Riverside County San Jacinto Valley Area Plan. The Ramona Expressway is currently a TWLTL-median-divided, four-lane facility. The posted speed limit west of Warren Road is 55 mph. The posted speed limit east of Warren Road is 65 mph.

3.1.1.3 Lake Elsinore

Within Lake Elsinore, all major roadways are classified based on the roadway classification provided in the City of Lake Elsinore General Plan, dated December 2011. Figure 3-10 illustrates the classifications of major roadways within Lake Elsinore. The following briefly describes major roadways within the study area:

- **Interstate 15 (I-15):** I-15, which is also known as the Temecula Valley Freeway, is an Interstate facility that runs from San Diego, California to the Canadian border at Sweet Grass, Montana. I-15 connects to Central Avenue in Lake Elsinore via a full-access diamond interchange. The posted speed limit is 65 mph. This freeway is served by RTA Route 206.

- **Cambern Avenue:** This roadway is designated as a secondary roadway in the City of Lake Elsinore General Plan. Cambern Avenue north of Central Avenue is currently a TWLTL-median-divided, two-lane facility. Cambern Avenue south of Central Avenue is currently an undivided, four-lane facility. The posted speed limit is 40 mph. This road is served by RTA Routes 8 and 9 at the intersection with Central Avenue.

- **Conard Avenue:** This roadway is designated as a secondary roadway in the City of Lake Elsinore General Plan. Conard Avenue is currently an undivided, two-lane facility. The posted speed limit is 25 mph. This road is served by RTA Route 9 at the intersection with Central Avenue.

- **Riverside Street:** This roadway is designated as a major roadway in the City of Lake Elsinore General Plan. Riverside Street is currently a TWLTL-median-divided, two-lane facility. The posted speed limit is 40 mph. This road is served by RTA Route 9 at the intersection with SR-74.

- **SR-74:** SR-74, which is also known as Central Avenue, is designated as an augmented urban arterial roadway in the City of Lake Elsinore General Plan. For most of its segment in Lake Elsinore, SR-74 is currently a TWLTL-median-divided, four-lane facility. The posted speed limit is 40 mph in the urbanized segment and 55 mph in the nonurbanized segments. This road is served by RTA Routes 8 and 9.

3.1.1.4 Perris

Within Perris, all major roadways are classified based on the roadway classification provided in the City of Perris General Plan, dated August 2022. Figure 3-11 illustrates the classifications of major roadways within Perris. The following briefly describes major roadways within the study area:

- **Navajo Road:** This roadway is designated as a collector roadway in the City of Perris General Plan. Navajo Road is currently an undivided, two-lane facility. The posted speed limit is 35 mph. This road is served by RTA Routes 22 and 9 at the intersection with 4th Street.

- **A Street:** This roadway is designated as a secondary arterial roadway in the City of Perris General Plan. A Street is currently an undivided, two-lane facility. The posted speed limit is 25 mph. This road is served by RTA Routes 22 and 9 at the intersection with 4th Street.

- **C Street:** This roadway is designated as a collector roadway in the City of Perris General Plan. C Street is currently an undivided, two-lane facility. The posted speed limit is 25 mph. This road is served by RTA Routes 9, 19, 22, 27, 28, 30, 61, and 74.

- **D Street:** This roadway is designated as a secondary arterial roadway north of 4th Street and a collector roadway south of 4th Street in the City of Perris General Plan. D Street is currently an undivided, two-lane facility. There is no posted speed limit.

- **Perris Boulevard:** This roadway is designated as a north-south primary arterial roadway in the City of Perris General Plan. Perris Boulevard north of 4th Street is currently a TWLTL-median-divided, four-lane facility. Perris Boulevard south of 4th Street is currently an undivided, two-lane facility. The posted speed limit is 35 mph. This road is served by RTA Routes 28, 30, 61, and 74.

- **G Street:** This roadway is designated as a collector roadway in the City of Perris General Plan. G Street is currently an undivided, two-lane facility. The posted speed limit is 25 mph. This road is served by RTA Routes 28 and 30 at the intersection with 4th Street.

- **Wilkerson Avenue:** This roadway is designated as a collector roadway in the City of Perris General Plan. Wilkerson Avenue is currently an undivided, two-lane facility. The posted speed limit is 35 mph. This road is served by RTA Route 30.

- **Redlands Avenue:** This roadway is designated as an arterial roadway in the City of Perris General Plan. Redlands Avenue is currently a median-divided, four-lane facility. The posted speed limit is 35 mph. The road is served by RTA Route 30.

- **Dunlap Drive:** This roadway is designated as a secondary arterial roadway in the City of Perris General Plan. Dunlap Drive is currently an undivided, two-lane facility. The posted speed limit is 45 mph. The road is served by RTA Route 30.

- **Goetz Road:** This roadway is designated as an arterial roadway in the City of Perris General Plan. Goetz Road is currently a median-divided, four-lane facility. The posted speed limit is 50 mph.

- **Murrieta Road:** This roadway is designated as a secondary arterial roadway in the City of Perris General Plan. Murrieta Road is currently a median-divided, two-lane facility. The posted speed limit is 50 mph.

- **Case Road:** This roadway is designated as a secondary arterial roadway in the City of Perris General Plan. Case Road is currently a median-divided, four-lane facility. The posted speed limit is 45 mph. This road is served by RTA Routes 61 and 74.

- **Nuevo Road:** This roadway is designated as an arterial roadway in the City of Perris General Plan. Nuevo Road is currently a median-divided, four-lane facility. The posted speed limit is 55 mph. This road is served by RTA Route 30.

- **SR-74:** SR-74, which is also known as 4th Street, is designated as a secondary arterial roadway in the City of Perris General Plan. 4th Street is currently a TWLTL-median-divided, four-lane facility. The posted speed limit ranges from 35 mph in the urbanized areas to 55 mph in the rural areas. This road is served by RTA Routes 9, 22, 28, and 30.

- **Ethanac Road:** This roadway is designated as an expressway in the City of Perris General Plan. Ethanac Road is currently a median-divided, four-lane facility. The posted speed limit is 40 mph. This road is served by RTA Route 74.

Figure 3-12 illustrates the transit network within Perris.

3.1.1.5 Hemet

Within Hemet, all major roadways are classified based on the roadway classification provided in the City of Hemet General Plan, dated January 2012. Figure 3-13 illustrates the classifications of major roadways within Hemet. The following briefly describes major roadways within the study area:

- **Warren Road:** This roadway is designated as an arterial 6D in the City of Hemet General Plan. Warren Road north of Florida Avenue is currently an undivided, two-lane facility. Warren Road south of Florida Avenue is currently an undivided, three-lane facility. The posted speed limit is 55 mph. This road is served by RTA Route 28 at the intersection with SR-74.

- **Cawston Avenue:** This roadway is designated as a secondary 4U in the City of Hemet General Plan. Cawston Avenue north of Florida Avenue is currently an undivided, four-lane facility. Cawston Avenue south of Florida Avenue is currently an undivided, three-lane facility. The posted speed limit is 30 mph. This road is served by RTA Route 28 at the intersection with SR-74.

- **Sanderson Avenue:** This roadway is designated as a major 4D-6D in the City of Hemet General Plan. Sanderson Avenue is currently a median-divided, four-lane facility. The posted speed limit is 30 mph. This road is served by RTA Route 28 at the intersection with SR-74.

- **Kirby Street:** This roadway is designated as a secondary 4U in the City of Hemet General Plan. Kirby Street north of Florida Avenue is currently an undivided four-lane facility. Kirby Street south of Florida Avenue is currently a TWLTL-median-divided, four-lane facility. The posted speed limit is 35 mph. This road is served by RTA Routes 33, 42, 74, and 79.

- **Lyon Avenue:** This roadway is designated as a secondary 4U in the City of Hemet General Plan. Lyon Avenue is currently an undivided, two-lane facility. The posted speed limit is 30 mph. This road is served by RTA Routes 31, 32, 74, and 79.

- **Palm Avenue:** This roadway is designated as a collector 2U in the City of Hemet General Plan. Palm Avenue is currently an undivided, two-lane facility. The posted speed limit is 35 mph. This road is served by RTA Route 28 at the intersection with Florida Avenue.

- **State Street:** This roadway is designated as a secondary 4U in the City of Hemet General Plan. State Street north of Florida Avenue is currently a median-divided, four-lane facility. State Street south of Florida Avenue is currently an undivided, two-lane facility. The posted speed limit is 30 mph. This road is served by RTA Route 31.

- **Buena Vista Street:** This roadway is designated as a collector 2U in the City of Hemet General Plan. Buena Vista Street is currently an undivided, two-lane facility. The posted speed limit is 35 mph. This road is served by RTA Routes 31 and 32.

- **Santa Fe Street:** This roadway is designated as a collector 2U in the City of Hemet General Plan. Santa Fe Street is currently an undivided, two-lane facility. There is no posted speed limit.

- **San Jacinto Street:** This roadway is designated as a secondary 4U in the City of Hemet General Plan. San Jacinto Street north of Florida Avenue is part of SR-74 and is currently a TWLTL-median-divided, four-lane facility. San Jacinto Street south of Florida Avenue is currently an undivided, two-lane facility. The posted speed limit is 30 mph. This road is served by RTA Routes 32 and 33.

- **SR-74:** SR-74, which is also known as Florida Avenue, is designated as an arterial 6D between Winchester Road to Cawston Avenue, major 4D-6D between Cawston Avenue to Gilbert Street, and divided secondary-A 4D between Gilbert Street to San Jacinto Street. The posted speed limit ranges between 50 mph in rural segments and 35 mph in urbanized segments. This road is served by RTA Routes 28, 31, 32, 33, 42, 74, and 79.

Figure 3-14 illustrates the transit network within Hemet.

3.1.1.6 San Jacinto

Within San Jacinto, all major roadways are classified based on the roadway classification provided in the City of San Jacinto General Plan, dated May 2006. Figure 3-15 illustrates the classifications of major roadways within San Jacinto. The following briefly describes major roadways within the study area:

- **Warren Road:** This roadway is designated as an arterial roadway in the City of Jacinto General Plan. Warren Road is currently an undivided, two-lane facility. The posted speed limit is 55 mph.

- **Sanderson Avenue:** This roadway is designated as an urban arterial roadway in the City of San Jacinto General Plan. Sanderson Avenue is currently an undivided, four-lane facility. The posted speed limit is 55 mph.

- **SR-79:** This roadway is designated as a limited access conventional highway in the City of San Jacinto General Plan. SR-79 is currently a median-divided, six-lane facility. The posted speed limit is 65 mph.

- **Ramona Expressway:** This roadway is designated as a freeway in the City of San Jacinto General Plan. Ramona Expressway is currently a TWLTL-median-divided, four-lane facility. The posted speed limit is 65 mph.

- **Cottonwood Avenue:** This roadway is designated as an arterial roadway in the City of San Jacinto General Plan. Cottonwood Avenue is currently an undivided, two-lane facility. The posted speed limit is 50 mph. The road is served by RTA Route 42.

- **Esplanade Avenue:** This roadway is designated as a major roadway in the City of San Jacinto General Plan. Esplanade Avenue is currently an undivided, two-lane facility. The posted speed limit is 45 mph. This road is served by RTA Route 42.

3.2 TRUCK ROUTES, BICYCLE, AND PEDESTRIAN NETWORK

3.2.1 Truck Network

Due to the numerous movements of goods in and through Lake Elsinore, Riverside County, Perris, Menifee, San Jacinto, and Hemet, many trucks use the major corridors within the cities. Figure 3-16 illustrates the truck routes within Menifee, Figure 3-17 the truck routes within Lake Elsinore, and Figure 3-18 the truck routes within Perris.

3.2.2 Bicycle Network

3.2.2.1 City of Menifee

The Menifee General Plan Circulation Element identifies goals and policies concerning pedestrian and bicycle accommodations. Specifically, goal C-2 of the Circulation Element is to maintain a bikeway and community pedestrian network that facilitates and encourages non-motorized travel throughout the City of Menifee. The Circulation Element Exhibit C-4 Proposed Bikeway and Community Pedestrian Network classifies three categories of bikeway network: Class I – Bike Trails, Class II – Bike Lanes, and Class III – Bike Routes. Class I bikeways provide bicycle travel on a paved right-of-way completely separated from any street or highway. Class II bikeways provide a striped and stenciled lane for one-way travel on a street or highway. Class III bikeways provide for shared use with motor vehicle traffic and are identified only by signing.

There are Community On-Street Bike Lanes (Class II) along Sherman Road, south of SR-74, Murrieta Road, McCall Boulevard, west of Menifee Road and east of Antelope Road, Menifee Road, Newport Road, Simpson Road, and Briggs Road. Along the SR-74, between the I-215 ramps and Antelope Road, and between Palomar Road and Menifee Road, there is a Subregional Route – On-Street Bike Lanes (Class II). Additionally, along Matthews Road, between Menifee Road and Briggs Road, there is

a Subregional Route – Off-Road Bike Trail (Class I). McCall Boulevard, between Grosse Point Drive and Antelope Road and on Antelope Road, there is a Community On-Street Neighborhood Electric Vehicle (NEV)/Bike Lanes (Class II). Along Palomar Road and Heritage Lake Drive, there is Class III Bike Route. Figure 3-19 illustrates the bikeway network within Menifee.

3.2.2.2 Riverside County

Elsinore Area. A Regional Trail along Nichols Road is present in the project study area. There is a Community Trail along El Toro Cut-Off Road. Figure 3-20 illustrates the bikeway network within the Elsinore area.

Mead Valley Area. Figure 3-21 illustrates the bikeway network within the Mead Valley Area.

Lakeview/Nuevo Area. There is a Community Trail along Nuevo Road within the project study area. Figure 3-22 illustrates the bikeway network within the Lakeview/Nuevo area.

Harvest Valley/Winchester Area. Figure 3-23 illustrates the bikeway network within the Harvest Valley/Winchester area.

San Jacinto Valley Area. Figure 3-24 illustrates the bikeway network within the San Jacinto Valley Area.

3.2.2.3 Lake Elsinore

There is a Class II roadway along Dexter Avenue in the project study area. Additionally, there is Class II roadway along Nichols Road. Figure 3-25 illustrates the bikeway network within Lake Elsinore.

3.2.2.4 Perris

The City of Perris Active Transportation Plan (ATP) identifies goals and policies concerning pedestrian and bicycle accommodations. The ATP aims to improve health and equity for Perris residents, and to provide improved access to community destinations, supporting safe walking and biking. The ATP classifies six categories of bikeway network: Class I – Shared-Use Paths, Class II – Bike Lanes, Class IIB – Buffered Bike Lanes, Class III – Bicycle Routes, Class IIIB – Bicycle Boulevard, and Class IV – Separated Bikeway. Class I bikeways provide bicycle travel on a paths completely separated from motor vehicle traffic used by people walking and biking. Class II bikeways provide a dedicated striped lane adjacent to traffic. Class IIB bikeways provide a dedicated striped lane separated from vehicular traffic by a painted buffer. Class III bikeways are shared use pathways with motor vehicle traffic and are identified only by signing. Class IIIB bikeways shares use with motor vehicle traffic but within calm, local streets where cyclists have the priority. Class IV bikeways are on-street bikeway separated from motor-vehicle traffic by a curb, median, planters, parking delineations or other physical barriers.

There is a Buffered Bike Lane (Class IIB) along Nuevo Road, Redlands Avenue, and Perris Boulevard, north of 4th Street in the project study area. There is a Bicycle Lane (Class II) along Dunlap Road, 4th Street, and Perris Boulevard, south of 4th Street. Additionally, there is a Bicycle Boulevard (Class IIIB) along A Street, C Street, and D Street. Along G Street, there is a Bicycle Route (Class III) in the project study area. Figure 3-26 illustrates the bikeway network within Perris.

3.2.2.5 Hemet

There is a Class II (On Road, Two-Way Striped Lanes) along Florida Avenue, Lyon Avenue, and Warren Road in the project study area. There is a Class III (On Road, Designated Shared Use) along Palm Avenue. Additionally, there is a Class I (Off Road) near Warren Road to the city limits. Figure 3-27 illustrates the bikeway network within Hemet.

3.2.2.6 San Jacinto

There is a Class II Bikeway along Warren Road in the project study area. There is a Class I Bikeway along the Ramona Expressway. Figure 3-28 illustrates the bikeway network within San Jacinto.

3.2.3 Pedestrian Network

The implementation of enhanced pedestrian linkage with a comprehensive trails system links residential areas, schools, parks, and commercial centers so that residents can travel within the community without driving. Safe and attractive sidewalks and walkways improve the walkability within urban areas. Typically, sidewalks are generally provided on both sides of the streets within urban areas. Additionally, standard paved trails and non-standard unpaved trails are frequently used by bicyclists and pedestrians in the region. The existence of trails and sidewalks provides accessible facilities, provides safety features, and improves walkability in the study areas.

Currently, the project site has limited pedestrian access because there are no continuous sidewalks in the vicinity of or adjacent to the project site. However, within the study area, continuous sidewalks exist within downtown/core urban areas of Lake Elsinore, Perris, Hemet, and San Jacinto. Within Menifee, continuous sidewalks exist in the Newport Road corridor and along Briggs Road and Menifee Road south of the project site.

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- Figure 3-1B: Existing Study Intersection Geometrics and Traffic Control (Int. 22-45)
- Figure 3-1C: Existing Study Intersection Geometrics and Traffic Control (Int. 46-64 & Int. 113-117)
- Figure 3-1D: Existing Study Intersection Geometrics and Traffic Control (Int. 65-95)
- Figure 3-1E: Existing Study Intersection Geometrics and Traffic Control (Int. 96-112)
- Figure 3-2A: Existing with Project Study Intersection Geometrics and Traffic Control (Int. 1-21)
- Figure 3-2B: Existing with Project Study Intersection Geometrics and Traffic Control (Int. 22-45)
- Figure 3-2C: Existing with Project Study Intersection Geometrics and Traffic Control (Int. 46-64 & Int. 113-117)
- Figure 3-2D: Existing with Project Study Intersection Geometrics and Traffic Control (Int. 65-95)
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- Figure 3-4: City of Menifee Transit Plan
- Figure 3-5: County of Riverside Elsinore Area Plan Street Classifications
- Figure 3-6: County of Riverside Mead Valley Area Plan Street Classifications
- Figure 3-7: County of Riverside Lakeview/Nuevo Area Plan Street Classifications

- Figure 3-8: County of Riverside Harvest Area/Winchester Plan Street Classifications
- Figure 3-9: County of Riverside San Jacinto Valley Area Plan Street Classifications
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- Figure 3-19: City of Menifee Bike Network
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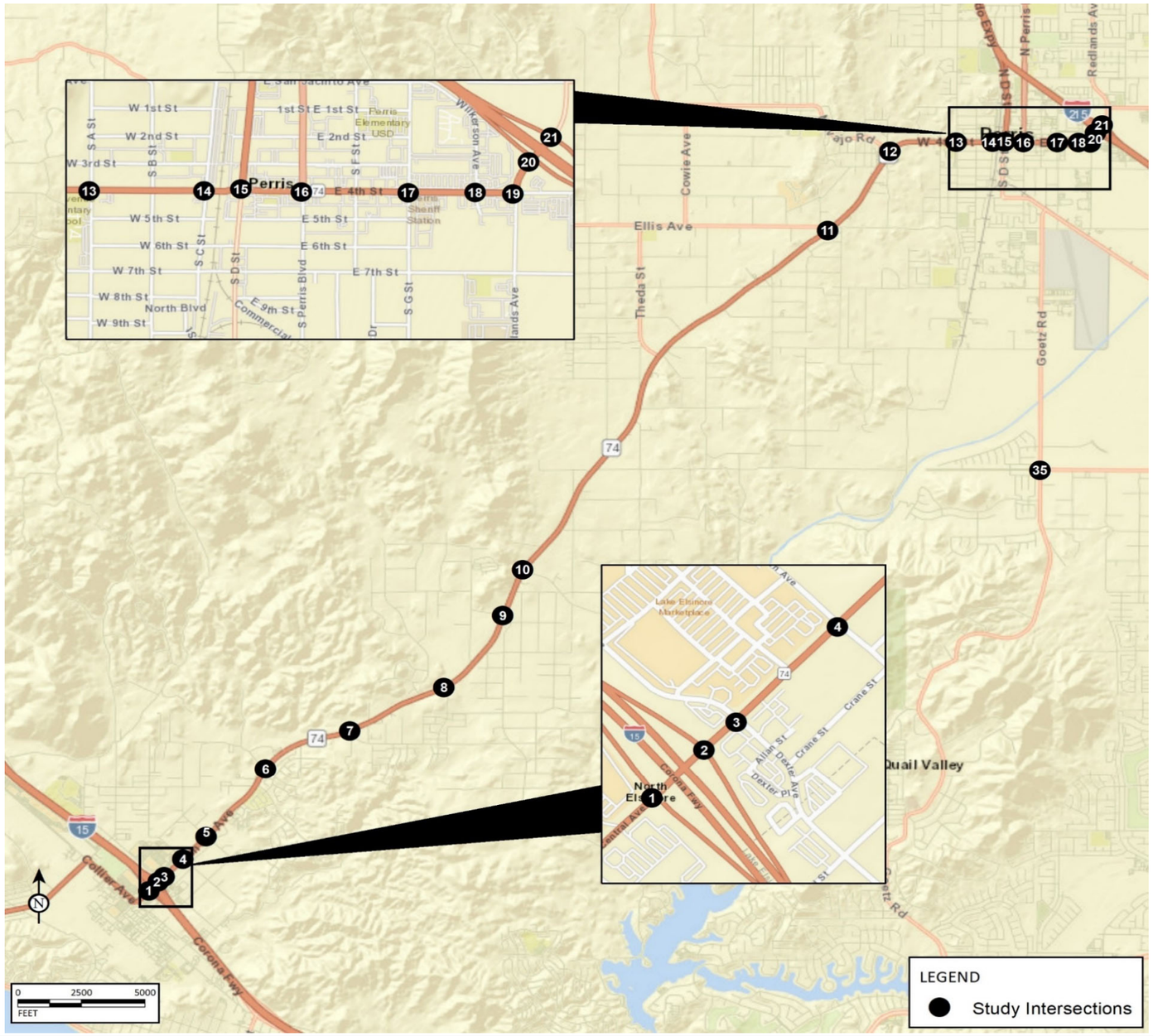
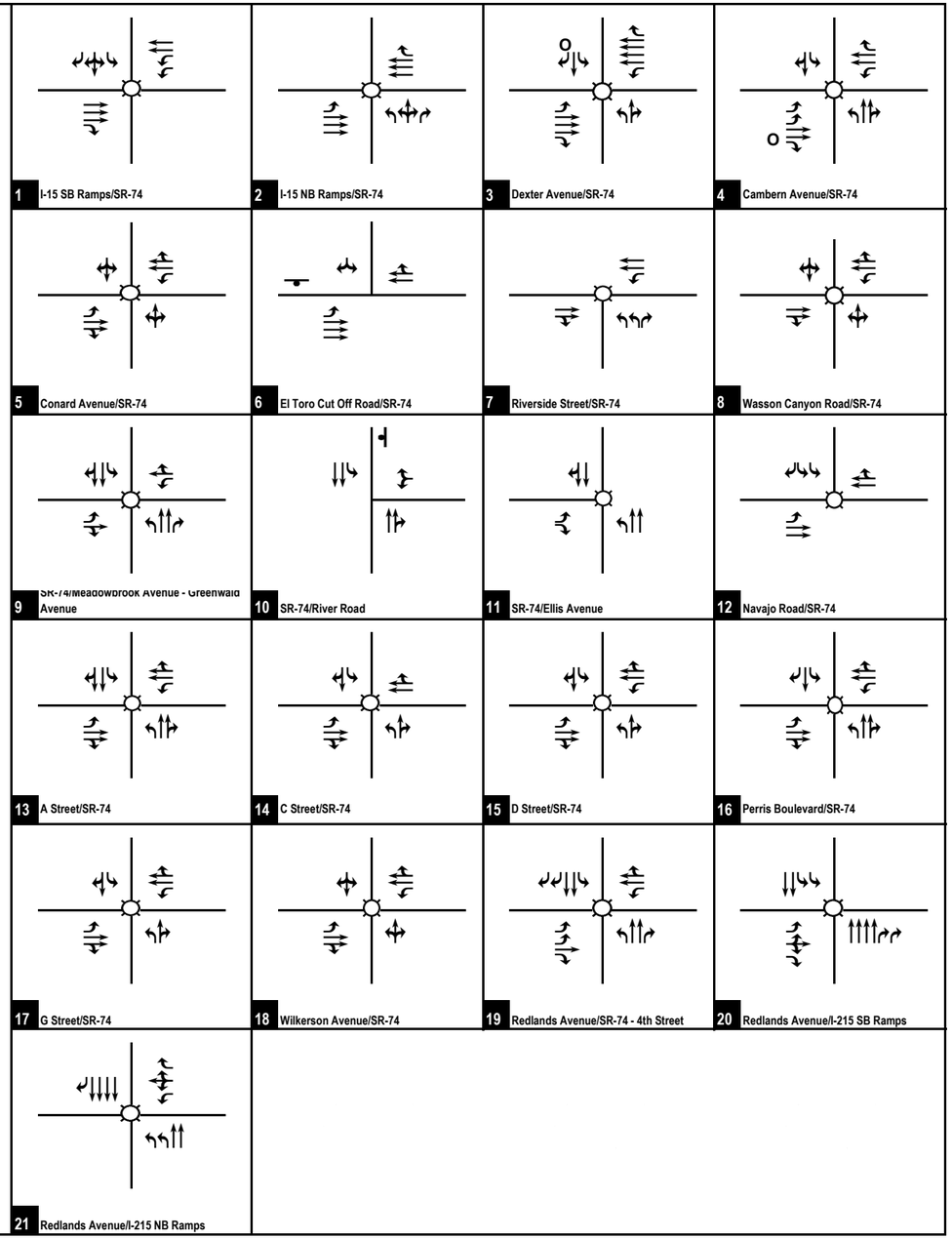
- Figure 3-24: County of Riverside San Jacinto Valley Area Plan Bike Network
- Figure 3-25: City of Lake Elsinore Bike Network
- Figure 3-26: City of Perris Bike Network
- Figure 3-27: City of Hemet Bike Network
- Figure 3-28: City of San Jacinto Bike Network





LSA

Legend

Signal

Stop Sign

D De-Facto Right

O Overlap

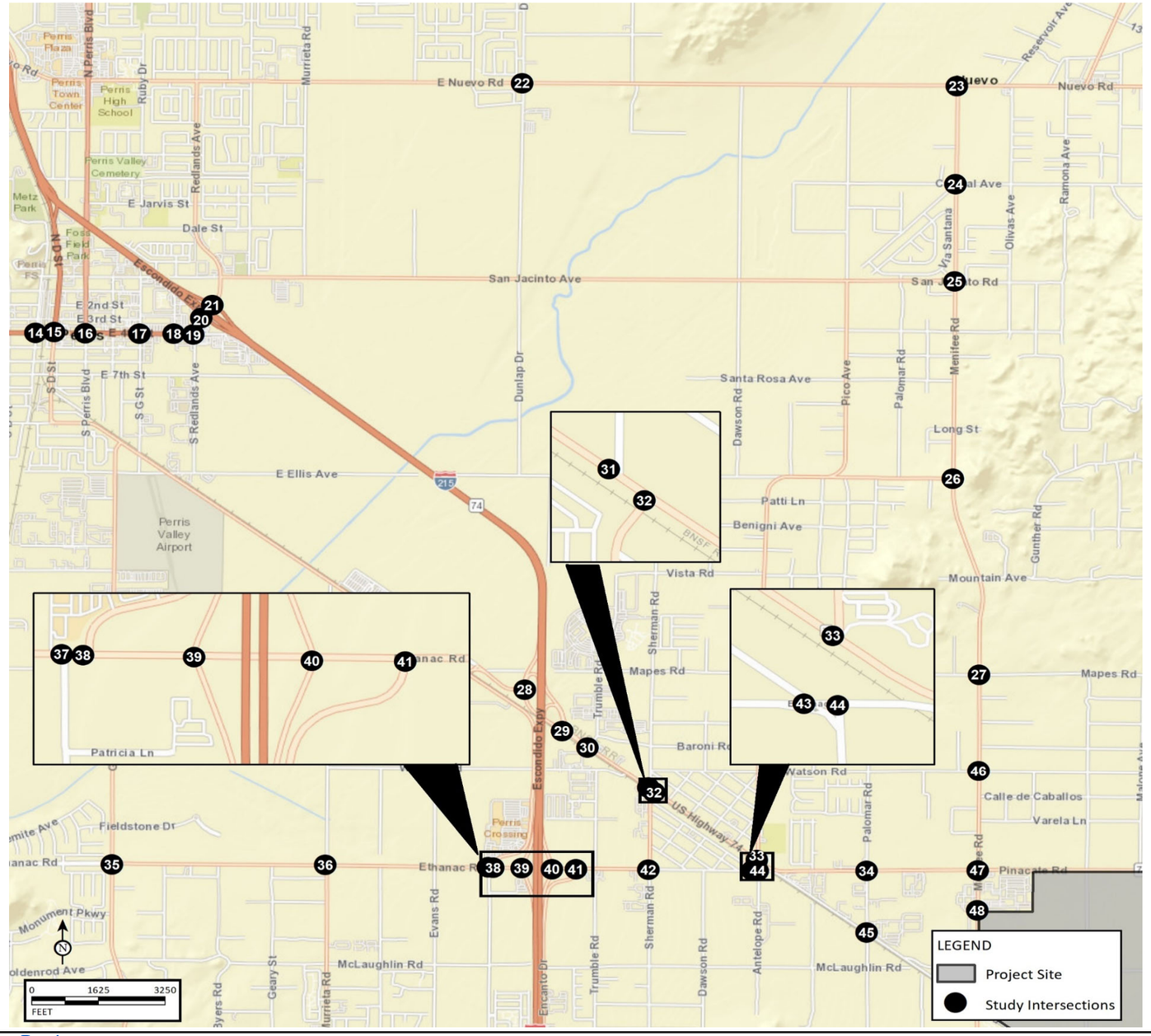
F Free-Right

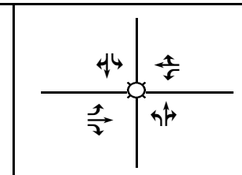
FIGURE 3-1A

Menifee Valley Specific Plan

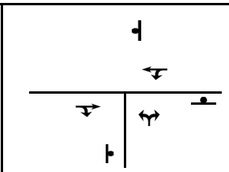
Traffic Study

Existing Study Intersection Geometrics and Traffic Control (Int. 1-21)

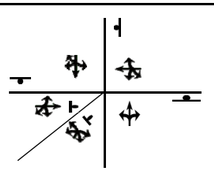




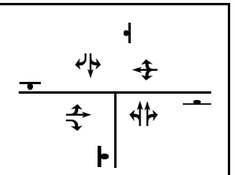
22 Dunlap Drive/Nuevo Road



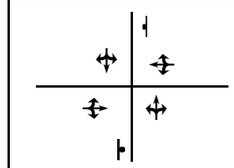
23 Menifee Road/Nuevo Road



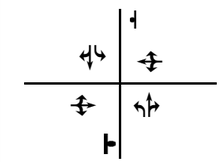
24 Menifee Road/Porter Street/Central Avenue



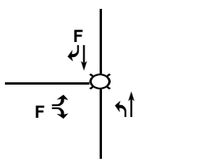
25 Menifee Road/San Jacinto Avenue



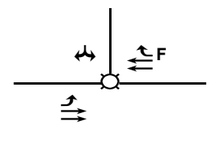
26 Menifee Road/Ellis Avenue



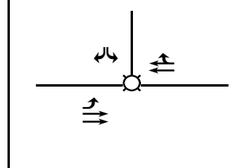
27 Menifee Road/Mapes Road



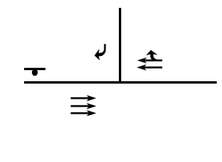
28 I-215 SB Ramps - SR-74/Bonnie Drive



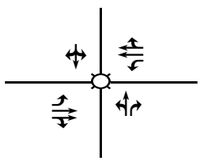
29 I-215 NB Ramps/SR-74



30 Trumble Road/SR-74



31 Sherman Road/SR-74 (West)



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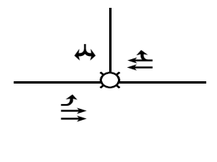
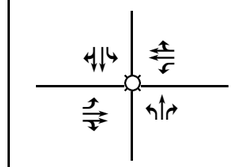
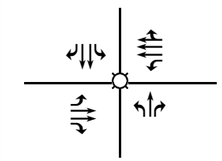


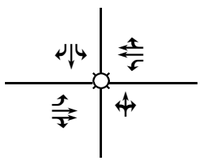
33 Antelope Road/SR-74



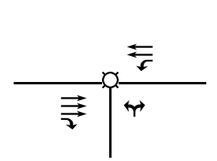
34 Palomar Road/SR-74



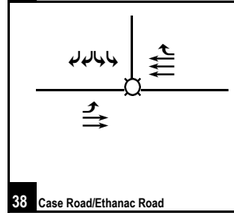
35 Goetz Road/Ethanac Road



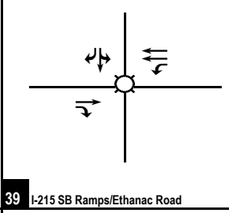
36 Murrieta Road/Ethanac Road



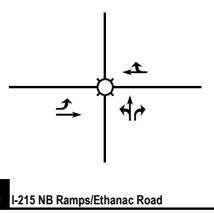
37 Barnett Road/Ethanac Road



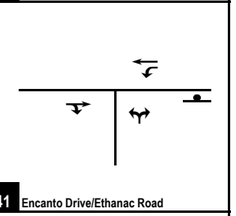
38 Case Road/Ethanac Road



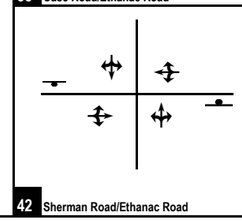
39 I-215 SB Ramps/Ethanac Road



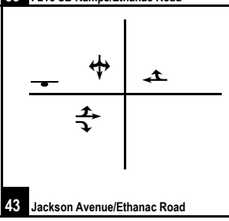
40 I-215 NB Ramps/Ethanac Road



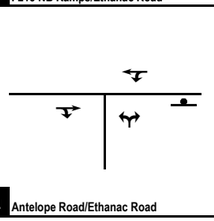
41 Encanto Drive/Ethanac Road



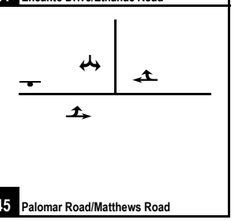
42 Sherman Road/Ethanac Road



43 Jackson Avenue/Ethanac Road



44 Antelope Road/Ethanac Road



45 Palomar Road/Matthews Road

LSA

Legend

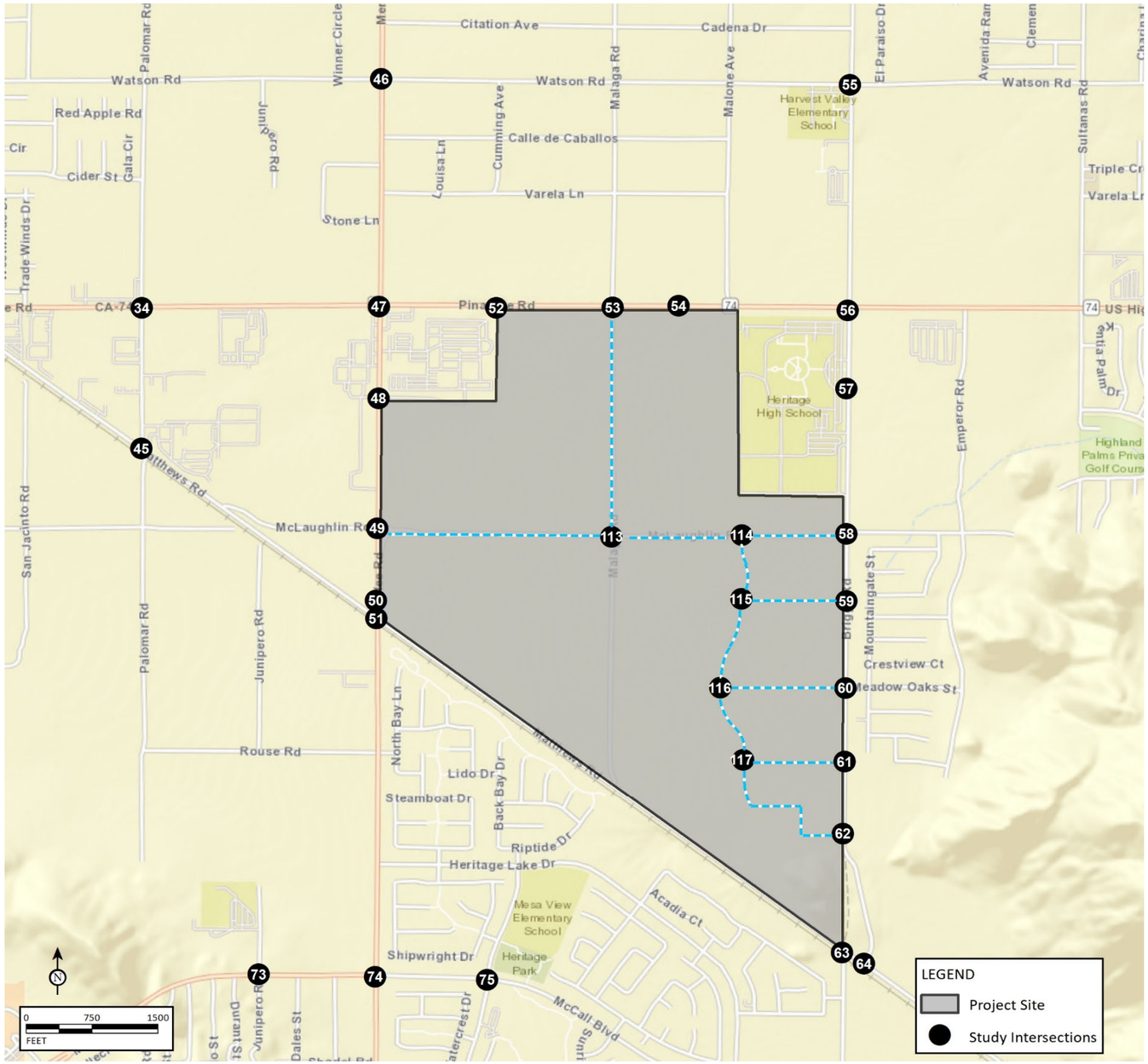
- Signal
- Stop Sign
- **D** De-Facto Right
- **O** Overlap
- **F** Free-Right

FIGURE 3-1B

Menifee Valley Specific Plan

Traffic Study

Existing Study Intersection Geometrics and Traffic Control (Int. 22-45)

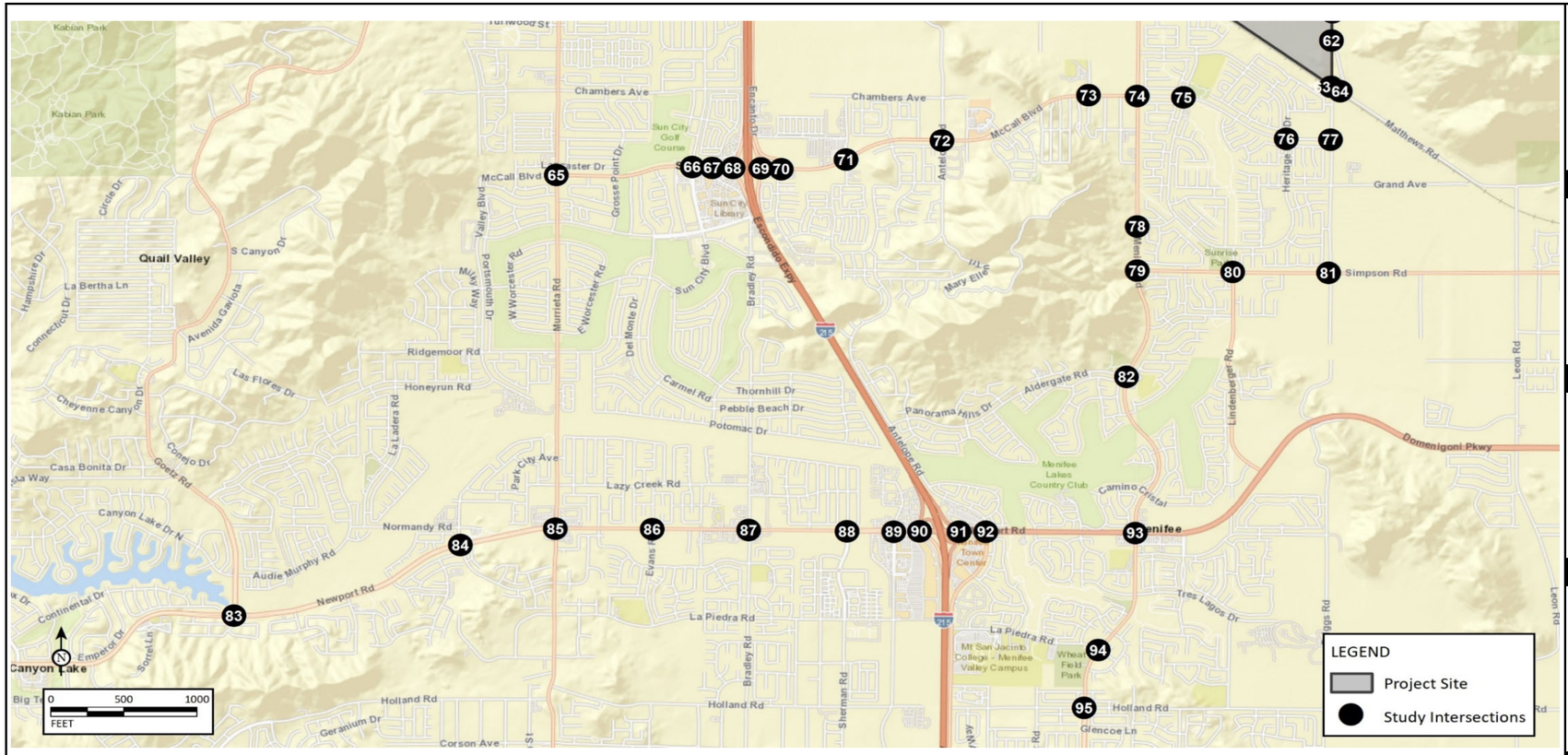


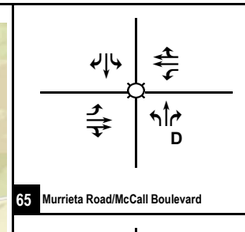
46 Menifee Road/Watson Road	47 Menifee Road/SR-74	48 Menifee Road/Valley Substation Driveway - Biscayne	49 Menifee Road/McLaughlin Road
Future Intersection 50 Menifee Road/Project Driveway 1	51 Menifee Road/Matthews Road	52 McKinley/SR-74	*Future Intersection* 53 Malaga Road - Project Driveway 2/SR-74
Future Intersection 54 Project Driveway 3/SR-74	D 55 Briggs Road/Watson Road	56 Briggs Road/SR-74	57 Briggs Road/Heritage High School Driveway
58 Briggs Road/McLaughlin Road	*Future Intersection* 59 Briggs Road/Project Driveway 4	60 Briggs Road/Project Driveway 5 - Meadow Oak Street	*Future Intersection* 61 Briggs Road/Project Driveway 6
Future Intersection 62 Briggs Road/Project Driveway 7	63 Briggs Road/Matthews Road	64 Briggs Road/Case Road	

LSA

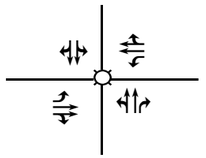
Legend
- Signal
- Stop Sign
- **D** De-Facto Right
- **O** Overlap
- **F** Free-Right

FIGURE 3-1C
Menifee Valley Specific Plan
Traffic Study
Existing Study Intersection Geometrics and Traffic Control (Int. 46-64 & Int. 113-117)

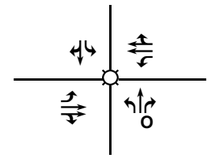




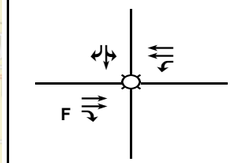
65 Murrieta Road/McCall Boulevard



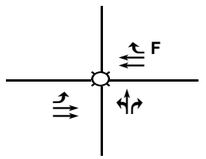
66 Sun City Boulevard/McCall Boulevard



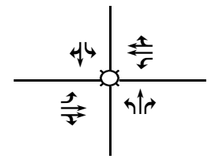
67 Bradley Road/McCall Boulevard



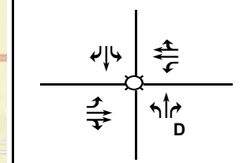
68 I-215 SB Ramps/McCall Boulevard



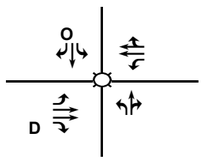
69 I-215 NB Ramps/McCall Boulevard



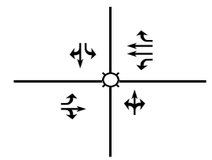
70 Encanto Drive/McCall Boulevard



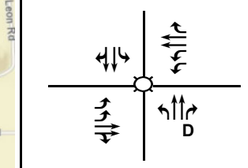
71 Sherman Road/McCall Boulevard



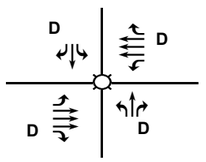
72 Antelope Road/McCall Boulevard



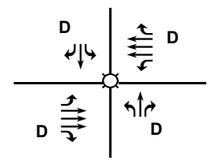
73 Junipero Road/McCall Boulevard



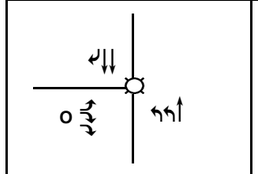
74 Menifee Road/McCall Boulevard



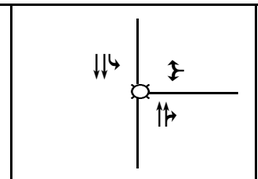
75 Heritage Lake Drive (West)/McCall Boulevard



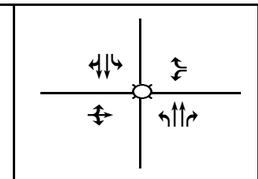
76 Heritage Lake Drive (East)/McCall Boulevard



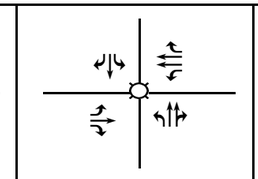
77 Briggs Road/McCall Boulevard



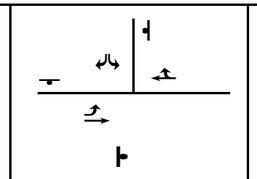
78 Menifee Road/Coastline Avenue



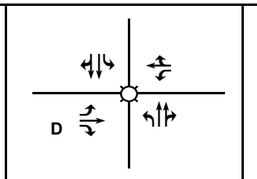
79 Menifee Road/Simpson Road



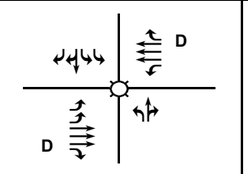
80 Lindenberger Road/Simpson Road



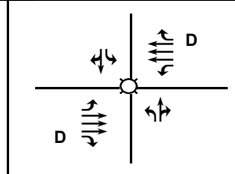
81 Briggs Road/Simpson Road



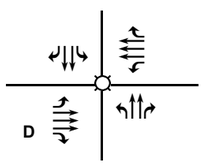
82 Menifee Road/Aldergate Drive - Carnelian Way



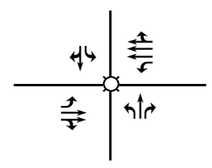
83 Goetz Road - Buckstone Lane/Railroad Canyon Road - Newport Road



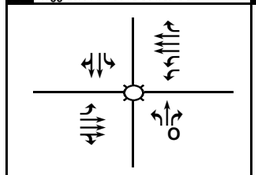
84 Berea Road - Murphy Ranch Road/Newport Road



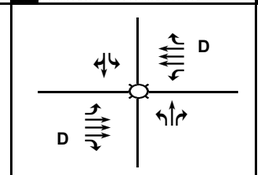
85 Murrieta Road/Newport Road



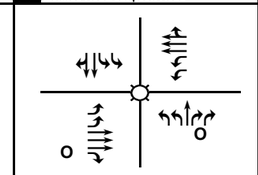
86 Evans Road/Newport Road



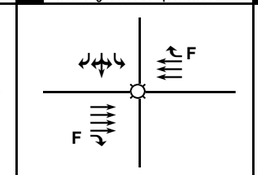
87 Bradley Road/Newport Road



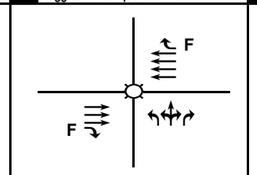
88 Avenida De Cortez - Town Center Drive/Newport Road



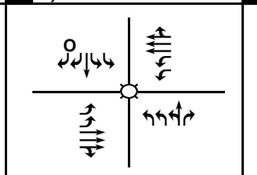
89 Haun Road/Newport Road



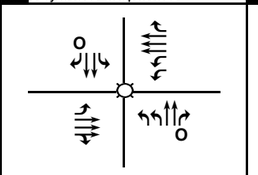
90 I-215 SB Ramps/Newport Road



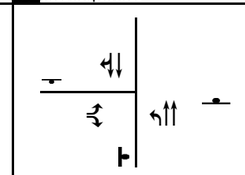
91 I-215 NB Ramps/Newport Road



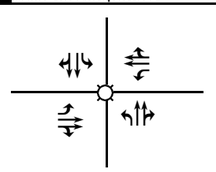
92 Antelope Road/Newport Road



93 Menifee Road/Newport Road



94 Menifee Road/La Piedra Road



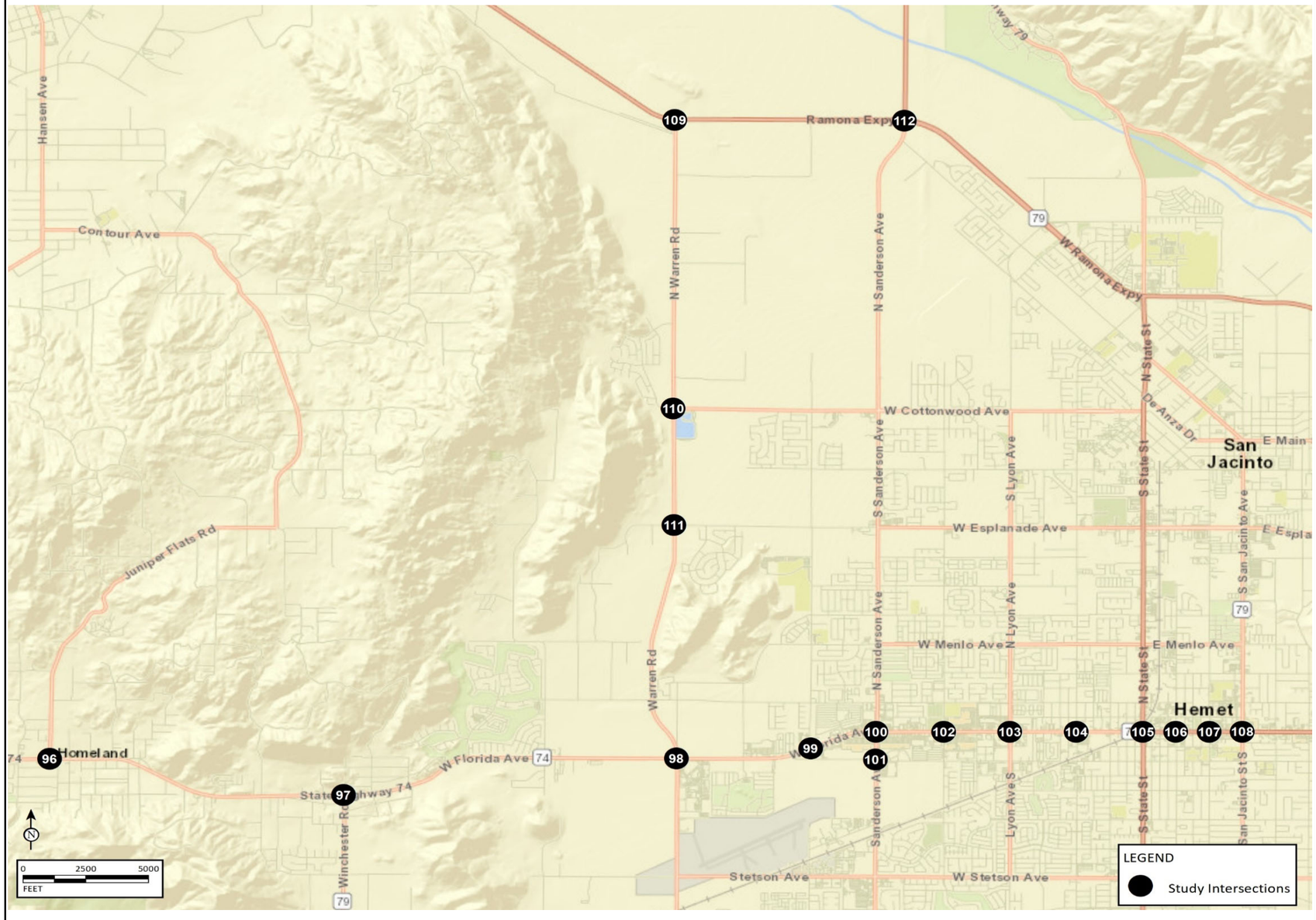
95 Menifee Road/Holland Road

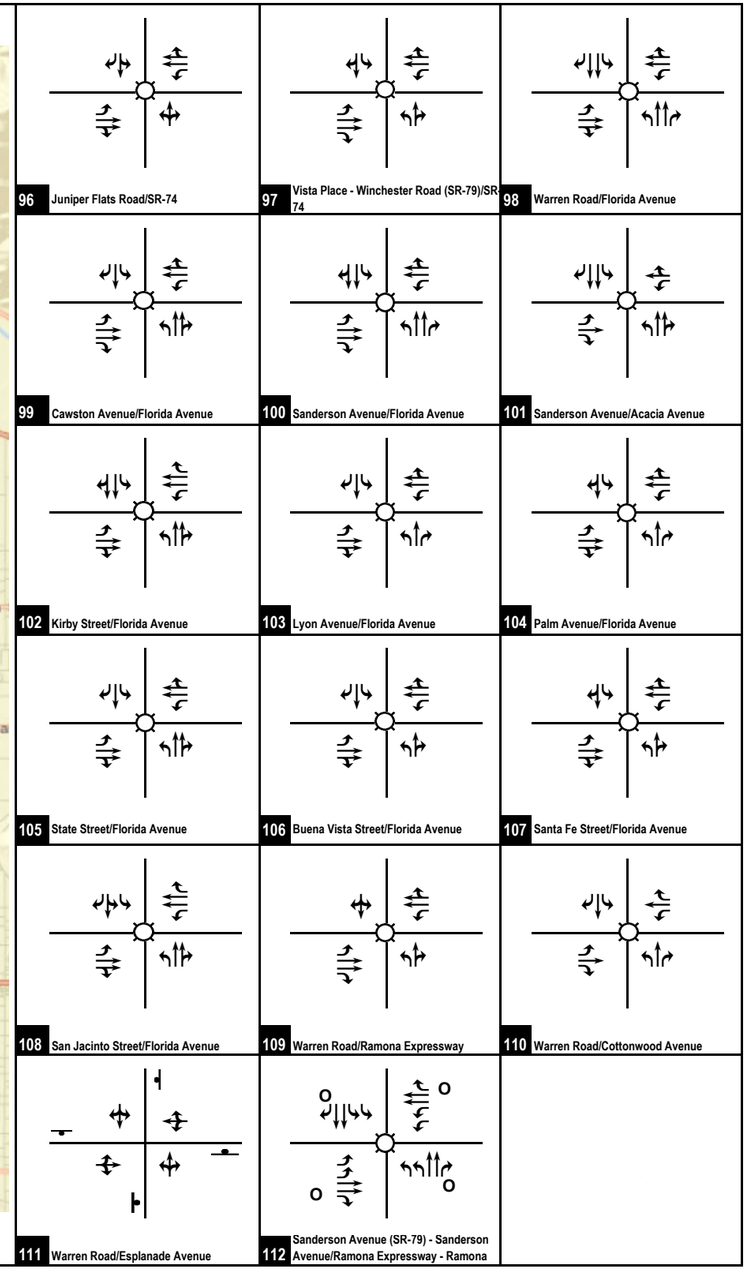
LSA

Legend
- Signal
- Stop Sign

D De-Facto Right
O Overlap
F Free-Right

FIGURE 3-1D
Menifee Valley Specific Plan
Traffic Study
Existing Study Intersection Geometrics and Traffic Control (Int. 65-95)





LSA

Legend

Signal

Stop Sign

D De-Facto Right

O Overlap

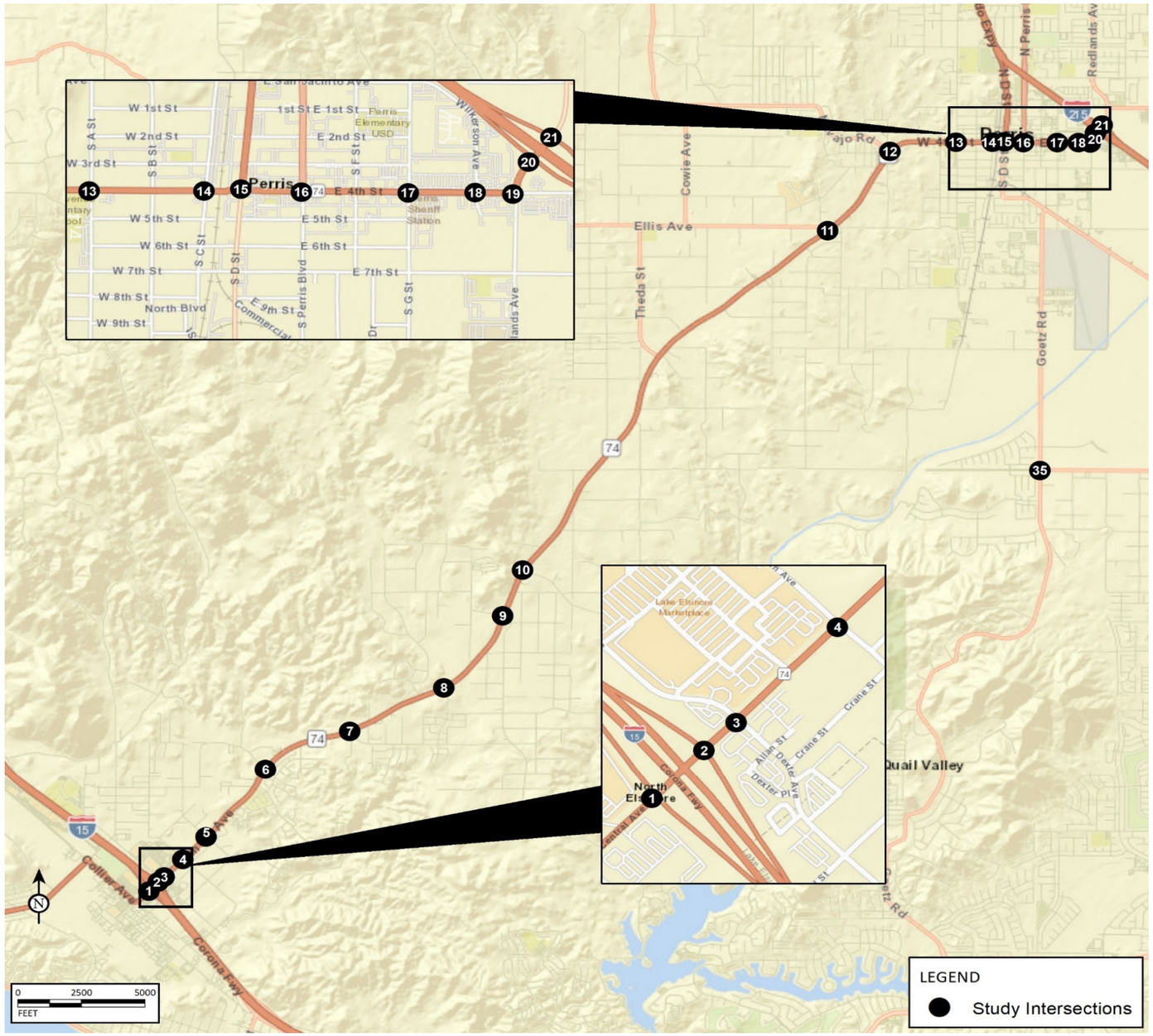
F Free-Right

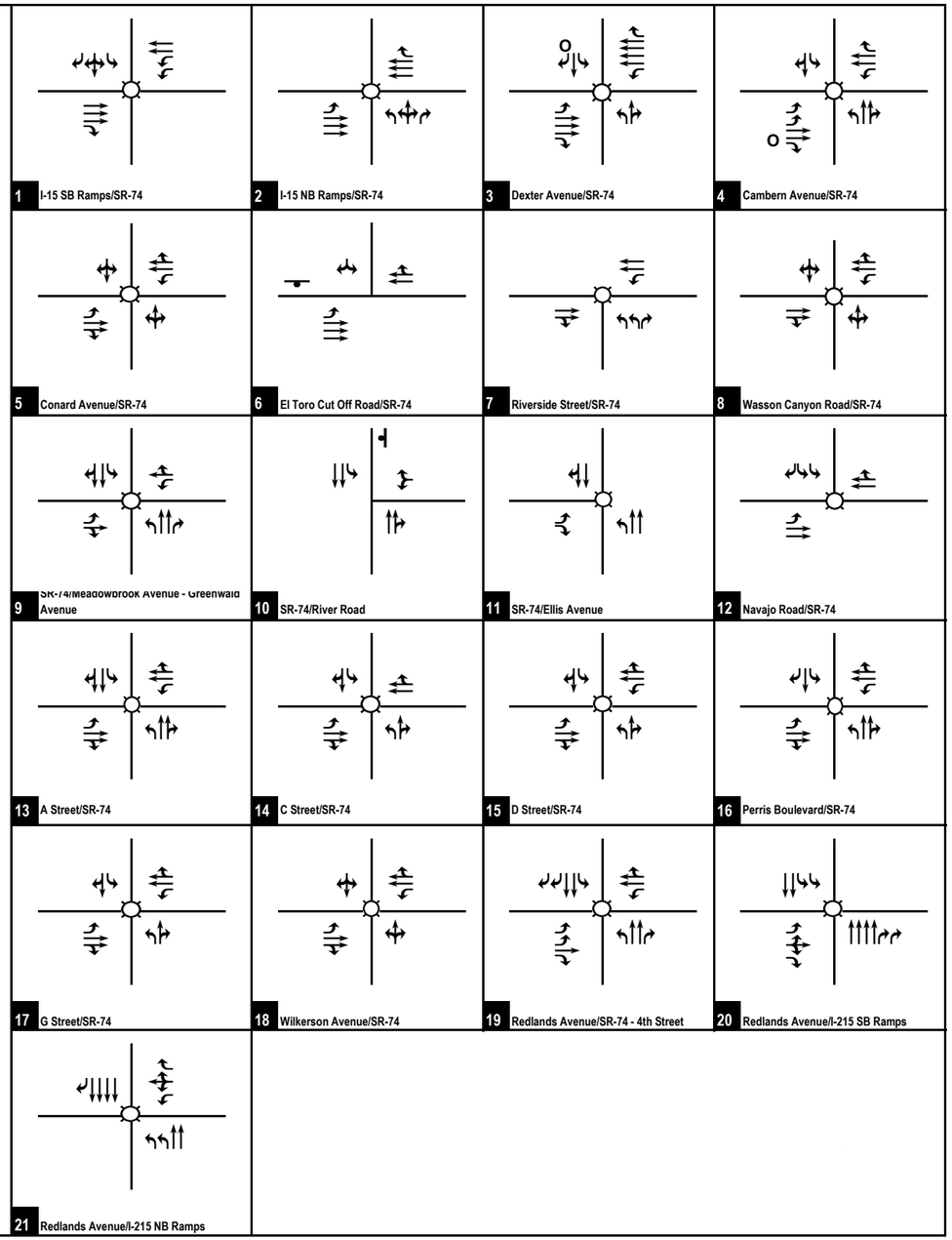
FIGURE 3-1E

Menifee Valley Specific Plan

Traffic Study

Existing Study Intersection Geometrics and Traffic Control (Int. 96-112)





LSA

Legend

Signal

Stop Sign

D De-Facto Right

O Overlap

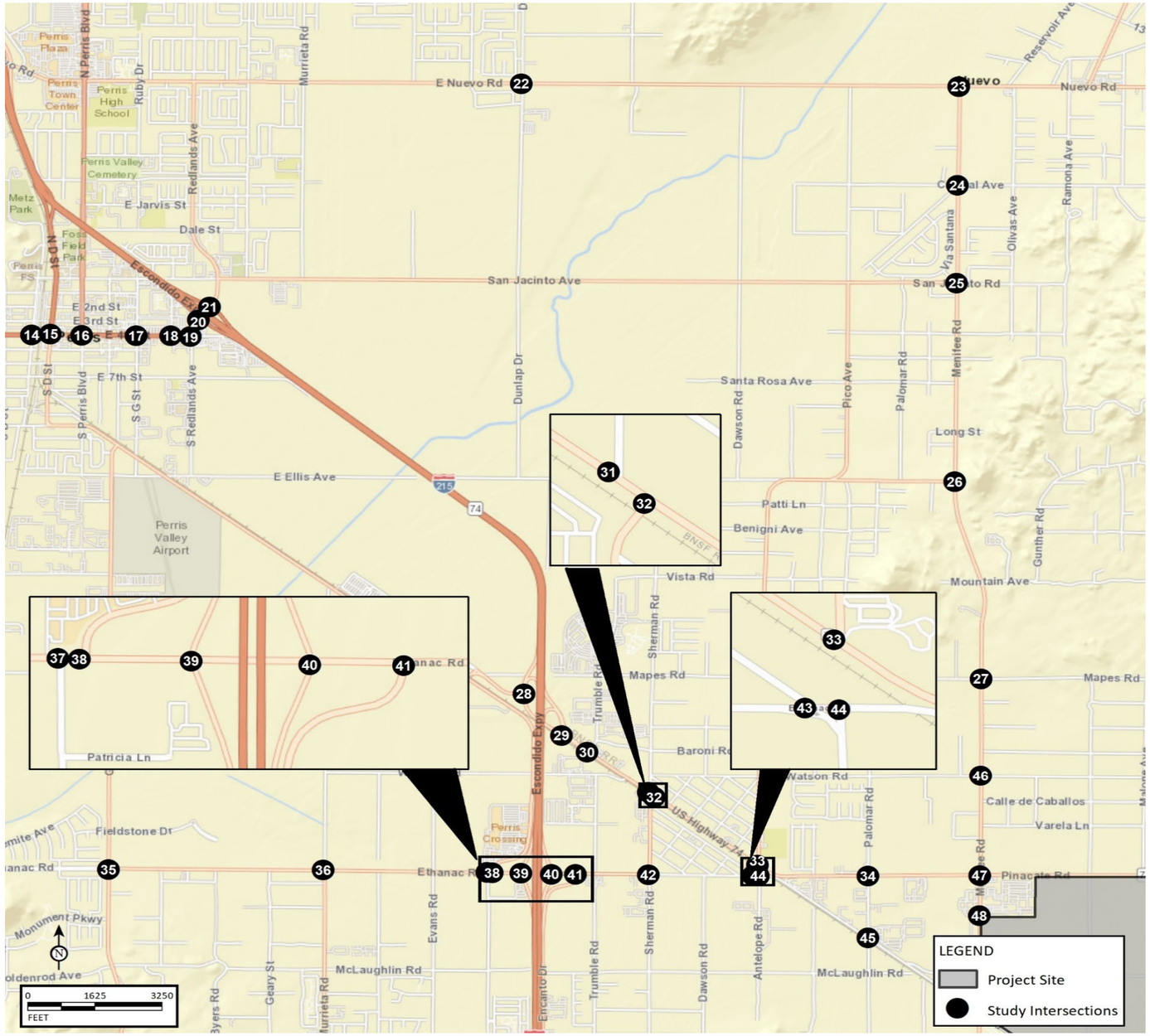
F Free-Right

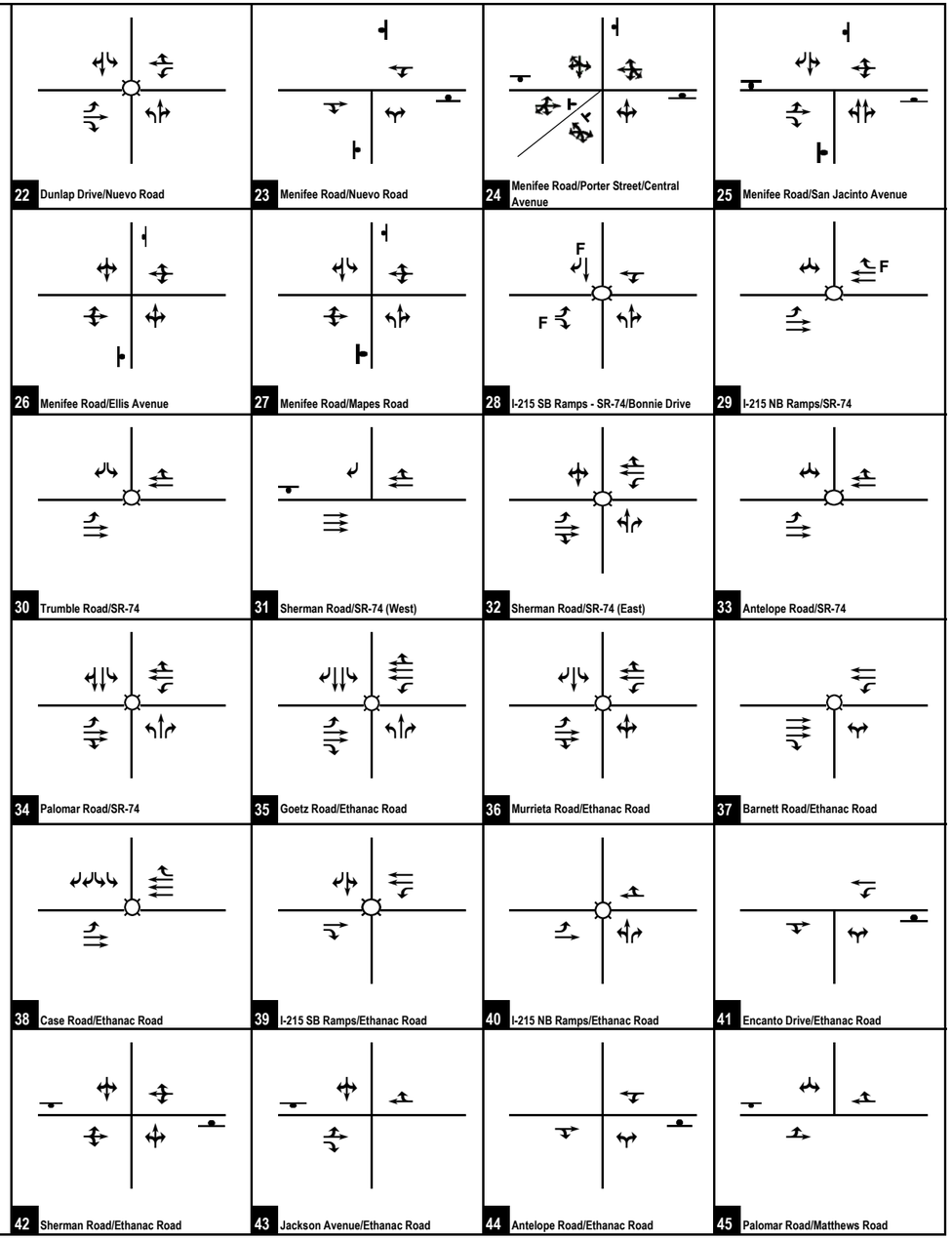
FIGURE 3-2A

Menifee Valley Specific Plan

Traffic Study

Existing with Project Study Intersection Geometrics and Traffic Control (Int. 1-21)

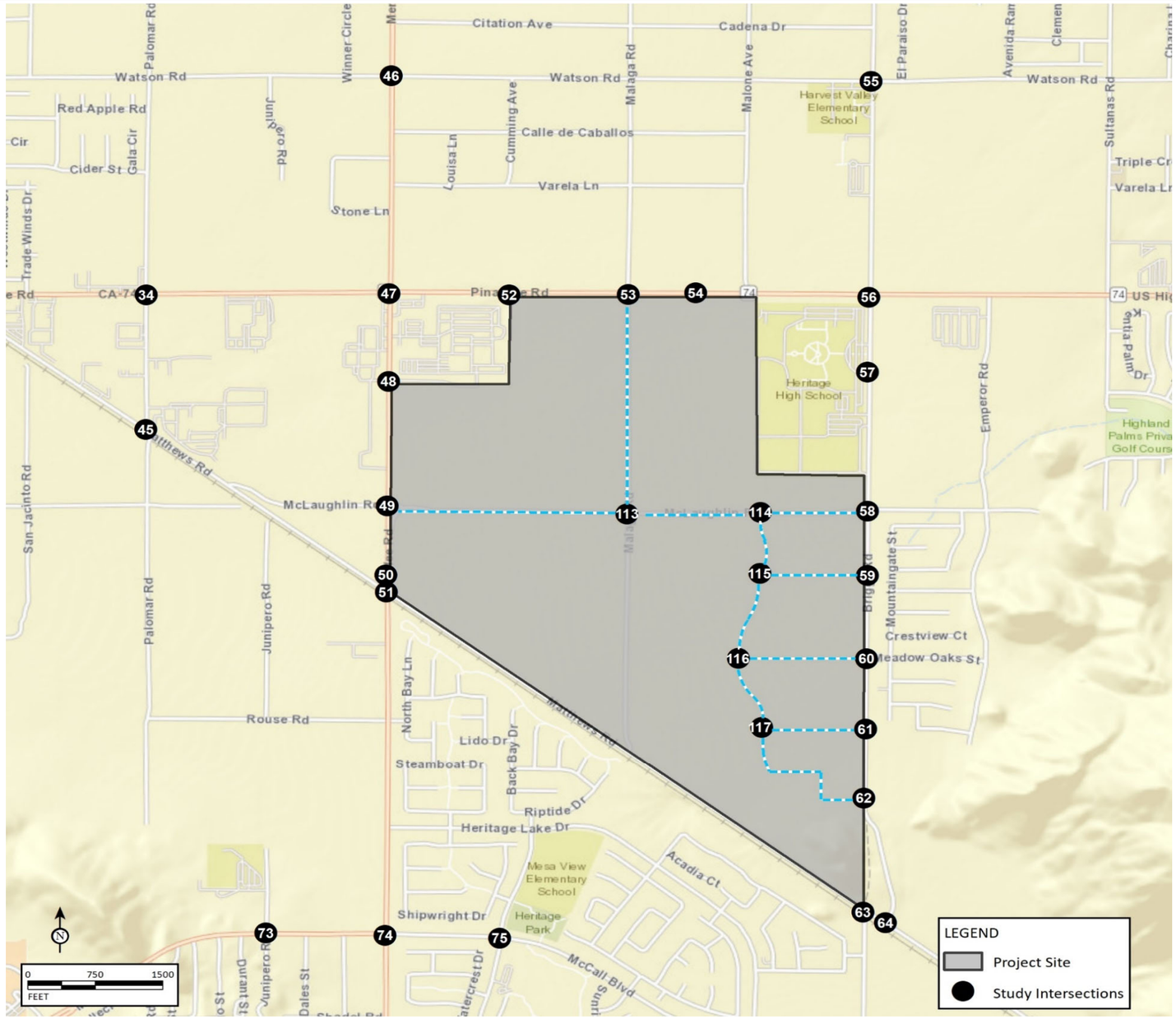


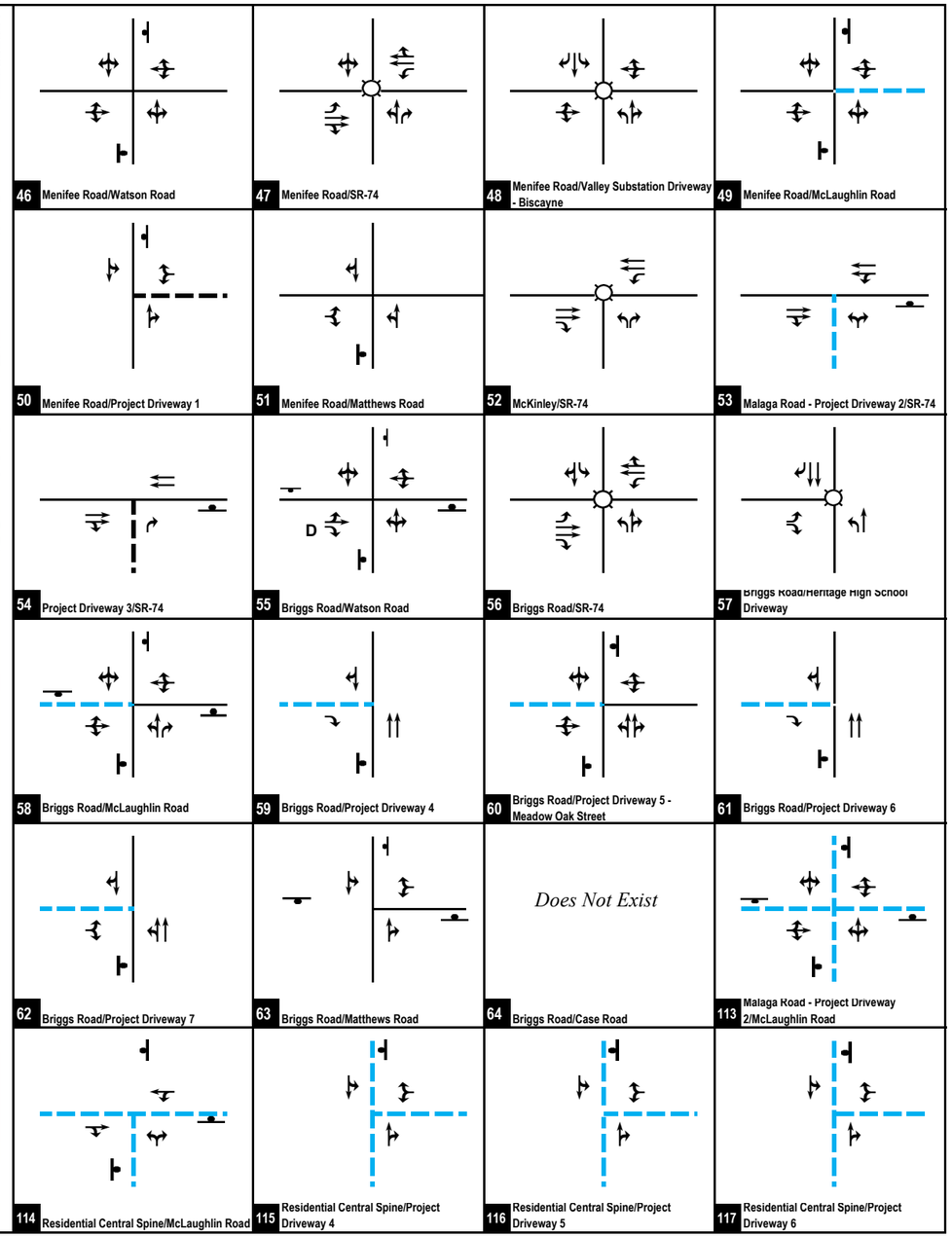


LSA

Legend
- Signal
- Stop Sign
- **D** De-Facto Right
- **O** Overlap
- **F** Free-Right

FIGURE 3-2B
Menifee Valley Specific Plan
Traffic Study
Existing with Project Study Intersection Geometrics and Traffic Control (Int. 22-45)





LSA

Legend

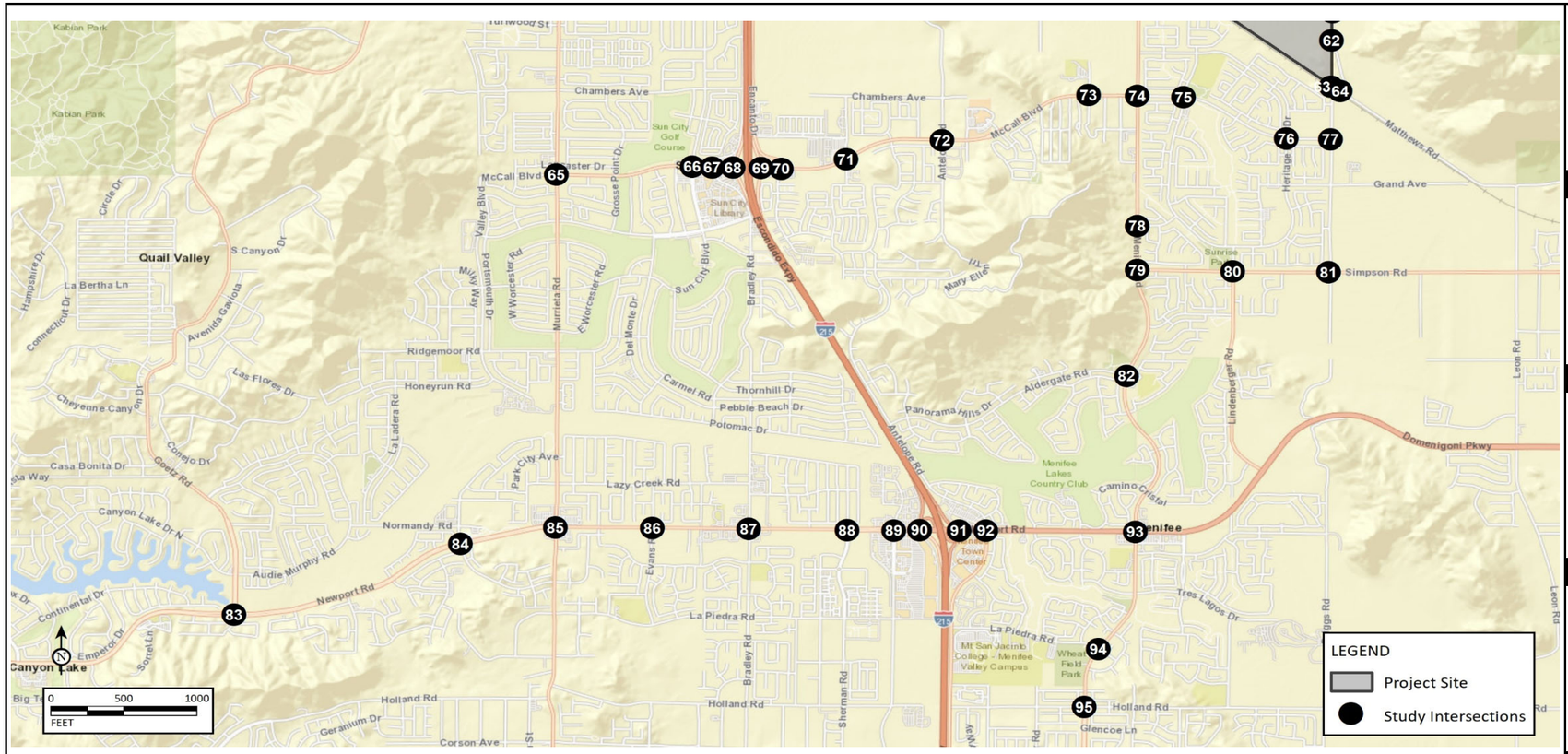
- Signal
- Stop Sign
- D De-Facto Right
- O Overlap
- F Free-Right
- Project Driveway
- Internal Project Roadway

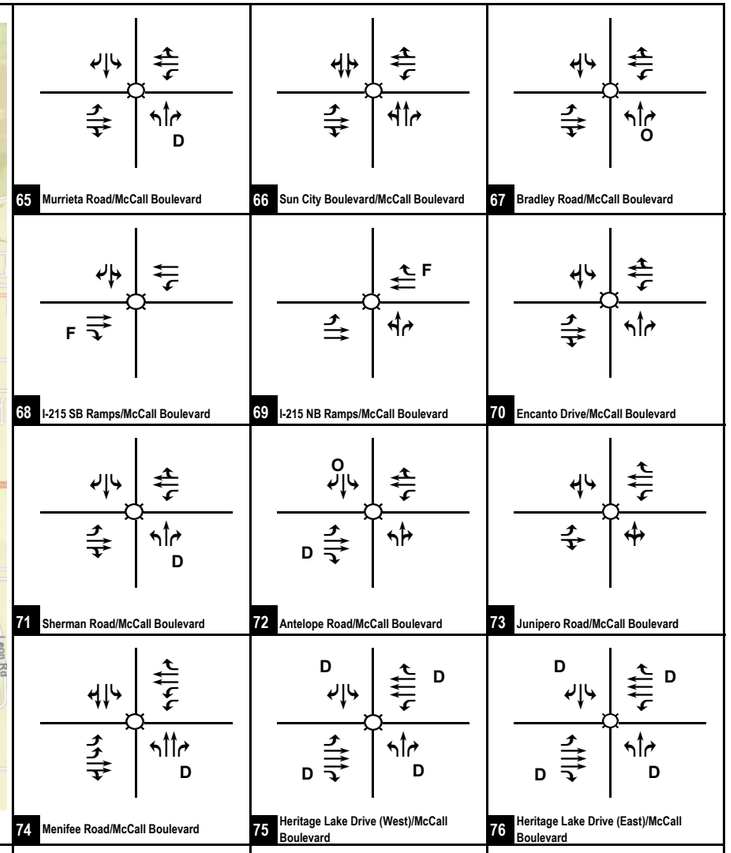
FIGURE 3-2C

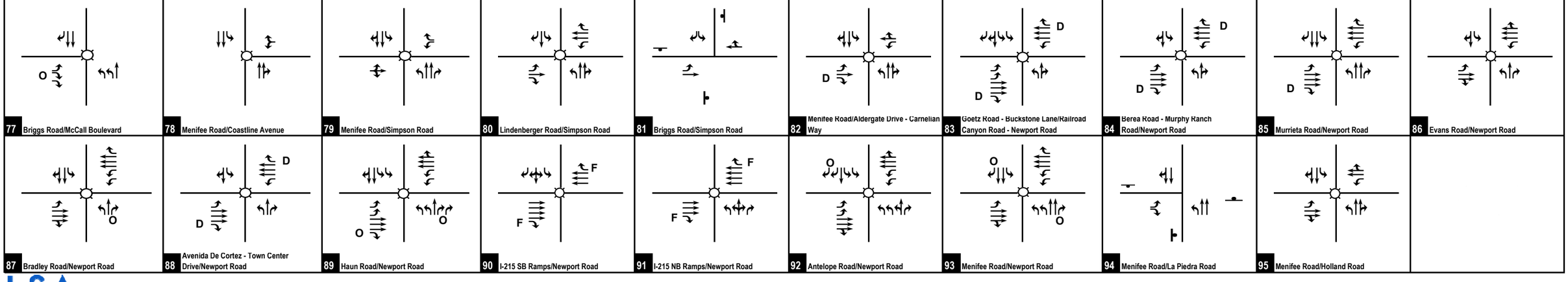
Menifee Valley Specific Plan

Traffic Study

Existing with Project Study Intersection Geometrics and Traffic Control (Int. 46-64 & Int. 113-117)





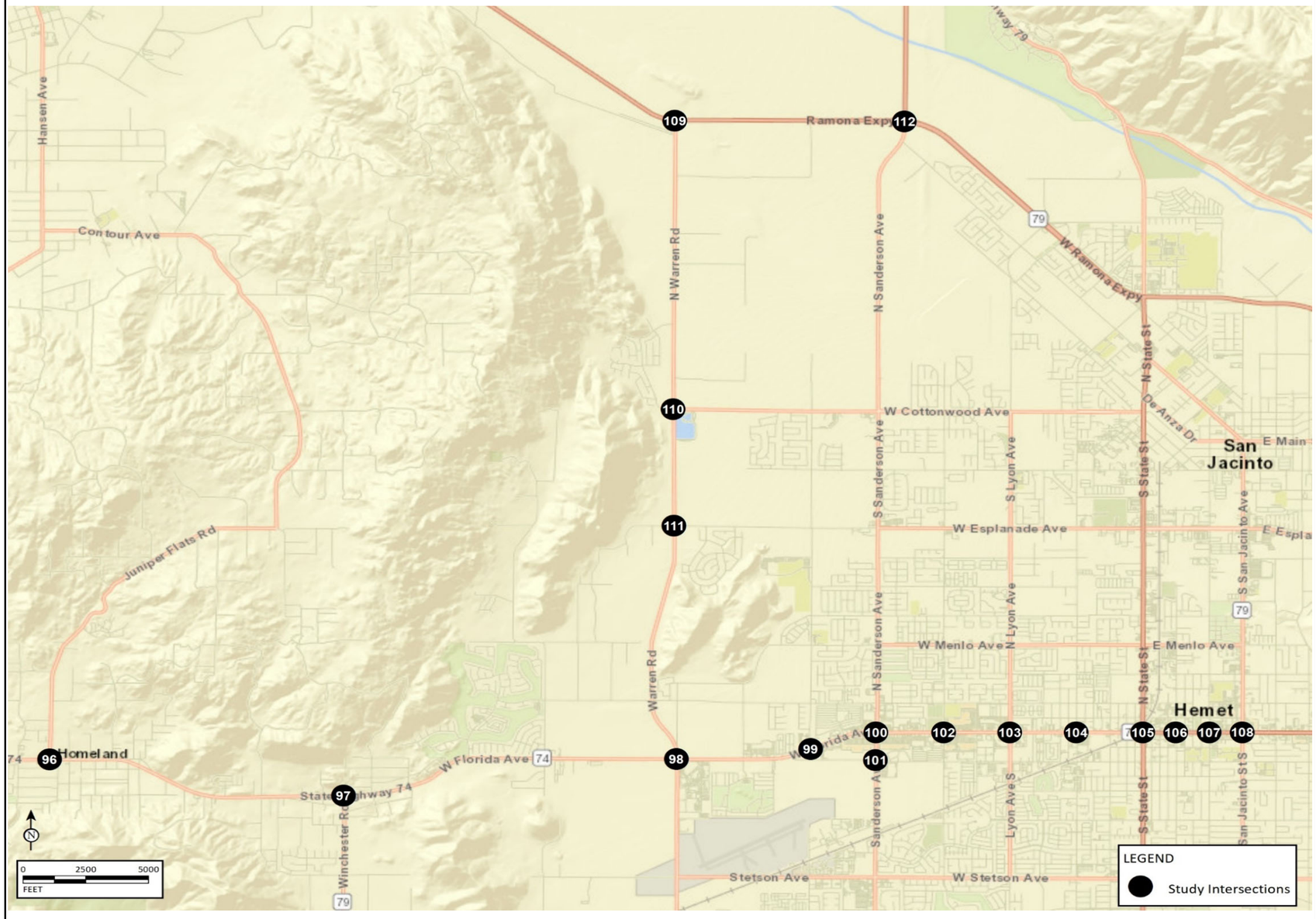


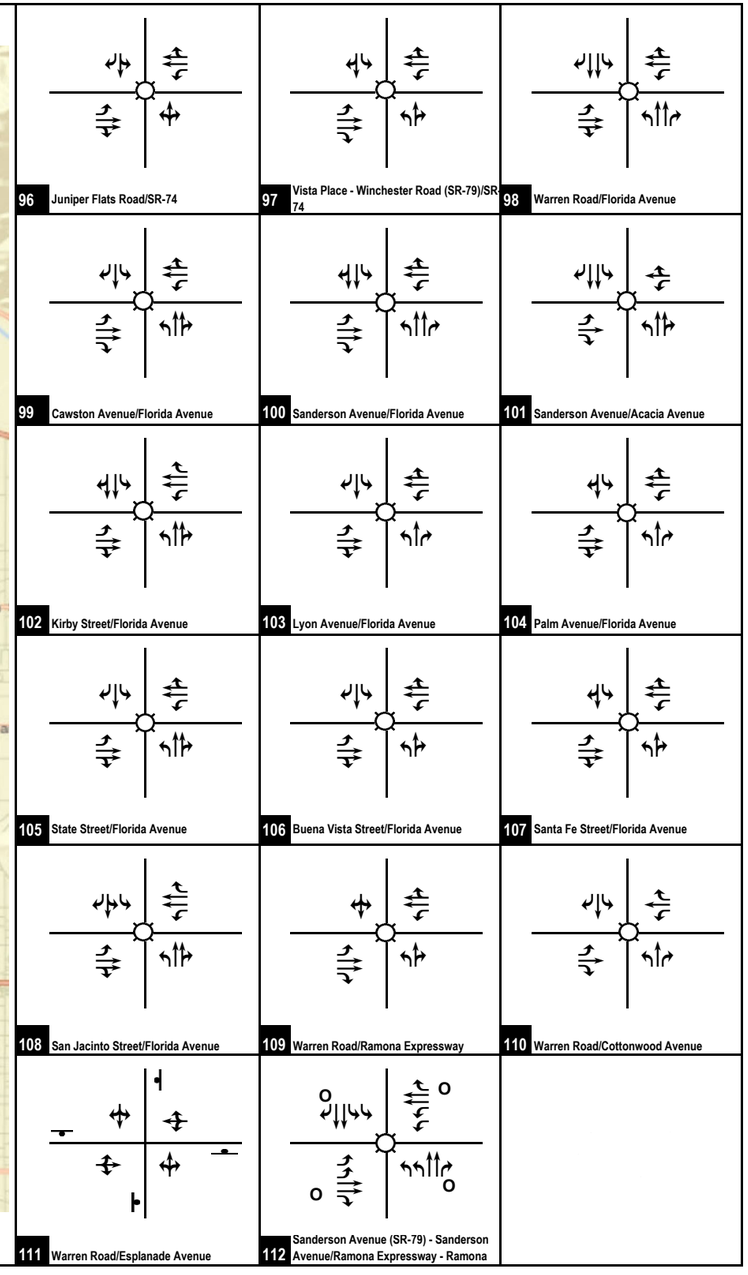
LSA

Legend
- Signal
- Stop Sign

D De-Facto Right
O Overlap
F Free-Right

FIGURE 3-2D
Menifee Valley Specific Plan
Traffic Study
Existing with Project Study Intersection Geometrics and Traffic Control (Int. 65-95)





LSA

Legend

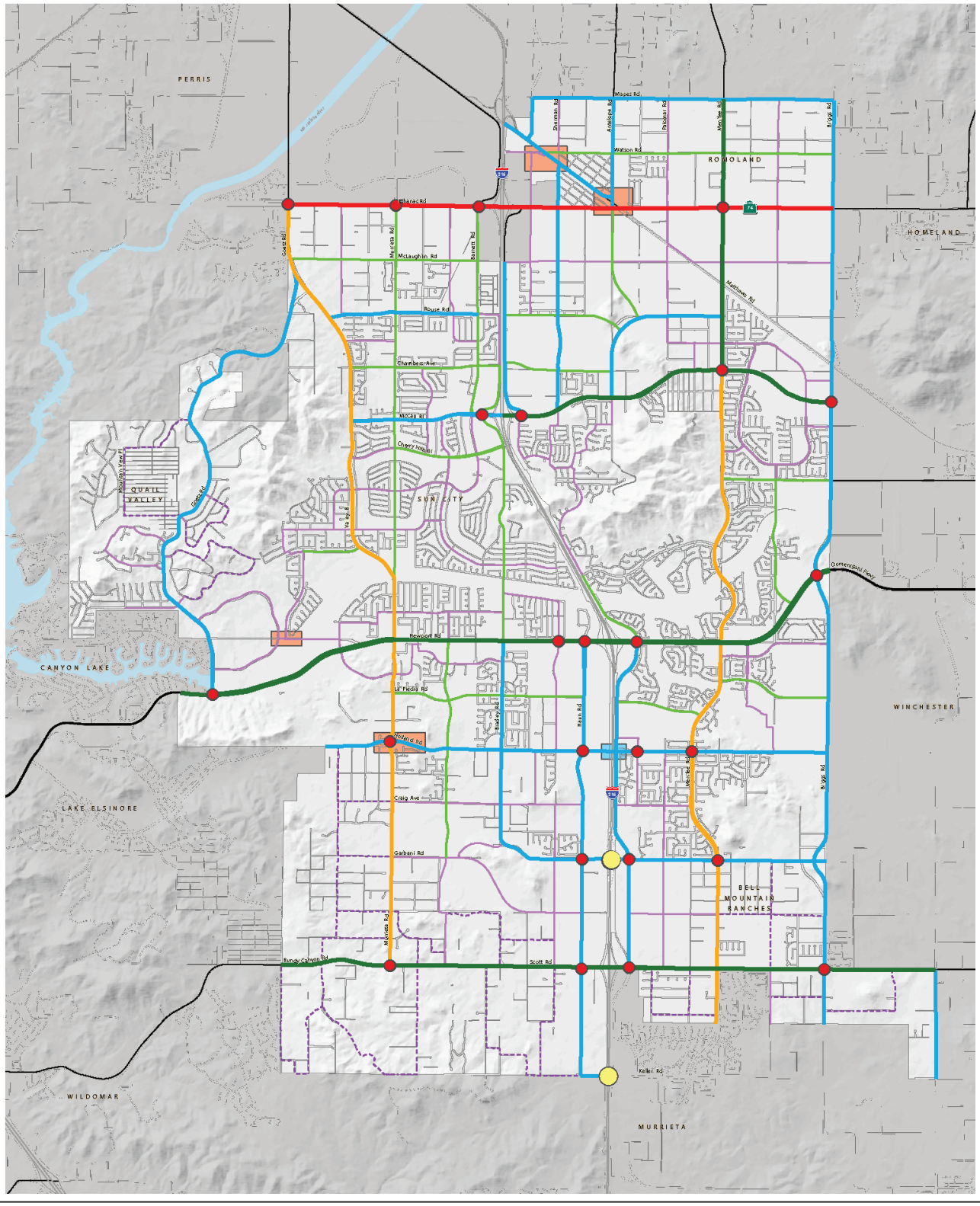
- Signal
- Stop Sign
- **D** De-Facto Right
- **O** Overlap
- **F** Free-Right

FIGURE 3-2E

Menifee Valley Specific Plan

Traffic Study

Existing with Project Study Intersection Geometrics and Traffic Control (Int. 96-112)



LSA

Legend

- Expressway (6 to 8 Lanes, Divided)
- Urban Arterial (6 Lanes, Divided)
- Arterial (4 Lanes, Divided)
- Major (4 Lanes, Divided)
- Mountain Arterial (4 Lanes, Undivided)
- Secondary (4 Lanes, Undivided)
- Collector / Interconnected Local (2 Lanes)
- Rural Collector / Interconnected Local (2 Lanes)
- Future Freeway Interchange
- Connectivity Analysis Zone - Roadway alignments, intersection geometrics and traffic control features subject to additional assessment
- Future Freeway Overcrossing
- Enhanced Intersection - Additional lanes / Right-of-Way required within 600 feet of the intersection

N

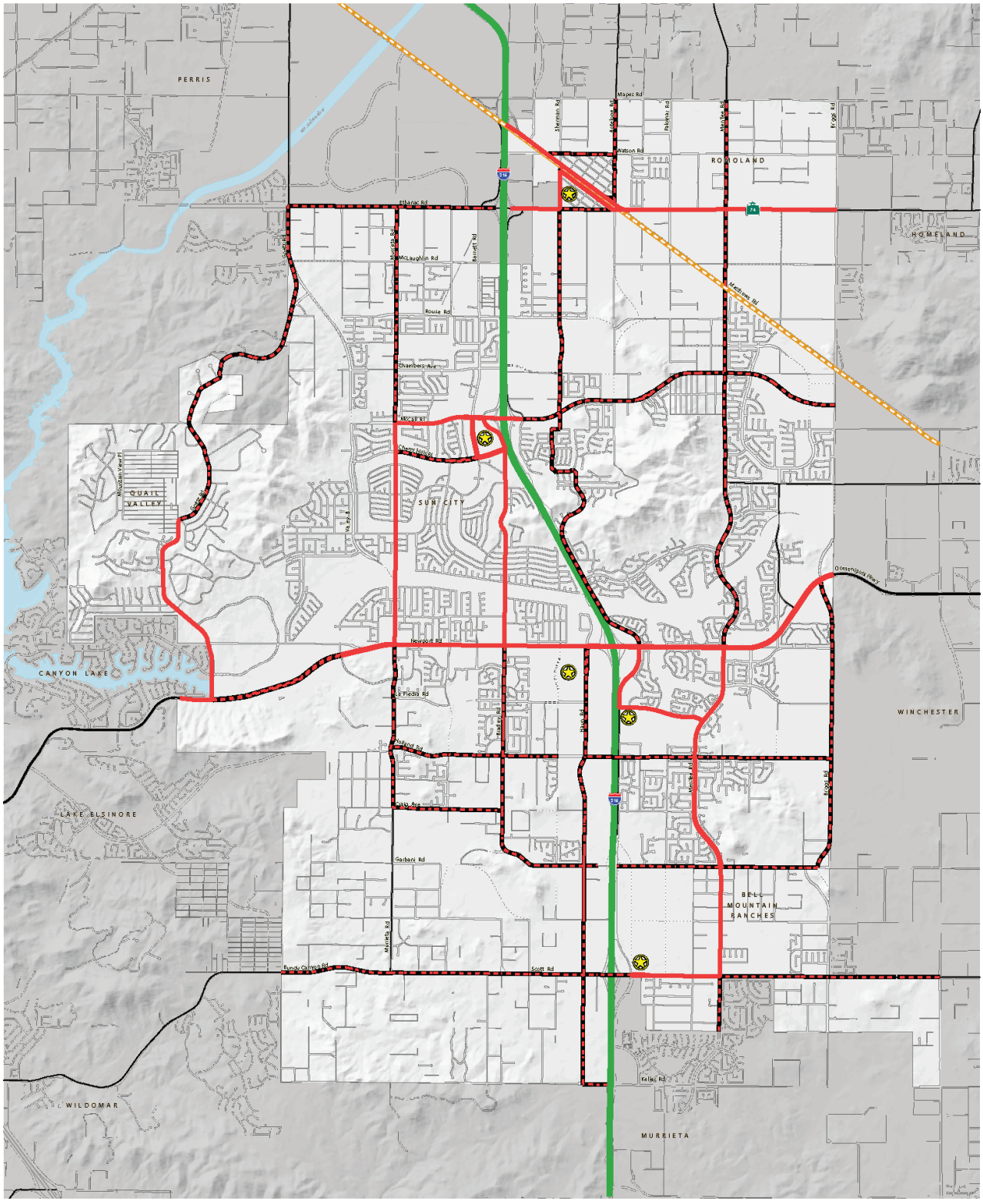
FIGURE 3-3

Menifee Valley Specific Plan
Traffic Study

City of Menifee General Plan Street Classifications

SOURCE: Menifee General Plan, 2013

P:\CIM2106 MVSP EIR\02 Technical Study - Peer Review\2.1 Traffic - VMT\GIS\Reports\Menifee_Circulation (11/03/2022)



LSA

FIGURE 3-4

Legend

- Exisitng On-Road Transit Service (RTA)
- Potential Future On-Road Transit Service
- Potential Future Rail Service
- Express Bus Service
- Transit Node

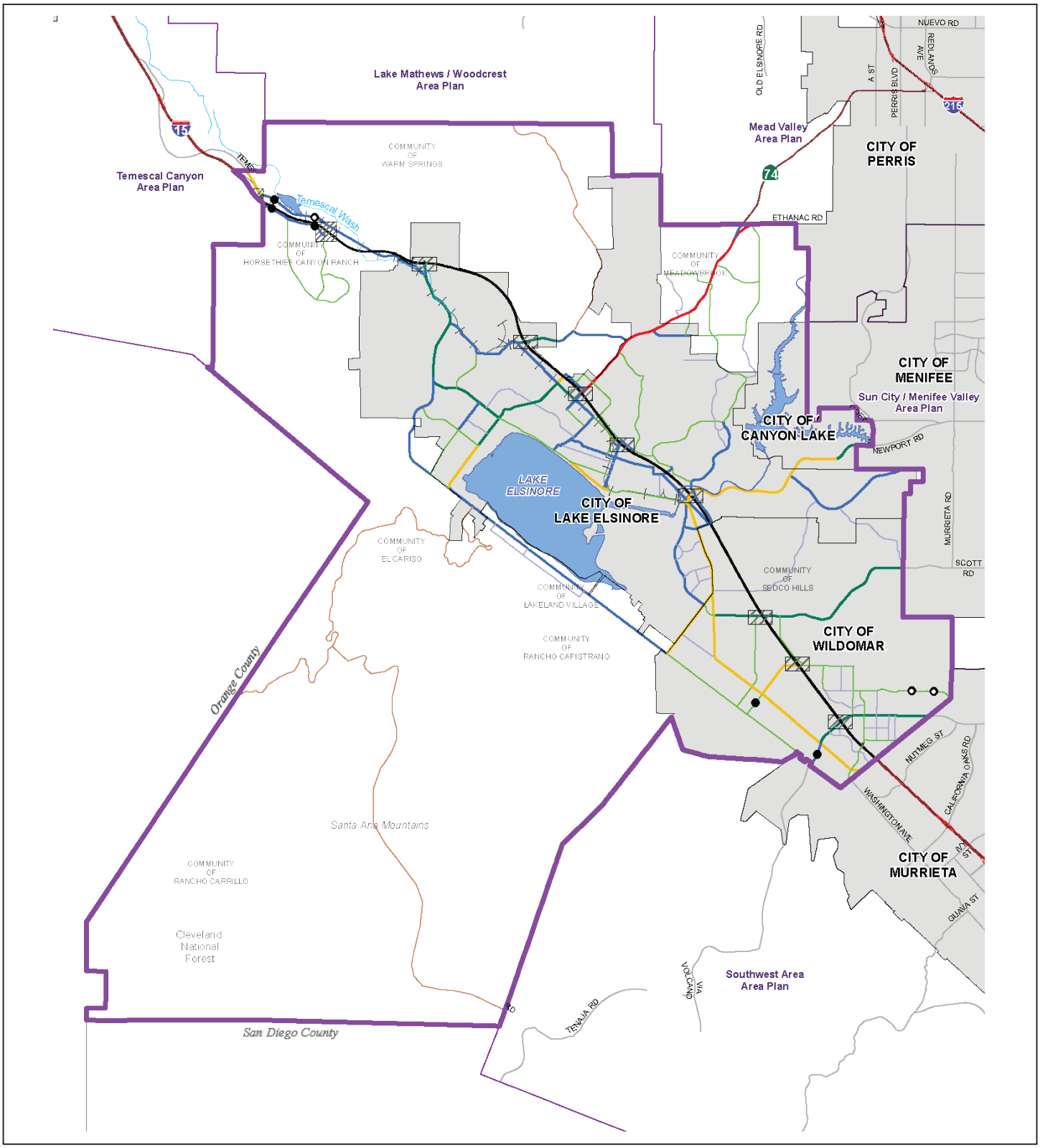
N

Menifee Valley Specific Plan
Traffic Study

City of Menifee Transit Plan

SOURCE: Menifee General Plan, 2013

P:\CIM2106 MVSP EIR\02 Technical Study - Peer Review\2.1 Traffic - VMT\GIS\Reports\Menifee_Transit (11/03/2022)



LSA

Legend

- Freeway (Variable ROW)
- Expressway (128' to 220' ROW)
- Urban Arterial (152' ROW)
- Arterial (128' ROW)
- Major (118' ROW)
- Secondary (100' ROW)
- Mountain Arterial 2 Ln (110' ROW)
- Collector (74' ROW)
- Existing Interchange
- Proposed Interchange
- Existing Bridge
- Proposed Bridge
- Railroads Amended
- Highways
- Area Plan Boundary
- City Boundary
- Waterbodies

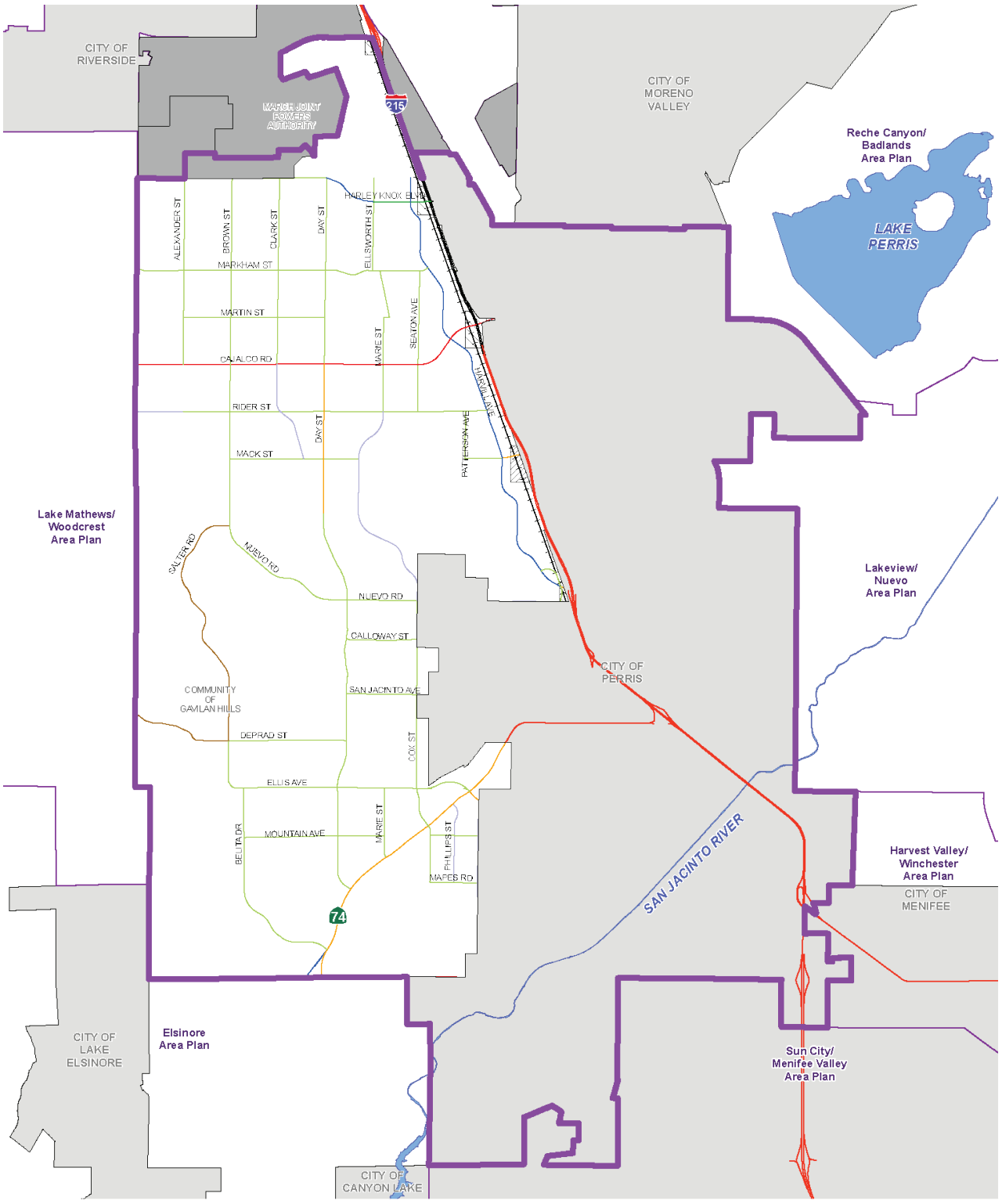
FIGURE 3-5

Menifee Valley Specific Plan
Traffic Study

County of Riverside Elsinore Area Plan Street Classifications

SOURCE: Elsinore Area Plan, September 28, 2021

P:\CIM2106 MVSP EIR\02 Technical Study - Peer Review\2.1 Traffic - VMT\GIS\Reports\Elsinore Plan_Circulation (11/02/2022)



LSA

Legend

- Freeway (Variable ROW)
- Expressway (128' to 220' ROW)
- Urban Arterial (152' ROW)
- Arterial (128' ROW)
- Major (118' ROW)
- Secondary (100' ROW)
- Mountain Arterial 2 Ln (110' ROW)
- Collector (74' ROW)
- Existing Interchange
- Proposed Interchange
- Existing Bridge
- Proposed Bridge
- Railroads Amended
- Highways
- Area Plan Boundary
- City Boundary
- Waterbodies

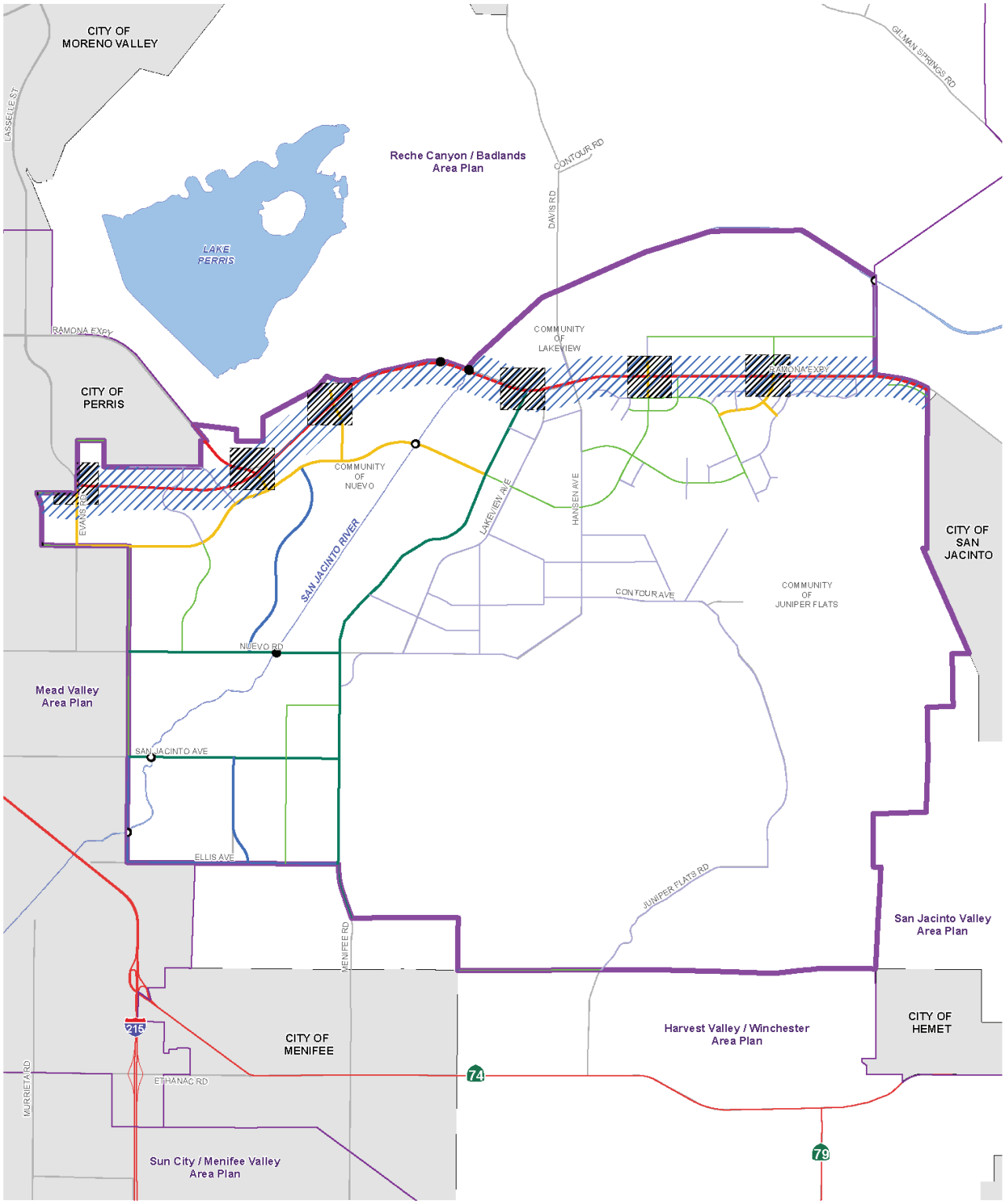
FIGURE 3-6

Menifee Valley Specific Plan
Traffic Study

County of Riverside Mead Valley Area Plan Street Classifications

SOURCE: Mead Valley Area Plan, September 28, 2021

P:\CIM2106 MVSP EIR\02 Technical Study - Peer Review\2.1 Traffic - VMT\GIS\Reports\Mead Valley Plan_Circulation (11/02/2022)



LSA

Legend

- Freeway (Variable ROW)
- Expressway (128' to 220' ROW)
- Urban Arterial (152' ROW)
- Arterial (128' ROW)
- Major (118' ROW)
- Secondary (100' ROW)
- Mountain Arterial 2 Ln (110' ROW)
- Collector (74' ROW)
- Existing Interchange
- Proposed Interchange
- Existing Bridge
- Proposed Bridge
- Railroads Amended
- Highways
- Area Plan Boundary
- City Boundary
- Waterbodies

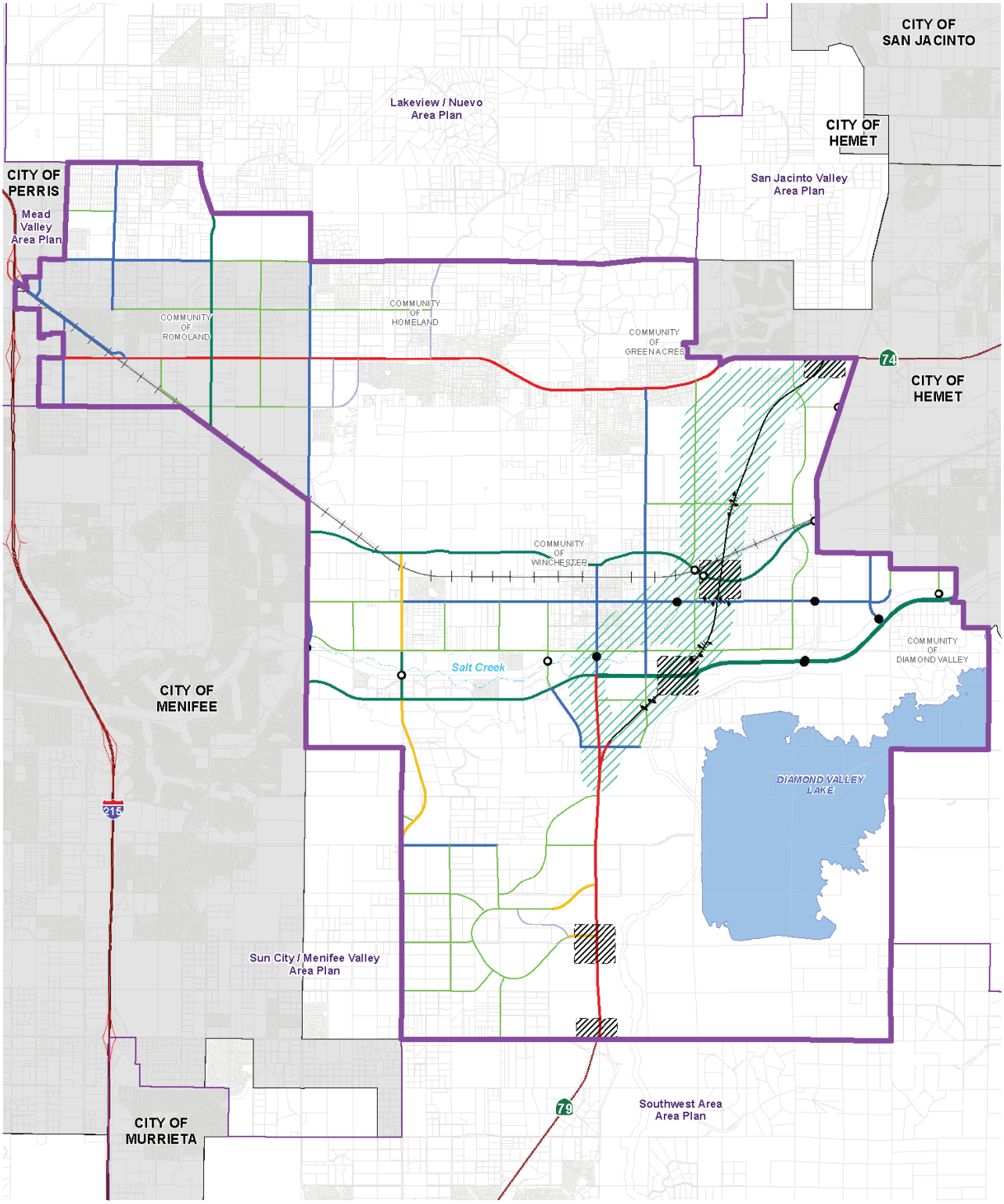
FIGURE 3-7

Menifee Valley Specific Plan
Traffic Study

County of Riverside Lakeview/Nuevo Area Plan Street Classifications

SOURCE: Lakeview/Nuevo Area Plan, September 28, 2021

P:\CIM2106 MVSP EIR\02 Technical Study - Peer Review\2.1 Traffic - VMT\GIS\Reports\Lake View Plan_Circulation (11/02/2022)



LSA

Legend

- Freeway (Variable ROW)
- Expressway (128' to 220' ROW)
- Urban Arterial (152' ROW)
- Arterial (128' ROW)
- Major (118' ROW)
- Secondary (100' ROW)
- Mountain Arterial 2 Ln (110' ROW)
- Collector (74' ROW)
- Existing Interchange
- Proposed Interchange
- Existing Bridge
- Proposed Bridge
- Railroads Amended
- Highways
- Area Plan Boundary
- City Boundary
- Waterbodies

FIGURE 3-8

Menifee Valley Specific Plan
Traffic Study

County of Riverside Harvest Valley/Winchester Area Street Classification

SOURCE: Harvest Valley/Winchester Area Plan, September 28, 2022

P:\CIM2106 MVSP EIR\02 Technical Study - Peer Review\2.1 Traffic - VMT\GIS\Reports\Harvest Valley Plan Area_Circulation (11/02/2022)

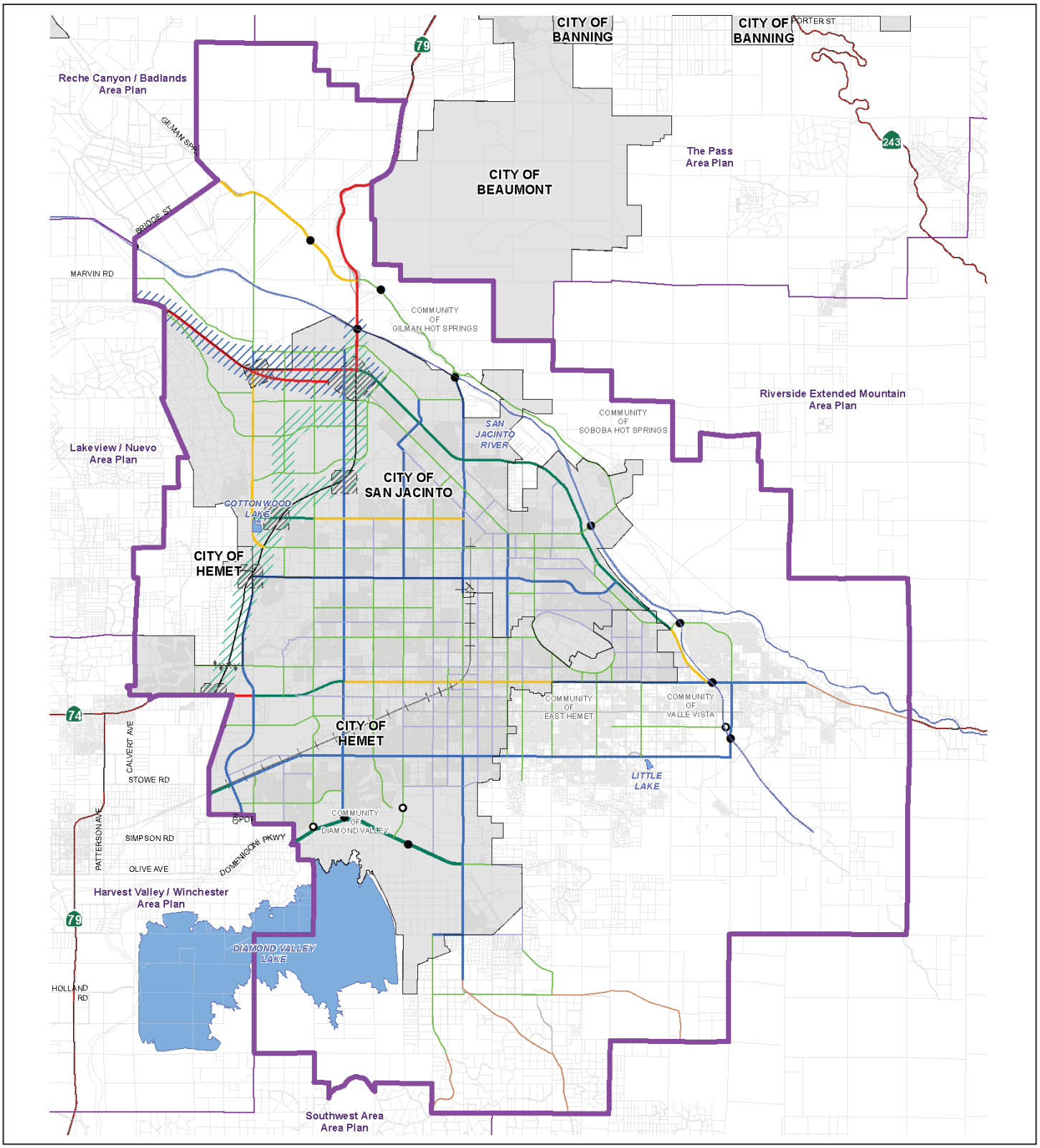


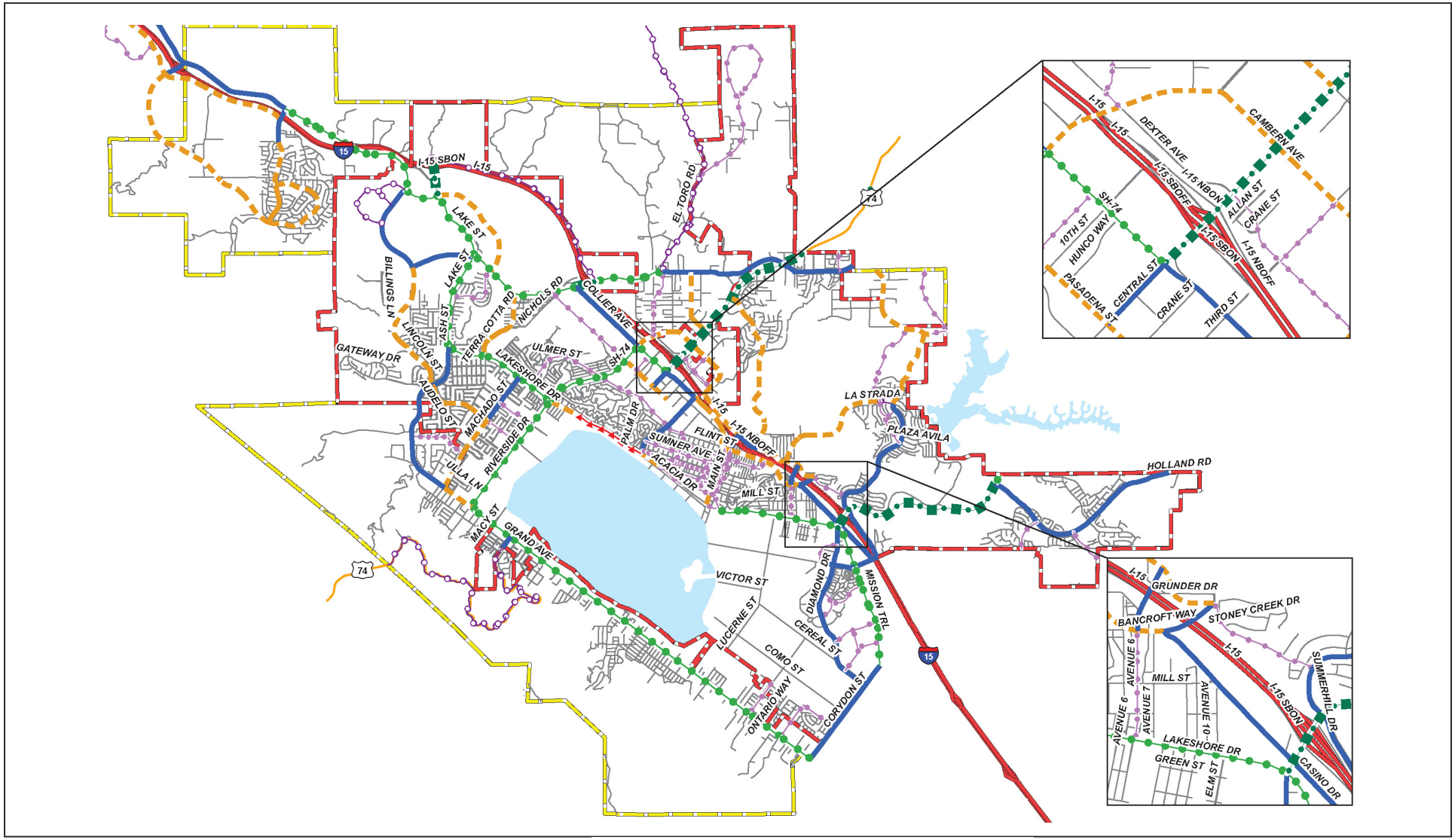
FIGURE 3-9

Menifee Valley Specific Plan
Traffic Study

County of Riverside San Jacinto Valley Area Plan Street Classifications

SOURCE: San Jacinto Valley Area Plan, September 28, 2021

P:\CIM2106 MVSP EIR\02 Technical Study - Peer Review\2.1 Traffic - VMT\GIS\Reports\San Jacinto Valley_Circulation (11/06/2022)



LSA

ROADWAY CLASSIFICATIONS

- AUGMENTED URBAN ARTERIAL (8-LANES)
- URBAN ARTERIAL (6-LANES / 120' R.O.W.)
- MAJOR (4-LANES / 100' R.O.W.)
- SECONDARY (4-LANES / 90' R.O.W.)
- COLLECTOR (2-LANES / 68' R.O.W.)
- DIVIDED COLLECTOR (2-LANES WITH POTENTIAL AUGMENTED INTERSECTIONS)
- NEW SPECIAL ROADWAY
- I-15
- SHWY-74
- SPHERE OF INFLUENCE
- CITY BOUNDARY

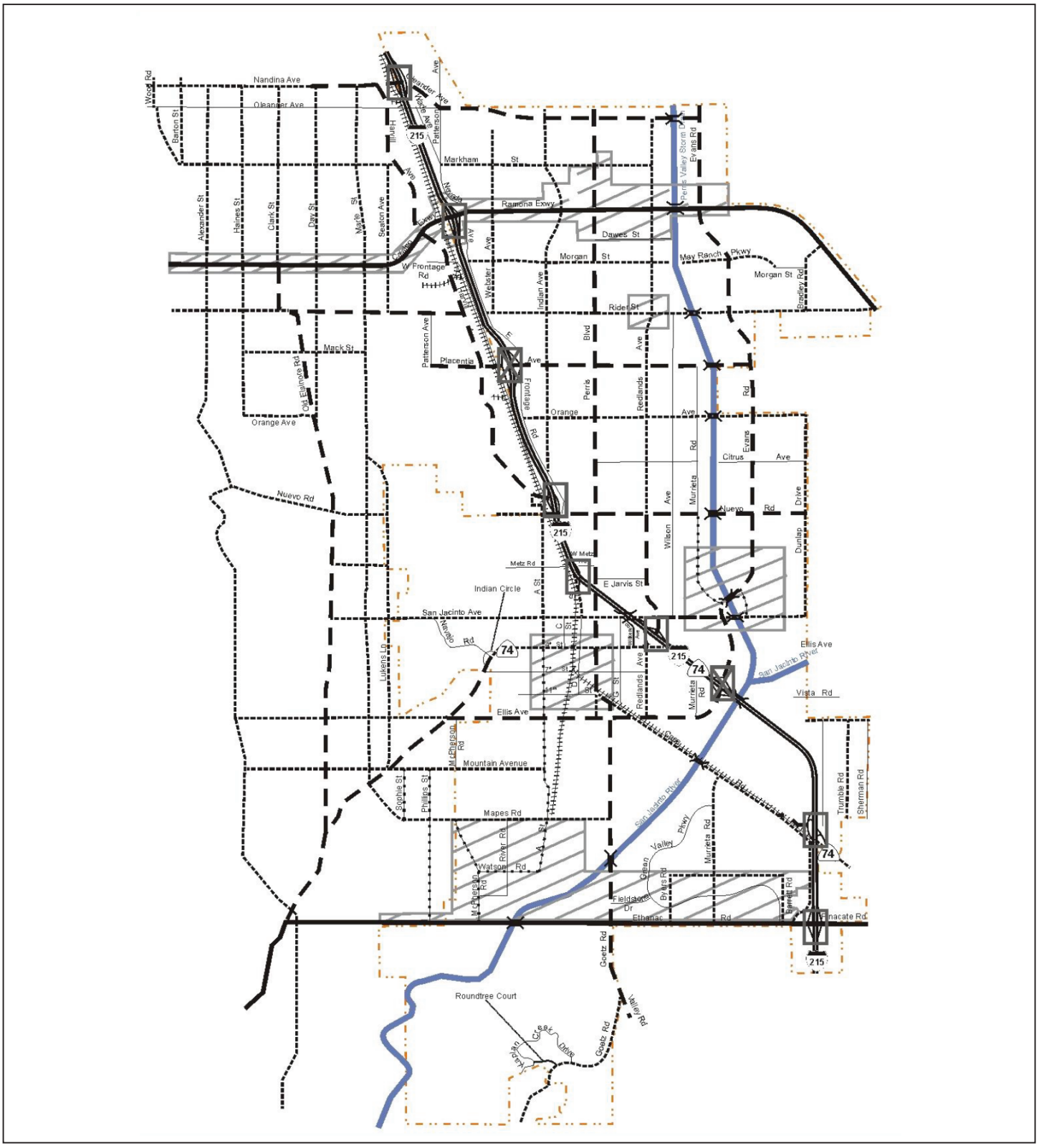
FIGURE 3-10

Menifee Valley Specific Plan
Traffic Study

City of Lake Elsinore General Plan Street Classification

SOURCE: City of Lake Elsinore General Plan, December 13, 2011

P:\CIM2106 MVSP EIR\02 Technical Study - Peer Review\2.1 Traffic - VMT\GIS\Reports\LakeElsinore_Roadways (08/01/2022)



LSA

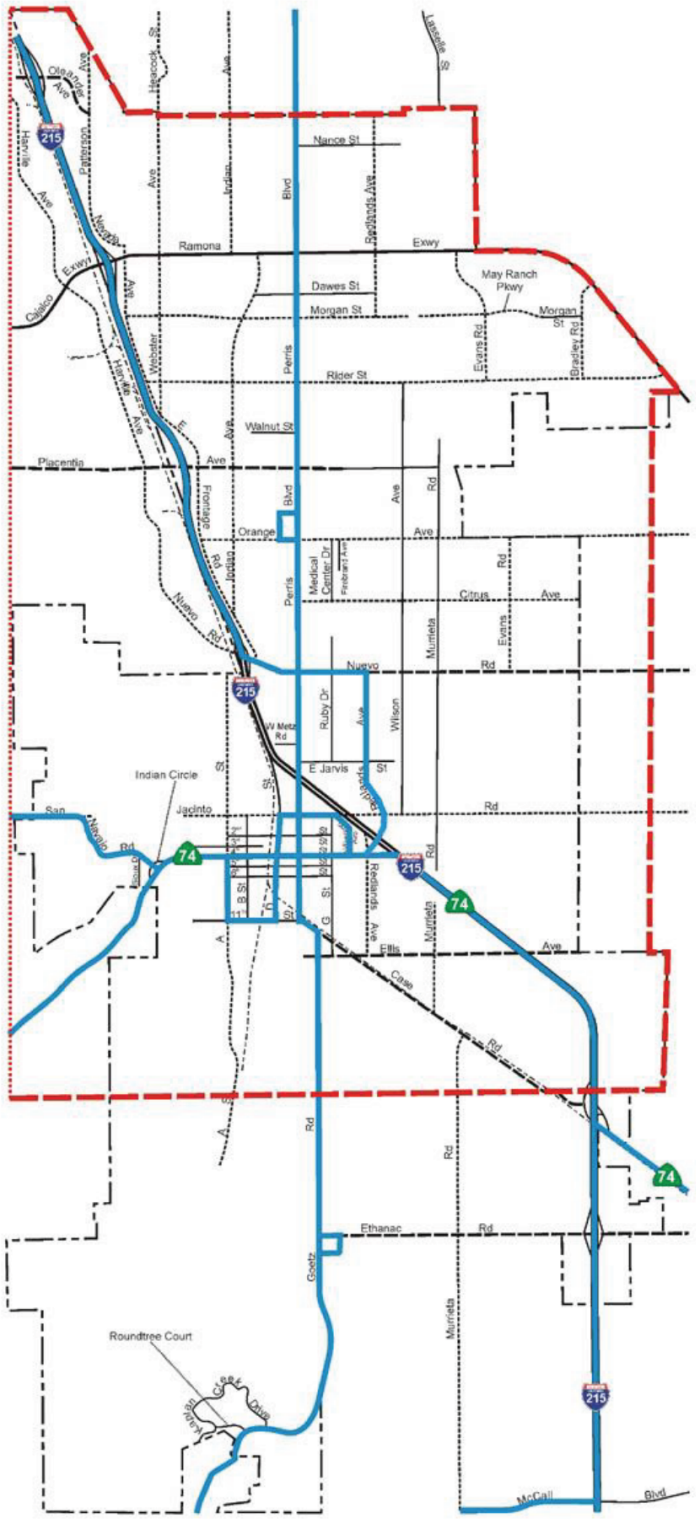
FIGURE 3-11

Menifee Valley Specific Plan
Traffic Study

City of Perris General Plan Street Classifications

SOURCE: City of Perris General Plan Circulation Element, August 2022

P:\CIM2106 MVSP EIR\02 Technical Study - Peer Review\2.1 Traffic - VMT\GIS\Reports\Perris(_Roadway (11/02/2022)



LSA

FIGURE 3-12

Legend

Secondary Arterial	Proposed Road	Railroad
Primary Arterial	Collector	Bus Route
Freeway/Expressway	City Boundary	Dial-A-Ride Area

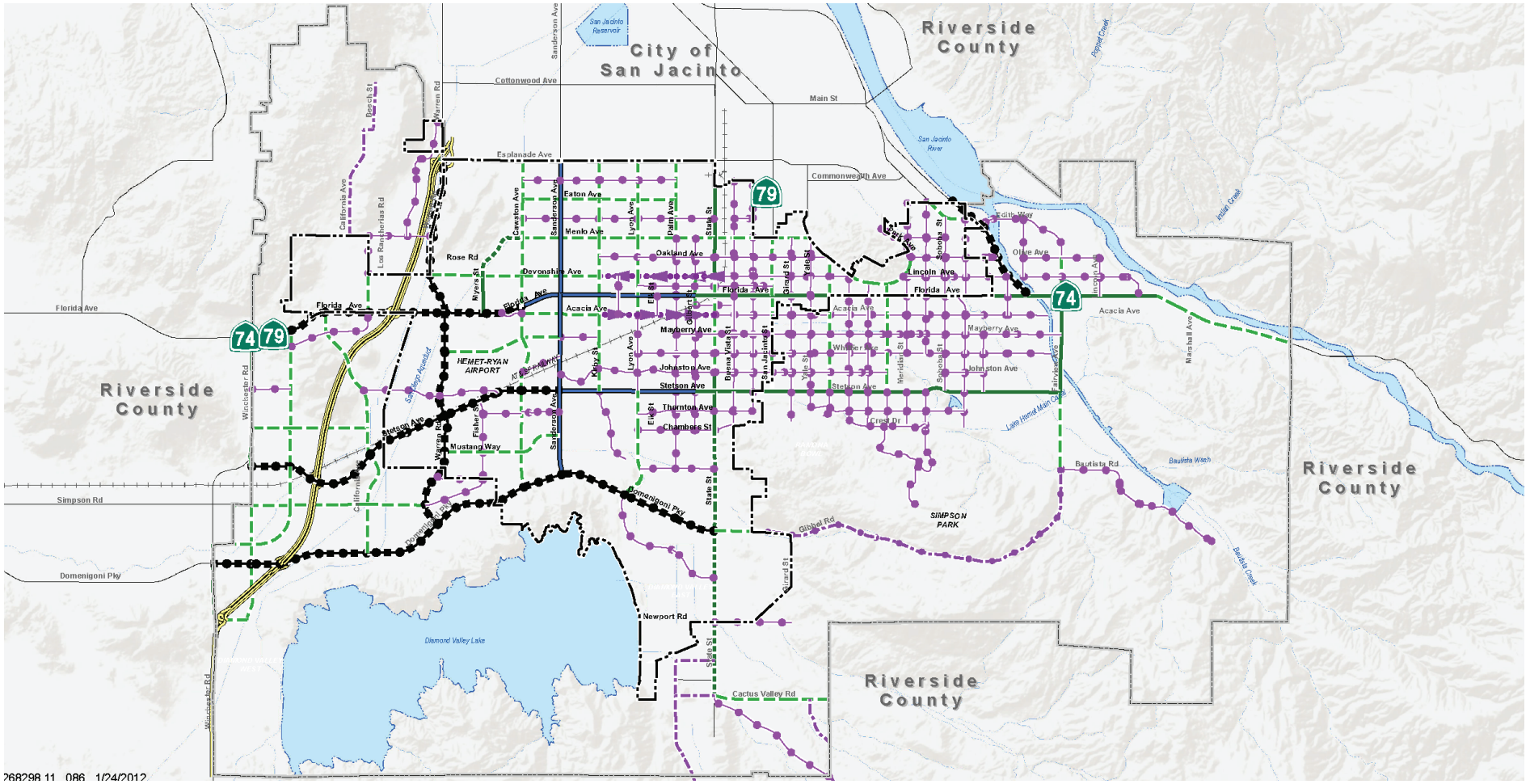
N

Menifee Valley Specific Plan
Traffic Study

City of Perris Transit Network

SOURCE: City of Perris General Plan Circulation Element, August 2022

P:\CIM2106 MVSP EIR\02 Technical Study - Peer Review\2.1 Traffic - VMT\GIS\Reports\Perris_Transit (11/02/2022)



LSA

LEGEND

Circulation System

- Expressway 6D
- Arterial 6D
- Major 4D-6D
- Divided Secondary-A 4D
- Divided Secondary-B 4D
- Secondary 4U
- Express Collector 3U
- Collector 2U
- Rural-A 2U
- Rural-B 2U
- Ramp
- Hemet City Boundary
- Planning Area
- River/Lake
- Creek/Canal
- Street
- Railroad

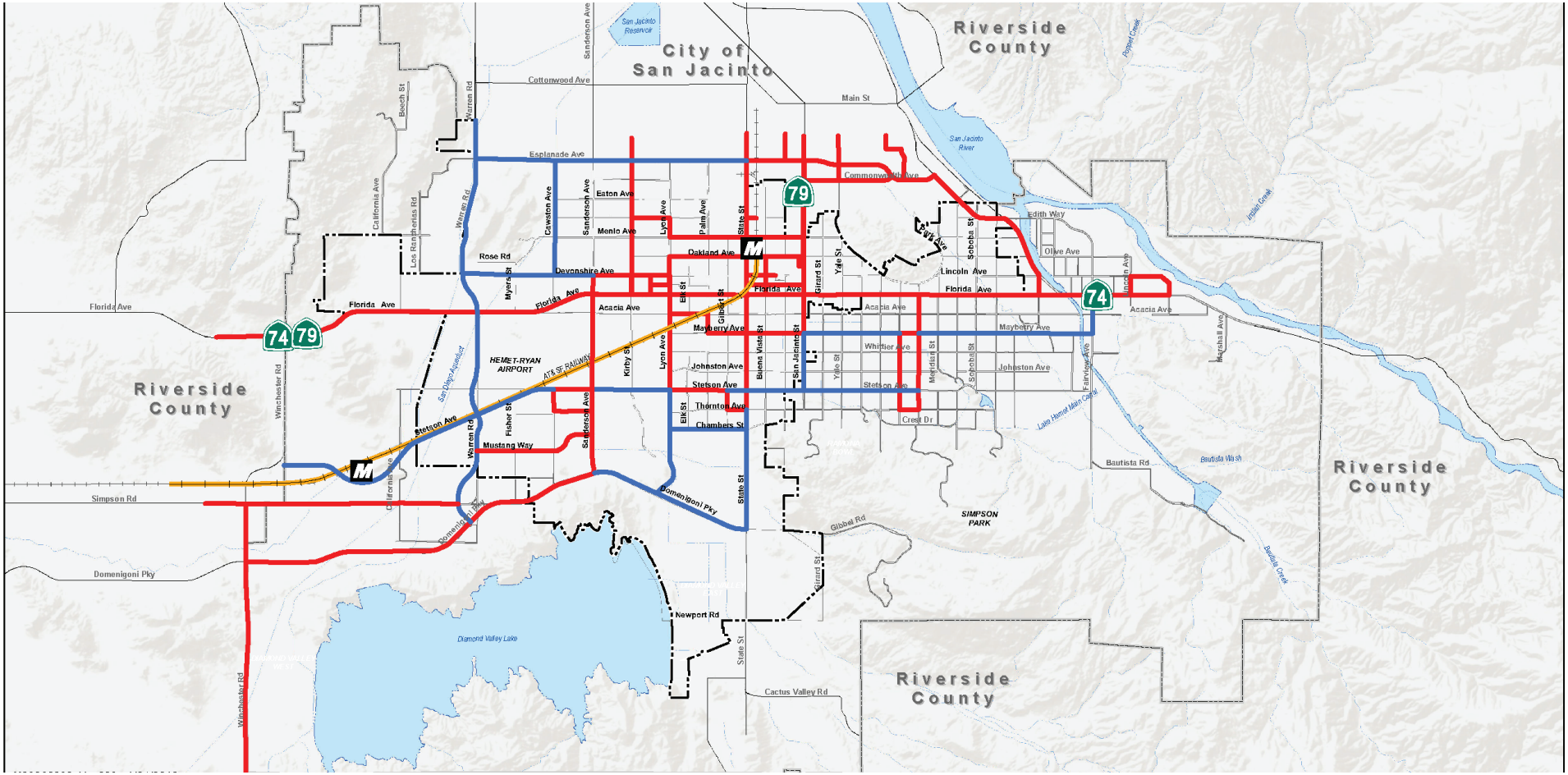
FIGURE 3-13

Menifee Valley Specific Plan
Traffic Study

City of Hemet General Plan Street Classifications

SOURCE: City of Hemet General Plan 2030, January 24, 2012

P:\CIM2106 MVSP EIR\02 Technical Study - Peer Review\2.1 Traffic - VMT\GIS\Reports\Hemet_Bikeways (08/01/2022)



LSA

FIGURE 3-14

LEGEND

Transit
- Existing Bus Route
- Potential Future Bus Service
- Future Commuter Rail
- Potential Future Metrolink Station

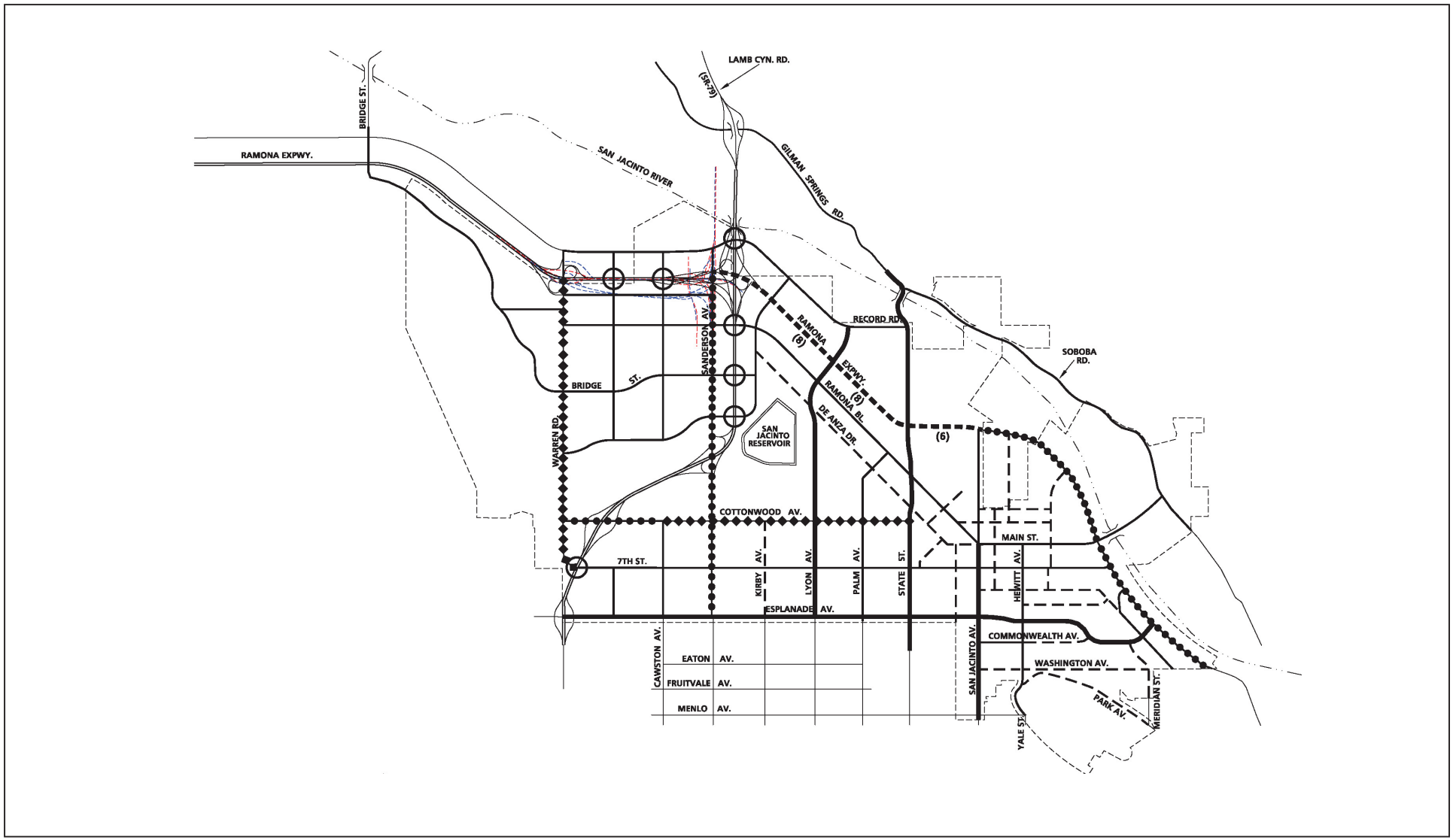
- Hemet City Boundary
- Planning Area
- Street
- Railroad
- Creek/Canal
- River/Lake

Menifee Valley Specific Plan
Traffic Study

City of Hemet Transit Network

SOURCE: City of Hemet General Plan 2030, January 24, 2012

P:\CIM2106 MVSP EIR\02 Technical Study - Peer Review\2.1 Traffic - VMT\GIS\Reports\Hemet_Transit (08/01/2022)



LSA

FIGURE 3-15

N

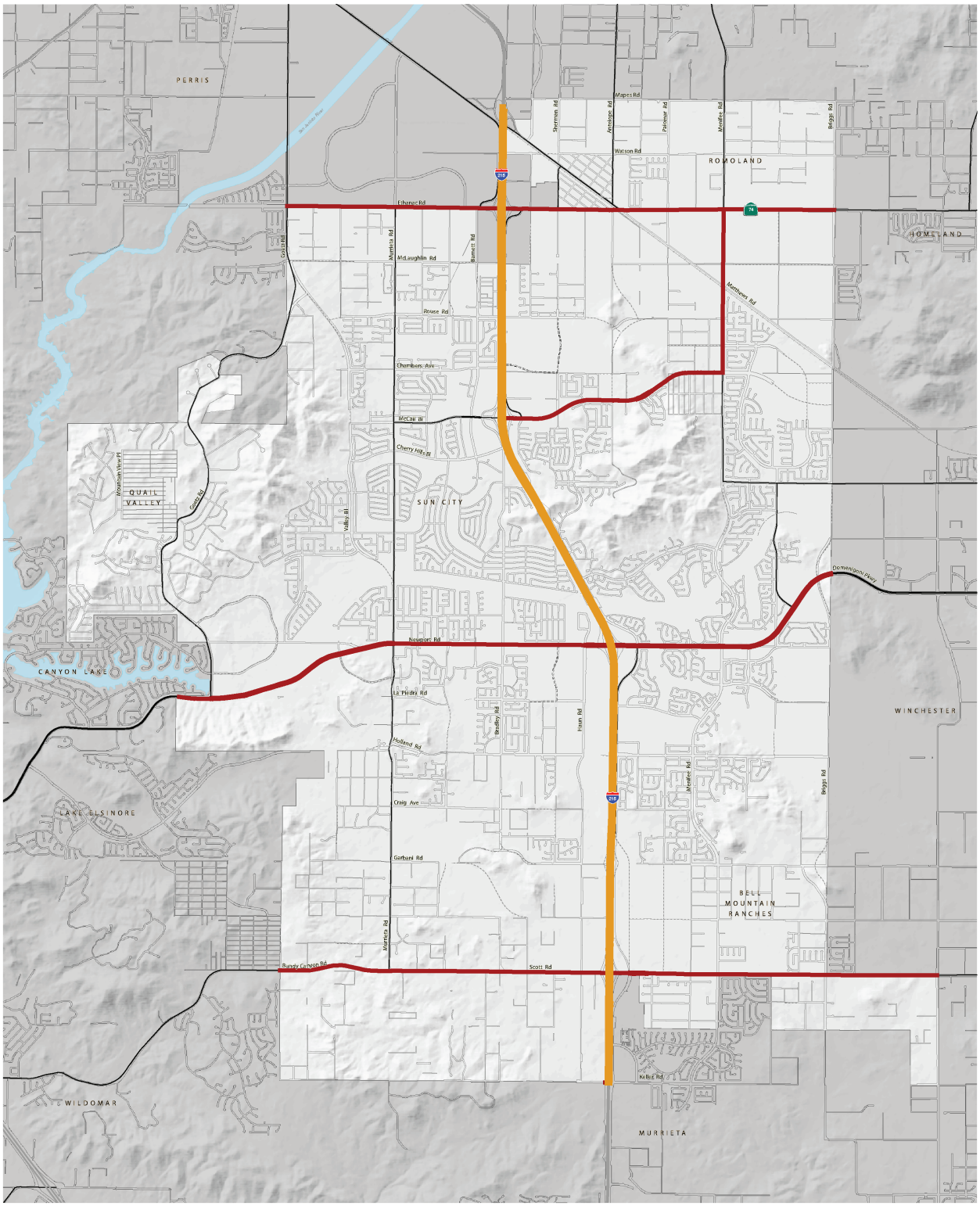
0 3,500 7,000
FEET

Menifee Valley Specific Plan
Traffic Study

City of San Jacinto General Plan Street Classifications

SOURCE: City of San Jacinto General Plan, May, 2006

P:\CIM2106 MVSP EIR\02 Technical Study - Peer Review\2.1 Traffic - VMT\GIS\Reports\SanJacinto_Roadways (08/01/2022)



LSA

Legend

Truck Route

I-215 Freeway Corridor

N

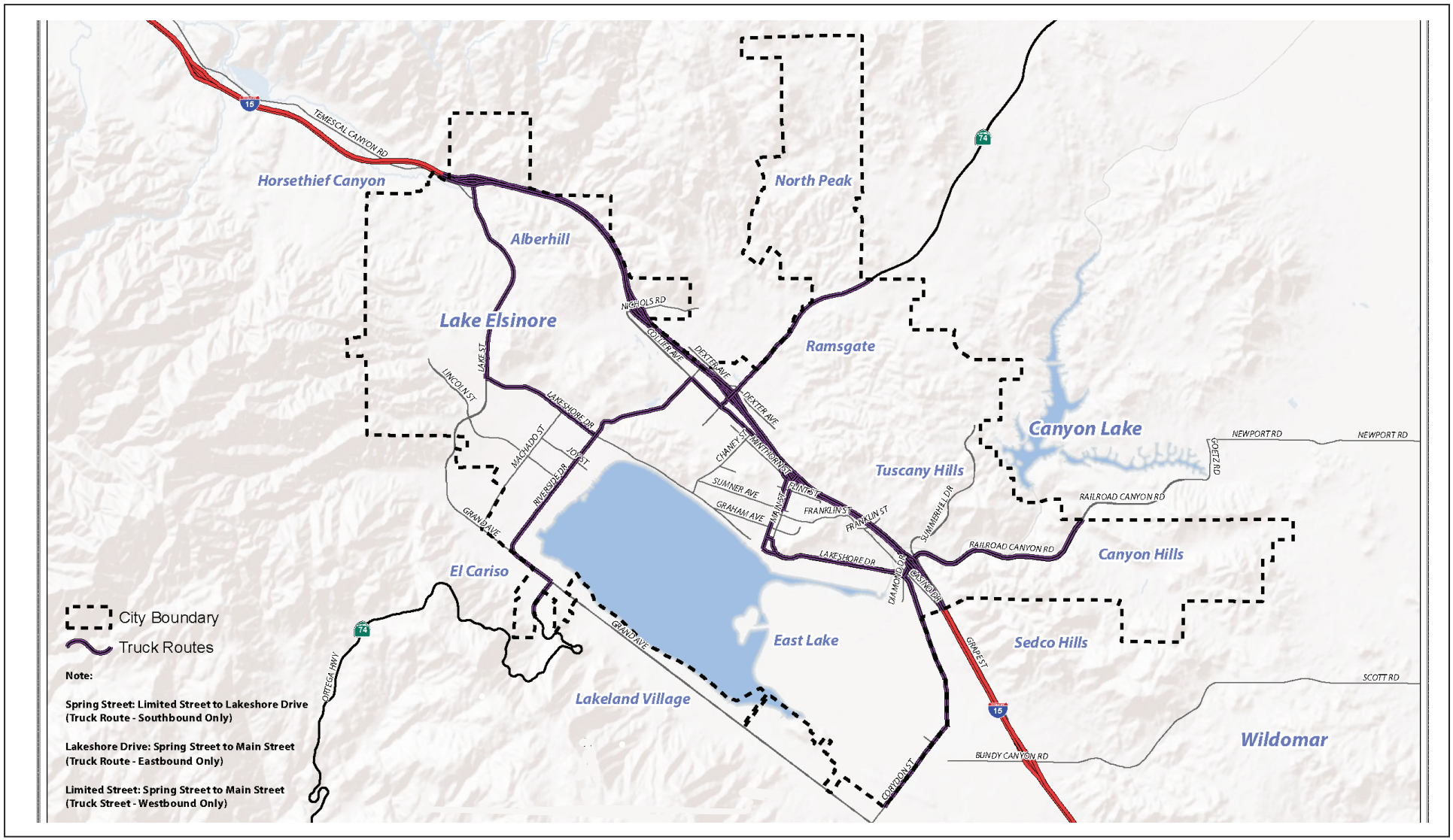
FIGURE 3-16

Menifee Valley Specific Plan
Traffic Study

City of Menifee Truck Routes

SOURCE: Menifee General Plan, 2013

P:\CIM2106 MVSP EIR\02 Technical Study - Peer Review\2.1 Traffic - VMT\GIS\Reports\Menifee_Truck (11/03/2022)



LSA

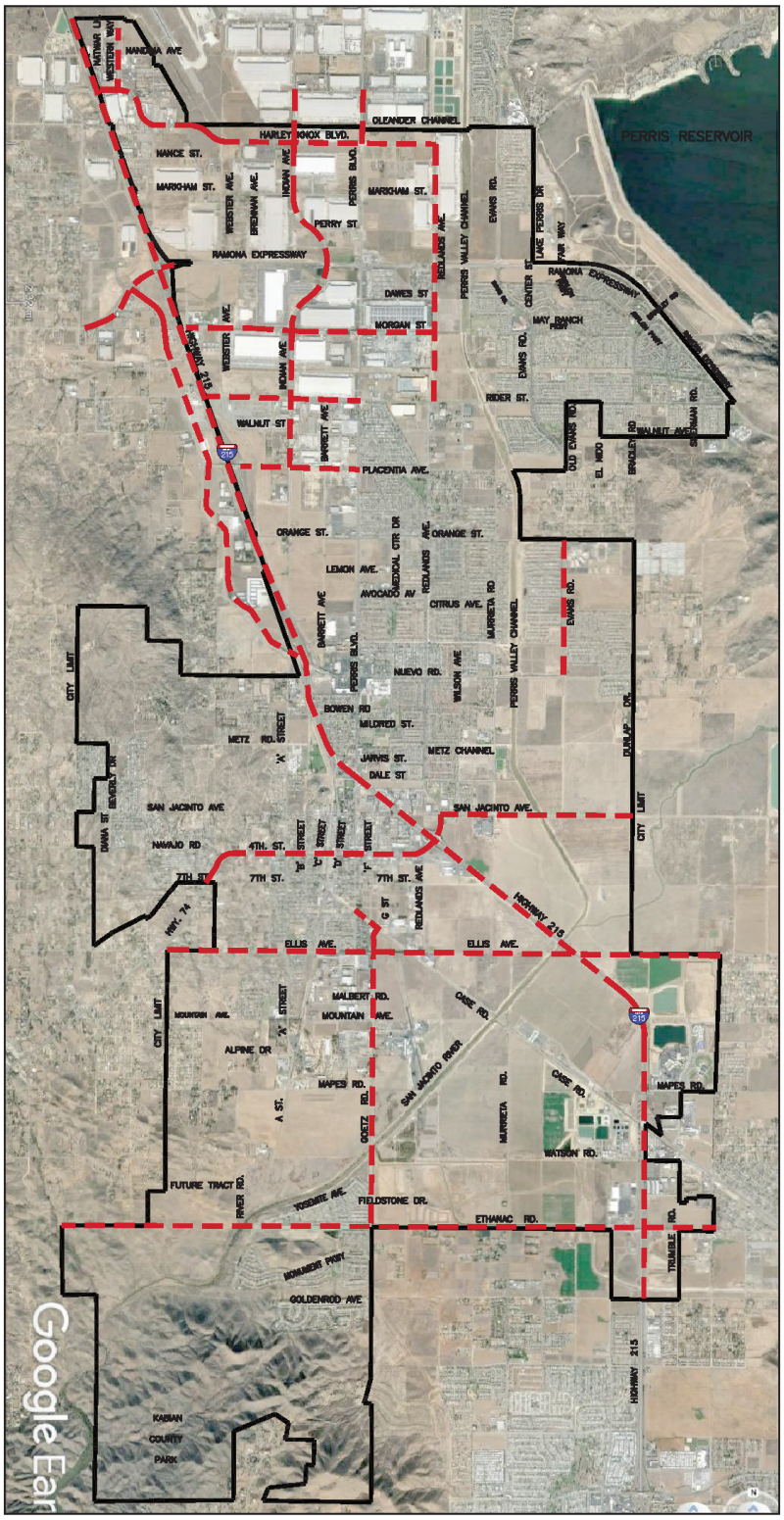
FIGURE 3-17

Menifee Valley Specific Plan
Traffic Study

City of Lake Elsinore Truck Routes

SOURCE: City of Lake Elsinore General Plan, December 13, 2011

P:\CIM2106 MVSP EIR\02 Technical Study - Peer Review\2.1 Traffic - VMT\GIS\Reports\LakeElsinore_Truck (11/03/2022)



LSA

FIGURE 3-18

LEGEND:

TRUCK ROUTES

PERRIS CITY LIMITS

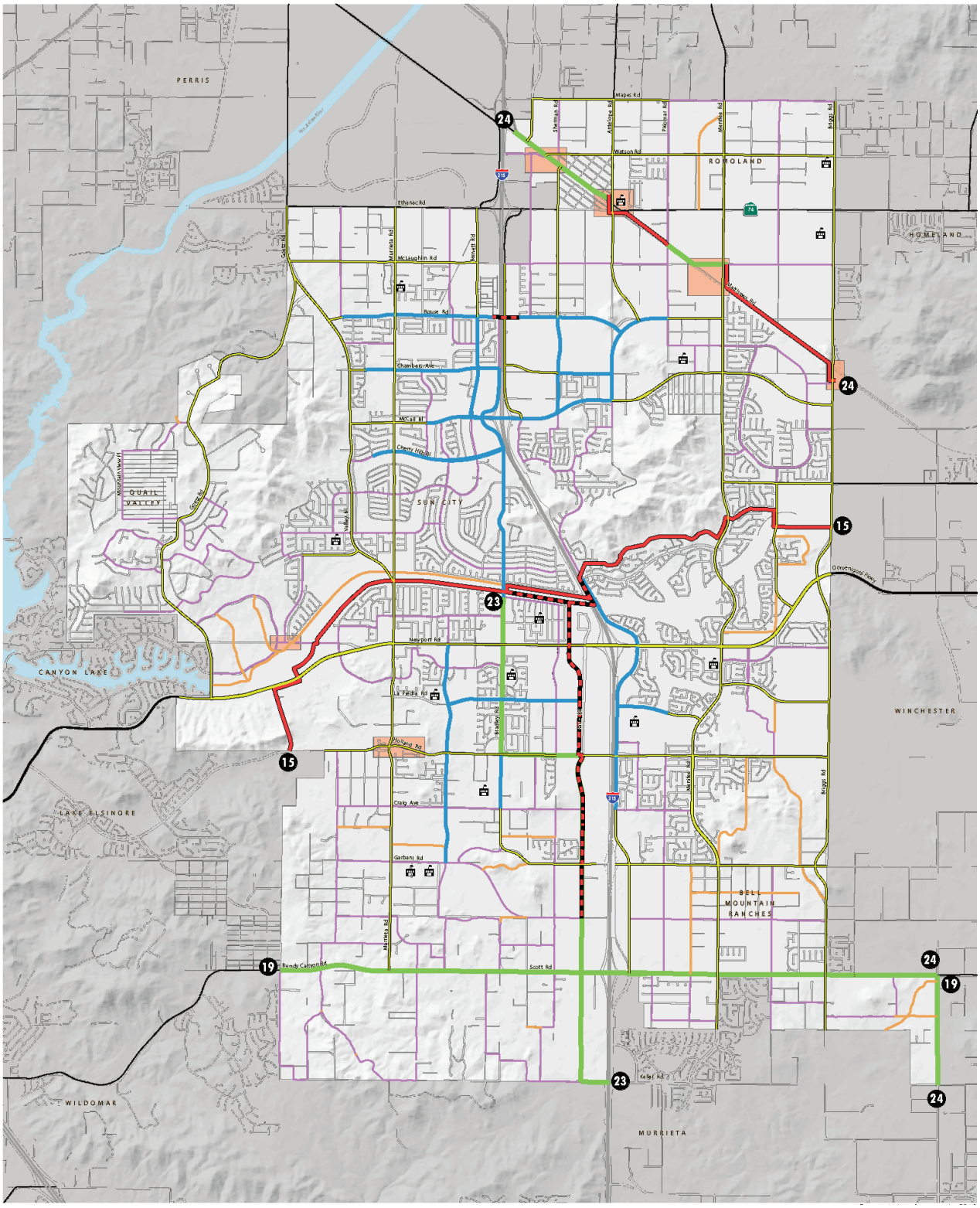
N

Menifee Valley Specific Plan
Traffic Study

City of Perris Truck Routes

SOURCE: City of Perris General Plan Circulation Element, August 2022

P:\CIM2106 MVSP EIR\02 Technical Study - Peer Review\2.1 Traffic - VMT\GIS\Reports\Perris_Truck (11/03/2022)



LSA

Legend

- Subregional Route - Off-Road Bike Trail (Class I)
- Subregional Route - On-Street Bike Lanes (Class II)
- Community Off-Road Bike Trail (Class I)
- Community On-Street NEV/Bike Lanes (Class II)
- Community On-Street Bike Lanes (Class II)
- Community Hiking / Biking Trail Opportunity
- Class III Bike Routes
- Connectivity Analysis Zone - Trail alignments and traffic control features subject to additional assessment
- Existing Schools
- 24 Subregional Route Number (WRCOG Non-Motorized Transportation Plan)

N

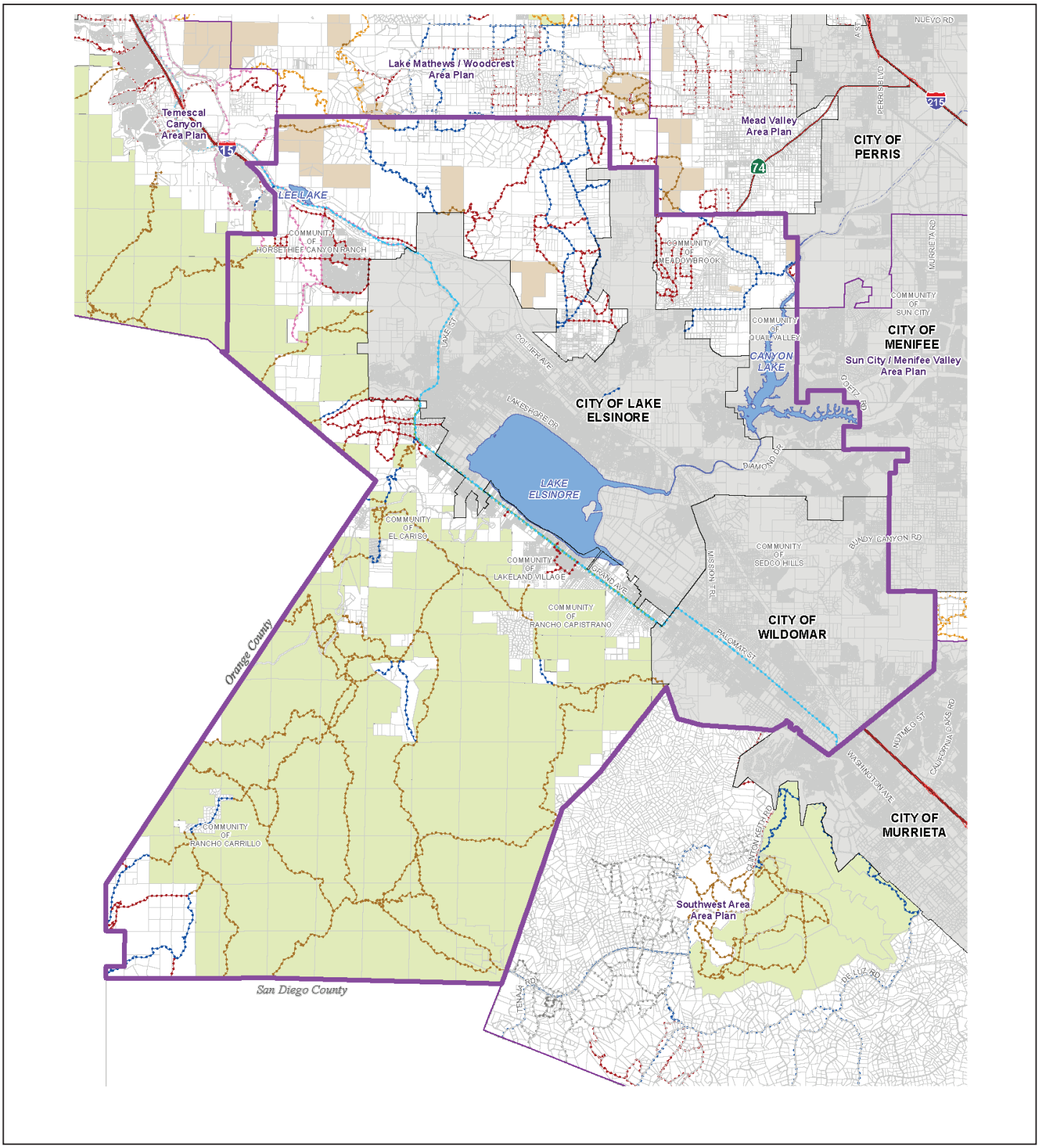
FIGURE 3-19

Menifee Valley Specific Plan
Traffic Study

City of Menifee Bike Network

SOURCE: Menifee General Plan, 2013

P:\CIM2106 MVSP EIR\02 Technical Study - Peer Review\2.1 Traffic - VMT\GIS\Reports\Menifee_Bikeway (11/03/2022)



LSA

Legend

- Regional Trail: Urban/Suburban
- Community Trail
- Combination Trail (Regional Trail / Class I Bike Path)
- Regional Trail: Open Space
- Design Guidelines Trail
- Historic Trail (Southern Immigrant Trail, Juan Bautista De Anza National Historic Trail)
- Non-County Trail (Public and Quasi-Public Lands)
- Private Trail
- Bureau of Land Management (BLM) Lands
- Miscellaneous Public Lands
- Highways
- Area Plan Boundary
- City Boundary
- Waterbodies

N

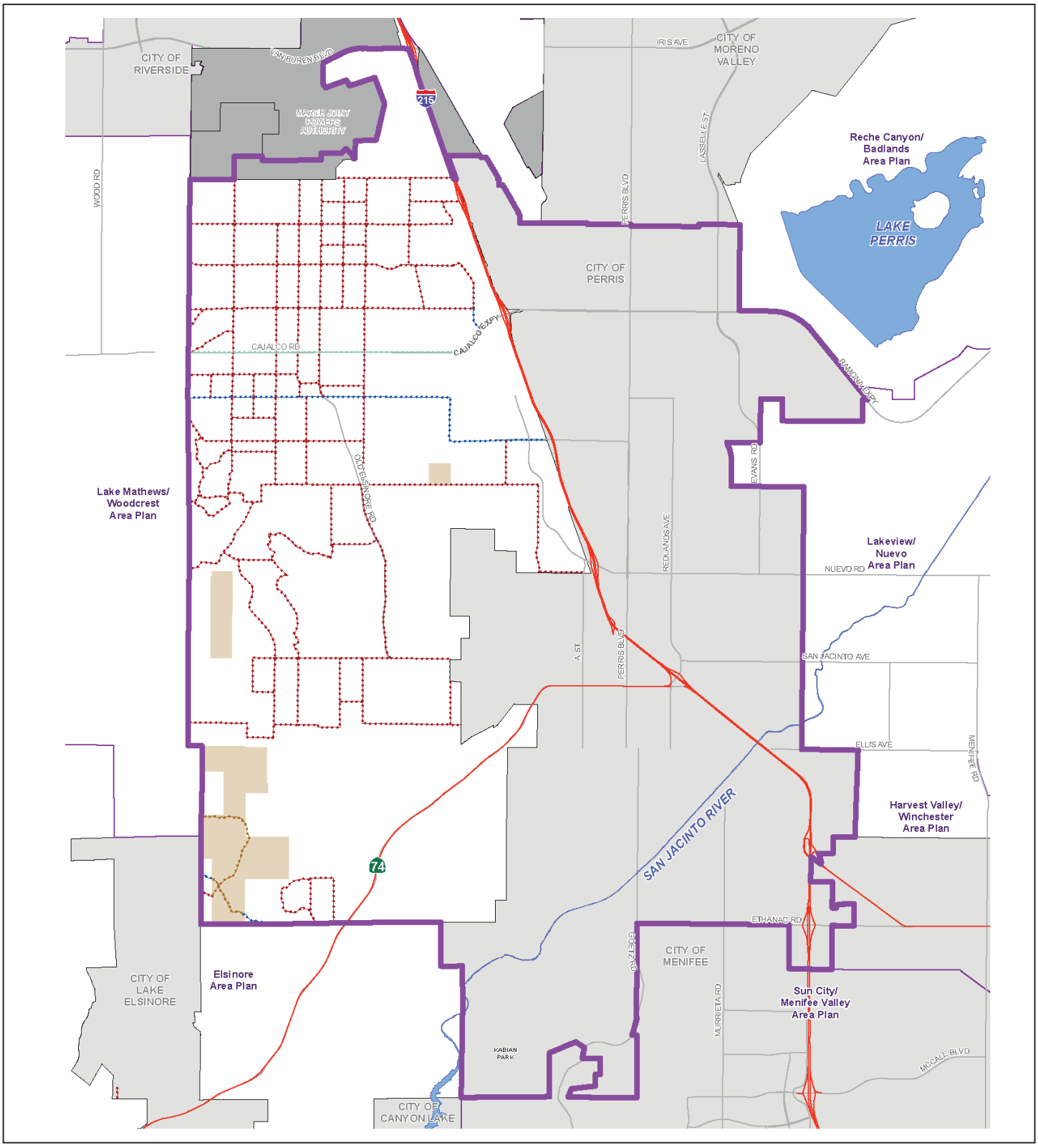
FIGURE 3-20

Menifee Valley Specific Plan
Traffic Study

County of Riverside Elsinore Area Plan Bike Network

SOURCE: Elsinore Area Plan, September 28, 2021

P:\CIM2106 MVSP EIR\02 Technical Study - Peer Review\2.1 Traffic - VMT\GIS\Reports\Elsinore Plan_Bikeway (11/02/2022)



LSA

Legend

- Regional Trail: Urban/Suburban
- Community Trail
- Class II Bike Path
- Non-County Trail (Public and Quasi-Public Lands)
- Highways
- Area Plan Boundary
- March Joint Powers Authority
- City Boundary
- Waterbodies
- Bureau of Land Management (BLM) Lands

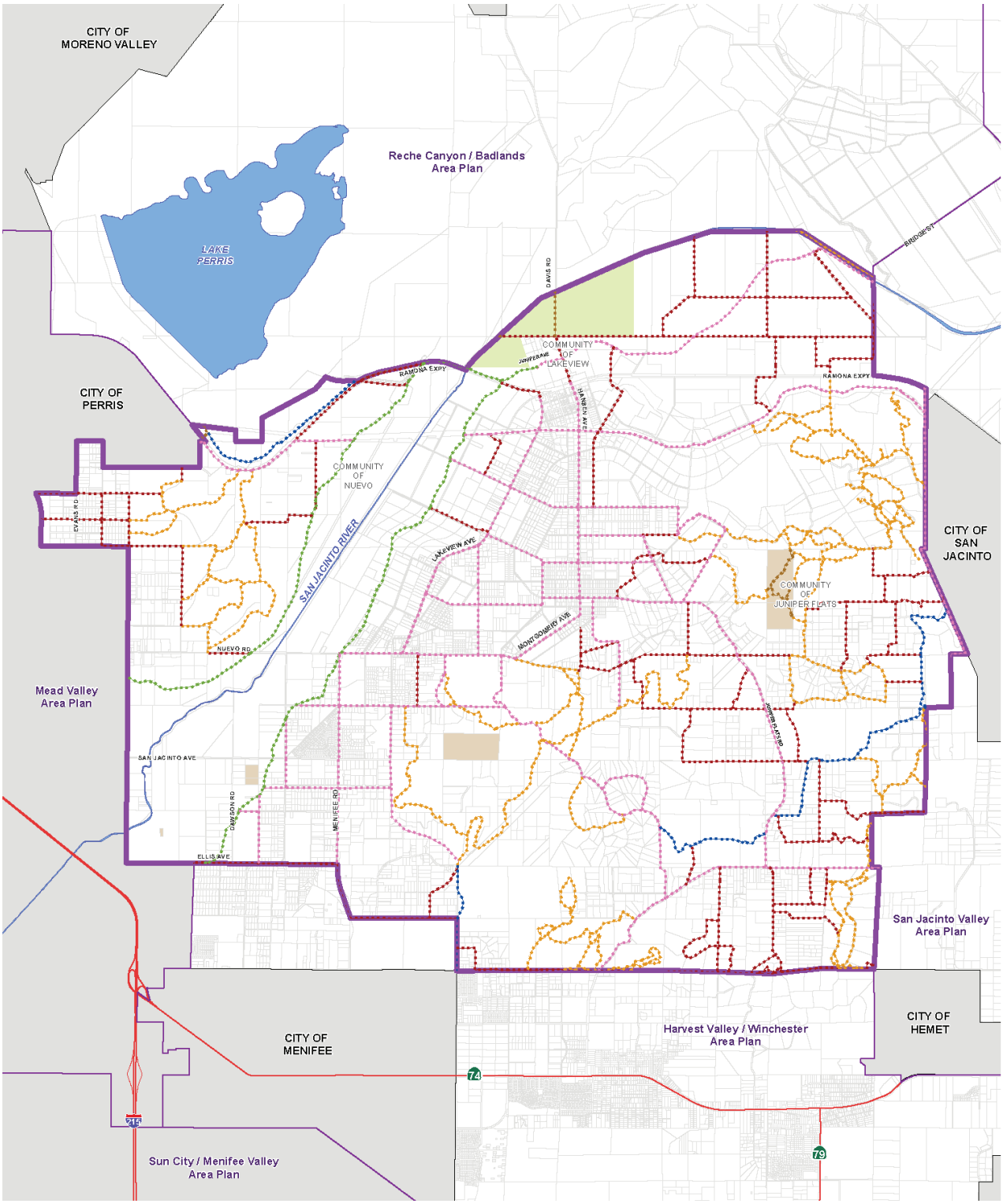
FIGURE 3-21

Menifee Valley Specific Plan
Traffic Study

County of Riverside Mead Valley Area Plan Bike Network

SOURCE: Mead Valley Area Plan, September 28, 2021

P:\CIM2106 MVSP EIR\02 Technical Study - Peer Review\2.1 Traffic - VMT\GIS\Reports\Mead Valley Plan_Bikeway (11/03/2022)



LSA

Legend

- Regional Trail: Urban/Suburban
- Community Trail
- Combination Trail (Regional Trail/Class I Bike Path)
- Regional Trail: Open Space
- Design Guidelines Trail
- Non-County Trail (Public and Quasi-Public Lands)
- Miscellaneous Public Lands
- Bureau of Land Management (BLM) Lands
- Highways
- Area Plan Boundary
- City Boundary
- Waterbodies

N

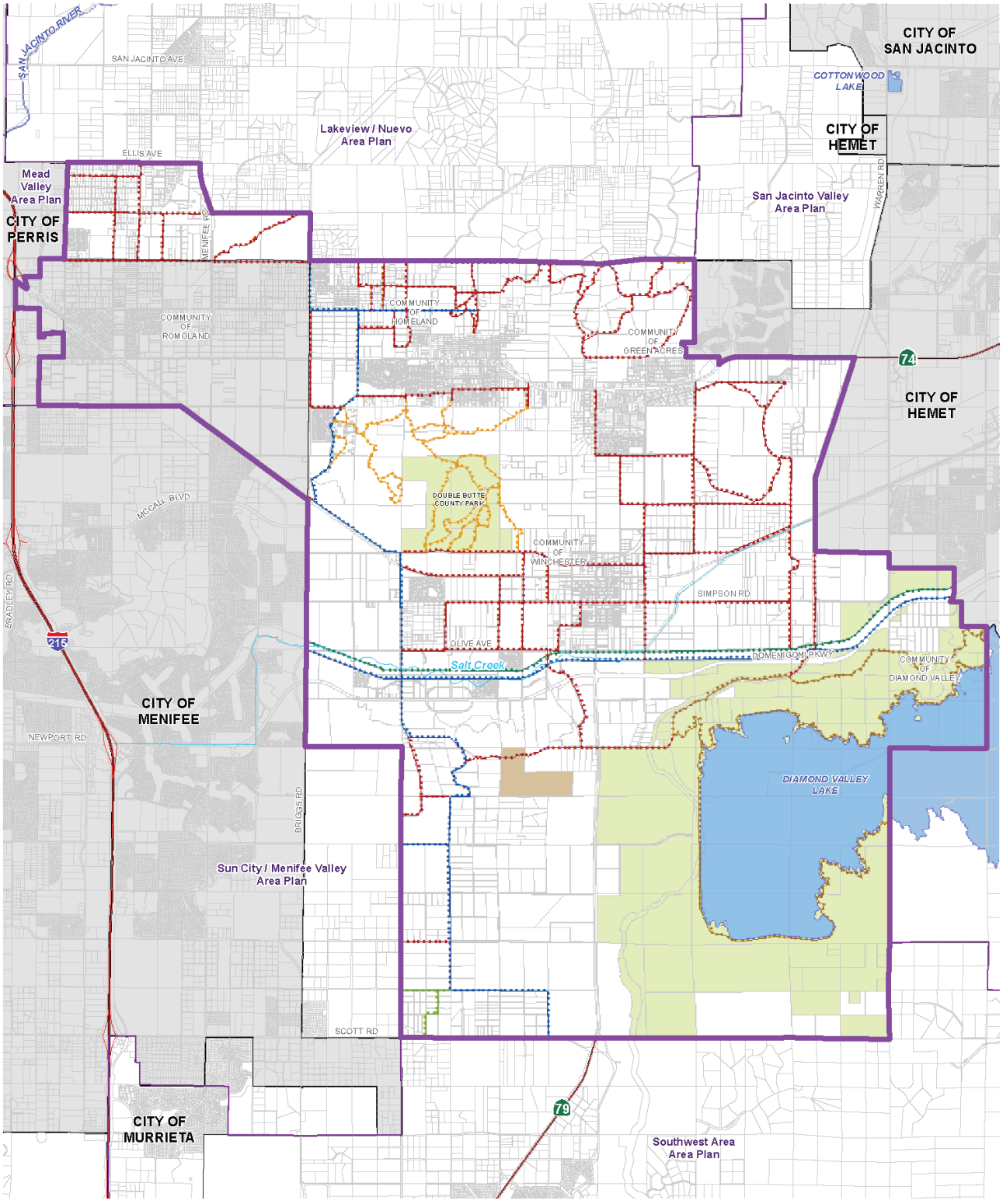
FIGURE 3-22

Menifee Valley Specific Plan
Traffic Study

County of Riverside Lakeview/Nuevo Area Plan Bike Network

SOURCE: Lakeview/Nuevo Area Plan, September 28, 2021

P:\CIM2106 MVSP EIR\02 Technical Study - Peer Review\2.1 Traffic - VMT\GIS\Reports\Lake View Plan_Bikeway (11/03/2022)



LSA

Legend

- Regional Trail: Urban/Suburban
- Community Trail
- Combination Trail (Regional Trail / Class I Bike Path)
- Class I Bike Path
- Regional Trail: Open Space
- Non-County Trail (Public and Quasi-Public Lands)
- Miscellaneous Public Lands
- Bureau of Land Management (BLM) Lands
- Highways
- Area Plan Boundary
- City Boundary
- Waterbodies

N

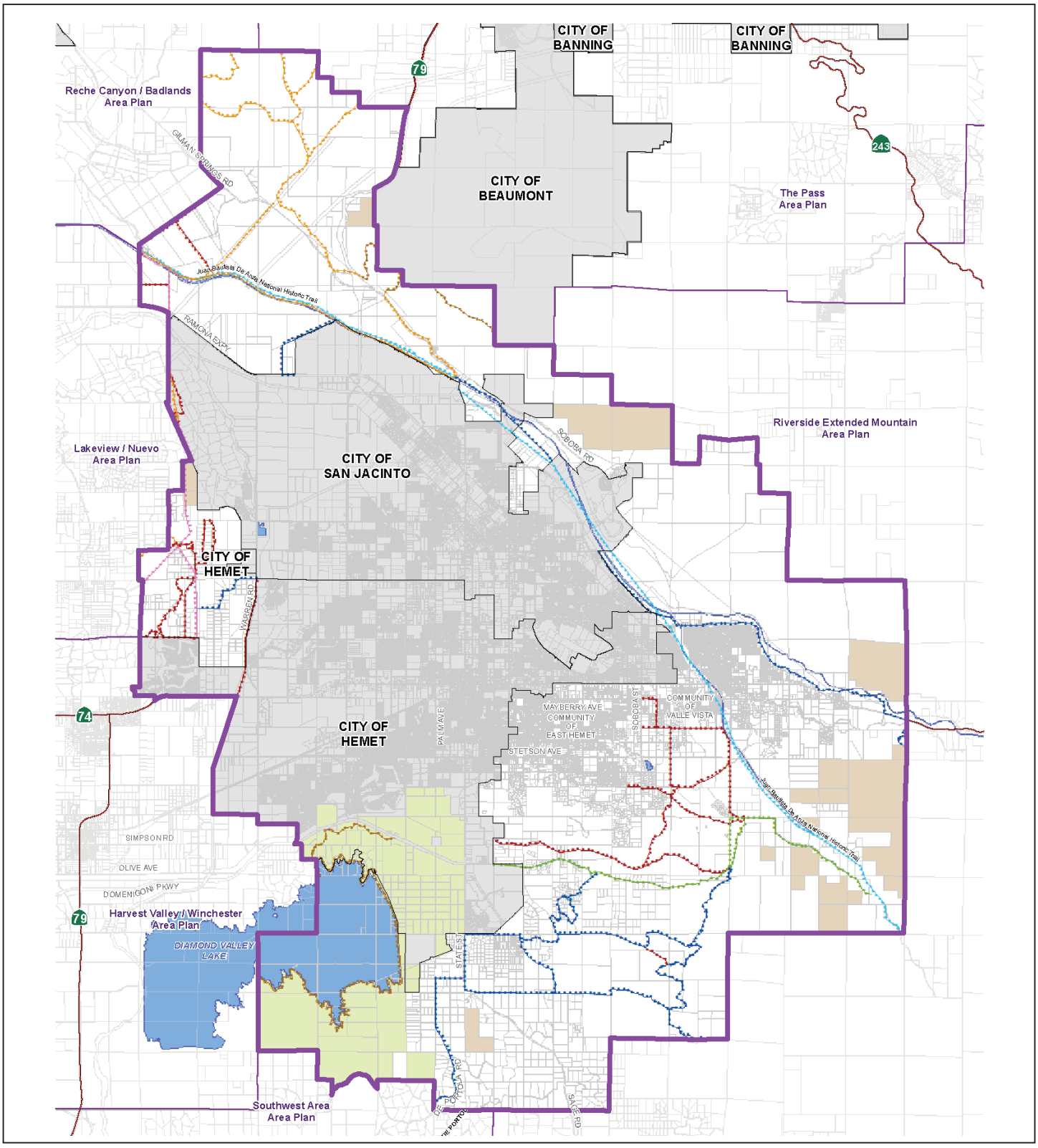
FIGURE 3-23

Menifee Valley Specific Plan
Traffic Study

County of Riverside Harvest Area/Winchester Plan Bike Network

SOURCE: Harvest Valley/Winchester Area Plan, September 28, 2021

P:\CIM2106 MVSP EIR\02 Technical Study - Peer Review\2.1 Traffic - VMT\GIS\Reports\Harvest Valley Plan Area_Bikeway (11/02/2022)



LSA

Legend

- Regional Trail: Urban/Suburban
- Community Trail
- Combination Trail (Regional Trail / Class I Bike Path)
- Class I Bike Path
- Regional Trail: Open Space
- Design Guidelines Trail
- Historic Trail (Southern Immigrant Trail, Juan Bautista De Anza National Historic Trail)
- Non-County Trail (Public and Quasi-Public Lands)
- Miscellaneous Public Lands
- Bureau of Land Management (BLM) Lands
- Highways
- Area Plan Boundary
- Waterbodies
- City Boundary

N

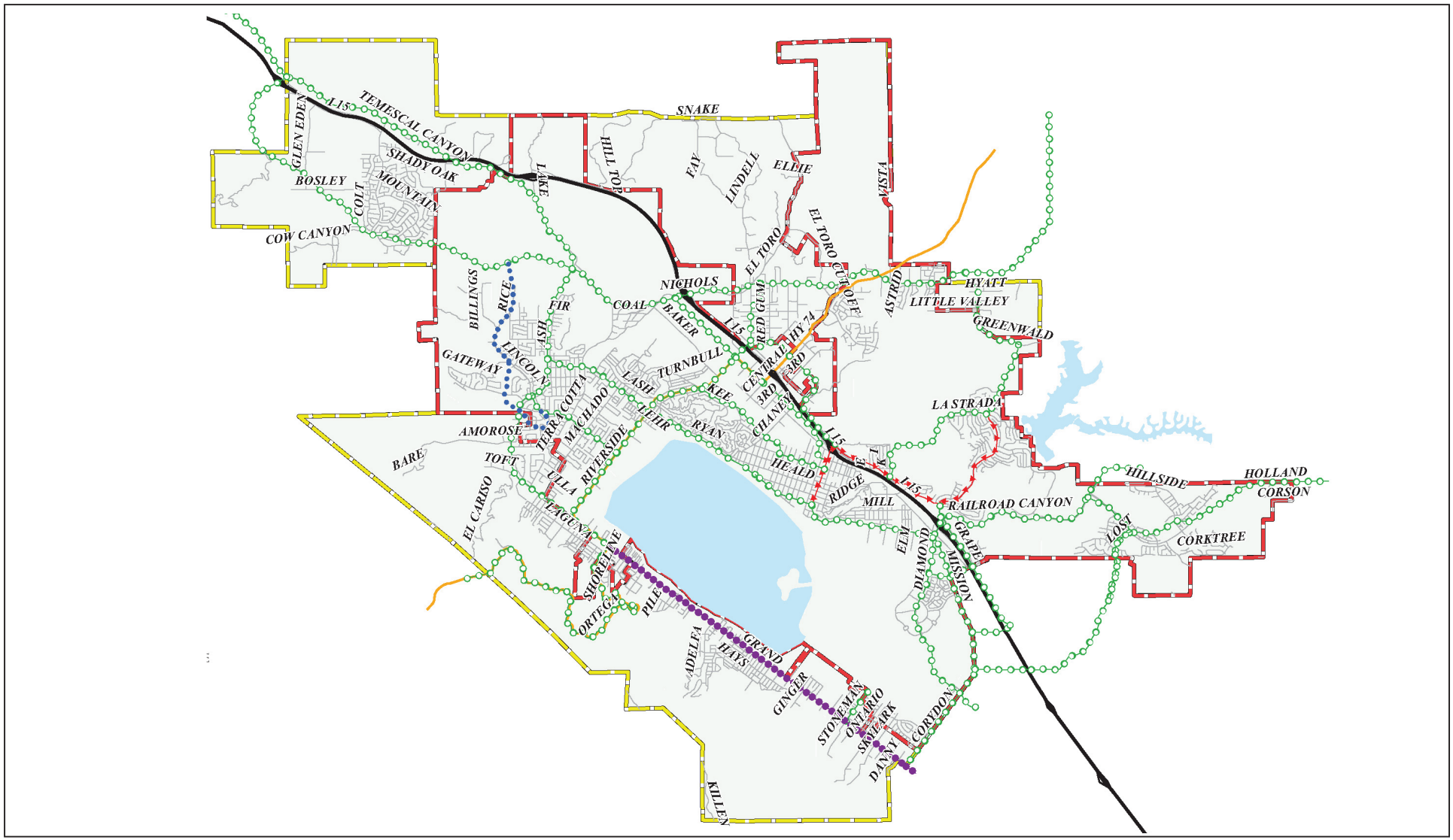
FIGURE 3-24

Menifee Valley Specific Plan
Traffic Study

County of Riverside San Jacinto Valley Area Plan Bike Network

SOURCE: San Jacinto Valley Area Plan, September 28, 2021

P:\CIM2106 MVSP EIR\02 Technical Study - Peer Review\2.1 Traffic - VMT\GIS\Reports\San Jacinto Valley_Bikeway (11/03/2022)



LSA

FIGURE 3-25

N

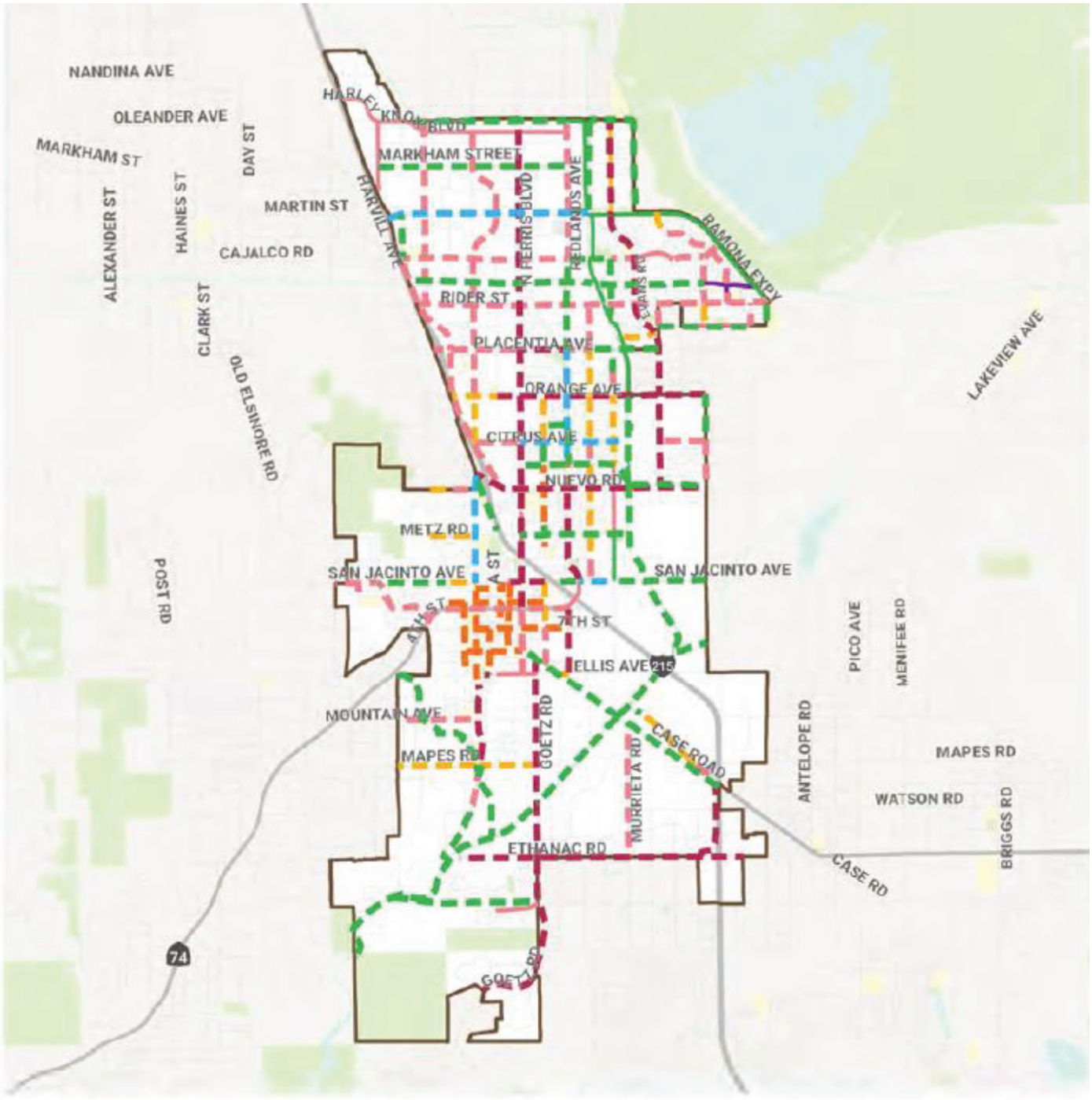
- Sphere of Influence
- City_Boundary
- I-15
- SHWY-74
- = CLASS II
- = CLASS II/I
- = CLASS III
- = MULTI-PURPOSE

Menifee Valley Specific Plan
Traffic Study

City of Lake Elsinore Bike Network

SOURCE: City of Lake Elsinore General Plan, December 13, 2011

P:\CIM2106 MVSP EIR\02 Technical Study - Peer Review\2.1 Traffic - VMT\GIS\Reports\LakeElsinore_Bikeways (11/02/2022)



LSA

Legend

Existing / Recommended Bikeways

- Shared-Use Path (Class I)
- Bicycle Lane (Class II)
- Buffered Bike Lane (Class IIB)
- Bicycle Route (Class III)
- Bicycle Boulevard (Class IIIB)
- Separated Bikeway (Class IV)
- Walking Trail

Destinations + Boundaries

- City Boundary
- School
- Park or Open Space

N

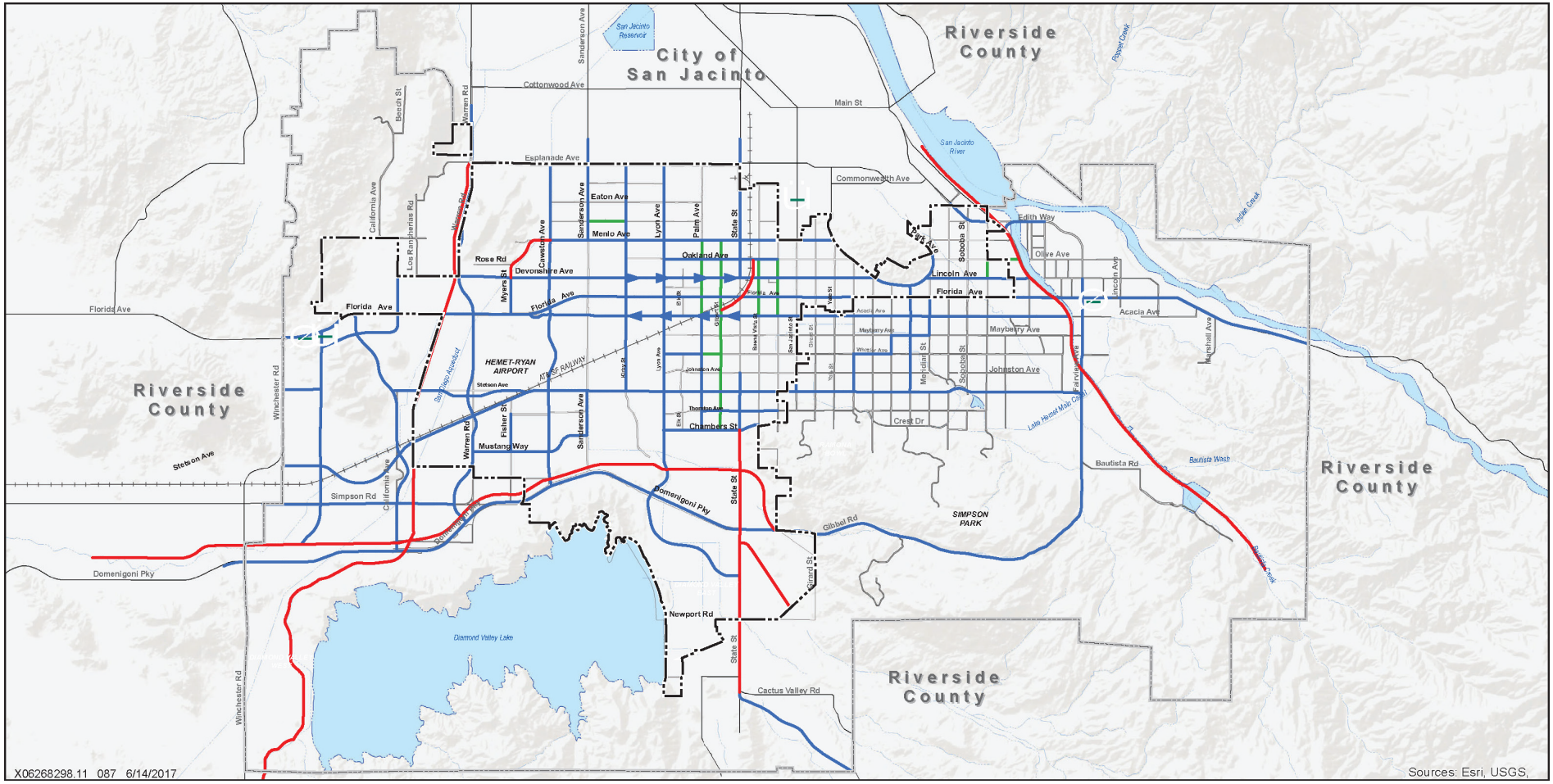
FIGURE 3-26

Menifee Valley Specific Plan
Traffic Study

City of Perris Bike Network

SOURCE: City of Perris General Plan Circulation Element, August 2022

P:\CIM2106 MVSP EIR\02 Technical Study - Peer Review\2.1 Traffic - VMT\GIS\Reports\Perris(_Bikeway (11/02/2022)



LSA

N

LEGEND

Bikeways

- Class 1 (Off Road)
- Class 2 (On Road, Two Way Striped Lanes)
- Class 2 (On Road, One Way Striped Lane)
- Class 3 (On Road, Designated Shared Use)

- Hemet City Boundary
- Planning Area
- River/Lake
- Creek/Canal
- Street
- Railroad

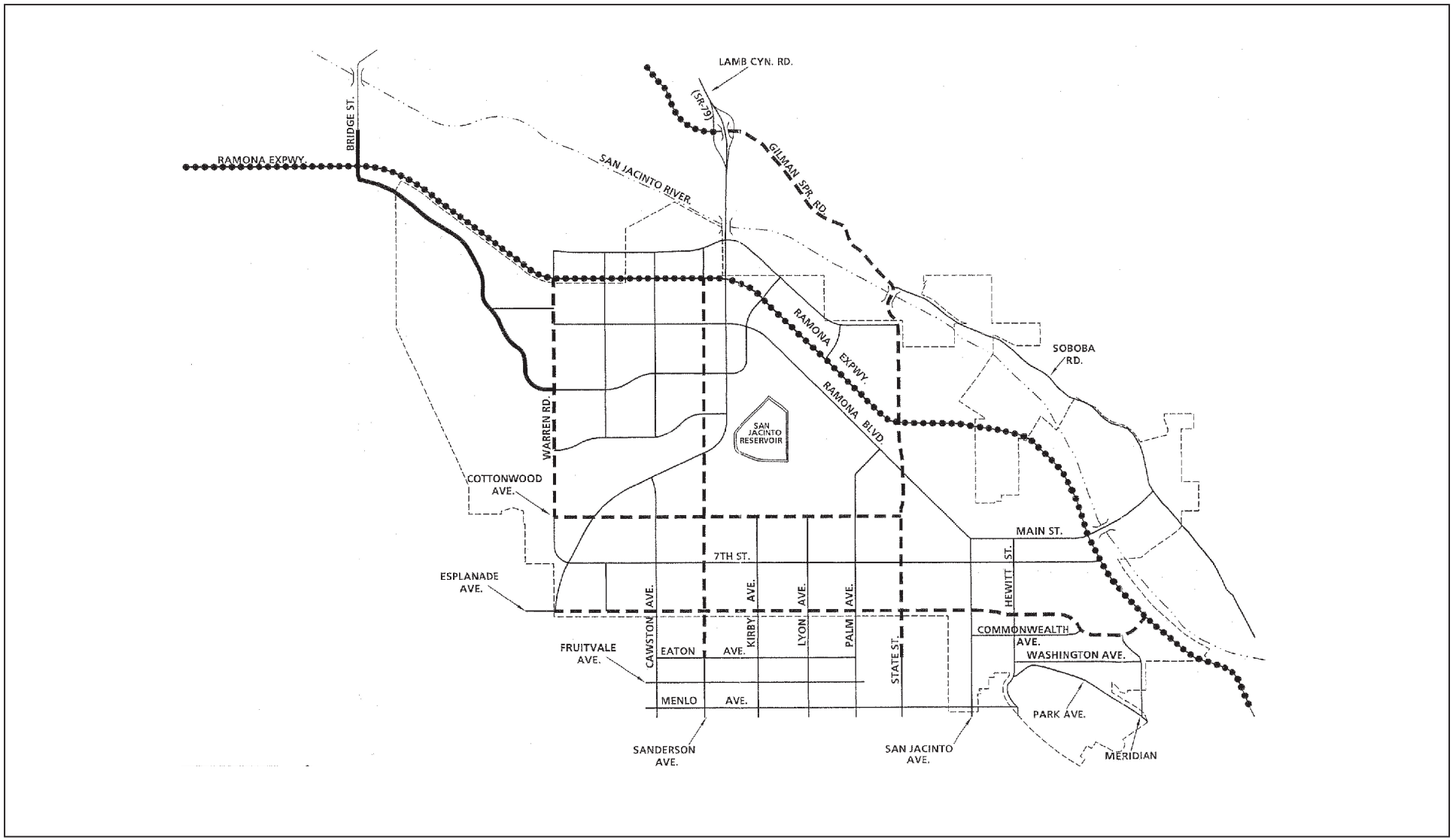
FIGURE 3-27

Menifee Valley Specific Plan
Traffic Study

City of Hemet Bike Network

SOURCE: City of Hemet General Plan 2030, January 24, 2012

P:\CIM2106 MVSP EIR\02 Technical Study - Peer Review\2.1 Traffic - VMT\GIS\Reports\Hemet_Bikeways (08/01/2022)



LSA

LEGEND:

- = CITY BOUNDARY
- = CLASS I BIKEWAY
- = CLASS II BIKEWAY

N

0 3,500 7,000
FEET

FIGURE 3-28

Menifee Valley Specific Plan
Traffic Study

City of San Jacinto Bike Network

SOURCE: City of San Jacinto General Plan, May, 2006

P:\CIM2106 MVSP EIR\02 Technical Study - Peer Review\2.1 Traffic - VMT\GIS\Reports\SanJacinto_Bikeways (08/01/2022)

4.0 TRAFFIC VOLUMES FOR WITHOUT PROJECT SCENARIOS

4.1 EXISTING TRAFFIC VOLUMES

Existing traffic volumes are based on counts collected by Counts Unlimited in May 2022. Daily tube counts were collected for roadway segments while a.m. and p.m. peak-hour turning movement counts were collected at study intersections. Detailed count sheets are included in Appendix B.

Vehicle classification counts were conducted at major intersections within the study area. Counts were converted to passenger car equivalent (PCE) volumes. The concept of PCEs accounts for the larger impact of trucks on traffic operations. It does so by assigning each type of truck a PCE factor that represents the number of passenger vehicles that could travel through an intersection in the same time that a particular type of truck could. PCE volumes at study intersections were computed using a factor of 1.5 for 2-axle trucks, 2.0 for 3-axle trucks, and 3.0 for trucks with four or more axles. The percentage of trucks at the remaining study intersections without classification counts was determined based on truck percentages derived from adjacent intersections with classification counts. At these locations, truck PCE volumes were computed using a PCE factor of 2.0 for all trucks, consistent with the HCM 6 methodologies.

Additionally, for adjacent intersections without any driveway or access between them, conservation of flow methodology has been applied to further refine the traffic volumes. As such, approaches and departures were 'balanced' for the corresponding movements using the conservation of flow methodologies between the identified pair of intersections, as appropriate.

Figures 4-1A through 4-1E illustrate existing peak-hour traffic volumes at study intersections. Detailed counts (along with signal timing sheets) are included in Appendix B. Detailed volume development worksheets are included in Appendix C.

Table 4-A summarizes the existing daily roadway volumes at study roadway segments.

4.2 PHASE 1 OPENING YEAR CUMULATIVE (2025) WITHOUT PROJECT TRAFFIC VOLUMES

Traffic volumes for Phase 1 Opening Year Cumulative (2025) without Project Conditions were developed by interpolating between the existing traffic volumes and forecast volume for Horizon Year (2045) developed using RIVCOM.

Horizon Year traffic volumes were developed using forecast volumes obtained from RIVCOM and by applying the National Cooperative Highway Research Program (NCHRP) post-processing methodologies. Information concerning cumulative projects within the study area were obtained from the planning departments of the City of Menifee and adjacent jurisdictions of the County of Riverside, City of Lake Elsinore, City of Perris, City of Canyon Lake, City of Hemet, and City of San Jacinto between May and September 2022. As such, the future year scenario in RIVCOM does not include all the cumulative projects provided by these jurisdictions. That is because there is no certainty regarding the completion timeline for several of these projects. As a conservative approach, RIVCOM Year 2045 socioeconomic data were evaluated to determine whether these

projects were included in the model. In case it was determined that the respective project was not included, the respective project was manually added into the model for generating Horizon Year (2045) traffic volumes. As such, the updated model includes all cumulative projects as provided by the City of Menifee and adjacent jurisdictions to be built by Horizon Year (2045) conditions.

Figure 4-2 illustrates the cumulative projects for the City of Lake Elsinore. Figures 4-3A through 4-3D illustrate the cumulative projects within unincorporated Riverside County. Figures 4-4 through 4-8 illustrate the cumulative project locations for the Cities of Perris, Menifee, Canyon Lake, Hemet, and San Jacinto.

Tables 4-B through 4-H summarize the cumulative projects and their land use summaries for the City of Lake Elsinore, County of Riverside, and Cities of Perris, Menifee, Canyon Lake, Hemet, and San Jacinto, respectively.

Figures 4-9A through 4-9E illustrate the Phase 1 Opening Year Cumulative (2025) without Project peak-hour traffic volumes at study intersections. Table 4-I summarizes the Phase 1 Opening Year Cumulative (2025) daily roadway traffic volumes at the study roadway segments.

Detailed volume development worksheets are included in Appendix C.

4.3 PHASES 2 AND 3 OPENING YEAR CUMULATIVE (2026) WITHOUT PROJECT TRAFFIC VOLUMES

Similar to the methodologies for development of traffic volumes for Phase 1 Opening Year Cumulative (2025) without Project Conditions, traffic volumes for Phases 2 and 3 Opening Year Cumulative (2026) without Project were also developed by interpolating between the existing traffic volumes and forecast volume for Horizon Year (2045) developed using RIVCOM. Figures 4-10A through 4-10E illustrate the Phases 2 and 3 Opening Year Cumulative (2026) without Project peak-hour traffic volumes at study intersections. Table 4-J summarizes the Phases 2 and 3 Opening Year Cumulative (2026) daily roadway traffic volumes at the study roadway segments.

Detailed volume development worksheets are included in Appendix C.

4.4 HORIZON YEAR (2045) WITHOUT PROJECT TRAFFIC VOLUMES

As previously discussed, Horizon Year traffic volumes were developed using forecast volumes obtained from RIVCOM and by applying the NCHRP post-processing methodologies. RIVCOM Year 2045 socioeconomic data were evaluated to determine whether the cumulative projects obtained from different jurisdictions were included in the model. In case it was determined that the respective project was not included, the respective project was manually added into the model for generating Horizon Year (2045) traffic volumes. As such, the updated model includes all cumulative projects as provided by the City of Menifee and adjacent jurisdictions to be built by Horizon Year (2045) conditions.

Figures 4-11A through 4-11E illustrate the Horizon Year (2045) peak-hour traffic volumes at study intersections. Table 4-K summarizes the Horizon year (2045) daily roadway traffic volumes at the study roadway segments.

Detailed volume development worksheets are included in Appendix C.

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- Figure 4-1C: Existing Peak Hour Traffic Volumes (Int. 46-64 & Int. 113-117)
- Figure 4-1D: Existing Peak Hour Traffic Volumes (Int. 65-95)
- Figure 4-1E: Existing Peak Hour Traffic Volumes (Int. 96-112)
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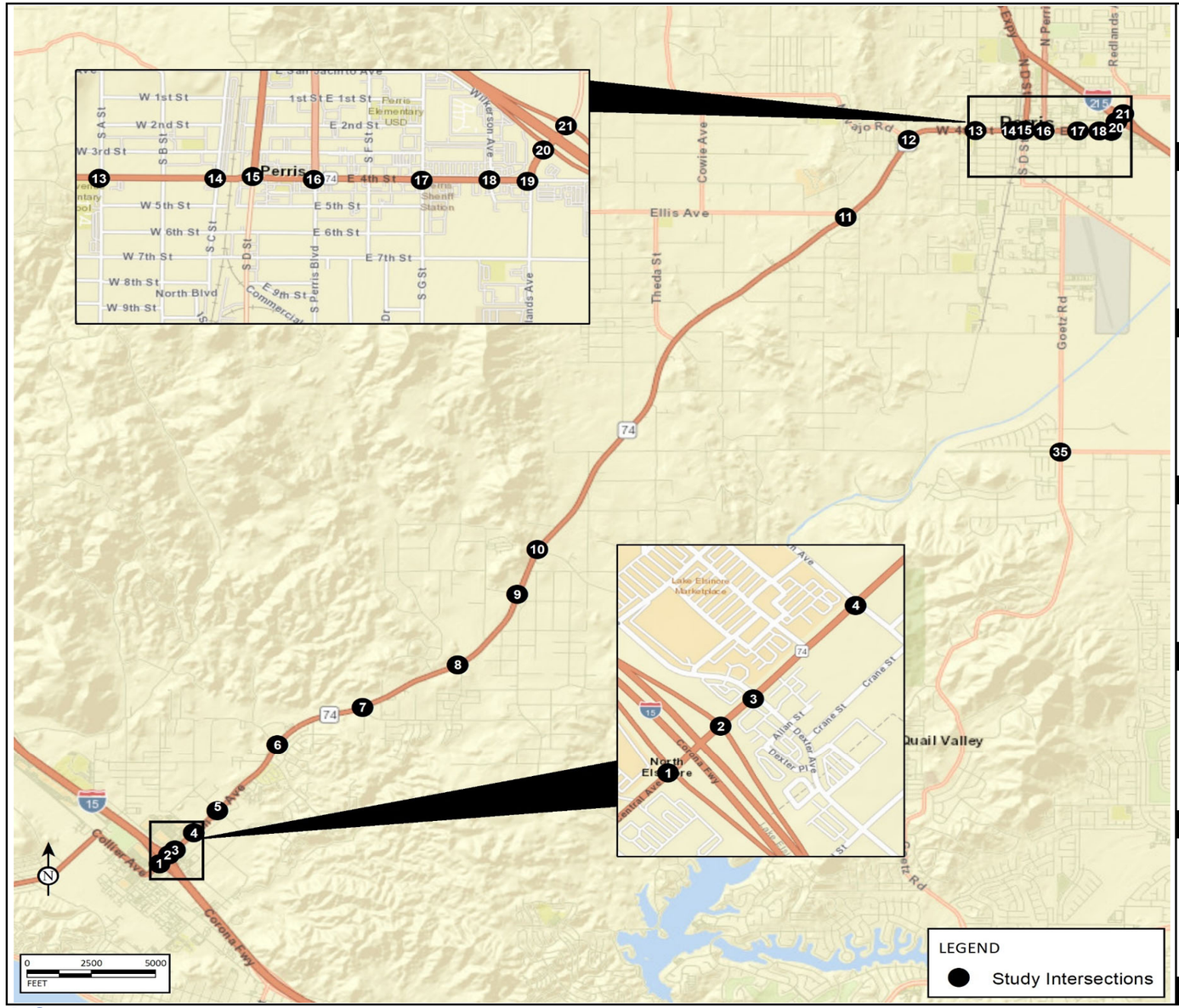
- Table 4-I: Phase 1 Opening Year Cumulative (2025) Roadway Segment Daily Traffic Volumes
- Table 4-J: Phases 2 and 3 Opening Year Cumulative (2026) Roadway Segment Daily Traffic Volumes
- Table 4-K: Horizon Year (2045) Roadway Segment Daily Traffic Volumes



1 I-15 SB Ramps/Central Ave

763/1104 →	203/180 0/1 416/655	← 1296/1271
500/569 ↴		↰ 664/568

2 I-15 NB Ramps/Central Ave

82/150 ↱		↰ 560/513
1097/1609 →	454/445 36 531/615	← 1506/1394
		↱

3 Dexter Ave/Central Ave

332/333 ↳	414/356 140/104 63/40	↰ 177/67
1159/1657 →		← 1534/1370
136/235 ↴	117/181 184/168 56/99	↱ 89/122

4 Cambern Ave/Central Ave

126/215 ↱	86/76 48/78 124/224	↰ 105/179
1080/1408 →		← 1526/1067
29/56 ↴	73/137 29/70 39/149	↱ 74/114

5 Conard Ave/Central Ave

9/18 ↱	27/23 11/4 104/79	↰ 140/31
1214/1751 →		← 1644/1319
20/12 ↴	33/18 13/9 24/62	↱ 11/9

6 El Toro Cut Off Rd/Central Ave - SR-74

20/15 ↲	25/30 2/5	↰ 11/5
1142/1709 →		← 1591/1183

7 Riverside St/SR-74

968/1490 →		← 1353/1062
140/175 ↴	275/114 6/8	↱ 7/11

8 Wasson Canyon Rd/SR-74

940/1506 →		← 1295/1045
7/11 ↴	15/16 33/24	↱ 9/36

9 SR-74/Meadowbrook Ave - Greenwald Ave

67/35 ↱	24/41 957/935 34/59	↰ 75/49
14/18 →		← 12/18
42/16 ↴	18/20 834/1238 111/216	↱ 283/110

10 SR-74/River Rd

	999/1050 1803	↰ 35/27
		↱ 9/7
	961/1289 6/8	↱

11 SR-74/Ellis Ave

241/213 ↳	238/138 754/913	
74/47 ↴	67/52 785/962	↱

12 Navajo Rd/4th St

36/41 ↱	49/35 523/411	↱ 363/443
1001/1121 →		← 934/988

13 A St/4th St

196/138 ↱	216/190 134/48 78/26	↰ 29/15
1161/1196 →		← 965/1105
59/70 ↴	130/145 179/58 62/44	↱ 76/37

14 C St/4th St

268/294 ↱	355/441 45/31 42/24	↰ 50/31
996/937 →		← 753/767
5/5 ↴	6/2 74/29 289	↱ 0/1

15 D St/4th St

132/123 ↱	73/96 68/127 11/45	↰ 16/23
906/825 →		← 706/667
29/21 ↴	23/36 103/90 30/35	↱ 31/49

16 Perris Blvd/4th St

304/276 ↱	202/210 254/298 65/87	↰ 40/55
579/573 →		← 498/473
42/43 ↴	46/41 398/286 45/43	↱ 46/63

17 G St/4th St

38/60 ↱	14/56 18/60 56/66	↰ 51/26
569/620 →		← 554/521
19/16 ↴	10/23 40/59 43/68	↱ 27/48

18 Wilkerson Ave/4th St

34/44 ↱	22/45 9/12 86/188	↰ 113/112
572/641 →		← 594/545
30/44 ↴	34/29 6/17 18/0	↱ 12/20

19 Redlands Ave/4th St

633/788 ↱	707/607 342/305 31/28	↰ 23/61
23/25 →		← 5/18
31/64 ↴	31/51 266/307 7/8	↱ 3/10

20 Redlands Ave/I-215 SB Ramps

126/188 ↱	933/749 455/348	
0/5 →		↑
148/191 ↴	566/736 356/420	↱

21 Redlands Ave/I-215 NB Ramps

	151/112 966/728	↱ 344/535
		↰ 422/369
	132/173 560/751	→

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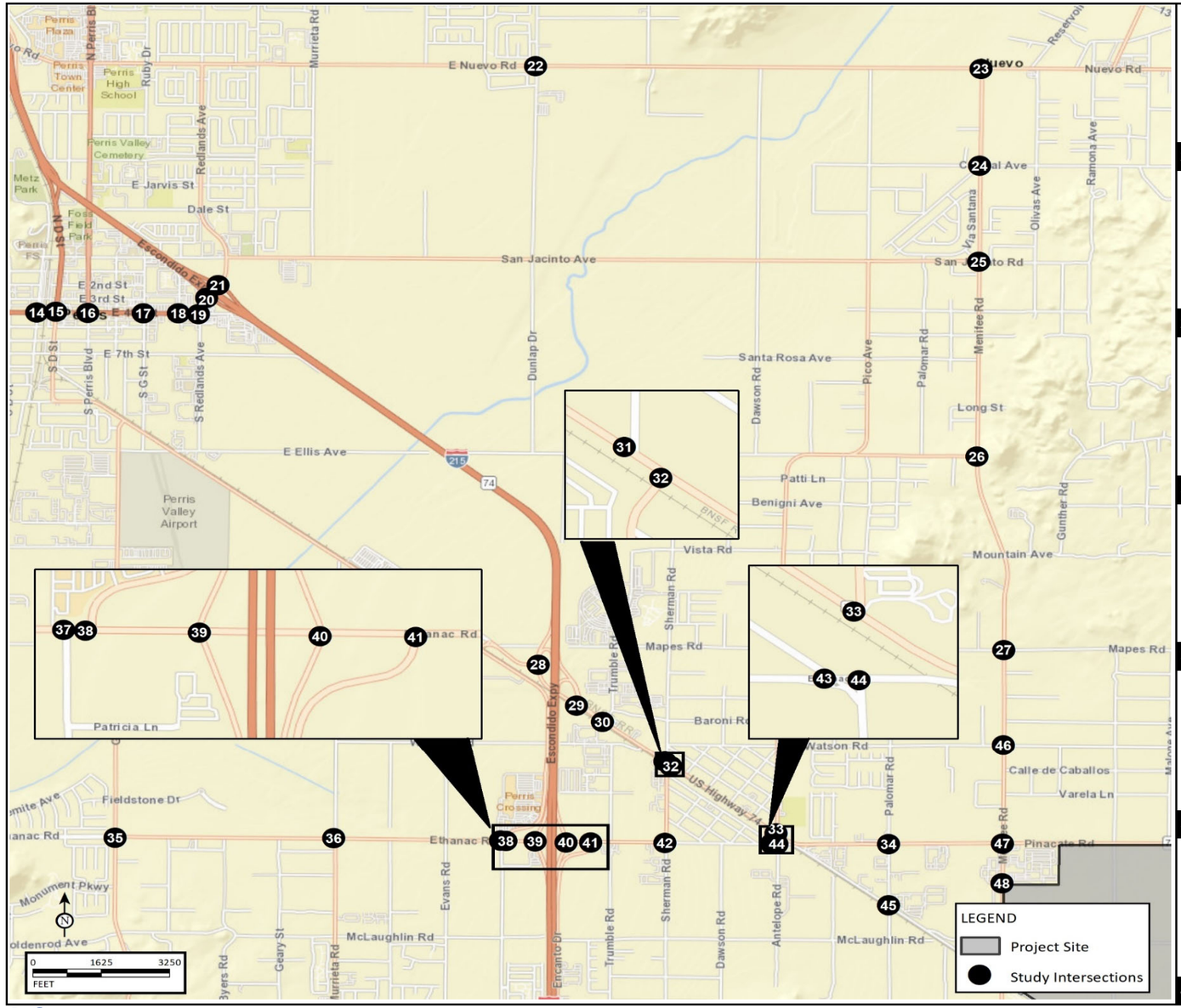
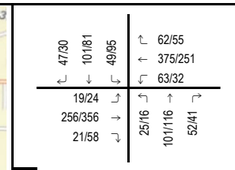
FIGURE 4-1A

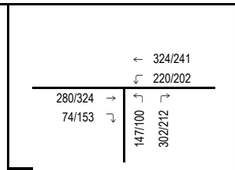
XXXX/YYYY
AM/PM Peak Hour Traffic Volumes (in PCEs)

Menifee Valley Specific Plan
Traffic Study
Existing Peak Hour Traffic Volumes (Int. 1-21)

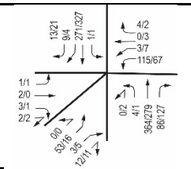




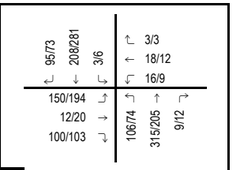
22 Dunlap Dr/Nuevo Rd



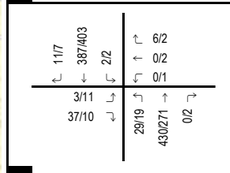
23 Menifee Rd/Nuevo Rd



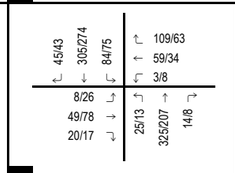
24 Menifee Rd/Porter St/Central Ave



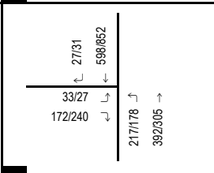
25 Menifee Rd/San Jacinto Ave



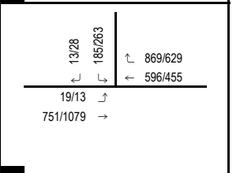
26 Menifee Rd/Ellis Ave



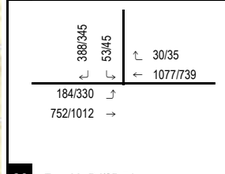
27 Menifee Rd/Mapes Rd



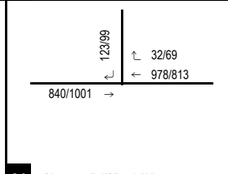
28 I-215 SB Ramps - SR-74/Bonnie Dr



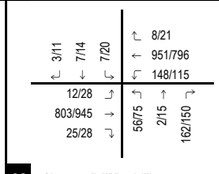
29 I-215 NB Ramps/SR-74



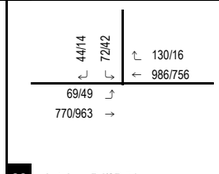
30 Trumble Rd/SR-74



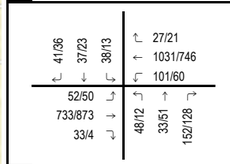
31 Sherman Rd/SR-74 (W)



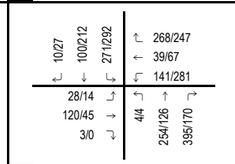
32 Sherman Rd/SR-74 (E)



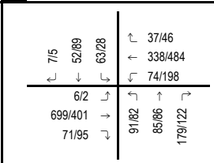
33 Antelope Rd/SR-74



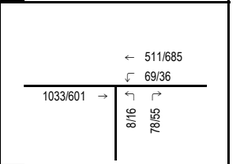
34 Palomar Rd/SR-74



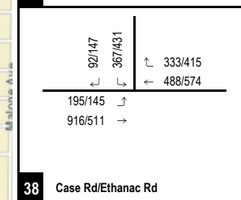
35 Goetz Rd/Ethanac Rd



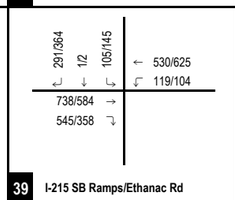
36 Murrieta Rd/Ethanac Rd



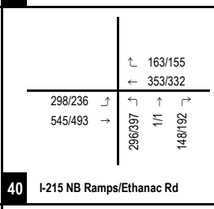
37 Barnett Rd/Ethanac Rd



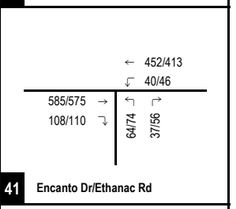
38 Case Rd/Ethanac Rd



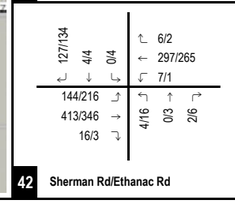
39 I-215 SB Ramps/Ethanac Rd



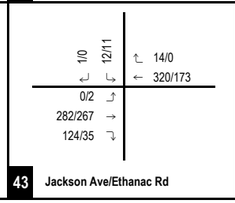
40 I-215 NB Ramps/Ethanac Rd



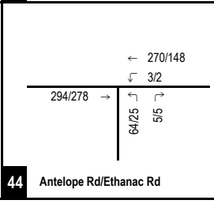
41 Encanto Dr/Ethanac Rd



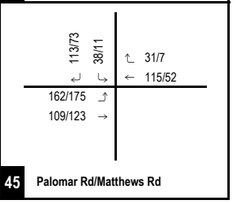
42 Sherman Rd/Ethanac Rd



43 Jackson Ave/Ethanac Rd



44 Antelope Rd/Ethanac Rd



45 Palomar Rd/Matthews Rd

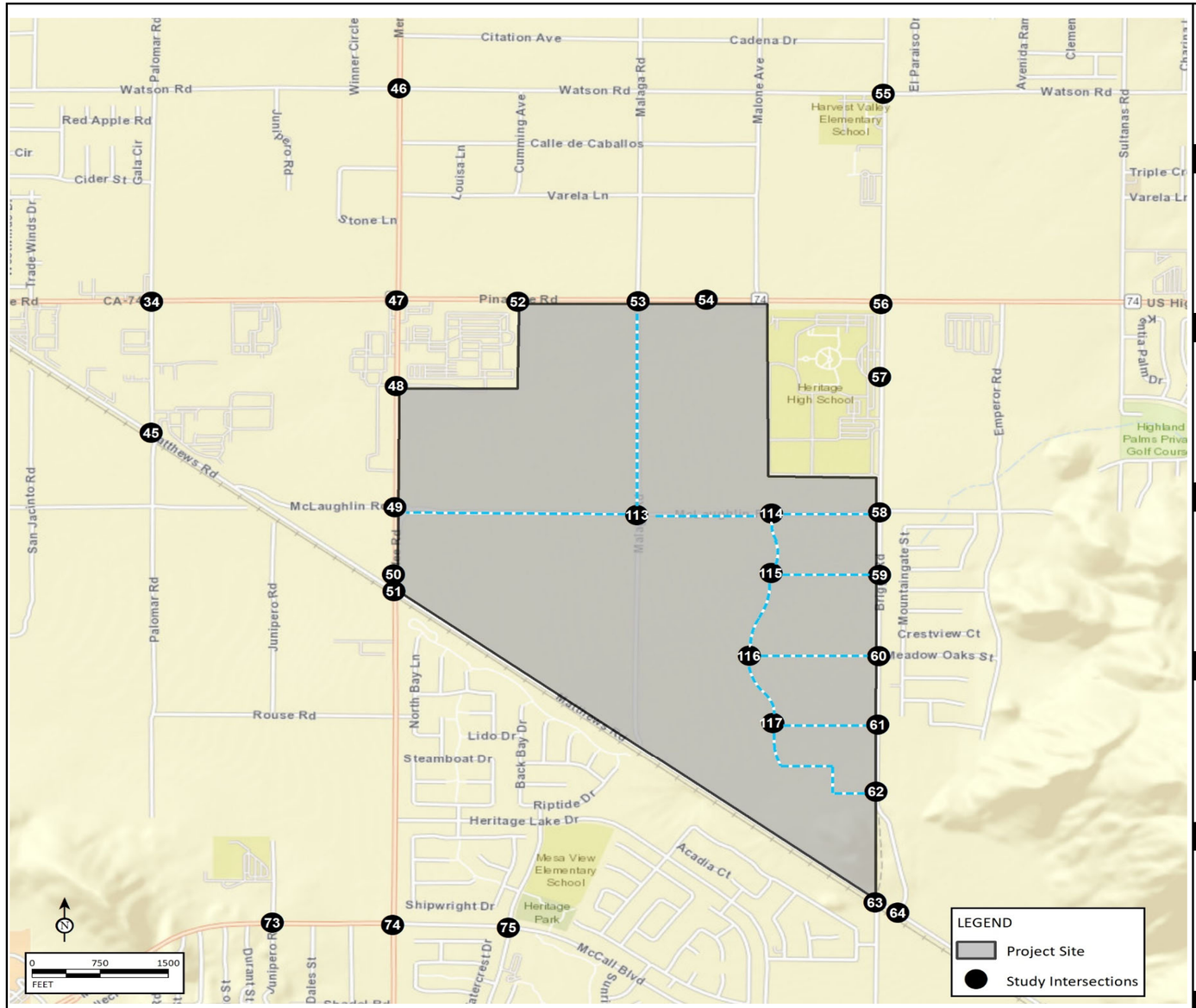
LSA

FIGURE 4-1B

XXXX/YYYY
AM/PM Peak Hour Traffic Volumes (in PCEs)

Menifee Valley Specific Plan
Traffic Study
Existing Peak Hour Traffic Volumes (Int. 22-45)

P:\CIM2106 MVSP EIR\02 Technical Study - Peer Review\2.1 Traffic - VMT\July 2023\Volume Figures\Existing\2022_Ex_NP_Vol_Z2.xlsx (8/30/2023)



46 Menifee Rd/Watson Rd	47 Menifee Rd/SR-74	48 Menifee Rd/Valley Substation Dwy - Biscayne	49 Menifee Rd/McLaughlin Rd
Future Intersection			
50 Menifee Rd/Project Dwy 1	51 Menifee Rd/Matthews Rd	52 McKinley/SR-74	53 Malaga Rd - Project Dwy 2/SR-74
Future Intersection	*Future Intersection*	*Future Intersection*	*Future Intersection*
54 Project Dwy 3/SR-74	55 Briggs Rd/Watson Rd	56 Briggs Rd/SR-74	57 Briggs Rd/Heritage High School Dwy
Future Intersection	*Future Intersection*		
58 Briggs Rd/McLaughlin Rd	59 Briggs Rd/Project Dwy 4	60 Briggs Rd/Project Dwy 5 - Meadow Oak St	61 Briggs Rd/Project Dwy 6
Future Intersection	*Future Intersection*	*Future Intersection*	*Future Intersection*
62 Briggs Rd/Project Dwy 7 - Hillridge St	63 Briggs Rd/Matthews Rd	64 Briggs Rd/Case Rd	113 Malaga Rd - Project Dwy 2/McLaughlin Rd
Future Intersection	*Future Intersection*	*Future Intersection*	*Future Intersection*
114 Residential Central Spine/McLaughlin Rd	115 Residential Central Spine/Project Dwy 4	116 Residential Central Spine/Project Dwy 5	117 Residential Central Spine/Project Dwy 6

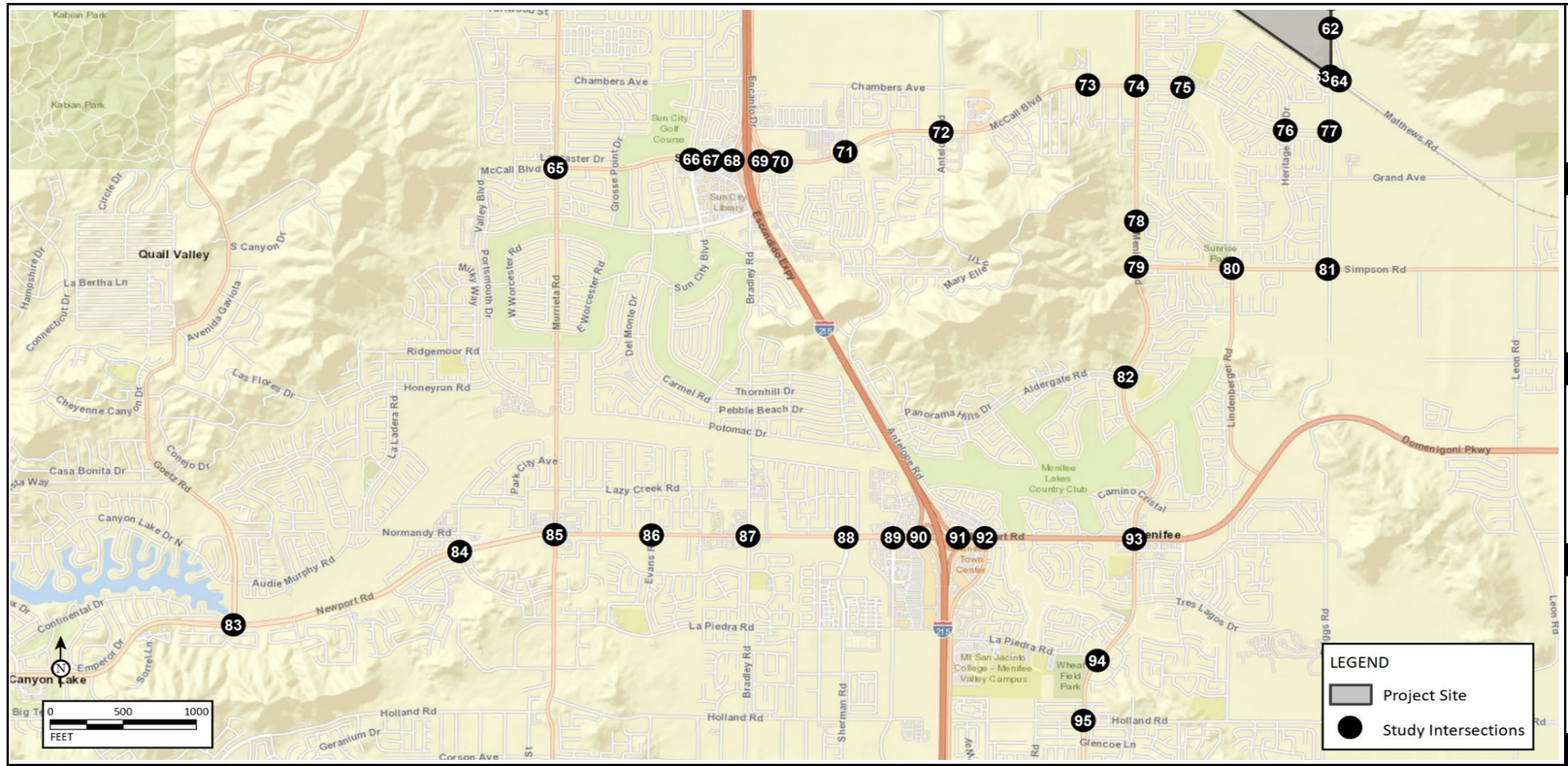
LSA

FIGURE 4-1C

XXXX/YYYY
AM/PM Peak Hour Traffic Volumes (in PCEs)

Internal Project Roadway
Project Driveway

Menifee Valley Specific Plan
Traffic Study
Existing Peak Hour Traffic Volumes (Int. 46-64 & Int. 113-117)



65 Murrieta Rd/McCall Blvd

93/36	138/170	61/85
81/27		94/94
210/118		120/151
1/2		90/193
	1/2	156/189
		122/114

66 Sun City Blvd/McCall Blvd

10/19	55/60	69/81
29/31		47/85
324/316		373/501
55/52		232/257
	38/76	48/101
		84/133

67 Bradley Rd/McCall Blvd

15/8	50/49	141/101
6/6		85/110
495/528		568/770
60/62		440/496
	52/69	43/61
		374/505

68 I-215 SB Ramps/McCall Blvd

298/507	3/0	194/374
		794/868
651/838		458/294
359/296		

69 I-215 NB Ramps/McCall Blvd

		448/205
231/301		1030/755
614/911		
	222/407	4/5
		248/566

70 Encanto Drive/McCall Blvd

148/133	16/17	19/30
109/150		17/20
656/1095		1154/676
97/231		51/32
	176/150	20/21
		49/24

71 Sherman Rd/McCall Blvd

56/22	16/10	42/23
121/83		46/23
678/998		991/593
33/75		27/20
	88/76	26/11
		15/16

72 Antelope Rd/McCall Blvd

74/41	2/3	19/6
42/56		40/8
716/824		876/561
14/47		41/21
	45/23	8/2
		77/30

73 Junipero Rd/McCall Blvd

175/34	1/0	63/8
189/19		146/10
686/735		852/531
2/4		2/0
	4/4	4/0
		4/1

74 Menifee Rd/McCall Blvd

140/157	233/175	139/51
126/187		153/27
348/378		538/234
279/179		44/20
	322/150	257/244
		46/39

75 Heritage Lake Dr (W)/McCall Blvd

72/38	103/15	29/8
86/42		104/8
314/311		445/179
133/115		29/22
	218/64	171/14
		43/18

76 Heritage Lake Dr (E)/McCall Blvd

38/20	116/19	53/21
19/34		35/18
224/176		277/121
154/71		61/10
	190/47	112/18
		80/14

77 Briggs Rd/McCall Blvd

311/106	314/67	
289/169		
68/42		
	49/35	
		320/104

78 Menifee Rd/Coastline Ave

496/350	62/31	
		94/10
		72/48
543/446		
		26/74

79 Menifee Rd/Simpson Rd

415/265	153/133	163/156
		154/114
406/364		
		103/146

80 Lindenberger Rd/Simpson Rd

57/38	137/63	66/14
54/42		43/35
194/193		221/193
25/29		106/44
	34/45	
	105/90	
	155/82	

81 Briggs Rd/Simpson Rd

148/69	100/58	53/74
167/85		232/233
263/199		

82 Menifee Rd/Aldergate Dr - Carnelian Way

22/7	468/363	129/18
24/11		114/10
3/0		5/0
17/11		161/38
	31/12	
	342/519	
	84/33	

83 Goetz Rd - Buckstone Ln/Railroad Canyon Rd - Newport Rd

594/366	1/0	463/273
254/558		281/339
541/985		701/814
0/9		15/21
	11/7	
	3/5	
	23/6	

84 Berea Rd-Murphy Ranch Rd/Newport Rd

75/29	161/30	192/196
45/41		150/345
937/1221		896/1168
203/66		4/18
	140/76	
	98/5	
	12/40	

85 Murrieta Rd/Newport Rd

113/244	218/57	116/84
142/190		88/62
790/1327		872/1029
106/223		138/218
	194/294	
	226/137	
	116/170	

86 Evans Rd/Newport Rd

20/20	159/18	53/47
15/24		19/54
1184/1397		939/1348
33/198		72/51
	58/334	
	73/55	
	108/54	

87 Bradley Rd/Newport Rd

67/114	281/218	186/282
86/172		123/360
1101/1098		805/1154
100/138		310/261
	151/156	
		179/232
		279/185

88 Avenida De Cortez - Town Center Dr/Newport Rd

19/6	17/13	72/62
9/9		19/73
1533/1563		1185/1639
55/84		112/172
	86/82	
	8/21	
	228/156	

89 Haun Rd/Newport Rd

47/173	30/144	148/418
182/129		383/258
1413/1310		1193/1405
94/209		459/819
	105/333	
	57/71	
	463/836	

90 I-215 SB Ramps/Newport Rd

476/613	308/534	
1430/2075		911/606
594/489		1559/1869

91 I-215 NB Ramps/Newport Rd

		480/438
1284/2033		2126/1892
454/576		
	344/583	
	579/878	

92 Antelope Rd/Newport Rd

286/357	71/115	88/121
191/481		130/125
1373/1936		1757/1411
237/407		89/130
	563/562	
	78/141	
	86/170	

93 Menifee Rd/Newport Rd

410/304	252/151	95/76
248/426		55/66
1180/1649		1291/1135
127/146		105/107
	177/162	
	205/298	
	93/98	

94 Menifee Rd/La Piedra Rd

245/75	414/277	
156/102		
214/43		
	221/55	
	321/330	

95 Menifee Rd/Holland Rd

93/31	427/212	62/53
89/35		120/37
74/140		200/122
6/34		57/12
	24/23	
	350/340	
	60/31	

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FIGURE 4-1D

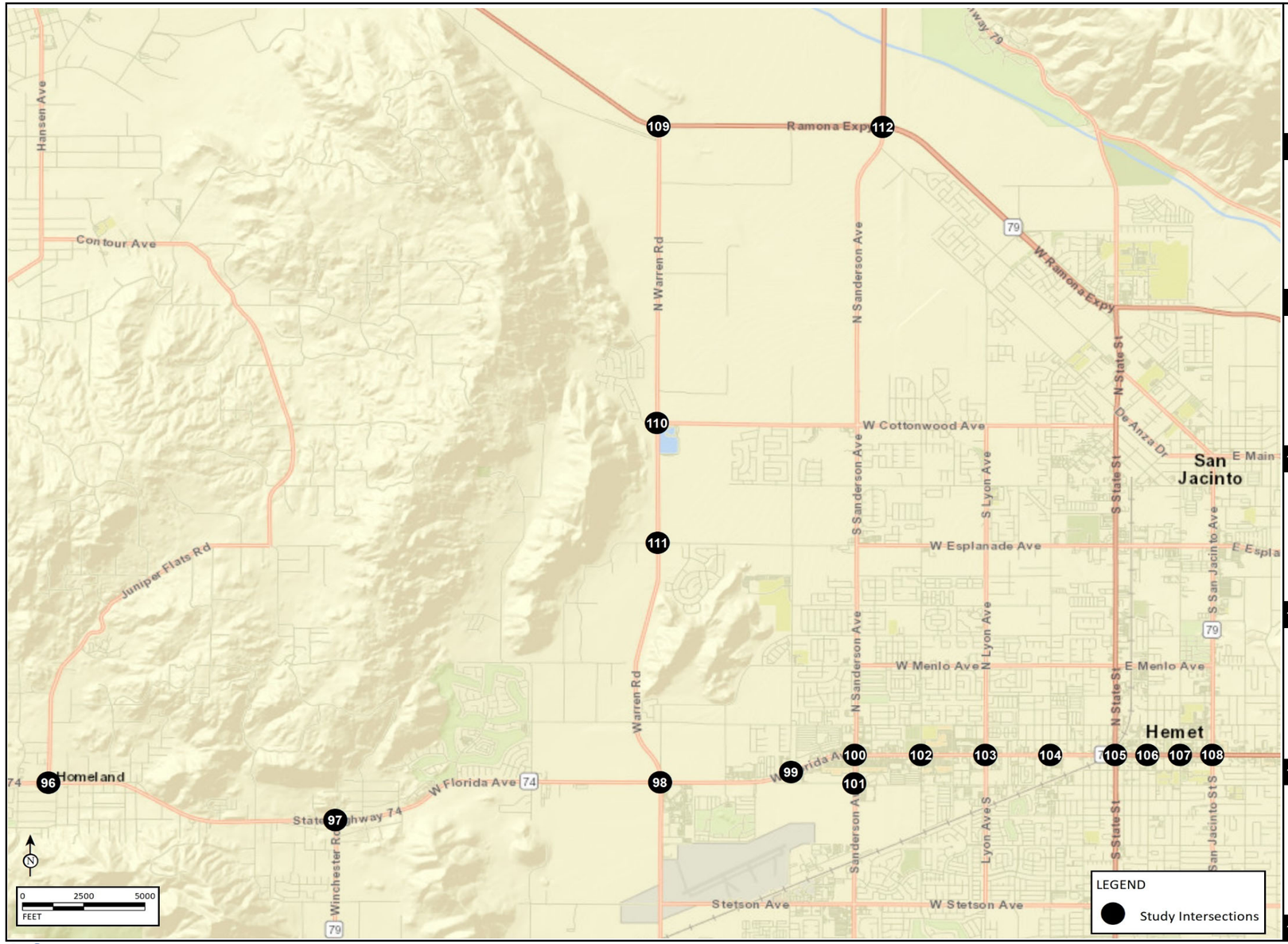
XXXX/YYYY

AM/PM Peak Hour Traffic Volumes (in PCEs)

Menifee Valley Specific Plan

Traffic Study

Existing Peak Hour Traffic Volumes (Int. 65-95)



94/45	0/1	89/71	↰	50/90	96	Juniper Flats Rd/SR-74	4/10	25/18	17/18	↰	28/22	97	Vista Pl - Winchester Rd/SR-74 - Florida Ave	109/108	254/198	20/26	↰	5/15	98	Warren Rd/Florida Ave
			←	911/803						←	640/850						←	478/714		
			↱	0/3						↱	512/418						↱	173/141		
68/57			↱				11/18			↱				178/135			↱			
799/953			→				795/964			→				675/807			→			
0/2			↴	0/1	0/4		106/71			↴	94/119	10/17	490/475	190/135			↴	145/174	214/253	142/266
125/147	116/93	47/85	↰	31/52	99	Cawston Ave/Florida Ave	82/89	680/799	127/178	↰	90/142	100	Sanderson Ave/Florida Ave	3/9	712/880	73/191	↰	124/182	101	Sanderson Ave/Acacia Ave
			←	410/640						←	329/470						←	134/184		
			↱	8/43						↱	149/274						↱	144/147		
105/141			↱				171/256			↱				8/11			↱			
583/676			→				414/565			→				142/234			→			
7/24			↴	130/192	76/65	14/23	39/72			↴	108/185	65/2660	72/159	137/164			↴	93/85	782/893	131/87
74/165	228/321	65/80	↰	43/55	102	Kirby St/Florida Ave	60/67	143/214	59/108	↰	43/77	103	Lyon Ave/Florida Ave	335/7	155/201	22/29	↰	29/32	104	Palm Ave/Florida Ave
			←	528/765						←	598/855						←	649/888		
			↱	59/134						↱	68/97						↱	84/98		
56/203			↱				52/103			↱				43/63			↱			
525/855			→				553/852			→				603/882			→			
53/100			↴	56/106	241/366	56/64	24/42			↴	46/77	151/177	67/94	43/60			↴	66/69	134/176	65/80
112/173	214/338	96/99	↰	59/69	105	State St/Florida Ave	28/31	109/175	25/37	↰	14/25	106	Buena Vista St/Florida Ave	26/38	53/62	20/23	↰	20/17	107	Santa Fe St/Florida Ave
			←	650/799						←	688/856						←	670/823		
			↱	43/55						↱	35/27						↱	58/51		
77/93			↱				19/27			↱				25/19			↱			
536/813			→				604/877			→				573/875			→			
23/43			↴	36/49	278/303	43/53	23/34			↴	45/43	183/135	43/45	57/60			↴	44/52	102/57	69/67
125/163	187/244	105/187	↰	96/94	108	San Jacinto St/Florida Ave	9/0	0/2		↰	2/0	109	Warren Rd/Ramona Expy	2/6	336/447	51/157	↰	166/74	110	Warren Rd/Cottonwood Ave
			←	566/615						←	742/693						←	23/38		
			↱	97/118						↱	230/274						↱	79/54		
129/192			↱				468/783			↱				5/2			↱			
429/705			→				190/336			→				68/26			→			
41/39			↴	46/68	255/243	37/58				↴	394/199	9/3	294/255	28/23			↴	16/30	471/389	89/100
16/52	378/406	55/80	↰	71/57	111	Warren Rd/Esplanade Ave	321/468	608/1129	594/762	↰	408/578	112	Sanderson Ave/Ramona Expy							
			←	34/48						←	478/391									
			↱	143/62						↱	37/27									
44/23			↱				408/360			↱										
72/51			→				376/569			→										
2/1			↴	1/1	461/431	130/130	65/127			↴	132/92	823/590	20/23							

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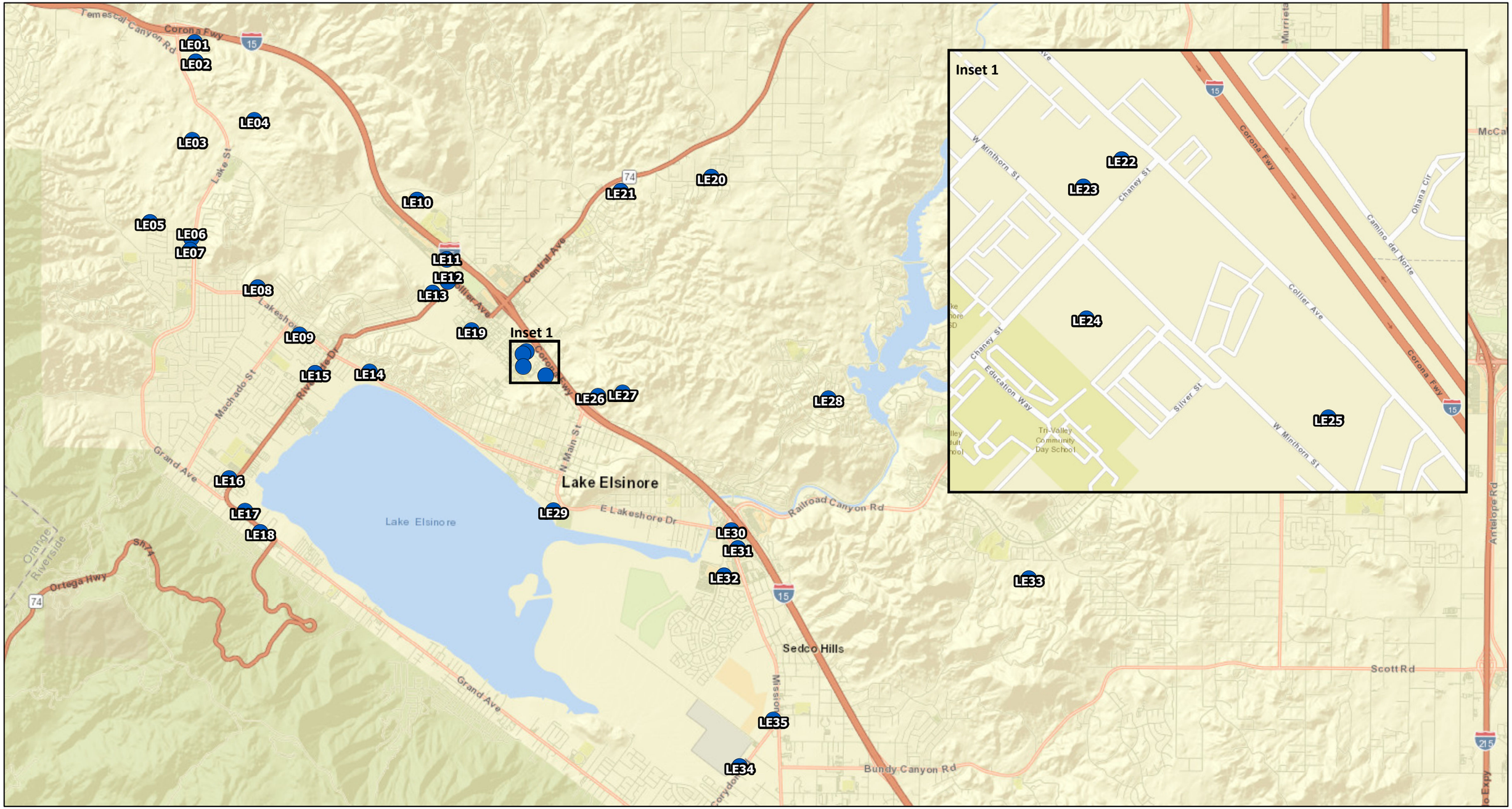
FIGURE 4-1E

XXXX/YYYY
AM/PM Peak Hour Traffic Volumes (in PCEs)

Menifee Valley Specific Plan
Traffic Study
Existing Peak Hour Traffic Volumes (Int. 96-112)



LSA

LEGEND

Cumulative Project Locations

0 2400 4800

FEET

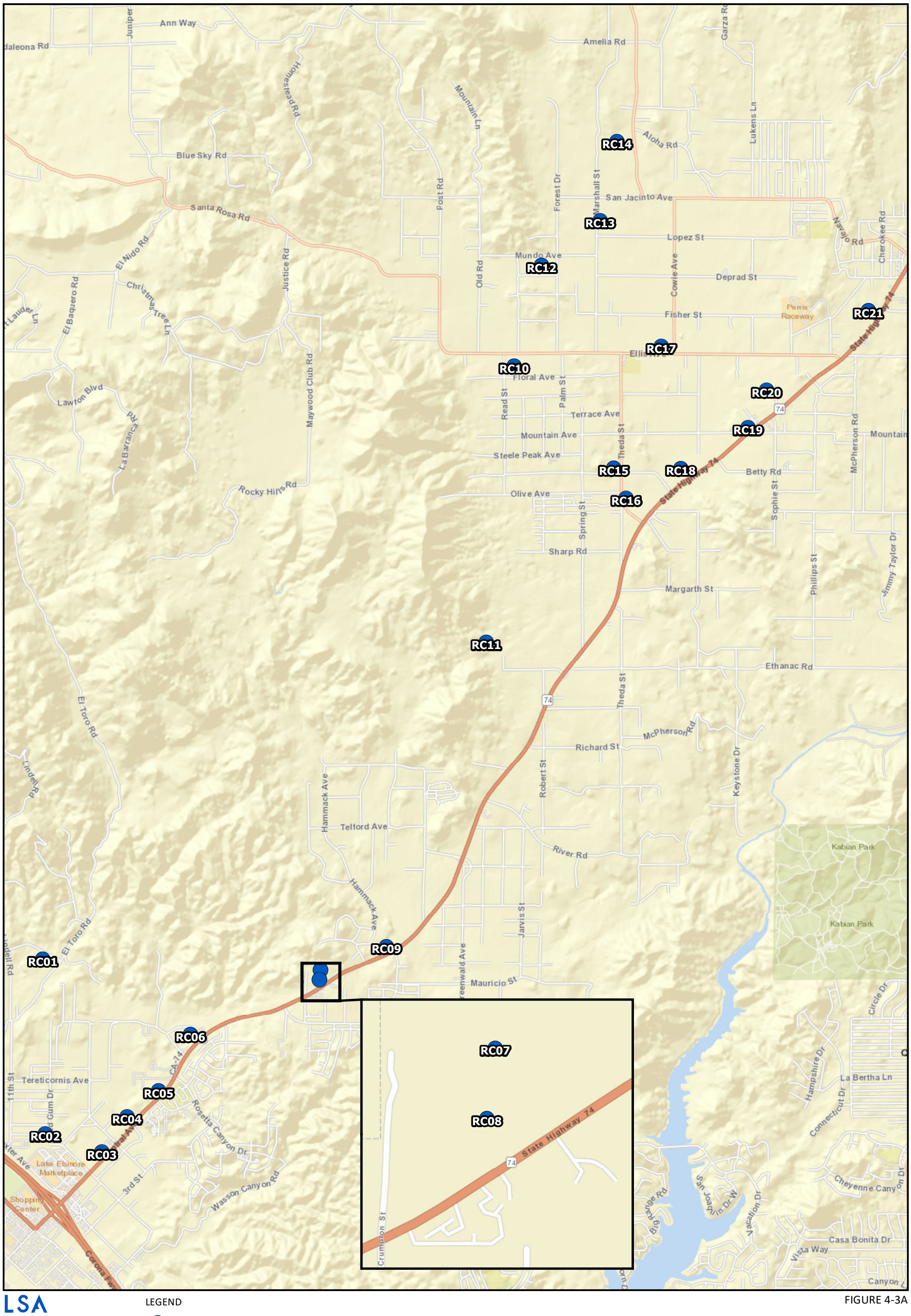
SOURCE: ESRI

I:\CIM2106-RIV\Reports\Cumulative_Projects_LakeElsinore.mxd (11/15/2022)

FIGURE 4-2

Menifee Valley Specific Plan
Traffic Study

Cumulative Project Locations - City of Lake Elsinore



LSA

LEGEND

Cumulative Project Locations

FIGURE 4-3A

0 1500 3000

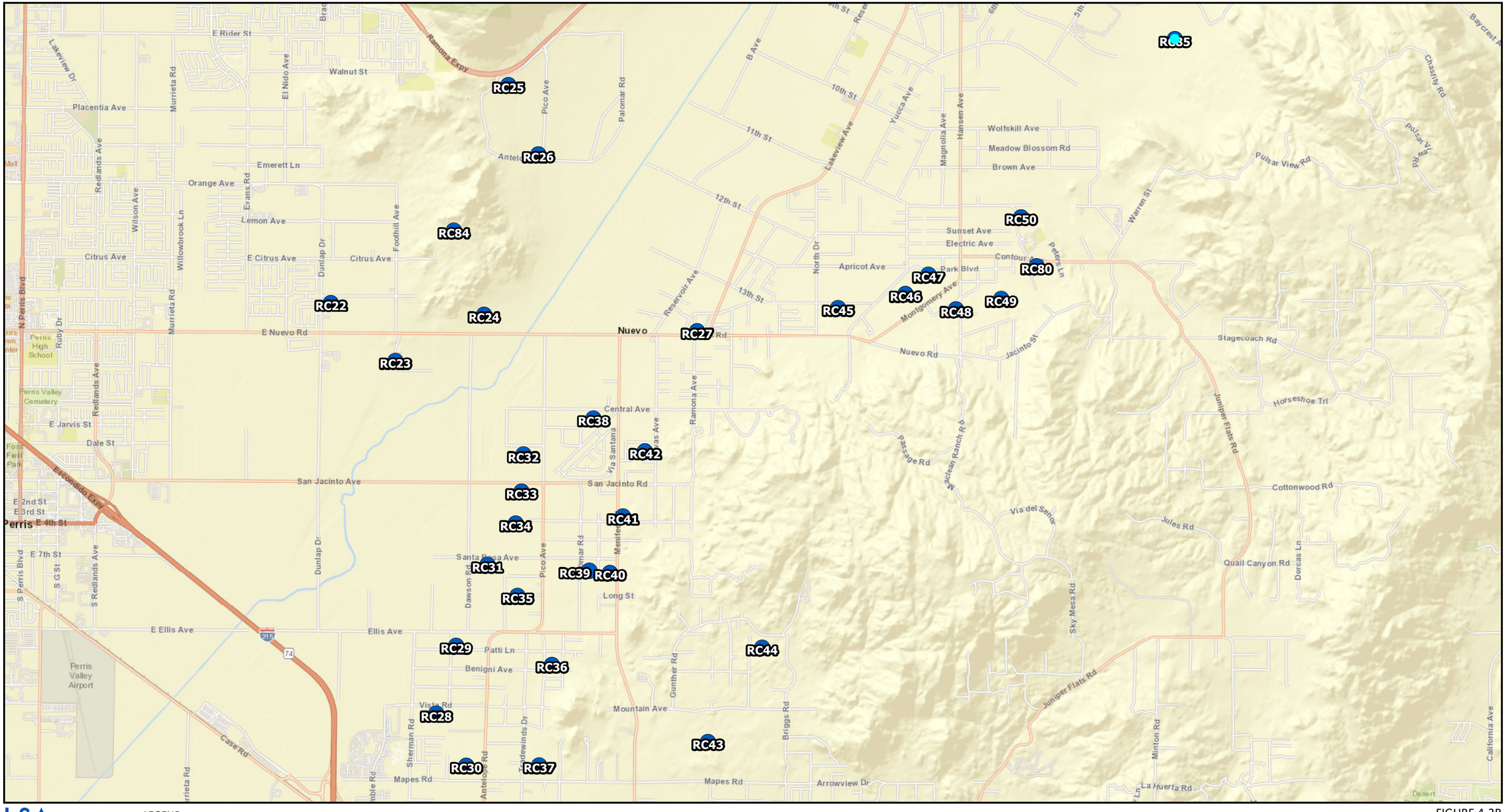
FEET

SOURCE: ESRI

I:\CIM2106-RIV\Reports\Cumulative_Projects_Rivco1.mxd (11/15/2022)

Menifee Valley Specific Plan
Traffic Study

Cumulative Project Locations - County of Riverside (Part 1 of 4)



LSA

LEGEND

Cumulative Project Locations

FIGURE 4-3B

0 1650 3300

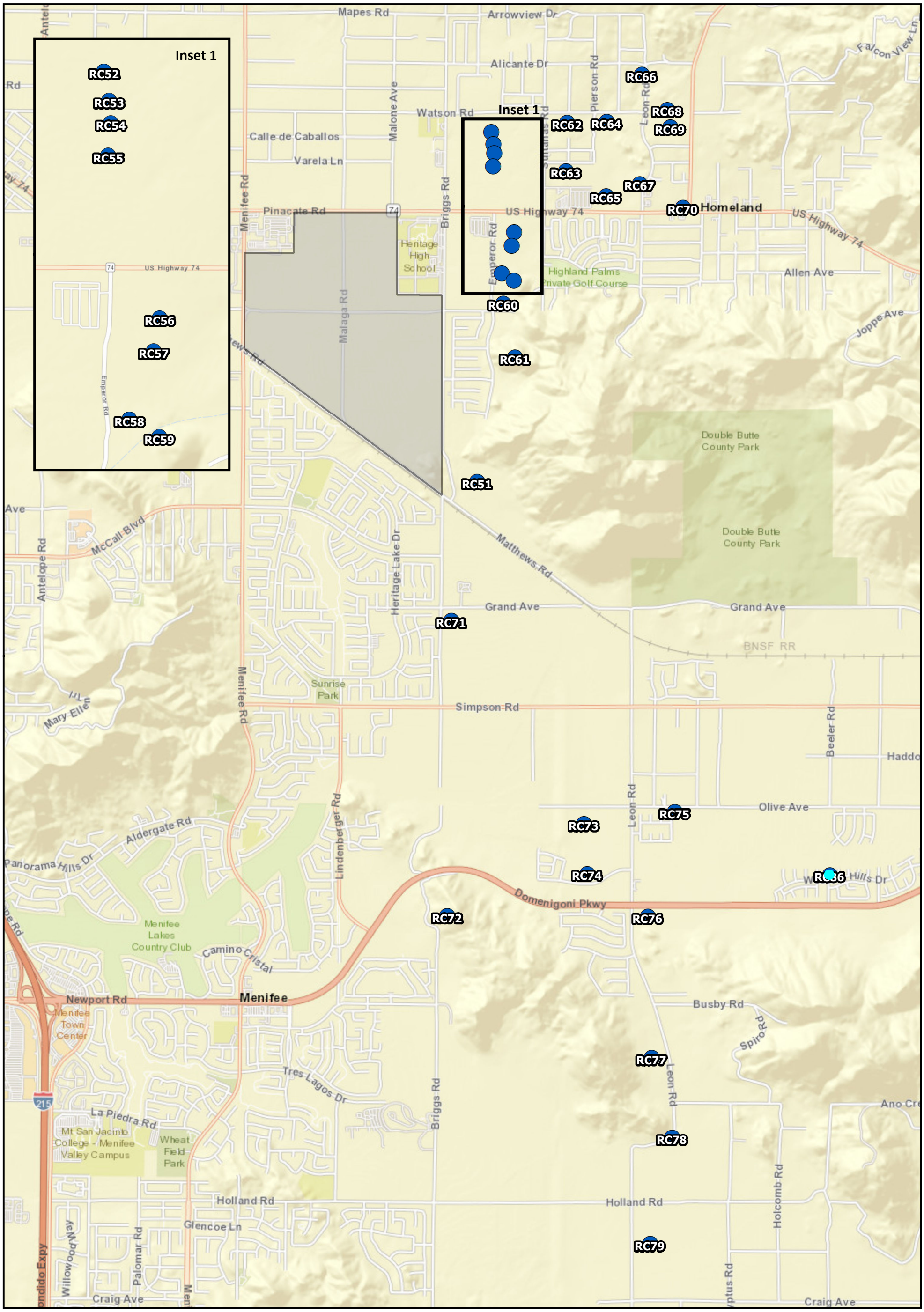
FEET

SOURCE: ESRI

I:\CIM2106-RIV\Reports\Cumulative_Projects_Rivco2.mxd (11/15/2022)

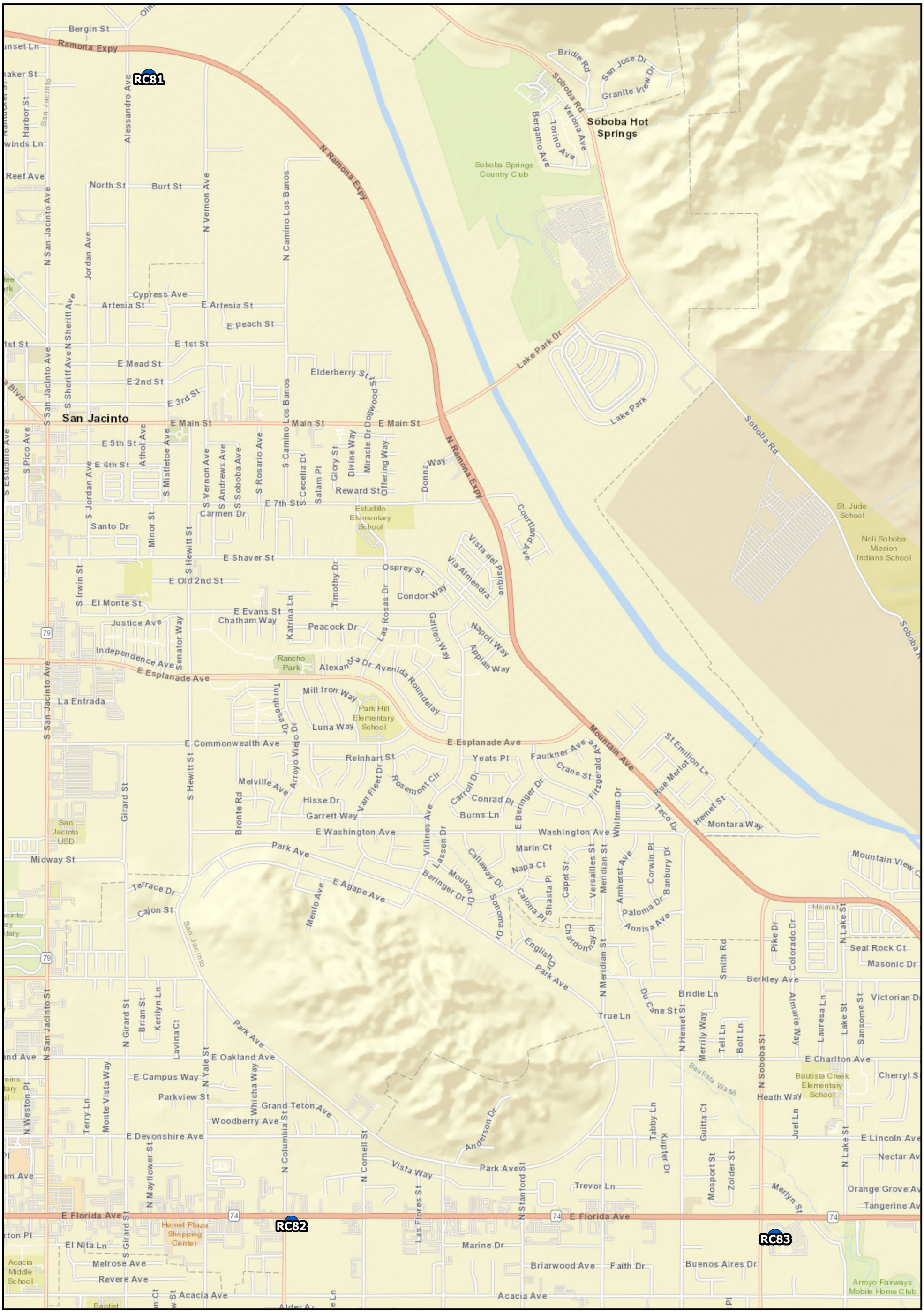
Menifee Valley Specific Plan
Traffic Study

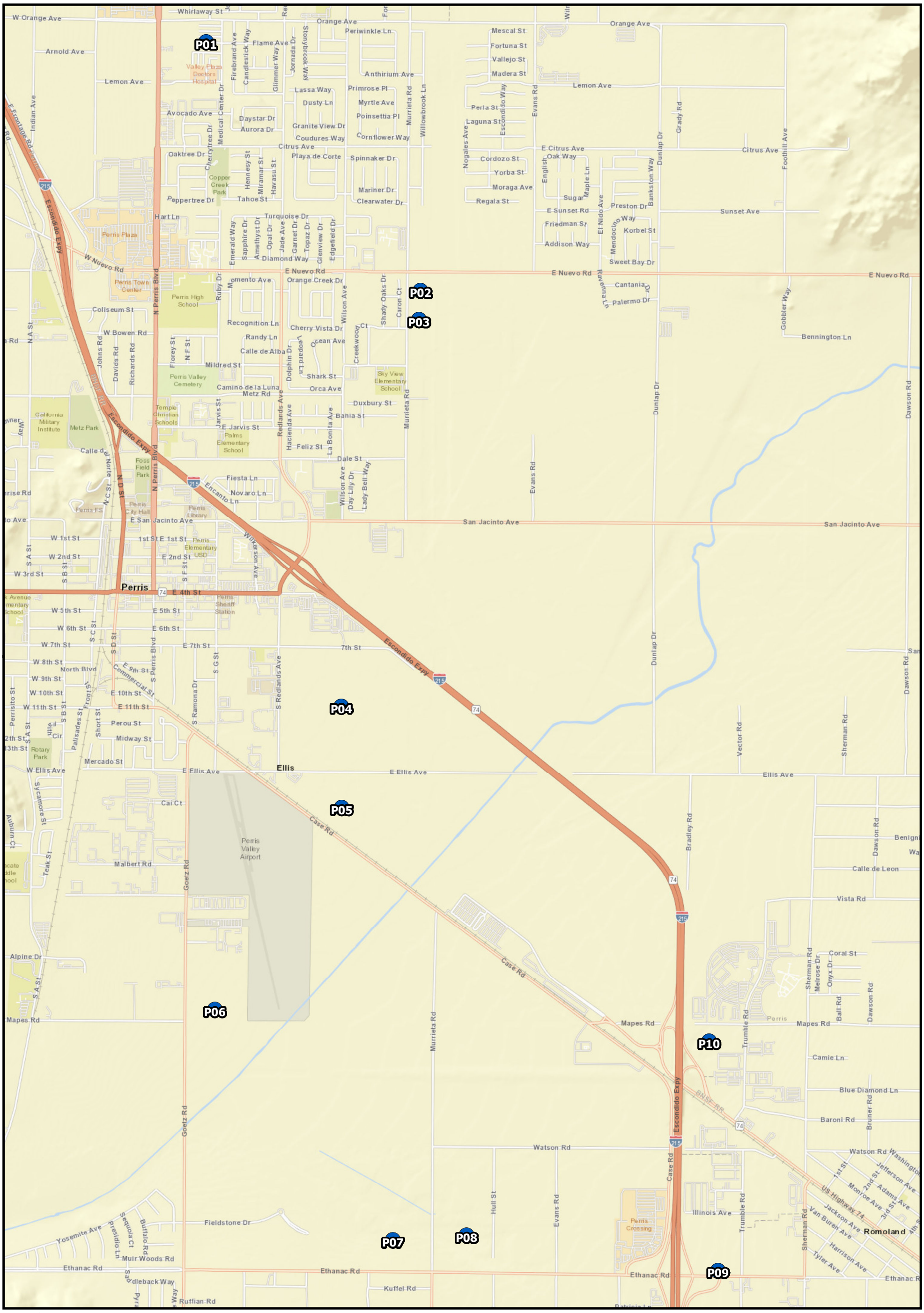
Cumulative Project Locations - County of Riverside (Part 2 of 4)



LSA

FIGURE 4-3C


RC81
RC82
RC83
Bergin St
Ramona Expy
Alessandro Ave
Harbor St
San Jacinto
Reef Ave
North St
Burt St
N San Jacinto Ave
Jordan Ave
N Vernon Ave
N Camino Los Banos
N Ramona Expy
Cypress Ave
Artesia St
E Artesia St
E peach St
1st St
E 1st St
E Mead St
E 2nd St
E 3rd St
S San Jacinto Ave
S Sheriff Ave
N Sheriff Ave
San Jacinto
E Main St
Main St
E 5th St
E 6th St
Athol Ave
S Mistletoe Ave
S Pico Ave
S Jordan Ave
S Vernon Ave
S Andrews Ave
S Soboba Ave
S Rosario Ave
S Cecelia Dr
Salam Pl
Glory St
Divine Way
Miracle Dr
Dogwood St
Offering Way
Elderberry St
Reward St
Donna Way
E 7th St
Carmen Dr
Santo Dr
Minor St
S Hewitt St
E Shaver St
E Old 2nd St
S Irwin St
El Monte St
Justice Ave
Senator Way
Independence Ave
E Esplanade Ave
La Entrada
Rancho Park
Katrina Ln
Timothy Dr
Osprey St
Condor Way
Las Rosas Dr
Galileo Way
Napoli Way
Applan Way
Alexandria Dr
Avenida Roundelay
Mill Iron Way
Luna Way
Park Hill Elementary School
Turnbeam Dr
Arroyo Viejo Dr
E Commonwealth Ave
Reinhart St
Melville Ave
Hisse Dr
Garrett Way
Bronte Rd
Van Fleet Dr
Rosemont Cir
Girard St
San Jacinto USD
Midway St
E Washington Ave
Park Ave
Terrace Dr
Cajon St
Menlo Ave
E Agape Ave
Villines Ave
Lassen Dr
Mouton Dr
Beringer Dr
Sonoma Dr
English Dr
Callaway Dr
Calona Pl
Shasta Pl
Napa Ct
Marin Ct
Capet St
Versailles St
Meridian St
Amherst Ave
Corwin Pl
Banbury Dr
Paloma Dr
Annisa Ave
Chardonnay Pl
Yeats Pl
Carroll Dr
Conrad Pl
Burns Ln
E Beringer Dr
Crane St
Faulkner Ave
Fitzgerald Ave
Whitman Dr
Teco Dr
Hemet St
Montara Way
St Emilion Ln
Rue Merlot
Mountain Ave
Mountain View Dr
Courtland Ave
Vista del Parque
Via Almendra
Soboba Springs Country Club
Soboba Hot Springs
Bridle Rd
San Jose Dr
Granite View Dr
Soboba Rd
Verona Ave
Torino Ave
Bergamo Ave
Lake Park Dr
Lake Park
St. Jude School
Noli Soboba Mission Indians School
Estudillo Elementary School
Vista Way
Anderson Dr
Park Ave
N Meridian St
Bridle Ln
True Ln
Dr Gene St
N Hemet St
Merrily Way
Tell Ln
Bolt Ln
N Soboba St
Almarie Way
Lauresa Ln
Lake St
Sansome St
E Charlton Ave
Bautista Creek Elementary School
Heath Way
Bautista Wash
Juel Ln
Cherryl St
E Lincoln Ave
Nectar Ave
Orange Grove Ave
Tangerine Ave
Merlyn St
Pike Dr
Colorado Dr
N Lake St
Seal Rock Ct
Masonic Dr
Berkley Ave
Smith Rd
Hemet
Trevor Ln
Mosport St
Zolder St
Tabby Ln
Kupfer Dr
Guitta Ct
N Stanford St
N Cornell St
N Columbia St
Las Flores St
Marine Dr
Briarwood Ave
Faith Dr
Buenos Aires Dr
Acacia Ave
Alder Ave
E Florida Ave
Hemet Plaza Shopping Center
El Nita Ln
Melrose Ave
Revere Ave
Acacia Middle School
Arroyo Fairways Mobile Home Club
N Girard St
Brian St
Kerilyn Ln
Lavina Ct
N Yale St
E Oakland Ave
E Campus Way
Parkview St
Grand Teton Ave
Woodberry Ave
Whicha Way
Monte Vista Way
Terry Ln
N Weston Pl
E Devonshire Ave
N Mayflower St
Park Ave
Vista Way
Trevor Ln
Marine Dr
Briarwood Ave
Faith Dr
Buenos Aires Dr
Acacia Ave
Arroyo Fairways Mobile Home Club
LSA
LEGEND
Cumulative Project Locations
FIGURE 4-3D
N
0
750
1500
FEET
SOURCE: ESRI
I:\CIM2106-RIV\Reports\Cumulative_Projects_Rivco4.mxd (11/15/2022)
Menifee Valley Specific Plan
Traffic Study
Cumulative Project Locations - County of Riverside (Part 4 of 4)



LSA

LEGEND

Cumulative Project Locations

FIGURE 4-4

0 950 1900

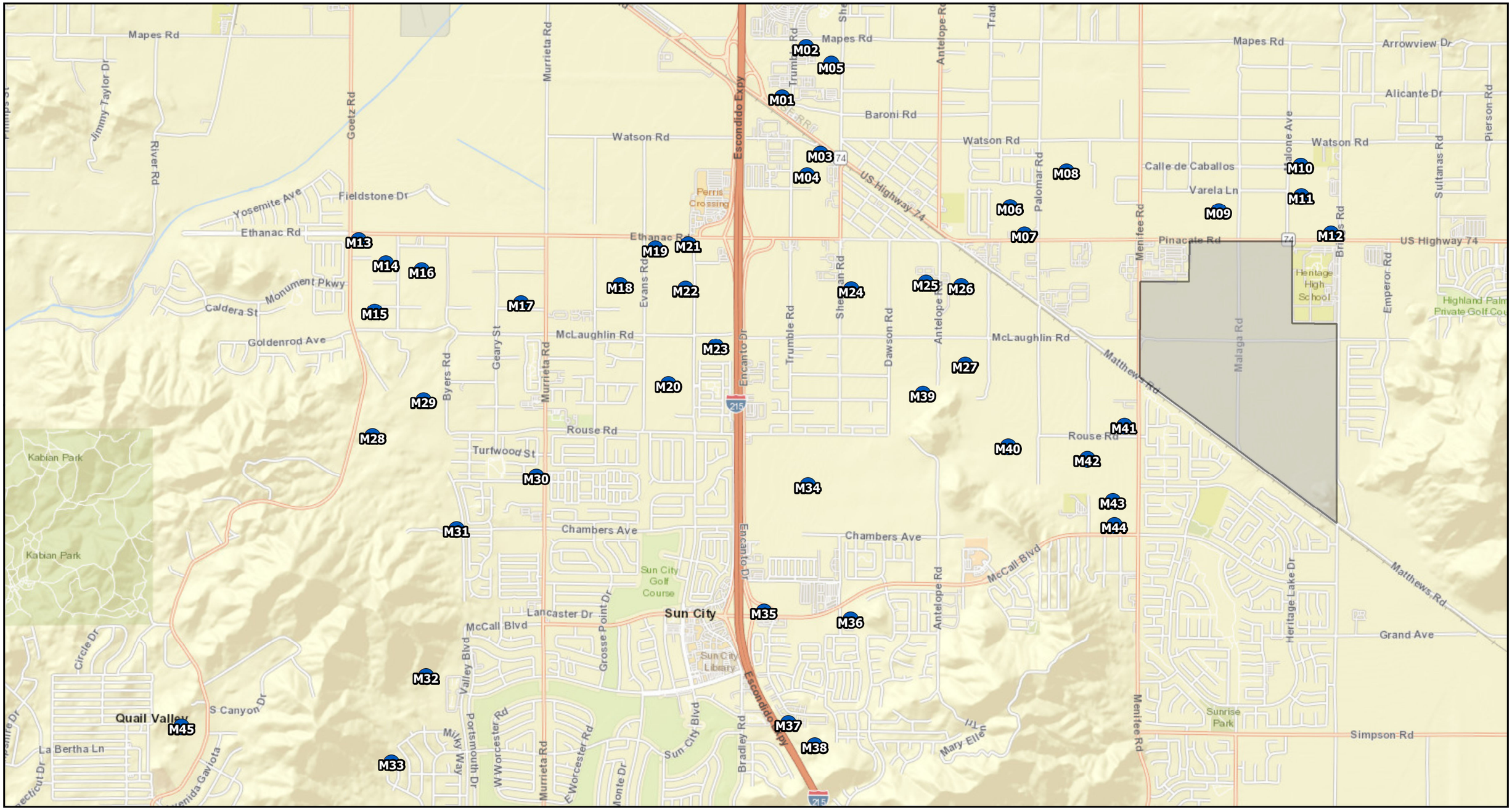
FEET

SOURCE: ESRI

I:\CIM2106-RIV\Reports\Cumulative_Projects_Perris.mxd (11/15/2022)

Menifee Valley Specific Plan
Traffic Study

Cumulative Project Locations - City of Perris


M01
M02
M03
M04
M05
M06
M07
M08
M09
M10
M11
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M13
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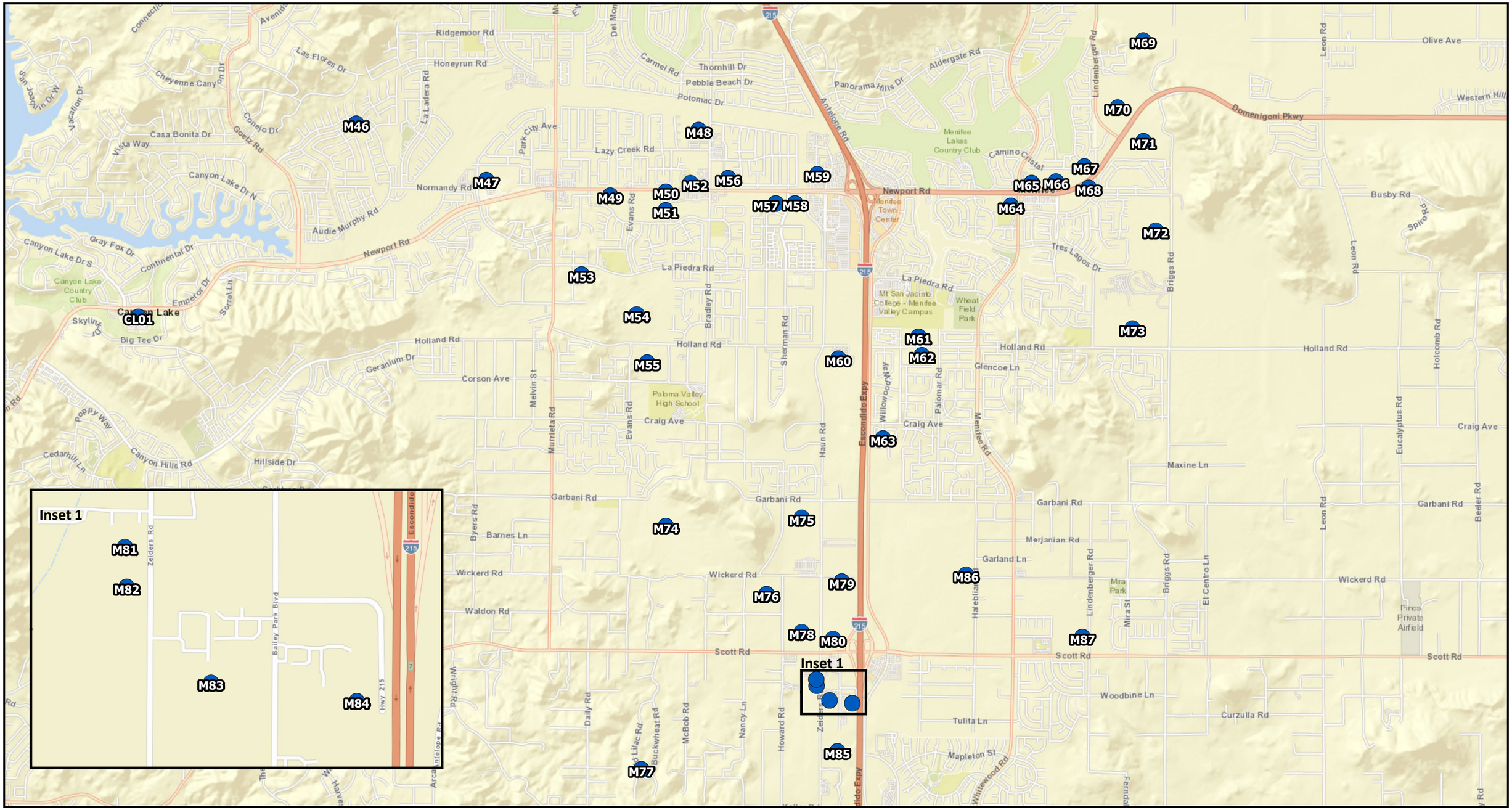
M17
M18
M19
M20
M21
M22
M23
M24
M25
M26
M27
M28
M29
M30
M31
M32
M33
M34
M35
M36
M37
M38
M39
M40
M41
M42
M43
M44
M45
Mapes Rd
Baroni Rd
Watson Rd
Yosemite Ave
Fieldstone Dr
Ethanac Rd
Monument Pkwy
Caldera St
Goldenrod Ave
McLaughlin Rd
Rouse Rd
Turfwood St
Chambers Ave
Lancaster Dr
McCall Blvd
Sun City Blvd
Sun City
Sun City Golf Course
Sun City Library
Perris Crossing
Kabian Park
Quail Valley
La Bertha Ln
Circle Dr
S Canyon Dr
Calle de Caballos
Varela Ln
Pinacate Rd
Arrowview Dr
Alicante Dr
Heritage High School
Highland Palms Private Golf Course
Sunrise Park
Simpson Rd
Grand Ave
Heritage Lake Dr
Mary Ellen Ln
Escondido Expy
US Highway 74
Matthews Rd
McCall Blvd
Jimmy Taylor Dr
River Rd
Goetz Rd
Murrieta Rd
Evans Rd
Sherman Rd
Trumble Rd
Dawson Rd
Antelope Rd
Encanto Dr
Byers Rd
Geary St
Valley Blvd
Grosse Point Dr
Portsmouth Dr
W Worcester Rd
E Worcester Rd
Milky Way
Bradley Rd
Palomar Rd
Menifee Rd
Malaga Rd
Emperor Rd
Sultanas Rd
Pierson Rd
Trumble Rd
Antelope Rd
Trad
Valone Ave
Briggs Rd
Monte Dr
Sun City Blvd
Mary Ellen Ln
Matthews Rd
Menifee Rd
Heritage Lake Dr
Grand Ave
Simpson Rd
Sunrise Park
Kabian Park
Circle Dr
S Canyon Dr
La Bertha Ln
Quail Valley
Phillips St
Jimmy Taylor Dr
River Rd
Goetz Rd
Murrieta Rd
Escondido Expy
Trumble Rd
Antelope Rd
Trad
Palomar Rd
Valone Ave
Briggs Rd
Menifee Rd
Sultanas Rd
Pierson Rd
Evans Rd
Sherman Rd
Dawson Rd
Encanto Dr
Byers Rd
Geary St
Valley Blvd
Grosse Point Dr
Portsmouth Dr
W Worcester Rd
E Worcester Rd
Milky Way
Bradley Rd
Malaga Rd
Emperor Rd
Monte Dr
Sun City Blvd
Mary Ellen Ln
Matthews



LSA

LEGEND

Cumulative Project Locations

0 1600 3200

FEET

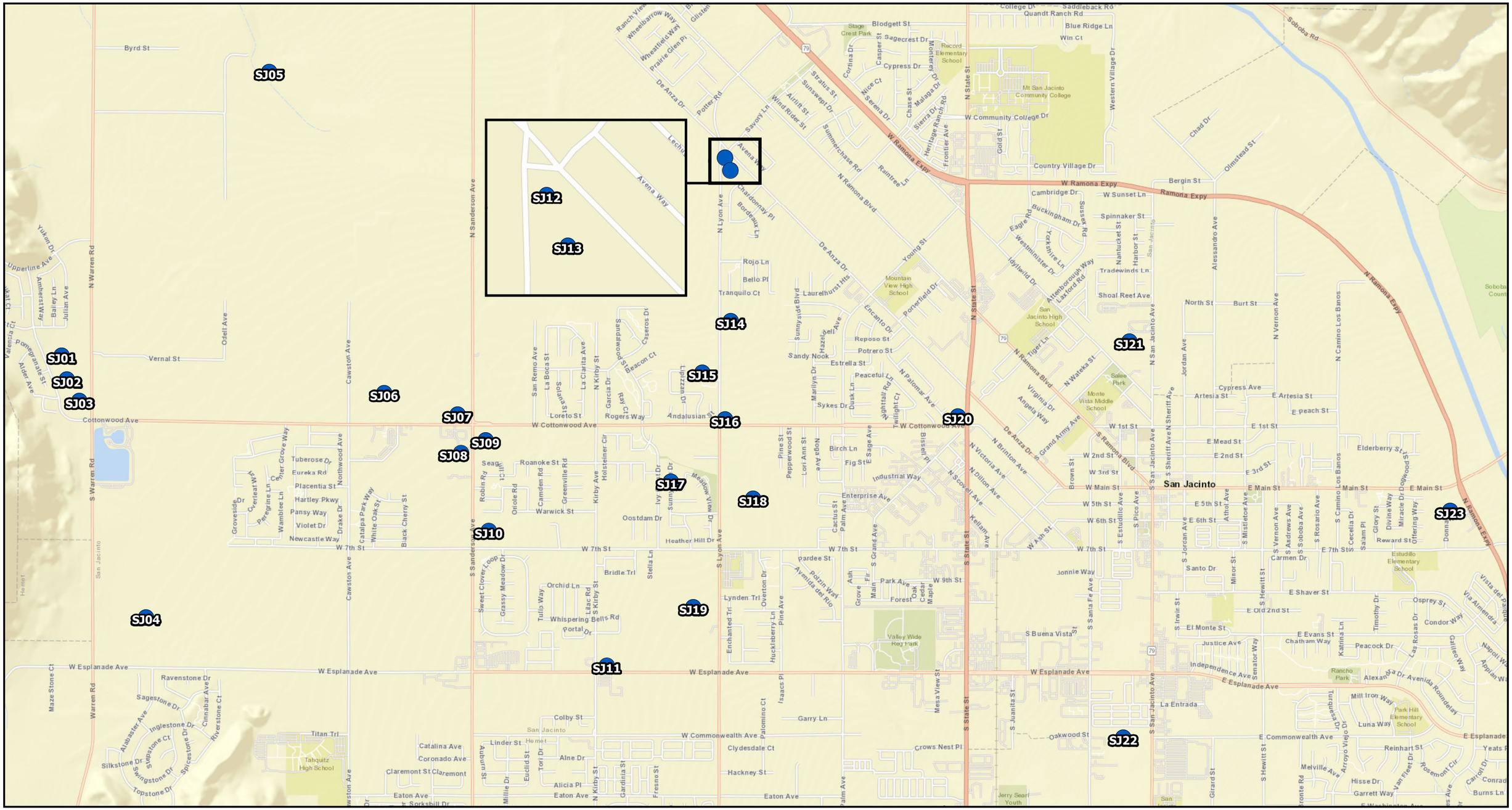
SOURCE: ESRI

I:\CIM2106-RIV\Reports\Cumulative_Projects_Menifee2.mxd (11/8/2022)

FIGURE 4-6

Menifee Valley Specific Plan
Traffic Study

Cumulative Project Locations - City of Canyon Lake and City of Menifee Southern Side (Part 2 of 2)



LSA

LEGEND

Cumulative Project Locations

FIGURE 4-7

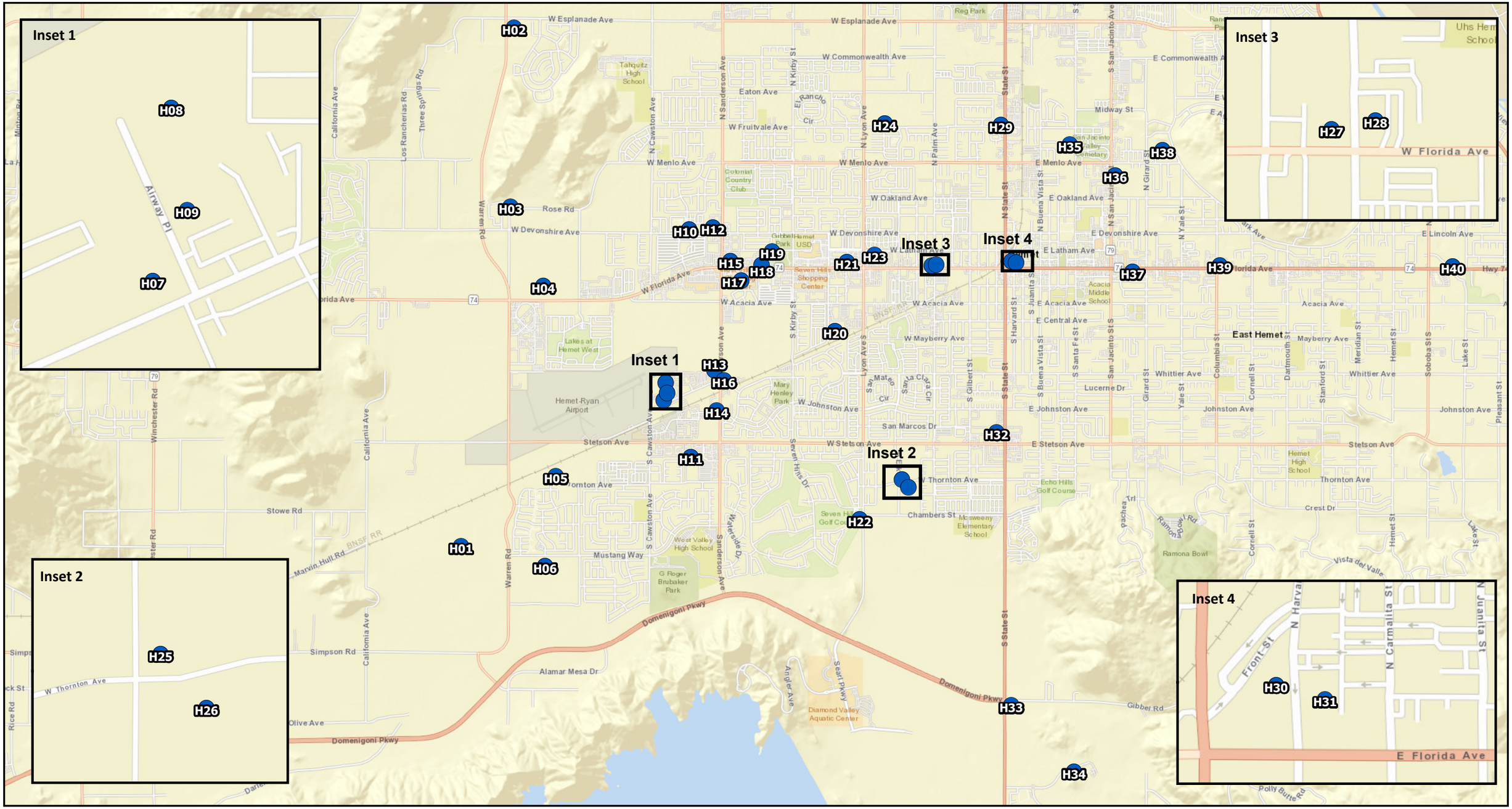
0 1000 2000
FEET

SOURCE: ESRI

I:\CIM2106-RIV\Reports\Cumulative_Projects_SanJacinto.mxd (11/15/2022)

Menifee Valley Specific Plan
Traffic Study

Cumulative Project Locations - City of San Jacinto



LSA

LEGEND

Cumulative Project Locations

0 1750 3500

FEET

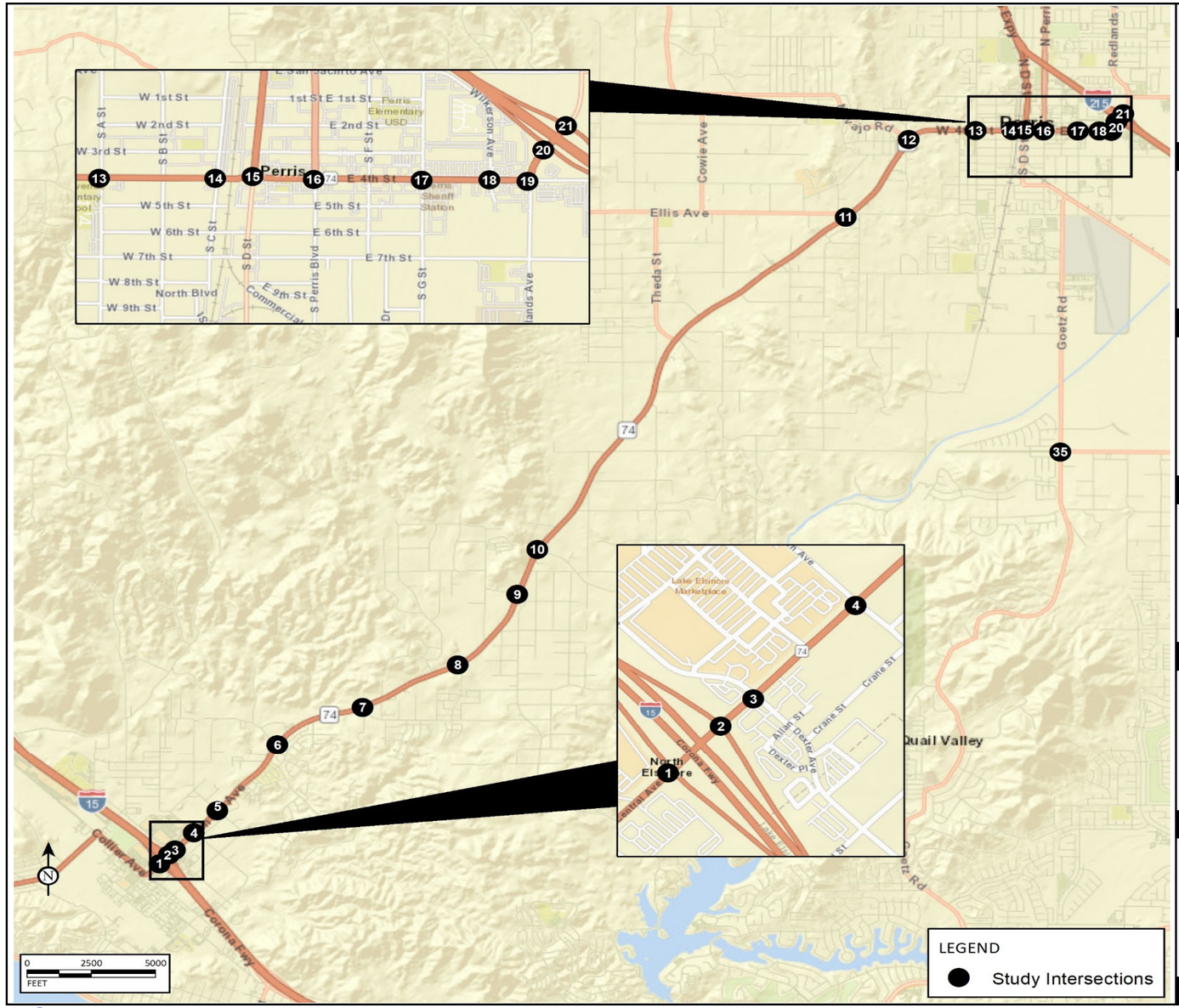
SOURCE: ESRI

I:\CIM2106-RIV\Reports\Cumulative_Projects_Hemet.mxd (11/15/2022)

FIGURE 4-8

Menifee Valley Specific Plan
Traffic Study

Cumulative Project Locations - City of Hemet



209/206	0/1	436/675	← 1370/1355	
↲	↓	↳	↰ 684/578	
851/1155 →				
531/579 ↴				

1 I-15 SB Ramps/Central Ave

			↰ 608/520	
			← 1593/1465	
86/152 ↱				
1200/1677 →	462/468	36	546/644	

2 I-15 NB Ramps/Central Ave

443/365	143/105	64/41	↰ 180/68	
↲	↓	↳	← 1614/1420	
358/340 ↳			↰ 91/125	
1226/1719 →				
161/263 ↴	144/201	193/171	58/101	

3 Dexter Ave/Central Ave

88/77	49/79	127/229	↰ 112/182	
↲	↓	↳	← 1602/1089	
130/219 ↱			↰ 76/116	
1144/1471 →				
29/57 ↴	74/139	29/71	40/152	

4 Cambern Ave/Central Ave

27/23	14/7	106/80	↰ 142/32	
↲	↓	↳	← 1725/1344	
9/18 ↱			↰ 22/28	
1273/1811 →				
28/23 ↴	37/19	14/10	32/81	

5 Conard Ave/Central Ave

46/54	24/55		↰ 70/44	
↲	↳		← 1656/1224	
29/25 ↱				
1230/1796 →				

6 El Toro Cut Off Rd/Central Ave - SR-74

			← 1436/1151	
			↰ 7/13	
1053/1583 →				
157/205 ↴	328/120	7/8		

7 Riverside St/SR-74

			← 1367/1116	
			↰ 54/51	
1017/1600 →				
18/12 ↴	17/24	62/52		

8 Wasson Canyon Rd/SR-74

254/2	1063/1022	40/73	↰ 93/58	
↲	↓	↳	← 12/18	
69/36 ↱			↰ 308/117	
14/18 →				
43/16 ↴	18/20	935/1344	116/236	

9 SR-74/Meadowbrook Ave - Greenwald Ave

	1114/1156	1835	↰ 38/28	
	↓	↳	↰ 10/7	
		1080/1405	6/9	

10 SR-74/River Rd

248/145	798/946			
↲	↓			
265/231 ↱			68/53 ↱	
77/48 ↴			828/1012 →	

11 SR-74/Ellis Ave

56/41	532/415		↱ 372/449	
↲	↳		← 991/1022	
41/49 ↱				
1026/1169 →				

12 Navajo Rd/4th St

249/237	147/66	94/35	↱ 36/19	
↲	↓	↳	← 992/1124	
223/175 ↱			↰ 77/38	
1181/1212 →				
60/72 ↴	132/148	211/69	64/45	

13 A St/4th St

360/449	46/39	43/25	↱ 51/31	
↲	↓	↳	← 784/780	
282/299 ↱			↰ 0/1	
1026/974 →				
6/8 ↴	8/2	91/29	32/9	

14 C St/4th St

74/98	69/129	19/66	↱ 29/33	
↲	↓	↳	← 736/679	
134/125 ↱			↰ 40/70	
939/861 →				
29/21 ↴	23/37	112/93	49/58	

15 D St/4th St

216/219	313/374	66/89	↱ 41/56	
↲	↓	↳	← 530/490	
309/298 ↱			↰ 56/78	
625/599 →				
57/72 ↴	71/61	464/352	62/50	

16 Perris Blvd/4th St

16/61	33/79	63/75	↱ 61/31	
↲	↓	↳	← 589/543	
48/68 ↱			↰ 42/59	
611/640 →				
32/18 ↴	12/25	58/79	51/79	

17 G St/4th St

22/46	9/12	88/191	↰ 115/114	
↲	↓	↳	← 654/583	
35/45 ↱			↰ 12/20	
628/681 →				
30/45 ↴	35/30	6/17	18/0	

18 Wilkerson Ave/4th St

762/646	376/400	31/29	↰ 23/62	
↲	↓	↳	← 5/18	
691/825 ↱			↰ 3/10	
23/25 →				
32/70 ↴	38/52	367/353	8/8	

19 Redlands Ave/4th St

1013/846	464/361			
↲	↳			
143/215 ↱				
0/5 →				
158/229 ↴	703/803	379/437		

20 Redlands Ave/I-215 SB Ramps

156/127	1044/832		↱ 350/558	
↲	↓		↰ 433/374	
	166/185	680/833	→	

21 Redlands Ave/I-215 NB Ramps

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FIGURE 4-9A

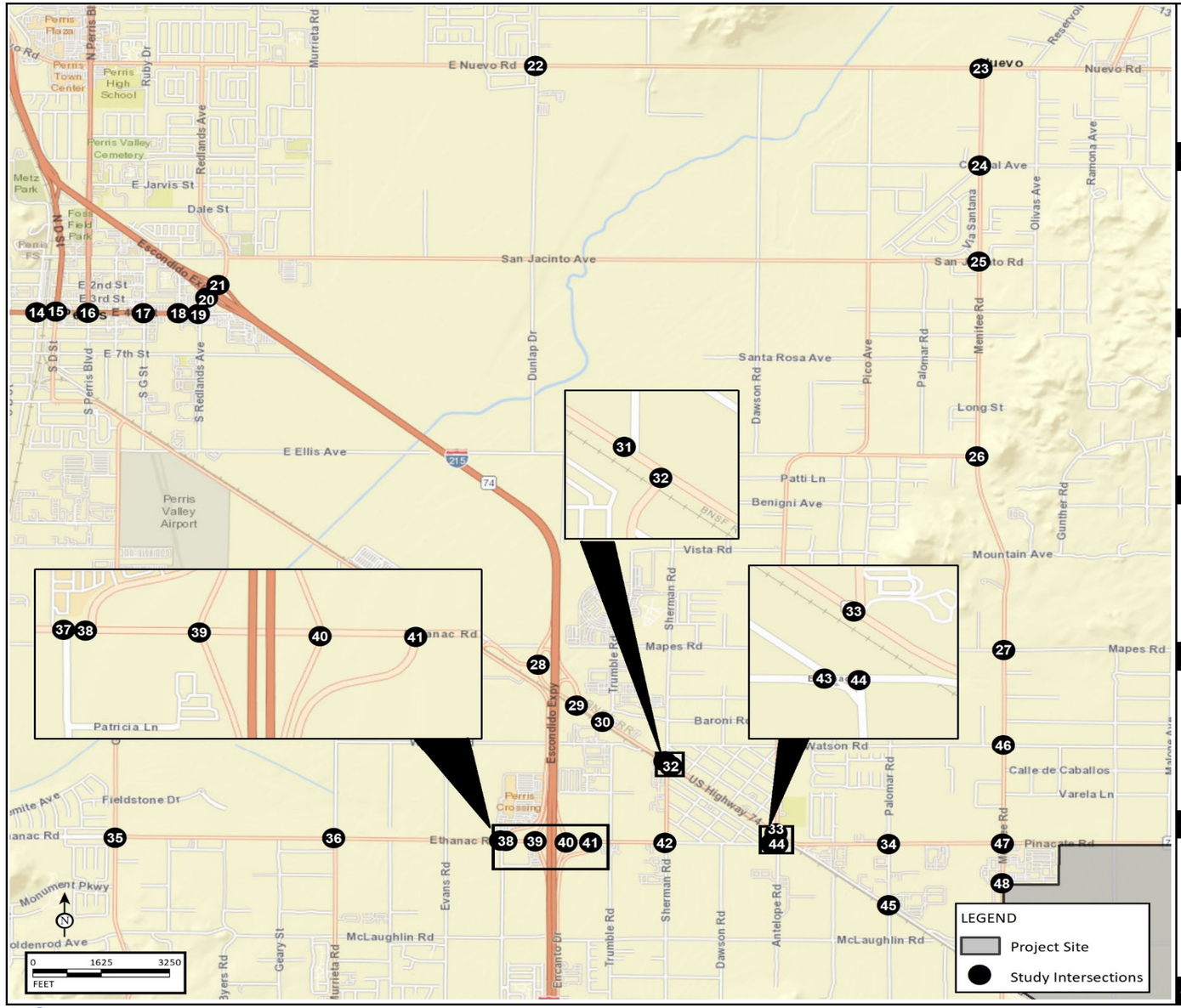
Menifee Valley Specific Plan

Traffic Study

XXXX/YYYY

AM/PM Peak Hour Traffic Volumes (in PCEs)

Phase 1 Opening Year Cumulative (2025) without Project Peak Hour Traffic Volumes (Int. 1-21)



22 Dunlap Dr/Nuevo Rd		
51/35	118/104	58/123
26/27		93/68
349/475		488/346
28/77		92/51
		32/21
		147/137
		74/60

23 Menifee Rd/Nuevo Rd		
89/58	202/210	30/81
32/30		37/20
338/400		398/301
112/225		224/206
		203/123
		279/208
		307/216

24 Menifee Rd/Porter St/Central Ave		
16/26	9/4	360/426
1/1		5/2
		0/3
		3/7
		117/70
3/3		
3/0		
6/2		
2/2		
0/2		
4/1		
481/374		
86/130		
590	54/16	
35	12/17	

25 Menifee Rd/San Jacinto Ave		
128/98	267/360	3/7
186/232		3/3
13/21		20/13
124/122		17/10
		137/98
		388/261
		10/13

26 Menifee Rd/Ellis Ave		
14/8	469/500	2/2
3/15		6/2
39/14		0/2
		0/1
		36/23
		534/350
		0/2

27 Menifee Rd/Mapes Rd		
48/44	391/354	95/96
8/27		143/67
50/84		72/35
21/18		5/9
		29/14
		395/292
		18/12

28 I-215 SB Ramps - SR-74/Bonnie Dr		
32/39	625/862	
58/37		
251/284		
		244/229
		422/336

29 I-215 NB Ramps/SR-74		
13/35	201/292	
20/14		
856/1132		
		909/665
		653/531

30 Trumble Rd/SR-74		
418/375	5/446	
226/362		
832/1062		
		32/38
		1143/821

31 Sherman Rd/SR-74 (W)		
155/139		
919/1067		
		89/100
		1022/866

32 Sherman Rd/SR-74 (E)		
3/11	8/15	7/20
13/29		8/21
852/988		999/844
55/50		164/131
		109/111
		2/16
		174/156

33 Antelope Rd/SR-74		
46/16	80/50	
71/51		
831/1012		
		140/18
		1046/813

34 Palomar Rd/SR-74		
50/40	51/38	42/13
59/58		28/21
783/907		1078/798
44/10		115/94
		65/19
		42/66
		179/143

35 Goetz Rd/Ethanac Rd		
48/63	160/285	298/318
65/53		287/275
185/96		97/106
9/3		165/309
		14/11
		308/193
		407/197

36 Murrieta Rd/Ethanac Rd		
11/9	67/146	80/42
10/3		55/60
786/477		408/562
80/121		80/216
		116/93
		137/108
		199/125

37 Barnett Rd/Ethanac Rd		
		599/782
1140/684		74/37
1/1		
		8/17
		79/59

38 Case Rd/Ethanac Rd		
97/150	382/450	
208/149		
1011/594		
		370/445
		575/669

39 I-215 SB Ramps/Ethanac Rd		
319/383	1/2	119/159
826/672		626/731
567/372		133/114

40 I-215 NB Ramps/Ethanac Rd		
		174/170
306/255		442/415
639/577		
		317/429
		1/1
		159/202

41 Encanto Dr/Ethanac Rd		
		493/471
638/622		44/52
160/156		
		123/114
		47/63

42 Sherman Rd/Ethanac Rd		
151/150	8/12	0/6
174/243		12/4
434/372		306/297
16/4		10/3
		12/17
		0/4
		20/8

43 Jackson Ave/Ethanac Rd		
1/0	20/20	
0/8		41/0
303/287		343/209
135/48		

44 Antelope Rd/Ethanac Rd		
		300/178
322/307		5/7
		84/31
		13/11

45 Palomar Rd/Matthews Rd		
131/98	59/41	
188/198		58/23
120/141		140/67

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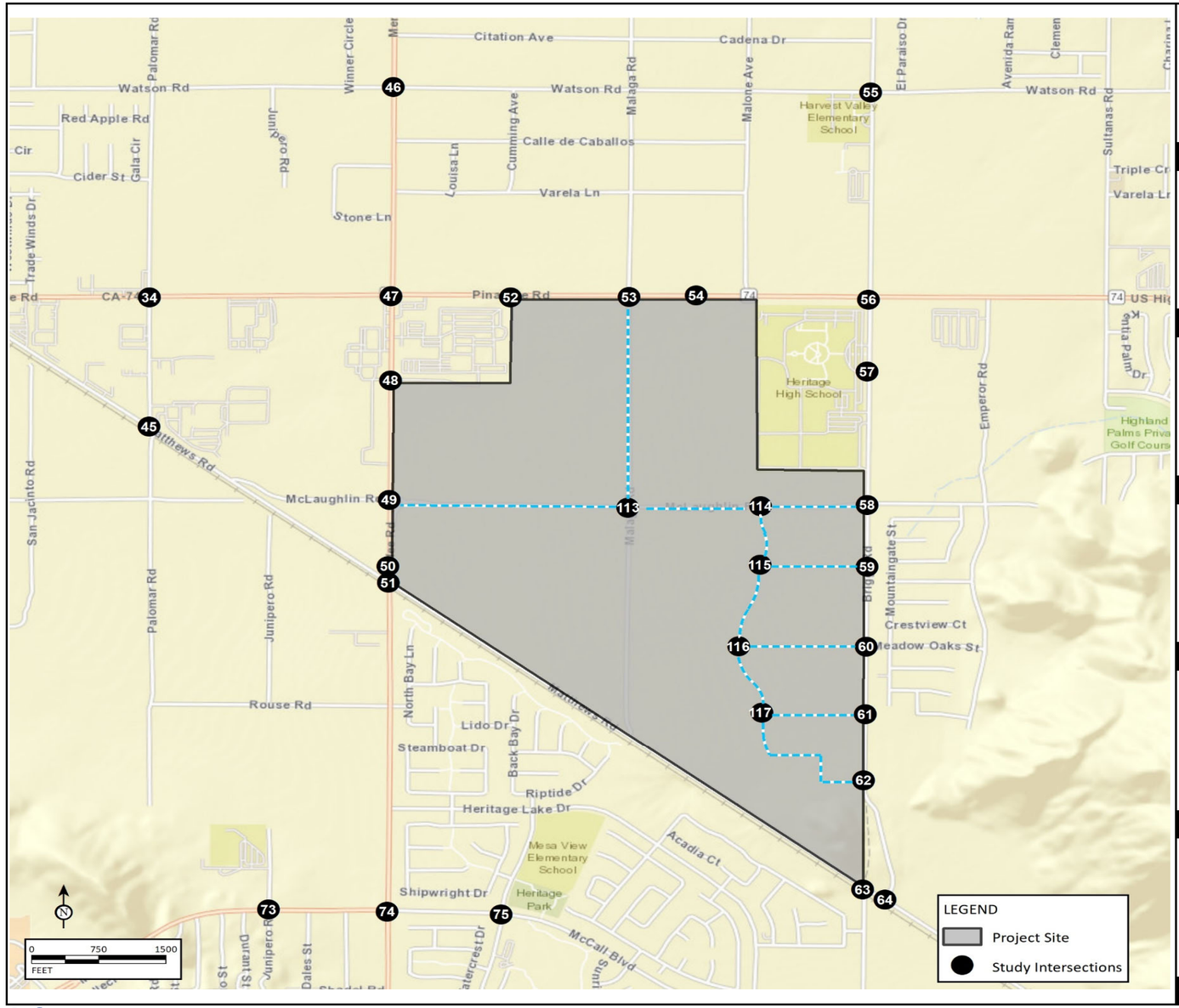
FIGURE 4-9B

Menifee Valley Specific Plan
Traffic Study

XXXX/YYYY
AM/PM Peak Hour Traffic Volumes (in PCEs)

Phase 1 Opening Year Cumulative (2025) without Project Peak Hour Traffic Volumes (Int. 22-45)



46 Menifee Rd/Watson Rd

25/13	356/283	65/38
14/29		52/38
73/99		96/88
10/8		25/14
	199	
	402/277	57/49

47 Menifee Rd/SR-74

25/23	223/180	131/106
55/51		101/89
855/993		1017/705
116/67		171/176
	130/88	
	286/201	271/214

48 Menifee Rd/Valley Substation Dwy - Biscayne

8/1	479/410	10/4
3/0		7/1
0/2		2/1
0/3		1/11
	20	
	636/449	1/1

49 Menifee Rd/McLaughlin Rd

2/2	491/438	1/0
5/6		4/0
3/2		
	1/17	
	636/444	7/0

50 Menifee Rd/Project Dwy 1

Future Intersection

51 Menifee Rd/Matthews Rd

22/19	481/418	
7/9		
161/146		
	132/53	
	638/454	

52 McKinley/SR-74

		1290/970
1250/1304		4/5
6/8		6/4

53 Malaga Rd - Project Dwy 2/SR-74

21/49	20/43	53/32
56/32		1272/926
1200/1277		

54 Project Dwy 3/SR-74

Future Intersection

55 Briggs Rd/Watson Rd

6/138	196/120	8/0
53/50		45/11
12/21		41/8
136/63		
	114/44	
	149/86	18/20

56 Briggs Rd/SR-74

64/47	192/72	188/119
61/67		164/64
710/1111		927/832
448/142		295/99
	335/78	
	212/72	224/97

57 Briggs Rd/Heritage High School Dwy

527/111	408/201	
392/45		
170/24		
	203/79	
	378/202	

58 Briggs Rd/McLaughlin Rd

10/0	564/221	23/30
9/0		194/15
		51/13
	1/1	
	583/282	164/10

59 Briggs Rd/Project Dwy 4

Future Intersection

60 Briggs Rd/Project Dwy 5 - Meadow Oak St

585/211	30/23	
		37/27
		95/38
	710/267	
		52/52

61 Briggs Rd/Project Dwy 6

Future Intersection

62 Briggs Rd/Project Dwy 7 - Hillridge St

677/242	2/6	7/2
		23/13
	755/316	
		8/24

63 Briggs Rd/Matthews Rd

639/185	61/70	106/80
		42/51
	657/261	
		48/56

64 Briggs Rd/Case Rd

Intersection Does Not Exist

113 Malaga Rd - Project Dwy 2/McLaughlin Rd

Future Intersection

114 Residential Central Spine/McLaughlin Rd

Future Intersection

115 Residential Central Spine/Project Dwy 4

Future Intersection

116 Residential Central Spine/Project Dwy 5

Future Intersection

117 Residential Central Spine/Project Dwy 6

Future Intersection

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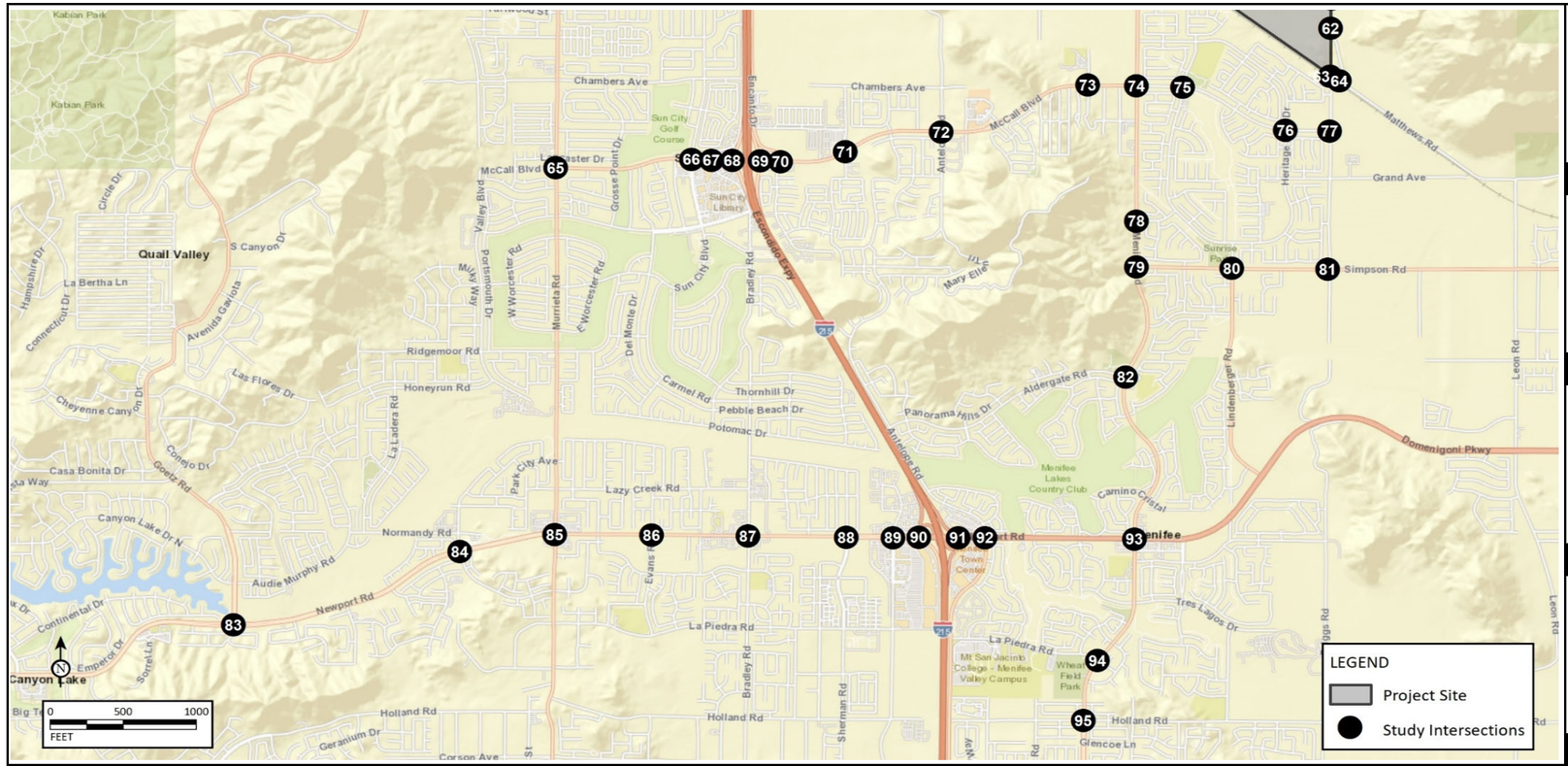
FIGURE 4-9C

Menifee Valley Specific Plan
Traffic Study

XXXX/YYYY
AM/PM Peak Hour Traffic Volumes (in PCEs)

Internal Project Driveway

Phase 1 Opening Year Cumulative (2025) without Project Peak Hour Traffic Volumes (Int. 46-64 & Int. 113-117)



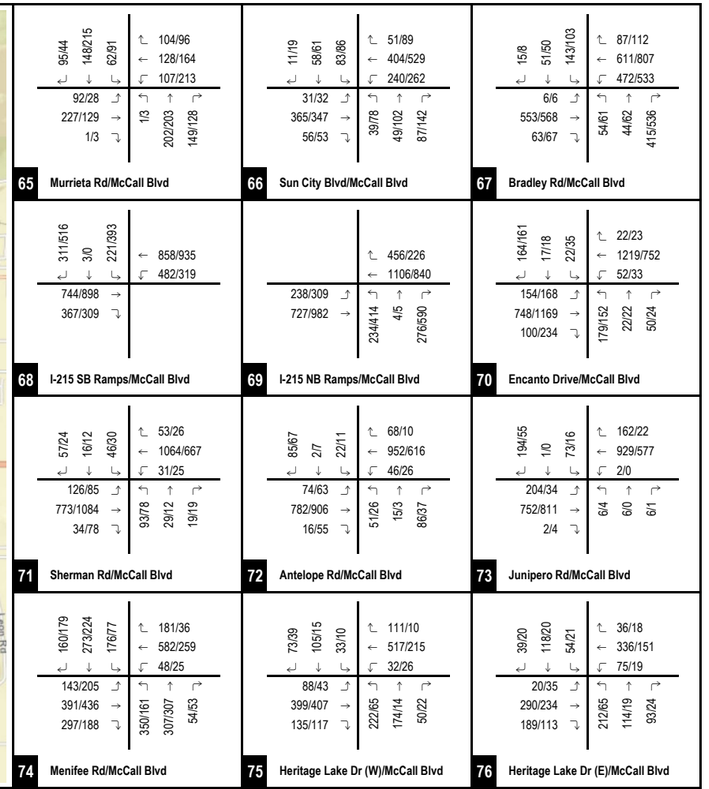


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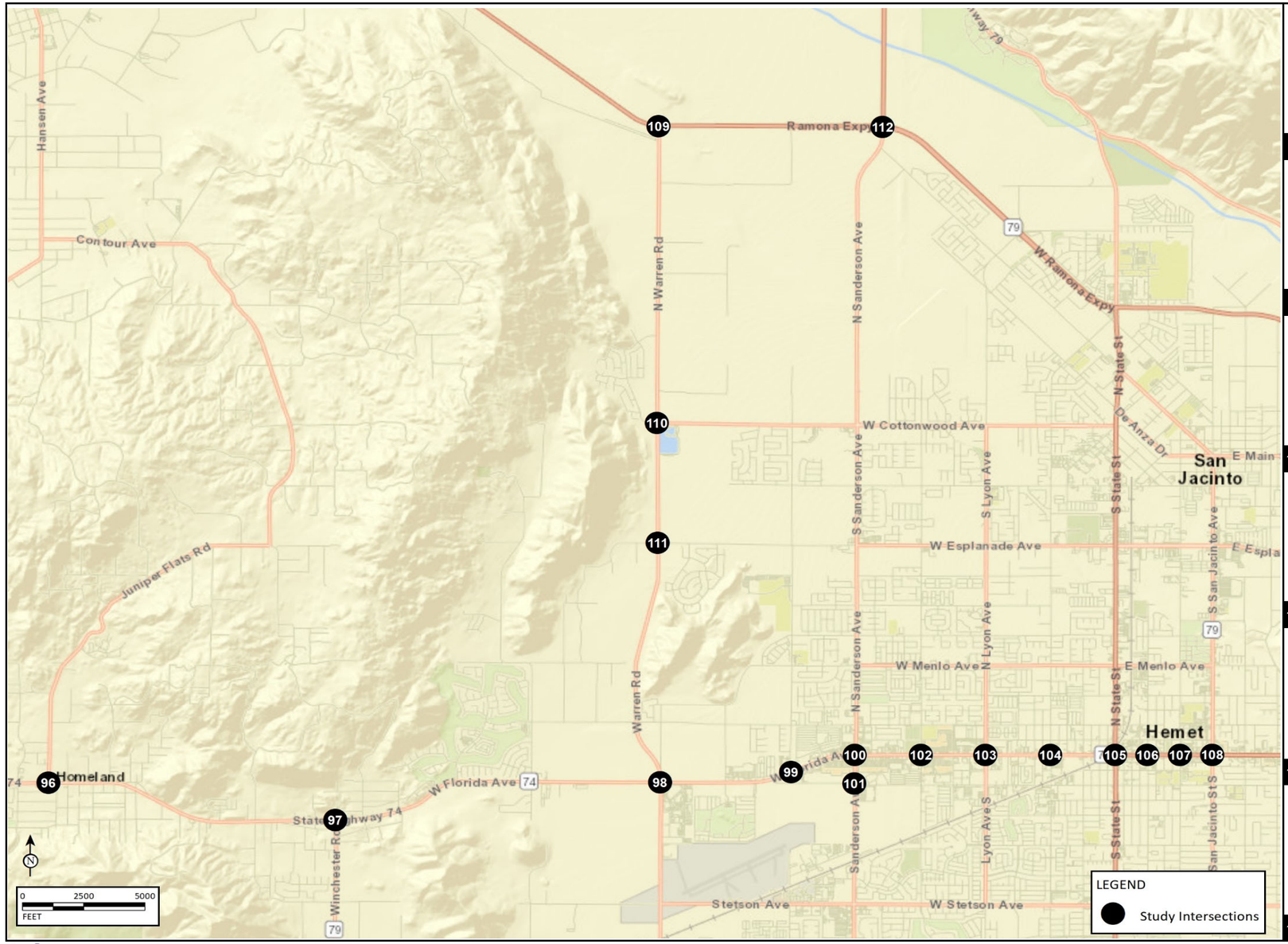
FIGURE 4-9D

Menifee Valley Specific Plan
Traffic Study

XXXX/YYYY
AM/PM Peak Hour Traffic Volumes (in PCEs)

Phase 1 Opening Year Cumulative (2025) without Project Peak Hour Traffic Volumes (Int. 65-95)



128/658	0/1	110/79	↰ 58/108	5/12	28/21	17/18	↰ 28/22	137/130	312/239	37/41	↰ 9/25
↲ ↓ ↳			← 1023/856	↲ ↓ ↳			← 703/883	↲ ↓ ↳			← 525/750
79/85 ↱			↖ 0/3	14/21 ↱			↖ 522/426	209/162 ↱			↖ 187/149
848/1026 →			↑ ↱	832/1012 →		138/157	↑ 12/19	706/834 →		148/177	↑ 251/315
0/2 ↴		0/1	→ 0/4	146/97 ↴		499/481	→	193/137 ↴		148/281	→
96 Juniper Flats Rd/SR-74				**97 Vista Pl - Winchester Rd/SR-74 - Florida Ave**				**98 Warren Rd/Florida Ave**			
140/154	123/95	5/188	↰ 34/56	88/94	717/818	129/184	↰ 95/145	5/13	742/895	89/195	↰ 127/196
↲ ↓ ↳			← 451/665	↲ ↓ ↳			← 365/484	↲ ↓ ↳			← 141/201
113/155 ↱			↖ 8/44	179/269 ↱			↖ 162/279	11/15 ↱			↖ 147/150
609/706 →			↑ ↱	430/585 →		113/195	↑ 663/687	161/239 →		96/88	↑ 796/917
7/25 ↴		132/196	→ 77/69	42/74 ↴		73/163	→	139/167 ↴		133/89	→
99 Cawston Ave/Florida Ave				**100 Sanderson Ave/Florida Ave**				**101 Sanderson Ave/Acacia Ave**			
85/169	275/346	77/92	↰ 52/62	63/68	152/220	60/110	↰ 44/78	39/61	166/208	25/30	↰ 31/34
↲ ↓ ↳			← 569/777	↲ ↓ ↳			← 645/878	↲ ↓ ↳			← 688/910
61/209 ↱			↖ 66/143	53/106 ↱			↖ 74/102	45/70 ↱			↖ 86/100
537/882 →			↑ ↱	570/892 →		56/84	↑ 154/181	618/916 →		71/70	↑ 143/185
55/102 ↴		58/108	→ 273/409	30/48 ↴		69/98	→ 59/72	44/62 ↴		67/81	→
102 Kirby St/Florida Ave				**103 Lyon Ave/Florida Ave**				**104 Palm Ave/Florida Ave**			
116/176	228/358	99/101	↰ 60/70	29/31	112/179	26/38	↰ 14/26	27/39	54/63	20/23	↰ 20/17
↲ ↓ ↳			← 685/817	↲ ↓ ↳			← 723/882	↲ ↓ ↳			← 705/853
78/95 ↱			↖ 47/62	19/29 ↱			↖ 36/29	25/20 ↱			↖ 59/52
550/845 →			↑ ↱	627/915 →		48/44	↑ 188/139	599/912 →		46/53	↑ 104/58
24/46 ↴		41/52	→ 298/320	24/36 ↴		46/46	→ 49/60	58/61 ↴		104/58	→ 70/68
105 State St/Florida Ave				**106 Buena Vista St/Florida Ave**				**107 Santa Fe St/Florida Ave**			
128/167	190/248	107/190	↰ 100/96	7/29	37/10	3/18	↰ 9/7	2/6	388/495	55/160	↰ 176/80
↲ ↓ ↳			← 596/638	↲ ↓ ↳			← 783/793	↲ ↓ ↳			← 23/39
135/194 ↱			↖ 99/120	19/19 ↱			↖ 234/279	5/2 ↱			↖ 85/60
449/738 →			↑ ↱	592/847 →		422/250	↑ 44/31	69/26 →		16/31	↑ 516/441
42/40 ↴		47/70	→ 259/247	247/382 ↴		299/259	→	29/24 ↴		93/107	→
108 San Jacinto St/Florida Ave				**109 Warren Rd/Ramona Expy**				**110 Warren Rd/Cottonwood Ave**			
23/57	429/457	59/83	↰ 75/63	351/536	621/1149	604/775	↰ 427/584				
↲ ↓ ↳			← 52/61	↲ ↓ ↳			← 541/457				
47/27 ↱			↖ 167/81	478/395 ↱			↖ 39/28				
82/63 →			↑ ↱	437/633 →		140/110	↑ 837/604				
2/1 ↴		2/1	→ 504/482	76/141 ↴		20/24	→				
111 Warren Rd/Esplanade Ave				**112 Sanderson Ave/Ramona Expy**							

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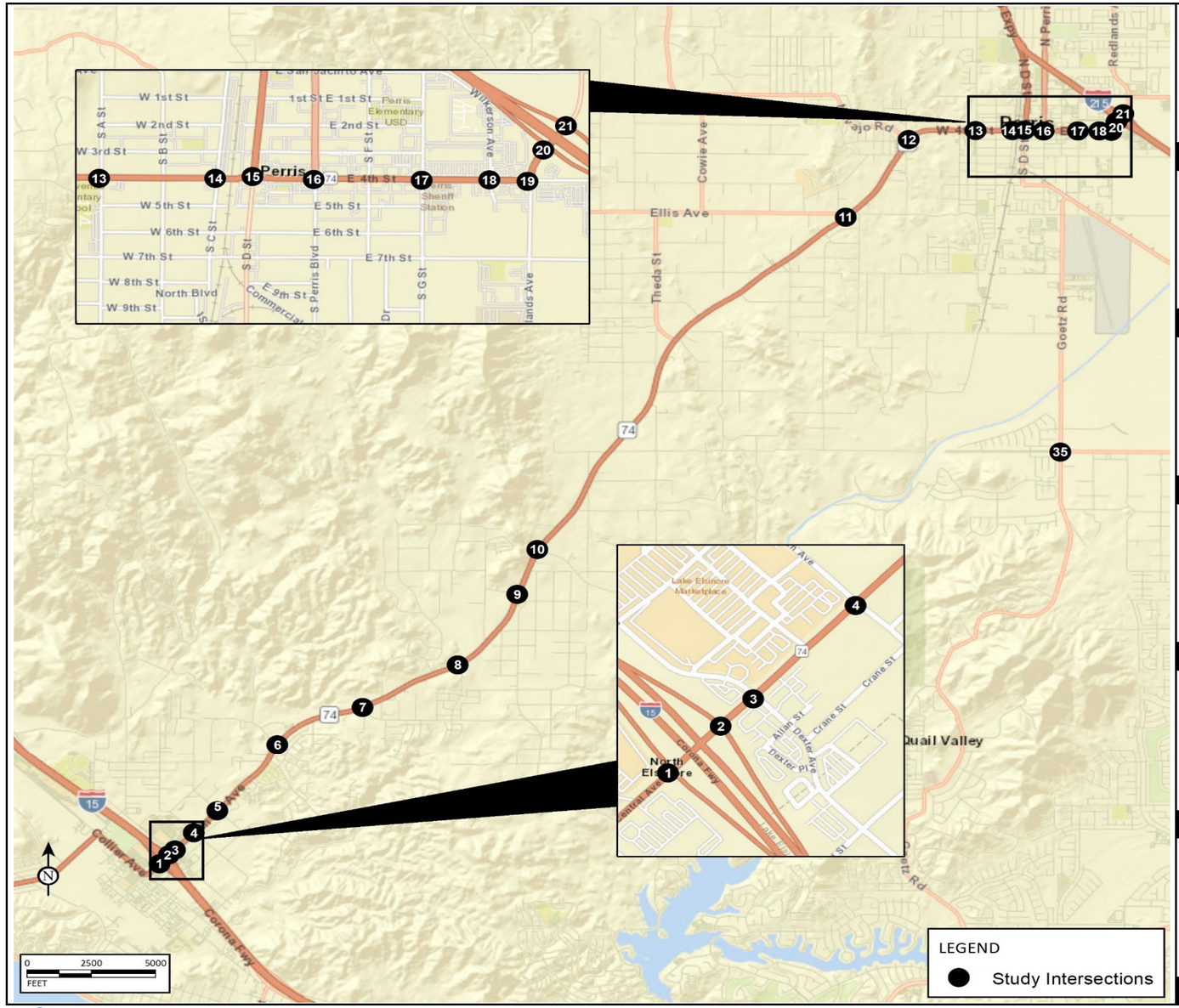
FIGURE 4-9E

Menifee Valley Specific Plan
Traffic Study

XXXX/YYYY
AM/PM Peak Hour Traffic Volumes (in PCEs)

Phase 1 Opening Year Cumulative (2025) without Project Peak Hour Traffic Volumes (Int. 96-112)



1 I-15 SB Ramps/Central Ave

	212/215	← 1395/1384
	0/1	↑
	442/681	→ 691/581
880/1172	↑	
541/582	→	

2 I-15 NB Ramps/Central Ave

		← 625/522
		↑ 1622/1489
87/153	→	
1235/1700	↑	465/475
	←	36
		551/653

3 Dexter Ave/Central Ave

452/368		← 181/68
144/106		↑ 1641/1436
64/41		→ 91/126
367/342	→	
1249/1739	↑	153/208
	←	196/172
170/273	→	58/101

4 Cambern Ave/Central Ave

88/78		← 114/183
49/80		↑ 1628/1097
128/230		→ 77/116
132/220	→	
1166/1492	↑	75/140
	←	30/72
30/57	→	40/153

5 Conard Ave/Central Ave

28/24		← 143/32
15/8		↑ 1752/1353
106/80		→ 25/34
9/18	→	
1293/1831	↑	38/19
	←	14/10
31/26	→	35/88

6 El Toro Cut Off Rd/Central Ave - SR-74

53/61		← 90/57
32/72		↑ 1677/1238
32/28	→	
1259/1826	↑	

7 Riverside St/SR-74

		← 1464/1180
		↑ 8/13
1081/1614	→	
162/215	→	346/122
	←	7/8

8 Wasson Canyon Rd/SR-74

		← 1391/1140
		↑ 70/56
1043/1631	→	
22/13	→	18/27
	←	71/62

9 SR-74/Meadowbrook Ave - Greenwald Ave

25/42		← 98/61
1098/1051		↑ 12/18
42/78		→ 316/119
69/36	→	
14/18	↑	18/21
	←	968/1379
43/16	→	120/242

10 SR-74/River Rd

1152/1191		← 39/29
		↑ 10/8
1835	→	
	←	1120/1443
		6/9

11 SR-74/Ellis Ave

251/148		←
813/957		↑
		→ 685/3
273/238	→	
78/49	→	842/1029

12 Navajo Rd/4th St

59/43		← 375/451
535/417		↑ 1010/1033
42/51	→	
1034/1185	↑	

13 A St/4th St

260/253		← 38/21
151/72		↑ 1000/1131
99/38		→ 78/39
232/187	→	
1188/1217	↑	133/148
	←	222/73
60/72	→	64/45

14 C St/4th St

361/451		← 52/32
46/41		↑ 794/785
44/25		→ 0/1
286/301	→	
1036/986	↑	9/2
	←	97/30
6/9	→	34/10

15 D St/4th St

75/98		← 33/36
70/130		↑ 747/682
22/73		→ 43/76
135/126	→	
949/873	↑	24/37
	←	116/94
30/22	→	56/65

16 Perris Blvd/4th St

221/222		← 41/56
332/399		↑ 540/496
67/89		→ 59/83
311/306	→	
640/608	↑	79/68
	←	486/374
62/82	→	68/53

17 G St/4th St

17/62		← 65/33
39/85		↑ 600/550
65/78		→ 47/62
51/70	→	
625/647	↑	13/26
	←	64/85
36/19	→	53/83

18 Wilkerson Ave/4th St

23/46		← 116/115
9/12		↑ 674/595
88/192		→ 12/21
35/45	→	
647/694	↑	35/30
	←	6/17
31/45	→	18/0

19 Redlands Ave/4th St

781/659		← 24/62
387/432		↑ 5/18
32/29		→ 3/11
710/837	→	
24/26	↑	40/53
	←	401/368
33/72	→	8/8

20 Redlands Ave/I-215 SB Ramps

1039/878		
468/365		
148/224	→	↑
0/6	↑	→
161/242	→	748/825
		386/443

21 Redlands Ave/I-215 NB Ramps

158/132		← 352/565
1071/867		→ 436/376
	←	
177/188	↑	
719/861	→	

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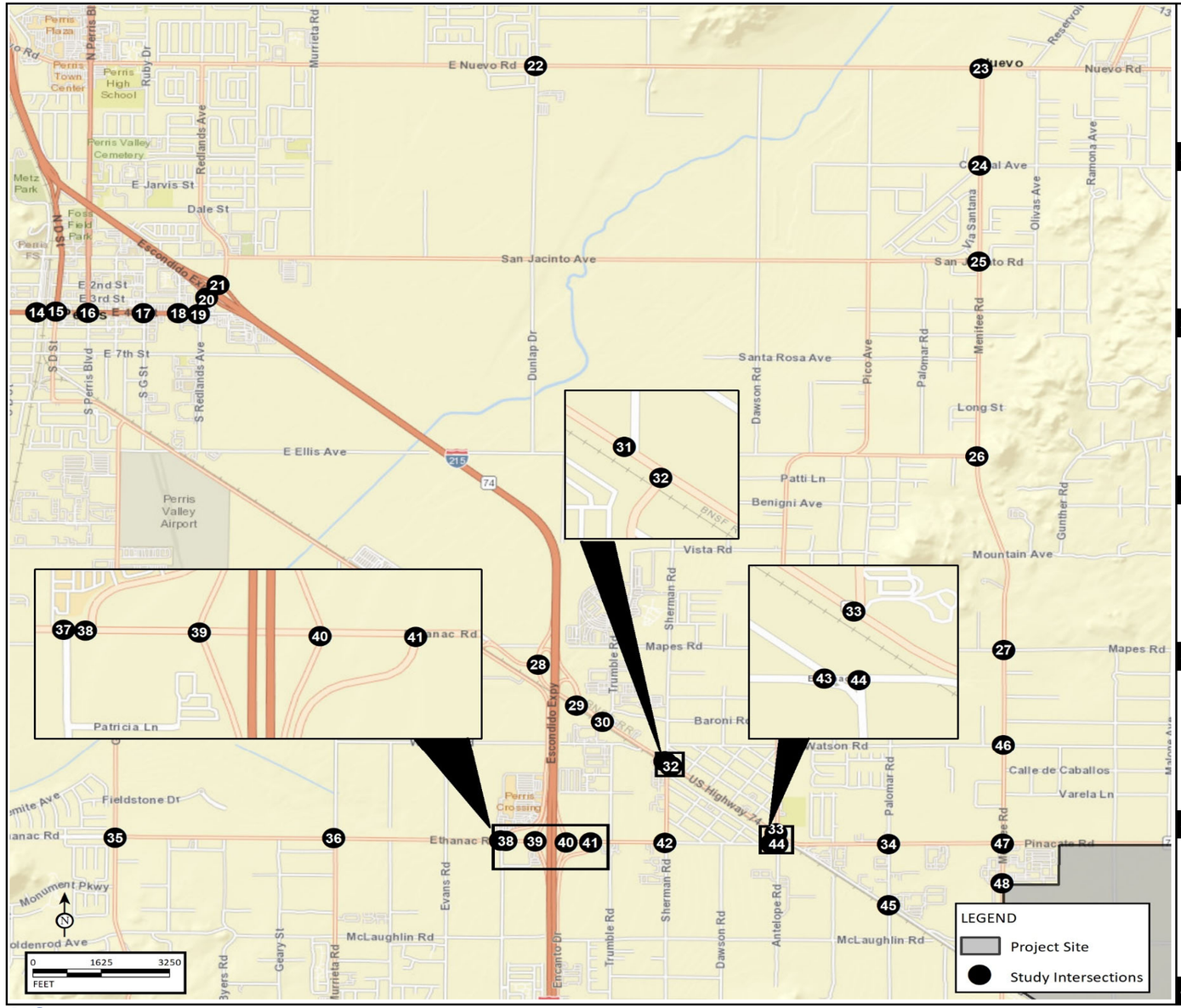
FIGURE 4-10A

XXXX/YYYY
AM/PM Peak Hour Traffic Volumes (in PCEs)

Menifee Valley Specific Plan
Traffic Study
Phases 2 and 3 Opening Year Cumulative (2026) without Project Peak Hour Traffic Volumes (Int. 1-21)



22 Dunlap Dr/Nuevo Rd

53/37	124/112	60/133
29/27		103/73
380/514		526/378
31/83		102/57
	34/22	162/144	82/67

23 Menifee Rd/Nuevo Rd

99/64	218/219	31/82
36/34		37/21
357/425		422/320
125/249		225/207
	222/130	294/230	309/217

24 Menifee Rd/Porter St/Central Ave

18/28	904	390/462	1/1
4/4	4/0	7/3	2/2
5/2	0/3	3/7	118/70
0/2	4/1	519/435	88/131
0/2	54/16	3/5	12/11

25 Menifee Rd/San Jacinto Ave

140/106	286/386	4/7
197/244		3/3
13/22		21/13
132/129		18/10
	148/106	412/280	10/14

26 Menifee Rd/Ellis Ave

15/9	496/533	2/2
3/17		6/2
40/15		0/2
		0/1
	38/25	569/376	0/2

27 Menifee Rd/Mapes Rd

48/44	419/380	99/103
8/28		155/68
50/86		77/35
21/19		6/9
	30/14	418/321	19/13

28 I-215 SB Ramps - SR-74/Bonnie Dr

34/41	634/865	
66/40		
277/299		
	253/246	432/346

29 I-215 NB Ramps/SR-74

14/37	207/302	
20/14		
891/1150		
		922/678
		671/556

30 Trumble Rd/SR-74

428/385	5/446	
240/373		
858/1079		
		33/39
		1165/848

31 Sherman Rd/SR-74 (W)

	166/152	
946/1089		
		108/110
		1037/884

32 Sherman Rd/SR-74 (E)

3/12	8/16	7/21
13/30		8/22
868/1002		1015/859
65/57		169/137
	127/123	2/16	178/157

33 Antelope Rd/SR-74

47/16	83/53	
72/52		
851/1029		
		143/19
		1066/833

34 Palomar Rd/SR-74

53/41	56/43	43/13
61/61		28/22
800/919		1093/816
48/12		120/105
	70/21	45/71	188/148

35 Goetz Rd/Ethanac Rd

60/76	179/310	307/327
77/66		293/284
207/114		116/119
11/4		173/319
	18/14	327/216	411/206

36 Murrieta Rd/Ethanac Rd

12/11	71/165	85/46
11/4		61/65
815/502		432/588
84/129		82/222
	124/96	154/116	206/126

37 Barnett Rd/Ethanac Rd

		628/814
1175/712		75/38
1/1		
	8/17	80/60

38 Case Rd/Ethanac Rd

99/150	386/457	
212/150		
1043/622		
		382/455
		605/701

39 I-215 SB Ramps/Ethanac Rd

329/390	1/2	124/164
855/702		
574/377		
		658/766
		138/117

40 I-215 NB Ramps/Ethanac Rd

		178/175
308/261		471/443
671/605		
	325/440	1/1	162/205

41 Encanto Dr/Ethanac Rd

		506/491
656/638		45/54
177/172		
	143/128	50/65

42 Sherman Rd/Ethanac Rd

159/156	9/14	0/7
184/252		15/4
441/380		309/308
17/5		11/4
	15/17	0/5	26/9

43 Jackson Ave/Ethanac Rd

1/0	22/23	
0/9		50/0
310/294		351/221
139/52		

44 Antelope Rd/Ethanac Rd

		310/189
332/317		6/9
	90/33	16/13

45 Palomar Rd/Matthews Rd

138/106	66/51	
197/206		68/28
124/147		148/71

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FIGURE 4-10B

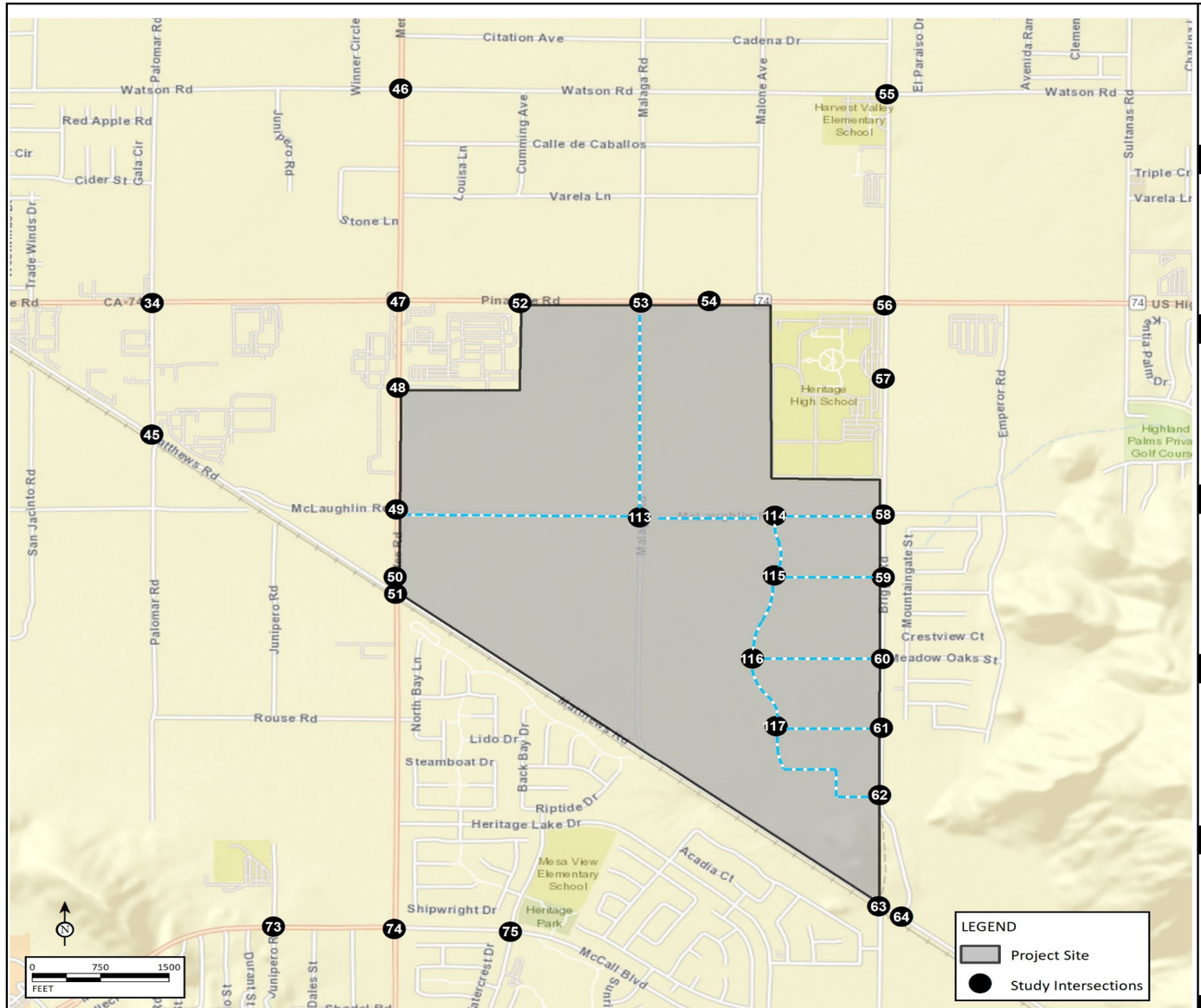
Menifee Valley Specific Plan

Traffic Study

XXXX/YYYY

AM/PM Peak Hour Traffic Volumes (in PCEs)

Phases 2 and 3 Opening Year Cumulative (2026) without Project Peak Hour Traffic Volumes (Int. 22-45)



46 Menifee Rd/Watson Rd	**47** Menifee Rd/SR-74	**48** Menifee Rd/Valley Substation Dwy - Biscayne	**49** Menifee Rd/McLaughlin Rd
Future Intersection			
50 Menifee Rd/Project Dwy 1	**51** Menifee Rd/Matthews Rd	**52** McKinley/SR-74	**53** Malaga Rd - Project Dwy 2/SR-74
Future Intersection			
54 Project Dwy 3/SR-74	**55** Briggs Rd/Watson Rd	**56** Briggs Rd/SR-74	**57** Briggs Rd/Heritage High School Dwy
58 Briggs Rd/McLaughlin Rd	*Future Intersection*		*Future Intersection*
59 Briggs Rd/Project Dwy 4	**60** Briggs Rd/Project Dwy 5 - Meadow Oak St	**61** Briggs Rd/Project Dwy 6	
62 Briggs Rd/Project Dwy 7 - Hillridge St	**63** Briggs Rd/Matthews Rd	*Intersection Does Not Exist*	*Future Intersection*
		64 Briggs Rd/Case Rd	**113** Malaga Rd - Project Dwy 2/McLaughlin Rd
Future Intersection	*Future Intersection*	*Future Intersection*	*Future Intersection*
114 Residential Central Spine/McLaughlin Rd	**115** Residential Central Spine/Project Dwy 4	**116** Residential Central Spine/Project Dwy 5	**117** Residential Central Spine/Project Dwy 6

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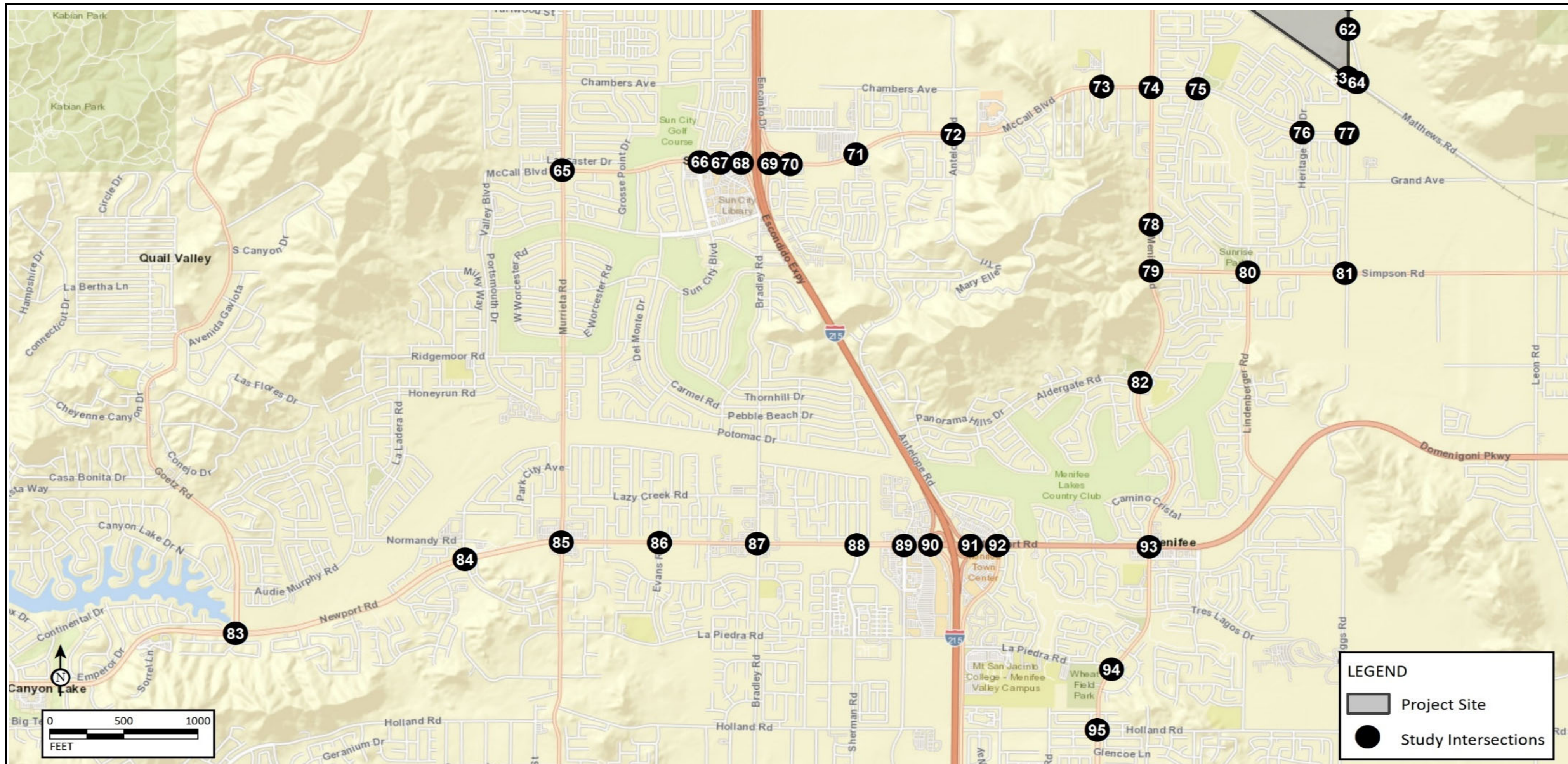
FIGURE 4-10C

Menifee Valley Specific Plan
Traffic Study

XXXX/YYYY
AM/PM Peak Hour Traffic Volumes (in PCEs)

Internal Project Driveway

Phases 2 and 3 Opening Year Cumulative (2026) without Project Peak Hour Traffic Volumes (Int. 46-64 & Int. 113-117)



65 Murrieta Rd/McCall Blvd

Approach	Left	Through	Right
Southbound	62/93	152/230	95/47
Westbound	113/220	130/169	107/96
Eastbound	95/29	233/132	1/3
Northbound	1/3	218/208	157/133

66 Sun City Blvd/McCall Blvd

Approach	Left	Through	Right
Southbound	88/88	59/61	12/20
Westbound	243/264	415/539	53/90
Eastbound	31/32	379/357	56/53
Northbound	39/78	49/103	88/145

67 Bradley Rd/McCall Blvd

Approach	Left	Through	Right
Southbound	144/103	51/50	15/8
Westbound	483/546	625/819	87/113
Eastbound	6/6	572/581	64/68
Northbound	55/62	44/62	429/547

68 I-215 SB Ramps/McCall Blvd

Approach	Left	Through	Right
Southbound	230/399	3/0	315/519
Westbound	490/328	880/957	
Eastbound		775/919	370/313

69 I-215 NB Ramps/McCall Blvd

Approach	Left	Through	Right
Westbound		1131/868	458/233
Eastbound	241/312	764/1006	
Northbound	238/417	4/5	285/598

70 Encanto Drive/McCall Blvd

Approach	Left	Through	Right
Southbound	23/37	17/18	170/170
Westbound	52/33	1241/777	24/24
Eastbound	169/175	779/1193	101/235
Northbound	179/152	23/22	50/25

71 Sherman Rd/McCall Blvd

Approach	Left	Through	Right
Southbound	48/32	16/13	57/24
Westbound	32/27	1088/691	55/28
Eastbound	128/85	804/1113	35/79
Northbound	94/79	30/12	20/20

72 Antelope Rd/McCall Blvd

Approach	Left	Through	Right
Southbound	22/13	3/8	88/75
Westbound	47/28	977/634	78/10
Eastbound	85/65	804/933	16/57
Northbound	52/27	17/3	89/39

73 Junipero Rd/McCall Blvd

Approach	Left	Through	Right
Southbound	76/19	1/0	201/63
Westbound	2/0	955/592	168/26
Eastbound	209/39	774/837	2/5
Northbound	6/4	6/0	7/1

74 Menifee Rd/McCall Blvd

Approach	Left	Through	Right
Southbound	188/86	287/241	167/186
Westbound	50/26	597/267	191/39
Eastbound	148/211	406/455	303/191
Northbound	360/165	324/328	57/58

75 Heritage Lake Dr (W)/McCall Blvd

Approach	Left	Through	Right
Southbound	35/11	105/15	74/39
Westbound	32/27	542/227	114/10
Eastbound	88/43	427/439	136/118
Northbound	223/65	175/14	52/23

76 Heritage Lake Dr (E)/McCall Blvd

Approach	Left	Through	Right
Southbound	54/22	119/21	39/21
Westbound	79/22	356/161	36/18
Eastbound	20/35	312/253	201/127
Northbound	219/72	115/19	98/28

77 Briggs Rd/McCall Blvd

Approach	Left	Through	Right
Southbound		362/149	352/128
Eastbound	341/199		122/104
Northbound	106/66	431/173	

78 Menifee Rd/Coastline Ave

Approach	Left	Through	Right
Southbound	72/32	566/435	
Westbound	73/52		96/10
Northbound		669/562	33/79

79 Menifee Rd/Simpson Rd

Approach	Left	Through	Right
Southbound	173/165	467/322	
Westbound	195/140		213/208
Northbound		489/433	121/166

80 Lindenberger Rd/Simpson Rd

Approach	Left	Through	Right
Southbound	67/14	140/64	76/49
Westbound	108/45	249/228	44/36
Eastbound	55/45	218/212	38/56
Northbound	78/77	107/92	165/84

81 Briggs Rd/Simpson Rd

Approach	Left	Through	Right
Southbound	102/59	205/236	151/62
Westbound	100/134	240/242	70/86
Eastbound	182/87	269/204	52/54
Northbound	56/49	268/181	134/124

82 Menifee Rd/Aldergate Dr - Carnelian Way

Approach	Left	Through	Right
Southbound	142/23	543/430	27/9
Westbound	165/39	5/0	144/17
Eastbound	28/14	3/0	17/11
Northbound	32/12	447/617	86/34

83 Goetz Rd - Buckstone Ln/Railroad Canyon Rd - Newport Rd

Approach	Left	Through	Right
Southbound	474/278	1/0	643/422
Westbound	15/22	747/890	287/347
Eastbound	301/606	630/1037	0/9
Northbound	12/7	3/5	24/6

84 Berea Rd-Murphy Ranch Rd/Newport Rd

Approach	Left	Through	Right
Southbound	230/231	165/32	77/32
Westbound	4/18	943/1248	181/382
Eastbound	49/42	1038/1278	208/67
Northbound	143/78	103/5	13/41

85 Murrieta Rd/Newport Rd

Approach	Left	Through	Right
Southbound	123/114	277/84	135/305
Westbound	151/245	912/1052	96/72
Eastbound	185/226	852/1352	137/256
Northbound	220/331	272/184	119/187

86 Evans Rd/Newport Rd

Approach	Left	Through	Right
Southbound	55/52	163/20	21/21
Westbound	76/55	1001/1406	22/55
Eastbound	17/25	1256/1456	34/204
Northbound	59/342	76/56	111/56

87 Bradley Rd/Newport Rd

Approach	Left	Through	Right
Southbound	190/286	310/237	72/126
Westbound	332/267	837/1186	127/368
Eastbound	102/187	1133/1133	125/153
Northbound	185/176	218/250	291/190

88 Avenida De Cortez - Town Center Dr/Newport Rd

Approach	Left	Through	Right
Southbound	74/64	19/14	20/6
Westbound	161/214	1243/1668	21/75
Eastbound	9/9	1569/1611	61/89
Northbound	88/87	9/22	271/199

89 Haun Rd/Newport Rd

Approach	Left	Through	Right
Southbound	152/429	31/147	49/177
Westbound	478/838	1299/1473	392/264
Eastbound	187/133	1487/1398	98/217
Northbound	111/342	58/73	473/851

90 I-215 SB Ramps/Newport Rd

Approach	Left	Through	Right
Southbound	339/578		501/627
Westbound		1668/1948	932/620
Eastbound		1509/2176	603/503

91 I-215 NB Ramps/Newport Rd

Approach	Left	Through	Right
Westbound		2246/1971	515/464
Eastbound		1384/2164	464/589
Northbound	354/597		592/898

92 Antelope Rd/Newport Rd

Approach	Left	Through	Right
Southbound	90/124	76/120	313/376
Westbound	91/134	1836/1473	136/128
Eastbound	210/510	1412/1968	256/432
Northbound	611/586	84/145	87/174

93 Menifee Rd/Newport Rd

Approach	Left	Through	Right
Southbound	113/93	306/206	420/311
Westbound	178/187	1352/1187	67/74
Eastbound	254/436	1244/1702	136/161
Northbound	204/185	287/373	187/178

94 Menifee Rd/La Piedra Rd

Approach	Left	Through	Right
Southbound		452/324	285/107
Eastbound	210/168		219/46
Northbound	226/56	383/379	

95 Menifee Rd/Holland Rd

Approach	Left	Through	Right
Southbound	79/83	437/218	98/44
Westbound	60/12	216/137	162/50
Eastbound	109/41	90/151	6/35
Northbound	25/24	358/362	61/32

LSA

FIGURE 4-10D

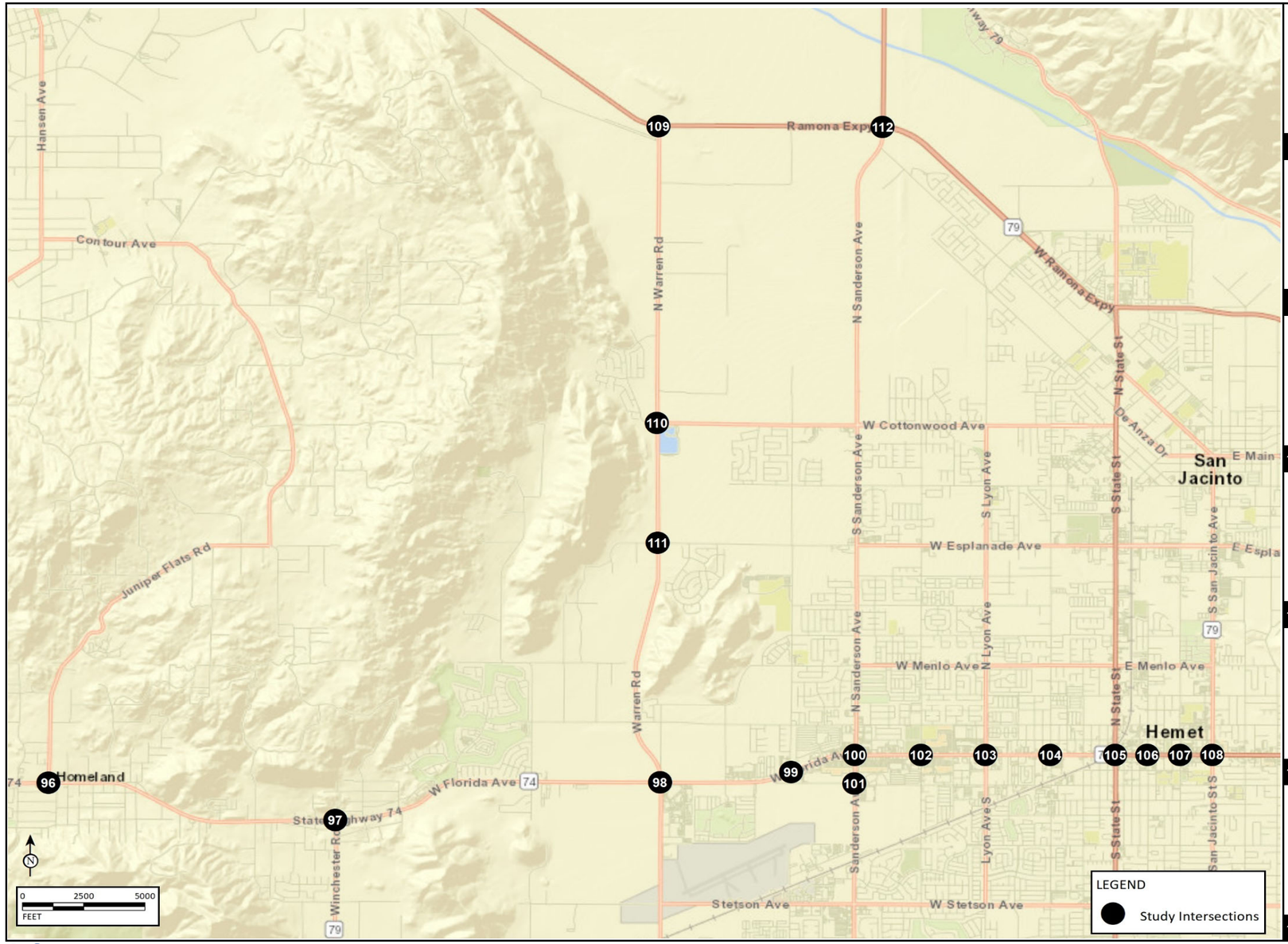
XXXX/YYYY

AM/PM Peak Hour Traffic Volumes (in PCEs)

Menifee Valley Specific Plan

Traffic Study

Phases 2 and 3 Opening Year Cumulative (2026) without Project Peak Hour Traffic Volumes (Int. 65-95)



96 Juniper Flats Rd/SR-74

139/63	0/1	116/81
83/94		0/1
864/1050		0/4
0/2		
		61/114
		1061/873
		0/3

97 Vista Pl - Winchester Rd/SR-74 - Florida Ave

5/13	30/22	17/18
15/22		153/169
844/1028		13/19
159/106		501/483
		29/23
		723/894
		526/429

98 Warren Rd/Florida Ave

146/137	331/253	43/45
219/171		148/178
716/842		264/336
194/138		151/286
		11/28
		540/763
		192/151

99 Cawston Ave/Florida Ave

146/157	125/96	52/90
116/159		132/198
618/716		77/70
7/25		14/24
		35/58
		464/674
		9/44

100 Sanderson Ave/Florida Ave

90/96	729/824	130/186
182/274		115/198
436/592		66/697
43/74		74/165
		97/146
		377/489
		167/280

101 Sanderson Ave/Acacia Ave

5/14	753/900	94/197
11/16		97/89
167/241		800/924
140/168		134/89
		128/200
		144/206
		147/150

102 Kirby St/Florida Ave

89/170	291/354	81/96
63/210		58/108
540/891		283/424
55/102		59/75
		55/65
		583/782
		68/146

103 Lyon Ave/Florida Ave

64/68	155/222	60/111
53/107		60/86
575/905		155/183
32/49		70/99
		44/79
		661/885
		76/104

104 Palm Ave/Florida Ave

42/63	170/211	26/31
46/72		72/71
623/927		147/188
44/62		68/82
		31/35
		701/917
		86/100

105 State St/Florida Ave

117/177	233/365	100/102
79/95		42/53
555/856		305/325
25/47		51/62
		60/71
		696/823
		48/64

106 Buena Vista St/Florida Ave

29/32	113/180	27/38
20/29		48/44
635/928		189/141
24/37		47/46
		14/27
		735/891
		37/29

107 Santa Fe St/Florida Ave

27/39	54/63	21/24
26/20		47/53
607/925		104/58
59/61		71/68
		21/17
		716/862
		59/52

108 San Jacinto St/Florida Ave

129/168	191/250	107/192
137/195		47/71
455/749		261/249
42/40		38/61
		102/96
		606/646
		100/120

109 Warren Rd/Ramona Expy

10/39	46/14	4/23
26/25		431/267
633/868		55/40
266/398		301/261
		12/9
		797/826
		235/280

110 Warren Rd/Cottonwood Ave

2/6	405/510	56/161
5/2		16/31
70/27		531/459
30/24		94/109
		179/82
		24/39
		87/62

111 Warren Rd/Esplanade Ave

26/59	445/474	61/84
49/28		2/1
85/67		519/499
3/2		156/161
		77/65
		58/65
		176/88

112 Sanderson Ave/Ramona Expy

362/558	626/1155	607/780
501/407		142/116
457/655		842/609
80/145		21/24
		433/586
		562/480
		39/28

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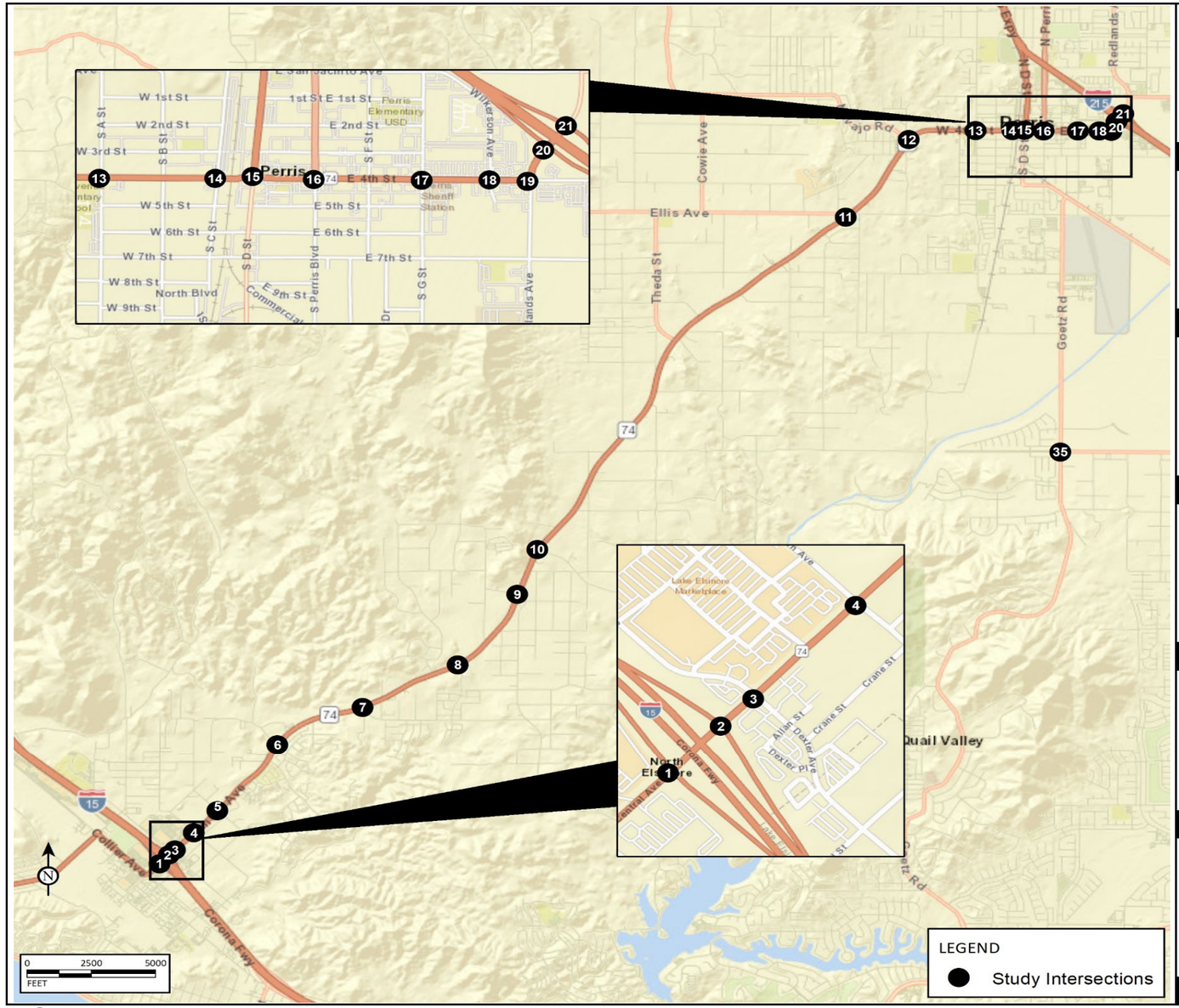
FIGURE 4-10E

Menifee Valley Specific Plan
Traffic Study

XXXX/YYYY
AM/PM Peak Hour Traffic Volumes (in PCEs)

Phases 2 and 3 Opening Year Cumulative (2026) without Project Peak Hour Traffic Volumes (Int. 96-112)



252/381	0/1	566/807	← 1867/1918																				
			↰ 819/644																				
1435/1494	→																						
736/646	↴																						
1 I-15 SB Ramps/Central Ave																							

			↰ 931/567																				
112/169	↱		← 2172/1942																				
1889/2132	→	515/620	↑ 3/7	↱ 648/836																			
2 I-15 NB Ramps/Central Ave																							

634/424	163/115	71/45	↰ 201/76																				
			← 2147/1751																				
532/384	↴		↰ 101/144																				
1674/2131	→	322/335	↑ 254/190	↱ 70/113																			
331/452	↴																						
3 Dexter Ave/Central Ave																							

98/86	55/88	146/260	↰ 157/201																				
			← 2112/1238																				
160/244	↴		↰ 89/128																				
1573/1892	→	83/155	↑ 33/80	↱ 46/173																			
33/62	↴																						
4 Cambern Ave/Central Ave																							

30/26	34/28	118/87	↰ 159/39																				
			← 2266/1514																				
11/20	↴		↰ 94/153																				
1669/2210	→	61/26	↑ 20/14	↱ 89/211																			
85/95	↴																						
5 Conard Ave/Central Ave																							

185/211	174/389		↰ 465/304																				
			← 2088/1501																				
87/91	↴																						
1814/2379	→																						
6 El Toro Cut Off Rd/Central Ave - SR-74																							

			← 1991/1741																				
			↰ 10/23																				
1618/2204	→	684/160	↑ 13/9																				
267/405	↴																						
7 Riverside St/SR-74																							

			← 1845/1593																				
			↰ 357/152																				
1532/2226	→	33/78	↑ 254/241																				
91/22	↴																						
8 Wasson Canyon Rd/SR-74																							

28/47	1767/1603	80/170	↰ 210/119																				
			← 14/20																				
			↰ 471/164																				
81/40	↴		↑	↱																			
16/20	→	20/23	1607/2050	162/368																			
47/18	↴																						
9 SR-74/Meadowbrook Ave - Greenwald Ave																							

1879/1861	2047		↰ 57/37																				
↓	↳		↰ 15/10																				
		1874/2175	↑	↱ 7/12																			
10 SR-74/River Rd																							

312/193	1095/1167																						
	↓																						
423/354	↴	76/60	↱ 1112/1349																				
95/58	↴																						
11 SR-74/Ellis Ave																							

106/79	593/445		↱ 433/487																				
			← 1371/1246																				
73/99	↴																						
1190/1489	→																						
12 Navajo Rd/4th St																							

467/550	232/187	198/93	↱ 83/48																				
			← 1169/1253																				
			↰ 86/47																				
402/422	↴		↰	↑	↱																		
1317/1316	→	147/165	427/142	74/50																			
67/84	↴																						
13 A St/4th St																							

392/500	51/91	51/32	↱ 59/35																				
			← 990/868																				
			↰ 0/3																				
374/334	↴		↰	↑	↱																		
1226/1221	→	253	207/33	62/13																			
9/26	↴																						
14 C St/4th St																							

83/109	77/144	73/204	↱ 116/96																				
			← 939/756																				
			↰ 101/207																				
150/140	↴		↰	↑	↱																		
1156/1101	→	26/41	175/115	177/210																			
33/24	↴																						
15 D St/4th St																							

312/280	703/881	76/99	↱ 45/62																				
			← 742/603																				
			↰ 123/179																				
344/447	↴		↰	↑	↱																		
930/775	→	237/196	904/791	176/99																			
159/268	↴																						
16 Perris Blvd/4th St																							

30/93	136/205	109/135	↱ 130/67																				
			← 820/689																				
			↰ 143/130																				
112/119	↴		↰	↑	↱																		
890/774	→	26/42	178/210	102/152																			
116/33	↴																						
17 G St/4th St																							

25/51	11/14	98/213	↱ 128/127																				
			← 1052/834																				
			↰ 14/23																				
39/50	↴		↰	↑	↱																		
1002/947	→	39/33	6/19	20/0																			
34/50	↴																						
18 Wilkerson Ave/4th St																							

1132/907	600/1033	35/36	↱ 26/69																				
			← 5/20																				
			↰ 3/13																				
1077/1071	↴		↰	↑	↱																		
26/28	→	85/60	1042/660	12/9																			
40/108	↴																						
19 Redlands Ave/4th St																							

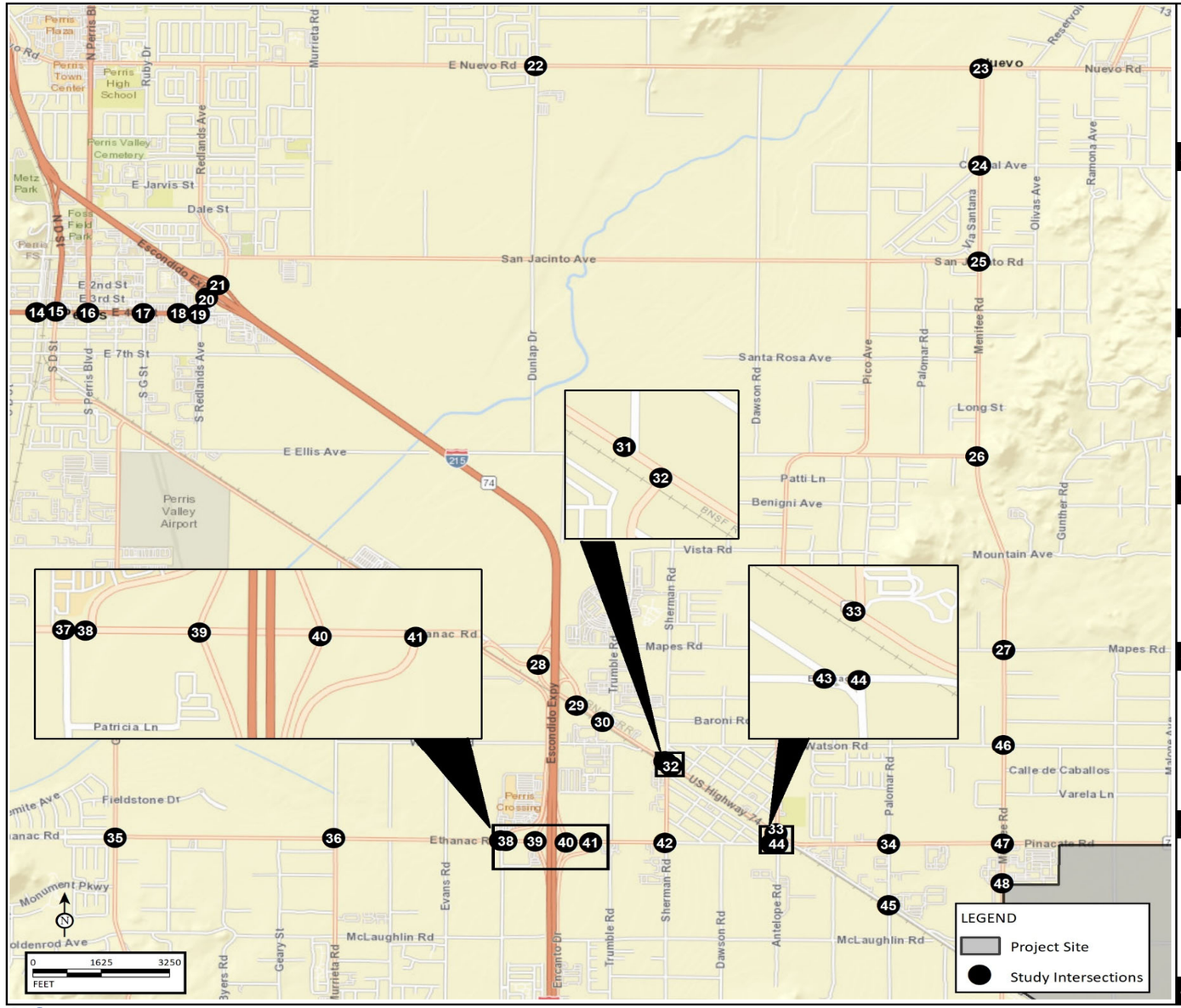
1544/1490	527/446																						
253/397	↴		↑	↱																			
0/8	→	1614/1247	531/553																				
223/486	↴																						
20 Redlands Ave/I-215 SB Ramps																							

193/229	1567/1525		↱ 391/709																				
			↰ 504/411																				
		390/262	↑	↱ 1477/1382																			
21 Redlands Ave/I-215 NB Ramps																							

FIGURE 4-11A

Menifee Valley Specific Plan
Traffic Study
Horizon Year (2045) Peak Hour Traffic Volumes (Int. 1-21)

XXXX/YYYY
AM/PM Peak Hour Traffic Volumes (in PCEs)



22 Dunlap Dr/Nuevo Rd

79/68	234/258	115/312
75/44		300/158
971/1267		1244/979
78/200	77/52	454/276	224/190	287/174

23 Menifee Rd/Nuevo Rd

297/171	528/396	42/97
99/110		37/50
725/906		890/698
365/706	576/275	577/647	342/240	250/229

24 Menifee Rd/Porter St/Central Ave

38/59	11/4	956/1105	2/2	10/4
17/20				0/3
15/0				3/8
24/12				131/87
2/2	0/1	69/18	14/12	0/2	0/2	1265/1005	98/151

25 Menifee Rd/San Jacinto Ave

351/263	659/885	6/11
423/482		5/4
20/29		34/20
285/252	346/259	871/637	15/22	26/13

26 Menifee Rd/Ellis Ave

33/18	1014/1148	2/2
5/43		6/2
55/37		0/2
	81/52	1228/875	0/2	0/1

27 Menifee Rd/Mapes Rd

65/48	963/885	169/238
9/37		371/93
56/123		161/39
28/27	53/19	859/861	41/36	18/13

28 I-215 SB Ramps - SR-74/Bonnie Dr

67/89	804/927	
225/100		
777/577	424/570	622/543	

29 I-215 NB Ramps/SR-74

16/79	310/487	1172/908
23/17		1030/1034
1558/1487		

30 Trumble Rd/SR-74

619/575	6/151	48/56
504/575		1584/1367
1364/1399		

31 Sherman Rd/SR-74 (W)

	371/403	470/307
1448/1507		1316/1219

32 Sherman Rd/SR-74 (E)

4/14	12/25	8/23	9/24
17/37		1319/1161
1178/1273		267/241
253/197	463/351	3/19	252/193

33 Antelope Rd/SR-74

59/26	136/104	204/33
84/66		1444/1196
1237/1340		

34 Palomar Rd/SR-74

108/63	148/140	65/15	31/24
104/113		1390/1148
1116/1135		208/320
118/50	176/63	103/167	361/241

35 Goetz Rd/Ethanac Rd

299/306	557/774	476/492	414/460
310/312		481/368
621/439		323/497
49/21	84/60	671/641	488/379

36 Murrieta Rd/Ethanac Rd

36/39	164/526	192/132	175/155
36/12		877/1082
1366/982		119/335
143/292	282/163	480/258	332/146

37 Barnett Rd/Ethanac Rd

		1184/1425
1851/1240		104/47
6/6	9/21	88/83

38 Case Rd/Ethanac Rd

130/167	479/578	614/644
294/172		1158/1305
1645/1151		

39 I-215 SB Ramps/Ethanac Rd

507/513	1/2	215/256	1265/1436
1412/1262		228/180
712/467		

40 I-215 NB Ramps/Ethanac Rd

		247/271
358/381		1033/972
1269/1137	460/644	1/1	230/265

41 Encanto Dr/Ethanac Rd

		764/859
994/938		71/90
505/464	516/384	114/106

42 Sherman Rd/Ethanac Rd

313/260	34/64	0/23	55/14
372/424		367/511
575/543		30/16
19/13	69/21	0/14	139/23

43 Jackson Ave/Ethanac Rd

3/0	70/78	221/0
0/45		496/451
442/423		
208/135		

44 Antelope Rd/Ethanac Rd

		501/381
512/501		22/40
	216/70	68/51

45 Palomar Rd/Matthews Rd

254/265	200/242	241/127
362/351		307/164
196/260		

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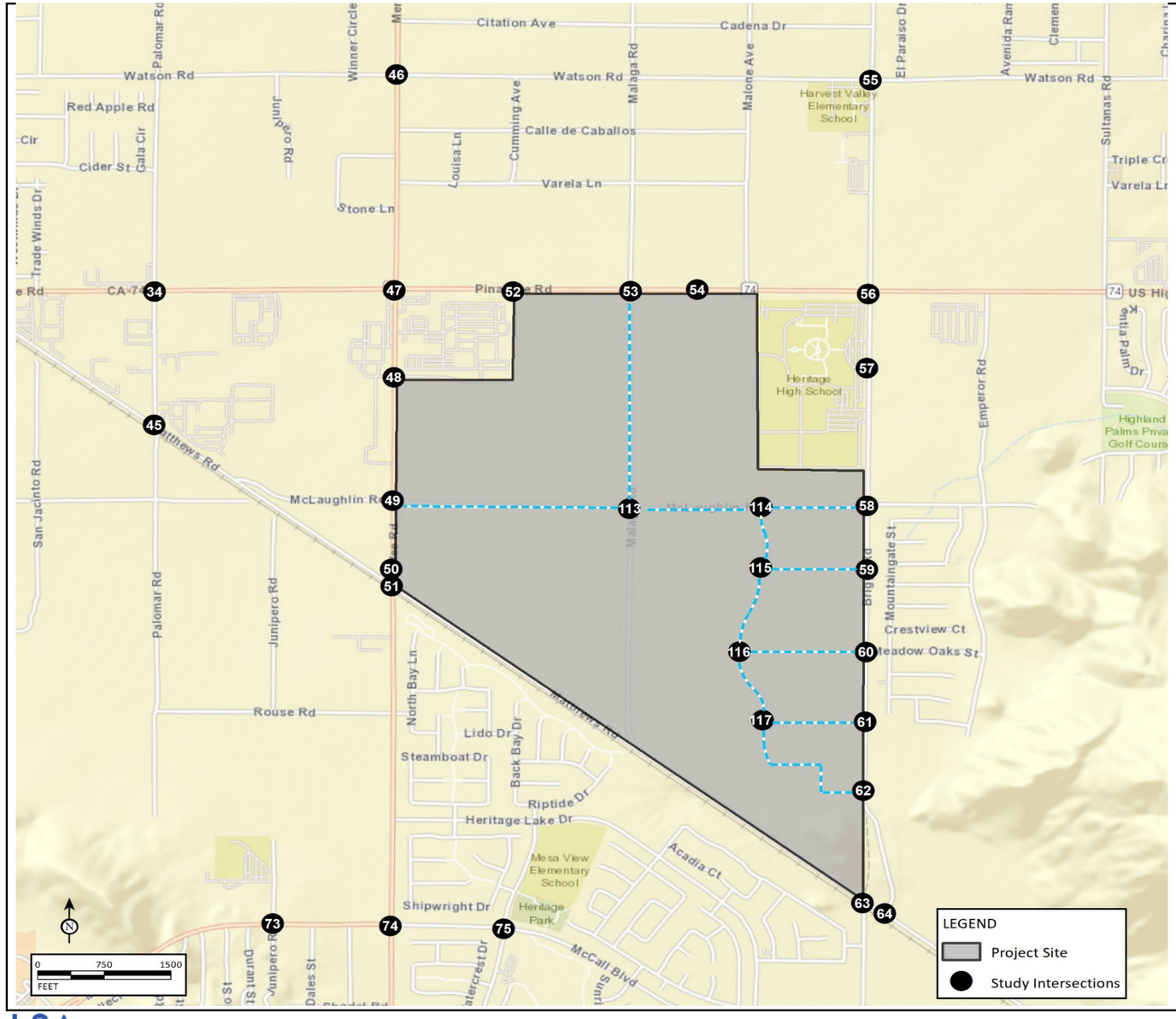
FIGURE 4-11B

Menifee Valley Specific Plan
Traffic Study
Horizon Year (2045) Peak Hour Traffic Volumes (Int. 22-45)

XXXX/YYYY
AM/PM Peak Hour Traffic Volumes (in PCEs)



46 Menifee Rd/Watson Rd	**47** Menifee Rd/SR-74	**48** Menifee Rd/Valley Substation Dwy - Biscayne	**49** Menifee Rd/McLaughlin Rd
Future Intersection	**51** Menifee Rd/Matthews Rd	**52** McKinley/SR-74	**53** Malaga Rd - Project Dwy 2/SR-74
54 Project Dwy 3/SR-74	**55** Briggs Rd/Watson Rd	**56** Briggs Rd/SR-74	**57** Briggs Rd/Heritage High School Dwy
58 Briggs Rd/McLaughlin Rd	**59** Briggs Rd/Project Dwy 4	**60** Briggs Rd/Project Dwy 5 - Meadow Oak St	**61** Briggs Rd/Project Dwy 6
62 Briggs Rd/Project Dwy 7 - Hillridge St	**63** Briggs Rd/Matthews Rd	*Intersection Does Not Exist*	*Future Intersection*
Future Intersection	*Future Intersection*	*Future Intersection*	*Future Intersection*
114 Residential Central Spine/McLaughlin Rd	**115** Residential Central Spine/Project Dwy 4	**116** Residential Central Spine/Project Dwy 5	**117** Residential Central Spine/Project Dwy 6

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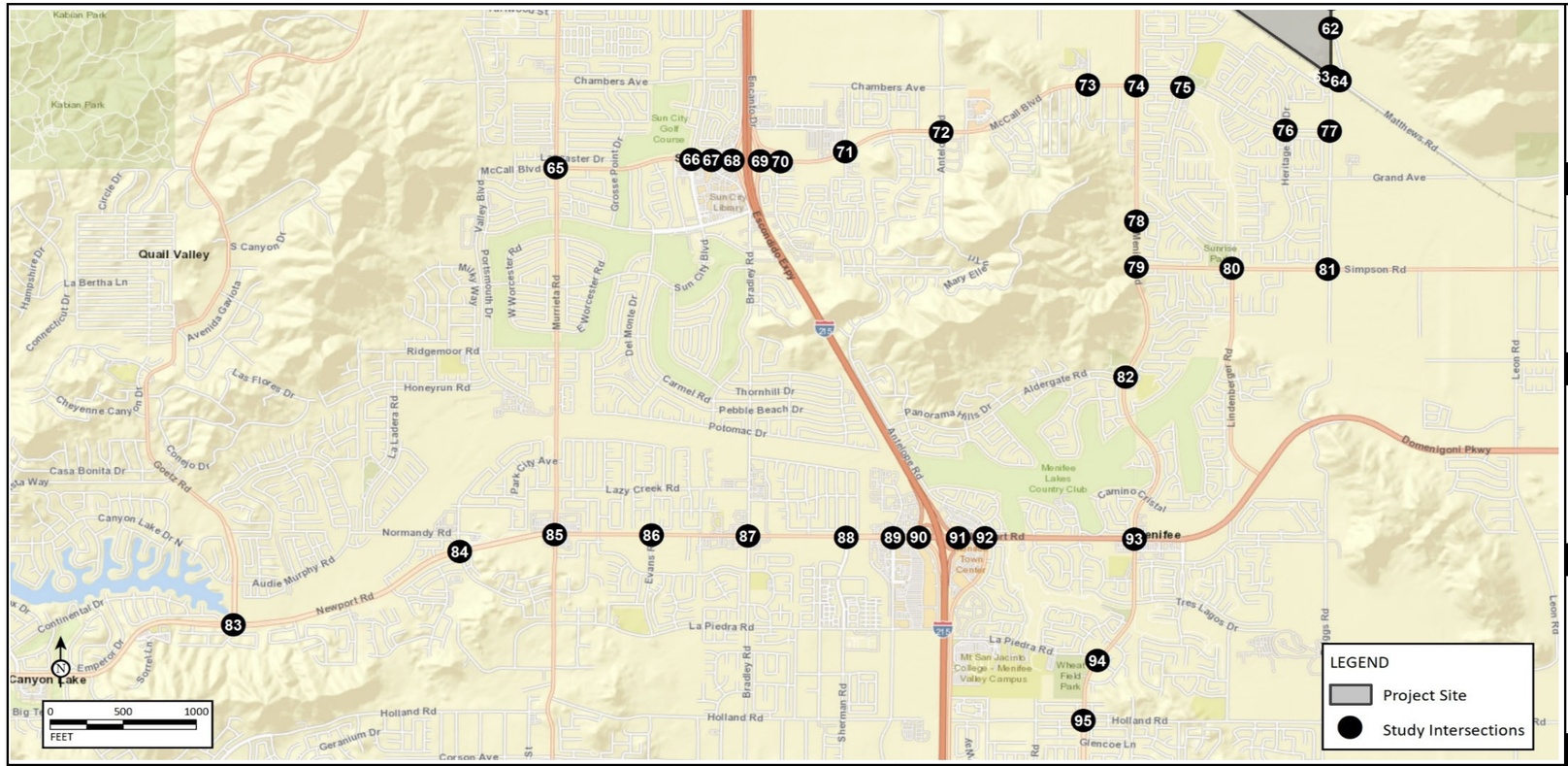
FIGURE 4-11C

Menifee Valley Specific Plan
Traffic Study

XXXX/YYYY
AM/PM Peak Hour Traffic Volumes (in PCEs)

Internal Project Driveway

Horizon Year (2045) Peak Hour Traffic Volumes (Int. 46-64 & Int. 113-117)



65 Murrieta Rd/McCall Blvd

105/101	217/515	69/133
162/37		168/107
342/201		179/252
3/7	3/7	221/347
	511/298	326/222

66 Sun City Blvd/McCall Blvd

19/22	79/68	178/123
43/39		81/114
642/550		613/717
60/59	43/90	294/297
	55/111	108/204

67 Bradley Rd/McCall Blvd

17/9	57/56	156/113
6/6		97/126
936/835		897/1050
83/98	71/76	687/781
	48/69	69/2/746

68 I-215 SB Ramps/McCall Blvd

396/577	3/0	400/518
1364/1301		1286/1380
420/394		643/487

69 I-215 NB Ramps/McCall Blvd

287/364		508/364
1477/1455		1613/1405
	316/462	4/5
		461/752

70 Encanto Drive/McCall Blvd

214/347	21/23	42/72
456/291		58/44
1361/1660		1652/1258
121/255	196/164	58/37
	35/27	56/27

71 Sherman Rd/McCall Blvd

63/36	18/25	75/73
159/95		97/49
1405/1661		1550/1159
44/100	12/495	58/61
	50/15	45/39

72 Antelope Rd/McCall Blvd

156/237	5/30	39/47
288/110		258/21
1220/1452		1457/979
28/105	88/47	77/63
	60/6	144/82

73 Junipero Rd/McCall Blvd

322/198	2/0	139/71
302/135		271/100
1192/1320		1442/882
3/7	16/5	3/0
	18/0	19/2

74 Menifee Rd/McCall Blvd

297/325	541/553	422/254
255/324		371/94
679/822		879/423
416/247	540/234	78/56
	641/729	110/147

75 Heritage Lake Dr (W)/McCall Blvd

82/43	117/17	61/23
98/47		160/20
963/1046		1000/457
151/130	247/72	49/53
	194/16	93/46

76 Heritage Lake Dr (E)/McCall Blvd

43/23	131/29	60/24
24/39		43/20
728/618		729/353
426/392	356/188	165/77
	127/26	181/94

77 Briggs Rd/McCall Blvd

547/232	589/641	
588/339		
381/397	379/213	958/498

78 Menifee Rd/Coastline Ave

898/838	120/34	107/12
		80/69
	1266/1111	69/104

79 Menifee Rd/Simpson Rd

712/690	266/317	452/454
		389/265
	883/761	207/261

80 Lindenberger Rd/Simpson Rd

165/102	154/71	75/16
61/62		48/40
331/303		384/396
102/182	287/230	120/50
	119/102	212/93

81 Briggs Rd/Simpson Rd

168/79	452/619	113/66
256/97		151/141
298/226		277/282
77/71	85/82	241/305
	737/452	307/301

82 Menifee Rd/Aldergate Dr - Carnelian Way

51/18	902/747	205/49
47/26		286/52
3/0		5/0
19/13	35/14	183/43
	947/1081	96/38

83 Goetz Rd - Buckstone Ln/Railroad Canyon Rd - Newport Rd

873/689	1/0	525/301
527/836		318/384
1052/1283		964/1253
0/11	14/9	17/24
	3/5	26/6

84 Berea Rd-Murphy Ranch Rd/Newport Rd

89/48	185/39	408/398
68/49		330/558
1517/1551		1165/1626
230/75	159/86	5/20
	125/5	16/46

85 Murrieta Rd/Newport Rd

238/692	556/211	159/208
387/398		136/120
1145/1472		1103/1159
287/415	345/507	211/376
	490/407	134/267

86 Evans Rd/Newport Rd

23/27	181/27	67/75
26/27		38/61
1596/1738		1296/1682
38/234	66/379	93/72
	93/62	123/65

87 Bradley Rd/Newport Rd

93/185	446/329	211/307
179/257		148/408
1287/1302		991/1336
243/227	345/269	436/296
	401/338	350/214

88 Avenida De Cortez - Town Center Dr/Newport Rd

22/6	29/18	83/75
11/11		32/83
1741/1837		1517/1806
91/111	95/109	393/416
	12/29	
	476/406	

89 Haun Rd/Newport Rd

59/197	34/164	169/484
210/153		432/293
1836/1816		1804/1797
119/254	141/384	570/929
	65/81	
	523/923	

90 I-215 SB Ramps/Newport Rd

622/695	484/786	
1885/2656		1033/685
643/567		2184/2324

91 I-215 NB Ramps/Newport Rd

		679/585
1860/2789		2817/2347
510/653	401/662	
	656/995	

92 Antelope Rd/Newport Rd

442/466	101/141	100/138
299/647		162/145
1600/2119		2214/1765
346/553	841/701	103/153
	115/164	
	94/193	

93 Menifee Rd/Newport Rd

465/344	561/466	196/176
281/483		122/114
1548/1953		1640/1436
180/230	333/292	522/569
	674/730	
	634/557	

94 Menifee Rd/La Piedra Rd

474/259	630/546	
464/484		
243/58	251/62	
	680/610	

95 Menifee Rd/Holland Rd

119/107	486/249	159/228
203/72		362/113
164/202		293/210
6/39	27/26	74/14
	397/465	68/35

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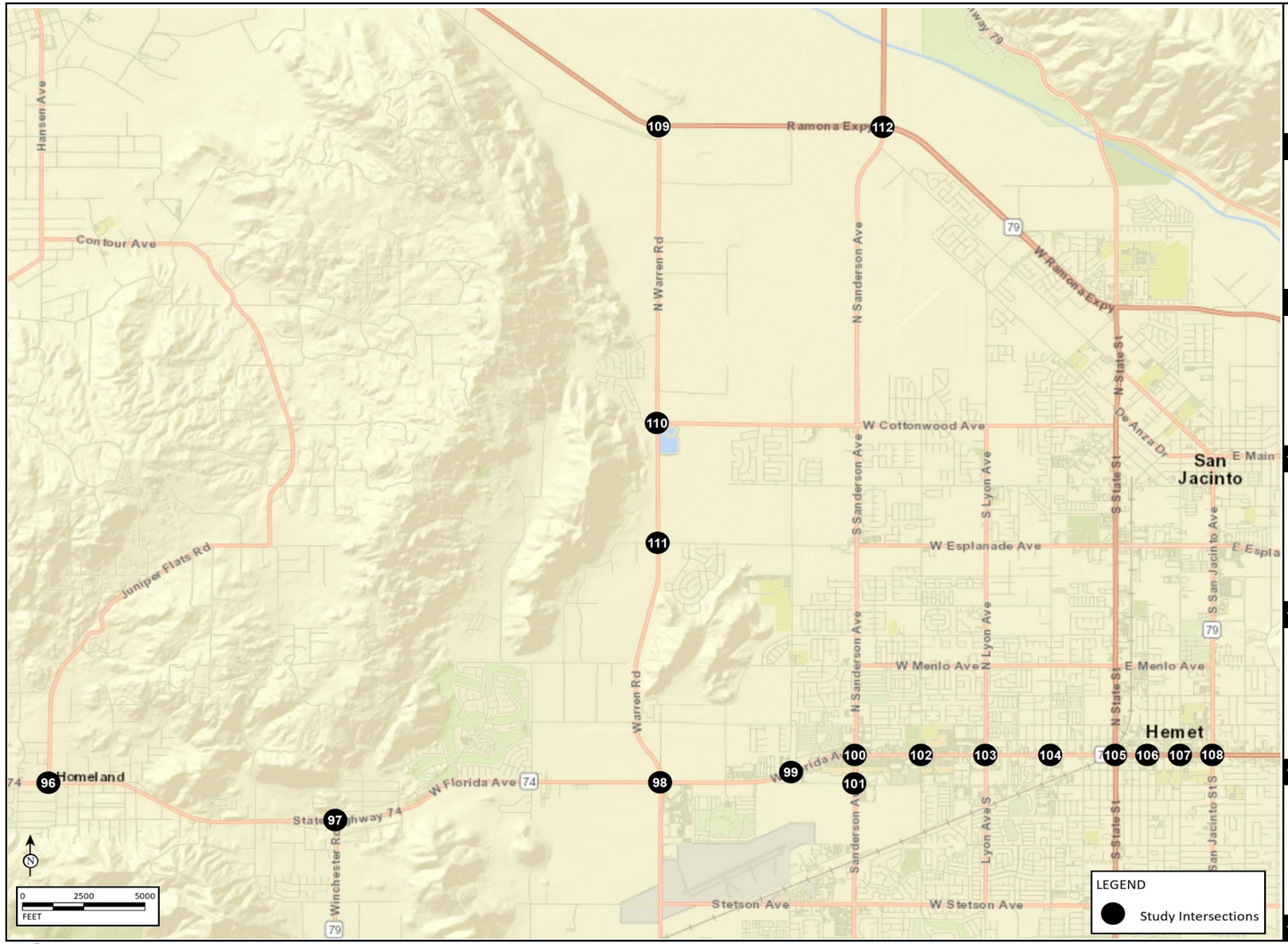
FIGURE 4-11D

Menifee Valley Specific Plan
Traffic Study
Horizon Year (2045) Peak Hour Traffic Volumes (Int. 65-95)

XXXX/YYYY
AM/PM Peak Hour Traffic Volumes (in PCEs)



351/146	1/1	247/129		111/227	12/25	51/40	19/20		32/25	321/273	695/513	151/138		39/88
			←	1771/1206				←	1120/1105				←	835/993
				0/3					591/482					281/201
153/270					35/41					416/340				
1171/1511			0/2	1/0	1079/1333		431/407	25/30	555/522	909/1011		165/197	500/729	191/381
0/3				0/4	413/271					215/153				
96 Juniper Flats Rd/SR-74					**97** Vista Pl - Winchester Rd/SR-74 - Florida Ave					**98** Warren Rd/Florida Ave				
243/202	170/112	76/111		54/85	127/130	960/944	145/225		129/165	17/36	945/998	195/223		145/287
			←	723/835				←	603/580				←	190/311
				11/49					250/311					164/167
168/247					234/357					28/41				
784/905			143/224	83/95	538/720		146/258	739/870	82/192	284/274		118/110	887/1074	148/99
9/30				16/26	62/86					155/186				
99 Cawston Ave/Florida Ave					**100** Sanderson Ave/Florida Ave					**101** Sanderson Ave/Acacia Ave				
162/195	591/513	158/174		113/111	83/76	211/259	67/123		48/87	8/289	243/258	46/40		42/48
			←	842/860				←	960/1030				←	949/1054
				112/203					116/135					96/111
97/246					59/126					61/117				
614/1062			68/120	485/697	682/1159		126/130	176/209	85/123	717/1141		103/79	206/244	84/90
66/113				76/125	68/85					48/73				
102 Kirby St/Florida Ave					**103** Lyon Ave/Florida Ave					**104** Palm Ave/Florida Ave				
140/196	323/491	121/118		67/78	36/35	132/204	34/42		16/36	30/43	60/70	23/26		23/19
			←	915/938				←	959/1058				←	936/1050
				73/107					46/39					66/58
87/105					22/40					28/23				
645/1060			73/72	432/430	781/1169		65/48	220/168	66/51	769/1160		60/59	116/65	80/76
33/68				88/105	27/50					67/67				
105 State St/Florida Ave					**106** Buena Vista St/Florida Ave					**107** Santa Fe St/Florida Ave				
148/191	212/277	117/213		128/107	55/226	221/79	23/125		57/51	3/6	734/812	78/179		241/118
			←	797/794				←	1059/1456				←	26/43
				114/130					260/311					123/101
176/210					147/142					6/2				
580/959			51/87	289/275	1415/1274		607/588	275/215	334/289	77/29		18/36	818/791	117/150
49/47				42/73	625/692					37/30				
108 San Jacinto St/Florida Ave					**109** Warren Rd/Ramona Expy					**110** Warren Rd/Cottonwood Ave				
71/91	766/798	88/101		103/101	554/988	710/1280	669/864		554/625					
			←	171/145				←	961/900					
				330/210					50/31					
70/53					943/632									
145/145			6/3	794/821	840/1063		192/232	933/701	23/29					
5/4				282/307	151/233									
111 Warren Rd/Esplanade Ave					**112** Sanderson Ave/Ramona Expy									

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FIGURE 4-11E

XXXX/YYYY
AM/PM Peak Hour Traffic Volumes (in PCEs)

Menifee Valley Specific Plan
Traffic Study
Horizon Year (2045) Peak Hour Traffic Volumes (Int. 96-112)

LSA

Table 4-A - Existing Roadway Segment Daily Traffic Volumes

Roadway	#	Segment	Jurisdiction	Existing ADT	External Project Trips	Internal Project Trips	Existing With Project ADT
Central Avenue (SR-74)	1	between I-15 NB Ramps and Dexter Avenue	Lake Elsinore	58,940	800		59,740
	2	between Dexter Avenue and Cambern Avenue	Lake Elsinore	41,510	800		42,310
	3	between Cambern Avenue and Conard Avenue	Lake Elsinore	42,290	800		43,090
	4	between Conard Avenue and El Toro Cut Off Road	Lake Elsinore	37,930	800		38,730
SR-74	5	between El Toro Cut Off Road and Riverside Street	Lake Elsinore	37,430	800		38,230
	6	between Riverside Street and Wasson Canyon Road	Riverside County	32,580	800		33,380
	7	between Wasson Canyon Road and Meadowbrook Avenue - Greenwald Avenue	Riverside County	32,920	800		33,720
	8	between Meadowbrook Avenue - Greenwald Avenue and River Road	Riverside County	28,580	940		29,520
	9	between River Road and Ellis Avenue	Riverside County	28,990	940		29,930
	10	between Ellis Avenue and Navajo Road	Riverside County	29,550	940		30,490
4th Street (SR-74)	11	between Navajo Road and A Street	Perris	40,930	1,090		42,020
	12	between A Street and C Street	Perris	35,690	1,530		37,220
	13	between C Street and D Street	Perris	26,050	1,530		27,580
	14	between D Street and Perris Boulevard	Perris	23,620	1,530		25,150
	15	between Perris Boulevard and G Street	Perris	19,710	1,690		21,400
	16	between G Street and Wilkerson Avenue	Perris	19,830	1,960		21,790
	17	between Wilkerson Avenue and Redlands Avenue	Perris	21,850	1,950		23,800
SR-74	18	between I-215 NB Ramps and Trumble Road	Menifee	34,670	10,600		45,270
	19	between Trumble Road and Sherman Road (West)	Menifee	27,230	10,620		37,850
	20	between Sherman Road (West) and Sherman Road (East)	Menifee	27,580	10,660		38,240
	21	between Sherman Road (East) and Antelope Road	Menifee	29,660	11,000		40,660
	22	between Antelope Road and Palomar Road	Menifee	27,990	11,680		39,670
	23	between Palomar Road and Menifee Road	Menifee	26,550	12,720		39,270
	24	between Menifee Road and McKinley	Menifee	30,430	17,850		48,280
	25	between McKinley and Malaga Road - Project Driveway 2	Menifee	30,480	16,430		46,910
	26	between Malaga Road - Project Driveway 2 and Project Driveway 3	Menifee	30,520	10,940		41,460
	27	between Project Driveway 3 and Briggs Road	Menifee	30,520	11,710		42,230
	28	between Briggs Road and Juniper Flats Road	Riverside County	30,830	9,260		40,090
	29	between Juniper Flats Road and Vista Place - Winchester Road (SR-79)	Riverside County	27,540	7,700		35,240
Florida Avenue (SR-74/SR-79)	30	between Vista Place - Winchester Road (SR-79) and Warren Road	Riverside County	37,270	6,090		43,360
	31	between Warren Road and Cawston Avenue	Hemet	24,060	3,350		27,410
	32	between Cawston Avenue and Sanderson Avenue	Hemet	20,410	2,020		22,430
	33	between Sanderson Avenue and Kirby Street	Hemet	25,720	1,300		27,020
	34	between Kirby Street and Lyon Avenue	Hemet	27,430	1,010		28,440
	35	between Lyon Avenue and Palm Avenue	Hemet	28,560	740		29,300
	36	between Palm Avenue and State Street	Hemet	28,150	600		28,750
	37	between State Street and Buena Vista Street	Hemet	25,710	610		26,320
	38	between Buena Vista Street and Santa Fe Street	Hemet	25,640	590		26,230
	39	between Santa Fe Street and San Jacinto Street (SR-79)	Hemet	24,460	590		25,050
Redlands Avenue	40	between 4th Street (SR-74) and I-215 SB Ramps	Perris	28,680	1,950		30,630

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Table 4-A - Existing Roadway Segment Daily Traffic Volumes

Roadway	#	Segment	Jurisdiction	Existing ADT	External Project Trips	Internal Project Trips	Existing With Project ADT
Nuevo Road	41	between Dunlap Drive and Menifee Road	Riverside County	10,890	850		11,740
Ethanac Road	42	between Goetz Road and Murrieta Road	Menifee	14,910	1,000		15,910
	43	between Murrieta Road and Barnett Road	Menifee	18,320	1,310		19,630
	44	between Barnett Road and Case Road	Perris	20,440	1,310		21,750
	45	between Case Road and I-215 SB Ramps	Perris	27,340	1,310		28,650
	46	between I-215 NB Ramps and Encanto Drive	Perris	16,340	1,310		17,650
	47	between Encanto Drive and Sherman Road	Menifee	14,980	1,460		16,440
	48	between Sherman Road and Dawson Road	Menifee	6,740	1,840		8,580
	49	between Dawson Road and Antelope Road	Menifee	5,740	1,870		7,610
Matthews Road	50	between Antelope Road and Palomar Road	Menifee	5,520	1,900		7,420
	51	between Palomar Road and Menifee Road	Menifee	2,560	1,080		3,640
Case Road	52	between Briggs Road (West) and Briggs Road (East)	Menifee	6,330	550		6,880
McCall Boulevard	53	between Murrieta Road and Sun City Boulevard	Menifee	13,300	900		14,200
	54	between Sun City Boulevard and Bradley Road	Menifee	18,080	1,640		19,720
	55	between Bradley Road and I-215 SB Ramps	Menifee	29,380	1,950		31,330
	56	between I-215 NB Ramps and Encanto Drive	Menifee	32,960	11,340		44,300
	57	between Encanto Drive and Sherman Road	Menifee	25,330	11,420		36,750
	58	between Sherman Road and Antelope Road	Menifee	21,000	11,980		32,980
	59	between Antelope Road and Junipero Road	Menifee	19,680	12,400		32,080
	60	between Junipero Road and Menifee Road	Menifee	17,850	12,400		30,250
	61	between Menifee Road and Heritage Lake Drive (West)	Menifee	10,930	5,310		16,240
	62	between Heritage Lake Drive (West) and Heritage Lake Drive (East)	Menifee	6,450	4,990		11,440
	63	between Heritage Lake Drive (East) and Briggs Road	Menifee	4,570	5,090		9,660
Simpson Road	64	between Menifee Road and Lindenberger Road	Menifee	7,560	2,130		9,690
	65	between Lindenberger Road and Briggs Road	Menifee	7,670	2,000		9,670
Newport Road	66	between Goetz Road and Berea Road - Murphy Ranch Road	Menifee	33,100	670		33,770
	67	between Berea Road - Murphy Ranch Road and Murrieta Road	Menifee	41,210	800		42,010
	68	between Murrieta Road and Evans Road	Menifee	37,840	1,070		38,910
	69	between Evans Road and Bradley Road	Menifee	41,720	1,360		43,080
	70	between Bradley Road and Avenida De Cortez - Town Center Drive	Menifee	50,310	1,960		52,270
	71	between Avenida De Cortez - Town Center Drive and Haun Road	Menifee	53,200	2,530		55,730
	72	between Haun Road and I-215 SB Ramps	Menifee	71,930	2,940		74,870
	73	between I-215 NB Ramps and Antelope Road	Menifee	74,580	1,270		75,850
	74	between Antelope Road and Menifee Road	Menifee	56,390	1,520		57,910
Ramona Expressway	75	between Warren Road and Sanderson Avenue (SR-79) - Sanderson Avenue	San Jacinto	26,600	670		27,270
Sherman Road	76	between SR-74 and Ethanac Road	Menifee	5,520	210		5,730
Palomar Road	77	between SR-74 and Matthews Road	Menifee	2,630	950		3,580

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Table 4-A - Existing Roadway Segment Daily Traffic Volumes

Roadway	#	Segment	Jurisdiction	Existing ADT	External Project Trips	Internal Project Trips	Existing With Project ADT
Menifee Road	78	between Nuevo Road and Central Avenue/Porter Street	Riverside County	8,670	1,820		10,490
	79	between Central Avenue/Porter Street and San Jacinto Avenue	Riverside County	9,530	2,160		11,690
	80	between San Jacinto Avenue and Ellis Avenue	Riverside County	8,710	2,940		11,650
	81	between Ellis Avenue and Mapes Road	Riverside County	9,080	3,530		12,610
	82	between Mapes Road and Watson Road	Menifee	7,020	3,870		10,890
	83	between Watson Road and SR-74	Menifee	7,460	4,900		12,360
	84	between SR-74 and Biscayne	Menifee	11,390	11,450		22,840
	85	between Biscayne and McLaughlin Road	Menifee	10,340	11,080		21,420
	86	between McLaughlin Road and Project Driveway 1	Menifee	10,340	15,320	170	25,830
	87	between Project Driveway 1 and Matthews Road	Menifee	10,340	15,450		25,790
	88	between Matthews Road and McCall Boulevard	Menifee	10,320	14,370		24,690
	89	between McCall Boulevard and Coastline Avenue	Menifee	11,710	4,560		16,270
	90	between Coastline Avenue and Simpson Road	Menifee	13,790	4,230		18,020
	91	between Simpson Road and Aldergate Drive - Carnelian Way	Menifee	13,120	5,040		18,160
	92	between Aldergate Drive - Carnelian Way and Newport Road	Menifee	14,010	4,110		18,120
	93	between Newport Road and La Piedra Road	Menifee	11,130	2,120		13,250
	94	between La Piedra Road and Holland Road	Menifee	10,530	1,020		11,550
Briggs Road	95	between Watson Road and SR-74	Menifee	5,110	1,150		6,260
	96	between SR-74 and Heritage High School Driveway	Menifee	6,950	8,760		15,710
	97	between Heritage High School Driveway and McLaughlin Road	Menifee	6,010	8,890		14,900
	98	between McLaughlin Road and Project Driveway 4	Menifee	5,670	6,640		12,310
	99	between Project Driveway 4 and Project Driveway 5 - Meadow Oak Street	Menifee	5,670	6,250		11,920
	100	between Project Driveway 5 - Meadow Oak Street and Project Driveway 6	Menifee	6,360	6,620		12,980
	101	between Project Driveway 6 and Project Driveway 7 - Hillridge Street	Menifee	6,360	6,530		12,890
	102	between Project Driveway 7 - Hillridge Street and Case Road	Menifee	6,360	8,010		14,370
	103	between Case Road and McCall Boulevard	Menifee	6,030	7,460		13,490
	104	between McCall Boulevard and Simpson Road	Menifee	3,870	2,220		6,090
Warren Road	105	between Ramona Expressway and Cottonwood Avenue	San Jacinto	14,710	670		15,380
	106	between Cottonwood Avenue and Esplanade Avenue	San Jacinto	13,850	1,230		15,080
	107	between Esplanade Avenue and Florida Avenue (SR-74/SR-79)	Hemet	15,450	1,700		17,150

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Table 4-B - Cumulative Projects - City of Lake Elsinore

ID	Project Name/Reference	Address/Location	Project Description	Project Units/Area/Other
LE01	Lake Street Storage	South of I-15 and East of Lake Street	Mixed Use	13.340 AC RV Storage & Self Storage; 12 VFP Gas Station
LE02	Alberhill Ridge	South of I-15 and East of Lake Street	Residential/Commercial/Office	1,056 SFDU; 345 MFDU; 679.000 TSF General Office; 679.000 TSF Commercial
LE03	Alberhill Villages	North of Nichols Road and West of Lake Street	Specific Plan	5,570 MFDU; 1,621 TSF Commercial; 886.000 TSF Office; 2,675 SFDU ; 1,200 Students Church; 850 Students Elementary School; 6,000 Students University
LE04	Alberhill Ranch	South of I-15 and East of Lake Street	Residential	1,781 SFDU
LE05	Running Deer (TR 31957)	North of Mountain Street and East of Lake Street	Residential	101 DU SFDU
LE06	Evergreen Development	North of Balsa Circle and West of Lake Street	Mixed Use	6.000 TSF Fast Food with Drive thru; 4.100 TSF Convenience store with gas station; 4.100 TSF Car wash; 43.000 TSF Commercial
LE07	Lake and Mountain Commercial Center	North of Mountain Street and West of Lake Street	Commercial	7.365 TSF Fast Food with Drive thru; 3.400 TSF C-store with gas station; 1 Tunnel Car wash; 13.200 TSF Commercial
LE08	Terracina	North of Lakeshore Drive and West of Dryden Street	Residential	448 SFDU; 51 MFDU
LE09	Lakeshore Dr Condos	North of Lakeshore Drive and East of Riverside Drive	Residential	104 DU MFDU
LE10	Nichols Ranch	South of Nichols Road and West of El Toro Road	Mixed Use	168 SFDU; 8.300 AC Park; 130 Rooms Hotel; 6.000 TSF Fast food with Drive thru; 5.500 TSF Fast Food without Drive thru; 9.400 TSF High Turnover (Sit-Down) Restaurant; 4.400 TSF Retail; 8.000 TSF Health & Fitness Club; 43.000 TSF General Office
LE11	North Elsinore Business Park	South of I-15 and East of SR-74	Industrial	93.255 TSF General Light Industrial
LE12	Kassab Travel Center	Southwest corner of Collier Avenue and SR-74	Travel Center	2.540 TSF Fast-food Restaurant with Drive-Thru; 18 VFP Gas Station with Convenience Market
LE13	Tige Watersports	North of Baker Street and West of SR-74	Manufacturing	35.482 TSF Manufacturing
LE14	The Lakeview Plaza	North of Lakeshore Drive and West of Manning Street	Commercial	36.120 TSF Commercial; 7.000 TSF High Turn-over Sit down Restaruant
LE15	Sunny Express carwash	South of Walnut Drive and West of Riverside Drive	Commercial	150 LFWT Carwash
LE16	Village at Lakeshore	North of Grand Avenue and West of SR-74	Residential	163 DU MFDU
LE17	Lakeside	North of Grand Avenue and West of Hill Street	Residential	140 DU MFDU
LE18	Bamiyan Marketplace	South of SR-74 and East of Macy Street	Mixed Use	74 MFDU; 1 Tunnel Car Wash; 20 VFP Super Convenience Market/Gas Station; 23.000 TSF Commercial Retail; 1.972 TSF Fast-Food Restauant without Drive thru; 4.476 TSF Fast-Food Restauant with Drive thru
LE19	Xebec Building Company	East of Central Avenue and North of Pasadena Street	Industrial	51.000 TSF Warehouse
LE20	Ramsgate	Bounded by Riverside Street to the north, La Strada to the South, Greenwald to the east, and Highway 74 to the west	Specific Plan	1,306 SFDU; 120 MFDU
LE21	North Peak Plaza	North of Neil Road and East of Trellis Lane	Travel Center	97 Room; 37.500 TSF Commercial
LE22	Mason Motorsports	South of Collier Avenue and West of Chaney Street	Industrial	25.500 TSF General Light Industiral
LE23	Fairway Business Park	South of Collier Avenue and West of Chaney Street	Industrial	216.600 TSF Warehouse
LE24	Pennington Industrial Park	South of Minthorn Street and East of Chaney Street	Industrial	91.140 TSF Manufacturing
LE25	Collier Commerical Properties	North of Minthorn Street and West of Chaney Street	Industrial	11.900 TSF General Light Industiral
LE26	Spyglass Ranch	Northwest corner of Main Street and Cam Del Norte/Minthorn Street	Specific Plan	523 SFDU; 171 DU; 145.000 TSF Commercial
LE27	South Shore I & II	Northeast of the I-15 Freeway at the Main Street interchange	Specific Plan	637 SFDU
LE28	La Strada (Tract 32077)	East of the intersection of La Strada and Summerhill	Residential	134 SFDU
LE29	Lakeshore Town Center	Southwest corner of Lakeshore Drive and Main Street	Mixed Use Commercial	132 Room Hotel; 35.611 TSF Shopping center; 118 MFDU; 4.891 TSF Meeting Rooms
LE30	Tommy's Express carwash	East of Diamond Drive and North of Casino Drive	Commercial	195 LFWT
LE31	Berri Brothers	North of Cambell Street and East of Mission Trail	Commercial	3.000 TSF C-store with gas station; 126 LFWT Car wash
LE32	LE Sports Complex	North of Malaga Road and East of Diamond Drive	Recreational	525.000 TSF Recreational Community Center
LE33	Canyon Hills Estates	South of Canyon Hills Road and East of Railroad Canyon Road	Residential	302 SFDU
LE34	Golcheh Group	North of Melinda Lane and West of Corydon Road	Commercial	4.500 TSF Fast Food with Drive thru; 4.650 TSF C-store with gas station; 3.900 TSF Car wash; 38.000 TSF Self storage
LE35	Corydon Gateway	North of Corydon Road and West of Mission Trail	Mixed Use	2.300 TSF Fast Food with Drive thru; 16 VFP Super Convenience Market/Gas Station; 5.2 TSF Tire Store; 11.520 TSF General Office Building; 11.520 TSF Automobile Care Center; 120 LFWT Car Wash

Notes:

SFDU = Single-Family Dwelling Units; MFDU = Multi-Family Dwelling Units; TSF = Thousand Square Feet; AC = Acres; VFP = Vehicle Fueling Positions

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Table 4-C - Cumulative Projects - County of Riverside

ID	Project Name/Reference	Address/Location	Project Description	Project Units/Area/Other
RC01	TPM38006	South of Sanderson Pass and West of Toro Road	Parcel map division of a 20 acre parcel into four (4) parcels	4 SFDU
RC02	TPM37545	Southwest of Don Juan Street and Red Gum Drive	Divide 4.90 acres into four parcels	4 SFDU
RC03	CUP190006	West of SR-74, between Connard Avenue and Cambern Avenue	Commercial building of a new discount tire, 8,192 sf, single story automotive retail facility with a mezzanine floor	8.192 TSF Tire Store
RC04	CUP200006	West of SR-74 and South of Ardenwood Way	Retail center consisting of the following: 4,050 sf convenience market with a 1,440 sf second floor mezzanine storage area, 1,510 sf drive-thru restaurant, 2,015 sf retail tenant, and 3,025 sf multi-tenant retail building with a 1,400 sf second floor office space	4.050 TSF Convenience Store; 1.510 TSF Fast-food Restaurant with Drive thru; 3.640 TSF Commercial; 1.400 TSF Office
RC05	PPT210016	North of Ardenwood Way and West of SR-74	Gas station with 4,000 sf convenience store	12 VFP Gas Station
RC06	PPT190027	South of Mermack Road anf West of SR-74	Industrial Park	60.553 TSF Warehouse
RC07	TPM37987	North of SR-74 and East of Riverside Street	Schedule E condominium	29 MFDU
RC08	PPT210003	North of SR-74 and East of Riverside Street	Business park consisting of seven (7) buildings with a cumulative area of 69,600 square feet	69.600 TSF Business Park
RC09	CUP200051	North of SR-74 and West of Wasson Canyon Road	4,089 sf /6 mpd fueling canopy (12 fueling positions), a 4,000 sf convenience store, and a 1,500 sf car wash	12 VFP Gas Station
RC10	TPM38358	South of Ellis Avenue and East of Read Street	Schedule H subdivision of one 10.27 gross acres parcel into 2 residential parcels	2 SFDU
RC11	CUP190014	West of Reed Street and North of Ethanac Road	Motorcycle Park	approx 80 AC
RC12	TTM38103	South of Mundo Avenue and West of Forrest Road	Tentative tract map to subdivide 20 acre lot into 8 lots	8 SFDU
RC13	TPM38105	North of Lopez Street and Marshall Street	Schedule H subdivision of one 2.26 acre lot into 2 residential lots	2 SFDU
RC14	TPM37897	West of Old Elsinore Road and South of Aloha Road	Schedule H subdivision of 5.53 gross acres into 3 single family residential lots	3 SFDU
RC15	TPM38101	West of Theda Street and North of Olympia Avenue	Tentative parcel map to subdivide 4.46 into four 1 acre lots	4 SFDU
RC16	TPM37889	South of Olive Street and East of Theda Street	Parcel map subdivision into 3 lots	3 SFDU
RC17	TPM38350	North of Ellis Avenue and West of Cowie Avenue	Schedule H subdivision of 1 parcel 2.38 acres in size 2 lots	2 SFDU
RC18	CUP220001	North of SR-74 and West of Marie Street	10,000 sf commercial boat show room with an open storage yard facility	10.000 TSF Recreational Vehicle Sales
RC19	CUP210131	North of Mountain Avenue and West of SR-74	Commercial cannabis retail storefront in an existing 955 sq. ft building	0.955 TSF Cannabis Store
RC20	TPM38102	North of SR-74 and West of Sophia Street	Schedule H subdivision of one 5.1 gross acre parcel into 4 residential parcels	4 SFDU
RC21	CUP200018	South of 7th Street and West of SR-74	6 buildings totaling approximately 27,919 square feet on 15.61 gross acres: two restaurants with drive-thrus, two retail buildingsl, one convenience store, and one drive-thru car wash	18 VFP Gas Station; 2 VFP Truck Stop; 7.581 TSF Fast-food Restaurant with Drive-thru; 13.270 TSF Commercial
RC22	PPT200029	South of Sunset Aveue and East of Dunlap Drive	157 townhomes and 1 existing house w/a park ,club house , pool, bbq and child-play area	157 MFDU
RC23	TR36665	South of Nuevo Road and East of Dunlap Drive	Subdivision of 173 ac into 587 residential lots	587 SFDU
RC24	TR33427	North of Nuevo Road and East of Foothill Avenue	291 SFR lots	291 SFDU
RC25	TR32372	South of Ramon Expressway and East of Rider Street	Divide 305.8 Into 803 Lots	803 SFDU
RC26	SP00239A01- Stoneridge Commerce Center Specific Plan	South of Ramon Expressway and north of Nuevo Road	Specific Plan	1695.355 TSF High-Cube Storage Warehouse; 2966.872 TSF High-Cube Fuilfillment; 2966.872 TSF High-Cube Warehouse; 847.678 TSF Manufacturing; 427.759 tsf Warehousing; 641.639 TSF Industrial Park; 100.000 TSF Free-Standing Discount Superstore; 21.968 TSF Commercial Retail
RC27	CUP190035	North of Nuevo Road and West of Lakeview Avenue	Single tenant commercial cannabis retailer storefront with delivery	3.405 TSF Cannabis Store
RC28	TTM37728	South of Vista Road and East of Sherman Road	228 Lot Schedule A	228 SFDU
RC29	TPM37213	North of Patti Lane and Dawson Road	Schedule H subdivision of 1 parcel into 4 residential lots	4 SFDU
RC30	TTM37358	Northwest corner of Antelope Road and Mapes Road	Tentative Tract Map 37358 For 154 Res Lots	154 SFDU
RC31	TR30926	South of Santa Rose Road and East of Dawson Road	Schedule A subdivision-79.90 acres into 330 r-4 lots one park site	330 SFDU
RC32	TR36635	North of San Jacinto Avenue and West of Pico Avenue	Subdivision of approximately 79 acres reducing the number of residential lots from 275 to 271 lots	271 SFDU
RC33	TR36712	South of San Jacinto Avenue and West of Pico Avenue	Tamptative map for 74 single family lots	74 SFDU
RC34	TR30926	South of Blanik Avenue and East of Antelope Road	Schedule A subdivision-79.90 acres into 330 r-4 lots one park site	330 SFDU
RC35	TPM37919	South of Roan Ranch Road and East of Antelope Road	Subdivide 5 acre parcel into 4	4 SFDU
RC36	TPM37589	South of Patti Lane and East of Pico Avenue	Division of a single 4.72 acre lot into 4 parcels	4 SFDU
RC37	TR31687	North of Mapes Road and West of Palomar Road	Subdivide 40.17 acres into 65 sfr lots and 2 open space lot	65 SFDU
RC38	TR37134	South of Central Avenue and East of Palomar Road	Subdivide 18.36 Ac Lot Into 73 Sfr Lots	73 SFDU
RC39	TPM38328	South of Santa Rose Road and East of Palomar Road	1 Lot Into 4 1 Ac Lots	4 SFDU
RC40	TPM38327	South of Santa Rose Road and East of Valley Vista Lane	Subdivide one parcel into four 1ac parcels.	4 SFDU
RC41	TPM38284	North of Blanik Avenue and East of Menifee Road	Schedule H subdivision of 5.43 acres parcel into 4 residential parcels	4 SFDU
RC42	TTM37851	South of Cobblestone Street and West of Olivas Avenue	Schedule B Subdivision Of 4.81 Acres Into 8 Lots	8 SFDU
RC43	TR35045	North of Mapes Road and East of Menifee Road	712 Single Family Lots	712 SFDU
RC44	TPM38078	South of Gunther Road and East of Malone Avenue	Subdivide 20 Ac Into 4 Parcels	4 SFDU
RC45	TPM38319	South of 13th Street and East Hess Lane	Subdivision Of A Lot To 4 Parcels	4 SFDU
RC46	TR32165	North of Montgomery Avenue and East of Gibson Avenue	Divide 49.9 Ac Into 76 SFR	76 SFDU
RC47	TTM37559	North of Montgomery Avenue and East of Gibson Avenue	21 Single Family dwelling units	21 SFDU
RC48	TR32064	South of Corso Alto Avenue and West of Hansen Avenue	43 Single Family Lots Subdivision	43 SFDU
RC49	TR32065	Southeast of Hansen Avenue and Contour Avenue	Divide 64.5 acres into 99 Single Family Lots	99 SFDU
RC50	TTM37318	South of Water Avenue and East of Maurice Street	Schedule B subdivision of 2 lots into 19 lots	19 SFDU
RC51	TR36430	North of Case Road and East Briggs Road	Subdivide 180Ac To 340 Residential Lots,1 School, 1 Park	340 SFDU; 500 Students Elementary School
RC52	TTM37533	South of Watson Road and East of Briggs Road	Schedule A subdivision to create 373 residential lots with a 4.9 acre park on 72 acres	373 SFDU
RC53	TPM37690	South of Watson Road and East of Briggs Road	Schedule J subdivision of 114.14 gross acres into five (5) parcels	5 SFDU
RC54	SP00260A1	South of Watson Road and East of Briggs Road	Medium Density Residential	2677 SFDU
RC55	TR29322	South of Watson Road and East of Briggs Road	Schedule A subdivision to reduce the number of approved lots from 210 residential lots to 188 new residential lots	188 SFDU
RC56	TR30972	South of SR-74 and West of Sultanas Road	Subdivide 72.9acres into 91 residential lots	91 SFDU
RC57	TTM37970	South of SR-74 and West of Sultanas Road	Schedule A condominium subdivision of 53.3 gross acres into one 6.54 acre condominium lot for 82 condominiums	82 MFDU
RC58	TTM37969	South of SR-74, between Briggs Road and Sultanas Road	Schedule A condominium subdivision of 53.3 gross acres into one 12.37 acre condominium lot for 110 townhomes	110 MFDU
RC59	PPT210020	South of SR-74, between Briggs Road and Sultanas Road	272-unit apartment complex	272 MFDU
RC60	TR31500	North of McLaughlin Road and West of Sultanas Road	182 Single Family dwelling units	182 SFDU
RC61	TTM38007	East of Emperor Road and South of McLaughlin Road	Subdivision of 72.35 gross acres into 133 single family residential lots	133 SFDU
RC62	TR29326	South of Watson Road and East of Sultnas Road	Schedule A subdivision of 19.1 acres into 54 single family residential lots	54 SFDU
RC63	PPT190035	East of Sultanas Rd and North of El Tecolote Road	R.V. storage facility with 225 R.V. canopy covered storage spaces	225 RV Spaces
RC64	TR29327	Southwest of Watson Rd and Leon Rd	Divide 20.30 acres Into 78 Residential Lots	78 SFDU

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Table 4-C - Cumulative Projects - County of Riverside

ID	Project Name/Reference	Address/Location	Project Description	Project Units/Area/Other
RC65	TR29328	North of SR-74 and West of Leon Road	Divide 19.54 acres Into 74 Residential Units	74 SFDU
RC66	TPM37869	West of Leon Road and South of Alicante Drive	Proposal for a schedule "h" parcel map division to divide a 4.81 gross acre lot into 2 lots measuring 3.65 gross acres and 1.17 gross acres.	2 SFDU
RC67	TR31820	West of Leon Road and North of Anna Lynn Lane	Divide 5.84 Acres Into 17 Single Family Residences	17 SFDU
RC68	SP00260A04	North of Watson Road and West of Juniper Flats Road	272 Apartments, 101 Condos, 83 Townhomes, 196 Senior Homes	456 MFDU; 196 Senior Residential
RC69	TTM38131	South of Watson Road and West of Juniper Flats Road	Schedule A subdivision of 52.3 acres into 288 single family residential lots	288 SFDU
RC70	CUP210015	Northwest of Juniper Flats Road and SR-74	Commercial cannabis retail storefront in 3,105 sf of an existing 16,000 square foot building	3.105 TSF Cannabis Store
RC71	PPT190038	South of Grand Avenue and East of Briggs Road	R.V. storage yard	135 RV Spaces
RC72	TTM37620	South of Domenigoni Parkway and East of Lindenberger Road	Tentative Tract Map For 1 Lot Into Schedule A Map For 101 Residential Lots	101 SFDU
RC73	TR36417	North of Domenigoni Parkway and West of Leon Road	Divide 51.43 acres into 243 Single Family Residential Lots	243 SFDU
RC74	PPT210139	North of Domenigoni Parkway and West of Leon Road	Residential Development Of 164 Residential Units	164 SFDU
RC75	TR30808	North of Olive Avenue and West of Shady Tree Lane	346 Single Family Residences	346 SFDU
RC76	PP26367	South of Domenigoni Parkway and East of Leon Road	Shopping center will consist of eight buildings totaling approximately 167,134 square feet on 17.56-acres	62.600 TSF Commercial; 14.700 TSF Fast-Food with Drive-Through; 6 VFP Gas Station with Convience Store; 72.325 TSF Mini Warehouse
RC77	TR30976	South of Busby Road and West of Leon Road	Divide 53.39 acres into 162 Single Family Residential Lots	162 SFDU
RC78	TR36467	East of Leon Road and South of Ano Crest Road	Tract Map To Subdivide 156.12 Acres Into 421 Total Lots. The Lots Consist Of 381 Single Family Lots and (1) Multi-Family Lot	381 SFDU; 92 MFDU
RC79	TTM38332	Southwest corner of Leon Road and Holland Road	Schedule A subdivision of 27.3 Acres into 136 Single Family Residential Lots	136 SFDU
RC80	TPM38186	South of Contour Avenue and East of Maurice Street	Subdivision of 15.0 acre site into four (4) 1.25 acre parcels and one (1) 8.8 remainder parcel	5 SFDU
RC81	TPM34271	Southwest corner of Ramona Expressway and Alessandro Avenue	Schedule Two Proposed Developable Lots	2 SFDU
RC82	CUP190033	Southwest corner of Columbia Street and SR-74	Cannabis retail store front to operate a 4,080 sf cannabis retail facility	4.080 TSF Cannabis Store
RC83	PUP190001	Southwest of Soboba Street and Florida Avenue	Private School Enrollment Revision	900 Student Private School

Notes:

SFDU = Single-Family Dwelling Units; MFDU = Multi-Family Dwelling Units; TSF = Thousand Square Feet; VFP = Vehicle Fueling Positions

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Table 4-D - Cumulative Projects - City of Perris

ID	Project Name/Reference	Address/Location	Project Description	Project Units/Area/Other
P01	Orange Ave Residential	South of Orange Avenue and East of Perris Boulevard	Residential	131 SFDU
P02	Beyond Food Fueling Station	South of Nuevo Road and East of Murrieta Road	Commercial	1 Car Wash Tunnel, 7.250 TSF Super Convenience Market/Gas Station
P03	Nuevo Residential	South of Nuevo Road and East of Murrieta Road	Senior Residential	429 DU Senior Adult Housing (Multi-Family)
P04	Ellis Industrial	North of Ellis Avenue and West of Murrieta Avenue	Industrial	2300 TSF Warehouse
P05	Goetz Industrial	South of Ellis Avenue and West of Murrieta Avenue	659,000 SF Industrial Buildings	659.000 TSF High Cube Fulfillment Center Warehouse-Non Sort
P06	TPM 38412	North of Mapes Road and East of Goetz Road	742,560 SF Industrial Building	742.560 TSF High Cube Fulfillment Center Warehouse-Non Sort
P07	Green Valley Specific Plan Phase 1	North of Ethanac Road and West of Murrieta Road	Single Family Residential and Multifamily Residential	542 SFDU, 699 MFDU
P08	Green Valley Specific Plan Phase 2	North of Ethanac Road and East of Murrieta Road	Single Family Residential, Multifamily Residential, and Commericial Development within the Green Valley Specific Plan Phase 2	385 SFDU, 1294 MFDU, 278.800 TSF Commercial
P09	Pilot J Travel Center	Northwest corner of Ethanac Road and Trumble Road	Pilot J Travel Center with truck fueling, gas station	2.228 TSF Fast-Food Restaurant with Drive Through, 16 VFP Convenience Store/Gas Station, 8 VFP Truck Stop
P10	Mapes and Trumble Industrial Facility Project	Southwest corner of Mapes Road and Trumble Road	396,000 SF High Cube Fulfillment center warehouse	396.000 TSF High Cube Fulfillment Center Warehouse-Non Sort

Notes:

SFDU = Single-Family Dwelling Units; MFDU = Multi-Family Dwelling Units; TSF = Thousand Square Feet; VFP = Vehicle Fueling Positions.

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Table 4-E - Cumulative Projects - City of Menifee

ID	Project Name/Reference	Address/Location	Project Description	Project Units/Area/Other
M01	On-Deck	Northeast corner of Trumble Road and SR-74	120 Hotel Rooms, sit down resturant, fast food restaurant with drive through and a gas station/convenience store/car wash	120 RM, Sit Down Restaurant, Fast Food, Gas Station/Convenience store
M02	United Carports Warehouse	Southeast corner of Trumble Road and Mapes Road	The proposed development of 58,643 sf warehouse	58.643 TSF
M03	Paragon Framing	South of SR-74 at Watson Road	3.76 acres - 5,454 sf office building - 5,000 sf workshop/storage building	5.454 TSF Office Building, 5.000 TSF Storage
M04	Trumble and Watson Warehouse	East of Trumble Road between Watson Road and Ethanac Road	327,631 square foot speculative warehouse building (inclusive of 15,000 square feet of office space) on a 17.62 acre site	327.631 TSF
M05	Mapes and Sherman Warehouse	Southwest corner of Sherman Road and Mapes Road	13.35 gross acres, 277,578 square foot warehouse	277.578 TSF
M06	MR-27 LLC (Rancon)	West of Palomar between Cider Street and SR-74	27.58 acres - 85 residential lots - 4,000 sf min. and 87 attached garden court condos (6 du/ac) with rec center and pool	85 SFDU, 87 MFDU
M07	Motte Country Plaza	Northwest corner of Palomar Road and SR-74	Relocation of the train car restaurant; new 4,700 sf 6-dual pump gas station; new 3,838 sf Convenience store with drive-thru restaurant; new 1,050 sf car wash	4.700 TSF Gas station (12 VFP) Convenience store
M08	Menifee North Specific Plan (SP260) Amendment and TR 38132 and 38133	Northeast corner of Palomar Road at Stone Lane	Modify the uses, configuration, acreages, unit counts, densities and Land Use Designations of Planning Areas 9, 22 and 23A	106 SFDU
M09	Menifee North 100 Acre Non-Residential	Northeast corner of Menifee Road and SR-74	100 Acres Development	206.03 TSF
M10	MR 56 LLC (Rancon)	Southeast corner of Malone Avenue and Watson Road	11.37 acres - 52 residential lots - 5,000 sf min. lot size	52 SFDU
M11	MR-27 LLC (Rancon)	Southeast corner of Malone Avenue and Varela Lane	153 condominium units with recreational center and pool	153 MFDU
M12	Harvest Glen Marketplace	Northwest corner of Briggs Road and SR-74	18,501 sf commercial buildings including gas station with canopy, convenience store, two (2) drive thru restaurants and a car wash with vacuums	18.501 TSF Gas station/Convenience store, 2 Drive Thru Restaurants
M13	Goetz & Ethanac Commercial	Southeast corner of Goetz Road and Ethanac Road	4 buildings - convenience store 7,250 sf, Car wash 2,790 sf, Retail 7,040 sf and Fuel Canopy	7.250 TSF Convenience store, 2.790 TSF Car Wash, 7.040 TSF Retail and 16 VFP
M14	Wheat Warehouse	26201 Wheat Street	87,676 square foot warehouse consisting of 9,500 sf of office space and 78,176 sf warehouse space	87.676 TSF
M15	Corsica Business Park	Southwest corner of Wheat Street and Corsica Lane	Development of 3 warehouse buildings on 15.47 acres: 30,873 sf , 81,129 sf , and 164,680 sf	276.682 TSF
M16	Capstone Industrial	South of Kuffel Road between Wheat Street and Byers Road	700,037 sf warehouse building	700.037 TSF
M17	Ares Warehouse on Murrieta	West of Murrieta Road between Ethanac Road and McLaughlin Road	Concrete tilt-up building totaling 551,685 sf which includes 6,716 sf of office, and 544,969 sf of warehouse	551.685 TSF
M18	Northern Gateway Commerce Center	Southeast corner of Hull Street and Ethanac Road	1 building totaling 1,312,601 sf	1312.601 TSF
M19	Ethanac and Evans Warehouse	Southeast corner of Evans Road and Ethanac Road	Proposed development of a 137,896 sf warehouse consisting of 131,896 sf of warehouse space and 6,000 sf of office space	137.896 TSF
M20	Sagewood (DR Horton) - Residential Development	Southwest corner of Sun City Blvd and McLaughlin Road	174 residential lots	174 SFDU
M21	Ethanac Square	Southwest corner of Barnett Road and Ethanac Road	Large truck diesel fuel station (4 pump) replacing QSR. Alongside approved 3,800 sf gas station/C-store, 2,080 sf express car wash	4 VFP Fueling station/3.8 TSF Gas station, 2.080 TSF Car Wash
M22	Ethanac & Barnett Warehouse	West of Barnett Road at Patricia Lane	2 buildings totaling 125,000 sf per building	125.000 TSF
M23	McLaughlin Village	Southeast corner of Nova Lane and McLaughlin Road	126 condominium units	126 MFDU
M24	Menifee Commerce Center (Core 5)	North of McLaughlin Road between Trumble Road and Dawson Road	2 warehouse buildings - (1) 385,970 sf - (2) 1,075,680 sf	1461.650 TSF
M25	Northern Gateway Commerce Center II	East of Dawson Road between Ethanac Road and McLaughlin Road	Concrete tilt-up building totaling 1,139,478 sf which includes 10,000 sf of office, 935,840 sf of warehouse and 200,000 sf of mezzanine warehouse on an approximately 44 net-acre project site	1139.478 TSF
M26	Nova Battery Storage	East of Antelope Road between Ethanac Road and McLaughlin Road	Proposes the re-development of the Inland Empire Energy Center (IEEC) generation plant, which has been decommissioned.	
M27	McLaughlin San Jacinto Warehouses	Southeast corner of Anteleope Road and McLaughlin Road	Development of five industrial warehouse building totaling 491,467 sf	491.467 TSF
M28	Cimarron Ridge (Van Daele)	Intersection of Rouse Road and Goetz Road	756 residential lots	756 SFDU
M29	TTM 38128	Southwest corner of Byers Road and Roy Lane	96 single family lots	96 SFDU
M30	Vista Ridge	Northwest corner of Murrieta Road and Thornton Avenue	30 condominium units	30 MFDU
M31	Valley Blvd. Tract Map	West of Valley Boulevard at Chambers Avenue	68 residential lots	68 SFDU
M32	Stonegate (EnclAvenue)	West of Valley Boulevard at Cherry Hills Boulevard	177 residential lots	177 SFDU
M33	Woodside Homes (Skyview)	West of Phoenix Way at Pegasus Road	246 residential lots	246 SFDU
M34	Legado	Southeast corner of Encanto Drive and Rouse Road	1,022 residential lots on 216.9 acres - 20.1 acres of commerical land uses - 12.9 acres community park/community center - 1.9 acres of private recreation center - 7.9 acres of parks - 6.3 of conserved open space - 26.4 acres of detention quad	1061 SFDU, 10.000 TSF Community Center, 11.230 AC Sports Park, 225.000 TSF Shopping Center
M35	McCall-Encanto Gas Station	Northwest corner of Encanto Drive and McCall Blvd	11,340 sf retail development of gas station, car wash, fast food, convenience store	3.2 TSF Convenience store, 12 VFP, 1140 TSF Car Wash, 6.9000 TSF Fast Food Drive Thru
M36	McCall Plaza	Southeast corner of Sherman Road and McCall Blvd	3,100 gas station/C-store with 2 fueling canopies, attached 3,100 sf restaurant, detached 2,080 sf express car wash, 3,200 sf quick-serve restaurant and attached 1,000 sf retail space	3.1 TSF Gas station, 3.1 TSF Fast Food Restaurant, 2.080 TSF car wash, 3.200 TSF Quick Serve Restaurant, 1.000 TSF Retail
M37	Villago Villas	Southwest corner of Encanto Drive and El Pico Lane	24 residential units	24 MFDU
M38	Kensington Apartments	West of Bavaria Drive at Regent Lane	26 Buildings - 221 Units	221 MFDU
M39	TalAvenuera (KB Homes)	Dawson Road between McLaughlin Road and Rouse Road	173 residential lots	173 SFDU
M40	Underwood (KB Homes)	Antelope Road between Chambers Avenue and McLaughlin Road	543 residential lots	543 SFDU
M41	LDW TTM 38346	Northwest corner of Menifee Road and Rouse Road	162 condominiums	162 MFDU
M42	Remington/McCall Mesa (Lennar)	Palomar Road between Rouse Road and McCall Boulevard	264 residential lots and 2 parks	264 SFDU
M43	The Village at Junipero	Menifee Road between Rouse Road and McCall Boulevard	240 luxury apartments	240 SFDU
M44	McCall Square (Rancon)	Northwest corner of Menifee Road and McCall Boulevard	7 self-storage buildings (totaling 150,541 sf) - 6 commercial buildings (totaling 84,200 sf)	150.541 TSF Self storage, 84.200 TSF Commercial Building
M45	Quail Hills	West of Goetz Road at S Canyon Drive	145 residential lots	145 SFDU
M46	Audie Murphy Ranch (Brookfield)	Northeast corner of Goetz Road and Auide Murphy Road	2,157 residential lots	2157 SFDU
M47	Boulders	Northeast corner of Berea Road and Normandy Road	25,402 sf Office Building, 8,223 sf Commerical Building, 236 apartment units	236 MFDU, 25.402 TSF Office, 8.223 TSF Commercial
M48	Riverwalk	West of Bradley Road at Rio Vista Drive	199 residential units	199 SFDU
M49	Newport Pointe	Southwest corner of Evans Road and Newport Road	7 buildings - 84,211 sf total	84.211 TSF
M50	Popeye's Restaurant	Southeast corner of Wingate Lane and Newport Road	2,364 sf restaurant	2.364 TSF
M51	Montesori School	26735 Newport Road	13,648 sf childcare center	13.648 TSF
M52	Newport Dental Professional Office (Baker)	North of Newport Road between Winter Hawk Road and Bradley Road	5,417 sf 3-story medicial office building	5.417 TSF
M53	Boulders View Estates	Southeast corner of Phoebe Road and La Piedra Road	15 lot tract	15 SFDU
M54	Quartz Ranch (Lennar)	South of La Piedra Road at Evans Road	Residential Development	379 SFDU
M55	Estrella (formerly Rowland/Menifee 80)	Southeast corner of Evans Road and Holland Road	80 residential lots	80 SFDU

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Table 4-E - Cumulative Projects - City of Menifee

ID	Project Name/Reference	Address/Location	Project Description	Project Units/Area/Other
M56	Menifee Self Storage	East of Bradley Road Between Newport Road and Park Avenue	Expansion of an existing self storage facility by 45,075 sf	45.075 TSF
M57	Krikorian Theatre	Southwest corner of Town Center Drive and Newport Road	170,410 sf commercial center: 12-screen movie theater, restaurant/bar, gaming area and 22-lane bowling alley	170.410 TSF Commercial
M58	Menifee Medical Office Building	Southeast corner of Town Center Drive and Newport Road	33,800 sf medical office building	33.800 TSF
M59	Chick-fil-A	Southwest corner of Haun Road and New Hub Drive	Commericial center with a 29,536 sf building, 17,000 sf retail building, and 8,700 sf restaurant	17.000 TSF Grocery store, 8.700 TSF Fast Food Restaurant
M60	StaxUp Storage Facility Expansion	Southeast corner of Haun Road and Holland Road	Storage facility expansion one 14,375 sf building and two 2,800 sf buildings	19.975 TSF
M61	Del Oro North	Northwest corner of Palomar Road and Holland Road	238 apartment units - 100 senior independent living units	238 MFDU Apartment, 100 MFDU Senior Living
M62	Del Oro (DR Horton)	Southwest corner of Palomar Road and Holland Road	65 residential units	65 SFDU
M63	Christensen Ranch (Adler Ranch)	Southeast corner of Antelope Road and Craig Avenue	30.54 acres - 327 condominum units	327 SFDU
M64	O'Reilly Autoparts	Menifee Road between Newport Road and Rockport Road	7,228 sf building	7.228 TSF
M65	Menifee Village Specific Plan Amendment (PA 3-1B Office)	North of Newport Road at Laguna Vista Drive	Office	84.942 TSF
M66	Menifee Village Specific Plan Amendment (PA 3-1B Retail)	North of Newport Road at Laguna Vista Drive	Retail	84.942 TSF
M67	Menifee Village Specific Plan Amendment (PA 3-2A)	North of Newport Road at Laguna Vista Drive	Single Family Detached	91 SFDU
M68	Menifee Village Specific Plan Amendment (PA 3-2B)	South of Newport Road east of Laguna Vista Drive	Church	51.183 TSF
M69	Menifee Village Specific Plan Amendment (PA 4-3A, PA4-4A, PA4-6)	Southeast corner of Lindenberge Road and Olive Avenue	Condominiums and Single Family Detached	249 MFDU, 182 SFDU
M70	Pulte - Banner Park	East of Lindenberger Road at Grande Vista Avenue	256 residential lots	256 SFDU
M71	Diamond Bros.	SE of Domenigoni Parkway at Lindenberge Road	197 residential lots	197 SFDU
M72	Rockport Ranch	South of Pleasant View Lane between Newport Road and Tres Lagos Dr	305 residential lots	305 SFDU
M73	Nautical Cove	Northeast corner of Southshore Dr and Holland Road	239 residential lots	239 SFDU
M74	Golden Meadows (Richland Comm.)	East of Evans Road between Garbani Road and Wickered Road	474 residential lots	474 SFDU
M75	Garbani South	Southwest corner of Sherman Road and Garbani Road	33 residential lots	33 SFDU
M76	Granite (Granite Investments)	Southeast corner of Wickered Road and Ascot Way	71 residential lots	71 SFDU
M77	Owen Ward (Bundy canyon Development Co)	Buckwheat Road between Scott Road and South Boundary of Menifee	8 residential lots	8 SFDU
M78	The Junction (PacTen)	Northwest corner of Haun Road and Scott Road	268,824 sf retail commerical buildings; 85,282 sf 5-story hotel & 304 unit senior assisted living, independent living, and memory care facility	268.824 TSF Retail, 85.282 TSF Hotel, 304 DU Senior Living
M79	Freedom Business Park	East of Haun and west of I-215 between Wickered Road and Scott Road	283,000 sf light industrial and warehousing	283.000 TSF
M80	Walmart	Northeast corner of Haun Road and Scott Road	30.3 acres into 7 parcels: 240,980 sf major retail building, 3,200 sf & 3,000 sf quick serve restaurants, 2,800 sf convenience store/gas station, 6,500 sf sit-down restaurant, 13,800 retail shops, 6,680 sf auto service & repair	257.78 TSF Retail, 6.200 TSF Fast Food, 2.800 TSF Gas station Convienece store, 6.500 TSF Sitdown Restaurant, 6.680 TSF Auto Service Repair
M81	McGee Office and Storage	West of Zeiders Road at Cirilo Road	6,202 sf office building & 10,000 sf metal storage building	6.202 TSF Office, 10.000 TSF storage
M82	Caliber Collision	West of Zeiders Road at Cirilo Road	18,600 sf building with 6 auto service bays	18.600 TSF
M83	Bailey Park Warehouse	North of Ciccotti Street between Zeiders Road and Bailey Park Boulevard	19,603 sf warehouse building	19.603 TSF
M84	Bonnie's Day Spa	West of I-215 between Bailey Park Boulevard	Expansion of an existing 492 square foot barbershop to include additional buildings and uses	0.492 TSF
M85	Commerce Pointe (PacTen)	Northwest corner of Bailey Park Boulevard and Ciccotti Street	2 buildings - 157,147 sf total (1 building constructed, 1 building entitled not constructed)	78.574 TSF
M86	Catelena (Richland Communities)	Southwest corner of Haleblian Road and Garbani Road	296 residential lots	296 SFDU
M87	Sunmac Ridge (Merritage Homes), formerly Lindenberger Tract	Northwest corner of Lindenberger Road and Scott Road	175 residential lots	175 SFDU

Notes:

SFDU = Single-Family Dwelling Units; MFDU = Multi-Family Dwelling Units; TSF = Thousand Square Feet; RM = Rooms; AC = Acres; VFP = Vehicle Fueling Position

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Table 4-F - Cumulative Projects - City of Canyon Lake

ID	Project Name/Reference	Address/Location	Project Description	Project Units/Area/Other
CL01	Canyon Lake Towne Center Specific Plan	31682 Railroad Canyon Road	Specific Plan	31.000 TSF Commercial; 103.000 TSF Office; 188 MFDU

Notes:

MFDU = Multi-Family Dwelling Units; TSF = Thousand Square Feet

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Table 4-G - Cumulative Projects - City of Hemet

ID	Project Name/Reference	Address/Location	Project Description	Project Units/Area/Other
H01	Rancho Diamante II T35303	North of Simpson Road and West of Warren Road	Mixed Use	588 SFDU; 100.000 TSF Commercial
H02	Tract No. 29129	South of Esplanade Avenue and East of Warren Road	Construction of 92 single-family homes	92 SFDU
H03	Tract 31513	North of Celeste Road and East of Warren Road	Subdivision for single-family homes	177 SFDU
H04	Ramona Creek	Northwest corner of Florida Avenue and Myers Street	Development of 363 units within Planning Area 7,8,9, and 10 of the Ramona Creek Specific Plan	363 SFDU
H05	Substantial Conformance	South of Stetson Avenue and East of Warren Road	Approval on a 48.45 acre site to reduce number of lots from 155 to 150	150 SFDU
H06	Substantial Conformance #2	South of Mustang Way and East of Warren Road	A decrease from 146 to 145 lots within phase 4 on a 103.9 acre site	145 SFDU
H07	Airway Place Lot Split	875 Airway Place	Divison of 1.98 acre parcel into 2 parcels. Future parcel 1 has an existing 17,500 building, and future parcel 2 has been approved for an approximate 12,000 sf building	12.000 TSF Manufacturing
H08	Eggleton Trucking Company	814 Airway Place	Construction of a 4,374 sf truck maintenance building on 4.47 acres	4.374 TSF Manufacturing
H09	Brightside Warehouse	North of Wentworth Drive and East of Airway Place	Construction of a two-story 10,000 sf warehouse	10.000 TSF Warehouse
H10	Villa Madrid	Northeast corner of Madrid Street and Devonshire Avenue	Construction of remaining multifamily townhouse condominimums	104 MFDU
H11	O'Reilly's Auto Parts Expansion	1167 Sanderson Avenue	Construction of a new 7,453 sf Oreilly's Auto Parts store. The project also includes expansion of existing in-line retail shops, including a 10,000 sf addition to the existing Bed Bath & Beyond building, and 5,001 sf addition for five (5) commercial tenant spaces within Pad 4A	22.454 TSF Commercial
H12	Delfina at Devonshire	325 Sanderson Avenue	61 unit apartment complex, gas station w/convenience store & car wash	61 MFDU; 16 VFP Convenience Store/Gas Station; 70 LFWT Car Wash
H13	Last Chance Performance Marine	601 Sanderson Avenue	Construction of two metal buildings, 7,500 sf and 2,500 sf fr boat sales and service, a 1,936 sf awning, a trash enclosure and remodel of existing 1,837sf veterinarian's office into support facilities for the boat sale area	10.000 TSF Commercial
H14	Rally's Drive Thru Restaurant	Northwest Corner of Sanderson Avenue and Tanya Avenue	Construction of a 1-story drive-thru restaurant, 1,008 sf including site improvements on an undeveloped site	1.008 TSF Fast-Food Restaurant with Drive Thru
H15	Raising Cane's	3156 & 3200 Florida Avenue	Demolition of an existing building in order to construct a new 2,802 sf Raising Cane's Chicken Finder Restaurant, drive-thru and 176 sf outdoor covered patio on approximately 33,872 sf site area	2.802 TSF Fast-Food Restaurant with Drive thru
H16	Dunkin Donuts	748 South Sanderson	Construction of a 1875 sf Dunkin Donut drive-thru and restaurant on a 1.02 acre vacant pad site	1.875 TSF Coffee Shop with Drive thru
H17	Dutch Bros	3069 Florida Avenue	Construction and operation of a new Dutch Bros Coffee stand with double drive-thru lanes and a 871 sf employee-only building	0.871 TSF Coffee Shop with Drive thru
H18	Shamloo Drive Thru	2880 Florida Avenue	The conversion of an existing office building in to a drive-thru restaurant	2.829 TSF Fast-Food Restaurant with Drive thru
H19	Pacific Inland Healthcare	2789 Rafferty Road	Operation of a 100 bed/unit elderly care facility in an existing developed site. The site is 2.82 acres and includes three, two-story buildings. Building A is 17,044 sf for assisted living, Building B is 17,044 sf for memory care and Building C is 4,644 sf for administration offices and kitchen	100 Beds
H20	JD Fields & Company	South of Acacia Avenue and East of Gilmore Street	Development of a proposed 22,000 sf warehouse building and 3,000 sf office	25.000 TSF Warehouse
H21	Puff Time Tobacco Store - Boardwalk	1784 Florida Avenue	Tobacco store in an existing approximate 1,300 square foot suite	1.300 TSF Commercial
H22	TTM 24067	South of Chambers Street and West of Lyon Avenue	Subdivision for single-family homes	82 SFDU
H23	The Latham	South of Latham Avenue and East of Lyon Avenue	Construction of 111 unit, 4 story apartment complex for seniors	111 DU Senior Adult Housing (Multi-Family)
H24	TTM 37087	North of Fruitvale Avenue and East of Lyon Avenue	Subdivision for single-family homes	19 SFDU
H25	TTM 36890	Northeast corner of Elk Street and Thornton Avenue	Subdivision for single-family homes	68 SFDU
H26	River Oaks COA Amendment	Southeast corner of Elk Street and Thornton Avenue	Subdivision of 19.14 acres into 85 lot single family residential subdivision and 7 lettered lots located at the northeast corner of ELK & Chambers	85 SFDU
H27	Express Car Wash	Northwest Corner of Palm Avenue and Florida Avenue	New commercial express car wash development	122 LFWT Car Wash
H28	Express Car Wash - Palm	828 Florida Avenue	Construction of a 5,500 sf building consisting of an express car wash tunnel and office building located on 38,768 sf lot	217 LFWT Car Wash
H29	The Hideway	North of Fruitvale Avenue and West of State Street	Construction of 193 single family homes	193 SFDU
H30	Aniki Restaurant	121 Harvard Street	174 sf addition shall accommodate another restroom and extend a walk-in freezer	0.174 TSF Addition High-Turnover (Sit-Down) Restaurant
H31	Pasta House Addition & Patio Cover	118 & 124-126 Harvard Street	Proposing an 820 sf addition and a patio cover for outdoor seating	0.820 TSF Addition High-Turnover (Sit-Down) Restaurant
H32	Warehouse & Drop Ship	North of Stetson Avenue and West of State Street	Proposition to operate a drop ship and warehouse operation at an existing 83,020 sf commercial building on 7.64 acres of land	83.020 TSF Warehouse
H33	Tract 33825	Southeast Corner of State Street and Gibbel Road	Subdivision for single-family homes	259 SFDU
H34	Richmond American Seasons @McSweeny Farms	South of Gibbel Road and East of State Street	Construction of 77 single-family residential lots	77 SFDU
H35	Santa Fe Pointe	North of Menlo Avenue and West of Santa Fe Street	Multi-Family Residential	241 DU
H36	Church Men & Woman on the move for Christ	640 North San Jacinto	Operation of a church within an exsting suite totaling 1,088 sf	1.088 TSF Church
H37	Piara Pizza Drive-thru	1531 Florida Avenue	3,277 sf drive-thru restaurant	3.277 TSF Fast-Food Restaurant with Drive thru
H38	Girard Subdivision	800 Girard Street	Subdivision of 12.0 acres into 51- 6,000 sf losts and zone change from multifamily residential (R-2) to single family residential (R-1-6)	51 SFDU
H39	Sunny Car Wash - Florida	North of Florida Avenue and East of Columbia Street	Construction of a 4,967 sf building consisting of an express car wash tunnel, office, restroom, electrical and mechanical and vending machine, located on a portion of a 96,046 sf lot	150 LFWT Car Wash
H40	Citrus Pointe D.R. Horton	North of Florida Avenue and East of Soboba Street	Construction of 80 single-family homes	80 SFDU

Notes:

SFDU = Single-Family Dwelling Units; MFDU = Multi-Family Dwelling Units; TSF = Thousand Square Feet; LFWT = Linear Feet Wash Tunnel; VFP = Vehicle Fueling Positions.

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Table 4-H - Cumulative Projects - City of San Jacinto

ID	Project Name/Reference	Address/Location	Project Description	Project Units/Area/Other
SJ01	TR 30036	South of Julian Avenue and West of Warren Road	Single Family Homes	50 SFDU
SJ02	TR 30035	South of Julian Avenue and West of Warren Road	Single Family Homes	29 SFDU
SJ03	PM 30090	South of Julian Avenue and West of Warren Road	Single Family Homes	5 SFDU
SJ04	TM 33295	North of Esplanade Avenue and East of Warren Road	Single Family Homes	613 SFDU
SJ05	TR 37230	South of Ramona Expressway and East of Warren Road	Single Family Homes	1,323 SFDU
SJ06	Rancho De Alamo (TTM 37881)	Northeast corner of Cawston Avenue and Cottonwood Avenue	Single Family Homes	194 SFDU
SJ07	NWC Sanderson Avenue and Cottonwood Avenue Retail Development	Northwest corner of Sanderson Avenue and Cottonwood Avenue	Mixed Use	11.900 TSF Shopping Center; 4.800 TSF Fast food without Drive-Thru; 6.000 TSF Fast food with Drive-Thru; 16 VFP Gas Station with Convenience Market and Car Wash
SJ08	TR 33420A1	South of Cottonwood Avenue and West of Sanderson Avenue	Single Family Homes	161 SFDU
SJ09	TR 32352	South of Cottonwood Avenue and East of Sanderson Avenue	Single Family Homes	47 SFDU
SJ10	NEC Sanderson Ave/7th Street	North of 7th Street and East of Sanderson Avenue	Mixed Use	45.700 TSF Shopping Center; 5.400 TSF Fast food with Drive-Thru; 12 VFP Gas Station with Convenience Market
SJ11	TR 34664	North of Esplanade Avenue and East of Kirby Street	Single Family Homes	34 SFDU
SJ12	TR 31154	South of De Anza Drive and East of Lyon Avenue	Single Family Homes	46 SFDU
SJ13	TR 31282	South of De Anza Drive and East of Lyon Avenue	Single Family Homes	274 SFDU
SJ14	TR 31384	South of Reeds Way and East of Lyon Avenue	Single Family Homes	47 SFDU
SJ15	TR 30944	North of Appaloosa Drive and West of Lyon Avenue	Single Family Homes	14 SFDU
SJ16	TR 30481	North of Cottonwood Avenue and West of Lyon Avenue	Single Family Homes	8 SFDU
SJ17	TR 30878	South of Cottonwood Avenue and East of Ivy Crest Drive	Single Family Homes	15 SFDU
SJ18	TR 33716	North of 7th Street and East of Lyon Avenue	Single Family Homes	49 SFDU
SJ19	Baypoint Preparatory Academy	1010 S Lyon Avenue	School Expansion	528 Students Elementary; 225 Students Middle School; 300 Students High School
SJ20	San Jacinto Retail Center	Northwest corner of State Street and Cottonwood Avenue	Mixed Use	8.540 TSF Retail; 2.890 TSF Fast food Restaurant; 2.950 TSF Gas Station with Convenience Market
SJ21	San Jacinto Valley Academy	North of Idyllwild Drive and West of San Jacinto Avenue	School Expansion	1,050 Student Private School
SJ22	Common Wealth Crossing	West of San Jacinto Street and Commonwealth Avenue	Mixed Use	40.000 TSF Health Club; 5.800 TSF Retail, 108 LFWT Tunnel Car Wash; 16 VFP Convenience Store/Gas Station
SJ23	Luiseno Village Retail Center	Southwest corner of Ramona Expressway and East of Main Street	Mixed Use	23.940 TSF Specialty Retail Center; 6.350 TSF Fast Food with Drive-Thru; 24 VFP Gas Station with Convenience Market and Car Wash

Notes:

SFDU = Single-Family Dwelling Units; TSF = Thousand Square Feet; LFWT = Linear Feet Wash Tunnel; VFP = Vehicle Fueling Positions.

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Table 4-I - Phase 1 Opening Year Cumulative (2025) Roadway Segment Daily Traffic Volumes

Roadway	#	Segment	Jurisdiction	Existing ADT	Horizon Year 2045 ADT	Interpolated Growth (2022-25)	Year 2025 without Project	External Project Trips	Internal Project Trips	Year 2025 With Project ADT
Central Avenue (SR-74)	1	between I-15 NB Ramps and Dexter Avenue	Lake Elsinore	58,940	75,900	2,212	61,160	440		61,600
	2	between Dexter Avenue and Cambern Avenue	Lake Elsinore	41,510	51,970	1,364	42,880	440		43,320
	3	between Cambern Avenue and Conard Avenue	Lake Elsinore	42,290	52,600	1,345	43,640	440		44,080
	4	between Conard Avenue and El Toro Cut Off Road	Lake Elsinore	37,930	51,990	1,834	39,770	440		40,210
SR-74	5	between El Toro Cut Off Road and Riverside Street	Lake Elsinore	37,430	60,690	3,034	40,470	440		40,910
	6	between Riverside Street and Wasson Canyon Road	Riverside County	32,580	51,620	2,483	35,070	440		35,510
	7	between Wasson Canyon Road and Meadowbrook Avenue - Greenwald Avenue	Riverside County	32,920	54,260	2,783	35,710	440		36,150
	8	between Meadowbrook Avenue - Greenwald Avenue and River Road	Riverside County	28,580	50,200	2,820	31,400	520		31,920
	9	between River Road and Ellis Avenue	Riverside County	28,990	51,150	2,890	31,880	520		32,400
	10	between Ellis Avenue and Navajo Road	Riverside County	29,550	42,180	1,647	31,200	520		31,720
4th Street (SR-74)	11	between Navajo Road and A Street	Perris	40,930	51,410	1,367	42,300	520		42,820
	12	between A Street and C Street	Perris	35,690	41,510	759	36,450	580		37,030
	13	between C Street and D Street	Perris	26,050	30,760	614	26,670	580		27,250
	14	between D Street and Perris Boulevard	Perris	23,620	35,190	1,509	25,130	580		25,710
	15	between Perris Boulevard and G Street	Perris	19,710	25,740	787	20,500	580		21,080
	16	between G Street and Wilkerson Avenue	Perris	19,830	30,100	1,340	21,170	720		21,890
	17	between Wilkerson Avenue and Redlands Avenue	Perris	21,850	32,140	1,342	23,200	720		23,920
SR-74	18	between I-215 NB Ramps and Trumble Road	Menifee	34,670	54,390	2,572	37,250	4,640		41,890
	19	between Trumble Road and Sherman Road (West)	Menifee	27,230	41,100	1,809	29,040	4,630		33,670
	20	between Sherman Road (West) and Sherman Road (East)	Menifee	27,580	42,890	1,997	29,580	4,630		34,210
	21	between Sherman Road (East) and Antelope Road	Menifee	29,660	41,230	1,509	31,170	4,630		35,800
	22	between Antelope Road and Palomar Road	Menifee	27,990	40,810	1,672	29,670	4,740		34,410
	23	between Palomar Road and Menifee Road	Menifee	26,550	40,620	1,835	28,390	4,850		33,240
	24	between Menifee Road and McKinley	Menifee	30,430	53,660	3,030	33,460	3,500		36,960
	25	between McKinley and Malaga Road - Project Driveway 2	Menifee	30,480	53,770	3,038	33,520	3,780		37,300
	26	between Malaga Road - Project Driveway 2 and Project Driveway 3	Menifee	30,520	52,340	2,846	33,370	3,440		36,810
	27	between Project Driveway 3 and Briggs Road	Menifee	30,520	52,340	2,846	33,370	3,440		36,810
	28	between Briggs Road and Juniper Flats Road	Riverside County	30,830	54,780	3,124	33,960	3,080		37,040
	29	between Juniper Flats Road and Vista Place - Winchester Road (SR-79)	Riverside County	27,540	42,330	1,929	29,470	2,560		32,030
Florida Avenue (SR-74/SR-79)	30	between Vista Place - Winchester Road (SR-79) and Warren Road	Riverside County	37,270	48,710	1,492	38,770	2,060		40,830
	31	between Warren Road and Cawston Avenue	Hemet	24,060	34,470	1,358	25,420	1,060		26,480
	32	between Cawston Avenue and Sanderson Avenue	Hemet	20,410	26,070	738	21,150	780		21,930
	33	between Sanderson Avenue and Kirby Street	Hemet	25,720	30,380	608	26,330	490		26,820
	34	between Kirby Street and Lyon Avenue	Hemet	27,430	34,000	857	28,290	410		28,700
	35	between Lyon Avenue and Palm Avenue	Hemet	28,560	34,230	740	29,300	380		29,680
	36	between Palm Avenue and State Street	Hemet	28,150	33,690	723	28,880	320		29,200
	37	between State Street and Buena Vista Street	Hemet	25,710	30,940	682	26,400	320		26,720
	38	between Buena Vista Street and Santa Fe Street	Hemet	25,640	30,650	653	26,300	320		26,620
	39	between Santa Fe Street and San Jacinto Street (SR-79)	Hemet	24,460	29,260	626	25,090	320		25,410
Redlands Avenue	40	between 4th Street (SR-74) and I-215 SB Ramps	Perris	28,680	47,410	2,443	31,130	720		31,850

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Table 4-I - Phase 1 Opening Year Cumulative (2025) Roadway Segment Daily Traffic Volumes

Roadway	#	Segment	Jurisdiction	Existing ADT	Horizon Year 2045 ADT	Interpolated Growth (2022-25)	Year 2025 without Project	External Project Trips	Internal Project Trips	Year 2025 With Project ADT
Nuevo Road	41	between Dunlap Drive and Menifee Road	Riverside County	10,890	34,820	3,121	14,020	270		14,290
Ethanac Road	42	between Goetz Road and Murrieta Road	Menifee	14,910	30,730	2,063	16,980	250		17,230
	43	between Murrieta Road and Barnett Road	Menifee	18,320	35,440	2,233	20,560	340		20,900
	44	between Barnett Road and Case Road	Perris	20,440	40,240	2,583	23,030	340		23,370
	45	between Case Road and I-215 SB Ramps	Perris	27,340	47,160	2,585	29,930	340		30,270
	46	between I-215 NB Ramps and Encanto Drive	Perris	16,340	34,450	2,362	18,710	340		19,050
	47	between Encanto Drive and Sherman Road	Menifee	14,980	26,240	1,469	16,450	340		16,790
	48	between Sherman Road and Dawson Road	Menifee	6,740	13,780	918	7,660	500		8,160
	49	between Dawson Road and Antelope Road	Menifee	5,740	13,030	951	6,700	500		7,200
Matthews Road	50	between Antelope Road and Palomar Road	Menifee	5,520	13,250	1,008	6,530	500		7,030
	51	between Palomar Road and Menifee Road	Menifee	2,560	9,460	900	3,460	390		3,850
Case Road	52	between Briggs Road (West) and Briggs Road (East)	Menifee	6,330	13,340	914	7,250	160		7,410
McCall Boulevard	53	between Murrieta Road and Sun City Boulevard	Menifee	13,300	20,140	892	14,200	220		14,420
	54	between Sun City Boulevard and Bradley Road	Menifee	18,080	27,300	1,203	19,290	420		19,710
	55	between Bradley Road and I-215 SB Ramps	Menifee	29,380	42,700	1,737	31,120	420		31,540
	56	between I-215 NB Ramps and Encanto Drive	Menifee	32,960	51,930	2,474	35,440	5,010		40,450
	57	between Encanto Drive and Sherman Road	Menifee	25,330	39,870	1,897	27,230	5,030		32,260
	58	between Sherman Road and Antelope Road	Menifee	21,000	37,470	2,148	23,150	5,150		28,300
	59	between Antelope Road and Junipero Road	Menifee	19,680	34,470	1,929	21,610	5,230		26,840
	60	between Junipero Road and Menifee Road	Menifee	17,850	30,400	1,637	19,490	5,230		24,720
	61	between Menifee Road and Heritage Lake Drive (West)	Menifee	10,930	19,920	1,173	12,110	2,210		14,320
	62	between Heritage Lake Drive (West) and Heritage Lake Drive (East)	Menifee	6,450	13,090	866	7,320	2,270		9,590
	63	between Heritage Lake Drive (East) and Briggs Road	Menifee	4,570	9,350	623	5,200	2,370		7,570
Simpson Road	64	between Menifee Road and Lindenberger Road	Menifee	7,560	16,020	1,103	8,670	1,030		9,700
	65	between Lindenberger Road and Briggs Road	Menifee	7,670	16,520	1,154	8,830	1,060		9,890
Newport Road	66	between Goetz Road and Berea Road - Murphy Ranch Road	Menifee	33,100	43,400	1,343	34,450	360		34,810
	67	between Berea Road - Murphy Ranch Road and Murrieta Road	Menifee	41,210	56,420	1,984	43,200	420		43,620
	68	between Murrieta Road and Evans Road	Menifee	37,840	47,020	1,197	39,040	560		39,600
	69	between Evans Road and Bradley Road	Menifee	41,720	52,110	1,355	43,080	620		43,700
	70	between Bradley Road and Avenida De Cortez - Town Center Drive	Menifee	50,310	57,910	991	51,310	700		52,010
	71	between Avenida De Cortez - Town Center Drive and Haun Road	Menifee	53,200	67,800	1,904	55,110	840		55,950
	72	between Haun Road and I-215 SB Ramps	Menifee	71,930	88,020	2,099	74,030	1,040		75,070
	73	between I-215 NB Ramps and Antelope Road	Menifee	74,580	89,300	1,920	76,500	420		76,920
	74	between Antelope Road and Menifee Road	Menifee	56,390	64,650	1,077	57,470	450		57,920
Ramona Expressway	75	between Warren Road and Sanderson Avenue (SR-79) - Sanderson Avenue	San Jacinto	26,600	36,950	1,350	27,950	350		28,300
Sherman Road	76	between SR-74 and Ethanac Road	Menifee	5,520	12,240	877	6,400	80		6,480
Palomar Road	77	between SR-74 and Matthews Road	Menifee	2,630	11,460	1,152	3,790	110		3,900

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Table 4-I - Phase 1 Opening Year Cumulative (2025) Roadway Segment Daily Traffic Volumes

Roadway	#	Segment	Jurisdiction	Existing ADT	Horizon Year 2045 ADT	Interpolated Growth (2022-25)	Year 2025 without Project	External Project Trips	Internal Project Trips	Year 2025 With Project ADT
Menifee Road	78	between Nuevo Road and Central Avenue/Porter Street	Riverside County	8,670	27,320	2,433	11,110	530		11,640
	79	between Central Avenue/Porter Street and San Jacinto Avenue	Riverside County	9,530	28,190	2,434	11,970	530		12,500
	80	between San Jacinto Avenue and Ellis Avenue	Riverside County	8,710	26,260	2,289	11,000	740		11,740
	81	between Ellis Avenue and Mapes Road	Riverside County	9,080	28,070	2,477	11,560	870		12,430
	82	between Mapes Road and Watson Road	Menifee	7,020	22,710	2,047	9,070	920		9,990
	83	between Watson Road and SR-74	Menifee	7,460	18,630	1,457	8,920	1,180		10,100
	84	between SR-74 and Biscayne	Menifee	11,390	24,660	1,731	13,130	2,520		15,650
	85	between Biscayne and McLaughlin Road	Menifee	10,340	23,600	1,730	12,070	2,160		14,230
	86	between McLaughlin Road and Project Driveway 1	Menifee	10,340	24,240	1,813	12,160	4,570		16,730
	87	between Project Driveway 1 and Matthews Road	Menifee	10,340	24,230	1,812	12,160	4,570		16,730
	88	between Matthews Road and McCall Boulevard	Menifee	10,320	29,060	2,444	12,770	4,290		17,060
	89	between McCall Boulevard and Coastline Avenue	Menifee	11,710	25,610	1,813	13,530	780		14,310
	90	between Coastline Avenue and Simpson Road	Menifee	13,790	27,850	1,834	15,630	700		16,330
	91	between Simpson Road and Aldergate Drive - Carnelian Way	Menifee	13,120	23,430	1,345	14,470	1,190		15,660
	92	between Aldergate Drive - Carnelian Way and Newport Road	Menifee	14,010	21,110	926	14,940	990		15,930
	93	between Newport Road and La Piedra Road	Menifee	11,130	33,000	2,853	13,990	500		14,490
	94	between La Piedra Road and Holland Road	Menifee	10,530	19,160	1,126	11,660	210		11,870
Briggs Road	95	between Watson Road and SR-74	Menifee	5,110	8,670	464	5,580	340		5,920
	96	between SR-74 and Heritage High School Driveway	Menifee	6,950	22,670	2,050	9,000	3,540		12,540
	97	between Heritage High School Driveway and McLaughlin Road	Menifee	6,010	21,720	2,049	8,060	3,600		11,660
	98	between McLaughlin Road and Project Driveway 4	Menifee	5,670	22,320	2,172	7,850	3,130		10,980
	99	between Project Driveway 4 and Project Driveway 5 - Meadow Oak Street	Menifee	5,670	22,190	2,155	7,830	3,130		10,960
	100	between Project Driveway 5 - Meadow Oak Street and Project Driveway 6	Menifee	6,360	21,870	2,023	8,390	2,110		10,500
	101	between Project Driveway 6 and Project Driveway 7 - Hillridge Street	Menifee	6,360	21,440	1,967	8,330	2,020		10,350
	102	between Project Driveway 7 - Hillridge Street and Case Road	Menifee	6,360	21,430	1,966	8,330	3,500		11,830
	103	between Case Road and McCall Boulevard	Menifee	6,030	21,580	2,028	8,060	3,350		11,410
	104	between McCall Boulevard and Simpson Road	Menifee	3,870	14,360	1,368	5,240	980		6,220
Warren Road	105	between Ramona Expressway and Cottonwood Avenue	San Jacinto	14,710	25,520	1,410	16,120	350		16,470
	106	between Cottonwood Avenue and Esplanade Avenue	San Jacinto	13,850	24,330	1,367	15,220	560		15,780
	107	between Esplanade Avenue and Florida Avenue (SR-74/SR-79)	Hemet	15,450	31,280	2,065	17,520	790		18,310

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Table 4-J - Phases 2 and 3 Opening Year Cumulative (2026) Roadway Segment Daily Traffic Volumes

Roadway	#	Segment	Jurisdiction	Existing ADT	Horizon Year 2045 ADT	Interpolated Growth (2022-26)	Year 2026 without Project	External Project Trips	Internal Project Trips	Year 2026 with Project ADT
Central Avenue (SR-74)	1	between I-15 NB Ramps and Dexter Avenue	Lake Elsinore	58,940	75,900	2,950	61,890	800		62,690
	2	between Dexter Avenue and Cambern Avenue	Lake Elsinore	41,510	51,970	1,819	43,330	800		44,130
	3	between Cambern Avenue and Conard Avenue	Lake Elsinore	42,290	52,600	1,793	44,090	800		44,890
	4	between Conard Avenue and El Toro Cut Off Road	Lake Elsinore	37,930	51,990	2,445	40,380	800		41,180
SR-74	5	between El Toro Cut Off Road and Riverside Street	Lake Elsinore	37,430	60,690	4,045	41,480	800		42,280
	6	between Riverside Street and Wasson Canyon Road	Riverside County	32,580	51,620	3,311	35,900	800		36,700
	7	between Wasson Canyon Road and Meadowbrook Avenue - Greenwald Avenue	Riverside County	32,920	54,260	3,711	36,640	800		37,440
	8	between Meadowbrook Avenue - Greenwald Avenue and River Road	Riverside County	28,580	50,200	3,760	32,340	940		33,280
	9	between River Road and Ellis Avenue	Riverside County	28,990	51,150	3,854	32,850	940		33,790
	10	between Ellis Avenue and Navajo Road	Riverside County	29,550	42,180	2,197	31,750	940		32,690
4th Street (SR-74)	11	between Navajo Road and A Street	Perris	40,930	51,410	1,823	42,760	1,090		43,850
	12	between A Street and C Street	Perris	35,690	41,510	1,012	36,710	1,530		38,240
	13	between C Street and D Street	Perris	26,050	30,760	819	26,870	1,530		28,400
	14	between D Street and Perris Boulevard	Perris	23,620	35,190	2,012	25,640	1,530		27,170
	15	between Perris Boulevard and G Street	Perris	19,710	25,740	1,049	20,760	1,690		22,450
	16	between G Street and Wilkerson Avenue	Perris	19,830	30,100	1,786	21,620	1,960		23,580
	17	between Wilkerson Avenue and Redlands Avenue	Perris	21,850	32,140	1,790	23,640	1,950		25,590
SR-74	18	between I-215 NB Ramps and Trumble Road	Menifee	34,670	54,390	3,430	38,100	10,600		48,700
	19	between Trumble Road and Sherman Road (West)	Menifee	27,230	41,100	2,412	29,650	10,620		40,270
	20	between Sherman Road (West) and Sherman Road (East)	Menifee	27,580	42,890	2,663	30,250	10,660		40,910
	21	between Sherman Road (East) and Antelope Road	Menifee	29,660	41,230	2,012	31,680	11,000		42,680
	22	between Antelope Road and Palomar Road	Menifee	27,990	40,810	2,230	30,220	11,680		41,900
	23	between Palomar Road and Menifee Road	Menifee	26,550	40,620	2,447	29,000	12,720		41,720
	24	between Menifee Road and McKinley	Menifee	30,430	53,660	4,040	34,470	17,850		52,320
	25	between McKinley and Malaga Road - Project Driveway 2	Menifee	30,480	53,770	4,050	34,530	16,430		50,960
	26	between Malaga Road - Project Driveway 2 and Project Driveway 3	Menifee	30,520	52,340	3,795	34,320	10,940		45,260
	27	between Project Driveway 3 and Briggs Road	Menifee	30,520	52,340	3,795	34,320	11,710		46,030
	28	between Briggs Road and Juniper Flats Road	Riverside County	30,830	54,780	4,165	35,000	9,260		44,260
	29	between Juniper Flats Road and Vista Place - Winchester Road (SR-79)	Riverside County	27,540	42,330	2,572	30,120	7,700		37,820
Florida Avenue (SR-74/SR-79)	30	between Vista Place - Winchester Road (SR-79) and Warren Road	Riverside County	37,270	48,710	1,990	39,260	6,090		45,350
	31	between Warren Road and Cawston Avenue	Hemet	24,060	34,470	1,810	25,870	3,350		29,220
	32	between Cawston Avenue and Sanderson Avenue	Hemet	20,410	26,070	984	21,400	2,020		23,420
	33	between Sanderson Avenue and Kirby Street	Hemet	25,720	30,380	810	26,530	1,300		27,830
	34	between Kirby Street and Lyon Avenue	Hemet	27,430	34,000	1,143	28,580	1,010		29,590
	35	between Lyon Avenue and Palm Avenue	Hemet	28,560	34,230	986	29,550	740		30,290
	36	between Palm Avenue and State Street	Hemet	28,150	33,690	963	29,120	600		29,720
	37	between State Street and Buena Vista Street	Hemet	25,710	30,940	910	26,620	610		27,230
	38	between Buena Vista Street and Santa Fe Street	Hemet	25,640	30,650	871	26,520	590		27,110
	39	between Santa Fe Street and San Jacinto Street (SR-79)	Hemet	24,460	29,260	835	25,300	590		25,890
Redlands Avenue	40	between 4th Street (SR-74) and I-215 SB Ramps	Perris	28,680	47,410	3,257	31,940	1,950		33,890

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Table 4-J - Phases 2 and 3 Opening Year Cumulative (2026) Roadway Segment Daily Traffic Volumes

Roadway	#	Segment	Jurisdiction	Existing ADT	Horizon Year 2045 ADT	Interpolated Growth (2022-26)	Year 2026 without Project	External Project Trips	Internal Project Trips	Year 2026 with Project ADT
Nuevo Road	41	between Dunlap Drive and Menifee Road	Riverside County	10,890	34,820	4,162	15,060	850		15,910
Ethanac Road	42	between Goetz Road and Murrieta Road	Menifee	14,910	30,730	2,751	17,670	1,000		18,670
	43	between Murrieta Road and Barnett Road	Menifee	18,320	35,440	2,977	21,300	1,310		22,610
	44	between Barnett Road and Case Road	Perris	20,440	40,240	3,443	23,890	1,310		25,200
	45	between Case Road and I-215 SB Ramps	Perris	27,340	47,160	3,447	30,790	1,310		32,100
	46	between I-215 NB Ramps and Encanto Drive	Perris	16,340	34,450	3,150	19,490	1,310		20,800
	47	between Encanto Drive and Sherman Road	Menifee	14,980	26,240	1,958	16,940	1,460		18,400
	48	between Sherman Road and Dawson Road	Menifee	6,740	13,780	1,224	7,970	1,840		9,810
	49	between Dawson Road and Antelope Road	Menifee	5,740	13,030	1,268	7,010	1,870		8,880
Matthews Road	50	between Antelope Road and Palomar Road	Menifee	5,520	13,250	1,344	6,870	1,900		8,770
	51	between Palomar Road and Menifee Road	Menifee	2,560	9,460	1,200	3,760	1,080		4,840
Case Road	52	between Briggs Road (West) and Briggs Road (East)	Menifee	6,330	13,340	1,219	7,550	550		8,100
McCall Boulevard	53	between Murrieta Road and Sun City Boulevard	Menifee	13,300	20,140	1,190	14,490	900		15,390
	54	between Sun City Boulevard and Bradley Road	Menifee	18,080	27,300	1,603	19,690	1,640		21,330
	55	between Bradley Road and I-215 SB Ramps	Menifee	29,380	42,700	2,317	31,700	1,950		33,650
	56	between I-215 NB Ramps and Encanto Drive	Menifee	32,960	51,930	3,299	36,260	11,340		47,600
	57	between Encanto Drive and Sherman Road	Menifee	25,330	39,870	2,529	27,860	11,420		39,280
	58	between Sherman Road and Antelope Road	Menifee	21,000	37,470	2,864	23,870	11,980		35,850
	59	between Antelope Road and Junipero Road	Menifee	19,680	34,470	2,572	22,260	12,400		34,660
	60	between Junipero Road and Menifee Road	Menifee	17,850	30,400	2,183	20,040	12,400		32,440
	61	between Menifee Road and Heritage Lake Drive (West)	Menifee	10,930	19,920	1,563	12,500	5,310		17,810
	62	between Heritage Lake Drive (West) and Heritage Lake Drive (East)	Menifee	6,450	13,090	1,155	7,610	4,990		12,600
	63	between Heritage Lake Drive (East) and Briggs Road	Menifee	4,570	9,350	831	5,410	5,090		10,500
Simpson Road	64	between Menifee Road and Lindenberger Road	Menifee	7,560	16,020	1,471	9,040	2,130		11,170
	65	between Lindenberger Road and Briggs Road	Menifee	7,670	16,520	1,539	9,210	2,000		11,210
Newport Road	66	between Goetz Road and Berea Road - Murphy Ranch Road	Menifee	33,100	43,400	1,791	34,900	670		35,570
	67	between Berea Road - Murphy Ranch Road and Murrieta Road	Menifee	41,210	56,420	2,645	43,860	800		44,660
	68	between Murrieta Road and Evans Road	Menifee	37,840	47,020	1,597	39,440	1,070		40,510
	69	between Evans Road and Bradley Road	Menifee	41,720	52,110	1,807	43,530	1,360		44,890
	70	between Bradley Road and Avenida De Cortez - Town Center Drive	Menifee	50,310	57,910	1,322	51,640	1,960		53,600
	71	between Avenida De Cortez - Town Center Drive and Haun Road	Menifee	53,200	67,800	2,539	55,740	2,530		58,270
	72	between Haun Road and I-215 SB Ramps	Menifee	71,930	88,020	2,798	74,730	2,940		77,670
	73	between I-215 NB Ramps and Antelope Road	Menifee	74,580	89,300	2,560	77,140	1,270		78,410
	74	between Antelope Road and Menifee Road	Menifee	56,390	64,650	1,437	57,830	1,520		59,350
Ramona Expressway	75	between Warren Road and Sanderson Avenue (SR-79) - Sanderson Avenue	San Jacinto	26,600	36,950	1,800	28,400	670		29,070
Sherman Road	76	between SR-74 and Ethanac Road	Menifee	5,520	12,240	1,169	6,690	210		6,900
Palomar Road	77	between SR-74 and Matthews Road	Menifee	2,630	11,460	1,536	4,170	950		5,120

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Table 4-J - Phases 2 and 3 Opening Year Cumulative (2026) Roadway Segment Daily Traffic Volumes

Roadway	#	Segment	Jurisdiction	Existing ADT	Horizon Year 2045 ADT	Interpolated Growth (2022-26)	Year 2026 without Project	External Project Trips	Internal Project Trips	Year 2026 with Project ADT
Menifee Road	78	between Nuevo Road and Central Avenue/Porter Street	Riverside County	8,670	27,320	3,243	11,920	1,820		13,740
	79	between Central Avenue/Porter Street and San Jacinto Avenue	Riverside County	9,530	28,190	3,245	12,780	2,160		14,940
	80	between San Jacinto Avenue and Ellis Avenue	Riverside County	8,710	26,260	3,052	11,770	2,940		14,710
	81	between Ellis Avenue and Mapes Road	Riverside County	9,080	28,070	3,303	12,390	3,530		15,920
	82	between Mapes Road and Watson Road	Menifee	7,020	22,710	2,729	9,750	3,870		13,620
	83	between Watson Road and SR-74	Menifee	7,460	18,630	1,943	9,410	4,900		14,310
	84	between SR-74 and Biscayne	Menifee	11,390	24,660	2,308	13,700	11,450		25,150
	85	between Biscayne and McLaughlin Road	Menifee	10,340	23,600	2,306	12,650	11,080		23,730
	86	between McLaughlin Road and Project Driveway 1	Menifee	10,340	24,240	2,417	12,760	15,320	170	28,250
	87	between Project Driveway 1 and Matthews Road	Menifee	10,340	24,230	2,416	12,760	15,450		28,210
	88	between Matthews Road and McCall Boulevard	Menifee	10,320	29,060	3,259	13,580	14,370		27,950
	89	between McCall Boulevard and Coastline Avenue	Menifee	11,710	25,610	2,417	14,130	4,560		18,690
	90	between Coastline Avenue and Simpson Road	Menifee	13,790	27,850	2,445	16,240	4,230		20,470
	91	between Simpson Road and Aldergate Drive - Carnelian Way	Menifee	13,120	23,430	1,793	14,920	5,040		19,960
	92	between Aldergate Drive - Carnelian Way and Newport Road	Menifee	14,010	21,110	1,235	15,250	4,110		19,360
	93	between Newport Road and La Piedra Road	Menifee	11,130	33,000	3,803	14,940	2,120		17,060
	94	between La Piedra Road and Holland Road	Menifee	10,530	19,160	1,501	12,040	1,020		13,060
Briggs Road	95	between Watson Road and SR-74	Menifee	5,110	8,670	619	5,730	1,150		6,880
	96	between SR-74 and Heritage High School Driveway	Menifee	6,950	22,670	2,734	9,690	8,760		18,450
	97	between Heritage High School Driveway and McLaughlin Road	Menifee	6,010	21,720	2,732	8,750	8,890		17,640
	98	between McLaughlin Road and Project Driveway 4	Menifee	5,670	22,320	2,896	8,570	6,640		15,210
	99	between Project Driveway 4 and Project Driveway 5 - Meadow Oak Street	Menifee	5,670	22,190	2,873	8,550	6,250		14,800
	100	between Project Driveway 5 - Meadow Oak Street and Project Driveway 6	Menifee	6,360	21,870	2,697	9,060	6,620		15,680
	101	between Project Driveway 6 and Project Driveway 7 - Hillridge Street	Menifee	6,360	21,440	2,623	8,990	6,530		15,520
	102	between Project Driveway 7 - Hillridge Street and Case Road	Menifee	6,360	21,430	2,621	8,990	8,010		17,000
	103	between Case Road and McCall Boulevard	Menifee	6,030	21,580	2,704	8,740	7,460		16,200
	104	between McCall Boulevard and Simpson Road	Menifee	3,870	14,360	1,824	5,700	2,220		7,920
Warren Road	105	between Ramona Expressway and Cottonwood Avenue	San Jacinto	14,710	25,520	1,880	16,590	670		17,260
	106	between Cottonwood Avenue and Esplanade Avenue	San Jacinto	13,850	24,330	1,823	15,680	1,230		16,910
	107	between Esplanade Avenue and Florida Avenue (SR-74/SR-79)	Hemet	15,450	31,280	2,753	18,210	1,700		19,910

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Table 4-K - Horizon Year (2045) Roadway Segment Daily Traffic Volumes

Roadway	#	Segment	Jurisdiction	Horizon Year (2045) Without Project	External Project Trips	Internal Project Trips	Horizon Year (2045) With Project
Central Avenue (SR-74)	1	between I-15 NB Ramps and Dexter Avenue	Lake Elsinore	75,900	800		76,700
	2	between Dexter Avenue and Cambern Avenue	Lake Elsinore	51,970	800		52,770
	3	between Cambern Avenue and Conard Avenue	Lake Elsinore	52,600	800		53,400
	4	between Conard Avenue and El Toro Cut Off Road	Lake Elsinore	51,990	800		52,790
SR-74	5	between El Toro Cut Off Road and Riverside Street	Lake Elsinore	60,690	800		61,490
	6	between Riverside Street and Wasson Canyon Road	Riverside County	51,620	800		52,420
	7	between Wasson Canyon Road and Meadowbrook Avenue - Greenwald Avenue	Riverside County	54,260	800		55,060
	8	between Meadowbrook Avenue - Greenwald Avenue and River Road	Riverside County	50,200	940		51,140
	9	between River Road and Ellis Avenue	Riverside County	51,150	940		52,090
	10	between Ellis Avenue and Navajo Road	Riverside County	42,180	940		43,120
4th Street (SR-74)	11	between Navajo Road and A Street	Perris	51,410	1,090		52,500
	12	between A Street and C Street	Perris	41,510	1,530		43,040
	13	between C Street and D Street	Perris	30,760	1,530		32,290
	14	between D Street and Perris Boulevard	Perris	35,190	1,530		36,720
	15	between Perris Boulevard and G Street	Perris	25,740	1,690		27,430
	16	between G Street and Wilkerson Avenue	Perris	30,100	1,960		32,060
	17	between Wilkerson Avenue and Redlands Avenue	Perris	32,140	1,950		34,090
SR-74	18	between I-215 NB Ramps and Trumble Road	Menifee	54,390	10,600		64,990
	19	between Trumble Road and Sherman Road (West)	Menifee	41,100	10,620		51,720
	20	between Sherman Road (West) and Sherman Road (East)	Menifee	42,890	10,660		53,550
	21	between Sherman Road (East) and Antelope Road	Menifee	41,230	11,000		52,230
	22	between Antelope Road and Palomar Road	Menifee	40,810	11,680		52,490
	23	between Palomar Road and Menifee Road	Menifee	40,620	12,720		53,340
	24	between Menifee Road and McKinley	Menifee	53,660	17,850		71,510
	25	between McKinley and Malaga Road - Project Driveway 2	Menifee	53,770	16,430		70,200
	26	between Malaga Road - Project Driveway 2 and Project Driveway 3	Menifee	52,340	10,940		63,280
	27	between Project Driveway 3 and Briggs Road	Menifee	52,340	11,710		64,050
	28	between Briggs Road and Juniper Flats Road	Riverside County	54,780	9,260		64,040
	29	between Juniper Flats Road and Vista Place - Winchester Road (SR-79)	Riverside County	42,330	7,700		50,030
Florida Avenue (SR-74/SR-79)	30	between Vista Place - Winchester Road (SR-79) and Warren Road	Riverside County	48,710	6,090		54,800
	31	between Warren Road and Cawston Avenue	Hemet	34,470	3,350		37,820
	32	between Cawston Avenue and Sanderson Avenue	Hemet	26,070	2,020		28,090
	33	between Sanderson Avenue and Kirby Street	Hemet	30,380	1,300		31,680
	34	between Kirby Street and Lyon Avenue	Hemet	34,000	1,010		35,010
	35	between Lyon Avenue and Palm Avenue	Hemet	34,230	740		34,970
	36	between Palm Avenue and State Street	Hemet	33,690	600		34,290
	37	between State Street and Buena Vista Street	Hemet	30,940	610		31,550
	38	between Buena Vista Street and Santa Fe Street	Hemet	30,650	590		31,240
	39	between Santa Fe Street and San Jacinto Street (SR-79)	Hemet	29,260	590		29,850
Redlands Avenue	40	between 4th Street (SR-74) and I-215 SB Ramps	Perris	47,410	1,950		49,360

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Table 4-K - Horizon Year (2045) Roadway Segment Daily Traffic Volumes

Roadway	#	Segment	Jurisdiction	Horizon Year (2045) Without Project	External Project Trips	Internal Project Trips	Horizon Year (2045) With Project
Nuevo Road	41	between Dunlap Drive and Menifee Road	Riverside County	34,820	850		35,670
Ethanac Road	42	between Goetz Road and Murrieta Road	Menifee	30,730	1,000		31,730
	43	between Murrieta Road and Barnett Road	Menifee	35,440	1,310		36,750
	44	between Barnett Road and Case Road	Perris	40,240	1,310		41,550
	45	between Case Road and I-215 SB Ramps	Perris	47,160	1,310		48,470
	46	between I-215 NB Ramps and Encanto Drive	Perris	34,450	1,310		35,760
	47	between Encanto Drive and Sherman Road	Menifee	26,240	1,460		27,700
	48	between Sherman Road and Dawson Road	Menifee	13,780	1,840		15,620
	49	between Dawson Road and Antelope Road	Menifee	13,030	1,870		14,900
Matthews Road	50	between Antelope Road and Palomar Road	Menifee	13,250	1,900		15,150
	51	between Palomar Road and Menifee Road	Menifee	9,460	1,080		10,540
Case Road	52	between Briggs Road (West) and Briggs Road (East)	Menifee	13,340	550		13,890
McCall Boulevard	53	between Murrieta Road and Sun City Boulevard	Menifee	20,140	900		21,040
	54	between Sun City Boulevard and Bradley Road	Menifee	27,300	1,640		28,940
	55	between Bradley Road and I-215 SB Ramps	Menifee	42,700	1,950		44,650
	56	between I-215 NB Ramps and Encanto Drive	Menifee	51,930	11,340		63,270
	57	between Encanto Drive and Sherman Road	Menifee	39,870	11,420		51,290
	58	between Sherman Road and Antelope Road	Menifee	37,470	11,980		49,450
	59	between Antelope Road and Junipero Road	Menifee	34,470	12,400		46,870
	60	between Junipero Road and Menifee Road	Menifee	30,400	12,400		42,800
	61	between Menifee Road and Heritage Lake Drive (West)	Menifee	19,920	5,310		25,230
	62	between Heritage Lake Drive (West) and Heritage Lake Drive (East)	Menifee	13,090	4,990		18,080
	63	between Heritage Lake Drive (East) and Briggs Road	Menifee	9,350	5,090		14,440
Simpson Road	64	between Menifee Road and Lindenberger Road	Menifee	16,020	2,130		18,150
	65	between Lindenberger Road and Briggs Road	Menifee	16,520	2,000		18,520
Newport Road	66	between Goetz Road and Berea Road - Murphy Ranch Road	Menifee	43,400	670		44,070
	67	between Berea Road - Murphy Ranch Road and Murrieta Road	Menifee	56,420	800		57,220
	68	between Murrieta Road and Evans Road	Menifee	47,020	1,070		48,090
	69	between Evans Road and Bradley Road	Menifee	52,110	1,360		53,470
	70	between Bradley Road and Avenida De Cortez - Town Center Drive	Menifee	57,910	1,960		59,870
	71	between Avenida De Cortez - Town Center Drive and Haun Road	Menifee	67,800	2,530		70,330
	72	between Haun Road and I-215 SB Ramps	Menifee	88,020	2,940		90,960
	73	between I-215 NB Ramps and Antelope Road	Menifee	89,300	1,270		90,570
	74	between Antelope Road and Menifee Road	Menifee	64,650	1,520		66,170
Ramona Expressway	75	between Warren Road and Sanderson Avenue (SR-79) - Sanderson Avenue	San Jacinto	36,950	670		37,620
Sherman Road	76	between SR-74 and Ethanac Road	Menifee	12,240	210		12,450
Palomar Road	77	between SR-74 and Matthews Road	Menifee	11,460	950		12,410

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Table 4-K - Horizon Year (2045) Roadway Segment Daily Traffic Volumes

Roadway	#	Segment	Jurisdiction	Horizon Year (2045) Without Project	External Project Trips	Internal Project Trips	Horizon Year (2045) With Project
Menifee Road	78	between Nuevo Road and Central Avenue/Porter Street	Riverside County	27,320	1,820		29,140
	79	between Central Avenue/Porter Street and San Jacinto Avenue	Riverside County	28,190	2,160		30,350
	80	between San Jacinto Avenue and Ellis Avenue	Riverside County	26,260	2,940		29,200
	81	between Ellis Avenue and Mapes Road	Riverside County	28,070	3,530		31,600
	82	between Mapes Road and Watson Road	Menifee	22,710	3,870		26,580
	83	between Watson Road and SR-74	Menifee	18,630	4,900		23,530
	84	between SR-74 and Biscayne	Menifee	24,660	11,450		36,110
	85	between Biscayne and McLaughlin Road	Menifee	23,600	11,080		34,680
	86	between McLaughlin Road and Project Driveway 1	Menifee	24,240	15,320	170	39,730
	87	between Project Driveway 1 and Matthews Road	Menifee	24,230	15,450		39,680
	88	between Matthews Road and McCall Boulevard	Menifee	29,060	14,370		43,430
	89	between McCall Boulevard and Coastline Avenue	Menifee	25,610	4,560		30,170
	90	between Coastline Avenue and Simpson Road	Menifee	27,850	4,230		32,080
	91	between Simpson Road and Aldergate Drive - Carnelian Way	Menifee	23,430	5,040		28,470
	92	between Aldergate Drive - Carnelian Way and Newport Road	Menifee	21,110	4,110		25,220
	93	between Newport Road and La Piedra Road	Menifee	33,000	2,120		35,120
	94	between La Piedra Road and Holland Road	Menifee	19,160	1,020		20,180
Briggs Road	95	between Watson Road and SR-74	Menifee	8,670	1,150		9,820
	96	between SR-74 and Heritage High School Driveway	Menifee	22,670	8,760		31,430
	97	between Heritage High School Driveway and McLaughlin Road	Menifee	21,720	8,890		30,610
	98	between McLaughlin Road and Project Driveway 4	Menifee	22,320	6,640		28,960
	99	between Project Driveway 4 and Project Driveway 5 - Meadow Oak Street	Menifee	22,190	6,250		28,440
	100	between Project Driveway 5 - Meadow Oak Street and Project Driveway 6	Menifee	21,870	6,620		28,490
	101	between Project Driveway 6 and Project Driveway 7 - Hillridge Street	Menifee	21,440	6,530		27,970
	102	between Project Driveway 7 - Hillridge Street and Case Road	Menifee	21,430	8,010		29,440
	103	between Case Road and McCall Boulevard	Menifee	21,580	7,460		29,040
	104	between McCall Boulevard and Simpson Road	Menifee	14,360	2,220		16,580
Warren Road	105	between Ramona Expressway and Cottonwood Avenue	San Jacinto	25,520	670		26,190
	106	between Cottonwood Avenue and Esplanade Avenue	San Jacinto	24,330	1,230		25,560
	107	between Esplanade Avenue and Florida Avenue (SR-74/SR-79)	Hemet	31,280	1,700		32,980

5.0 PROJECT TRAFFIC

5.1 PROJECT TRIP GENERATION

Table 1-A within Section 1.1 of this report summarizes the project land uses for each PA. As shown in Table 1-A, the project includes residential, retail, educational, business park, and recreational land uses. The trip generation for the project was developed using rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition) and other applicable sources. Following is a brief description of the trip generation for each type of land use:

5.1.1 Residential Land Uses

The project includes both single-family and multifamily residential units. The trip generation for residential uses were developed using rates from the ITE *Trip Generation Manual*, (11th Edition). Trip generation for single-family residential use was developed using Land Use 210 – "Single-Family Detached Housing," rates in General Urban/Suburban settings. Trip generation for multifamily residential use was developed using Land Use 220 – "Multifamily Housing (Low-Rise); Not Close to Rail Transit," rates in General Urban/Suburban settings.

5.1.2 Retail Land Use

Trip generation for the retail component of the project was developed using Land Use 820 – "Shopping Center (>150k)," rates in General Urban/Suburban settings from the ITE *Trip Generation Manual*, (11th Edition).

5.1.3 Educational Land Use

Trip generation for the elementary school component of the project was developed using Land Use 520 – "Elementary School," rates in General Urban/Suburban settings from the ITE *Trip Generation Manual*, (11th Edition).

5.1.4 Business Park Land Uses

Typically, ITE trip generation rates are calculated based on surveys conducted across the entire country. For industrial/business park land uses that include a high-cube fulfillment center warehouse facility, the ITE rates may not be representative in the context of the Inland Empire. Trip generation studies/surveys were recently conducted at such facilities in the Inland Empire region to accurately estimate passenger vehicle (PV) and truck trip generation for such truck-intensive industrial uses within the region. Therefore, for the business park land uses that are proposed as high-cube fulfillment centers, trip generation rates from these studies were used to estimate the trip generation.

Additionally, the City's TS guidelines recommend using the City of Fontana Truck Trip Generation Study, dated August 2003, to estimate truck trips for these uses. However, the South Coast Air Quality Management District (SCAQMD) provides a more updated PV and truck mix for warehousing projects within its boundaries. Therefore, for the high-cube warehouse land uses, the SCAQMD recommendations were applied to estimate the PV and truck mix.

Following is a brief summary of the methodology used to develop trip generation for the different business park land uses:

- **High-Cube Fulfillment Center Warehouse – Non-Sort:** For this land use, trip generation rates for PVs and trucks were obtained from the Western Riverside Council of Governments (WRCOG) Transportation Uniform Mitigation Fee (TUMF) Program High-Cube Warehouse Trip Generation Study, dated January 2019. The truck mix was considered as 21.9 percent 2-axle, 17.7 percent 3-axle, and 60.3 percent as four or more axle trucks based on SCAQMD recommendations.

- **High-Cube Cold Storage Warehouse:** Trip generation rates were obtained from the ITE *Trip Generation Manual* (11th Edition) for Land Use 157 – "High-Cube Cold Storage Warehouse." The resulting trips were converted to trucks and PVs based on SCAQMD recommendations. As such, 31 percent of the trips will be trucks, including 6.8 percent 2-axle, 5.5 percent 3-axle, and 18.7 percent 4 or more axle trucks.

- **High-Cube Parcel Hub Warehouse:** Trip generation rates were obtained from the ITE *Trip Generation Manual* (11th Edition) for Land Use 156 – "High-Cube Parcel Hub Warehouse." The resulting trips were converted to trucks and PVs based on the SCAQMD recommendations. As such, 31 percent of the trips will be trucks, including 6.8 percent 2-axle, 5.5 percent 3-axle, and 18.7 percent 4 or more axle trucks.

- **High-Cube Fulfillment Center Warehouse – Sort:** As shown in the ITE *Trip Generation Manual* (11th Edition), trip generation rates for "Land Use 155 – High-Cube Fulfillment Center Warehouse – Sort" was developed using a small sample (two survey sites for the daily trip rate and three survey sites for a.m. and p.m. peak-hour trip generation rates). Therefore, using the ITE trip rates will not provide an accurate estimate for developing the trip generation due to the small sample size. Also, as summarized in the "Additional Data" section in the ITE *Trip Generation Manual* for this land use, these sites were surveyed in California, New Jersey, and Texas. As such, these trip rates won't be representative in the context of the Inland Empire. Additionally, the project does not have confirmed tenants for any of these sort facilities. Typically, certain high-cube sort facilities generate higher trips compared to other sort facilities. Trip generation studies/surveys were recently conducted at such high trip-generating, high-cube sort facilities in the Inland Empire region to accurately estimate PV and truck trip generation for truck-intensive industrial uses within the region. Therefore, for the "High-Cube Fulfillment Center Warehouse – Sort" land use, LSA has used trip generation rates from these surveys to estimate the project trip generation. As such, PV and 2-axle, 3-axle, and four or more axle truck trip generation rates were based on trip generation surveys conducted at seven similar fulfillment center facilities within the Inland Empire region. Appendix B of the scoping letter summarizes a detailed description of the surveyed facilities, as well as average trip rates for passenger vehicles, 2-axle, 3-axle, and 4 or more axle trucks.

- **General Light Industrial:** Trip generation rates were obtained from the ITE *Trip Generation Manual* (11th Edition) for Land Use 110 - "General Light Industrial." The resulting trips were converted to PVs and trucks based on the City of Fontana's Truck Trip Generation Study (dated

August 2003). As such, 21.4 percent of the trips will be trucks, including 8.0 percent 2-axle trucks, 3.9 percent 3-axle trucks, and 9.5 percent 4 or more axle trucks.

All truck trips were converted to PCE trips using a 1.5 PCE factor for 2-axle trucks, 2.0 PCE factor for 3-axle trucks, and 3.0 PCE factor for 4 or more axle trucks.

5.1.5 Recreational/Other Land Uses

Trip generation for the recreational and other land use components of the project was developed using appropriate trip generation rates from the ITE *Trip Generation Manual*, (11th Edition).

5.1.6 Internal Trips

Since the Specific Plan has a mix of residential and non-residential land uses, it is anticipated that a certain percentage of project trips will remain within the Specific Plan. These trips will be traveling between the different residential and non-residential uses. For purposes of this analysis, these trips have been considered as internal trips. Under full build-out conditions for the project, internal trip percentages from one PA to another were generally developed using select zone runs obtained from RIVCOM. However, the following adjustments were made to the internal trip capture percentages obtained from the RIVCOM select zone model runs:

- RIVCOM select zone runs estimated a percentage of truck trips being absorbed internal to the project site. However, it is not anticipated that majority of these truck trips would remain internal to the project site. Therefore, as a conservative approach, no internal capture was considered for project truck trips.

- For the elementary school, internal trips are typically a part of a.m. peak-hour drop-offs and p.m. peak-hour pick-ups. Therefore, the RIVCOM select zone internal capture for the elementary school land use was adjusted accordingly to account for local drop-offs and pick-ups during the a.m. and p.m. peak hours, respectively.

The internal trips were subtracted from the total trip generations for the different PAs to develop the external trips from each PA.

5.1.7 Pass-by Trips

For the retail component developed in PA-13 under Phase 3 of the Specific Plan, a certain percentage of external trips will be pass-by trips. A pass-by trip is a trip where an intermediate stop is made on the way from the origin to the primary destination of the trip without making a route diversion. It is not actually a “new” trip added to the surrounding circulation system. Pass-by rates were obtained from the ITE *Trip Generation Manual* (11th Edition). After deducting the pass-by trips from the total external trips for the retail uses, the net external trips for the retail uses were obtained. These net external trips were added to the external trips for the other PAs under Phases 2 and 3 to obtain the net external trip generation for these two phases.

5.1.8 Net External Trips

The external trips for the different PAs under Phase 1 of the project were added to obtain the external project trip generation under this phase. As such, Phase 1 is anticipated to generate a total of 15,392 daily external PV trips, with 1,332 external PV trips in the a.m. peak hour and 1,717 external PV trips in the p.m. peak hour. Additionally, accounting for truck PCE trips, this phase is anticipated to generate a total of 5,327 daily truck PCE trips, with 553 truck PCE trips in the a.m. peak hour and 519 truck PCE trips in the p.m. peak hour. Overall, Phase 1 is forecasted to generate a total of 20,719 external PCE trips, with 1,885 external PCE trips in the a.m. peak hour and 2,236 external PCE trips in the p.m. peak hour.

Phases 2 and 3 of the project are anticipated to generate a total of 33,033 daily net external PV trips, with 2,202 net external PV trips in the a.m. peak hour and 3,163 net external PV trips in the p.m. peak hour. Additionally, accounting for truck PCE trips, this phase is anticipated to generate a total of 3,814 daily truck PCE trips, with 396 truck PCE trips in the a.m. peak hour and 373 truck PCE trips in the p.m. peak hour. Overall, Phases 2 and 3 are forecasted to generate 36,817 net external PCE trips, with 2,598 net external PCE trips in the a.m. peak hour and 3,536 net external PCE trips in the p.m. peak hour.

The entire project is anticipated to generate a total of 48,395 daily net external PV trips, with 3,534 net external PV trips in the a.m. peak hour and 4,880 net external PV trips in the p.m. peak hour. Additionally, accounting for truck PCE trips, the entire project is anticipated to generate a total of 9,141 daily truck PCE trips, with 949 truck PCE trips in the a.m. peak hour and 892 truck PCE trips in the p.m. peak hour. Overall, the entire project is forecasted to generate 57,536 net external PCE trips, with 4,483 net external PCE trips in the a.m. peak hour and 5,772 net external PCE trips in the p.m. peak hour.

Table 5-A provides a summary for the trip generation for the project. Detailed trip generation worksheets for the project are included as part of the approved scoping letter in Appendix A.

5.2 PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

External trip distribution patterns for each PA in the Specific Plan were obtained using p.m. peak-period select zone model runs from RIVCOM. The select zone model runs are also included as part of the approved scoping letter in Appendix A.

It should be noted that the intersection LOS analysis typically examines traffic operations during the a.m. and p.m. peak hours, since they usually represent the busiest traffic conditions during the day. Typically, the p.m. peak-hour project traffic is higher than the a.m. peak-hour conditions. As shown in Table 5-A, the project generates more trips during the p.m. peak hour. Additionally, the select zone distribution plot is based on bi-directional traffic. The in and out splits are accounted for through the ITE trip generation. The project trip assignment is developed by multiplying the corresponding ITE in and out trip generation with the select zone project distribution. Therefore, while the a.m., p.m., and daily select zone plots are similar, the p.m. select zone plots were used as a conservative estimate since they represent the worst-case project traffic.

Additionally, since the select zone plots are based on a RIVCOM future scenario (Year 2045), project trip distributions were further refined with considerations of the existing regional circulation network. Following are the major refinements considered for the trip distribution considered compared to the RIVCOM select zone plots:

- As illustrated in the select zone model plots for the residential PAs, approximately 12 to 14 percent trips travel east using SR-74 towards unincorporated Riverside County, as well as San Jacinto and Hemet. However, another 10 to 11 percent trips are also estimated to travel eastbound using Case Road, Grand Avenue, and Simpson Road, and terminate around Hemet and unincorporated Riverside County. However, upon further review of the existing circulation network within these areas, it was determined that the majority of these streets are local streets and collectors. As such, it was determined that these trips would rather utilize major arterials/roadways like SR-74 instead of using local streets. Therefore, the select zone distribution was modified to account for project traffic using travel corridors that would provide shorter travel paths/travel time.

- Based on the select zone distribution for PA-13, approximately 1 percent of the trips are absorbed between PA-13 and the SCE Menifee Service Center area located at the southeast corner of Menifee Road and SR-74. There is an existing driveway along the eastern border of the SCE Menifee Service Center, located on McKinley. Based on further evaluation, vehicular trips between the two sites (PA-13 and the SCE Menifee Service Center) are feasible via the SCE Menifee Service Center driveway on McKinley without using external intersections along SR-74 or Menifee Road. Therefore, this 1 percent trip was estimated to not travel through any of the external intersections. The remaining project trips from the commercial area were distributed among the PA-13 driveways.

- Because trucks typically have different travel patterns than PVs, separate trip distributions were developed for PVs and trucks.

Figures 5-1A through 5-16E illustrate the regional distribution of external trips for the different PAs in the Specific Plan. The trip distribution for each PA at different study intersections was applied to the corresponding net external trip generation to obtain the net external trip assignment for the PA. Detailed trip assignment at the study intersections for each PA and each phase of the project is included as part of the approved scoping letter in Appendix A.

Figures 5-17A through 5-17E illustrate the Phase 1 external trip assignments at the study intersections. Figures 5-18A through 5-18E illustrate the project trip assignment for the entire project (i.e., Phases 1,2, and 3 combined)

Internal trips among different PAs within the project were distributed with consideration of the project's internal and peripheral roadway network. Internal trip distribution for each PA at internal and project adjacent study intersections was applied to the corresponding internal trips to develop the internal trip assignments at the project's internal and project-adjacent study intersections. Figure 5-19A illustrates the internal trip assignment for Phase 1 of the project. Figure 5-19B illustrates the internal trip assignment for the entire project (i.e., Phases 1, 2, and 3 combined).

For the retail component developed in PA-13 under Phase 3 of the Specific Plan, it has been estimated that pass-by trips would occur along SR-74 due to the existing eastbound and westbound through traffic in the vicinity of the project. Figure 5-20 illustrates the project pass-by trip assignment for PA-13.

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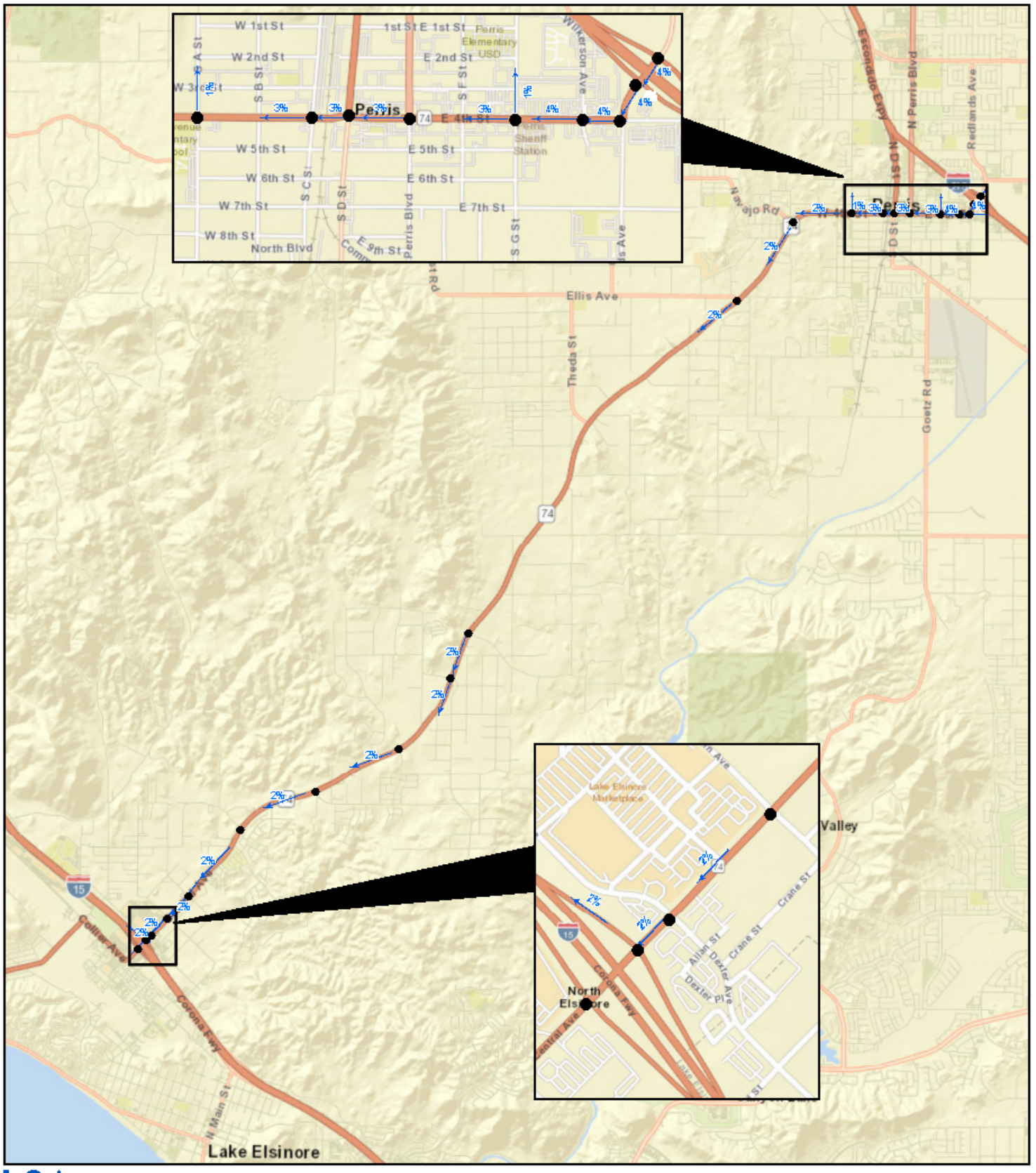

LSA

LEGEND

Study Area Intersections

Project Trip Distribution

Figures 5-1A

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SOURCE: ESRI

Menifee Valley Specific Plan

Traffic Study

PA-1 Regional Trip Distribution (Zone 1)

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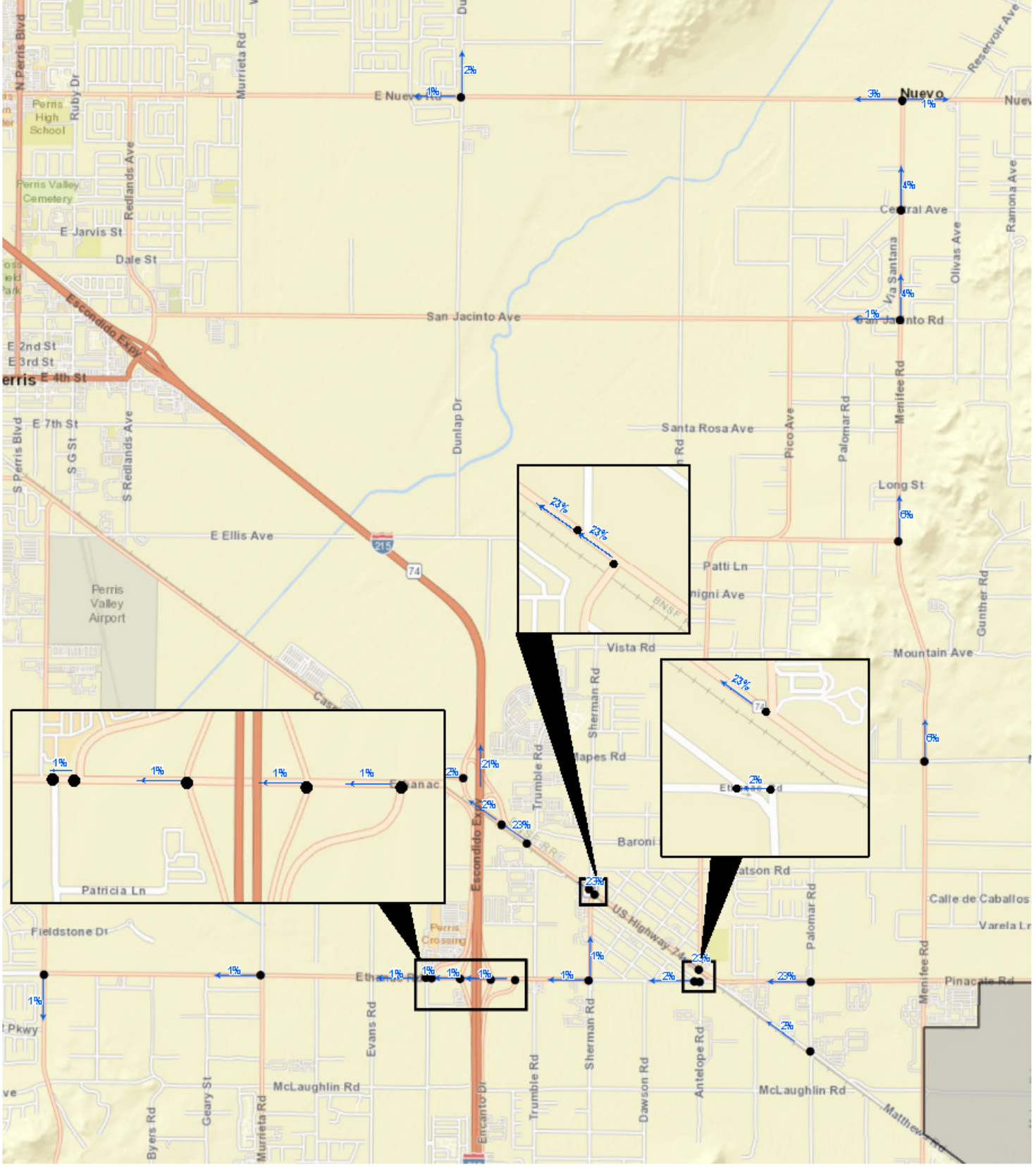

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Figure 5-1B

Menifee Valley Specific Plan
Traffic Study

PA-1 Regional Trip Distribution (Zone 2)

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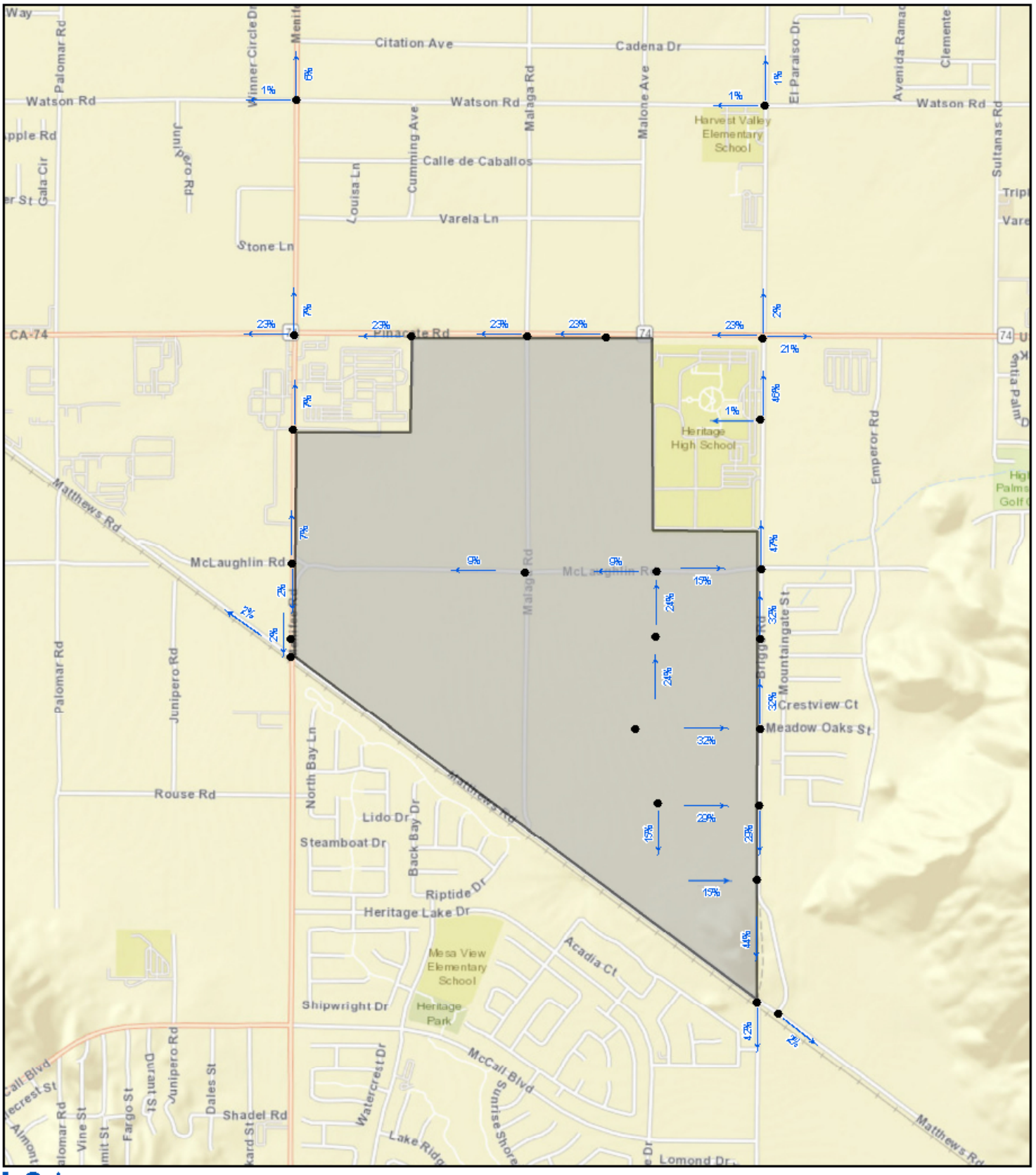

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Figure 5-1C

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Project Location

Project Trip Distribution

Study Area Intersections

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SOURCE: ESRI

Menifee Valley Specific Plan
Traffic Study

PA-1 Regional Trip Distribution (Zone 3)

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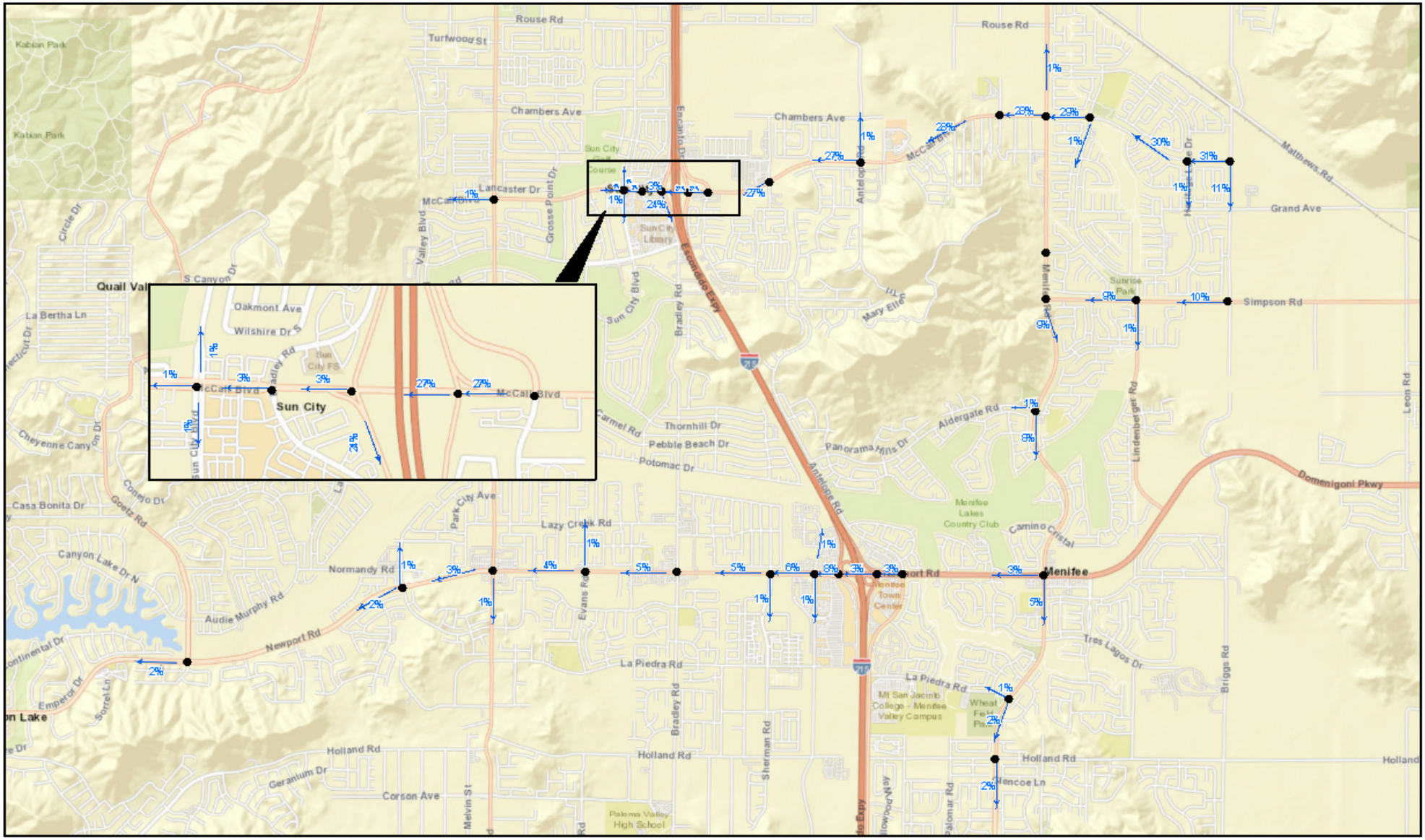

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Project Location

Project Trip Distribution

Study Area Intersections

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SOURCE: ESRI

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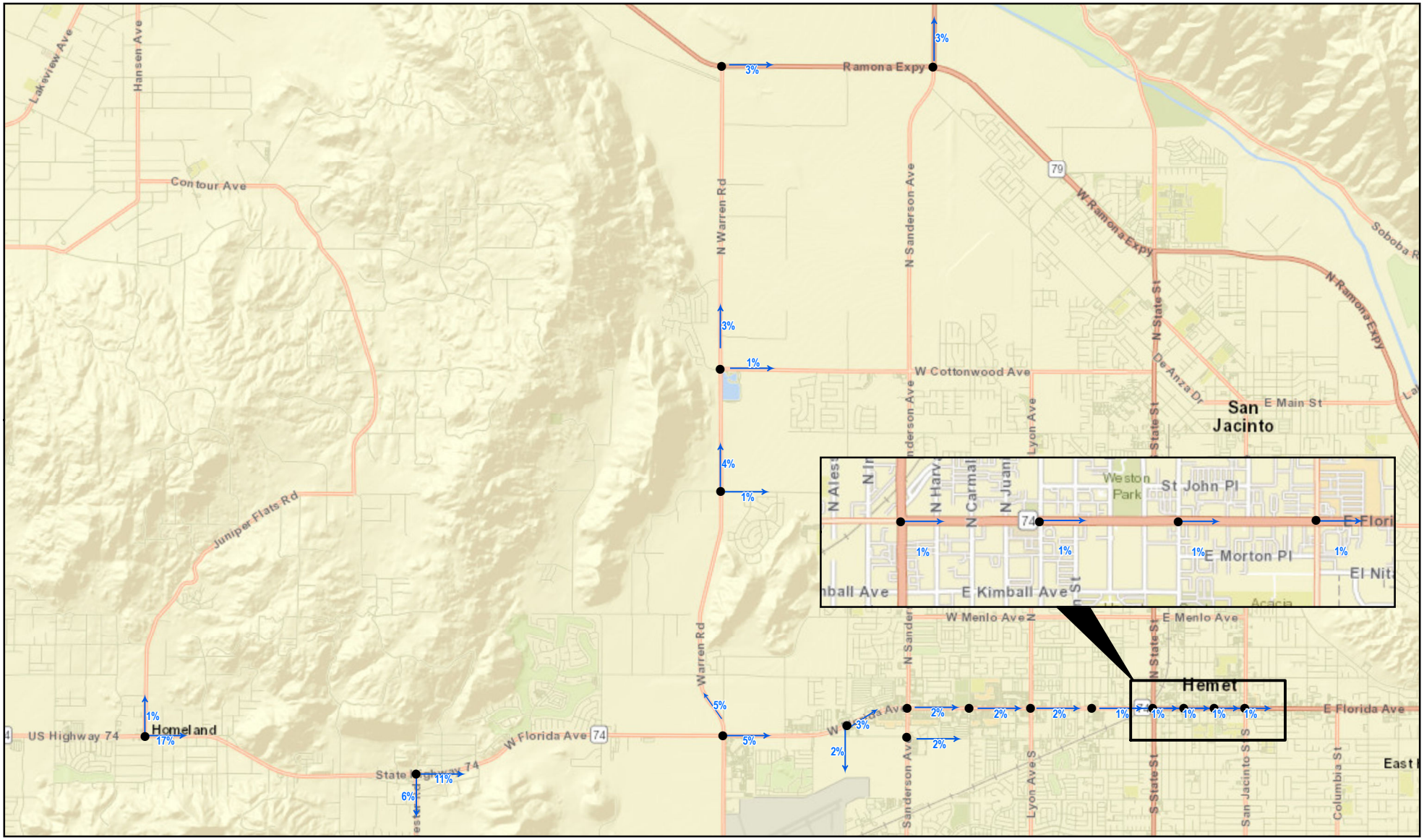
Figure 5-1D

Menifee Valley Specific Plan

Traffic Study

PA-1 Regional Trip Distribution (Zone 4)



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Study Area Intersections

Project Trip Distribution

Figure 5-1E

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SOURCE: ESRI

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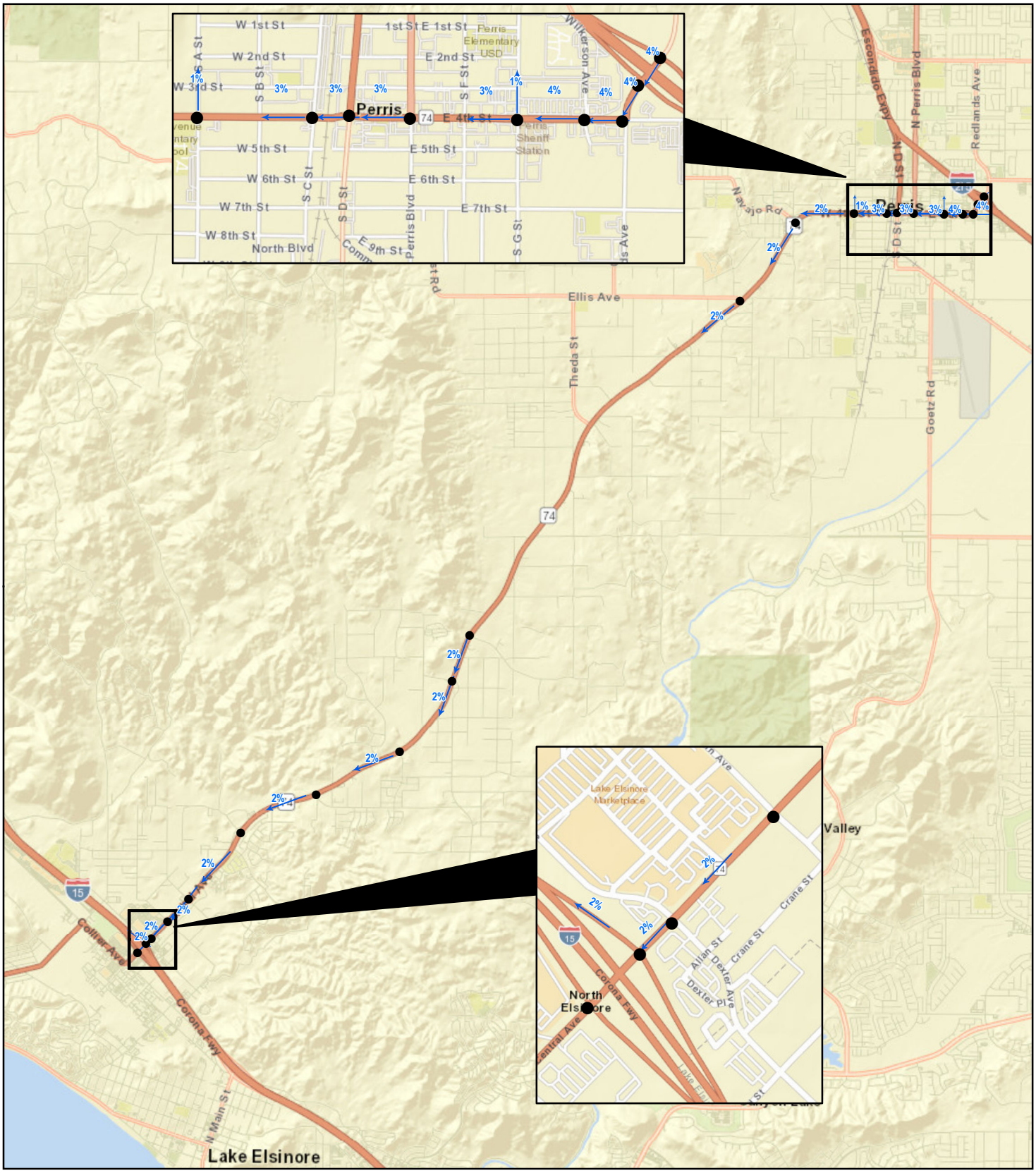
Menifee Valley Specific Plan
Traffic Study

PA-1 Regional Trip Distribution (Zone 5)



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Study Area Intersections

Project Trip Distribution

Figure 5-2A

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SOURCE: ESRI

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Menifee Valley Specific Plan
Traffic Study

PA-2 Regional Trip Distribution (Zone 1)

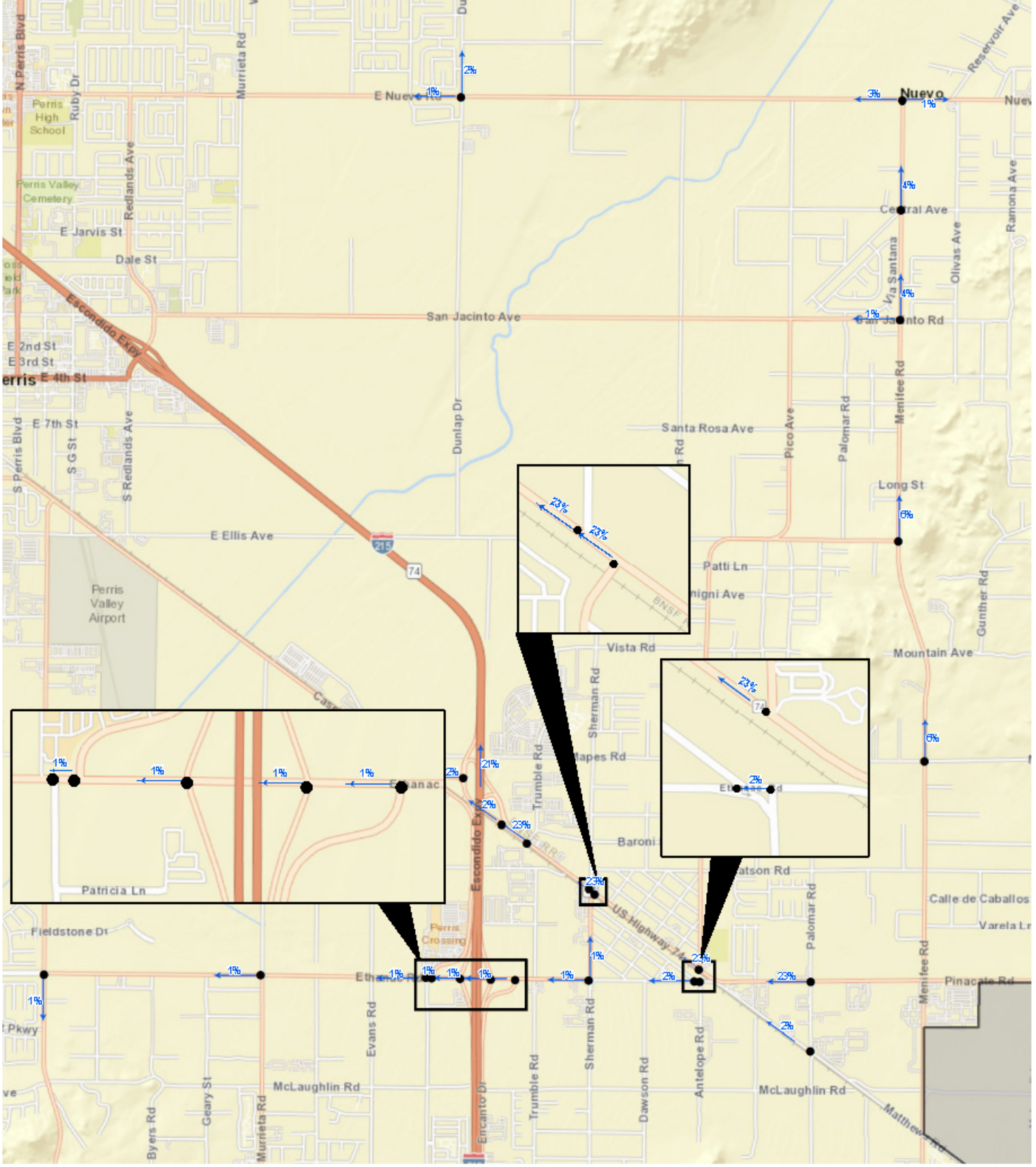

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Figure 5-2B

Menifee Valley Specific Plan
Traffic Study

PA-2 Regional Trip Distribution (Zone 2)

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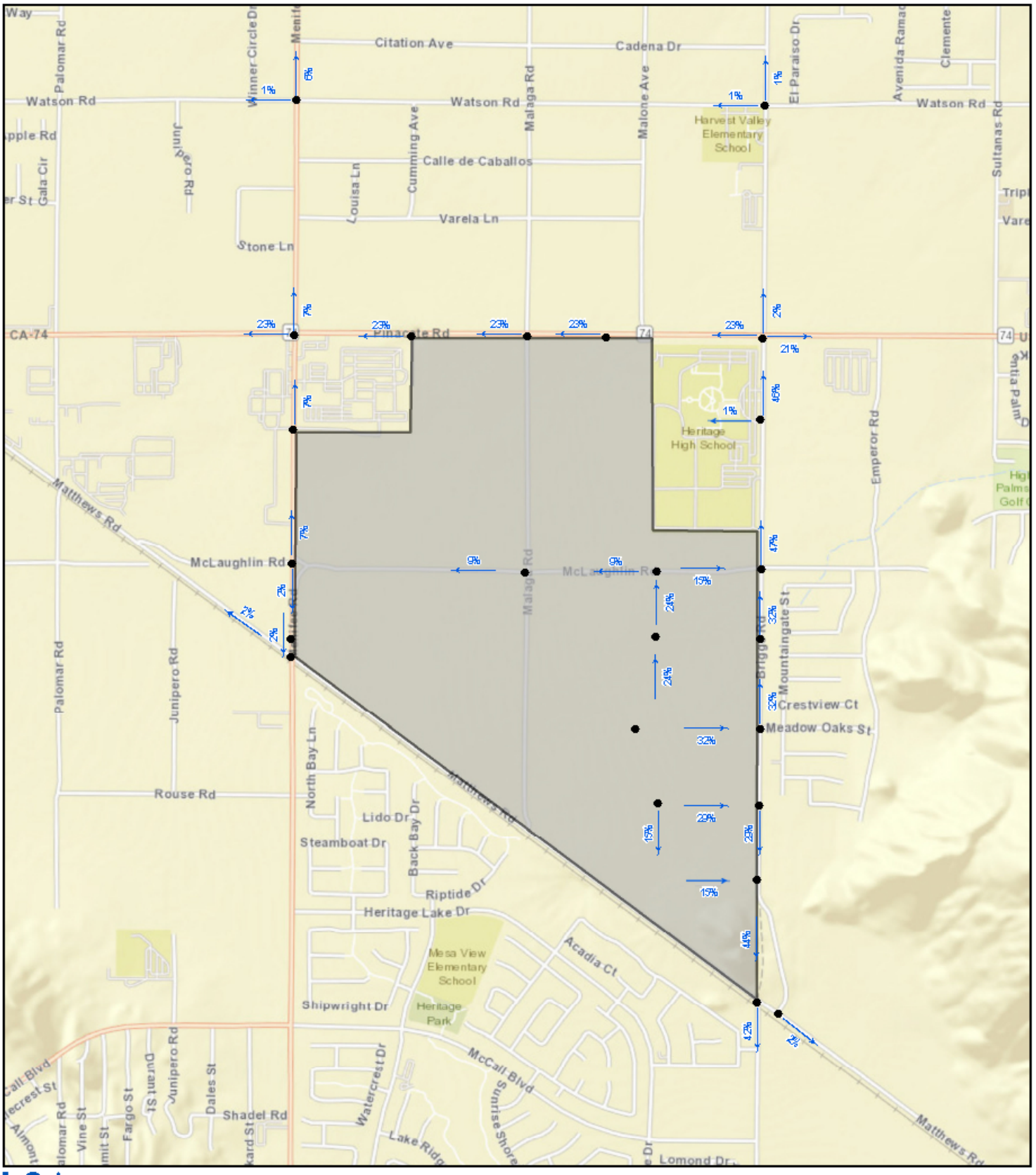

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Project Location

Study Area Intersections

Project Trip Distribution

Figure 5-2C

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SOURCE: ESRI

Menifee Valley Specific Plan
Traffic Study

PA-2 Regional Trip Distribution (Zone 3)

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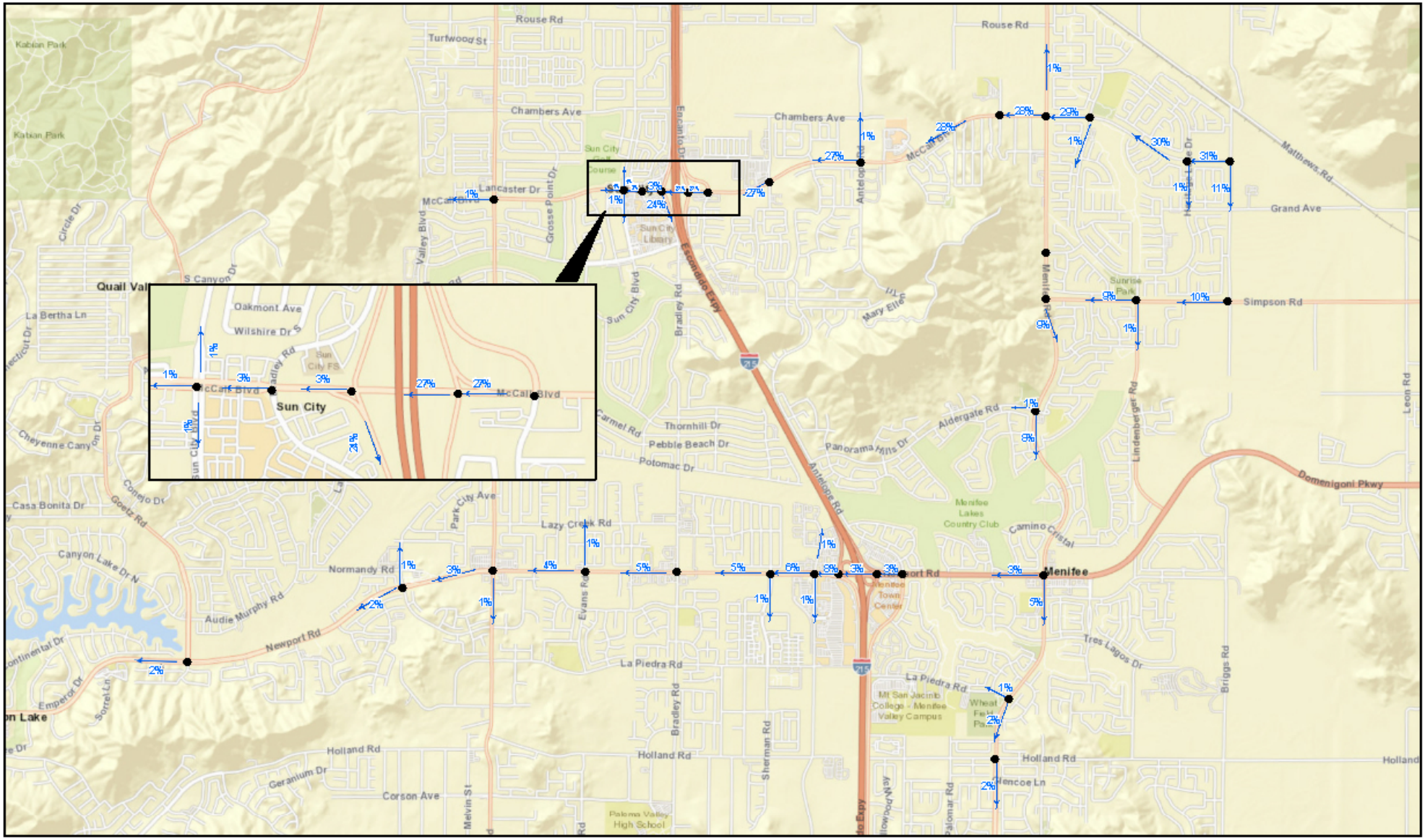

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Project Location

Project Trip Distribution

Study Area Intersections

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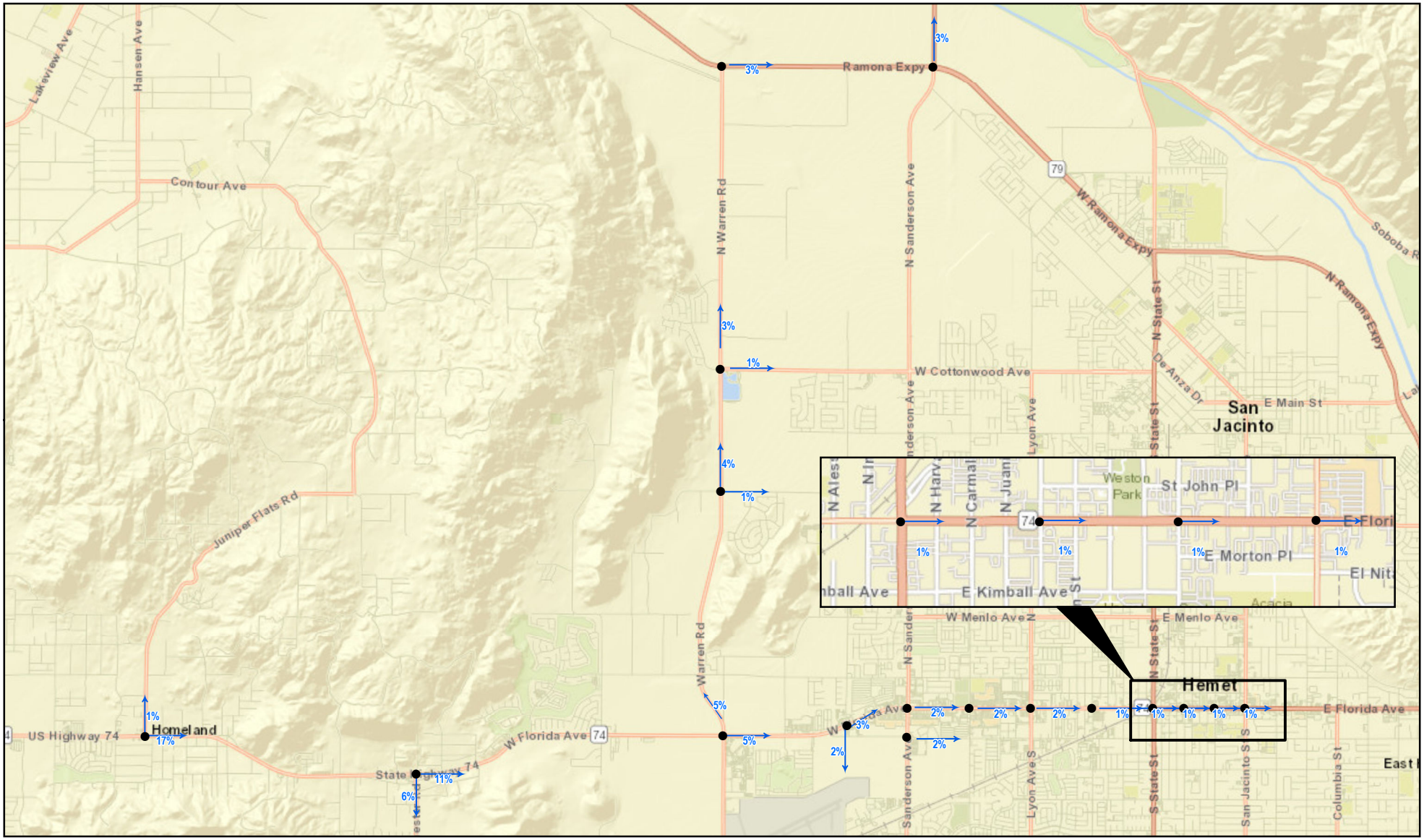
Figure 5-2D

Menifee Valley Specific Plan

Traffic Study

PA-2 Regional Trip Distribution (Zone 4)



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Study Area Intersections

Project Trip Distribution

Figure 5-2E

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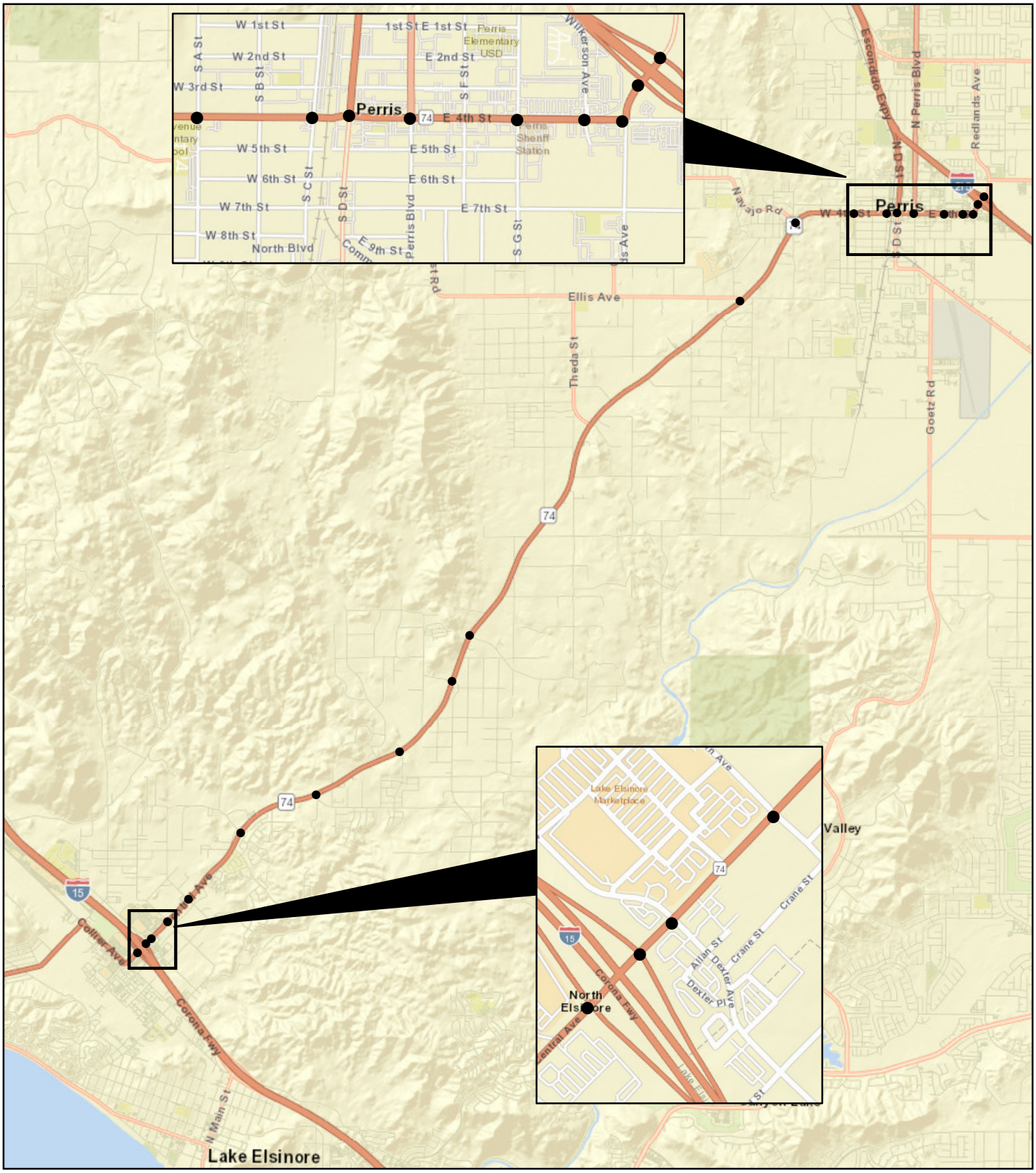
Menifee Valley Specific Plan
Traffic Study

PA-2 Regional Trip Distribution (Zone 5)



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Study Area Intersections

Project Trip Distribution

Figure 5-3A

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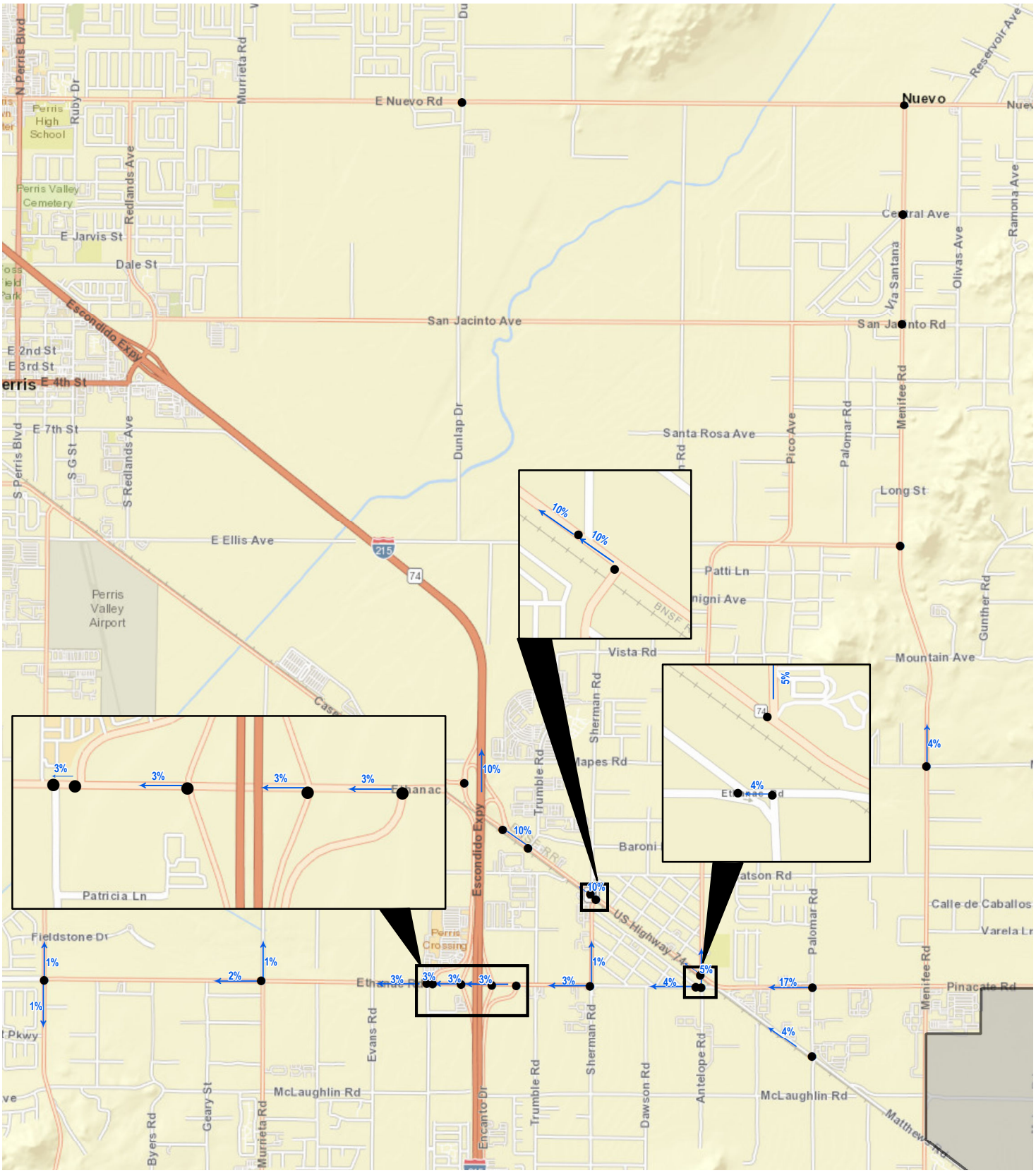
Menifee Valley Specific Plan
Traffic Study

PA-7A Regional Trip Distribution (Zone 1)



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Project Location

Study Area Intersections

Project Trip Distribution

Figure 5-3B

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SOURCE: ESRI

Menifee Valley Specific Plan
Traffic Study

PA-7A Regional Trip Distribution (Zone 2)

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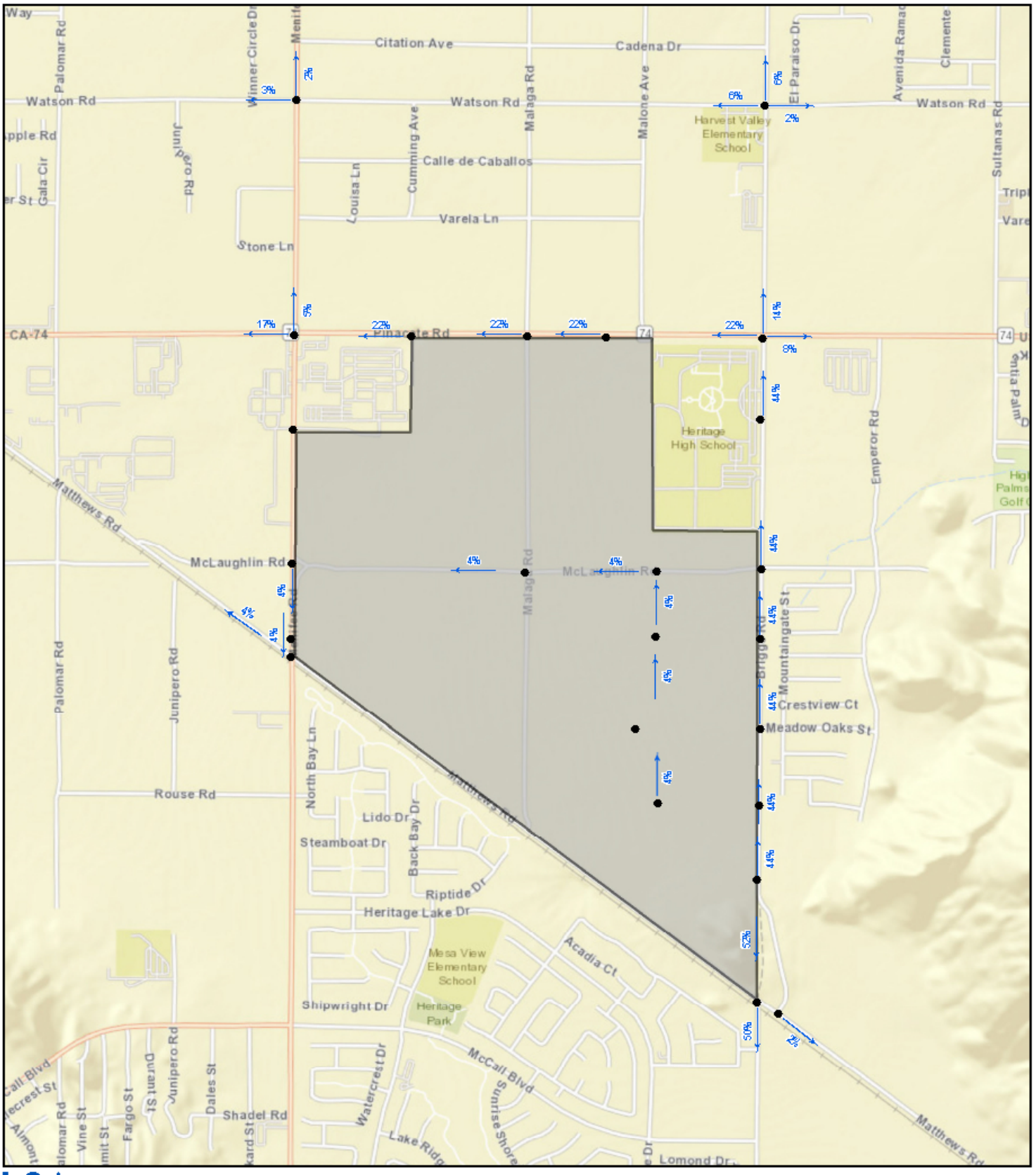

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Project Location

Study Area Intersections

Project Trip Distribution

Figure 5-3C

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SOURCE: ESRI

Menifee Valley Specific Plan
Traffic Study

PA-7A Regional Trip Distribution (Zone 3)

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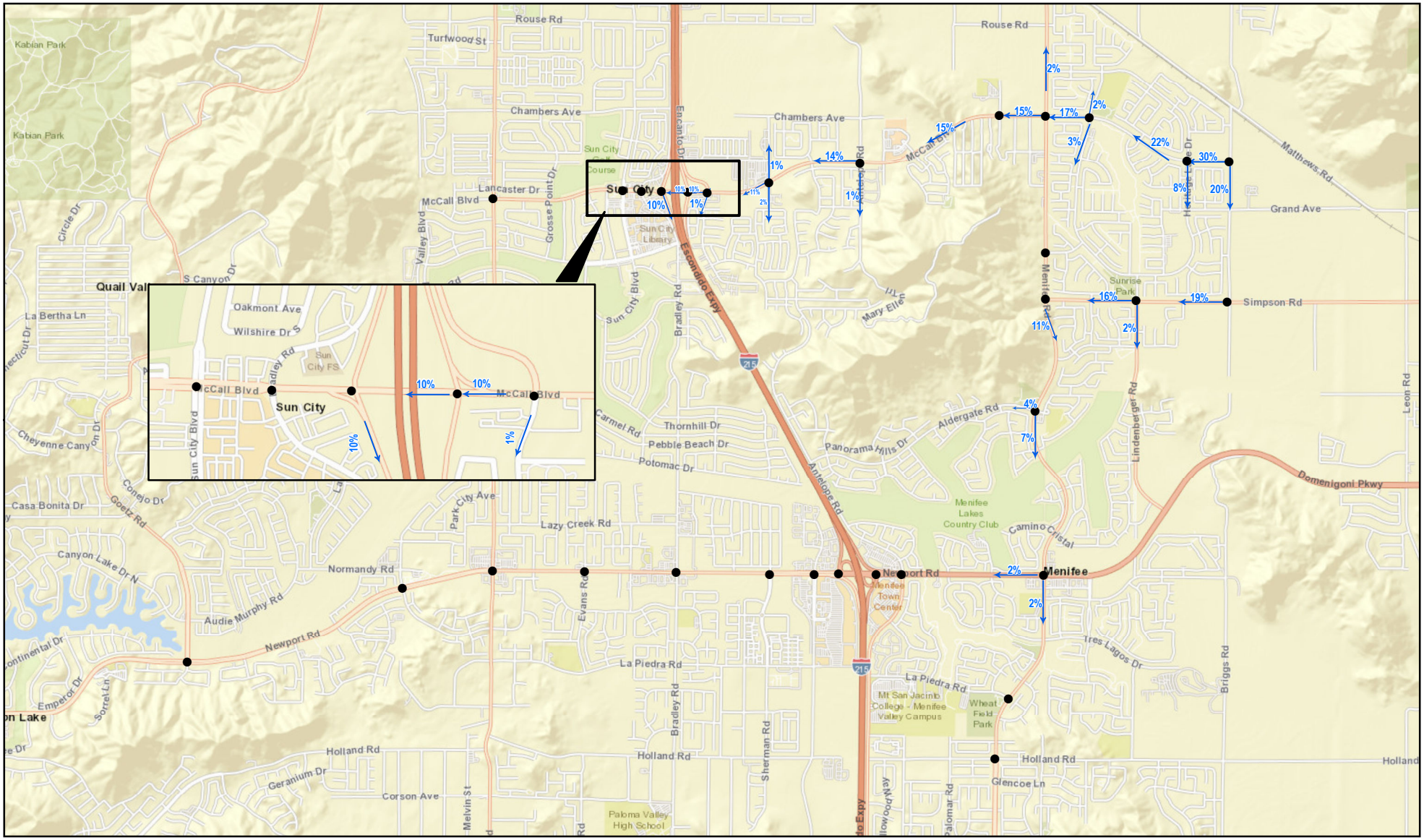

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Project Location

Project Trip Distribution

Study Area Intersections

Figure 5-3D

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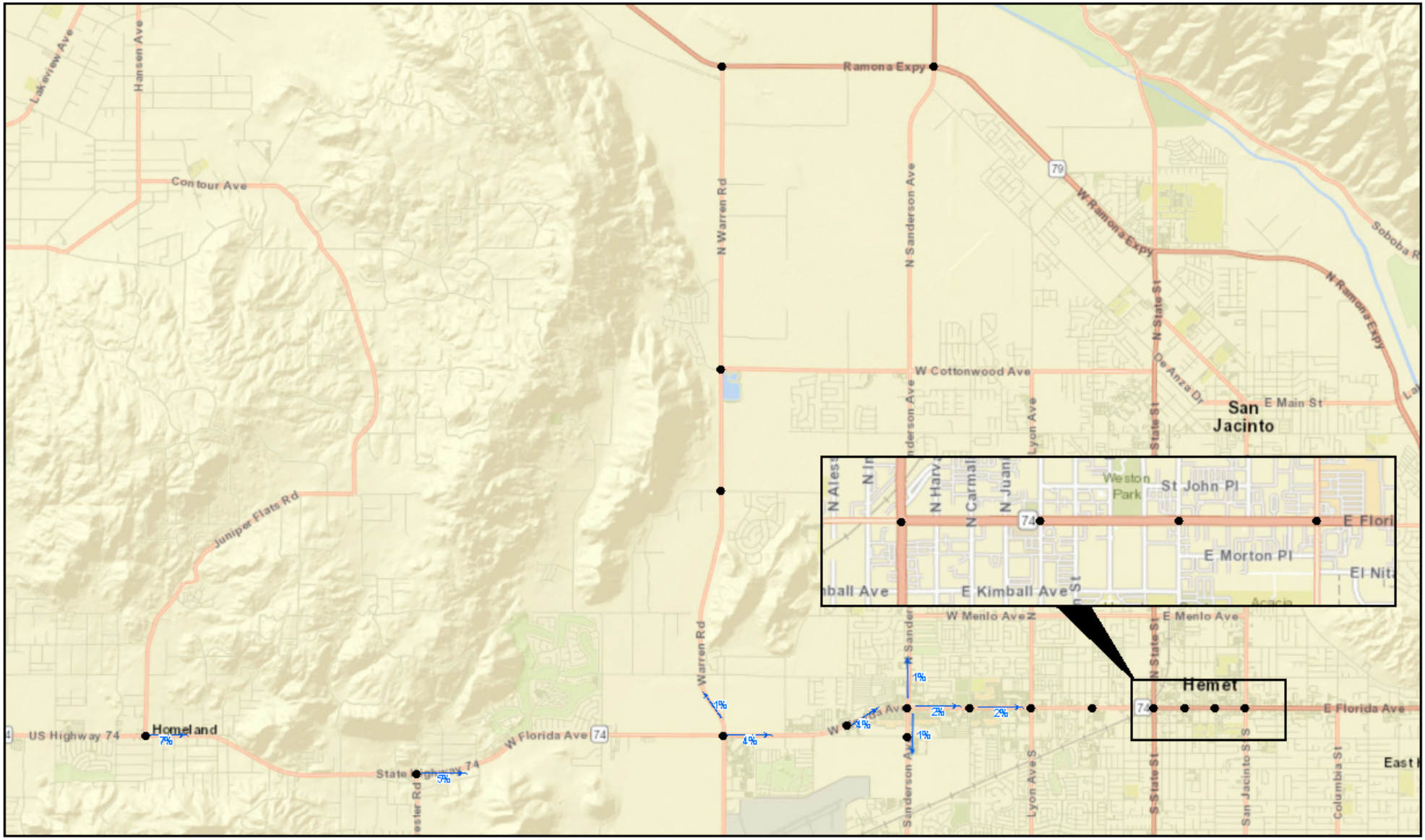
Menifee Valley Specific Plan
Traffic Study

PA-7A Regional Trip Distribution (Zone 4)



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Study Area Intersections

Project Trip Distribution

Figure 5-3E

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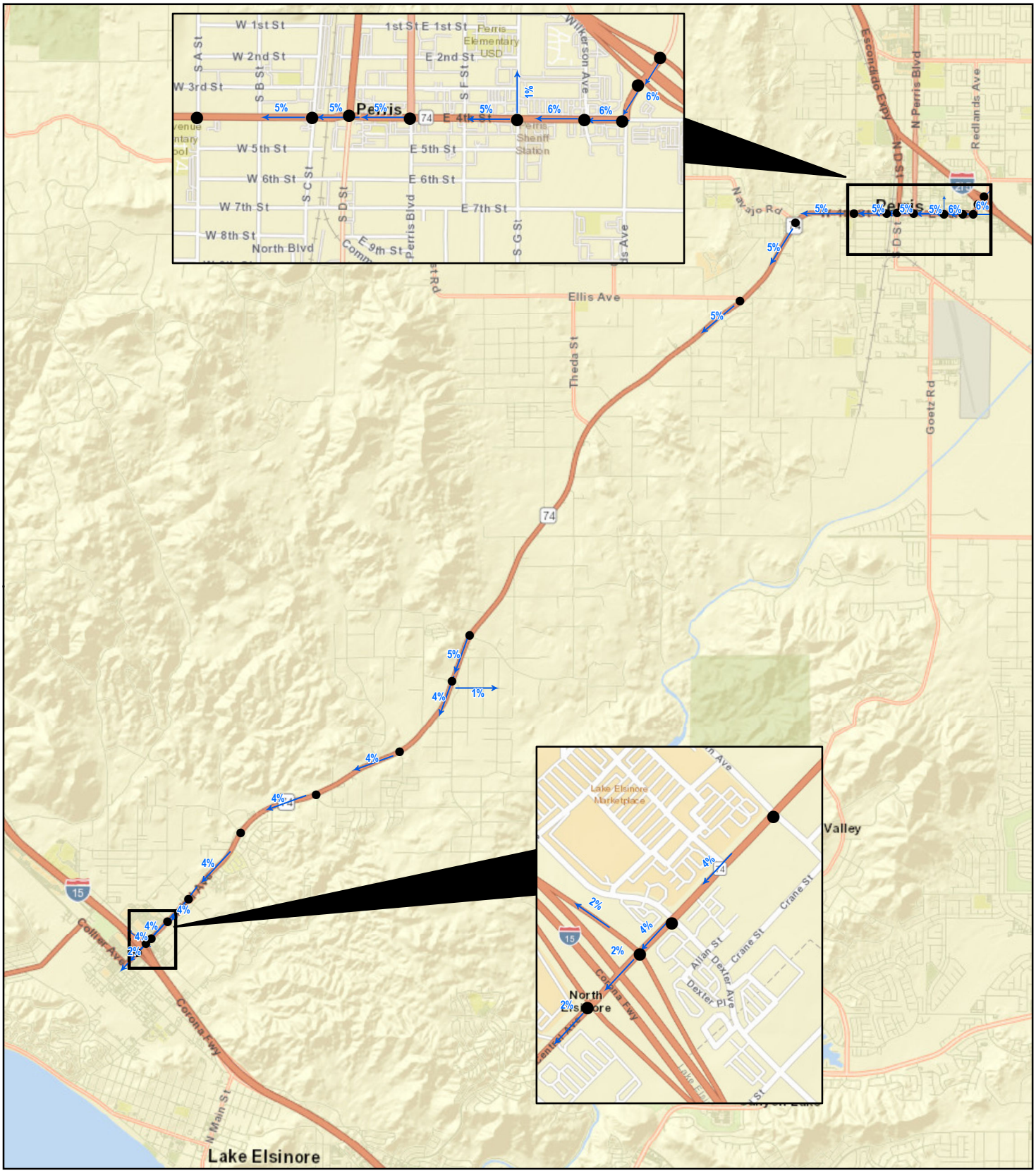
Menifee Valley Specific Plan
Traffic Study

PA-7A Regional Trip Distribution (Zone 5)



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Study Area Intersections

Project Trip Distribution

Figures 5-4A

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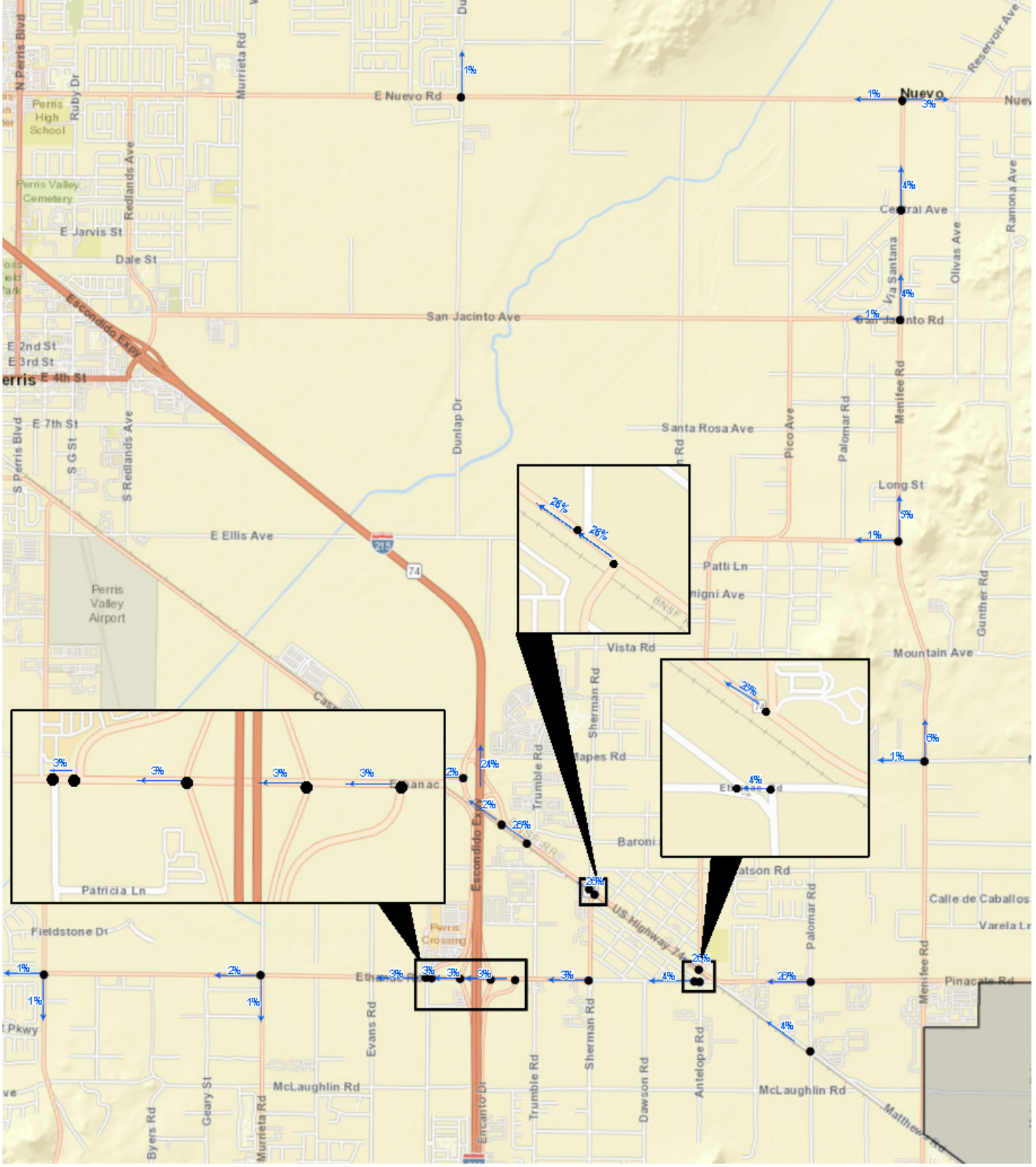
Menifee Valley Specific Plan
Traffic Study

PA-11 Regional Trip Distribution - PVs (Zone 1)



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Project Location

Project Trip Distribution

Study Area Intersections

Figure 5-4B

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Menifee Valley Specific Plan
Traffic Study

PA-11 Regional Trip Distribution - PVs (Zone 2)

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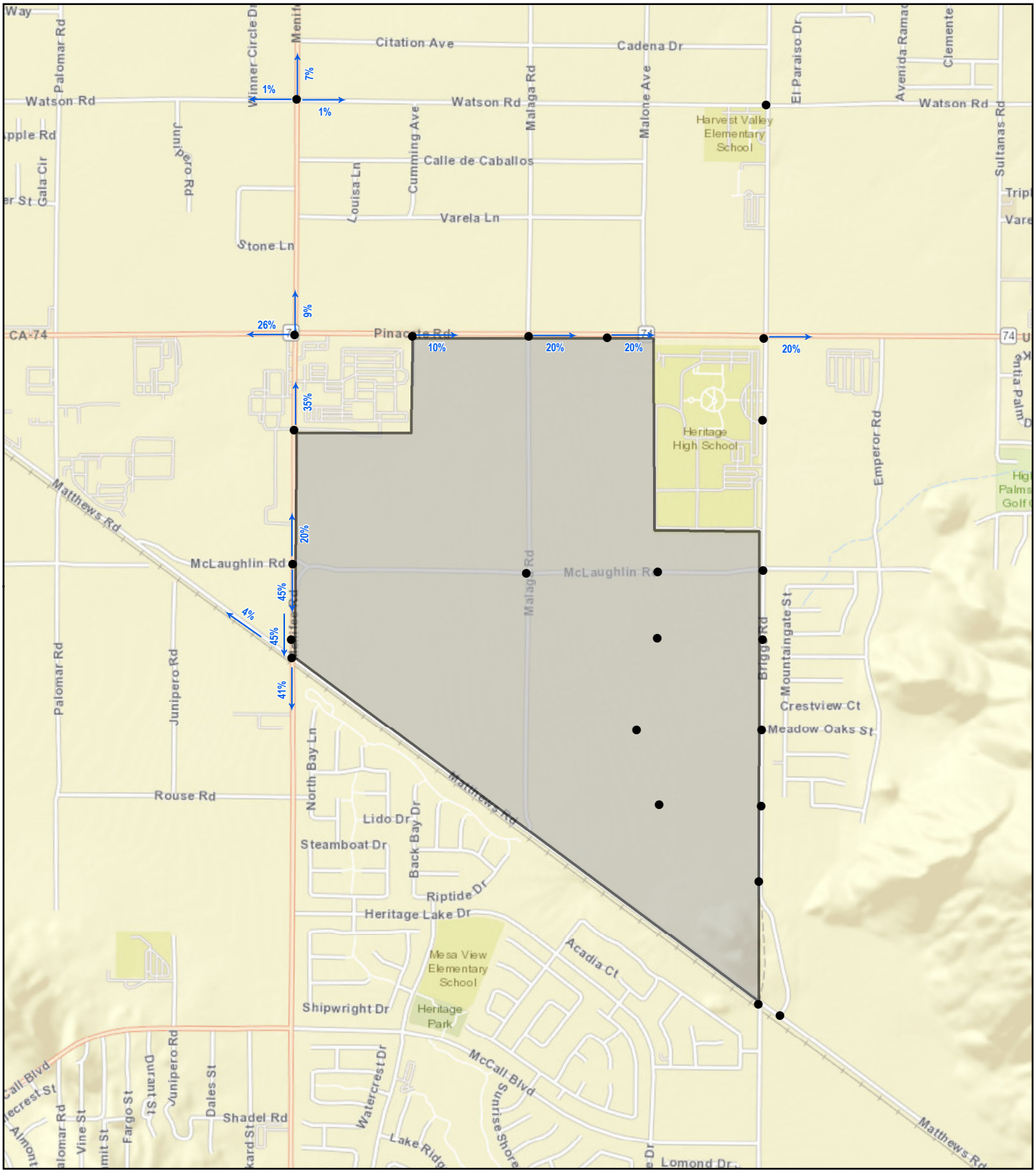

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LEGEND

Project Location

Study Area Intersections

Project Trip Distribution

Figure 5-4C

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SOURCE: ESRI

Menifee Valley Specific Plan
Traffic Study

PA-11 Regional Trip Distribution - PVs (Zone 3)

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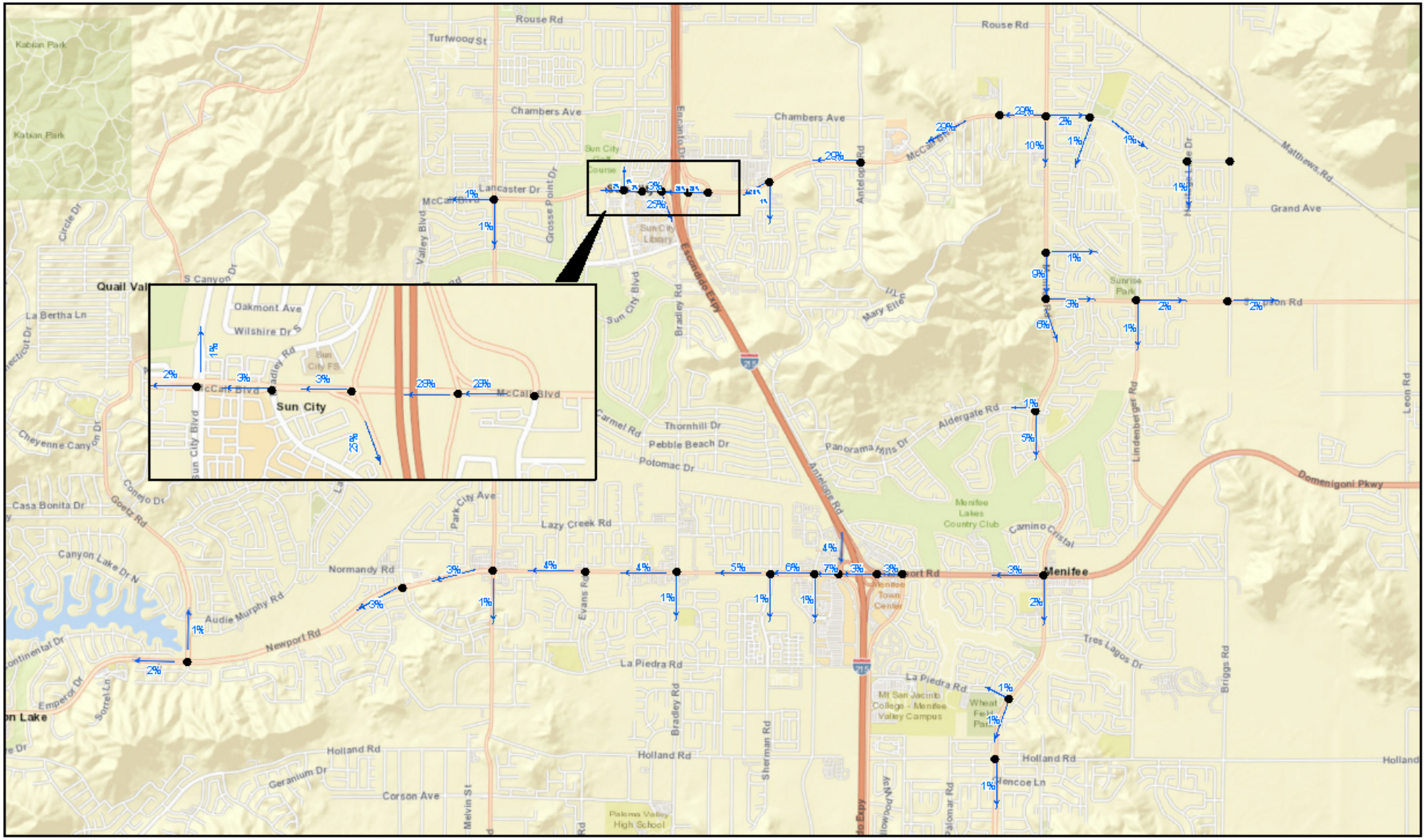

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LEGEND

Project Location

Project Trip Distribution

Study Area Intersections

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SOURCE: ESRI

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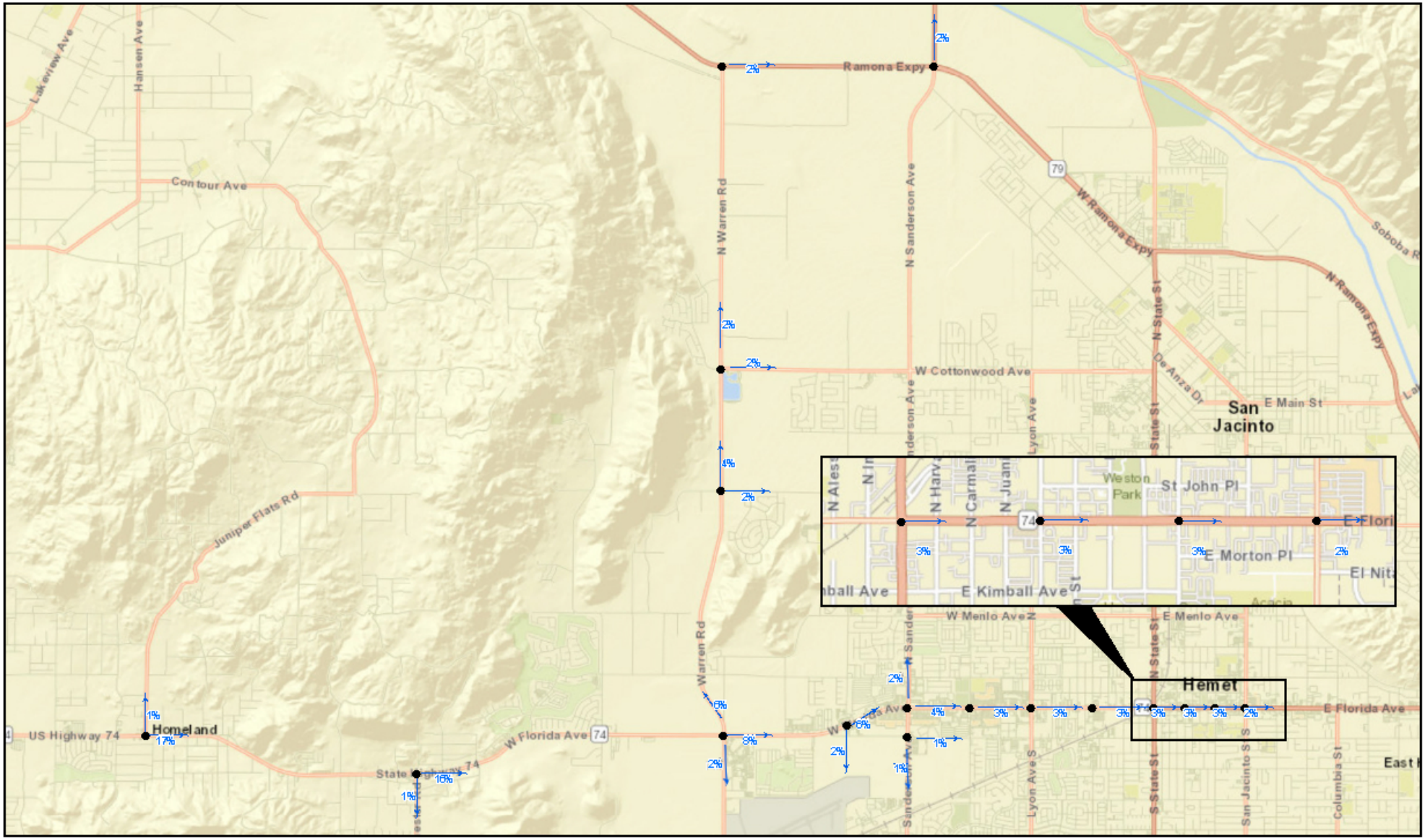
Figure 5-4D

Menifee Valley Specific Plan

Traffic Study

PA-11 Regional Trip Distribution - PVs (Zone 5)



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LEGEND

Study Area Intersections

Project Trip Distribution

Figure 5-4E

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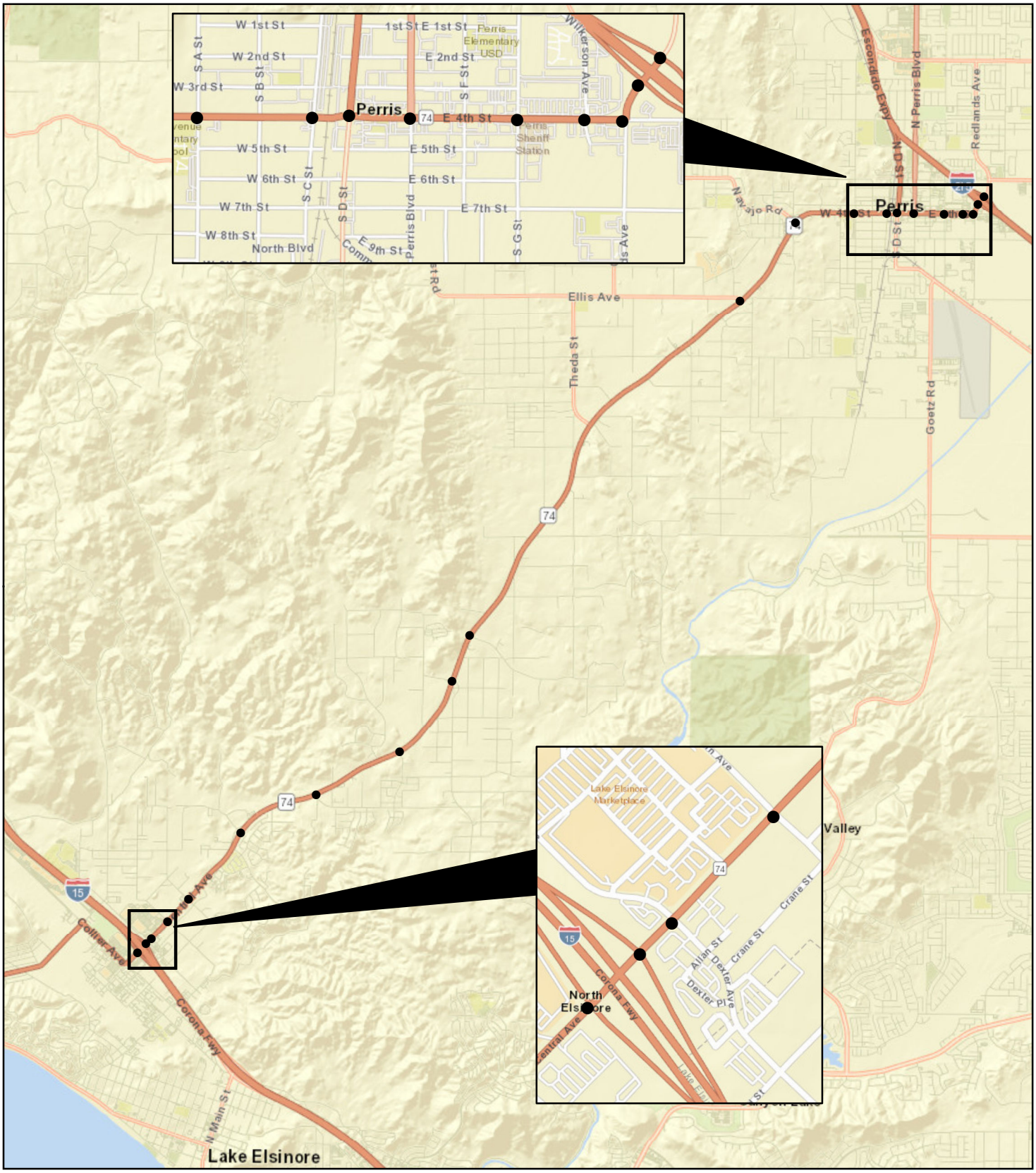
Menifee Valley Specific Plan

Traffic Study

PA-11 Regional Trip Distribution - PVs (Zone 5)



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LEGEND

Study Area Intersections

Project Trip Distribution

Figures 5-5A

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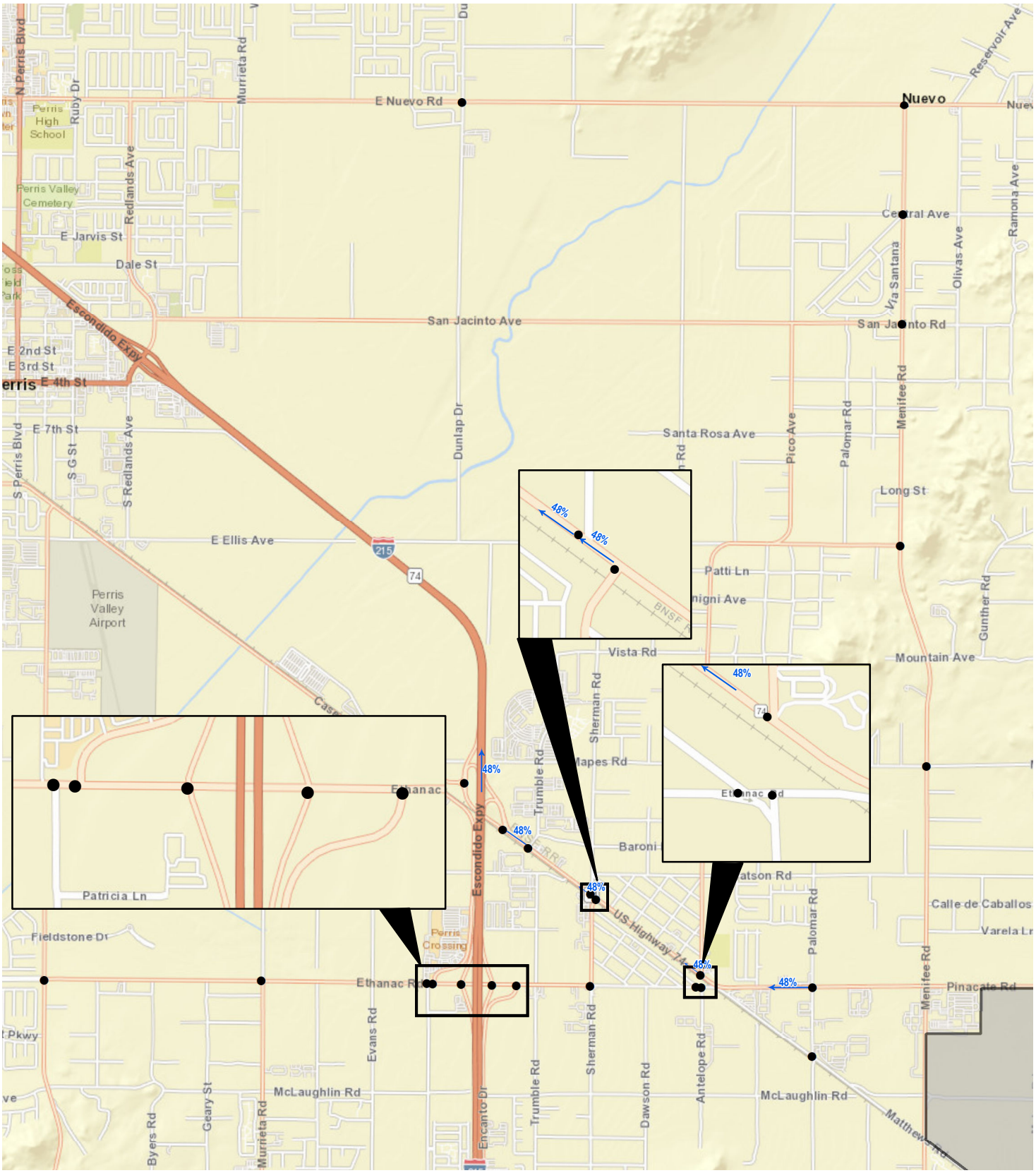
Menifee Valley Specific Plan
Traffic Study

PA-11 Regional Trip Distribution - Trucks (Zone 1)



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LEGEND

Project Location

Study Area Intersections

Project Trip Distribution

Figure 5-5B

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SOURCE: ESRI

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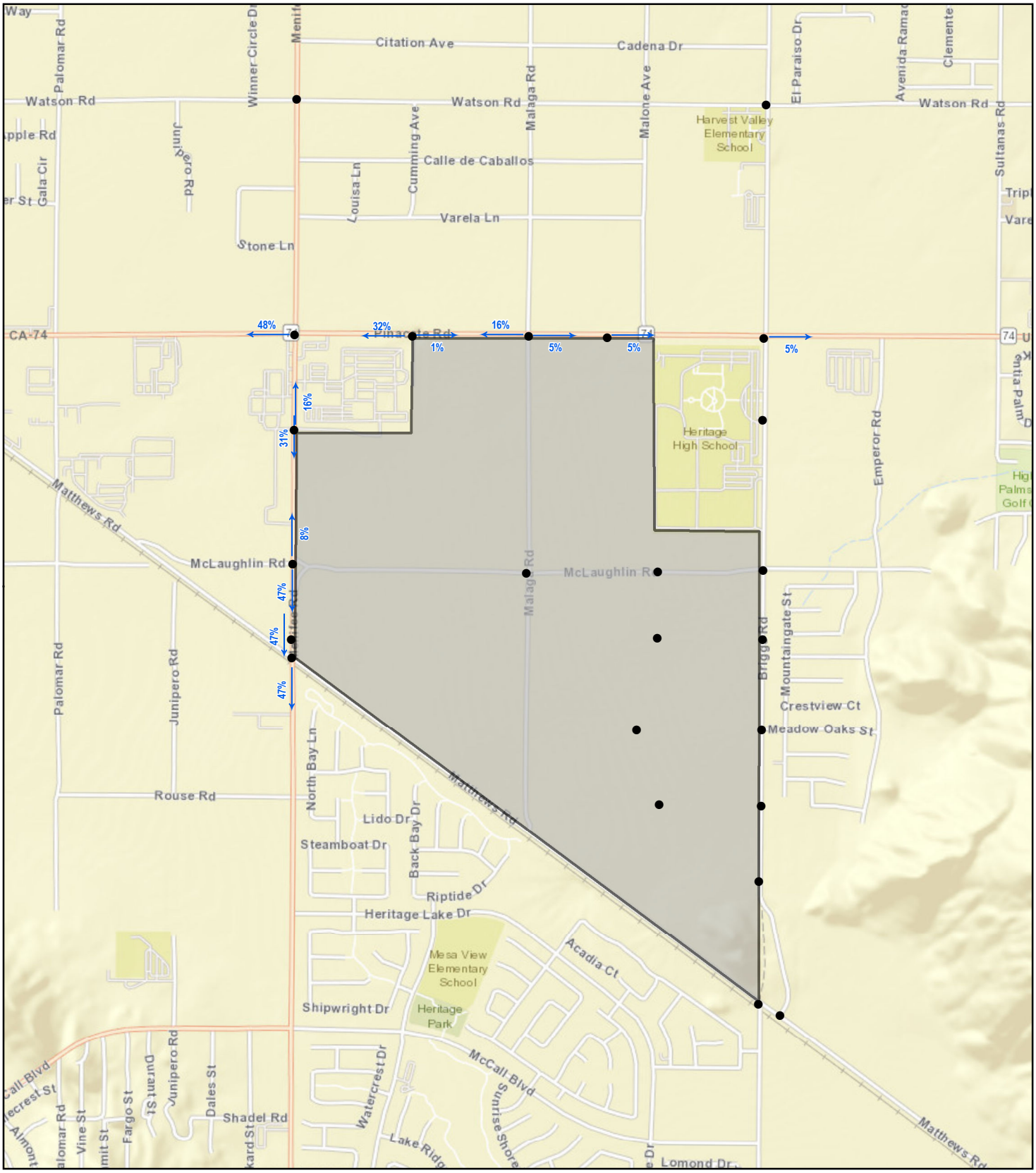
Menifee Valley Specific Plan
Traffic Study

PA-11 Regional Trip Distribution - Trucks (Zone 2)



LSA

LEGEND

Project Location

Study Area Intersections

Project Trip Distribution

Figure 5-5C

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SOURCE: ESRI

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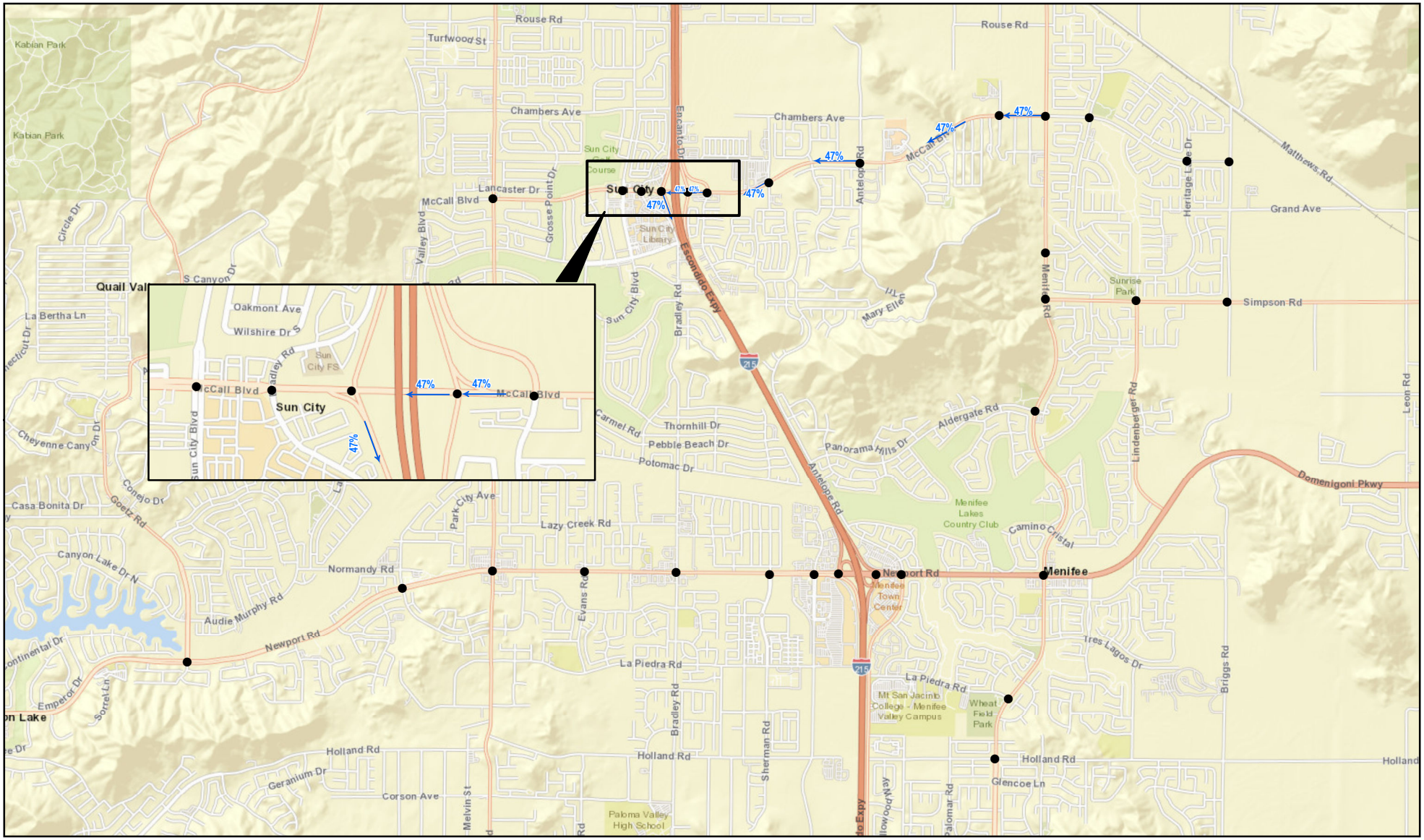
Menifee Valley Specific Plan
Traffic Study

PA-11 Regional Trip Distribution - Trucks (Zone 3)



LSA

LEGEND

Project Location

Project Trip Distribution

Study Area Intersections

Figure 5-5D

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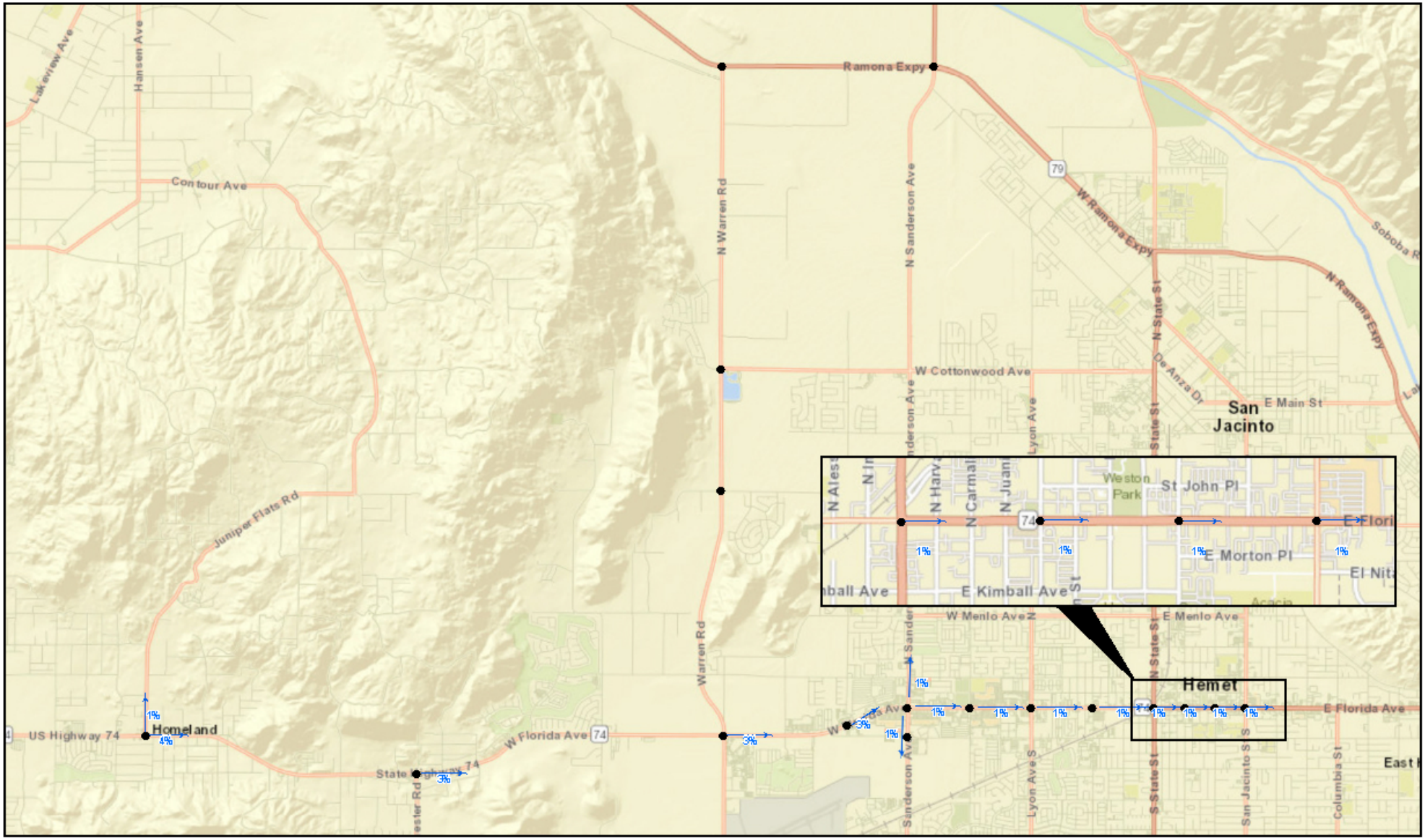
Menifee Valley Specific Plan
Traffic Study

PA-11 Regional Trip Distribution - Trucks (Zone 4)



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LEGEND

Study Area Intersections

Project Trip Distribution

Figure 5-5E

0 3000 6000

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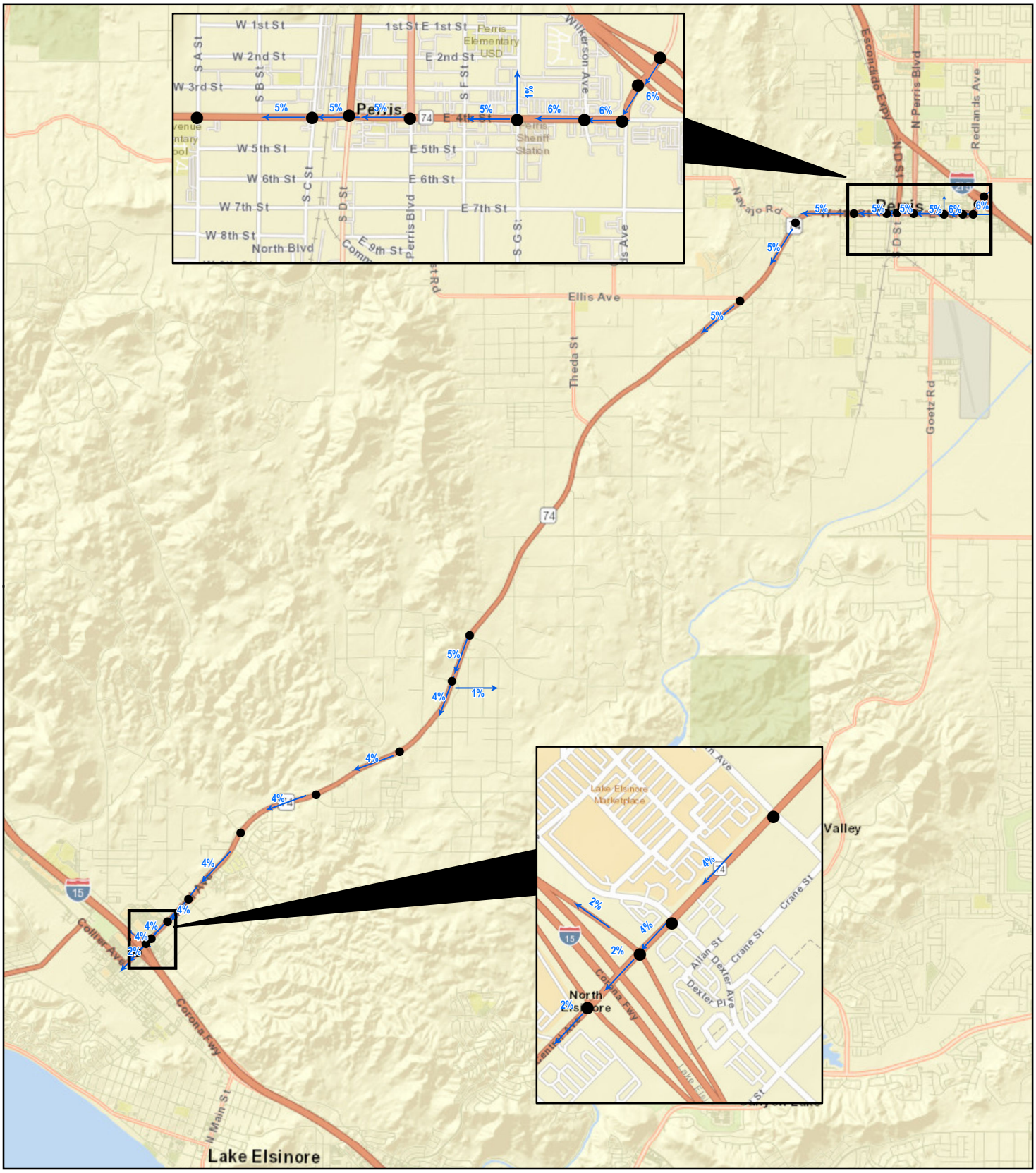
SOURCE: ESRI

I:\CIM2106\Reports\Zones\Distribution Figures\Zone4\PA6PM_Zone5.mxd (6/30/2022)

Menifee Valley Specific Plan

Traffic Study

PA-11 Regional Trip Distribution - Trucks (Zone 5)



LSA

LEGEND

Study Area Intersections

Project Trip Distribution

Figures 5-6A

N

0 3000 6000

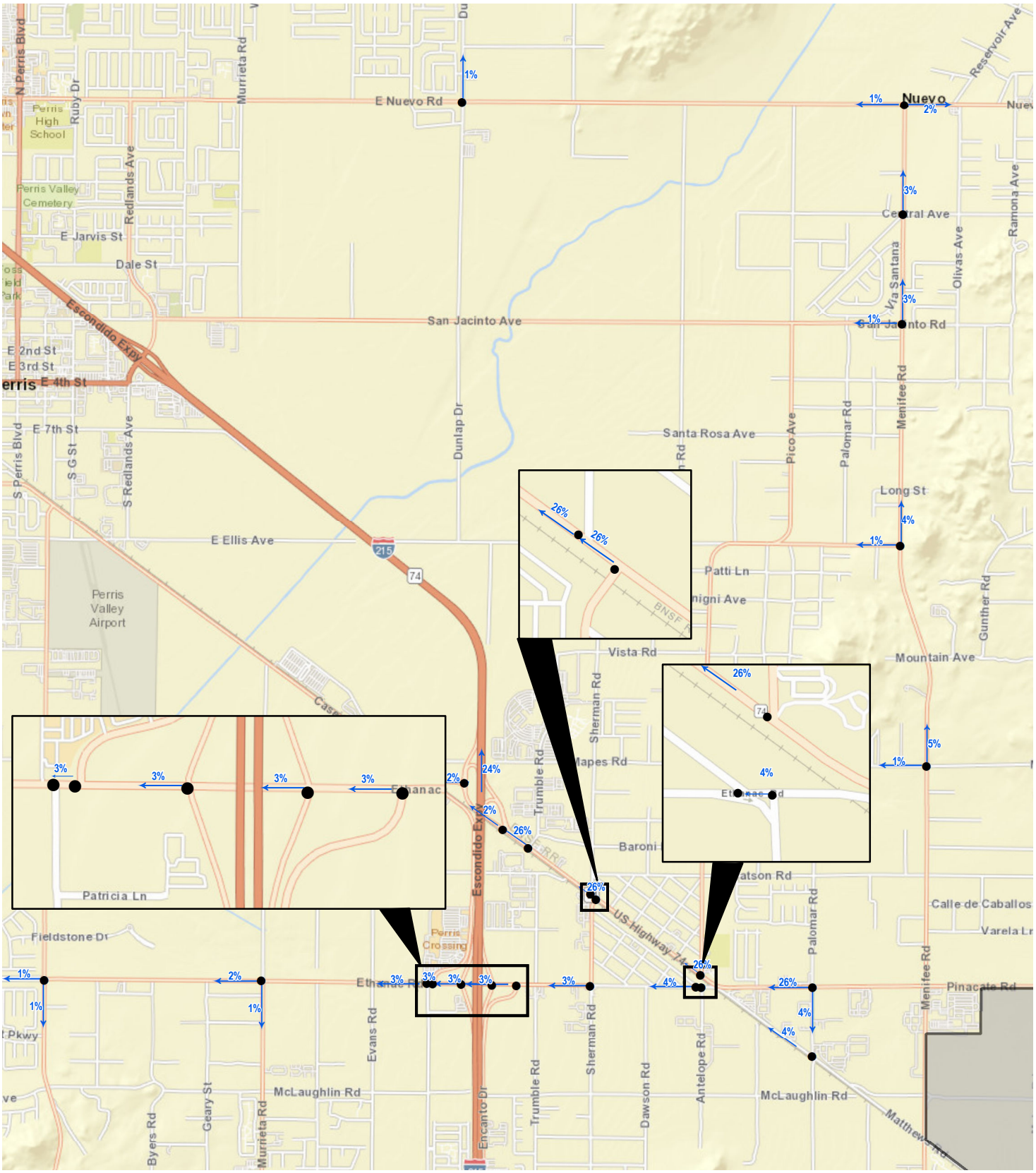
FEET

SOURCE: ESRI

I:\CIM2106\Reports\Zones\Distribution Figures\Zone1\PA13_Zone1.mxd (6/30/2022)

Menifee Valley Specific Plan
Traffic Study

PA-12 Regional Trip Distribution - PVs (Zone 1)



LSA

LEGEND

Project Location

Study Area Intersections

Project Trip Distribution

Figure 5-6B

N

0 1625 3250

FEET

SOURCE: ESRI

Menifee Valley Specific Plan
Traffic Study

PA-12 Regional Trip Distribution - PVs (Zone 2)

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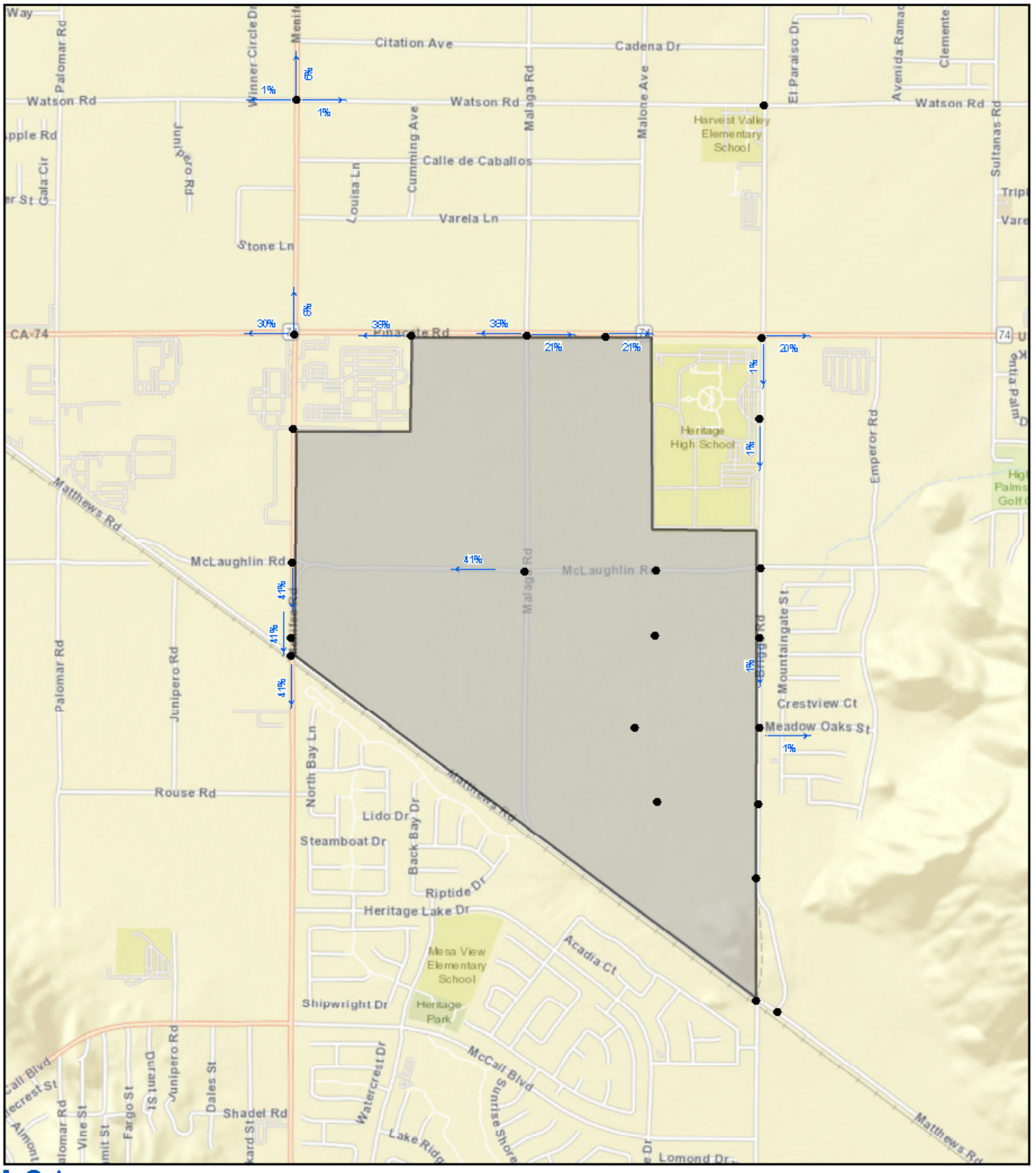

LSA

LEGEND

Project Location

Study Area Intersections

Project Trip Distribution

Figure 5-6C

0 750 1500

FEET

SOURCE: ESRI

Menifee Valley Specific Plan

Traffic Study

PA-12 Regional Trip Distribution - PVs (Zone 3)

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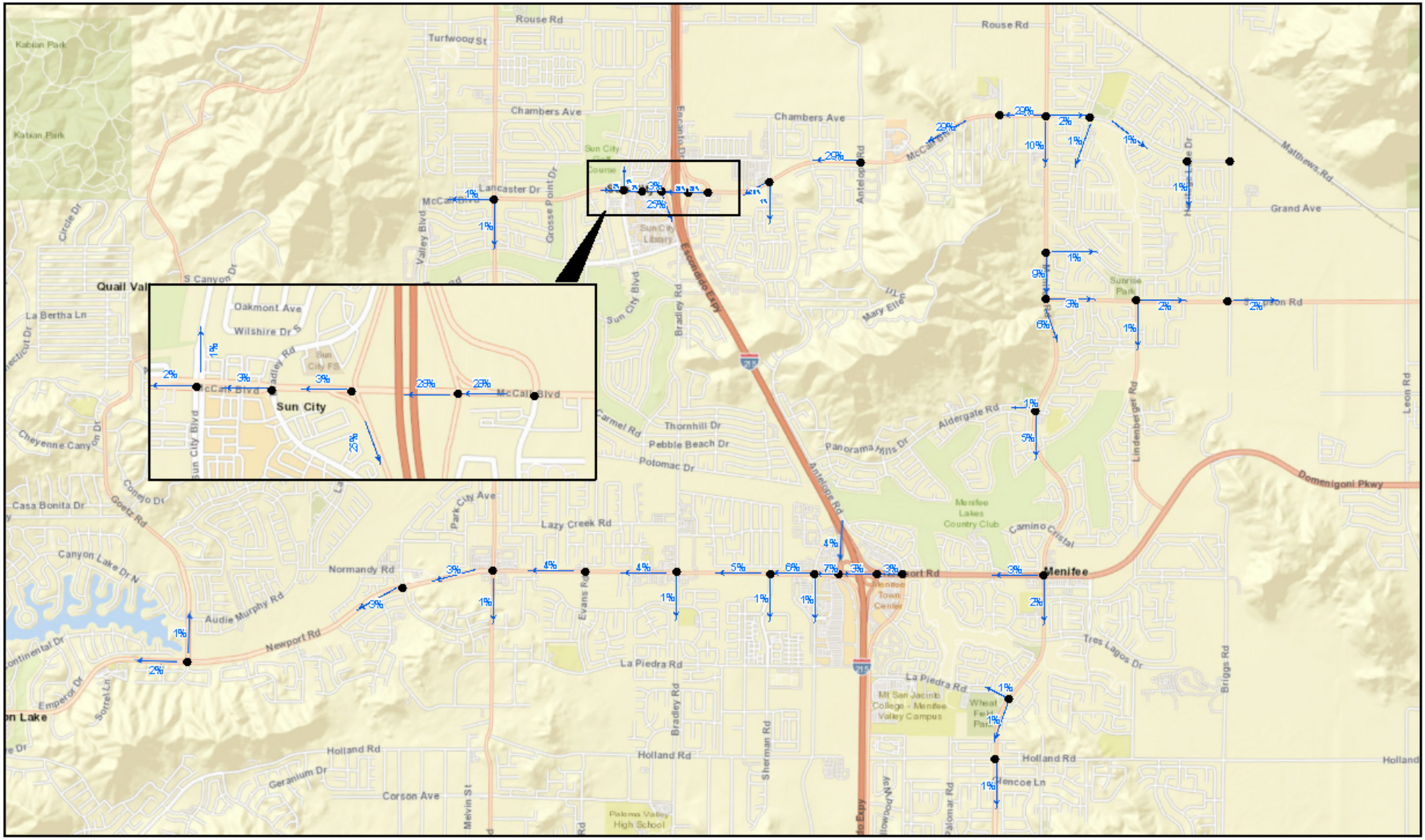
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Turfwood St
Chambers Ave
Lancaster Dr
McCall Blvd
Sun City
Sun City Library
Sun City Golf Course
Grosse Point Dr
Valley Blvd
Escondido Expy
Bradley Rd
Sun City Blvd
Antelope Rd
Grand Ave
Matthews Rd
Sunrise Park
Mary Ellen
Oakmont Ave
Wilshire Dr S
Sun City FS
Cheyenne Canyon Dr
Thornhill Dr
Pebble Beach Dr
Potomac Dr
Carmel Rd
Panorama Hills Dr
Aldergate Rd
Lindenberger Rd
Leon Rd
Domenigoni Pkwy
Menifee Lakes Country Club
Camino Cristal
Casa Bonita Dr
Goetz Rd
Park City Ave
Lazy Creek Rd
Normandy Rd
Evans Rd
Newport Rd
Menifee
Menifee Town Center
Canyon Lake Dr N
Audie Murphy Rd
Tres Lagos Dr
Briggs Rd
La Piedra Rd
Mt San Jacinto College - Menifee Valley Campus
Wheat Field Park
Emperor Dr
Sorrel Ln
Holland Rd
Geranium Dr
Corson Ave
Melvin St
Sherman Rd
Paloma Valley High School
Fencoe Ln
Kabian Park
Circle Dr
La Bertha Ln
S Canyon Dr
Quail Val
Sun City Blvd
Cadiz Rd
McCall Blvd
Conejo Dr
Canyon Lake Dr N
Continental Dr
Emperor Dr
Sorrel Ln
Geranium Dr
Melvin St
Corson Ave
Holland Rd
Newport Rd
Audie Murphy Rd
Menifee
Holland Rd
Fencoe Ln
Tres Lagos Dr
Briggs Rd
Domenigoni Pkwy
Leon Rd
Matthews Rd
Grand Ave
Aldergate Rd
Panorama Hills Dr
Lindenberger Rd
Camino Cristal
Menifee Lakes Country Club
Sunrise Park
Mary Ellen
Antelope Rd
Escondido Expy
Bradley Rd
Sun City Blvd
Sun City
Sun City Library
Sun City Golf Course
Grosse Point Dr
Valley Blvd
Lancaster Dr
Chambers Ave
Rouse Rd
Turfwood St
Kabian Park
Circle Dr
La Bertha Ln
S Canyon Dr
Quail Val
Oakmont Ave
Wilshire Dr S
Sun City FS
Cadiz Rd
McCall Blvd
Sun City
Cheyenne Canyon Dr
Thornhill Dr
Pebble Beach Dr
Potomac Dr
Carmel Rd
Casa Bonita Dr
Goetz Rd
Conejo Dr
Park City Ave
Lazy Creek Rd
Normandy Rd
Evans Rd
Newport Rd
Menifee
Menifee Town Center
Canyon Lake Dr N
Audie Murphy Rd
Continental Dr
Emperor Dr
Sorrel Ln
La Piedra Rd
Mt San Jacinto College - Menifee Valley Campus
Wheat Field Park
Tres Lagos Dr
Briggs Rd
Holland Rd
Geranium Dr
Corson Ave
Melvin St
Sherman Rd
Paloma Valley High School
Fencoe Ln
Holland
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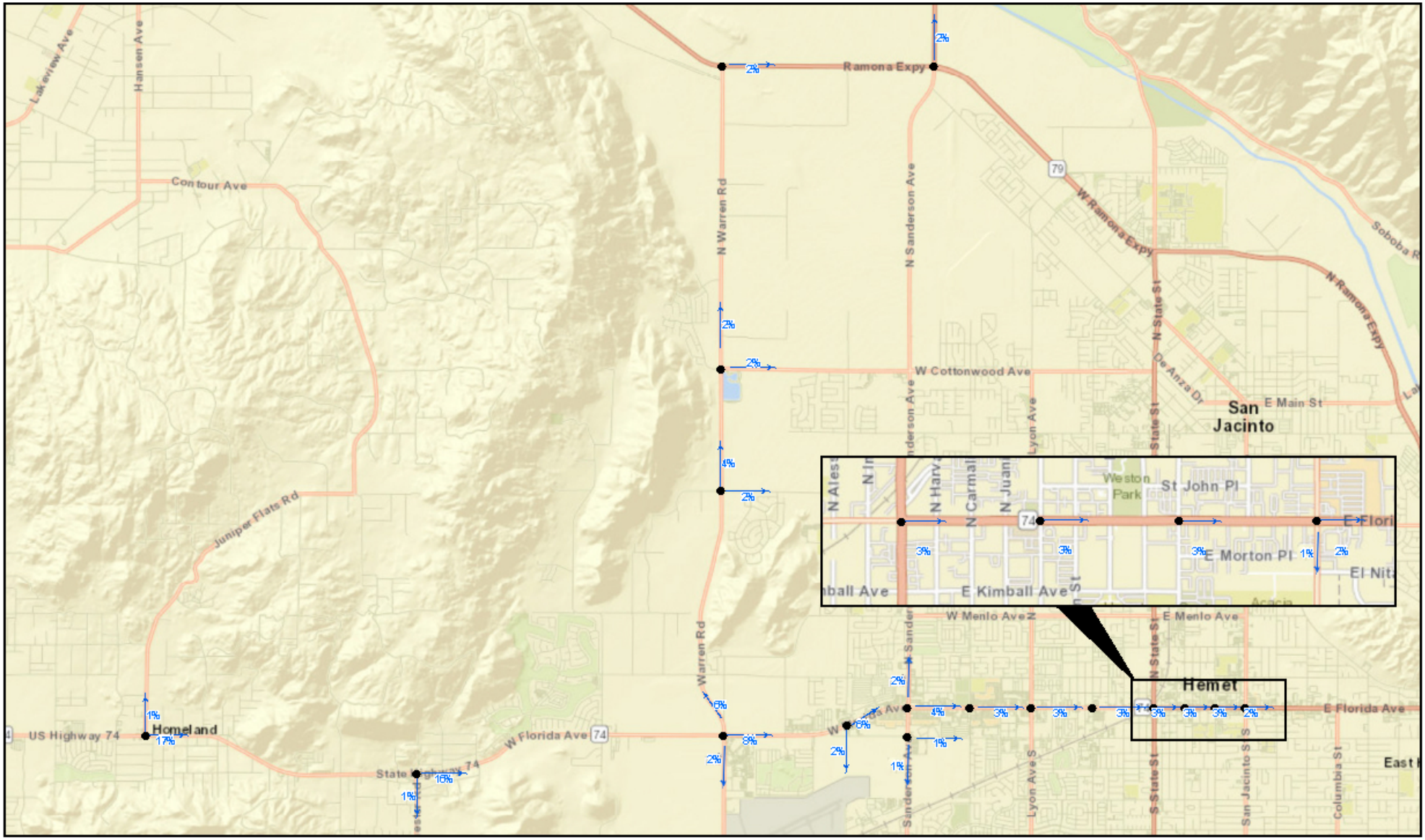
Panorama Hills Dr
Lindenberger Rd
Camino Cristal
Menifee Lakes Country Club
Domenigoni Pkwy
Leon Rd
Matthews Rd
Grand Ave



LSA

LEGEND

Study Area Intersections

Project Trip Distribution

Figure 5-6E

0 3000 6000

FEET

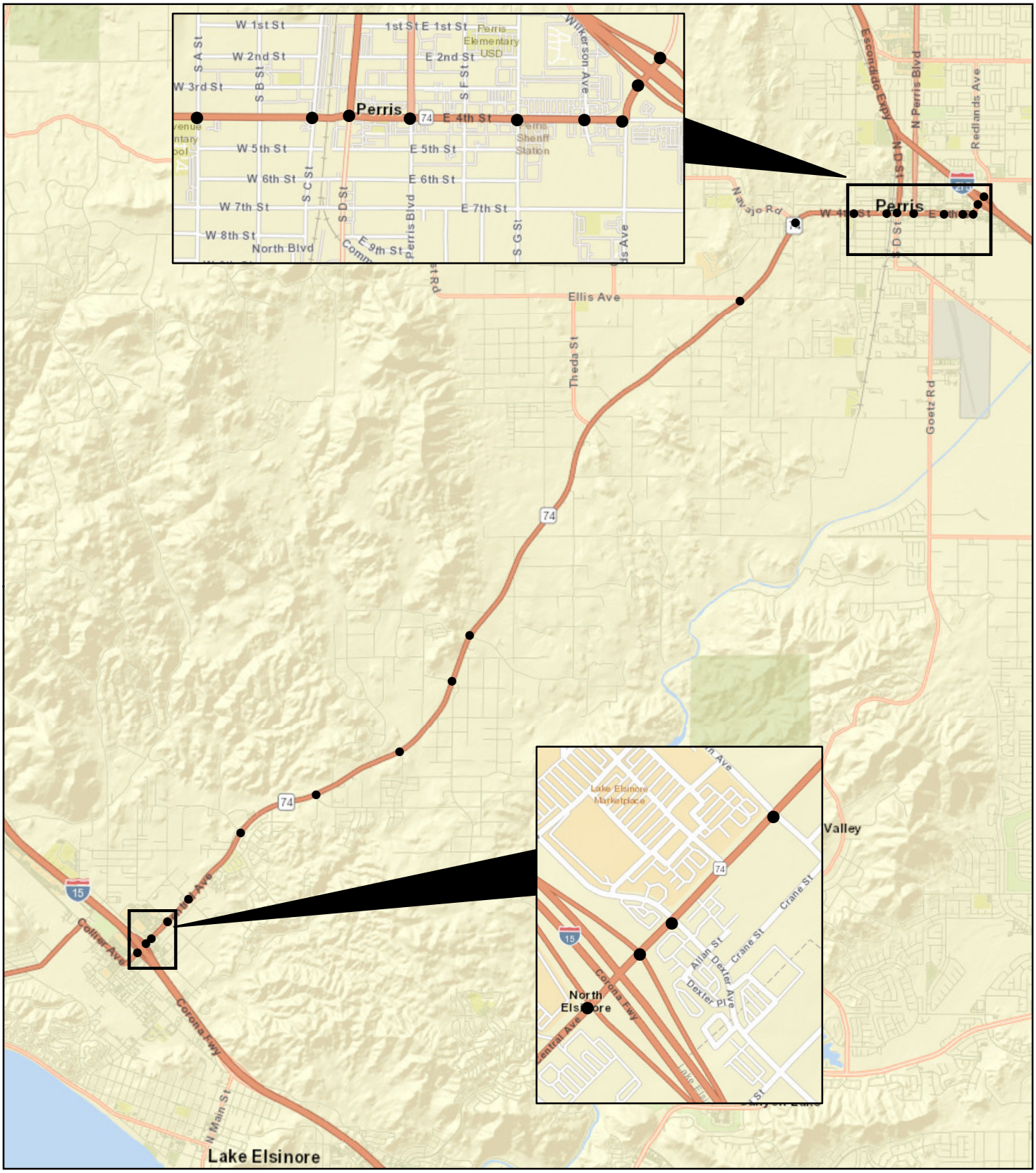
SOURCE: ESRI

I:\CIM2106\Reports\Zones\Distribution Figures\Zone4\PA6PM_Zone5.mxd (6/30/2022)

Menifee Valley Specific Plan

Traffic Study

PA-12 Regional Trip Distribution - PVs (Zone 5)



LSA

LEGEND

Study Area Intersections

Project Trip Distribution

Figures 5-7A

N

0 3000 6000

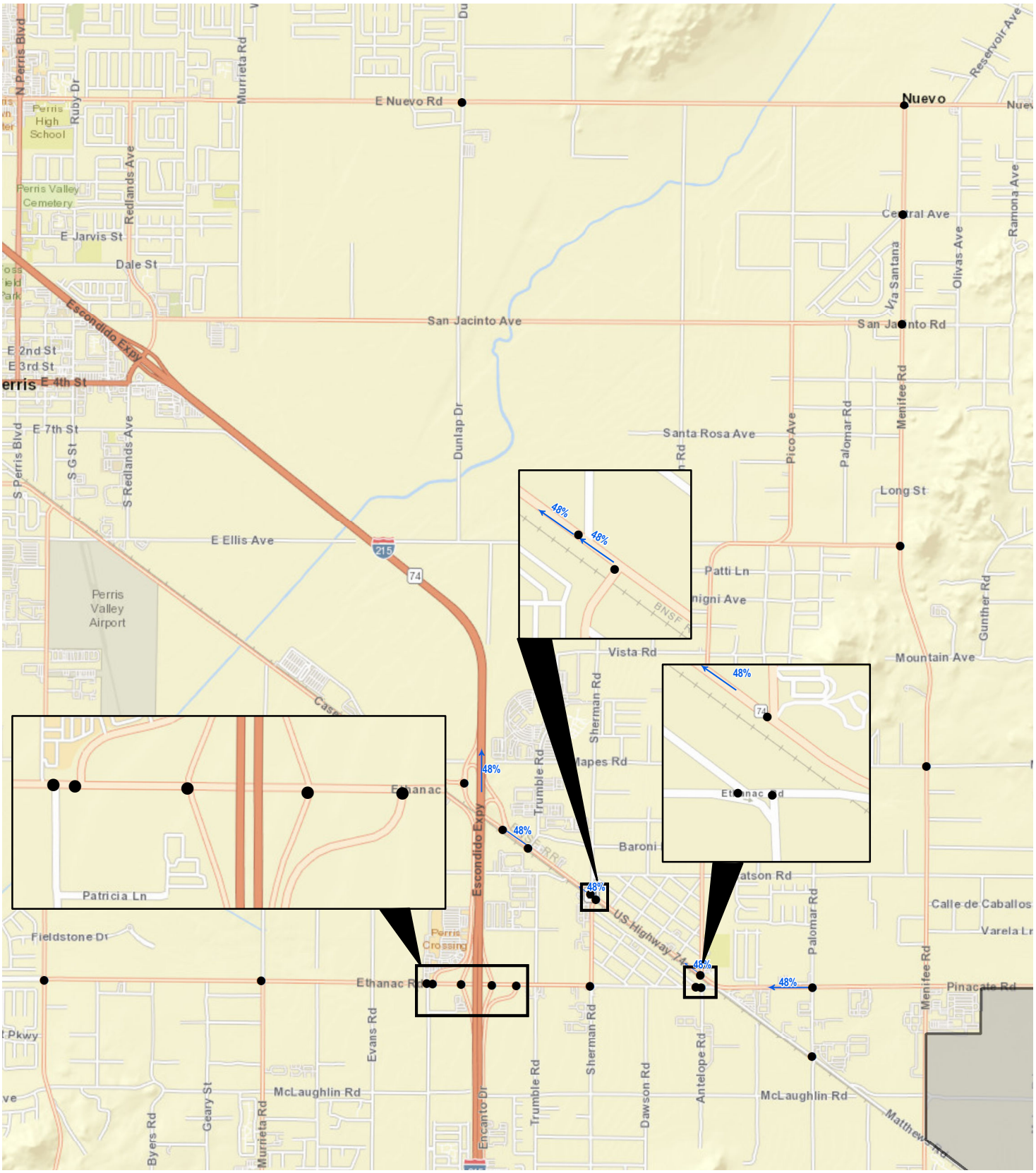
FEET

SOURCE: ESRI

I:\CIM2106\Reports\Zones\Distribution Figures\Zone1\PA13_Zone1.mxd (6/30/2022)

Menifee Valley Specific Plan
Traffic Study

PA-12 Regional Trip Distribution - Trucks (Zone 1)



LSA

LEGEND

Project Location

Study Area Intersections

Project Trip Distribution

Figure 5-7B

N

0 1625 3250

FEET

SOURCE: ESRI

Menifee Valley Specific Plan
Traffic Study

PA-12 Regional Trip Distribution - Trucks (Zone 2)

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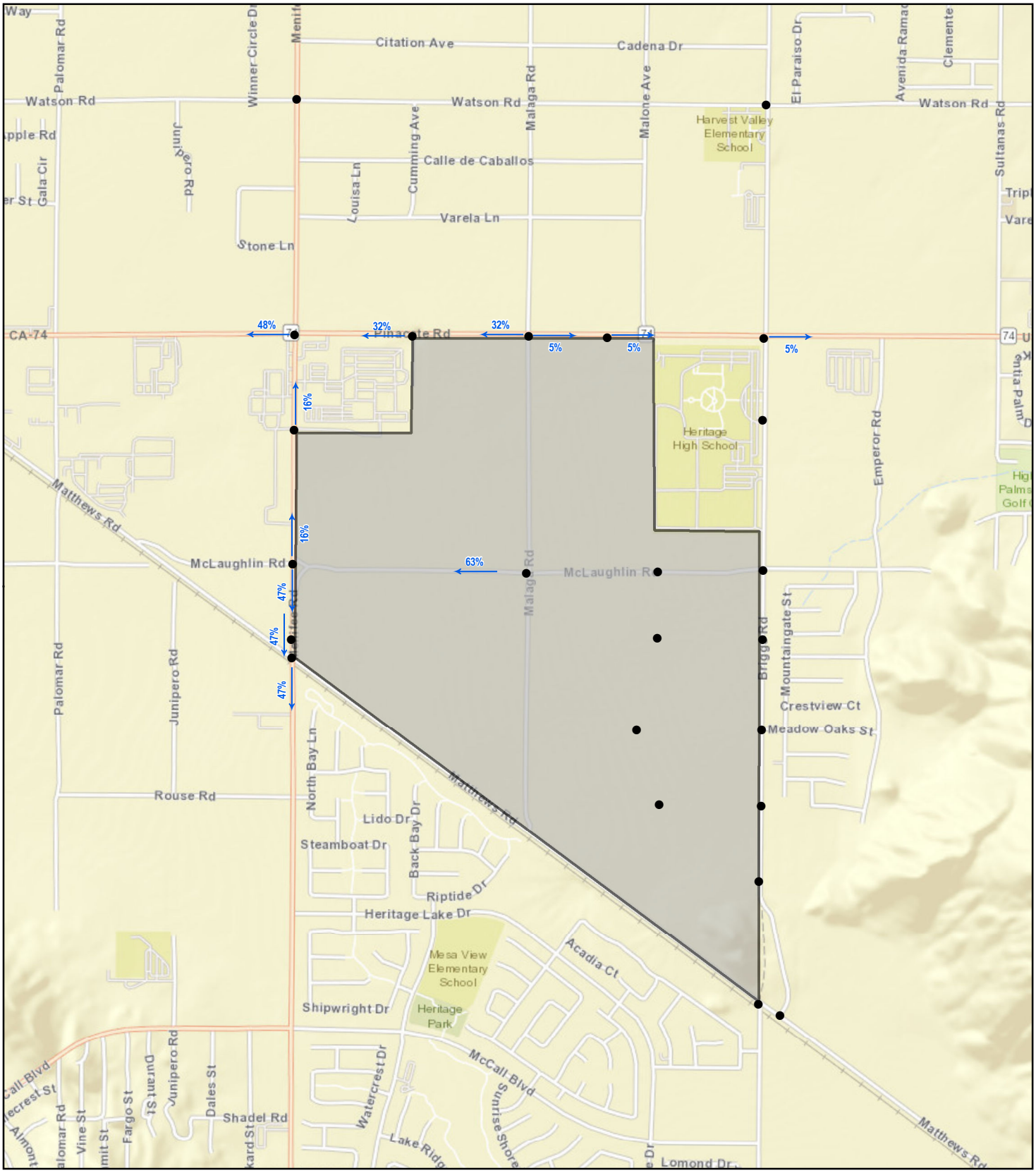


LSA

LEGEND

Project Location

Study Area Intersections

Project Trip Distribution

Figure 5-7C

N

0 750 1500

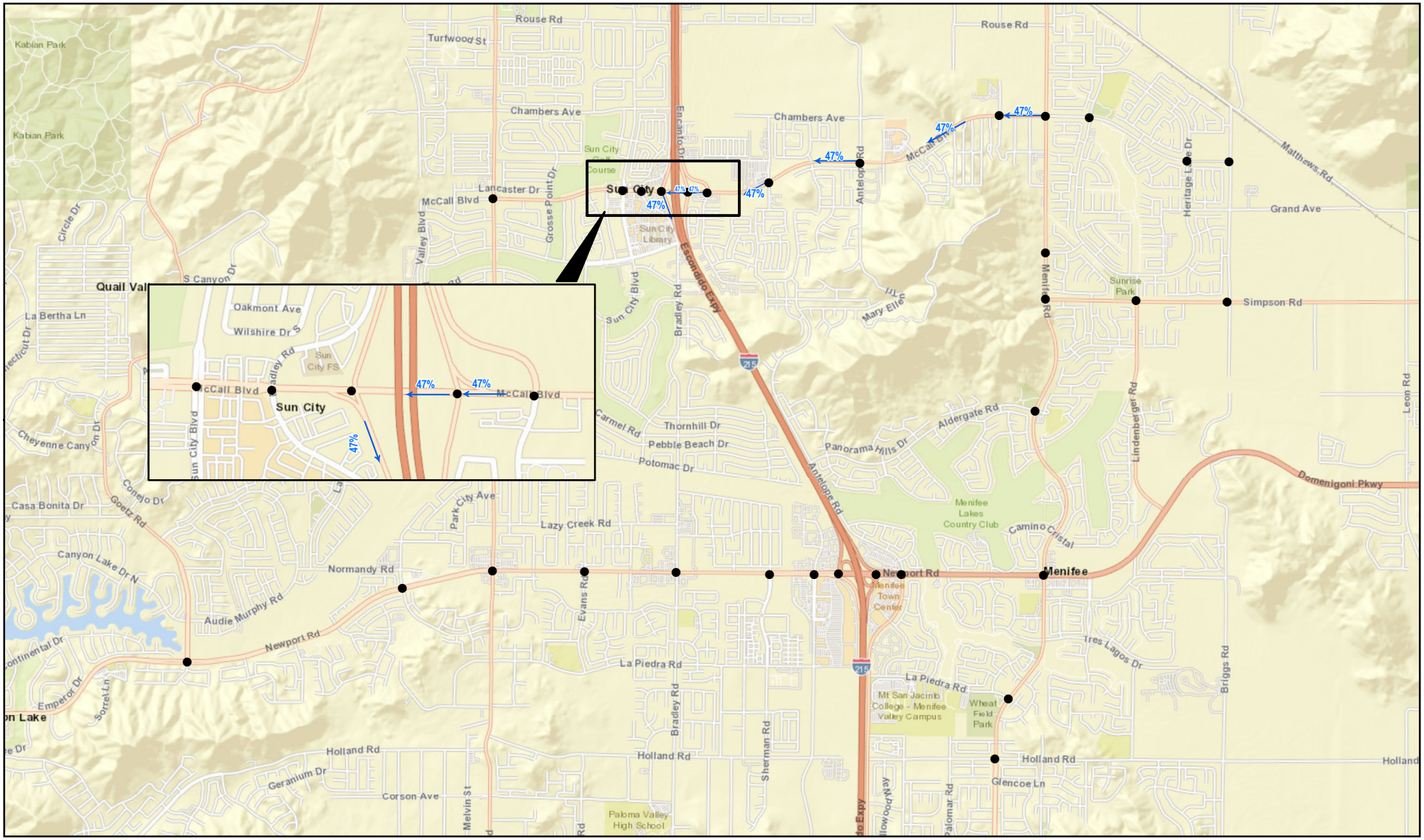
FEET

SOURCE: ESRI

I:\CIM2106\Reports\Zones\Distribution Figures\Zone3\PA13_Zone3.mxd (6/26/2022)

Menifee Valley Specific Plan
Traffic Study

PA-12 Regional Trip Distribution - Trucks (Zone 3)



LSA

LEGEND

Project Location

Project Trip Distribution

Study Area Intersections

Figure 5-7D

0 2000 4000

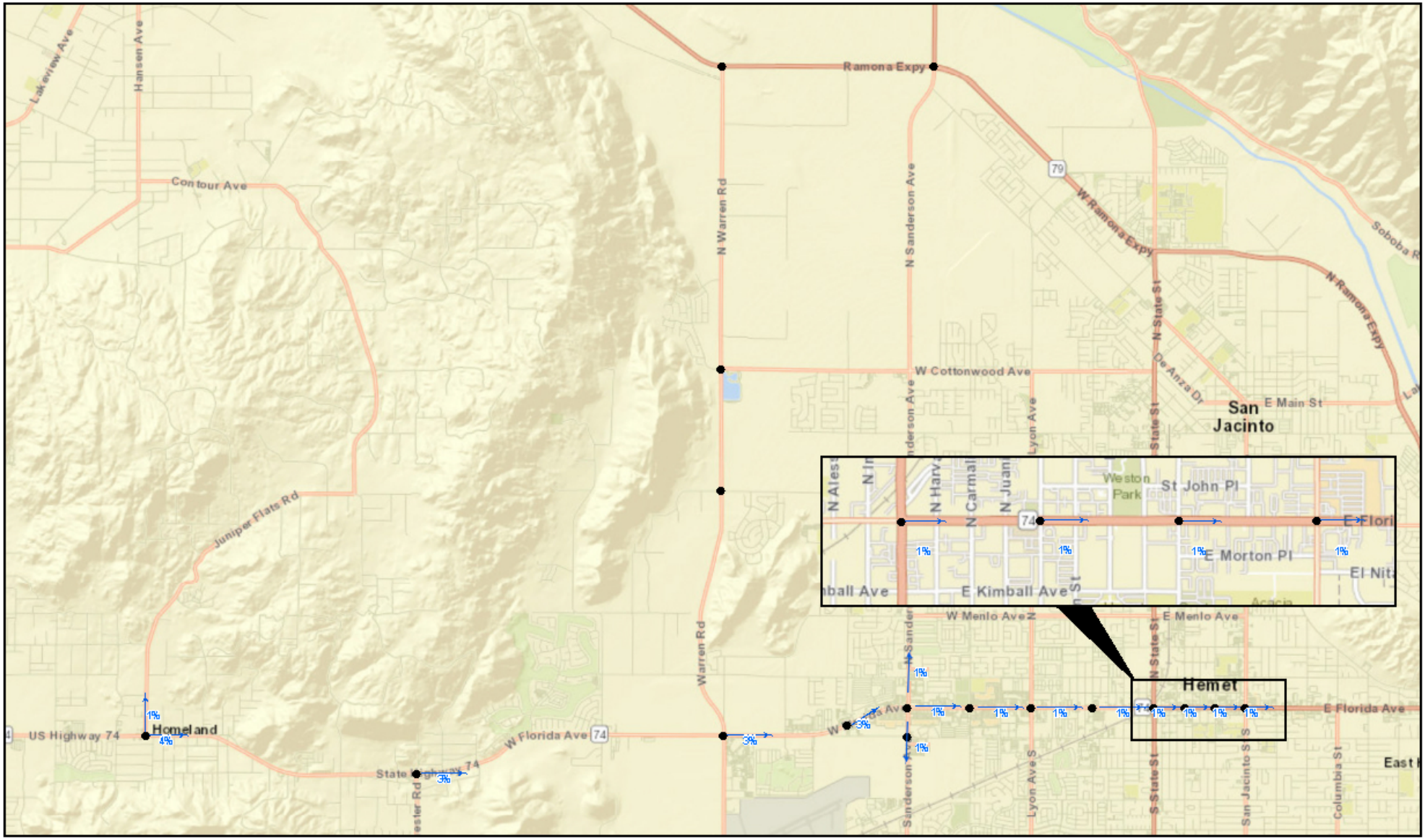
FEET

SOURCE: ESRI

I:\CIM2106\Reports\Zones\Distribution Figures\Zone4\PA13_Zone4.mxd (6/30/2022)

Menifee Valley Specific Plan
Traffic Study

PA-12 Regional Trip Distribution - Trucks (Zone 4)



LSA

LEGEND

Study Area Intersections

Project Trip Distribution

Figure 5-7E

0 3000 6000

FEET

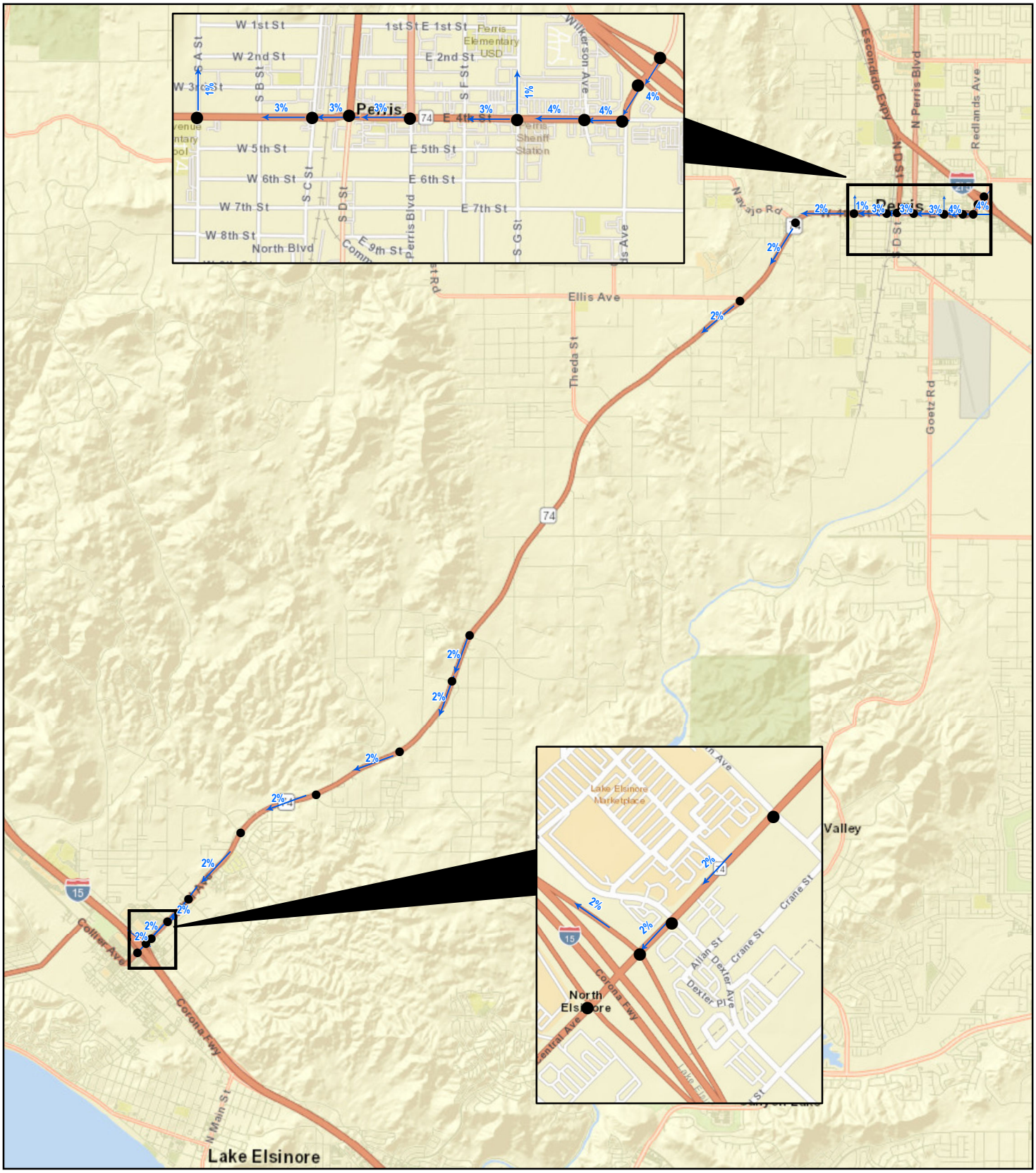
SOURCE: ESRI

I:\CIM2106\Reports\Zones\Distribution Figures\Zone4\PA6PM_Zone5.mxd (6/30/2022)

Menifee Valley Specific Plan

Traffic Study

PA-12 Regional Trip Distribution - Trucks (Zone 5)



LSA

LEGEND

Study Area Intersections

Project Trip Distribution

Figures 5-8A

N

0 3000 6000

FEET

SOURCE: ESRI

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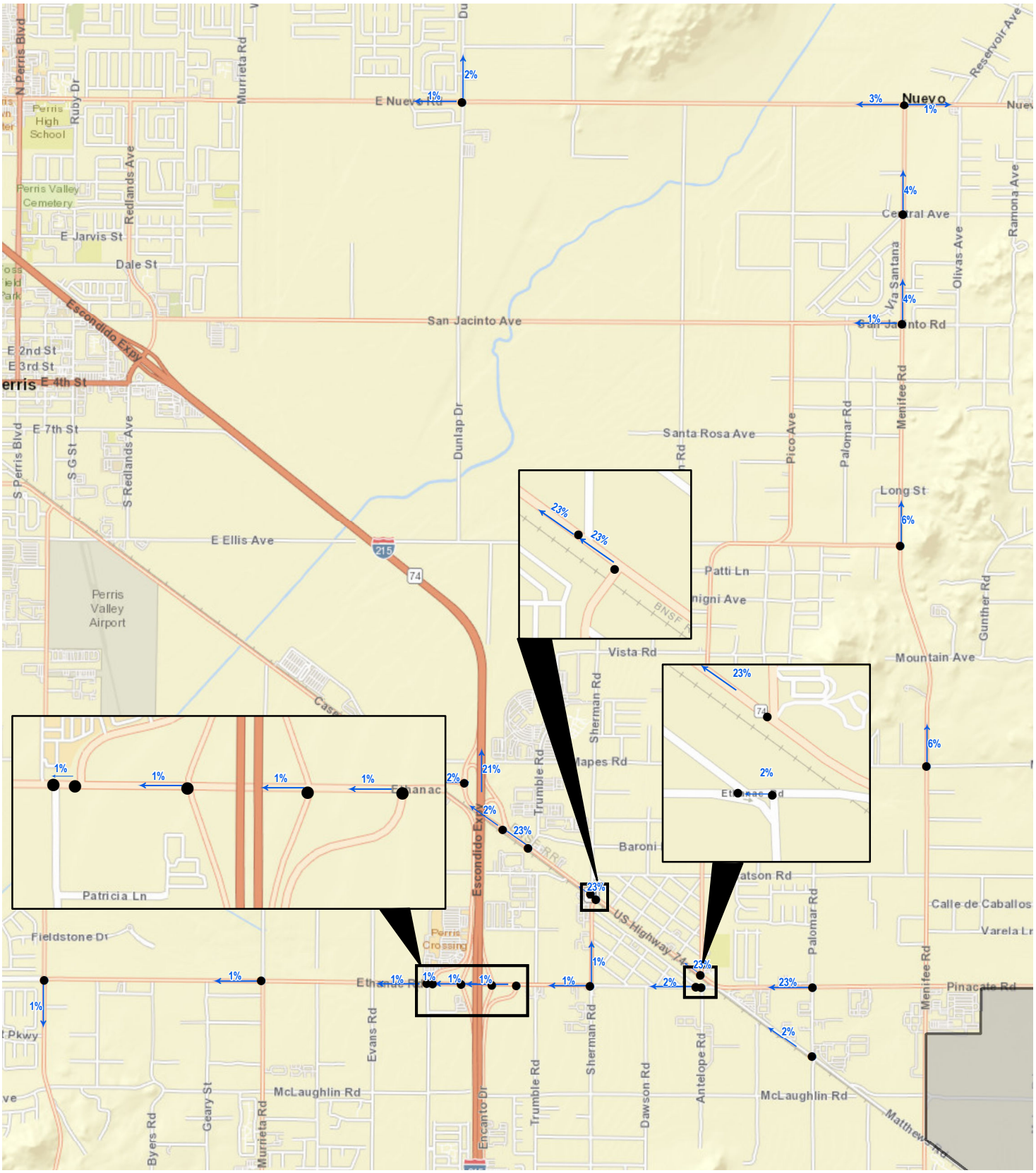
Menifee Valley Specific Plan
Traffic Study

PA-3 Regional Trip Distribution (Zone 1)



LSA

LEGEND

Project Location

Study Area Intersections

Project Trip Distribution

Figure 5-8B

N

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FEET

SOURCE: ESRI

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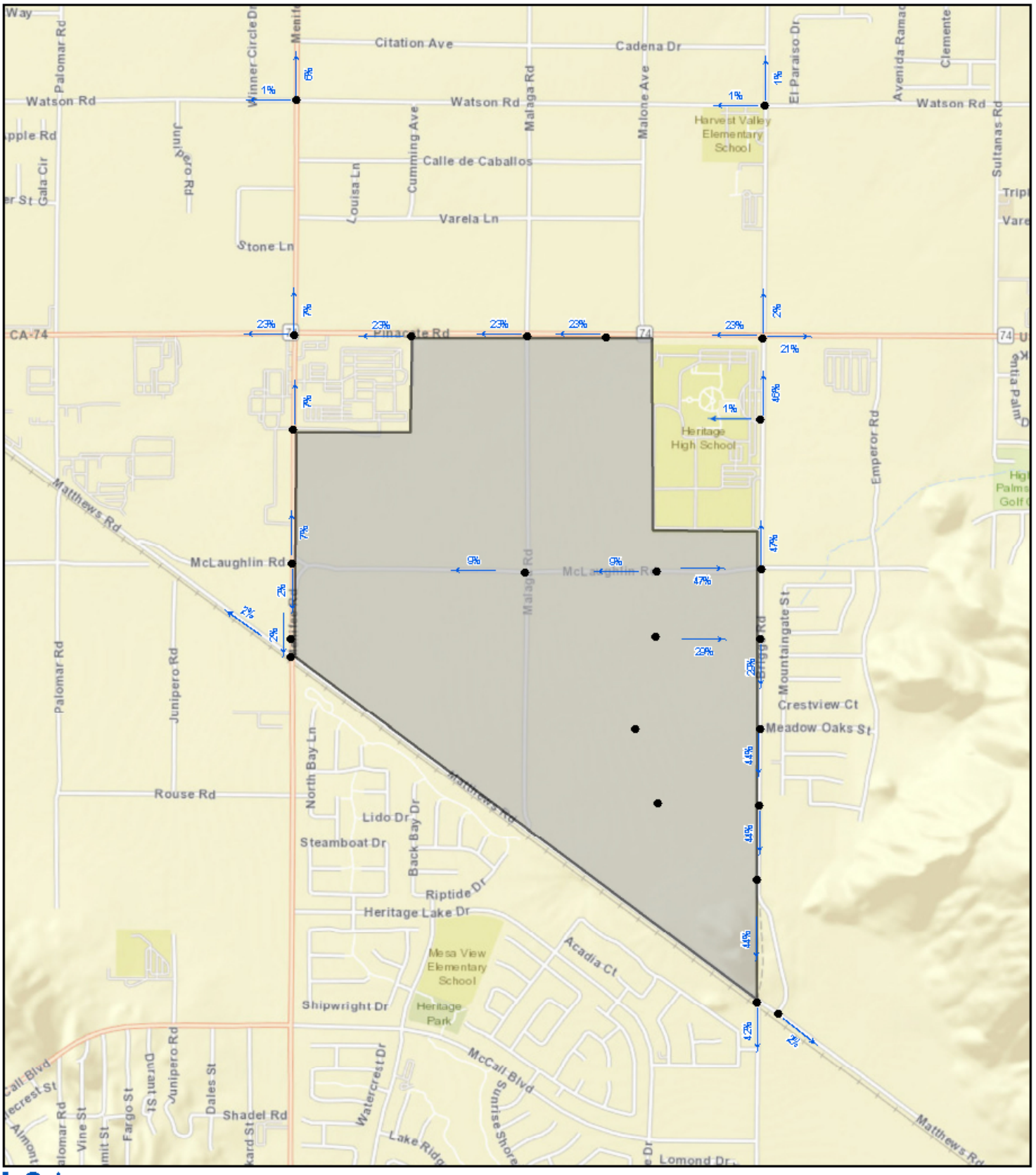
Menifee Valley Specific Plan
Traffic Study

PA-3 Regional Trip Distribution (Zone 2)



LSA

LEGEND

Project Location

Study Area Intersections

Project Trip Distribution

Figure 5-8C

0 750 1500

FEET

SOURCE: ESRI

Menifee Valley Specific Plan
Traffic Study

PA-3 Regional Trip Distribution (Zone 3)

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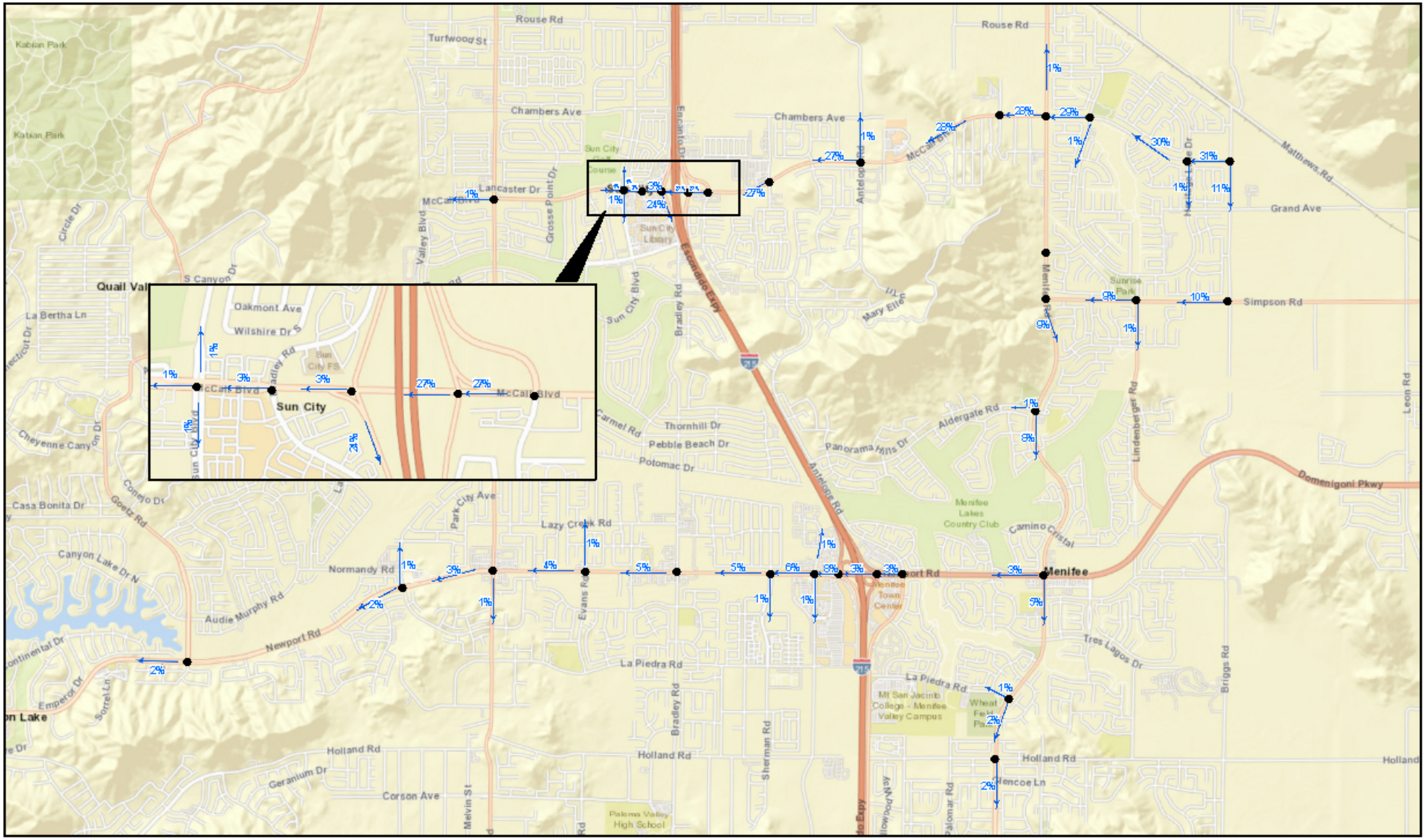


LSA

LEGEND

Project Location

Project Trip Distribution

Study Area Intersections

0 2000 4000

FEET

SOURCE: ESRI

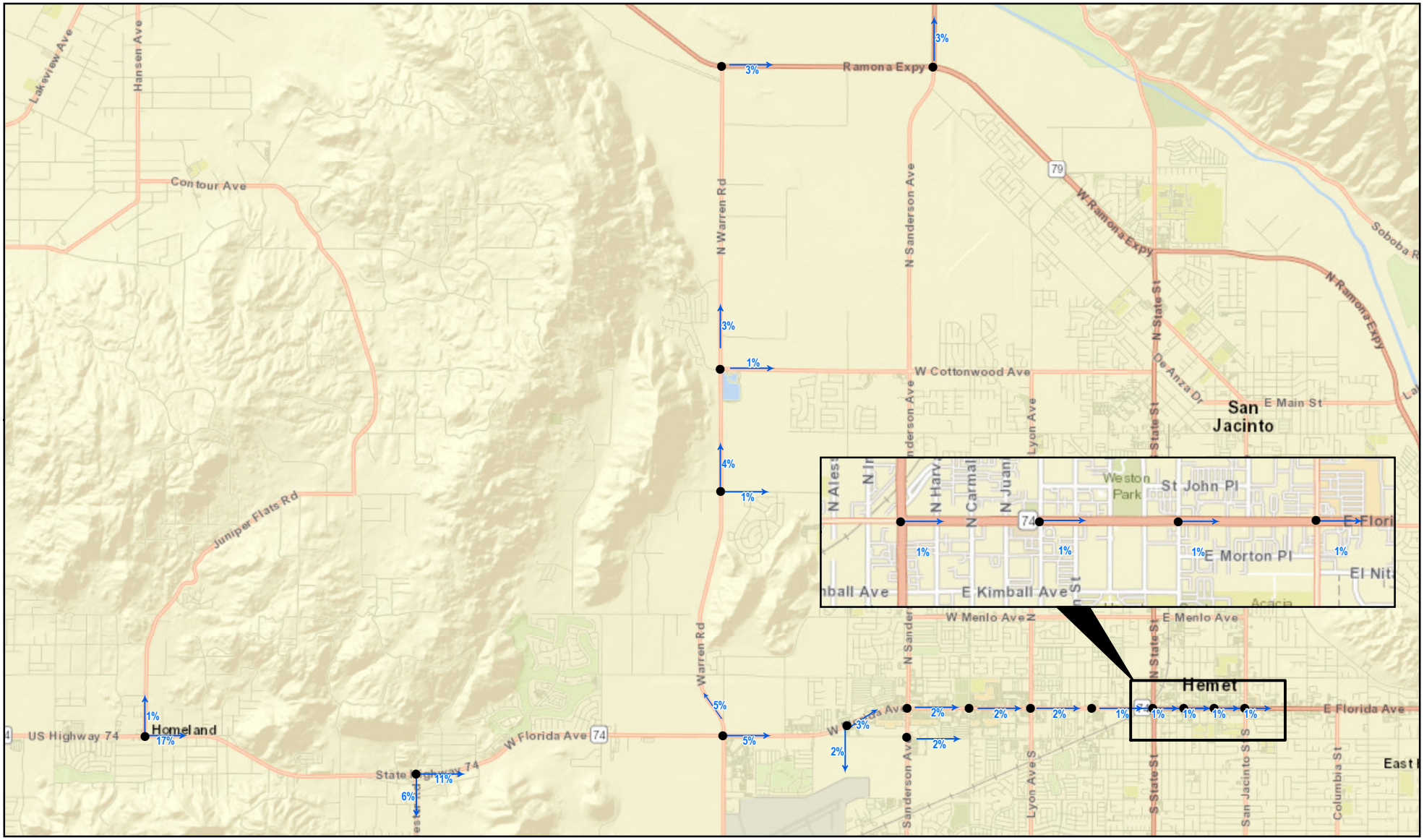
I:\CIM2106\Reports\Zones\Distribution Figures\Zone4\PA13_Zone4.mxd (6/30/2022)

Figure 5-8D

Menifee Valley Specific Plan

Traffic Study

PA-3 Regional Trip Distribution (Zone 4)



LSA

LEGEND

Study Area Intersections

Project Trip Distribution

Figure 5-8E

0 3000 6000

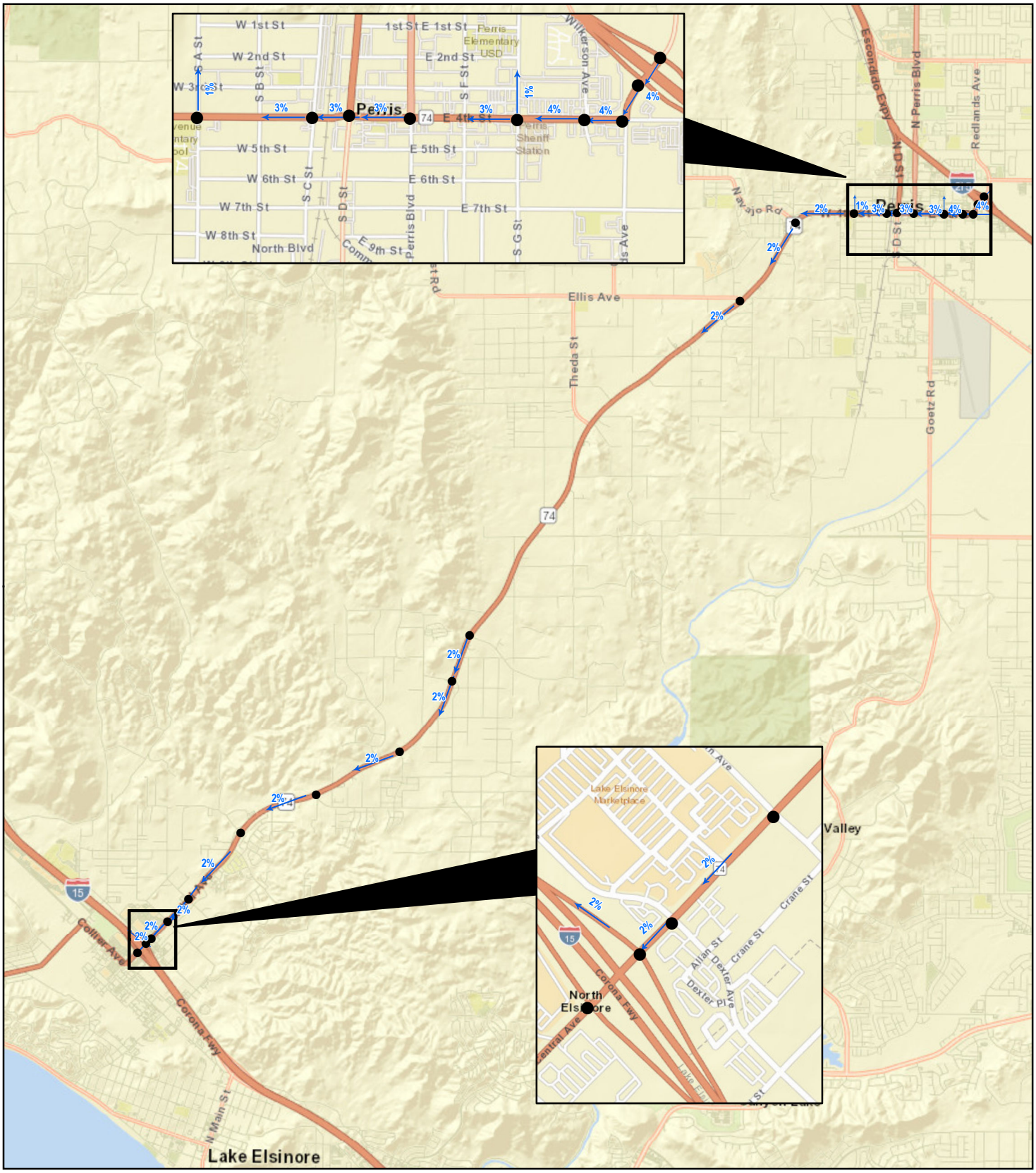
FEET

SOURCE: ESRI

I:\CIM2106\Reports\Zones\Distribution Figures\Zone4\PA6PM_Zone5.mxd (6/30/2022)

Menifee Valley Specific Plan
Traffic Study

PA-3 Regional Trip Distribution (Zone 5)



LSA

LEGEND

Study Area Intersections

Project Trip Distribution

Figures 5-9A

N

0 3000 6000

FEET

SOURCE: ESRI

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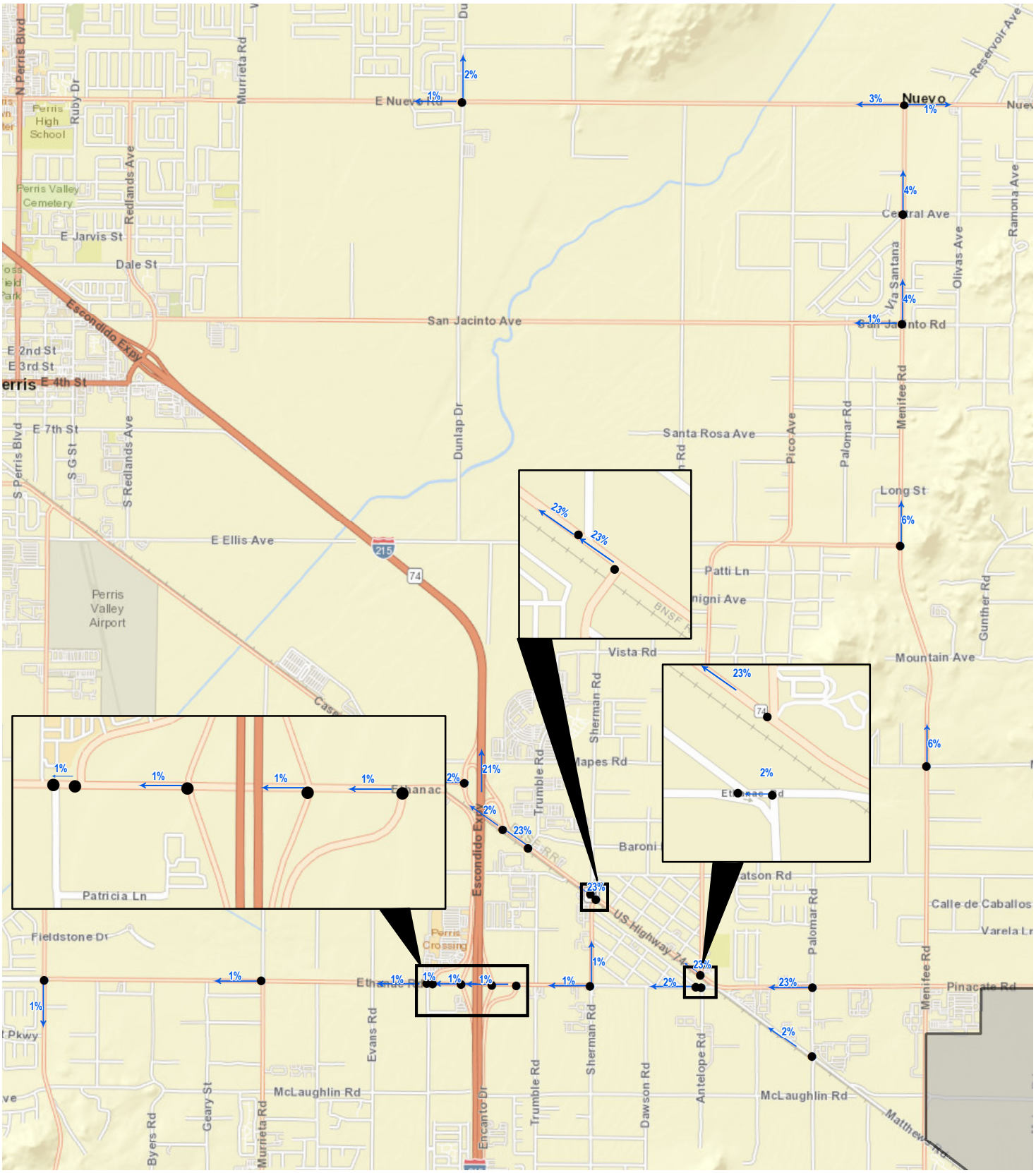
Menifee Valley Specific Plan
Traffic Study

PA-4 Regional Trip Distribution (Zone 1)



LSA

LEGEND

Project Location

Study Area Intersections

Project Trip Distribution

Figure 5-9B

N

0 1625 3250

FEET

SOURCE: ESRI

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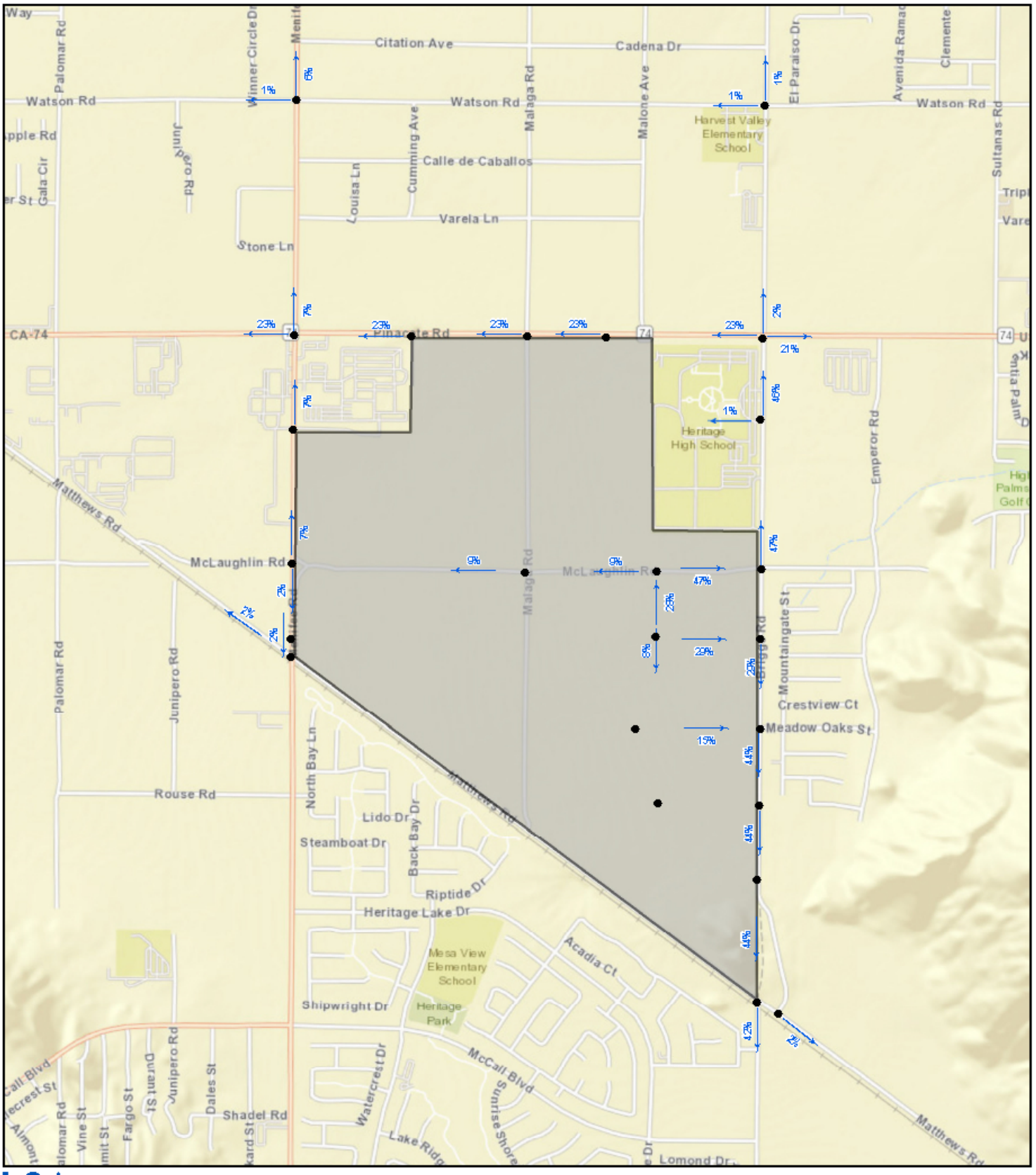
Menifee Valley Specific Plan
Traffic Study

PA-4 Regional Trip Distribution (Zone 2)



LSA

Figure 5-9C

LEGEND

Project Location

Study Area Intersections

Project Trip Distribution

0 750 1500

FEET

SOURCE: ESRI

Menifee Valley Specific Plan
Traffic Study

PA-4 Regional Trip Distribution (Zone 3)

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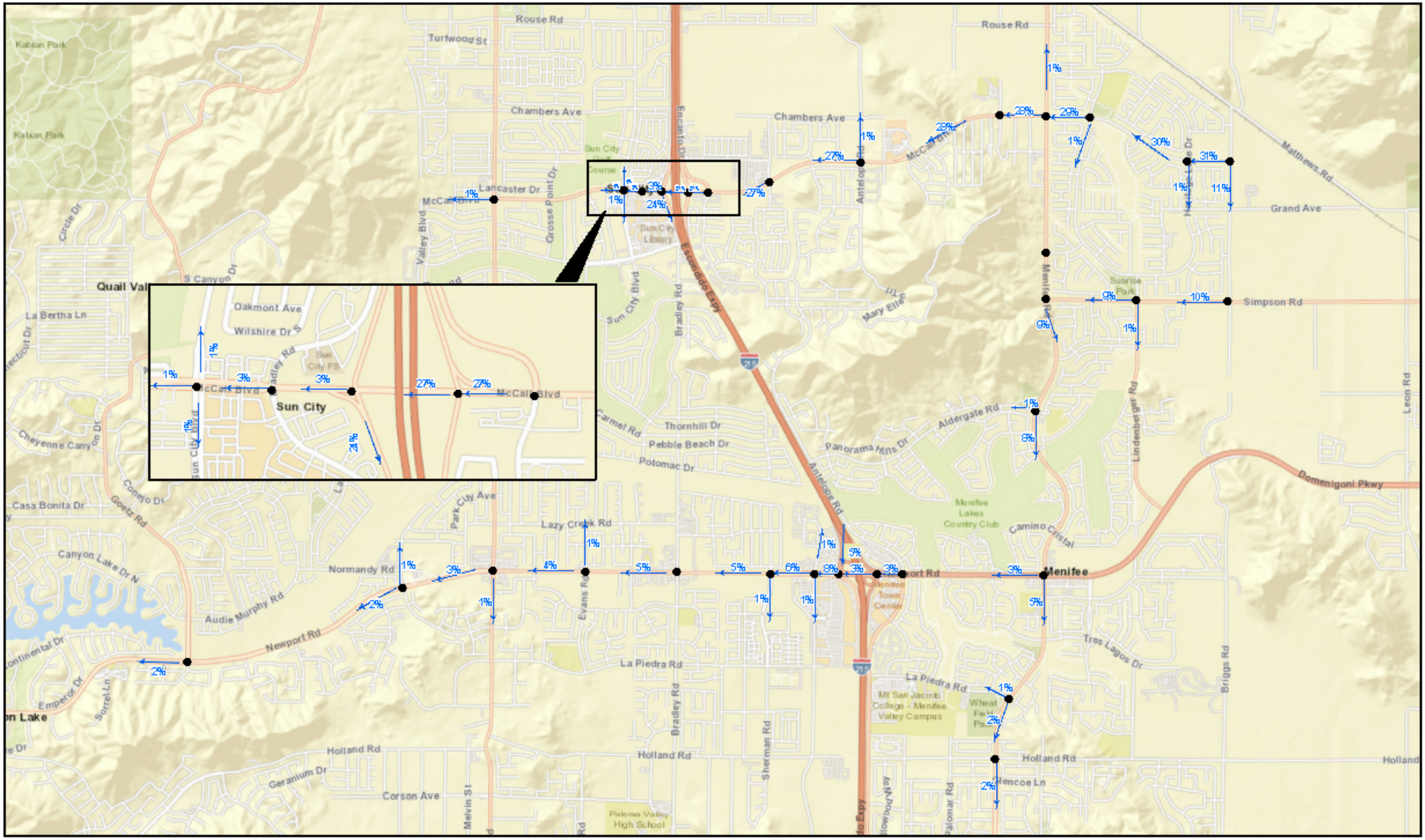


LSA

LEGEND

Project Location

Project Trip Distribution

Study Area Intersections

0 2000 4000

FEET

SOURCE: ESRI

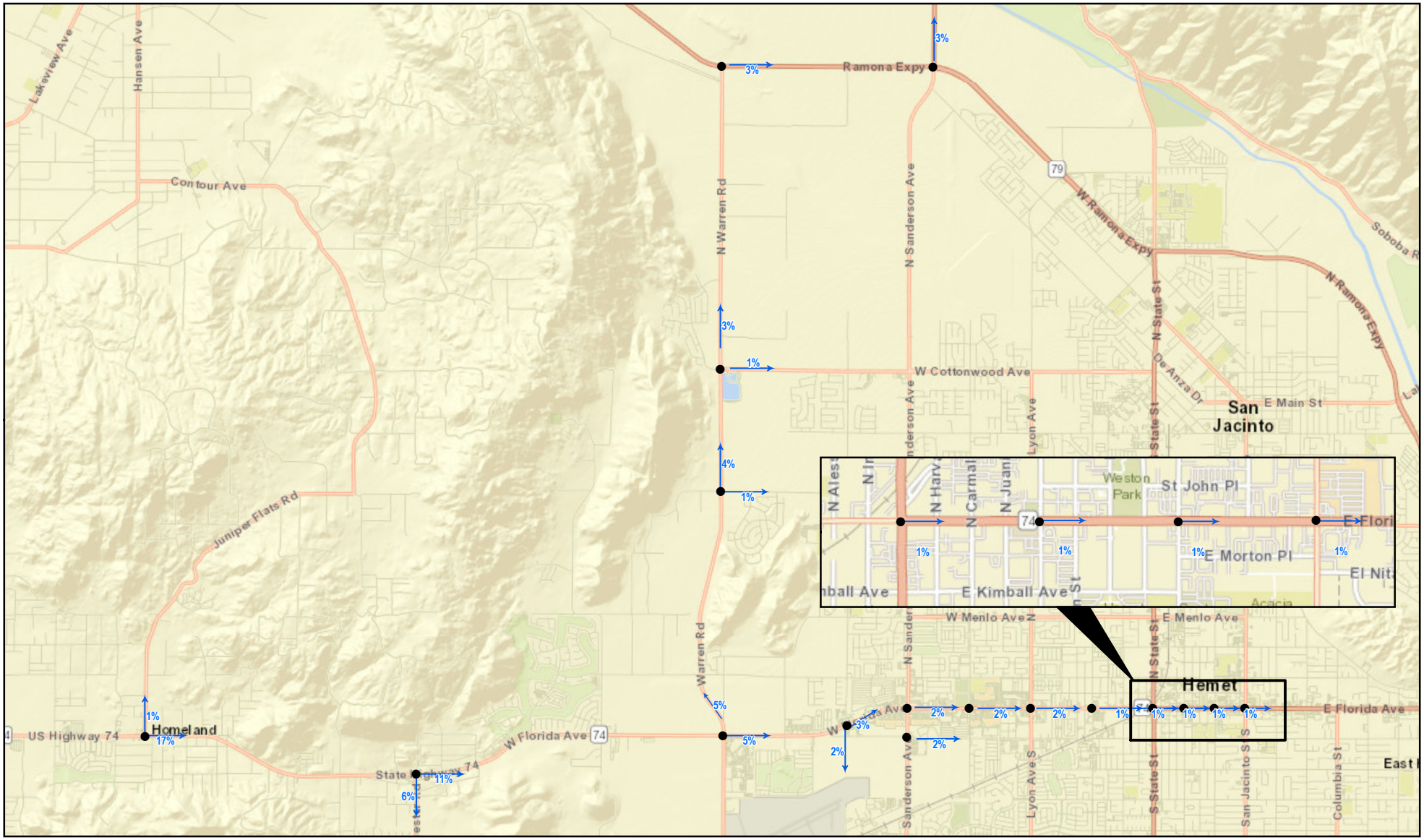
I:\CIM2106\Reports\Zones\Distribution Figures\Zone4\PA13_Zone4.mxd (6/30/2022)

Figure 5-9D

Menifee Valley Specific Plan

Traffic Study

PA-4 Regional Trip Distribution (Zone 4)



LSA

LEGEND

Study Area Intersections

Project Trip Distribution

Figure 5-9E

0 3000 6000

FEET

SOURCE: ESRI

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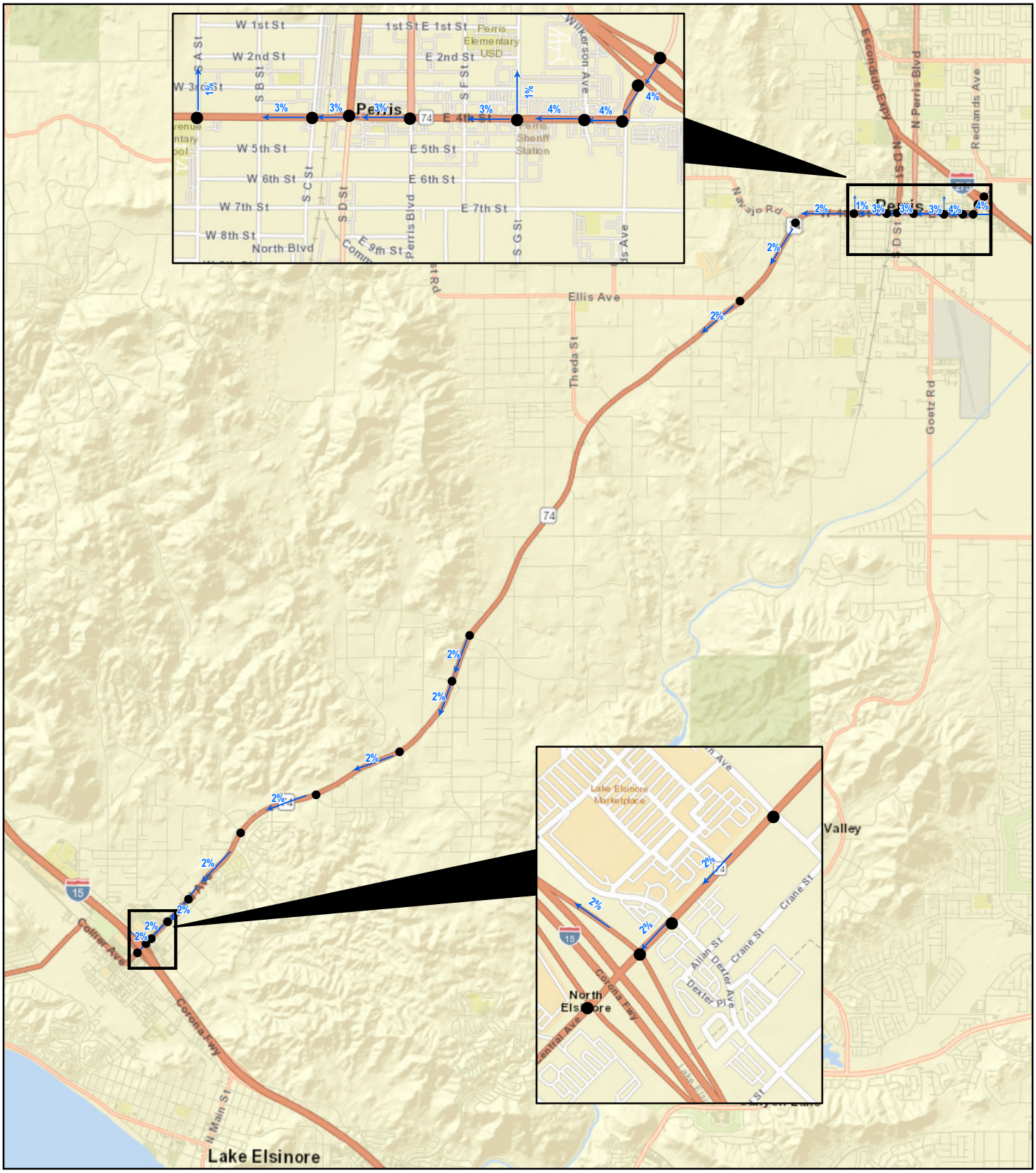
Menifee Valley Specific Plan
Traffic Study

PA-4 Regional Trip Distribution (Zone 5)



LSA

LEGEND

Study Area Intersections

Project Trip Distribution

Figures 5-10A

N

0 3000 6000

FEET

SOURCE: ESRI

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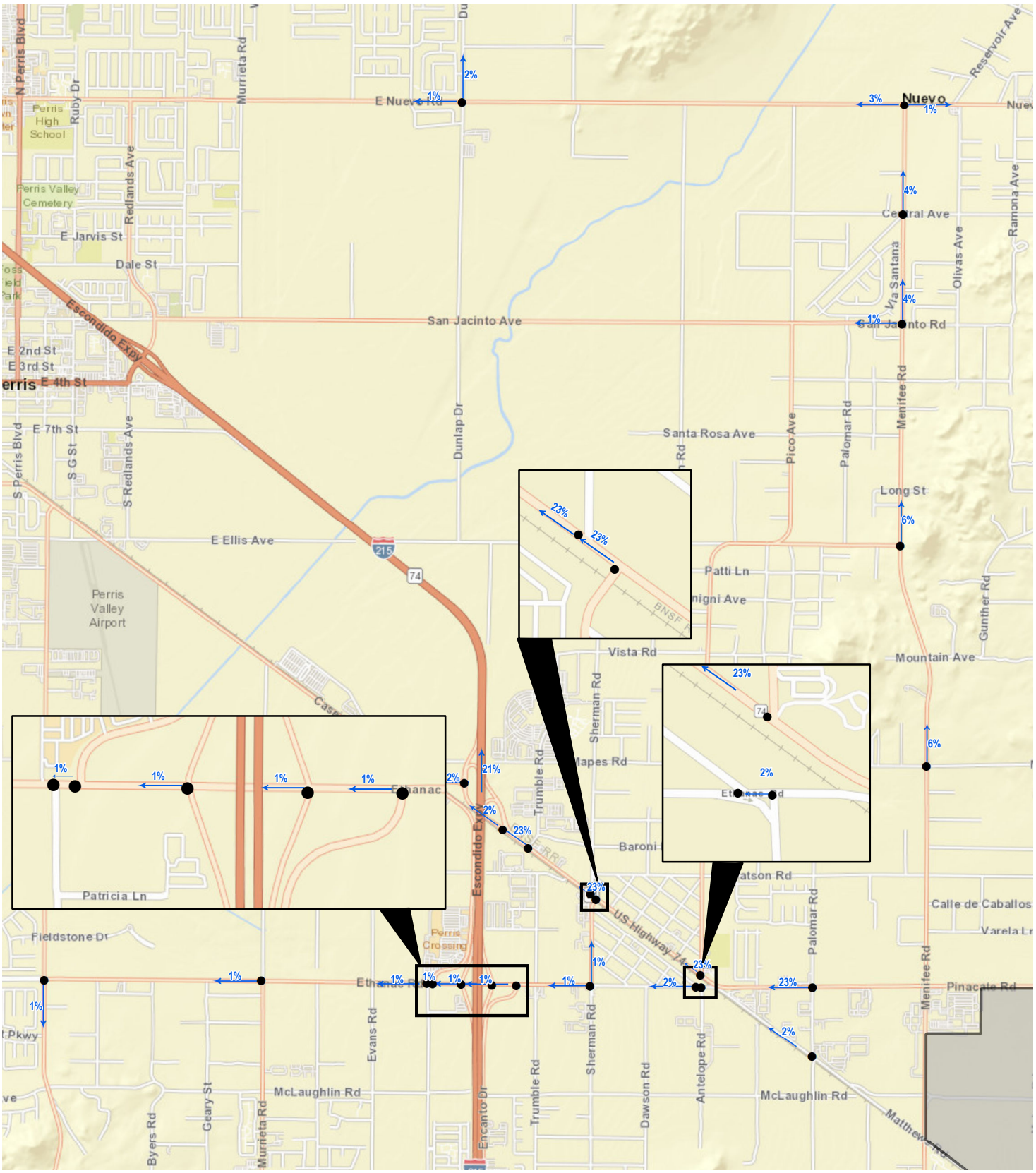
Menifee Valley Specific Plan
Traffic Study

PA-5 Regional Trip Distribution (Zone 1)



LSA

LEGEND

Project Location

Study Area Intersections

Project Trip Distribution

Figure 5-10B

N

0 1625 3250

FEET

SOURCE: ESRI

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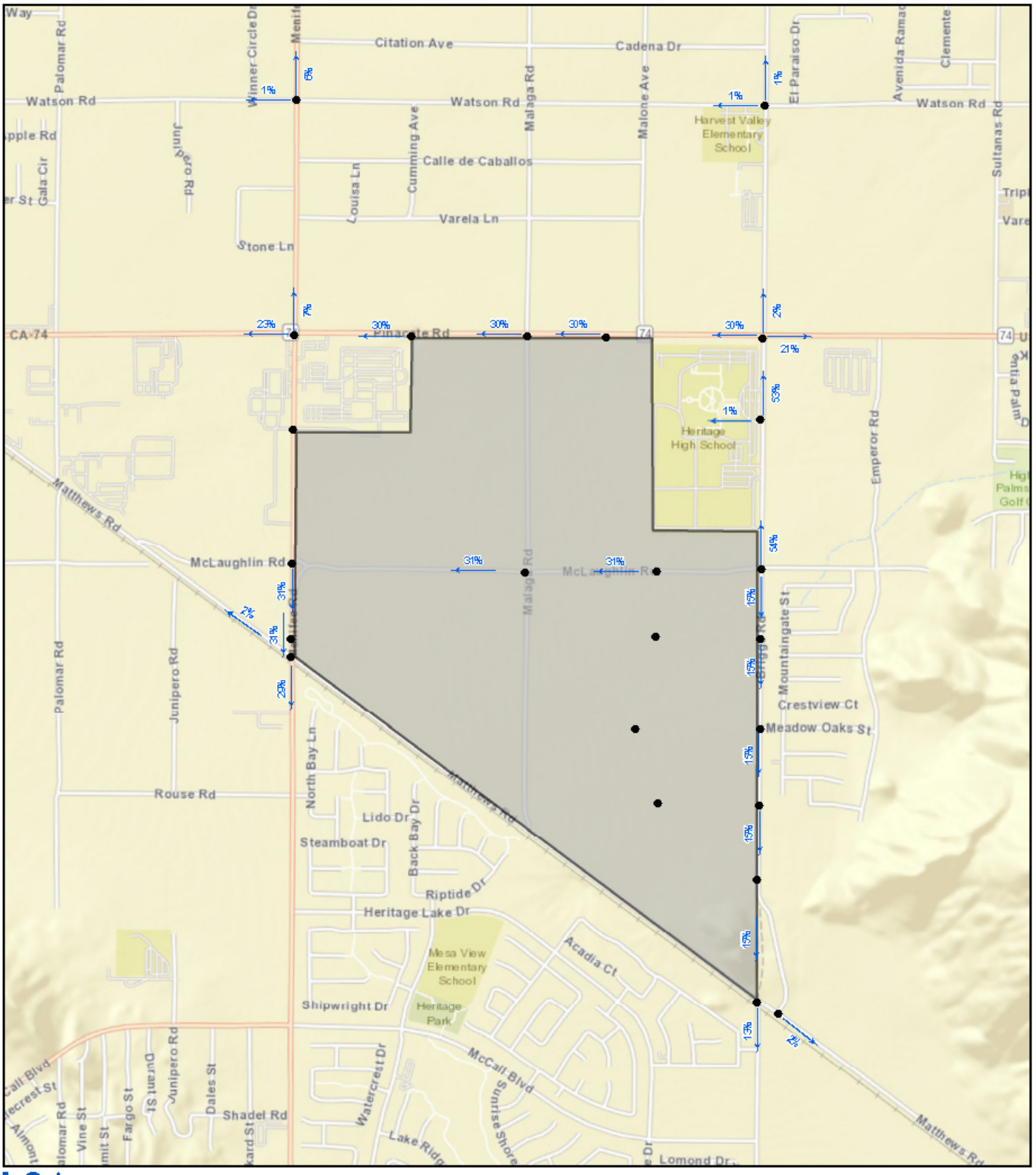
Menifee Valley Specific Plan
Traffic Study

PA-5 Regional Trip Distribution (Zone 2)



LSA

LEGEND

Project Location

Study Area Intersections

Project Trip Distribution

Figure 5-10C

0 750 1500

FEET

SOURCE: ESRI

Menifee Valley Specific Plan
Traffic Study

PA-5 Regional Trip Distribution (Zone 3)

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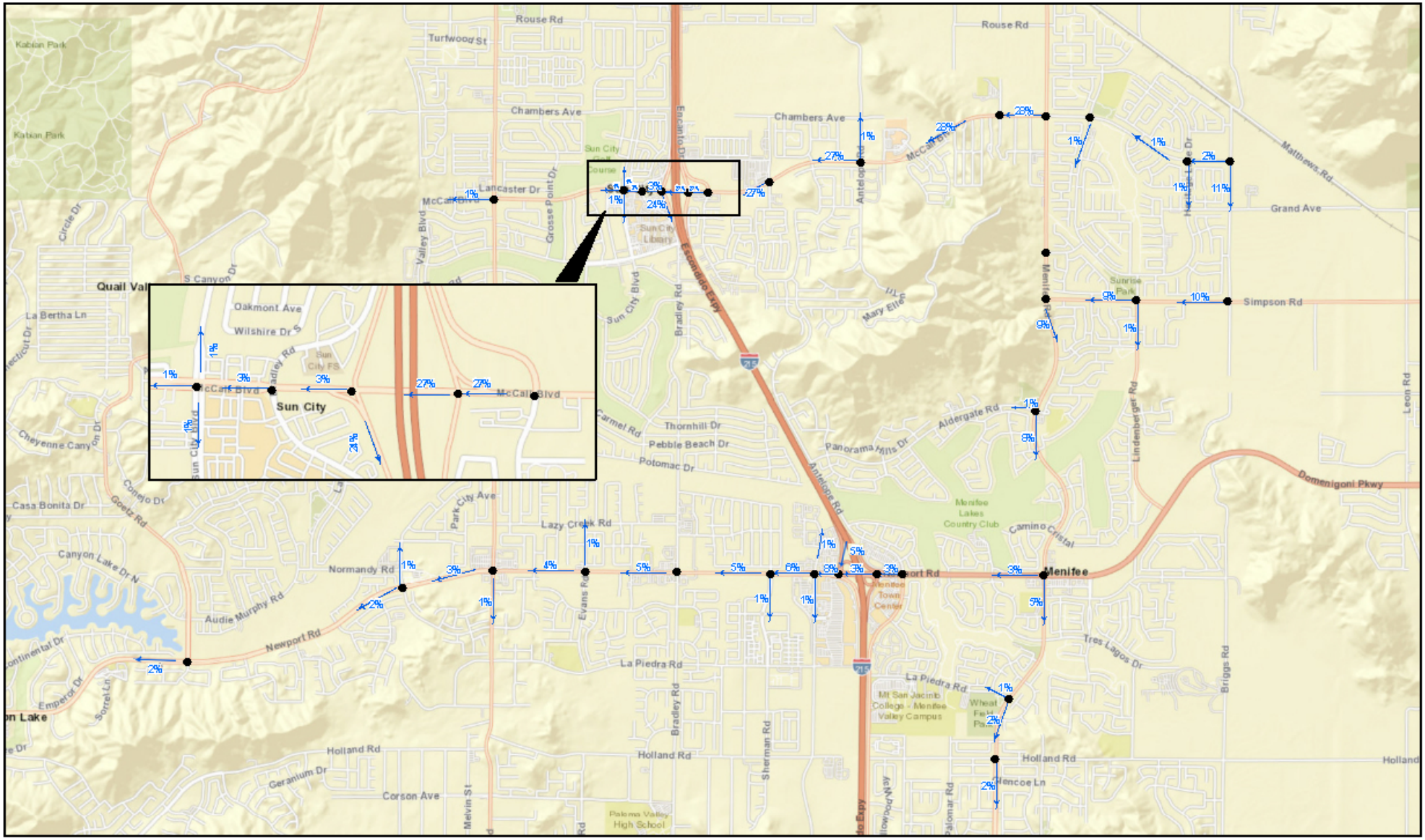

LSA

LEGEND

Project Location

Project Trip Distribution

Study Area Intersections

Figure 5-10D

0 2000 4000

FEET

SOURCE: ESRI

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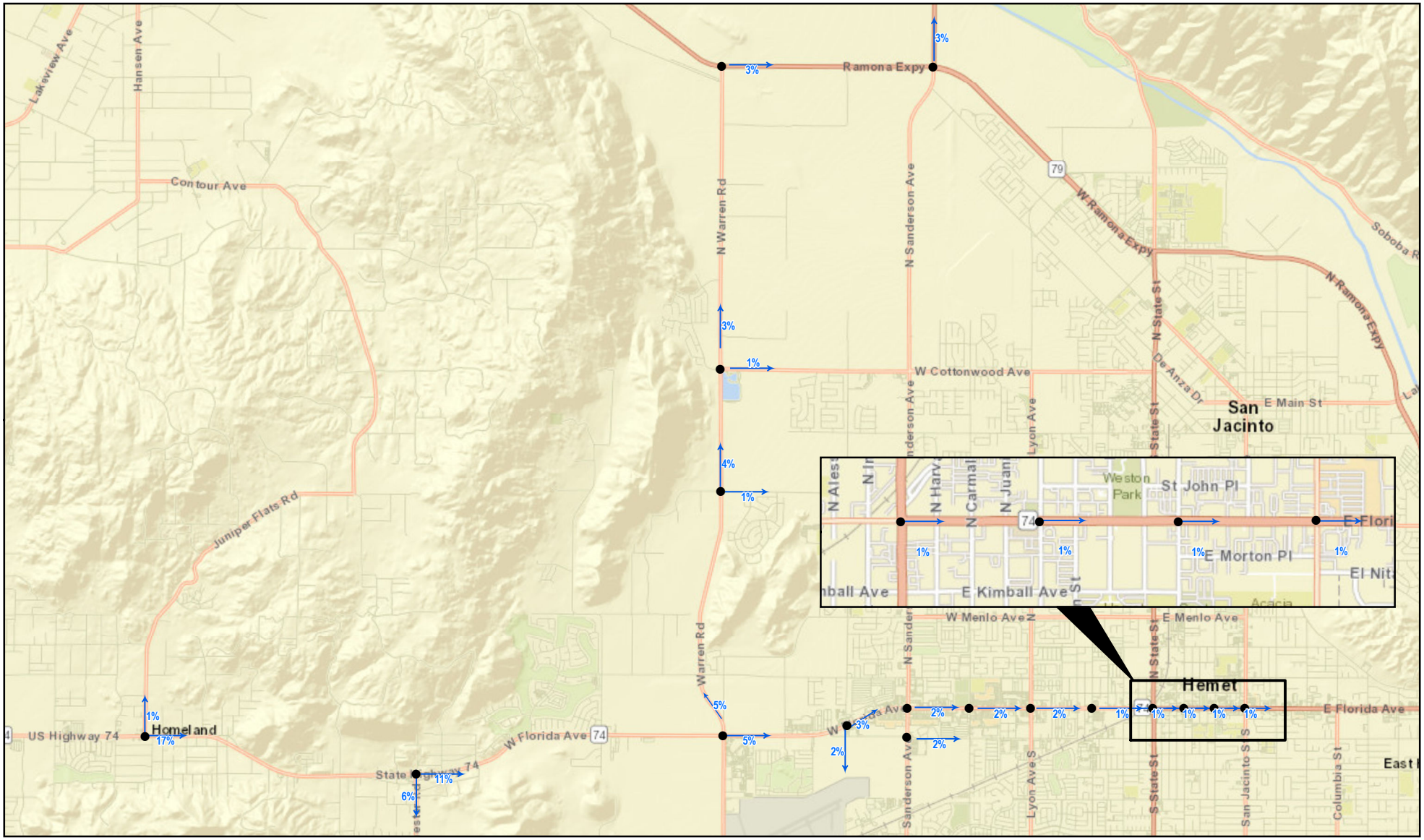
Menifee Valley Specific Plan

Traffic Study

PA-5 Regional Trip Distribution (Zone 4)



LSA

LEGEND

Study Area Intersections

Project Trip Distribution

Figure 5-10E

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FEET

SOURCE: ESRI

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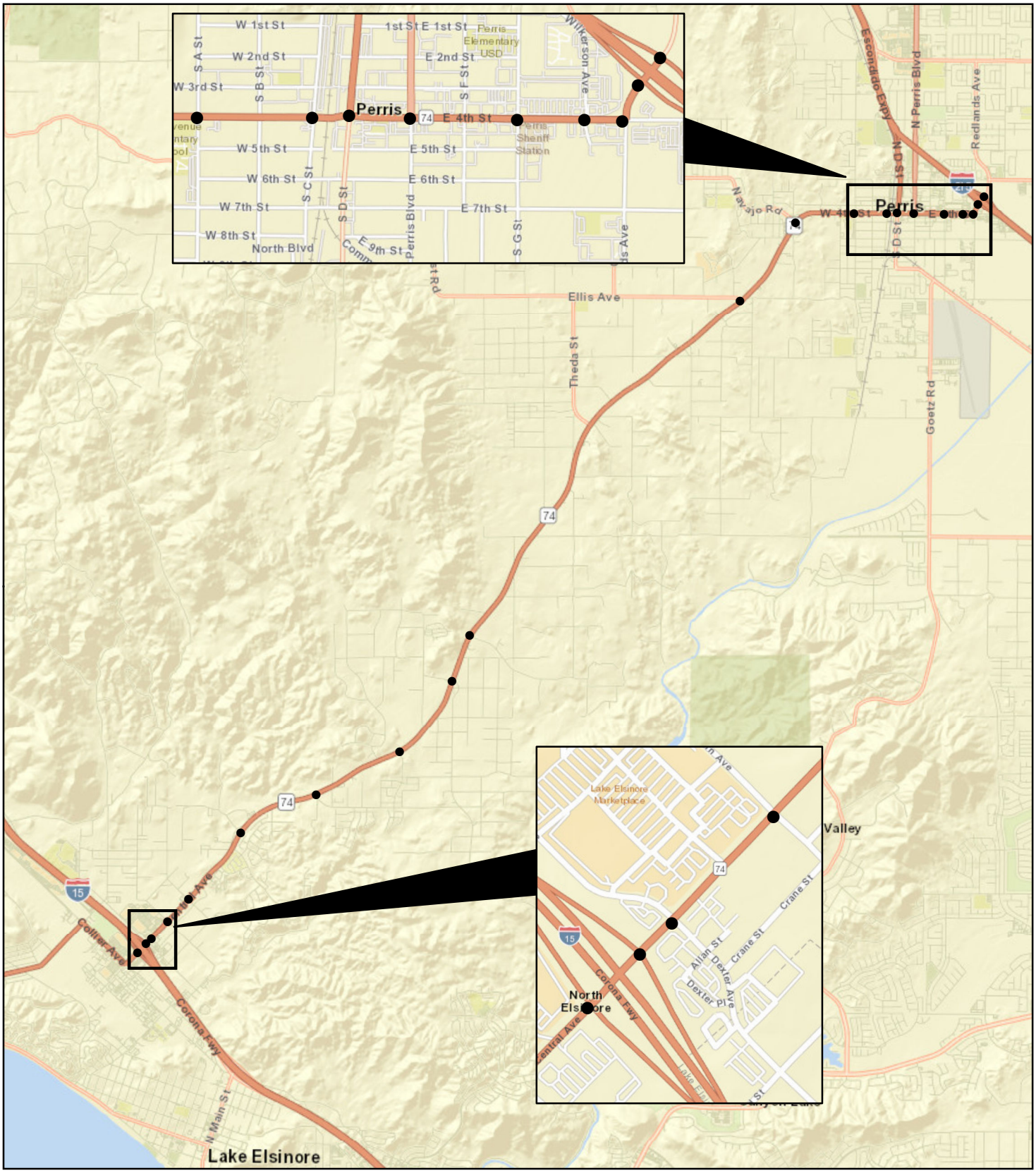
Menifee Valley Specific Plan
Traffic Study

PA-5 Regional Trip Distribution (Zone 5)



LSA

LEGEND

Study Area Intersections

Project Trip Distribution

Figures 5-11A

N

0 3000 6000

FEET

SOURCE: ESRI

Menifee Valley Specific Plan
Traffic Study

PA-6 Regional Trip Distribution - AM (Zone 1)

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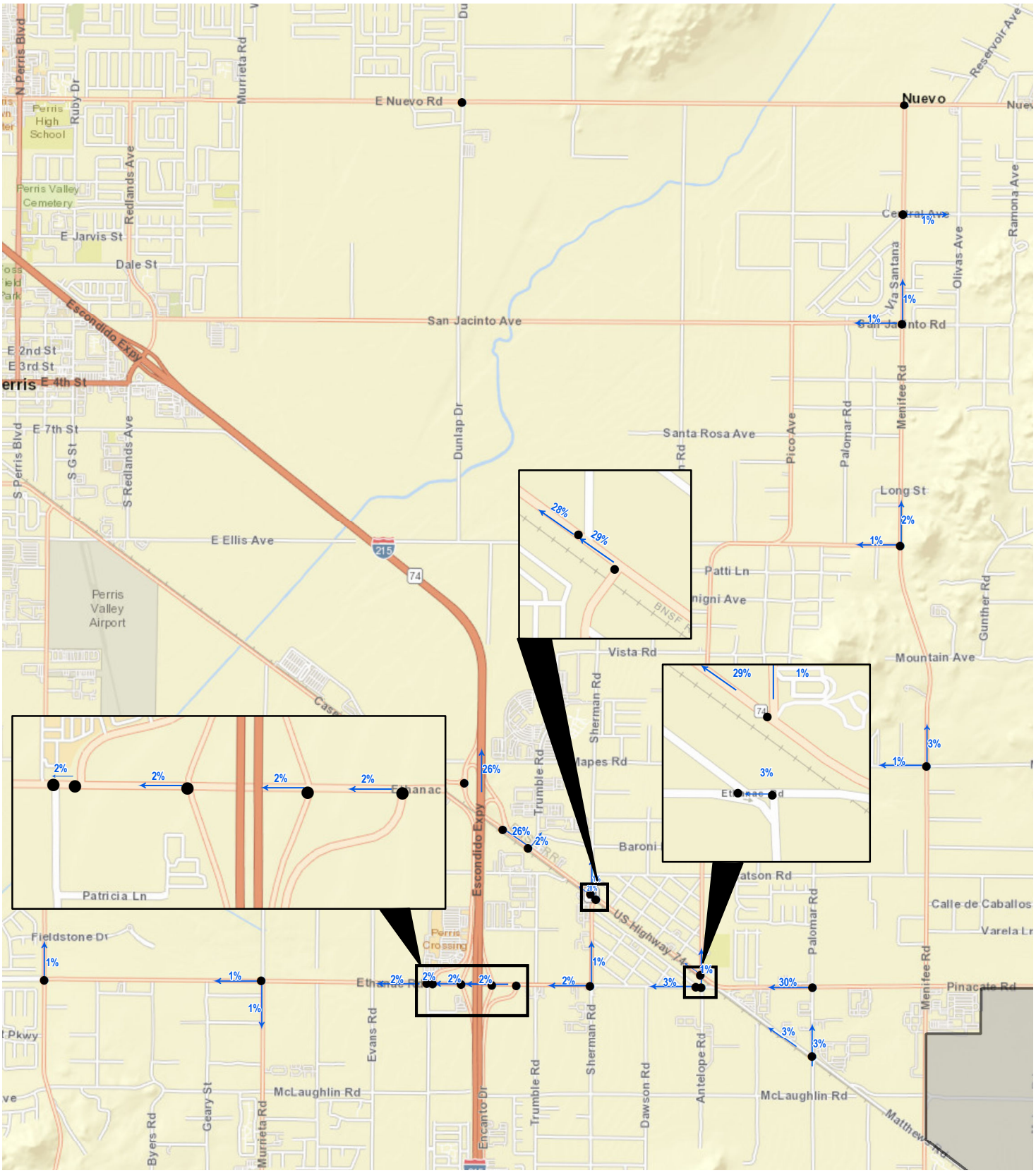

LSA

LEGEND

Project Location

Study Area Intersections

Project Trip Distribution

Figure 5-11B

N

0 1625 3250

FEET

SOURCE: ESRI

Menifee Valley Specific Plan
Traffic Study

PA-6 Regional Trip Distribution - AM (Zone 2)

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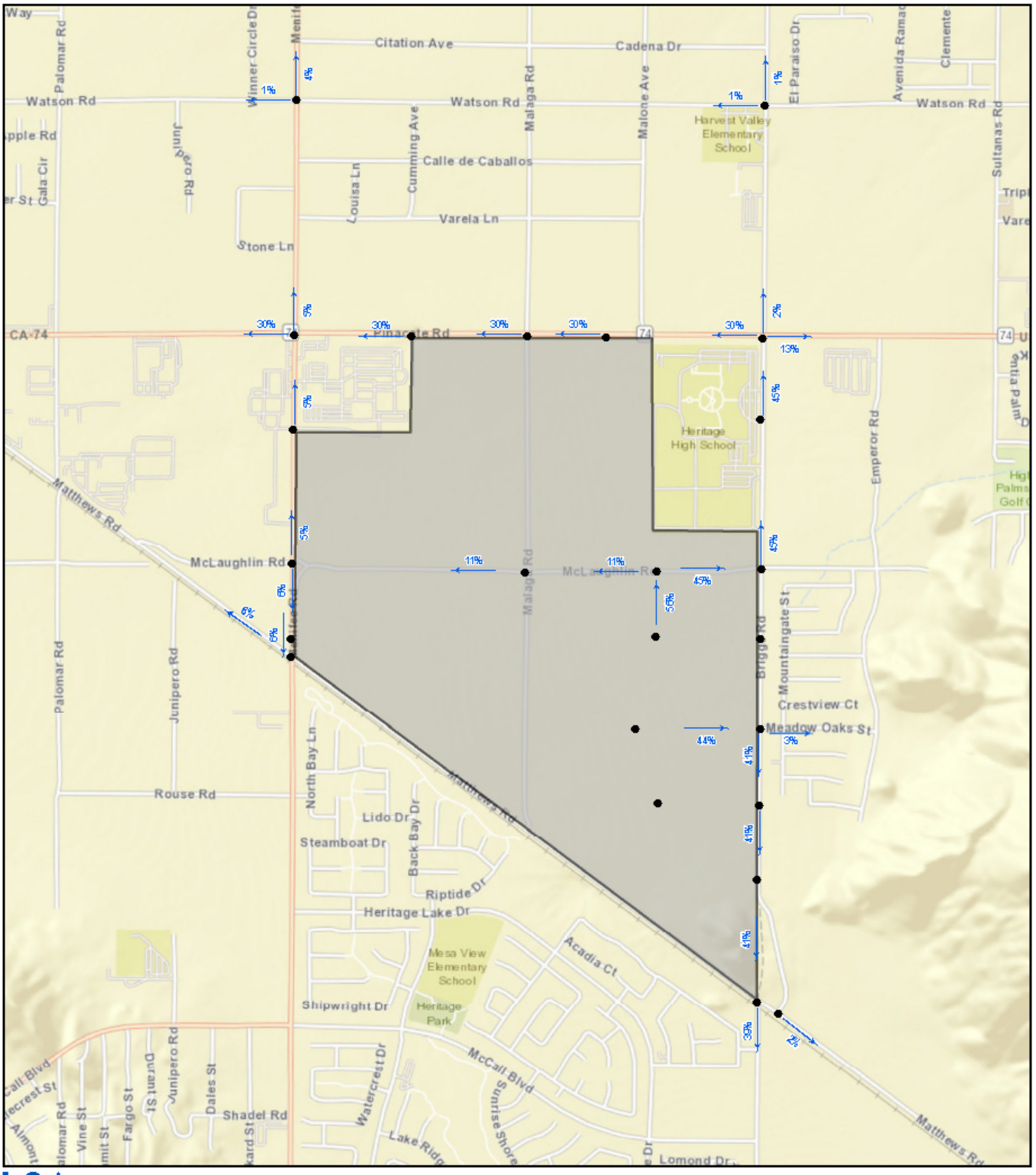

LSA

Figure 5-11C

LEGEND

Project Location

Study Area Intersections

Project Trip Distribution

0 750 1500

FEET

SOURCE: ESRI

Menifee Valley Specific Plan

Traffic Study

PA-6 Regional Trip Distribution - AM (Zone 3)

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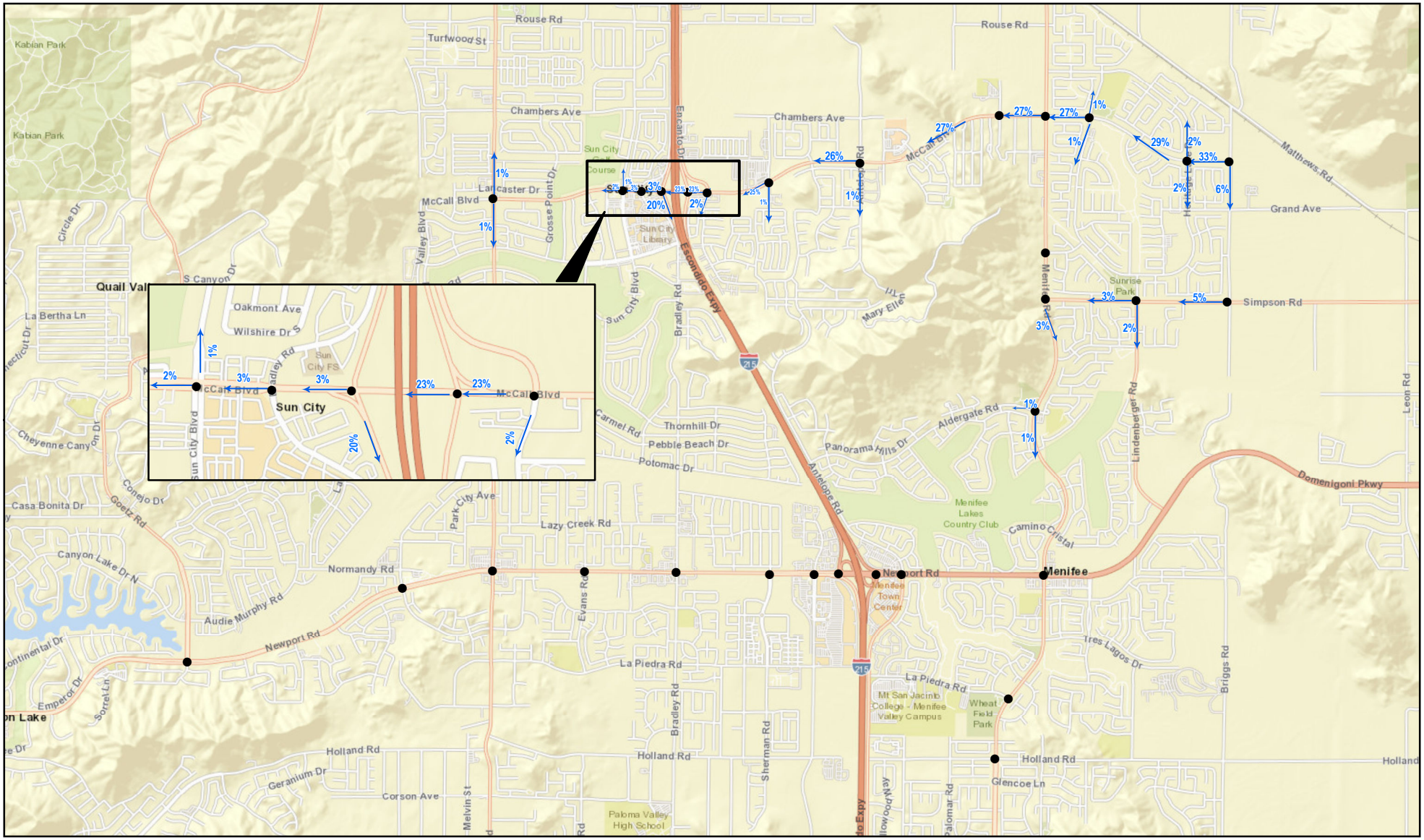


LSA

LEGEND

Project Location

Project Trip Distribution

Study Area Intersections

N

0 2000 4000

FEET

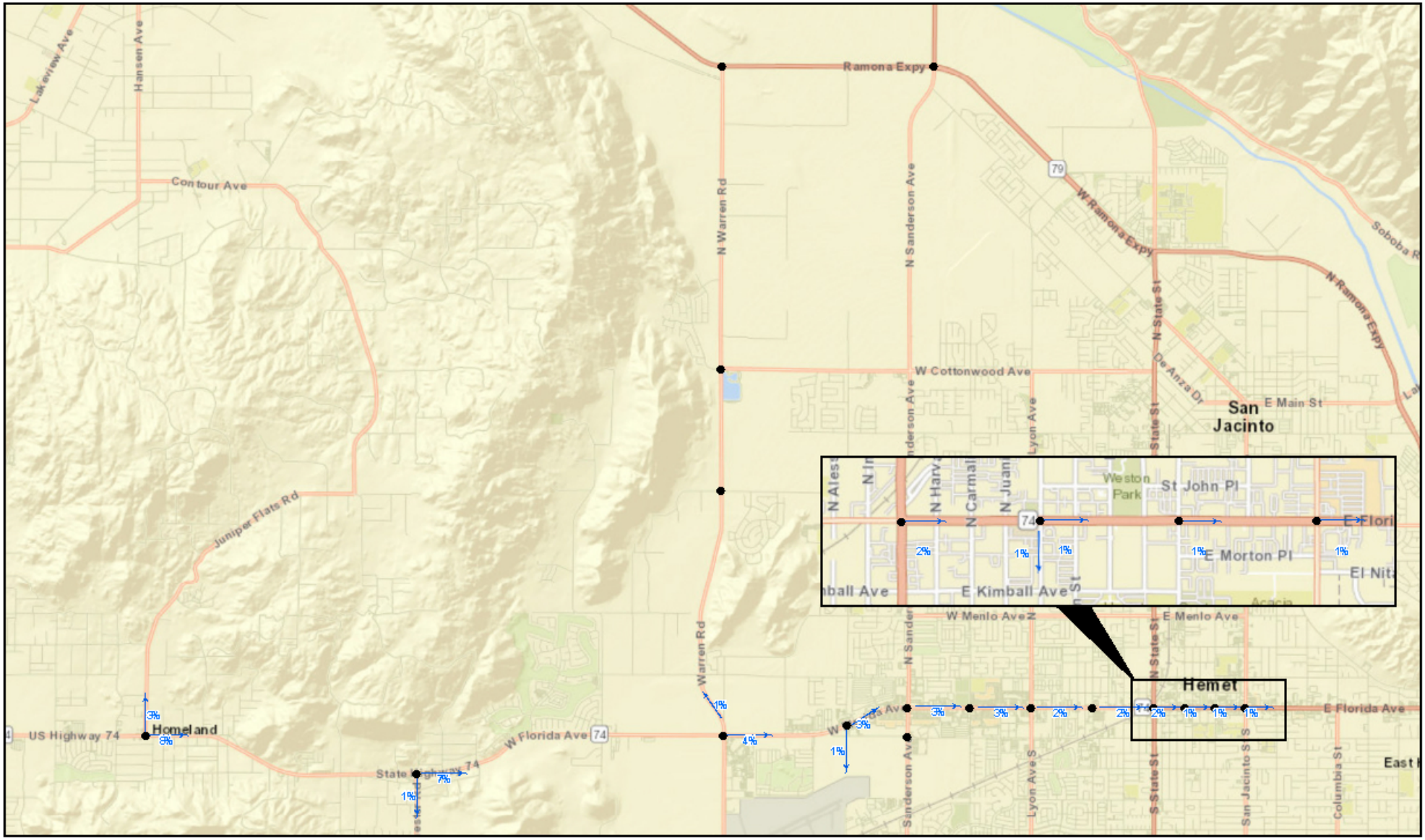
SOURCE: ESRI

I:\CIM2106\Reports\Zones\Distribution Figures\Zone4\PA13_Zone4.mxd (6/30/2022)

Figure 5-11D

Menifee Valley Specific Plan
Traffic Study

PA-6 Regional Trip Distribution - AM (Zone 4)



LSA

LEGEND

Study Area Intersections

Project Trip Distribution

Figure 5-11E

0 3000 6000

FEET

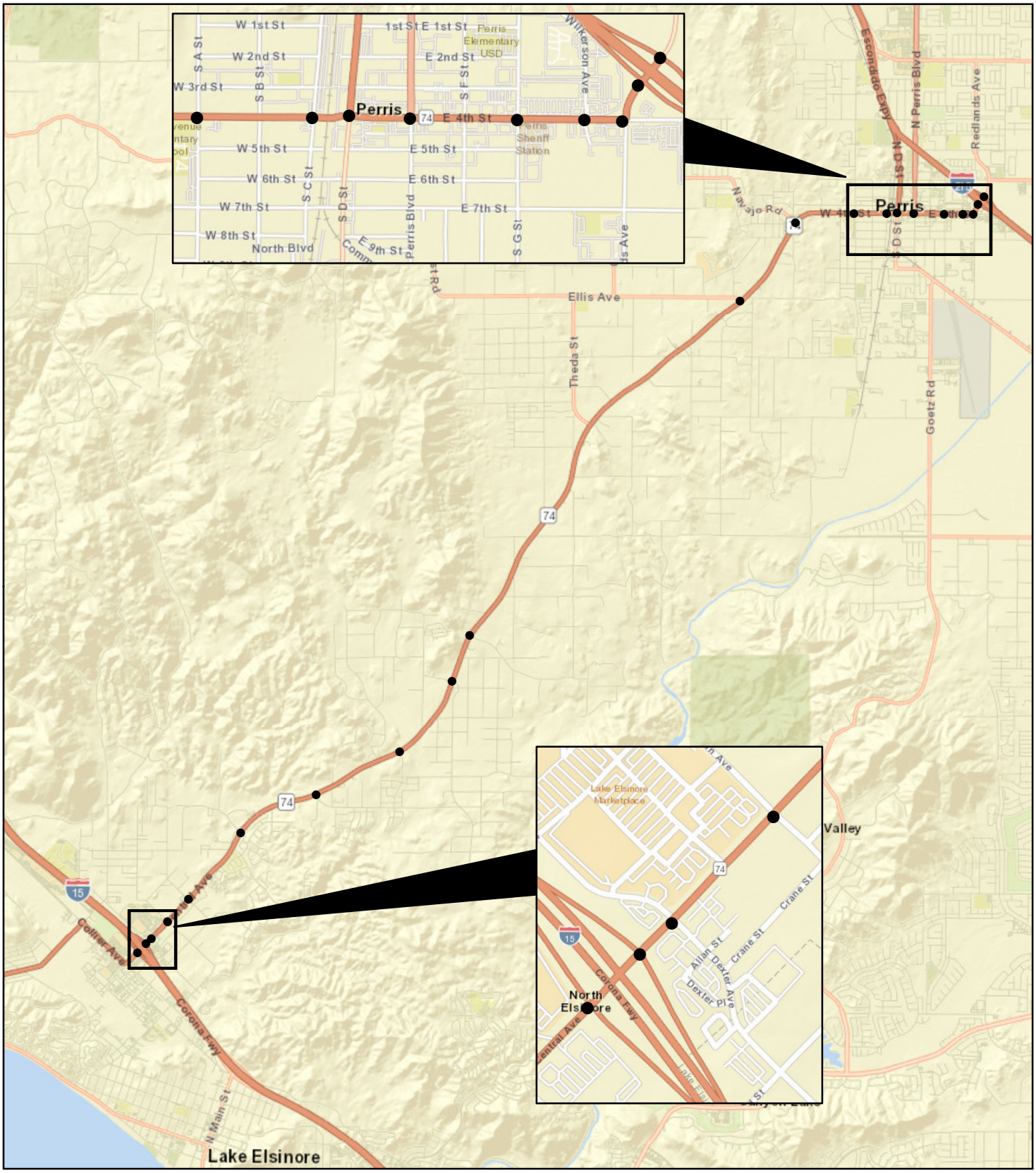
SOURCE: ESRI

I:\CIM2106\Reports\Zones\Distribution Figures\Zone4\PA6PM_Zone5.mxd (6/30/2022)

Menifee Valley Specific Plan

Traffic Study

PA-6 Regional Trip Distribution - AM (Zone 5)



LSA

LEGEND

Study Area Intersections

Project Trip Distribution

Figures 5-12A

N

0 3000 6000

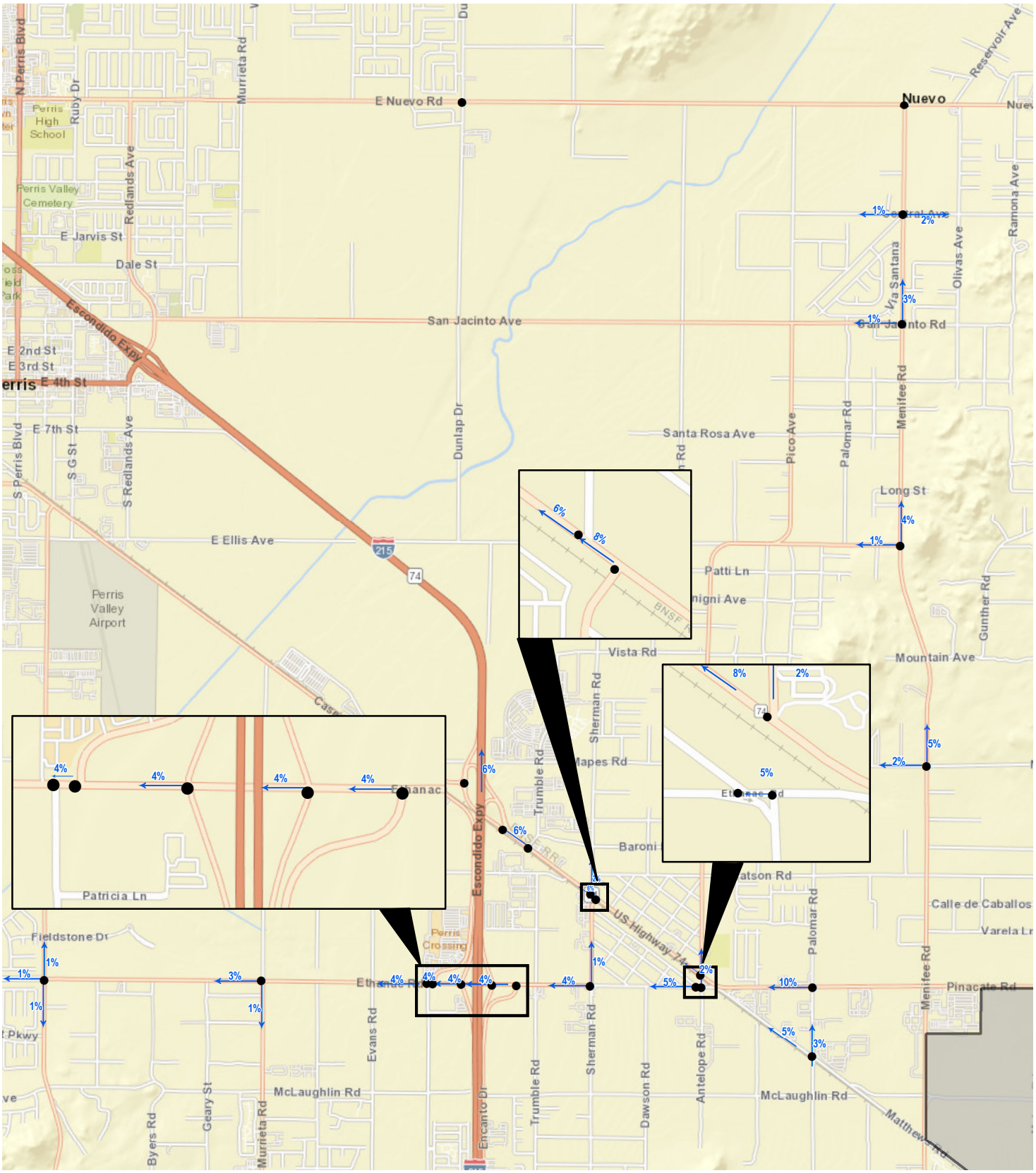
FEET

SOURCE: ESRI

I:\CIM2106\Reports\Zones\Distribution Figures\Zone1\PA13_Zone1.mxd (6/30/2022)

Menifee Valley Specific Plan
Traffic Study

PA-6 Regional Trip Distribution - PM (Zone 1)



LSA

LEGEND

Project Location

Study Area Intersections

Project Trip Distribution

Figure 5-12B

N

0 1625 3250

FEET

SOURCE: ESRI

Menifee Valley Specific Plan
Traffic Study

PA-6 Regional Trip Distribution - PM (Zone 2)

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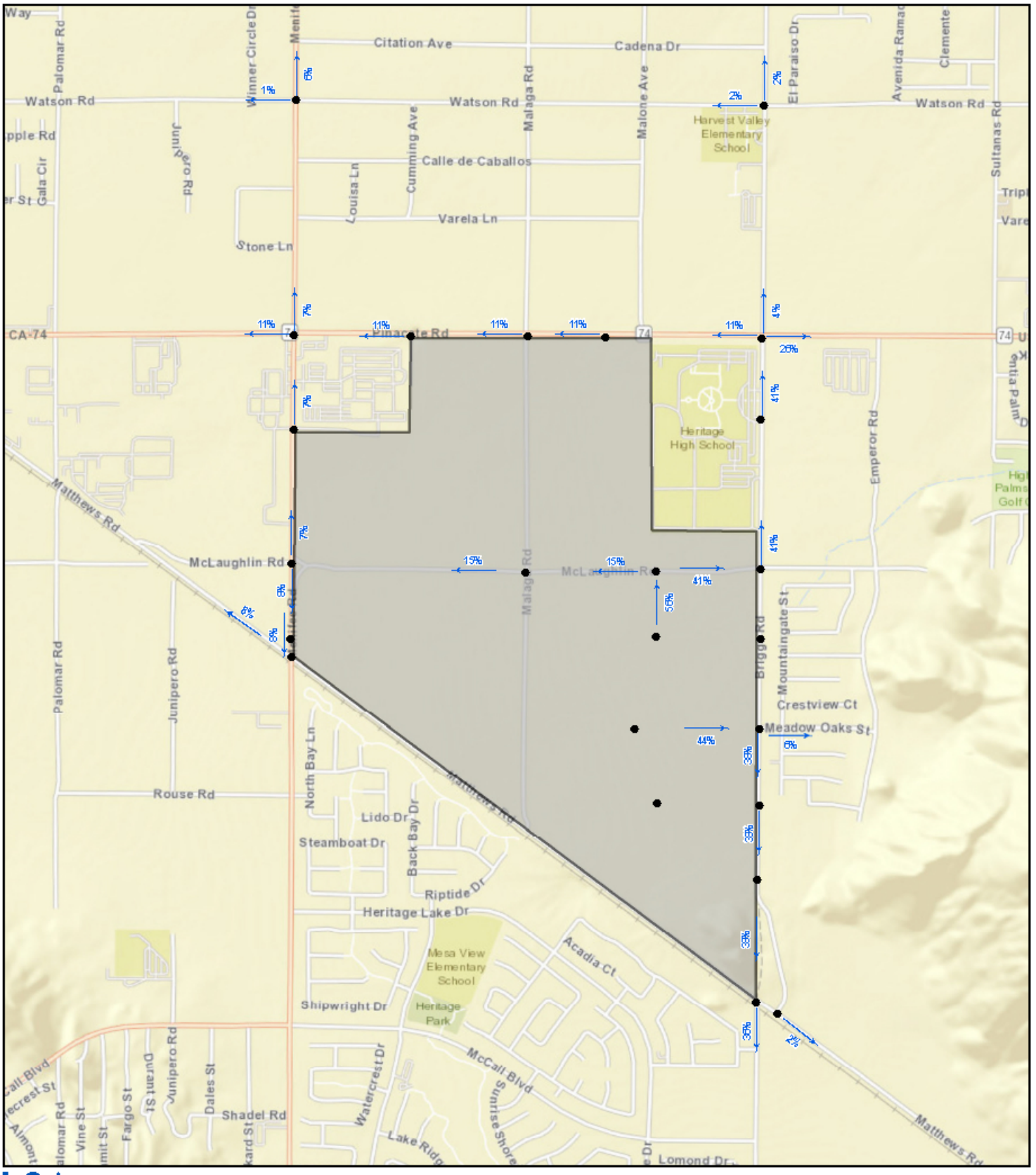

LSA

LEGEND

Project Location

Study Area Intersections

Project Trip Distribution

Figure 5-12C

0 750 1500

FEET

SOURCE: ESRI

Menifee Valley Specific Plan

Traffic Study

PA-6 Regional Trip Distribution - PM (Zone 3)

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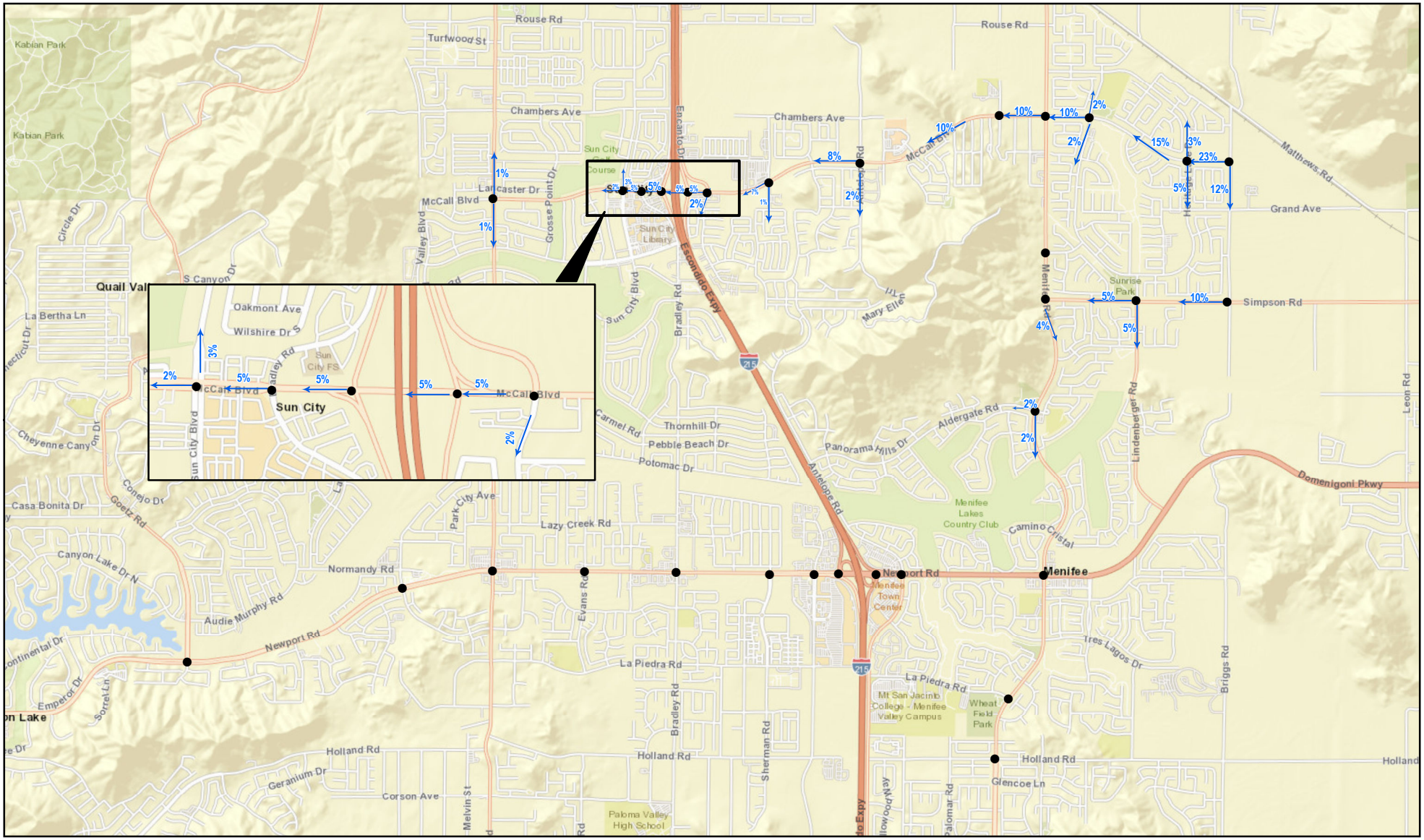


LSA

LEGEND

Project Location

Project Trip Distribution

Study Area Intersections

Figure 5-12D

N

0 2000 4000

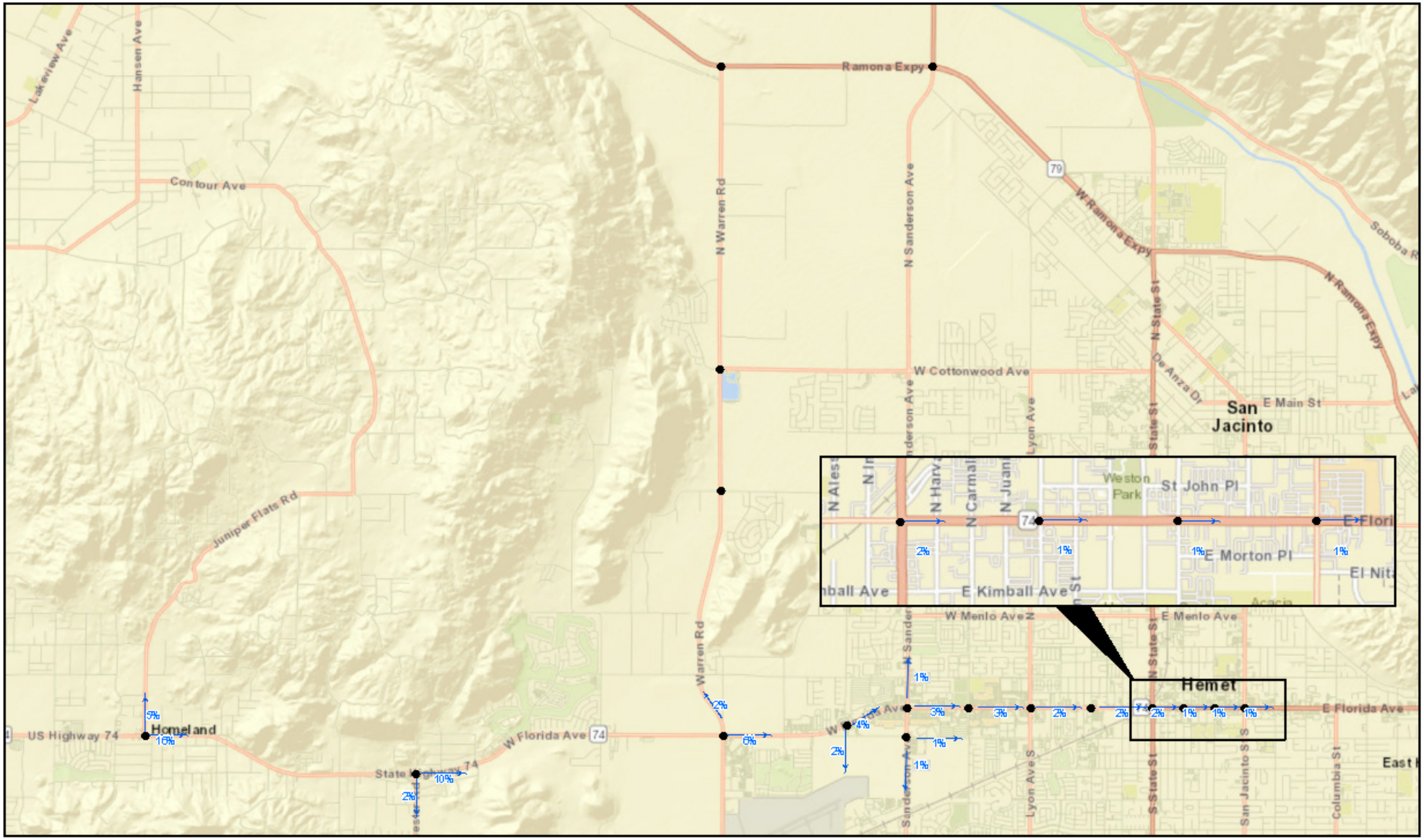
FEET

SOURCE: ESRI

I:\CIM2106\Reports\Zones\Distribution Figures\Zone4\PA13_Zone4.mxd (6/30/2022)

Menifee Valley Specific Plan
Traffic Study

PA-6 Regional Trip Distribution - PM (Zone 4)



LSA

LEGEND

Study Area Intersections

Project Trip Distribution

Figure 5-12E

0 3000 6000

FEET

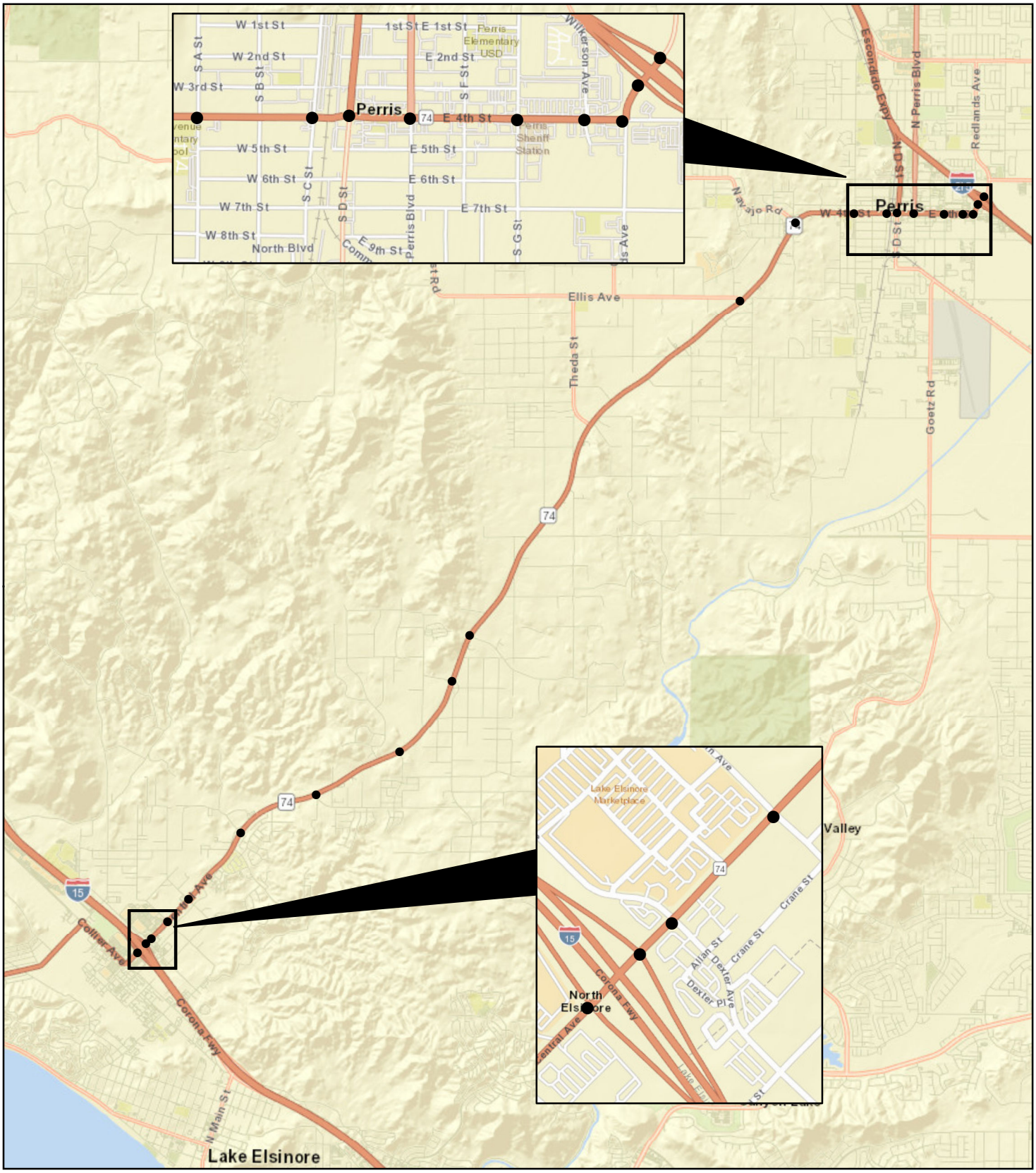
SOURCE: ESRI

I:\CIM2106\Reports\Zones\Distribution Figures\Zone4\PA6PM_Zone4.mxd (6/30/2022)

Menifee Valley Specific Plan

Traffic Study

PA-6 Regional Trip Distribution - PM (Zone 5)



LSA

LEGEND

Study Area Intersections

Project Trip Distribution

Figures 5-13A

N

0 3000 6000

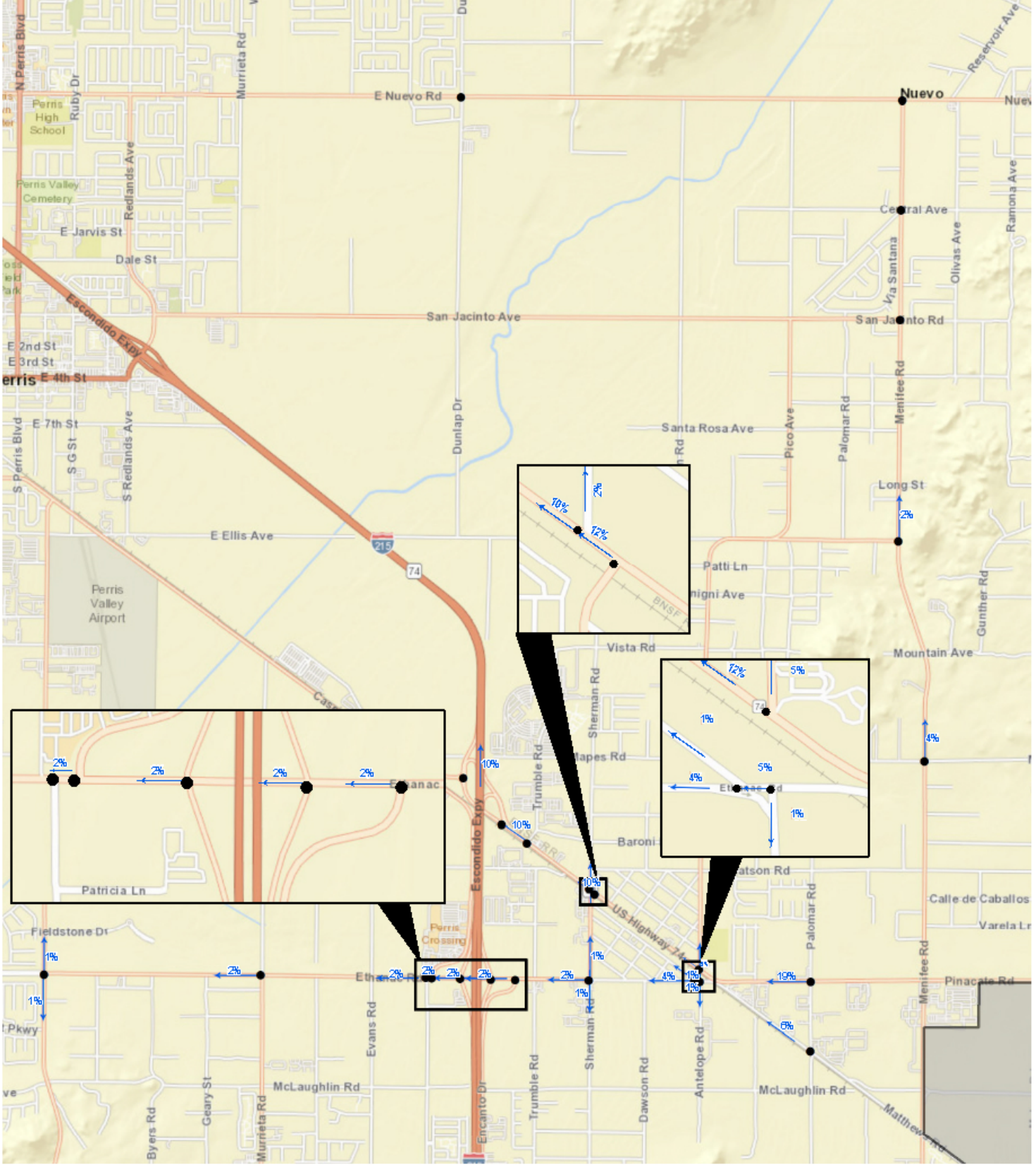
FEET

SOURCE: ESRI

I:\CIM2106\Reports\Zones\Distribution Figures\Zone1\PA13_Zone1.mxd (6/30/2022)

Menifee Valley Specific Plan
Traffic Study

PA-9 Regional Trip Distribution (Zone 1)



LSA

LEGEND

Project Location

Study Area Intersections

Project Trip Distribution

Figure 5-13B

0 1625 3250

FEET

SOURCE: ESRI

Menifee Valley Specific Plan
Traffic Study

PA-9 Regional Trip Distribution (Zone 2)

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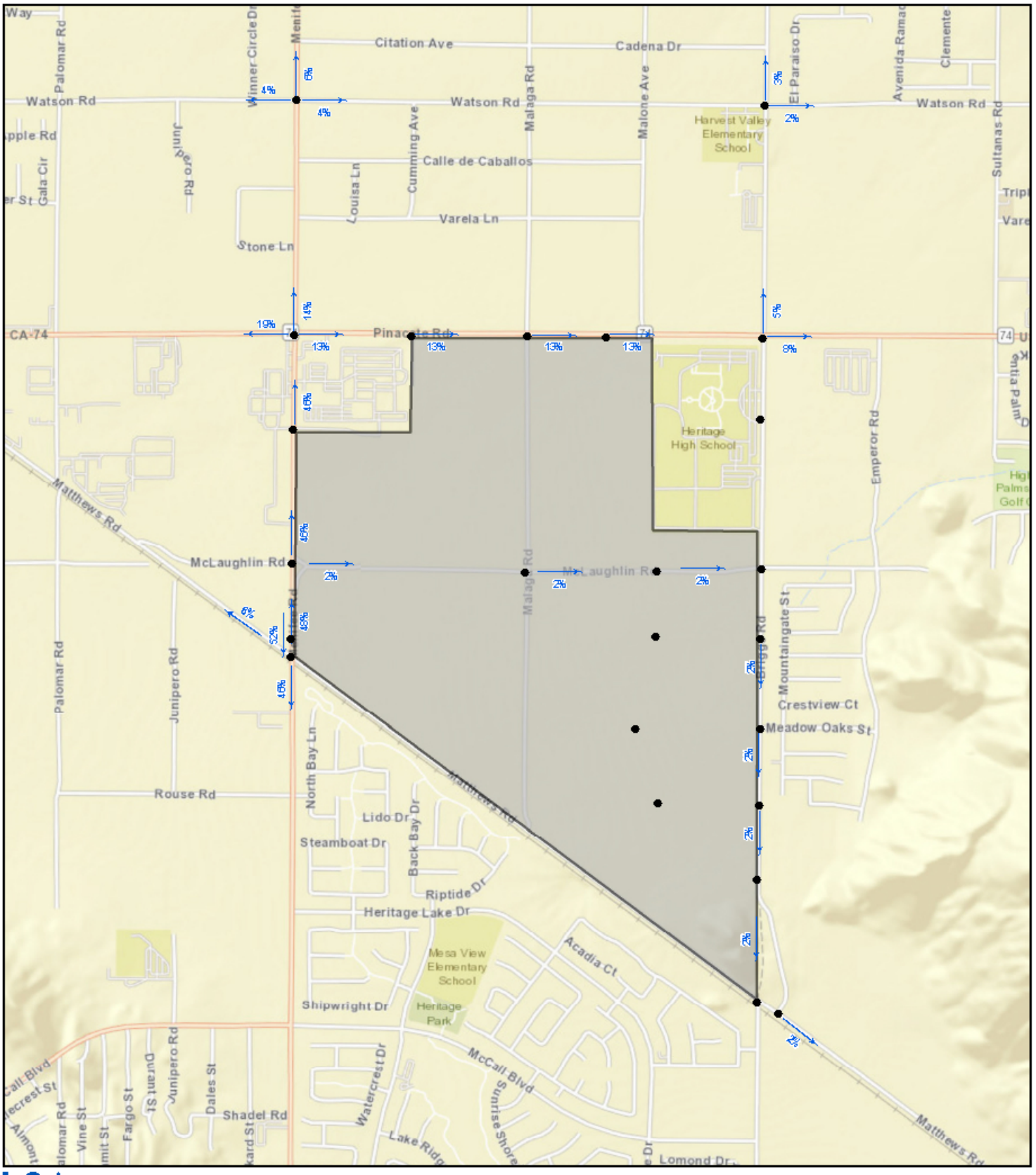
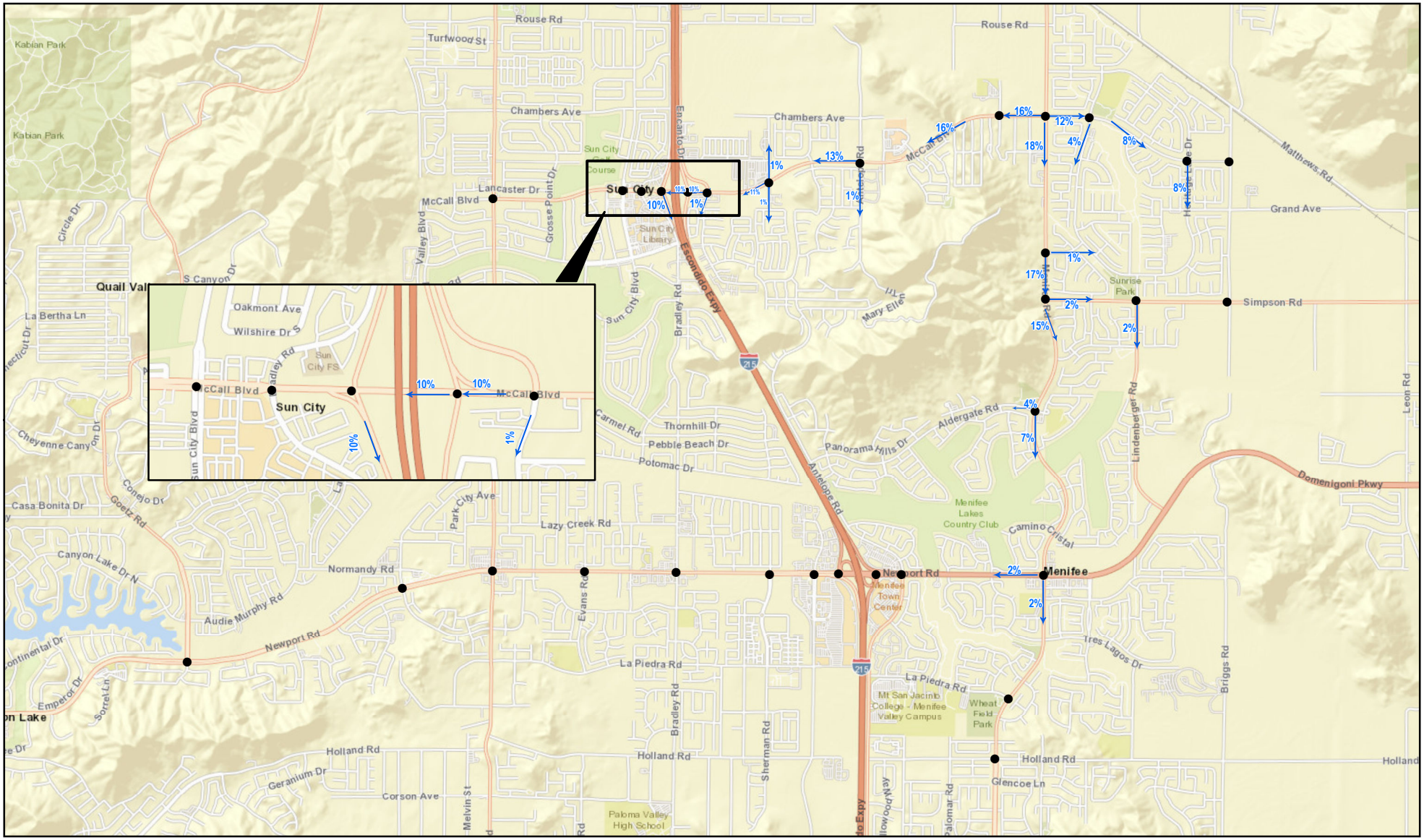

Citation Ave
Cadena Dr
Watson Rd
Malaga Rd
Malone Ave
El Paraiso Dr
Avenida Ramac
Clemente
Harvest Valley Elementary School
Sultanas Rd
Calle de Caballos
Louisa Ln
Cumming Ave
Varela Ln
Stone Ln
Winner Circle Dr
Palomar Rd
Gala Cir
CA-74
Pinacate Rd
Heritage High School
Emperor Rd
Matthews Rd
McLaughlin Rd
Juniper Rd
Mountaingate St
Crestview Ct
Meadow Oaks St
Rouse Rd
North Bay Ln
Lido Dr
Steamboat Dr
Back Bay Dr
Riptide Dr
Heritage Lake Dr
Mesa View Elementary School
Acadia Ct
Shipwright Dr
Heritage Park
McCall Blvd
Watercrest Dr
Sunrise Shore Dr
Lake Ridge Dr
Lomond Dr
Shadel Rd
Vine St
Fargo St
Dales St
Watson Rd
Menifee
Junipero Rd
Cummings Ave
Malaga Rd
Malone Ave
Palomar Rd
Matthews Rd
Junipero Rd
Mountaingate St
Matthews Rd
Matthews Rd
Matthews Rd



LSA

LEGEND

Project Location

Study Area Intersections

Project Trip Distribution

Figure 5-13D

0 2000 4000

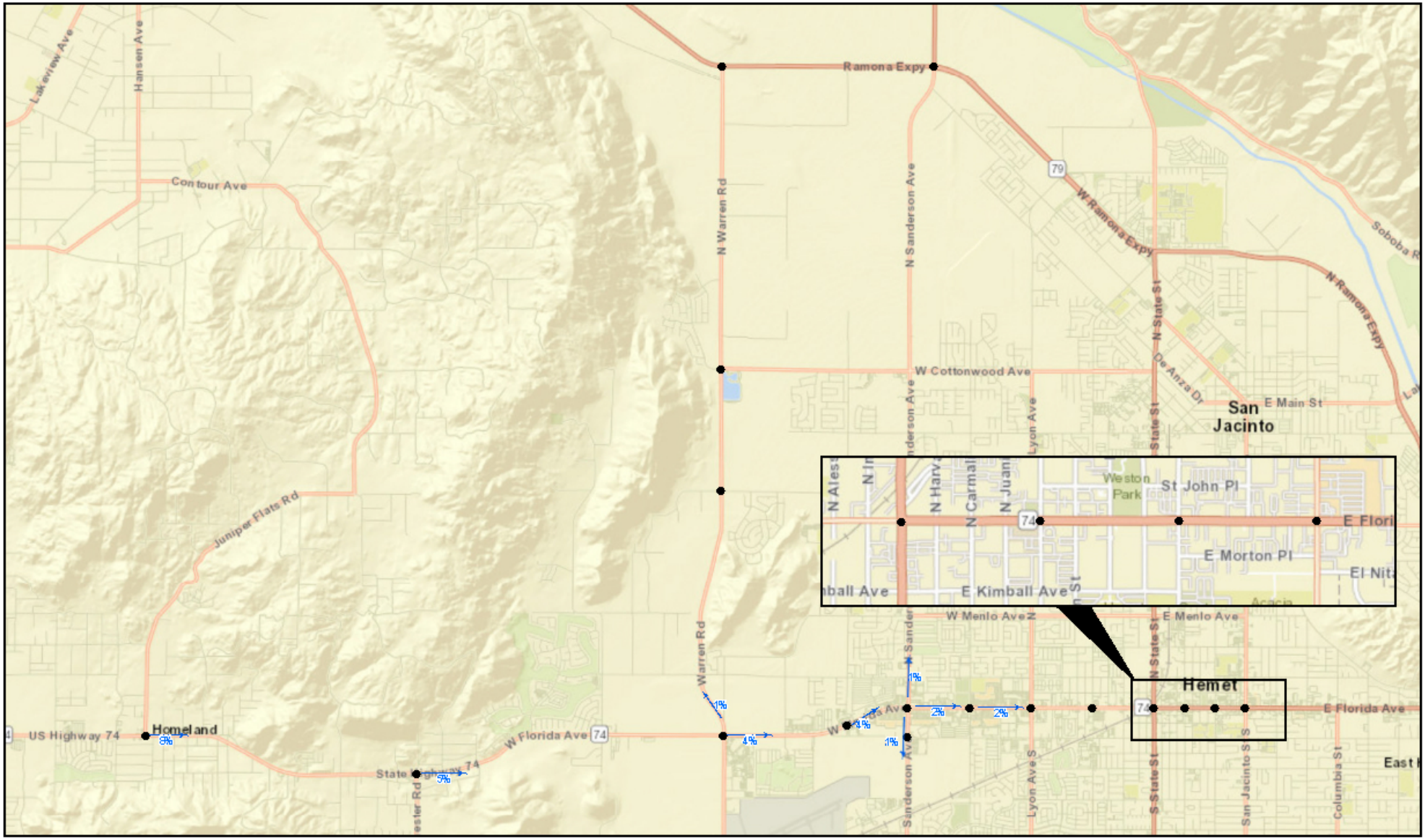
FEET

SOURCE: ESRI

I:\CIM2106\Reports\Zones\Distribution Figures\Zone4\PA13_Zone4.mxd (6/30/2022)

Menifee Valley Specific Plan
Traffic Study

PA-9 Regional Trip Distribution (Zone 4)



LSA

LEGEND

Study Area Intersections

Project Trip Distribution

Figure 5-13E

0 3000 6000

FEET

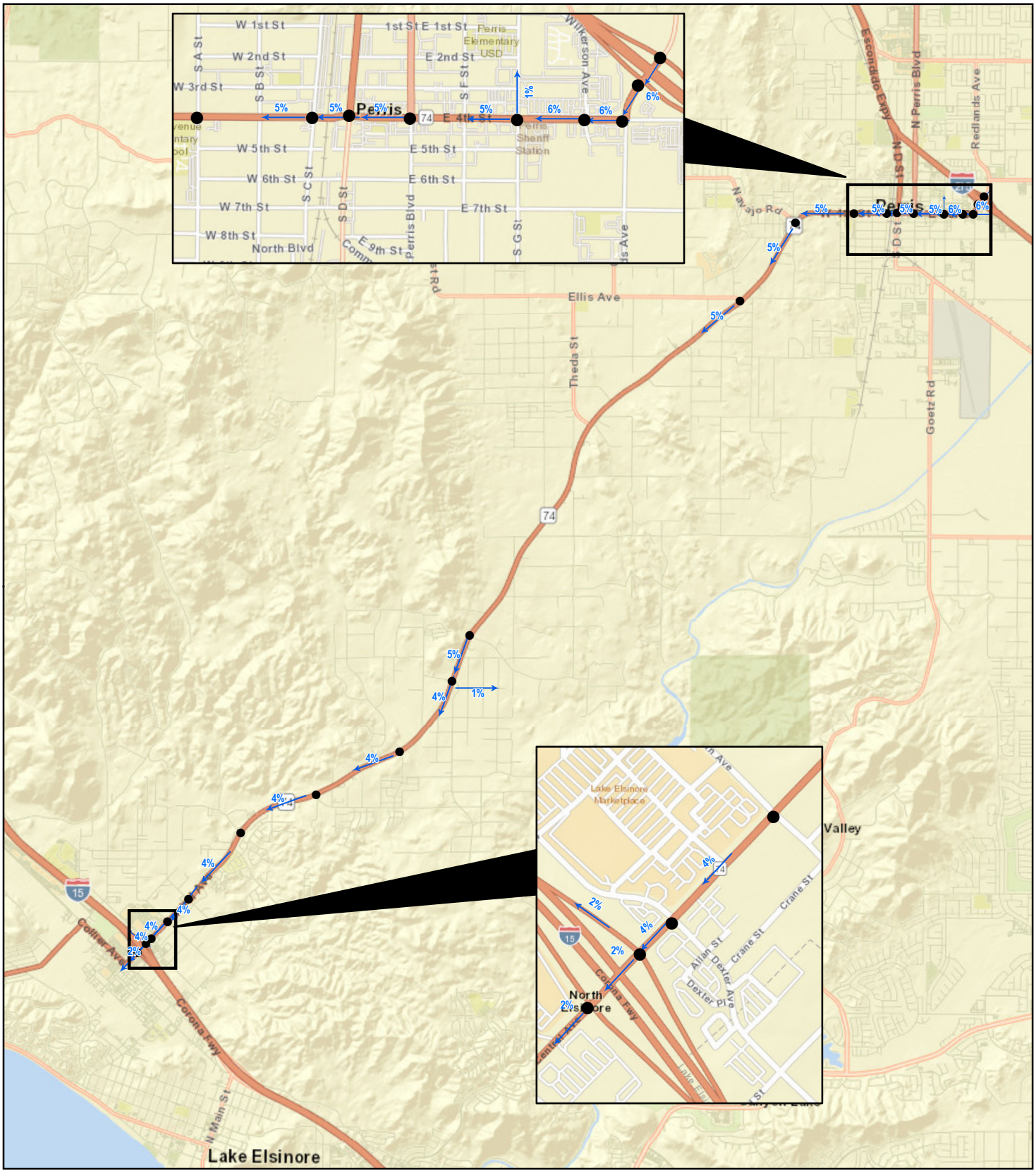
SOURCE: ESRI

I:\CIM2106\Reports\Zones\Distribution Figures\Zone4\PA9_Zone4.mxd (6/30/2022)

Menifee Valley Specific Plan

Traffic Study

PA-9 Regional Trip Distribution (Zone 5)



LSA

LEGEND

Study Area Intersections

Project Trip Distribution

Figures 5-14A

N

0 3000 6000

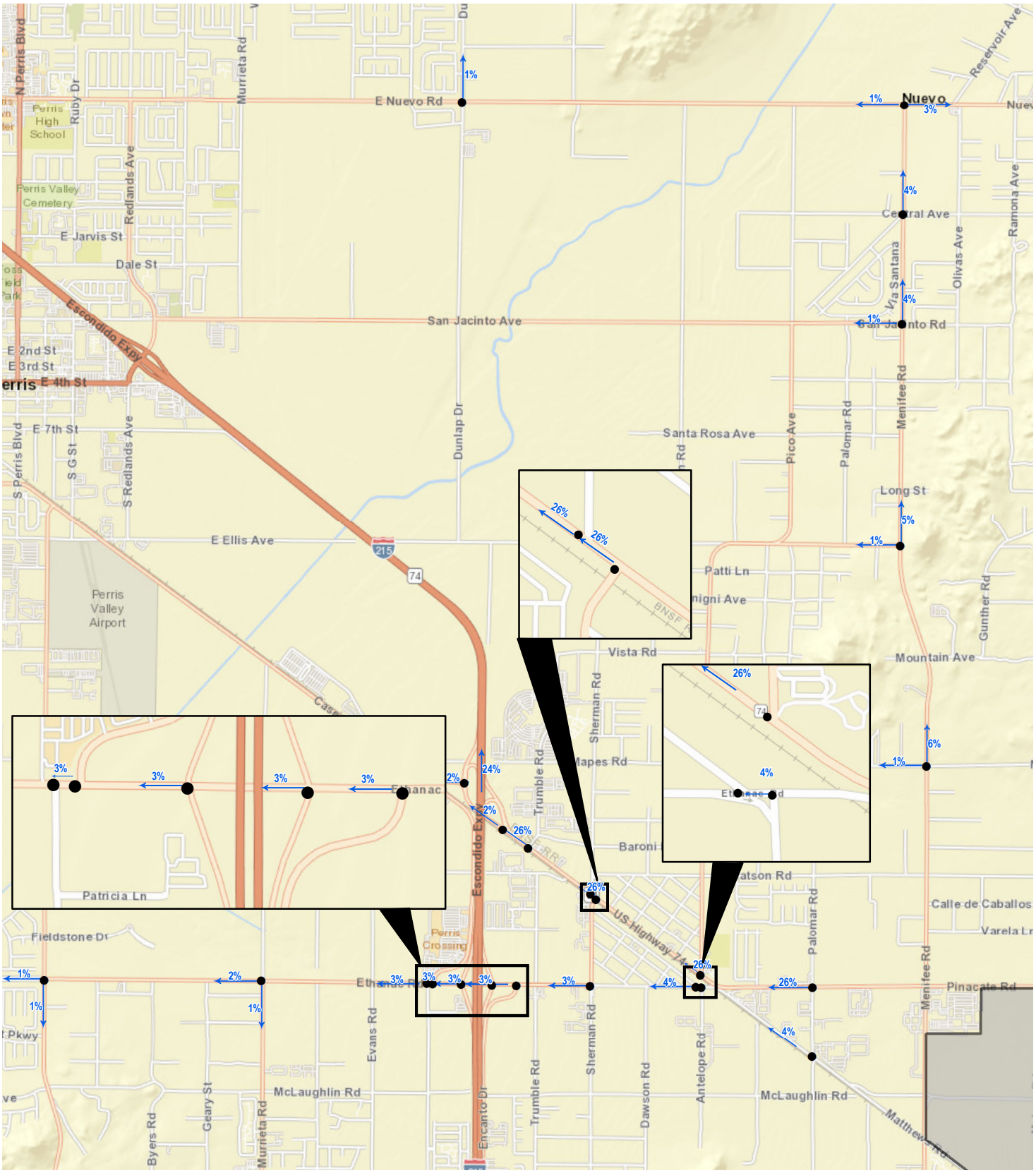
FEET

SOURCE: ESRI

I:\CIM2106\Reports\Zones\Distribution Figures\Zone1\PA13_Zone1.mxd (6/30/2022)

Menifee Valley Specific Plan
Traffic Study

PA-10 Regional Trip Distribution - PVs (Zone 1)



LSA

LEGEND

Project Location

Study Area Intersections

Project Trip Distribution

Figure 5-14B

N

0 1625 3250

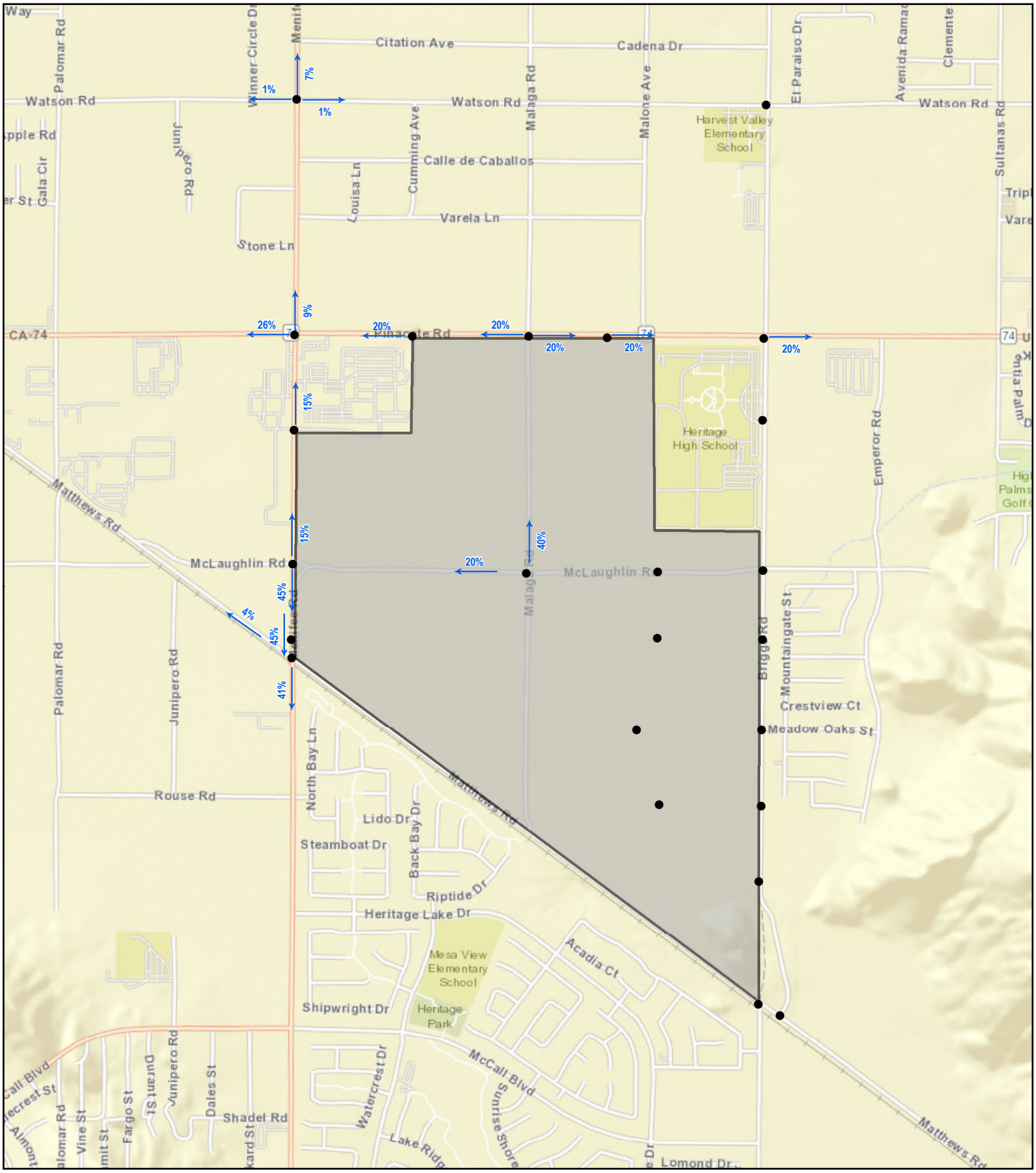
FEET

SOURCE: ESRI

Menifee Valley Specific Plan
Traffic Study

PA-10 Regional Trip Distribution - PVs (Zone 2)

I:\CIM2106\Reports\Zones\Distribution Figures\Zone2\PA13_Zone2.mxd (6/26/2022)



LSA

LEGEND

Project Location

Study Area Intersections

Project Trip Distribution

Figure 5-14C

N

0 750 1500

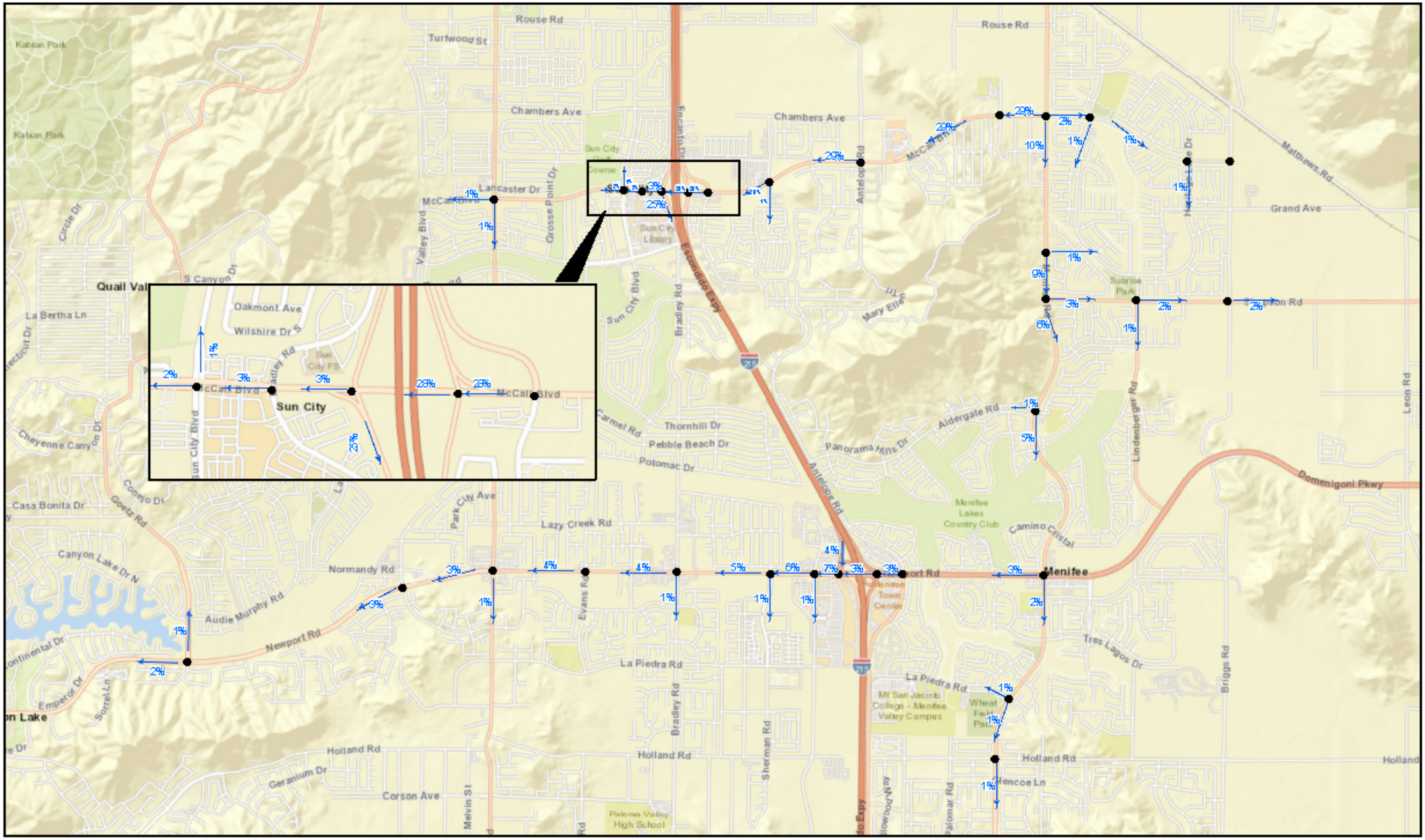
FEET

SOURCE: ESRI

I:\CIM2106\Reports\Zones\Distribution Figures\Zone3\PA13_Zone3.mxd (6/26/2022)

Menifee Valley Specific Plan
Traffic Study

PA-10 Regional Trip Distribution - PVs (Zone 3)



LSA

LEGEND

Project Location

Project Trip Distribution

Study Area Intersections

0 2000 4000

FEET

SOURCE: ESRI

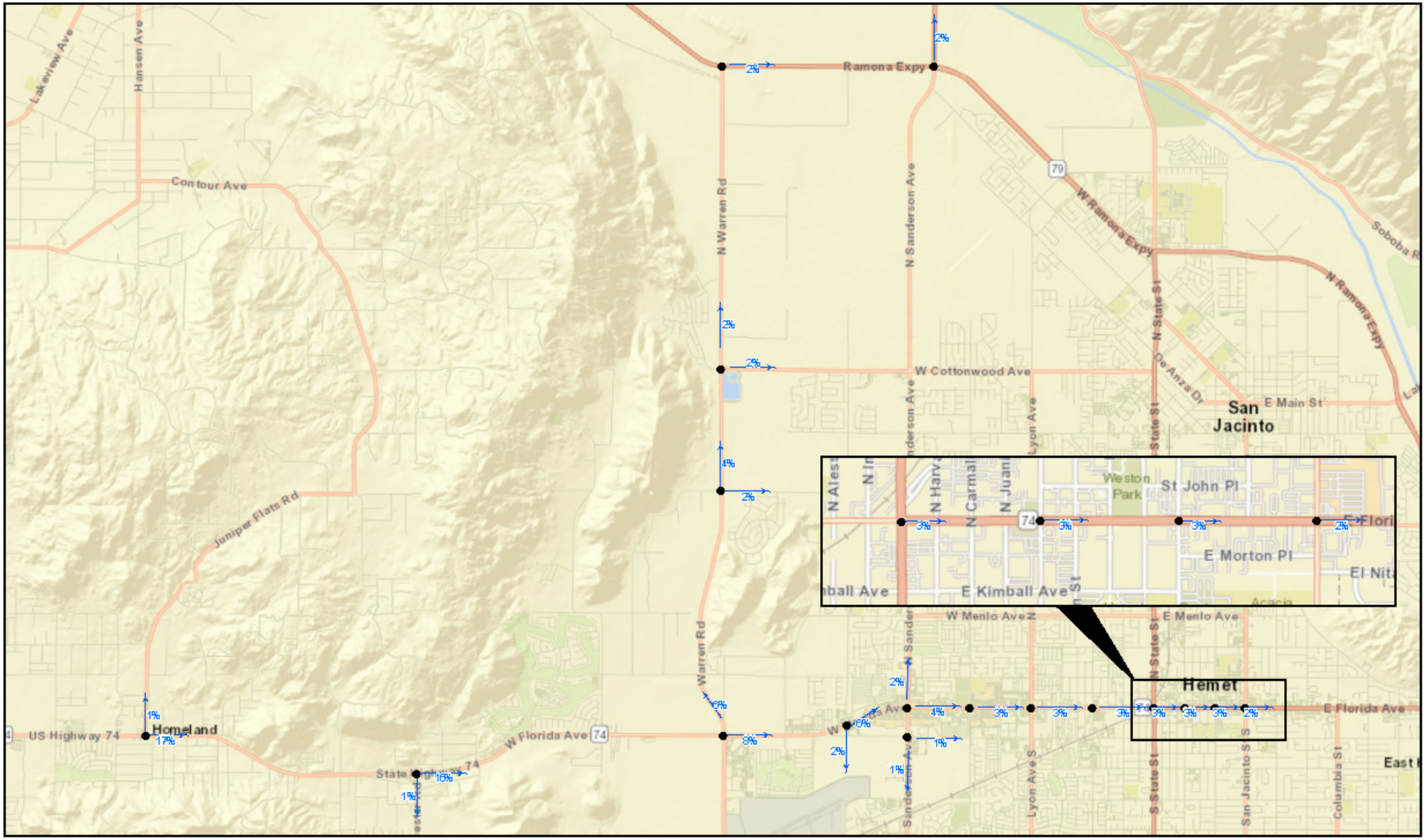
I:\CIM2106\Reports\Zones\Distribution Figures\Zone4\PA10PV_Zone4.mxd (6/30/2022)

Figure 5-14D

Menifee Valley Specific Plan

Traffic Study

PA-10 Regional Trip Distribution - PVs (Zone 4)



LSA

LEGEND

Study Area Intersections

Project Trip Distribution

Figures 5-14E

0 3000 6000

FEET

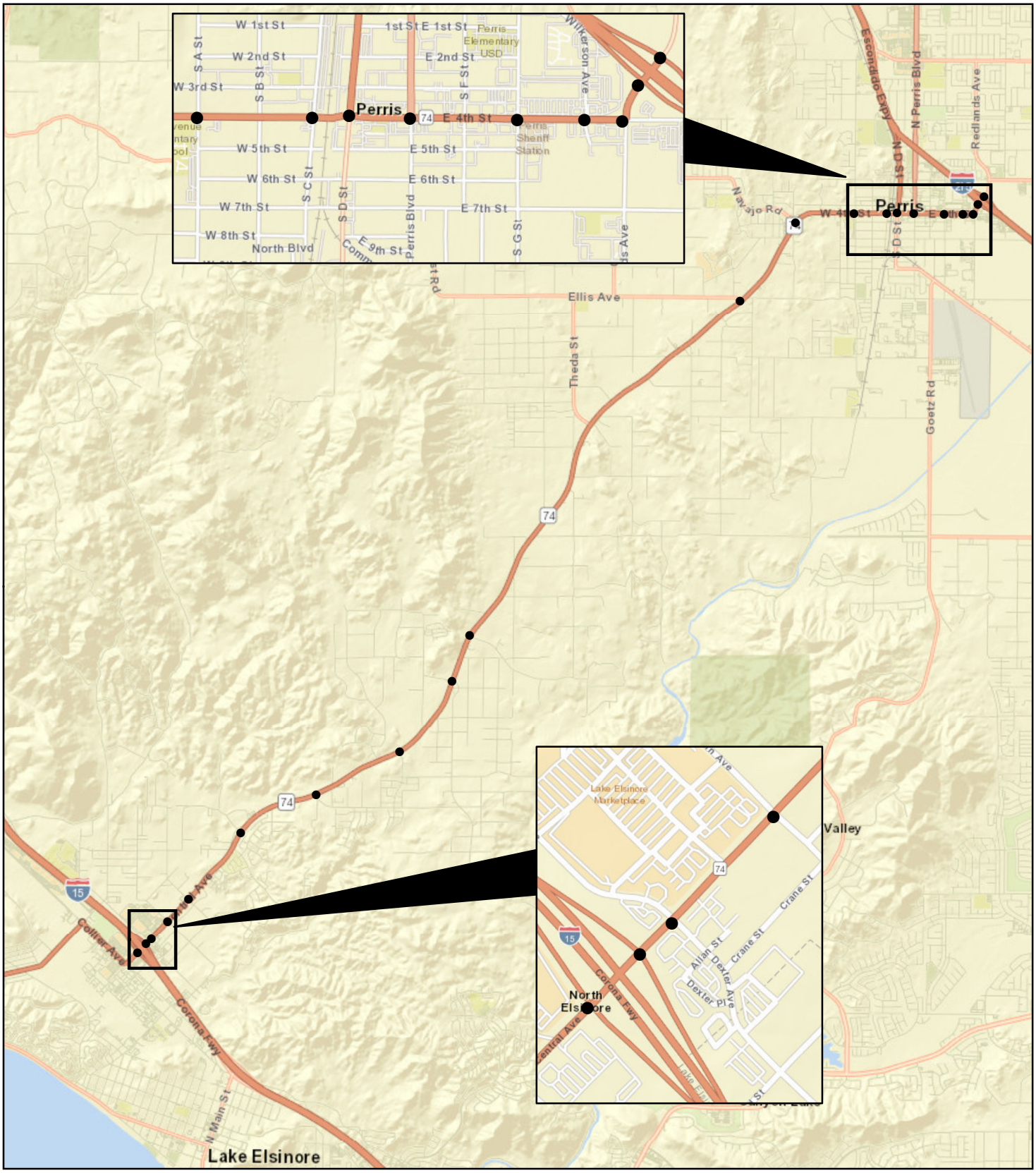
SOURCE: ESRI

I:\CIM2106\Reports\Zones\Distribution Figures\Zone5\PA10PV_Zone5.mxd (6/30/2022)

Menifee Valley Specific Plan

Traffic Study

PA-10PV Regional Project Distribution (Zone 5)



LSA

LEGEND

Study Area Intersections

Project Trip Distribution

Figures 5-15A

N

0 3000 6000

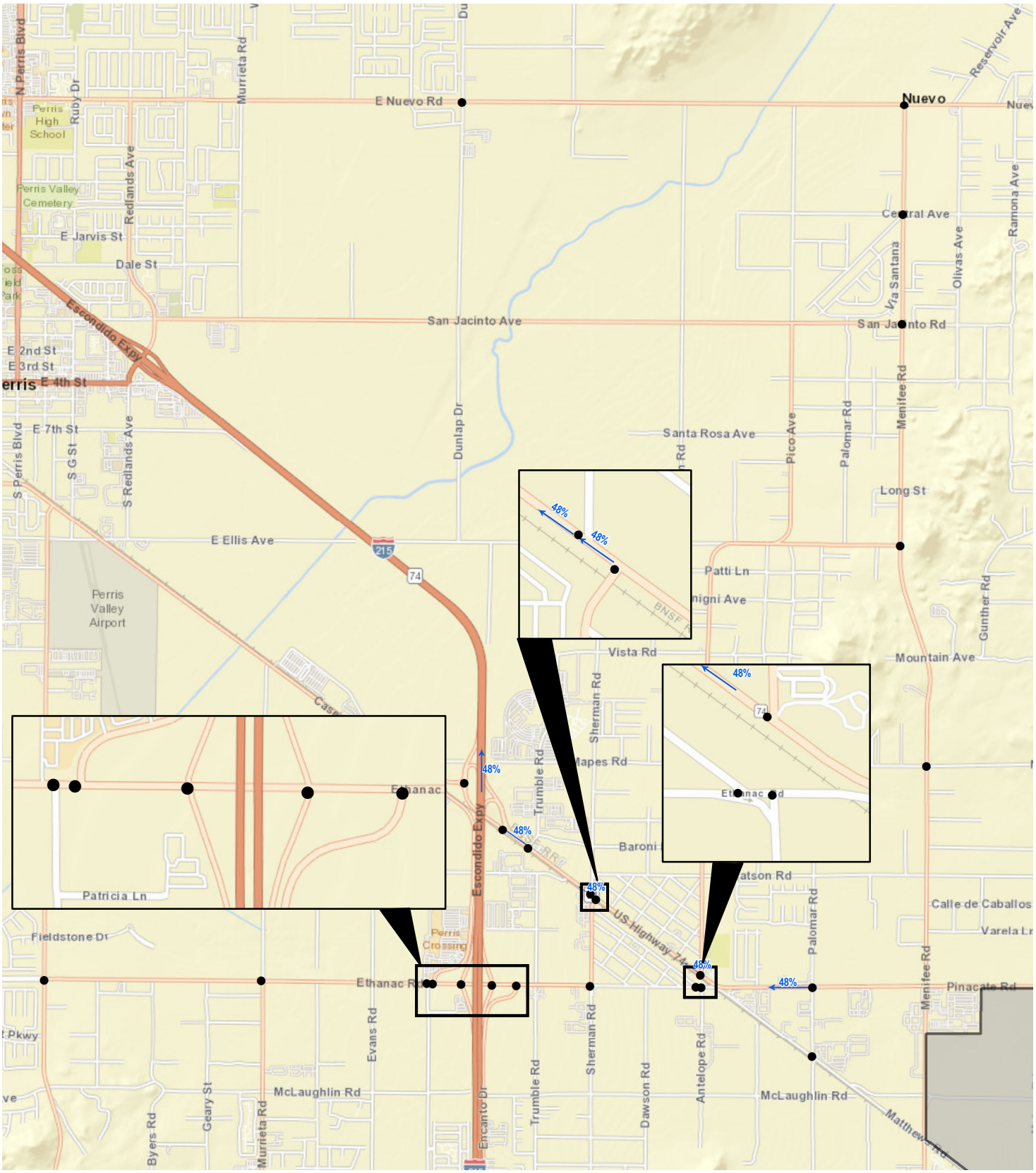
FEET

SOURCE: ESRI

I:\CIM2106\Reports\Zones\Distribution Figures\Zone1\PA13_Zone1.mxd (6/30/2022)

Menifee Valley Specific Plan
Traffic Study

PA-10 Regional Trip Distribution - Trucks (Zone 1)



LSA

LEGEND

Project Location

Study Area Intersections

Project Trip Distribution

Figure 5-15B

N

0 1625 3250

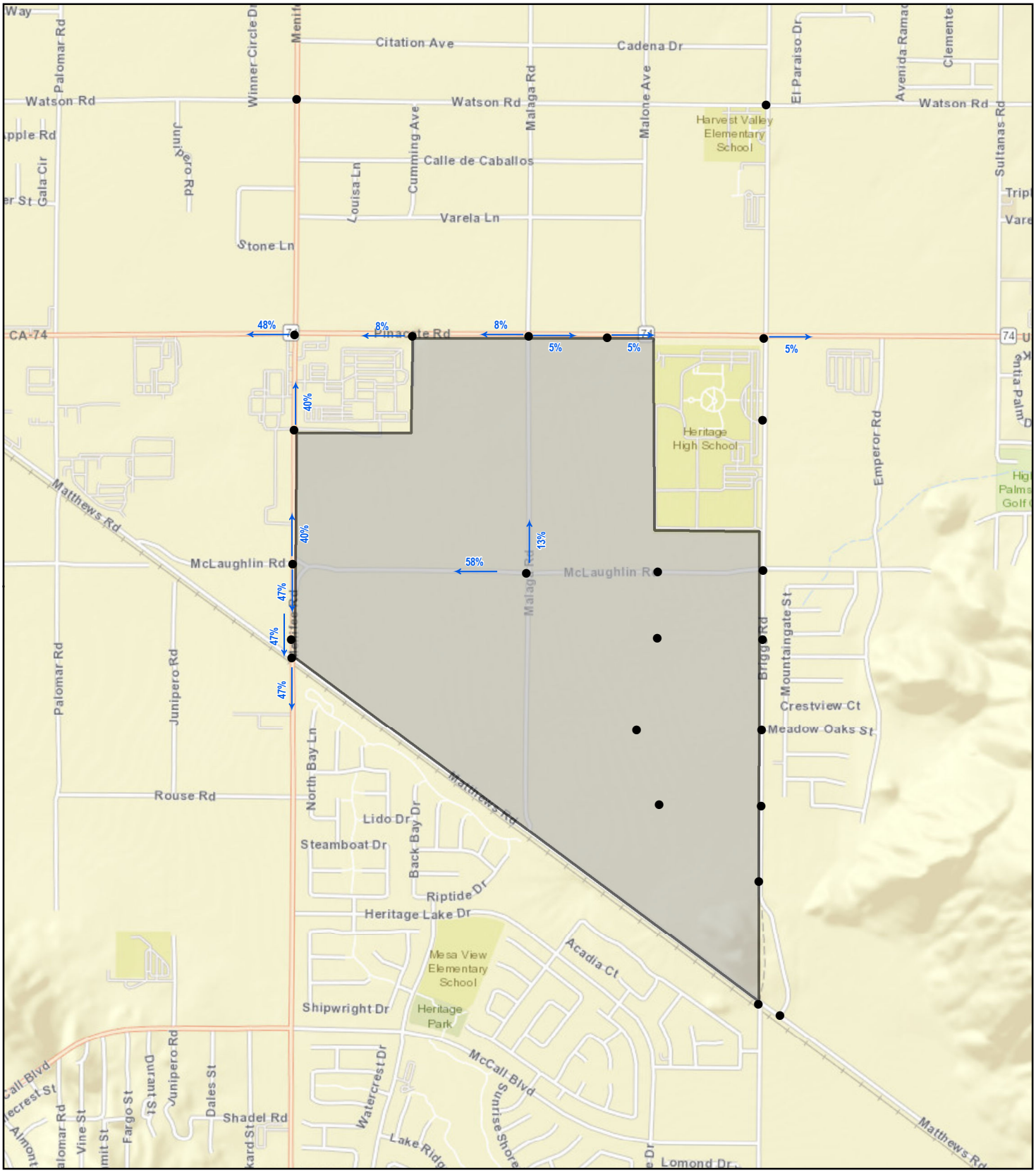
FEET

SOURCE: ESRI

Menifee Valley Specific Plan
Traffic Study

PA-10 Regional Trip Distribution - Trucks (Zone 2)

I:\CIM2106\Reports\Zones\Distribution Figures\Zone2\PA13_Zone2.mxd (6/26/2022)



LSA

LEGEND

Project Location

Study Area Intersections

Project Trip Distribution

Figure 5-15C

N

0 750 1500

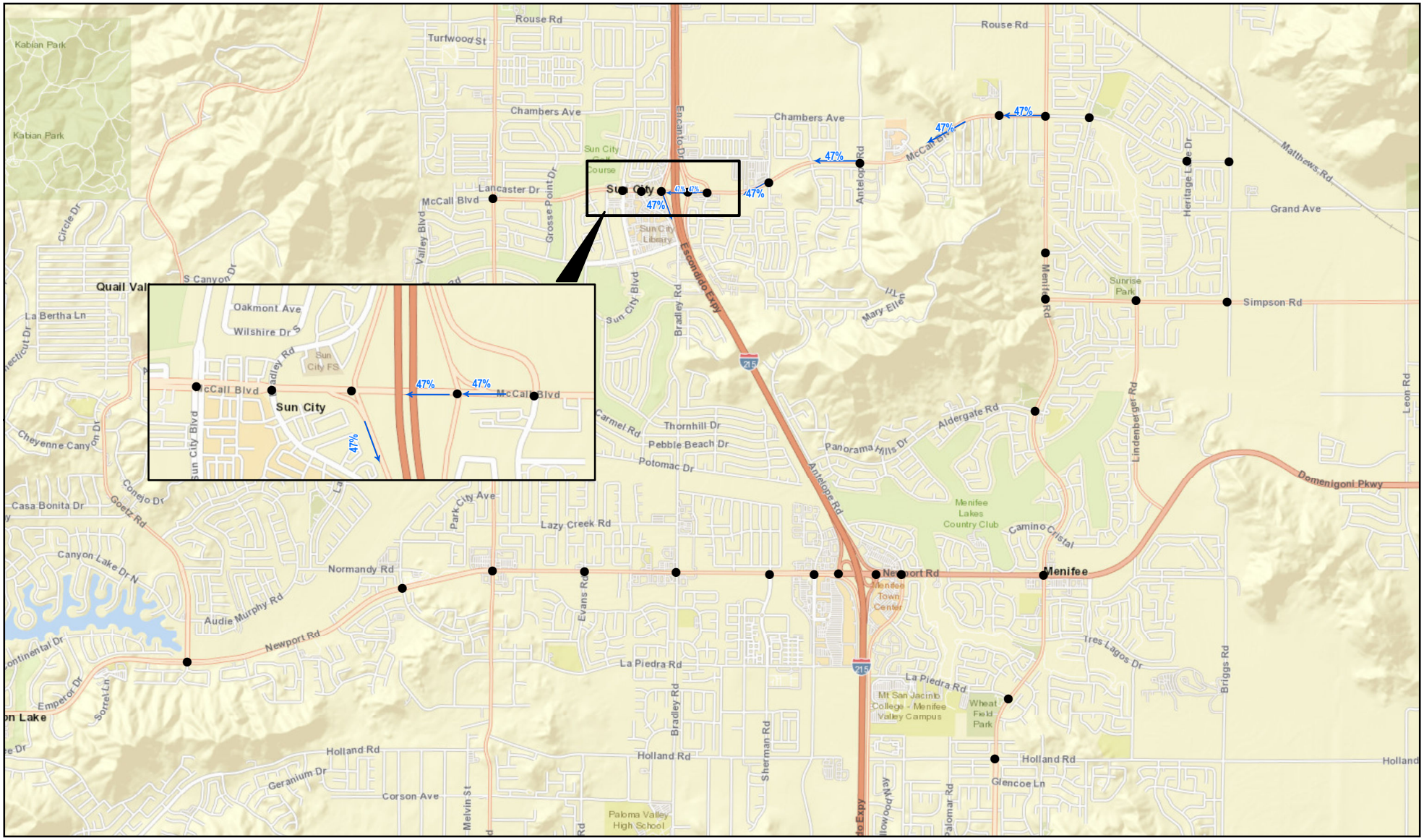
FEET

SOURCE: ESRI

I:\CIM2106\Reports\Zones\Distribution Figures\Zone3\PA13_Zone3.mxd (6/26/2022)

Menifee Valley Specific Plan
Traffic Study

PA-10 Regional Trip Distribution - Trucks (Zone 3)



LSA

LEGEND

Project Location

Project Trip Distribution

Study Area Intersections

Figure 5-15D

0 2000 4000

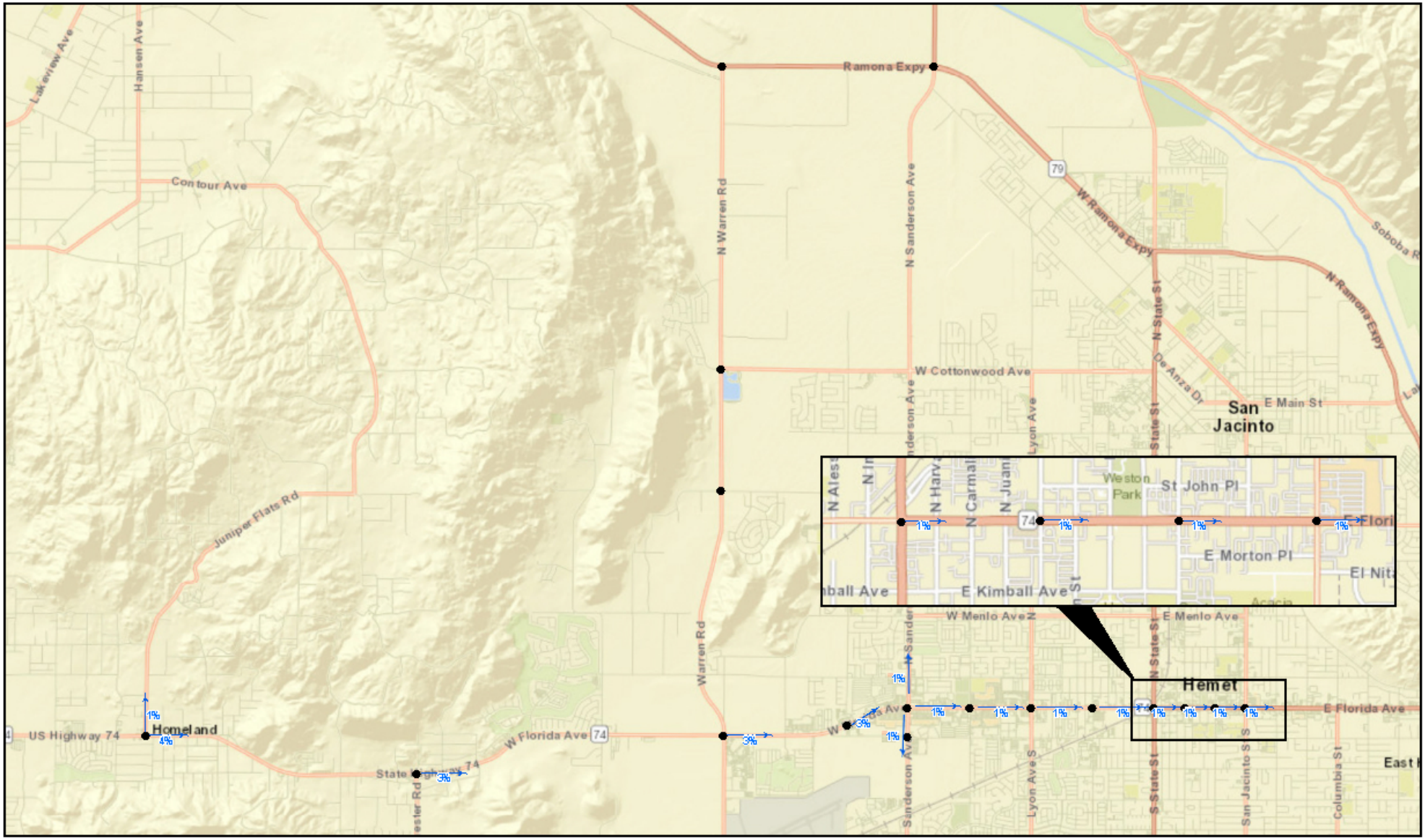
FEET

SOURCE: ESRI

I:\CIM2106\Reports\Zones\Distribution Figures\Zone4\PA10TR_Zone4.mxd (6/30/2022)

Menifee Valley Specific Plan
Traffic Study

PA-10 Regional Trip Distribution - Trucks (Zone 4)



LSA

LEGEND

Study Area Intersections

Project Trip Distribution

Figures 5-15E

0 3000 6000

FEET

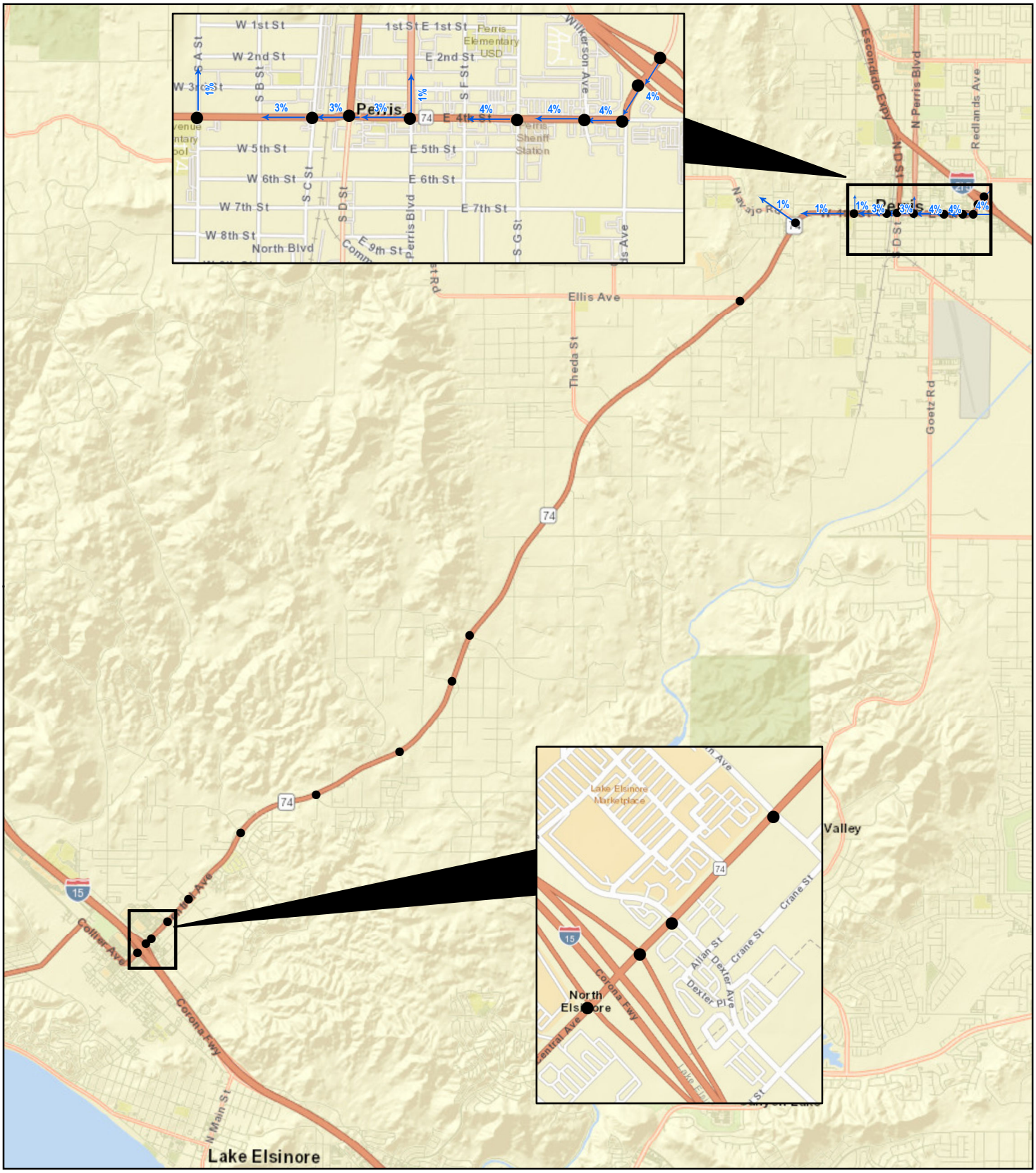
SOURCE: ESRI

I:\CIM2106\Reports\Zones\Distribution Figures\Zone5\PA10TR_Zone5.mxd (6/30/2022)

Menifee Valley Specific Plan

Traffic Study

PA-10TR Regional Project Distribution (Zone 5)



LSA

LEGEND

Study Area Intersections

Project Trip Distribution

Figures 5-16A

N

0 3000 6000

FEET

SOURCE: ESRI

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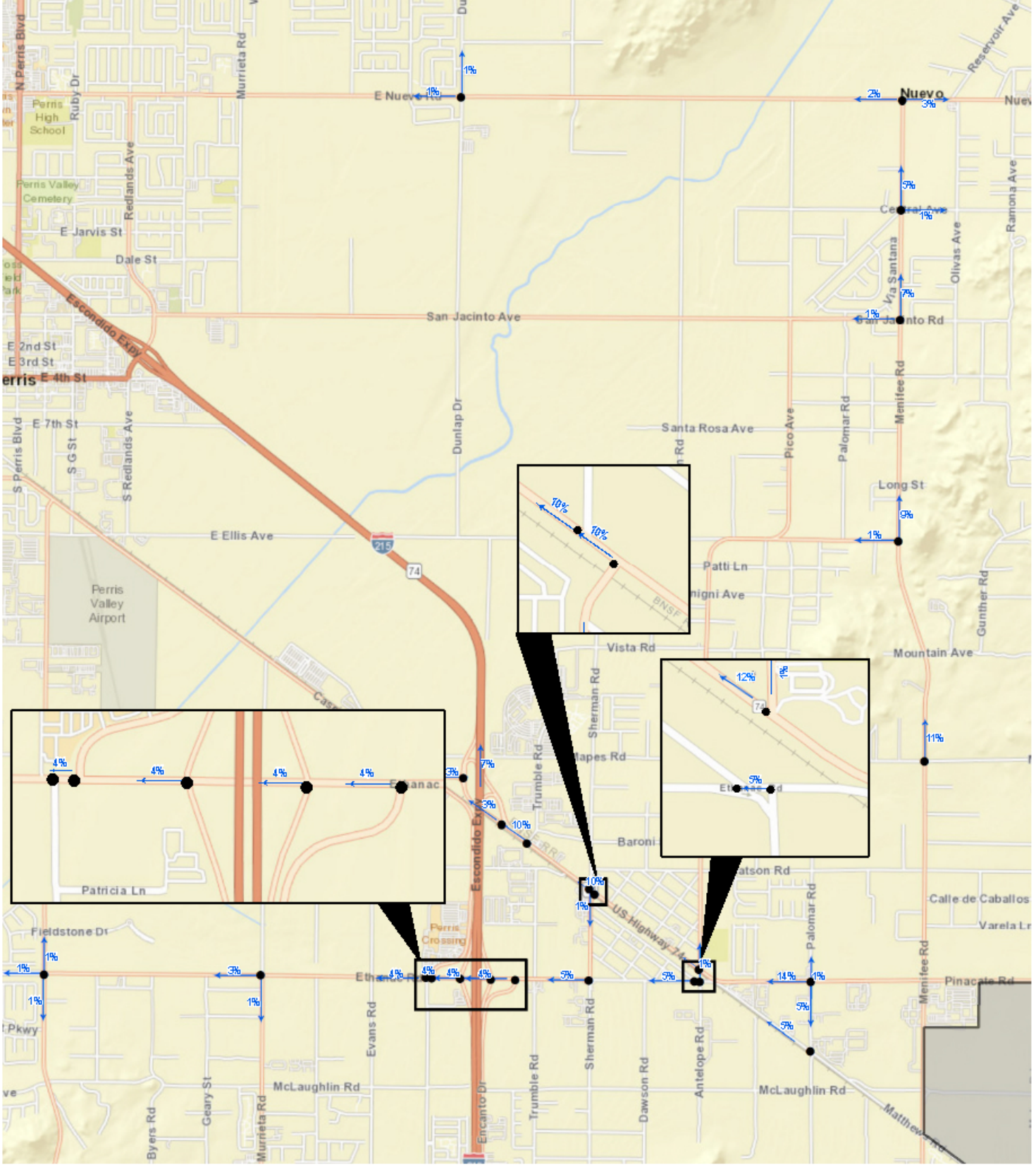
Menifee Valley Specific Plan
Traffic Study

PA-13 Regional Trip Distribution (Zone 1)



LSA

LEGEND

Project Location

Project Trip Distribution

Study Area Intersections

Figure 5-16B

0 1625 3250

FEET

SOURCE: ESRI

Menifee Valley Specific Plan

Traffic Study

PA-13 Regional Trip Distribution (Zone 2)

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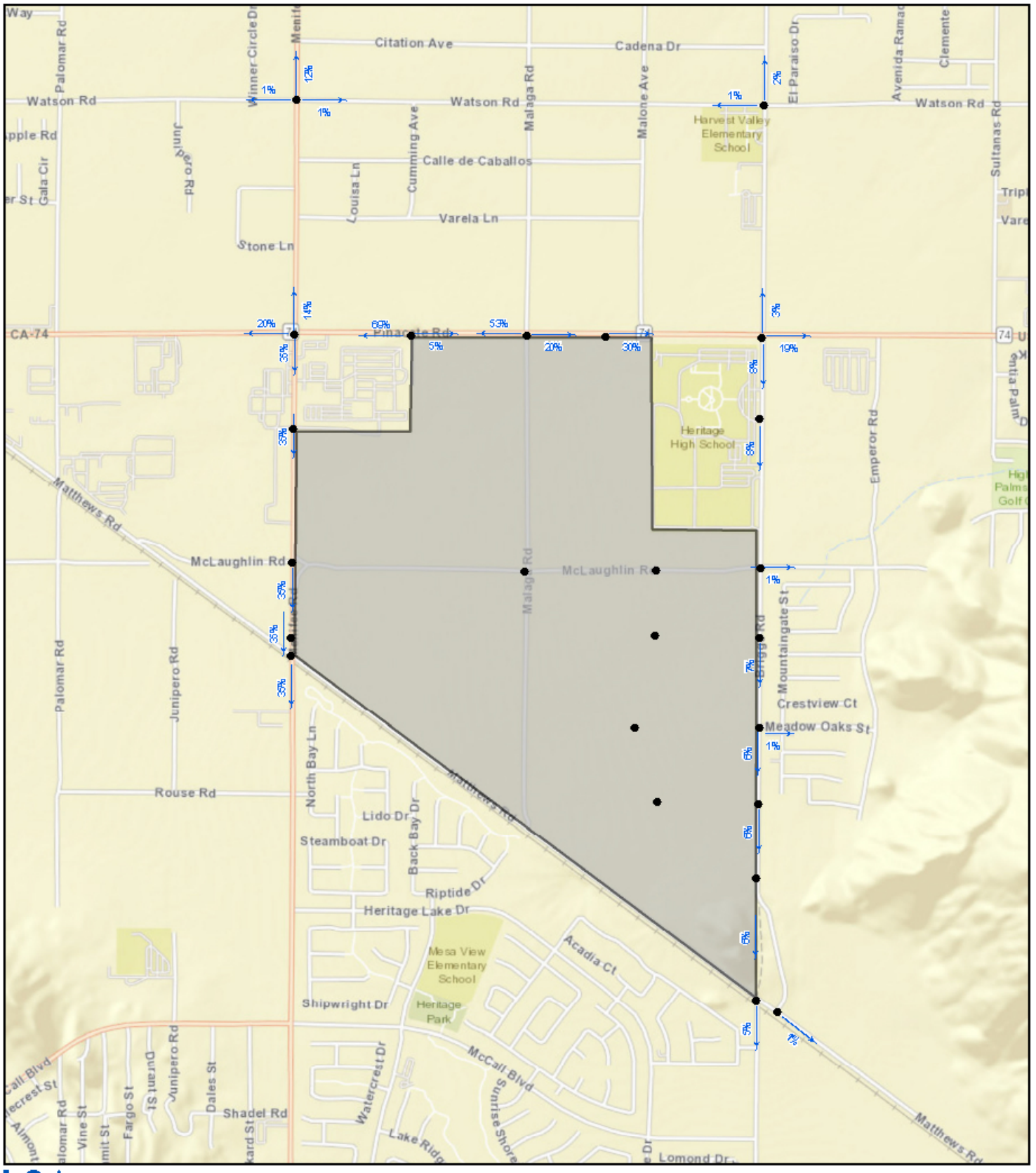

LSA

LEGEND

Project Location

Study Area Intersections

Project Trip Distribution

Figure 5-16C

0 750 1500

FEET

SOURCE: ESRI

Menifee Valley Specific Plan
Traffic Study

PA-13 Regional Trip Distribution (Zone 3)

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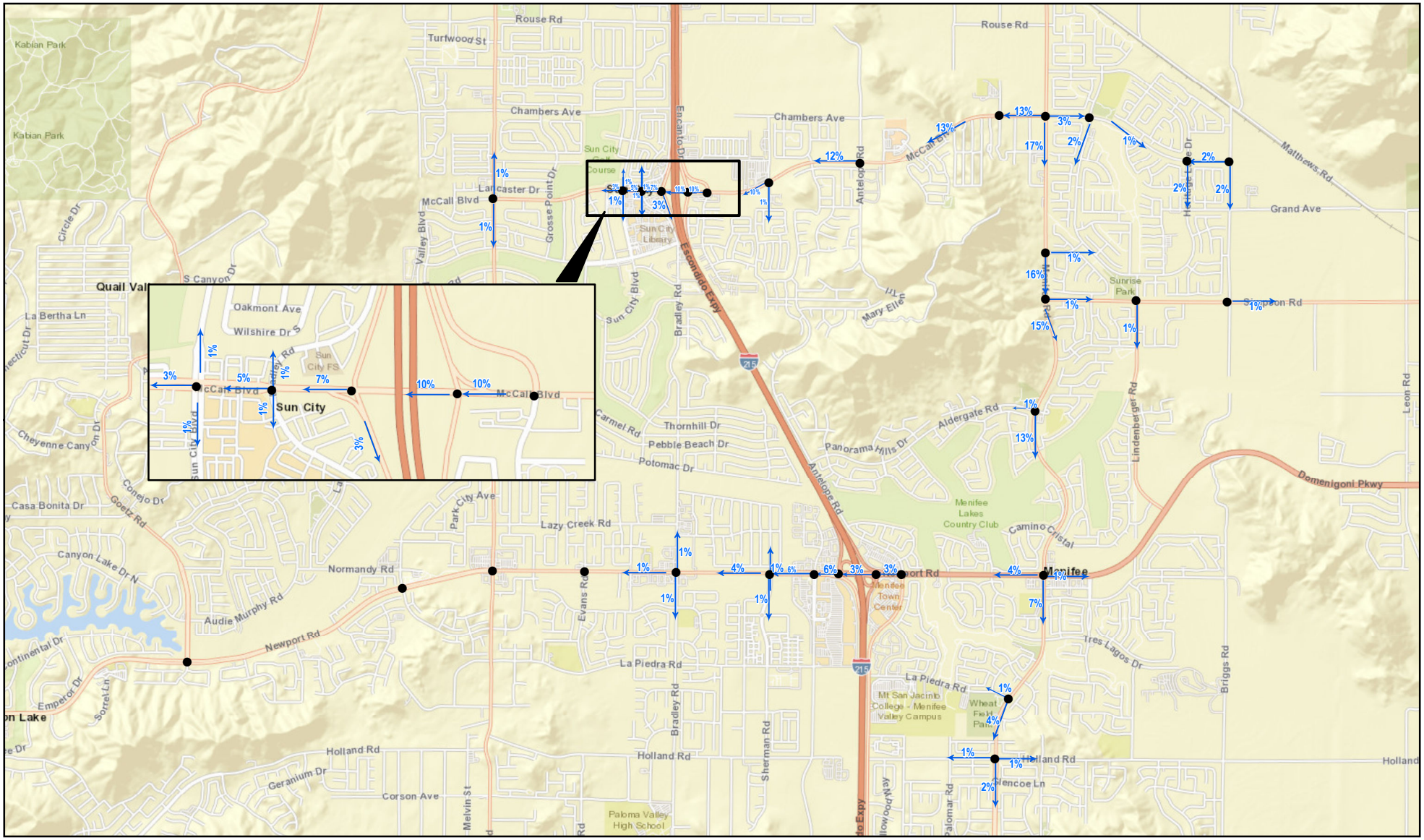


LSA

LEGEND

Project Location

Project Trip Distribution

Study Area Intersections

N

0 2000 4000

FEET

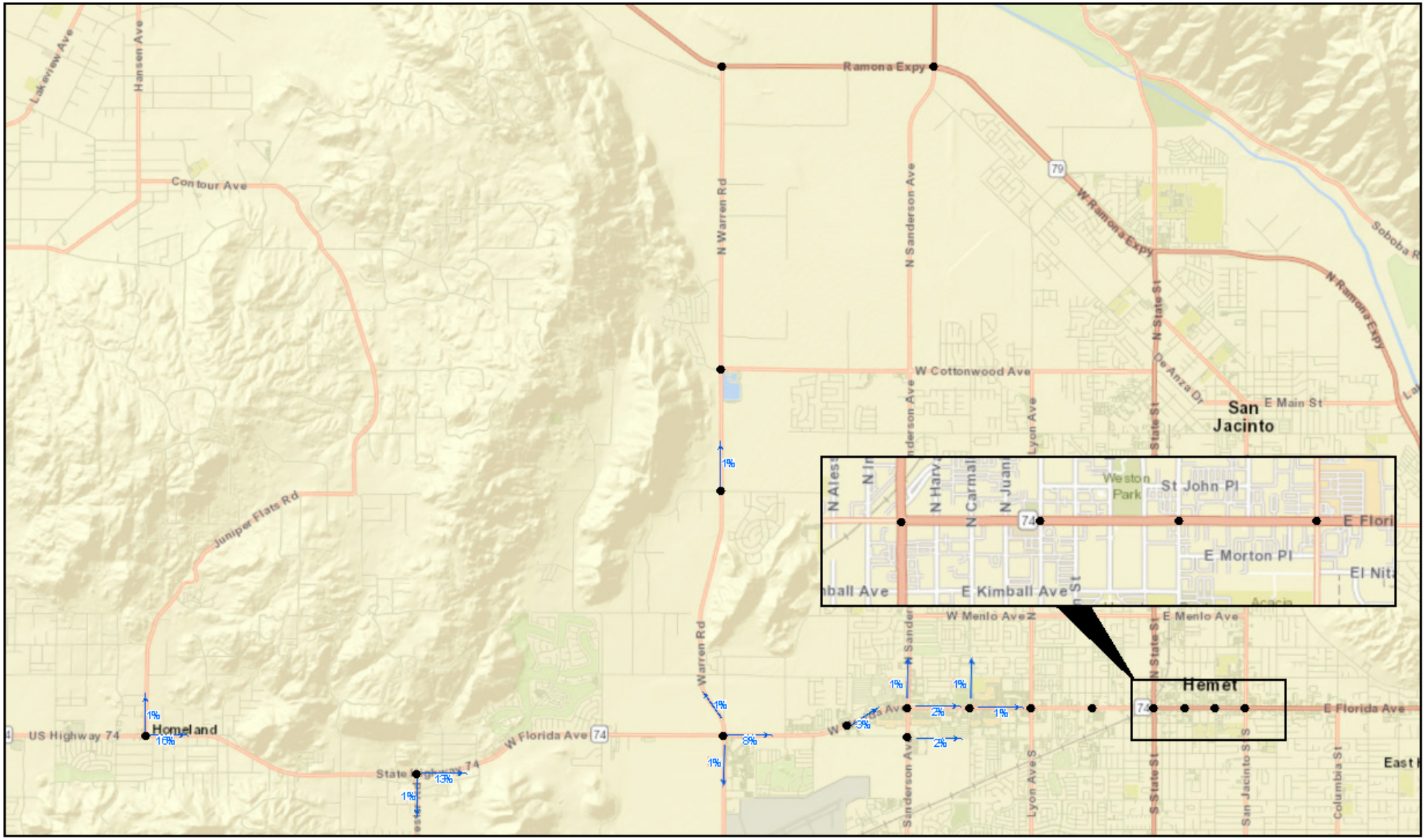
SOURCE: ESRI

I:\CIM2106\Reports\Zones\Distribution Figures\Zone4\PA13_Zone4.mxd (6/30/2022)

Figure 5-16D

Menifee Valley Specific Plan
Traffic Study

PA-13 Regional Trip Distribution (Zone 4)



LSA

LEGEND

Study Area Intersections

Project Trip Distribution

Figure 5-16E

0 3000 6000

FEET

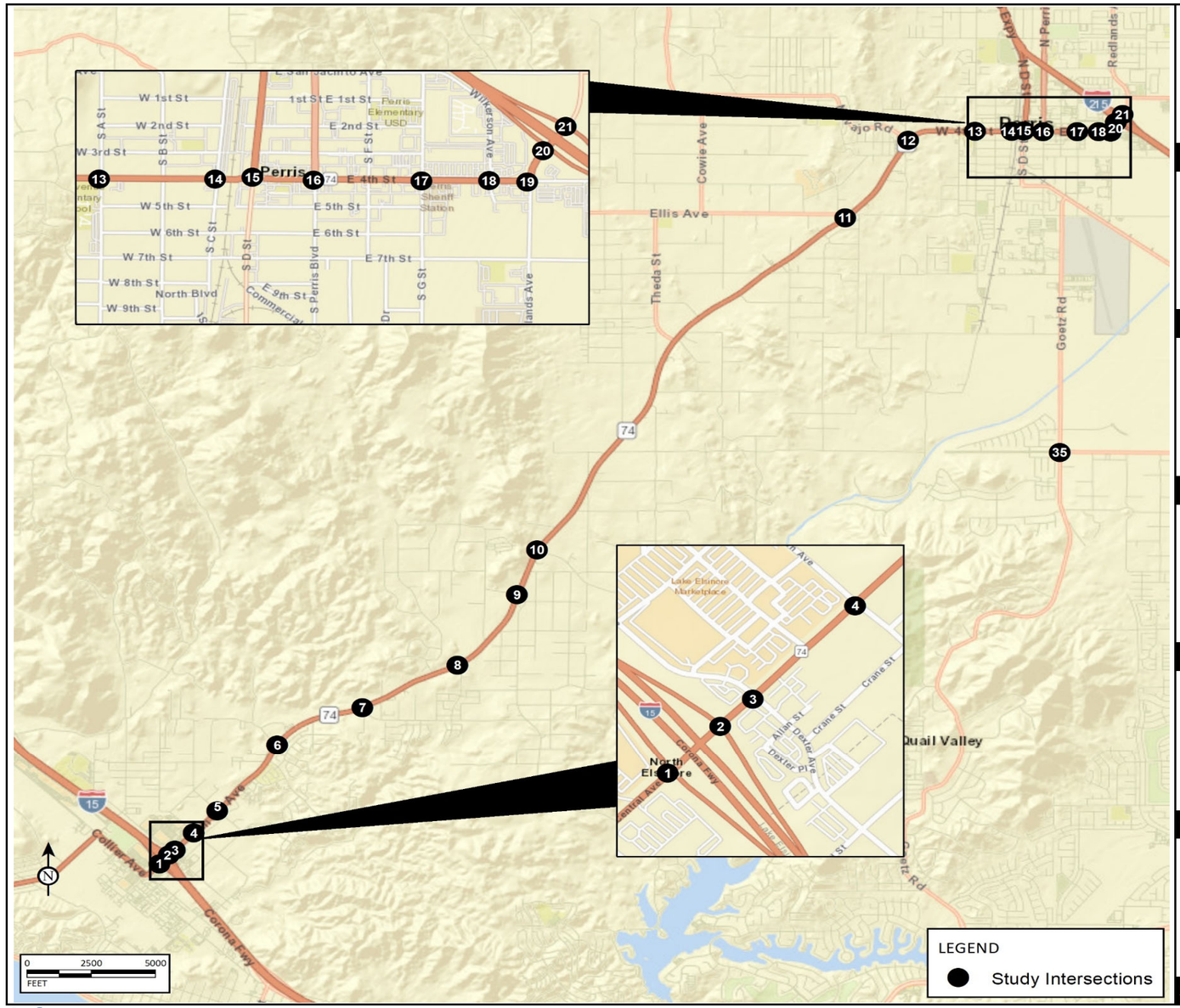
SOURCE: ESRI

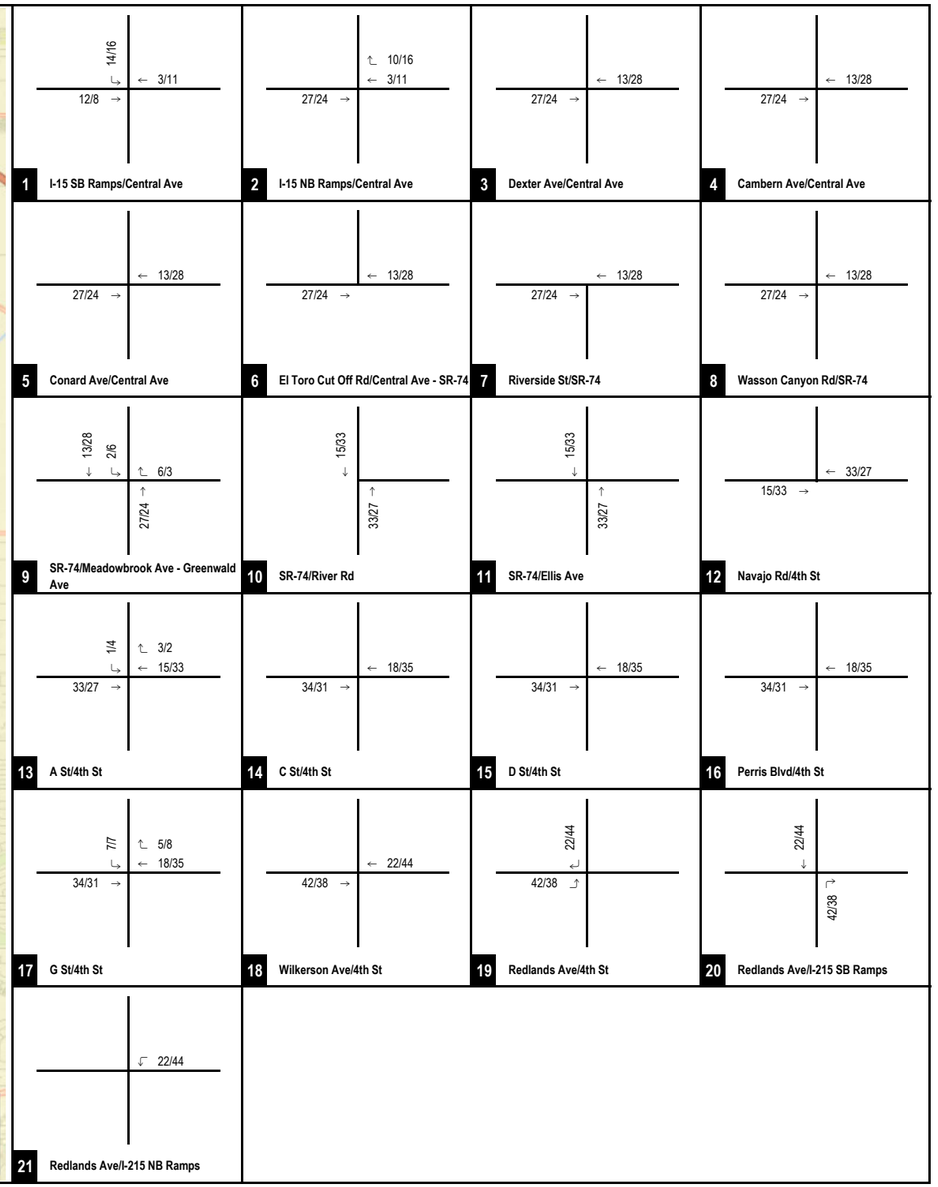
I:\CIM2106\Reports\Zones\Distribution Figures\Zone5\PA13_Zone5.mxd (6/30/2022)

Menifee Valley Specific Plan

Traffic Study

PA-13 Regional Trip Distribution (Zone 5)



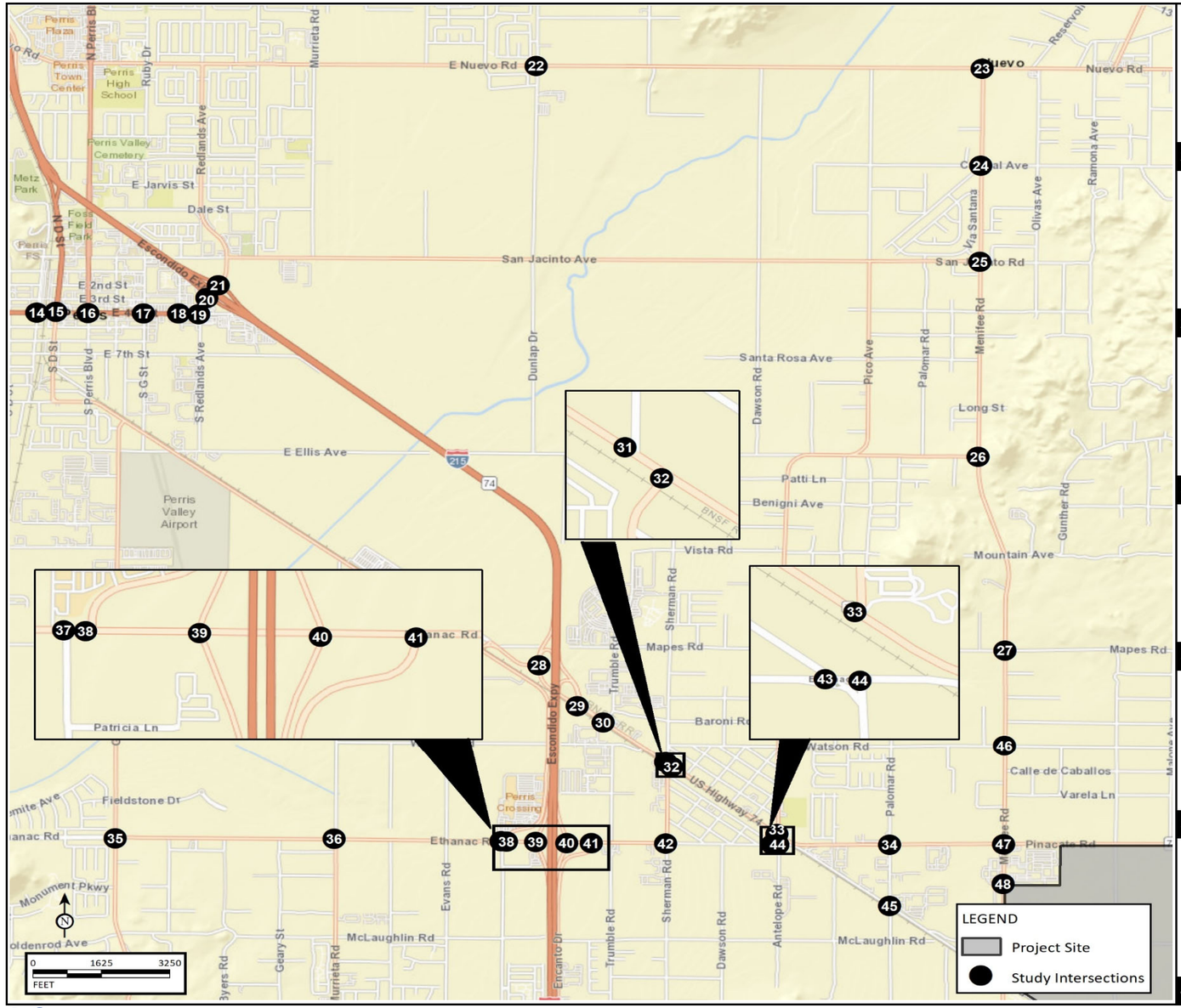


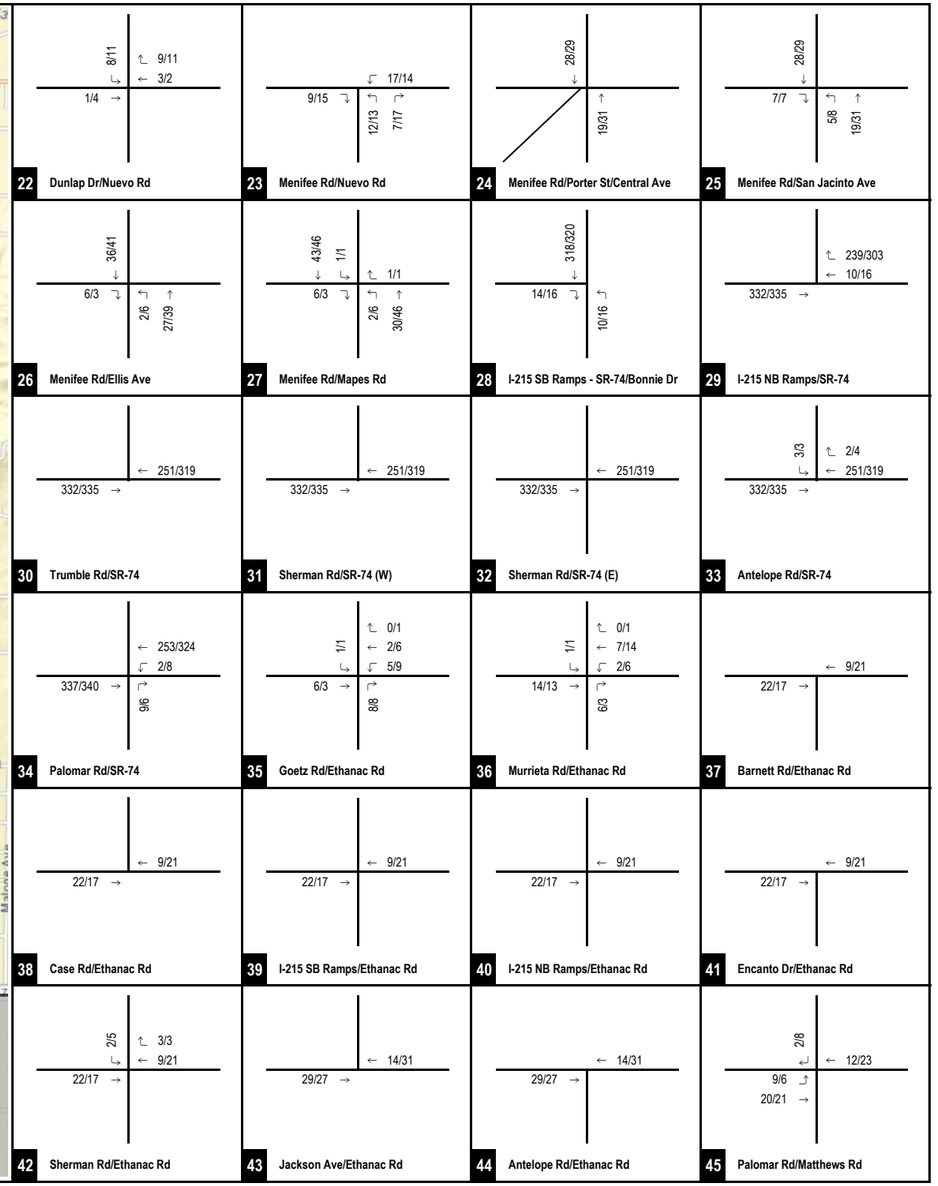
LSA

FIGURE 5-17A

Menifee Valley Specific Plan
Traffic Study
Phase 1 Total External Trip Assignment (Int. 1-21)

XX/YY
AM/PM Peak Hour PCE Volumes



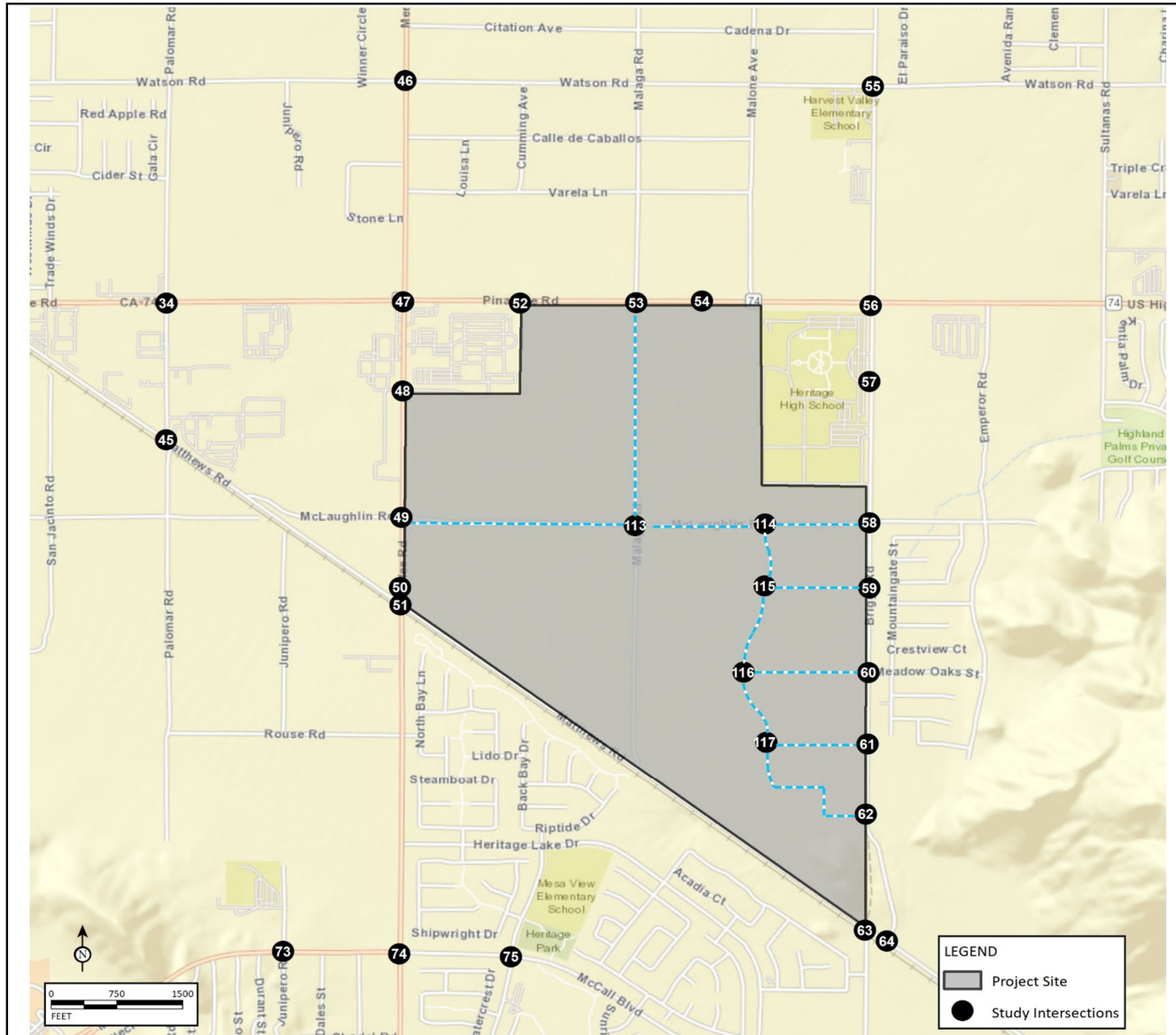


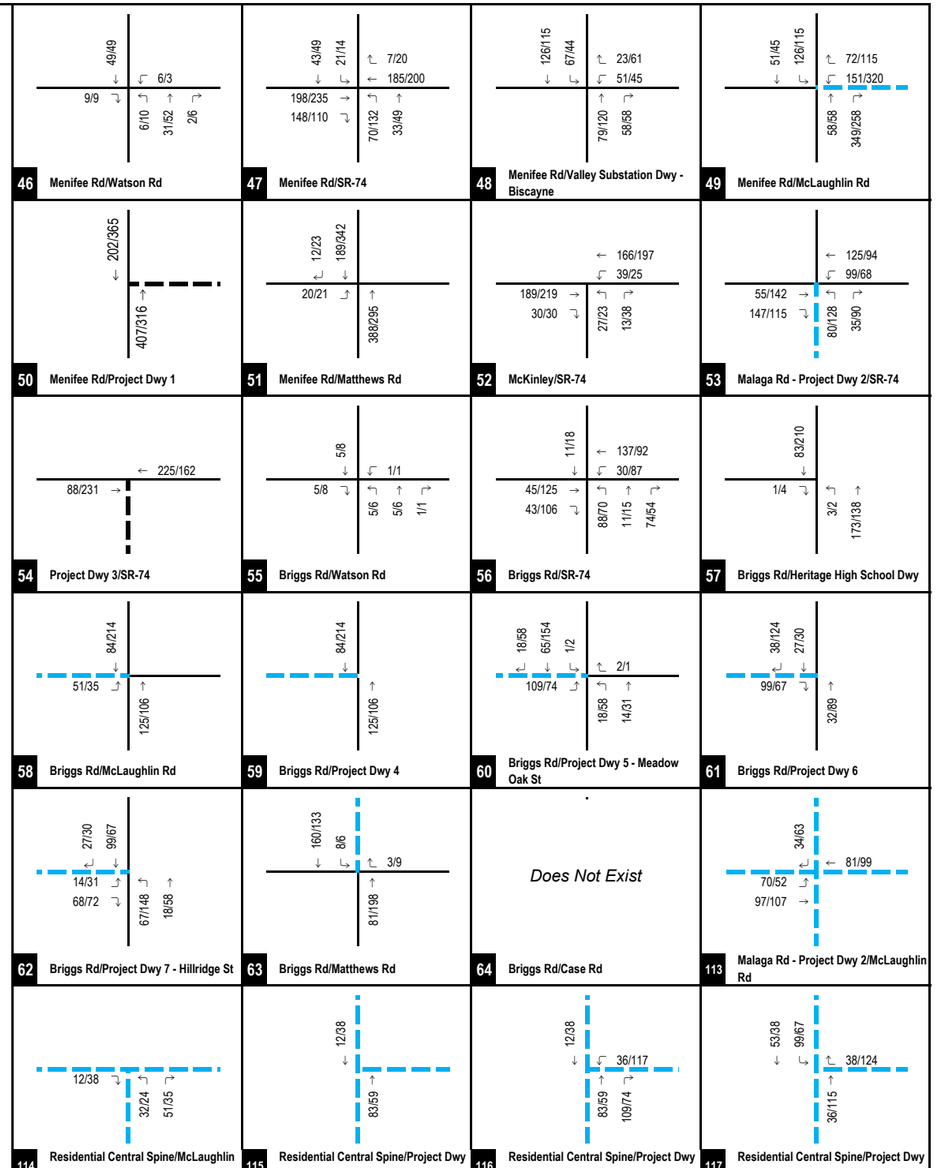
LSA

FIGURE 5-17B

XXXX/YYYY
AM/PM Peak Hour PCE Volumes

Menifee Valley Specific Plan
Traffic Study
Phase 1 Total External Trip Assignment (Int. 22-45)





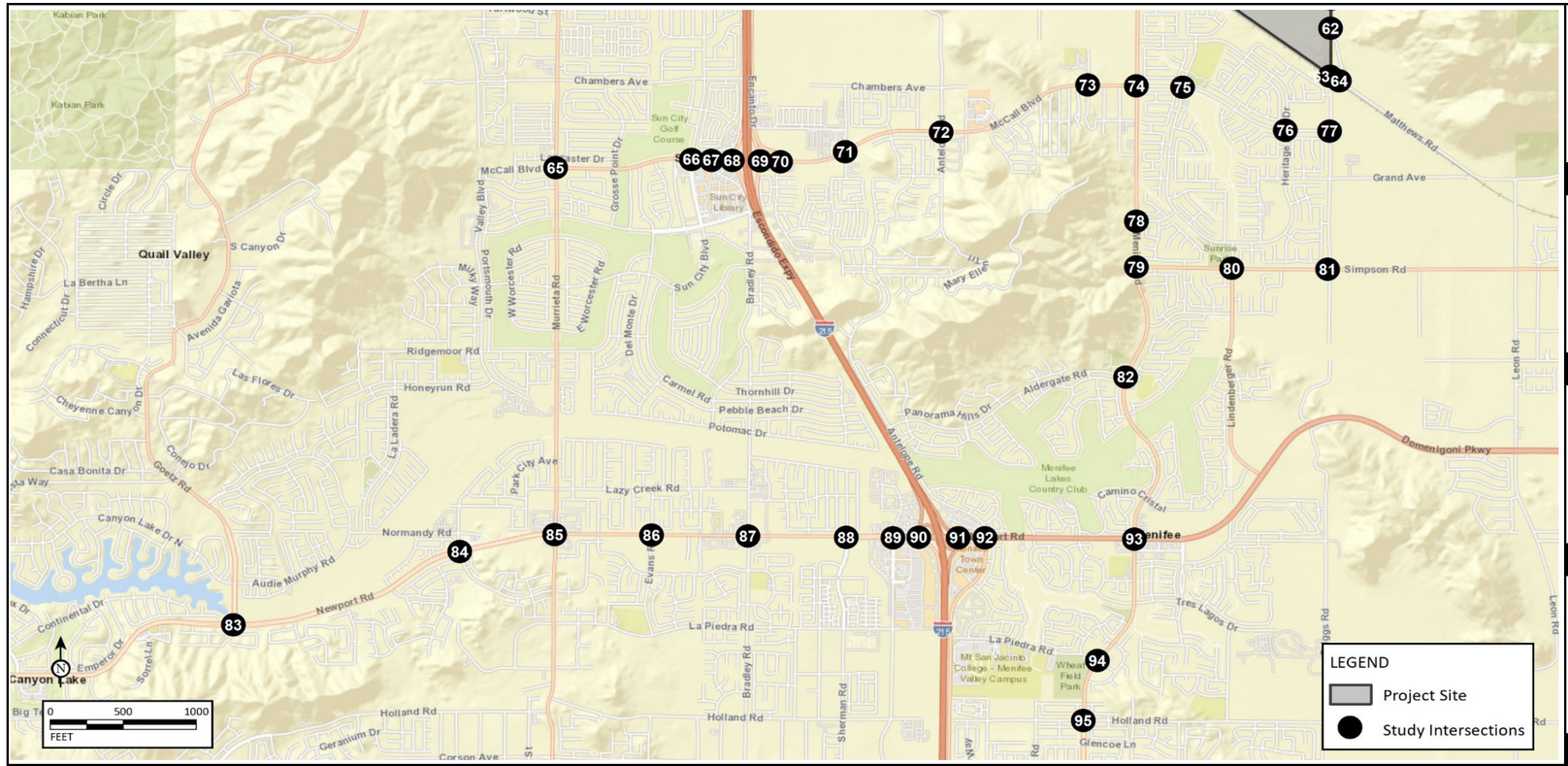
LSA

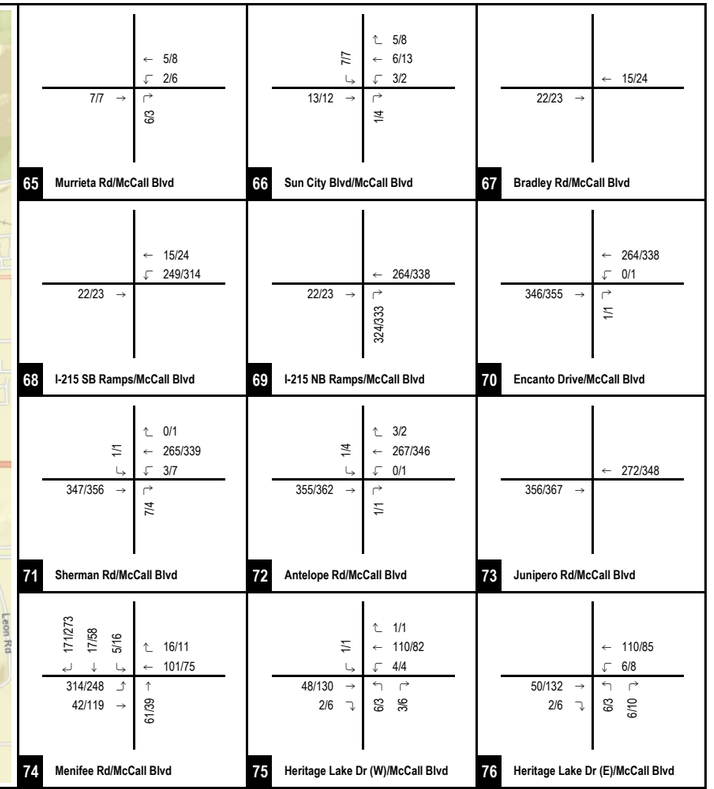
FIGURE 5-17C

XXX/YYY
AM/PM Peak Hour PCE Volumes

Future Leg
Project Driveway

Menifee Valley Specific Plan
Traffic Study
Phase 1 Total External Trip Assignment (Int. 46-64 & Int. 113-117)



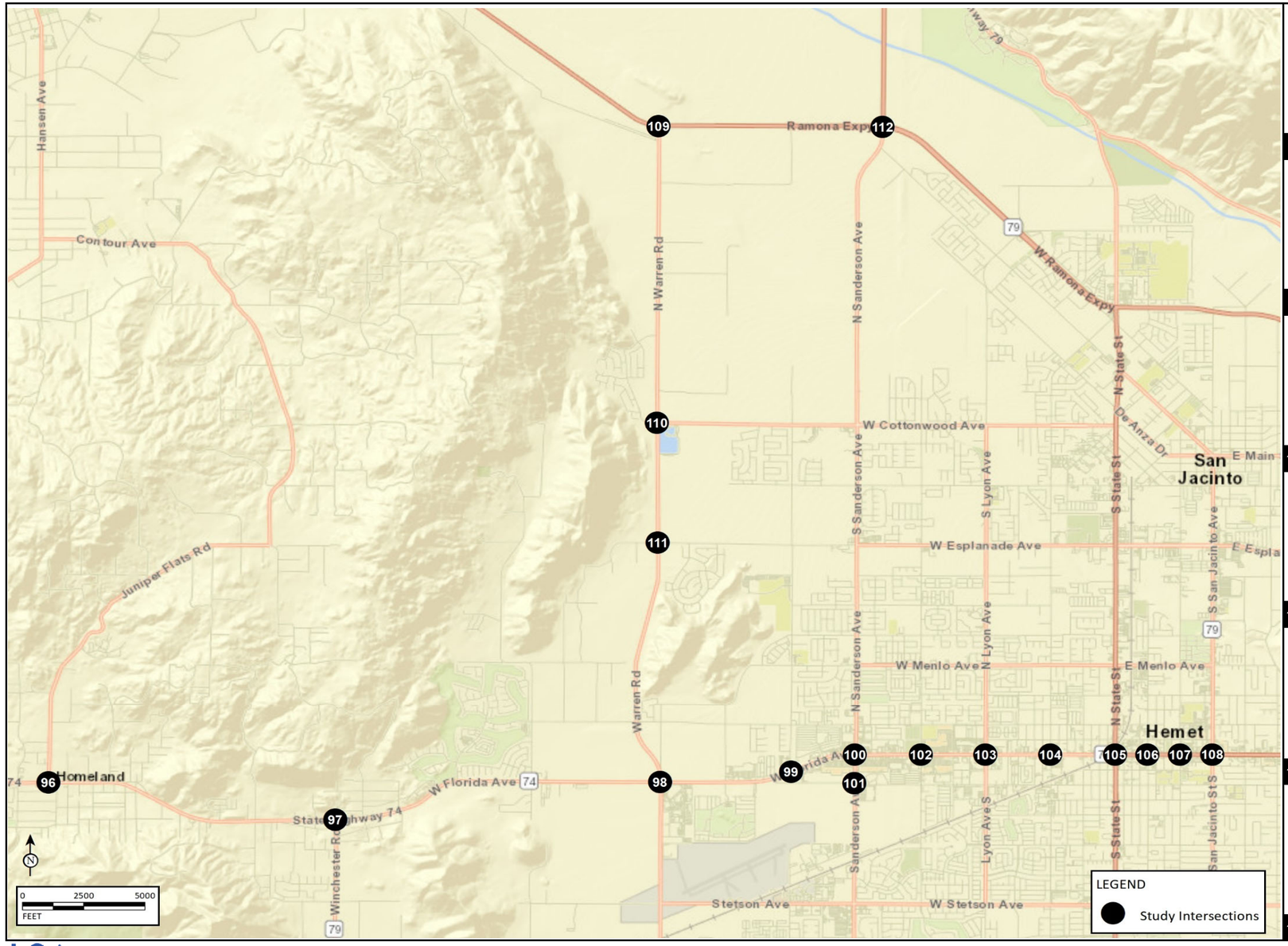


LSA

FIGURE 5-17D

Menifee Valley Specific Plan
Traffic Study
Phase 1 Total External Trip Assignment (Int. 65-95)

XXX/YYY
AM/PM Peak Hour PCE Volumes — — Future Leg



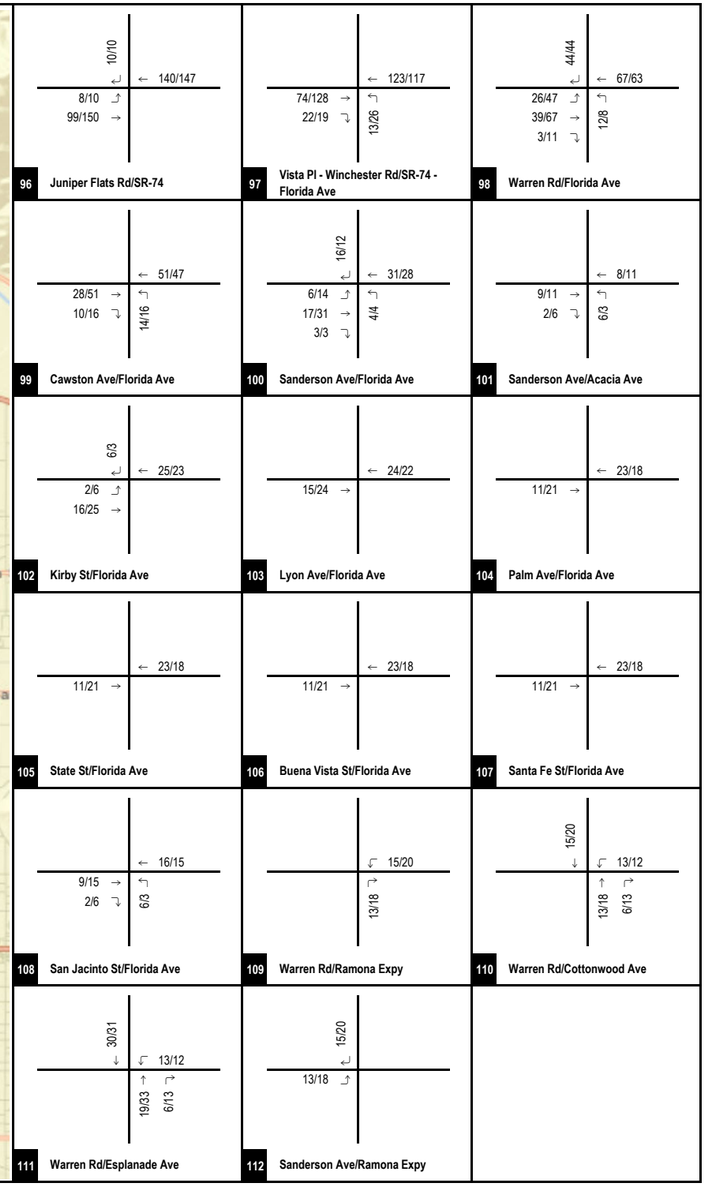


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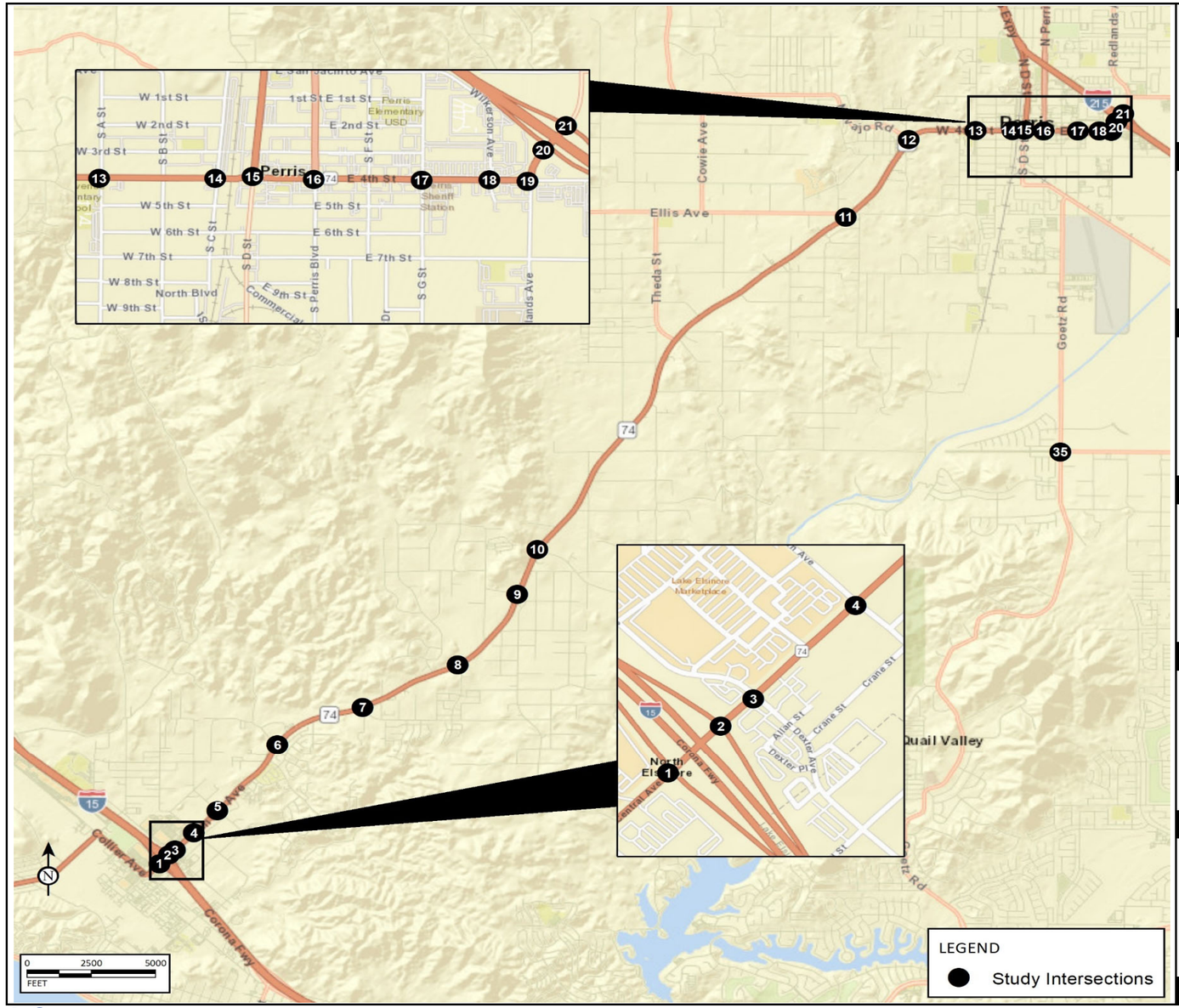
FIGURE 5-17E

XXX/YYY
AM/PM Peak Hour PCE Volumes

Menifee Valley Specific Plan
Traffic Study
Phase 1 Total External Trip Assignment (Int. 96-112)



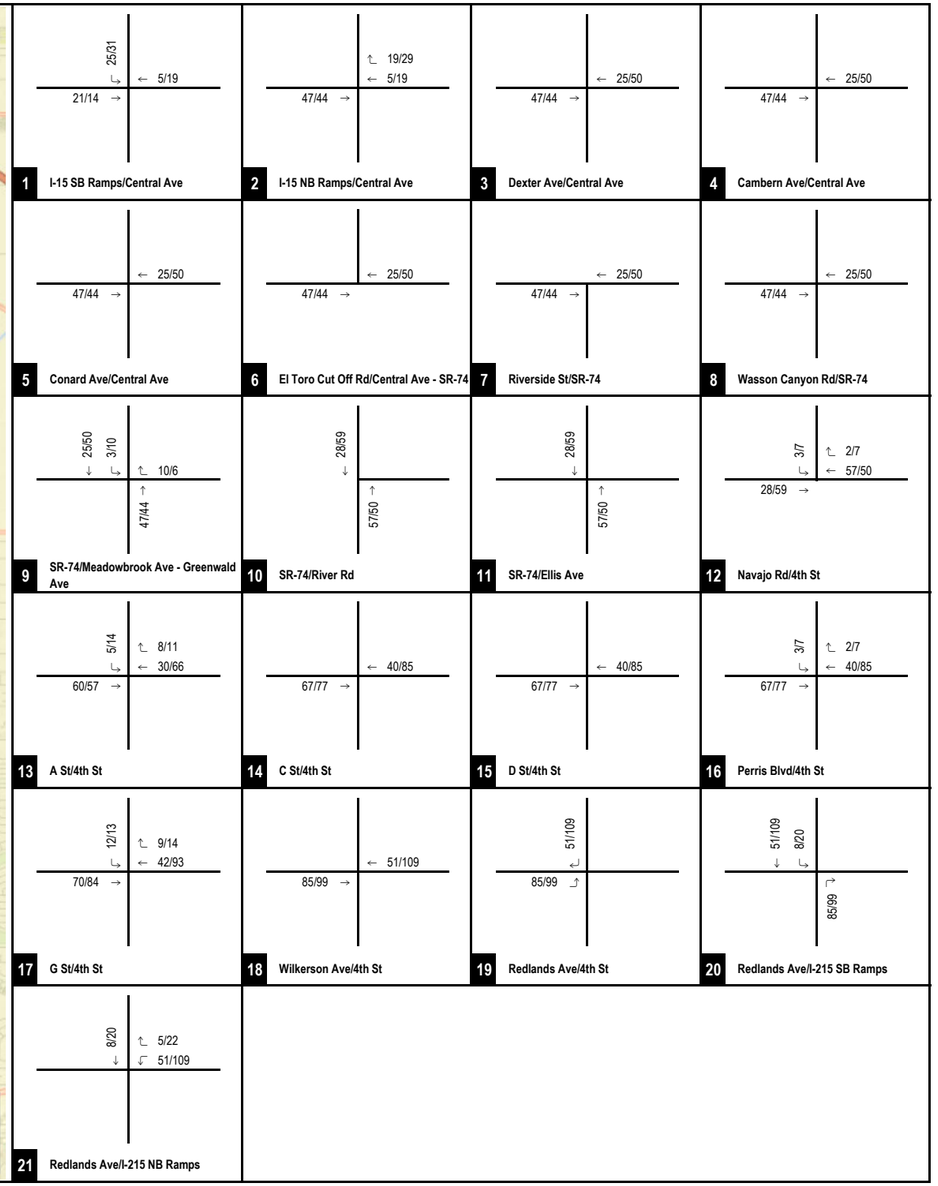


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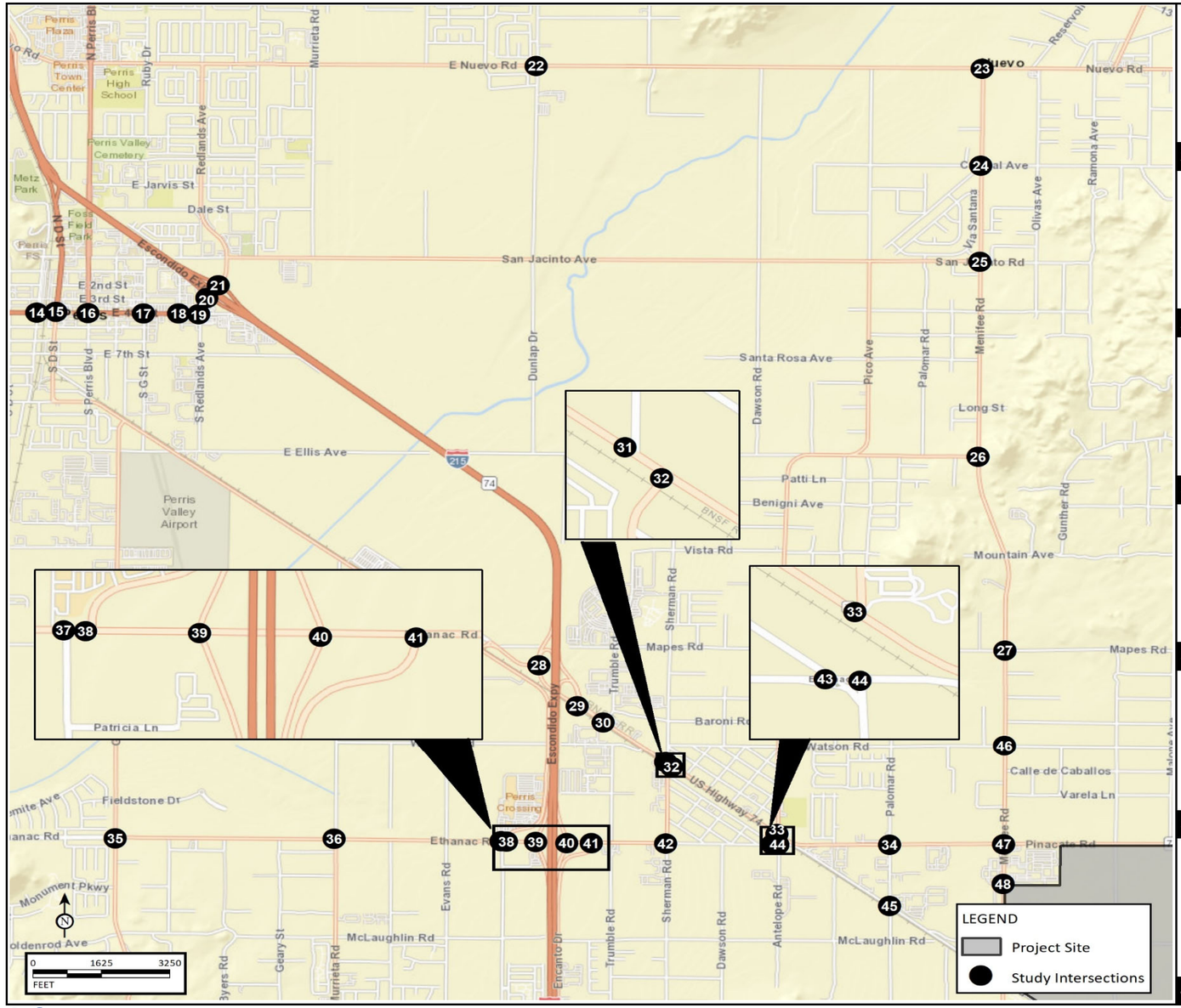
FIGURE 5-18A

Menifee Valley Specific Plan
Traffic Study
Project Total Net External Trip Assignment (Int. 1-21)

XXX/YYY
AM/PM Peak Hour PCE Volumes



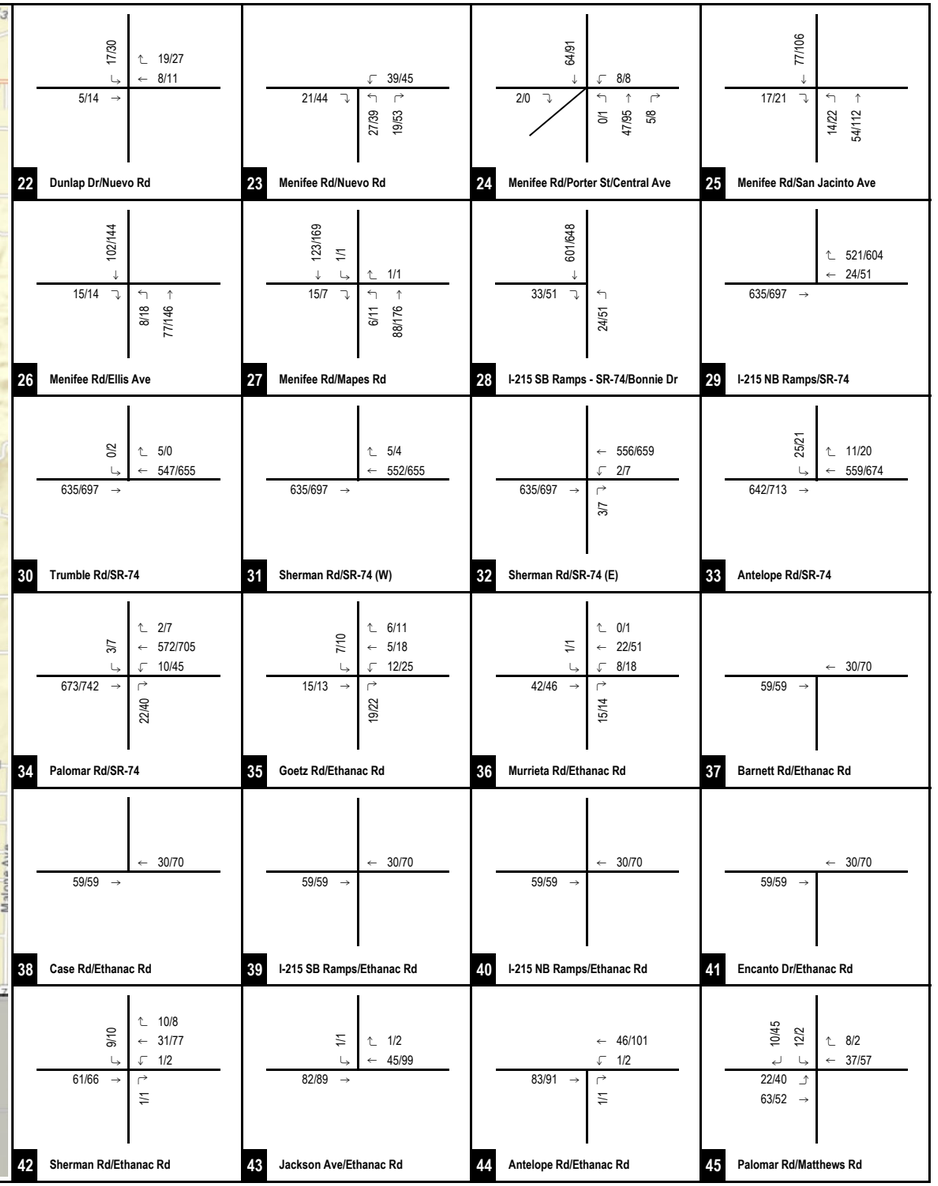


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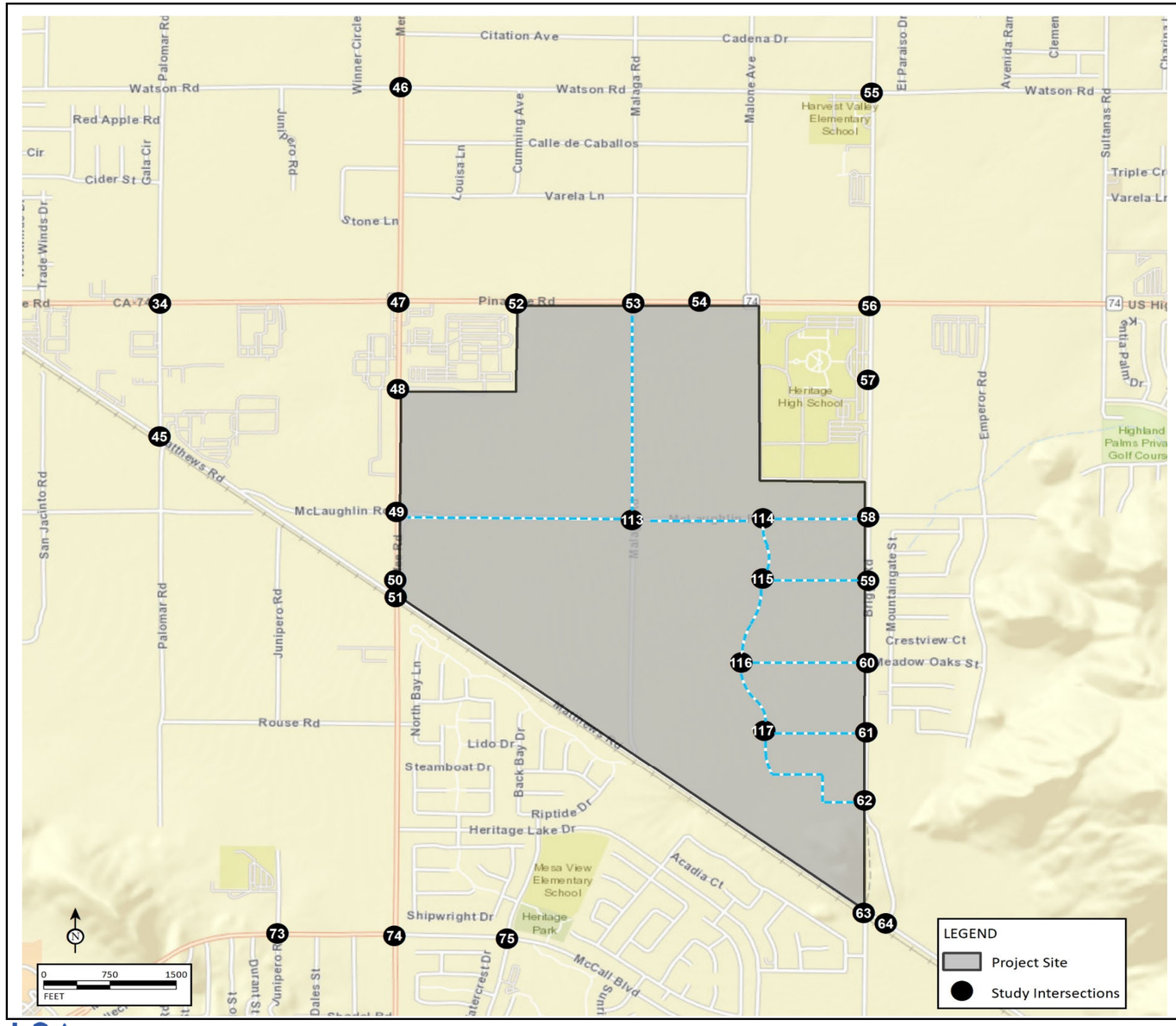
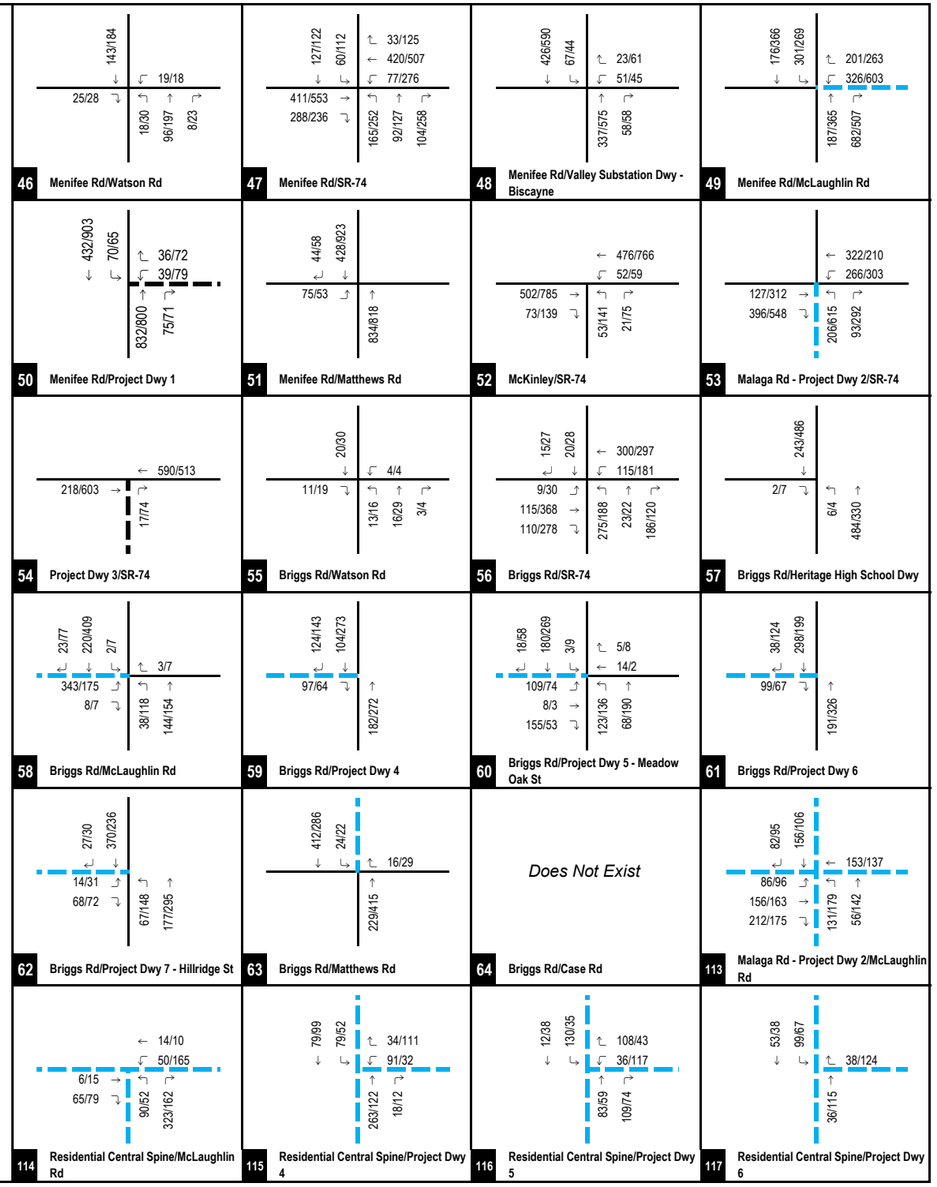
FIGURE 5-18B

XXX/YYY
AM/PM Peak Hour PCE Volumes

Menifee Valley Specific Plan
Traffic Study
Project Total Net External Trip Assignment (Int. 22-45)





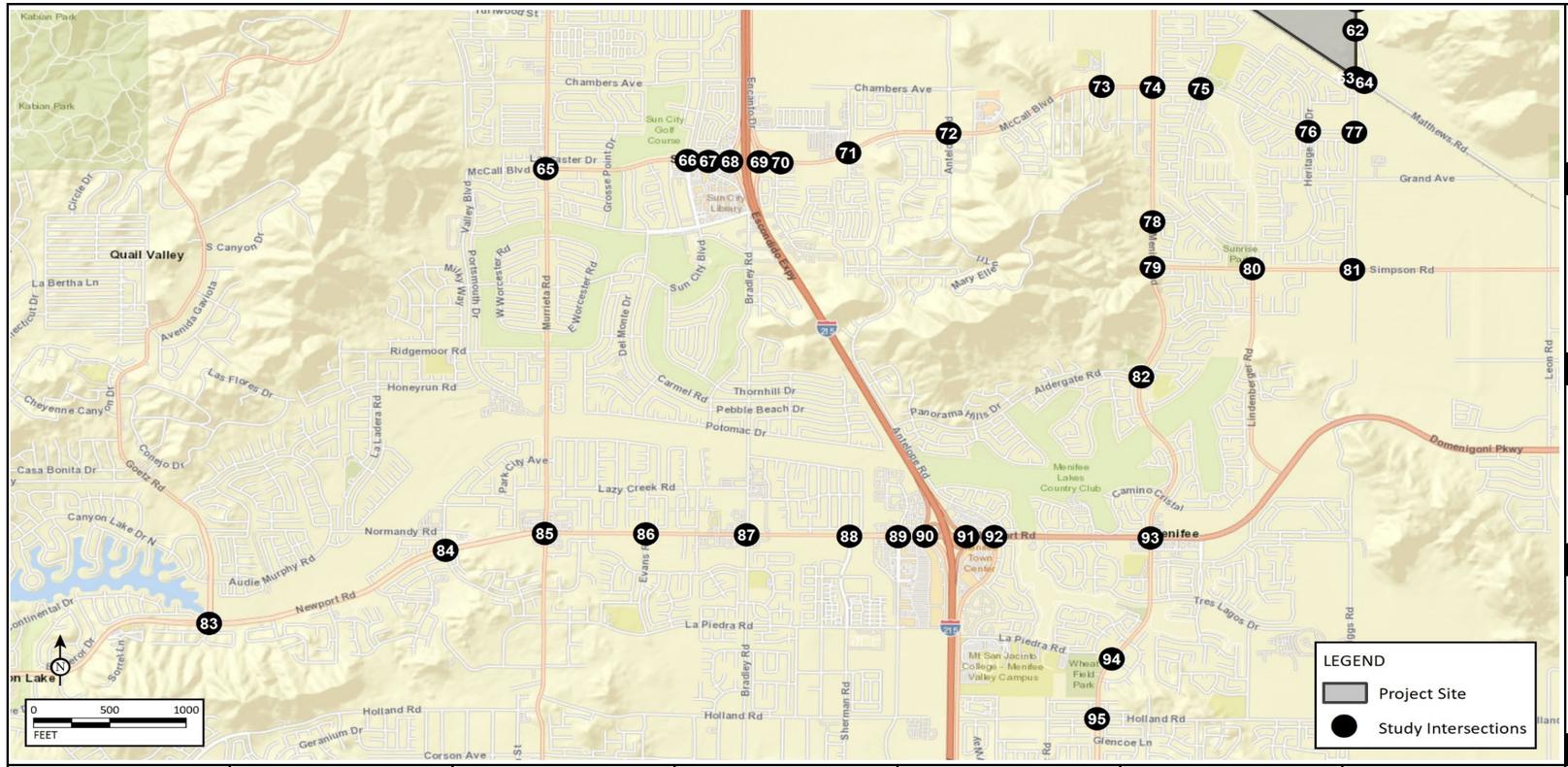
LSA

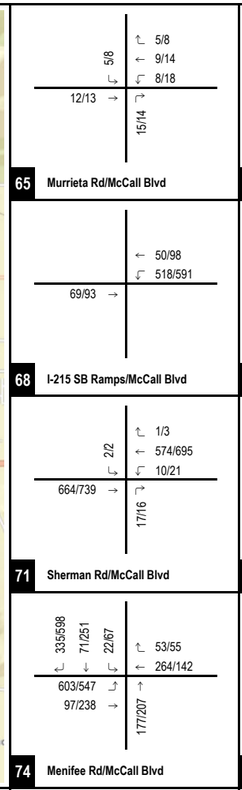
FIGURE 5-18C

XXX/YYY
AM/PM Peak Hour PCE Volumes

Future Leg
Project Driveway

Menifee Valley Specific Plan
Traffic Study
Project Total Net External Trip Assignment (Int. 46-64 & Int. 113-117)





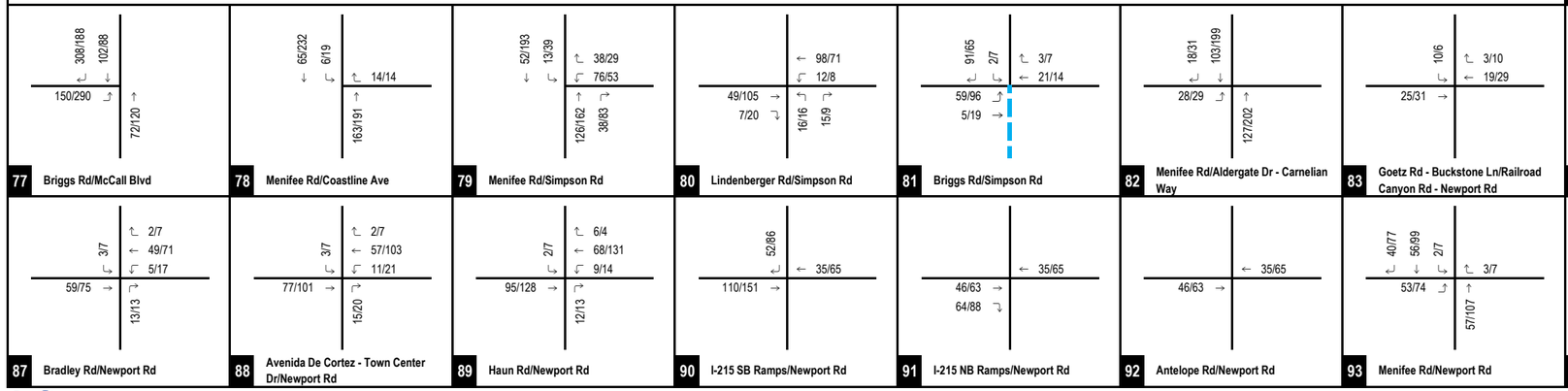


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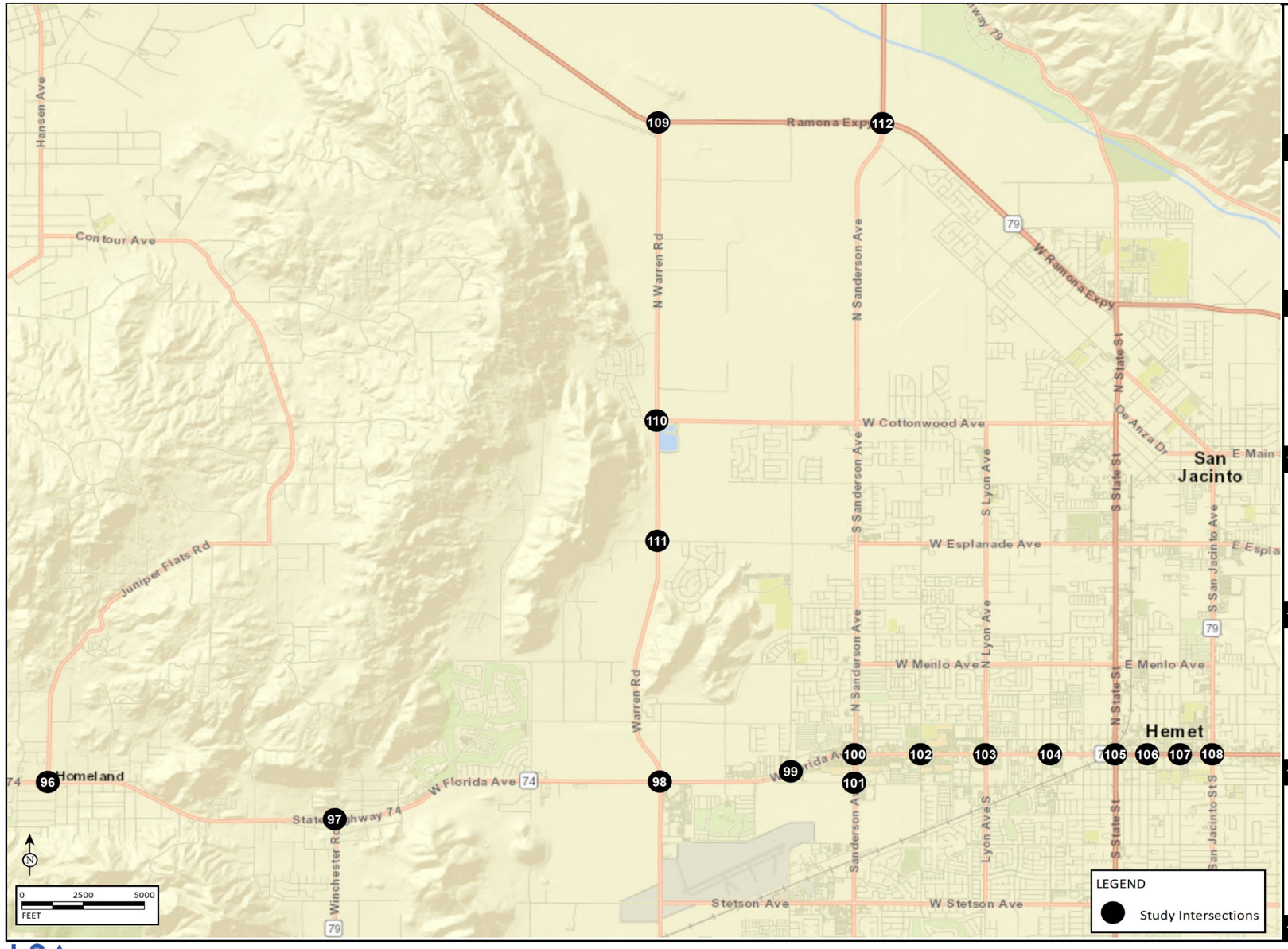
FIGURE 5-18D

Menifee Valley Specific Plan
Traffic Study
Project Total Net External Trip Assignment (Int. 65-95)

XXX/YYY
AM/PM Peak Hour PCE Volumes — — Future Leg



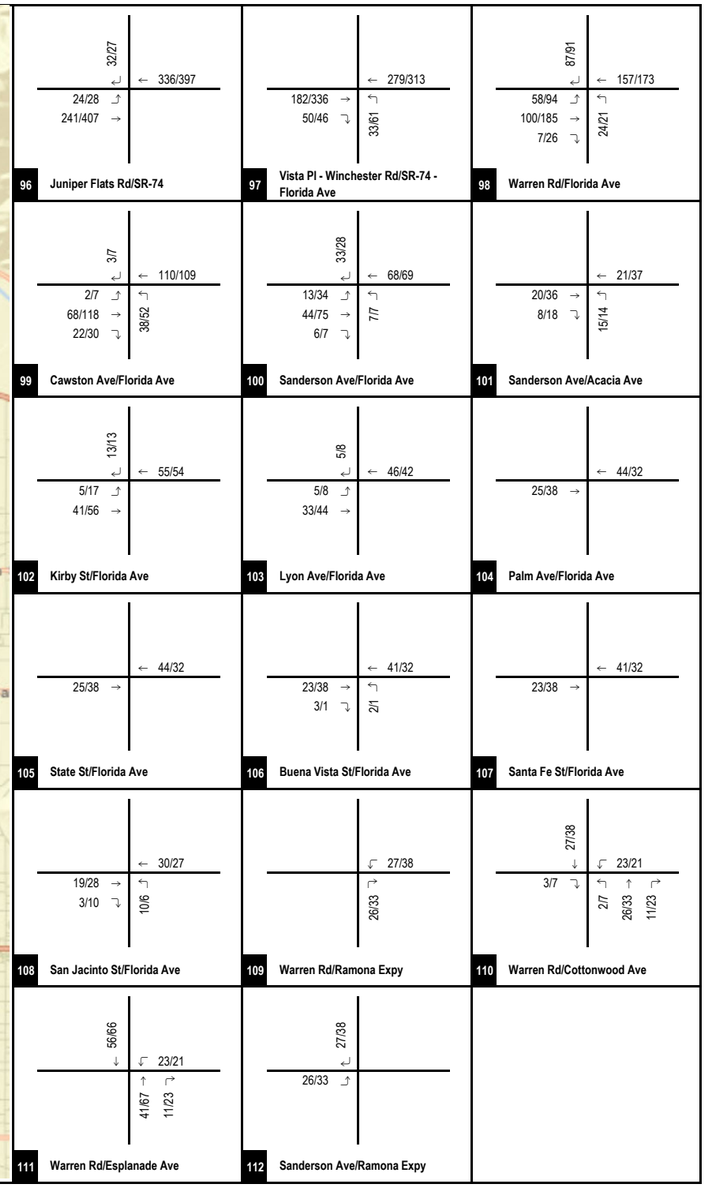


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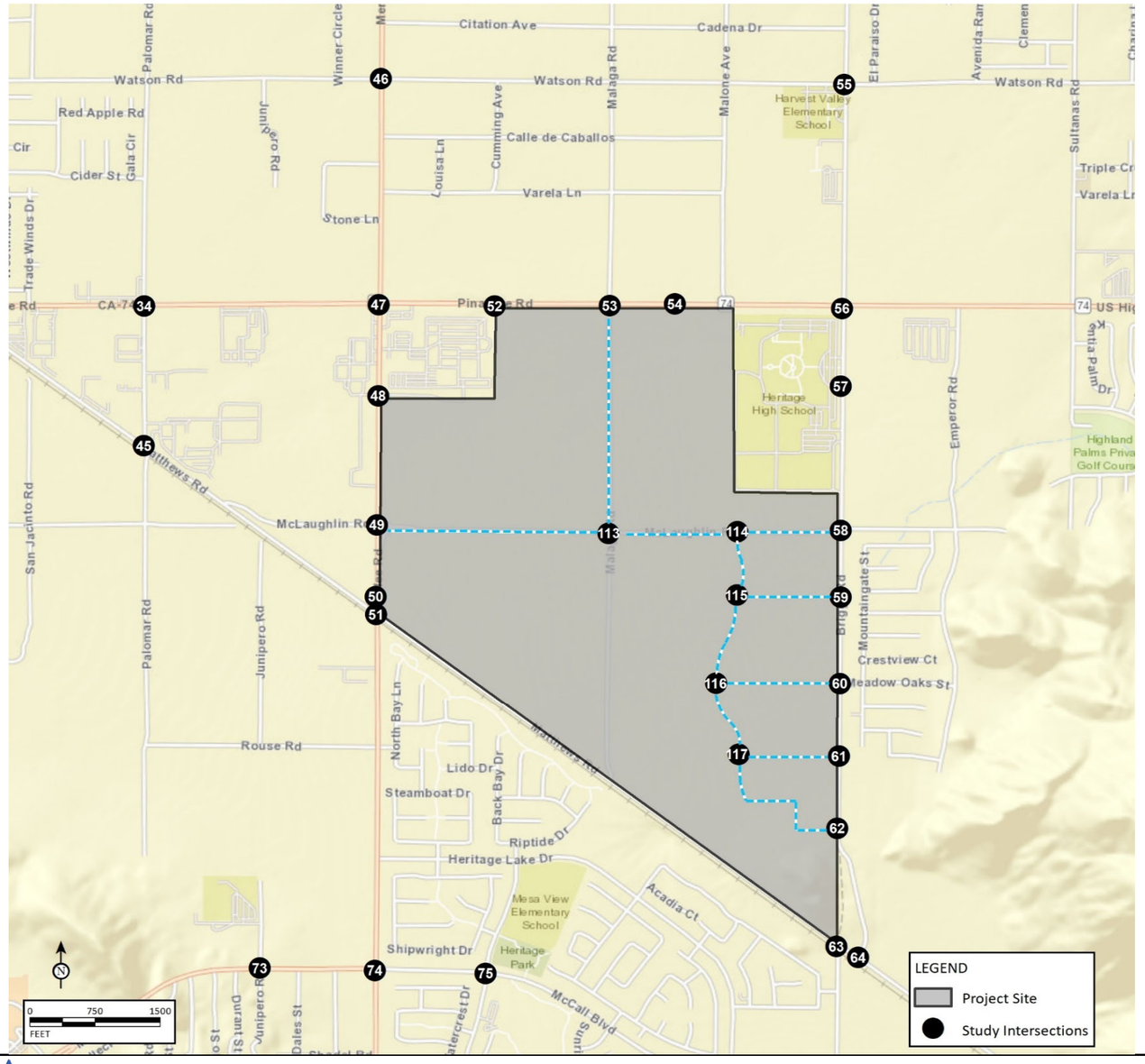
FIGURE 5-18E

Menifee Valley Specific Plan
Traffic Study
Project Total Net External Trip Assignment (Int. 96-112)

XXX/YYY
AM/PM Peak Hour PCE Volumes



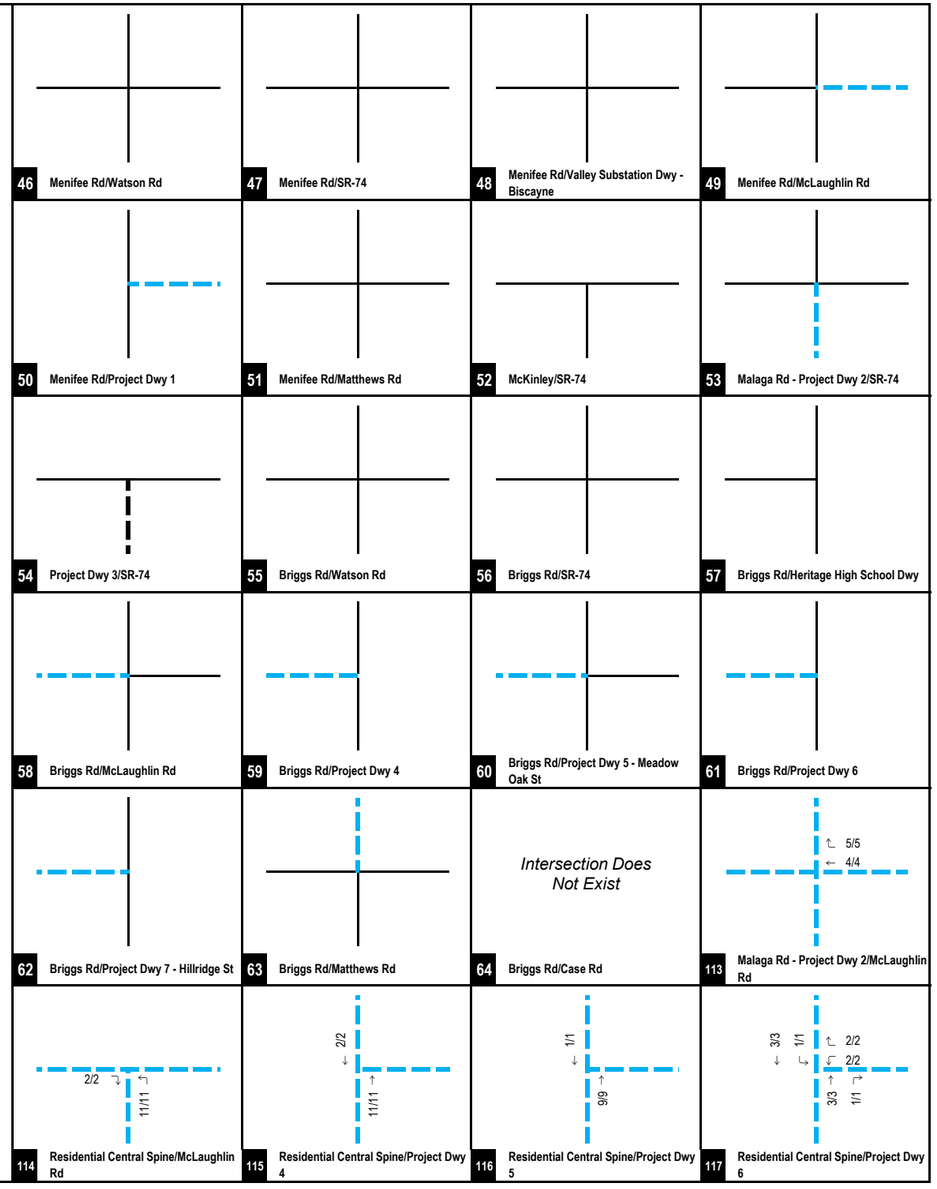


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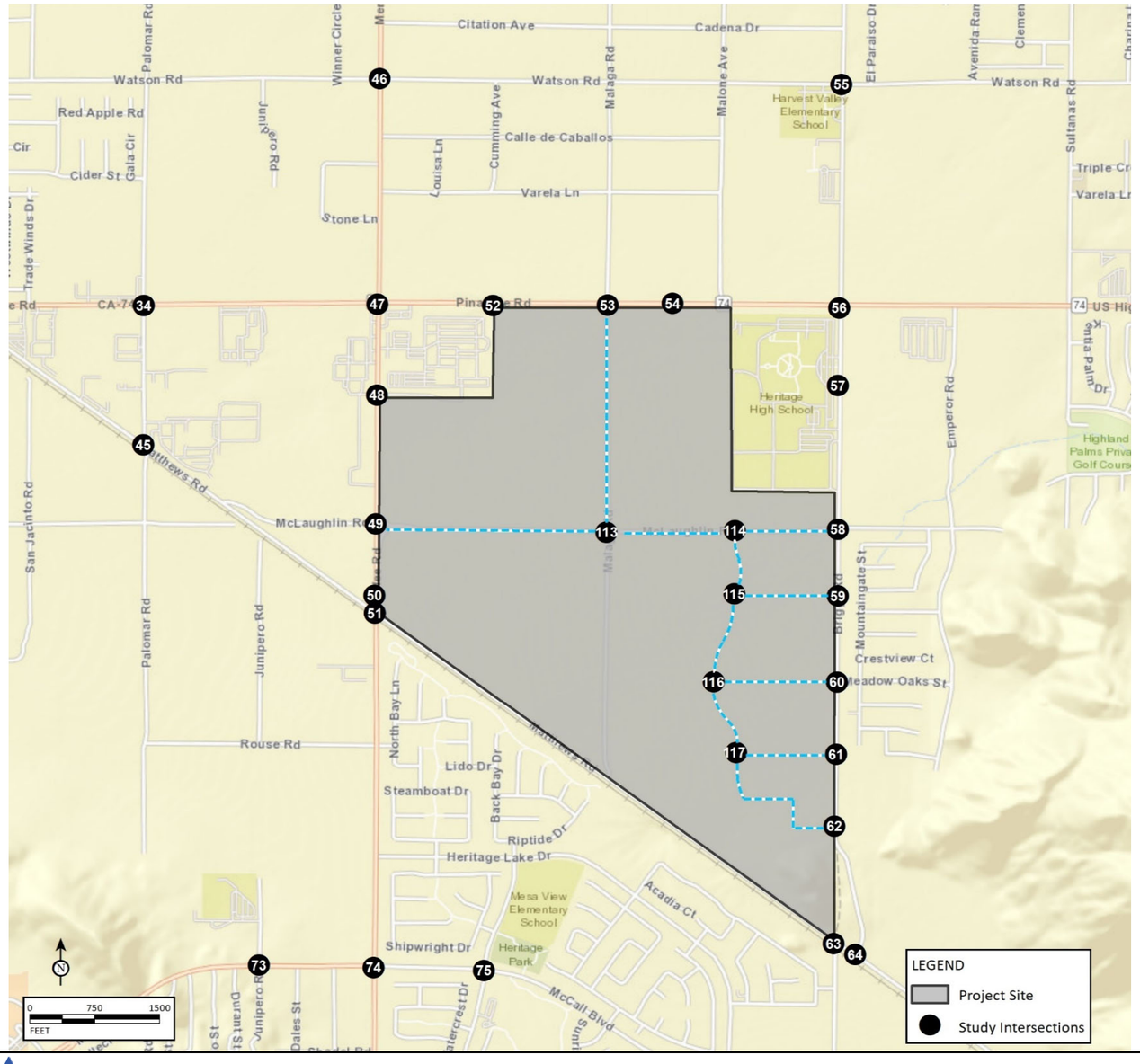
FIGURE 5-19A

X/Y
AM/PM Peak Hour Traffic Volumes

Future Leg
Project Driveway

Menifee Valley Specific Plan
Traffic Study
Phase 1 Opening Year Cumulative (2025) Internal Trips Assignment



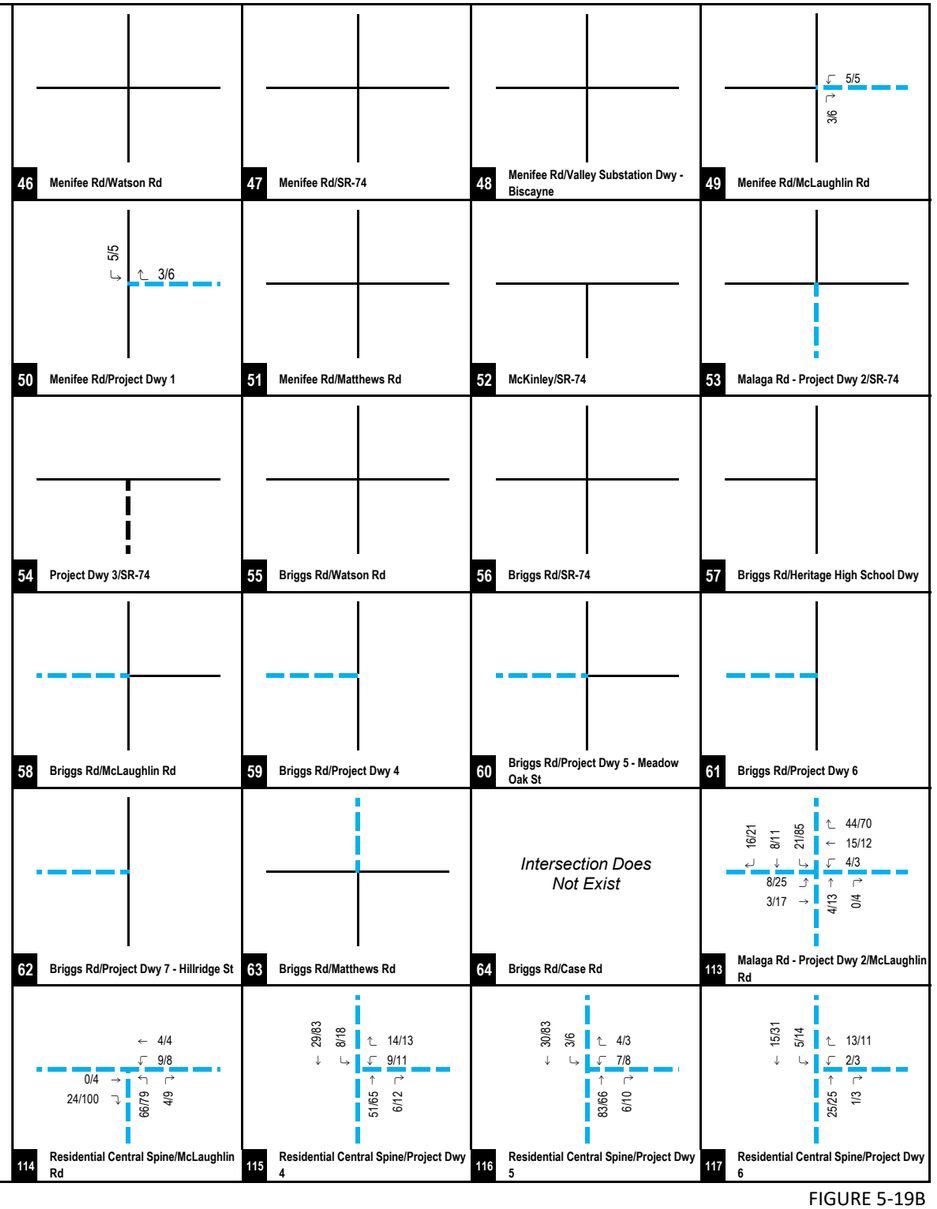


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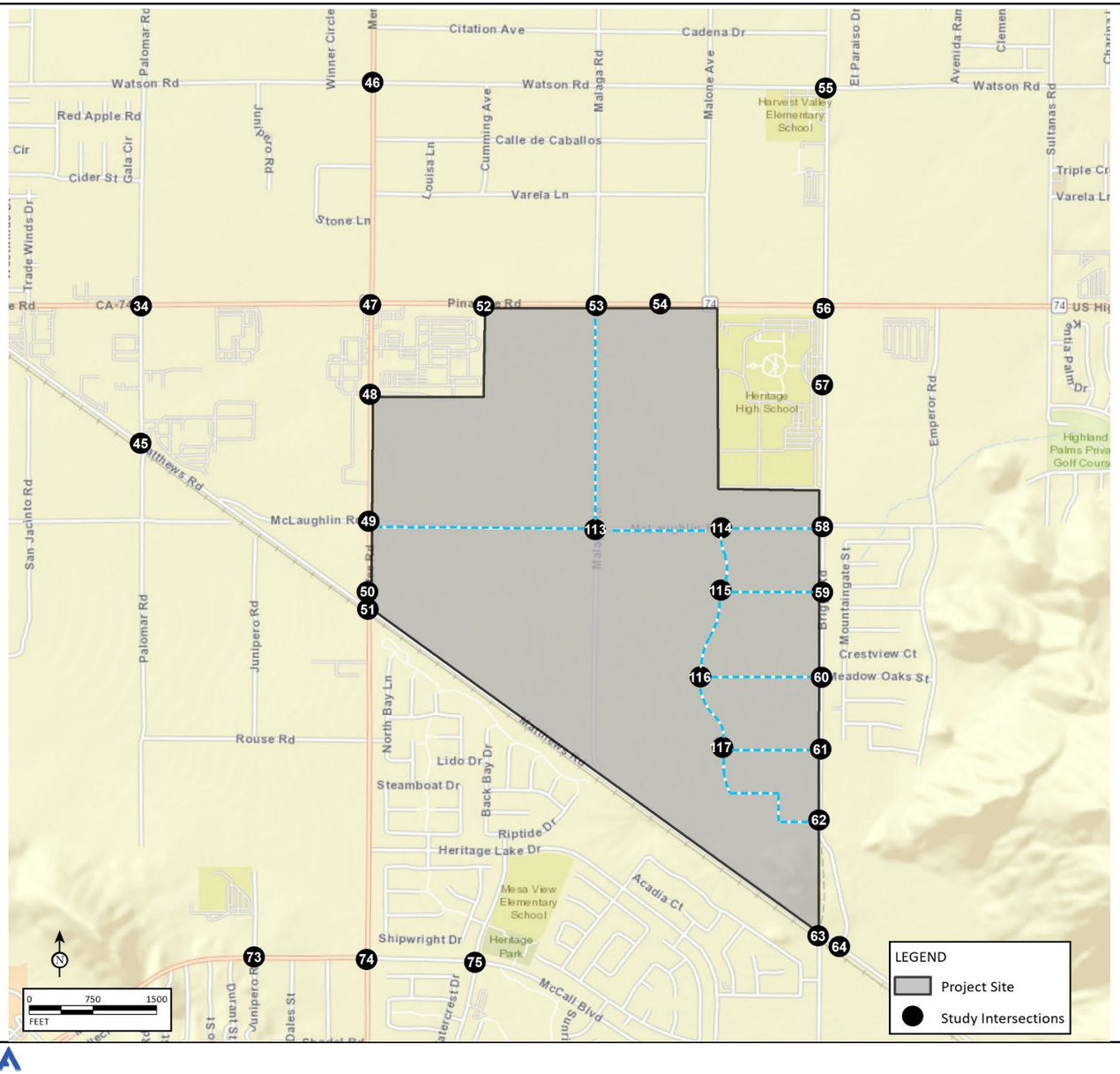
FIGURE 5-19B

XX/YY
AM/PM Peak Hour Traffic Volumes

Future Leg
Project Driveway

Menifee Valley Specific Plan
Traffic Study
Total Project Internal Trips Assignment



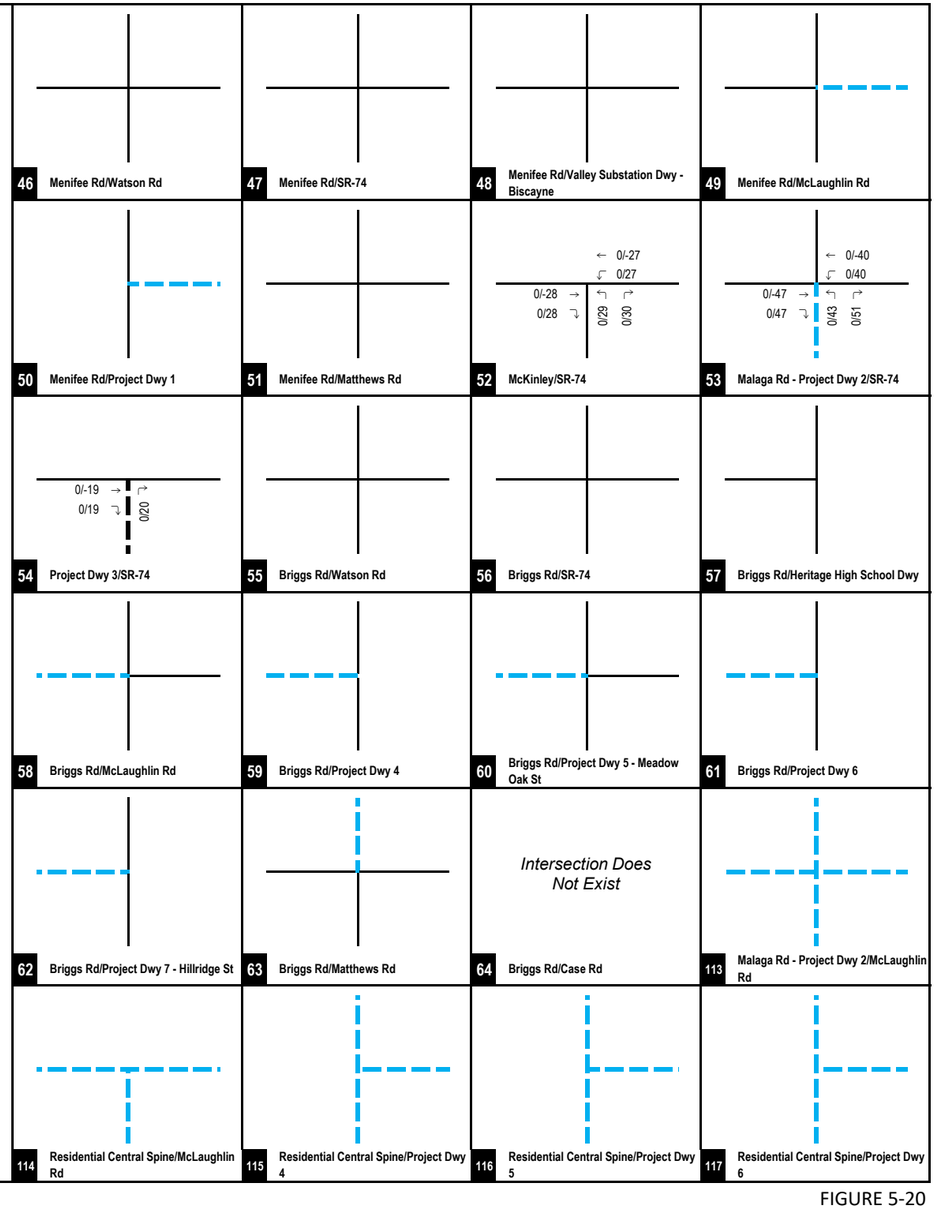


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FIGURE 5-20

XX/YY
AM/PM Peak Hour Traffic Volumes

Future Leg
Project Driveway

Menifee Valley Specific Plan
Traffic Study
Project Pass-by Trips Assignment

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Table 5-A - Project Trip Generation Summary

Land Use	Units		A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
PHASE 1									
Planning Area 1									
Single-Family Detached Housing[1]	448	DU	81	233	314	264	157	421	4,225
PA 1 Gross Trip Generation			**81**	**233**	**314**	**264**	**157**	**421**	**4,225**
PA 1 Internal Trips			**(9)**	**(26)**	**(35)**	**(29)**	**(17)**	**(46)**	**(469)**
PA 1 External Trips			**72**	**207**	**279**	**235**	**140**	**375**	**3,756**
Planning Area 2									
Single-Family Detached Housing[1]	294	DU	53	153	206	173	103	276	2,772
PA 2 Gross Trip Generation			**53**	**153**	**206**	**173**	**103**	**276**	**2,772**
PA 2 Internal Trips			**(6)**	**(18)**	**(24)**	**(20)**	**(12)**	**(32)**	**(318)**
PA 2 External Trips			**47**	**135**	**182**	**153**	**91**	**244**	**2,454**
Planning Area 7A									
Soccer Complex[2]	1	Field	1	0	1	11	6	17	71
Tennis Courts[3]	2	Courts	4	2	6	4	4	8	61
Recreational Community Center[4]	54	TSF	68	35	103	64	71	135	1,556
Batting Cages[5]	1	Cage	0	0	0	1	1	2	16
Public Park[6]	17	AC	0	0	0	1	1	2	13
PA 7A Gross Trip Generation			**73**	**37**	**110**	**81**	**83**	**164**	**1,717**
PA 7A Internal Trips			**(11)**	**(5)**	**(16)**	**(12)**	**(12)**	**(24)**	**(248)**
PA 7A External Trips			**62**	**32**	**94**	**69**	**71**	**140**	**1,469**
Planning Area 11									
High-Cube Fulfillment Center Warehouse - Non-Sort[7]	1030.0	TSF							
Passenger Vehicles			92	14	106	56	92	148	1,803
Trucks (In PCE)			25	23	48	25	30	55	977
High-Cube Cold Storage Warehouse[8]	103.0	TSF							
Passenger Vehicles			7	1	8	3	6	9	151
Trucks (In PCE)			3	7	10	3	7	10	172
High-Cube Fulfillment Center Warehouse - Sort[9]	309.0	TSF							
Passenger Vehicles			73	16	89	104	98	202	1,134
Trucks (In PCE)			11	6	17	6	11	17	427
High-Cube Parcel Hub Warehouse[10]	309.0	TSF							
Passenger Vehicles			75	74	149	93	43	136	988
Trucks (In PCE)			83	84	167	103	50	153	1,109
General Light Industrial[11]	309.0	TSF							
Passenger Vehicles			172	8	180	7	151	158	1,183
Trucks (In PCE)			66	46	111	50	47	97	729

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Table 5-A - Project Trip Generation Summary

Land Use	Units	A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
PA 11 Total Passenger Vehicle Trip Generation		**419**	**113**	**532**	**263**	**390**	**653**	**5,259**
PA 11 Internal Passenger Vehicle Trips		**(25)**	**(7)**	**(32)**	**(15)**	**(23)**	**(38)**	**(308)**
PA 11 External Passenger Vehicle Trips		**394**	**106**	**500**	**248**	**367**	**615**	**4,951**
PA 11 Total Truck Trip Generation (In PCE)		**188**	**166**	**354**	**187**	**145**	**332**	**3,414**
PA 11 Total External Trip Generation (In PCE)		**582**	**272**	**854**	**435**	**512**	**947**	**8,365**
Planning Area 12								
High-Cube Fulfillment Center Warehouse - Non-Sort[7]	575.0 TSF							
Passenger Vehicles		51	8	59	31	52	83	1,007
Trucks (In PCE)		13	16	28	13	17	30	546
High-Cube Cold Storage Warehouse[8]	57.5 TSF							
Passenger Vehicles		4	0	4	2	3	5	85
Trucks (In PCE)		3	0	3	3	0	3	97
High-Cube Fulfillment Center Warehouse - Sort[9]	172.5 TSF							
Passenger Vehicles		41	8	49	58	55	113	633
Trucks (In PCE)		6	5	11	3	8	11	241
High-Cube Parcel Hub Warehouse[10]	172.5 TSF							
Passenger Vehicles		42	41	83	52	24	76	552
Trucks (In PCE)		45	50	95	58	30	87	621
General Light Industrial[11]	172.5 TSF							
Passenger Vehicles		96	4	100	4	84	88	661
Trucks (In PCE)		36	25	61	25	30	55	408
PA 12 Total Passenger Vehicle Trip Generation		**234**	**61**	**295**	**147**	**218**	**365**	**2,938**
PA 12 Internal Passenger Vehicle Trips		**(14)**	**(4)**	**(18)**	**(9)**	**(13)**	**(22)**	**(176)**
PA 12 External Passenger Vehicle Trips		**220**	**57**	**277**	**138**	**205**	**343**	**2,762**
PA 12 Total Truck Trip Generation (In PCE)		**103**	**96**	**199**	**102**	**85**	**187**	**1,913**
PA 12 Total External Trip Generation (In PCE)		**323**	**153**	**476**	**240**	**290**	**530**	**4,675**
PHASE 1 TRIP GENERATION SUMMARY								
PHASE 1 Total Passenger Vehicle Trip Generation		**860**	**597**	**1,457**	**928**	**951**	**1,879**	**16,911**
PHASE 1 Internal Passenger Vehicle Trips		**(65)**	**(60)**	**(125)**	**(85)**	**(77)**	**(162)**	**(1,519)**
PHASE 1 External Passenger Vehicle Trips		**795**	**537**	**1,332**	**843**	**874**	**1,717**	**15,392**
PHASE 1 Total Truck Trip Generation (In PCE)		**291**	**262**	**553**	**289**	**230**	**519**	**5,327**
PHASE 1 Total External Trip Generation (In PCE)		**1,086**	**799**	**1,885**	**1,132**	**1,104**	**2,236**	**20,719**

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Table 5-A - Project Trip Generation Summary

Land Use	Units		A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
PHASES 2 AND 3									
Planning Area 3									
Single-Family Detached Housing[1]	461	DU	83	240	323	272	161	433	4,347
PA 3 Gross Trip Generation			**83**	**240**	**323**	**272**	**161**	**433**	**4,347**
PA 3 Internal Trips			**(10)**	**(27)**	**(37)**	**(31)**	**(18)**	**(49)**	**(498)**
PA 3 External Trips			**73**	**213**	**286**	**241**	**143**	**384**	**3,849**
Planning Area 4									
Single-Family Detached Housing[1]	125	DU	23	65	88	74	44	118	1,179
Multifamily Housing (Low-Rise)[12]	250	DU	25	75	100	80	48	128	1,685
PA 4 Gross Trip Generation			**48**	**140**	**188**	**154**	**92**	**246**	**2,864**
PA 4 Internal Trips			**(6)**	**(18)**	**(24)**	**(20)**	**(12)**	**(32)**	**(365)**
PA 4 External Trips			**42**	**122**	**164**	**134**	**80**	**214**	**2,499**
Planning Area 5									
Multifamily Housing (Low-Rise)[12]	140	DU	14	42	56	45	27	72	944
PA 5 Gross Trip Generation			**14**	**42**	**56**	**45**	**27**	**72**	**944**
PA 5 Internal Trips			**(2)**	**(5)**	**(7)**	**(6)**	**(3)**	**(9)**	**(121)**
PA 5 External Trips			**12**	**37**	**49**	**39**	**24**	**63**	**823**
Planning Area 6									
Elementary School[13]	750	Students	300	255	555	53	68	121	1,703
PA 6 Gross Trip Generation			**300**	**255**	**555**	**53**	**68**	**121**	**1,703**
PA 6 Internal Trips			**(68)**	**0**	**(68)**	**0**	**(15)**	**(15)**	**(193)**
PA 6 External Trips			**232**	**255**	**487**	**53**	**53**	**106**	**1,510**
Planning Area 10									
High-Cube Fulfillment Center Warehouse - Non-Sort[7]	1150.0	TSF							
Passenger Vehicles			103	15	118	63	103	166	2,013
Trucks (In PCE)			28	27	55	28	33	61	1,092
High-Cube Cold Storage Warehouse[8]	115.0	TSF							
Passenger Vehicles			8	1	9	3	7	10	169
Trucks (In PCE)			3	7	10	3	10	13	192
High-Cube Fulfillment Center Warehouse - Sort[9]	345.0	TSF							
Passenger Vehicles			82	17	99	116	109	225	1,266
Trucks (In PCE)			11	13	24	6	14	20	478

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Table 5-A - Project Trip Generation Summary

Land Use	Units	A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
High-Cube Parcel Hub Warehouse[10]	345.0 TSF							
Passenger Vehicles		83	84	167	104	48	152	1,103
Trucks (In PCE)		95	90	185	115	55	170	1,237
General Light Industrial[11]	345.0 TSF							
Passenger Vehicles		192	9	201	7	169	176	1,321
Trucks (In PCE)		75	47	122	55	54	108	815
PA 10 Total Passenger Vehicle Trip Generation		**468**	**126**	**594**	**293**	**436**	**729**	**5,872**
PA 10 Internal Passenger Vehicle Trips		**(25)**	**(7)**	**(32)**	**(16)**	**(23)**	**(39)**	**(314)**
PA 10 External Passenger Vehicle Trips		**443**	**119**	**562**	**277**	**413**	**690**	**5,558**
PA 10 Total Truck Trip Generation (In PCE)		**212**	**184**	**396**	**207**	**166**	**373**	**3,814**
PA 10 Total External Trip Generation (In PCE)		**655**	**303**	**958**	**484**	**579**	**1,063**	**9,372**
Planning Area 9								
Recreational Community Center[14]	120.0 TSF	151	78	229	142	158	300	3,458
PA 9 Gross Trip Generation		**151**	**78**	**229**	**142**	**158**	**300**	**3,458**
PA 9 Internal Trips		**(6)**	**(3)**	**(9)**	**(6)**	**(7)**	**(13)**	**(146)**
PA 9 External Trips		**145**	**75**	**220**	**136**	**151**	**287**	**3,312**
Planning Area 13								
Shopping Center[15]	560.0 TSF							
Gross Trip Generation		292	179	471	914	990	1,904	20,726
Internal Trips		(23)	(14)	(37)	(73)	(79)	(152)	(1,650)
Gross External Trips		269	165	434	841	911	1,752	19,076
Pass-by Trips[16]		0	0	0	(160)	(173)	(333)	(3,624)
Net External Trips		269	165	434	681	738	1,419	15,452
PA 13 Gross Trip Generation		**292**	**179**	**471**	**914**	**990**	**1,904**	**20,726**
PA 13 Internal Trips		**(23)**	**(14)**	**(37)**	**(73)**	**(79)**	**(152)**	**(1,650)**
PA 13 Gross External Trips		**269**	**165**	**434**	**841**	**911**	**1,752**	**19,076**
PA 13 Pass-by Trips		**0**	**0**	**0**	**(160)**	**(173)**	**(333)**	**(3,624)**
PA 13 Net External Trips		**269**	**165**	**434**	**681**	**738**	**1,419**	**15,452**
PHASE 2 AND 3 TRIP GENERATION SUMMARY								
PHASE 2 AND 3 Total Passenger Vehicle Trip Generation		**1,356**	**1,060**	**2,416**	**1,873**	**1,932**	**3,805**	**39,914**
PHASE 2 AND 3 Internal Passenger Vehicle Trips		**(140)**	**(74)**	**(214)**	**(152)**	**(157)**	**(309)**	**(3,287)**
PHASE 2 AND 3 Total Gross External Passenger Vehicle Trips		**1,216**	**986**	**2,202**	**1,721**	**1,775**	**3,496**	**36,627**
PHASE 2 AND 3 Pass-By Trips		**0**	**0**	**0**	**(160)**	**(173)**	**(333)**	**(3,624)**
PHASE 2 AND 3 Total Net External Passenger Vehicle Trips		**1,216**	**986**	**2,202**	**1,561**	**1,602**	**3,163**	**33,003**
PHASE 2 AND 3 Total Truck Trip Generation (In PCE)		**212**	**184**	**396**	**207**	**166**	**373**	**3,814**
PHASE 2 AND 3 Total External Trip Generation (In PCE)		**1,428**	**1,170**	**2,598**	**1,768**	**1,768**	**3,536**	**36,817**

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Table 5-A - Project Trip Generation Summary

Land Use	Units	A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
TOTAL TRIP GENERATION SUMMARY								
Total Passenger Vehicle Trip Generation		**2,216**	**1,657**	**3,873**	**2,801**	**2,883**	**5,684**	**56,825**
Total Internal Passenger Vehicle Trips		**(205)**	**(134)**	**(339)**	**(237)**	**(234)**	**(471)**	**(4,806)**
Total Gross External Passenger Vehicle Trips		**2,011**	**1,523**	**3,534**	**2,564**	**2,649**	**5,213**	**52,019**
Total Pass-By Trips		**0**	**0**	**0**	**(160)**	**(173)**	**(333)**	**(3,624)**
Total Net External Passenger Vehicle Trips		**2,011**	**1,523**	**3,534**	**2,404**	**2,476**	**4,880**	**48,395**
Total Truck Trip Generation (In PCE)		**503**	**446**	**949**	**496**	**396**	**892**	**9,141**
Total Net External Trip Generation (In PCE)		**2,514**	**1,969**	**4,483**	**2,900**	**2,872**	**5,772**	**57,536**

Notes:

TSF = Thousand Square Feet , DU = Dwelling Units, AC = Acres; PCE = Passenger Car Equivalents

[1] Rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition), Land Use 210 - "Single-Family Detached Housing", Setting/Location - "General Urban/Suburban."

[2] Rates from the ITE *Trip Generation Manual* (11th Edition), Land Use 488 - "Soccer Complex", Setting/Location - "General Urban/Suburban."

[3] Rates from the ITE *Trip Generation Manual* (11th Edition), Land Use 490 - "Tennis Courts", Setting/Location - "General Urban/Suburban." Since inbound and outbound splits are not available for the p.m. peak hour, the splits were obtained from a similar Land Use 491 - "Racquet/Tennis Club" in the ITE *Trip Generation Manual.*

[4] Rates from the ITE *Trip Generation Manual* (11th Edition), Land Use 495 - "Recreational Community Center", Setting/Location - "General Urban/Suburban."

[5] Rates from the ITE *Trip Generation Manual* (11th Edition), Land Use 433 - "Batting Cages", Setting/Location - "General Urban/Suburban." Since there is no data available for daily trips, the ratio of daily and p.m. peak hour rates was obtained from Land Use 490 - "Tennis Courts" and applied to the p.m. peak peak hour rate for this land use.

[6] Rates from the ITE *Trip Generation Manual* (11th Edition), Land Use 411 - "Public Park", Setting/Location - "General Urban/Suburban."

[7] Passenger vehicle and truck rates were obtained from Western Riverside Council of Government (WRCOG) Transportation Uniform Mitigation Fee (TUMF) Program "High-Cube Warehouse Trip Generation Study", dated January 2019. Passenger vehicles and truck inbound and outbound splits were obtained from the ITE *Trip Generation Manual* (11th Edition) for Land Use 155 – "High-Cube Fulfillment Center Warehouse - Non-Sort", Setting/Location - "General Urban/Suburban." The truck mix percentages were obtained from South Coast Air Quality Management District (SCAQMD) recommendations for warehousing projects. As such, The truck mix was considered as 21.9% 2-axle trucks, 17.7% 3-axle trucks, and 60.3% 4 or more axle trucks. All truck trips were converted to passenger PCEs using a 1.5 PCE factor for 2-axle trucks, 2.0 for 3-axle trucks, and 3.0 for 4 or more axle trucks.

[8] Rates from ITE Trip Generation Manual (11th Edition) for Land Use 157 – "High-Cube Cold Storage Warehouse", Setting/Location - "General Urban/Suburban." The resulting trips were converted to trucks and passenger vehicles based on SCAQMD recommendations for warehousing projects. As such, 31 percent of project traffic will be trucks. Based on Vehicle Mix from the SCAQMD, the truck mix was considered as 6.8% 2-axle trucks, 5.5% 3-axle trucks, and 18.7% 4 or more axle trucks. Since peak hour inbound and outbound splits are not available for Land Use 157, inbound and outbound splits for total vehicles (passenger vehicles + trucks) and trucks for Land Use 155 - "High Cube Fulfillment Center Warehouse" have been used to determine the inbound and outbound split in the peak hours. Inbound and outbound splits for passenger vehicles have been developed by subtracting all truck inbound and outbound rates from the total vehicles inbound and outbound rates, respectively. All truck trips were converted to passenger Passenger Vehicle equivalents (PCEs) using a 1.5 PCE factor for 2-axle trucks, 2.0 for 3-axle trucks, and 3.0 for 4 or more axle trucks.

[9] Trip generation rates, including passenger vehicle and 2-axle, 3-axle and 4 or more axle truck trip rates are based on survey data of seven Amazon fulfillment centers in the Inland Empire.

[10] Rates from the ITE Trip Generation Manual (11th Edition) rates for Land Use 156 – "High-Cube Parcel Hub Warehouse", Setting/Location - "General Urban/Suburban." The resulting trips were converted to trucks and passenger vehicles based on SCAQMD recommendations for warehousing projects. As such, 31 percent of project traffic will be trucks. Based on Vehicle Mix from the SCAQMD, the truck mix was considered as 6.8% 2-axle trucks, 5.5% 3-axle trucks, and 18.7% 4 or more axle trucks.All truck trips were converted to passenger Passenger Vehicle equivalents (PCEs) using a 1.5 PCE factor for 2-axle trucks, 2.0 for 3-axle trucks, and 3.0 for 4- and more axle trucks.

[11] Rates from the *ITE Trip Generation Manual* (11th Edition), Land Use 110 - "General Light Industrial", Setting/Location - "General Urban/Suburban." Project trips were converted to trucks and passenger vehicles based on the *City of Fontana Truck Trip Generation Study* , dated August 2003. As such, 21.4 percent of project traffic will be trucks. Based on Vehicle Mix from the Fontana study, the truck mix is 8.0% 2-axle trucks, 3.9% 3-axle trucks, and 9.5% 4 or more axle trucks. All truck trips were converted to PCEs using a 1.5 PCE factor for 2-axle trucks, 2.0 for 3-axle trucks, and 3.0 for 4- and more axle trucks.

[12] Rates from the ITE *Trip Generation Manual* (11th Edition), Land Use 220 - "Multifamily Housing (Low-Rise)", Setting/Location - "General Urban/Suburban."

[13] Rates from the ITE *Trip Generation Manual* (11th Edition), Land Use 520 - "Elementary School", Setting/Location - "General Urban/Suburban." The estimated enrollment for this school is 750 students.

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Table 5-A - Project Trip Generation Summary

Land Use	Units	A.M. Peak Hour			P.M. Peak Hour			Daily
		In	Out	Total	In	Out	Total	

[14] Planning area 9 is designateded to be a Public Facility (PF)/ Civic Node site, as included in the *Menifee Valley Specific Plan* , dated February 16, 2022 prepared by Brookfield Properties. The document also include all the permitted land uses for this planning area. Trip generation rates for all these permitted land uses were reviewed to determine the land use with the highest trip generation rates as a conservative estimate. Though the highest trip generator land use was found to be Land use 732 - "United States Post Office", due to presence of an existing post office near the project site that land use was not selected, and rates from the ITE Trip Generation Manual(11th Edition), Land Use 495 - "Recreational Community Center", Setting/Location - "General Urban/Suburban" was used to develop the trip generation for this facility.

[15] Rates from the ITE *Trip Generation Manual* (11th Edition), Land Use 820 - "Shopping Center (>150k)", Setting/Location - "General Urban/Suburban."

[16] Pass-by rates from the ITE *Trip Generation Manual* (11th Edition) for Land Use 820 - "Shopping Center (>150k)." A pass-by rate of 19% was used for the p.m. peak hour. Since daily pass-by rates are not available for this land use in the ITE *Trip Generation Manual* , the p.m. pass-by rate was used as the daily pass-by rate.

6.0 TRAFFIC VOLUMES FOR PLUS PROJECT SCENARIOS

Existing, Phase 1 Opening Year Cumulative (2025), Phases 2 and 3 Opening Year Cumulative (2026), and Horizon Year (2045) with project traffic volumes were developed by adding project traffic to the corresponding without project scenarios. Figures 6-1A through 6-4E illustrate "plus project" peak-hour traffic volumes at study intersections under Existing, Phase 1 Opening Year Cumulative (2025), Phases 2 and 3 Opening Year Cumulative (2026), and Horizon Year (2045) conditions.

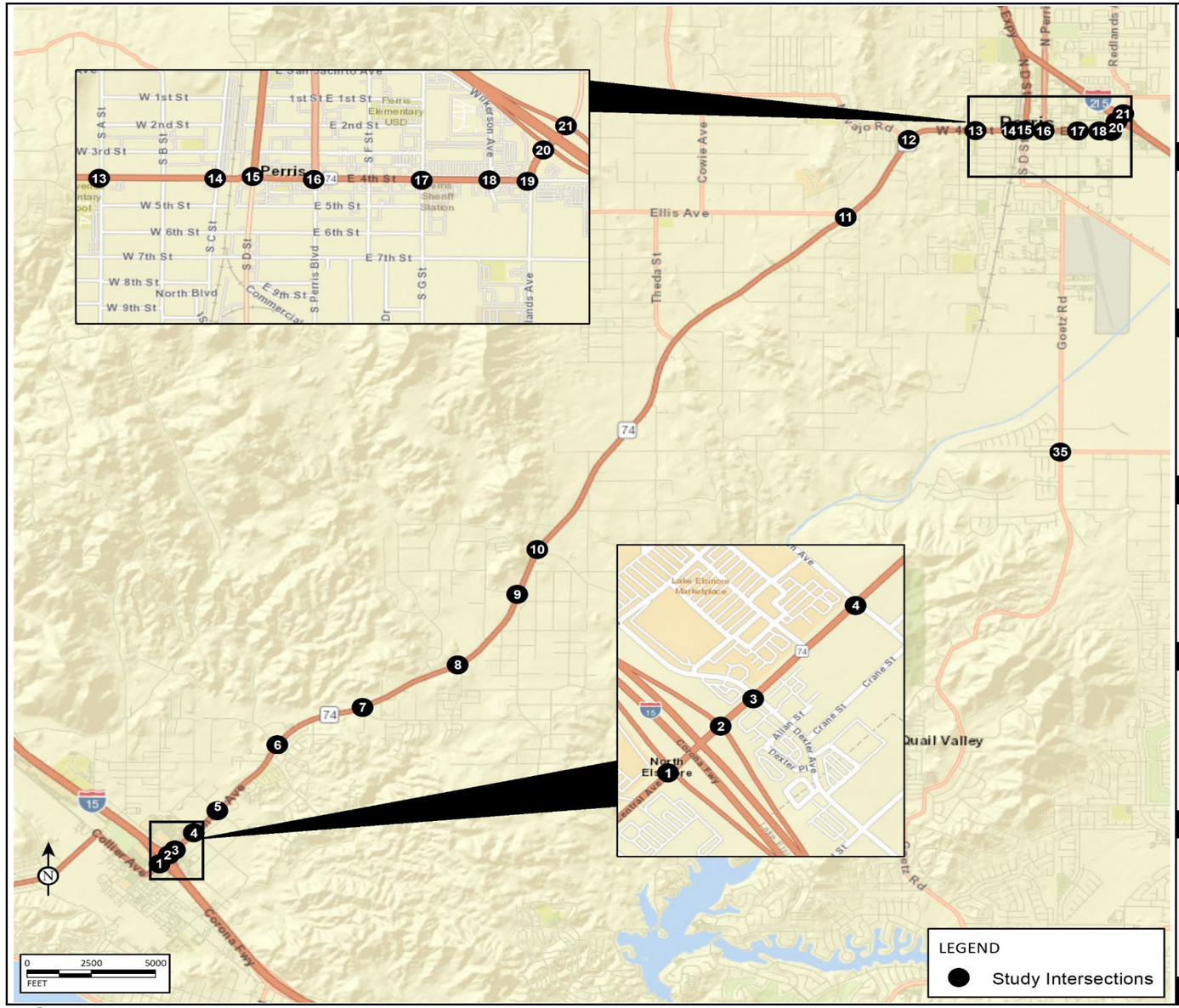
Previously referenced Tables 4-A, 4-J, 4-K, and 4-I summarize the "plus project" daily study roadway segment traffic volumes for Existing, Phase 1 Opening Year Cumulative (2025), Phases 2 and 3 Opening Year Cumulative (2026), and Horizon Year (2045) conditions, respectively.

Detailed volume development worksheets are included in Appendix C.

6.1 LIST OF CHAPTER 6.0 FIGURES

- Figure 6-1A: Existing Plus Project Peak Hour Traffic Volumes (Int. 1-21)
- Figure 6-1B: Existing Plus Project Peak Hour Traffic Volumes (Int. 22-45)
- Figure 6-1C: Existing Plus Project Peak Hour Traffic Volumes (Int. 46-64 & Int. 113-117)
- Figure 6-1D: Existing Plus Project Peak Hour Traffic Volumes (Int. 65-95)
- Figure 6-1E: Existing Plus Project Peak Hour Traffic Volumes (Int. 96-112)
- Figure 6-2A: Phase 1 Opening Year Cumulative (2025) Plus Project Peak Hour Traffic Volumes (Int. 1-21)
- Figure 6-2B: Phase 1 Opening Year Cumulative (2025) Plus Project Peak Hour Traffic Volumes (Int. 22-45)
- Figure 6-2C: Phase 1 Opening Year Cumulative (2025) Plus Project Peak Hour Traffic Volumes (Int. 46-64 & Int. 113-117)
- Figure 6-2D: Phase 1 Opening Year Cumulative (2025) Plus Project Peak Hour Traffic Volumes (Int. 65-95)
- Figure 6-2E: Phase 1 Opening Year Cumulative (2025) Plus Project Peak Hour Traffic Volumes (Int. 96-112)
- Figure 6-3A: Phases 2 and 3 Opening Year Cumulative (2026) Plus Project Peak Hour Traffic Volumes (Int. 1-21)
- Figure 6-3B: Phases 2 and 3 Opening Year Cumulative (2026) Plus Project Peak Hour Traffic Volumes (Int. 22-45)
- Figure 6-3C: Phases 2 and 3 Opening Year Cumulative (2026) Plus Project Peak Hour Traffic Volumes (Int. 46-64 & Int. 113-117)
- Figure 6-3D: Phases 2 and 3 Opening Year Cumulative (2026) Plus Project Peak Hour Traffic Volumes (Int. 65-95)
- Figure 6-3E: Phases 2 and 3 Opening Year Cumulative (2026) Plus Project Peak Hour Traffic Volumes (Int. 96-112)
- Figure 6-4A: Horizon Year (2045) Plus Project Peak Hour Traffic Volumes (Int. 1-21)
- Figure 6-4B: Horizon Year (2045) Plus Project Peak Hour Traffic Volumes (Int. 22-45)

- Figure 6-4C: Horizon Year (2045) Plus Project Peak Hour Traffic Volumes (Int. 46-64 & Int. 113-117)
- Figure 6-4D: Horizon Year (2045) Plus Project Peak Hour Traffic Volumes (Int. 65-95)
- Figure 6-4E: Horizon Year (2045) Plus Project Peak Hour Traffic Volumes (Int. 96-112)



1 I-15 SB Ramps/Central Ave

203/180	0/1	441/686
784/1118		1301/1290
500/569		664/568

2 I-15 NB Ramps/Central Ave

		579/542
82/150		1511/1413
1144/1653	454/445	36 / 531/615

3 Dexter Ave/Central Ave

414/356	140/104	63/40
332/333		177/67
1206/1701		1559/1420
136/235		89/122
	117/181	184/168
		56/99

4 Cambern Ave/Central Ave

86/76	48/78	124/224
126/215		105/179
1127/1452		1551/1117
29/56		74/114
	73/137	29/70
		39/149

5 Conard Ave/Central Ave

27/23	11/4	104/79
9/18		140/31
1261/1795		1669/1369
20/12		11/9
	33/18	13/9
		24/62

6 El Toro Cut Off Rd/Central Ave - SR-74

25/30	2/5	11/5
20/15		1616/1233
1189/1753		

7 Riverside St/SR-74

		1378/1112
		7/11
1015/1534		
140/175		
	275/114	6/8

8 Wasson Canyon Rd/SR-74

		1320/1095
		9/36
987/1550		
7/11		
	15/16	
	33/24	

9 SR-74/Meadowbrook Ave - Greenwald Ave

24/41	982/985	37/69
67/35		85/55
14/18		12/18
42/16		283/110
	18/20	881/1282
		111/216

10 SR-74/River Rd

1027/1109	1803	35/27
		9/7
	1018/1339	6/8

11 SR-74/Ellis Ave

238/138	782/972	
241/213		
74/47		
	67/52	842/1012

12 Navajo Rd/4th St

49/35	526/418	365/450
36/41		991/1038
1029/1180		

13 A St/4th St

216/190	134/48	83/40
196/138		37/26
1221/1253		995/1171
59/70		76/37
	130/145	179/58
		62/44

14 C St/4th St

355/441	45/31	42/24
268/294		50/31
1063/1014		793/852
5/5		0/1
	6/2	74/29
		289

15 D St/4th St

73/96	68/127	11/45
132/123		16/23
973/902		746/752
29/21		31/49
	23/36	103/90
		30/35

16 Perris Blvd/4th St

202/210	254/298	68/94
304/276		42/62
646/650		538/558
42/43		46/63
	46/41	398/286
		45/43

17 G St/4th St

14/56	18/60	68/79
38/60		60/40
639/704		596/614
19/16		27/48
	10/23	40/59
		43/68

18 Wilkerson Ave/4th St

22/45	9/12	86/188
34/44		113/112
657/740		645/654
30/44		12/20
	34/29	6/17
		18/0

19 Redlands Ave/4th St

758/716	342/305	31/28
718/887		23/61
23/25		5/18
31/64		3/10
	31/51	266/307
		7/8

20 Redlands Ave/I-215 SB Ramps

984/858	463/368	
126/188		
0/5		
148/191		
	566/736	441/519

21 Redlands Ave/I-215 NB Ramps

151/112	974/748	349/557
		473/478
	132/173	560/751

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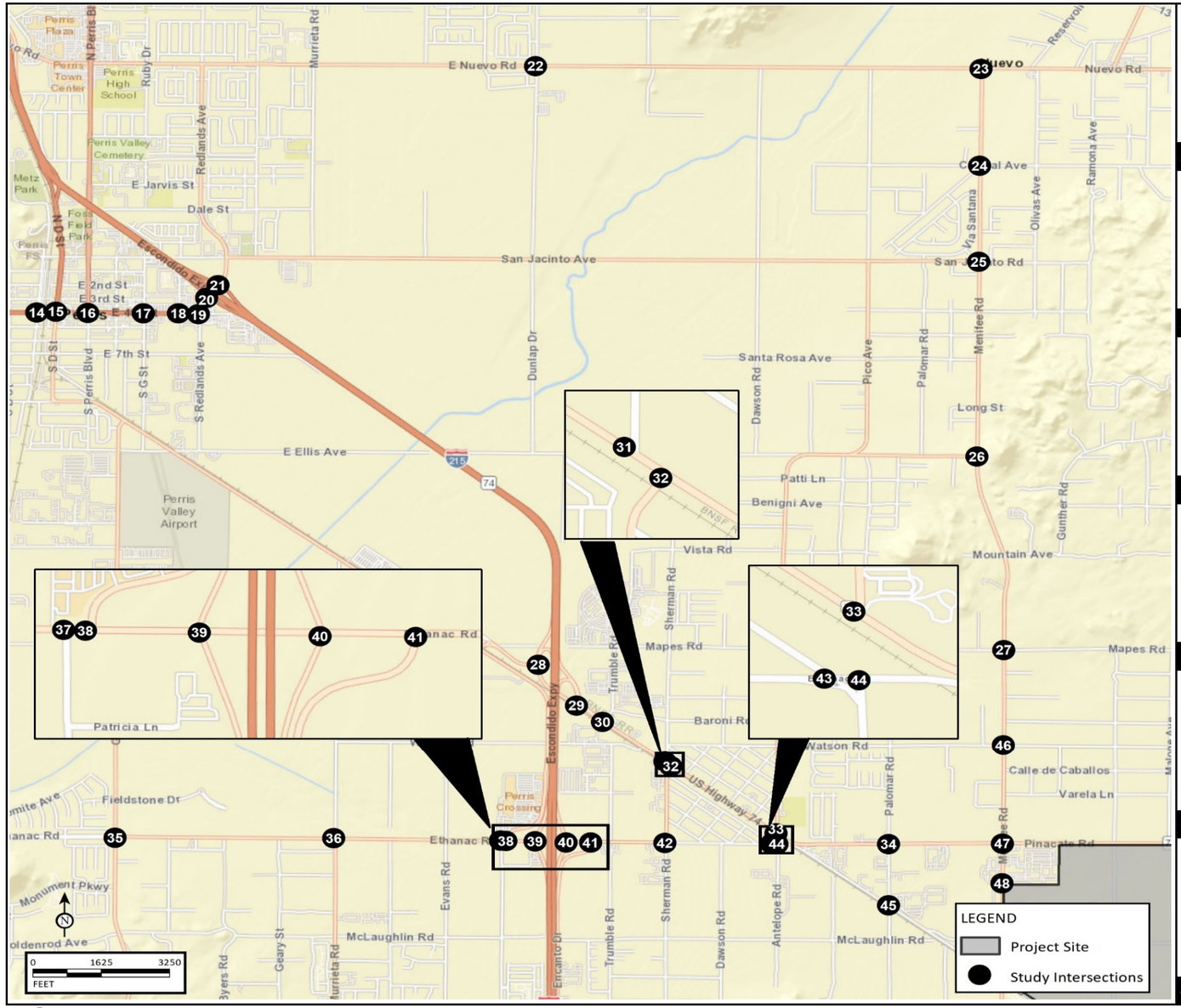
FIGURE 6-1A

XXXX/YYYY
AM/PM Peak Hour Traffic Volumes (in PCEs)

Menifee Valley Specific Plan
Traffic Study
Existing plus Project Peak Hour Traffic Volumes (Int. 1-21)



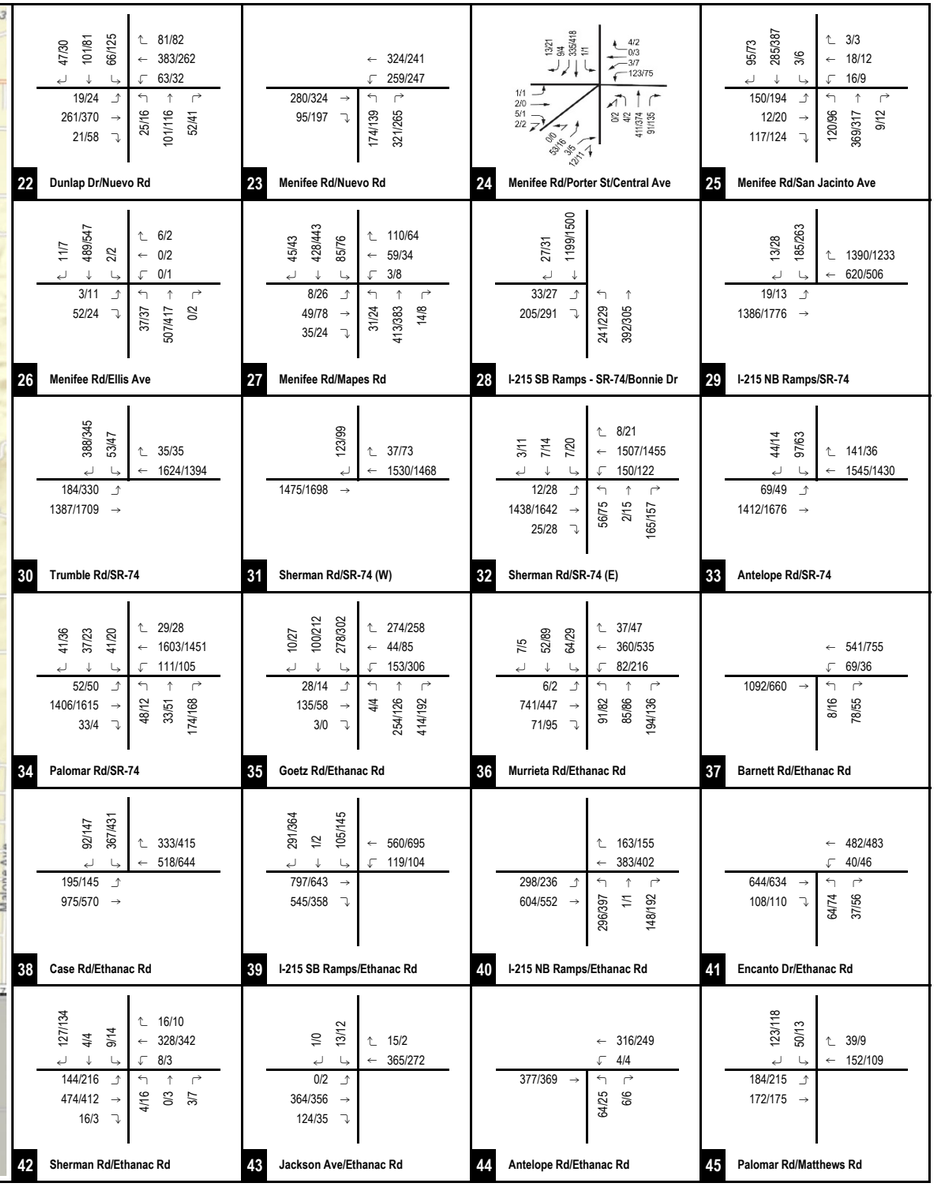


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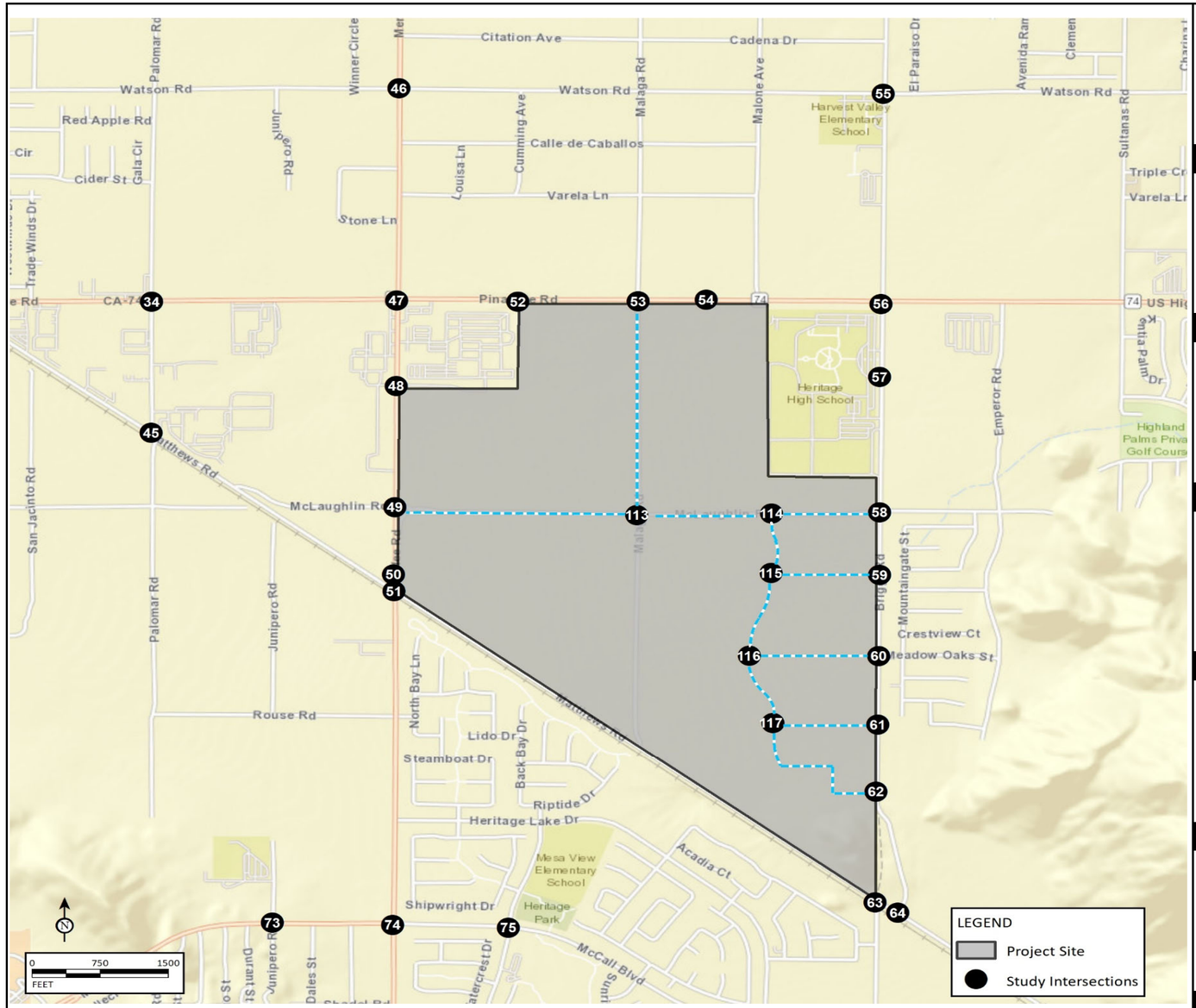
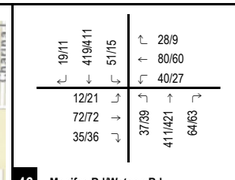
FIGURE 6-1B

Menifee Valley Specific Plan
Traffic Study

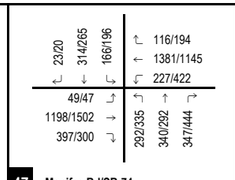
XXXX/YYYY
AM/PM Peak Hour Traffic Volumes (in PCEs)

Existing plus Project Peak Hour Traffic Volumes (Int. 22-45)

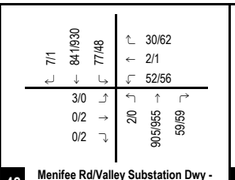




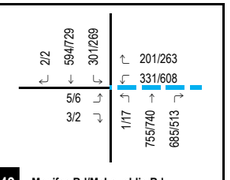
46 Menifee Rd/Watson Rd



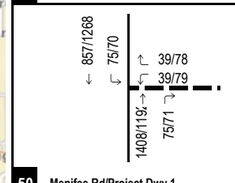
47 Menifee Rd/SR-74



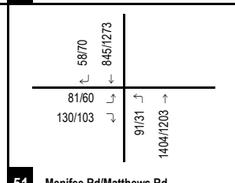
48 Menifee Rd/Valley Substation Dwy - Biscayne



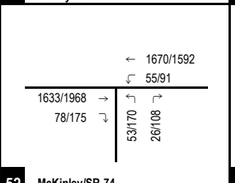
49 Menifee Rd/McLaughlin Rd



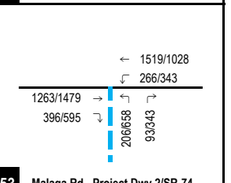
50 Menifee Rd/Project Dwy 1



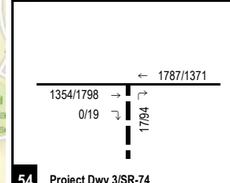
51 Menifee Rd/Matthews Rd



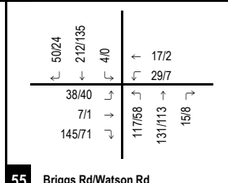
52 McKinley/SR-74



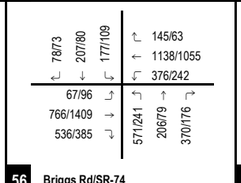
53 Malaga Rd - Project Dwy 2/SR-74



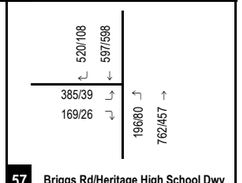
54 Project Dwy 3/SR-74



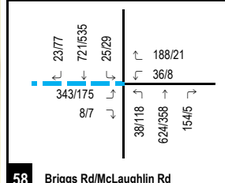
55 Briggs Rd/Watson Rd



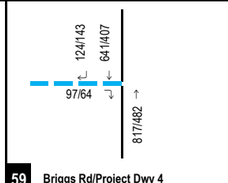
56 Briggs Rd/SR-74



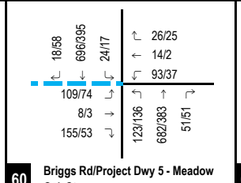
57 Briggs Rd/Heritage High School Dwy



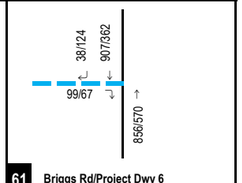
58 Briggs Rd/McLaughlin Rd



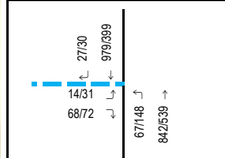
59 Briggs Rd/Project Dwy 4



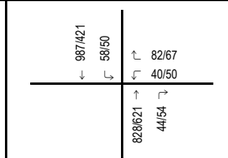
60 Briggs Rd/Project Dwy 5 - Meadow Oak St



61 Briggs Rd/Project Dwy 6



62 Briggs Rd/Project Dwy 7 - Hillridge St



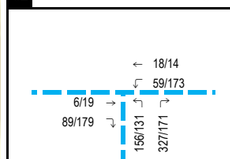
63 Briggs Rd/Matthews Rd

Intersection Does Not Exist

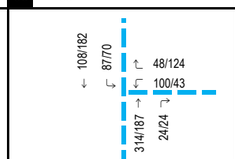
64 Briggs Rd/Case Rd



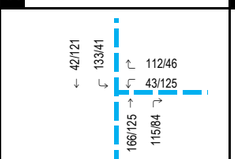
113 Malaga Rd - Project Dwy 2/McLaughlin Rd



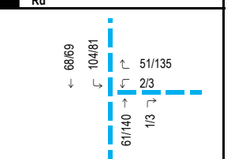
114 Residential Central Spine/McLaughlin Rd



115 Residential Central Spine/Project Dwy 4



116 Residential Central Spine/Project Dwy 5



117 Residential Central Spine/Project Dwy 6

LSA

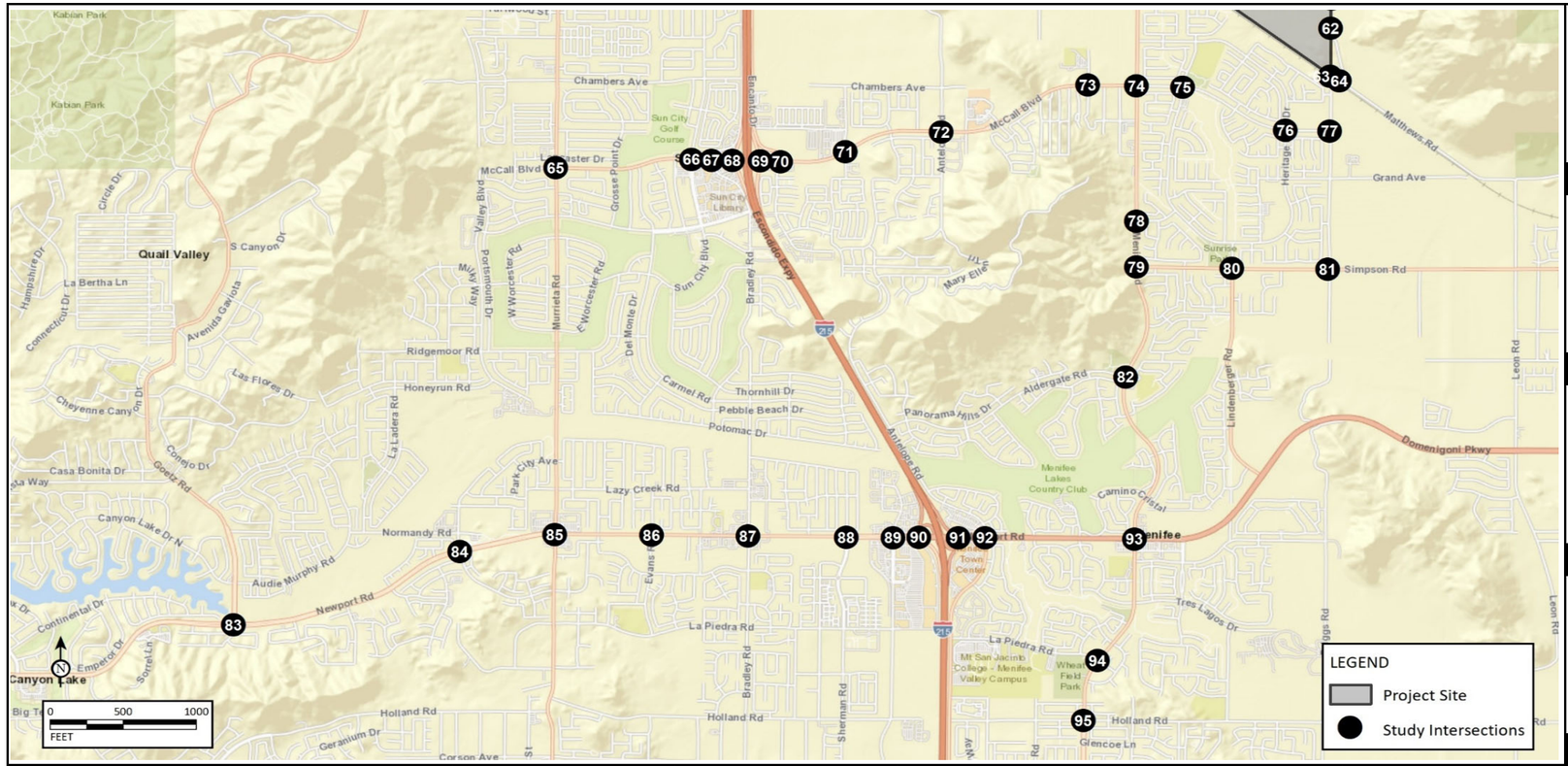
FIGURE 6-1C

XXXX/YYYY
AM/PM Peak Hour Traffic Volumes (in PCEs)

Internal Project Roadway
Project Driveway

Menifee Valley Specific Plan
Traffic Study
Existing plus Project Peak Hour Traffic Volumes (Int. 46-64 & Int. 113-117)

P:\CIM2106 MVSP EIR\02 Technical Study - Peer Review\2.1 Traffic - VMT\July 2023\Volume Figures\Existing\2022_Ex_WP_Vol_Z3.xlsx (8/31/2023)



65 Murrieta Rd/McCall Blvd			66 Sun City Blvd/McCall Blvd			67 Bradley Rd/McCall Blvd		
93/36	138/170	66/83	10/19	55/60	91/102	15/8	50/49	144/108
81/27	↓	99/102	29/31	↓	61/108	6/6	↓	87/117
222/131	→	129/165	360/358	→	394/547	558/607	→	614/853
1/2	↘	98/211	55/52	↘	240/268	60/62	↘	442/503
		1/2			38/76			52/59
		↑			↑			43/61
		156/189			48/101			↑
		137/128			89/147			377/512

68 I-215 SB Ramps/McCall Blvd			69 I-215 NB Ramps/McCall Blvd			70 Encanto Drive/McCall Blvd		
298/507	3/0	194/374			448/205	148/133	16/17	19/30
720/931	↓	844/966	231/301	↓	1598/1446	109/150	↓	17/20
359/296	↘	976/885	683/1004	↘	222/407	1314/1831	↘	1722/1367
					4/5	97/231		57/36
					837/1209			176/150
					↑			20/21
					231/301			56/27

71 Sherman Rd/McCall Blvd			72 Antelope Rd/McCall Blvd			73 Junipero Rd/McCall Blvd		
56/22	16/10	44/25	74/41	2/3	21/13	175/34	1/0	63/8
121/83	↓	47/26	42/56	↓	46/12	189/19	↓	146/10
1342/1737	→	1565/1288	1403/1589	→	1461/1285	1386/1520	→	1451/1271
33/75	↘	37/41	14/47	↘	45/25	2/4	↘	2/0
		88/76			45/23			4/4
		↑			8/2			4/0
		26/11			84/33			↑
		32/32						4/1

74 Menifee Rd/McCall Blvd			75 Heritage Lake Dr (W)/McCall Blvd			76 Heritage Lake Dr (E)/McCall Blvd		
475/755	304/426	161/118	72/38	103/15	35/10	38/20	116/19	60/22
729/734	↓	206/82	86/42	↓	108/10	19/34	↓	40/20
445/616	→	802/376	427/587	→	740/351	344/435	→	562/281
279/179	↘	44/20	142/146	↘	39/29	163/93	↘	78/38
		322/150			239/89			212/64
		↑			↑			112/18
		434/451			171/14			↑
		46/39			52/28			104/42

77 Briggs Rd/McCall Blvd			78 Menifee Rd/Coastline Ave			79 Menifee Rd/Simpson Rd		
619/294	416/155		561/582	68/50	108/24	467/458	166/172	201/185
439/459	↓		↓	↘	72/48	↓	↘	230/167
68/42	↘	49/35	706/637	→	26/74	532/526	→	141/229
		↑			↑			↑
		392/224						

80 Lindenberger Rd/Simpson Rd			81 Briggs Rd/Simpson Rd			82 Menifee Rd/Aldergate Dr - Carnelian Way		
57/38	137/63	66/14	239/124	102/65	56/81	40/38	571/562	129/18
54/42	↓	43/35	226/181	↓	253/247	52/40	↓	114/10
243/298	→	319/264	268/218	→		3/0	→	5/0
32/49	↘	118/52				17/11	↘	161/38
		50/61						31/12
		↑						↑
		105/90						469/721
		170/91						84/33

83 Goetz Rd - Buckstone Ln/Railroad Canyon Rd - Newport Rd			84 Berea Rd-Murphy Ranch Rd/Newport Rd			85 Murrieta Rd/Newport Rd		
594/366	1/0	473/279	75/29	161/30	194/203	113/244	218/57	116/84
254/558	↓	284/349	45/41	↓	156/349	142/190	↓	88/62
566/1016	→	720/843	973/1257	→	919/1207	828/1370	→	902/1072
0/9	↘	15/21	203/66	↘	4/18	106/223	↘	147/232
		11/7			140/76			194/294
		↑			↑			↑
		3/5			98/5			226/137
		236			12/40			128/183

86 Evans Rd/Newport Rd					
20/20	159/18	55/54			25/58
15/24	↓	↘			978/1408
1237/1456	→	73/55			72/51
33/198	↘	108/54			
		58/334			
		↑			
		↑			

87 Bradley Rd/Newport Rd			88 Avenida De Cortez - Town Center Dr/Newport Rd			89 Haun Rd/Newport Rd		
67/114	281/218	189/289	19/6	17/13	75/69	47/173	30/144	150/425
86/172	↓	125/367	9/9	↓	21/80	182/129	↓	389/262
1160/1173	→	854/1225	1610/1664	→	1242/1742	1508/1438	→	1261/1536
100/138	↘	315/278	55/84	↘	123/193	94/209	↘	468/833
		151/156			86/82			105/333
		↑			8/21			57/71
		179/232			↑			↑
		292/198			243/176			475/849

90 I-215 SB Ramps/Newport Rd			91 I-215 NB Ramps/Newport Rd			92 Antelope Rd/Newport Rd		
528/699	308/534	911/606			480/438	286/357	71/115	88/121
1540/2226	→	← 1594/1934	1330/2096	→	← 2161/1957	191/481	→	130/125
594/489	↘		518/664	↘	89/130	1419/1999	↘	1792/1476
					344/583	237/407		89/130
					↑			563/562
					579/878			78/141
					↑			↑
								86/170

93 Menifee Rd/Newport Rd			94 Menifee Rd/La Piedra Rd			95 Menifee Rd/Holland Rd		
450/381	308/250	97/83	256/96	438/327		95/38	447/247	64/60
301/500	↓	58/73	171/122	↓		92/42	↓	123/44
1180/1649	→	1291/1135	214/43	↘		74/140	→	200/122
127/146	↘	105/107				6/34	↘	57/12
		177/162			221/55			24/23
		↑			↑			↑
		262/405			346/380			369/377
		93/98						60/31

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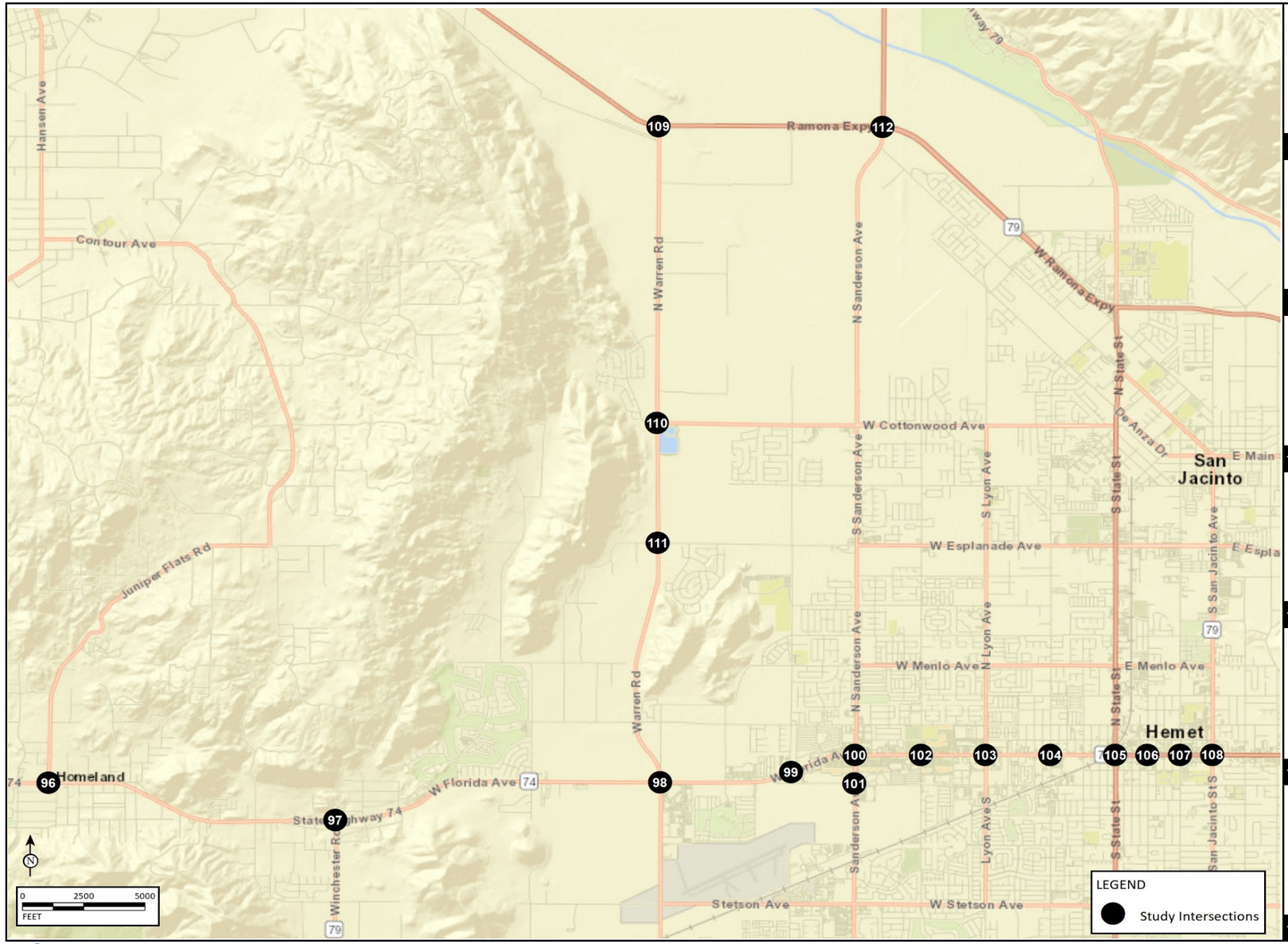
FIGURE 6-1D

XXXX/YYYY
AM/PM Peak Hour Traffic Volumes (in PCEs)

Menifee Valley Specific Plan
Traffic Study
Existing plus Project Peak Hour Traffic Volumes (Int. 65-95)



126/72	0/1	89/71	↰ 50/90	4/10	25/18	17/18	↰ 28/22	196/199	254/198	20/26	↰ 5/15
↲	↓	↘	← 1247/1200	↲	↓	↘	← 919/1163	↲	↓	↘	← 635/887
92/85	↱		↖ 0/3	11/18	↱		↖ 512/418	236/229	↱		↖ 173/141
1040/1360	→		↑ 0/1	977/1300	→		↑ 127/180	775/992	→		↑ 214/253
0/2	↴		↗ 0/4	156/117	↴		↗ 10/17	197/161	↴		↗ 142/266
							490/475				169/195
96 Juniper Flats Rd/SR-74				**97** Vista Pl - Winchester Rd/SR-74 - Florida Ave				**98** Warren Rd/Florida Ave			
128/154	116/93	47/85	↰ 31/52	115/117	680/799	127/178	↰ 90/142	3/9	712/880	73/191	↰ 124/182
↲	↓	↘	← 520/749	↲	↓	↘	← 397/539	↲	↓	↘	← 155/221
107/148	↱		↖ 8/43	184/290	↱		↖ 149/274	8/11	↱		↖ 144/147
651/794	→		↑	458/640	→		↑	162/270	→		↑
29/54	↴		↗	45/79	↴		↗	145/182	↴		↗
		168/244	76/65			115/192	652/660			108/99	782/893
99 Cawston Ave/Florida Ave			14/23	**100** Sanderson Ave/Florida Ave			72/159	**101** Sanderson Ave/Acacia Ave			131/87
87/178	228/321	65/80	↰ 43/55	65/75	143/214	59/108	↰ 43/77	335/7	155/201	22/29	↰ 29/32
↲	↓	↘	← 583/819	↲	↓	↘	← 644/897	↲	↓	↘	← 693/920
61/220	↱		↖ 59/134	57/111	↱		↖ 68/97	43/63	↱		↖ 84/98
566/911	→		↑	586/896	→		↑	628/920	→		↑
53/100	↴		↗	24/42	↴		↗	43/60	↴		↗
		56/106	241/366			46/77	151/177			66/69	134/176
102 Kirby St/Florida Ave			56/64	**103** Lyon Ave/Florida Ave			67/94	**104** Palm Ave/Florida Ave			65/80
112/173	214/338	96/99	↰ 59/69	28/31	109/175	25/37	↰ 14/25	26/38	53/62	20/23	↰ 20/17
↲	↓	↘	← 694/831	↲	↓	↘	← 729/888	↲	↓	↘	← 711/855
77/93	↱		↖ 43/55	19/27	↱		↖ 35/27	25/19	↱		↖ 58/51
561/851	→		↑	627/915	→		↑	596/913	→		↑
23/43	↴		↗	26/35	↴		↗	57/60	↴		↗
		36/49	278/303			47/44	183/135			44/52	102/57
105 State St/Florida Ave			43/53	**106** Buena Vista St/Florida Ave			43/45	**107** Santa Fe St/Florida Ave			69/67
125/163	187/244	105/187	↰ 96/94	9/0	0/2		↰ 2/0	2/6	363/485	51/157	↰ 166/74
↲	↓	↘	← 596/642	↓	↘		← 742/693	↲	↓	↘	← 23/38
129/192	↱		↖ 97/118	468/783	→		↑ 257/312	5/2	↱		↖ 102/75
448/733	→		↑	190/336	↴		↗	68/26	→		↑
44/49	↴		↗					31/30	↴		↗
		56/74	255/243			394/199	9/3			18/37	497/422
108 San Jacinto St/Florida Ave			37/58	**109** Warren Rd/Ramona Expy			320/288	**110** Warren Rd/Cottonwood Ave			100/123
16/52	434/472	55/80	↰ 71/57	348/506	608/1129	594/762	↰ 408/578				
↲	↓	↘	← 34/48	↲	↓	↘	← 478/391				
44/23	↱		↖ 166/83	434/393	↱		↖ 37/27				
72/51	→		↑	376/569	→		↑				
2/1	↴		↗	65/127	↴		↗				
		1/1	502/498			132/92	823/590				
111 Warren Rd/Esplanade Ave			141/153	**112** Sanderson Ave/Ramona Expy			20/23				

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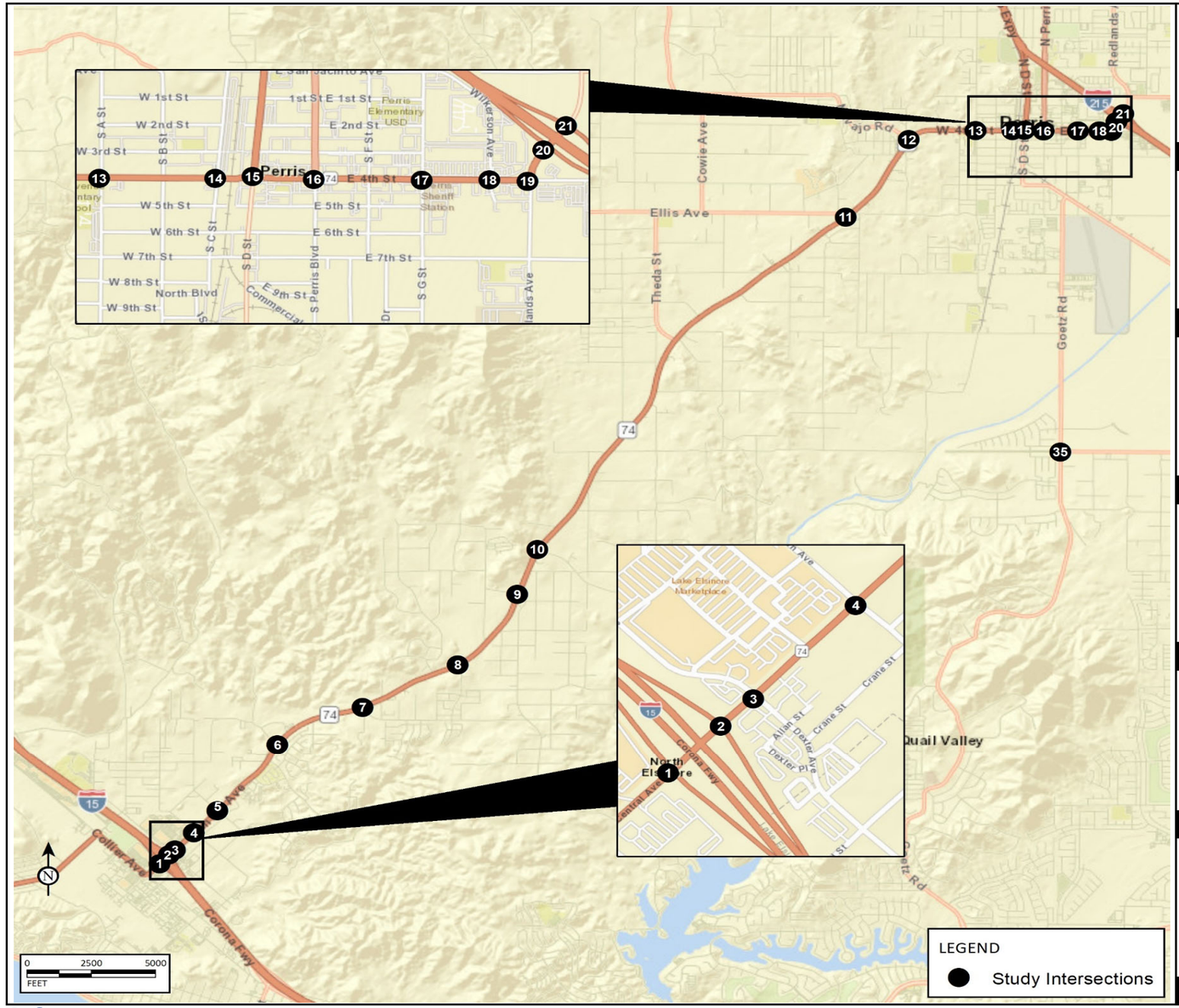
FIGURE 6-1E

XXXX/YYYY
AM/PM Peak Hour Traffic Volumes (in PCEs)

Menifee Valley Specific Plan
Traffic Study
Existing plus Project Peak Hour Traffic Volumes (Int. 96-112)



209/206	0/1	450/691	← 1373/1366																				
			↰ 684/578																				
863/1163 →																							
531/579 ↴																							

1 I-15 SB Ramps/Central Ave

			↰ 618/536																				
			← 1596/1476																				
86/152 ↱																							
1227/1701 →			↰	↑	↱																		
			462/468	36	546/644																		

2 I-15 NB Ramps/Central Ave

443/365	143/105		↰ 180/68																				
		64/41	← 1627/1448																				
358/340 ↴			↰ 91/125																				
1253/1743 →			↰	↑	↱																		
161/263 ↴			144/201	193/171	58/101																		

3 Dexter Ave/Central Ave

88/77	49/79		↰ 112/182																				
		127/229	← 1615/1117																				
130/219 ↱			↰ 76/116																				
1171/1495 →			↰	↑	↱																		
29/57 ↴			74/139	29/71	40/152																		

4 Cambern Ave/Central Ave

27/23	14/7	106/80	↰ 142/32																				
			← 1738/1372																				
			↰ 22/28																				
9/18 ↱			↰	↑	↱																		
1300/1835 →			37/19	14/10	32/81																		
28/23 ↴																							

5 Conard Ave/Central Ave

46/54	24/55		↰ 70/44																				
			← 1669/1252																				
29/25 ↱																							
1257/1820 →																							

6 El Toro Cut Off Rd/Central Ave - SR-74

			← 1449/1179																				
			↰ 7/13																				
1080/1607 →			↰	↑	↱																		
157/205 ↴			328/120	7/8																			

7 Riverside St/SR-74

			← 1380/1144																				
			↰ 54/51																				
1044/1624 →			↰	↑	↱																		
18/12 ↴			17/24	62/52																			

8 Wasson Canyon Rd/SR-74

25/42	1076/1050	42/79	↰ 99/61																				
			← 12/18																				
			↰ 308/117																				
69/36 ↴			↰	↑	↱																		
14/18 →			18/20	962/1368	116/236																		
43/16 ↴																							

9 SR-74/Meadowbrook Ave - Greenwald Ave

1129/1189			↰ 38/28																				
↓	1835 ↳		↰ 10/7																				
			↰	↑	↱																		
			1113/1432	6/9																			

10 SR-74/River Rd

248/145	813/979																						
↓	↳																						
265/231 ↱			↰	↑																			
77/48 ↴			6853	861/1039																			

11 SR-74/Ellis Ave

56/41	532/415		↰ 372/449																				
↓	↳		← 1024/1049																				
41/49 ↱																							
1041/1202 →																							

12 Navajo Rd/4th St

249/237	147/66	95/39	↰ 39/21																				
			← 1007/1157																				
			↰ 77/38																				
223/175 ↱			↰	↑	↱																		
1214/1239 →			132/148	211/69	64/45																		
60/72 ↴																							

13 A St/4th St

360/449	46/39	43/25	↰ 51/31																				
			← 802/815																				
			↰ 0/1																				
282/299 ↱			↰	↑	↱																		
1060/1005 →			8/2	91/29	32/9																		
6/8 ↴																							

14 C St/4th St

74/98	69/129	19/66	↰ 29/33																				
			← 754/714																				
			↰ 40/70																				
134/125 ↱			↰	↑	↱																		
973/892 →			23/37	112/93	49/58																		
29/21 ↴																							

15 D St/4th St

216/219	313/374	66/89	↰ 41/56																				
			← 548/525																				
			↰ 56/78																				
309/298 ↱			↰	↑	↱																		
659/630 →			71/61	464/352	62/50																		
57/72 ↴																							

16 Perris Blvd/4th St

16/61	33/79	70/82	↰ 66/39																				
			← 607/578																				
			↰ 42/59																				
48/68 ↱			↰	↑	↱																		
645/671 →			12/25	58/79	51/79																		
32/18 ↴																							

17 G St/4th St

22/46	9/12	88/191	↰ 115/114																				
			← 676/627																				
			↰ 12/20																				
35/45 ↱			↰	↑	↱																		
670/719 →			35/30	6/17	18/0																		
30/45 ↴																							

18 Wilkerson Ave/4th St

784/690	376/400	31/29	↰ 23/62																				
			← 5/18																				
			↰ 3/10																				
733/863 ↱			↰	↑	↱																		
23/25 →			38/52	367/353	8/8																		
32/70 ↴																							

19 Redlands Ave/4th St

1035/890	464/361																						
143/215 ↱			↑	↱																			
0/5 →			703/803	421/475																			
158/229 ↴																							

20 Redlands Ave/I-215 SB Ramps

156/127	1044/832		↰ 350/558																				
↓			↰ 455/418																				
			166/185	680/833																			

21 Redlands Ave/I-215 NB Ramps

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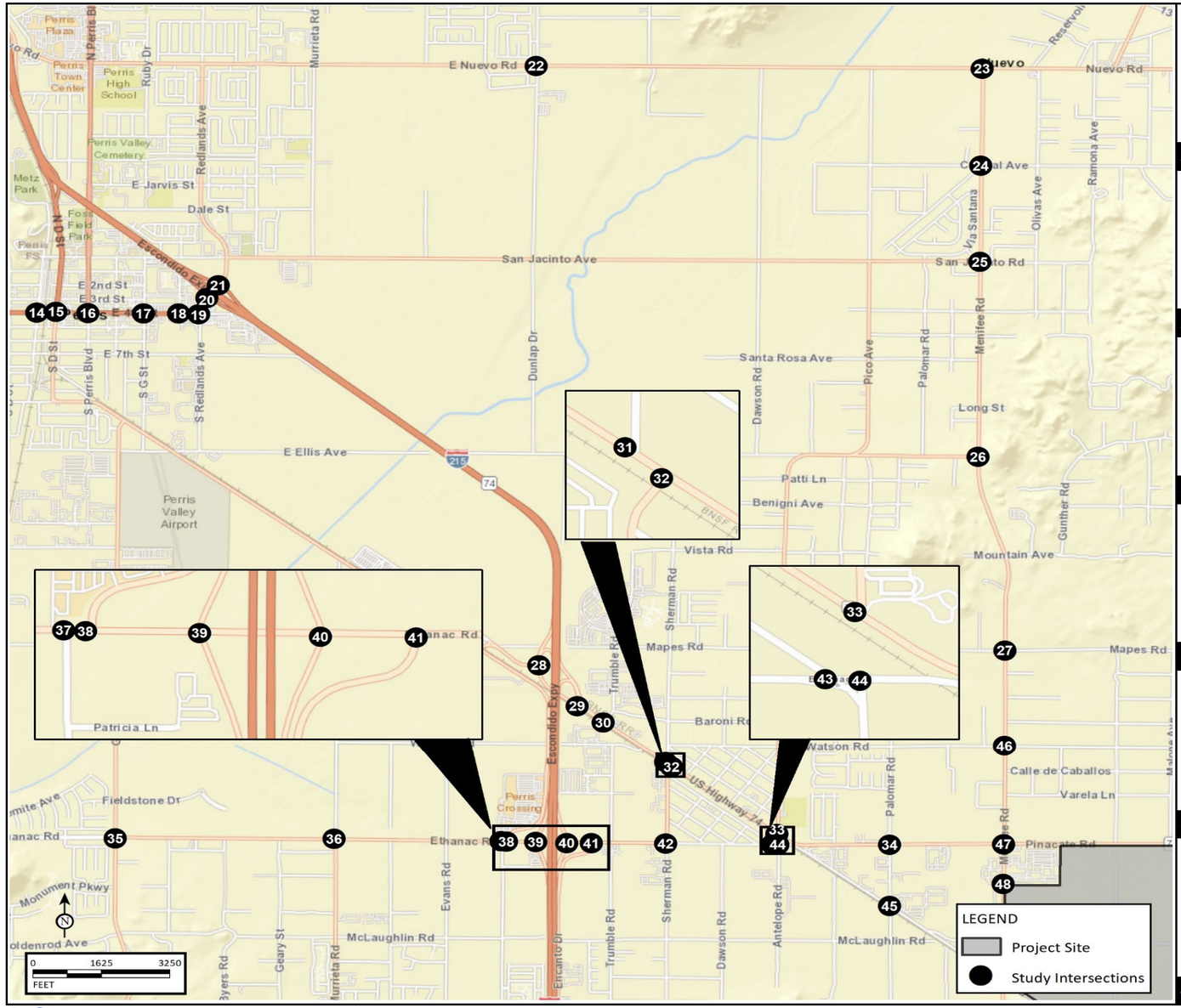
FIGURE 6-2A

XXXX/YYYY
AM/PM Peak Hour Traffic Volumes (in PCEs)

Menifee Valley Specific Plan
Traffic Study
Phase 1 Opening Year Cumulative (2025) plus Project Peak Hour Traffic Volumes (Int. 1-21)



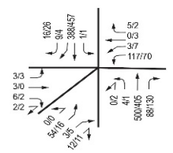
22 Dunlap Dr/Nuevo Rd

51/35	118/104	66/134
26/27		102/79
350/479		491/348
28/77		92/51
		32/21
		147/137
		74/60

23 Menifee Rd/Nuevo Rd

89/58	202/210	30/81
32/30		37/20
338/400		398/301
121/240		241/220
		215/136
		279/208
		314/233

24 Menifee Rd/Porter St/Central Ave



25 Menifee Rd/San Jacinto Ave

128/98	295/389	3/7
186/232		3/3
13/21		20/13
131/129		17/10
		142/106
		407/292
		10/13

26 Menifee Rd/Ellis Ave

14/8	505/541	2/2
3/15		6/2
45/17		0/2
		0/1
		38/29
		561/389
		0/2

27 Menifee Rd/Mapes Rd

48/44	434/400	96/97
8/27		144/68
50/84		72/35
27/21		5/9
		31/20
		425/338
		18/12

28 I-215 SB Ramps - SR-74/Bonnie Dr

32/39	943/1182	
58/37		
265/300		
		254/245
		422/336

29 I-215 NB Ramps/SR-74

13/35	201/292	1148/968
20/14		
1188/1467		663/547

30 Trumble Rd/SR-74

418/375	5/446	32/38
226/362		1394/1140
1164/1397		

31 Sherman Rd/SR-74 (W)

	155/139	89/100
1251/1402		1273/1185

32 Sherman Rd/SR-74 (E)

3/11	8/15	7/20
13/29		8/21
1184/1323		1250/1163
55/50		164/131
		109/111
		2/16
		174/156

33 Antelope Rd/SR-74

46/16	83/53	142/22
71/51		1297/1132
1163/1347		

34 Palomar Rd/SR-74

50/40	51/38	42/13
59/58		28/21
1120/1247		1331/1122
44/10		117/102
		65/19
		42/66
		188/149

35 Goetz Rd/Ethanac Rd

48/63	160/285	299/319
65/53		287/276
191/99		99/112
9/3		170/318
		14/11
		308/193
		415/205

36 Murrieta Rd/Ethanac Rd

11/9	67/146	81/43
10/3		55/61
800/490		415/576
80/121		82/222
		116/93
		137/108
		205/128

37 Barnett Rd/Ethanac Rd

		608/803
1162/701		74/37
1/1		
		8/17
		79/59

38 Case Rd/Ethanac Rd

97/150	382/450	
		370/445
208/149		584/690
1033/611		

39 I-215 SB Ramps/Ethanac Rd

319/383	1/2	119/159
		635/752
848/689		133/114
567/372		

40 I-215 NB Ramps/Ethanac Rd

		174/170
306/255		451/436
661/594		
		317/429
		1/1
		159/202

41 Encanto Dr/Ethanac Rd

		502/492
660/639		44/52
160/156		
		123/114
		47/63

42 Sherman Rd/Ethanac Rd

151/150	8/12	2/11
174/243		15/7
456/389		315/318
16/4		10/3
		12/17
		0/4
		20/8

43 Jackson Ave/Ethanac Rd

1/0	20/20	
0/8		41/0
332/314		357/240
135/48		

44 Antelope Rd/Ethanac Rd

		314/209
		5/7
351/334		
		84/31
		13/11

45 Palomar Rd/Matthews Rd

133/106	59/41	
		58/23
		152/90
197/204		
140/162		

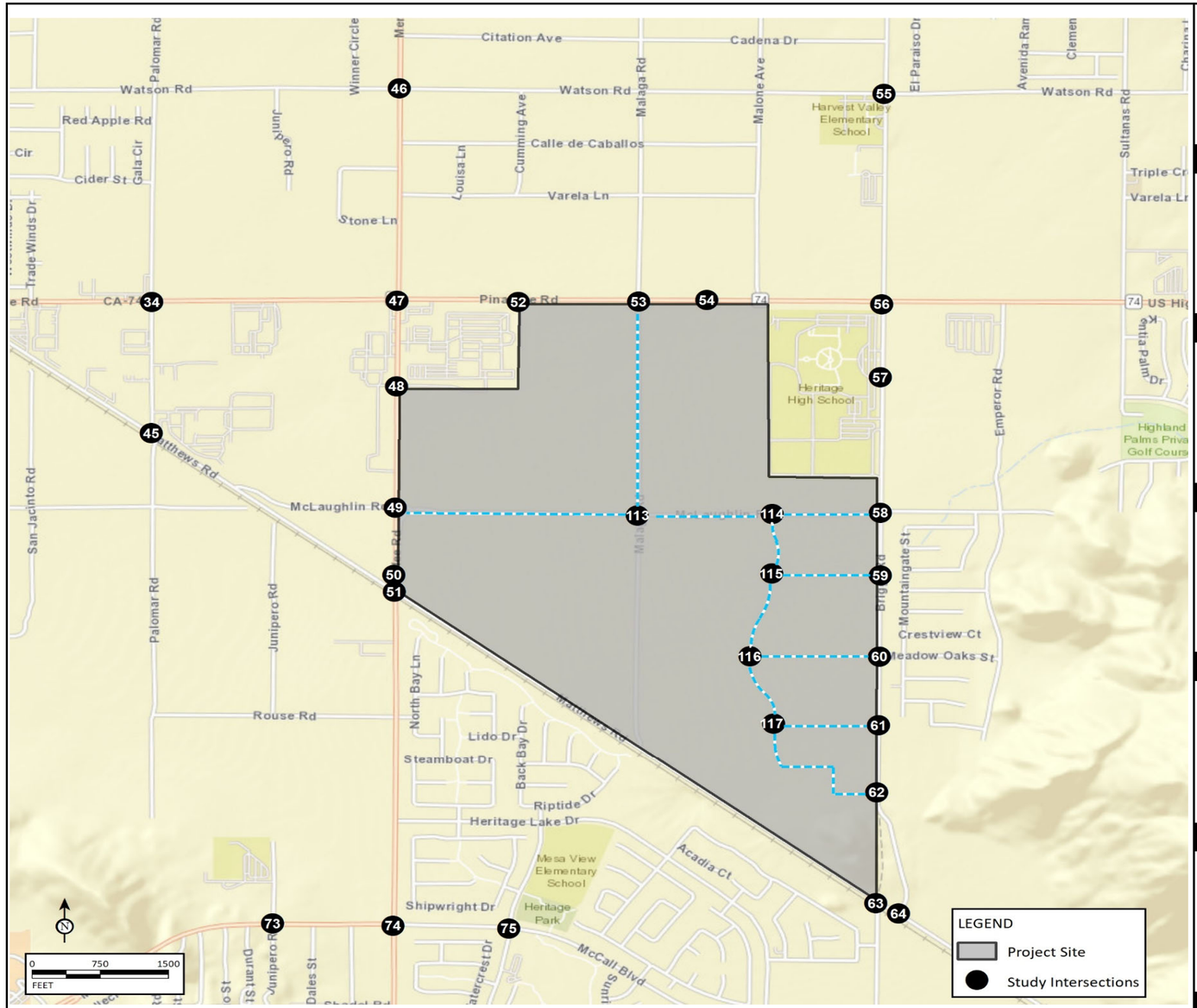
LSA

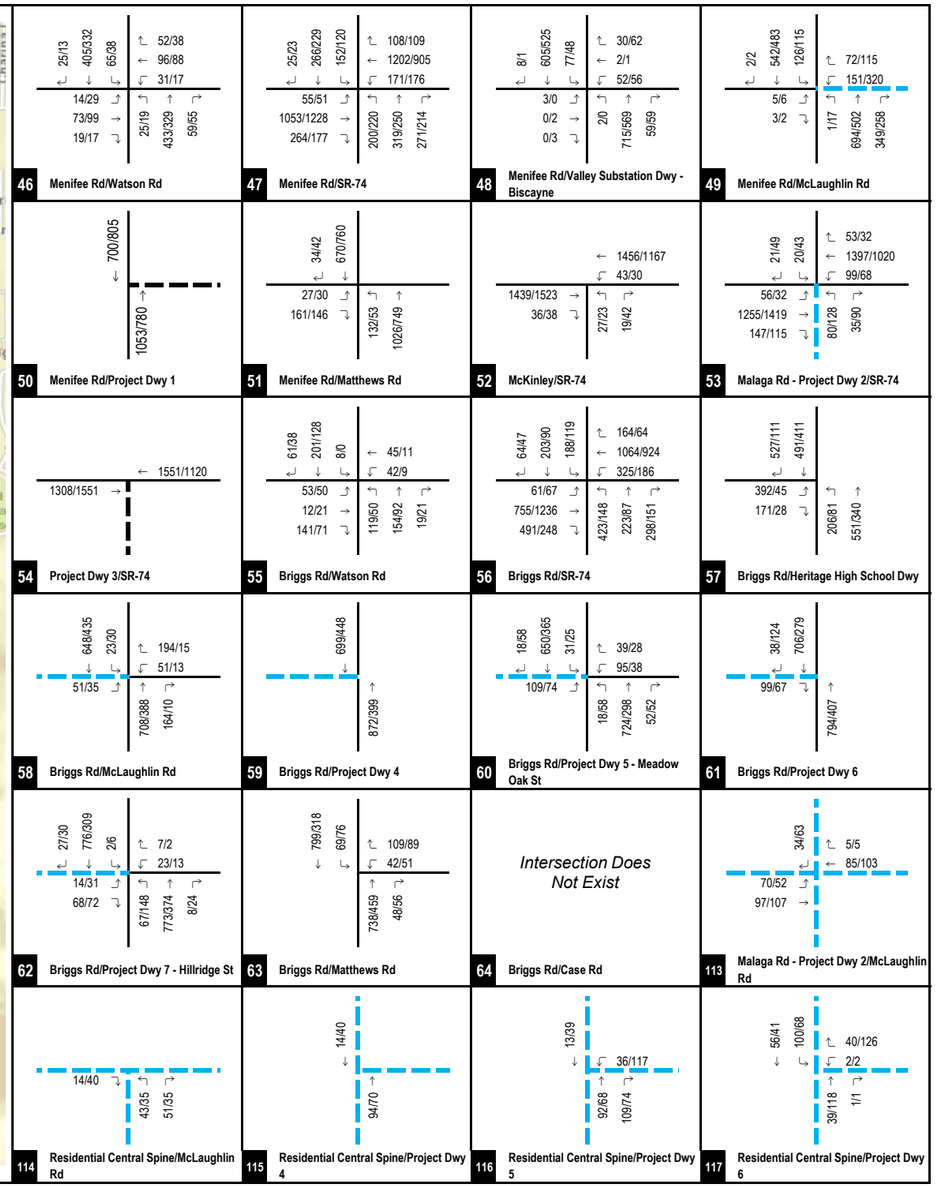
FIGURE 6-2B

Menifee Valley Specific Plan
Traffic Study

XXXX/YYYY
AM/PM Peak Hour Traffic Volumes (in PCEs)

Phase 1 Opening Year Cumulative (2025) plus Project Peak Hour Traffic Volumes (Int. 22-45)





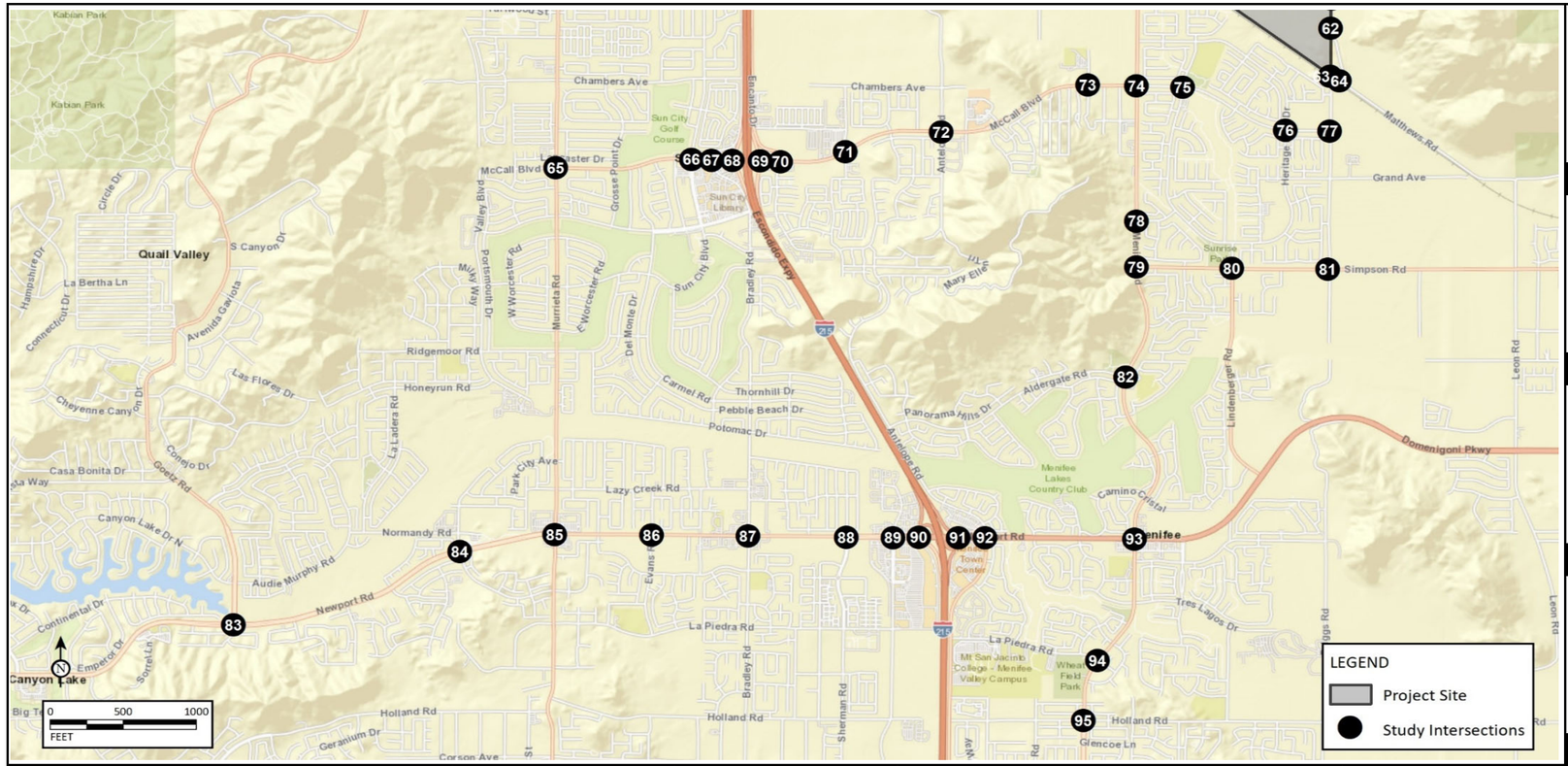
LSA

FIGURE 6-2C

XXXX/YYYY
AM/PM Peak Hour Traffic Volumes (in PCEs)

Internal Project Roadway
Project Driveway

Menifee Valley Specific Plan
Traffic Study
Phase 1 Opening Year Cumulative (2025) plus Project Peak Hour Traffic Volumes (Int. 46-64 & Int. 113-117)



65 Murrieta Rd/McCall Blvd

95/44	148/215	62/91
92/28		104/96
234/136		133/172
1/3		109/219
	1/3	202/203
		155/131

66 Sun City Blvd/McCall Blvd

11/19	58/61	90/93
31/32		56/97
378/359		410/542
56/53		243/264
	39/78	49/102
		88/146

67 Bradley Rd/McCall Blvd

15/8	51/50	143/103
6/6		87/112
575/591		626/831
63/67		472/533
	54/61	44/62
		415/536

68 I-215 SB Ramps/McCall Blvd

311/516	3/0	221/393
766/921		873/959
367/309		731/633

69 I-215 NB Ramps/McCall Blvd

		456/226
238/309		1370/1178
749/1005		
	234/414	4/5
		600/923

70 Encanto Drive/McCall Blvd

164/161	17/18	22/35
154/168		22/23
1094/1524		1483/1090
100/234		52/34
	179/152	22/22
		51/25

71 Sherman Rd/McCall Blvd

57/24	16/12	47/31
126/85		53/27
1120/1440		1329/1006
34/78		34/32
	93/78	29/12
		26/23

72 Antelope Rd/McCall Blvd

85/67	2/7	23/15
74/63		71/12
1137/1268		1219/962
16/55		46/27
	51/26	15/3
		87/38

73 Junipero Rd/McCall Blvd

194/55	1/0	73/16
204/34		162/22
1108/1178		1201/925
2/4		2/0
	6/4	6/0
		6/1

74 Menifee Rd/McCall Blvd

331/452	290/282	181/93
457/453		197/47
433/555		683/334
297/188		48/25
	350/161	368/346
		54/53

75 Heritage Lake Dr (W)/McCall Blvd

73/39	105/15	34/11
88/43		112/11
447/537		627/297
137/123		36/30
	228/68	174/14
		53/28

76 Heritage Lake Dr (E)/McCall Blvd

39/20	118/20	54/21
20/35		36/18
340/366		446/236
191/119		81/27
	218/68	114/19
		99/34

77 Briggs Rd/McCall Blvd

458/214	394/168	
384/332		92/58
109/88		428/212

78 Menifee Rd/Coastline Ave

563/465	72/37	102/13
		73/51
	692/567	32/78

79 Menifee Rd/Simpson Rd

463/341	173/174	220/206
		220/163
	505/439	134/204

80 Lindenberger Rd/Simpson Rd

71/46	139/64	67/14
55/45		44/36
235/264		290/259
37/55		112/48
	73/72	107/92
		164/88

81 Briggs Rd/Simpson Rd

192/98	192/216	102/59
203/139		66/83
271/213		250/247
51/53		93/125
	55/47	244/167
		125/115

82 Menifee Rd/Aldergate Dr - Carnelian Way

32/19	563/464	139/22
36/23		136/15
3/0		5/0
17/11		164/39
	31/12	466/647
		86/34

83 Goetz Rd - Buckstone Ln/Railroad Canyon Rd - Newport Rd

630/408	1/0	477/280
290/594		288/351
622/1040		745/887
0/9		15/21
	11/7	3/5
		23/6

84 Berea Rd-Murphy Ranch Rd/Newport Rd

77/31	164/31	221/226
48/42		176/375
1034/1283		943/1250
207/67		4/18
	142/77	102/5
		13/41

85 Murrieta Rd/Newport Rd

129/289	262/77	122/109
174/217		94/70
858/1369		917/1070
130/248		153/247
	214/322	260/172
		125/190

86 Evans Rd/Newport Rd

20/21	162/19	56/55
16/24		24/57
1268/1472		1005/1425
34/203		75/54
	59/340	76/56
		110/55

87 Bradley Rd/Newport Rd

70/123	303/232	189/285
98/183		126/366
1156/1161		852/1213
119/150		328/272
	176/171	208/246
		294/192

88 Avenida De Cortez - Town Center Dr/Newport Rd

19/6	19/14	73/64
9/9		21/74
1597/1638		1253/1701
60/88		154/212
	87/86	9/22
		267/196

89 Haun Rd/Newport Rd

49/176	30/147	152/431
186/132		392/265
1512/1422		1302/1503
97/215		478/841
	110/340	58/72
		478/854

90 I-215 SB Ramps/Newport Rd

518/659	331/567	
1542/2209		927/616
600/499		1656/1952

91 I-215 NB Ramps/Newport Rd

		506/457
1381/2155		2231/1975
492/622		
	351/593	
	589/893	

92 Antelope Rd/Newport Rd

306/371	75/118	90/123
205/503		134/128
1425/1983		1832/1481
251/426		91/133
	599/580	83/144
		87/173

93 Menifee Rd/Newport Rd

433/334	313/216	108/89
275/457		64/72
1228/1689		1337/1174
134/157		159/167
	197/179	285/383
		164/158

94 Menifee Rd/La Piedra Rd

280/107	451/323	
203/159		
218/45		
	225/56	
		376/378

95 Menifee Rd/Holland Rd

96/41	444/228	75/76
104/40		152/47
86/148		212/133
6/35		59/12
	24/23	364/367
		61/31

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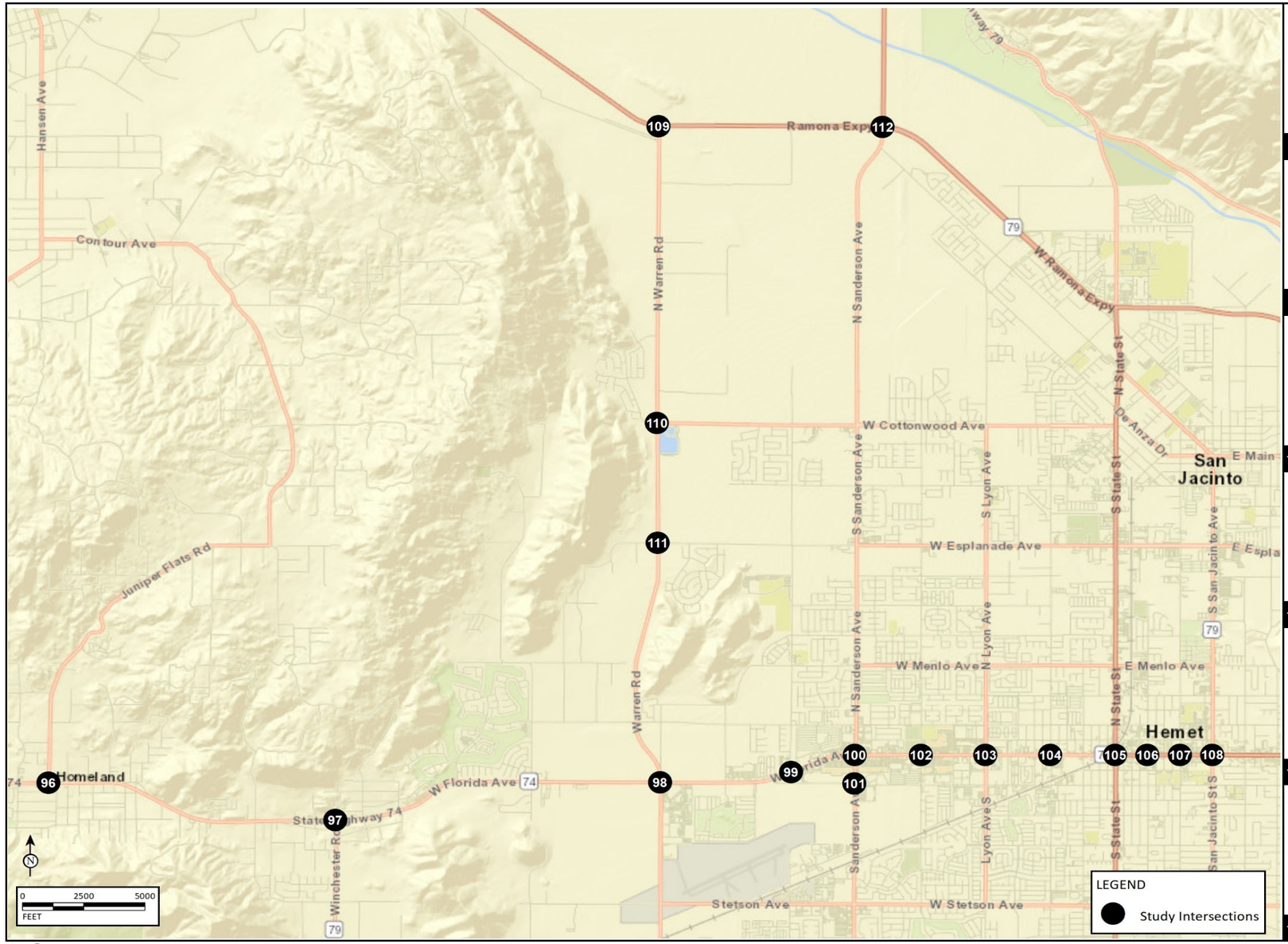
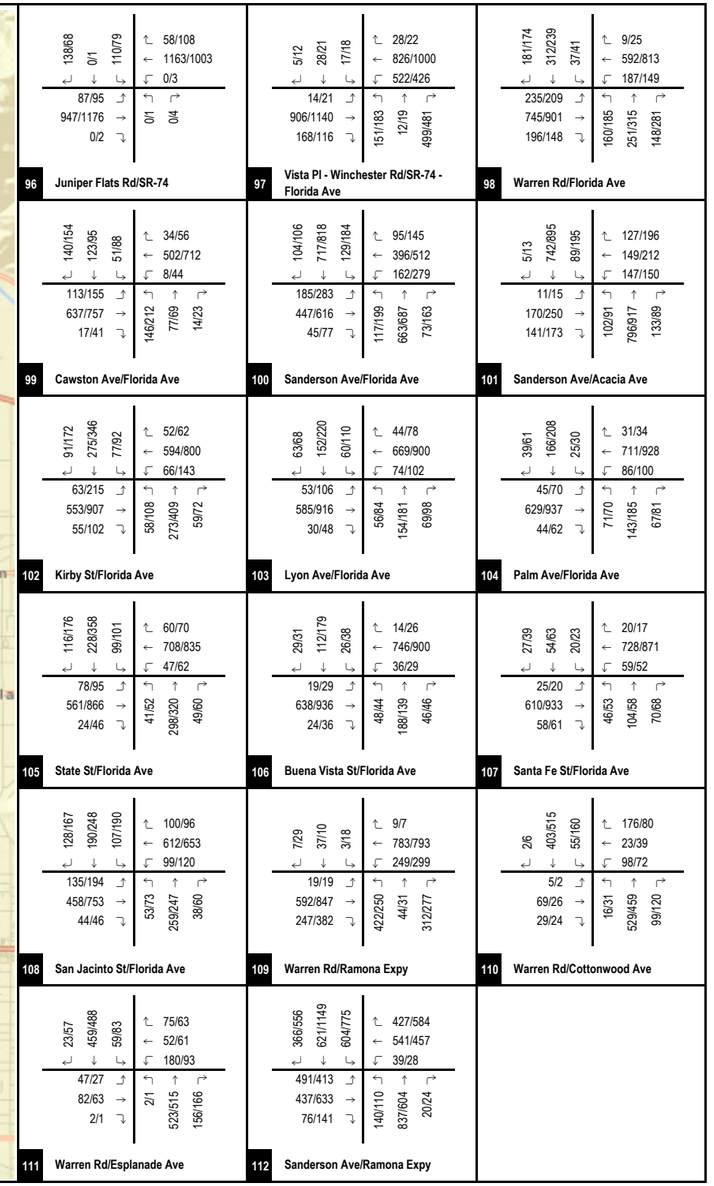
FIGURE 6-2D

Menifee Valley Specific Plan
Traffic Study

XXXX/YYYY
AM/PM Peak Hour Traffic Volumes (in PCEs)

Phase 1 Opening Year Cumulative (2025) plus Project Peak Hour Traffic Volumes (Int. 65-95)





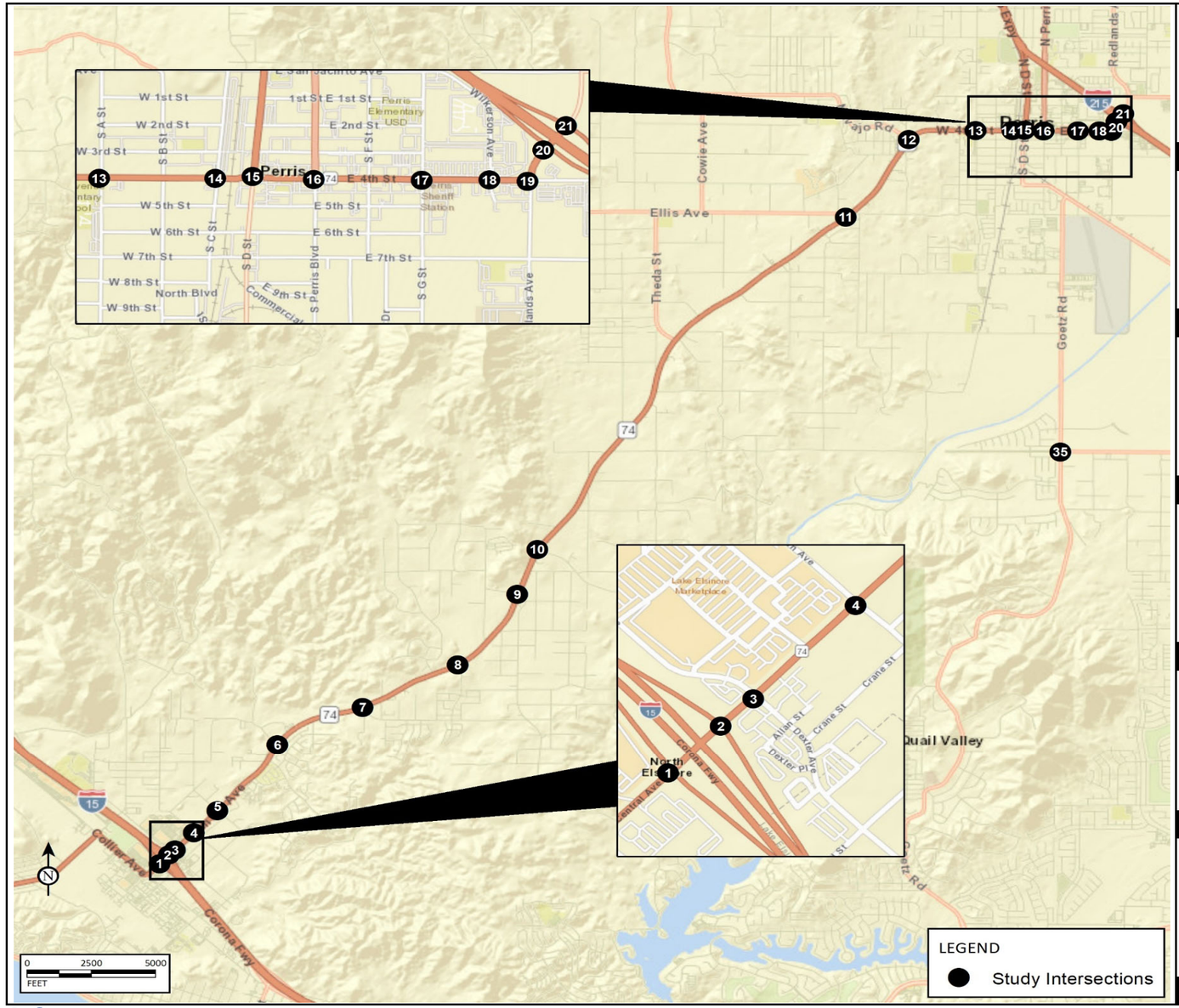
LSA

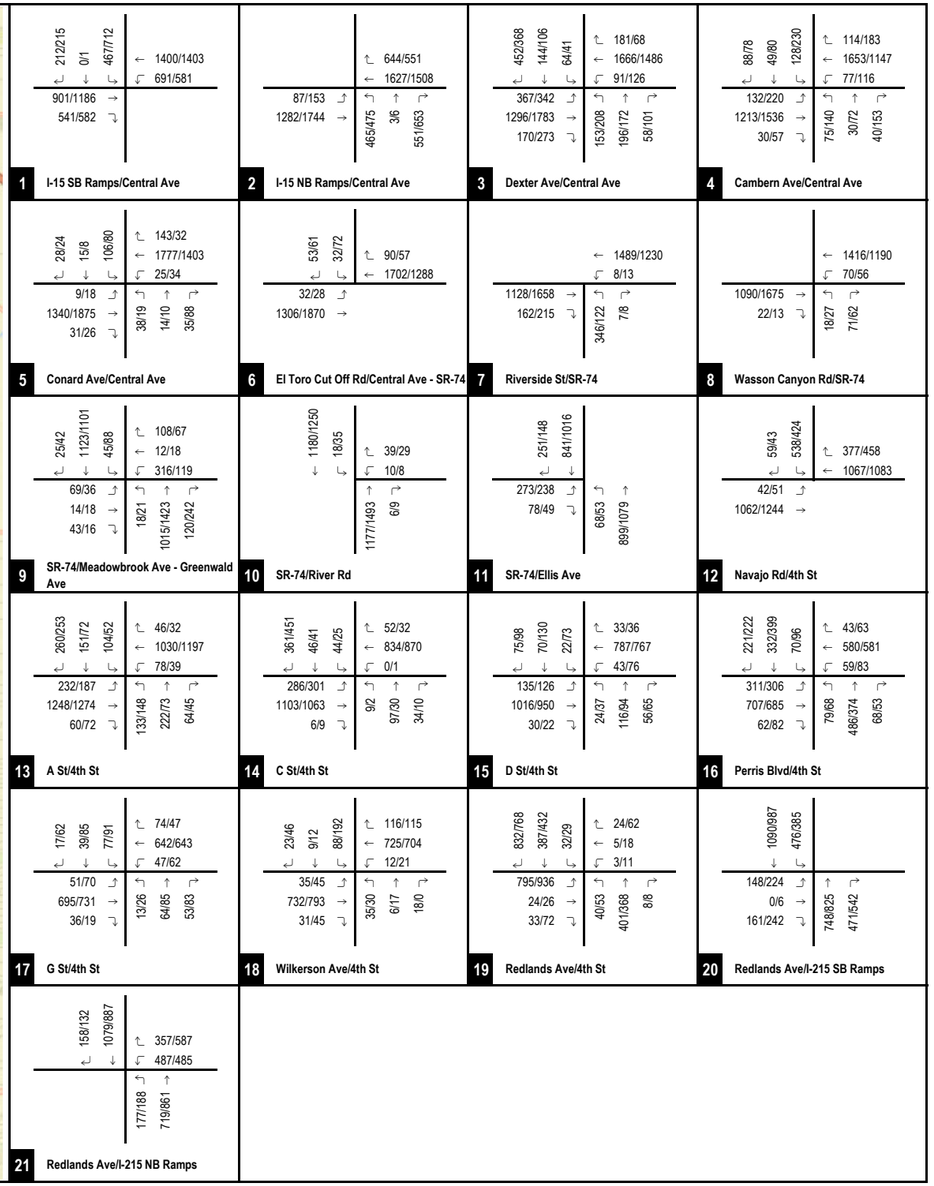
FIGURE 6-2E

Menifee Valley Specific Plan
Traffic Study

XXXX/YYYY
AM/PM Peak Hour Traffic Volumes (in PCEs)

Phase 1 Opening Year Cumulative (2025) plus Project Peak Hour Traffic Volumes (Int. 96-112)





LSA

FIGURE 6-3A

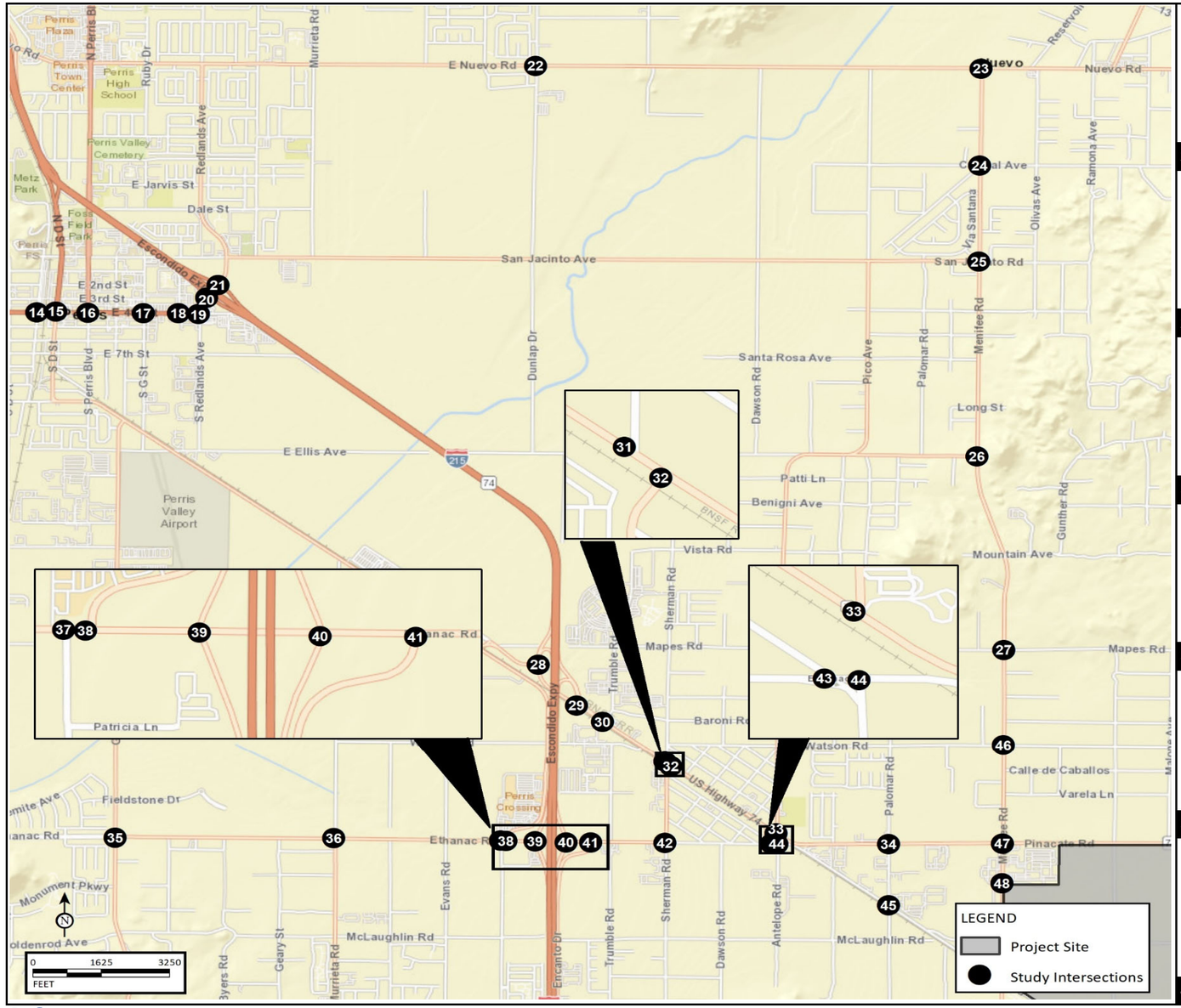
Menifee Valley Specific Plan

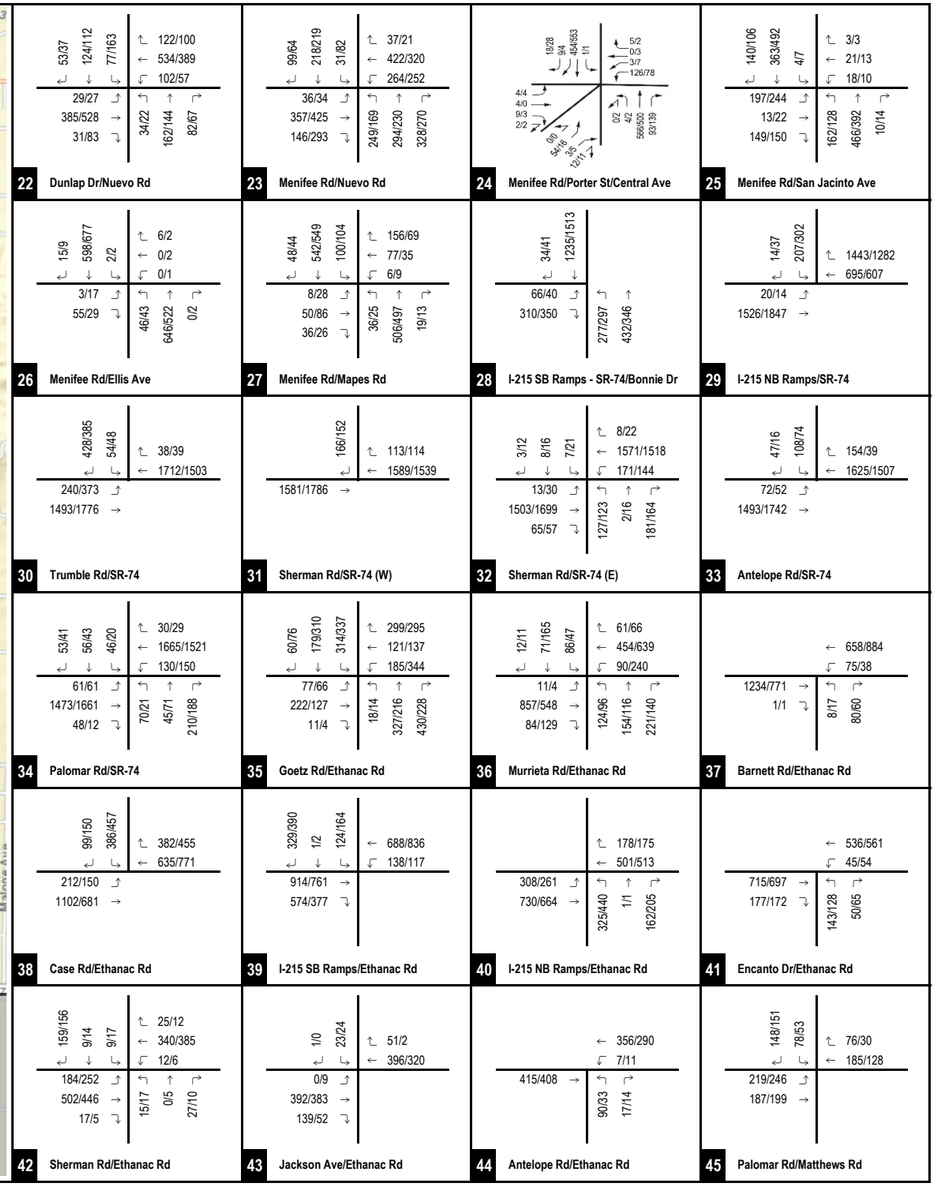
Traffic Study

XXXX/YYYY

AM/PM Peak Hour Traffic Volumes (in PCEs)

Phases 2 and 3 Opening Year Cumulative (2026) plus Project Peak Hour Traffic Volumes (Int. 1-21)





LSA

FIGURE 6-3B

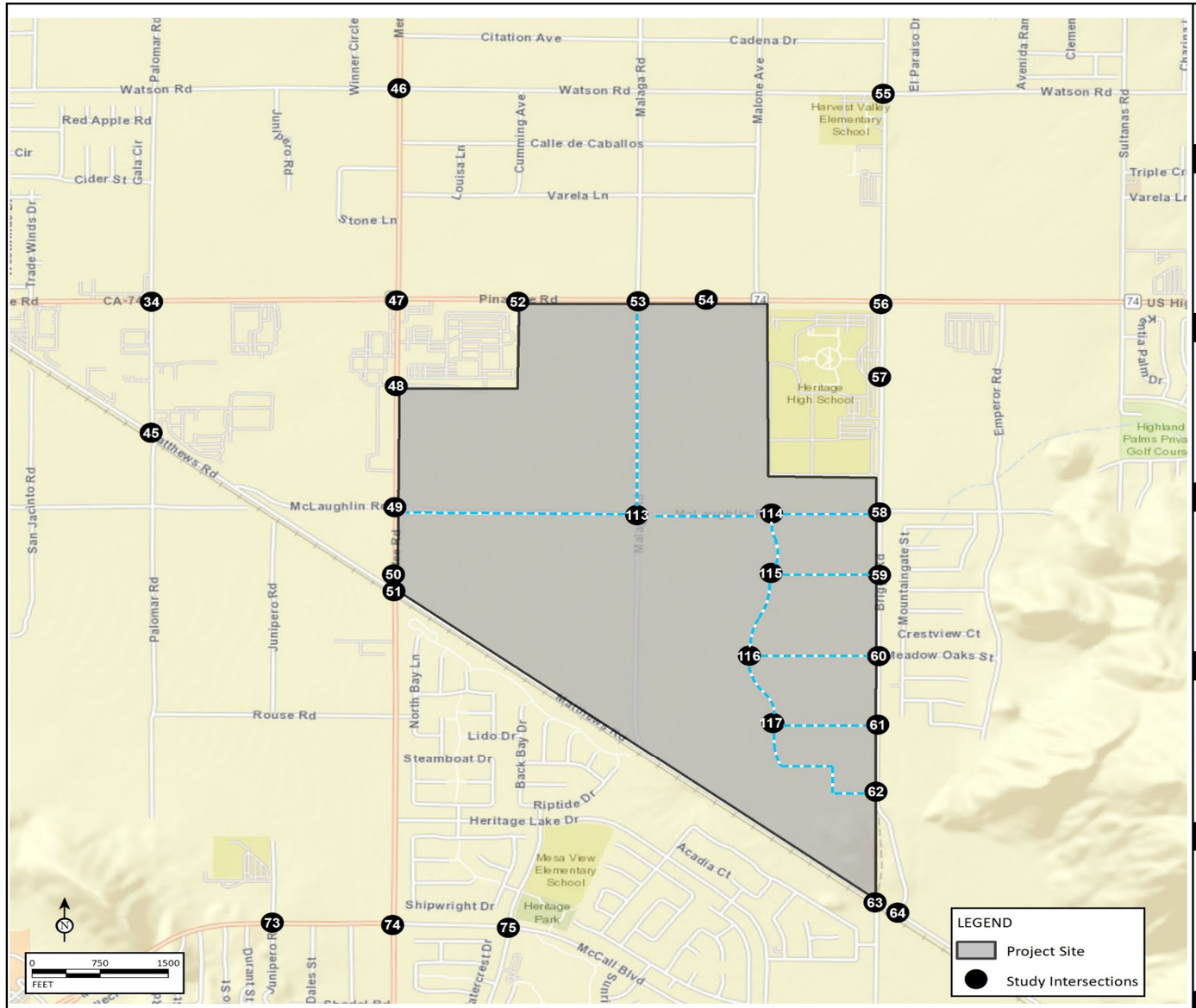
Menifee Valley Specific Plan

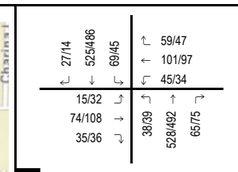
Traffic Study

XXXX/YYYY

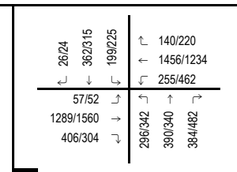
AM/PM Peak Hour Traffic Volumes (in PCEs)

Phases 2 and 3 Opening Year Cumulative (2026) plus Project Peak Hour Traffic Volumes (Int. 22-45)

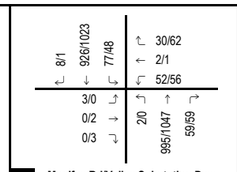




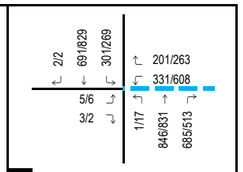
46 Menifee Rd/Watson Rd



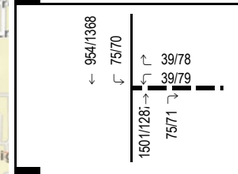
47 Menifee Rd/SR-74



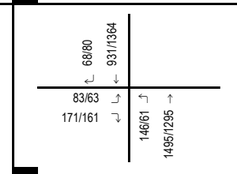
48 Menifee Rd/Valley Substation Dwy - Biscayne



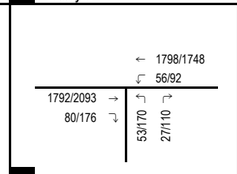
49 Menifee Rd/McLaughlin Rd



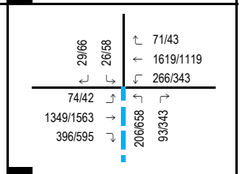
50 Menifee Rd/Project Dwy 1



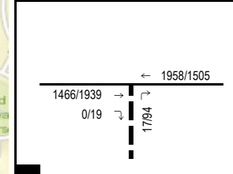
51 Menifee Rd/Matthews Rd



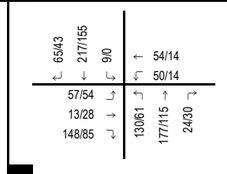
52 McKinley/SR-74



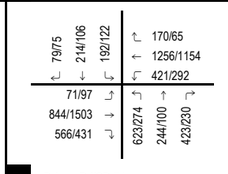
53 Malaga Rd - Project Dwy 2/SR-74



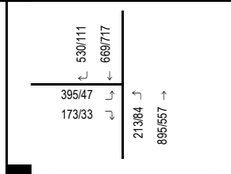
54 Project Dwy 3/SR-74



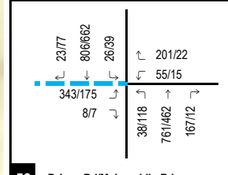
55 Briggs Rd/Watson Rd



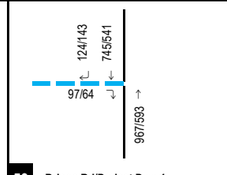
56 Briggs Rd/SR-74



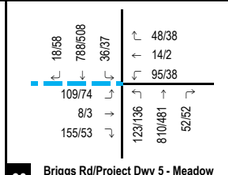
57 Briggs Rd/Heritage High School Dwy



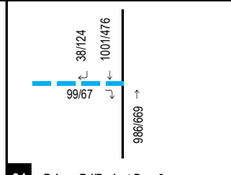
58 Briggs Rd/McLaughlin Rd



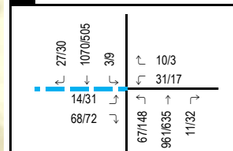
59 Briggs Rd/Project Dwy 4



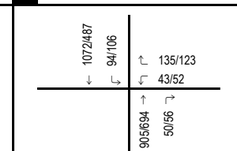
60 Briggs Rd/Project Dwy 5 - Meadow Oak St



61 Briggs Rd/Project Dwy 6



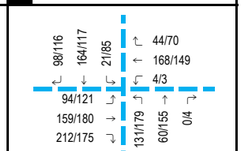
62 Briggs Rd/Project Dwy 7 - Hillridge St



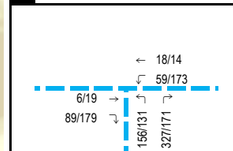
63 Briggs Rd/Matthews Rd

Intersection Does Not Exist

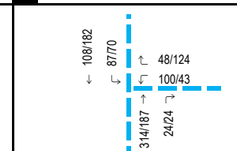
64 Briggs Rd/Case Rd



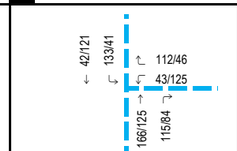
113 Malaga Rd - Project Dwy 2/McLaughlin Rd



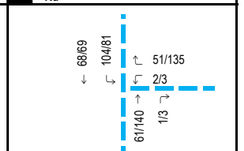
114 Residential Central Spine/McLaughlin Rd



115 Residential Central Spine/Project Dwy 4



116 Residential Central Spine/Project Dwy 5



117 Residential Central Spine/Project Dwy 6

LSA

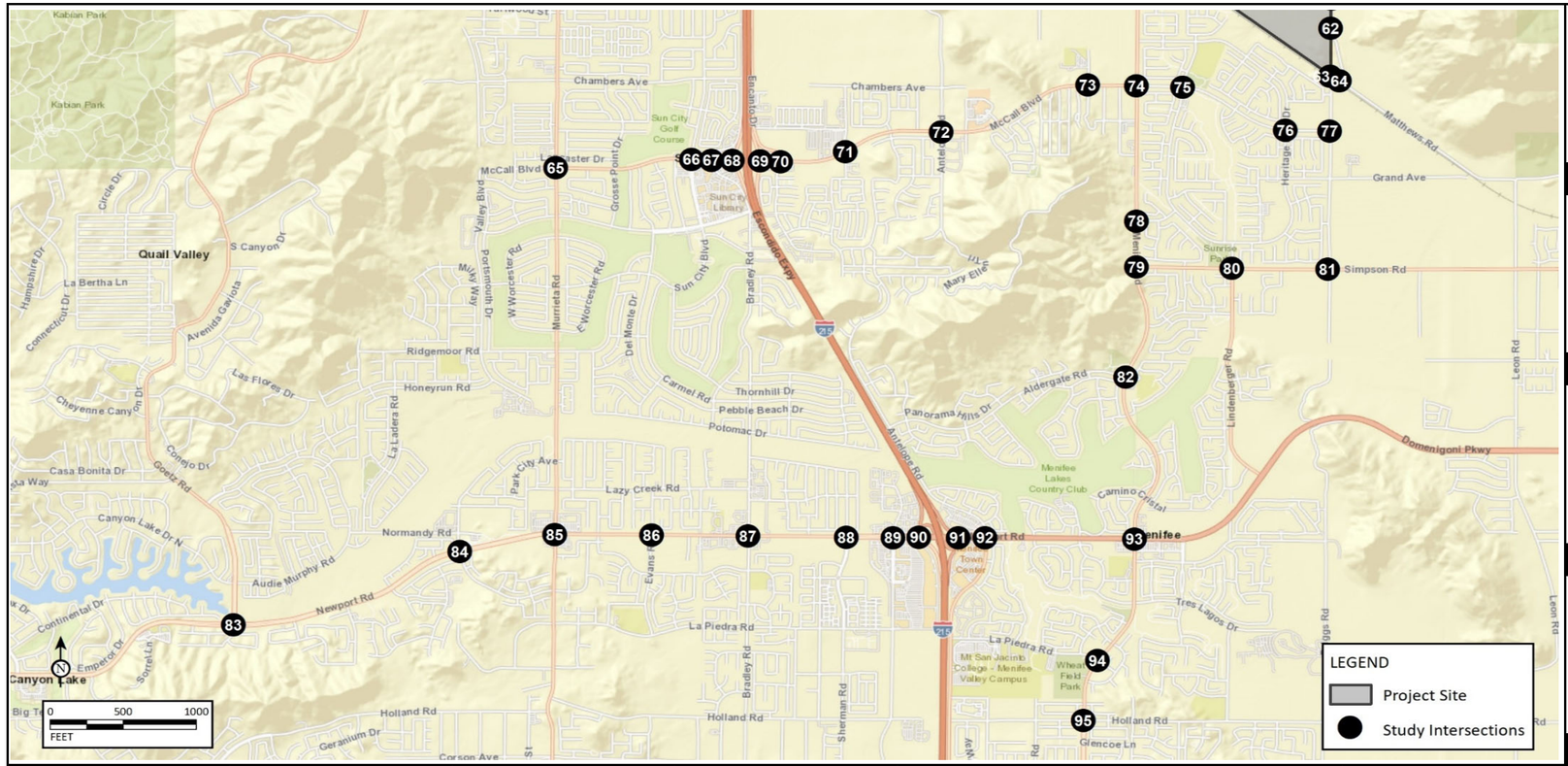
FIGURE 6-3C

XXXX/YYYY
AM/PM Peak Hour Traffic Volumes (in PCEs)

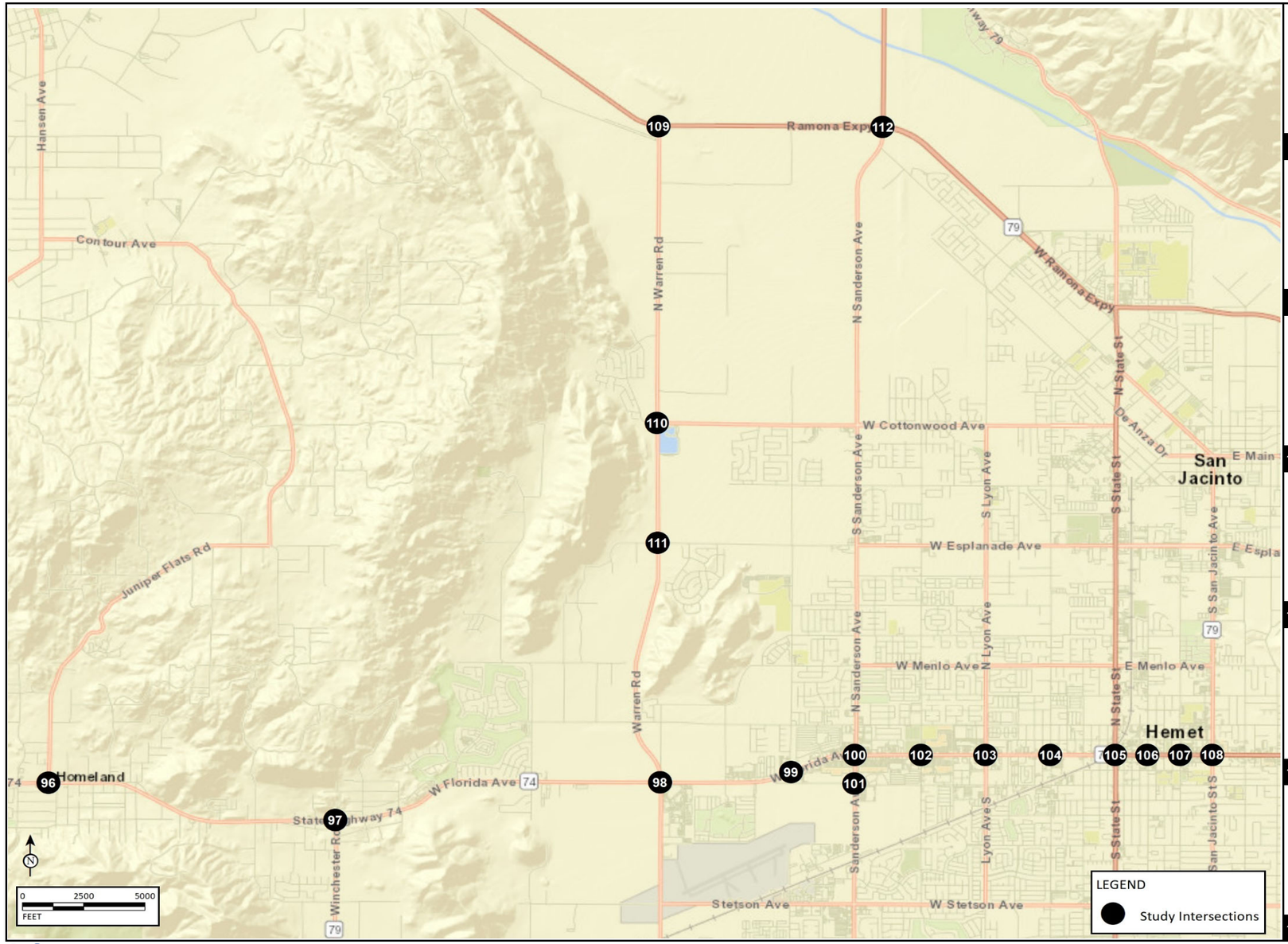
Internal Project Roadway
Project Driveway

Menifee Valley Specific Plan
Traffic Study

Phases 2 and 3 Opening Year Cumulative (2026) plus Project Peak Hour Traffic Volumes (Int. 46-64 & Int. 113-117)


Kabian Park
Chambers Ave
Sun City Golf Course
Sun City Library
McCall Blvd
Lancaster Dr
Grosse Point Dr
Escondido Expy
Bradley Rd
Valley Blvd
Portsmouth Dr
W Worcester Rd
E Worcester Rd
Murrieta Rd
Sun City Blvd
Del Monte Dr
Quail Valley
S Canyon Dr
La Bertha Ln
Circle Dr
Hampshire Dr
Connecticut Dr
Avenida Gaviota
Ridgemoor Rd
Honeyrun Rd
Las Flores Dr
Cheyenne Canyon Dr
La Laidera Rd
Conejo Dr
Goetz Rd
Casa Bonita Dr
Park City Ave
Lazy Creek Rd
Canyon Lake Dr N
Normandy Rd
Audie Murphy Rd
Newport Rd
Continental Dr
Emperor Dr
Sorrel Ln
Canyon Lake
Big Tex Dr
Holland Rd
Geranium Dr
Corson Ave
Carmel Rd
Thornhill Dr
Pebble Beach Dr
Potomac Dr
Panorama Hills Dr
Aldergate Rd
Antelope Rd
Menifee Lakes Country Club
Camino Crystal
Domenigoni Pkwy
Menifee
Town Center
La Piedra Rd
Mt San Jacinto College - Menifee Valley Campus
Wheat Field Park
Tres Lagos Dr
Glencoe Ln
Sherman Rd
Evans Rd
Haun Rd
Leon Rd
Matthews Rd
Grand Ave
Simpson Rd
Sunrise Pl
Mary Ellen Way
Heritage Dr
Lindenberger Rd
Antelope Rd
McCall Blvd
0 500 1000
FEET
LEGEND
Project Site
Study Intersections

| | | |



96	Juniper Flats Rd/SR-74	107/122	1105/1457	0/2	17/90	0/1	116/81	61/114	1397/1270	0/3	0/1 / 0/4
97	Vista Pl - Winchester Rd/SR-74 - Florida Ave	15/22	1026/1364	209/152	5/13	30/22	17/18	29/23	1002/1207	526/429	186/230 / 13/19 / 501/483
98	Warren Rd/Florida Ave	277/265	816/1027	201/164	233/228	331/253	43/45	11/28	697/936	192/151	172/199 / 264/336 / 151/286
99	Cawston Ave/Florida Ave	118/166	686/834	29/55	149/164	125/96	52/90	35/58	574/783	9/44	170/250 / 77/70 / 14/24
100	Sanderson Ave/Florida Ave	195/308	480/667	49/81	123/124	729/824	130/186	97/146	445/558	167/280	122/205 / 667/697 / 74/165
101	Sanderson Ave/Acacia Ave	11/16	187/277	148/186	5/14	753/900	94/197	128/200	165/243	147/150	112/103 / 800/924 / 134/89
102	Kirby St/Florida Ave	68/227	581/947	55/102	102/183	291/354	81/96	55/65	638/836	68/146	58/108 / 283/424 / 59/75
103	Lyon Ave/Florida Ave	58/115	608/949	32/49	69/76	155/222	60/111	44/79	707/927	76/104	60/86 / 155/183 / 70/99
104	Palm Ave/Florida Ave	46/72	648/965	44/62	42/63	170/211	26/31	31/35	745/949	86/100	72/71 / 147/188 / 68/82
105	State St/Florida Ave	79/95	580/894	25/47	117/177	233/365	100/102	60/71	740/855	48/64	42/53 / 305/325 / 51/62
106	Buena Vista St/Florida Ave	20/29	658/966	27/38	29/32	113/180	27/38	14/27	776/923	37/29	50/45 / 189/141 / 47/46
107	Santa Fe St/Florida Ave	26/20	630/963	59/61	27/39	54/63	21/24	21/17	757/894	59/52	47/53 / 104/58 / 71/68
108	San Jacinto St/Florida Ave	137/195	474/777	45/50	129/168	191/250	107/192	102/96	636/673	100/120	57/77 / 261/249 / 38/61
109	Warren Rd/Ramona Expy	26/25	633/868	266/398	10/39	46/14	4/23	12/9	797/826	262/318	431/267 / 55/40 / 327/294
110	Warren Rd/Cottonwood Ave	5/2	70/27	33/31	2/6	432/548	56/161	179/82	24/39	110/83	18/38 / 557/492 / 105/132
111	Warren Rd/Esplanade Ave	49/28	85/67	3/2	26/59	501/540	61/84	77/65	58/65	199/109	2/1 / 560/566 / 167/184
112	Sanderson Ave/Ramona Expy	527/440	457/655	80/145	389/596	626/1155	607/780	433/586	562/480	39/28	142/116 / 842/609 / 21/24

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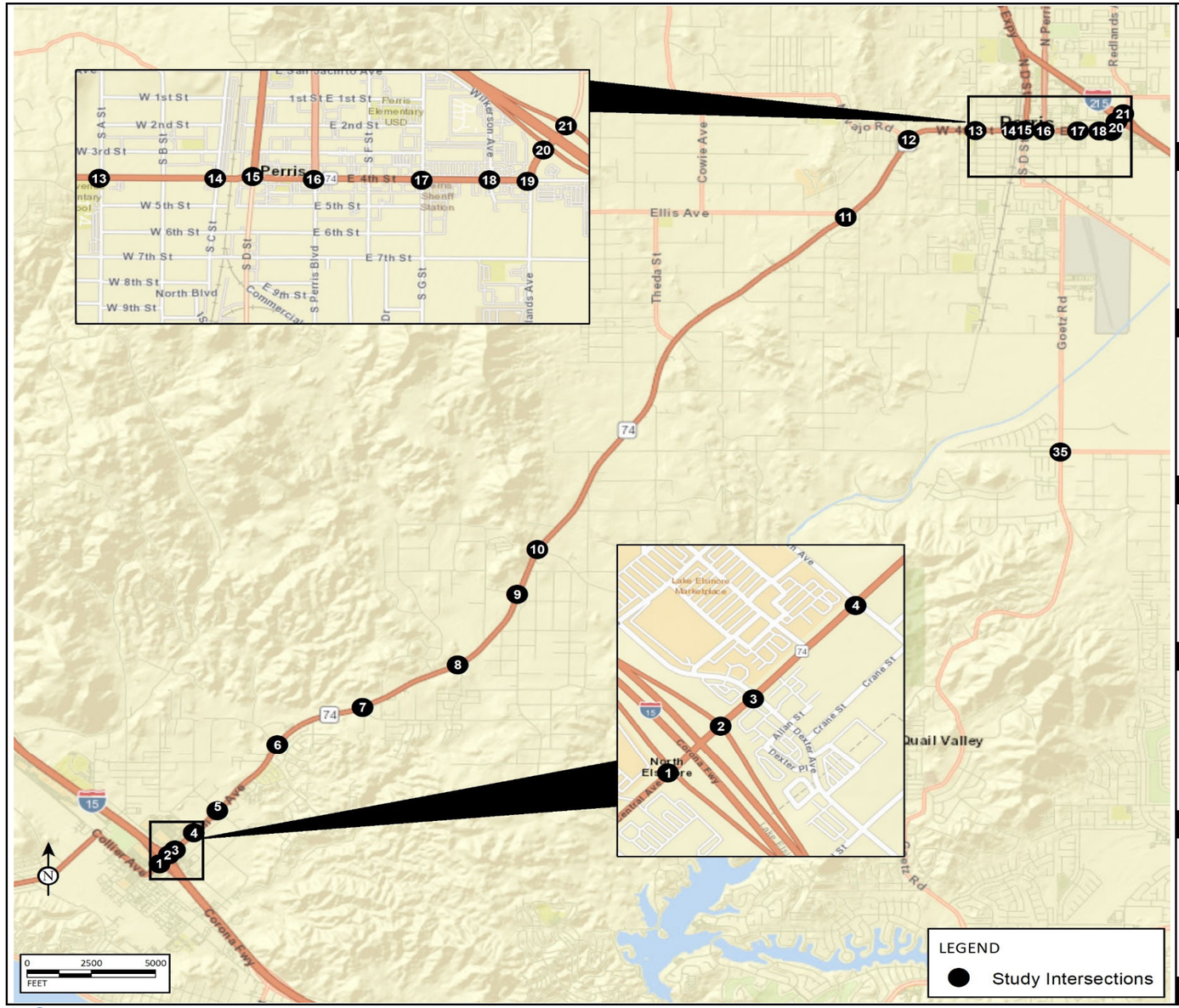
FIGURE 6-3E

Menifee Valley Specific Plan
Traffic Study

XXXX/YYYY
AM/PM Peak Hour Traffic Volumes (in PCEs)

Phases 2 and 3 Opening Year Cumulative (2026) plus Project Peak Hour Traffic Volumes (Int. 96-112)



252/381	0/1	59/1838	← 1872/1937																				
↲	↓	↳	↰ 819/644																				
1456/1508 →																							
736/646 ↴																							
1 I-15 SB Ramps/Central Ave																							
			↰ 950/596																				
			← 2177/1961																				
112/169 ↱			↰	↑	↱																		
1936/2176 →			515/620	3/7	648/836																		
2 I-15 NB Ramps/Central Ave																							
634/424	163/115	71/45	↰ 201/76																				
↲	↓	↳	← 2172/1801																				
532/384 ↳			↰ 101/144																				
1721/2175 →			↰	↑	↱																		
331/452 ↴			322/335	254/190	70/113																		
3 Dexter Ave/Central Ave																							
98/86	55/88	146/260	↰ 157/201																				
↲	↓	↳	← 2137/1288																				
160/244 ↳			↰ 89/128																				
1620/1936 →			↰	↑	↱																		
33/62 ↴			83/155	33/80	46/173																		
4 Cambern Ave/Central Ave																							
30/26	34/28	118/87	↰ 159/39																				
↲	↓	↳	← 2291/1564																				
11/20 ↳			↰ 94/153																				
1716/2254 →			↰	↑	↱																		
85/95 ↴			61/26	20/14	89/211																		
5 Conard Ave/Central Ave																							
185/211	174/389		↰ 465/304																				
↲	↳		← 2113/1551																				
87/91 ↳																							
1861/2423 →																							
6 El Toro Cut Off Rd/Central Ave - SR-74																							
			← 2016/1791																				
			↰ 10/23																				
1665/2248 →			↰	↑	↱																		
267/405 ↴			684/160	13/9																			
7 Riverside St/SR-74																							
			← 1870/1643																				
			↰ 357/152																				
1579/2270 →			↰	↑	↱																		
91/22 ↴			33/78	254/241																			
8 Wasson Canyon Rd/SR-74																							
28/47	792/1653	83/180	↰ 220/125																				
↲	↓	↳	← 14/20																				
81/40 ↳			↰ 471/164																				
16/20 →			↰	↑	↱																		
47/18 ↴			20/23	1654/2094	162/368																		
9 SR-74/Meadowbrook Ave - Greenwald Ave																							
1907/1920	20/47		↰ 57/37																				
↓	↳		↰ 15/10																				
			↰	↑	↱																		
			1931/2225	7/12																			
10 SR-74/River Rd																							
312/193	1123/1226																						
↲	↓																						
423/354 ↳			↰	↑																			
95/58 ↴			76/60	1169/1399																			
11 SR-74/Ellis Ave																							
106/79	596/452		↰ 435/494																				
↲	↳		← 1428/1296																				
73/99 ↳																							
1218/1548 →																							
12 Navajo Rd/4th St																							
467/550	232/187	203/107	↰ 91/59																				
↲	↓	↳	← 1199/1319																				
402/422 ↳			↰ 86/47																				
1377/1373 →			↰	↑	↱																		
67/84 ↴			147/165	427/142	74/50																		
13 A St/4th St																							
392/500	51/91	51/32	↰ 59/35																				
↲	↓	↳	← 1030/953																				
374/334 ↳			↰ 0/3																				
1293/1298 →			↰	↑	↱																		
9/26 ↴			25/3	207/33	62/13																		
14 C St/4th St																							
83/109	77/144	73/204	↰ 116/96																				
↲	↓	↳	← 979/841																				
150/140 ↳			↰ 101/207																				
1223/1178 →			↰	↑	↱																		
33/24 ↴			26/41	175/115	177/210																		
15 D St/4th St																							
312/280	703/881	79/106	↰ 47/69																				
↲	↓	↳	← 782/688																				
344/447 ↳			↰ 123/179																				
997/852 →			↰	↑	↱																		
159/268 ↴			237/196	904/791	176/99																		
16 Perris Blvd/4th St																							
30/93	136/205	121/148	↰ 139/81																				
↲	↓	↳	← 862/782																				
112/119 ↳			↰ 143/130																				
960/858 →			↰	↑	↱																		
116/33 ↴			26/42	178/210	102/152																		
17 G St/4th St																							
25/51	11/14	98/213	↰ 128/127																				
↲	↓	↳	← 1103/943																				
39/50 ↳			↰ 14/23																				
1087/1046 →			↰	↑	↱																		
34/50 ↴			39/33	6/19	20/0																		
18 Wilkerson Ave/4th St																							
1183/1016	600/1033	35/36	↰ 26/69																				
↲	↓	↳	← 5/20																				
1162/1170 ↳			↰ 3/13																				
26/28 →			↰	↑	↱																		
40/108 ↴			85/60	1042/660	12/9																		
19 Redlands Ave/4th St																							
1595/1599	535/466																						
↲	↳																						
253/397 ↳			↑	↱																			
0/8 →																							
223/486 ↴			1614/1247	616/652																			
20 Redlands Ave/I-215 SB Ramps																							
193/229	1575/1545		↰ 396/731																				
↲	↓		↰ 555/520																				
			390/262	1477/1382																			
21 Redlands Ave/I-215 NB Ramps																							

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FIGURE 6-4A

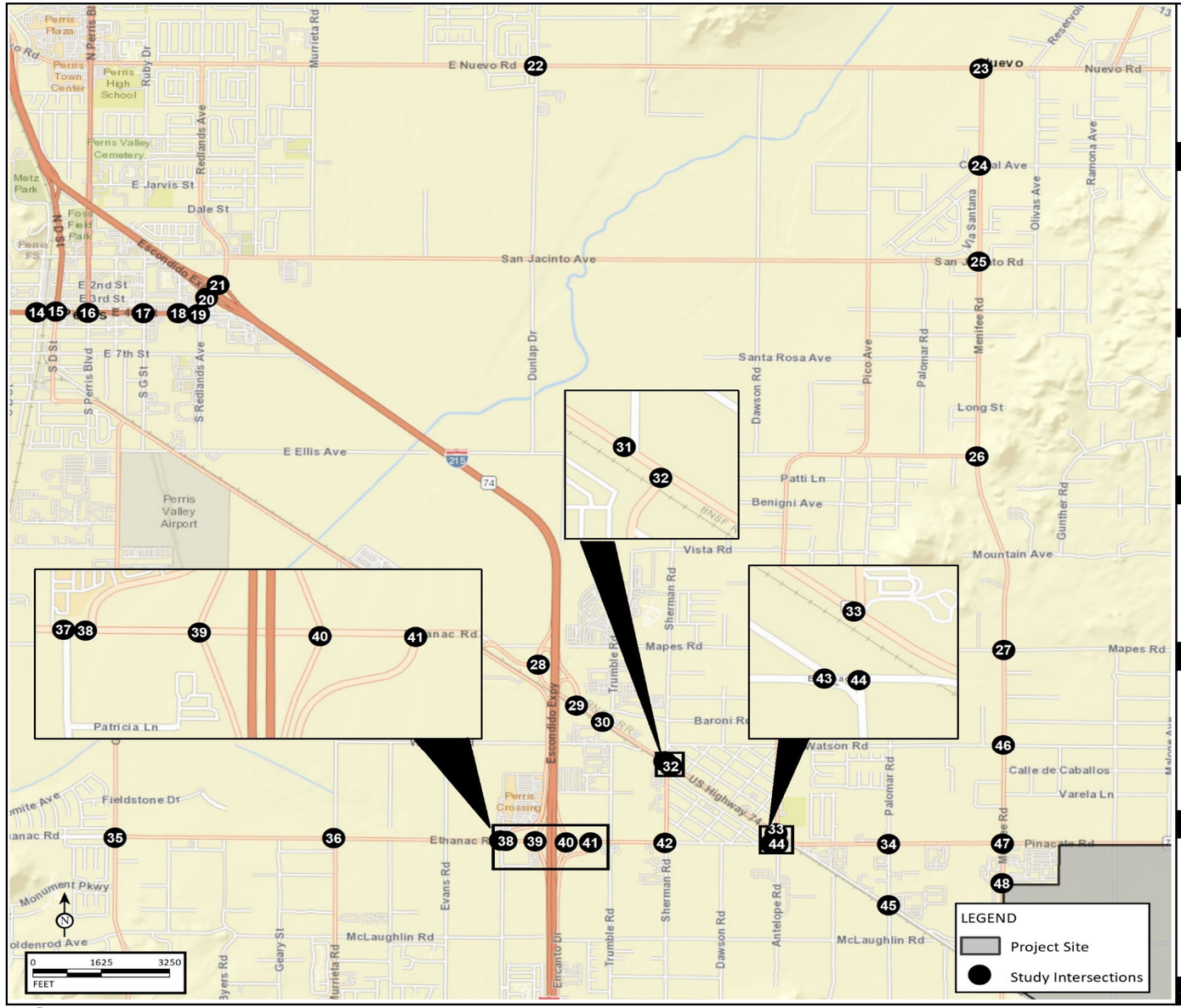
Menifee Valley Specific Plan

Traffic Study

XXXX/YYYY

AM/PM Peak Hour Traffic Volumes (in PCEs)

Horizon Year (2045) plus Project Peak Hour Traffic Volumes (Int. 1-21)



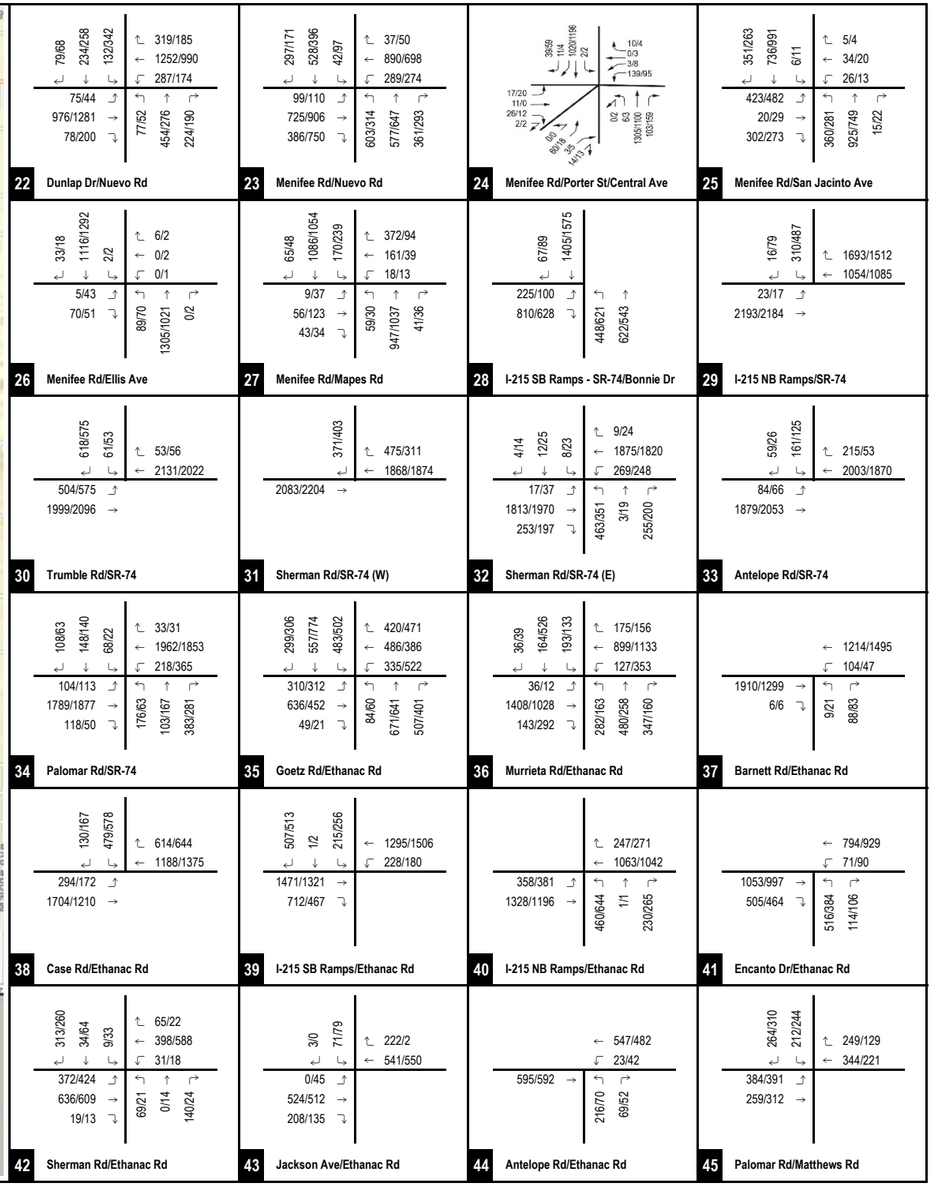


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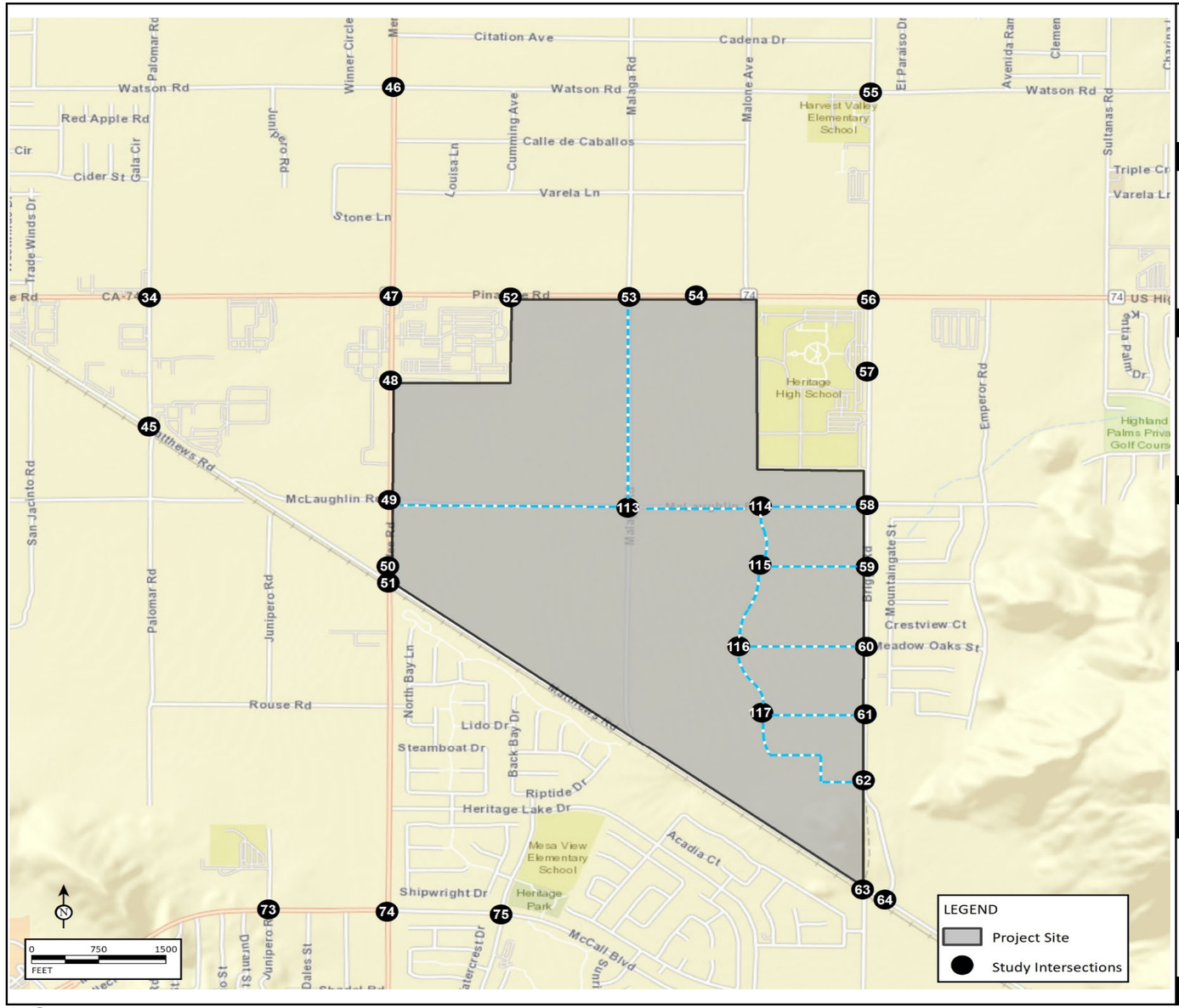
FIGURE 6-4B

Menifee Valley Specific Plan
Traffic Study

XXXX/YYYY
AM/PM Peak Hour Traffic Volumes (in PCEs)

Horizon Year (2045) plus Project Peak Hour Traffic Volumes (Int. 22-45)



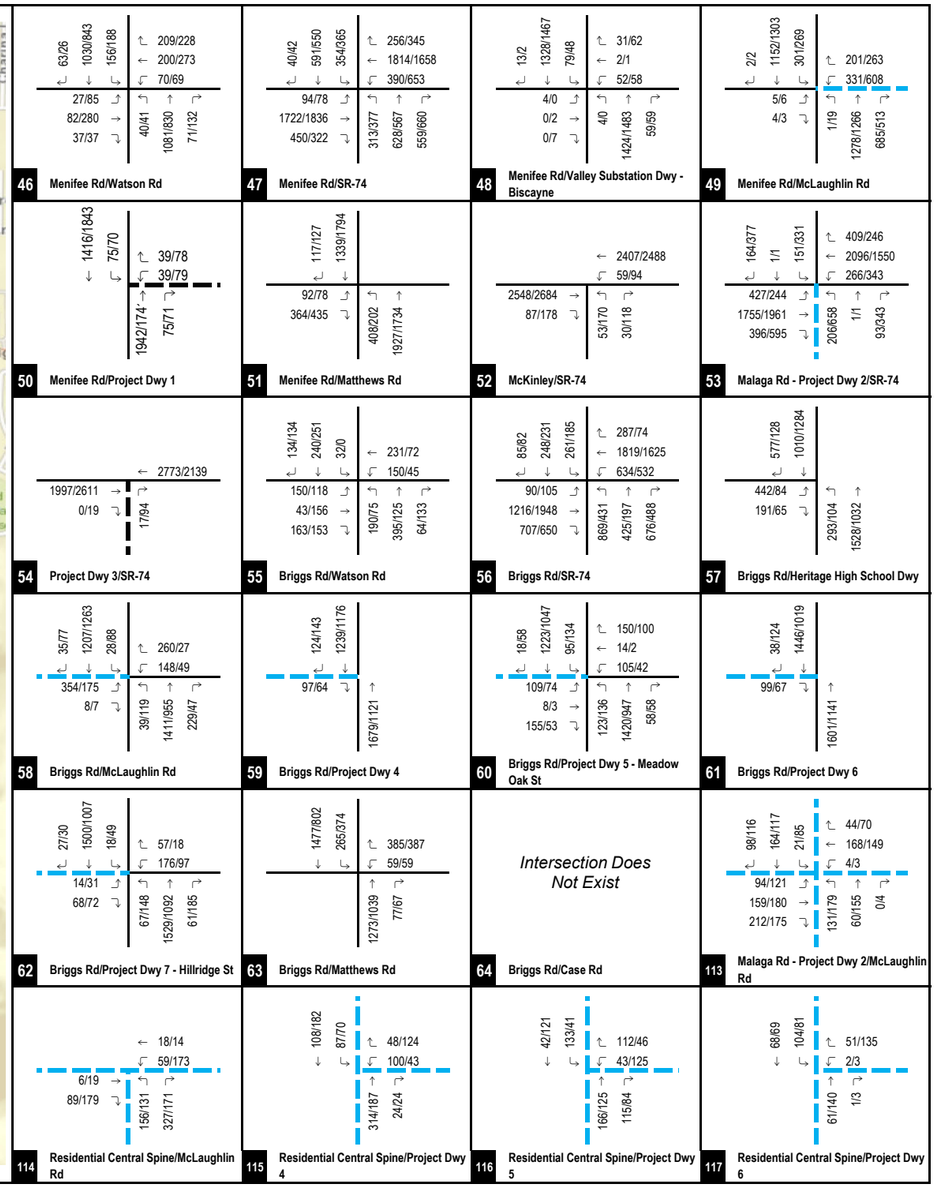


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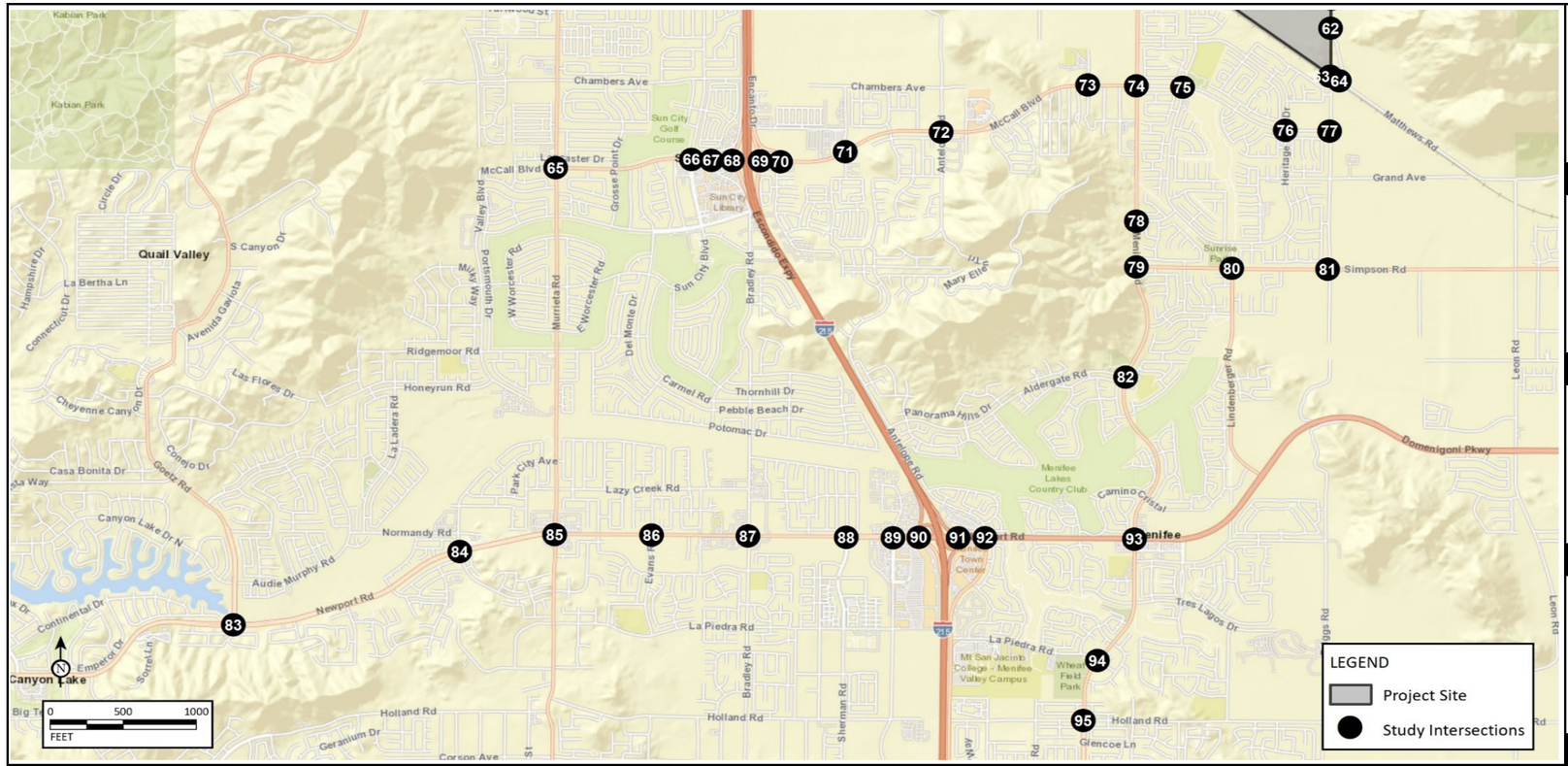
FIGURE 6-4C

XXXX/YYYY
AM/PM Peak Hour Traffic Volumes (in PCEs)

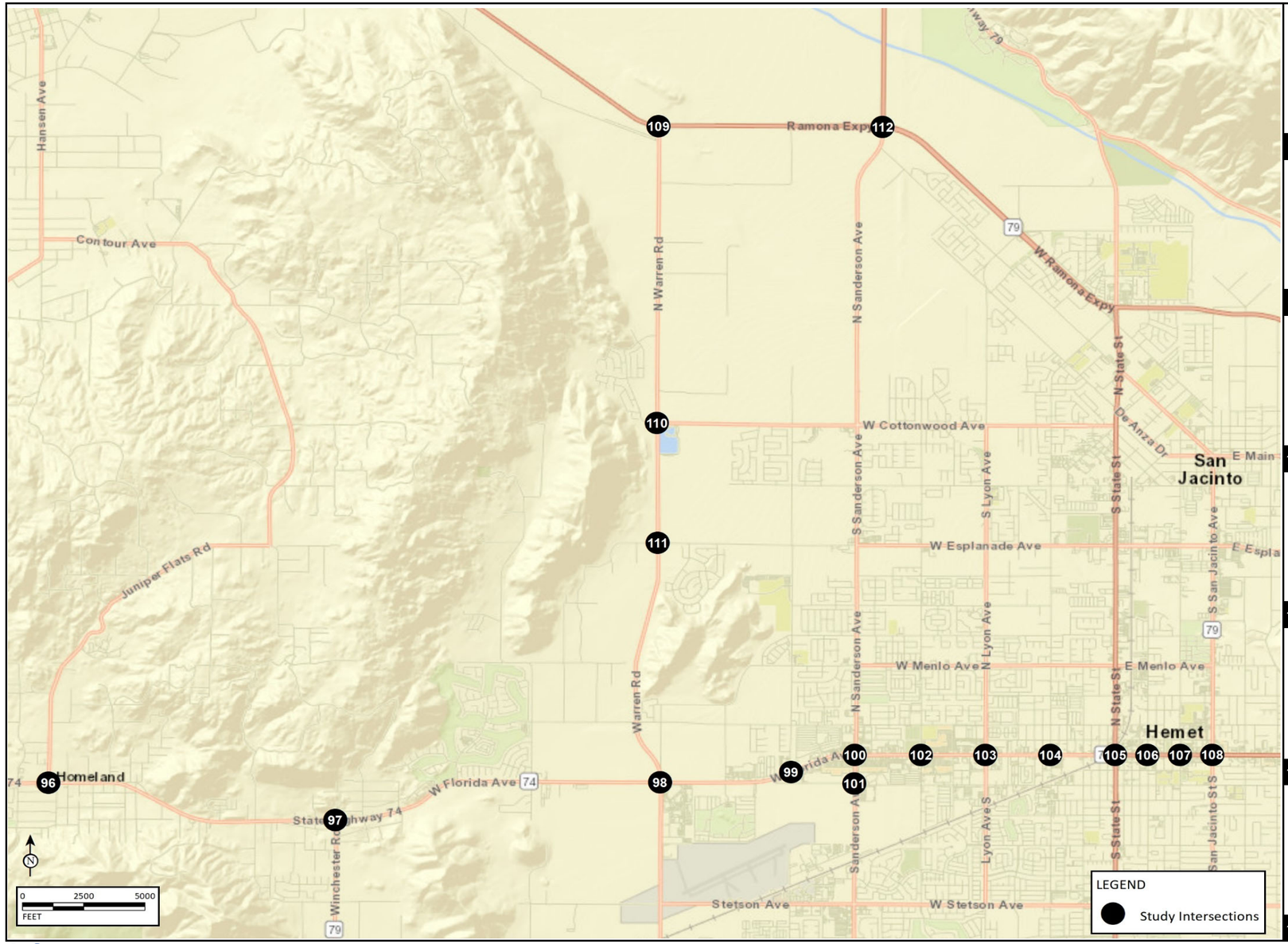
Internal Project Roadway
Project Driveway

Menifee Valley Specific Plan
Traffic Study
Horizon Year (2045) plus Project Peak Hour Traffic Volumes (Int. 46-64 & Int. 113-117)

P:\CIM2106 MVSP EIR\02 Technical Study - Peer Review\2.1 Traffic - VMT\July 2023\Volume Figures\Horizon Year\2045_HY_WP_Vol_Z3.xlsx (8/31/2023)


Kabian Park
Chambers Ave
Sun City Golf Course
Sun City Library
McCall Blvd
Lancaster Dr
Grosse Point Dr
Valley Blvd
Portsmouth Dr
W Worcester Rd
E Worcester Rd
Murrieta Rd
Bradley Rd
Escondido Expy
Sun City Blvd
Del Monte Dr
Mary Ellen
Antelope Rd
McCall Blvd
Heritage Dr
Matthews Rd
Grand Ave
Sunrise Pl
Simpson Rd
Quail Valley
S Canyon Dr
Circle Dr
Hampshire Dr
Connecticut Dr
La Bertha Ln
Avenida Gaviota
Las Flores Dr
Cheyenne Canyon Dr
Conejo Dr
Goetz Rd
Casa Bonita Dr
Ridgemoor Rd
Honeyrun Rd
La Laidera Rd
Park City Ave
Lazy Creek Rd
Carmel Rd
Thornhill Dr
Pebble Beach Dr
Potomac Dr
Aldergate Rd
Panorama Hills Dr
Antelope Rd
Lindenberger Rd
Leon Rd
Domenigoni Pkwy
Menifee Lakes Country Club
Camino Crystal
Menifee
Town Center
Normandy Rd
Audie Murphy Rd
Newport Rd
Canyon Lake Dr N
Continental Dr
Emperor Dr
Sorrel Ln
Canyon Lake
Evans Rd
La Piedra Rd
Mt San Jacinto College - Menifee Valley Campus
Wheat Field Park
Bradley Rd
Sherman Rd
Tres Lagos Dr
Holland Rd
Geranium Dr
Corson Ave
Glencoe Ln
0 500 1000
FEET
LEGEND
Project Site
Study Intersections

| | | |



383/173	1/1	247/129	111/227	12/25	51/40	19/20	32/25	408/364	695/513	151/138	39/88
↵ ↓ ↳			← 2107/1603	↵ ↓ ↳			← 1399/1418	↵ ↓ ↳			← 992/1166
177/298 →			↰ 0/3	35/41 →			↰ 591/482	474/434 →			↰ 281/201
1412/1918 →		0/2	↑ 1/0	1261/1669 →		464/468	↑ 25/30	1009/1196 →		189/218	↑ 500/729
0/3 ↴		0/4	↱	463/317 ↴		555/522	↱	222/179 ↴		191/381	↱
96 Juniper Flats Rd/SR-74				**97 Vista Pl - Winchester Rd/SR-74 - Florida Ave**				**98 Warren Rd/Florida Ave**			
246/209	170/112	76/111	54/85	160/158	960/944	145/225	129/165	17/36	945/998	195/223	145/287
↵ ↓ ↳			← 833/944	↵ ↓ ↳			← 671/649	↵ ↓ ↳			← 211/348
170/254 →			↰ 11/49	247/391 →			↰ 250/311	28/41 →			↰ 164/167
852/1023 →		181/276	↑ 83/95	582/795 →		153/265	↑ 739/870	304/310 →		133/124	↑ 887/1074
31/60 ↴		16/26	↱	68/93 ↴		82/192	↱	163/204 ↴		148/99	↱
99 Cawston Ave/Florida Ave				**100 Sanderson Ave/Florida Ave**				**101 Sanderson Ave/Acacia Ave**			
175/208	591/513	158/174	113/111	88/84	211/259	67/123	48/87	82/89	243/258	46/40	42/48
↵ ↓ ↳			← 897/914	↵ ↓ ↳			← 1006/1072	↵ ↓ ↳			← 993/1086
102/263 →			↰ 112/203	64/134 →			↰ 116/135	61/117 →			↰ 96/111
655/1118 →		68/120	↑ 485/697	715/1203 →		126/130	↑ 176/209	742/1179 →		103/79	↑ 206/244
66/113 ↴		76/125	↱	68/85 ↴		85/123	↱	48/73 ↴		84/90	↱
102 Kirby St/Florida Ave				**103 Lyon Ave/Florida Ave**				**104 Palm Ave/Florida Ave**			
140/196	323/491	121/118	67/78	36/35	132/204	34/42	16/36	30/43	60/70	23/26	23/19
↵ ↓ ↳			← 959/970	↵ ↓ ↳			← 1000/1090	↵ ↓ ↳			← 977/1082
87/105 →			↰ 73/107	22/40 →			↰ 46/39	28/23 →			↰ 66/58
670/1098 →		73/72	↑ 432/430	804/1207 →		67/49	↑ 220/168	792/1198 →		60/59	↑ 116/65
33/68 ↴		88/105	↱	30/51 ↴		66/51	↱	67/67 ↴		80/76	↱
105 State St/Florida Ave				**106 Buena Vista St/Florida Ave**				**107 Santa Fe St/Florida Ave**			
148/191	212/277	117/213	128/107	55/226	221/79	23/125	57/51	3/6	761/850	78/179	241/118
↵ ↓ ↳			← 827/821	↵ ↓ ↳			← 1059/1456	↵ ↓ ↳			← 26/43
176/210 →			↰ 114/130	147/142 →			↰ 287/349	6/2 →			↰ 146/122
599/987 →		61/93	↑ 289/275	1415/1274 →		607/588	↑ 275/215	77/29 →		20/43	↑ 844/824
52/57 ↴		42/73	↱	625/692 ↴		360/322	↱	40/37 ↴		128/173	↱
108 San Jacinto St/Florida Ave				**109 Warren Rd/Ramona Expy**				**110 Warren Rd/Cottonwood Ave**			
71/91	822/864	88/101	103/101	581/1026	710/1280	669/864	554/625				
↵ ↓ ↳			← 171/145	↵ ↓ ↳			← 961/900				
70/53 →			↰ 353/231	969/665 →			↰ 50/31				
145/145 →		6/3	↑ 835/888	840/1063 →		192/232	↑ 933/701				
5/4 ↴		293/330	↱	151/233 ↴		23/29	↱				
111 Warren Rd/Esplanade Ave				**112 Sanderson Ave/Ramona Expy**							

LSA

FIGURE 6-4E

Menifee Valley Specific Plan
Traffic Study

XXXX/YYYY
AM/PM Peak Hour Traffic Volumes (in PCEs)

Horizon Year (2045) plus Project Peak Hour Traffic Volumes (Int. 96-112)

7.0 INTERSECTION AND ROADWAY LEVELS OF SERVICE

7.1 EXISTING LEVELS OF SERVICE

7.1.1 Study Intersections

Previously referenced Figures 3-1A through 3-1E illustrate existing study intersection geometrics and traffic control. An intersection LOS analysis was conducted for existing conditions using the methodologies previously discussed. Table 7-A summarizes the results of this analysis and shows that all intersections are operating at a satisfactory LOS except for the following intersections, which are currently operating at a deficient LOS in the a.m. peak hour, p.m. peak hour, or in both peak hours. The corresponding study intersection numbers are also included for easy reference purposes.

16. Perris Boulevard/4th Street (a.m. and p.m. peak hours);
19. Redlands Avenue/4th Street (a.m. and p.m. peak hours);
23. Menifee Road/Nuevo Road (a.m. peak hour only);
46. Menifee Road/Watson Road (a.m. peak hour only);
47. Menifee Road/SR-74 (a.m. peak hour only);
56. Briggs Road/SR-74 (a.m. peak hour only);
60. Briggs Road/Project Driveway 5 - Meadow Oak Street (a.m. peak hour only);
63. Briggs Road/Matthews Road (a.m. peak hour only);
64. Briggs Road/Case Road (a.m. peak hour only);
94. Menifee Road/La Piedra Road (a.m. peak hour only);
97. Vista Place - Winchester Road/SR-74 - Florida Avenue (a.m. and p.m. peak hours);
108. San Jacinto Street/Florida Avenue (p.m. peak hour only);
111. Warren Road/Esplanade Avenue (a.m. and p.m. peak hours); and
112. Sanderson Avenue/Ramona Expressway (p.m. peak hour only).

Detailed intersection LOS worksheets are included in Appendix D.

7.1.2 Roadway Segments

A roadway segment LOS analysis was conducted for existing conditions using the methodologies previously discussed. Table 7-B summarizes the results of this analysis and shows that all roadway segments are currently operating at a satisfactory LOS under existing conditions except for the following segments.

1. Central Avenue (SR-74), between I-15 NB Ramps and Dexter Avenue;
3. Central Avenue (SR-74), between Cambern Avenue and Conard Avenue;
4. Central Avenue (SR-74), between Conard Avenue and El Toro Cut Off Road;
5. SR-74, between El Toro Cut Off Road and Riverside Street;
11. 4th Street (SR-74), between Navajo Road and A Street;
18. SR-74, between I-215 NB Ramps and Trumble Road;
30. Florida Avenue (SR-74/SR-79), between Vista Place - Winchester Road (SR-79) and Warren Road;
34. Florida Avenue (SR-74/SR-79), between Kirby Street and Lyon Avenue;
35. Florida Avenue (SR-74/SR-79), between Lyon Avenue and Palm Avenue;

36. Florida Avenue (SR-74/SR-79), between Palm Avenue and State Street;
37. Florida Avenue (SR-74/SR-79), between State Street and Buena Vista Street;
38. Florida Avenue (SR-74/SR-79), between Buena Vista Street and Santa Fe Street;
39. Florida Avenue (SR-74/SR-79), between Santa Fe Street and San Jacinto Street (SR-79);
59. McCall Boulevard, between Antelope Road and Junipero Road;
71. Newport Road, between Avenida De Cortez - Town Center Drive and Haun Road;
73. Newport Road, between I-215 NB Ramps and Antelope Road;
74. Newport Road, between Antelope Road and Menifee Road; and
107. Warren Road, between Esplanade Avenue and Florida Avenue (SR-74/SR-79).

7.2 EXISTING PLUS PROJECT LEVELS OF SERVICE

Analysis of the Existing Plus Project scenario is provided to identify direct project-related operational deficiencies if the project were to be built and in operation today. This scenario eliminates the effects of ambient growth and other cumulative projects and deals specifically with operational deficiencies only due to the project traffic. However, it should be noted that the project would be constructed in phases, and recommended improvements would be required to be implemented prior to completion of each phase of the project. Therefore, the deficiencies and corresponding improvements identified for this scenario are for disclosure purposes only.

7.2.1 Study Intersections

An intersection LOS analysis was conducted for Existing Plus Project conditions using the methodologies previously discussed. Previously referenced Table 7-A summarizes the results of this analysis and shows that all intersections are forecast to operate at a satisfactory LOS under Existing Plus Project conditions except for the following intersections that are forecast to operate at a deficient LOS in the a.m. peak hour, p.m. peak hour, or in both peak hours.

14. C Street/4th Street (p.m. peak hour only);
16. Perris Boulevard/4th Street (a.m. and p.m. peak hours);
19. Redlands Avenue/4th Street (a.m. and p.m. peak hours);
23. Menifee Road/Nuevo Road (a.m. and p.m. peak hours);
27. Menifee Road/Mapes Road (a.m. and p.m. peak hours);
28. I-215 SB Ramps - SR-74/Bonnie Drive (p.m. peak hour only);
41. Encanto Drive/Ethanac Road (p.m. peak hour only);
42. Sherman Road/Ethanac Road (p.m. peak hour only);
46. Menifee Road/Watson Road (a.m. and p.m. peak hours);
47. Menifee Road/SR-74 (a.m. and p.m. peak hours);
48. Menifee Road/Valley Substation Driveway - Biscayne (a.m. peak hour only);
49. Menifee Road/McLaughlin Road (a.m. and p.m. peak hours);
50. Menifee Road/Project Driveway 1 (a.m. and p.m. peak hours);
51. Menifee Road/Matthews Road (a.m. and p.m. peak hours);
53. Malaga Road - Project Driveway 2/SR-74 (a.m. and p.m. peak hours);
56. Briggs Road/SR-74 (a.m. and p.m. peak hours);
58. Briggs Road/McLaughlin Road (a.m. and p.m. peak hours);
60. Briggs Road/Project Driveway 5 - Meadow Oak Street (a.m. and p.m. peak hours);

62. Briggs Road/Project Driveway 7 (a.m. peak hour only);
63. Briggs Road/Matthews Road (a.m. and p.m. peak hours);
68. I-215 SB Ramps/McCall Boulevard (a.m. and p.m. peak hours);
69. I-215 NB Ramps/McCall Boulevard (a.m. and p.m. peak hours);
73. Junipero Road/McCall Boulevard (a.m. and p.m. peak hours);
74. Menifee Road/McCall Boulevard (a.m. and p.m. peak hours);
77. Briggs Road/McCall Boulevard (a.m. peak hour only);
89. Haun Road/Newport Road (p.m. peak hour only);
93. Menifee Road/Newport Road (p.m. peak hour only);
94. Menifee Road/La Piedra Road (a.m. peak hour only);
97. Vista Place - Winchester Road/SR-74 - Florida Avenue (a.m. and p.m. peak hours);
100. Sanderson Avenue/Florida Avenue (p.m. peak hour only);
108. San Jacinto Street/Florida Avenue (p.m. peak hour only);
109. Warren Road/Ramona Expressway (p.m. peak hour only);
111. Warren Road/Esplanade Avenue (a.m. and p.m. peak hours); and
112. Sanderson Avenue/Ramona Expressway (p.m. peak hour only).

It should be noted that out of these 34 intersections forecast to operate at a deficient LOS under Existing Plus Project conditions, 14 intersections currently operate at a deficient LOS under the Existing condition. As such, the project adds to the existing operational deficiencies at these intersections.

Detailed intersection LOS worksheets are included in Appendix D.

7.2.2 Roadway Segments

A roadway segment LOS analysis was conducted for Existing Plus Project conditions using the methodologies previously discussed. Previously referenced Table 7-B summarizes the results of this analysis and shows that all roadway segments are forecast to operate at a satisfactory LOS under Existing Plus Project conditions except for the following study segments.

1. Central Avenue (SR-74), between I-15 NB Ramps and Dexter Avenue;
3. Central Avenue (SR-74), between Cambern Avenue and Conard Avenue;
4. Central Avenue (SR-74), between Conard Avenue and El Toro Cut Off Road;
5. SR-74, between El Toro Cut Off Road and Riverside Street;
11. 4th Street (SR-74), between Navajo Road and A Street;
12. 4th Street (SR-74), between A Street and C Street;
18. SR-74, between I-215 NB Ramps and Trumble Road;
19. SR-74, between Trumble Road and Sherman Road (West);
20. SR-74, between Sherman Road (West) and Sherman Road (East);
21. SR-74, between Sherman Road (East) and Antelope Road;
28. SR-74, between Briggs Road and Juniper Flats Road;
30. Florida Avenue (SR-74/SR-79), between Vista Place - Winchester Road (SR-79) and Warren Road;
34. Florida Avenue (SR-74/SR-79), between Kirby Street and Lyon Avenue;
35. Florida Avenue (SR-74/SR-79), between Lyon Avenue and Palm Avenue;

36. Florida Avenue (SR-74/SR-79), between Palm Avenue and State Street;
37. Florida Avenue (SR-74/SR-79), between State Street and Buena Vista Street;
38. Florida Avenue (SR-74/SR-79), between Buena Vista Street and Santa Fe Street;
39. Florida Avenue (SR-74/SR-79), between Santa Fe Street and San Jacinto Street (SR-79);
56. McCall Boulevard, between I-215 NB Ramps and Encanto Drive;
57. McCall Boulevard, between Encanto Drive and Sherman Road;
59. McCall Boulevard, between Antelope Road and Junipero Road;
69. Newport Road, between Evans Road and Bradley Road;
70. Newport Road, between Bradley Road and Avenida De Cortez - Town Center Drive;
71. Newport Road, between Avenida De Cortez - Town Center Drive and Haun Road;
73. Newport Road, between I-215 NB Ramps and Antelope Road;
74. Newport Road, between Antelope Road and Menifee Road;
85. Menifee Road, between Biscayne and McLaughlin Road;
86. Menifee Road, between McLaughlin Road and Project Driveway 1;
87. Menifee Road, between Project Driveway 1 and Matthews Road;
88. Menifee Road, between Matthews Road and McCall Boulevard; and
107. Warren Road, between Esplanade Avenue and Florida Avenue (SR-74/SR-79).

It should be noted that out of these 31 segments forecast to operate at a deficient LOS under Existing Plus Project conditions, 18 segments currently operate at a deficient LOS under the Existing condition. As such, the project adds to the existing operational deficiencies at these segments.

7.3 PHASE 1 OPENING YEAR CUMULATIVE (2025) WITHOUT PROJECT LEVELS OF SERVICE

7.3.1 Study Intersections

An intersection LOS analysis was conducted for Phase 1 Opening Year Cumulative (2025) without Project conditions using the methodologies previously discussed. Table 7-C summarizes the results of this analysis and shows that all study intersections are forecast to operate at a satisfactory LOS under Phase 1 Opening Year Cumulative (2025) without Project conditions except the following intersections that are forecast to operate at a deficient LOS in the a.m. peak hour, p.m. peak hour, or in both peak hours.

6. El Toro Cut Off Road/Central Avenue - SR-74 (a.m. and p.m. peak hours);
14. C Street/4th Street (p.m. peak hour only);
16. Perris Boulevard/4th Street (a.m. and p.m. peak hours);
19. Redlands Avenue/4th Street (a.m. and p.m. peak hours);
23. Menifee Road/Nuevo Road (a.m. and p.m. peak hours);
27. Menifee Road/Mapes Road (a.m. and p.m. peak hours);
41. Encanto Drive/Ethanac Road (a.m. and p.m. peak hours);
42. Sherman Road/Ethanac Road (p.m. peak hour only);
46. Menifee Road/Watson Road (a.m. peak hour only);
47. Menifee Road/SR-74 (a.m. and p.m. peak hours);
49. Menifee Road/McLaughlin Road (a.m. peak hour only);

53. Malaga Road - Project Driveway 2/SR-74 (a.m. and p.m. peak hours);
56. Briggs Road/SR-74 (a.m. peak hour only);
58. Briggs Road/McLaughlin Road (a.m. peak hour only);
60. Briggs Road/Project Driveway 5 - Meadow Oak Street (a.m. peak hour only);
63. Briggs Road/Matthews Road (a.m. peak hour only);
81. Briggs Road/Simpson Road (a.m. and p.m. peak hours);
85. Murrieta Road/Newport Road (p.m. peak hour only);
94. Menifee Road/La Piedra Road (a.m. peak hour only);
97. Vista Place - Winchester Road/SR-74 - Florida Avenue (a.m. and p.m. peak hours);
100. Sanderson Avenue/Florida Avenue (p.m. peak hour only);
108. San Jacinto Street/Florida Avenue (p.m. peak hour only);
111. Warren Road/Esplanade Avenue (a.m. and p.m. peak hours); and
112. Sanderson Ave/Ramona Expressway (a.m. and p.m. peak hours).

Detailed intersection LOS worksheets are included in Appendix D.

7.3.2 Roadway Segments

A roadway segment LOS analysis was conducted for Phase 1 Opening Year Cumulative (2025) without Project conditions using the methodologies previously discussed. Table 7-D summarizes the results of this analysis and shows that all roadway segments are forecast to operate at a satisfactory LOS under Phase 1 Opening Year Cumulative (2025) without Project conditions with the exception of the following study segments.

1. Central Avenue (SR-74), between I-15 NB Ramps and Dexter Avenue;
3. Central Avenue (SR-74), between Cambern Avenue and Conard Avenue;
4. Central Avenue (SR-74), between Conard Avenue and El Toro Cut Off Road;
5. SR-74, between El Toro Cut Off Road and Riverside Street;
9. SR-74, between River Road and Ellis Avenue;
11. 4th Street (SR-74), between Navajo Road and A Street;
12. 4th Street (SR-74), between A Street and C Street;
18. SR-74, between I-215 NB Ramps and Trumble Road;
21. SR-74, between Sherman Road (East) and Antelope Road;
30. Florida Avenue (SR-74/SR-79), between Vista Place - Winchester Road (SR-79) and Warren Road;
34. Florida Avenue (SR-74/SR-79), between Kirby Street and Lyon Avenue;
35. Florida Avenue (SR-74/SR-79), between Lyon Avenue and Palm Avenue;
36. Florida Avenue (SR-74/SR-79), between Palm Avenue and State Street;
37. Florida Avenue (SR-74/SR-79), between State Street and Buena Vista Street;
38. Florida Avenue (SR-74/SR-79), between Buena Vista Street and Santa Fe Street;
39. Florida Avenue (SR-74/SR-79), between Santa Fe Street and San Jacinto Street (SR-79);
59. McCall Boulevard, between Antelope Road and Junipero Road;
69. Newport Road, between Evans Road and Bradley Road;
70. Newport Road, between Bradley Road and Avenida De Cortez - Town Center Drive;
71. Newport Road, between Avenida De Cortez - Town Center Drive and Haun Road;
73. Newport Road, between I-215 NB Ramps and Antelope Road;
74. Newport Road, between Antelope Road and Menifee Road; and

107. Warren Road, between Esplanade Avenue and Florida Avenue (SR-74/SR-79).

7.4 PHASE 1 OPENING YEAR CUMULATIVE (2025) PLUS PROJECT LEVELS OF SERVICE

7.4.1 Study Intersections

An intersection LOS analysis was conducted for Phase 1 Opening Year Cumulative (2025) Plus Project conditions using the methodologies previously discussed. Previously referenced Table 7-C summarizes the results of this analysis and shows that all intersections are forecast to operate at a satisfactory LOS under Phase 1 Opening Year Cumulative (2025) Plus Project conditions except for the following intersections that are forecast to operate at a deficient LOS in the a.m. peak hour, p.m. peak hour, or in both peak hours.

6. El Toro Cut Off Road/Central Avenue - SR-74 (a.m. and p.m. peak hours);
14. C Street/4th Street (p.m. peak hour only);
16. Perris Boulevard/4th Street (a.m. and p.m. peak hours);
19. Redlands Avenue/4th Street (a.m. and p.m. peak hours);
23. Menifee Road/Nuevo Road (a.m. and p.m. peak hours);
27. Menifee Road/Mapes Road (a.m. and p.m. peak hours);
41. Encanto Drive/Ethanac Road (a.m. and p.m. peak hours);
42. Sherman Road/Ethanac Road (p.m. peak hour only);
46. Menifee Road/Watson Road (a.m. and p.m. peak hours);
47. Menifee Road/SR-74 (a.m. and p.m. peak hours);
49. Menifee Road/McLaughlin Road (a.m. and p.m. peak hours);
51. Menifee Road/Matthews Road (a.m. and p.m. peak hours);
53. Malaga Road - Project Driveway 2/SR-74 (p.m. peak hour only);
56. Briggs Road/SR-74 (a.m. peak hour only);
58. Briggs Road/McLaughlin Road (a.m. peak hour only);
60. Briggs Road/Project Driveway 5 - Meadow Oak Street (a.m. peak hour only);
62. Briggs Road/Project Driveway 7 (a.m. peak hour only);
63. Briggs Road/Matthews Road (a.m. peak hour only);
68. I-215 SB Ramps/McCall Boulevard (a.m. and p.m. peak hours);
69. I-215 NB Ramps/McCall Boulevard (p.m. peak hour only);
73. Junipero Road/McCall Boulevard (a.m. peak hour only);
74. Menifee Road/McCall Boulevard (a.m. peak hour only);
81. Briggs Road/Simpson Road (a.m. and p.m. peak hours);
85. Murrieta Road/Newport Road (p.m. peak hour only);
86. Evans Road/Newport Road (p.m. peak hour only);
89. Haun Road/Newport Road (p.m. peak hour only);
93. Menifee Road/Newport Road (p.m. peak hour only);
94. Menifee Road/La Piedra Road (a.m. peak hour only);
97. Vista Place - Winchester Road/SR-74 - Florida Avenue (a.m. and p.m. peak hours);
100. Sanderson Avenue/Florida Avenue (p.m. peak hour only);
108. San Jacinto Street/Florida Avenue (p.m. peak hour only);
111. Warren Road/Esplanade Avenue (a.m. and p.m. peak hours); and
112. Sanderson Avenue/Ramona Expressway (a.m. and p.m. peak hours).

It should be noted that out of the 33 intersections forecast to operate at a deficient LOS under Phase 1 Opening Year Cumulative (2025) Plus Project conditions, 24 intersections are also forecast to operate at a deficient LOS under Phase 1 Opening Year Cumulative (2025) without Project conditions. As such, the project contributes to the cumulative operational deficiency at these intersections.

Detailed intersection LOS worksheets are included in Appendix D.

7.4.2 Roadway Segments

A roadway segment LOS analysis was conducted for Phase 1 Opening Year Cumulative (2025) Plus Project conditions using the methodologies previously discussed. Previously referenced Table 7-D summarizes the results of this analysis and shows that all roadway segments are forecast to operate at a satisfactory LOS under Phase 1 Opening Year Cumulative (2025) Plus Project conditions with the exception of the following.

1. Central Avenue (SR-74), between I-15 NB Ramps and Dexter Avenue;
3. Central Avenue (SR-74), between Cambern Avenue and Conard Avenue;
4. Central Avenue (SR-74), between Conard Avenue and El Toro Cut Off Road;
5. SR-74, between El Toro Cut Off Road and Riverside Street;
9. SR-74, between River Road and Ellis Avenue;
11. 4th Street (SR-74), between Navajo Road and A Street;
12. 4th Street (SR-74), between A Street and C Street;
18. SR-74, between I-215 NB Ramps and Trumble Road;
19. SR-74, between Trumble Road and Sherman Road (West);
20. SR-74, between Sherman Road (West) and Sherman Road (East);
21. SR-74, between Sherman Road (East) and Antelope Road;
28. SR-74, between Briggs Road and Juniper Flats Road;
30. Florida Avenue (SR-74/SR-79), between Vista Place - Winchester Road (SR-79) and Warren Road;
34. Florida Avenue (SR-74/SR-79), between Kirby Street and Lyon Avenue;
35. Florida Avenue (SR-74/SR-79), between Lyon Avenue and Palm Avenue;
36. Florida Avenue (SR-74/SR-79), between Palm Avenue and State Street;
37. Florida Avenue (SR-74/SR-79), between State Street and Buena Vista Street;
38. Florida Avenue (SR-74/SR-79), between Buena Vista Street and Santa Fe Street;
39. Florida Avenue (SR-74/SR-79), between Santa Fe Street and San Jacinto Street (SR-79);
56. McCall Boulevard, between I-215 NB Ramps and Encanto Drive;
59. McCall Boulevard, between Antelope Road and Junipero Road;
69. Newport Road, between Evans Road and Bradley Road;
70. Newport Road, between Bradley Road and Avenida De Cortez - Town Center Drive;
71. Newport Road, between Avenida De Cortez - Town Center Drive and Haun Road;
73. Newport Road, between I-215 NB Ramps and Antelope Road;
74. Newport Road, between Antelope Road and Menifee Road;
88. Menifee Road, between Matthews Road and McCall Boulevard;
105. Warren Road, between Ramona Expressway and Cottonwood Avenue; and
107. Warren Road, between Esplanade Avenue and Florida Avenue (SR-74/SR-79).

It should be noted that out of the 29 segments forecast to operate at a deficient LOS under Phase 1 Opening Year Cumulative (2025) Plus Project conditions, 23 segments are also forecast to operate at a deficient LOS under Phase 1 Opening Year Cumulative (2025) without Project conditions. As such, the project contributes to the cumulative operational deficiency at these segments.

7.5 PHASES 2 AND 3 OPENING YEAR CUMULATIVE (2026) WITHOUT PROJECT LEVELS OF SERVICE

7.5.1 Study Intersections

An intersection LOS analysis was conducted for Phases 2 and 3 Opening Year Cumulative (2026) without Project conditions using the methodologies previously discussed. Table 7-E summarizes the results of this analysis and shows that all intersections are forecast to operate at a satisfactory LOS under Phases 2 and 3 Opening Year Cumulative (2026) without Project conditions except for the following intersections that are forecast to operate at a deficient LOS in the a.m. peak hour, p.m. peak hour, or in both peak hours.

6. El Toro Cut Off Road/Central Avenue - SR-74 (a.m. and p.m. peak hours);
14. C Street/4th Street (p.m. peak hour only);
16. Perris Boulevard/4th Street (a.m. and p.m. peak hours);
19. Redlands Avenue/4th Street (a.m. and p.m. peak hours);
23. Menifee Road/Nuevo Road (a.m. and p.m. peak hours);
24. Menifee Road/Porter Street/Central Avenue (a.m. peak hour only);
27. Menifee Road/Mapes Road (a.m. and p.m. peak hours);
41. Encanto Drive/Ethanac Road (a.m. and p.m. peak hours);
42. Sherman Road/Ethanac Road (p.m. peak hour only);
46. Menifee Road/Watson Road (a.m. and p.m. peak hours);
47. Menifee Road/SR-74 (a.m. and p.m. peak hours);
49. Menifee Road/McLaughlin Road (a.m. peak hour only);
51. Menifee Road/Matthews Road (a.m. peak hour only);
53. Malaga Road - Project Driveway 2/SR-74 (a.m. and p.m. peak hours);
56. Briggs Road/SR-74 (a.m. peak hour only);
58. Briggs Road/McLaughlin Road (a.m. peak hour only);
60. Briggs Road/Project Driveway 5 - Meadow Oak Street (a.m. peak hour only);
62. Briggs Road/Project Driveway 7 (a.m. peak hour only);
63. Briggs Road/Matthews Road (a.m. peak hour only);
81. Briggs Road/Simpson Road (a.m. and p.m. peak hours);
85. Murrieta Road/Newport Road (p.m. peak hour only);
86. Evans Road/Newport Road (p.m. peak hour only);
93. Menifee Road/Newport Road (p.m. peak hour only);
94. Menifee Road/La Piedra Road (a.m. peak hour only);
97. Vista Place - Winchester Road/SR-74 - Florida Avenue (a.m. and p.m. peak hours);
100. Sanderson Avenue/Florida Avenue (p.m. peak hour only);
108. San Jacinto Street/Florida Avenue (p.m. peak hour only);
111. Warren Road/Esplanade Avenue (a.m. and p.m. peak hours); and
112. Sanderson Avenue/Ramona Expressway (a.m. and p.m. peak hours).

Detailed intersection LOS worksheets are included in Appendix D.

7.5.2 Roadway Segments

A roadway segment LOS analysis was conducted for Phases 2 and 3 Opening Year Cumulative (2026) without Project conditions using the methodologies previously discussed. Table 7-F summarizes the results of this analysis and shows that 83 roadway segments are forecast to operate at a satisfactory LOS under Phases 2 and 3 Opening Year Cumulative (2026) without Project conditions. The remaining 24 roadway segments are forecast to operate at a deficient LOS.

1. Central Avenue (SR-74), between I-15 NB Ramps and Dexter Avenue;
3. Central Avenue (SR-74), between Cambern Avenue and Conard Avenue;
4. Central Avenue (SR-74), between Conard Avenue and El Toro Cut Off Road;
5. SR-74, between El Toro Cut Off Road and Riverside Street;
9. SR-74, between River Road and Ellis Avenue;
11. 4th Street (SR-74), between Navajo Road and A Street;
12. 4th Street (SR-74), between A Street and C Street;
18. SR-74, between I-215 NB Ramps and Trumble Road;
21. SR-74, between Sherman Road (East) and Antelope Road;
30. Florida Avenue (SR-74/SR-79), between Vista Place - Winchester Road (SR-79) and Warren Road;
34. Florida Avenue (SR-74/SR-79), between Kirby Street and Lyon Avenue;
35. Florida Avenue (SR-74/SR-79), between Lyon Avenue and Palm Avenue;
36. Florida Avenue (SR-74/SR-79), between Palm Avenue and State Street;
37. Florida Avenue (SR-74/SR-79), between State Street and Buena Vista Street;
38. Florida Avenue (SR-74/SR-79), between Buena Vista Street and Santa Fe Street;
39. Florida Avenue (SR-74/SR-79), between Santa Fe Street and San Jacinto Street (SR-79);
59. McCall Boulevard, between Antelope Road and Junipero Road;
69. Newport Road, between Evans Road and Bradley Road;
70. Newport Road, between Bradley Road and Avenida De Cortez - Town Center Drive;
71. Newport Road, between Avenida De Cortez - Town Center Drive and Haun Road;
73. Newport Road, between I-215 NB Ramps and Antelope Road;
74. Newport Road, between Antelope Road and Menifee Road;
105. Warren Road, between Ramona Expressway and Cottonwood Avenue; and
107. Warren Road, between Esplanade Avenue and Florida Avenue (SR-74/SR-79).

7.6 PHASES 2 AND 3 OPENING YEAR CUMULATIVE (2026) PLUS PROJECT LEVELS OF SERVICE

7.6.1 Study Intersections

An intersection LOS analysis was conducted for Phases 2 and 3 Opening Year Cumulative (2026) Plus Project conditions using the methodologies previously discussed. Previously referenced Table 7-E summarizes the results of this analysis and shows that all study intersections are forecast to operate at a satisfactory LOS under Phases 2 and 3 Opening Year Cumulative (2026) Plus Project conditions except for the following intersections that are forecast to operate at a deficient LOS in the a.m. peak hour, p.m. peak hour, or in both peak hours.

6. El Toro Cut Off Road/Central Avenue - SR-74 (a.m. and p.m. peak hours);
7. Riverside Street/SR-74 (p.m. peak hour only);
13. A Street/4th Street (a.m. peak hour only);
14. C Street/4th Street (p.m. peak hour only);
15. D Street/4th Street (a.m. peak hour only);
16. Perris Boulevard/4th Street (a.m. and p.m. peak hours);
19. Redlands Avenue/4th Street (a.m. and p.m. peak hours);
23. Menifee Road/Nuevo Road (a.m. and p.m. peak hours);
24. Menifee Road/Porter Street/Central Avenue (a.m. peak hour only);
25. Menifee Road/San Jacinto Avenue (p.m. peak hour only);
27. Menifee Road/Mapes Road (a.m. and p.m. peak hours);
28. I-215 SB Ramps - SR-74/Bonnie Drive (a.m. and p.m. peak hours);
30. Trumble Road/SR-74 (a.m. and p.m. peak hours);
31. Sherman Road/SR-74 (W) (a.m. peak hour only);
36. Murrieta Road/Ethanac Road (a.m. peak hour only);
41. Encanto Drive/Ethanac Road (a.m. and p.m. peak hours);
42. Sherman Road/Ethanac Road (a.m. and p.m. peak hours);
46. Menifee Road/Watson Road (a.m. and p.m. peak hours);
47. Menifee Road/SR-74 (a.m. and p.m. peak hours);
48. Menifee Road/Valley Substation Driveway - Biscayne (a.m. and p.m. peak hours);
49. Menifee Road/McLaughlin Road (a.m. peak hour only);
50. Menifee Road/Project Driveway 1 (a.m. and p.m. peak hours);
51. Menifee Road/Matthews Road (a.m. and p.m. peak hours);
53. Malaga Road - Project Driveway 2/SR-74 (a.m. and p.m. peak hours);
56. Briggs Road/SR-74 (a.m. and p.m. peak hours);
58. Briggs Road/McLaughlin Road (a.m. and p.m. peak hours);
60. Briggs Road/Project Driveway 5 - Meadow Oak Street (a.m. and p.m. peak hours);
62. Briggs Road/Project Driveway 7 (a.m. and p.m. peak hours);
63. Briggs Road/Matthews Road (a.m. and p.m. peak hours);
67. Bradley Road/McCall Boulevard (a.m. and p.m. peak hours);
68. I-215 SB Ramps/McCall Boulevard (a.m. and p.m. peak hours);
69. I-215 NB Ramps/McCall Boulevard (a.m. and p.m. peak hours);
70. Encanto Drive/McCall Boulevard (p.m. peak hour only);
71. Sherman Road/McCall Boulevard (p.m. peak hour only);
73. Junipero Road/McCall Boulevard (a.m. and p.m. peak hours);
74. Menifee Road/McCall Boulevard (a.m. and p.m. peak hours);
77. Briggs Road/McCall Boulevard (a.m. peak hour only);
81. Briggs Road/Simpson Road (a.m. and p.m. peak hours);
85. Murrieta Road/Newport Road (p.m. peak hour only);
86. Evans Road/Newport Road (p.m. peak hour only);
89. Haun Road/Newport Road (p.m. peak hour only);
93. Menifee Road/Newport Road (p.m. peak hour only);
94. Menifee Road/La Piedra Road (a.m. peak hour only);
97. Vista Place - Winchester Road/SR-74 - Florida Avenue (a.m. and p.m. peak hours);
100. Sanderson Avenue/Florida Avenue (p.m. peak hour only);

101. Sanderson Avenue/Acacia Avenue (p.m. peak hour only);
108. San Jacinto Street/Florida Avenue (p.m. peak hour only);
109. Warren Road/Ramona Expressway (p.m. peak hour only);
111. Warren Road/Esplanade Avenue (a.m. and p.m. peak hours); and
112. Sanderson Avenue/Ramona Expressway (a.m. and p.m. peak hours).

It should be noted that out of the 50 intersections forecast to operate at a deficient LOS under Phases 2 and 3 Opening Year Cumulative (2026) Plus Project conditions, 29 intersections are also forecast to operate at a deficient LOS under Phases 2 and 3 Opening Year Cumulative (2026) without Project conditions. As such, the project contributes to the cumulative operational deficiency at these intersections.

Detailed intersection LOS worksheets are included in Appendix D.

7.6.2 Roadway Segments

A roadway segment LOS analysis was conducted for Phases 2 and 3 Opening Year Cumulative (2026) Plus Project conditions using the methodologies previously discussed. Previously referenced Table 7-F summarizes the results of this analysis and shows that all roadway segments are forecast to operate at a satisfactory LOS under Phases 2 and 3 Opening Year Cumulative (2026) Plus Project conditions except for the following roadway segments.

1. Central Avenue (SR-74), between I-15 NB Ramps and Dexter Avenue;
3. Central Avenue (SR-74), between Cambern Avenue and Conard Avenue;
4. Central Avenue (SR-74), between Conard Avenue and El Toro Cut Off Road;
5. SR-74, between El Toro Cut Off Road and Riverside Street;
7. SR-74, between Wasson Canyon Road and Meadowbrook Avenue - Greenwald Avenue;
9. SR-74, between River Road and Ellis Avenue;
10. SR-74, between Ellis Avenue and Navajo Road;
11. 4th Street (SR-74), between Navajo Road and A Street;
12. 4th Street (SR-74), between A Street and C Street;
18. SR-74, between I-215 NB Ramps and Trumble Road;
19. SR-74, between Trumble Road and Sherman Road (West);
20. SR-74, between Sherman Road (West) and Sherman Road (East);
21. SR-74, between Sherman Road (East) and Antelope Road;
28. SR-74, between Briggs Road and Juniper Flats Road;
29. SR-74, between Juniper Flats Road and Vista Place - Winchester Road (SR-79);
30. Florida Avenue (SR-74/SR-79), between Vista Place - Winchester Road (SR-79) and Warren Road;
31. Florida Avenue (SR-74/SR-79), between Warren Road and Cawston Avenue;
33. Florida Avenue (SR-74/SR-79), between Sanderson Avenue and Kirby Street;
34. Florida Avenue (SR-74/SR-79), between Kirby Street and Lyon Avenue;
35. Florida Avenue (SR-74/SR-79), between Lyon Avenue and Palm Avenue;
36. Florida Avenue (SR-74/SR-79), between Palm Avenue and State Street;
37. Florida Avenue (SR-74/SR-79), between State Street and Buena Vista Street;
38. Florida Avenue (SR-74/SR-79), between Buena Vista Street and Santa Fe Street;
39. Florida Avenue (SR-74/SR-79), between Santa Fe Street and San Jacinto Street (SR-79);

46. Ethanac Road, between I-215 NB Ramps and Encanto Drive;
56. McCall Boulevard, between I-215 NB Ramps and Encanto Drive;
57. McCall Boulevard, between Encanto Drive and Sherman Road;
58. McCall Boulevard, between Sherman Road and Antelope Road;
59. McCall Boulevard, between Antelope Road and Junipero Road;
69. Newport Road, between Evans Road and Bradley Road;
70. Newport Road, between Bradley Road and Avenida De Cortez - Town Center Drive;
71. Newport Road, between Avenida De Cortez - Town Center Drive and Haun Road;
73. Newport Road, between I-215 NB Ramps and Antelope Road;
74. Newport Road, between Antelope Road and Menifee Road;
85. Menifee Road, between Biscayne and McLaughlin Road;
86. Menifee Road, between McLaughlin Road and Project Driveway 1;
87. Menifee Road, between Project Driveway 1 and Matthews Road;
88. Menifee Road, between Matthews Road and McCall Boulevard;
97. Briggs Road, between Heritage High School Driveway and McLaughlin Road;
102. Briggs Road, between Project Driveway 7 - Hillridge Street and Case Road;
103. Briggs Road, between Case Road and McCall Boulevard;
105. Warren Road, between Ramona Expressway and Cottonwood Avenue;
106. Warren Road, between Cottonwood Avenue and Esplanade Avenue; and
107. Warren Road, between Esplanade Avenue and Florida Avenue (SR-74/SR-79).

It should be noted that out of the 44 segments forecast to operate at a deficient LOS under Phases 2 and 3 Opening Year Cumulative (2026) Plus Project conditions, 24 segments are also forecast to operate at a deficient LOS under Phases 2 and 3 Opening Year Cumulative (2026) without Project conditions. As such, the project contributes to the cumulative operational deficiency at these segments.

7.7 HORIZON YEAR (2045) WITHOUT PROJECT LEVELS OF SERVICE

7.7.1 Study Intersections

An intersection LOS analysis was conducted for Horizon Year (2045) without Project conditions using the methodologies previously discussed. Table 7-G summarizes the results of this analysis and shows that all study intersections are forecast to operate at a satisfactory LOS under Horizon Year (2045) without Project conditions except for the following intersections that are forecast to operate at a deficient LOS in the a.m. peak hour, p.m. peak hour, or in both peak hours.

3. Dexter Avenue/Central Avenue (a.m. peak hour only);
4. Cambern Avenue/Central Avenue (p.m. peak hour only);
5. Conard Avenue/Central Avenue (a.m. and p.m. peak hours);
6. El Toro Cut Off Road/Central Avenue - SR-74 (a.m. and p.m. peak hours);
7. Riverside Street/SR-74 (p.m. peak hour only);
8. Wasson Canyon Road/SR-74 (p.m. peak hour only);
10. SR-74/River Road (a.m. and p.m. peak hours);
13. A Street/4th Street (a.m. and p.m. peak hours);
14. C Street/4th Street (a.m. and p.m. peak hours);

15. D Street/4th Street (a.m. peak hour only);
16. Perris Boulevard/4th Street (a.m. and p.m. peak hours);
19. Redlands Avenue/4th Street (a.m. and p.m. peak hours);
22. Dunlap Drive/Nuevo Road (a.m. and p.m. peak hours);
23. Menifee Road/Nuevo Road (a.m. and p.m. peak hours);
24. Menifee Road/Porter Street/Central Avenue (a.m. and p.m. peak hours);
25. Menifee Road/San Jacinto Avenue (a.m. and p.m. peak hours);
26. Menifee Road/Ellis Avenue (a.m. peak hour only);
27. Menifee Road/Mapes Road (a.m. and p.m. peak hours);
30. Trumble Road/SR-74 (a.m. and p.m. peak hours);
31. Sherman Road/SR-74 (W) (a.m. and p.m. peak hours);
32. Sherman Road/SR-74 (E) (a.m. and p.m. peak hours);
35. Goetz Road/Ethanac Road (a.m. and p.m. peak hours);
36. Murrieta Road/Ethanac Road (a.m. and p.m. peak hours);
39. I-215 SB Ramps/Ethanac Road (a.m. and p.m. peak hours);
40. I-215 NB Ramps/Ethanac Road (a.m. and p.m. peak hours);
41. Encanto Drive/Ethanac Road (a.m. and p.m. peak hours);
42. Sherman Road/Ethanac Road (a.m. and p.m. peak hours);
44. Antelope Road/Ethanac Road (a.m. peak hour only);
45. Palomar Road/Matthews Road (a.m. and p.m. peak hours);
47. Menifee Road/SR-74 (a.m. and p.m. peak hours);
49. Menifee Road/McLaughlin Road (a.m. and p.m. peak hours);
51. Menifee Road/Matthews Road (a.m. and p.m. peak hours);
53. Malaga Road - Project Driveway 2/SR-74 (a.m. and p.m. peak hours);
55. Briggs Road/Watson Road (a.m. peak hour only);
56. Briggs Road/SR-74 (a.m. and p.m. peak hours);
58. Briggs Road/McLaughlin Road (a.m. and p.m. peak hours);
60. Briggs Road/Project Driveway 5 - Meadow Oak Street (a.m. and p.m. peak hours);
62. Briggs Road/Project Driveway 7 (a.m. and p.m. peak hours);
63. Briggs Road/Matthews Road (a.m. and p.m. peak hours);
67. Bradley Road/McCall Boulevard (a.m. and p.m. peak hours);
68. I-215 SB Ramps/McCall Boulevard (a.m. and p.m. peak hours);
69. I-215 NB Ramps/McCall Boulevard (p.m. peak hour only);
70. Encanto Drive/McCall Boulevard (a.m. peak hour only);
72. Antelope Road/McCall Boulevard (a.m. peak hour only);
73. Junipero Road/McCall Boulevard (p.m. peak hour only);
74. Menifee Road/McCall Boulevard (a.m. peak hour only);
81. Briggs Road/Simpson Road (a.m. and p.m. peak hours);
85. Murrieta Road/Newport Road (a.m. and p.m. peak hours);
86. Evans Road/Newport Road (p.m. peak hour only);
87. Bradley Road/Newport Road (a.m. and p.m. peak hours);
89. Haun Road/Newport Road (p.m. peak hour only);
92. Antelope Road/Newport Road (a.m. and p.m. peak hours);
93. Menifee Road/Newport Road (a.m. and p.m. peak hours);
94. Menifee Road/La Piedra Road (a.m. and p.m. peak hours);

97. Vista Place - Winchester Road/SR-74 - Florida Avenue (a.m. and p.m. peak hours);
98. Warren Road/Florida Avenue (a.m. and p.m. peak hours);
100. Sanderson Avenue/Florida Avenue (a.m. and p.m. peak hours);
101. Sanderson Avenue/Acacia Avenue (a.m. and p.m. peak hours);
108. San Jacinto Street/Florida Avenue (a.m. and p.m. peak hours);
109. Warren Road/Ramona Expressway (a.m. and p.m. peak hours);
111. Warren Road/Esplanade Avenue (a.m. and p.m. peak hours); and
112. Sanderson Avenue/Ramona Expressway (a.m. and p.m. peak hours).

Detailed intersection LOS worksheets are included in Appendix D.

7.7.2 Roadway Segments

A roadway segment LOS analysis was conducted for Horizon Year (2045) without Project conditions using the methodologies previously discussed. Table 7-H summarizes the results of this analysis and shows that all roadway segments are forecast to operate at a satisfactory LOS under Horizon Year (2045) without Project conditions except for the following segments that are forecast to operate at a deficient LOS.

1. Central Avenue (SR-74), between I-15 NB Ramps and Dexter Avenue;
3. Central Avenue (SR-74), between Cambern Avenue and Conard Avenue;
4. Central Avenue (SR-74), between Conard Avenue and El Toro Cut Off Road;
5. SR-74, between El Toro Cut Off Road and Riverside Street;
6. SR-74, between Riverside Street and Wasson Canyon Road;
7. SR-74, between Wasson Canyon Road and Meadowbrook Avenue - Greenwald Avenue;
8. SR-74, between Meadowbrook Avenue - Greenwald Avenue and River Road;
9. SR-74, between River Road and Ellis Avenue;
10. SR-74, between Ellis Avenue and Navajo Road;
11. 4th Street (SR-74), between Navajo Road and A Street;
12. 4th Street (SR-74), between A Street and C Street;
18. SR-74, between I-215 NB Ramps and Trumble Road;
19. SR-74, between Trumble Road and Sherman Road (West);
20. SR-74, between Sherman Road (West) and Sherman Road (East);
21. SR-74, between Sherman Road (East) and Antelope Road;
28. SR-74, between Briggs Road and Juniper Flats Road;
29. SR-74, between Juniper Flats Road and Vista Place - Winchester Road (SR-79);
30. Florida Avenue (SR-74/SR-79), between Vista Place - Winchester Road (SR-79) and Warren Road;
31. Florida Avenue (SR-74/SR-79), between Warren Road and Cawston Avenue;
33. Florida Avenue (SR-74/SR-79), between Sanderson Avenue and Kirby Street;
34. Florida Avenue (SR-74/SR-79), between Kirby Street and Lyon Avenue;
35. Florida Avenue (SR-74/SR-79), between Lyon Avenue and Palm Avenue;
36. Florida Avenue (SR-74/SR-79), between Palm Avenue and State Street;
37. Florida Avenue (SR-74/SR-79), between State Street and Buena Vista Street;
38. Florida Avenue (SR-74/SR-79), between Buena Vista Street and Santa Fe Street;
39. Florida Avenue (SR-74/SR-79), between Santa Fe Street and San Jacinto Street (SR-79);
40. Redlands Avenue, between 4th Street (SR-74) and I-215 SB Ramps;

41. Nuevo Road, between Dunlap Drive and Menifee Road;
44. Ethanac Road, between Barnett Road and Case Road;
45. Ethanac Road, between Case Road and I-215 SB Ramps;
46. Ethanac Road, between I-215 NB Ramps and Encanto Drive;
50. Matthews Road, between Antelope Road and Palomar Road;
52. Case Road, between Briggs Road (West) and Briggs Road (East);
55. McCall Boulevard, between Bradley Road and I-215 SB Ramps;
56. McCall Boulevard, between I-215 NB Ramps and Encanto Drive;
57. McCall Boulevard, between Encanto Drive and Sherman Road;
58. McCall Boulevard, between Sherman Road and Antelope Road;
59. McCall Boulevard, between Antelope Road and Junipero Road;
67. Newport Road, between Berea Road - Murphy Ranch Road and Murrieta Road;
68. Newport Road, between Murrieta Road and Evans Road;
69. Newport Road, between Evans Road and Bradley Road;
70. Newport Road, between Bradley Road and Avenida De Cortez - Town Center Drive;
71. Newport Road, between Avenida De Cortez - Town Center Drive and Haun Road;
72. Newport Road, between Haun Road and I-215 SB Ramps;
73. Newport Road, between I-215 NB Ramps and Antelope Road;
74. Newport Road, between Antelope Road and Menifee Road;
75. Ramona Expressway, between Warren Road and Sanderson Avenue (SR-79) - Sanderson Avenue;
78. Menifee Road, between Nuevo Road and Central Avenue/Porter Street;
79. Menifee Road, between Central Avenue/Porter Street and San Jacinto Avenue;
80. Menifee Road, between San Jacinto Avenue and Ellis Avenue;
81. Menifee Road, between Ellis Avenue and Mapes Road;
82. Menifee Road, between Mapes Road and Watson Road;
83. Menifee Road, between Watson Road and SR-74;
85. Menifee Road, between Biscayne and McLaughlin Road;
86. Menifee Road, between McLaughlin Road and Project Driveway 1;
87. Menifee Road, between Project Driveway 1 and Matthews Road;
88. Menifee Road, between Matthews Road and McCall Boulevard;
97. Briggs Road, between Heritage High School Driveway and McLaughlin Road;
102. Briggs Road, between Project Driveway 7 - Hillridge Street and Case Road;
103. Briggs Road, between Case Road and McCall Boulevard;
105. Warren Road, between Ramona Expressway and Cottonwood Avenue;
106. Warren Road, between Cottonwood Avenue and Esplanade Avenue; and
107. Warren Road, between Esplanade Avenue and Florida Avenue (SR-74/SR-79).

7.8 HORIZON YEAR (2045) PLUS PROJECT LEVELS OF SERVICE

7.8.1 Study Intersections

An intersection LOS analysis was conducted for Horizon Year (2045) Plus Project conditions using the methodologies previously discussed. Previously referenced Table 7-G summarizes the results of this analysis and shows that all study intersections are forecast to operate at a satisfactory LOS under Horizon Year (2045) Plus Project conditions except for the following intersections that are forecast to operate at a deficient LOS in the a.m. peak hour, p.m. peak hour, or in both peak hours.

3. Dexter Avenue/Central Avenue (a.m. peak hour only);
4. Cambern Avenue/Central Avenue (p.m. peak hour only);
5. Conard Avenue/Central Avenue (a.m. and p.m. peak hours);
6. El Toro Cut Off Road/Central Avenue - SR-74 (a.m. and p.m. peak hours);
7. Riverside Street/SR-74 (p.m. peak hour only);
8. Wasson Canyon Road/SR-74 (p.m. peak hour only);
9. SR-74/Meadowbrook Avenue - Greenwald Avenue (a.m. and p.m. peak hours);
10. SR-74/River Road (a.m. and p.m. peak hours);
13. A Street/4th Street (a.m. and p.m. peak hours);
14. C Street/4th Street (a.m. and p.m. peak hours);
15. D Street/4th Street (a.m. and p.m. peak hours);
16. Perris Boulevard/4th Street (a.m. and p.m. peak hours);
19. Redlands Avenue/4th Street (a.m. and p.m. peak hours);
22. Dunlap Drive/Nuevo Road (a.m. and p.m. peak hours);
23. Menifee Road/Nuevo Road (a.m. and p.m. peak hours);
24. Menifee Road/Porter Street/Central Avenue (a.m. and p.m. peak hours);
25. Menifee Road/San Jacinto Avenue (a.m. and p.m. peak hours);
26. Menifee Road/Ellis Avenue (a.m. and p.m. peak hours);
27. Menifee Road/Mapes Road (a.m. and p.m. peak hours);
28. I-215 SB Ramps - SR-74/Bonnie Drive (a.m. and p.m. peak hours);
30. Trumble Road/SR-74 (a.m. and p.m. peak hours);
31. Sherman Road/SR-74 (W) (a.m. and p.m. peak hours);
32. Sherman Road/SR-74 (E) (a.m. and p.m. peak hours);
34. Palomar Road/SR-74 (a.m. and p.m. peak hours);
35. Goetz Road/Ethanac Road (a.m. and p.m. peak hours);
36. Murrieta Road/Ethanac Road (a.m. and p.m. peak hours);
39. I-215 SB Ramps/Ethanac Road (a.m. and p.m. peak hours);
40. I-215 NB Ramps/Ethanac Road (a.m. and p.m. peak hours);
41. Encanto Drive/Ethanac Road (a.m. and p.m. peak hours);
42. Sherman Road/Ethanac Road (a.m. and p.m. peak hours);
44. Antelope Road/Ethanac Road (a.m. peak hour only);
45. Palomar Road/Matthews Road (a.m. and p.m. peak hours);
46. Menifee Road/Watson Road (a.m. and p.m. peak hours);
47. Menifee Road/SR-74 (a.m. and p.m. peak hours);
48. Menifee Road/Valley Substation Driveway - Biscayne (a.m. and p.m. peak hours);
49. Menifee Road/McLaughlin Road (a.m. and p.m. peak hours);
50. Menifee Road/Project Driveway 1 (a.m. and p.m. peak hours);
51. Menifee Road/Matthews Road (a.m. and p.m. peak hours);
52. McKinley/SR-74 (p.m. peak hour only);
53. Malaga Road - Project Driveway 2/SR-74 (a.m. and p.m. peak hours);
54. Project Driveway 3/SR-74 (p.m. peak hour only);
55. Briggs Road/Watson Road (a.m. peak hour only);
56. Briggs Road/SR-74 (a.m. and p.m. peak hours);
57. Briggs Road/Heritage High School Driveway (a.m. peak hour only);
58. Briggs Road/McLaughlin Road (a.m. and p.m. peak hours);

59. Briggs Road/Project Driveway 4 (a.m. peak hour only);
60. Briggs Road/Project Driveway 5 - Meadow Oak Street (a.m. and p.m. peak hours);
61. Briggs Road/Project Driveway 6 (a.m. peak hour only);
62. Briggs Road/Project Driveway 7 (a.m. and p.m. peak hours);
63. Briggs Road/Matthews Road (a.m. and p.m. peak hours);
67. Bradley Road/McCall Boulevard (a.m. and p.m. peak hours);
68. I-215 SB Ramps/McCall Boulevard (a.m. and p.m. peak hours);
69. I-215 NB Ramps/McCall Boulevard (a.m. and p.m. peak hours);
70. Encanto Drive/McCall Boulevard (a.m. and p.m. peak hours);
71. Sherman Road/McCall Boulevard (a.m. and p.m. peak hours);
72. Antelope Road/McCall Boulevard (a.m. and p.m. peak hours);
73. Junipero Road/McCall Boulevard (a.m. and p.m. peak hours);
74. Menifee Road/McCall Boulevard (a.m. and p.m. peak hours);
77. Briggs Road/McCall Boulevard (a.m. peak hour only);
81. Briggs Road/Simpson Road (a.m. and p.m. peak hours);
85. Murrieta Road/Newport Road (a.m. and p.m. peak hours);
86. Evans Road/Newport Road (p.m. peak hour only);
87. Bradley Road/Newport Road (a.m. and p.m. peak hours);
89. Haun Road/Newport Road (p.m. peak hour only);
92. Antelope Road/Newport Road (a.m. and p.m. peak hours);
93. Menifee Road/Newport Road (a.m. and p.m. peak hours);
94. Menifee Road/La Piedra Road (a.m. and p.m. peak hours);
96. Juniper Flats Road/SR-74 (a.m. peak hour only);
97. Vista Place - Winchester Road/SR-74 - Florida Avenue (a.m. and p.m. peak hours);
98. Warren Road/Florida Avenue (a.m. and p.m. peak hours);
100. Sanderson Avenue/Florida Avenue (a.m. and p.m. peak hours);
101. Sanderson Avenue/Acacia Avenue (a.m. and p.m. peak hours);
108. San Jacinto Street/Florida Avenue (a.m. and p.m. peak hours);
109. Warren Road/Ramona Expressway (a.m. and p.m. peak hours);
111. Warren Road/Esplanade Avenue (a.m. and p.m. peak hours); and
112. Sanderson Avenue/Ramona Expressway (a.m. and p.m. peak hours).

It should be noted that out of the 76 intersections forecast to operate at a deficient LOS under Horizon Year (2045) Plus Project conditions, 62 intersections are also forecast to operate at a deficient LOS under Horizon Year (2045) without Project conditions. As such, the project contributes to the cumulative operational deficiency at these intersections.

Detailed intersection LOS worksheets are included in Appendix D.

7.8.2 Roadway Segments

A roadway segment LOS analysis was conducted for Horizon Year (2045) Plus Project conditions using the methodologies previously discussed. Previously referenced Table 7-H summarizes the results of this analysis and shows that all roadway segments are forecast to operate at a satisfactory LOS under Horizon Year (2045) Plus Project conditions except for the following segments that are forecast to operate at a deficient LOS.

1. Central Avenue (SR-74), between I-15 NB Ramps and Dexter Avenue;
3. Central Avenue (SR-74), between Cambern Avenue and Conard Avenue;
4. Central Avenue (SR-74), between Conard Avenue and El Toro Cut Off Road;
5. SR-74, between El Toro Cut Off Road and Riverside Street;
6. SR-74, between Riverside Street and Wasson Canyon Road;
7. SR-74, between Wasson Canyon Road and Meadowbrook Avenue - Greenwald Avenue;
8. SR-74, between Meadowbrook Avenue - Greenwald Avenue and River Road;
9. SR-74, between River Road and Ellis Avenue;
10. SR-74, between Ellis Avenue and Navajo Road;
11. 4th Street (SR-74), between Navajo Road and A Street;
12. 4th Street (SR-74), between A Street and C Street;
14. 4th Street (SR-74), between D Street and Perris Boulevard;
18. SR-74, between I-215 NB Ramps and Trumble Road;
19. SR-74, between Trumble Road and Sherman Road (West);
20. SR-74, between Sherman Road (West) and Sherman Road (East);
21. SR-74, between Sherman Road (East) and Antelope Road;
24. SR-74, between Menifee Road and McKinley;
25. SR-74, between McKinley and Malaga Road - Project Driveway 2;
26. SR-74, between Malaga Road - Project Driveway 2 and Project Driveway 3;
27. SR-74, between Project Driveway 3 and Briggs Road;
28. SR-74, between Briggs Road and Juniper Flats Road;
29. SR-74, between Juniper Flats Road and Vista Place - Winchester Road (SR-79);
30. Florida Avenue (SR-74/SR-79), between Vista Place - Winchester Road (SR-79) and Warren Road;
31. Florida Avenue (SR-74/SR-79), between Warren Road and Cawston Avenue;
32. Florida Avenue (SR-74/SR-79), between Cawston Avenue and Sanderson Avenue;
33. Florida Avenue (SR-74/SR-79), between Sanderson Avenue and Kirby Street;
34. Florida Avenue (SR-74/SR-79), between Kirby Street and Lyon Avenue;
35. Florida Avenue (SR-74/SR-79), between Lyon Avenue and Palm Avenue;
36. Florida Avenue (SR-74/SR-79), between Palm Avenue and State Street;
37. Florida Avenue (SR-74/SR-79), between State Street and Buena Vista Street;
38. Florida Avenue (SR-74/SR-79), between Buena Vista Street and Santa Fe Street;
39. Florida Avenue (SR-74/SR-79), between Santa Fe Street and San Jacinto Street (SR-79);
40. Redlands Avenue, between 4th Street (SR-74) and I-215 SB Ramps;
41. Nuevo Road, between Dunlap Drive and Menifee Road;
44. Ethanac Road, between Barnett Road and Case Road;
45. Ethanac Road, between Case Road and I-215 SB Ramps;
46. Ethanac Road, between I-215 NB Ramps and Encanto Drive;
50. Matthews Road, between Antelope Road and Palomar Road;
52. Case Road, between Briggs Road (West) and Briggs Road (East);
55. McCall Boulevard, between Bradley Road and I-215 SB Ramps;
56. McCall Boulevard, between I-215 NB Ramps and Encanto Drive;
57. McCall Boulevard, between Encanto Drive and Sherman Road;
58. McCall Boulevard, between Sherman Road and Antelope Road;
59. McCall Boulevard, between Antelope Road and Junipero Road;
60. McCall Boulevard, between Junipero Road and Menifee Road;

65. Simpson Road, between Lindenberger Road and Briggs Road;
67. Newport Road, between Berea Road - Murphy Ranch Road and Murrieta Road;
68. Newport Road, between Murrieta Road and Evans Road;
69. Newport Road, between Evans Road and Bradley Road;
70. Newport Road, between Bradley Road and Avenida De Cortez - Town Center Drive;
71. Newport Road, between Avenida De Cortez - Town Center Drive and Haun Road;
72. Newport Road, between Haun Road and I-215 SB Ramps;
73. Newport Road, between I-215 NB Ramps and Antelope Road;
74. Newport Road, between Antelope Road and Menifee Road;
75. Ramona Expressway, between Warren Road and Sanderson Avenue (SR-79) - Sanderson Avenue;
77. Palomar Road, between SR-74 and Matthews Road;
78. Menifee Road, between Nuevo Road and Central Avenue/Porter Street;
79. Menifee Road, between Central Avenue/Porter Street and San Jacinto Avenue;
80. Menifee Road, between San Jacinto Avenue and Ellis Avenue;
81. Menifee Road, between Ellis Avenue and Mapes Road;
82. Menifee Road, between Mapes Road and Watson Road;
83. Menifee Road, between Watson Road and SR-74;
84. Menifee Road, between SR-74 and Biscayne;
85. Menifee Road, between Biscayne and McLaughlin Road;
86. Menifee Road, between McLaughlin Road and Project Driveway 1;
87. Menifee Road, between Project Driveway 1 and Matthews Road;
88. Menifee Road, between Matthews Road and McCall Boulevard;
93. Menifee Road, between Newport Road and La Piedra Road;
96. Briggs Road, between SR-74 and Heritage High School Driveway;
97. Briggs Road, between Heritage High School Driveway and McLaughlin Road;
98. Briggs Road, between McLaughlin Road and Project Driveway 4;
99. Briggs Road, between Project Driveway 4 and Project Driveway 5 - Meadow Oak Street;
100. Briggs Road, between Project Driveway 5 - Meadow Oak Street and Project Driveway 6;
101. Briggs Road, between Project Driveway 6 and Project Driveway 7 - Hillridge Street;
102. Briggs Road, between Project Driveway 7 - Hillridge Street and Case Road;
103. Briggs Road, between Case Road and McCall Boulevard;
105. Warren Road, between Ramona Expressway and Cottonwood Avenue;
106. Warren Road, between Cottonwood Avenue and Esplanade Avenue; and
107. Warren Road, between Esplanade Avenue and Florida Avenue (SR-74/SR-79).

It should be noted that out of the 79 segments forecast to operate at a deficient LOS under Horizon Year (2045) Plus Project conditions, 63 segments are also forecast to operate at a deficient LOS under Horizon Year (2045) without Project conditions. As such, the project contributes to the cumulative operational deficiency at these intersections.

7.9 LIST OF CHAPTER 7.0 TABLES

- Table 7-A: Existing Intersection Levels of Service
- Table 7-B: Existing Roadway Segment Levels of Service
- Table 7-C: Phase 1 Opening Year Cumulative (2025) Intersection Levels of Service
- Table 7-D: Phase 1 Opening Year Cumulative (2025) Roadway Segment Levels of Service

- Table 7-E: Phases 2 and 3 Opening Year Cumulative (2026) Intersection Levels of Service
- Table 7-F: Phases 2 and 3 Opening Year Cumulative (2026) Roadway Segment Levels of Service
- Table 7-G: Horizon Year (2045) Intersection Levels of Service
- Table 7-H: Horizon Year (2045) Roadway Segment Levels of Service

LSA

Table 7-A - Existing Intersection Levels of Service

Intersection	Jurisdiction	LOS Standard	Without Project					Plus Project					A.M. Peak Hour Increase in Delay (sec.)	P.M. Peak Hour Increase in Delay (sec.)	Exceeds LOS Standard
			Control	A.M. Peak Hour Delay (sec.)	A.M. Peak Hour LOS	P.M. Peak Hour Delay (sec.)	P.M. Peak Hour LOS	Control	A.M. Peak Hour Delay (sec.)	A.M. Peak Hour LOS	P.M. Peak Hour Delay (sec.)	P.M. Peak Hour LOS			
1 . I-15 SB Ramps/Central Ave	Caltrans	D	Signal	26.2	C	27.4	C	Signal	26.7	C	28.2	C	0.5	0.8	No
2 . I-15 NB Ramps/Central Ave	Caltrans	D	Signal	22.4	C	23.0	C	Signal	22.6	C	23.7	C	0.2	0.7	No
3 . Dexter Ave/Central Ave	Caltrans	D	Signal	39.5	D	25.5	C	Signal	39.8	D	25.6	C	0.3	0.1	No
4 . Cambern Ave/Central Ave	Caltrans	D	Signal	19.4	B	36.9	D	Signal	19.6	B	38.9	D	0.2	2.0	No
5 . Conard Ave/Central Ave	Caltrans	D	Signal	37.5	D	25.4	C	Signal	39.4	D	26.2	C	1.9	0.8	No
6 . El Toro Cut Off Rd/Central Ave - SR-74	Caltrans	D	OWSC	20.6	C	16.9	C	OWSC	21.0	C	17.6	C	0.4	0.7	No
7 . Riverside St/SR-74	Caltrans	D	Signal	18.0	B	33.8	C	Signal	19.6	B	37.6	D	1.6	3.8	No
8 . Wasson Canyon Rd/SR-74	Caltrans	D	Signal	15.5	B	22.8	C	Signal	15.6	B	24.2	C	0.1	1.4	No
9 . SR-74/Meadowbrook Ave - Greenwald Ave	Caltrans	D	Signal	20.2	C	13.7	B	Signal	20.6	C	14.3	B	0.4	0.6	No
10 . SR-74/River Rd	Caltrans	D	OWSC	14.9	B	19.3	C	OWSC	15.5	C	20.2	C	0.6	0.9	No
11 . SR-74/Ellis Ave	Caltrans	D	Signal	17.1	B	14.3	B	Signal	17.2	B	14.3	B	0.1	0.0	No
12 . Navajo Rd/4th St	Caltrans	D	Signal	18.9	B	17.9	B	Signal	19.0	B	18.1	B	0.1	0.2	No
13 . A St/4th St	Caltrans	D	Signal	43.7	D	36.8	D	Signal	46.2	D	38.9	D	2.5	2.1	No
14 . C St/4th St	Caltrans	D	Signal	40.5	D	53.8	D	Signal	43.3	D	57.1	E *	2.8	3.3	**Yes**
15 . D St/4th St	Caltrans	D	Signal	53.9	D	41.4	D	Signal	54.1	D	42.2	D	0.2	0.8	No
16 . Perris Blvd/4th St	Caltrans	D	Signal	72.1	E *	57.3	E *	Signal	75.7	E *	57.3	E *	3.6	0.0	**Yes**
17 . G St/4th St	Caltrans	D	Signal	21.7	C	16.4	B	Signal	22.0	C	16.5	B	0.3	0.1	No
18 . Wilkerson Ave/4th St	Caltrans	D	Signal	21.1	C	14.4	B	Signal	21.7	C	14.4	B	0.6	0.0	No
19 . Redlands Ave/4th St	Caltrans	D	Signal	>100	F *	80.1	F *	Signal	>100	F *	>100	F *	18.7	39.5	**Yes**
20 . Redlands Ave/I-215 SB Ramps	Caltrans	D	Signal	15.2	B	15.3	B	Signal	15.4	B	15.4	B	0.2	0.1	No
21 . Redlands Ave/I-215 NB Ramps	Caltrans	D	Signal	18.1	B	19.4	B	Signal	18.6	B	20.3	C	0.5	0.9	No
22 . Dunlap Dr/Nuevo Rd	Perris	D	Signal	29.8	C	29.2	C	Signal	31.0	C	31.0	C	1.2	1.8	No
23 . Menifee Rd/Nuevo Rd	Riverside County	D	AWSC	43.9	E *	23.4	C	AWSC	65.0	F *	47.6	E *	21.1	24.2	**Yes**
24 . Menifee Rd/Porter St/Central Ave	Riverside County	D	AWSC	3.6	A	3.0	A	AWSC	4.6	A	4.1	A	1.0	1.1	No
25 . Menifee Rd/San Jacinto Ave	Riverside County	D	AWSC	13.2	B	13.3	B	AWSC	16.2	C	19.4	C	3.0	6.1	No
26 . Menifee Rd/Ellis Ave	Riverside County	D	TWSC	12.1	B	15.0	B	TWSC	13.7	B	20.9	C	1.6	5.9	No
27 . Menifee Rd/Mapes Rd	Menifee	D	TWSC	25.3	D	21.8	C	TWSC	38.8	E *	53.6	F *	13.5	31.8	**Yes**
28 . I-215 SB Ramps - SR-74/Bonnie Dr	Caltrans	D	Signal	6.2	A	7.1	A	Signal	46.9	D	>100	F *	40.7	109.9	**Yes**
29 . I-215 NB Ramps/SR-74	Caltrans	D	Signal	7.8	A	9.0	A	Signal	7.8	A	11.1	B	0.0	2.1	No
30 . Trumble Rd/SR-74	Caltrans	D	Signal	25.1	C	20.2	C	Signal	54.5	D	44.1	D	29.4	23.9	No
31 . Sherman Rd/SR-74 (W)	Caltrans	D	OWSC	14.8	B	13.5	B	OWSC	23.7	C	22.8	C	8.9	9.3	No
32 . Sherman Rd/SR-74 (E)	Caltrans	D	Signal	15.8	B	17.2	B	Signal	23.6	C	36.4	D	7.8	19.2	No
33 . Antelope Rd/SR-74	Caltrans	D	Signal	8.8	A	6.4	A	Signal	14.9	B	7.5	A	6.1	1.1	No
34 . Palomar Rd/SR-74	Caltrans	D	Signal	13.2	B	11.6	B	Signal	20.8	C	19.5	B	7.6	7.9	No
35 . Goetz Rd/Ethanac Rd	Menifee	D	Signal	32.3	C	20.7	C	Signal	34.6	C	22.2	C	2.3	1.5	No
36 . Murrieta Rd/Ethanac Rd	Menifee	D	Signal	30.9	C	28.1	C	Signal	31.3	C	29.6	C	0.4	1.5	No
37 . Barnett Rd/Ethanac Rd	Perris	D	Signal	6.7	A	4.7	A	Signal	7.1	A	9.5	A	0.4	4.8	No
38 . Case Rd/Ethanac Rd	Perris	D	Signal	12.8	B	15.2	B	Signal	13.2	B	15.7	B	0.4	0.5	No
39 . I-215 SB Ramps/Ethanac Rd	Caltrans	D	Signal	21.5	C	17.7	B	Signal	23.8	C	19.3	B	2.3	1.6	No
40 . I-215 NB Ramps/Ethanac Rd	Caltrans	D	Signal	22.6	C	22.1	C	Signal	23.6	C	25.2	C	1.0	3.1	No
41 . Encanto Dr/Ethanac Rd	Perris	D	OWSC	29.0	D	30.8	D	OWSC	34.3	D	40.4	E *	5.3	9.6	**Yes**
42 . Sherman Rd/Ethanac Rd	Menifee	D	TWSC	27.7	D	34.8	D	TWSC	29.6	D	47.2	E *	1.9	12.4	**Yes**
43 . Jackson Ave/Ethanac Rd	Menifee	D	OWSC	13.5	B	11.6	B	OWSC	15.3	C	13.6	B	1.8	2.0	No
44 . Antelope Rd/Ethanac Rd	Menifee	D	OWSC	14.3	B	11.5	B	OWSC	16.7	C	13.6	B	2.4	2.1	No

LSA

Table 7-A - Existing Intersection Levels of Service

Intersection	Jurisdiction	LOS Standard	Without Project					Plus Project					A.M. Peak Hour Increase in Delay (sec.)	P.M. Peak Hour Increase in Delay (sec.)	Exceeds LOS Standard
				A.M. Peak Hour		P.M. Peak Hour			A.M. Peak Hour		P.M. Peak Hour				
			Control	Delay (sec.)	LOS	Delay (sec.)	LOS	Control	Delay (sec.)	LOS	Delay (sec.)	LOS			
45 . Palomar Rd/Matthews Rd	Menifee	D	OWSC	12.1	B	9.7	A	OWSC	15.0	B	10.6	B	2.9	0.9	No
46 . Menifee Rd/Watson Rd	Menifee	D	TWSC	38.1	E *	17.3	C	TWSC	>100	F *	49.9	E *	295.4	32.6	**Yes**
47 . Menifee Rd/SR-74	Caltrans	D	Signal	66.3	E *	39.9	D	Signal	>100	F *	>100	F *	226.1	285.9	**Yes**
48 . Menifee Rd/Valley Substation Dwy - Biscayne	Menifee	D	Signal	11.4	B	9.7	A	Signal	95.8	F *	52.3	D	84.4	42.6	**Yes**
49 . Menifee Rd/McLaughlin Rd	Menifee	D	TWSC	28.3	D	16.0	C	TWSC	36.2	E *	>100	F *	7.9	983.0	**Yes**
50 . Menifee Rd/Project Dwy 1	Menifee	D	-	*Future Intersection*		*Future Intersection*		OWSC	>100	F *	>100	F *	1102.8	6024.0	**Yes**
51 . Menifee Rd/Matthews Rd	Menifee	D	OWSC	17.5	C	12.0	B	OWSC	>100	F *	>100	F *	101.5	1481.7	**Yes**
52 . McKinley/SR-74	Caltrans	D	Signal	5.0	A	5.0	A	Signal	10.2	B	35.1	D	5.2	30.1	No
53 . Malaga Rd - Project Dwy 2/SR-74	Caltrans	D	-	*Future Intersection*		*Future Intersection*		TWSC	74.2	F *	>100	F *	74.2	1532.0	**Yes**
54 . Project Dwy 3/SR-74	Caltrans	D	-	*Future Intersection*		*Future Intersection*		OWSC	14.4	B	24.0	C	14.4	24.0	No
55 . Briggs Rd/Watson Rd	Menifee	D	AWSC	11.5	B	8.2	A	AWSC	12.7	B	8.7	A	1.2	0.5	No
56 . Briggs Rd/SR-74	Caltrans	D	Signal	>100	F *	19.8	B	Signal	>100	F *	87.3	F *	157.4	67.5	**Yes**
57 . Briggs Rd/Heritage High School Dwy	Menifee	D	Signal	45.7	D	10.0	A	Signal	46.7	D	10.3	B	1.0	0.3	No
58 . Briggs Rd/McLaughlin Rd	Menifee	D	AWSC	10.4	B	8.9	A	AWSC	>100	F *	79.5	F *	514.7	70.6	**Yes**
59 . Briggs Rd/Project Dwy 4	Menifee	D	-	*Future Intersection*		*Future Intersection*		OWSC	15.5	C	11.8	B	15.5	11.8	No
60 . Briggs Rd/Project Dwy 5 - Meadow Oak St	Menifee	D	OWSC	>100	F *	11.5	B	TWSC	>100	F *	>100	F *	6659.5	91.0	**Yes**
61 . Briggs Rd/Project Dwy 6	Menifee	D	-	*Future Intersection*		*Future Intersection*		OWSC	20.6	C	11.3	B	20.6	11.3	No
62 . Briggs Rd/Project Dwy 7 - Hillridge St	Menifee	D	-	*Future Intersection*		*Future Intersection*		OWSC	49.3	E *	24.4	C	49.3	24.4	**Yes**
63 . Briggs Rd/Matthews Rd	Menifee	D	AWSC	>100	F *	8.9	A	AWSC	>100	F *	48.4	E *	213.7	39.5	**Yes**
64 . Briggs Rd/Case Rd	Riverside County	D	OWSC	>100	F *	9.6	A	-	*Intersection Does Not Exist*		*Intersection Does Not Exist*		-194.0	-9.6	**Yes**
65 . Murrieta Rd/McCall Blvd	Menifee	D	Signal	19.7	B	20.0	B	Signal	20.2	C	20.5	C	0.5	0.5	No
66 . Sun City Blvd/McCall Blvd	Menifee	D	Signal	22.0	C	22.6	C	Signal	22.6	C	23.6	C	0.6	1.0	No
67 . Bradley Rd/McCall Blvd	Menifee	E	Signal	57.8	E	60.3	E	Signal	62.9	E	64.8	E	5.1	4.5	No
68 . I-215 SB Ramps/McCall Blvd	Caltrans	D	Signal	30.5	C	46.8	D	Signal	>100	F *	>100	F *	169.6	144.1	**Yes**
69 . I-215 NB Ramps/McCall Blvd	Caltrans	D	Signal	21.2	C	31.2	C	Signal	>100	F *	>100	F *	108.1	185.0	**Yes**
70 . Encanto Drive/McCall Blvd	Menifee	E	Signal	20.8	C	21.0	C	Signal	47.2	D	70.6	E	26.4	49.6	No
71 . Sherman Rd/McCall Blvd	Menifee	D	Signal	19.4	B	17.1	B	Signal	31.0	C	40.8	D	11.6	23.7	No
72 . Antelope Rd/McCall Blvd	Menifee	D	Signal	17.5	B	14.5	B	Signal	24.9	C	20.0	B	7.4	5.5	No
73 . Junipero Rd/McCall Blvd	Menifee	D	Signal	22.9	C	11.6	B	Signal	>100	F *	>100	F *	102.1	97.6	**Yes**
74 . Menifee Rd/McCall Blvd	Menifee	D	Signal	36.3	D	21.8	C	Signal	>100	F *	>100	F *	118.2	114.0	**Yes**
75 . Heritage Lake Dr (W)/McCall Blvd	Menifee	D	Signal	19.8	B	14.8	B	Signal	21.3	C	15.6	B	1.5	0.8	No
76 . Heritage Lake Dr (E)/McCall Blvd	Menifee	D	Signal	20.4	C	14.1	B	Signal	21.4	C	15.3	B	1.0	1.2	No
77 . Briggs Rd/McCall Blvd	Menifee	D	Signal	15.3	B	11.1	B	Signal	67.8	E *	16.0	B	52.5	4.9	**Yes**
78 . Menifee Rd/Coastline Ave	Menifee	D	Signal	11.4	B	8.7	A	Signal	12.2	B	9.1	A	0.8	0.4	No
79 . Menifee Rd/Simpson Rd	Menifee	D	Signal	4.9	A	5.2	A	Signal	5.0	A	5.2	A	0.1	0.0	No
80 . Lindenberger Rd/Simpson Rd	Menifee	D	Signal	20.1	C	16.9	B	Signal	21.3	C	17.9	B	1.2	1.0	No
81 . Briggs Rd/Simpson Rd	Menifee	D	AWSC	15.1	C	10.7	B	AWSC	19.4	C	12.2	B	4.3	1.5	No
82 . Menifee Rd/Aldergate Dr - Carnelian Way	Menifee	D	Signal	21.7	C	13.0	B	Signal	30.3	C	14.1	B	8.6	1.1	No
83 . Goetz Rd - Buckstone Ln/Railroad Canyon Rd - Newport Rd	Menifee	D	Signal	24.1	C	23.8	C	Signal	24.1	C	24.0	C	0.0	0.2	No
84 . Berea Rd-Murphy Ranch Rd/Newport Rd	Menifee	D	Signal	21.4	C	17.8	B	Signal	21.6	C	18.1	B	0.2	0.3	No
85 . Murrieta Rd/Newport Rd	Menifee	D	Signal	24.7	C	46.6	D	Signal	25.0	C	48.5	D	0.3	1.9	No
86 . Evans Rd/Newport Rd	Menifee	D	Signal	22.0	C	47.4	D	Signal	22.8	C	53.1	D	0.8	5.7	No
87 . Bradley Rd/Newport Rd	Menifee	D	Signal	32.5	C	37.5	D	Signal	34.2	C	39.4	D	1.7	1.9	No
88 . Avenida De Cortez - Town Center Dr/Newport Rd	Menifee	D	Signal	15.2	B	13.2	B	Signal	16.4	B	14.6	B	1.2	1.4	No
89 . Haun Rd/Newport Rd	Menifee	E	Signal	44.7	D	64.6	E	Signal	45.8	D	82.6	F *	1.1	18.0	**Yes**

LSA

Table 7-A - Existing Intersection Levels of Service

Intersection	Jurisdiction	LOS Standard	Without Project					Plus Project					A.M. Peak Hour	P.M. Peak Hour	Exceeds LOS Standard
				A.M. Peak Hour		P.M. Peak Hour			A.M. Peak Hour		P.M. Peak Hour		Increase in Delay (sec.)	Increase in Delay (sec.)	
			Control	Delay (sec.)	LOS	Delay (sec.)	LOS	Control	Delay (sec.)	LOS	Delay (sec.)	LOS			
90 . I-215 SB Ramps/Newport Rd	Caltrans	D	Signal	11.7	B	12.2	B	Signal	11.8	B	12.2	B	0.1	0.0	No
91 . I-215 NB Ramps/Newport Rd	Caltrans	D	Signal	17.5	B	22.9	C	Signal	17.7	B	23.4	C	0.2	0.5	No
92 . Antelope Rd/Newport Rd	Menifee	E	Signal	40.7	D	61.5	E	Signal	42.6	D	66.6	E	1.9	5.1	No
93 . Menifee Rd/Newport Rd	Menifee	D	Signal	39.5	D	48.4	D	Signal	44.8	D	69.0	**E** *	5.3	20.6	**Yes**
94 . Menifee Rd/La Piedra Rd	Menifee	D	AWSC	38.9	**E** *	10.3	B	AWSC	48.1	**E** *	11.5	B	9.2	1.2	**Yes**
95 . Menifee Rd/Holland Rd	Menifee	D	Signal	22.3	C	17.5	B	Signal	22.6	C	17.9	B	0.3	0.4	No
96 . Juniper Flats Rd/SR-74	Caltrans	D	Signal	9.3	A	9.5	A	Signal	11.2	B	10.3	B	1.9	0.8	No
97 . Vista Pl - Winchester Rd/SR-74 - Florida Ave	Caltrans	D	Signal	88.6	**F** *	78.0	**E** *	Signal	91.7	**F** *	94.0	**F** *	3.1	16.0	**Yes**
98 . Warren Rd/Florida Ave	Caltrans	D	Signal	35.8	D	35.8	D	Signal	40.0	D	42.6	D	4.2	6.8	No
99 . Cawston Ave/Florida Ave	Caltrans	D	Signal	37.5	D	41.0	D	Signal	38.0	D	42.1	D	0.5	1.1	No
100 . Sanderson Ave/Florida Ave	Caltrans	D	Signal	44.3	D	54.7	D	Signal	45.2	D	58.1	**E** *	0.9	3.4	**Yes**
101 . Sanderson Ave/Acacia Ave	Hemet	D	Signal	39.9	D	50.8	D	Signal	45.6	D	54.6	D	5.7	3.8	No
102 . Kirby St/Florida Ave	Caltrans	D	Signal	29.0	C	34.6	C	Signal	29.3	C	35.2	D	0.3	0.6	No
103 . Lyon Ave/Florida Ave	Caltrans	D	Signal	26.9	C	31.4	C	Signal	27.2	C	32.1	C	0.3	0.7	No
104 . Palm Ave/Florida Ave	Caltrans	D	Signal	16.2	B	14.1	B	Signal	16.6	B	14.4	B	0.4	0.3	No
105 . State St/Florida Ave	Caltrans	D	Signal	21.1	C	21.9	C	Signal	21.1	C	22.0	C	0.0	0.1	No
106 . Buena Vista St/Florida Ave	Caltrans	D	Signal	27.0	C	28.7	C	Signal	27.0	C	28.9	C	0.0	0.2	No
107 . Santa Fe St/Florida Ave	Caltrans	D	Signal	23.6	C	18.7	B	Signal	24.0	C	18.8	B	0.4	0.1	No
108 . San Jacinto St/Florida Ave	Caltrans	D	Signal	47.3	D	62.1	**E** *	Signal	47.7	D	64.4	**E** *	0.4	2.3	**Yes**
109 . Warren Rd/Ramona Expy	San Jacinto	D	Signal	41.0	D	45.5	D	Signal	48.0	D	58.1	**E** *	7.0	12.6	**Yes**
110 . Warren Rd/Cottonwood Ave	San Jacinto	D	Signal	20.6	C	22.3	C	Signal	21.6	C	22.7	C	1.0	0.4	No
111 . Warren Rd/Esplanade Ave	San Jacinto	D	AWSC	57.5	**F** *	39.3	**E** *	AWSC	94.6	**F** *	75.0	**F** *	37.1	35.7	**Yes**
112 . Sanderson Ave/Ramona Expy	San Jacinto	D	Signal	51.3	D	56.3	**E** *	Signal	53.8	D	57.8	**E** *	2.5	1.5	No
113 . Malaga Rd - Project Dwy 2/McLaughlin Rd	Menifee	D	-	*Future Intersection*		*Future Intersection*		AWSC	17.5	C	31.5	D	17.5	31.5	No
114 . Residential Central Spine/McLaughlin Rd	Menifee	D	-	*Future Intersection*		*Future Intersection*		AWSC	10.7	B	9.8	A	10.7	9.8	No
115 . Residential Central Spine/Project Dwy 4	Menifee	D	-	*Future Intersection*		*Future Intersection*		OWSC	4.4	A	11.6	B	4.4	11.6	No
116 . Residential Central Spine/Project Dwy 5	Menifee	D	-	*Future Intersection*		*Future Intersection*		OWSC	4.8	A	12.2	B	4.8	12.2	No
117 . Residential Central Spine/Project Dwy 6	Menifee	D	-	*Future Intersection*		*Future Intersection*		OWSC	4.3	A	9.7	A	4.3	9.7	No

Notes:

OWSC = One-Way Stop Control; TWSC = Two-Way Stop Control; AWSC = All-Way Stop Control; LOS = Level of Service

Delay = Average control delay in seconds (For OWSC/TWSC intersections, reported delay is for worst-case movement).

* Exceeds LOS Standard

\- This intersection has no stop control. Hence, Synchro did not report a delay for this intersection.

LSA

Table 7-B - Existing Roadway Segment Levels of Service

Roadway Segment	Jurisdiction	General Plan Roadway Classification[1]	Existing Number of Lanes	Without Project			Plus Project		
				Roadway Capacity[1]	Daily Volume	LOS	Roadway Capacity[1]	Daily Volume	LOS
Segments on Central Avenue (SR-74)									
1 . between I-15 NB Ramps and Dexter Avenue	Lake Elsinore	Augmented Urban Arterial	6	53,900	58,940	**PEC** *	53,900	59,740	**PEC** *
2 . between Dexter Avenue and Cambern Avenue	Lake Elsinore	Augmented Urban Arterial	6	53,900	41,510	A	53,900	42,310	A
3 . between Cambern Avenue and Conard Avenue	Lake Elsinore	Augmented Urban Arterial	4	35,900	42,290	**PEC** *	35,900	43,090	**PEC** *
4 . between Conard Avenue and El Toro Cut Off Road	Lake Elsinore	Augmented Urban Arterial	4	35,900	37,930	**PEC** *	35,900	38,730	**PEC** *
Segments on SR-74									
5 . between El Toro Cut Off Road and Riverside Street	Lake Elsinore	Augmented Urban Arterial	4	35,900	37,430	**PEC** *	35,900	38,230	**PEC** *
6 . between Riverside Street and Wasson Canyon Road	Riverside County	Expressway	4	40,900	32,580	C	40,900	33,380	D
7 . between Wasson Canyon Road and Meadowbrook Avenue - Greenwald Avenue	Riverside County	Expressway	4	40,900	32,920	D	40,900	33,720	D
8 . between Meadowbrook Avenue - Greenwald Avenue and River Road	Riverside County	Expressway	4	40,900	28,580	C	40,900	29,520	C
9 . between River Road and Ellis Avenue	Riverside County	Major	4	34,100	28,990	D	34,100	29,930	D
10 . between Ellis Avenue and Navajo Road	Riverside County	Arterial	4	35,900	29,550	D	35,900	30,490	D
Segments on 4th Street (SR-74)									
11 . between Navajo Road and A Street	Perris	Secondary Arterial	4	35,900	40,930	**F** *	35,900	42,020	**F** *
12 . between A Street and C Street	Perris	Secondary Arterial	4	35,900	35,690	E	35,900	37,220	**F** *
13 . between C Street and D Street	Perris	Secondary Arterial	4	35,900	26,050	C	35,900	27,580	C
14 . between D Street and Perris Boulevard	Perris	Secondary Arterial	4	35,900	23,620	B	35,900	25,150	C
15 . between Perris Boulevard and G Street	Perris	Secondary Arterial	4	35,900	19,710	A	35,900	21,400	A
16 . between G Street and Wilkerson Avenue	Perris	Secondary Arterial	4	35,900	19,830	A	35,900	21,790	B
17 . between Wilkerson Avenue and Redlands Avenue	Perris	Secondary Arterial	4	35,900	21,850	B	35,900	23,800	B
Segments on SR-74									
18 . between I-215 NB Ramps and Trumble Road	Menifee	Major	4	34,100	34,670	**F** *	34,100	45,270	**F** *
19 . between Trumble Road and Sherman Road (West)	Menifee	Major	4	34,100	27,230	C	34,100	37,850	**F** *
20 . between Sherman Road (West) and Sherman Road (East)	Menifee	Major	4	34,100	27,580	D	34,100	38,240	**F** *
21 . between Sherman Road (East) and Antelope Road	Menifee	Major	4	34,100	29,660	D	34,100	40,660	**F** *
22 . between Antelope Road and Palomar Road	Menifee	Expressway	4	64,000	27,990	C	64,000	39,670	C
23 . between Palomar Road and Menifee Road	Menifee	Expressway	4	64,000	26,550	C	64,000	39,270	C
24 . between Menifee Road and McKinley	Menifee	Expressway	4	64,000	30,430	C	64,000	48,280	C
25 . between McKinley and Malaga Road - Project Driveway 2	Menifee	Expressway	4	64,000	30,480	C	64,000	46,910	C
26 . between Malaga Road - Project Driveway 2 and Project Driveway 3	Menifee	Expressway	4	64,000	30,520	C	64,000	41,460	C
27 . between Project Driveway 3 and Briggs Road	Menifee	Expressway	4	64,000	30,520	C	64,000	42,230	C
28 . between Briggs Road and Juniper Flats Road	Riverside County	Expressway	4	40,900	30,830	C	40,900	40,090	**E** *
29 . between Juniper Flats Road and Vista Place - Winchester Road (SR-79)	Riverside County	Expressway	4	40,900	27,540	C	40,900	35,240	D
Segments on Florida Avenue (SR-74/SR-79)									
30 . between Vista Place - Winchester Road (SR-79) and Warren Road	Riverside County	Expressway	4	40,900	37,270	**E** *	40,900	43,360	**F** *
31 . between Warren Road and Cawston Avenue	Hemet	Arterial 6D	4	35,900	24,060	C	35,900	27,410	C
32 . between Cawston Avenue and Sanderson Avenue	Hemet	Major 4D-6D	4	34,100	20,410	C	34,100	22,430	C
33 . between Sanderson Avenue and Kirby Street	Hemet	Major 4D-6D	4	34,100	25,720	C	34,100	27,020	C
34 . between Kirby Street and Lyon Avenue	Hemet	Major 4D-6D	4	34,100	27,430	**D** *	34,100	28,440	**D** *
35 . between Lyon Avenue and Palm Avenue	Hemet	Major 4D-6D	4	34,100	28,560	**D** *	34,100	29,300	**D** *
36 . between Palm Avenue and State Street	Hemet	Divided Secondary-A 4D	4	25,900	28,150	**F** *	25,900	28,750	**F** *
37 . between State Street and Buena Vista Street	Hemet	Divided Secondary-A 4D	4	25,900	25,710	**E** *	25,900	26,320	**F** *
38 . between Buena Vista Street and Santa Fe Street	Hemet	Divided Secondary-A 4D	4	25,900	25,640	**E** *	25,900	26,230	**F** *
39 . between Santa Fe Street and San Jacinto Street (SR-79)	Hemet	Divided Secondary-A 4D	4	25,900	24,460	**E** *	25,900	25,050	**E** *
Segment on Redlands Avenue									
40 . between 4th Street (SR-74) and I-215 SB Ramps	Perris	Secondary Arterial	4	35,900	28,680	C	35,900	30,630	D
Segment on Nuevo Road									
41 . between Dunlap Drive and Menifee Road	Riverside County	Urban Arterial[2]	2	17,950	10,890	C	17,950	11,740	C

Table 7-B - Existing Roadway Segment Levels of Service

Roadway Segment	Jurisdiction	General Plan Roadway Classification[1]	Existing Number of Lanes	Without Project			Plus Project		
				Roadway Capacity[1]	Daily Volume	LOS	Roadway Capacity[1]	Daily Volume	LOS
Segments on Ethanac Road									
42 . between Goetz Road and Murrieta Road	Menifee	Expressway	4	64,000	14,910	C	64,000	15,910	C
43 . between Murrieta Road and Barnett Road	Menifee	Expressway	4	64,000	18,320	C	64,000	19,630	C
44 . between Barnett Road and Case Road	Perris	Expressway	4	40,860	20,440	A	40,860	21,750	A
45 . between Case Road and I-215 SB Ramps	Perris	Expressway	4	40,860	27,340	B	40,860	28,650	C
46 . between I-215 NB Ramps and Encanto Drive	Perris	Expressway[3]	2	20,430	16,340	D	20,430	17,650	D
47 . between Encanto Drive and Sherman Road	Menifee	Expressway[4]	2	32,000	14,980	C	32,000	16,440	C
48 . between Sherman Road and Dawson Road	Menifee	Expressway[4]	2	32,000	6,740	C	32,000	8,580	C
49 . between Dawson Road and Antelope Road	Menifee	Expressway[4]	2	32,000	5,740	C	32,000	7,610	C
Segments on Matthews Road									
50 . between Antelope Road and Palomar Road	Menifee	Collector[5]	2	13,000	5,520	C	13,000	7,420	C
51 . between Palomar Road and Menifee Road	Menifee	Collector[5]	2	13,000	2,560	C	13,000	3,640	C
Segments on Case Road									
52 . between Briggs Road (West) and Briggs Road (East)	Menifee	*Roadway Segment Does Not Exist*							
Segments on McCall Boulevard									
53 . between Murrieta Road and Sun City Boulevard	Menifee	Major	4	34,100	13,300	C	34,100	14,200	C
54 . between Sun City Boulevard and Bradley Road	Menifee	Major	4	34,100	18,080	C	34,100	19,720	C
55 . between Bradley Road and I-215 SB Ramps	Menifee	Major	4	34,100	29,380	D	34,100	31,330	E
56 . between I-215 NB Ramps and Encanto Drive	Menifee	Urban Arterial[6]	4	37,530	32,960	D	37,530	44,300	**F** *
57 . between Encanto Drive and Sherman Road	Menifee	Urban Arterial[6]	4	37,530	25,330	C	37,530	36,750	**E** *
58 . between Sherman Road and Antelope Road	Menifee	Urban Arterial[6]	4	37,530	21,000	C	37,530	32,980	D
59 . between Antelope Road and Junipero Road	Menifee	Urban Arterial[7]	2	18,760	19,680	**F** *	18,760	32,080	**F** *
60 . between Junipero Road and Menifee Road	Menifee	Urban Arterial[6]	4	37,530	17,850	C	37,530	30,250	D
61 . between Menifee Road and Heritage Lake Drive (West)	Menifee	Urban Arterial	6	56,300	10,930	C	56,300	16,240	C
62 . between Heritage Lake Drive (West) and Heritage Lake Drive (East)	Menifee	Urban Arterial	6	56,300	6,450	C	56,300	11,440	C
63 . between Heritage Lake Drive (East) and Briggs Road	Menifee	Urban Arterial	6	56,300	4,570	C	56,300	9,660	C
Segments on Simpson Road									
64 . between Menifee Road and Lindenberger Road	Menifee	Secondary	4	25,900	7,560	C	25,900	9,690	C
65 . between Lindenberger Road and Briggs Road	Menifee	Secondary[8]	3	19,420	7,670	C	19,420	9,670	C
Segments on Newport Road									
66 . between Goetz Road and Berea Road - Murphy Ranch Road	Menifee	Urban Arterial	6	56,300	33,100	C	56,300	33,770	C
67 . between Berea Road - Murphy Ranch Road and Murrieta Road	Menifee	Urban Arterial	6	56,300	41,210	C	56,300	42,010	C
68 . between Murrieta Road and Evans Road	Menifee	Urban Arterial[9]	5	46,910	37,840	D	46,910	38,910	D
69 . between Evans Road and Bradley Road	Menifee	Urban Arterial[9]	5	46,910	41,720	D	46,910	43,080	**E** *
70 . between Bradley Road and Avenida De Cortez - Town Center Drive	Menifee	Urban Arterial	6	56,300	50,310	D	56,300	52,270	**E** *
71 . between Avenida De Cortez - Town Center Drive and Haun Road	Menifee	Urban Arterial	6	56,300	53,200	**E** *	56,300	55,730	**E** *
72 . between Haun Road and I-215 SB Ramps	Menifee	Urban Arterial	8	87,000	71,930	D	87,000	74,870	D
73 . between I-215 NB Ramps and Antelope Road	Menifee	Urban Arterial[10]	7	71,650	74,580	**F** *	71,650	75,850	**F** *
74 . between Antelope Road and Menifee Road	Menifee	Urban Arterial	6	56,300	56,390	**F** *	56,300	57,910	**F** *
Segment on Ramona Expressway									
75 . between Warren Road and Sanderson Avenue (SR-79) - Sanderson Avenue	San Jacinto	Expressway	4	40,900	26,600	C	40,900	27,270	C
Segment on Sherman Road									
76 . between SR-74 and Ethanac Road	Menifee	Major[11]	2	17,050	5,520	C	17,050	5,730	C
Segment on Palomar Road									
77 . between SR-74 and Matthews Road	Menifee	Collector	2	13,000	2,630	C	13,000	3,580	C

LSA

Table 7-B - Existing Roadway Segment Levels of Service

Roadway Segment	Jurisdiction	General Plan Roadway Classification[1]	Existing Number of Lanes	Without Project			Plus Project		
				Roadway Capacity[1]	Daily Volume	LOS	Roadway Capacity[1]	Daily Volume	LOS
Segments on Menifee Road									
78 . between Nuevo Road and Central Avenue/Porter Street	Riverside County	Urban Arterial[2]	2	17,950	8,670	C	17,950	10,490	C
79 . between Central Avenue/Porter Street and San Jacinto Avenue	Riverside County	Urban Arterial[2]	2	17,950	9,530	C	17,950	11,690	C
80 . between San Jacinto Avenue and Ellis Avenue	Riverside County	Urban Arterial[2]	2	17,950	8,710	C	17,950	11,650	C
81 . between Ellis Avenue and Mapes Road	Riverside County	Urban Arterial[2]	2	17,950	9,080	C	17,950	12,610	C
82 . between Mapes Road and Watson Road	Menifee	Urban Arterial[7]	2	18,760	7,020	C	18,760	10,890	C
83 . between Watson Road and SR-74	Menifee	Urban Arterial[7]	2	18,760	7,460	C	18,760	12,360	C
84 . between SR-74 and Biscayne	Menifee	Urban Arterial[6]	4	37,530	11,390	C	37,530	22,840	C
85 . between Biscayne and McLaughlin Road	Menifee	Urban Arterial[7]	2	18,760	10,340	C	18,760	21,420	F *
86 . between McLaughlin Road and Project Driveway 1	Menifee	Urban Arterial[7]	2	18,760	10,340	C	18,760	25,830	F *
87 . between Project Driveway 1 and Matthews Road	Menifee	Urban Arterial[7]	2	18,760	10,340	C	18,760	25,790	F *
88 . between Matthews Road and McCall Boulevard	Menifee	Urban Arterial[7]	2	18,760	10,320	C	18,760	24,690	F *
89 . between McCall Boulevard and Coastline Avenue	Menifee	Arterial	4	37,000	11,710	C	37,000	16,270	C
90 . between Coastline Avenue and Simpson Road	Menifee	Arterial	4	37,000	13,790	C	37,000	18,020	C
91 . between Simpson Road and Aldergate Drive - Carnelian Way	Menifee	Arterial	4	37,000	13,120	C	37,000	18,160	C
92 . between Aldergate Drive - Carnelian Way and Newport Road	Menifee	Arterial	4	37,000	14,010	C	37,000	18,120	C
93 . between Newport Road and La Piedra Road	Menifee	Arterial	4	37,000	11,130	C	37,000	13,250	C
94 . between La Piedra Road and Holland Road	Menifee	Arterial	4	37,000	10,530	C	37,000	11,550	C
Segments on Briggs Road									
95 . between Watson Road and SR-74	Menifee	Major[11]	2	17,050	5,110	C	17,050	6,260	C
96 . between SR-74 and Heritage High School Driveway	Menifee	Major[12]	3	25,570	6,950	C	25,570	15,710	C
97 . between Heritage High School Driveway and McLaughlin Road	Menifee	Major[11]	2	17,050	6,010	C	17,050	14,900	D
98 . between McLaughlin Road and Project Driveway 4	Menifee	Major[12]	3	25,570	5,670	C	25,570	12,310	C
99 . between Project Driveway 4 and Project Driveway 5 - Meadow Oak Street	Menifee	Major[12]	3	25,570	5,670	C	25,570	11,920	C
100 . between Project Driveway 5 - Meadow Oak Street and Project Driveway 6	Menifee	Major[12]	3	25,570	6,360	C	25,570	12,980	C
101 . between Project Driveway 6 and Project Driveway 7 - Hillridge Street	Menifee	Major[12]	3	25,570	6,360	C	25,570	12,890	C
102 . between Project Driveway 7 - Hillridge Street and Case Road	Menifee	Major[11]	2	17,050	6,360	C	17,050	14,370	D
103 . between Case Road and McCall Boulevard	Menifee	Major[11]	2	17,050	6,030	C	17,050	13,490	C
104 . between McCall Boulevard and Simpson Road	Menifee	Major[12]	3	25,570	3,870	C	25,570	6,090	C
Segments on Warren Road									
105 . between Ramona Expressway and Cottonwood Avenue	San Jacinto	Arterial	2	18,000	14,710	D	18,000	15,380	D
106 . between Cottonwood Avenue and Esplanade Avenue	San Jacinto	Arterial	2	18,000	13,850	C	18,000	15,080	D
107 . between Esplanade Avenue and Florida Avenue (SR-74/SR-79)	Hemet	Arterial 6D	2	18,000	15,450	D *	18,000	17,150	E *

Notes:

LOS = Level of Service

* Exceeds LOS Standard

1 Roadway Classifications and segment capacities have been obtained from the City of Menifee, Perris, Hemet, Lake Elisore, San Jacinto and Riverside County Circulation Elements or their respective traffic study guidelines.

2 County of Riverside does not have roadway capacity for two lane urban arterial, therefore roadway capacity for two lane urban arterial was adjusted by using a factor of 0.5 to four lane urban arterial roadway capacity.

3 City of Perris does not have roadway capacity for two lane expressway, therefore roadway capacity for two lane expressway was adjusted by using a factor of 0.33 to six lane expressway roadway capacity.

4 City of Menifee does not have roadway capacity for two lane expressway, therefore roadway capacity for two lane expressway was adjusted by using a factor of 0.5 to four lane expressway roadway capacity.

5 City of Menifee does not have roadway classification for this segment, therefore roadway capacity for a two lane collector was selected due to similar characteristics.

6 City of Menifee does not have roadway capacity for four lane urban arterial, therefore roadway capacity for four lane urban arterial was adjusted by using a factor of 0.67 to six lane urban arterial roadway capacity.

7 City of Menifee does not have roadway capacity for two lane urban arterial, therefore roadway capacity for two lane urban arterial was adjusted by using a factor of 0.33 to six lane urban arterial roadway capacity.

8 City of Menifee does not have roadway capacity for three lane secondary, therefore roadway capacity for three lane secondary was adjusted by using a factor of 0.75 to four lane urban arterial roadway capacity.

9 City of Menifee does not have roadway capacity for five lane urban arterial, therefore roadway capacity for five lane urban arterial was adjusted by using a factor of 0.83 to six lane urban arterial roadway capacity.

10 City of Menifee does not have roadway capacity for seven lane urban arterial, therefore roadway capacity for seven lane urban arterial was interpolated between a six lane urban arterial and an eight lane urban arterial roadway capacity.

11 City of Menifee does not have roadway capacity for two lane major, therefore roadway capacity for two lane major was adjusted by using a factor of 0.50 to four lane major roadway capacity.

12 City of Menifee does not have roadway capacity for three lane major, therefore roadway capacity for three lane major was adjusted by using a factor of 0.75 to four lane major roadway capacity.

LSA

Table 7-C - Phase 1 Opening Year Cumulative (2025) Intersection Levels of Service

Intersection	Jurisdiction	LOS Standard	Without Project					Plus Project					A.M. Peak Hour Increase in Delay (sec.)	P.M. Peak Hour Increase in Delay (sec.)	Exceeds LOS Standard
			Control	A.M. Peak Hour Delay (sec.)	A.M. Peak Hour LOS	P.M. Peak Hour Delay (sec.)	P.M. Peak Hour LOS	Control	A.M. Peak Hour Delay (sec.)	A.M. Peak Hour LOS	P.M. Peak Hour Delay (sec.)	P.M. Peak Hour LOS			
1 . I-15 SB Ramps/Central Ave	Caltrans	D	Signal	27.3	C	28.3	C	Signal	27.7	C	29.0	C	0.4	0.7	No
2 . I-15 NB Ramps/Central Ave	Caltrans	D	Signal	23.0	C	24.4	C	Signal	23.2	C	24.9	C	0.2	0.5	No
3 . Dexter Ave/Central Ave	Caltrans	D	Signal	44.8	D	26.3	C	Signal	45.0	D	26.4	C	0.2	0.1	No
4 . Cambern Ave/Central Ave	Caltrans	D	Signal	20.0	B	40.3	D	Signal	20.1	C	41.8	D	0.1	1.5	No
5 . Conard Ave/Central Ave	Caltrans	D	Signal	47.4	D	29.9	C	Signal	48.7	D	30.8	C	1.3	0.9	No
6 . El Toro Cut Off Rd/Central Ave - SR-74	Caltrans	D	OWSC	49.3	E *	43.7	E *	OWSC	50.3	F *	46.6	E *	1.0	2.9	Yes
7 . Riverside St/SR-74	Caltrans	D	Signal	18.8	B	46.9	D	Signal	19.1	B	49.7	D	0.3	2.8	No
8 . Wasson Canyon Rd/SR-74	Caltrans	D	Signal	16.9	B	27.9	C	Signal	17.0	B	29.3	C	0.1	1.4	No
9 . SR-74/Meadowbrook Ave - Greenwald Ave	Caltrans	D	Signal	22.4	C	15.0	B	Signal	22.6	C	15.4	B	0.2	0.4	No
10 . SR-74/River Rd	Caltrans	D	OWSC	16.5	C	21.4	C	OWSC	16.9	C	21.9	C	0.4	0.5	No
11 . SR-74/Ellis Ave	Caltrans	D	Signal	18.3	B	15.3	B	Signal	18.5	B	15.3	B	0.2	0.0	No
12 . Navajo Rd/4th St	Caltrans	D	Signal	19.1	B	18.1	B	Signal	19.4	B	18.2	B	0.3	0.1	No
13 . A St/4th St	Caltrans	D	Signal	50.0	D	42.6	D	Signal	51.4	D	44.4	D	1.4	1.8	No
14 . C St/4th St	Caltrans	D	Signal	43.4	D	55.1	E *	Signal	46.9	D	59.0	E *	3.5	3.9	Yes
15 . D St/4th St	Caltrans	D	Signal	54.0	D	41.8	D	Signal	54.2	D	42.5	D	0.2	0.7	No
16 . Perris Blvd/4th St	Caltrans	D	Signal	72.5	E *	63.9	E *	Signal	76.8	E *	67.7	E *	4.3	3.8	Yes
17 . G St/4th St	Caltrans	D	Signal	23.0	C	17.3	B	Signal	25.3	C	17.6	B	2.3	0.3	No
18 . Wilkerson Ave/4th St	Caltrans	D	Signal	21.6	C	14.4	B	Signal	21.9	C	14.5	B	0.3	0.1	No
19 . Redlands Ave/4th St	Caltrans	D	Signal	>100	F *	90.8	F *	Signal	>100	F *	>100	F *	10.1	15.1	Yes
20 . Redlands Ave/I-215 SB Ramps	Caltrans	D	Signal	15.2	B	15.6	B	Signal	15.3	B	15.7	B	0.1	0.1	No
21 . Redlands Ave/I-215 NB Ramps	Caltrans	D	Signal	18.1	B	19.5	B	Signal	18.1	B	19.6	B	0.0	0.1	No
22 . Dunlap Dr/Nuevo Rd	Perris	D	Signal	36.1	D	33.2	C	Signal	36.9	D	34.1	C	0.8	0.9	No
23 . Menifee Rd/Nuevo Rd	Riverside County	D	AWSC	>100	F *	>100	F *	AWSC	>100	F *	>100	F *	18.9	21.7	Yes
24 . Menifee Rd/Porter St/Central Ave	Riverside County	D	AWSC	9.2	A	3.1	A	AWSC	4.1	A	3.2	A	-5.1	0.1	No
25 . Menifee Rd/San Jacinto Ave	Riverside County	D	AWSC	18.7	C	18.5	C	AWSC	20.8	C	21.9	C	2.1	3.4	No
26 . Menifee Rd/Ellis Ave	Riverside County	D	TWSC	13.6	B	18.9	C	TWSC	14.2	B	20.9	C	0.6	2.0	No
27 . Menifee Rd/Mapes Rd	Menifee	D	TWSC	43.4	E *	37.0	E *	TWSC	57.4	F *	51.3	F *	14.0	14.3	Yes
28 . I-215 SB Ramps - SR-74/Bonnie Dr	Caltrans	D	Signal	6.5	A	8.5	A	Signal	13.4	B	35.8	D	6.9	27.3	No
29 . I-215 NB Ramps/SR-74	Caltrans	D	Signal	8.1	A	9.8	A	Signal	8.1	A	10.7	B	0.0	0.9	No
30 . Trumble Rd/SR-74	Caltrans	D	Signal	34.0	C	26.8	C	Signal	43.8	D	36.5	D	9.8	9.7	No
31 . Sherman Rd/SR-74 (W)	Caltrans	D	OWSC	17.1	C	15.4	C	OWSC	21.6	C	20.5	C	4.5	5.1	No
32 . Sherman Rd/SR-74 (E)	Caltrans	D	Signal	17.0	B	18.3	B	Signal	20.0	B	23.7	C	3.0	5.4	No
33 . Antelope Rd/SR-74	Caltrans	D	Signal	9.2	A	6.6	A	Signal	10.7	B	6.8	A	1.5	0.2	No
34 . Palomar Rd/SR-74	Caltrans	D	Signal	14.5	B	12.7	B	Signal	17.0	B	14.1	B	2.5	1.4	No
35 . Goetz Rd/Ethanac Rd	Menifee	D	Signal	39.8	D	24.3	C	Signal	40.9	D	24.7	C	1.1	0.4	No
36 . Murrieta Rd/Ethanac Rd	Menifee	D	Signal	38.2	D	32.6	C	Signal	45.9	D	34.6	C	7.7	2.0	No
37 . Barnett Rd/Ethanac Rd	Perris	D	Signal	7.1	A	4.8	A	Signal	8.2	A	7.4	A	1.1	2.6	No
38 . Case Rd/Ethanac Rd	Perris	D	Signal	12.9	B	15.9	B	Signal	13.2	B	16.3	B	0.3	0.4	No
39 . I-215 SB Ramps/Ethanac Rd	Caltrans	D	Signal	29.8	C	22.2	C	Signal	32.1	C	22.9	C	2.3	0.7	No
40 . I-215 NB Ramps/Ethanac Rd	Caltrans	D	Signal	30.1	C	30.7	C	Signal	30.7	C	32.1	C	0.6	1.4	No
41 . Encanto Dr/Ethanac Rd	Perris	D	OWSC	86.9	F *	78.6	F *	OWSC	96.2	F *	91.5	F *	9.3	12.9	Yes
42 . Sherman Rd/Ethanac Rd	Menifee	D	TWSC	28.0	D	49.3	E *	TWSC	29.8	D	54.0	F *	1.8	4.7	Yes
43 . Jackson Ave/Ethanac Rd	Menifee	D	OWSC	14.6	B	12.4	B	OWSC	15.2	C	13.1	B	0.6	0.7	No
44 . Antelope Rd/Ethanac Rd	Menifee	D	OWSC	16.0	C	12.2	B	OWSC	16.9	C	12.8	B	0.9	0.6	No

LSA

Table 7-C - Phase 1 Opening Year Cumulative (2025) Intersection Levels of Service

Intersection	Jurisdiction	LOS Standard	Without Project					Plus Project					A.M. Peak Hour Increase in Delay (sec.)	P.M. Peak Hour Increase in Delay (sec.)	Exceeds LOS Standard
				A.M. Peak Hour		P.M. Peak Hour			A.M. Peak Hour		P.M. Peak Hour				
			Control	Delay (sec.)	LOS	Delay (sec.)	LOS	Control	Delay (sec.)	LOS	Delay (sec.)	LOS			
45 . Palomar Rd/Matthews Rd	Menifee	D	OWSC	15.3	C	12.0	B	OWSC	16.3	C	12.5	B	1.0	0.5	No
46 . Menifee Rd/Watson Rd	Menifee	D	TWSC	>100	F *	30.9	D	TWSC	>100	F *	47.8	E *	171.4	16.9	Yes
47 . Menifee Rd/SR-74	Caltrans	D	Signal	>100	F *	61.1	E *	Signal	>100	F *	>100	F *	95.3	109.4	Yes
48 . Menifee Rd/Valley Substation Dwy - Biscayne	Menifee	D	Signal	12.4	B	9.7	A	Signal	38.0	D	15.9	B	25.6	6.2	No
49 . Menifee Rd/McLaughlin Rd	Menifee	D	TWSC	35.9	E *	19.0	C	TWSC	>100	F *	>100	F *	1410.3	1560.4	Yes
50 . Menifee Rd/Project Dwy 1	Menifee	D	-	*Future Intersection*		*Future Intersection*		-	*Future Intersection*		*Future Intersection*		0.0	0.0	No
51 . Menifee Rd/Matthews Rd	Menifee	D	OWSC	26.9	D	14.0	B	OWSC	>100	F *	57.3	F *	3154.5	43.3	Yes
52 . McKinley/SR-74	Caltrans	D	Signal	5.1	A	5.0	A	Signal	8.2	A	7.8	A	3.1	2.8	No
53 . Malaga Rd - Project Dwy 2/SR-74	Caltrans	D	OWSC	>100	F *	67.1	F *	TWSC	14.1	B	>100	F *	-110.3	4763.0	Yes
54 . Project Dwy 3/SR-74	Caltrans	D	-	*Future Intersection*		*Future Intersection*		-	*Future Intersection*		*Future Intersection*		0.0	0.0	No
55 . Briggs Rd/Watson Rd	Menifee	D	AWSC	13.9	B	8.6	A	AWSC	14.6	B	8.8	A	0.7	0.2	No
56 . Briggs Rd/SR-74	Caltrans	D	Signal	>100	F *	25.5	C	Signal	>100	F *	47.6	D	53.7	22.1	Yes
57 . Briggs Rd/Heritage High School Dwy	Menifee	D	Signal	47.6	D	10.1	B	Signal	48.5	D	10.8	B	0.9	0.7	No
58 . Briggs Rd/McLaughlin Rd	Menifee	D	AWSC	>100	F *	10.3	B	AWSC	>100	F *	16.7	C	125.0	6.4	Yes
59 . Briggs Rd/Project Dwy 4	Menifee	D	-	*Future Intersection*		*Future Intersection*		-	*Future Intersection*		*Future Intersection*		0.0	0.0	No
60 . Briggs Rd/Project Dwy 5 - Meadow Oak St	Menifee	D	OWSC	>100	F *	13.7	B	TWSC	>100	F *	32.9	D	503.8	19.2	Yes
61 . Briggs Rd/Project Dwy 6	Menifee	D	-	*Future Intersection*		*Future Intersection*		OWSC	15.9	C	10.6	B	15.9	10.6	No
62 . Briggs Rd/Project Dwy 7 - Hillridge St	Menifee	D	OWSC	31.6	D	12.6	B	TWSC	>100	F *	27.9	D	85.7	15.3	Yes
63 . Briggs Rd/Matthews Rd	Menifee	D	AWSC	>100	F *	10.6	B	AWSC	>100	F *	19.6	C	99.0	9.0	Yes
64 . Briggs Rd/Case Rd	Riverside County	D	-	*Intersection Does Not Exist*		*Intersection Does Not Exist*		-	*Intersection Does Not Exist*		*Intersection Does Not Exist*		0.0	0.0	No
65 . Murrieta Rd/McCall Blvd	Menifee	D	Signal	20.8	C	20.6	C	Signal	21.0	C	20.8	C	0.2	0.2	No
66 . Sun City Blvd/McCall Blvd	Menifee	D	Signal	22.6	C	23.2	C	Signal	22.8	C	23.5	C	0.2	0.3	No
67 . Bradley Rd/McCall Blvd	Menifee	E	Signal	72.7	E	71.4	E	Signal	73.6	E	72.1	E	0.9	0.7	No
68 . I-215 SB Ramps/McCall Blvd	Caltrans	D	Signal	33.8	C	48.0	D	Signal	97.5	F *	>100	F *	63.7	53.4	Yes
69 . I-215 NB Ramps/McCall Blvd	Caltrans	D	Signal	21.5	C	33.8	C	Signal	51.7	D	>100	F *	30.2	72.6	Yes
70 . Encanto Drive/McCall Blvd	Menifee	E	Signal	25.8	C	24.6	C	Signal	35.4	D	45.6	D	9.6	21.0	No
71 . Sherman Rd/McCall Blvd	Menifee	D	Signal	20.4	C	18.1	B	Signal	23.9	C	23.3	C	3.5	5.2	No
72 . Antelope Rd/McCall Blvd	Menifee	D	Signal	18.6	B	15.6	B	Signal	21.2	C	16.8	B	2.6	1.2	No
73 . Junipero Rd/McCall Blvd	Menifee	D	Signal	24.6	C	15.6	B	Signal	58.2	E *	50.5	D	33.6	34.9	Yes
74 . Menifee Rd/McCall Blvd	Menifee	D	Signal	40.2	D	23.2	C	Signal	78.6	E *	42.1	D	38.4	18.9	Yes
75 . Heritage Lake Dr (W)/McCall Blvd	Menifee	D	Signal	20.2	C	15.0	B	Signal	20.7	C	15.3	B	0.5	0.3	No
76 . Heritage Lake Dr (E)/McCall Blvd	Menifee	D	Signal	21.8	C	14.8	B	Signal	24.9	C	15.4	B	3.1	0.6	No
77 . Briggs Rd/McCall Blvd	Menifee	D	Signal	19.2	B	11.4	B	Signal	31.7	C	13.1	B	12.5	1.7	No
78 . Menifee Rd/Coastline Ave	Menifee	D	Signal	11.7	B	8.7	A	Signal	12.1	B	8.8	A	0.4	0.1	No
79 . Menifee Rd/Simpson Rd	Menifee	D	Signal	5.0	A	5.4	A	Signal	5.1	A	5.5	A	0.1	0.1	No
80 . Lindenberger Rd/Simpson Rd	Menifee	D	Signal	20.7	C	17.4	B	Signal	21.2	C	17.9	B	0.5	0.5	No
81 . Briggs Rd/Simpson Rd	Menifee	D	AWSC	>100	F *	67.7	F *	AWSC	>100	F *	83.5	F *	14.0	15.8	Yes
82 . Menifee Rd/Aldergate Dr - Carnelian Way	Menifee	D	Signal	22.5	C	13.3	B	Signal	22.9	C	13.7	B	0.4	0.4	No
83 . Goetz Rd - Buckstone Ln/Railroad Canyon Rd - Newport Rd	Menifee	D	Signal	25.4	C	24.9	C	Signal	25.5	C	25.0	C	0.1	0.1	No
84 . Berea Rd-Murphy Ranch Rd/Newport Rd	Menifee	D	Signal	21.7	C	18.7	B	Signal	21.8	C	18.9	B	0.1	0.2	No
85 . Murrieta Rd/Newport Rd	Menifee	D	Signal	27.3	C	57.2	E *	Signal	27.5	C	58.7	E *	0.2	1.5	Yes
86 . Evans Rd/Newport Rd	Menifee	D	Signal	23.1	C	53.4	D	Signal	23.7	C	56.8	E *	0.6	3.4	Yes
87 . Bradley Rd/Newport Rd	Menifee	D	Signal	34.8	C	40.0	D	Signal	35.6	D	40.6	D	0.8	0.6	No
88 . Avenida De Cortez - Town Center Dr/Newport Rd	Menifee	D	Signal	17.6	B	15.0	B	Signal	18.3	B	15.5	B	0.7	0.5	No
89 . Haun Rd/Newport Rd	Menifee	E	Signal	45.6	D	75.7	E	Signal	46.1	D	83.5	F *	0.5	7.8	Yes

LSA

Table 7-C - Phase 1 Opening Year Cumulative (2025) Intersection Levels of Service

Intersection	Jurisdiction	LOS Standard	Without Project					Plus Project					A.M. Peak Hour Increase in Delay (sec.)	P.M. Peak Hour Increase in Delay (sec.)	Exceeds LOS Standard
				A.M. Peak Hour		P.M. Peak Hour			A.M. Peak Hour		P.M. Peak Hour				
			Control	Delay (sec.)	LOS	Delay (sec.)	LOS	Control	Delay (sec.)	LOS	Delay (sec.)	LOS			
90 . I-215 SB Ramps/Newport Rd	Caltrans	D	Signal	11.8	B	12.3	B	Signal	11.8	B	12.3	B	0.0	0.0	No
91 . I-215 NB Ramps/Newport Rd	Caltrans	D	Signal	17.6	B	23.4	C	Signal	17.7	B	25.3	C	0.1	1.9	No
92 . Antelope Rd/Newport Rd	Menifee	E	Signal	48.9	D	67.9	E	Signal	49.9	D	70.1	E	1.0	2.2	No
93 . Menifee Rd/Newport Rd	Menifee	D	Signal	42.4	D	53.5	D	Signal	44.5	D	59.7	**E** *	2.1	6.2	**Yes**
94 . Menifee Rd/La Piedra Rd	Menifee	D	AWSC	59.0	**F** *	11.8	B	AWSC	64.0	**F** *	12.2	B	5.0	0.4	**Yes**
95 . Menifee Rd/Holland Rd	Menifee	D	Signal	23.8	C	18.1	B	Signal	23.9	C	18.1	B	0.1	0.0	No
96 . Juniper Flats Rd/SR-74	Caltrans	D	Signal	10.6	B	10.0	A	Signal	11.3	B	10.3	B	0.7	0.3	No
97 . Vista Pl - Winchester Rd/SR-74 - Florida Ave	Caltrans	D	Signal	89.4	**F** *	79.7	**E** *	Signal	91.5	**F** *	83.2	**F** *	2.1	3.5	**Yes**
98 . Warren Rd/Florida Ave	Caltrans	D	Signal	38.2	D	37.6	D	Signal	40.1	D	40.4	D	1.9	2.8	No
99 . Cawston Ave/Florida Ave	Caltrans	D	Signal	38.0	D	42.0	D	Signal	38.1	D	42.3	D	0.1	0.3	No
100 . Sanderson Ave/Florida Ave	Caltrans	D	Signal	45.5	D	56.7	**E** *	Signal	46.0	D	58.2	**E** *	0.5	1.5	**Yes**
101 . Sanderson Ave/Acacia Ave	Hemet	D	Signal	42.2	D	52.4	D	Signal	44.5	D	53.3	D	2.3	0.9	No
102 . Kirby St/Florida Ave	Caltrans	D	Signal	29.9	C	35.4	D	Signal	30.0	C	35.7	D	0.1	0.3	No
103 . Lyon Ave/Florida Ave	Caltrans	D	Signal	27.4	C	32.0	C	Signal	27.5	C	32.1	C	0.1	0.1	No
104 . Palm Ave/Florida Ave	Caltrans	D	Signal	16.6	B	14.4	B	Signal	16.8	B	14.4	B	0.2	0.0	No
105 . State St/Florida Ave	Caltrans	D	Signal	21.7	C	22.6	C	Signal	21.9	C	22.9	C	0.2	0.3	No
106 . Buena Vista St/Florida Ave	Caltrans	D	Signal	27.0	C	29.0	C	Signal	27.1	C	29.0	C	0.1	0.0	No
107 . Santa Fe St/Florida Ave	Caltrans	D	Signal	23.6	C	18.9	B	Signal	23.9	C	18.9	B	0.3	0.0	No
108 . San Jacinto St/Florida Ave	Caltrans	D	Signal	48.3	D	64.5	**E** *	Signal	48.6	D	66.2	**E** *	0.3	1.7	**Yes**
109 . Warren Rd/Ramona Expy	San Jacinto	D	Signal	43.5	D	48.2	D	Signal	46.9	D	54.2	D	3.4	6.0	No
110 . Warren Rd/Cottonwood Ave	San Jacinto	D	Signal	21.0	C	22.5	C	Signal	21.7	C	22.6	C	0.7	0.1	No
111 . Warren Rd/Esplanade Ave	San Jacinto	D	AWSC	>100	**F** *	77.4	**F** *	AWSC	>100	**F** *	>100	**F** *	23.1	27.8	**Yes**
112 . Sanderson Ave/Ramona Expy	San Jacinto	D	Signal	60.3	**E** *	59.3	**E** *	Signal	61.9	**E** *	60.3	**E** *	1.6	1.0	No
113 . Malaga Rd - Project Dwy 2/McLaughlin Rd	Menifee	D	-	*Future Intersection*		*Future Intersection*		AWSC	7.8	A	7.8	A	7.8	7.8	No
114 . Residential Central Spine/McLaughlin Rd	Menifee	D	-	*Future Intersection*		*Future Intersection*		AWSC	7.0	A	6.9	A	7.0	6.9	No
115 . Residential Central Spine/Project Dwy 4	Menifee	D	-	*Future Intersection*		*Future Intersection*		-	*Future Intersection*		*Future Intersection*		0.0	0.0	No
116 . Residential Central Spine/Project Dwy 5	Menifee	D	-	*Future Intersection*		*Future Intersection*		OWSC	9.5	A	9.9	A	9.5	9.9	No
117 . Residential Central Spine/Project Dwy 6	Menifee	D	-	*Future Intersection*		*Future Intersection*		OWSC	8.7	A	9.5	A	8.7	9.5	No

Notes:

OWSC = One-Way Stop Control; TWSC = Two-Way Stop Control; AWSC = All-Way Stop Control; LOS = Level of Service

Delay = Average control delay in seconds (For OWSC/TWSC intersections, reported delay is for worst-case movement).

* Exceeds LOS Standard

- This intersection has no stop control. Hence, Synchro did not report a delay for this intersection.

LSA

Table 7-D - Phase 1 Opening Year Cumulative (2025) Roadway Segment Levels of Service

Roadway Segment	Jurisdiction	Classification[1]	Existing Number of Lanes	Without Project			Plus Project		
				Roadway Capacity[1]	Daily Volume	LOS	Roadway Capacity[1]	Daily Volume	LOS
Segments on Central Avenue (SR-74)									
1 . between I-15 NB Ramps and Dexter Avenue	Lake Elsinore	Augmented Urban Arterial	6	53,900	61,160	PEC *	53,900	61,600	PEC *
2 . between Dexter Avenue and Cambern Avenue	Lake Elsinore	Augmented Urban Arterial	6	53,900	42,880	A	53,900	43,320	AC
3 . between Cambern Avenue and Conard Avenue	Lake Elsinore	Augmented Urban Arterial	4	35,900	43,640	PEC *	35,900	44,080	PEC *
4 . between Conard Avenue and El Toro Cut Off Road	Lake Elsinore	Augmented Urban Arterial	4	35,900	39,770	PEC *	35,900	40,210	PEC *
Segments on SR-74									
5 . between El Toro Cut Off Road and Riverside Street	Lake Elsinore	Augmented Urban Arterial	4	35,900	40,470	PEC *	35,900	40,910	PEC *
6 . between Riverside Street and Wasson Canyon Road	Riverside County	Expressway	4	40,900	35,070	D	40,900	35,510	D
7 . between Wasson Canyon Road and Meadowbrook Avenue - Greenwald Avenue	Riverside County	Expressway	4	40,900	35,710	D	40,900	36,150	D
8 . between Meadowbrook Avenue - Greenwald Avenue and River Road	Riverside County	Expressway	4	40,900	31,400	C	40,900	31,920	C
9 . between River Road and Ellis Avenue	Riverside County	Major	4	34,100	31,880	E *	34,100	32,400	E *
10 . between Ellis Avenue and Navajo Road	Riverside County	Arterial	4	35,900	31,200	D	35,900	31,720	D
Segments on 4th Street (SR-74)									
11 . between Navajo Road and A Street	Perris	Secondary Arterial	4	35,900	42,300	F *	35,900	42,820	F *
12 . between A Street and C Street	Perris	Secondary Arterial	4	35,900	36,450	F *	35,900	37,030	F *
13 . between C Street and D Street	Perris	Secondary Arterial	4	35,900	26,670	C	35,900	27,250	C
14 . between D Street and Perris Boulevard	Perris	Secondary Arterial	4	35,900	25,130	B	35,900	25,710	C
15 . between Perris Boulevard and G Street	Perris	Secondary Arterial	4	35,900	20,500	A	35,900	21,080	A
16 . between G Street and Wilkerson Avenue	Perris	Secondary Arterial	4	35,900	21,170	A	35,900	21,890	B
17 . between Wilkerson Avenue and Redlands Avenue	Perris	Secondary Arterial	4	35,900	23,200	B	35,900	23,920	B
Segments on SR-74									
18 . between I-215 NB Ramps and Trumble Road	Menifee	Major	4	34,100	37,250	F *	34,100	41,890	F *
19 . between Trumble Road and Sherman Road (West)	Menifee	Major	4	34,100	29,040	D	34,100	33,670	E *
20 . between Sherman Road (West) and Sherman Road (East)	Menifee	Major	4	34,100	29,580	D	34,100	34,210	F *
21 . between Sherman Road (East) and Antelope Road	Menifee	Major	4	34,100	31,170	E *	34,100	35,800	F *
22 . between Antelope Road and Palomar Road	Menifee	Expressway	4	64,000	29,670	C	64,000	34,410	C
23 . between Palomar Road and Menifee Road	Menifee	Expressway	4	64,000	28,390	C	64,000	33,240	C
24 . between Menifee Road and McKinley	Menifee	Expressway	4	64,000	33,460	C	64,000	36,960	C
25 . between McKinley and Malaga Road - Project Driveway 2	Menifee	Expressway	4	64,000	33,520	C	64,000	37,300	C
26 . between Malaga Road - Project Driveway 2 and Project Driveway 3	Menifee	Expressway	4	64,000	33,370	C	64,000	36,810	C
27 . between Project Driveway 3 and Briggs Road	Menifee	Expressway	4	64,000	33,370	C	64,000	36,810	C
28 . between Briggs Road and Juniper Flats Road	Riverside County	Expressway	4	40,900	33,960	D	40,900	37,040	E *
29 . between Juniper Flats Road and Vista Place - Winchester Road (SR-79)	Riverside County	Expressway	4	40,900	29,470	C	40,900	32,030	C
Segments on Florida Avenue (SR-74/SR-79)									
30 . between Vista Place - Winchester Road (SR-79) and Warren Road	Riverside County	Expressway	4	40,900	38,770	E *	40,900	40,830	E *
31 . between Warren Road and Cawston Avenue	Hemet	Arterial 6D	4	35,900	25,420	C	35,900	26,480	C
32 . between Cawston Avenue and Sanderson Avenue	Hemet	Major 4D-6D	4	34,100	21,150	C	34,100	21,930	C
33 . between Sanderson Avenue and Kirby Street	Hemet	Major 4D-6D	4	34,100	26,330	C	34,100	26,820	C
34 . between Kirby Street and Lyon Avenue	Hemet	Major 4D-6D	4	34,100	28,290	D *	34,100	28,700	D *
35 . between Lyon Avenue and Palm Avenue	Hemet	Major 4D-6D	4	34,100	29,300	D *	34,100	29,680	D *
36 . between Palm Avenue and State Street	Hemet	Divided Secondary-A 4D	4	25,900	28,880	F *	25,900	29,200	F *
37 . between State Street and Buena Vista Street	Hemet	Divided Secondary-A 4D	4	25,900	26,400	F *	25,900	26,720	F *
38 . between Buena Vista Street and Santa Fe Street	Hemet	Divided Secondary-A 4D	4	25,900	26,300	F *	25,900	26,620	F *
39 . between Santa Fe Street and San Jacinto Street (SR-79)	Hemet	Divided Secondary-A 4D	4	25,900	25,090	E *	25,900	25,410	E *
Segment on Redlands Avenue									
40 . between 4th Street (SR-74) and I-215 SB Ramps	Perris	Secondary Arterial	4	35,900	31,130	D	35,900	31,850	D
Segment on Nuevo Road									
41 . between Dunlap Drive and Menifee Road	Riverside County	Urban Arterial[2]	2	17,950	14,020	C	17,950	14,290	C

Table 7-D - Phase 1 Opening Year Cumulative (2025) Roadway Segment Levels of Service

Roadway Segment	Jurisdiction	Classification[1]	Existing Number of Lanes	Without Project			Plus Project		
				Roadway Capacity[1]	Daily Volume	LOS	Roadway Capacity[1]	Daily Volume	LOS
Segments on Ethanac Road									
42 . between Goetz Road and Murrieta Road	Menifee	Expressway	4	64,000	16,980	C	64,000	17,230	C
43 . between Murrieta Road and Barnett Road	Menifee	Expressway	4	64,000	20,560	C	64,000	20,900	C
44 . between Barnett Road and Case Road	Perris	Expressway	4	40,860	23,030	A	40,860	23,370	A
45 . between Case Road and I-215 SB Ramps	Perris	Expressway	4	40,860	29,930	C	40,860	30,270	C
46 . between I-215 NB Ramps and Encanto Drive	Perris	Expressway[3]	2	20,430	18,710	E	20,430	19,050	E
47 . between Encanto Drive and Sherman Road	Menifee	Expressway[4]	2	32,000	16,450	C	32,000	16,790	C
48 . between Sherman Road and Dawson Road	Menifee	Expressway[4]	2	32,000	7,660	C	32,000	8,160	C
49 . between Dawson Road and Antelope Road	Menifee	Expressway[4]	2	32,000	6,700	C	32,000	7,200	C
Segments on Matthews Road									
50 . between Antelope Road and Palomar Road	Menifee	Collector[5]	2	13,000	6,530	C	13,000	7,030	C
51 . between Palomar Road and Menifee Road	Menifee	Collector[5]	2	13,000	3,460	C	13,000	3,850	C
Segments on Case Road									
52 . between Briggs Road (West) and Briggs Road (East)	Menifee	*Roadway Segment Does Not Exist*							
Segments on McCall Boulevard									
53 . between Murrieta Road and Sun City Boulevard	Menifee	Major	4	34,100	14,200	C	34,100	14,420	C
54 . between Sun City Boulevard and Bradley Road	Menifee	Major	4	34,100	19,290	C	34,100	19,710	C
55 . between Bradley Road and I-215 SB Ramps	Menifee	Major	4	34,100	31,120	E	34,100	31,540	E
56 . between I-215 NB Ramps and Encanto Drive	Menifee	Urban Arterial[6]	4	37,530	35,440	E	37,530	40,450	**F** *
57 . between Encanto Drive and Sherman Road	Menifee	Urban Arterial[6]	4	37,530	27,230	C	37,530	32,260	D
58 . between Sherman Road and Antelope Road	Menifee	Urban Arterial[6]	4	37,530	23,150	C	37,530	28,300	C
59 . between Antelope Road and Junipero Road	Menifee	Urban Arterial[7]	2	18,760	21,610	**F** *	18,760	26,840	**F** *
60 . between Junipero Road and Menifee Road	Menifee	Urban Arterial[6]	5	46,910	19,490	C	46,910	24,720	C
61 . between Menifee Road and Heritage Lake Drive (West)	Menifee	Urban Arterial	6	56,300	12,110	C	56,300	14,320	C
62 . between Heritage Lake Drive (West) and Heritage Lake Drive (East)	Menifee	Urban Arterial	6	56,300	7,320	C	56,300	9,590	C
63 . between Heritage Lake Drive (East) and Briggs Road	Menifee	Urban Arterial	6	56,300	5,200	C	56,300	7,570	C
Segments on Simpson Road									
64 . between Menifee Road and Lindenberger Road	Menifee	Secondary	4	25,900	8,670	C	25,900	9,700	C
65 . between Lindenberger Road and Briggs Road	Menifee	Secondary[8]	3	19,420	8,830	C	19,420	9,890	C
Segments on Newport Road									
66 . between Goetz Road and Berea Road - Murphy Ranch Road	Menifee	Urban Arterial	6	56,300	34,450	C	56,300	34,810	C
67 . between Berea Road - Murphy Ranch Road and Murrieta Road	Menifee	Urban Arterial	6	56,300	43,200	C	56,300	43,620	C
68 . between Murrieta Road and Evans Road	Menifee	Urban Arterial[9]	5	46,910	39,040	D	46,910	39,600	D
69 . between Evans Road and Bradley Road	Menifee	Urban Arterial[9]	5	46,910	43,080	**E** *	46,910	43,700	**E** *
70 . between Bradley Road and Avenida De Cortez - Town Center Drive	Menifee	Urban Arterial	6	56,300	51,310	**E** *	56,300	52,010	**E** *
71 . between Avenida De Cortez - Town Center Drive and Haun Road	Menifee	Urban Arterial	6	56,300	55,110	**E** *	56,300	55,950	**E** *
72 . between Haun Road and I-215 SB Ramps	Menifee	Urban Arterial	8	87,000	74,030	D	87,000	75,070	D
73 . between I-215 NB Ramps and Antelope Road	Menifee	Urban Arterial[10]	7	71,650	76,500	**F** *	71,650	76,920	**F** *
74 . between Antelope Road and Menifee Road	Menifee	Urban Arterial	6	56,300	57,470	**F** *	56,300	57,920	**F** *
Segment on Ramona Expressway									
75 . between Warren Road and Sanderson Avenue (SR-79) - Sanderson Avenue	San Jacinto	Expressway	4	40,900	27,950	C	40,900	28,300	C
Segment on Sherman Road									
76 . between SR-74 and Ethanac Road	Menifee	Major[11]	2	17,050	6,400	C	17,050	6,480	C
Segment on Palomar Road									
77 . between SR-74 and Matthews Road	Menifee	Collector	2	13,000	3,790	C	13,000	3,900	C

LSA

Table 7-D - Phase 1 Opening Year Cumulative (2025) Roadway Segment Levels of Service

Roadway Segment	Jurisdiction	Classification[1]	Existing Number of Lanes	Without Project			Plus Project		
				Roadway Capacity[1]	Daily Volume	LOS	Roadway Capacity[1]	Daily Volume	LOS
Segments on Menifee Road									
78 . between Nuevo Road and Central Avenue/Porter Street	Riverside County	Urban Arterial[2]	2	17,950	11,110	C	17,950	11,640	C
79 . between Central Avenue/Porter Street and San Jacinto Avenue	Riverside County	Urban Arterial[2]	2	17,950	11,970	C	17,950	12,500	C
80 . between San Jacinto Avenue and Ellis Avenue	Riverside County	Urban Arterial[2]	2	17,950	11,000	C	17,950	11,740	C
81 . between Ellis Avenue and Mapes Road	Riverside County	Urban Arterial[2]	2	17,950	11,560	C	17,950	12,430	C
82 . between Mapes Road and Watson Road	Menifee	Urban Arterial[7]	2	18,760	9,070	C	18,760	9,990	C
83 . between Watson Road and SR-74	Menifee	Urban Arterial[7]	2	18,760	8,920	C	18,760	10,100	C
84 . between SR-74 and Biscayne	Menifee	Urban Arterial[6]	4	37,530	13,130	C	37,530	15,650	C
85 . between Biscayne and McLaughlin Road	Menifee	Urban Arterial[7]	2	18,760	12,070	C	18,760	14,230	C
86 . between McLaughlin Road and Project Driveway 1	Menifee	Urban Arterial[7]	2	18,760	12,160	C	18,760	16,730	D
87 . between Project Driveway 1 and Matthews Road	Menifee	Urban Arterial[7]	2	18,760	12,160	C	18,760	16,730	D
88 . between Matthews Road and McCall Boulevard	Menifee	Urban Arterial[7]	2	18,760	12,770	C	18,760	17,060	**E** *
89 . between McCall Boulevard and Coastline Avenue	Menifee	Arterial	4	37,000	13,530	C	37,000	14,310	C
90 . between Coastline Avenue and Simpson Road	Menifee	Arterial	4	37,000	15,630	C	37,000	16,330	C
91 . between Simpson Road and Aldergate Drive - Carnelian Way	Menifee	Arterial	4	37,000	14,470	C	37,000	15,660	C
92 . between Aldergate Drive - Carnelian Way and Newport Road	Menifee	Arterial	4	37,000	14,940	C	37,000	15,930	C
93 . between Newport Road and La Piedra Road	Menifee	Arterial	4	37,000	13,990	C	37,000	14,490	C
94 . between La Piedra Road and Holland Road	Menifee	Arterial	4	37,000	11,660	C	37,000	11,870	C
Segments on Briggs Road									
95 . between Watson Road and SR-74	Menifee	Major[11]	2	17,050	5,580	C	17,050	5,920	C
96 . between SR-74 and Heritage High School Driveway	Menifee	Major[12]	3	25,570	9,000	C	25,570	12,540	C
97 . between Heritage High School Driveway and McLaughlin Road	Menifee	Major[11]	2	17,050	8,060	C	17,050	11,660	C
98 . between McLaughlin Road and Project Driveway 4	Menifee	Major[12]	3	25,570	7,850	C	25,570	10,980	C
99 . between Project Driveway 4 and Project Driveway 5 - Meadow Oak Street	Menifee	Major[12]	3	25,570	7,830	C	25,570	10,960	C
100 . between Project Driveway 5 - Meadow Oak Street and Project Driveway 6	Menifee	Major[12]	3	25,570	8,390	C	25,570	10,500	C
101 . between Project Driveway 6 and Project Driveway 7 - Hillridge Street	Menifee	Major[12]	3	25,570	8,330	C	25,570	10,350	C
102 . between Project Driveway 7 - Hillridge Street and Case Road	Menifee	Major[11]	2	17,050	8,330	C	17,050	11,830	C
103 . between Case Road and McCall Boulevard	Menifee	Major[11]	2	17,050	8,060	C	17,050	11,410	C
104 . between McCall Boulevard and Simpson Road	Menifee	Major[12]	3	25,570	5,240	C	25,570	6,220	C
Segments on Warren Road									
105 . between Ramona Expressway and Cottonwood Avenue	San Jacinto	Arterial	2	18,000	16,120	D	18,000	16,470	**E** *
106 . between Cottonwood Avenue and Esplanade Avenue	San Jacinto	Arterial	2	18,000	15,220	D	18,000	15,780	D
107 . between Esplanade Avenue and Florida Avenue (SR-74/SR-79)	Hemet	Arterial 6D	2	18,000	17,520	**E** *	18,000	18,310	**F** *

Notes:

LOS = Level of Service

* Exceeds LOS Standard

1 Roadway Classifications and segment capacities have been obtained from the City of Menifee, Perris, Hemet, Lake Elisore, San Jacinto and Riverside County Circulation Elements or their respective traffic study guidelines.

2 County of Riverside does not have roadway capacity for two lane urban arterial, therefore roadway capacity for two lane urban arterial was adjusted by using a factor of 0.5 to four lane urban arterial roadway capacity.

3 City of Perris does not have roadway capacity for two lane expressway, therefore roadway capacity for two lane expressway was adjusted by using a factor of 0.5 to four lane expressway roadway capacity from City of Menifee.

4 City of Menifee does not have roadway capacity for two lane expressway, therefore roadway capacity for two lane expressway was adjusted by using a factor of 0.5 to four lane expressway roadway capacity.

5 City of Menifee does not have roadway classification for this segment, therefore roadway capacity for a two lane collector was selected due to similar characteristics.

6 City of Menifee does not have roadway capacity for four lane urban arterial, therefore roadway capacity for four lane urban arterial was adjusted by using a factor of 0.67 to six lane urban arterial roadway capacity.

7 City of Menifee does not have roadway capacity for two lane urban arterial, therefore roadway capacity for two lane urban arterial was adjusted by using a factor of 0.33 to six lane urban arterial roadway capacity.

8 City of Menifee does not have roadway capacity for three lane secondary, therefore roadway capacity for three lane secondary was adjusted by using a factor of 0.75 to four lane urban arterial roadway capacity.

9 City of Menifee does not have roadway capacity for five lane urban arterial, therefore roadway capacity for five lane urban arterial was adjusted by using a factor of 0.83 to six lane urban arterial roadway capacity.

10 City of Menifee does not have roadway capacity for seven lane urban arterial, therefore roadway capacity for seven lane urban arterial was interpolated between a six lane urban arterial and an eight lane urban arterial roadway capacity.

11 City of Menifee does not have roadway capacity for two lane major, therefore roadway capacity for two lane major was adjusted by using a factor of 0.50 to four lane major roadway capacity.

12 City of Menifee does not have roadway capacity for three lane major, therefore roadway capacity for three lane major was adjusted by using a factor of 0.75 to four lane major roadway capacity.

LSA

Table 7-E - Phases 2 and 3 Opening Year Cumulative (2026) Intersection Levels of Service

Intersection	Jurisdiction	LOS Standard	Without Project						Plus Project						A.M. Peak Hour Increase in Delay (sec.)	P.M. Peak Hour Increase in Delay (sec.)	Exceeds LOS Standard
				A.M. Peak Hour		P.M. Peak Hour				A.M. Peak Hour		P.M. Peak Hour					
			Control	Delay (sec.)	LOS	Delay (sec.)	LOS		Control	Delay (sec.)	LOS	Delay (sec.)	LOS				
1 . I-15 SB Ramps/Central Ave	Caltrans	D	Signal	27.8	C	28.7	C		Signal	28.6	C	30.2	C		0.8	1.5	No
2 . I-15 NB Ramps/Central Ave	Caltrans	D	Signal	23.5	C	24.9	C		Signal	24.0	C	25.9	C		0.5	1.0	No
3 . Dexter Ave/Central Ave	Caltrans	D	Signal	46.9	D	26.7	C		Signal	49.4	D	26.8	C		2.5	0.1	No
4 . Cambern Ave/Central Ave	Caltrans	D	Signal	20.1	C	41.7	D		Signal	20.5	C	44.9	D		0.4	3.2	No
5 . Conard Ave/Central Ave	Caltrans	D	Signal	50.2	D	32.2	C		Signal	52.7	D	36.9	D		2.5	4.7	No
6 . El Toro Cut Off Rd/Central Ave - SR-74	Caltrans	D	OWSC	69.3	**F**	* 64.2	**F**	*	OWSC	74.6	**F**	* 74.1	**F**	*	5.3	9.9	**Yes**
7 . Riverside St/SR-74	Caltrans	D	Signal	19.2	B	52.0	D		Signal	19.8	B	57.4	**E**	*	0.6	5.4	**Yes**
8 . Wasson Canyon Rd/SR-74	Caltrans	D	Signal	17.5	B	30.6	C		Signal	17.9	B	34.3	C		0.4	3.7	No
9 . SR-74/Meadowbrook Ave - Greenwald Ave	Caltrans	D	Signal	23.2	C	15.5	B		Signal	23.6	C	16.2	B		0.4	0.7	No
10 . SR-74/River Rd	Caltrans	D	OWSC	17.0	C	22.8	C		OWSC	17.8	C	23.9	C		0.8	1.1	No
11 . SR-74/Ellis Ave	Caltrans	D	Signal	18.7	B	15.6	B		Signal	18.9	B	15.6	B		0.2	0.0	No
12 . Navajo Rd/4th St	Caltrans	D	Signal	19.3	B	18.2	B		Signal	19.8	B	18.6	B		0.5	0.4	No
13 . A St/4th St	Caltrans	D	Signal	52.6	D	45.6	D		Signal	55.8	**E**	* 51.5	D		3.2	5.9	**Yes**
14 . C St/4th St	Caltrans	D	Signal	44.4	D	55.6	**E**	*	Signal	47.5	D	58.9	**E**	*	3.1	3.3	**Yes**
15 . D St/4th St	Caltrans	D	Signal	54.3	D	42.3	D		Signal	55.0	**E**	* 43.6	D		0.7	1.3	**Yes**
16 . Perris Blvd/4th St	Caltrans	D	Signal	73.3	**E**	* 66.5	**E**	*	Signal	73.4	**E**	* 69.2	**E**	*	0.1	2.7	**Yes**
17 . G St/4th St	Caltrans	D	Signal	25.5	C	17.6	B		Signal	25.9	C	17.7	B		0.4	0.1	No
18 . Wilkerson Ave/4th St	Caltrans	D	Signal	21.8	C	14.5	B		Signal	22.4	C	14.7	B		0.6	0.2	No
19 . Redlands Ave/4th St	Caltrans	D	Signal	>100	**F**	* 94.5	**F**	*	Signal	>100	**F**	* >100	**F**	*	25.5	41.7	**Yes**
20 . Redlands Ave/I-215 SB Ramps	Caltrans	D	Signal	15.4	B	15.7	B		Signal	15.6	B	15.8	B		0.2	0.1	No
21 . Redlands Ave/I-215 NB Ramps	Caltrans	D	Signal	18.2	B	19.6	B		Signal	18.4	B	19.9	B		0.2	0.3	No
22 . Dunlap Dr/Nuevo Rd	Perris	D	Signal	39.3	D	35.4	D		Signal	41.8	D	38.6	D		2.5	3.2	No
23 . Menifee Rd/Nuevo Rd	Riverside County	D	AWSC	>100	**F**	* >100	**F**	*	AWSC	>100	**F**	* >100	**F**	*	44.0	66.7	**Yes**
24 . Menifee Rd/Porter St/Central Ave	Riverside County	D	AWSC	81.4	**F**	* 3.4	A		AWSC	>100	**F**	* 24.1	C		59.6	20.7	**Yes**
25 . Menifee Rd/San Jacinto Ave	Riverside County	D	AWSC	21.8	C	22.1	C		AWSC	33.2	D	44.8	**E**	*	11.4	22.7	**Yes**
26 . Menifee Rd/Ellis Ave	Riverside County	D	TWSC	14.2	B	21.1	C		TWSC	16.4	C	31.8	D		2.2	10.7	No
27 . Menifee Rd/Mapes Rd	Menifee	D	TWSC	64.6	**F**	* 47.4	**E**	*	TWSC	>100	**F**	* >100	**F**	*	107.9	168.7	**Yes**
28 . I-215 SB Ramps - SR-74/Bonnie Dr	Caltrans	D	Signal	6.7	A	9.2	A		Signal	62.3	**E**	* >100	**F**	*	55.6	128.2	**Yes**
29 . I-215 NB Ramps/SR-74	Caltrans	D	Signal	8.2	A	10.1	B		Signal	8.4	A	13.9	B		0.2	3.8	No
30 . Trumble Rd/SR-74	Caltrans	D	Signal	38.0	D	29.8	C		Signal	80.1	**F**	* 63.7	**E**	*	42.1	33.9	**Yes**
31 . Sherman Rd/SR-74 (W)	Caltrans	D	OWSC	18.1	C	16.2	C		OWSC	35.3	**E**	* 34.7	D		17.2	18.5	**Yes**
32 . Sherman Rd/SR-74 (E)	Caltrans	D	Signal	17.3	B	18.7	B		Signal	30.9	C	50.4	D		13.6	31.7	No
33 . Antelope Rd/SR-74	Caltrans	D	Signal	9.5	A	6.6	A		Signal	19.7	B	8.3	A		10.2	1.7	No
34 . Palomar Rd/SR-74	Caltrans	D	Signal	15.0	B	13.1	B		Signal	26.8	C	26.0	C		11.8	12.9	No
35 . Goetz Rd/Ethanac Rd	Menifee	D	Signal	43.5	D	25.7	C		Signal	47.5	D	27.2	C		4.0	1.5	No
36 . Murrieta Rd/Ethanac Rd	Menifee	D	Signal	42.1	D	36.1	D		Signal	58.6	**E**	* 41.5	D		16.5	5.4	**Yes**
37 . Barnett Rd/Ethanac Rd	Perris	D	Signal	7.1	A	5.5	A		Signal	8.4	A	7.4	A		1.3	1.9	No
38 . Case Rd/Ethanac Rd	Perris	D	Signal	13.1	B	16.0	B		Signal	13.3	B	16.6	B		0.2	0.6	No
39 . I-215 SB Ramps/Ethanac Rd	Caltrans	D	Signal	34.5	C	24.1	C		Signal	42.1	D	27.2	C		7.6	3.1	No
40 . I-215 NB Ramps/Ethanac Rd	Caltrans	D	Signal	33.8	C	34.7	C		Signal	36.4	D	41.0	D		2.6	6.3	No
41 . Encanto Dr/Ethanac Rd	Perris	D	OWSC	>100	**F**	* >100	**F**	*	OWSC	>100	**F**	* >100	**F**	*	57.5	75.6	**Yes**
42 . Sherman Rd/Ethanac Rd	Menifee	D	TWSC	31.9	D	54.7	**F**	*	TWSC	38.9	**E**	* 87.4	**F**	*	7.0	32.7	**Yes**
43 . Jackson Ave/Ethanac Rd	Menifee	D	OWSC	15.0	B	12.7	B		OWSC	17.3	C	15.2	C		2.3	2.5	No
44 . Antelope Rd/Ethanac Rd	Menifee	D	OWSC	16.8	C	12.5	B		OWSC	20.3	C	14.9	B		3.5	2.4	No

LSA

Table 7-E - Phases 2 and 3 Opening Year Cumulative (2026) Intersection Levels of Service

Intersection	Jurisdiction	LOS Standard	Without Project					Plus Project					A.M. Peak Hour Increase in Delay (sec.)	P.M. Peak Hour Increase in Delay (sec.)	Exceeds LOS Standard
				A.M. Peak Hour		P.M. Peak Hour			A.M. Peak Hour		P.M. Peak Hour				
			Control	Delay (sec.)	LOS	Delay (sec.)	LOS	Control	Delay (sec.)	LOS	Delay (sec.)	LOS			
45 . Palomar Rd/Matthews Rd	Menifee	D	OWSC	16.9	C	12.9	B	OWSC	25.2	D	15.9	C	8.3	3.0	No
46 . Menifee Rd/Watson Rd	Menifee	D	TWSC	>100	F *	43.4	E *	TWSC	>100	F *	>100	F *	730.8	990.1	Yes
47 . Menifee Rd/SR-74	Caltrans	D	Signal	>100	F *	71.1	E *	Signal	>100	F *	>100	F *	234.0	299.5	Yes
48 . Menifee Rd/Valley Substation Dwy - Biscayne	Menifee	D	Signal	12.8	B	9.7	A	Signal	>100	F *	76.3	E *	121.6	66.6	Yes
49 . Menifee Rd/McLaughlin Rd	Menifee	D	TWSC	39.4	E *	20.0	C	TWSC	46.9	E *	23.7	C	7.5	3.7	Yes
50 . Menifee Rd/Project Dwy 1	Menifee	D	-	*Future Intersection*		*Future Intersection*		OWSC	>100	F *	>100	F *	1849.0	7958.4	Yes
51 . Menifee Rd/Matthews Rd	Menifee	D	OWSC	35.7	E *	15.0	B	OWSC	>100	F *	>100	F *	7112.9	4700.2	Yes
52 . McKinley/SR-74	Caltrans	D	Signal	5.2	A	5.1	A	Signal	12.0	B	42.2	D	6.8	37.1	No
53 . Malaga Rd - Project Dwy 2/SR-74	Caltrans	D	OWSC	>100	F *	>100	F *	TWSC	37.3	E *	>100	F *	-263.3	73.1	Yes
54 . Project Dwy 3/SR-74	Caltrans	D	-	*Future Intersection*		*Future Intersection*		OWSC	15.3	C	27.4	D	15.3	27.4	No
55 . Briggs Rd/Watson Rd	Menifee	D	AWSC	15.5	C	8.8	A	AWSC	18.5	C	9.4	A	3.0	0.6	No
56 . Briggs Rd/SR-74	Caltrans	D	Signal	>100	F *	28.3	C	Signal	>100	F *	>100	F *	170.2	104.8	Yes
57 . Briggs Rd/Heritage High School Dwy	Menifee	D	Signal	48.4	D	10.2	B	Signal	48.9	D	10.8	B	0.5	0.6	No
58 . Briggs Rd/McLaughlin Rd	Menifee	D	AWSC	>100	F *	11.0	B	AWSC	>100	F *	>100	F *	473.5	150.2	Yes
59 . Briggs Rd/Project Dwy 4	Menifee	D	-	*Future Intersection*		*Future Intersection*		OWSC	17.5	C	13.3	B	17.5	13.3	No
60 . Briggs Rd/Project Dwy 5 - Meadow Oak St	Menifee	D	OWSC	>100	F *	14.6	B	TWSC	>100	F *	>100	F *	651.3	370.9	Yes
61 . Briggs Rd/Project Dwy 6	Menifee	D	-	*Future Intersection*		*Future Intersection*		OWSC	23.7	C	12.5	B	23.7	12.5	No
62 . Briggs Rd/Project Dwy 7 - Hillridge St	Menifee	D	OWSC	36.4	E *	13.3	B	TWSC	>100	F *	70.8	F *	744.9	57.5	Yes
63 . Briggs Rd/Matthews Rd	Menifee	D	AWSC	>100	F *	11.3	B	AWSC	>100	F *	>100	F *	283.3	92.7	Yes
64 . Briggs Rd/Case Rd	Riverside County	D	-	*Intersection Does Not Exist*		*Intersection Does Not Exist*		-	*Intersection Does Not Exist*		*Intersection Does Not Exist*		0.0	0.0	No
65 . Murrieta Rd/McCall Blvd	Menifee	D	Signal	21.2	C	20.8	C	Signal	21.7	C	21.4	C	0.5	0.6	No
66 . Sun City Blvd/McCall Blvd	Menifee	D	Signal	22.8	C	23.4	C	Signal	23.5	C	24.8	C	0.7	1.4	No
67 . Bradley Rd/McCall Blvd	Menifee	E	Signal	77.2	E	75.4	E	Signal	80.7	F *	80.9	F *	3.5	5.5	Yes
68 . I-215 SB Ramps/McCall Blvd	Caltrans	D	Signal	34.9	C	48.4	D	Signal	>100	F *	>100	F *	165.3	147.3	Yes
69 . I-215 NB Ramps/McCall Blvd	Caltrans	D	Signal	21.7	C	34.7	C	Signal	>100	F *	>100	F *	127.8	196.3	Yes
70 . Encanto Drive/McCall Blvd	Menifee	E	Signal	27.7	C	26.0	C	Signal	72.1	E	91.7	F *	44.4	65.7	Yes
71 . Sherman Rd/McCall Blvd	Menifee	D	Signal	20.7	C	18.5	B	Signal	41.1	D	56.4	E *	20.4	37.9	Yes
72 . Antelope Rd/McCall Blvd	Menifee	D	Signal	19.1	B	15.9	B	Signal	34.1	C	26.3	C	15.0	10.4	No
73 . Junipero Rd/McCall Blvd	Menifee	D	Signal	25.5	C	17.1	B	Signal	>100	F *	>100	F *	132.4	134.7	Yes
74 . Menifee Rd/McCall Blvd	Menifee	D	Signal	43.1	D	23.8	C	Signal	>100	F *	>100	F *	121.0	116.9	Yes
75 . Heritage Lake Dr (W)/McCall Blvd	Menifee	D	Signal	20.3	C	15.0	B	Signal	21.8	C	15.8	B	1.5	0.8	No
76 . Heritage Lake Dr (E)/McCall Blvd	Menifee	D	Signal	22.3	C	15.1	B	Signal	28.4	C	16.7	B	6.1	1.6	No
77 . Briggs Rd/McCall Blvd	Menifee	D	Signal	20.7	C	11.5	B	Signal	89.2	F *	18.9	B	68.5	7.4	Yes
78 . Menifee Rd/Coastline Ave	Menifee	D	Signal	11.8	B	8.7	A	Signal	12.8	B	9.2	A	1.0	0.5	No
79 . Menifee Rd/Simpson Rd	Menifee	D	Signal	5.0	A	5.4	A	Signal	5.2	A	5.5	A	0.2	0.1	No
80 . Lindenberger Rd/Simpson Rd	Menifee	D	Signal	21.0	C	17.5	B	Signal	22.4	C	18.6	B	1.4	1.1	No
81 . Briggs Rd/Simpson Rd	Menifee	D	AWSC	>100	F *	87.6	F *	AWSC	>100	F *	>100	F *	33.0	27.4	Yes
82 . Menifee Rd/Aldergate Dr - Carnelian Way	Menifee	D	Signal	22.8	C	13.5	B	Signal	23.9	C	14.6	B	1.1	1.1	No
83 . Goetz Rd - Buckstone Ln/Railroad Canyon Rd - Newport Rd	Menifee	D	Signal	26.0	C	25.5	C	Signal	26.1	C	25.7	C	0.1	0.2	No
84 . Berea Rd-Murphy Ranch Rd/Newport Rd	Menifee	D	Signal	21.9	C	19.0	B	Signal	22.0	C	19.3	B	0.1	0.3	No
85 . Murrieta Rd/Newport Rd	Menifee	D	Signal	28.3	C	61.4	E *	Signal	28.7	C	63.9	E *	0.4	2.5	Yes
86 . Evans Rd/Newport Rd	Menifee	D	Signal	23.6	C	55.7	E *	Signal	24.7	C	62.3	E *	1.1	6.6	Yes
87 . Bradley Rd/Newport Rd	Menifee	D	Signal	35.8	D	40.8	D	Signal	37.8	D	43.1	D	2.0	2.3	No
88 . Avenida De Cortez - Town Center Dr/Newport Rd	Menifee	D	Signal	18.6	B	15.6	B	Signal	20.3	C	17.2	B	1.7	1.6	No
89 . Haun Rd/Newport Rd	Menifee	E	Signal	47.0	D	79.7	E	Signal	47.7	D	99.4	F *	0.7	19.7	Yes

LSA

Table 7-E - Phases 2 and 3 Opening Year Cumulative (2026) Intersection Levels of Service

Intersection	Jurisdiction	LOS Standard	Without Project					Plus Project					A.M. Peak Hour Increase in Delay (sec.)	P.M. Peak Hour Increase in Delay (sec.)	Exceeds LOS Standard
				A.M. Peak Hour		P.M. Peak Hour			A.M. Peak Hour		P.M. Peak Hour				
			Control	Delay (sec.)	LOS	Delay (sec.)	LOS	Control	Delay (sec.)	LOS	Delay (sec.)	LOS			
90 . I-215 SB Ramps/Newport Rd	Caltrans	D	Signal	11.8	B	12.3	B	Signal	11.9	B	12.3	B	0.1	0.0	No
91 . I-215 NB Ramps/Newport Rd	Caltrans	D	Signal	17.6	B	23.7	C	Signal	17.7	B	24.5	C	0.1	0.8	No
92 . Antelope Rd/Newport Rd	Menifee	E	Signal	52.0	D	70.4	E	Signal	54.8	D	77.4	E	2.8	7.0	No
93 . Menifee Rd/Newport Rd	Menifee	D	Signal	43.4	D	55.4	**E** *	Signal	48.1	D	76.9	**E** *	4.7	21.5	**Yes**
94 . Menifee Rd/La Piedra Rd	Menifee	D	AWSC	67.9	**F** *	12.4	B	AWSC	85.4	**F** *	14.1	B	17.5	1.7	**Yes**
95 . Menifee Rd/Holland Rd	Menifee	D	Signal	24.4	C	18.3	B	Signal	24.8	C	18.7	B	0.4	0.4	No
96 . Juniper Flats Rd/SR-74	Caltrans	D	Signal	11.1	B	10.2	B	Signal	15.5	B	12.0	B	4.4	1.8	No
97 . Vista Pl - Winchester Rd/SR-74 - Florida Ave	Caltrans	D	Signal	89.7	**F** *	80.3	**F** *	Signal	91.7	**F** *	>100	**F** *	2.0	26.1	**Yes**
98 . Warren Rd/Florida Ave	Caltrans	D	Signal	39.0	D	38.3	D	Signal	44.3	D	46.8	D	5.3	8.5	No
99 . Cawston Ave/Florida Ave	Caltrans	D	Signal	38.2	D	42.4	D	Signal	38.8	D	43.4	D	0.6	1.0	No
100 . Sanderson Ave/Florida Ave	Caltrans	D	Signal	46.0	D	57.4	**E** *	Signal	47.1	D	61.6	**E** *	1.1	4.2	**Yes**
101 . Sanderson Ave/Acacia Ave	Hemet	D	Signal	42.9	D	53.1	D	Signal	48.4	D	57.1	**E** *	5.5	4.0	**Yes**
102 . Kirby St/Florida Ave	Caltrans	D	Signal	30.2	C	35.7	D	Signal	30.4	C	36.3	D	0.2	0.6	No
103 . Lyon Ave/Florida Ave	Caltrans	D	Signal	27.6	C	32.2	C	Signal	27.9	C	32.8	C	0.3	0.6	No
104 . Palm Ave/Florida Ave	Caltrans	D	Signal	16.8	B	14.6	B	Signal	17.1	B	14.6	B	0.3	0.0	No
105 . State St/Florida Ave	Caltrans	D	Signal	21.9	C	22.8	C	Signal	22.2	C	23.0	C	0.3	0.2	No
106 . Buena Vista St/Florida Ave	Caltrans	D	Signal	27.0	C	29.0	C	Signal	27.0	C	29.2	C	0.0	0.2	No
107 . Santa Fe St/Florida Ave	Caltrans	D	Signal	23.6	C	19.0	B	Signal	23.9	C	19.0	B	0.3	0.0	No
108 . San Jacinto St/Florida Ave	Caltrans	D	Signal	48.7	D	65.5	**E** *	Signal	49.3	D	69.0	**E** *	0.6	3.5	**Yes**
109 . Warren Rd/Ramona Expy	San Jacinto	D	Signal	44.0	D	48.9	D	Signal	50.2	D	60.8	**E** *	6.2	11.9	**Yes**
110 . Warren Rd/Cottonwood Ave	San Jacinto	D	Signal	21.3	C	22.5	C	Signal	22.1	C	23.2	C	0.8	0.7	No
111 . Warren Rd/Esplanade Ave	San Jacinto	D	AWSC	>100	**F** *	96.8	**F** *	AWSC	>100	**F** *	>100	**F** *	45.5	57.9	**Yes**
112 . Sanderson Ave/Ramona Expy	San Jacinto	D	Signal	63.8	**E** *	60.5	**E** *	Signal	67.6	**E** *	62.8	**E** *	3.8	2.3	No
113 . Malaga Rd - Project Dwy 2/McLaughlin Rd	Menifee	D	-	*Future Intersection*		*Future Intersection*		AWSC	17.5	C	31.5	D	17.5	31.5	No
114 . Residential Central Spine/McLaughlin Rd	Menifee	D	-	*Future Intersection*		*Future Intersection*		AWSC	10.7	B	9.8	A	10.7	9.8	No
115 . Residential Central Spine/Project Dwy 4	Menifee	D	-	*Future Intersection*		*Future Intersection*		OWSC	4.4	A	11.6	B	4.4	11.6	No
116 . Residential Central Spine/Project Dwy 5	Menifee	D	-	*Future Intersection*		*Future Intersection*		OWSC	4.8	A	12.2	B	4.8	12.2	No
117 . Residential Central Spine/Project Dwy 6	Menifee	D	-	*Future Intersection*		*Future Intersection*		OWSC	8.9	A	9.7	A	8.9	9.7	No

Notes:

OWSC = One-Way Stop Control; TWSC = Two-Way Stop Control; AWSC = All-Way Stop Control; LOS = Level of Service

Delay = Average control delay in seconds (For OWSC/TWSC intersections, reported delay is for worst-case movement).

* Exceeds LOS Standard

- This intersection has no stop control. Hence, Synchro did not report a delay for this intersection.

LSA

Table 7-F - Phases 2 and 3 Opening Year Cumulative (2026) Roadway Segment Levels of Service

Roadway Segment	Jurisdiction	Classification[1]	Existing Number of Lanes	Without Project			Plus Project		
				Roadway Capacity[1]	Daily Volume	LOS	Roadway Capacity[1]	Daily Volume	LOS
Segments on Central Avenue (SR-74)									
1 . between I-15 NB Ramps and Dexter Avenue	Lake Elsinore	Augmented Urban Arterial	6	53,900	61,890	**PEC** *	53,900	62,690	**PEC** *
2 . between Dexter Avenue and Cambern Avenue	Lake Elsinore	Augmented Urban Arterial	6	53,900	43,330	AC	53,900	44,130	AC
3 . between Cambern Avenue and Conard Avenue	Lake Elsinore	Augmented Urban Arterial	4	35,900	44,090	**PEC** *	35,900	44,890	**D** *
4 . between Conard Avenue and El Toro Cut Off Road	Lake Elsinore	Augmented Urban Arterial	4	35,900	40,380	**PEC** *	35,900	41,180	**PEC** *
Segments on SR-74									
5 . between El Toro Cut Off Road and Riverside Street	Lake Elsinore	Augmented Urban Arterial	4	35,900	41,480	**PEC** *	35,900	42,280	**PEC** *
6 . between Riverside Street and Wasson Canyon Road	Riverside County	Expressway	4	40,900	35,900	D	40,900	36,700	D
7 . between Wasson Canyon Road and Meadowbrook Avenue - Greenwald Avenue	Riverside County	Expressway	4	40,900	36,640	D	40,900	37,440	**E** *
8 . between Meadowbrook Avenue - Greenwald Avenue and River Road	Riverside County	Expressway	4	40,900	32,340	C	40,900	33,280	D
9 . between River Road and Ellis Avenue	Riverside County	Major	4	34,100	32,850	**E** *	34,100	33,790	**E** *
10 . between Ellis Avenue and Navajo Road	Riverside County	Arterial	4	35,900	31,750	D	35,900	32,690	**E** *
Segments on 4th Street (SR-74)									
11 . between Navajo Road and A Street	Perris	Secondary Arterial	4	35,900	42,760	**F** *	35,900	43,850	**F** *
12 . between A Street and C Street	Perris	Secondary Arterial	4	35,900	36,710	**F** *	35,900	38,240	**F** *
13 . between C Street and D Street	Perris	Secondary Arterial	4	35,900	26,870	C	35,900	28,400	C
14 . between D Street and Perris Boulevard	Perris	Secondary Arterial	4	35,900	25,640	C	35,900	27,170	C
15 . between Perris Boulevard and G Street	Perris	Secondary Arterial	4	35,900	20,760	A	35,900	22,450	B
16 . between G Street and Wilkerson Avenue	Perris	Secondary Arterial	4	35,900	21,620	B	35,900	23,580	B
17 . between Wilkerson Avenue and Redlands Avenue	Perris	Secondary Arterial	4	35,900	23,640	B	35,900	25,590	C
Segments on SR-74									
18 . between I-215 NB Ramps and Trumble Road	Menifee	Major	4	34,100	38,100	**F** *	34,100	48,700	**F** *
19 . between Trumble Road and Sherman Road (West)	Menifee	Major	4	34,100	29,650	D	34,100	40,270	**F** *
20 . between Sherman Road (West) and Sherman Road (East)	Menifee	Major	4	34,100	30,250	D	34,100	40,910	**F** *
21 . between Sherman Road (East) and Antelope Road	Menifee	Major	4	34,100	31,680	**E** *	34,100	42,680	**F** *
22 . between Antelope Road and Palomar Road	Menifee	Expressway	4	64,000	30,220	C	64,000	41,900	C
23 . between Palomar Road and Menifee Road	Menifee	Expressway	4	64,000	29,000	C	64,000	41,720	C
24 . between Menifee Road and McKinley	Menifee	Expressway	4	64,000	34,470	C	64,000	52,320	C
25 . between McKinley and Malaga Road - Project Driveway 2	Menifee	Expressway	4	64,000	34,530	C	64,000	50,960	C
26 . between Malaga Road - Project Driveway 2 and Project Driveway 3	Menifee	Expressway	4	64,000	34,320	C	64,000	45,260	C
27 . between Project Driveway 3 and Briggs Road	Menifee	Expressway	4	64,000	34,320	C	64,000	46,030	C
28 . between Briggs Road and Juniper Flats Road	Riverside County	Expressway	4	40,900	35,000	D	40,900	44,260	**F** *
29 . between Juniper Flats Road and Vista Place - Winchester Road (SR-79)	Riverside County	Expressway	4	40,900	30,120	C	40,900	37,820	**E** *
Segments on Florida Avenue (SR-74/SR-79)									
30 . between Vista Place - Winchester Road (SR-79) and Warren Road	Riverside County	Expressway	4	40,900	39,260	**E** *	40,900	45,350	**F** *
31 . between Warren Road and Cawston Avenue	Hemet	Arterial 6D	4	35,900	25,870	C	35,900	29,220	**D** *
32 . between Cawston Avenue and Sanderson Avenue	Hemet	Major 4D-6D	4	34,100	21,400	C	34,100	23,420	C
33 . between Sanderson Avenue and Kirby Street	Hemet	Major 4D-6D	4	34,100	26,530	C	34,100	27,830	**D** *
34 . between Kirby Street and Lyon Avenue	Hemet	Major 4D-6D	4	34,100	28,580	**D** *	34,100	29,590	**D** *
35 . between Lyon Avenue and Palm Avenue	Hemet	Major 4D-6D	4	34,100	29,550	**D** *	34,100	30,290	**D** *
36 . between Palm Avenue and State Street	Hemet	Divided Secondary-A 4D	4	25,900	29,120	**F** *	25,900	29,720	**F** *
37 . between State Street and Buena Vista Street	Hemet	Divided Secondary-A 4D	4	25,900	26,620	**F** *	25,900	27,230	**F** *
38 . between Buena Vista Street and Santa Fe Street	Hemet	Divided Secondary-A 4D	4	25,900	26,520	**F** *	25,900	27,110	**F** *
39 . between Santa Fe Street and San Jacinto Street (SR-79)	Hemet	Divided Secondary-A 4D	4	25,900	25,300	**E** *	25,900	25,890	**E** *
Segment on Redlands Avenue									
40 . between 4th Street (SR-74) and I-215 SB Ramps	Perris	Secondary Arterial	4	35,900	31,940	D	35,900	33,890	E
Segment on Nuevo Road									
41 . between Dunlap Drive and Menifee Road	Riverside County	Urban Arterial[2]	2	17,950	15,060	D	17,950	15,910	D

Table 7-F - Phases 2 and 3 Opening Year Cumulative (2026) Roadway Segment Levels of Service

Roadway Segment	Jurisdiction	Classification[1]	Existing Number of Lanes	Without Project			Plus Project		
				Roadway Capacity[1]	Daily Volume	LOS	Roadway Capacity[1]	Daily Volume	LOS
Segments on Ethanac Road									
42 . between Goetz Road and Murrieta Road	Menifee	Expressway	4	64,000	17,670	C	64,000	18,670	C
43 . between Murrieta Road and Barnett Road	Menifee	Expressway	4	64,000	21,300	C	64,000	22,610	C
44 . between Barnett Road and Case Road	Perris	Expressway	4	40,860	23,890	A	40,860	25,200	B
45 . between Case Road and I-215 SB Ramps	Perris	Expressway	4	40,860	30,790	C	40,860	32,100	C
46 . between I-215 NB Ramps and Encanto Drive	Perris	Expressway[3]	2	20,430	19,490	E	20,430	20,800	F *
47 . between Encanto Drive and Sherman Road	Menifee	Expressway[4]	2	32,000	16,940	C	32,000	18,400	C
48 . between Sherman Road and Dawson Road	Menifee	Expressway[4]	2	32,000	7,970	C	32,000	9,810	C
49 . between Dawson Road and Antelope Road	Menifee	Expressway[4]	2	32,000	7,010	C	32,000	8,880	C
Segments on Matthews Road									
50 . between Antelope Road and Palomar Road	Menifee	Collector[5]	2	13,000	6,870	C	13,000	8,770	C
51 . between Palomar Road and Menifee Road	Menifee	Collector[5]	2	13,000	3,760	C	13,000	4,840	C
Segments on Case Road									
52 . between Briggs Road (West) and Briggs Road (East)	Menifee	*Roadway Segment Does Not Exist*							
Segments on McCall Boulevard									
53 . between Murrieta Road and Sun City Boulevard	Menifee	Major	4	34,100	14,490	C	34,100	15,390	C
54 . between Sun City Boulevard and Bradley Road	Menifee	Major	4	34,100	19,690	C	34,100	21,330	C
55 . between Bradley Road and I-215 SB Ramps	Menifee	Major	4	34,100	31,700	E	34,100	33,650	E
56 . between I-215 NB Ramps and Encanto Drive	Menifee	Urban Arterial[6]	4	37,530	36,260	E	37,530	47,600	F *
57 . between Encanto Drive and Sherman Road	Menifee	Urban Arterial[6]	4	37,530	27,860	C	37,530	39,280	F *
58 . between Sherman Road and Antelope Road	Menifee	Urban Arterial[6]	4	37,530	23,870	C	37,530	35,850	E *
59 . between Antelope Road and Junipero Road	Menifee	Urban Arterial[7]	2	18,760	22,260	F *	18,760	34,660	F *
60 . between Junipero Road and Menifee Road	Menifee	Urban Arterial[6]	5	46,910	20,040	C	46,910	32,440	C
61 . between Menifee Road and Heritage Lake Drive (West)	Menifee	Urban Arterial	6	56,300	12,500	C	56,300	17,810	C
62 . between Heritage Lake Drive (West) and Heritage Lake Drive (East)	Menifee	Urban Arterial	6	56,300	7,610	C	56,300	12,600	C
63 . between Heritage Lake Drive (East) and Briggs Road	Menifee	Urban Arterial	6	56,300	5,410	C	56,300	10,500	C
Segments on Simpson Road									
64 . between Menifee Road and Lindenberger Road	Menifee	Secondary	4	25,900	9,040	C	25,900	11,170	C
65 . between Lindenberger Road and Briggs Road	Menifee	Secondary[8]	3	19,420	9,210	C	19,420	11,210	C
Segments on Newport Road									
66 . between Goetz Road and Berea Road - Murphy Ranch Road	Menifee	Urban Arterial	6	56,300	34,900	C	56,300	35,570	C
67 . between Berea Road - Murphy Ranch Road and Murrieta Road	Menifee	Urban Arterial	6	56,300	43,860	C	56,300	44,660	C
68 . between Murrieta Road and Evans Road	Menifee	Urban Arterial[9]	5	46,910	39,440	D	46,910	40,510	D
69 . between Evans Road and Bradley Road	Menifee	Urban Arterial[9]	5	46,910	43,530	E *	46,910	44,890	E *
70 . between Bradley Road and Avenida De Cortez - Town Center Drive	Menifee	Urban Arterial	6	56,300	51,640	E *	56,300	53,600	E *
71 . between Avenida De Cortez - Town Center Drive and Haun Road	Menifee	Urban Arterial	6	56,300	55,740	E *	56,300	58,270	F *
72 . between Haun Road and I-215 SB Ramps	Menifee	Urban Arterial	8	87,000	74,730	D	87,000	77,670	D
73 . between I-215 NB Ramps and Antelope Road	Menifee	Urban Arterial[10]	7	71,650	77,140	F *	71,650	78,410	F *
74 . between Antelope Road and Menifee Road	Menifee	Urban Arterial	6	56,300	57,830	F *	56,300	59,350	F *
Segment on Ramona Expressway									
75 . between Warren Road and Sanderson Avenue (SR-79) - Sanderson Avenue	San Jacinto	Expressway	4	40,900	28,400	C	40,900	29,070	C
Segment on Sherman Road									
76 . between SR-74 and Ethanac Road	Menifee	Major[11]	2	17,050	6,690	C	17,050	6,900	C
Segment on Palomar Road									
77 . between SR-74 and Matthews Road	Menifee	Collector	2	13,000	4,170	C	13,000	5,120	C

LSA

Table 7-F - Phases 2 and 3 Opening Year Cumulative (2026) Roadway Segment Levels of Service

Roadway Segment	Jurisdiction	Classification[1]	Existing Number of Lanes	Without Project			Plus Project		
				Roadway Capacity[1]	Daily Volume	LOS	Roadway Capacity[1]	Daily Volume	LOS
Segments on Menifee Road									
78 . between Nuevo Road and Central Avenue/Porter Street	Riverside County	Urban Arterial[2]	2	17,950	11,920	C	17,950	13,740	C
79 . between Central Avenue/Porter Street and San Jacinto Avenue	Riverside County	Urban Arterial[2]	2	17,950	12,780	C	17,950	14,940	D
80 . between San Jacinto Avenue and Ellis Avenue	Riverside County	Urban Arterial[2]	2	17,950	11,770	C	17,950	14,710	D
81 . between Ellis Avenue and Mapes Road	Riverside County	Urban Arterial[2]	2	17,950	12,390	C	17,950	15,920	D
82 . between Mapes Road and Watson Road	Menifee	Urban Arterial[7]	2	18,760	9,750	C	18,760	13,620	C
83 . between Watson Road and SR-74	Menifee	Urban Arterial[7]	2	18,760	9,410	C	18,760	14,310	C
84 . between SR-74 and Biscayne	Menifee	Urban Arterial[6]	4	37,530	13,700	C	37,530	25,150	C
85 . between Biscayne and McLaughlin Road	Menifee	Urban Arterial[7]	2	18,760	12,650	C	18,760	23,730	F *
86 . between McLaughlin Road and Project Driveway 1	Menifee	Urban Arterial[7]	2	18,760	12,760	C	18,760	28,250	F *
87 . between Project Driveway 1 and Matthews Road	Menifee	Urban Arterial[7]	2	18,760	12,760	C	18,760	28,210	F *
88 . between Matthews Road and McCall Boulevard	Menifee	Urban Arterial[7]	2	18,760	13,580	C	18,760	27,950	F *
89 . between McCall Boulevard and Coastline Avenue	Menifee	Arterial	4	37,000	14,130	C	37,000	18,690	C
90 . between Coastline Avenue and Simpson Road	Menifee	Arterial	4	37,000	16,240	C	37,000	20,470	C
91 . between Simpson Road and Aldergate Drive - Carnelian Way	Menifee	Arterial	4	37,000	14,920	C	37,000	19,960	C
92 . between Aldergate Drive - Carnelian Way and Newport Road	Menifee	Arterial	4	37,000	15,250	C	37,000	19,360	C
93 . between Newport Road and La Piedra Road	Menifee	Arterial	4	37,000	14,940	C	37,000	17,060	C
94 . between La Piedra Road and Holland Road	Menifee	Arterial	4	37,000	12,040	C	37,000	13,060	C
Segments on Briggs Road									
95 . between Watson Road and SR-74	Menifee	Major[11]	2	17,050	5,730	C	17,050	6,880	C
96 . between SR-74 and Heritage High School Driveway	Menifee	Major[12]	3	25,570	9,690	C	25,570	18,450	C
97 . between Heritage High School Driveway and McLaughlin Road	Menifee	Major[11]	2	17,050	8,750	C	17,050	17,640	F *
98 . between McLaughlin Road and Project Driveway 4	Menifee	Major[12]	3	25,570	8,570	C	25,570	15,210	C
99 . between Project Driveway 4 and Project Driveway 5 - Meadow Oak Street	Menifee	Major[12]	3	25,570	8,550	C	25,570	14,800	C
100 . between Project Driveway 5 - Meadow Oak Street and Project Driveway 6	Menifee	Major[12]	3	25,570	9,060	C	25,570	15,680	C
101 . between Project Driveway 6 and Project Driveway 7 - Hillridge Street	Menifee	Major[12]	3	25,570	8,990	C	25,570	15,520	C
102 . between Project Driveway 7 - Hillridge Street and Case Road	Menifee	Major[11]	2	17,050	8,990	C	17,050	17,000	E *
103 . between Case Road and McCall Boulevard	Menifee	Major[11]	2	17,050	8,740	C	17,050	16,200	E *
104 . between McCall Boulevard and Simpson Road	Menifee	Major[12]	3	25,570	5,700	C	25,570	7,920	C
Segments on Warren Road									
105 . between Ramona Expressway and Cottonwood Avenue	San Jacinto	Arterial	2	18,000	16,590	E *	18,000	17,260	E *
106 . between Cottonwood Avenue and Esplanade Avenue	San Jacinto	Arterial	2	18,000	15,680	D	18,000	16,910	E *
107 . between Esplanade Avenue and Florida Avenue (SR-74/SR-79)	Hemet	Arterial 6D	2	18,000	18,210	F *	18,000	19,910	F *

Notes:

LOS = Level of Service

* Exceeds LOS Standard

1 Roadway Classifications and segment capacities have been obtained from the City of Menifee, Perris, Hemet, Lake Elisore, San Jacinto and Riverside County Circulation Elements or their respective traffic study guidelines.

2 County of Riverside does not have roadway capacity for two lane urban arterial, therefore roadway capacity for two lane urban arterial was adjusted by using a factor of 0.5 to four lane urban arterial roadway capacity.

3 City of Perris does not have roadway capacity for two lane expressway, therefore roadway capacity for two lane expressway was adjusted by using a factor of 0.5 to four lane expressway roadway capacity from City of Menifee.

4 City of Menifee does not have roadway capacity for two lane expressway, therefore roadway capacity for two lane expressway was adjusted by using a factor of 0.5 to four lane expressway roadway capacity.

5 City of Menifee does not have roadway classification for this segment, therefore roadway capacity for a two lane collector was selected due to similar characteristics.

6 City of Menifee does not have roadway capacity for four lane urban arterial, therefore roadway capacity for four lane urban arterial was adjusted by using a factor of 0.67 to six lane urban arterial roadway capacity.

7 City of Menifee does not have roadway capacity for two lane urban arterial, therefore roadway capacity for two lane urban arterial was adjusted by using a factor of 0.33 to six lane urban arterial roadway capacity.

8 City of Menifee does not have roadway capacity for three lane secondary, therefore roadway capacity for three lane secondary was adjusted by using a factor of 0.75 to four lane urban arterial roadway capacity.

9 City of Menifee does not have roadway capacity for five lane urban arterial, therefore roadway capacity for five lane urban arterial was adjusted by using a factor of 0.83 to six lane urban arterial roadway capacity.

10 City of Menifee does not have roadway capacity for seven lane urban arterial, therefore roadway capacity for seven lane urban arterial was interpolated between a six lane urban arterial and an eight lane urban arterial roadway capacity.

11 City of Menifee does not have roadway capacity for two lane major, therefore roadway capacity for two lane major was adjusted by using a factor of 0.50 to four lane major roadway capacity.

12 City of Menifee does not have roadway capacity for three lane major, therefore roadway capacity for three lane major was adjusted by using a factor of 0.75 to four lane major roadway capacity.

LSA

Table 7-G - Horizon Year (2045) Intersection Levels of Service

Intersection	Jurisdiction	LOS Standard	Without Project					Plus Project					A.M. Peak Hour Increase in Delay (sec.)	P.M. Peak Hour Increase in Delay (sec.)	Exceeds LOS Standard
				A.M. Peak Hour		P.M. Peak Hour			A.M. Peak Hour		P.M. Peak Hour				
			Control	Delay (sec.)	LOS	Delay (sec.)	LOS	Control	Delay[2] (sec.)	LOS	Delay[2] (sec.)	LOS			
1 . I-15 SB Ramps/Central Ave	Caltrans	D	Signal	41.7	D	42.5	D	Signal	43.0	D	45.3	D	1.3	2.8	No
2 . I-15 NB Ramps/Central Ave	Caltrans	D	Signal	40.3	D	34.9	C	Signal	42.0	D	36.6	D	1.7	1.7	No
3 . Dexter Ave/Central Ave	Caltrans	D	Signal	85.3	F *	38.3	D	Signal	86.9	F *	38.4	D	1.6	0.1	Yes
4 . Cambern Ave/Central Ave	Caltrans	D	Signal	44.2	D	82.4	F *	Signal	45.3	D	87.8	F *	1.1	5.4	Yes
5 . Conard Ave/Central Ave	Caltrans	D	Signal	>100	F *	>100	F *	Signal	>100	F *	>100	F *	5.1	6.7	Yes
6 . El Toro Cut Off Rd/Central Ave - SR-74	Caltrans	D	OWSC	>100	F *	>100	F *	OWSC	>100	F *	>100	F *	244.6	240.9	Yes
7 . Riverside St/SR-74	Caltrans	D	Signal	31.0	C	>100	F *	Signal	33.0	C	>100	F *	2.0	2.0	Yes
8 . Wasson Canyon Rd/SR-74	Caltrans	D	Signal	48.7	D	98.2	F *	Signal	53.0	D	>100	F *	4.3	5.6	Yes
9 . SR-74/Meadowbrook Ave - Greenwald Ave	Caltrans	D	Signal	53.8	D	53.2	D	Signal	58.2	E *	58.4	E *	4.4	5.2	Yes
10 . SR-74/River Rd	Caltrans	D	OWSC	38.3	E *	47.1	E *	OWSC	41.2	E *	50.2	F *	2.9	3.1	Yes
11 . SR-74/Ellis Ave	Caltrans	D	Signal	25.1	C	19.7	B	Signal	26.2	C	19.8	B	1.1	0.1	No
12 . Navajo Rd/4th St	Caltrans	D	Signal	28.2	C	27.0	C	Signal	33.6	C	32.0	C	5.4	5.0	No
13 . A St/4th St	Caltrans	D	Signal	>100	F *	>100	F *	Signal	>100	F *	>100	F *	7.0	5.9	Yes
14 . C St/4th St	Caltrans	D	Signal	55.7	E *	57.3	E *	Signal	59.7	E *	61.3	E *	4.0	4.0	Yes
15 . D St/4th St	Caltrans	D	Signal	56.5	E *	54.0	D	Signal	61.7	E *	61.1	E *	5.2	7.1	Yes
16 . Perris Blvd/4th St	Caltrans	D	Signal	>100	F *	>100	F *	Signal	>100	F *	>100	F *	1.0	0.0	Yes
17 . G St/4th St	Caltrans	D	Signal	26.2	C	22.5	C	Signal	26.5	C	22.7	C	0.3	0.2	No
18 . Wilkerson Ave/4th St	Caltrans	D	Signal	23.9	C	15.0	B	Signal	24.5	C	15.2	B	0.6	0.2	No
19 . Redlands Ave/4th St	Caltrans	D	Signal	>100	F *	>100	F *	Signal	>100	F *	>100	F *	24.6	36.3	Yes
20 . Redlands Ave/I-215 SB Ramps	Caltrans	D	Signal	15.6	B	18.0	B	Signal	16.1	B	18.0	B	0.5	0.0	No
21 . Redlands Ave/I-215 NB Ramps	Caltrans	D	Signal	18.6	B	19.6	B	Signal	19.1	B	20.4	C	0.5	0.8	No
22 . Dunlap Dr/Nuevo Rd	Perris	D	Signal	>100	F *	>100	F *	Signal	>100	F *	>100	F *	10.3	11.6	Yes
23 . Menifee Rd/Nuevo Rd	Riverside County	D	AWSC	>100	F *	>100	F *	AWSC	>100	F *	>100	F *	41.7	64.9	Yes
24 . Menifee Rd/Porter St/Central Ave	Riverside County	D	AWSC	>100	F *	>100	F *	AWSC	>100	F *	>100	F *	-3.0	-1.8	Yes
25 . Menifee Rd/San Jacinto Ave	Riverside County	D	AWSC	>100	F *	>100	F *	AWSC	>100	F *	>100	F *	40.1	65.3	Yes
26 . Menifee Rd/Ellis Ave	Riverside County	D	TWSC	67.3	F *	17.9	C	TWSC	>100	F *	>100	F *	68.3	1219.2	Yes
27 . Menifee Rd/Mapes Rd	Menifee	D	TWSC	>100	F *	>100	F *	TWSC	>100	F *	>100	F *	0.0	0.0	Yes
28 . I-215 SB Ramps - SR-74/Bonnie Dr	Caltrans	D	Signal	9.8	A	29.0	C	Signal	>100	F *	>100	F *	95.3	172.2	Yes
29 . I-215 NB Ramps/SR-74	Caltrans	D	Signal	10.9	B	18.7	B	Signal	16.2	B	45.3	D	5.3	26.6	No
30 . Trumble Rd/SR-74	Caltrans	D	Signal	>100	F *	>100	F *	Signal	>100	F *	>100	F *	53.8	53.2	Yes
31 . Sherman Rd/SR-74 (W)	Caltrans	D	OWSC	>100	F *	>100	F *	OWSC	>100	F *	>100	F *	310.6	327.7	Yes
32 . Sherman Rd/SR-74 (E)	Caltrans	D	Signal	65.1	E *	55.7	E *	Signal	>100	F *	>100	F *	98.4	105.4	Yes
33 . Antelope Rd/SR-74	Caltrans	D	Signal	14.0	B	8.1	A	Signal	42.6	D	13.2	B	28.6	5.1	No
34 . Palomar Rd/SR-74	Caltrans	D	Signal	29.5	C	24.6	C	Signal	95.8	F *	94.2	F *	66.3	69.6	Yes
35 . Goetz Rd/Ethanac Rd	Menifee	D	Signal	>100	F *	>100	F *	Signal	>100	F *	>100	F *	4.4	7.2	Yes
36 . Murrieta Rd/Ethanac Rd	Menifee	D	Signal	>100	F *	>100	F *	Signal	>100	F *	>100	F *	65.8	17.9	Yes
37 . Barnett Rd/Ethanac Rd	Perris	D	Signal	7.2	A	13.4	B	Signal	7.8	A	13.7	B	0.6	0.3	No
38 . Case Rd/Ethanac Rd	Perris	D	Signal	14.3	B	18.3	B	Signal	14.4	B	18.5	B	0.1	0.2	No
39 . I-215 SB Ramps/Ethanac Rd	Caltrans	D	Signal	>100	F *	>100	F *	Signal	>100	F *	>100	F *	14.0	11.7	Yes
40 . I-215 NB Ramps/Ethanac Rd	Caltrans	D	Signal	>100	F *	>100	F *	Signal	>100	F *	>100	F *	11.9	12.5	Yes
41 . Encanto Dr/Ethanac Rd	Perris	D	OWSC	>100	F *	>100	F *	OWSC	>100	F *	>100	F *	0.0	0.0	No
42 . Sherman Rd/Ethanac Rd	Menifee	D	TWSC	>100	F *	>100	F *	TWSC	>100	F *	>100	F *	0.0	0.0	Yes
43 . Jackson Ave/Ethanac Rd	Menifee	D	OWSC	24.3	C	23.7	C	OWSC	29.8	D	32.7	D	5.5	9.0	No
44 . Antelope Rd/Ethanac Rd	Menifee	D	OWSC	95.4	F *	20.7	C	OWSC	>100	F *	28.1	D	69.8	7.4	Yes

LSA

Table 7-G - Horizon Year (2045) Intersection Levels of Service

Intersection	Jurisdiction	LOS Standard	Without Project						Plus Project						A.M. Peak Hour Increase in Delay (sec.)	P.M. Peak Hour Increase in Delay (sec.)	Exceeds LOS Standard
				A.M. Peak Hour			P.M. Peak Hour			A.M. Peak Hour			P.M. Peak Hour				
			Control	Delay (sec.)	LOS		Delay (sec.)	LOS		Control	Delay[2] (sec.)	LOS		Delay[2] (sec.)	LOS			
45 . Palomar Rd/Matthews Rd	Menifee	D	OWSC	>100	F	*	>100	F	*	OWSC	>100	F	*	>100	F	*	0.0	0.0	Yes
46 . Menifee Rd/Watson Rd	Menifee	D	TWSC	12.0	B		10.2	B		TWSC	>100	F	*	>100	F	*	987.0	988.8	Yes
47 . Menifee Rd/SR-74	Caltrans	D	Signal	>100	F	*	>100	F	*	Signal	>100	F	*	>100	F	*	227.4	311.0	Yes
48 . Menifee Rd/Valley Substation Dwy - Biscayne	Menifee	D	Signal	22.4	C		13.1	B		Signal	>100	F	*	>100	F	*	151.8	175.4	Yes
49 . Menifee Rd/McLaughlin Rd	Menifee	D	TWSC	90.5	F	*	61.1	F	*	TWSC	91.4	F	*	41.1	E	*	0.9	-20.0	Yes
50 . Menifee Rd/Project Dwy 1	Menifee	D	-	*Future Intersection*			*Future Intersection*			OWSC	>100	F	*	>100	F	*	195.3	999.0	Yes
51 . Menifee Rd/Matthews Rd	Menifee	D	OWSC	>100	F	*	>100	F	*	OWSC	>100	F	*	>100	F	*	0.0	0.0	Yes
52 . McKinley/SR-74	Caltrans	D	Signal	6.7	A		7.0	A		Signal	26.3	C		65.7	E	*	19.6	58.7	Yes
53 . Malaga Rd - Project Dwy 2/SR-74	Caltrans	D	OWSC	>100	F	*	>100	F	*	TWSC	>100	F	*	>100	F	*	272.4	-72.1	Yes
54 . Project Dwy 3/SR-74	Caltrans	D	-	*Future Intersection*			*Future Intersection*			OWSC	20.8	C		61.8	F	*	20.8	61.8	Yes
55 . Briggs Rd/Watson Rd	Menifee	D	AWSC	>100	F	*	14.7	B		AWSC	>100	F	*	17.1	C		25.6	2.4	Yes
56 . Briggs Rd/SR-74	Caltrans	D	Signal	>100	F	*	>100	F	*	Signal	>100	F	*	>100	F	*	160.3	160.9	Yes
57 . Briggs Rd/Heritage High School Dwy	Menifee	D	Signal	48.5	D		10.8	B		Signal	83.0	F	*	12.0	B		34.5	1.2	Yes
58 . Briggs Rd/McLaughlin Rd	Menifee	D	AWSC	>100	F	*	>100	F	*	AWSC	>100	F	*	>100	F	*	476.9	355.2	Yes
59 . Briggs Rd/Project Dwy 4	Menifee	D	-	*Future Intersection*			*Future Intersection*			OWSC	39.2	E	*	29.0	D		39.2	29.0	Yes
60 . Briggs Rd/Project Dwy 5 - Meadow Oak St	Menifee	D	OWSC	>100	F	*	>100	F	*	TWSC	>100	F	*	>100	F	*	0.0	0.0	Yes
61 . Briggs Rd/Project Dwy 6	Menifee	D	-	*Future Intersection*			*Future Intersection*			OWSC	59.2	F	*	22.9	C		59.2	22.9	Yes
62 . Briggs Rd/Project Dwy 7 - Hillridge St	Menifee	D	OWSC	>100	F	*	>100	F	*	TWSC	>100	F	*	>100	F	*	0.0	0.0	Yes
63 . Briggs Rd/Matthews Rd	Menifee	D	AWSC	>100	F	*	>100	F	*	AWSC	>100	F	*	>100	F	*	273.3	255.3	Yes
64 . Briggs Rd/Case Rd	Riverside County	D	-	*Intersection Does Not Exist*			*Intersection Does Not Exist*			-	*Intersection Does Not Exist*			*Intersection Does Not Exist*			0.0	0.0	No
65 . Murrieta Rd/McCall Blvd	Menifee	D	Signal	28.3	C		27.0	C		Signal	29.1	C		28.2	C		0.8	1.2	No
66 . Sun City Blvd/McCall Blvd	Menifee	D	Signal	26.1	C		27.1	C		Signal	27.7	C		29.7	C		1.6	2.6	No
67 . Bradley Rd/McCall Blvd	Menifee	E	Signal	>100	F	*	>100	F	*	Signal	>100	F	*	>100	F	*	4.3	8.2	Yes
68 . I-215 SB Ramps/McCall Blvd	Caltrans	D	Signal	62.9	E	*	73.2	E	*	Signal	>100	F	*	>100	F	*	149.9	160.1	Yes
69 . I-215 NB Ramps/McCall Blvd	Caltrans	D	Signal	53.9	D		88.5	F	*	Signal	>100	F	*	>100	F	*	185.7	236.7	Yes
70 . Encanto Drive/McCall Blvd	Menifee	E	Signal	93.7	F	*	61.2	E		Signal	>100	F	*	>100	F	*	85.4	119.1	Yes
71 . Sherman Rd/McCall Blvd	Menifee	D	Signal	38.9	D		34.0	C		Signal	>100	F	*	>100	F	*	91.1	101.4	Yes
72 . Antelope Rd/McCall Blvd	Menifee	D	Signal	74.6	E	*	25.4	C		Signal	>100	F	*	>100	F	*	92.7	84.0	Yes
73 . Junipero Rd/McCall Blvd	Menifee	D	Signal	54.7	D		56.4	E	*	Signal	>100	F	*	>100	F	*	174.7	156.3	Yes
74 . Menifee Rd/McCall Blvd	Menifee	D	Signal	87.8	F	*	45.8	D		Signal	>100	F	*	>100	F	*	108.4	139.4	Yes
75 . Heritage Lake Dr (W)/McCall Blvd	Menifee	D	Signal	21.7	C		16.0	B		Signal	23.5	C		16.6	B		1.8	0.6	No
76 . Heritage Lake Dr (E)/McCall Blvd	Menifee	D	Signal	30.1	C		19.5	B		Signal	37.7	D		21.3	C		7.6	1.8	No
77 . Briggs Rd/McCall Blvd	Menifee	D	Signal	44.2	D		14.3	B		Signal	>100	F	*	32.9	C		60.8	18.6	Yes
78 . Menifee Rd/Coastline Ave	Menifee	D	Signal	13.5	B		9.0	A		Signal	16.2	B		10.2	B		2.7	1.2	No
79 . Menifee Rd/Simpson Rd	Menifee	D	Signal	5.9	A		6.6	A		Signal	6.3	A		7.2	A		0.4	0.6	No
80 . Lindenberger Rd/Simpson Rd	Menifee	D	Signal	25.2	C		20.9	C		Signal	27.6	C		22.3	C		2.4	1.4	No
81 . Briggs Rd/Simpson Rd	Menifee	D	AWSC	>100	F	*	>100	F	*	AWSC	>100	F	*	>100	F	*	9.7	27.3	Yes
82 . Menifee Rd/Aldergate Dr - Carnelian Way	Menifee	D	Signal	30.6	C		15.6	B		Signal	35.3	D		17.6	B		4.7	2.0	No
83 . Goetz Rd - Buckstone Ln/Railroad Canyon Rd - Newport Rd	Menifee	D	Signal	35.0	C		41.1	D		Signal	35.2	D		41.6	D		0.2	0.5	No
84 . Berea Rd-Murphy Ranch Rd/Newport Rd	Menifee	D	Signal	29.3	C		29.5	C		Signal	29.7	C		30.2	C		0.4	0.7	No
85 . Murrieta Rd/Newport Rd	Menifee	D	Signal	61.1	E	*	>100	F	*	Signal	61.9	E	*	>100	F	*	0.8	3.0	Yes
86 . Evans Rd/Newport Rd	Menifee	D	Signal	30.7	C		96.3	F	*	Signal	33.9	C		>100	F	*	3.2	7.7	Yes
87 . Bradley Rd/Newport Rd	Menifee	D	Signal	61.0	E	*	56.3	E	*	Signal	64.6	E	*	59.3	E	*	3.6	3.0	Yes
88 . Avenida De Cortez - Town Center Dr/Newport Rd	Menifee	D	Signal	45.3	D		40.8	D		Signal	49.4	D		47.5	D		4.1	6.7	No
89 . Haun Rd/Newport Rd	Menifee	E	Signal	50.2	D		>100	F	*	Signal	50.6	D		>100	F	*	0.4	28.0	Yes

LSA

Table 7-G - Horizon Year (2045) Intersection Levels of Service

Intersection	Jurisdiction	LOS Standard	Without Project						Plus Project						A.M. Peak Hour Increase in Delay (sec.)	P.M. Peak Hour Increase in Delay (sec.)	Exceeds LOS Standard
				A.M. Peak Hour			P.M. Peak Hour			A.M. Peak Hour			P.M. Peak Hour				
			Control	Delay (sec.)	LOS		Delay (sec.)	LOS		Control	Delay[2] (sec.)	LOS		Delay[2] (sec.)	LOS			
90 . I-215 SB Ramps/Newport Rd	Caltrans	D	Signal	11.9	B		13.3	B		Signal	12.1	B		13.4	B		0.2	0.1	No
91 . I-215 NB Ramps/Newport Rd	Caltrans	D	Signal	17.8	B		29.0	C		Signal	17.9	B		29.8	C		0.1	0.8	No
92 . Antelope Rd/Newport Rd	Menifee	E	Signal	>100	F	*	>100	F	*	Signal	>100	F	*	>100	F	*	4.7	9.3	**Yes**
93 . Menifee Rd/Newport Rd	Menifee	D	Signal	77.3	E	*	>100	F	*	Signal	81.3	F	*	>100	F	*	4.0	12.1	**Yes**
94 . Menifee Rd/La Piedra Rd	Menifee	D	AWSC	>100	F	*	73.7	F	*	AWSC	>100	F	*	92.1	F	*	17.5	18.4	**Yes**
95 . Menifee Rd/Holland Rd	Menifee	D	Signal	32.2	C		22.7	C		Signal	33.0	C		23.3	C		0.8	0.6	No
96 . Juniper Flats Rd/SR-74	Caltrans	D	Signal	49.8	D		24.4	C		Signal	>100	F	*	48.7	D		52.5	24.3	**Yes**
97 . Vista Pl - Winchester Rd/SR-74 - Florida Ave	Caltrans	D	Signal	>100	F	*	>100	F	*	Signal	>100	F	*	>100	F	*	8.9	44.4	**Yes**
98 . Warren Rd/Florida Ave	Caltrans	D	Signal	80.1	F	*	68.3	E	*	Signal	>100	F	*	98.7	F	*	24.3	30.4	**Yes**
99 . Cawston Ave/Florida Ave	Caltrans	D	Signal	40.7	D		51.9	D		Signal	41.1	D		52.5	D		0.4	0.6	No
100 . Sanderson Ave/Florida Ave	Caltrans	D	Signal	57.3	E	*	74.8	E	*	Signal	60.4	E	*	84.1	F	*	3.1	9.3	**Yes**
101 . Sanderson Ave/Acacia Ave	Hemet	D	Signal	61.3	E	*	74.5	E	*	Signal	67.5	E	*	81.6	F	*	6.2	7.1	**Yes**
102 . Kirby St/Florida Ave	Caltrans	D	Signal	36.3	D		47.3	D		Signal	36.6	D		47.6	D		0.3	0.3	No
103 . Lyon Ave/Florida Ave	Caltrans	D	Signal	30.7	C		35.6	D		Signal	31.2	C		36.5	D		0.5	0.9	No
104 . Palm Ave/Florida Ave	Caltrans	D	Signal	17.0	B		16.7	B		Signal	17.4	B		16.7	B		0.4	0.0	No
105 . State St/Florida Ave	Caltrans	D	Signal	25.1	C		31.8	C		Signal	25.4	C		33.2	C		0.3	1.4	No
106 . Buena Vista St/Florida Ave	Caltrans	D	Signal	27.8	C		29.3	C		Signal	27.9	C		29.5	C		0.1	0.2	No
107 . Santa Fe St/Florida Ave	Caltrans	D	Signal	23.8	C		19.2	B		Signal	24.2	C		19.3	B		0.4	0.1	No
108 . San Jacinto St/Florida Ave	Caltrans	D	Signal	56.2	E	*	78.4	E	*	Signal	58.3	E	*	84.5	F	*	2.1	6.1	**Yes**
109 . Warren Rd/Ramona Expy	San Jacinto	D	Signal	>100	F	*	>100	F	*	Signal	>100	F	*	>100	F	*	15.2	21.7	**Yes**
110 . Warren Rd/Cottonwood Ave	San Jacinto	D	Signal	25.5	C		25.9	C		Signal	27.5	C		27.9	C		2.0	2.0	No
111 . Warren Rd/Esplanade Ave	San Jacinto	D	AWSC	>100	F	*	>100	F	*	AWSC	>100	F	*	>100	F	*	49.3	73.5	**Yes**
112 . Sanderson Ave/Ramona Expy	San Jacinto	D	Signal	>100	F	*	>100	F	*	Signal	>100	F	*	>100	F	*	5.7	7.0	**Yes**
113 . Malaga Rd - Project Dwy 2/McLaughlin Rd	Menifee	D	-	*Future Intersection*			*Future Intersection*			AWSC	17.5	C		31.5	D		17.5	31.5	No
114 . Residential Central Spine/McLaughlin Rd	Menifee	D	-	*Future Intersection*			*Future Intersection*			AWSC	10.7	B		9.8	A		10.7	9.8	No
115 . Residential Central Spine/Project Dwy 4	Menifee	D	-	*Future Intersection*			*Future Intersection*			OWSC	15.4	C		11.6	B		15.4	11.6	No
116 . Residential Central Spine/Project Dwy 5	Menifee	D	-	*Future Intersection*			*Future Intersection*			OWSC	11.9	B		12.2	B		11.9	12.2	No
117 . Residential Central Spine/Project Dwy 6	Menifee	D	-	*Future Intersection*			*Future Intersection*			OWSC	8.9	A		9.7	A		8.9	9.7	No

Notes:

OWSC = One-Way Stop Control; TWSC = Two-Way Stop Control; AWSC = All-Way Stop Control; LOS = Level of Service

Delay = Average control delay in seconds (For OWSC/TWSC intersections, reported delay is for worst-case movement).

* Exceeds LOS Standard

- This intersection has no stop control. Hence, Synchro did not report a delay for this intersection.

LSA

Table 7-H - Horizon Year (2045) Roadway Segment Levels of Service

Roadway Segment	Jurisdiction	Classification[1]	Existing Number of Lanes	Without Project			Plus Project		
				Roadway Capacity[1]	Daily Volume	LOS	Roadway Capacity[1]	Daily Volume	LOS
Segments on Central Avenue (SR-74)									
1 . between I-15 NB Ramps and Dexter Avenue	Lake Elsinore	Augmented Urban Arterial	6	53,900	75,900	**D** *	53,900	76,700	**D** *
2 . between Dexter Avenue and Cambern Avenue	Lake Elsinore	Augmented Urban Arterial	6	53,900	51,970	AC	53,900	52,770	AC
3 . between Cambern Avenue and Conard Avenue	Lake Elsinore	Augmented Urban Arterial	4	35,900	52,600	**D** *	35,900	53,400	**D** *
4 . between Conard Avenue and El Toro Cut Off Road	Lake Elsinore	Augmented Urban Arterial	4	35,900	51,990	**D** *	35,900	52,790	**D** *
Segments on SR-74									
5 . between El Toro Cut Off Road and Riverside Street	Lake Elsinore	Augmented Urban Arterial	4	35,900	60,690	**D** *	35,900	61,490	**D** *
6 . between Riverside Street and Wasson Canyon Road	Riverside County	Expressway	4	40,900	51,620	**F** *	40,900	52,420	**F** *
7 . between Wasson Canyon Road and Meadowbrook Avenue - Greenwald Avenue	Riverside County	Expressway	4	40,900	54,260	**F** *	40,900	55,060	**F** *
8 . between Meadowbrook Avenue - Greenwald Avenue and River Road	Riverside County	Expressway	4	40,900	50,200	**F** *	40,900	51,140	**F** *
9 . between River Road and Ellis Avenue	Riverside County	Major	4	34,100	51,150	**F** *	34,100	52,090	**F** *
10 . between Ellis Avenue and Navajo Road	Riverside County	Arterial	4	35,900	42,180	**F** *	35,900	43,120	**F** *
Segments on 4th Street (SR-74)									
11 . between Navajo Road and A Street	Perris	Secondary Arterial	4	35,900	51,410	**F** *	35,900	52,500	**F** *
12 . between A Street and C Street	Perris	Secondary Arterial	4	35,900	41,510	**F** *	35,900	43,040	**F** *
13 . between C Street and D Street	Perris	Secondary Arterial	4	35,900	30,760	D	35,900	32,290	D
14 . between D Street and Perris Boulevard	Perris	Secondary Arterial	4	35,900	35,190	E	35,900	36,720	**F** *
15 . between Perris Boulevard and G Street	Perris	Secondary Arterial	4	35,900	25,740	C	35,900	27,430	C
16 . between G Street and Wilkerson Avenue	Perris	Secondary Arterial	4	35,900	30,100	D	35,900	32,060	D
17 . between Wilkerson Avenue and Redlands Avenue	Perris	Secondary Arterial	4	35,900	32,140	D	35,900	34,090	E
Segments on SR-74									
18 . between I-215 NB Ramps and Trumble Road	Menifee	Major	4	34,100	54,390	**F** *	34,100	64,990	**F** *
19 . between Trumble Road and Sherman Road (West)	Menifee	Major	4	34,100	41,100	**F** *	34,100	51,720	**F** *
20 . between Sherman Road (West) and Sherman Road (East)	Menifee	Major	4	34,100	42,890	**F** *	34,100	53,550	**F** *
21 . between Sherman Road (East) and Antelope Road	Menifee	Major	4	34,100	41,230	**F** *	34,100	52,230	**F** *
22 . between Antelope Road and Palomar Road	Menifee	Expressway	4	64,000	40,810	C	64,000	52,490	C
23 . between Palomar Road and Menifee Road	Menifee	Expressway	4	64,000	40,620	C	64,000	53,340	D
24 . between Menifee Road and McKinley	Menifee	Expressway	4	64,000	53,660	D	64,000	71,510	**F** *
25 . between McKinley and Malaga Road - Project Driveway 2	Menifee	Expressway	4	64,000	53,770	D	64,000	70,200	**F** *
26 . between Malaga Road - Project Driveway 2 and Project Driveway 3	Menifee	Expressway	4	64,000	52,340	C	64,000	63,280	**E** *
27 . between Project Driveway 3 and Briggs Road	Menifee	Expressway	4	64,000	52,340	C	64,000	64,050	**F** *
28 . between Briggs Road and Juniper Flats Road	Riverside County	Expressway	4	40,900	54,780	**F** *	40,900	64,040	**F** *
29 . between Juniper Flats Road and Vista Place - Winchester Road (SR-79)	Riverside County	Expressway	4	40,900	42,330	**F** *	40,900	50,030	**F** *
Segments on Florida Avenue (SR-74/SR-79)									
30 . between Vista Place - Winchester Road (SR-79) and Warren Road	Riverside County	Expressway	4	40,900	48,710	**F** *	40,900	54,800	**F** *
31 . between Warren Road and Cawston Avenue	Hemet	Arterial 6D	4	35,900	34,470	**E** *	35,900	37,820	**F** *
32 . between Cawston Avenue and Sanderson Avenue	Hemet	Major 4D-6D	4	34,100	26,070	C	34,100	28,090	**D** *
33 . between Sanderson Avenue and Kirby Street	Hemet	Major 4D-6D	4	34,100	30,380	**D** *	34,100	31,680	**E** *
34 . between Kirby Street and Lyon Avenue	Hemet	Major 4D-6D	4	34,100	34,000	**E** *	34,100	35,010	**F** *
35 . between Lyon Avenue and Palm Avenue	Hemet	Major 4D-6D	4	34,100	34,230	**F** *	34,100	34,970	**F** *
36 . between Palm Avenue and State Street	Hemet	Divided Secondary-A 4D	4	25,900	33,690	**F** *	25,900	34,290	**F** *
37 . between State Street and Buena Vista Street	Hemet	Divided Secondary-A 4D	4	25,900	30,940	**F** *	25,900	31,550	**F** *
38 . between Buena Vista Street and Santa Fe Street	Hemet	Divided Secondary-A 4D	4	25,900	30,650	**F** *	25,900	31,240	**F** *
39 . between Santa Fe Street and San Jacinto Street (SR-79)	Hemet	Divided Secondary-A 4D	4	25,900	29,260	**F** *	25,900	29,850	**F** *
Segment on Redlands Avenue									
40 . between 4th Street (SR-74) and I-215 SB Ramps	Perris	Secondary Arterial	4	35,900	47,410	**F** *	35,900	49,360	**F** *
Segment on Nuevo Road									
41 . between Dunlap Drive and Menifee Road	Riverside County	Urban Arterial[2]	2	17,950	34,820	**F** *	17,950	35,670	**F** *

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Table 7-H - Horizon Year (2045) Roadway Segment Levels of Service

Roadway Segment	Jurisdiction	Classification[1]	Existing Number of Lanes	Without Project			Plus Project		
				Roadway Capacity[1]	Daily Volume	LOS	Roadway Capacity[1]	Daily Volume	LOS
Segments on Ethanac Road									
42 . between Goetz Road and Murrieta Road	Menifee	Expressway	4	64,000	30,730	C	64,000	31,730	C
43 . between Murrieta Road and Barnett Road	Menifee	Expressway	4	64,000	35,440	C	64,000	36,750	C
44 . between Barnett Road and Case Road	Perris	Expressway	4	40,860	40,240	E *	40,860	41,550	F *
45 . between Case Road and I-215 SB Ramps	Perris	Expressway	4	40,860	47,160	F *	40,860	48,470	F *
46 . between I-215 NB Ramps and Encanto Drive	Perris	Expressway[3]	2	20,430	34,450	F *	20,430	35,760	F *
47 . between Encanto Drive and Sherman Road	Menifee	Expressway[4]	2	32,000	26,240	C	32,000	27,700	D
48 . between Sherman Road and Dawson Road	Menifee	Expressway[4]	2	32,000	13,780	C	32,000	15,620	C
49 . between Dawson Road and Antelope Road	Menifee	Expressway[4]	2	32,000	13,030	C	32,000	14,900	C
Segments on Matthews Road									
50 . between Antelope Road and Palomar Road	Menifee	Collector[5]	2	13,000	13,250	F *	13,000	15,150	F *
51 . between Palomar Road and Menifee Road	Menifee	Collector[5]	2	13,000	9,460	C	13,000	10,540	D
Segments on Case Road									
52 . between Briggs Road (West) and Briggs Road (East)	Menifee	*Roadway Segment Does Not Exist*							
Segments on McCall Boulevard									
53 . between Murrieta Road and Sun City Boulevard	Menifee	Major	4	34,100	20,140	C	34,100	21,040	C
54 . between Sun City Boulevard and Bradley Road	Menifee	Major	4	34,100	27,300	C	34,100	28,940	D
55 . between Bradley Road and I-215 SB Ramps	Menifee	Major	4	34,100	42,700	F *	34,100	44,650	F *
56 . between I-215 NB Ramps and Encanto Drive	Menifee	Urban Arterial[6]	4	37,530	51,930	F *	37,530	63,270	F *
57 . between Encanto Drive and Sherman Road	Menifee	Urban Arterial[6]	4	37,530	39,870	F *	37,530	51,290	F *
58 . between Sherman Road and Antelope Road	Menifee	Urban Arterial[6]	4	37,530	37,470	E *	37,530	49,450	F *
59 . between Antelope Road and Junipero Road	Menifee	Urban Arterial[7]	2	18,760	34,470	F *	18,760	46,870	F *
60 . between Junipero Road and Menifee Road	Menifee	Urban Arterial[6]	5	46,910	30,400	C	46,910	42,800	E *
61 . between Menifee Road and Heritage Lake Drive (West)	Menifee	Urban Arterial	6	56,300	19,920	C	56,300	25,230	C
62 . between Heritage Lake Drive (West) and Heritage Lake Drive (East)	Menifee	Urban Arterial	6	56,300	13,090	C	56,300	18,080	C
63 . between Heritage Lake Drive (East) and Briggs Road	Menifee	Urban Arterial	6	56,300	9,350	C	56,300	14,440	C
Segments on Simpson Road									
64 . between Menifee Road and Lindenberger Road	Menifee	Secondary	4	25,900	16,020	C	25,900	18,150	C
65 . between Lindenberger Road and Briggs Road	Menifee	Secondary[8]	3	19,420	16,520	D	19,420	18,520	E *
Segments on Newport Road									
66 . between Goetz Road and Berea Road - Murphy Ranch Road	Menifee	Urban Arterial	6	56,300	43,400	C	56,300	44,070	C
67 . between Berea Road - Murphy Ranch Road and Murrieta Road	Menifee	Urban Arterial	6	56,300	56,420	F *	56,300	57,220	F *
68 . between Murrieta Road and Evans Road	Menifee	Urban Arterial[9]	5	46,910	47,020	F *	46,910	48,090	F *
69 . between Evans Road and Bradley Road	Menifee	Urban Arterial[9]	5	46,910	52,110	F *	46,910	53,470	F *
70 . between Bradley Road and Avenida De Cortez - Town Center Drive	Menifee	Urban Arterial	6	56,300	57,910	F *	56,300	59,870	F *
71 . between Avenida De Cortez - Town Center Drive and Haun Road	Menifee	Urban Arterial	6	56,300	67,800	F *	56,300	70,330	F *
72 . between Haun Road and I-215 SB Ramps	Menifee	Urban Arterial	8	87,000	88,020	F *	87,000	90,960	F *
73 . between I-215 NB Ramps and Antelope Road	Menifee	Urban Arterial[10]	7	71,650	89,300	F *	71,650	90,570	F *
74 . between Antelope Road and Menifee Road	Menifee	Urban Arterial	6	56,300	64,650	F *	56,300	66,170	F *
Segment on Ramona Expressway									
75 . between Warren Road and Sanderson Avenue (SR-79) - Sanderson Avenue	San Jacinto	Expressway	4	40,900	36,950	E *	40,900	37,620	E *
Segment on Sherman Road									
76 . between SR-74 and Ethanac Road	Menifee	Major[11]	2	17,050	12,240	C	17,050	12,450	C
Segment on Palomar Road									
77 . between SR-74 and Matthews Road	Menifee	Collector	2	13,000	11,460	D	13,000	12,410	E *

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Table 7-H - Horizon Year (2045) Roadway Segment Levels of Service

Roadway Segment	Jurisdiction	Classification[1]	Existing Number of Lanes	Without Project			Plus Project		
				Roadway Capacity[1]	Daily Volume	LOS	Roadway Capacity[1]	Daily Volume	LOS
Segments on Menifee Road									
78 . between Nuevo Road and Central Avenue/Porter Street	Riverside County	Urban Arterial[2]	2	17,950	27,320	F *	17,950	29,140	F *
79 . between Central Avenue/Porter Street and San Jacinto Avenue	Riverside County	Urban Arterial[2]	2	17,950	28,190	F *	17,950	30,350	F *
80 . between San Jacinto Avenue and Ellis Avenue	Riverside County	Urban Arterial[2]	2	17,950	26,260	F *	17,950	29,200	F *
81 . between Ellis Avenue and Mapes Road	Riverside County	Urban Arterial[2]	2	17,950	28,070	F *	17,950	31,600	F *
82 . between Mapes Road and Watson Road	Menifee	Urban Arterial[7]	2	18,760	22,710	F *	18,760	26,580	F *
83 . between Watson Road and SR-74	Menifee	Urban Arterial[7]	2	18,760	18,630	E *	18,760	23,530	F *
84 . between SR-74 and Biscayne	Menifee	Urban Arterial[6]	4	37,530	24,660	C	37,530	36,110	E *
85 . between Biscayne and McLaughlin Road	Menifee	Urban Arterial[7]	2	18,760	23,600	F *	18,760	34,680	F *
86 . between McLaughlin Road and Project Driveway 1	Menifee	Urban Arterial[7]	2	18,760	24,240	F *	18,760	39,730	F *
87 . between Project Driveway 1 and Matthews Road	Menifee	Urban Arterial[7]	2	18,760	24,230	F *	18,760	39,680	F *
88 . between Matthews Road and McCall Boulevard	Menifee	Urban Arterial[7]	2	18,760	29,060	F *	18,760	43,430	F *
89 . between McCall Boulevard and Coastline Avenue	Menifee	Arterial	4	37,000	25,610	C	37,000	30,170	D
90 . between Coastline Avenue and Simpson Road	Menifee	Arterial	4	37,000	27,850	C	37,000	32,080	D
91 . between Simpson Road and Aldergate Drive - Carnelian Way	Menifee	Arterial	4	37,000	23,430	C	37,000	28,470	C
92 . between Aldergate Drive - Carnelian Way and Newport Road	Menifee	Arterial	4	37,000	21,110	C	37,000	25,220	C
93 . between Newport Road and La Piedra Road	Menifee	Arterial	4	37,000	33,000	D	37,000	35,120	E *
94 . between La Piedra Road and Holland Road	Menifee	Arterial	4	37,000	19,160	C	37,000	20,180	C
Segments on Briggs Road									
95 . between Watson Road and SR-74	Menifee	Major[11]	2	17,050	8,670	C	17,050	9,820	C
96 . between SR-74 and Heritage High School Driveway	Menifee	Major[12]	3	25,570	22,670	D	25,570	31,430	F *
97 . between Heritage High School Driveway and McLaughlin Road	Menifee	Major[11]	2	17,050	21,720	F *	17,050	30,610	F *
98 . between McLaughlin Road and Project Driveway 4	Menifee	Major[12]	3	25,570	22,320	D	25,570	28,960	F *
99 . between Project Driveway 4 and Project Driveway 5 - Meadow Oak Street	Menifee	Major[12]	3	25,570	22,190	D	25,570	28,440	F *
100 . between Project Driveway 5 - Meadow Oak Street and Project Driveway 6	Menifee	Major[12]	3	25,570	21,870	D	25,570	28,490	F *
101 . between Project Driveway 6 and Project Driveway 7 - Hillridge Street	Menifee	Major[12]	3	25,570	21,440	D	25,570	27,970	F *
102 . between Project Driveway 7 - Hillridge Street and Case Road	Menifee	Major[11]	2	17,050	21,430	F *	17,050	29,440	F *
103 . between Case Road and McCall Boulevard	Menifee	Major[11]	2	17,050	21,580	F *	17,050	29,040	F *
104 . between McCall Boulevard and Simpson Road	Menifee	Major[12]	3	25,570	14,360	C	25,570	16,580	C
Segments on Warren Road									
105 . between Ramona Expressway and Cottonwood Avenue	San Jacinto	Arterial	2	18,000	25,520	F *	18,000	26,190	F *
106 . between Cottonwood Avenue and Esplanade Avenue	San Jacinto	Arterial	2	18,000	24,330	F *	18,000	25,560	F *
107 . between Esplanade Avenue and Florida Avenue (SR-74/SR-79)	Hemet	Arterial 6D	2	18,000	31,280	F *	18,000	32,980	F *

Notes:

LOS = Level of Service

* Exceeds LOS Standard

[1] Roadway Classifications and segment capacities have been obtained from the City of Menifee, Perris, Hemet, Lake Elisore, San Jacinto and Riverside County Circulation Elements or their respective traffic study guidelines.

[2] County of Riverside does not have roadway capacity for two lane urban arterial, therefore roadway capacity for two lane urban arterial was adjusted by using a factor of 0.5 to four lane urban arterial roadway capacity.

[3] City of Perris does not have roadway capacity for two lane expressway, therefore roadway capacity for two lane expressway was adjusted by using a factor of 0.5 to four lane expressway roadway capacity from City of Menifee.

[4] City of Menifee does not have roadway capacity for two lane expressway, therefore roadway capacity for two lane expressway was adjusted by using a factor of 0.5 to four lane expressway roadway capacity.

[5] City of Menifee does not have roadway classification for this segment, therefore roadway capacity for a two lane collector was selected due to similar characteristics.

[6] City of Menifee does not have roadway capacity for four lane urban arterial, therefore roadway capacity for four lane urban arterial was adjusted by using a factor of 0.67 to six lane urban arterial roadway capacity.

[7] City of Menifee does not have roadway capacity for two lane urban arterial, therefore roadway capacity for two lane urban arterial was adjusted by using a factor of 0.33 to six lane urban arterial roadway capacity.

[8] City of Menifee does not have roadway capacity for three lane secondary, therefore roadway capacity for three lane secondary was adjusted by using a factor of 0.75 to four lane urban arterial roadway capacity.

[9] City of Menifee does not have roadway capacity for five lane urban arterial, therefore roadway capacity for five lane urban arterial was adjusted by using a factor of 0.83 to six lane urban arterial roadway capacity.

[10] City of Menifee does not have roadway capacity for seven lane urban arterial, therefore roadway capacity for seven lane urban arterial was interpolated between a six lane urban arterial and an eight lane urban arterial roadway capacity.

[11] City of Menifee does not have roadway capacity for two lane major, therefore roadway capacity for two lane major was adjusted by using a factor of 0.50 to four lane major roadway capacity.

[12] City of Menifee does not have roadway capacity for three lane major, therefore roadway capacity for three lane major was adjusted by using a factor of 0.75 to four lane major roadway capacity.

8.0 CIRCULATION IMPROVEMENTS AND FUNDING SOURCES

8.1 RECOMMENDED IMPROVEMENT SCENARIO

At intersections and roadway segments where the LOS is forecast to be unsatisfactory or where the project contributes to an unsatisfactory LOS, improvements need to be recommended to improve the LOS to the respective jurisdiction's LOS standards or better.

However, given the estimated amount of project trips, and its effect on the regional circulation network, the project would be implementing circulation improvements within the project vicinity. These improvements would assist in providing project traffic as well as cumulative traffic in accessing the nearby interchanges with I-215.

Based on the project location, the closest freeway interchange for the project is the I-215/Ethanac Road interchange. However, given the existing circulation network, there is no direct connection from the project site to access this interchange. As such, as shown in Chapters 5 and 6 of this report, northbound regional project traffic is likely to use the I-215/SR-74 interchange while southbound regional project traffic is likely to use the I-215/McCall Boulevard interchange.

Therefore, as an alternative given the current constraints, the project will be extending McLaughlin Road and connect it to Case Road-Matthews Road. As such, Case Road will be reconfigured to connect to McLaughlin Road in the vicinity of the project. The project would also be conditioned to widen McCall Boulevard, between Encanto Drive and Menifee Road, to its ultimate General Plan configuration. Additionally, the project will be enforcing diversion of southbound truck traffic from McCall Boulevard to the Ethanac Road interchange using the McLaughlin Road extension. As such, for this improvement scenario, the project will be implementing the following measures:

- Extend McLaughlin Road as a 2-lane modified arterial west of the project and connect it to Case Road-Matthews Road;
- Widen Case Road-Matthews Road to a 2-lane modified arterial;
- Enforce diversion of southbound project truck traffic to the Ethanac Road interchange using the McLaughlin Road extension to Matthews Road/Case Road; and
- Widen McCall Boulevard between Encanto Drive and Menifee Road to 6 lanes.

Extension of McLaughlin Road, and the ultimate configuration of McCall Boulevard to 6 lanes were identified in the General Plan Circulation Element and included in the Final General Plan Environmental Impact Report (EIR) certified by the City on December 18, 2013 (Certified 2013 EIR).

The project trips were redistributed based on these improvements. Figures 8-1A through 8-4E illustrate the improvement scenario "plus project" peak hour traffic volumes at study intersections under Existing, Phase 1 Opening Year Cumulative (2025), Phases 2 and 3 Opening Year Cumulative (2026), and Horizon Year (2045) conditions, respectively.

As shown in these figures, because of this trip redistribution, traffic volumes for plus project scenarios would change along the following corridors in the project vicinity:

- SR-74 between I-215 Ramps and Briggs Road;
- Ethanac Road between I-215 Ramps and Matthews Road-Case Road;
- Matthews Road-Case Road between Ethanac Road and McLaughlin Road-Menifee Road;
- McCall Boulevard between I-215 Ramps and Briggs Road;
- Menifee Road between SR-74 and McCall Boulevard; and
- Briggs Road between SR-74 and McCall Boulevard.

As such, plus project traffic volumes beyond this area within the project vicinity are estimated to remain similar to the plus project traffic volumes under all analysis scenarios as discussed in Chapter 6 of this report.

8.2 RECOMMENDED IMPROVEMENTS

At intersections and roadway segments where the LOS is forecast to be unsatisfactory or where the project contributes to an unsatisfactory LOS even within the recommended improvement scenario, improvements have been recommended to improve the LOS to the respective jurisdiction's LOS standards or better.

It should be noted that these recommended improvements are consistent with the City of Menifee's, and other neighboring jurisdictions' General Plan Circulation Element. As such all these recommended improvements are consistent with the jurisdiction's General Plan and have been analyzed in the respective Environmental Impact Report during update of the General Plan.

8.2.1 Study Intersections Improvements

Table 8-A summarizes the recommended improvements for study intersections under all scenarios. Tables 8-B through 8-E summarize the intersection LOS for the recommended improvement scenario as discussed in Section 8.1. Additionally, these tables also summarize the intersection LOS for the different scenarios with implementation of additional improvements at the study intersections. As shown in these tables, existing or forecasted operational deficiencies cannot be fully improved to an acceptable LOS at a few intersections, since they are already built up to respective General Plan roadway classification standards or due to right-of-way constraints. As such, these intersections will continue to operate at a deficient LOS.

Figures 8-5A through 8-5E illustrate the Existing Plus Project with improvements study intersection geometrics and traffic control. Similarly, Figures 8-6A through 8-8E illustrate the Plus Project with recommended improvements study intersection geometrics and traffic controls under the Phase 1 Opening Year Cumulative scenario, Phases 2 and 3 Opening Year Cumulative (2026) scenario, and Horizon Year (2045) scenario, respectively.

It should be noted that at intersections where a signal was recommended as an improvement and that is not covered by any funding programs, a signal warrant analysis was conducted. The signal warrant analysis is summarized in Chapter 9.

As previously noted, some study intersections are forecast to operate at a deficient LOS even after implementation of feasible operational improvements. Following are the intersections that are forecast to operate at a deficient LOS under Horizon Year (2045) Plus Project with Improvements condition (worst case scenario):

- **Sherman Road/SR-74 (West):** Though this intersection is forecast to operate at a deficient LOS in future, it should be noted that the City of Menifee has identified the location as Connectivity Analysis Zone and is subject to additional assessment for other future planned improvements.

- **Sherman Road/SR-74 (East):** This intersection is also included in the City of Menifee's Connectivity Analysis Zone and is subject to additional assessment for other future planned improvements.

- **Sanderson Avenue/Acacia Avenue:** The City of Hemet General Plan Circulation Element acknowledges that with implementation of the City's General Plan, portions of Sanderson Avenue and Florida Avenue are forecast to operate at a deficient LOS (below D) in the long term due to right-of-way constraints. As such, the City of Hemet accepts a LOS below D within this area.

Detailed LOS worksheets are included in Appendix D.

8.2.2 Roadway Segment Improvements

Table 8-F summarizes the recommended improvements for roadway segments under all scenarios. Tables 8-G through 8-J illustrate the proposed roadway segment improvements and the corresponding LOS for the different scenarios. As shown in these tables, multiple roadway segments are either currently developed according to corresponding General Plan standards and/or lack required right-of-way for additional improvements. The feasibility of the recommended improvements is based on the jurisdiction's General Plan roadway classification, as stated in the WRCOG TUMF Program, City of Menifee Development Impact Fee (DIF) Program, or Capital Improvement Programs (CIPs) for several jurisdictions within the study area, including the Cities of Lake Elsinore, Perris, Menifee, Hemet, and San Jacinto. As such, many of these segments, which have either already been built to the General Plan classification or do not have adequate right-of-way, will continue to operate at a deficient LOS because no further improvements are feasible.

It should be noted that roadway capacities are "rule of thumb" estimates for planning purposes and are affected greatly by factors such as intersection spacing, adjacent intersection configurations and adjacent intersection traffic control. As such, if a roadway segment is currently operating or forecast to operate at a deficient LOS, a detailed review of adjacent intersections' performances under both peak hours was performed to identify whether the continuous traffic progression would be interrupted along the roadway segment. Intersections operating at a satisfactory LOS would help alleviate congestion and assist in traffic flow progression, even if the roadway segment operates at a deficient LOS. As such, roadway segment improvements may not be necessary if the adjacent intersections are forecast to operate at a satisfactory LOS. Therefore, even if roadway segments are forecast to operate at a deficient LOS using the roadway LOS determination criteria as described in detail in Chapter 2.0 of this report, improvements may not be required for these segments.

8.3 FUNDING SOURCES AND MECHANISMS

Where there is a funding mechanism (fee program) for the recommended improvements, payment into the fee program would be considered sufficient project obligation to alleviate project-related operational deficiencies. At study locations where the addition of project traffic creates an operational deficiency and there is no funding mechanism in place, the project will be responsible for the implementation of the improvement. At locations where the project adds to or creates a forecast deficiency and there is no funding mechanism in place, the project is responsible for its fair-share payment.

8.3.1 WRCOG Transportation Uniform Mitigation Fee Program

The purpose of the TUMF program is "the need to establish a comprehensive funding source to mitigate the cumulative regional transportation impacts of new development on regional arterial highways." As new development occurs in western Riverside County, the cumulative transportation impacts of this new development are reflected in increased demand for transportation infrastructure leading to decreased LOS, increased delay, and increased congestion on regional transportation facilities, as well as an overall decline in regional mobility. Therefore, the need to invest in additional transportation infrastructure to meet the increased travel demand and to sustain pre-development traffic conditions to "keep traffic flowing" represents the fundamental premise of the TUMF program. For any new projects within the WRCOG area, the project is required to pay its respective TUMF fee for TUMF related roadway improvements. As such, the project will also be paying its respective TUMF fee as recommended by WRCOG TUMF Fee calculation methodology.

8.3.2 City of Menifee Development Impact Fee Program and Other Jurisdictions' Fee Programs

The City of Menifee DIF has the primary objective to support and fund improvements to public facilities and purchase of equipment related to the provision of essential services based on demands created by new growth. As new development occurs in Menifee, the growth will lead to a continuous increase in service demand. The fee program will enable the City of Menifee to continue to provide services at an increased rate based on growth.

The DIF also provides necessary funding for the City's Capital Improvement Program (CIP). The City of Menifee CIP provides for the maintenance and improvement of the City's infrastructure, which includes items like bridges, buildings, pavement rehabilitation, streets, sidewalks, storm drains, street lighting, and traffic signal. The 5-year CIP provides a blueprint for sustaining and improving the City of Menifee's infrastructure. The CIP lists the City of Menifee major projects that exceed $50,000 in cost, have long-term life spans, and are generally non-recurring. The project will be paying its respective City DIF as part of the development agreement between the City and the project applicant.

Similar to the City of Menifee DIF, some other jurisdictions have similar fee programs. As such, if any of the recommended improvements are listed within those programs, the project will be paying to those programs.

8.3.3 Project Fair Share, Project Frontage, and Off-Site Development

In the absence of a fee program where the project creates or contributes to operational deficiency on the roadway network, the project will pay its respective fair share for the proposed improvements. The project's fair share has been calculated based on project traffic as a percentage of total growth from existing to Horizon Year (2045) plus Project scenario conditions.

Table 8-K summarizes the funding mechanisms for intersection improvements. It also summarizes the corresponding intersection improvement fair share. Table 8-L summarizes the funding mechanisms for roadway segment improvements, and corresponding roadway segment fair shares.

Additionally, the project will be developing the project frontages along SR-74, Menifee Road, and Briggs Road including addition of segment lanes, intersection turn lanes, and other project frontage improvements. Also, as discussed in Section 8.1, the project will extend McLaughlin Road to Matthews Road-Case Road and widen Matthews Road-Case Road up to Ethanac Road to a 2-lane modified Arterial roadway segment, widen McCall Boulevard, between Encanto Drive and Menifee Road, to its ultimate General Plan configuration, and restrict any project truck access to McCall Boulevard. All these project frontage and off-site improvements will be in accordance with the improvements recommended for the Horizon Year (2045) conditions, since it reflects the worst-case scenario The City would be requiring the implementation of these improvements as part of the project's conditions of approval. The timeline for implementation of these improvements will be included in the project's conditions of approval.

To determine the recommended turn pocket storage lengths at the project driveways, other intersections along the project frontage, and at these off-site roadway improvement areas, a queuing analysis was performed for the Horizon Year (2045) Plus Project scenario. Table 8-M summarizes the recommended turn pocket storage lane lengths for intersections and project driveways along the project frontage. Detailed queuing analysis worksheets are included in Appendix G.

These recommended storage lengths were utilized to develop a conceptual striping plan along the project frontage and these off-site improvement areas. Figures 8-9A through 8-9T illustrate the conceptual striping plan along the project frontages, along Mclaughlin Road west of Menifee Road, along Matthews Road-Case Road east of Ethanac Road, and along McCall Boulevard between Encanto Drive and Menifee Road.

8.4 LIST OF CHAPTER 8.0 FIGURES AND TABLES

- Figure 8-1A: Existing plus Project (Improvement Scenario) Peak Hour Traffic Volumes (Int. 1-21)
- Figure 8-1B: Existing plus Project (Improvement Scenario) Peak Hour Traffic Volumes (Int. 22-45)
- Figure 8-1C: Existing plus Project (Improvement Scenario) Peak Hour Traffic Volumes (Int. 46-64 & Int. 113-117)
- Figure 8-1D: Existing plus Project (Improvement Scenario) Peak Hour Traffic Volumes (Int. 65-95)
- Figure 8-1E: Existing plus Project (Improvement Scenario) Peak Hour Traffic Volumes (Int. 96-112)

- Figure 8-2A: Phase 1 Opening Year Cumulative (2025) plus Project (Improvement Scenario) Peak Hour Traffic Volumes (Int. 1-21)
- Figure 8-2B: Phase 1 Opening Year Cumulative (2025) plus Project (Improvement Scenario) Peak Hour Traffic Volumes (Int. 22-45)
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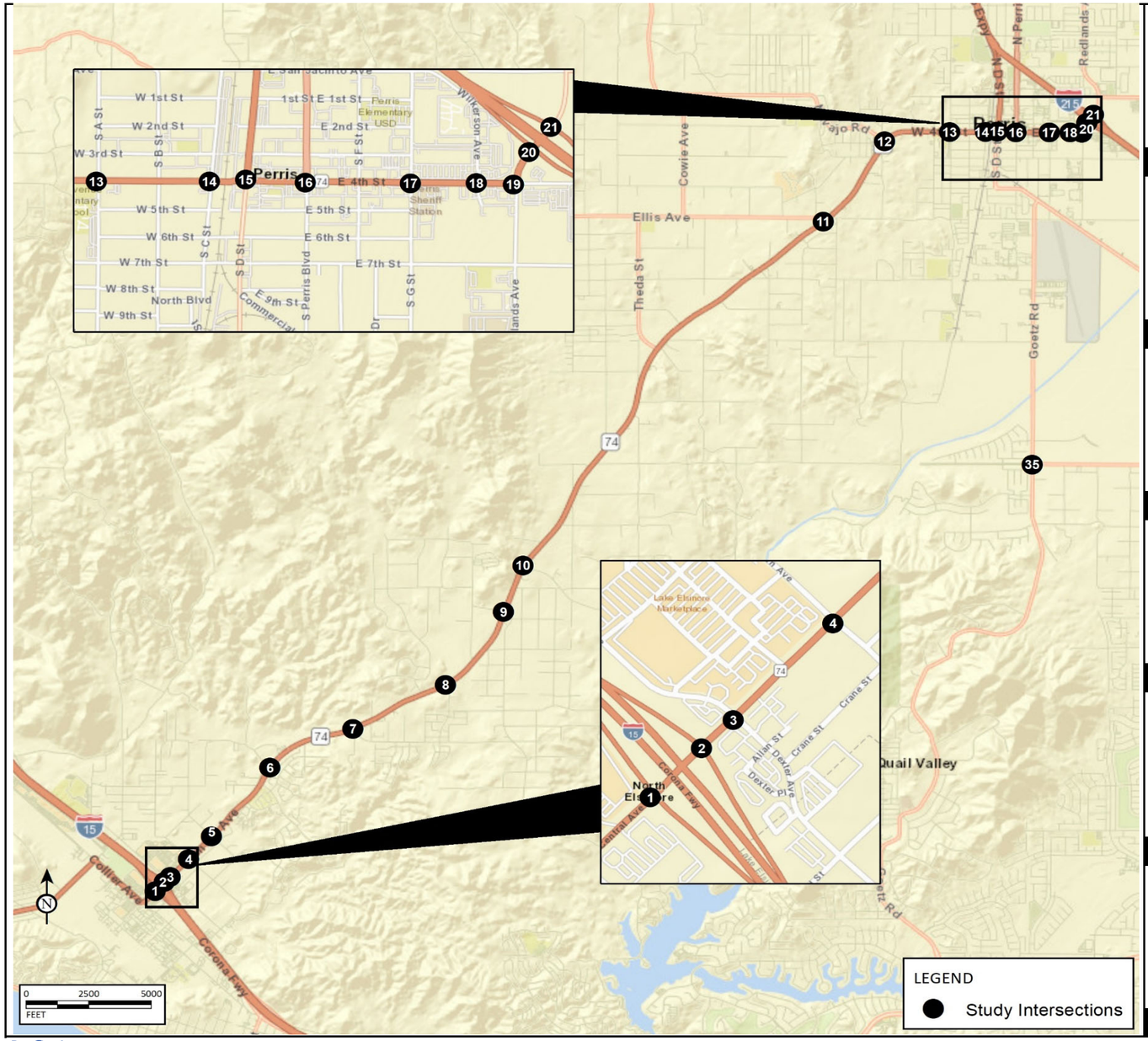
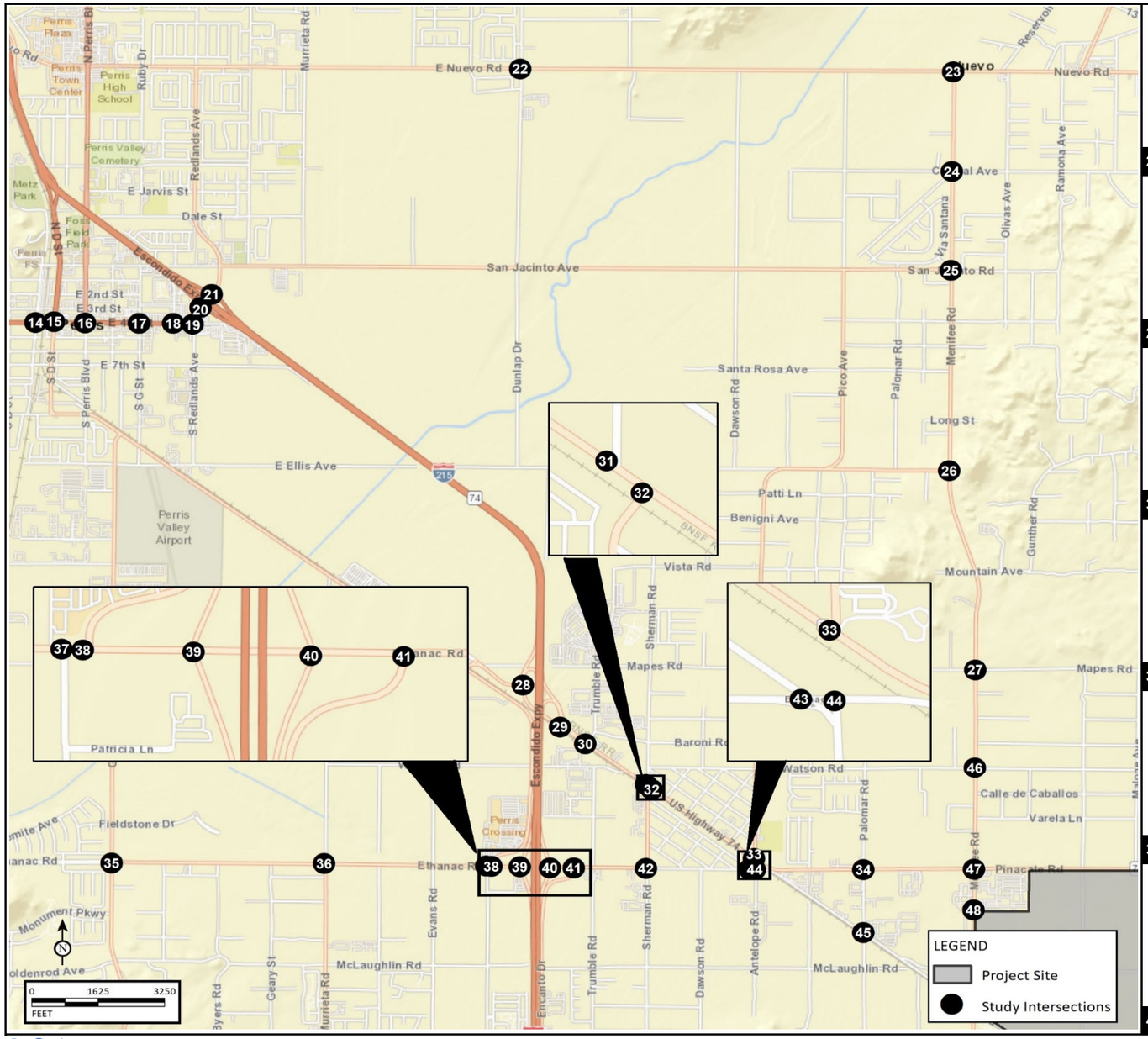


1	203/180	0/1	441/666	← 1301/1290	↰ 664/568	784/1118 →	500/569 ↴	I-15 SB Ramps/Central Ave	2	↰ 579/542	← 1511/1413	82/150 ↱	1144/1653 →	454/445	3/6	531/615	I-15 NB Ramps/Central Ave	3	414/356	140/104	63/40	↱ 177/67	← 1559/1420	↰ 89/122	332/333 ↱	1206/1701 →	136/235 ↴	117/181	184/168	56/99	Dexter Ave/Central Ave	4	86/76	48/78	124/224	↱ 105/179	← 1551/1117	↰ 74/114	126/215 ↱	1127/1452 →	29/56 ↴	73/137	29/70	39/149	Cambern Ave/Central Ave
5	27/23	11/4	104/79	← 140/31	← 1669/1369	↰ 11/9	9/18 ↱	1261/1795 →	20/12 ↴	33/18	13/9	24/62	Conard Ave/Central Ave	6	25/30	2/5	↱ 11/5	← 1616/1233	20/15 ↱	1189/1753 →	El Toro Cut Off Rd/Central Ave - SR-74	7	← 1378/1112	↰ 7/11	1015/1534 →	140/175 ↴	275/114	6/8	Riverside St/SR-74	8	← 1320/1095	↰ 9/36	987/1550 →	7/11 ↴	15/16	33/24	Wasson Canyon Rd/SR-74
9	24/41	982/985	37/69	↱ 85/55	← 12/18	↰ 283/110	67/35 ↱	14/18 →	42/16 ↴	18/20	881/1282	111/216	SR-74/Meadowbrook Ave - Greenwald Ave	10	1027/1109	18/33	↱ 35/27	↰ 9/7	↑ 1018/1339	↱ 6/8	SR-74/River Rd	11	238/138	782/972	241/213 ↱	74/47 ↴	67/52	842/1012	SR-74/Ellis Ave	12	49/35	526/418	↱ 365/450	← 991/1038	36/41 ↱	1029/1180 →	Navajo Rd/4th St
13	216/190	134/48	83/40	↱ 37/26	← 995/1171	↰ 76/37	196/138 ↱	1221/1253 →	59/70 ↴	130/145	179/58	62/44	A St/4th St	14	355/441	45/31	42/24	↱ 50/31	← 793/852	↰ 0/1	268/294 ↱	1063/1014 →	5/5 ↴	6/2	74/29	28/9	C St/4th St	15	73/96	68/127	11/45	↱ 16/23	← 746/752	↰ 31/49	132/123 ↱	973/902 →	29/21 ↴	23/36	103/90	30/35	D St/4th St	16	202/210	254/298	68/94	↱ 42/62	← 538/558	↰ 46/63	304/276 ↱	646/650 →	42/43 ↴	46/41	398/286	45/43	Perris Blvd/4th St
17	14/56	18/60	68/79	↱ 60/40	← 596/614	↰ 27/48	38/60 ↱	639/704 →	19/16 ↴	10/23	40/59	43/68	G St/4th St	18	22/45	9/12	86/188	↱ 113/112	← 645/654	↰ 12/20	34/44 ↱	657/740 →	30/44 ↴	34/29	6/17	18/0	Wilkerson Ave/4th St	19	758/716	342/305	31/28	↱ 23/61	← 5/18	↰ 3/10	718/887 ↱	23/25 →	31/64 ↴	31/51	266/307	7/8	Redlands Ave/4th St	20	984/858	463/368	↱	←	126/188 ↱	0/5 →	148/191 ↴	566/736	441/519	Redlands Ave/I-215 SB Ramps
21	151/112	974/748	↱ 349/557	↰ 473/478	132/173 ↱	560/751 →	Redlands Ave/I-215 NB Ramps																		



22 Dunlap Dr/Nuevo Rd

47/30	101/81	66/125
19/24		81/82
261/370		383/262
21/58	25/16	63/32
	101/116	52/41

23 Menifee Rd/Nuevo Rd

		324/241
280/324	174/139	259/247
95/197		321/265

24 Menifee Rd/Porter St/Central Ave

1321	94	335/418
1/1		4/2
2/0		0/3
5/1		3/7
2/2		123/75
0/2	42	411/334
53/16	35	91/135
12/74		

25 Menifee Rd/San Jacinto Ave

95/73	285/387	3/6
150/194		3/3
12/20		18/12
117/124	120/96	16/9
	369/317	9/12

26 Menifee Rd/Ellis Ave

11/7	489/547	2/2
3/11		6/2
52/24		0/2
	37/37	0/1
	507/417	0/2

27 Menifee Rd/Mapes Rd

45/43	428/443	85/76
8/26		110/64
49/78		59/34
35/24	31/24	3/8
	413/383	14/8

28 I-215 SB Ramps - SR-74/Bonnie Dr

27/31	1199/1500	
33/27		
205/291	241/229	
	392/305	

29 I-215 NB Ramps/SR-74

13/28	185/263	
19/13		1390/1233
1386/1776		620/506

30 Trumble Rd/SR-74

388/345	53/47	
		35/35
184/330		1624/1394
1387/1709		

31 Sherman Rd/SR-74 (W)

123/99		37/73
		1530/1468
1475/1698		

32 Sherman Rd/SR-74 (E)

3/11	7/14	7/20
		8/21
		1507/1455
12/28		150/122
1438/1642	56/75	2/15
25/28		165/157

33 Antelope Rd/SR-74

44/14	97/63	
		141/36
		1545/1430
69/49		
1412/1676		

34 Palomar Rd/SR-74

41/36	37/23	41/20
		29/28
		1603/1451
52/50		111/105
1406/1615	48/12	33/51
33/4		174/168

35 Goetz Rd/Ethanac Rd

10/27	100/212	278/302
		274/258
		44/85
28/14		153/306
135/58	4/4	
3/0	254/126	414/192

36 Murrieta Rd/Ethanac Rd

7/5	52/89	64/29
		37/47
		360/535
6/2		82/216
741/447	91/82	85/86
71/95		194/136

37 Barnett Rd/Ethanac Rd

		541/755
		69/36
1092/660		
	8/16	
	78/55	

38 Case Rd/Ethanac Rd

92/147	367/431	
		333/415
		518/644
195/145		
975/570		

39 I-215 SB Ramps/Ethanac Rd

291/364	1/2	105/145
		560/695
		328/290
797/643		
545/358		

40 I-215 NB Ramps/Ethanac Rd

		163/155
		592/588
298/236		
604/552	296/397	1/1
		384/425

41 Encanto Dr/Ethanac Rd

		691/669
		40/46
880/867		
108/110	64/74	
	37/56	

42 Sherman Rd/Ethanac Rd

127/134	4/4	9/14
		16/10
		537/528
	4/16	8/3
144/216		
710/645	0/3	3/7
16/3		

43 Jackson Ave/Ethanac Rd

1/0	13/12	
		15/2
		574/458
0/2		
600/589		
124/35		

44 Antelope Rd/Ethanac Rd

		525/435
		4/4
613/602		
	64/25	6/6

45 Palomar Rd/Matthews Rd

123/118	50/13	
		39/9
		361/295
184/215		
408/408		

LSA

FIGURE 8-1B

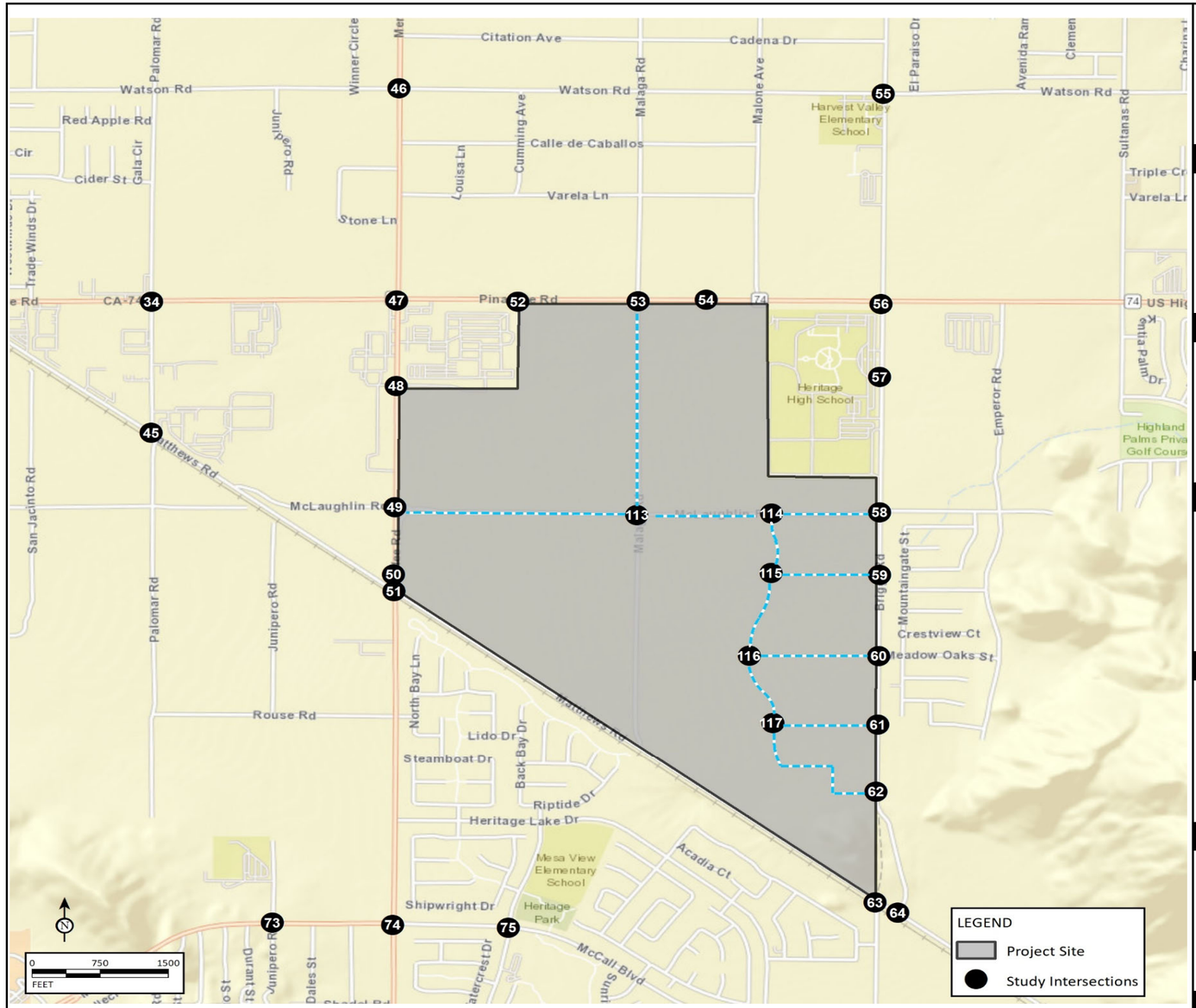
Menifee Valley Specific Plan

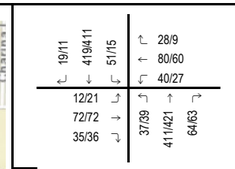
Traffic Study

XXXX/YYYY

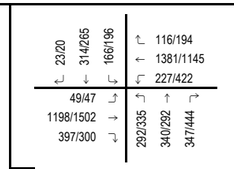
AM/PM Peak Hour Traffic Volumes (in PCEs)

Existing plus Project (Improvement Scenario) Peak Hour Traffic Volumes (Int. 22-45)

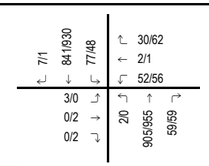




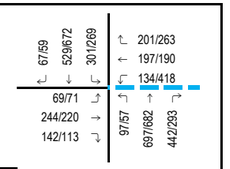
46 Menifee Rd/Watson Rd



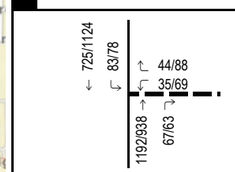
47 Menifee Rd/SR-74



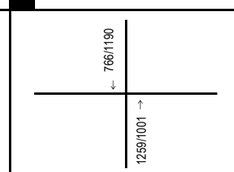
48 Menifee Rd/Valley Substation Dwy - Biscayne



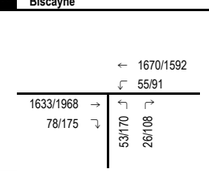
49 Menifee Rd/McLaughlin Rd



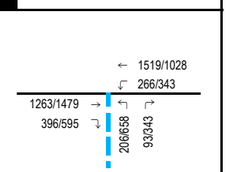
50 Menifee Rd/Project Dwy 1



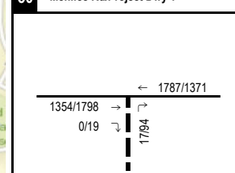
51 Menifee Rd/Matthews Rd



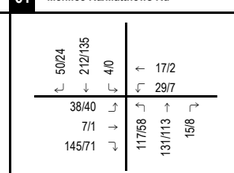
52 McKinley/SR-74



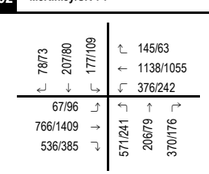
53 Malaga Rd - Project Dwy 2/SR-74



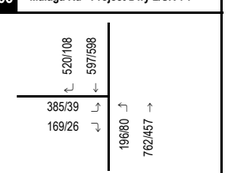
54 Project Dwy 3/SR-74



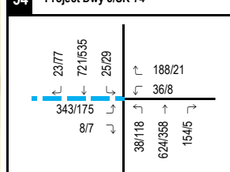
55 Briggs Rd/Watson Rd



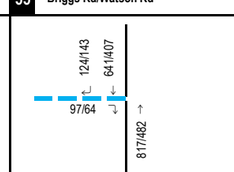
56 Briggs Rd/SR-74



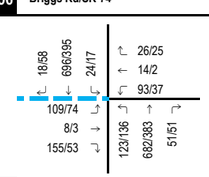
57 Briggs Rd/Heritage High School Dwy



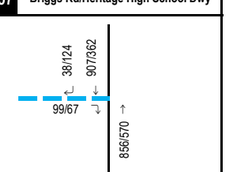
58 Briggs Rd/McLaughlin Rd



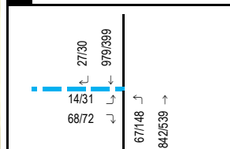
59 Briggs Rd/Project Dwy 4



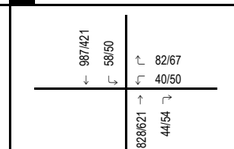
60 Briggs Rd/Project Dwy 5 - Meadow Oak St



61 Briggs Rd/Project Dwy 6



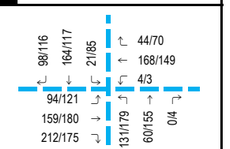
62 Briggs Rd/Project Dwy 7



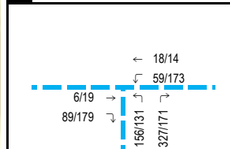
63 Briggs Rd/Matthews Rd

Intersection Does Not Exist

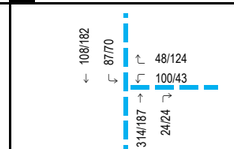
64 Briggs Rd/Case Rd



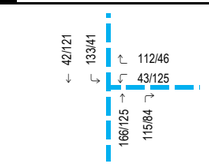
113 Malaga Rd - Project Dwy 2/McLaughlin Rd



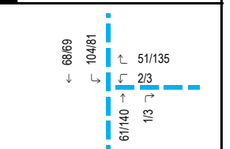
114 Residential Central Spine/McLaughlin Rd



115 Residential Central Spine/Project Dwy 4



116 Residential Central Spine/Project Dwy 5



117 Residential Central Spine/Project Dwy 6

LSA

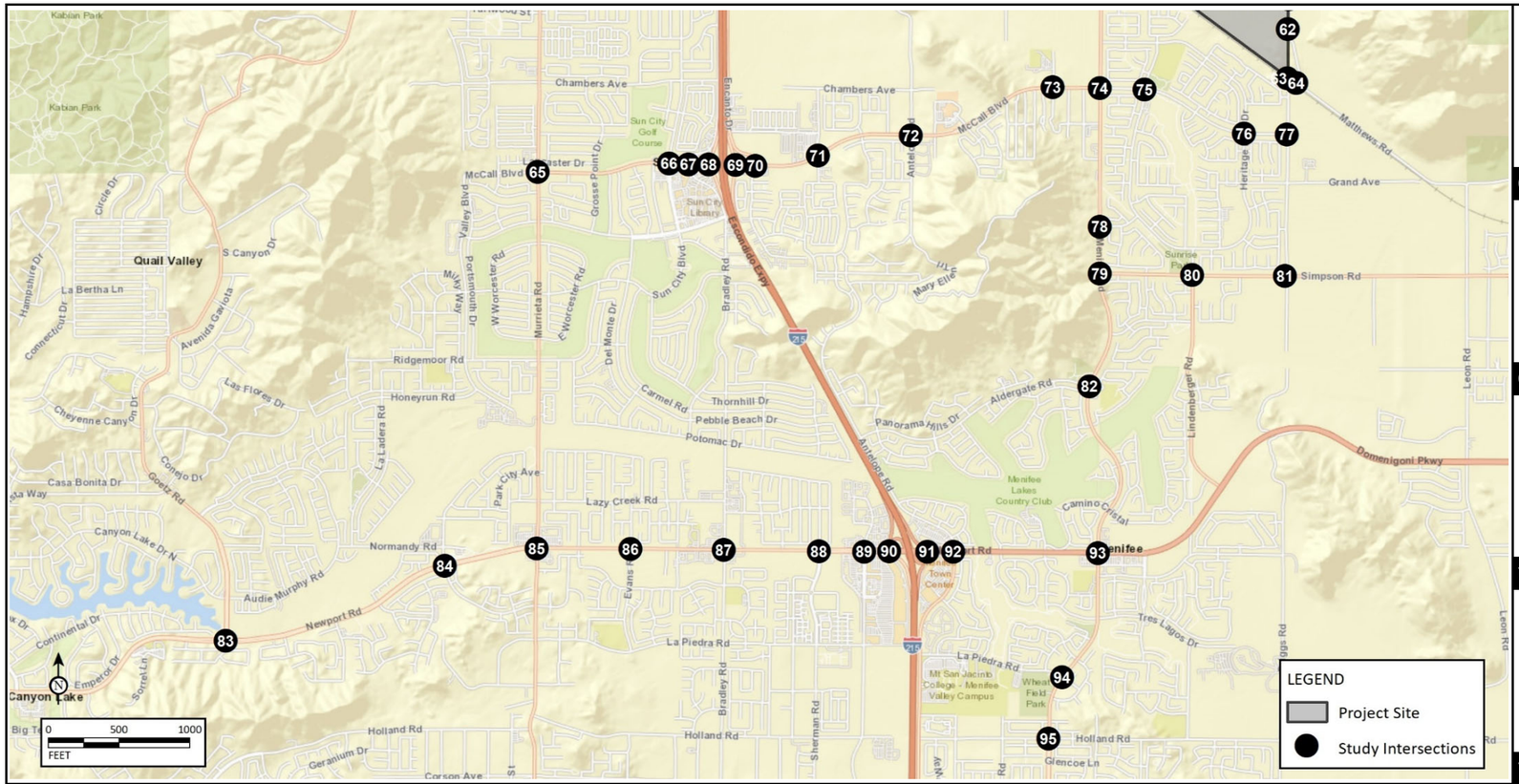
FIGURE 8-1C

XXXX/YYYY
AM/PM Peak Hour Traffic Volumes (in PCEs)

Internal Project Roadway
Project Driveway

Menifee Valley Specific Plan
Traffic Study
Existing plus Project with Improvements Study Intersection Geometrics and Traffic Control (Int. 46-64 & Int. 113-117)

P:\CIM2106 MVSP EIR\02 Technical Study - Peer Review\2.1 Traffic - VMT\July 2023_McLaughlin Ex\Volume Figures\2022 Existing\2022_Ex_WP_Vol_Z3.xlsx (9/25/2023)



93/36	138/170	66/93	↱ 99/102	10/19	55/60	91/102	↱ 61/108	15/8	50/49	144/108	↱ 87/117
↲ ↓ ↳	← 129/165	↲ ↓ ↳	← 394/547	↲ ↓ ↳	← 614/853						
81/27 ↱	↰ 98/211	29/31 ↱	↰ 240/268	6/6 ↱	↰ ↑ ↱						
222/131 →	1/2	156/189	137/128	360/358 →	38/76	48/101	89/147	558/607 →	52/59	43/61	377/512
1/2 ↴	↰ 1/2 ↑ ↱			55/52 ↴				60/62 ↴			
65 Murrieta Rd/McCall Blvd				**66 Sun City Blvd/McCall Blvd**				**67 Bradley Rd/McCall Blvd**			

298/507	30	194/374	← 844/966				↱ 448/205	148/133	16/17	19/30	↱ 17/20
↲ ↓ ↳	↰ 767/699						← 1389/1260	↲ ↓ ↳	← 1513/1181		
720/931 →				231/301 ↱	↰ ↑ ↱			109/150 ↱	↰ ↑ ↱		
359/296 ↴				683/1004 →	222/407	4/5	601/976	1078/1598 →	176/150	20/21	56/27
								97/231 ↴	↰ 57/36		
68 I-215 SB Ramps/McCall Blvd				**69 I-215 NB Ramps/McCall Blvd**				**70 Encanto Drive/McCall Blvd**			

56/22	16/10	44/25	↱ 47/26	74/41	2/3	21/13	↱ 46/12	175/34	1/0	63/8	↱ 146/10
↲ ↓ ↳	← 1356/1102	↲ ↓ ↳	← 1252/1099	↲ ↓ ↳	← 1242/1085						
121/83 ↱	↰ 37/41	42/56 ↱	↰ 45/25	189/19 ↱	↰ 2/0						
1106/1504 →	88/76	26/11	32/32	1167/1356 →	45/23	8/2	84/33	1150/1287 →	4/4	4/0	4/1
33/75 ↴	↰ ↑ ↱			14/47 ↴				2/4 ↴			
71 Sherman Rd/McCall Blvd				**72 Antelope Rd/McCall Blvd**				**73 Junipero Rd/McCall Blvd**			

266/569	304/426	161/118	↱ 206/82	72/38	103/15	35/10	↱ 108/10	38/20	116/19	60/22	↱ 40/20
↲ ↓ ↳	← 802/376	↲ ↓ ↳	← 740/351	↲ ↓ ↳	← 562/281						
493/501 ↱	↰ 44/20	86/42 ↱	↰ 39/29	19/34 ↱	↰ 78/38						
445/616 →	322/150	434/451	46/39	427/587 →	239/89	171/14	52/28	344/435 →	212/64	112/18	104/42
279/179 ↴	↰ ↑ ↱			142/146 ↴				163/93 ↴	↰ ↑ ↱		
74 Menifee Rd/McCall Blvd				**75 Heritage Lake Dr (W)/McCall Blvd**				**76 Heritage Lake Dr (E)/McCall Blvd**			

619/294	416/155		↱ 108/24	561/582	68/50		↱ 201/185	467/458	166/172		↱ 43/35	57/38	137/63	66/14	↱ 319/264
↲ ↓	↰ 72/48	↲ ↳	↰ 230/167	↲ ↓ ↳	← 118/52						
439/459 ↱		↓	↱	54/42 ↱	↰ ↑ ↱						
68/42 ↴	49/35	706/637	26/74	243/298 →	50/61	105/90	170/91	532/526	141/229			32/49 ↴			
77 Briggs Rd/McCall Blvd				**78 Menifee Rd/Coastline Ave**				**79 Menifee Rd/Simpson Rd**				**80 Lindenberger Rd/Simpson Rd**			

239/124	102/65		↱ 56/81	40/38	571/562	129/18	↱ 114/10	594/366	1/0	473/279	↱ 284/349	75/29	161/30	194/203	↱ 156/349
↲ ↳	← 253/247	← 5/0	← 720/843	← 919/1207	
226/181 ↱		52/40 ↱	↰ ↑ ↱	254/558 ↱	↰ 15/21	45/41 ↱	↰ 4/18				
268/218 →				3/0 →	31/12	469/721	84/33	566/1016 →	11/7	3/5	23/6	973/1257 →	140/76	98/5	12/40
		17/11 ↴					0/9 ↴				203/66 ↴				
81 Briggs Rd/Simpson Rd				**82 Menifee Rd/Aldergate Dr - Carnelian Way**				**83 Goetz Rd - Buckstone Ln/Railroad Canyon Rd - Newport Rd**				**84 Berea Rd-Murphy Ranch Rd/Newport Rd**			

113/244	218/67	116/94	↱ 88/62	20/20	159/18	55/54	↱ 25/58
↲ ↓ ↳	← 902/1072	← 978/1408
142/190 ↱	↰ 147/232	15/24 ↱	↰ 72/51
828/1370 →	194/294	226/137	128/183	1237/1456 →	58/334	73/55	108/54
106/223 ↴	↰ ↑ ↱			33/198 ↴			
85 Murrieta Rd/Newport Rd				**86 Evans Rd/Newport Rd**			

67/114	281/218	189/289	↱ 125/367	19/6	17/13	75/69	↱ 21/80	47/173	30/144	150/425	↱ 389/262	528/699	308/534	↱ 911/606
↲ ↓ ↳	← 854/1225	← 1242/1742	← 1261/1536	← 1594/1934
86/172 ↱	↰ 315/278	9/9 ↱	↰ 123/193	182/129 ↱	↰ 468/833	1540/2226 →	
1160/1173 →	151/156	179/232	292/198	1610/1664 →	86/82	8/21	243/176	1508/1438 →	105/333	57/71	475/849	594/489 ↴	
100/138 ↴	↰ ↑ ↱			55/84 ↴				94/209 ↴	↰ ↑ ↱				
87 Bradley Rd/Newport Rd				**88 Avenida De Cortez - Town Center Dr/Newport Rd**				**89 Haun Rd/Newport Rd**				**90 I-215 SB Ramps/Newport Rd**			

286/357	71/115	88/121	↱ 130/125	450/381	308/250	97/83	↱ 58/73	256/96	438/327		
↲ ↓ ↳	← 1792/1476	← 1291/1135	↲ ↓	
191/481 ↱	↰ 89/130	301/500 ↱	↰ 105/107	171/122 ↱	
1419/1999 →	563/862	78/141	86/170	1180/1649 →	177/162	262/405	93/98	214/43 ↴	221/55	346/380	
237/407 ↴	↰ ↑ ↱			127/146 ↴							
91 I-215 NB Ramps/Newport Rd				**92 Antelope Rd/Newport Rd**				**93 Menifee Rd/Newport Rd**				**94 Menifee Rd/La Piedra Rd**			

95/38	447/247	64/60	↱ 123/44	1330/2096 →	↰ 480/438							
↲ ↓ ↳	← 200/122	← 2161/1957										
92/42 ↱	↰ 57/12											
74/140 →	24/23	369/377	60/31	518/664 ↴	344/583	579/878						
6/34 ↴	↰ ↑ ↱											
95 Menifee Rd/Holland Rd												

FIGURE 8-1D

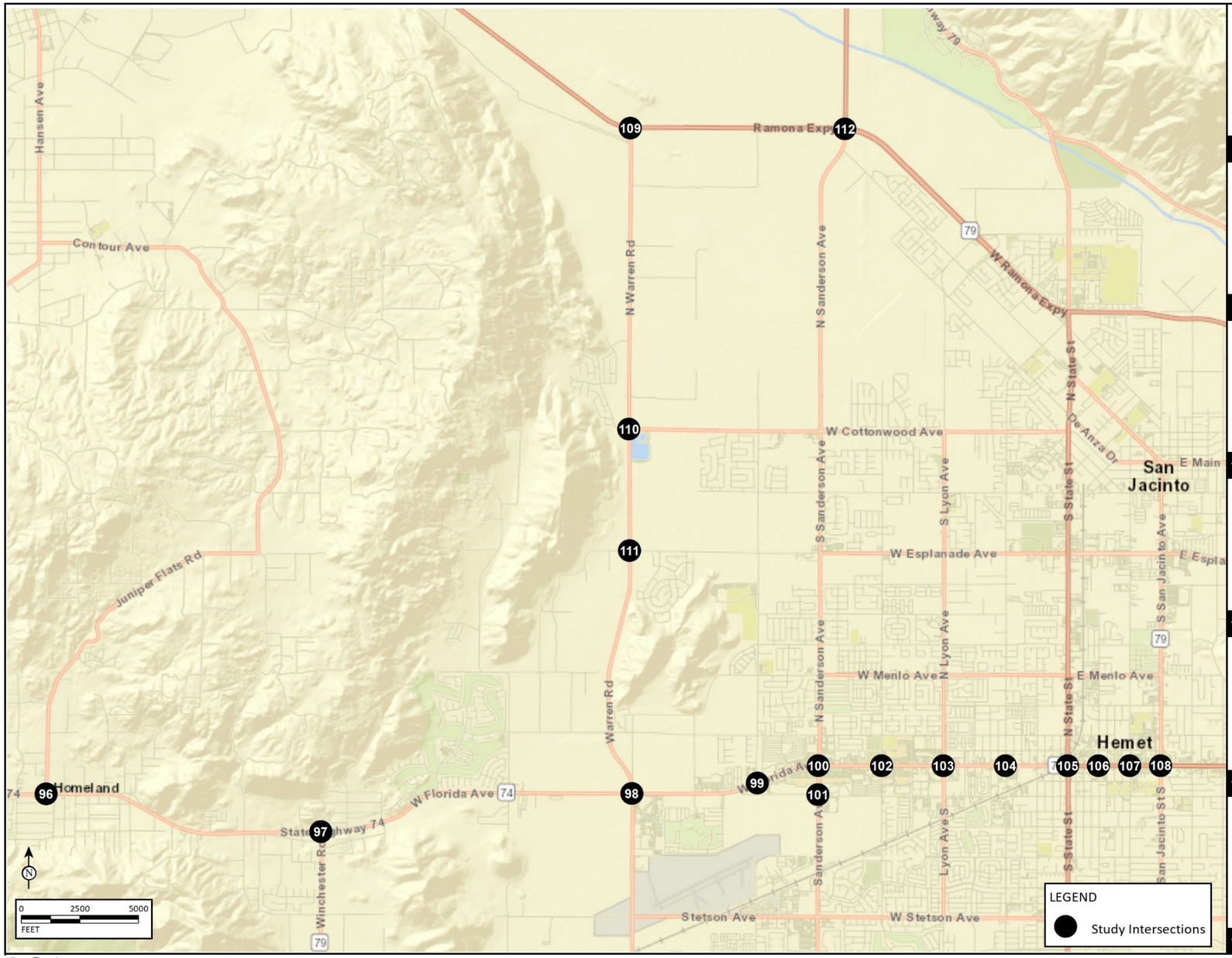
Menifee Valley Specific Plan

Traffic Study

XXXX/YYYY

AM/PM Peak Hour Traffic Volumes (in PCEs)

Existing plus Project (Improvement Scenario) Peak Hour Traffic Volumes (Int. 65-95)



96	Juniper Flats Rd/SR-74	126/72	0/1	89/71	50/90	1247/1200	0/3	92/85	1040/1360	0/2	0/1	0/4					
97	Vista Pl - Winchester Rd/SR-74 - Florida Ave	4/10	25/18	17/18	28/22	919/1163	512/418	11/18	977/1300	156/117	127/180	10/17	490/475				
98	Warren Rd/Florida Ave	196/199	254/198	20/26	5/15	635/887	173/141	236/229	775/992	197/161	169/195	214/253	142/266				
99	Cawston Ave/Florida Ave	128/154	116/93	47/85	31/52	520/749	8/43	107/148	651/794	29/54	168/244	76/65	14/23				
100	Sanderson Ave/Florida Ave	115/117	680/799	127/178	90/142	397/539	149/274	184/290	458/640	45/79	115/192	652/660	72/159				
101	Sanderson Ave/Acacia Ave	39	712/880	73/191	124/182	155/221	144/147	8/11	162/270	145/182	108/99	782/893	131/87				
102	Kirby St/Florida Ave	87/178	228/321	65/80	43/55	583/819	59/134	61/220	566/911	53/100	56/106	241/366	56/64				
103	Lyon Ave/Florida Ave	65/75	143/214	59/108	43/77	644/897	68/97	57/111	586/896	24/42	46/77	151/177	67/94				
104	Palm Ave/Florida Ave	33/57	155/201	22/29	29/32	693/920	84/98	43/63	628/920	43/60	66/69	134/176	65/80				
105	State St/Florida Ave	112/173	214/338	96/99	59/69	694/831	43/55	77/93	561/851	23/43	36/49	278/303	43/53				
106	Buena Vista St/Florida Ave	28/31	109/175	25/37	14/25	729/888	35/27	19/27	627/915	26/35	47/44	183/135	43/45				
107	Santa Fe St/Florida Ave	26/38	53/62	20/23	20/17	711/855	58/51	25/19	596/913	57/60	44/52	102/57	69/67				
108	San Jacinto St/Florida Ave	125/163	187/244	105/187	96/94	596/642	97/118	129/192	448/733	44/49	56/74	255/243	37/58				
109	Warren Rd/Ramona Expy	9/0	0/2		2/0	742/693	257/312	468/783	190/336		394/199	9/3	320/288				
110	Warren Rd/Cottonwood Ave	2/6	363/485	51/157	166/74	23/38	102/75	5/2	68/26	31/30	18/37	497/422	100/123				
111	Warren Rd/Esplanade Ave	16/52	434/472	55/80	71/57	34/48	166/83	44/23	72/51	2/1	1/1	502/498	141/153				
112	Sanderson Ave/Ramona Expy	348/506	608/1129	594/762	408/578	478/391	37/27	434/393	376/569	65/127	13/292	823/590	20/23				

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FIGURE 8-1E

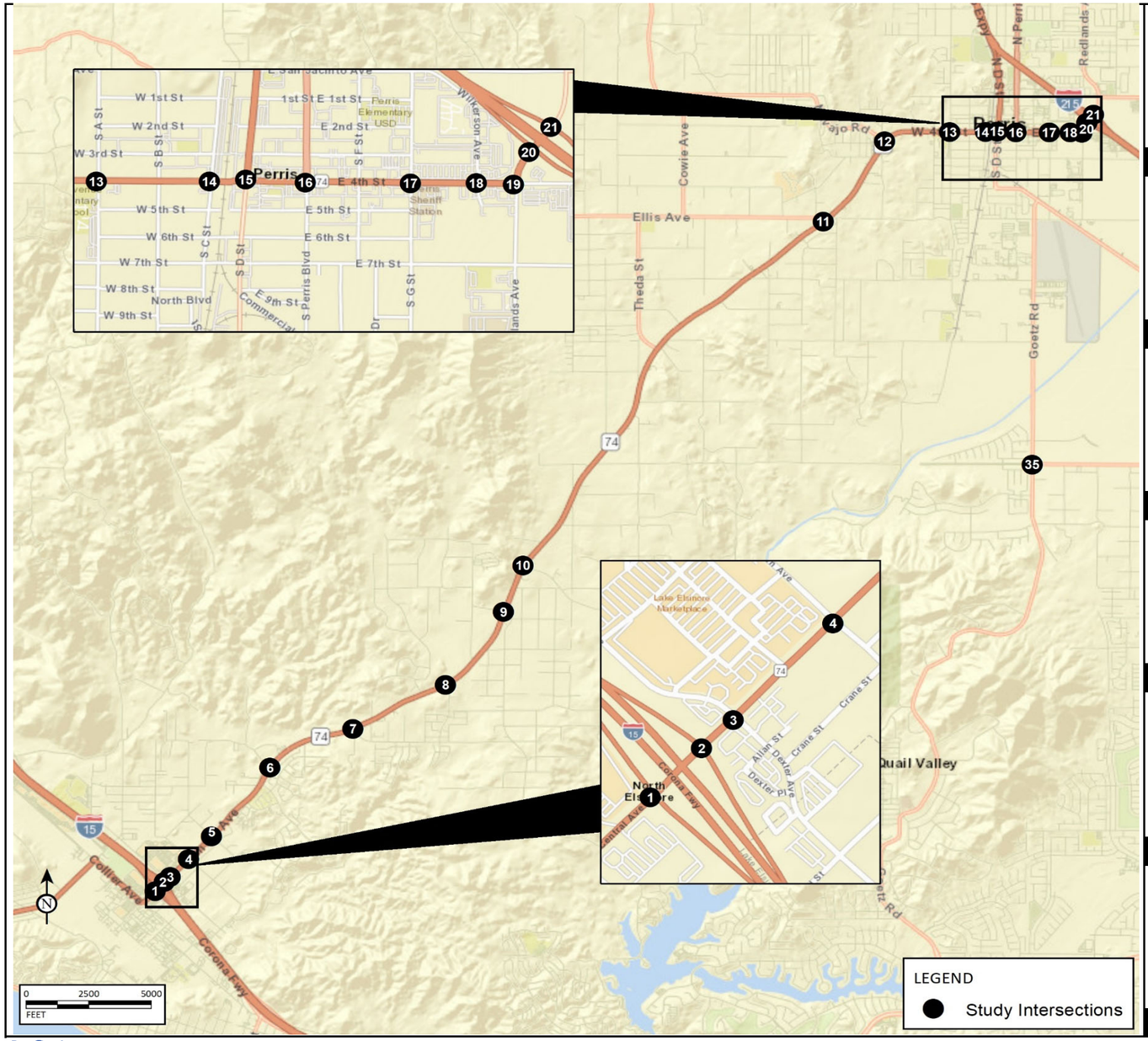
Menifee Valley Specific Plan

Traffic Study

XXXX/YYYY

AM/PM Peak Hour Traffic Volumes (in PCEs)

Existing plus Project (Improvement Scenario) Peak Hour Traffic Volumes (Int. 96-112)



209/206 / 0/1 / 450/691	← 1373/1366		
863/1163 →	↰ 684/578		
531/579 ↴			
1 I-15 SB Ramps/Central Ave			
	↰ 618/536		
	← 1596/1476		
86/152 ↱	↰ ↑ ↱		
1227/1701 →	462/468 3/6 546/644		
2 I-15 NB Ramps/Central Ave			
44/365 143/105 64/41	↱ 180/68		
	← 1627/1448		
358/340 ↱	↰ ↑ ↱		
1253/1743 →	144/201 193/171 58/101		
161/263 ↴	↰ 91/125		
3 Dexter Ave/Central Ave			
88/77 / 49/79 / 127/229	↱ 112/182		
	← 1615/1117		
130/219 ↱	↰ ↑ ↱		
1171/1495 →	74/139 29/71 40/152		
29/57 ↴	↰ 76/116		
4 Cambern Ave/Central Ave			
27/23 / 14/7 / 106/80	↱ 142/32		
	← 1738/1372		
9/18 ↱	↰ 22/28		
1300/1835 →	↰ ↑ ↱		
28/23 ↴	37/19 14/10 32/81		
5 Conard Ave/Central Ave			
46/54 / 24/55	↱ 70/44		
	← 1669/1252		
29/25 ↱			
1257/1820 →			
6 El Toro Cut Off Rd/Central Ave - SR-74			
	← 1449/1179		
	↰ 7/13		
1080/1607 →	↰ ↱		
157/205 ↴	328/120 7/8		
7 Riverside St/SR-74			
	← 1380/1144		
	↰ 54/51		
1044/1624 →	↰ ↱		
18/12 ↴	17/24 62/52		
8 Wasson Canyon Rd/SR-74			
25/42 / 1076/1050 / 42/79	↱ 99/61		
	← 12/18		
69/36 ↱	↰ 308/117		
14/18 →	↰ ↑ ↱		
43/16 ↴	18/20 962/1368 118/236		
9 SR-74/Meadowbrook Ave - Greenwald Ave			
1129/1189 / 18/35	↱ 38/28		
	↰ 10/7		
↓ ↳	↑ ↱		
	1113/1432 6/9		
10 SR-74/River Rd			
248/145 / 813/979			
265/231 ↱	↰ →		
77/48 ↴	68/53 861/1039		
11 SR-74/Ellis Ave			
56/41 / 532/415	↱ 372/449		
	← 1024/1049		
41/49 ↱			
1041/1202 →			
12 Navajo Rd/4th St			
249/237 / 147/66 / 95/39	↱ 39/21		
	← 1007/1157		
223/175 ↱	↰ 77/38		
1214/1239 →	↰ ↑ ↱		
60/72 ↴	132/148 211/69 64/45		
13 A St/4th St			
360/449 / 46/39 / 43/25	↱ 51/31		
	← 802/815		
282/299 ↱	↰ 0/1		
1060/1005 →	↰ ↑ ↱		
6/8 ↴	8/2 91/29 32/9		
14 C St/4th St			
74/98 / 69/129 / 19/66	↱ 29/33		
	← 754/714		
134/125 ↱	↰ 40/70		
973/892 →	↰ ↑ ↱		
29/21 ↴	23/37 112/93 49/58		
15 D St/4th St			
216/219 / 313/374 / 66/89	↱ 41/56		
	← 548/525		
309/298 ↱	↰ 56/78		
659/630 →	↰ ↑ ↱		
57/72 ↴	71/61 464/352 62/50		
16 Perris Blvd/4th St			
16/61 / 33/79 / 70/82	↱ 66/39		
	← 607/578		
48/68 ↱	↰ 42/59		
645/671 →	↰ ↑ ↱		
32/18 ↴	12/25 58/79 51/79		
17 G St/4th St			
22/46 / 9/12 / 88/191	↱ 115/114		
	← 676/627		
35/45 ↱	↰ 12/20		
670/719 →	↰ ↑ ↱		
30/45 ↴	35/30 6/17 18/0		
18 Wilkerson Ave/4th St			
784/690 / 376/400 / 31/29	↱ 23/62		
	← 5/18		
733/863 ↱	↰ 3/10		
23/25 →	↰ ↑ ↱		
32/70 ↴	38/52 367/353 8/6		
19 Redlands Ave/4th St			
1035/890 / 464/361			
143/215 ↱	↑ ↱		
0/5 →	703/803 421/475		
158/229 ↴			
20 Redlands Ave/I-215 SB Ramps			
156/127 / 1044/832	↱ 350/558		
	↰ 455/418		
↓	↰ ↑		
	166/185 680/833		
21 Redlands Ave/I-215 NB Ramps			

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FIGURE 8-2A

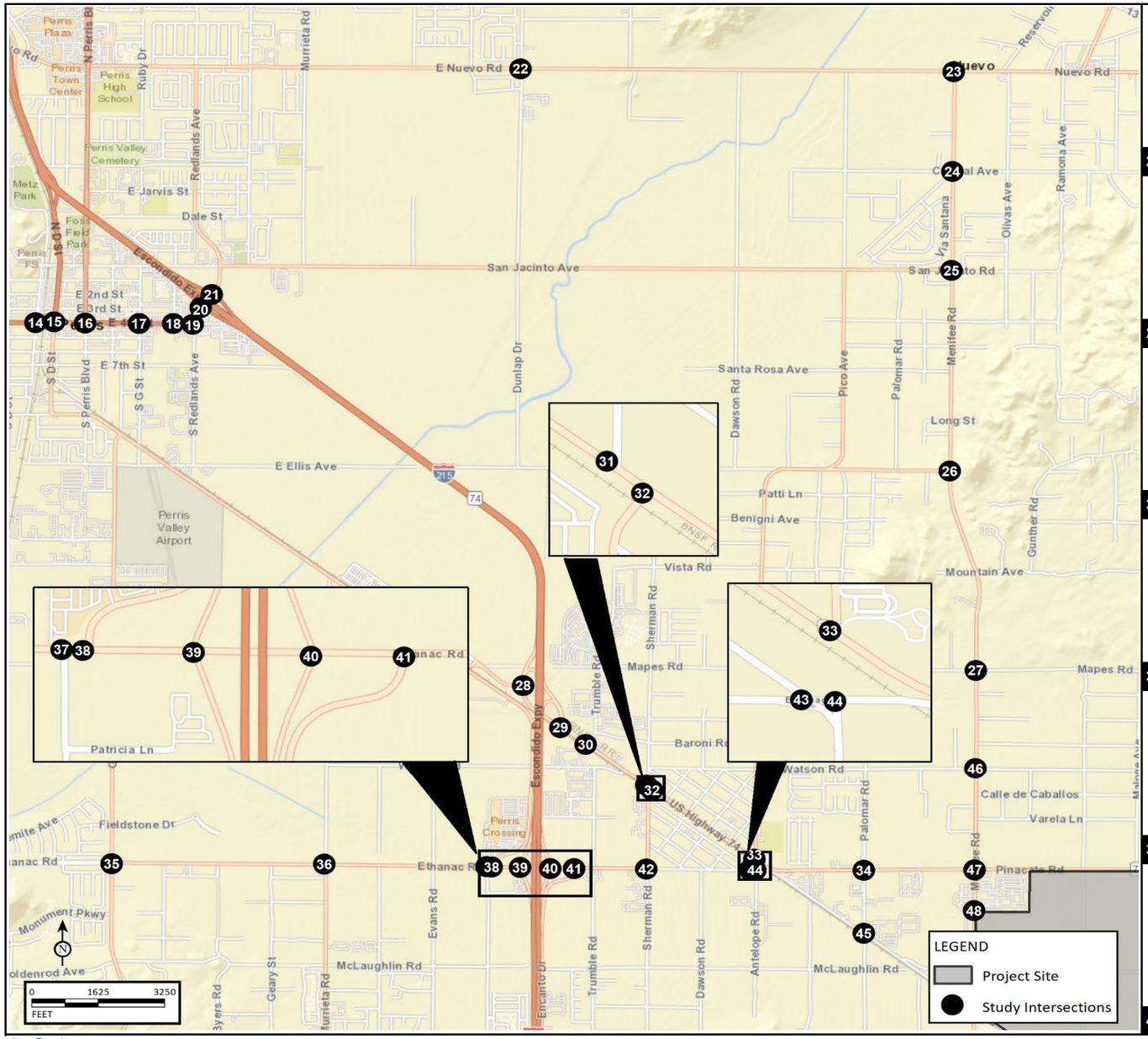
Menifee Valley Specific Plan

Traffic Study

XXXX/YYYY

AM/PM Peak Hour Traffic Volumes (in PCEs)

Phase 1 Opening Year Cumulative (2025) plus Project (Improvement Scenario) Peak Hour Traffic Volumes (Int. 1-21)



22 Dunlap Dr/Nuevo Rd

51/35	118/104	66/134
26/27		102/79
350/479		491/348
28/77		92/51
	32/21	147/137
		74/60

23 Menifee Rd/Nuevo Rd

89/58	202/210	30/81
32/30		37/20
338/400		398/301
121/240		241/220
	215/136	279/208
		314/233

24 Menifee Rd/Porter St/Central Ave

16/26	84	398/457
3/3		5/2
3/10		0/3
5/2		3/7
		117/70
5/9		0/2
54/16		4/1
35		500/465
12/17		88/130

25 Menifee Rd/San Jacinto Ave

128/98	295/389	3/7
186/232		3/3
13/21		20/13
131/129		17/10
	142/106	407/292
		10/13

26 Menifee Rd/Ellis Ave

14/8	505/541	2/2
3/15		6/2
45/17		0/2
	38/29	561/389
		0/1

27 Menifee Rd/Mapes Rd

48/44	434/400	96/97
8/27		144/68
50/84		72/35
27/21		5/9
	31/20	425/338
		18/12

28 I-215 SB Ramps - SR-74/Bonnie Dr

32/39	943/1182	
58/37		
265/300		
	254/245	
	422/336	

29 I-215 NB Ramps/SR-74

13/35	201/292	
		1148/968
20/14		663/547
1188/1467		

30 Trumble Rd/SR-74

418/375	54/46	
		32/38
		1394/1140
226/362		
1164/1397		

31 Sherman Rd/SR-74 (W)

155/139		
		89/100
		1273/1185
1251/1402		

32 Sherman Rd/SR-74 (E)

3/11	8/15	7/20
		8/21
		1250/1163
		164/131
13/29		
1184/1323		
55/50		
	109/111	2/16
		174/156

33 Antelope Rd/SR-74

46/16	83/53	
		142/22
		1297/1132
71/51		
1163/1347		

34 Palomar Rd/SR-74

50/40	51/38	42/13
		28/21
		1331/1122
		117/102
59/58		
1120/1247		
44/10		
	65/19	42/66
		188/149

35 Goetz Rd/Ethanac Rd

48/63	160/285	299/319
		287/276
		99/112
		170/318
65/53		
191/99		
9/3		
	14/11	308/193
		415/205

36 Murrieta Rd/Ethanac Rd

11/9	67/146	81/43
		55/61
		415/576
		82/222
10/3		
800/490		
80/121		
	116/93	137/108
		205/128

37 Barnett Rd/Ethanac Rd

		608/803
		74/37
1162/701		
1/1		
	8/17	79/59

38 Case Rd/Ethanac Rd

97/150	382/450	
		370/445
		584/690
208/149		
1033/611		

39 I-215 SB Ramps/Ethanac Rd

319/383	1/2	119/159
		635/752
		256/222
848/689		
567/372		

40 I-215 NB Ramps/Ethanac Rd

		174/170
		574/544
306/255		
661/594		
	317/429	1/1
		295/338

41 Encanto Dr/Ethanac Rd

		625/600
		44/52
796/775		
160/156		
	123/114	
		47/63

42 Sherman Rd/Ethanac Rd

151/150	8/12	2/11
		15/7
		438/426
		10/3
174/243		
592/525		
16/4		
	12/17	0/4
		20/8

43 Jackson Ave/Ethanac Rd

1/0	20/20	
		41/0
		480/348
0/8		
468/450		
135/48		

44 Antelope Rd/Ethanac Rd

		437/317
		5/7
487/470		
	84/31	13/11

45 Palomar Rd/Matthews Rd

133/106	59/41	
		58/23
		275/198
197/204		
276/298		

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FIGURE 8-2B

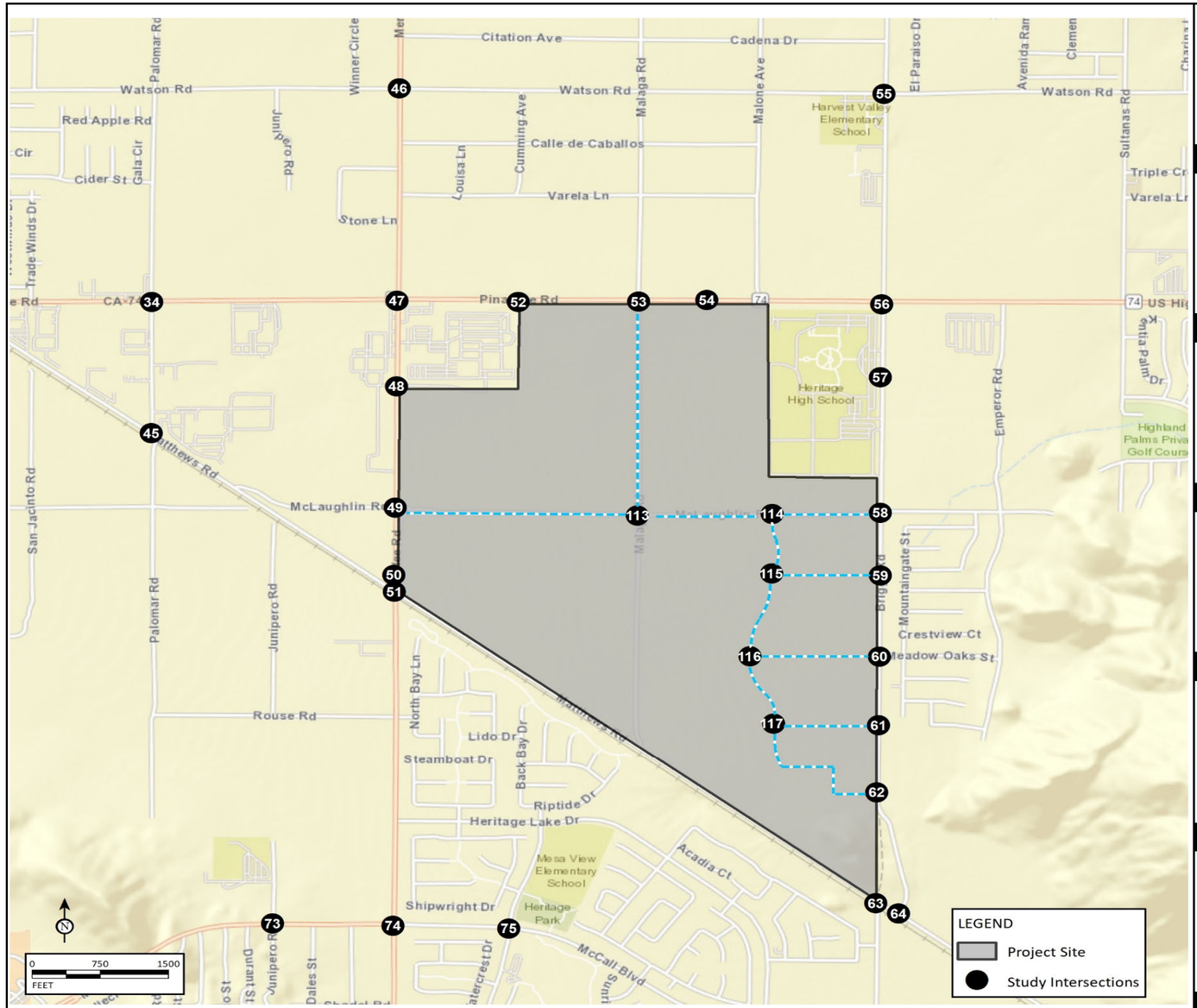
Menifee Valley Specific Plan

Traffic Study

XXXX/YYYY

AM/PM Peak Hour Traffic Volumes (in PCEs)

Phase 1 Opening Year Cumulative (2025) plus Project (Improvement Scenario) Peak Hour Traffic Volumes (Int. 22-45)



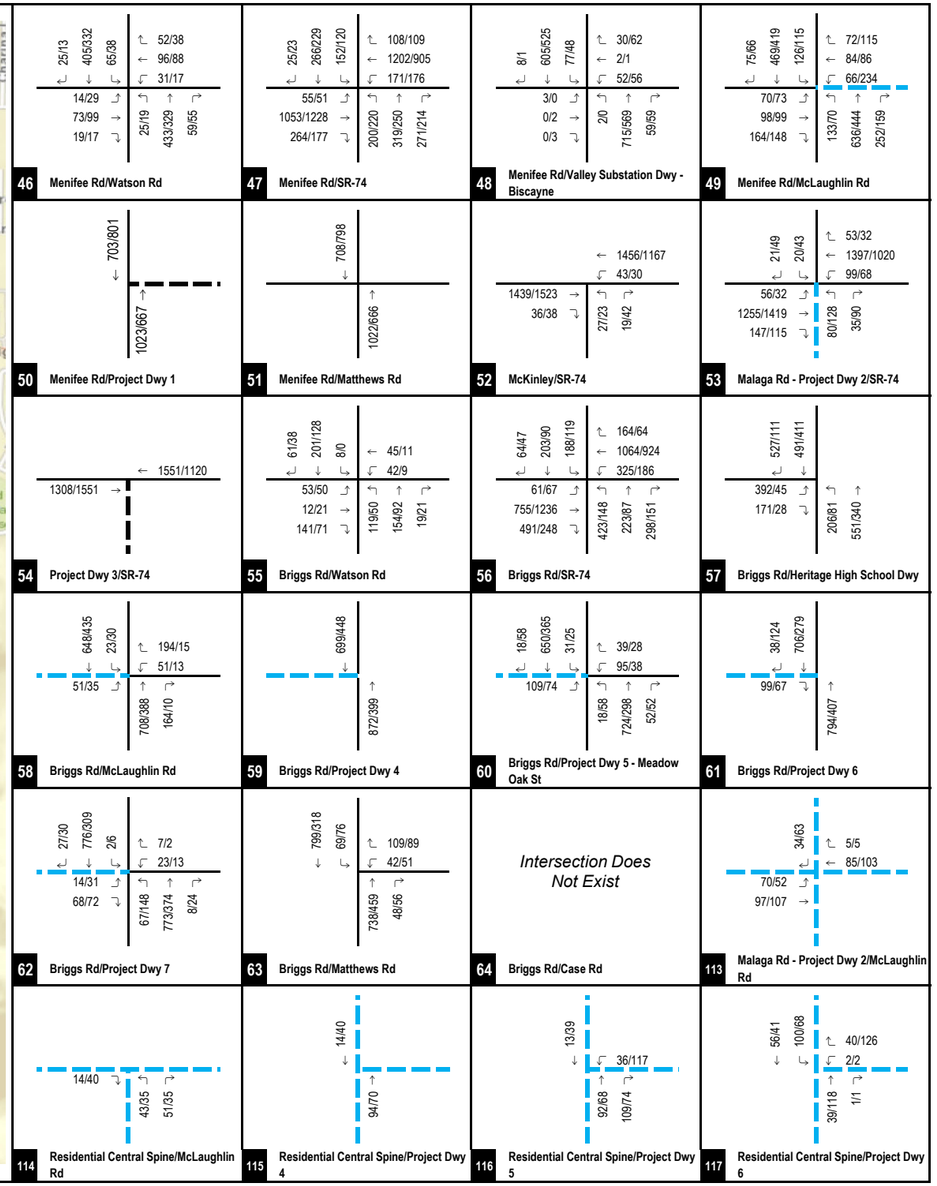


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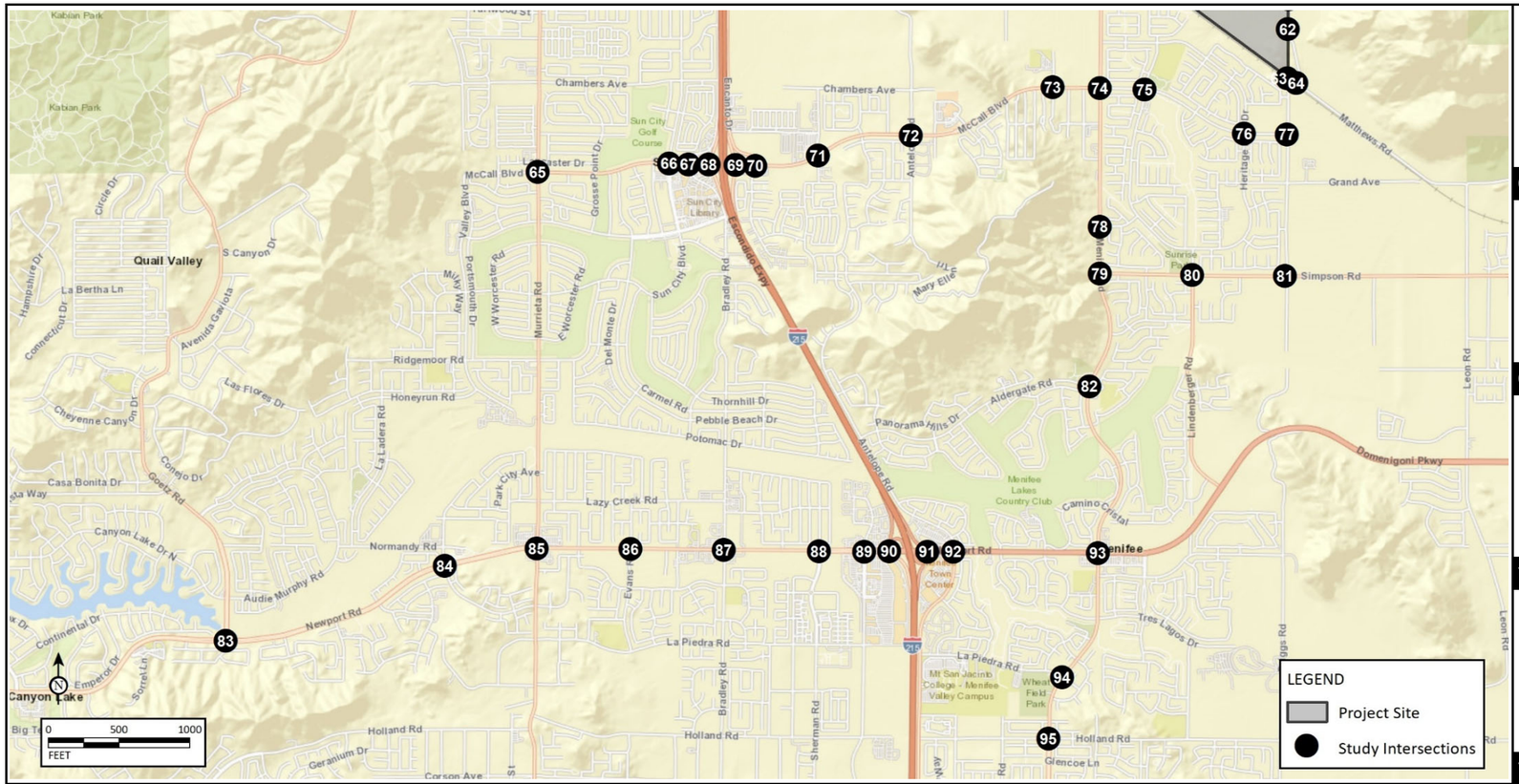
FIGURE 8-2C

XXXX/YYYY
AM/PM Peak Hour Traffic Volumes (in PCEs)

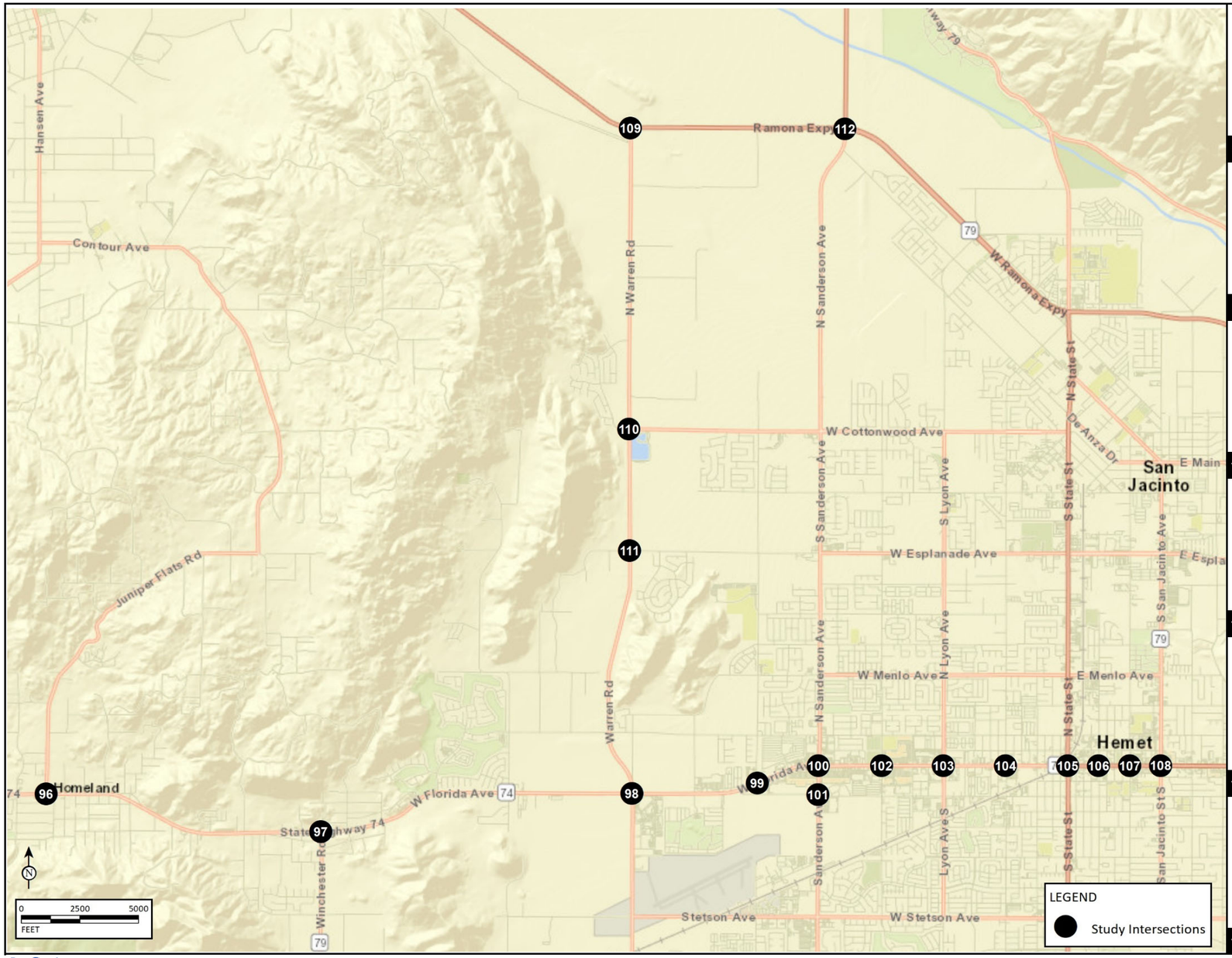
Internal Project Roadway
Project Driveway

Menifee Valley Specific Plan
Traffic Study

Phase 1 Opening Year Cumulative (2025) plus Project (Improvement Scenario) Peak Hour Traffic Volumes (Int. 46-64 & Int. 113-117)


Chambers Ave
McCall Blvd
Sun City Golf Course
Sun City Library
Encanto Dr
Valley Blvd
Grosse Point Dr
Murrieta Rd
W Worcester Rd
E Worcester Rd
Sun City Blvd
Bradley Rd
Del Monte Dr
Antelope Rd
Mary Ellen
Heritage Dr
Matthews Rd
Grand Ave
Simpson Rd
Sunrise Pl
Lindenberger Rd
Leon Rd
Aldergate Rd
Panorama Hills Dr
Thornhill Dr
Pebble Beach Dr
Potomac Dr
Carmel Rd
Ridgemoor Rd
Honeyrun Rd
La Ladera Rd
Park City Ave
Lazy Creek Rd
Menifee Lakes Country Club
Camino Crystal
Domenigoni Pkwy
Normandy Rd
Newport Rd
Audie Murphy Rd
Continental Dr
Emperor Dr
Sorel Ln
Canyon Lake
Canyon Lake Dr N
Casa Bonita Dr
Goetz Rd
Conejo Dr
Cheyenne Canyon Dr
Las Flores Dr
Avenida Gaviota
S Canyon Dr
La Bertha Ln
Circle Dr
Hampshire Dr
Connecticut Dr
Quail Valley
La Piedra Rd
Mt San Jacinto College - Menifee Valley Campus
Wheel Field Park
Tres Lagos Dr
Sherman Rd
Holland Rd
Geranium Dr
Corson Ave
Glencoe Ln
Town Center
0
500
1000
FEET
LEGEND
Project Site
Study Intersections

| | | |



96	Juniper Flats Rd/SR-74	138/68	0/1	110/79	58/108	87/95	0/1	0/4	947/1176	1163/1003	0/2	0/3	
97	Vista Pl - Winchester Rd/SR-74 - Florida Ave	5/12	28/21	17/18	28/22	14/21	151/183	12/19	499/481	826/1000	906/1140	522/426	168/116
98	Warren Rd/Florida Ave	181/174	312/239	37/41	9/25	235/209	160/185	251/315	148/281	592/813	745/901	187/149	196/148
99	Cawston Ave/Florida Ave	140/154	123/95	51/88	34/56	113/155	146/212	77/69	14/23	502/712	637/757	8/44	17/41
100	Sanderson Ave/Florida Ave	104/106	717/818	129/184	95/145	185/283	117/199	663/687	73/163	396/512	447/616	162/279	45/77
101	Sanderson Ave/Acacia Ave	5/13	742/895	89/195	127/196	11/15	102/91	796/917	133/89	149/212	170/250	147/150	141/173
102	Kirby St/Florida Ave	91/172	275/346	77/92	52/62	63/215	58/108	273/409	59/72	594/800	553/907	66/143	55/102
103	Lyon Ave/Florida Ave	63/68	152/220	60/110	44/78	53/106	56/84	154/181	69/98	669/900	585/916	74/102	30/48
104	Palm Ave/Florida Ave	39/61	166/208	25/30	31/34	45/70	71/70	143/185	67/81	711/928	629/937	86/100	44/62
105	State St/Florida Ave	116/176	228/358	99/101	60/70	78/95	41/52	298/320	49/60	708/835	561/866	47/62	24/46
106	Buena Vista St/Florida Ave	29/31	112/179	26/38	14/26	19/29	48/44	188/139	46/46	746/900	638/936	36/29	24/36
107	Santa Fe St/Florida Ave	27/39	54/63	20/23	20/17	25/20	46/53	104/58	70/68	728/871	610/933	59/52	58/61
108	San Jacinto St/Florida Ave	128/167	190/248	107/190	100/96	135/194	53/73	259/247	38/60	612/653	458/753	99/120	44/46
109	Warren Rd/Ramona Expy	7/29	37/10	3/18	9/7	19/19	422/250	44/31	312/277	783/793	592/847	249/299	247/382
110	Warren Rd/Cottonwood Ave	2/6	403/515	55/160	176/80	5/2	16/31	529/459	99/120	23/39	69/26	98/72	29/24
111	Warren Rd/Esplanade Ave	23/57	459/488	59/83	75/63	47/27	2/1	523/515	156/166	52/61	82/63	180/93	2/1
112	Sanderson Ave/Ramona Expy	366/556	621/1149	604/775	427/584	491/413	140/110	837/604	20/24	541/457	437/633	39/28	76/141

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FIGURE 8-2E

Menifee Valley Specific Plan

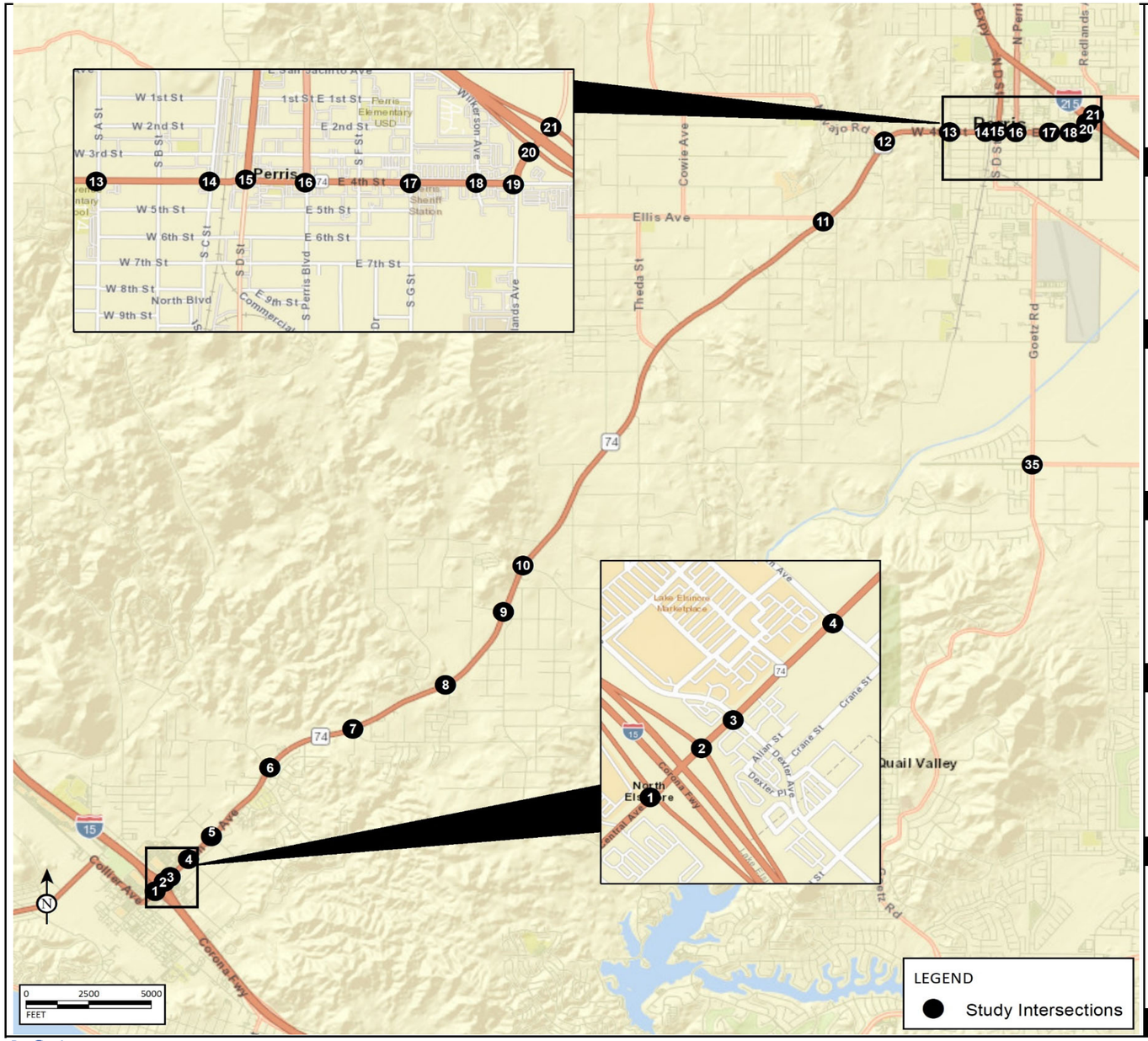
Traffic Study

XXXX/YYYY

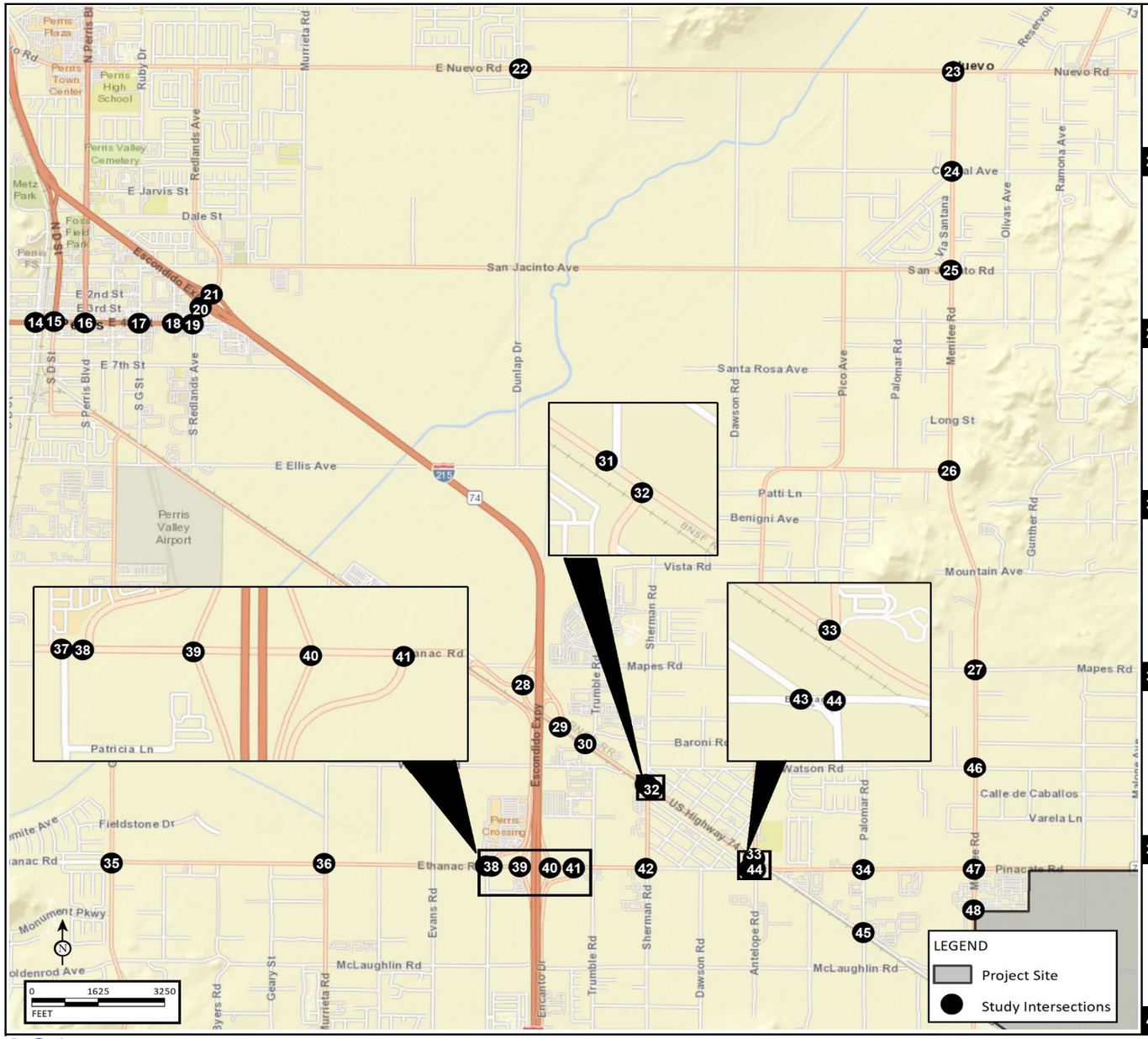
AM/PM Peak Hour Traffic Volumes (in PCEs)

Phase 1 Opening Year Cumulative (2025) plus Project (Improvement Scenario) Peak Hour Traffic Volumes (Int. 96-112)

P:\CIM2106 MVSP EIR\02 Technical Study - Peer Review\2.1 Traffic - VMT\July 2023_McLaughlin Ex\Volume Figures\2025 Ph1\2025_Ph 1_WP_Vol_Z5.xlsx (8/30/2023)



1	I-15 SB Ramps/Central Ave	212/215	0/1	467/712	← 1400/1403	901/1186 →	541/582 ↴	2	I-15 NB Ramps/Central Ave	↰ 644/551	← 1627/1508	87/153 ↰	1282/1744 →	465/475	3/6	551/653	3	Dexter Ave/Central Ave	452/368	144/106	64/41	↰ 181/68	← 1666/1486	↶ 91/126	367/342 ↰	1296/1783 →	170/273 ↴	153/208	196/172	58/101	4	Cambern Ave/Central Ave	88/78	49/80	128/230	↰ 114/183	← 1653/1147	↶ 77/116	132/220 ↰	1213/1536 →	30/57 ↴	75/140	30/72	40/153
5	Conard Ave/Central Ave	28/24	15/8	106/80	← 143/32	← 1777/1403	↶ 25/34	9/18 ↰	1340/1875 →	31/26 ↴	38/19	14/10	35/88	6	El Toro Cut Off Rd/Central Ave - SR-74	53/61	32/72	↰ 90/57	← 1702/1288	32/28 ↰	1306/1870 →	7	Riverside St/SR-74	← 1489/1230	↶ 8/13	1128/1658 →	162/215 ↴	346/122	7/8	8	Wasson Canyon Rd/SR-74	← 1416/1190	↶ 70/56	1090/1675 →	22/13 ↴	18/27	71/62
9	SR-74/Meadowbrook Ave - Greenwald Ave	25/42	1123/1101	45/88	↰ 108/67	← 12/18	↶ 316/119	69/36 ↰	14/18 →	43/16 ↴	18/21	1015/1423	120/242	10	SR-74/River Rd	1180/1250	18/35	↰ 39/29	↶ 10/8	1177/1493	6/9	11	SR-74/Ellis Ave	251/148	841/1016	273/238 ↰	78/49 ↴	68/53	899/1079	12	Navajo Rd/4th St	59/43	538/424	↰ 377/458	← 1067/1083	42/51 ↰	1062/1244 →
13	A St/4th St	260/253	151/72	104/52	↰ 46/32	← 1030/1197	↶ 78/39	232/187 ↰	1248/1274 →	60/72 ↴	133/148	222/73	64/45	14	C St/4th St	361/451	46/41	44/25	↰ 52/32	← 834/870	↶ 0/1	286/301 ↰	1103/1063 →	6/9 ↴	9/2	97/30	34/10	15	D St/4th St	75/98	70/130	22/73	↰ 33/36	← 787/767	↶ 43/76	135/126 ↰	1016/950 →	30/22 ↴	24/37	116/94	56/65	16	Perris Blvd/4th St	221/222	332/399	70/96	↰ 43/63	← 580/581	↶ 59/83	311/306 ↰	707/685 →	62/82 ↴	79/68	486/374	68/53
17	G St/4th St	17/62	39/85	77/91	↰ 74/47	← 642/643	↶ 47/62	51/70 ↰	695/731 →	36/19 ↴	13/26	64/85	53/83	18	Wilkerson Ave/4th St	23/46	9/12	88/192	↰ 116/115	← 725/704	↶ 12/21	35/45 ↰	732/793 →	31/45 ↴	35/30	6/17	18/0	19	Redlands Ave/4th St	832/768	387/432	32/29	↰ 24/62	← 5/18	↶ 3/11	795/936 ↰	24/26 →	33/72 ↴	40/53	401/368	8/8	20	Redlands Ave/I-215 SB Ramps	1090/987	476/385	↰	←	148/224 ↰	0/6 →	161/242 ↴	748/825	471/542
21	Redlands Ave/I-215 NB Ramps	158/132	1079/887	↰ 357/587	↶ 487/485	177/188	719/861																		



22 Dunlap Dr/Nuevo Rd

53/37	124/112	77/163
29/27	34/22	162/144	82/67
385/528		
31/83		
		122/100
		534/389
		102/57

23 Menifee Rd/Nuevo Rd

99/64	218/219	31/82
36/34	249/169	294/230	328/270
357/425		
146/293		
		37/21
		422/320
		264/252

24 Menifee Rd/Porter St/Central Ave

18/28	94	454/553	1/1
4/4	4/0	9/3	2/2
0/0	54/16	0/5	12/11
5/2	0/3	3/7	126/78
0/2	4/2	566/550	93/139

25 Menifee Rd/San Jacinto Ave

140/106	363/492	4/7
197/244	162/128	466/392	10/14
13/22		
149/150		
		3/3
		21/13
		18/10

26 Menifee Rd/Ellis Ave

15/9	598/677	2/2
3/17	46/43	646/522	0/2
55/29		
		6/2
		0/2
		0/1

27 Menifee Rd/Mapes Rd

48/44	542/549	100/104
8/28	36/25	506/497	19/13
50/86		
36/26		
		156/69
		77/35
		6/9

28 I-215 SB Ramps - SR-74/Bonnie Dr

34/41	1235/1513	
66/40	277/297	
310/350	432/346	

29 I-215 NB Ramps/SR-74

14/37	207/302	
20/14		
1526/1847		
		1443/1282
		695/607

30 Trumble Rd/SR-74

428/385	54/48	
240/373		
1493/1776		
		38/39
		1712/1503

31 Sherman Rd/SR-74 (W)

166/152		
1581/1786		
		113/114
		1589/1539

32 Sherman Rd/SR-74 (E)

3/12	8/16	7/21
13/30	127/123	2/16	181/164
1503/1699		
65/57		
		8/22
		1571/1518
		171/144

33 Antelope Rd/SR-74

47/16	108/74	
72/52		
1493/1742		
		154/39
		1625/1507

34 Palomar Rd/SR-74

53/41	56/43	46/20
61/61	70/21	45/71	210/188
1473/1661		
48/12		
		30/29
		1665/1521
		130/150

35 Goetz Rd/Ethanac Rd

60/76	179/310	314/337
77/66	18/14	327/216	430/228
222/127		
11/4		
		299/295
		121/137
		185/344

36 Murrieta Rd/Ethanac Rd

12/11	71/165	86/47
11/4	124/96	154/116	221/140
857/548		
84/129		
		61/66
		454/639
		90/240

37 Barnett Rd/Ethanac Rd

1234/771	8/17	80/60
1/1		
		658/884
		75/38

38 Case Rd/Ethanac Rd

99/150	386/457	
212/150		
1102/681		
		382/455
		635/771

39 I-215 SB Ramps/Ethanac Rd

329/390	1/2	124/164
914/761	325/440	1/1	398/438
574/377		
		688/836
		347/303

40 I-215 NB Ramps/Ethanac Rd

308/261	325/440	1/1	398/438
730/664		
		178/175
		710/699

41 Encanto Dr/Ethanac Rd

951/930	143/128	50/65
177/172		
		745/747
		45/54

42 Sherman Rd/Ethanac Rd

159/156	9/14	9/17
184/252	15/17	0/5	27/10
738/679		
17/5		
		25/12
		549/571
		12/6

43 Jackson Ave/Ethanac Rd

1/0	23/24	
0/9		
628/616		
139/52		
		51/2
		605/506

44 Antelope Rd/Ethanac Rd

651/641	90/33	17/14
		565/476
		7/11

45 Palomar Rd/Matthews Rd

148/151	78/53	
219/246		
423/432		
		76/30
		394/314

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FIGURE 8-3B

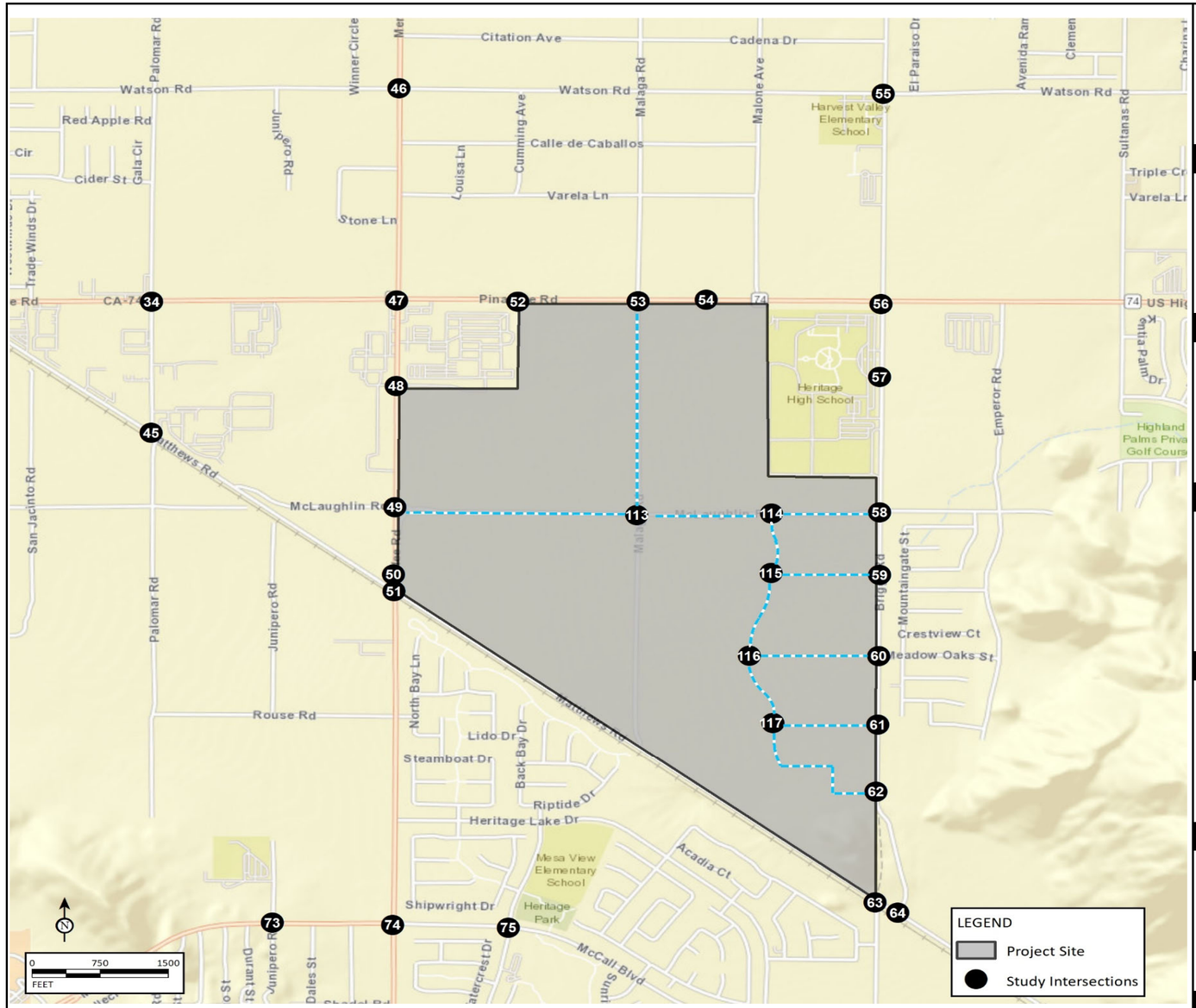
Menifee Valley Specific Plan

Traffic Study

XXXX/YYYY

AM/PM Peak Hour Traffic Volumes (in PCEs)

Phases 2 and 3 Opening Year Cumulative (2026) plus Project (Improvement Scenario) Peak Hour Traffic Volumes (Int. 22-45)



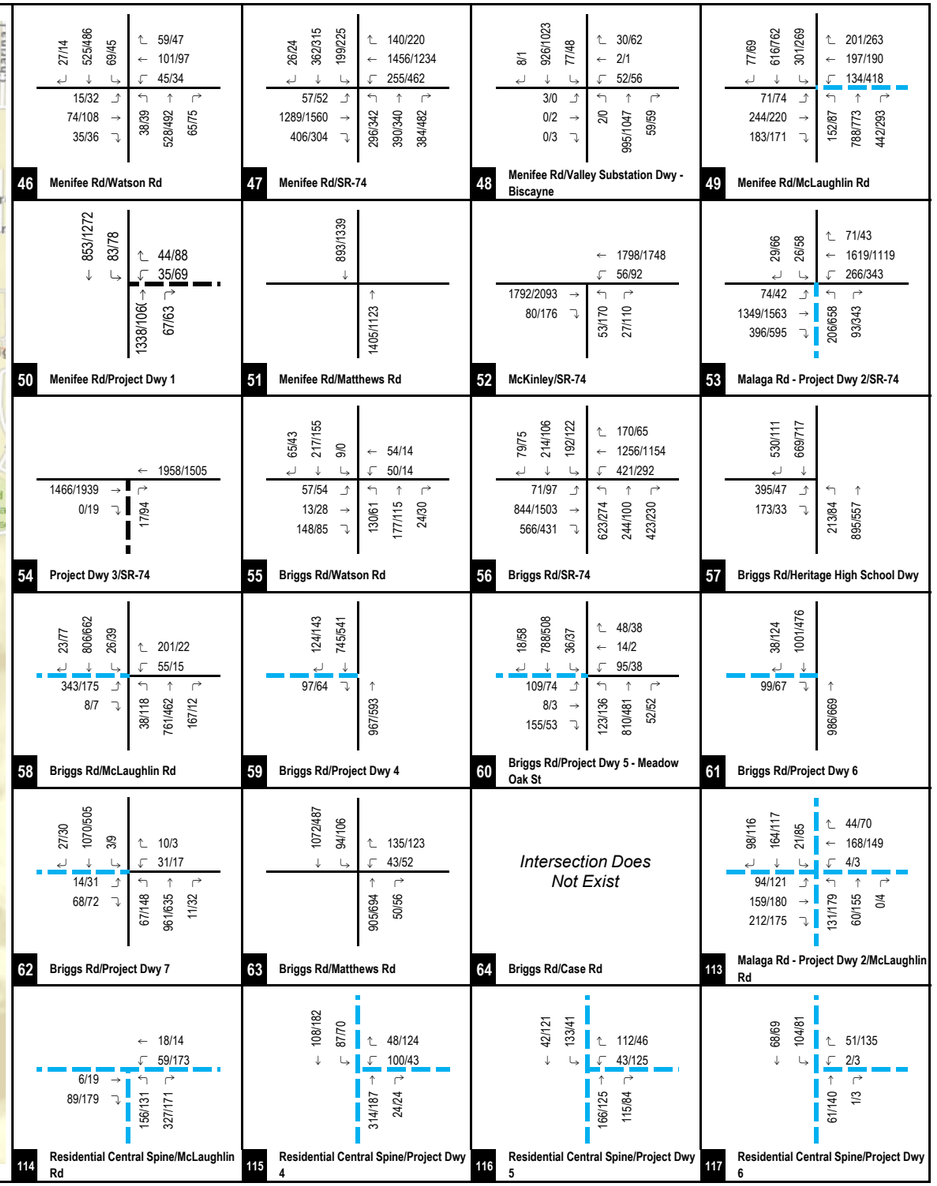


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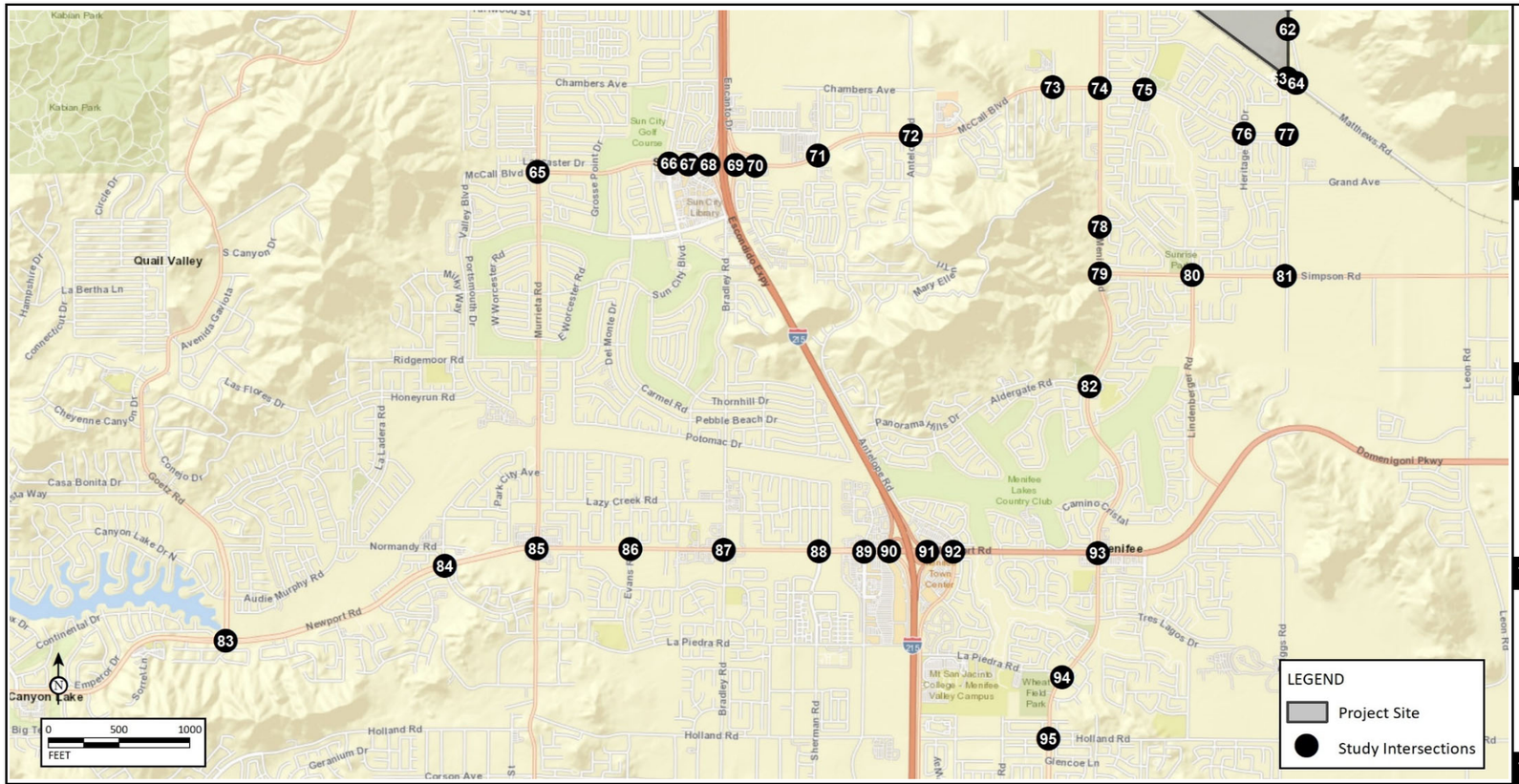
FIGURE 8-3C

XXXX/YYYY
AM/PM Peak Hour Traffic Volumes (in PCEs)

Internal Project Roadway
Project Driveway

Menifee Valley Specific Plan
Traffic Study

Phases 2 and 3 Opening Year Cumulative (2026) plus Project (Improvement Scenario) Peak Hour Traffic Volumes (Int. 46-64 & Int. 113-117)



65 Murrieta Rd/McCall Blvd

95/47	152/230	67/101
95/29		112/104
245/145		139/183
1/3	1/3	121/238
	218/208	172/147

66 Sun City Blvd/McCall Blvd

12/20	59/61	110/109
31/32		67/113
415/399		436/585
56/53	39/78	251/275
	49/103	93/159

67 Bradley Rd/McCall Blvd

15/8	51/50	147/110
6/6		89/120
635/660		671/902
64/68	55/62	485/553
	44/62	432/554

68 I-215 SB Ramps/McCall Blvd

315/519	30	230/399
		930/1055
844/1012		799/733
370/313		

69 I-215 NB Ramps/McCall Blvd

		458/233
241/312		1490/1373
833/1099	238/417	4/5
		638/1008

70 Encanto Drive/McCall Blvd

170/170	17/18	23/37
24/24		
169/175		1600/1282
1201/1696	179/152	23/22
101/235		58/37
		57/28

71 Sherman Rd/McCall Blvd

57/24	16/13	50/34
56/31		
128/85		1453/1200
1232/1619	94/79	30/12
35/79		42/48
		37/36

72 Antelope Rd/McCall Blvd

88/75	3/8	24/20
84/14		
85/65		1353/1172
1255/1465	52/27	17/3
16/57		51/32
		96/42

73 Junipero Rd/McCall Blvd

20/163	1/0	76/19
168/26		
209/39		1345/1146
1238/1389	6/4	6/0
2/5		2/0
		7/1

74 Menifee Rd/McCall Blvd

293/598	358/492	210/153
244/94		
515/525		861/409
503/693	360/165	501/535
303/191		50/26
		57/58

75 Heritage Lake Dr (W)/McCall Blvd

74/39	105/15	41/13
118/12		
88/43		837/399
540/715	244/90	175/14
145/149		42/34
		61/33

76 Heritage Lake Dr (E)/McCall Blvd

39/21	119/21	61/23
41/20		
20/35		641/321
432/512	241/89	115/19
210/149		96/50
		122/56

77 Briggs Rd/McCall Blvd

660/316		464/237
491/489		
122/104	106/66	503/293

78 Menifee Rd/Coastline Ave

631/667	78/51	110/24
		73/52
	832/753	33/79

79 Menifee Rd/Simpson Rd

519/515	186/204	251/237
		271/193
	615/595	159/249

80 Lindenberger Rd/Simpson Rd

76/49	140/64	67/14
44/36		
55/45		347/299
267/317	94/93	107/92
45/76		120/53
		180/93

81 Briggs Rd/Simpson Rd

242/127	205/236	104/66
73/93		
241/183		261/256
274/223	56/49	268/181
52/54		100/134
		134/124

82 Menifee Rd/Aldergate Dr - Carnelian Way

45/40	646/629	142/23
144/17		
56/43		5/0
3/0	32/12	574/819
17/11		165/39
		86/34

83 Goetz Rd - Buckstone Ln/Railroad Canyon Rd - Newport Rd

643/422	1/0	484/284
290/357		
301/606		766/919
655/1068	12/7	3/5
0/9		15/22
		24/6

84 Berea Rd-Murphy Ranch Rd/Newport Rd

77/32	165/32	232/238
187/386		
49/42		966/1287
1074/1314	143/78	103/5
208/67		4/18
		13/41

85 Murrieta Rd/Newport Rd

135/305	27/84	123/114
96/72		
185/226		942/1095
890/1395	220/331	272/184
137/256		160/259
		131/200

86 Evans Rd/Newport Rd

21/21	163/20	57/59
28/59		
17/25		1040/1466
1309/1515	59/342	76/66
34/204		76/55
		111/56

87 Bradley Rd/Newport Rd

72/126	310/237	193/293
129/375		
102/187		886/1257
1192/1208	185/176	218/250
125/153		337/284
		304/203

88 Avenida De Cortez - Town Center Dr/Newport Rd

20/6	19/14	77/71
23/82		
9/9		1300/1771
1646/1712	88/87	9/22
61/89		172/235
		286/219

89 Haun Rd/Newport Rd

49/177	31/147	154/436
398/268		
187/133		1367/1604
1582/1526	111/242	58/73
98/217		487/852
		485/864

90 I-215 SB Ramps/Newport Rd

553/713	339/578	932/620
1619/2327		1703/2013
603/503		

91 I-215 NB Ramps/Newport Rd

515/464		
1430/2227		2281/2036
528/677	354/597	592/898

92 Antelope Rd/Newport Rd

313/376	76/120	90/124
136/128		
210/510		1871/1538
1458/2031	611/886	84/145
256/432		91/134
		87/174

93 Menifee Rd/Newport Rd

460/388	362/305	115/100
70/81		
307/510		1352/1187
1244/1702	204/165	344/480
136/161		178/187
		187/178

94 Menifee Rd/La Piedra Rd

296/128	476/374	
225/188		
219/46	226/56	408/429

95 Menifee Rd/Holland Rd

100/51	457/253	81/90
165/57		
112/48		216/137
90/151	25/24	377/399
6/35		60/12
		61/32

LSA

FIGURE 8-3D

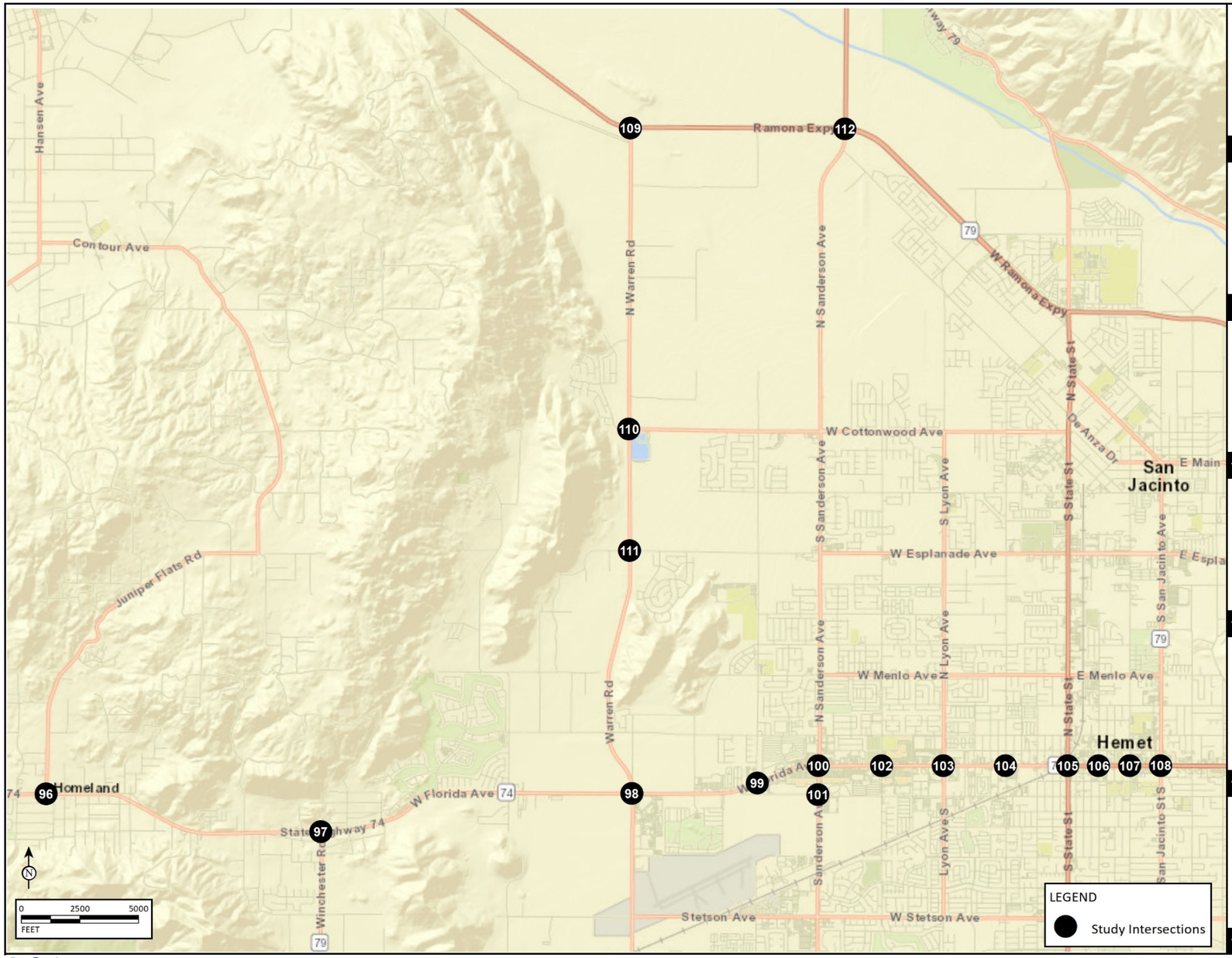
Menifee Valley Specific Plan

Traffic Study

XXXX/YYYY

AM/PM Peak Hour Traffic Volumes (in PCEs)

Phases 2 and 3 Opening Year Cumulative (2026) plus Project (Improvement Scenario) Peak Hour Traffic Volumes (Int. 65-95)



171/90	0/1	116/81	↰ 61/114			5/13	30/22	17/18	↰ 29/23		
↲ ↓ ↳			← 1397/1270			↲ ↓ ↳			← 1002/1207		
			↶ 0/3						↶ 526/429		
107/122 ⤵			↶ ↑ ↱			15/22 ⤵			↶ ↑ ↱		
1105/1457 →			0/1	0/4		1026/1364 →			188/230	13/19	501/483
0/2 ⤵						209/152 ⤵					

96 Juniper Flats Rd/SR-74

97 Vista Pl - Winchester Rd/SR-74 - Florida Ave

233/228	331/253	43/45	↰ 11/28			149/164	125/96	52/90	↰ 35/58		
↲ ↓ ↳			← 697/936			↲ ↓ ↳			← 574/783		
			↶ 192/151						↶ 9/44		
277/265 ⤵			↶ ↑ ↱			118/166 ⤵			↶ ↑ ↱		
816/1027 →			172/199	264/336	151/286	686/834 →			170/250	77/70	14/24
201/164 ⤵						29/55 ⤵					

98 Warren Rd/Florida Ave

99 Cawston Ave/Florida Ave

123/124	729/824	130/186	↰ 97/146			5/14	753/900	94/197	↰ 128/200		
↲ ↓ ↳			← 445/558			↲ ↓ ↳			← 165/243		
			↶ 167/280						↶ 147/150		
195/308 ⤵			↶ ↑ ↱			11/16 ⤵			↶ ↑ ↱		
480/667 →			122/205	667/697	74/165	187/277 →			112/103	800/924	134/89
49/81 ⤵						148/186 ⤵					

100 Sanderson Ave/Florida Ave

101 Sanderson Ave/Acacia Ave

102/183	291/354	81/196	↰ 55/65			69/76	155/222	60/111	↰ 44/79		
↲ ↓ ↳			← 638/836			↲ ↓ ↳			← 707/927		
			↶ 68/146						↶ 76/104		
68/227 ⤵			↶ ↑ ↱			58/115 ⤵			↶ ↑ ↱		
581/947 →			58/108	283/424	59/75	608/949 →			60/86	155/183	70/99
55/102 ⤵						32/49 ⤵					

102 Kirby St/Florida Ave

103 Lyon Ave/Florida Ave

42/63	170/211	26/31	↰ 31/35			117/177	233/365	100/102	↰ 60/71		
↲ ↓ ↳			← 745/949			↲ ↓ ↳			← 740/855		
			↶ 86/100						↶ 48/64		
46/72 ⤵			↶ ↑ ↱			79/95 ⤵			↶ ↑ ↱		
648/965 →			72/71	147/188	68/82	580/894 →			42/53	305/325	51/62
44/62 ⤵						25/47 ⤵					

104 Palm Ave/Florida Ave

105 State St/Florida Ave

29/32	113/180	27/38	↰ 14/27			27/39	54/63	21/24	↰ 21/17		
↲ ↓ ↳			← 776/923			↲ ↓ ↳			← 757/894		
			↶ 37/29						↶ 59/52		
20/29 ⤵			↶ ↑ ↱			26/20 ⤵			↶ ↑ ↱		
658/966 →			50/45	189/141	47/46	630/963 →			47/53	104/58	71/68
27/38 ⤵						59/61 ⤵					

106 Buena Vista St/Florida Ave

107 Santa Fe St/Florida Ave

129/168	191/250	107/192	↰ 102/96			10/39	46/14	4/23	↰ 12/9		
↲ ↓ ↳			← 636/673			↲ ↓ ↳			← 797/826		
			↶ 100/120						↶ 262/318		
137/195 ⤵			↶ ↑ ↱			26/25 ⤵			↶ ↑ ↱		
474/777 →			57/77	261/249	38/61	633/868 →			431/267	55/40	327/294
45/50 ⤵						266/398 ⤵					

108 San Jacinto St/Florida Ave

109 Warren Rd/Ramona Expy

2/6	432/548	56/161	↰ 179/82			26/59	501/540	61/84	↰ 77/65		
↲ ↓ ↳			← 24/39			↲ ↓ ↳			← 58/65		
			↶ 110/83						↶ 199/109		
5/2 ⤵			↶ ↑ ↱			49/28 ⤵			↶ ↑ ↱		
70/27 →			18/38	557/492	105/132	85/67 →			2/1	560/566	167/184
33/31 ⤵						3/2 ⤵					

110 Warren Rd/Cottonwood Ave

111 Warren Rd/Esplanade Ave

389/596	626/1155	607/780	↰ 433/586								
↲ ↓ ↳			← 562/480								
			↶ 39/28								
527/440 ⤵			↶ ↑ ↱								
457/655 →			142/116	842/609	21/24						
80/145 ⤵											

112 Sanderson Ave/Ramona Expy

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FIGURE 8-3E

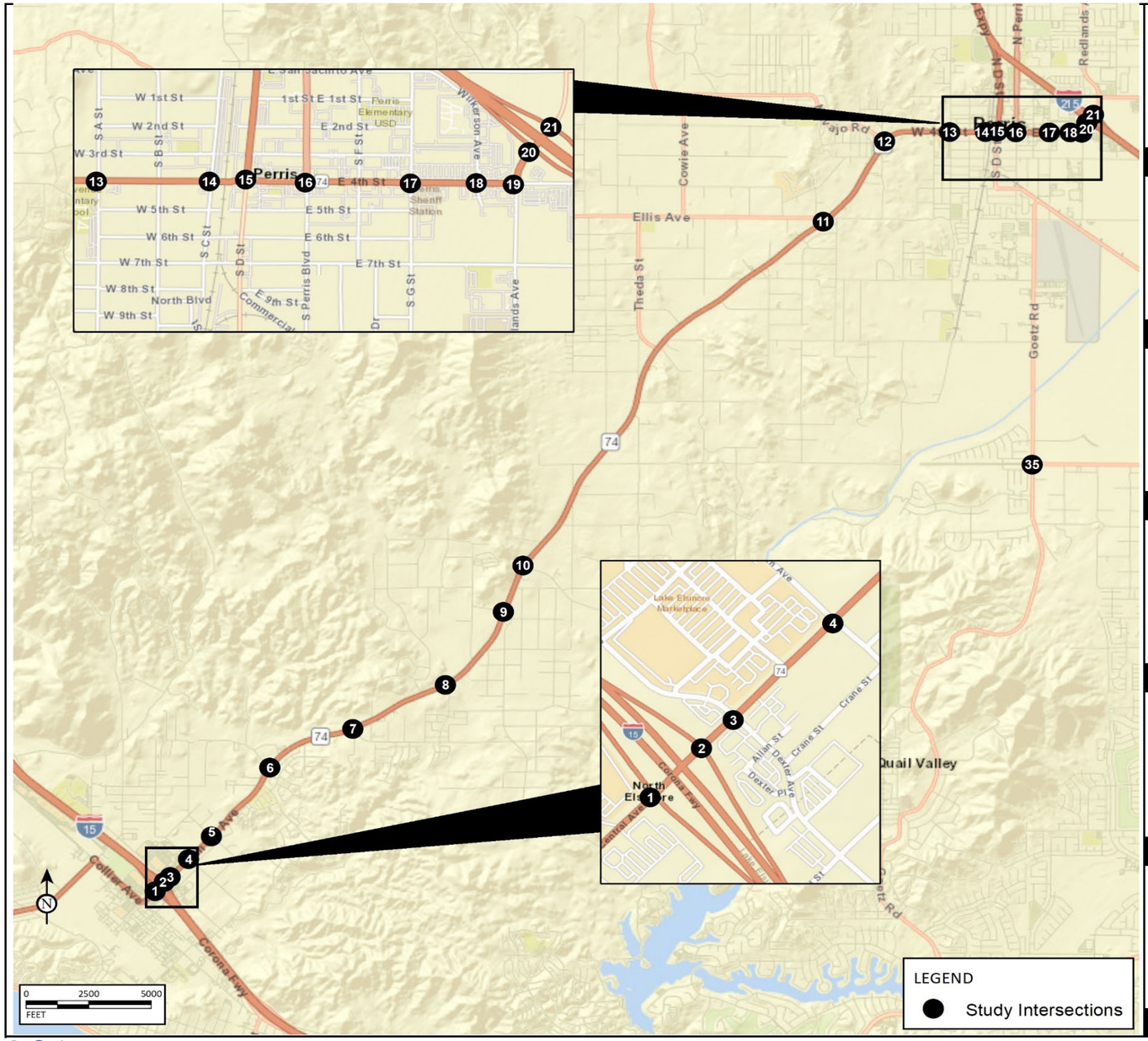
Menifee Valley Specific Plan

Traffic Study

XXXX/YYYY

AM/PM Peak Hour Traffic Volumes (in PCEs)

Phases 2 and 3 Opening Year Cumulative (2026) plus Project (Improvement Scenario) Peak Hour Traffic Volumes (Int. 96-112)



1 I-15 SB Ramps/Central Ave

252/381	0/1	591/838
1456/1508	→	← 1872/1937
736/646	↓	↑ 819/644

2 I-15 NB Ramps/Central Ave

		950/596
112/169	→	← 2177/1961
1936/2176	↓	↑ 515/620 / 37 / 648/836

3 Dexter Ave/Central Ave

634/424	163/115	71/45
532/384	→	← 201/76
1721/2175	↓	↑ 2172/1801
331/452	↓	↑ 322/335 / 254/190 / 70/113
		101/144

4 Cambern Ave/Central Ave

98/86	55/88	146/260
160/244	→	← 157/201
1620/1936	↓	↑ 83/155 / 33/80 / 46/173
33/62	↓	← 2137/1288
		89/128

5 Conard Ave/Central Ave

30/26	34/28	118/87
11/20	→	← 159/39
1716/2254	↓	↑ 61/26 / 20/14 / 89/211
85/95	↓	← 2291/1564
		94/153

6 El Toro Cut Off Rd/Central Ave - SR-74

185/211	174/389	
87/91	→	← 465/304
1861/2423	↓	← 2113/1551

7 Riverside St/SR-74

		← 2016/1791
1665/2248	→	↑ 684/160 / 13/9
267/405	↓	↑ 10/23

8 Wasson Canyon Rd/SR-74

		← 1870/1643
1579/2270	→	↑ 33/78 / 254/241
91/22	↓	↑ 357/152

9 SR-74/Meadowbrook Ave - Greenwald Ave

28/47	1792/1653	83/180
81/40	→	← 220/125
16/20	→	↑ 20/23 / 1654/2094 / 162/368
47/18	↓	← 14/20
		↑ 471/164

10 SR-74/River Rd

1907/1920	20/47	
↓	→	← 57/37
		↑ 15/10
1931/2225	↓	↑ 7/12

11 SR-74/Ellis Ave

312/193	1123/1226	
423/354	→	↑ 76/60 / 1169/1399
95/58	↓	

12 Navajo Rd/4th St

106/79	596/452	
73/99	→	← 435/494
1218/1548	↓	← 1428/1296

13 A St/4th St

467/550	232/187	203/107
402/422	→	← 91/59
1377/1373	↓	↑ 147/165 / 427/142 / 74/50
67/84	↓	← 1199/1319
		↑ 86/47

14 C St/4th St

392/500	51/91	51/32
374/334	→	← 59/35
1293/1298	↓	↑ 25/3 / 207/33 / 62/13
9/26	↓	← 1030/953
		↑ 0/3

15 D St/4th St

83/109	77/144	73/204
150/140	→	← 116/96
1223/1178	↓	↑ 26/41 / 175/115 / 177/210
33/24	↓	← 979/841
		↑ 101/207

16 Perris Blvd/4th St

312/280	703/881	79/106
344/447	→	← 47/69
997/852	↓	↑ 237/196 / 904/791 / 176/99
159/268	↓	← 782/688
		↑ 123/179

17 G St/4th St

30/93	136/205	121/148
112/119	→	← 139/81
960/858	↓	↑ 26/42 / 178/210 / 102/152
116/33	↓	← 862/782
		↑ 143/130

18 Wilkerson Ave/4th St

25/51	11/14	90/213
39/50	→	← 128/127
1087/1046	↓	↑ 39/33 / 6/19 / 20/0
34/50	↓	← 1103/943
		↑ 14/23

19 Redlands Ave/4th St

1183/1016	600/1033	35/36
1162/1170	→	← 26/69
26/28	↓	↑ 85/60 / 1042/660 / 12/9
40/108	↓	← 5/20
		↑ 3/13

20 Redlands Ave/I-215 SB Ramps

1595/1599	535/466	
253/397	→	
0/8	→	
223/486	↓	↑ 1614/1247 / 616/652

21 Redlands Ave/I-215 NB Ramps

193/229	1575/1545	
		← 396/731
		↑ 390/262 / 1477/1382
		← 555/520

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FIGURE 8-4A

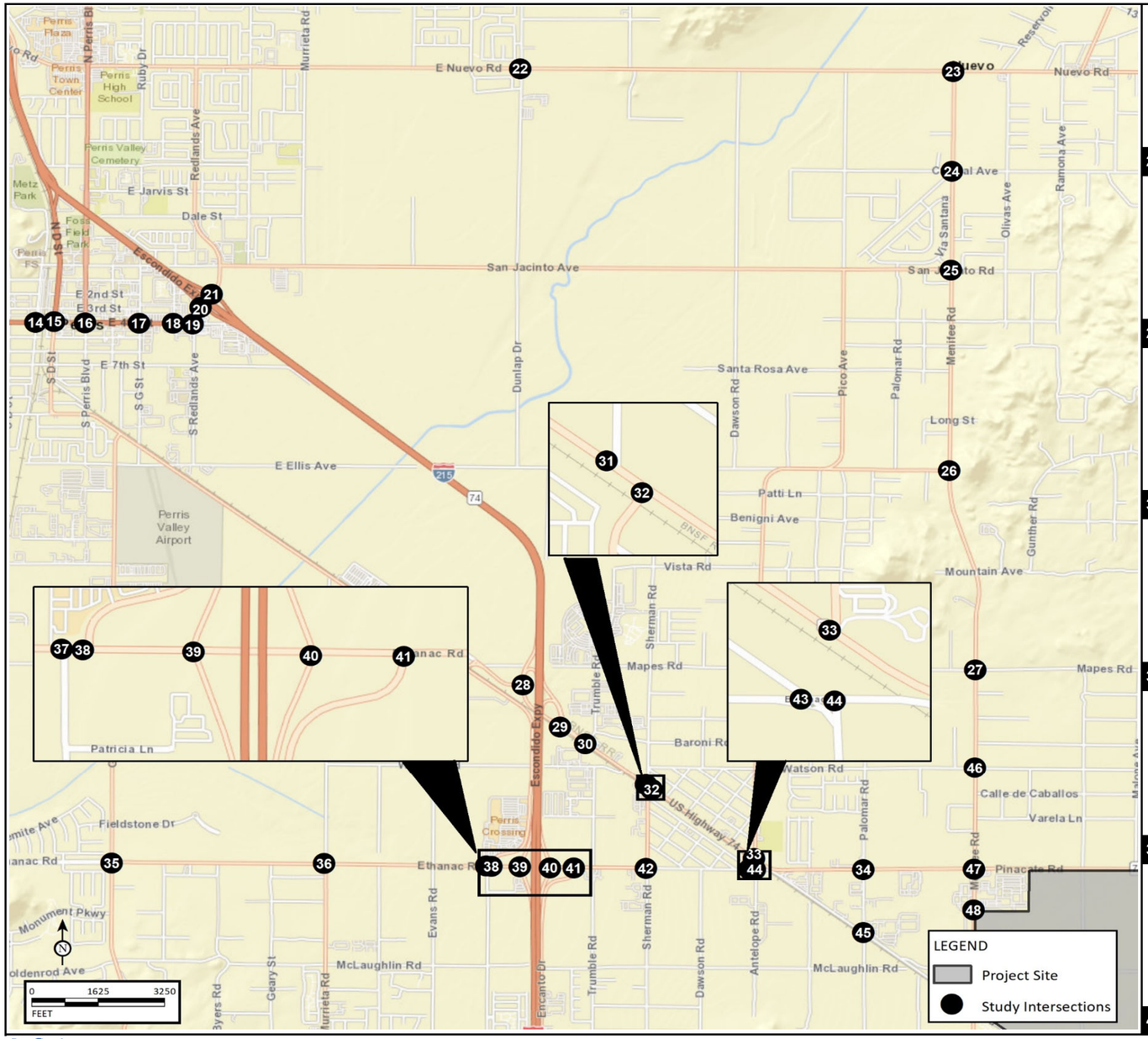
Menifee Valley Specific Plan

Traffic Study

XXXX/YYYY

AM/PM Peak Hour Traffic Volumes (in PCEs)

Horizon Year (2045) plus Project (Improvement Scenario) Peak Hour Traffic Volumes (Int. 1-21)



22 Dunlap Dr/Nuevo Rd

79/68	234/258	132/342
75/44		319/185
976/1281		1252/990
78/200		287/174
	77/52	454/276	224/190

23 Menifee Rd/Nuevo Rd

297/171	528/396	42/97
99/110		37/50
725/906		890/698
386/750		289/274
	603/314	577/647	361/293

24 Menifee Rd/Porter St/Central Ave

39/59	114	1020/1196	22
17/20	110	26/12	2/2
90	80/36	35	14/13
10/4	0/3	3/8	139/95
0/2	6/3	1305/1190	1081/99

25 Menifee Rd/San Jacinto Ave

351/263	736/991	6/11
423/482		5/4
20/29		34/20
302/273		26/13
	360/281	925/749	15/22

26 Menifee Rd/Ellis Ave

33/18	1116/1292	2/2
5/43		6/2
70/51		0/2
		0/1
	89/70	1305/1021	0/2

27 Menifee Rd/Mapes Rd

65/48	1086/1054	170/239
9/37		372/94
56/123		161/39
43/34		18/13
	59/30	947/1037	41/36

28 I-215 SB Ramps - SR-74/Bonnie Dr

67/89	1405/1575	
225/100		
810/628		
	448/621	622/543

29 I-215 NB Ramps/SR-74

16/79	310/487	
		1693/1512
23/17		1054/1085
2193/2184		

30 Trumble Rd/SR-74

618/575	61/53	
		53/56
504/575		2131/2022
1999/2096		

31 Sherman Rd/SR-74 (W)

371/1403		
		475/311
2083/2204		1868/1874

32 Sherman Rd/SR-74 (E)

4/14	12/25	8/23
		9/24
17/37		1875/1820
1813/1970		269/248
253/197		
	463/351	3/19	255/200

33 Antelope Rd/SR-74

59/26	161/125	
		215/53
84/66		2003/1870
1879/2053		

34 Palomar Rd/SR-74

108/63	148/140	68/22
		33/31
104/113		1962/1853
1789/1877		218/365
118/50		
	176/63	103/167	383/281

35 Goetz Rd/Ethanac Rd

299/306	557/774	483/502
		420/471
310/312		486/386
636/452		335/522
49/21		
	84/60	671/641	507/401

36 Murrieta Rd/Ethanac Rd

36/39	164/526	193/133
		175/156
36/12		899/1133
1408/1028		127/353
143/292		
	282/163	480/258	347/160

37 Barnett Rd/Ethanac Rd

		1214/1495
1910/1299		104/47
6/6		
	9/21	88/83

38 Case Rd/Ethanac Rd

130/167	479/578	
		614/644
294/172		1188/1375
1704/1210		

39 I-215 SB Ramps/Ethanac Rd

507/513	1/2	215/256
		1295/1506
1471/1321		437/366
712/467		

40 I-215 NB Ramps/Ethanac Rd

		247/271
358/381		1272/1228
1328/1196		
	460/644	1/1	466/498

41 Encanto Dr/Ethanac Rd

		1003/1115
		71/90
1289/1230		
505/464		
	516/384	114/106

42 Sherman Rd/Ethanac Rd

313/260	34/64	9/33
		65/22
372/424		607/774
872/842		31/18
19/13		
	69/21	0/14	140/24

43 Jackson Ave/Ethanac Rd

3/0	71/79	
		222/2
0/45		750/736
760/745		
208/135		

44 Antelope Rd/Ethanac Rd

		756/668
831/825		23/42
	216/70	69/52

45 Palomar Rd/Matthews Rd

264/310	212/244	
		249/129
384/391		553/407
495/545		

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FIGURE 8-4B

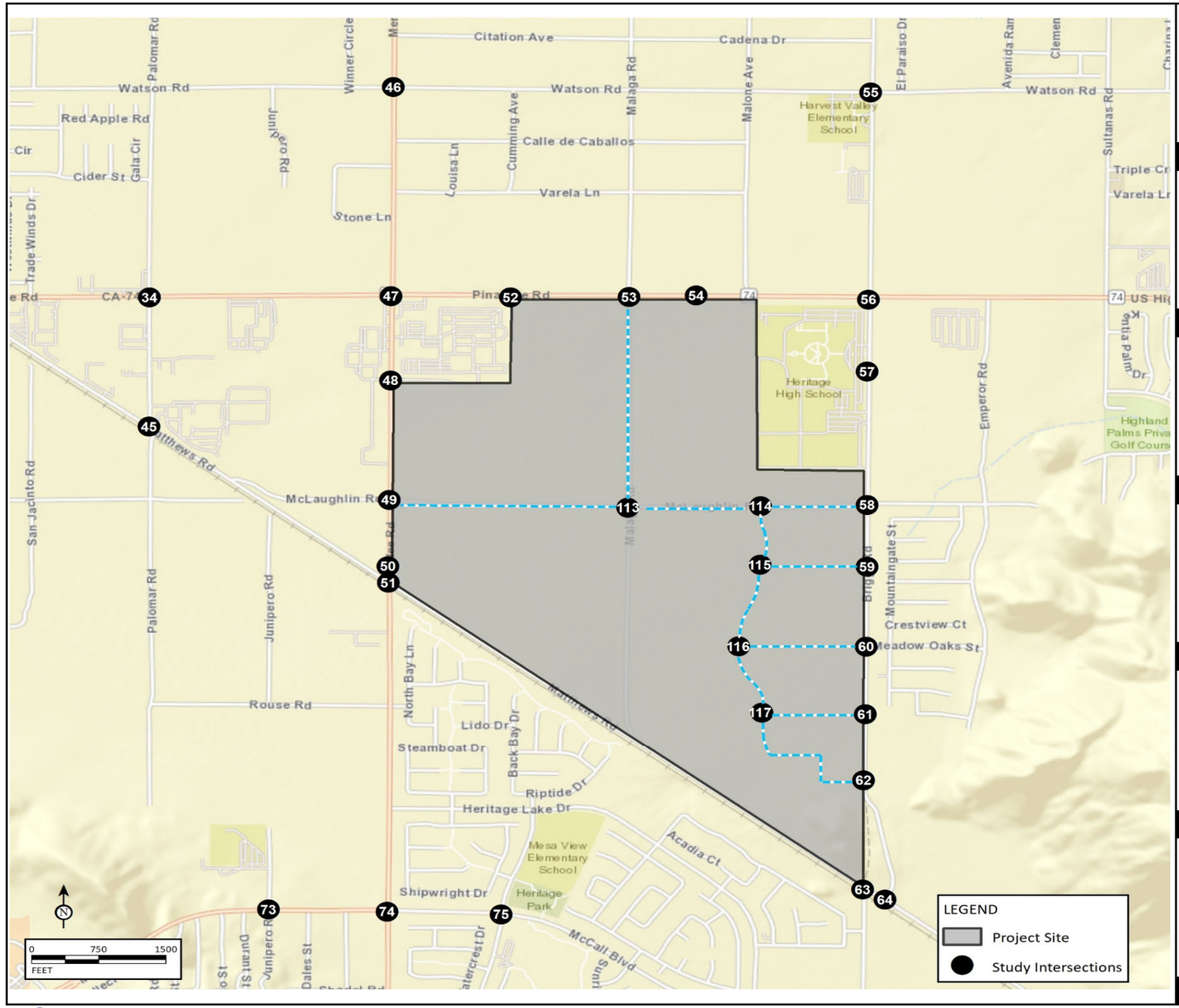
Menifee Valley Specific Plan

Traffic Study

XXXX/YYYY

AM/PM Peak Hour Traffic Volumes (in PCEs)

Horizon Year (2045) plus Project (Improvement Scenario) Peak Hour Traffic Volumes (Int. 22-45)



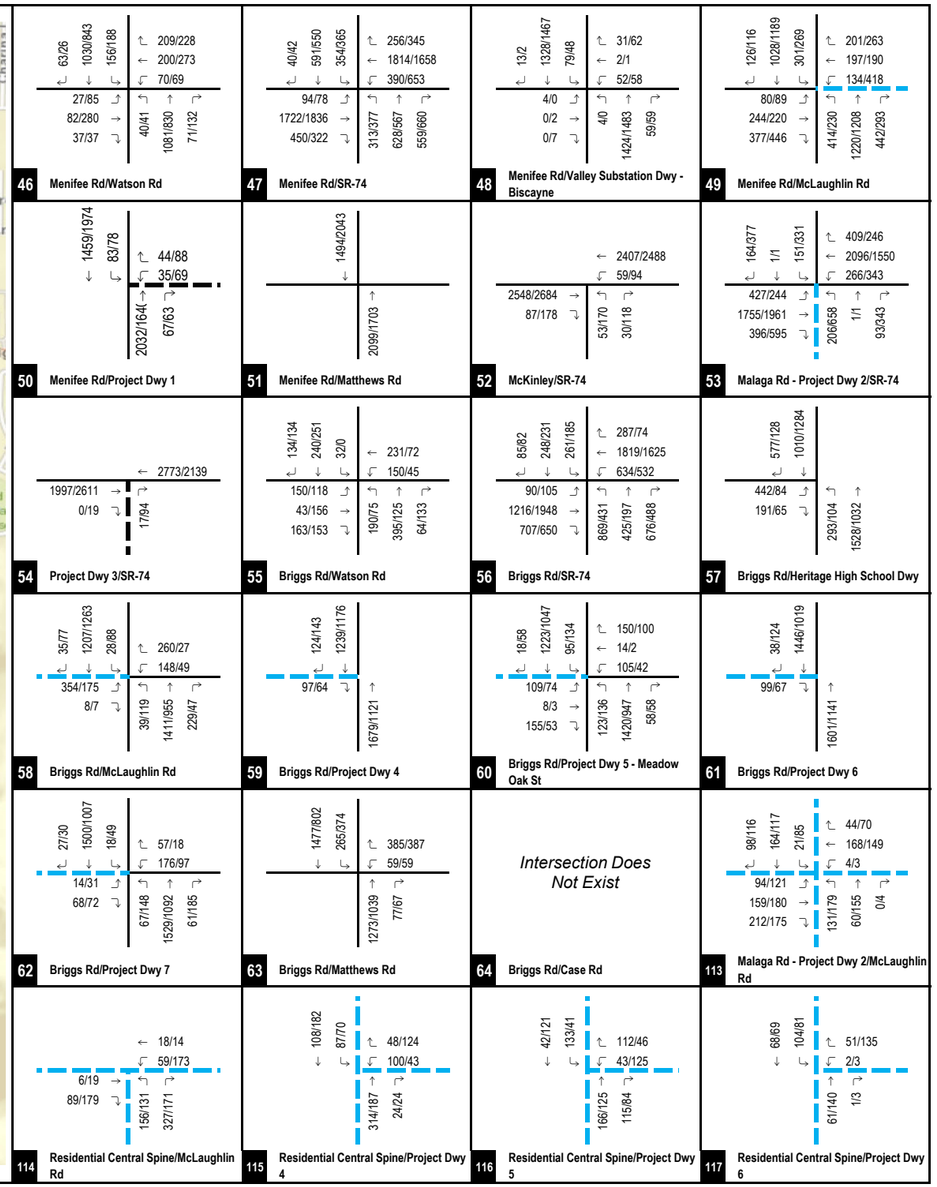


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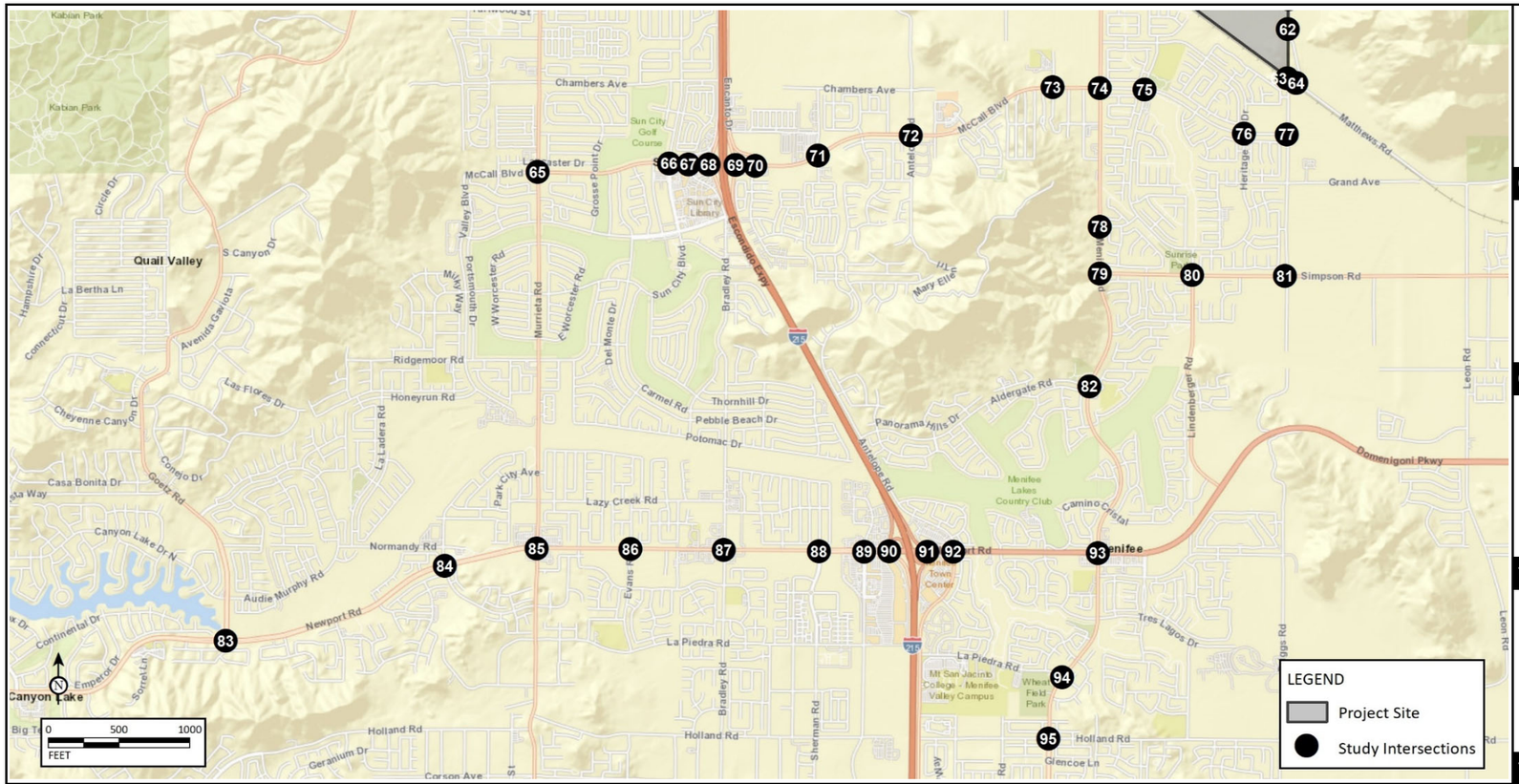
FIGURE 8-4C

XXXX/YYYY
AM/PM Peak Hour Traffic Volumes (in PCEs)

Internal Project Roadway
Project Driveway

Menifee Valley Specific Plan
Traffic Study
Horizon Year (2045) plus Project (Improvement Scenario) Peak Hour Traffic Volumes (Int. 46-64 & Int. 113-117)

P:\CIM2106 MVSP EIR\02 Technical Study - Peer Review\2.1 Traffic - VMT\July 2023_McLaughlin Ex\Volume Figures\2045 HY\2045_HY_WP_Vol_Z3.xlsx (9/25/2023)



105/101	217/515	74/141	← 173/115	19/22	79/68	200/144	← 95/137	17/9	57/56	159/120	← 99/133
↓	↓	↓	← 188/266	↓	↓	↓	← 634/763	↓	↓	↓	← 943/1133
162/37 →			↑ 229/365	43/39 →			↑ 302/308	6/6 →			↑ 689/788
354/214 →			↑ 3/7	678/592 →			↑ 43/90	999/914 →			↑ 71/76
3/7 →			↑ 511/298	60/59 →			↑ 55/111	83/98 →			48/69
			→ 341/236				→ 113/218				→ 695/753
65 Murrieta Rd/McCall Blvd				**66 Sun City Blvd/McCall Blvd**				**67 Bradley Rd/McCall Blvd**			
396/577	3/0	400/518	← 1336/1478				← 508/364	274/347	21/23	42/72	← 58/44
↓	↓	↓	↑ 952/892				← 1972/1910	↓	↓	↓	← 2011/1763
1433/1394 →				287/364 →			↑ 316/462	456/291 →			↑ 64/41
420/394 →				1546/1548 →			↑ 4/5	1783/2163 →			196/164
							→ 814/1162	121/255 →			35/27
											→ 63/30
68 I-215 SB Ramps/McCall Blvd				**69 I-215 NB Ramps/McCall Blvd**				**70 Encanto Drive/McCall Blvd**			
63/36	18/25	77/75	← 98/52	156/237	5/30	41/54	← 264/25	322/198	2/0	138/71	← 271/100
↓	↓	↓	← 1915/1668	↓	↓	↓	← 1833/1517	↓	↓	↓	← 1832/1436
159/95 →			↑ 68/82	288/110 →			↑ 81/67	302/135 →			↑ 3/0
1833/2167 →			↑ 124/95	1671/1984 →			↑ 88/47	1656/1872 →			16/5
44/100 →			↑ 50/15	28/105 →			↑ 60/6	3/7 →			18/0
			→ 62/55				→ 151/85				→ 19/2
71 Sherman Rd/McCall Blvd				**72 Antelope Rd/McCall Blvd**				**73 Junipero Rd/McCall Blvd**			
423/737	612/804	444/321	← 424/149	82/43	117/17	67/25	← 164/22	43/23	131/29	67/25	← 48/22
↓	↓	↓	← 1143/565	↓	↓	↓	← 1295/629	↓	↓	↓	← 1014/513
622/638 →			↑ 78/56	98/47 →			↑ 59/60	24/39 →			↑ 182/105
776/1060 →			↑ 540/234	1076/1322 →			↑ 268/97	848/877 →			378/205
416/247 →			↑ 818/936	160/161 →			↑ 194/16	435/414 →			127/26
			→ 110/147				→ 102/56				→ 205/122
74 Menifee Rd/McCall Blvd				**75 Heritage Lake Dr (W)/McCall Blvd**				**76 Heritage Lake Dr (E)/McCall Blvd**			
855/420	691/629		← 121/26	963/1070	126/53		← 490/483	764/783	279/356		← 48/40
↓	↓		↑ 80/69	↓	↓		← 465/318	↓	↓		← 482/467
738/629 →			↑ 379/213				↑ 1009/923	165/102 →			↑ 132/58
381/397 →			↑ 1030/618				↑ 245/344	61/62 →			↑ 303/246
				1429/1302 →			↑ 69/104	380/408 →			119/102
								109/202 →			227/102
77 Briggs Rd/McCall Blvd				**78 Menifee Rd/Coastline Ave**				**79 Menifee Rd/Simpson Rd**			
259/144	452/619	115/73	← 154/148	69/49	1005/946	205/49	← 286/52	873/689	1/0	535/307	← 321/394
↓	↓	↓	← 298/296	↓	↓	↓	← 5/0	↓	↓	↓	← 983/1282
315/193 →			↑ 241/305	75/55 →			← 183/43	527/836 →			↑ 17/24
303/245 →			↑ 85/82	3/0 →			↑ 35/14	1077/1314 →			14/9
77/71 →			↑ 737/452	19/13 →			↑ 1074/1283	0/11 →			3/5
			→ 307/301				→ 96/38				→ 26/6
80 Lindenberger Rd/Simpson Rd				**81 Briggs Rd/Simpson Rd**				**82 Menifee Rd/Aldergate Dr - Carnelian Way**			
89/48	185/39	410/405	← 336/562	238/592	556/211	159/208	← 136/120	23/27	181/27	69/82	← 44/65
↓	↓	↓	← 1188/1665	↓	↓	↓	← 1133/1202	↓	↓	↓	← 1335/1742
68/49 →			← 5/20	387/398 →			↑ 220/390	26/27 →			↑ 93/72
1553/1587 →			↑ 159/86	1183/1515 →			↑ 345/507	1649/1797 →			66/379
230/75 →			↑ 125/5	287/415 →			↑ 490/407	38/234 →			93/62
			→ 16/46				→ 146/280				→ 123/65
83 Goetz Rd - Buckstone Ln/Railroad Canyon Rd - Newport Rd				**84 Berea Rd-Murphy Ranch Rd/Newport Rd**				**85 Murrieta Rd/Newport Rd**			
93/185	446/329	214/314	← 150/415	22/6	29/18	86/82	← 34/90	59/197	34/164	171/491	← 438/297
↓	↓	↓	← 1040/1407	↓	↓	↓	← 1574/1909	↓	↓	↓	← 1872/1928
179/257 →			↑ 441/313	11/11 →			↑ 404/437	210/153 →			↑ 579/943
1346/1377 →			↑ 345/289	1818/1938 →			↑ 95/109	1931/1944 →			141/384
243/227 →			↑ 401/338	91/111 →			↑ 12/29	119/254 →			65/81
			→ 363/227				→ 491/426				→ 535/936
87 Bradley Rd/Newport Rd				**88 Avenida De Cortez - Town Center Dr/Newport Rd**				**89 Haun Rd/Newport Rd**			
674/781	484/786		← 1033/685					679/585			
↓	↓		← 2219/2389					← 2852/2412			
1995/2807 →								1906/2852 →			
643/567 →								574/741 →			
90 I-215 SB Ramps/Newport Rd								**91 I-215 NB Ramps/Newport Rd**			
442/466	101/141	100/138	← 162/145	505/421	617/565	198/183	← 125/121	485/280	654/596		
↓	↓	↓	← 2249/1830	↓	↓	↓	← 1640/1436	↓	↓		
299/647 →			← 103/153	334/557 →			↑ 522/569	479/504 →			
1646/2182 →			↑ 841/701	1548/1953 →			↑ 333/292	243/58 →			↑ 25/162
346/553 →			↑ 115/164	180/230 →			↑ 731/837				→ 705/660
			→ 94/193				→ 634/557				
92 Antelope Rd/Newport Rd				**93 Menifee Rd/Newport Rd**				**94 Menifee Rd/La Piedra Rd**			
121/114	506/284	161/235	← 365/120								
↓	↓	↓	← 293/210								
206/79 →			← 74/14								
164/202 →			↑ 27/26								
6/39 →			↑ 416/502								
			→ 68/35								
95 Menifee Rd/Holland Rd											

LSA

FIGURE 8-4D

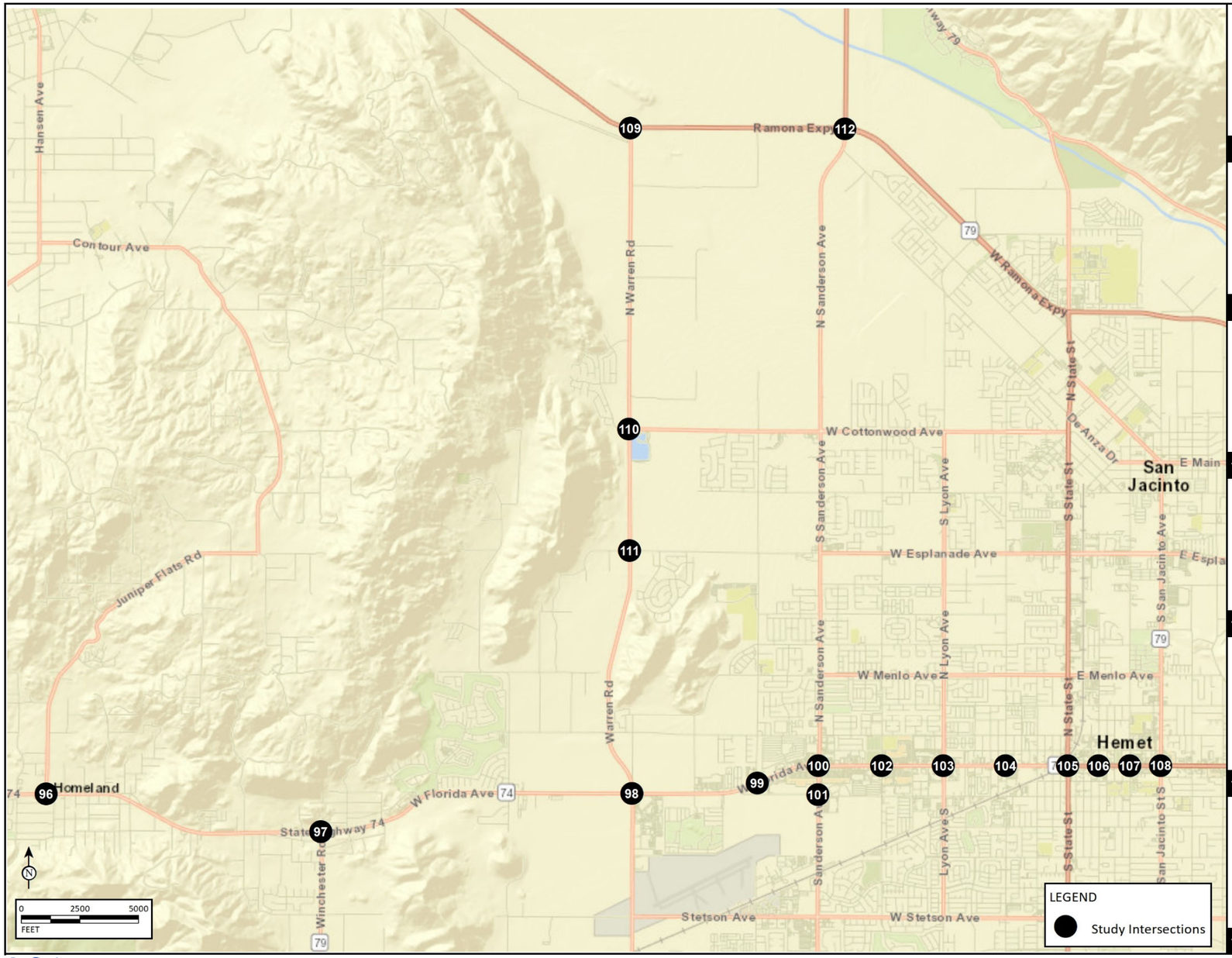
Menifee Valley Specific Plan

Traffic Study

XXXX/YYYY

AM/PM Peak Hour Traffic Volumes (in PCEs)

Horizon Year (2045) plus Project (Improvement Scenario) Peak Hour Traffic Volumes (Int. 65-95)



383/173	1/1	247/129		111/227							
				2107/1603							
				0/3							
177/298											
1412/1918			0/2	1/0	0/4						
0/3											

96 Juniper Flats Rd/SR-74

12/25	51/40	19/20		32/25							
				1399/1418							
				591/482							
35/41											
1261/1669			464/468	25/30	555/522						
463/317											

97 Vista Pl - Winchester Rd/SR-74 - Florida Ave

408/364	695/513	151/138		39/88							
				992/1166							
				281/201							
474/434											
1009/1196			189/218	500/729	191/381						
222/179											

98 Warren Rd/Florida Ave

246/209	170/112	76/111		54/85							
				833/944							
				11/49							
170/254											
852/1023			181/276	83/95	16/26						
31/60											

99 Cawston Ave/Florida Ave

160/158	960/944	145/225		129/165							
				671/649							
				250/311							
247/391											
582/795			153/265	739/870	82/192						
68/93											

100 Sanderson Ave/Florida Ave

17/36	945/598	195/223		145/287							
				211/348							
				164/167							
28/41											
304/310			133/124	887/1074	148/99						
163/204											

101 Sanderson Ave/Acacia Ave

175/208	591/513	158/174		113/111							
				897/914							
				112/203							
102/263											
655/1118			68/120	485/697	76/125						
66/113											

102 Kirby St/Florida Ave

88/84	211/259	67/123		48/87							
				1006/1072							
				116/135							
64/134											
715/1203			126/130	176/209	85/123						
68/85											

103 Lyon Ave/Florida Ave

82/89	243/258	46/40		42/48							
				993/1086							
				96/111							
61/117											
742/1179			103/79	206/244	84/90						
48/73											

104 Palm Ave/Florida Ave

140/196	323/491	121/118		67/78							
				959/970							
				73/107							
87/105											
670/1098			73/72	432/430	88/105						
33/68											

105 State St/Florida Ave

36/35	132/204	34/42		16/36							
				1000/1090							
				46/39							
22/40											
804/1207			67/49	220/168	66/51						
30/51											

106 Buena Vista St/Florida Ave

30/43	60/70	23/26		23/19							
				977/1082							
				66/58							
28/23											
792/1198			60/59	116/65	80/76						
67/67											

107 Santa Fe St/Florida Ave

148/191	212/277	117/213		128/107							
				827/821							
				114/130							
176/210											
599/987			61/93	289/275	42/73						
52/57											

108 San Jacinto St/Florida Ave

55/226	221/79	23/125		57/51							
				1059/1456							
				287/349							
147/142											
1415/1274			607/588	275/215	360/322						
625/692											

109 Warren Rd/Ramona Expy

3/6	761/850	78/179		241/118							
				26/43							
				146/122							
6/2											
77/29			20/43	844/824	128/173						
40/37											

110 Warren Rd/Cottonwood Ave

71/91	822/864	88/101		103/101							
				171/145							
				353/231							
70/53											
145/145			6/3	835/888	293/330						
5/4											

111 Warren Rd/Esplanade Ave

581/1026	710/1280	669/864		554/625							
				961/900							
				50/31							
969/665											
840/1063			192/232	933/701	23/29						
151/233											

112 Sanderson Ave/Ramona Expy

LSA

FIGURE 8-4E

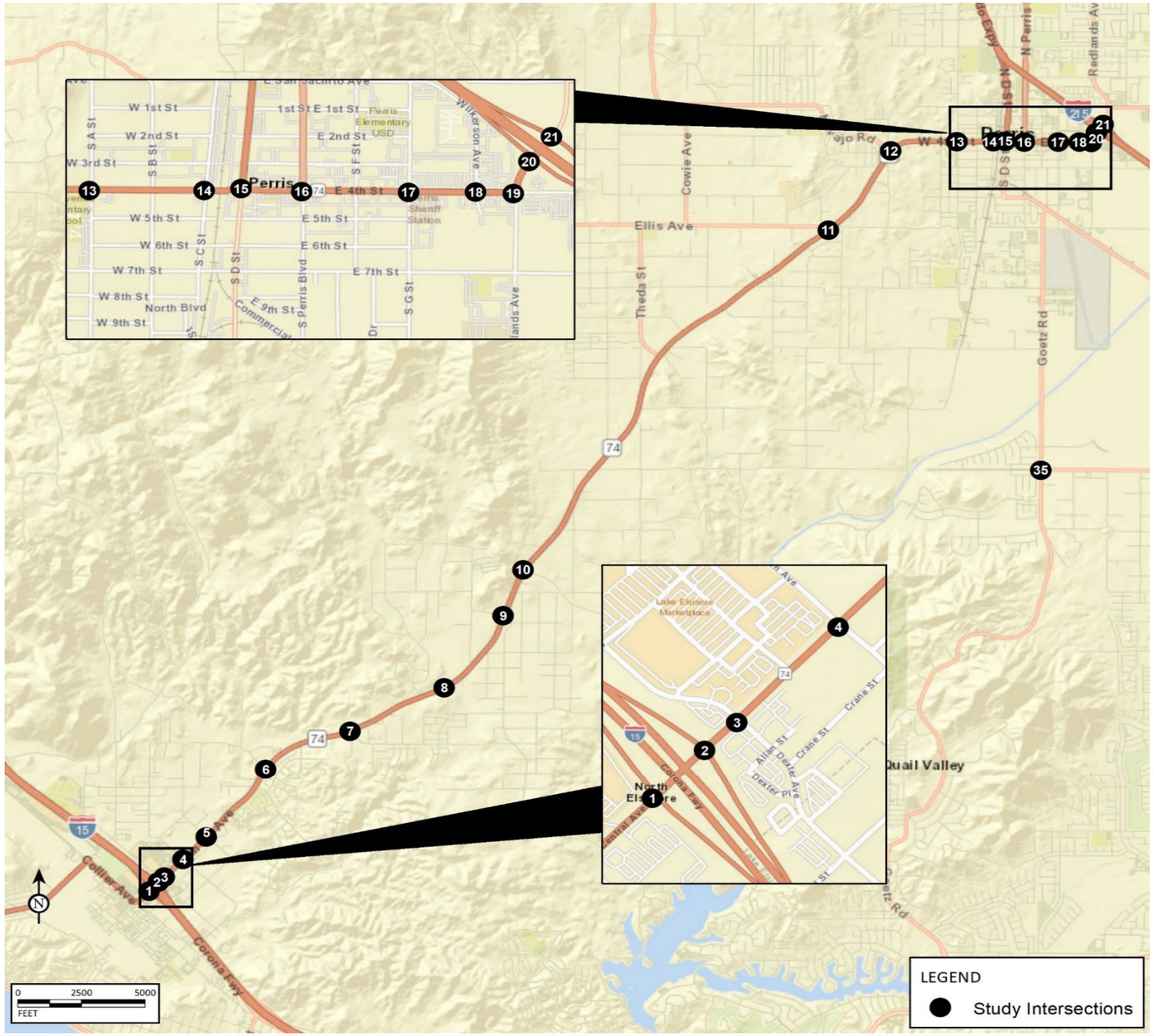
Menifee Valley Specific Plan

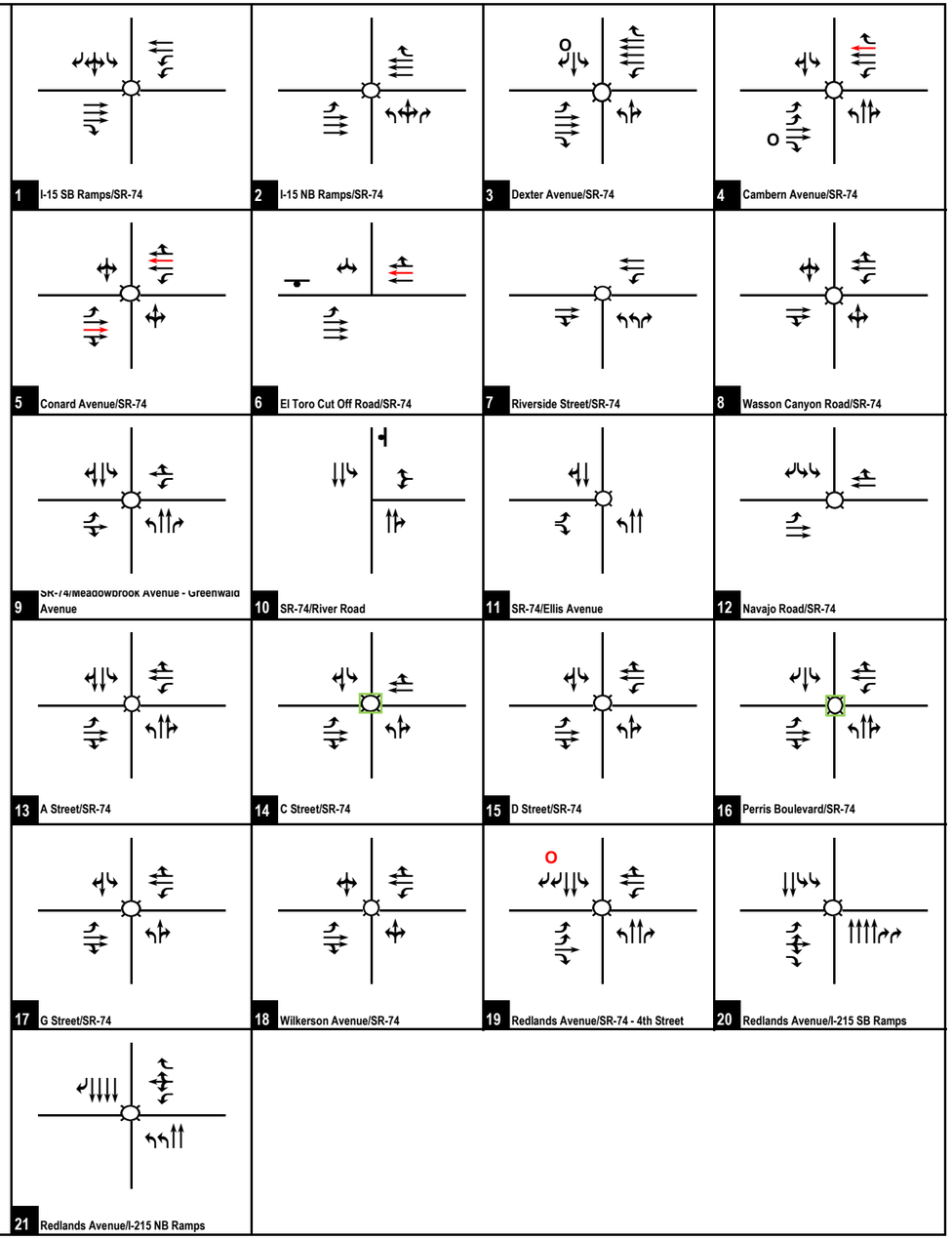
Traffic Study

XXXX/YYYY

AM/PM Peak Hour Traffic Volumes (in PCEs)

Horizon Year (2045) plus Project (Improvement Scenario) Peak Hour Traffic Volumes (Int. 96-112)





LSA

Legend

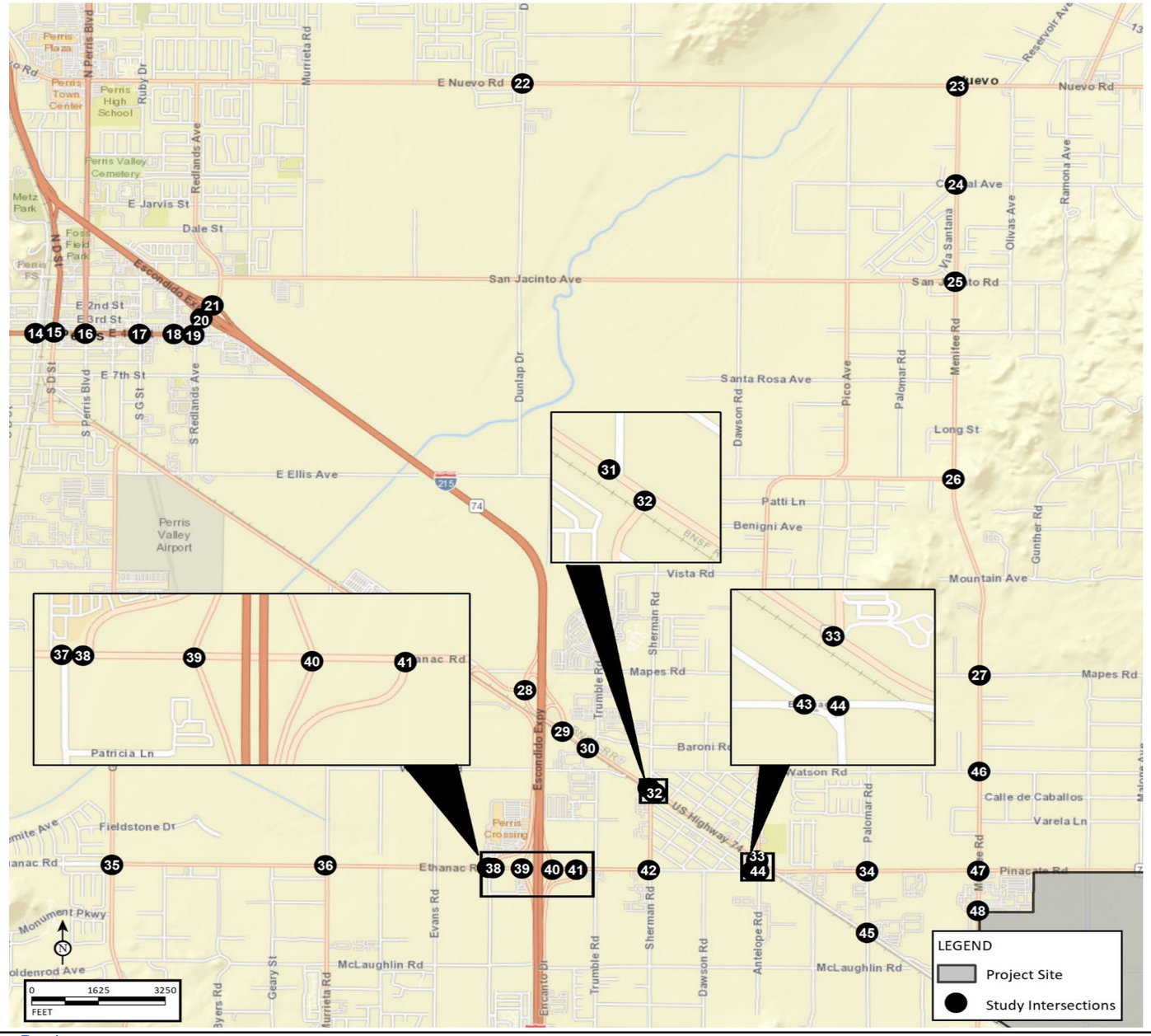
- Signal
- Stop Sign
- D De-Facto Right
- O Overlap
- F Free-Right
- Recommended Improvements
- Install Traffic Signal
- Optimized Signal Timing

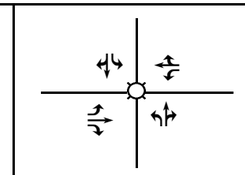
FIGURE 8-5A

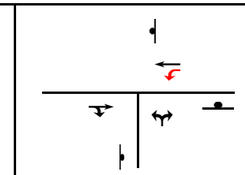
Menifee Valley Specific Plan

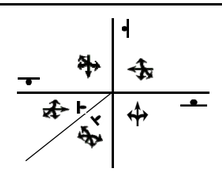
Traffic Study

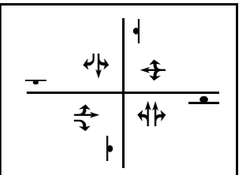
Existing plus Project with Improvements Study Intersection Geometrics and Traffic Control (Int. 1-21)

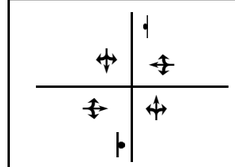


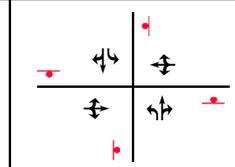

22 Dunlap Drive/Nuevo Road

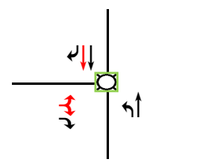

23 Menifee Road/Nuevo Road

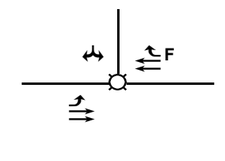

24 Menifee Road/Porter Street/Central Avenue


25 Menifee Road/San Jacinto Avenue

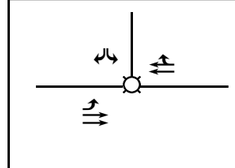

26 Menifee Road/Ellis Avenue

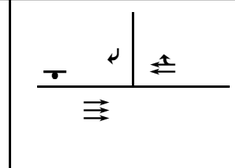

27 Menifee Road/Mapes Road

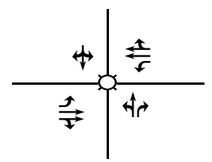

28 I-215 SB Ramps - SR-74/Bonnie Drive

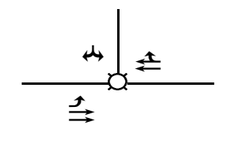


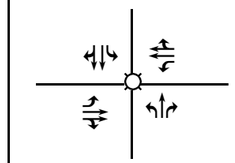
29 I-215 NB Ramps/SR-74

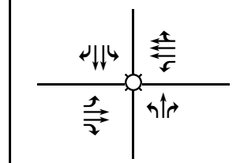

30 Trumble Road/SR-74

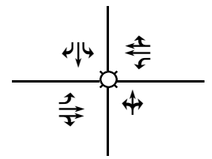

31 Sherman Road/SR-74 (West)

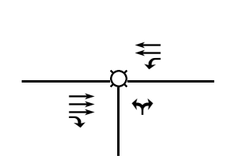

32 Sherman Road/SR-74 (East)

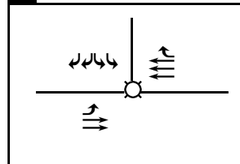

33 Antelope Road/SR-74

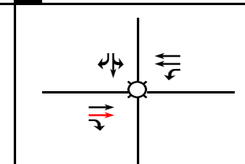

34 Palomar Road/SR-74

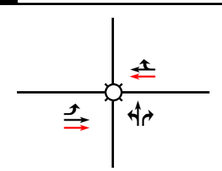

35 Goetz Road/Ethanac Road

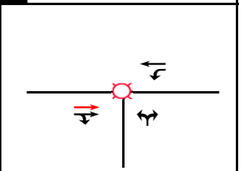

36 Murrieta Road/Ethanac Road

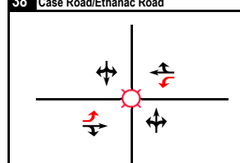

37 Barnett Road/Ethanac Road

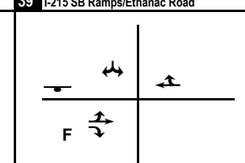

38 Case Road/Ethanac Road


39 I-215 SB Ramps/Ethanac Road

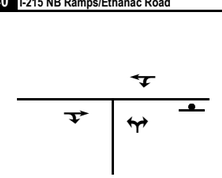

40 I-215 NB Ramps/Ethanac Road

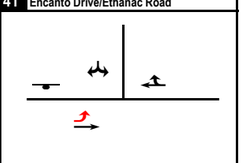

41 Encanto Drive/Ethanac Road


42 Sherman Road/Ethanac Road



43 Jackson Avenue/Ethanac Road


44 Antelope Road/Ethanac Road


45 Palomar Road/Matthews Road

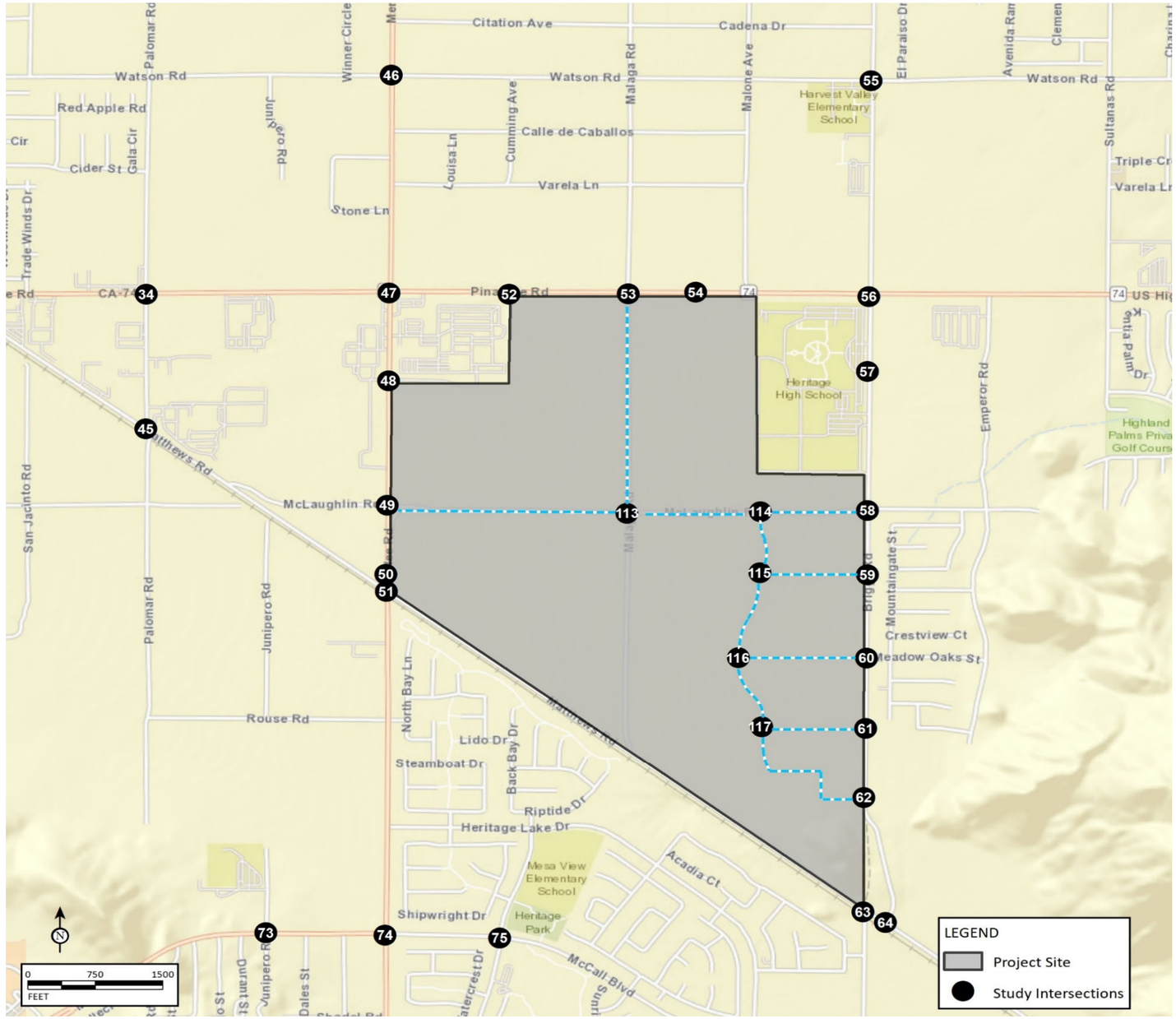
LSA

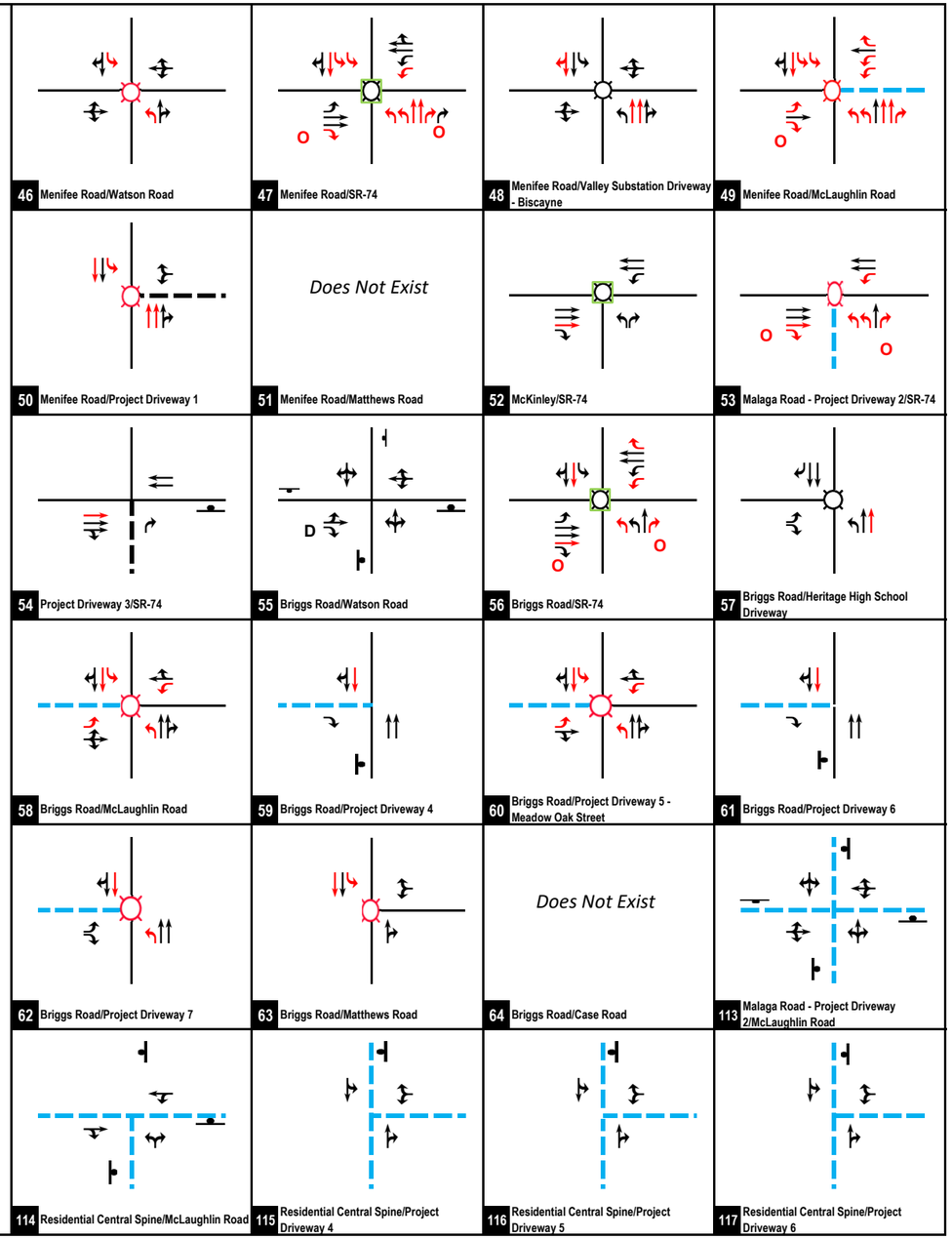
Legend
- Signal
- Stop Sign

D De-Facto Right
O Overlap
F Free-Right

Recommended Improvements
Install Traffic Signal
Optimized Signal Timing

FIGURE 8-5B
Menifee Valley Specific Plan
Traffic Study
Existing plus Project with Improvements Study Intersection Geometrics and Traffic Control (Int. 22-45)





LSA

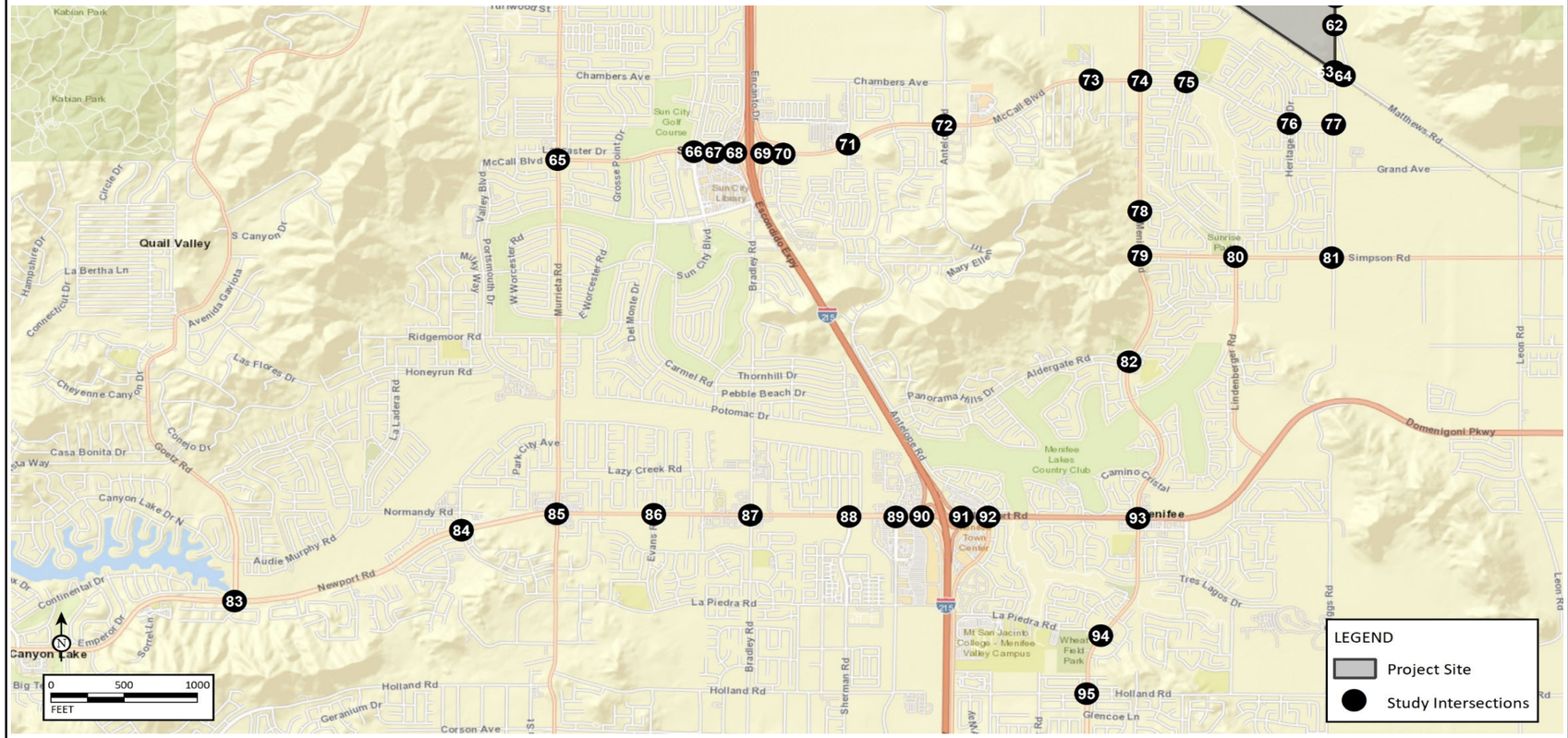
Legend
- Signal
- Stop Sign
- D De-Facto Right
- O Overlap
- F Free-Right
- Recommended Improvements
- Install Traffic Signal
- Optimized Signal Timing
- Project Driveway
- Internal Project Roadway

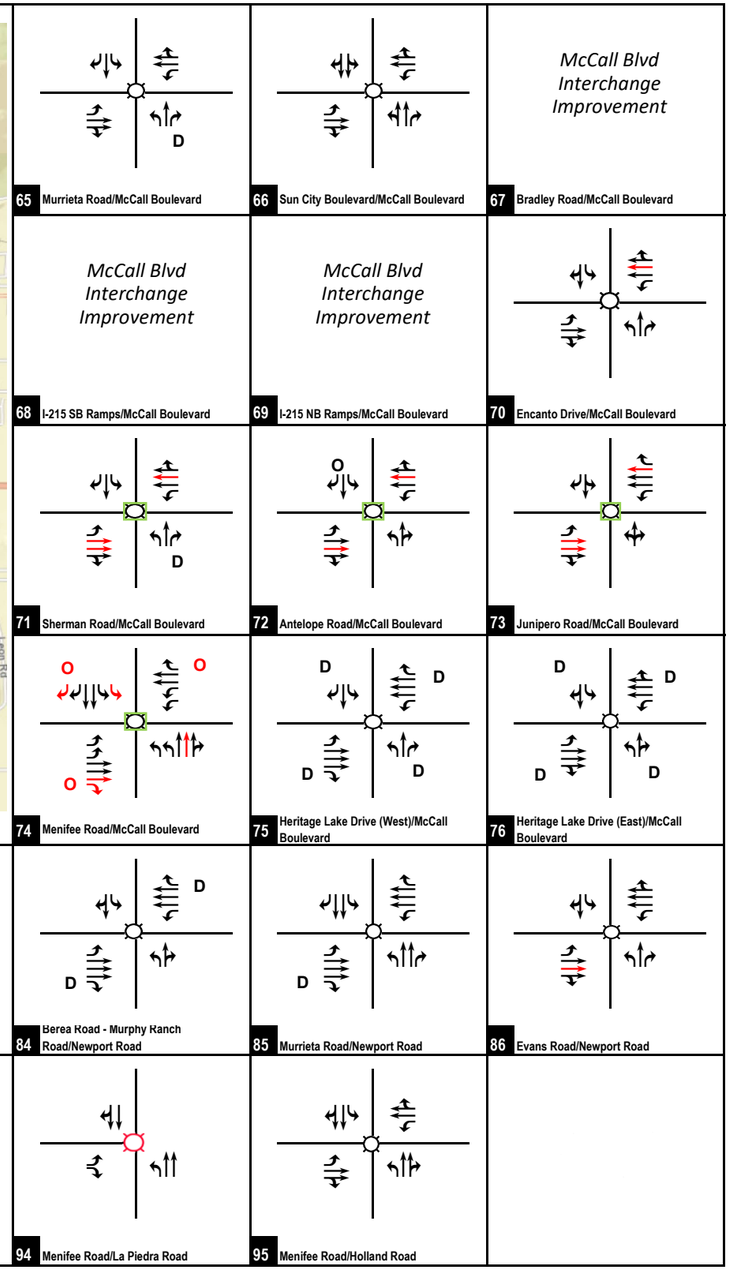
FIGURE 8-5C

Menifee Valley Specific Plan

Traffic Study

Existing plus Project with Improvements Study Intersection Geometrics and Traffic Control (Int. 46-64 & Int. 113-117)





LSA

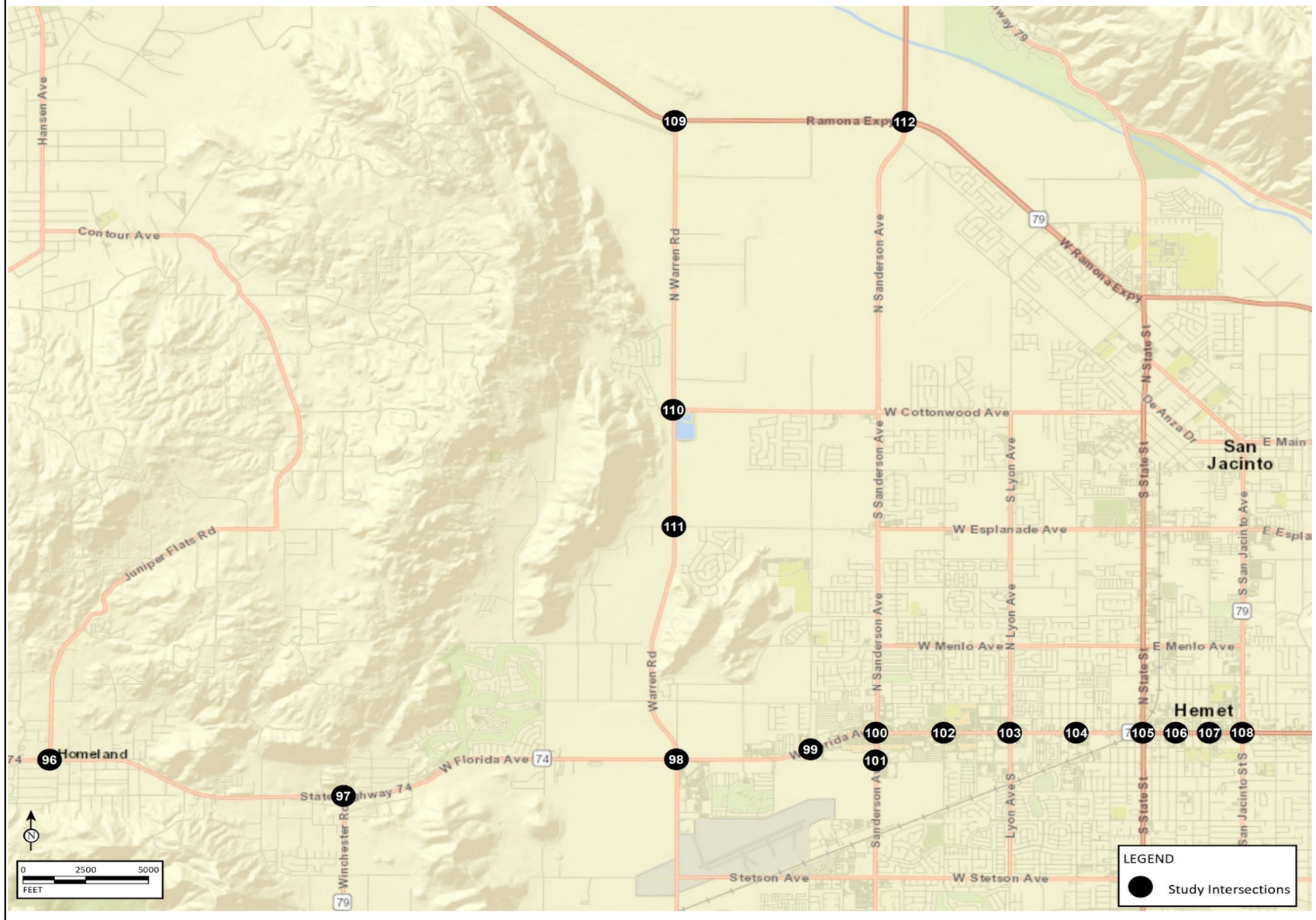
Legend
- Signal
- Stop Sign
- D De-Facto Right
- O Overlap
- F Free-Right
- Recommended Improvements
- Install Traffic Signal
- Optimized Signal Timing

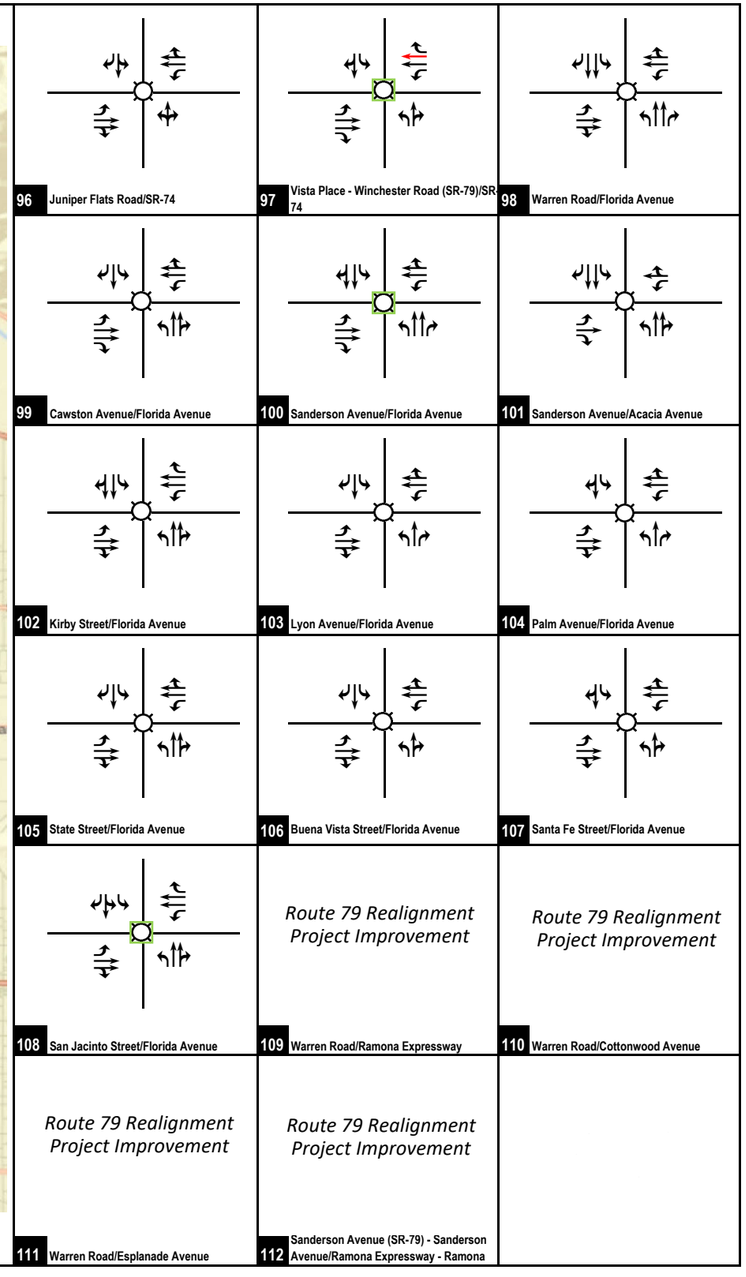
FIGURE 8-5D

Menifee Valley Specific Plan

Traffic Study

Existing plus Project with Improvements Study Intersection Geometrics and Traffic Control (Int. 65-95)





LSA

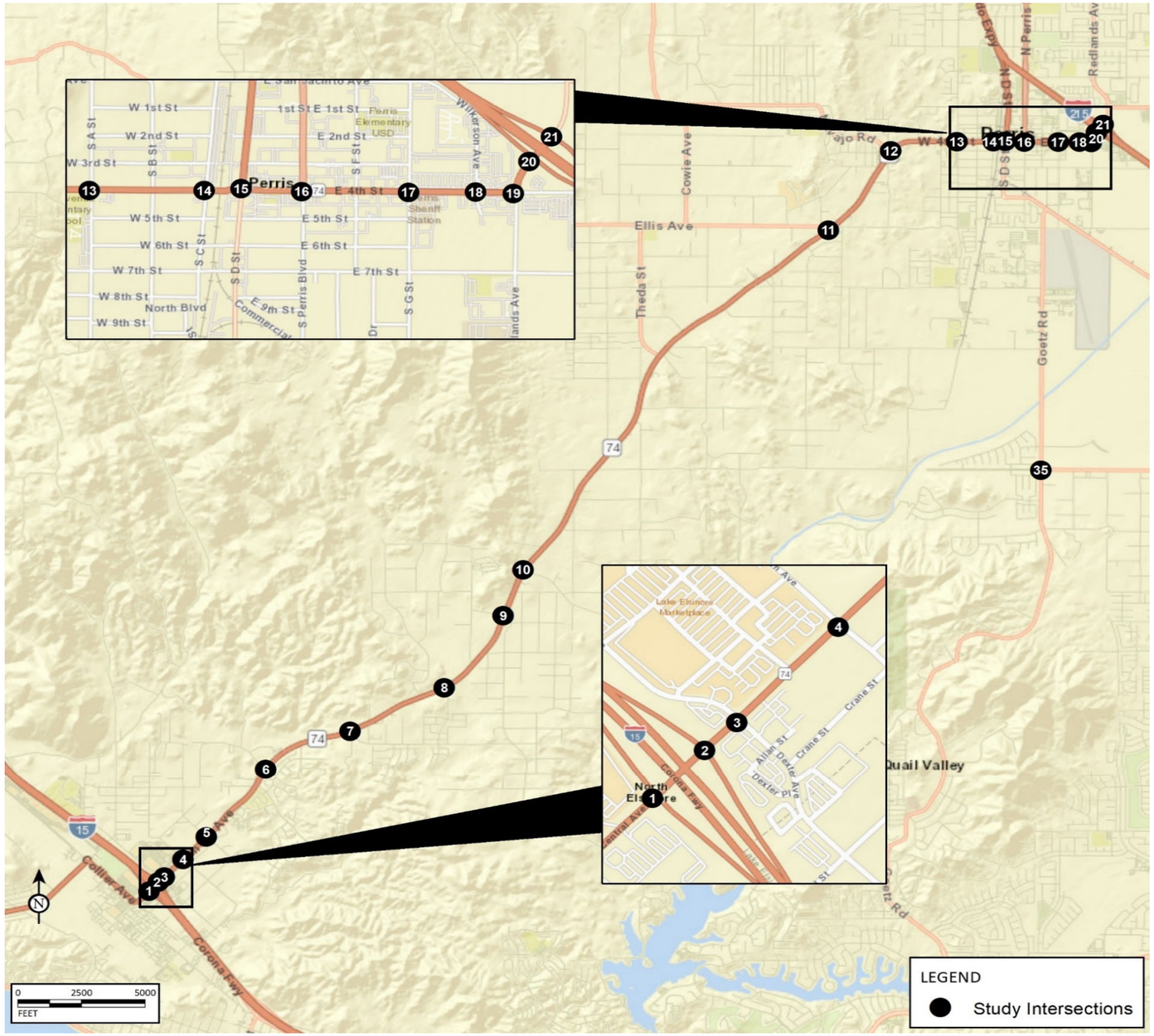
Legend
- Signal
- Stop Sign
- D De-Facto Right
- O Overlap
- F Free-Right
- Recommended Improvements
- Install Traffic Signal
- Optimized Signal Timing

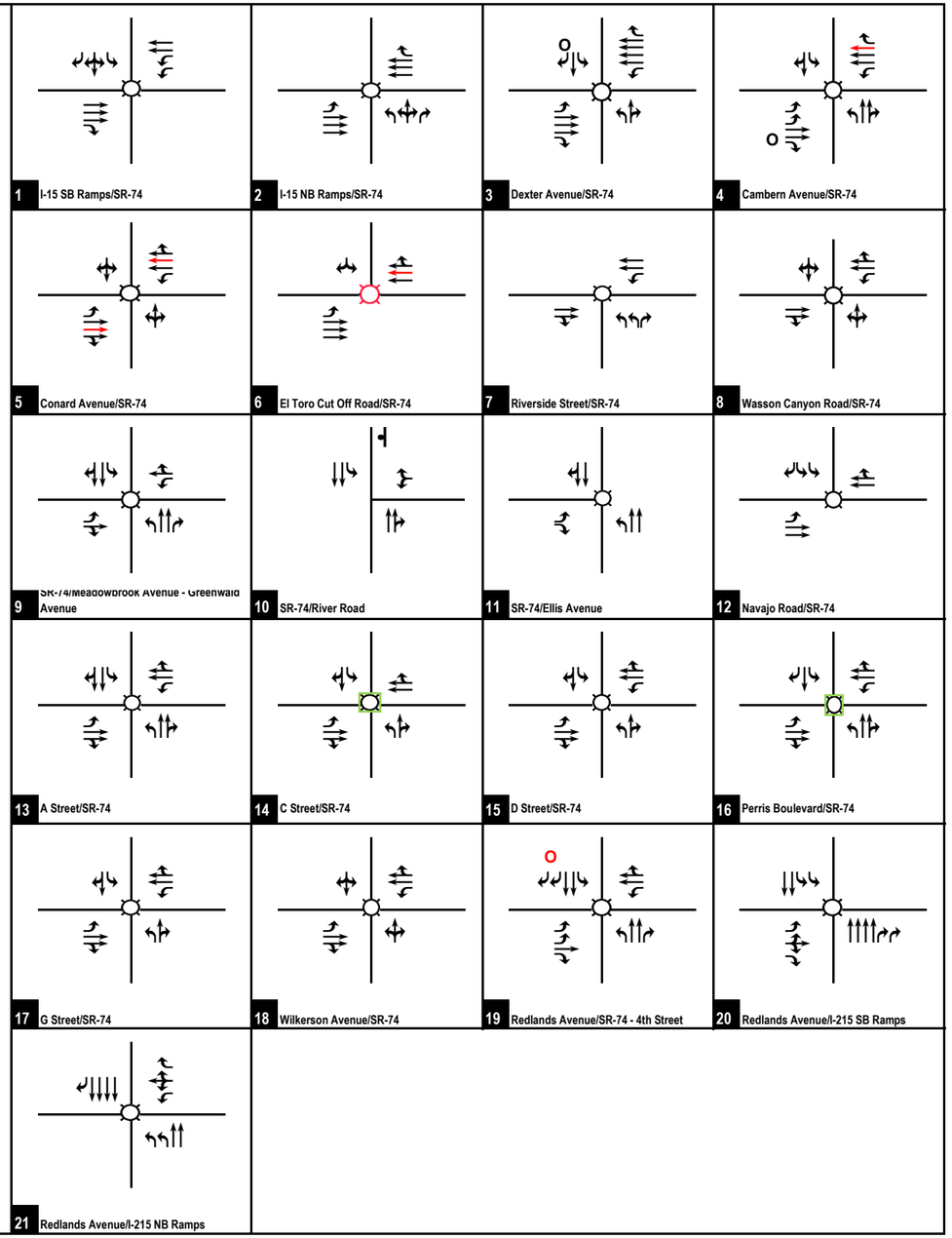
FIGURE 8-5E

Menifee Valley Specific Plan

Traffic Study

Existing plus Project with Improvements Study Intersection Geometrics and Traffic Control (Int. 96-112)





LSA

Legend

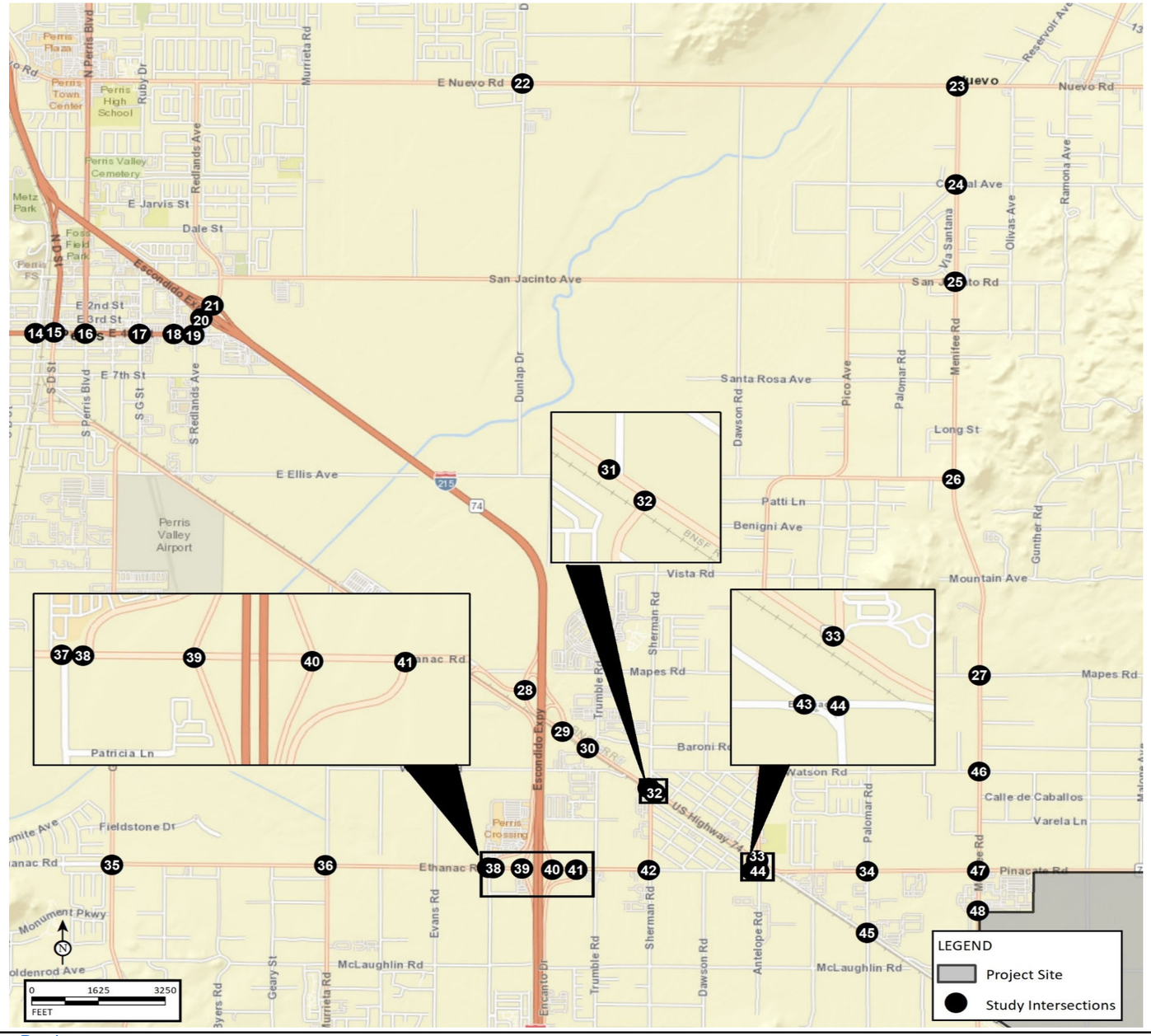
- Signal
- Stop Sign
- D De-Facto Right
- O Overlap
- F Free-Right
- Recommended Improvements
- Install Traffic Signal
- Optimized Signal Timing

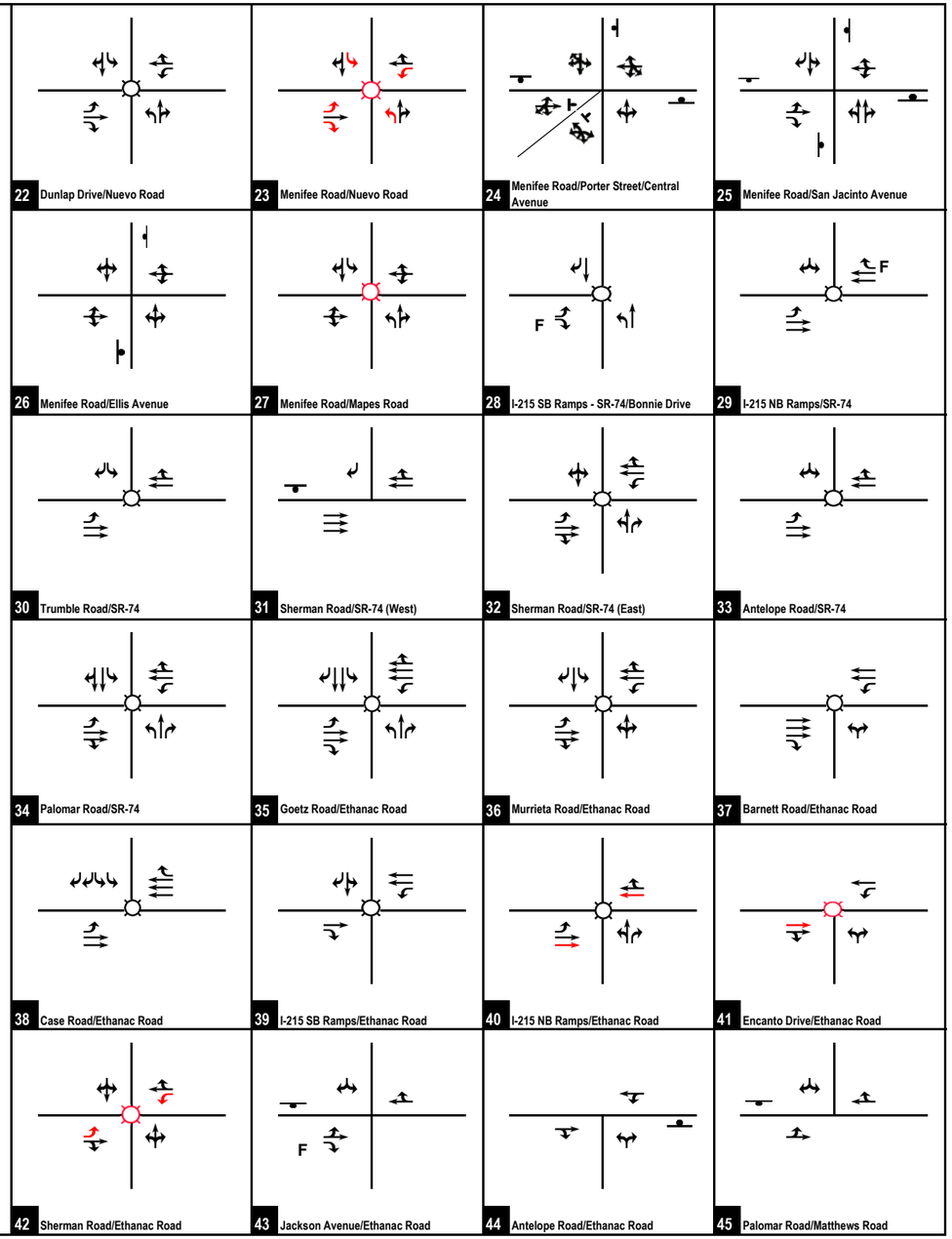
FIGURE 8-6A

Menifee Valley Specific Plan

Traffic Study

Phase 1 Opening Year Cumulative (2025) plus Project with Improvements Study Intersection Geometrics and Traffic Control (Int. 1-21)

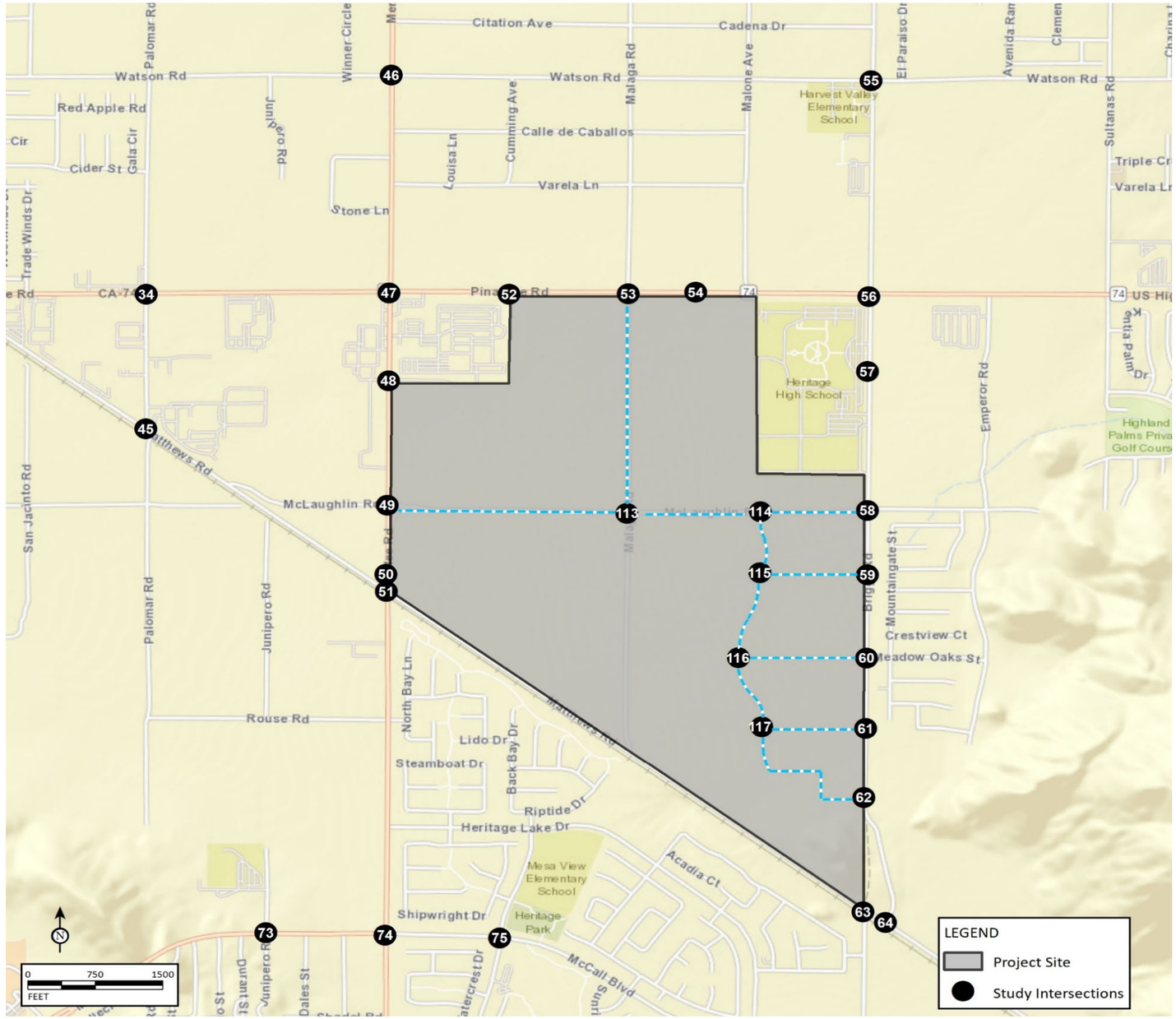


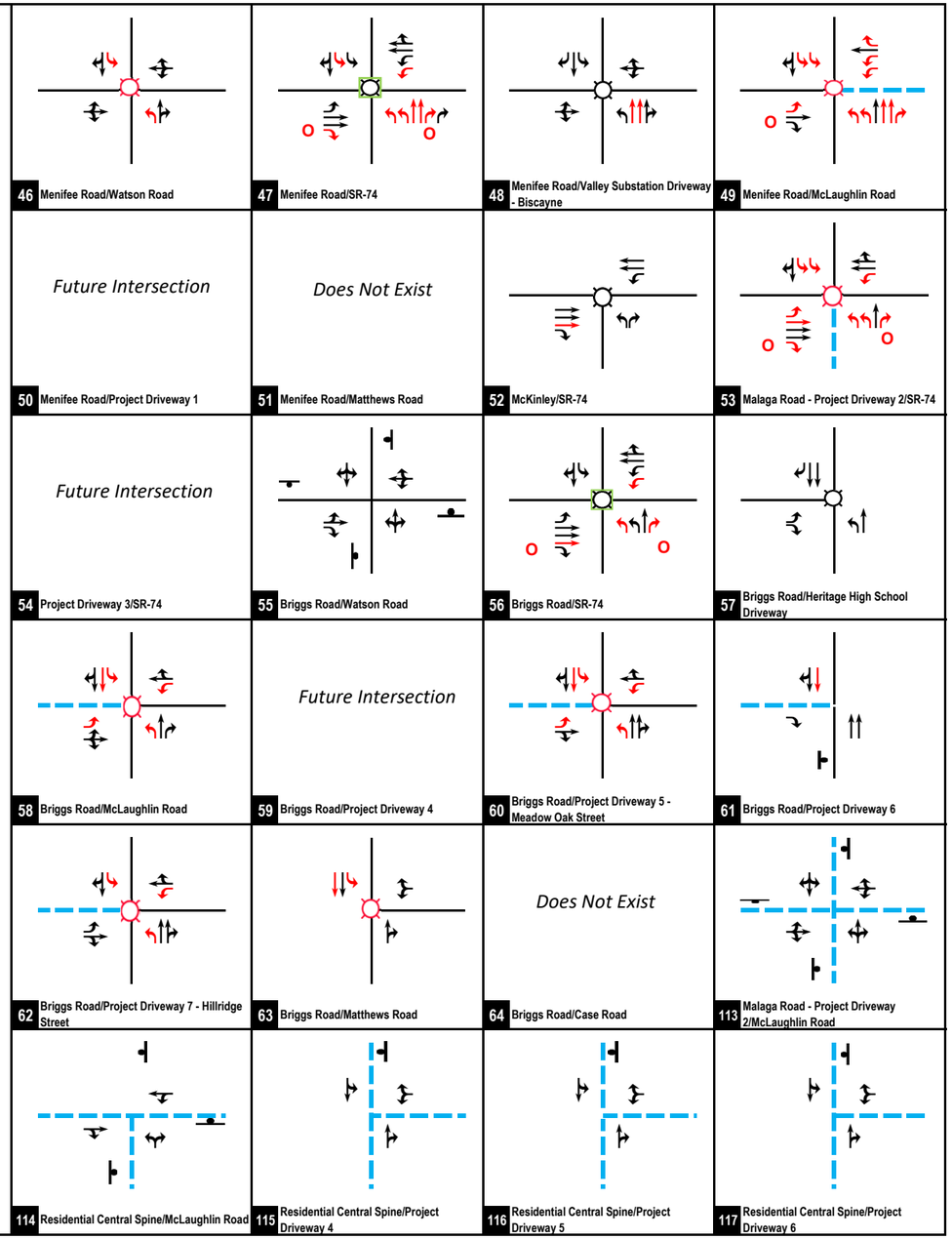


LSA

Legend
- Signal
- Stop Sign
- D De-Facto Right
- O Overlap
- F Free-Right
- Recommended Improvements
- Install Traffic Signal
- Optimized Signal Timing

FIGURE 8-6B
Menifee Valley Specific Plan
Traffic Study
Phase 1 Opening Year Cumulative (2025) plus Project with Improvements Study Intersection Geometrics and Traffic Control (Int. 22-45)

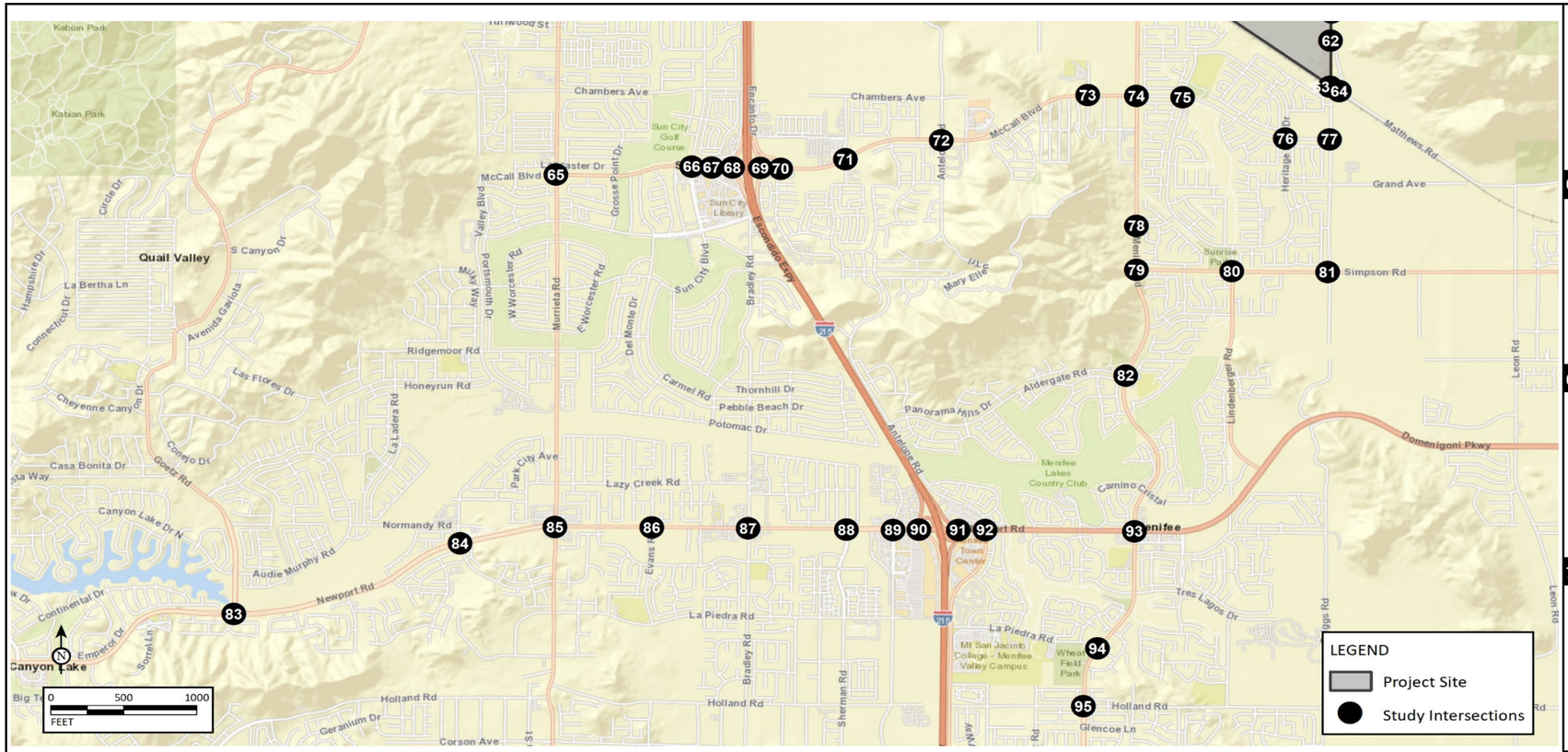




LSA

Legend
Signal
Stop Sign
D De-Facto Right
O Overlap
F Free-Right
Recommended Improvements
Install Traffic Signal
Optimized Signal Timing
Project Driveway
Internal Project Roadway

FIGURE 8-6C
Menifee Valley Specific Plan
Traffic Study
Phase 1 Opening Year Cumulative (2025) plus Project with Improvements Study Intersection Geometrics and Traffic Control (Int. 46-64 & Int. 113-117)

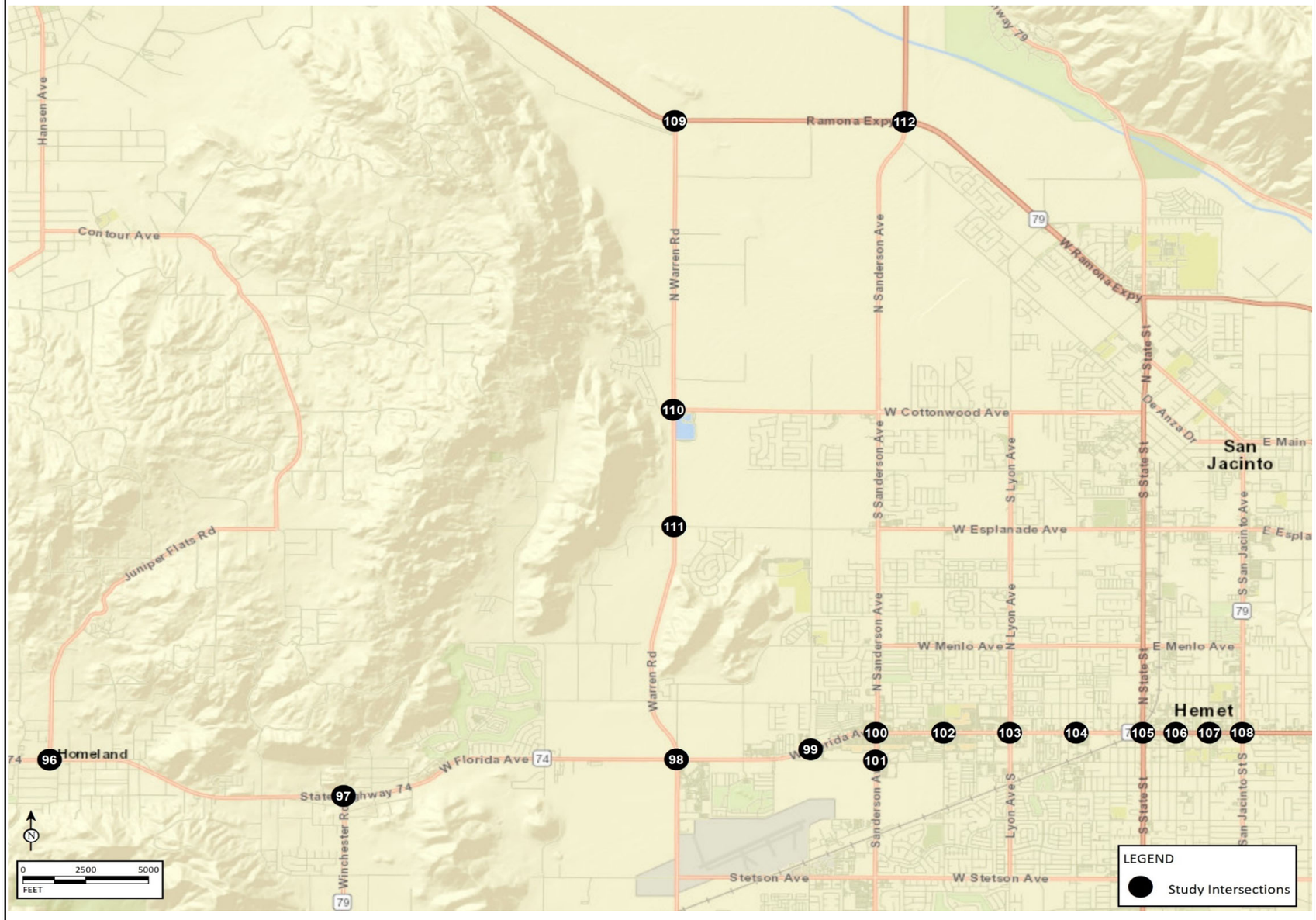


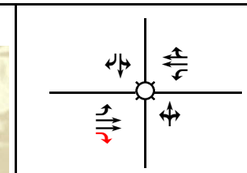
65 Murrieta Road/McCall Boulevard	66 Sun City Boulevard/McCall Boulevard
67 Bradley Road/McCall Boulevard	68 I-215 SB Ramps/McCall Boulevard
69 I-215 NB Ramps/McCall Boulevard	70 Encanto Drive/McCall Boulevard
71 Sherman Road/McCall Boulevard	72 Antelope Road/McCall Boulevard
73 Junipero Road/McCall Boulevard	74 Menifee Road/McCall Boulevard
75 Heritage Lake Drive (West)/McCall Boulevard	76 Heritage Lake Drive (East)/McCall Boulevard
77 Briggs Road/McCall Boulevard	78 Menifee Road/Coastline Avenue
79 Menifee Road/Simpson Road	80 Lindenberger Road/Simpson Road
81 Briggs Road/Simpson Road	82 Menifee Road/Aldergate Drive - Carnelian Way
83 Goetz Road - Buckstone Lane/Railroad Canyon Road - Newport Road	84 Berea Road - Murphy Ranch Road/Newport Road
85 Murrieta Road/Newport Road	86 Evans Road/Newport Road
87 Bradley Road/Newport Road	88 Avenida De Cortez - Town Center Drive/Newport Road
89 Haun Road/Newport Road	90 I-215 SB Ramps/Newport Road
91 I-215 NB Ramps/Newport Road	92 Antelope Road/Newport Road
93 Menifee Road/Newport Road	94 Menifee Road/La Piedra Road
95 Menifee Road/Holland Road	

LSA

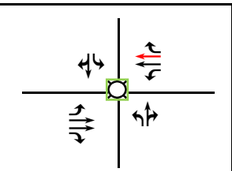
Legend
- Signal
- Stop Sign
- D De-Facto Right
- O Overlap
- F Free-Right
- Recommended Improvements
- Install Traffic Signal
- Optimized Signal Timing

FIGURE 8-6D
Menifee Valley Specific Plan
Traffic Study
Phase 1 Opening Year Cumulative (2025) plus Project with Improvements Study Intersection Geometrics and Traffic Control (Int. 65-95)

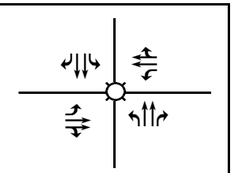




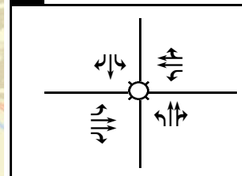
96 Juniper Flats Road/SR-74



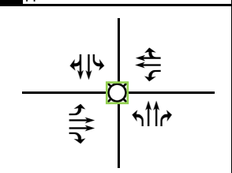
97 Vista Place - Winchester Road (SR-79)/SR-74



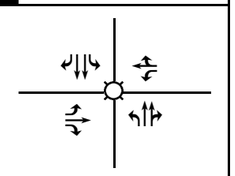
98 Warren Road/Florida Avenue



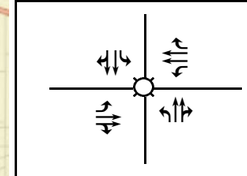
99 Cawston Avenue/Florida Avenue



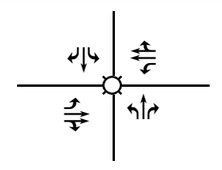
100 Sanderson Avenue/Florida Avenue



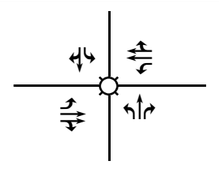
101 Sanderson Avenue/Acacia Avenue



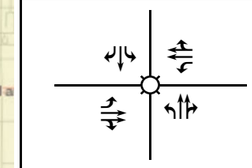
102 Kirby Street/Florida Avenue



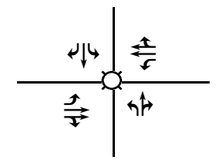
103 Lyon Avenue/Florida Avenue



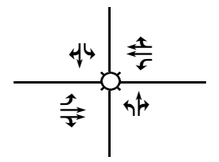
104 Palm Avenue/Florida Avenue



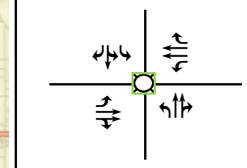
105 State Street/Florida Avenue



106 Buena Vista Street/Florida Avenue



107 Santa Fe Street/Florida Avenue



108 San Jacinto Street/Florida Avenue

Route 79 Realignment Project Improvement

109 Warren Road/Ramona Expressway

Route 79 Realignment Project Improvement

110 Warren Road/Cottonwood Avenue

Route 79 Realignment Project Improvement

111 Warren Road/Esplanade Avenue

Route 79 Realignment Project Improvement

112 Sanderson Avenue (SR-79) - Sanderson Avenue/Ramona Expressway - Ramona

LSA

Legend

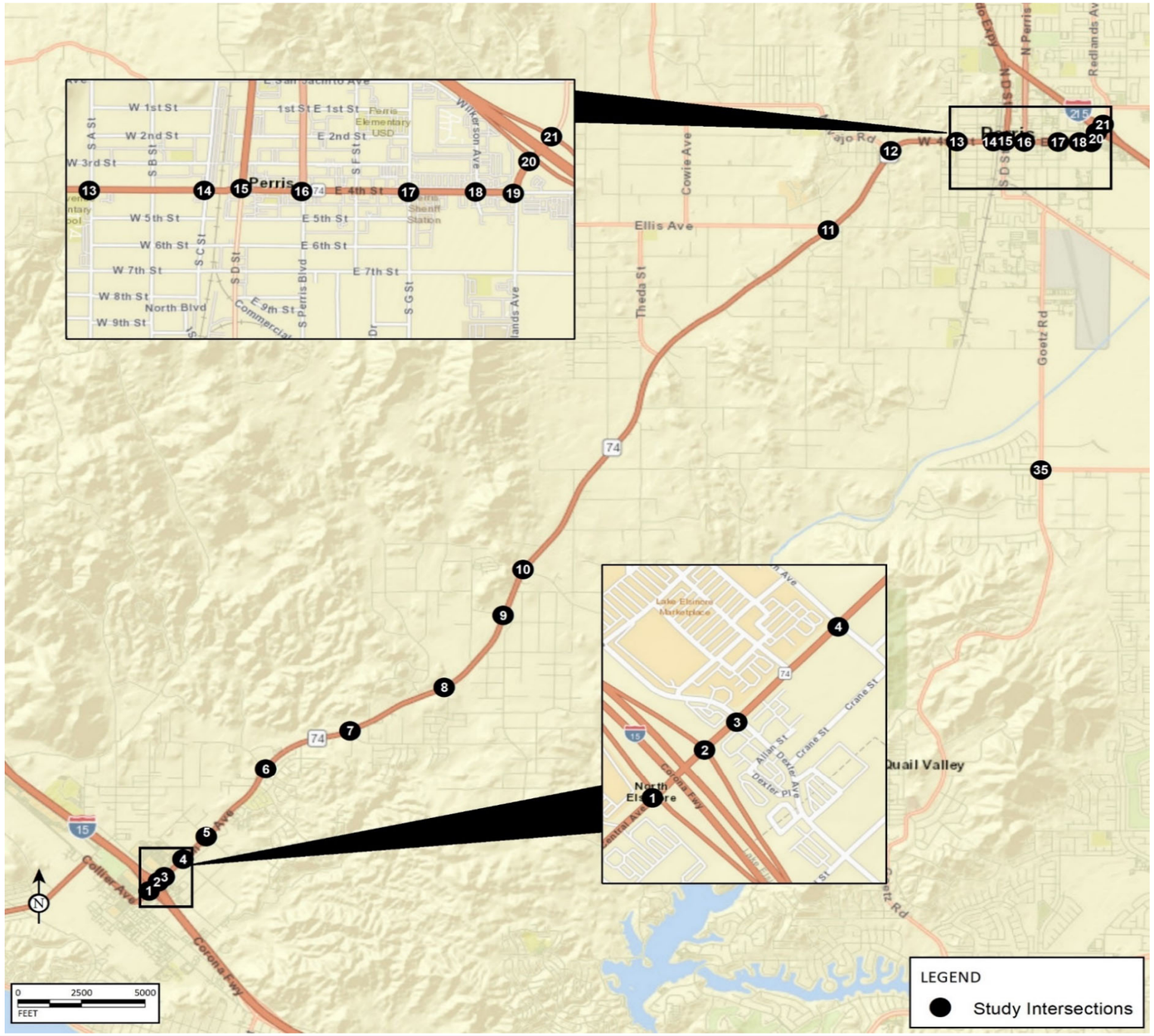
- Signal
- Stop Sign
- D De-Facto Right
- O Overlap
- F Free-Right
- Recommended Improvements
- Install Traffic Signal
- Optimized Signal Timing

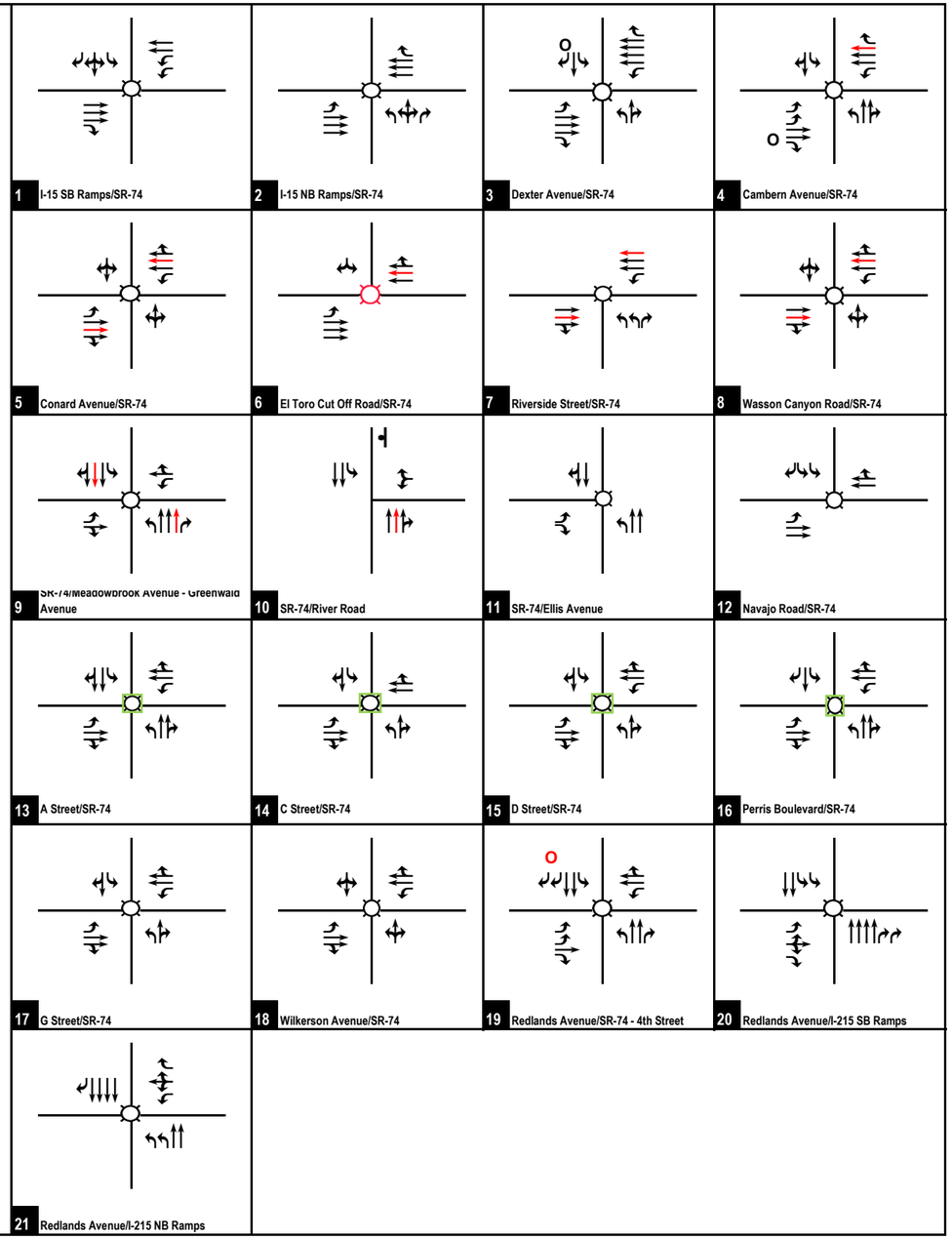
FIGURE 8-6E

Menifee Valley Specific Plan

Traffic Study

Phase 1 Opening Year Cumulative (2025) plus Project with Improvements Study Intersection Geometrics and Traffic Control (Int. 96-112)





LSA

Legend

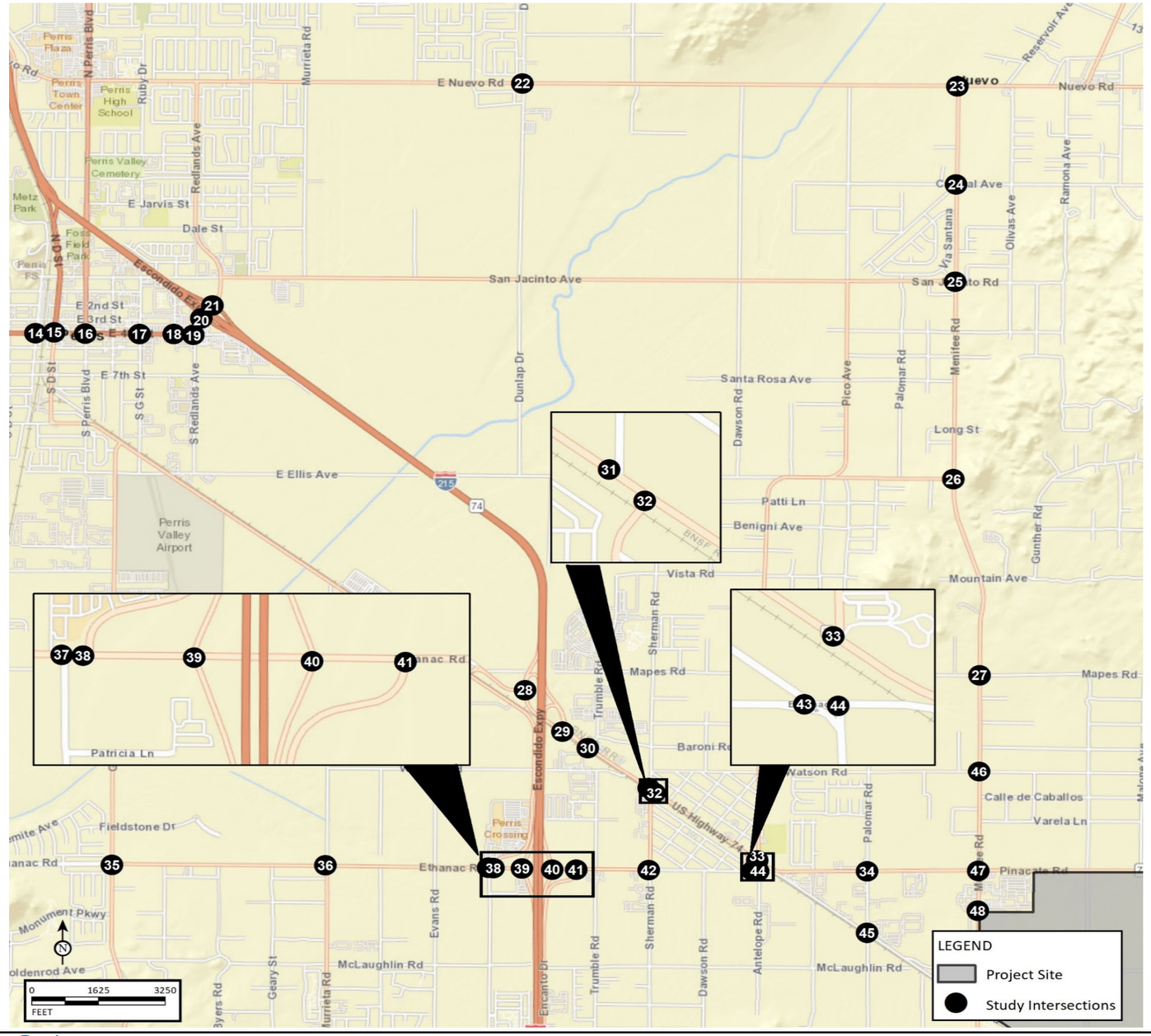
- Signal
- Stop Sign
- D De-Facto Right
- O Overlap
- F Free-Right
- Recommended Improvements
- Install Traffic Signal
- Optimized Signal Timing

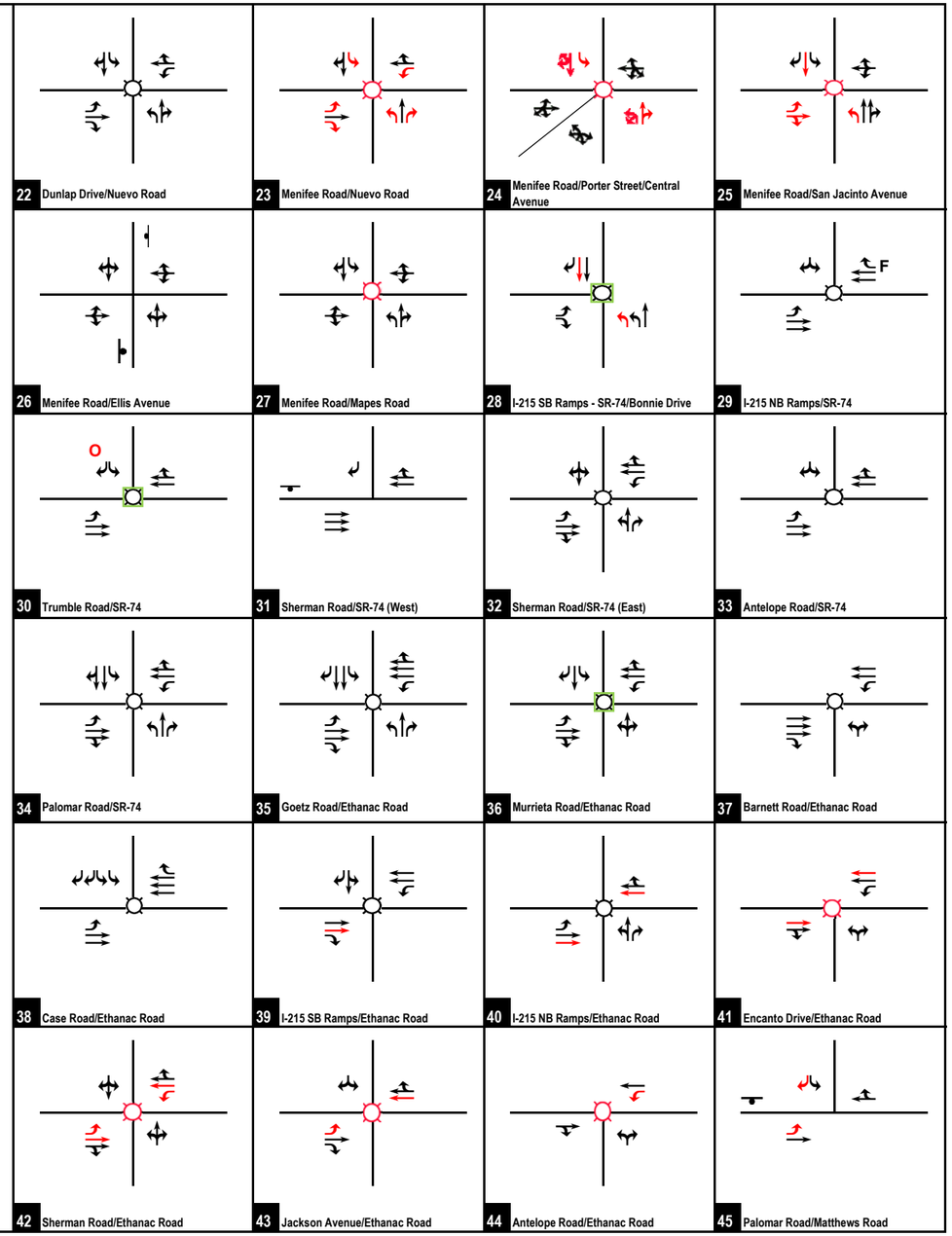
FIGURE 8-7A

Menifee Valley Specific Plan

Traffic Study

Phases 2 and 3 Opening Year Cumulative (2026) plus Project with Improvements Study Intersection Geometrics and Traffic Control (Int. 1-21)

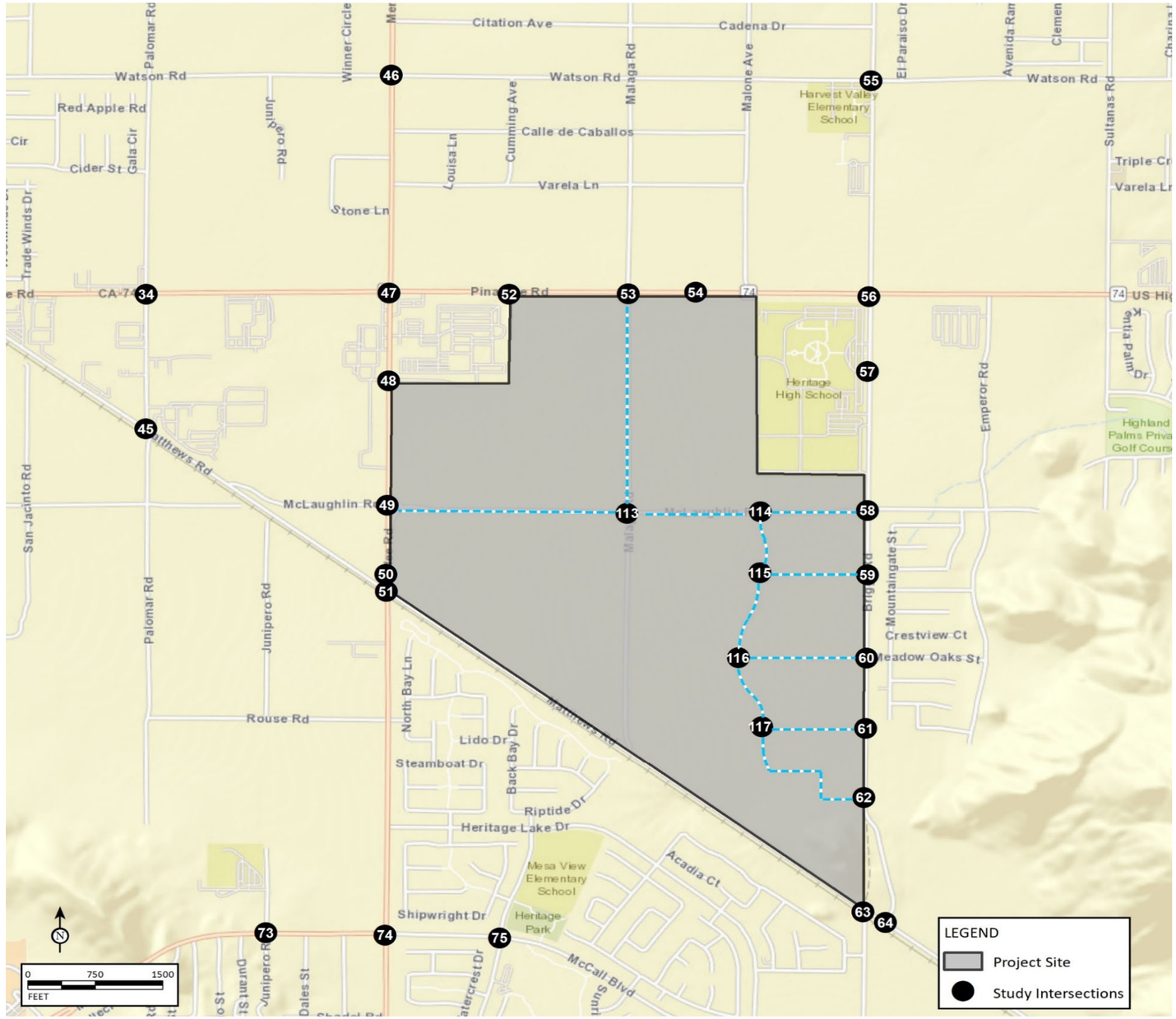


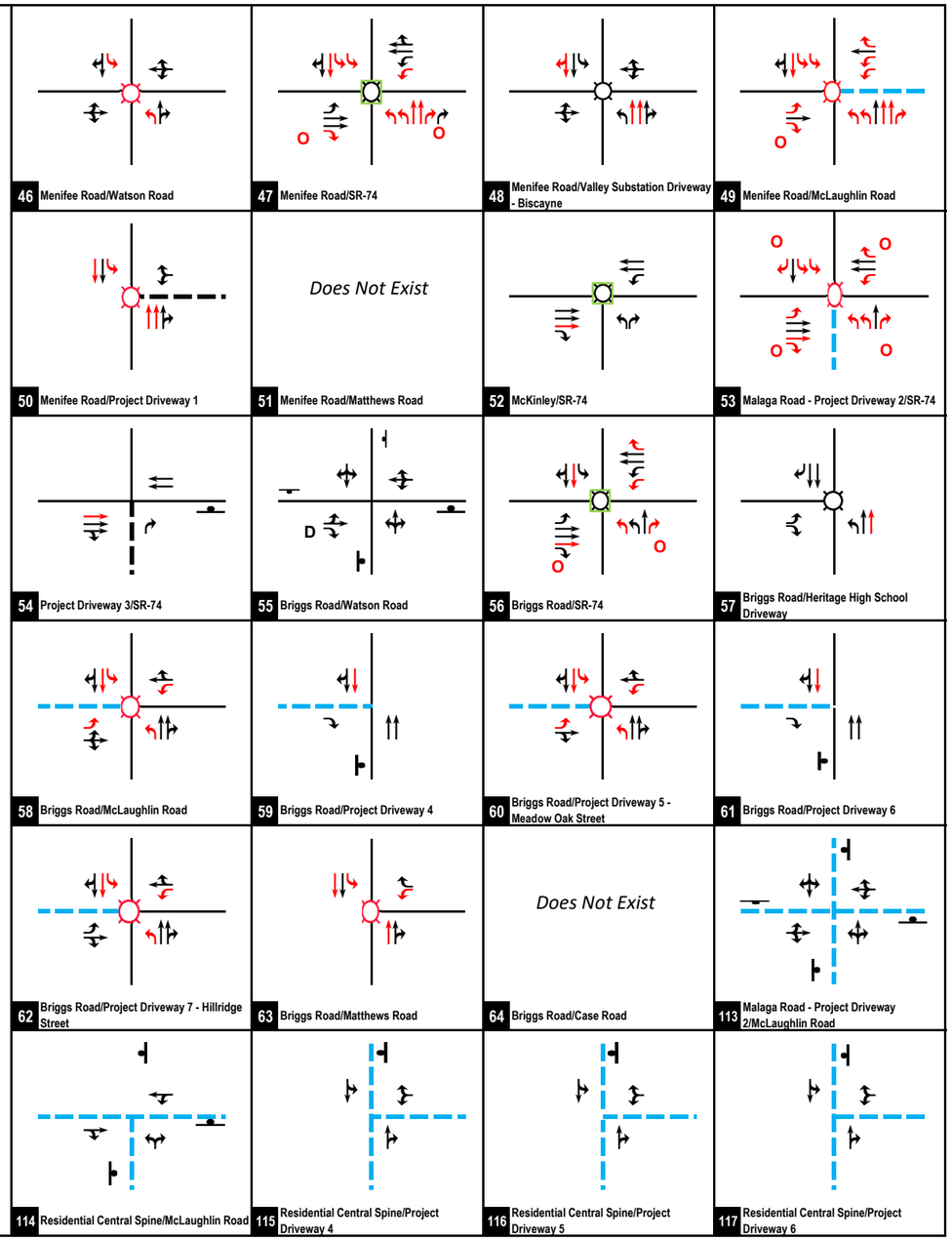


LSA

Legend
- Signal
- Stop Sign
- D De-Facto Right
- O Overlap
- F Free-Right
- Recommended Improvements
- Install Traffic Signal
- Optimized Signal Timing

FIGURE 8-7B
Menifee Valley Specific Plan
Traffic Study
Phases 2 and 3 Opening Year Cumulative (2026) plus Project with Improvements Study Intersection Geometrics and Traffic Control (Int. 22-45)





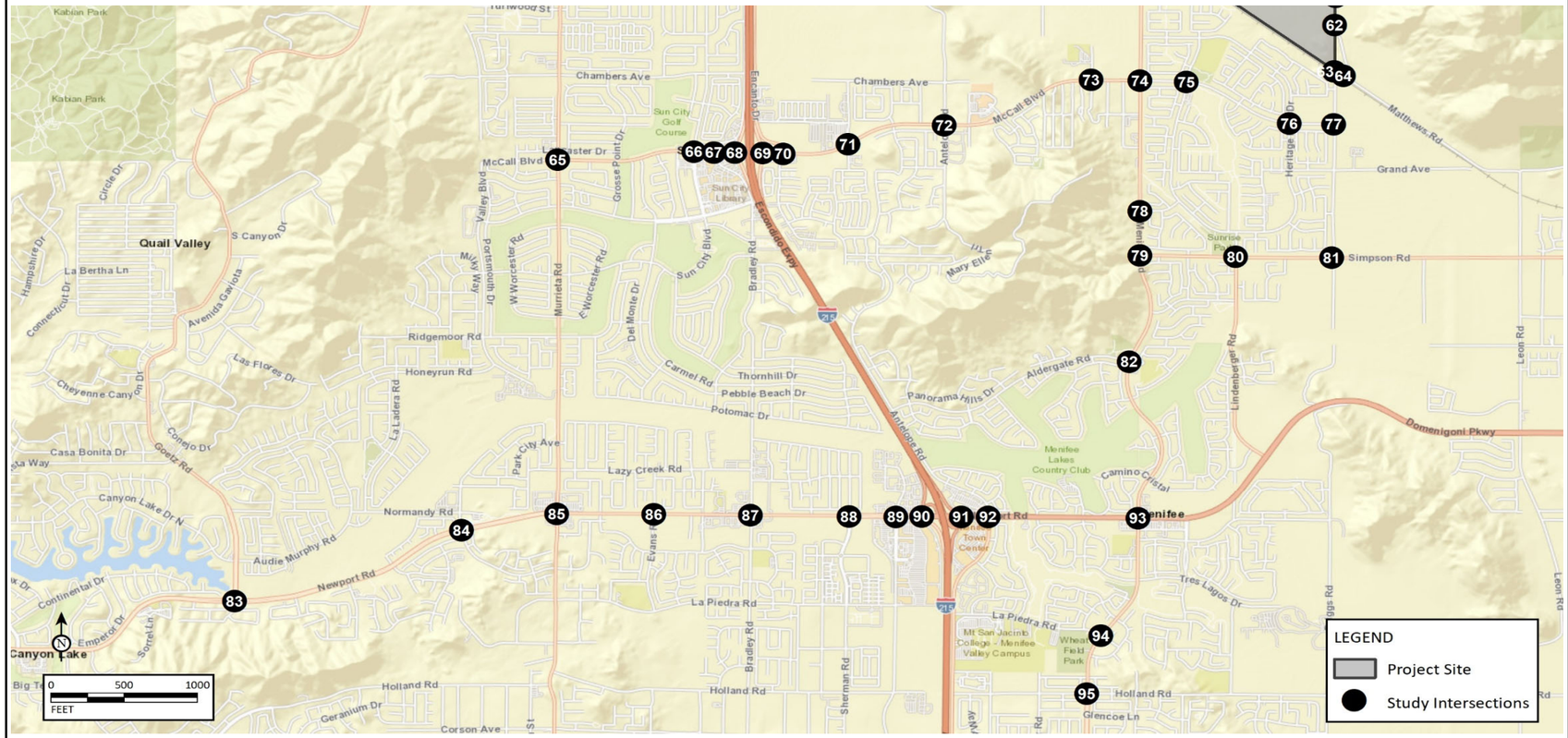
LSA

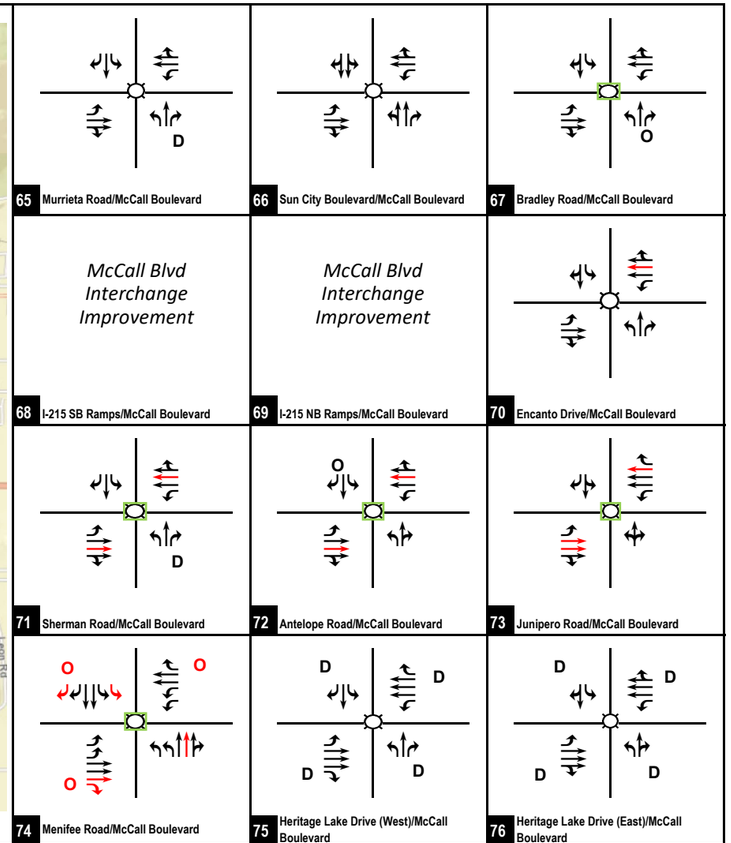
Legend
- Signal
- Stop Sign
- D De-Facto Right
- O Overlap
- F Free-Right
- Recommended Improvements
- Install Traffic Signal
- Optimized Signal Timing
- Project Driveway
- Internal Project Roadway

FIGURE 8-7C

Menifee Valley Specific Plan
Traffic Study

Phases 2 and 3 Opening Year Cumulative (2026) plus Project with Improvements Study Intersection Geometrics and Traffic Control (Int. 46-64 & Int. 113-117)





LSA

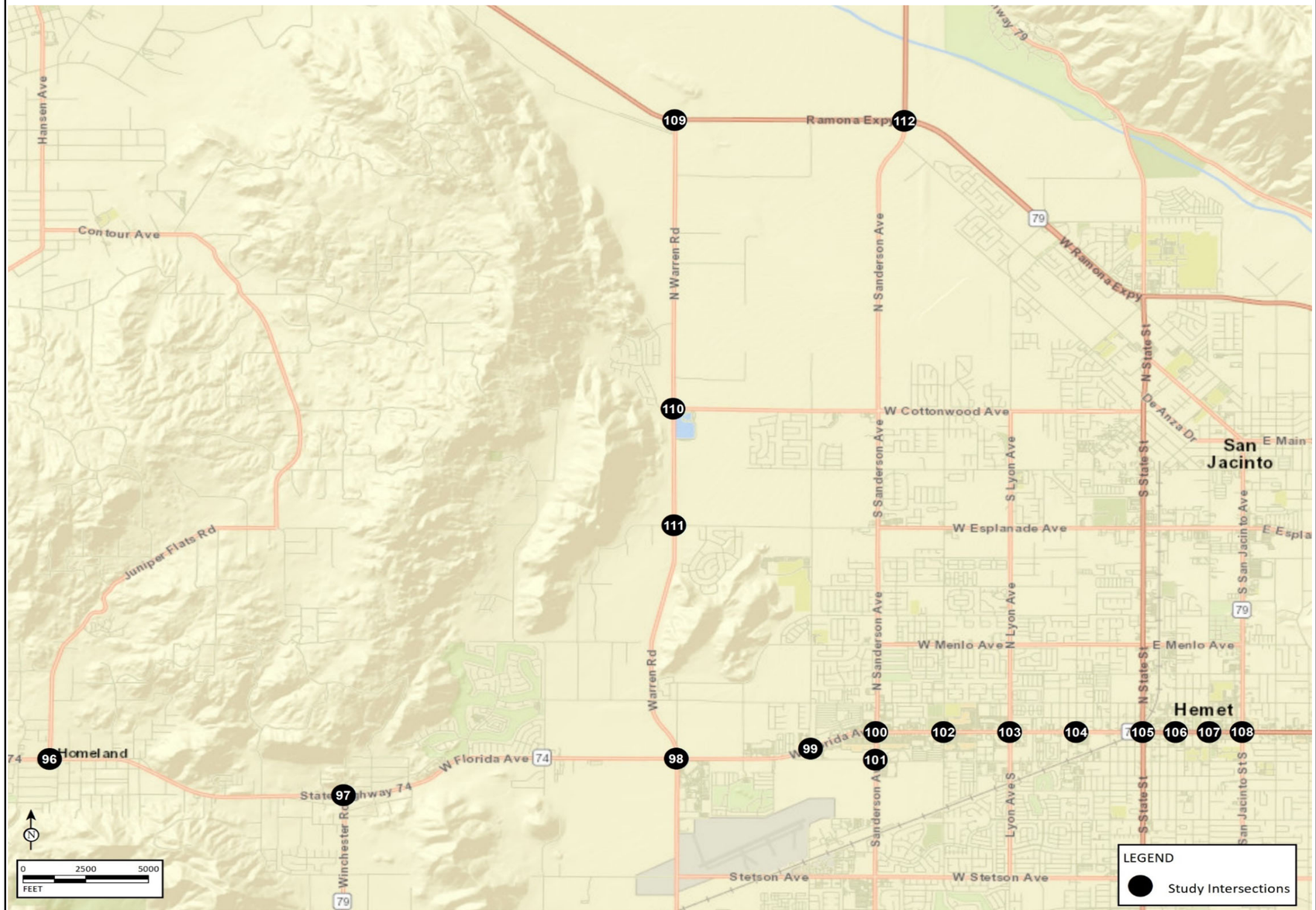
Legend
- Signal
- Stop Sign
- D De-Facto Right
- O Overlap
- F Free-Right
- Recommended Improvements
- Install Traffic Signal
- Optimized Signal Timing

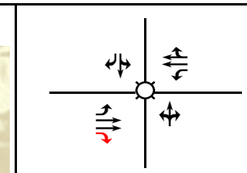
FIGURE 8-7D

Menifee Valley Specific Plan

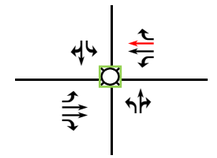
Traffic Study

Phases 2 and 3 Opening Year Cumulative (2026) plus Project with Improvements Study Intersection Geometrics and Traffic Control (Int. 65-95)

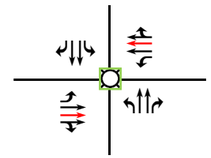




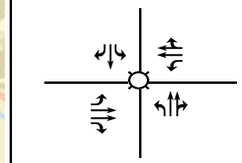
96 Juniper Flats Road/SR-74



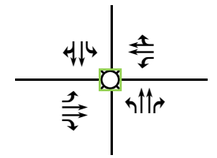
97 Vista Place - Winchester Road (SR-79)/SR-74



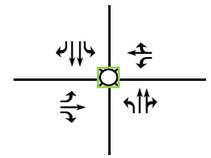
98 Warren Road/Florida Avenue



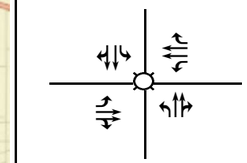
99 Cawston Avenue/Florida Avenue



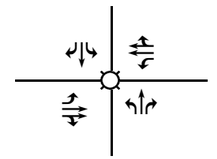
100 Sanderson Avenue/Florida Avenue



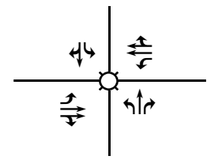
101 Sanderson Avenue/Acacia Avenue



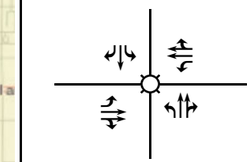
102 Kirby Street/Florida Avenue



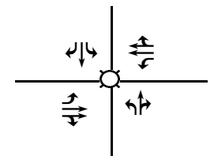
103 Lyon Avenue/Florida Avenue



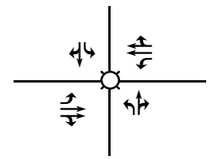
104 Palm Avenue/Florida Avenue



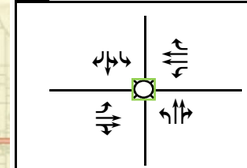
105 State Street/Florida Avenue



106 Buena Vista Street/Florida Avenue



107 Santa Fe Street/Florida Avenue



108 San Jacinto Street/Florida Avenue

Route 79 Realignment Project Improvement

109 Warren Road/Ramona Expressway

Route 79 Realignment Project Improvement

110 Warren Road/Cottonwood Avenue

Route 79 Realignment Project Improvement

111 Warren Road/Esplanade Avenue

Route 79 Realignment Project Improvement

112 Sanderson Avenue (SR-79) - Sanderson Avenue/Ramona Expressway - Ramona

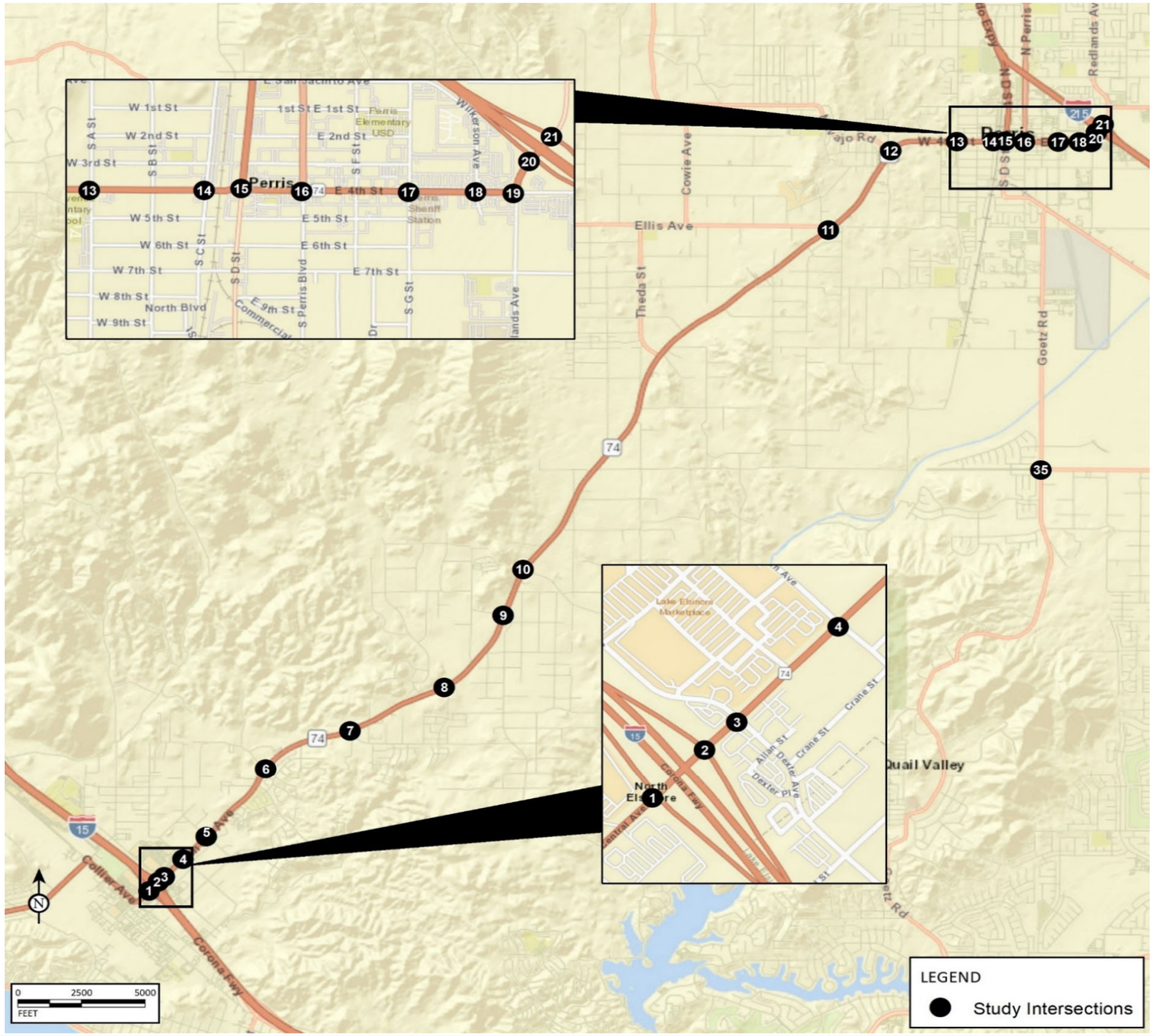
LSA

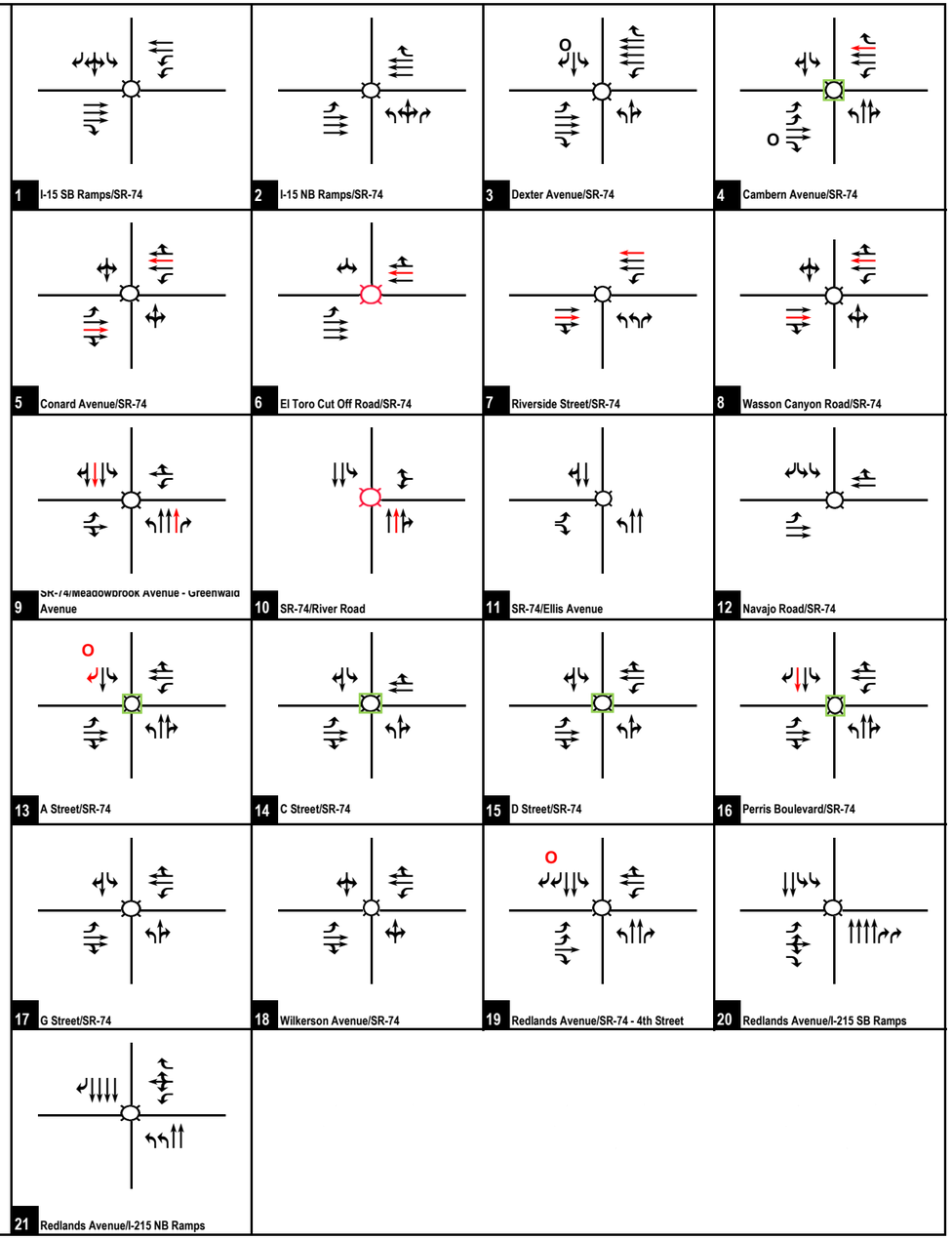
Legend
Signal
Stop Sign

D De-Facto Right
O Overlap
F Free-Right

Recommended Improvements
Install Traffic Signal
Optimized Signal Timing

FIGURE 8-7E
Menifee Valley Specific Plan
Traffic Study
Phases 2 and 3 Opening Year Cumulative (2026) plus Project with Improvements Study Intersection Geometrics and Traffic Control (Int. 96-112)





LSA

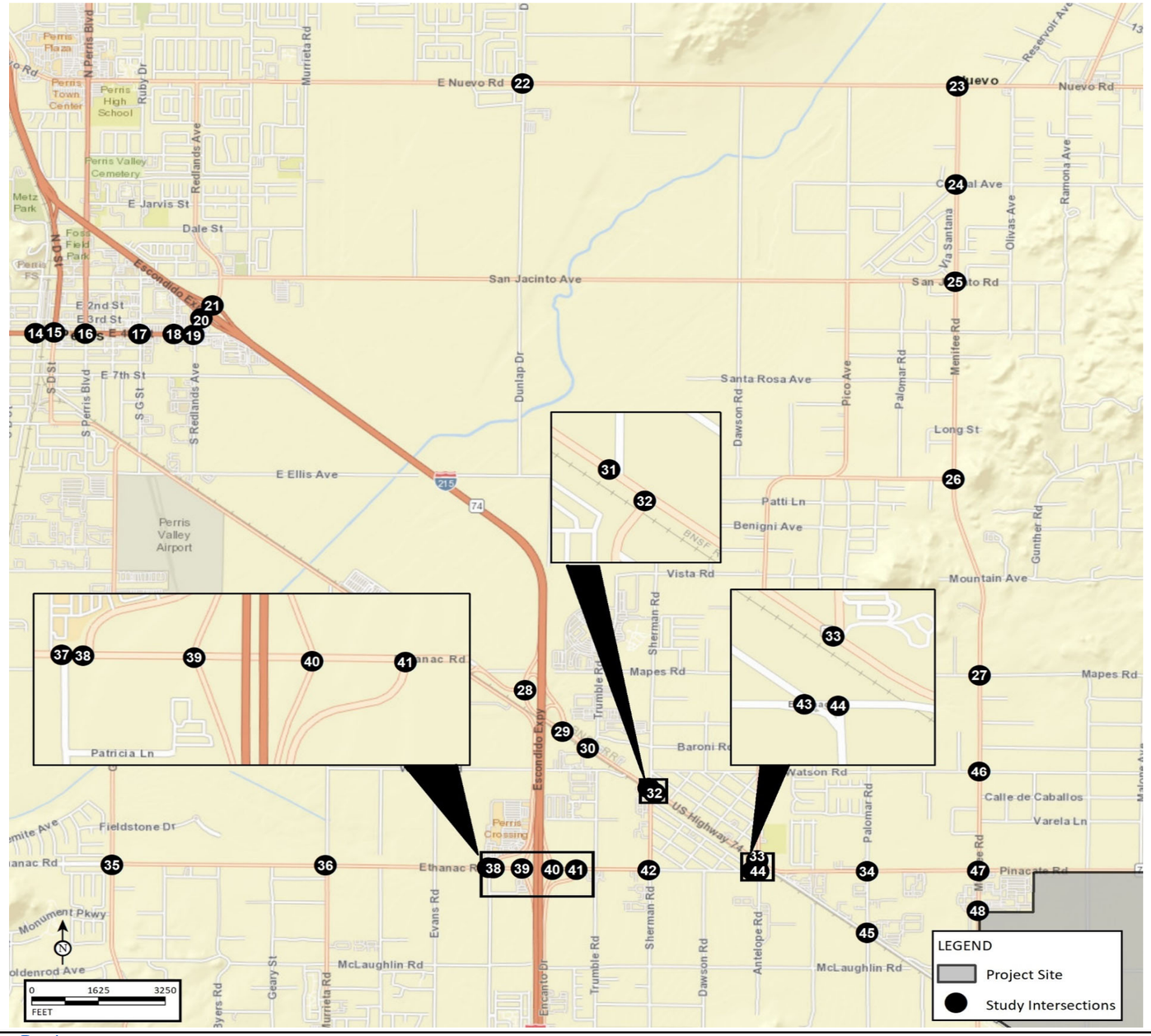
Legend
- Signal
- Stop Sign
- D De-Facto Right
- O Overlap
- F Free-Right
- Recommended Improvements
- Install Traffic Signal
- Optimized Signal Timing

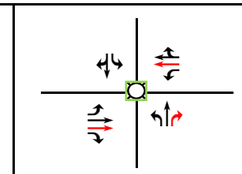
FIGURE 8-8A

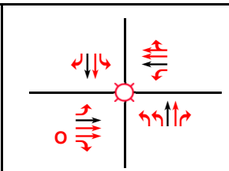
Menifee Valley Specific Plan

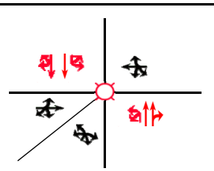
Traffic Study

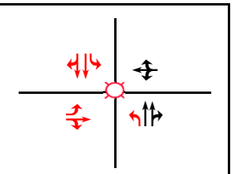
Horizon Year (2045) with Project with Improvements Study Intersection Geometrics and Traffic Control (Int. 1-21)

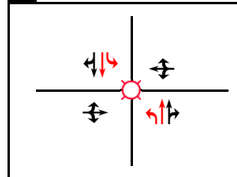


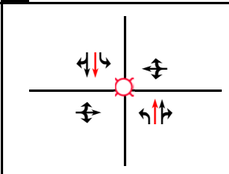

22 Dunlap Drive/Nuevo Road

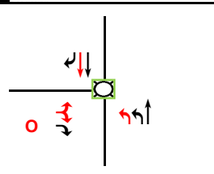

23 Menifee Road/Nuevo Road

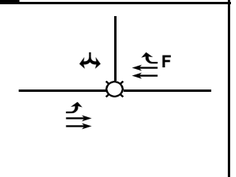

24 Menifee Road/Porter Street/Central Avenue

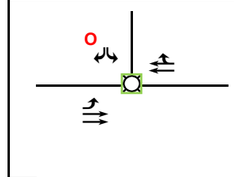

25 Menifee Road/San Jacinto Avenue

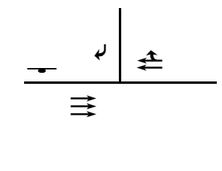

26 Menifee Road/Ellis Avenue

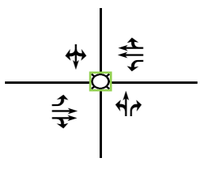

27 Menifee Road/Mapes Road

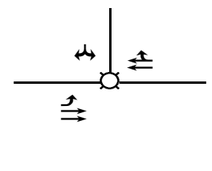

28 I-215 SB Ramps - SR-74/Bonnie Drive

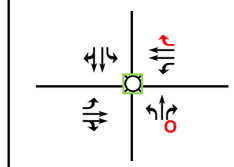

29 I-215 NB Ramps/SR-74

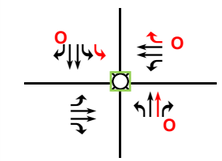

30 Trumble Road/SR-74

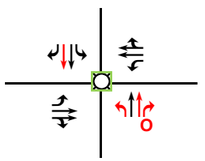

31 Sherman Road/SR-74 (West)

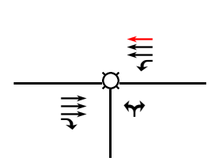

32 Sherman Road/SR-74 (East)

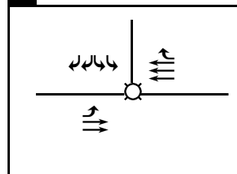

33 Antelope Road/SR-74

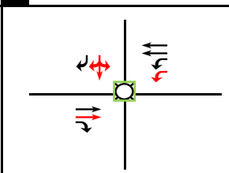

34 Palomar Road/SR-74

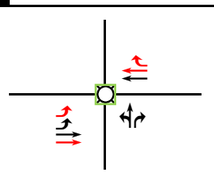

35 Goetz Road/Ethanac Road

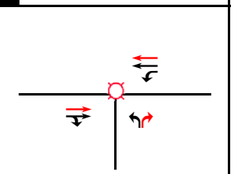

36 Murrieta Road/Ethanac Road

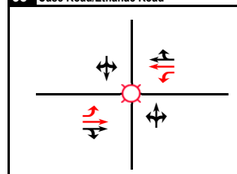

37 Barnett Road/Ethanac Road

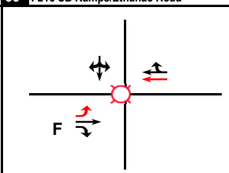

38 Case Road/Ethanac Road

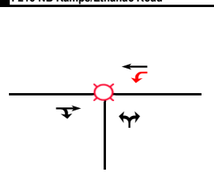

39 I-215 SB Ramps/Ethanac Road

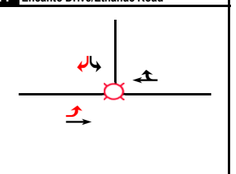

40 I-215 NB Ramps/Ethanac Road


41 Encanto Drive/Ethanac Road


42 Sherman Road/Ethanac Road


43 Jackson Avenue/Ethanac Road

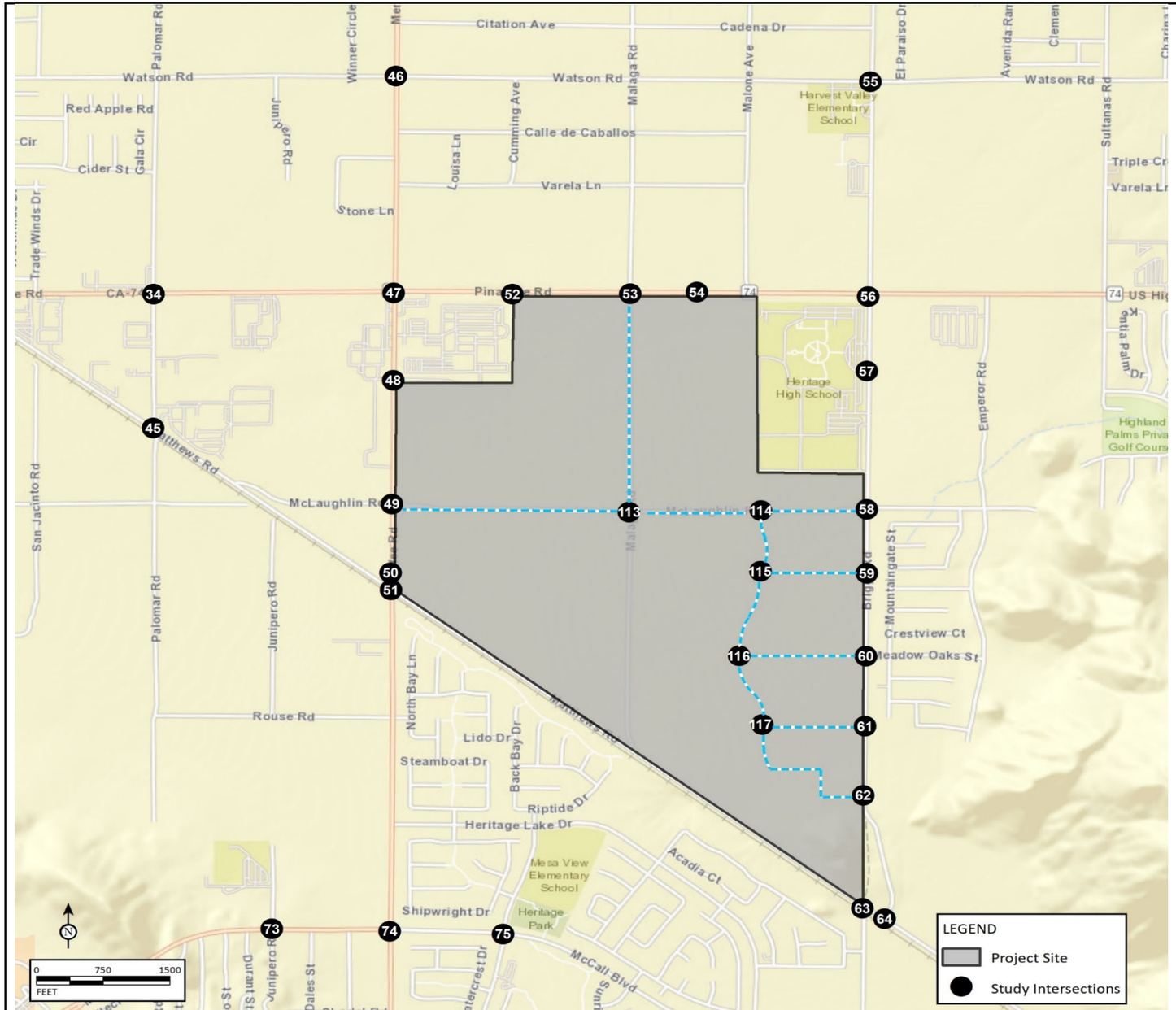

44 Antelope Road/Ethanac Road

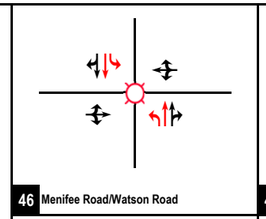

45 Palomar Road/Matthews Road

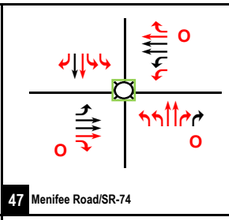
LSA

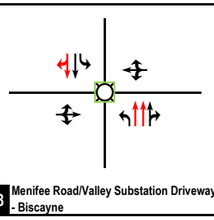
Legend
- Signal
- Stop Sign
- D De-Facto Right
- O Overlap
- F Free-Right
- Recommended Improvements
- Install Traffic Signal
- Optimized Signal Timing

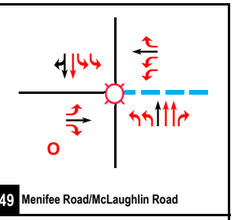
FIGURE 8-8B
Menifee Valley Specific Plan
Traffic Study
Horizon Year (2045) with Project with Improvements Study Intersection Geometrics and Traffic Control (Int. 22-45)

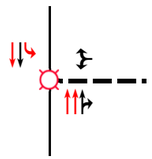



46 Menifee Road/Watson Road

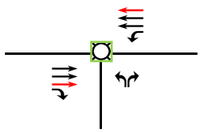

47 Menifee Road/SR-74

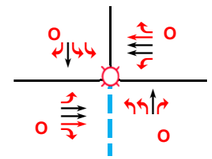

48 Menifee Road/Valley Substation Driveway - Biscayne

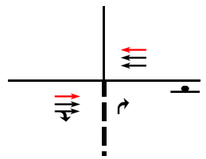

49 Menifee Road/McLaughlin Road

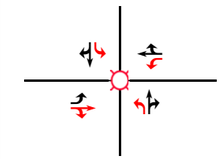

50 Menifee Road/Project Driveway 1

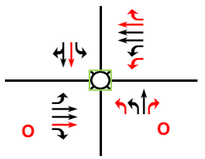
Does Not Exist
51 Menifee Road/Matthews Road

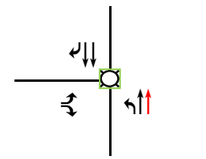

52 McKinley/SR-74

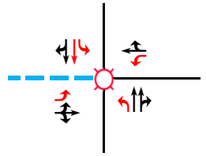

53 Malaga Road - Project Driveway 2/SR-74

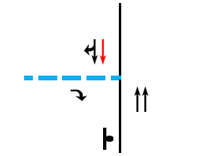

54 Project Driveway 3/SR-74

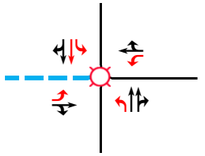

55 Briggs Road/Watson Road

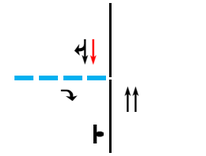

56 Briggs Road/SR-74

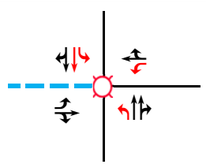

57 Briggs Road/Heritage High School Driveway

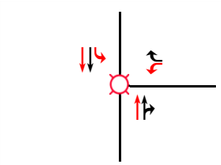

58 Briggs Road/McLaughlin Road


59 Briggs Road/Project Driveway 4

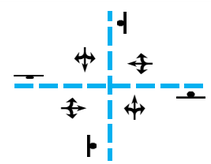

60 Briggs Road/Project Driveway 5 - Meadow Oak Street

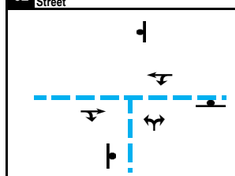

61 Briggs Road/Project Driveway 6

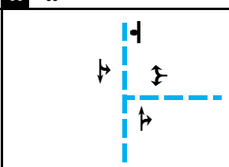

62 Briggs Road/Project Driveway 7 - Hillridge Street

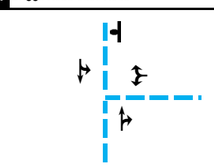

63 Briggs Road/Matthews Road

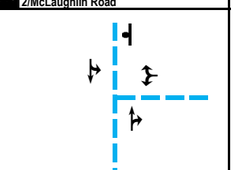
Does Not Exist
64 Briggs Road/Case Road


113 Malaga Road - Project Driveway 2/McLaughlin Road


114 Residential Central Spine/McLaughlin Road


115 Residential Central Spine/Project Driveway 4


116 Residential Central Spine/Project Driveway 5


117 Residential Central Spine/Project Driveway 6

LSA

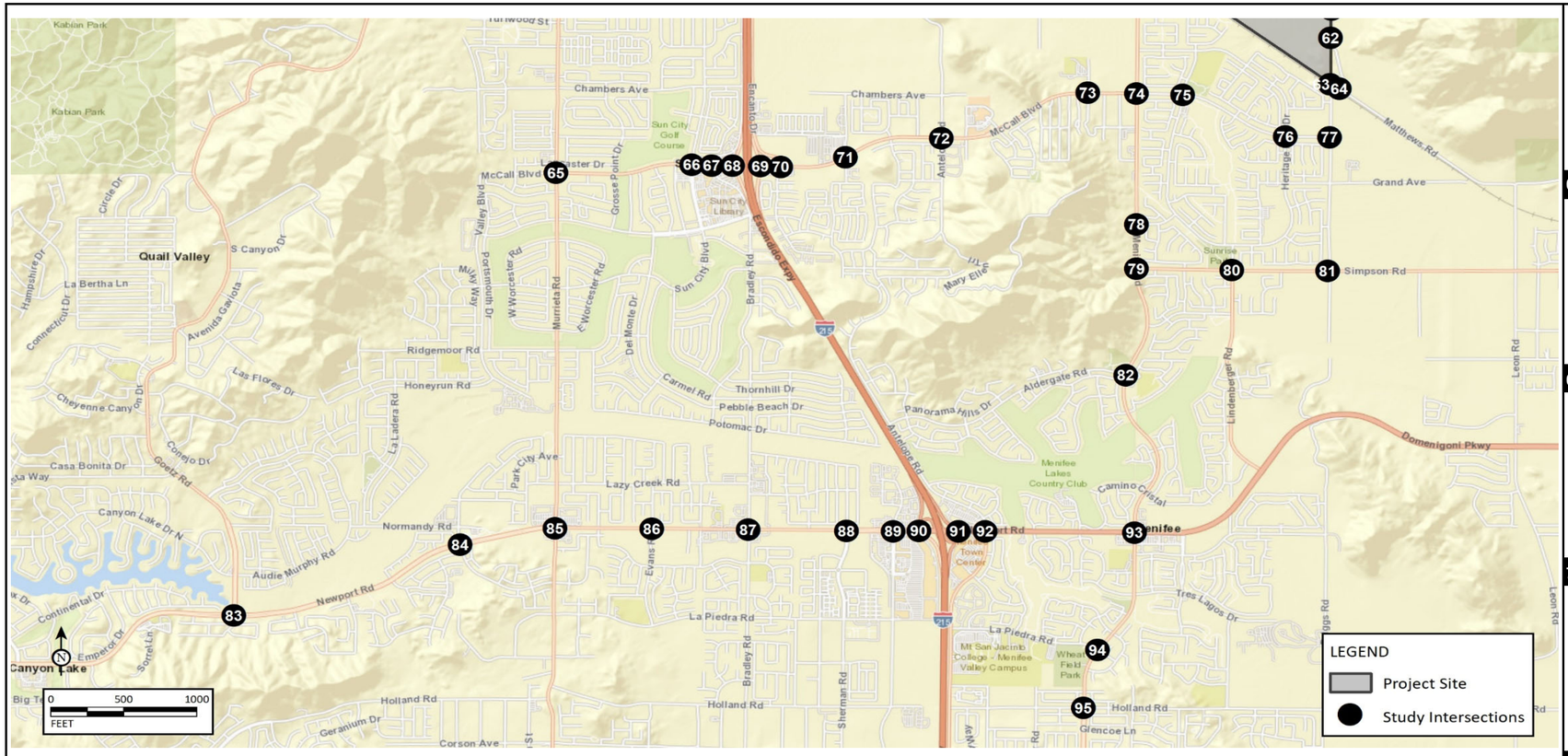
Legend
Signal
Stop Sign

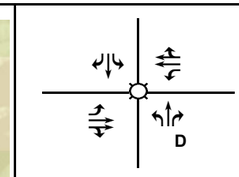
D De-Facto Right
O Overlap
F Free-Right

Recommended Improvements
Install Traffic Signal
Optimized Signal Timing

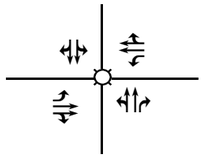
Project Driveway
Internal Project Roadway

FIGURE 8-8C
Menifee Valley Specific Plan
Traffic Study
Horizon Year (2045) with Project with Improvements Study Intersection Geometrics and Traffic Control (Int. 46-64 & Int. 113-117)





65 Murrieta Road/McCall Boulevard



66 Sun City Boulevard/McCall Boulevard

McCall Blvd Interchange Improvement

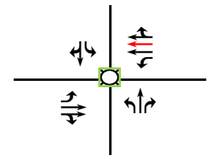
67 Bradley Road/McCall Boulevard

McCall Blvd Interchange Improvement

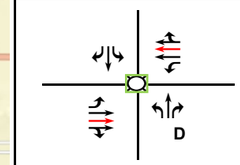
68 I-215 SB Ramps/McCall Boulevard

McCall Blvd Interchange Improvement

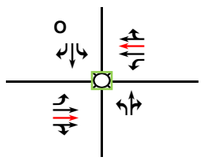
69 I-215 NB Ramps/McCall Boulevard



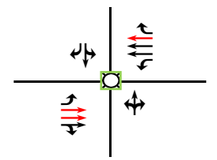
70 Encanto Drive/McCall Boulevard



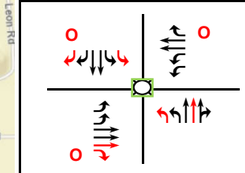
71 Sherman Road/McCall Boulevard



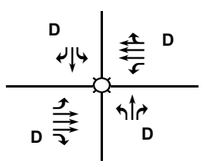
72 Antelope Road/McCall Boulevard



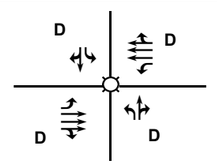
73 Junipero Road/McCall Boulevard



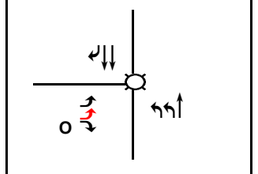
74 Menifee Road/McCall Boulevard



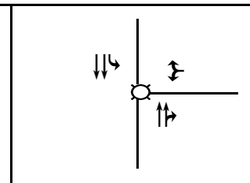
75 Heritage Lake Drive (West)/McCall Boulevard



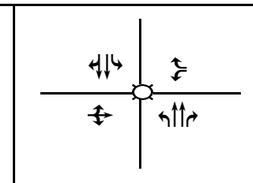
76 Heritage Lake Drive (East)/McCall Boulevard



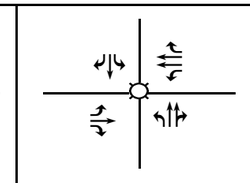
77 Briggs Road/McCall Boulevard



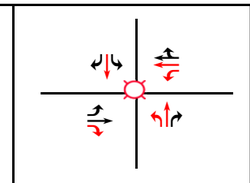
78 Menifee Road/Coastline Avenue



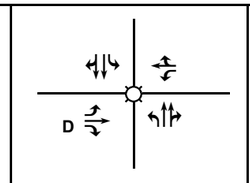
79 Menifee Road/Simpson Road



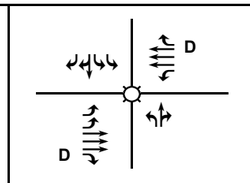
80 Lindenberger Road/Simpson Road



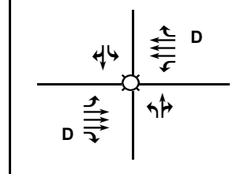
81 Briggs Road/Simpson Road



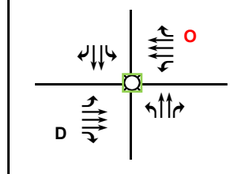
82 Menifee Road/Aldergate Drive - Carnelian Way



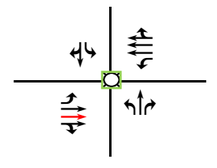
83 Goetz Road - Buckstone Lane/Railroad Canyon Road - Newport Road



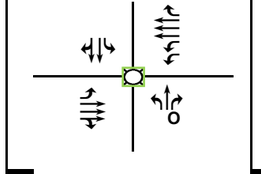
84 Berea Road - Murphy Ranch Road/Newport Road



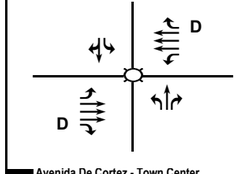
85 Murrieta Road/Newport Road



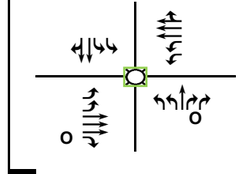
86 Evans Road/Newport Road



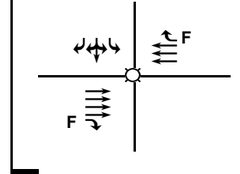
87 Bradley Road/Newport Road



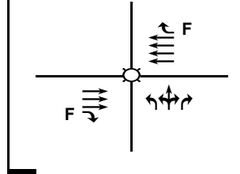
88 Avenida De Cortez - Town Center Drive/Newport Road



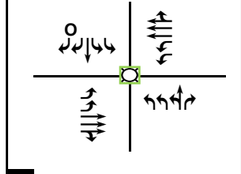
89 Haun Road/Newport Road



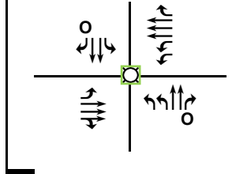
90 I-215 SB Ramps/Newport Road



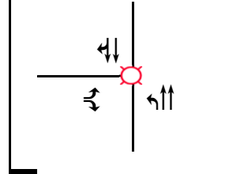
91 I-215 NB Ramps/Newport Road



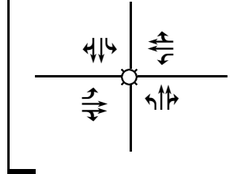
92 Antelope Road/Newport Road



93 Menifee Road/Newport Road



94 Menifee Road/La Piedra Road



95 Menifee Road/Holland Road

LSA

Legend

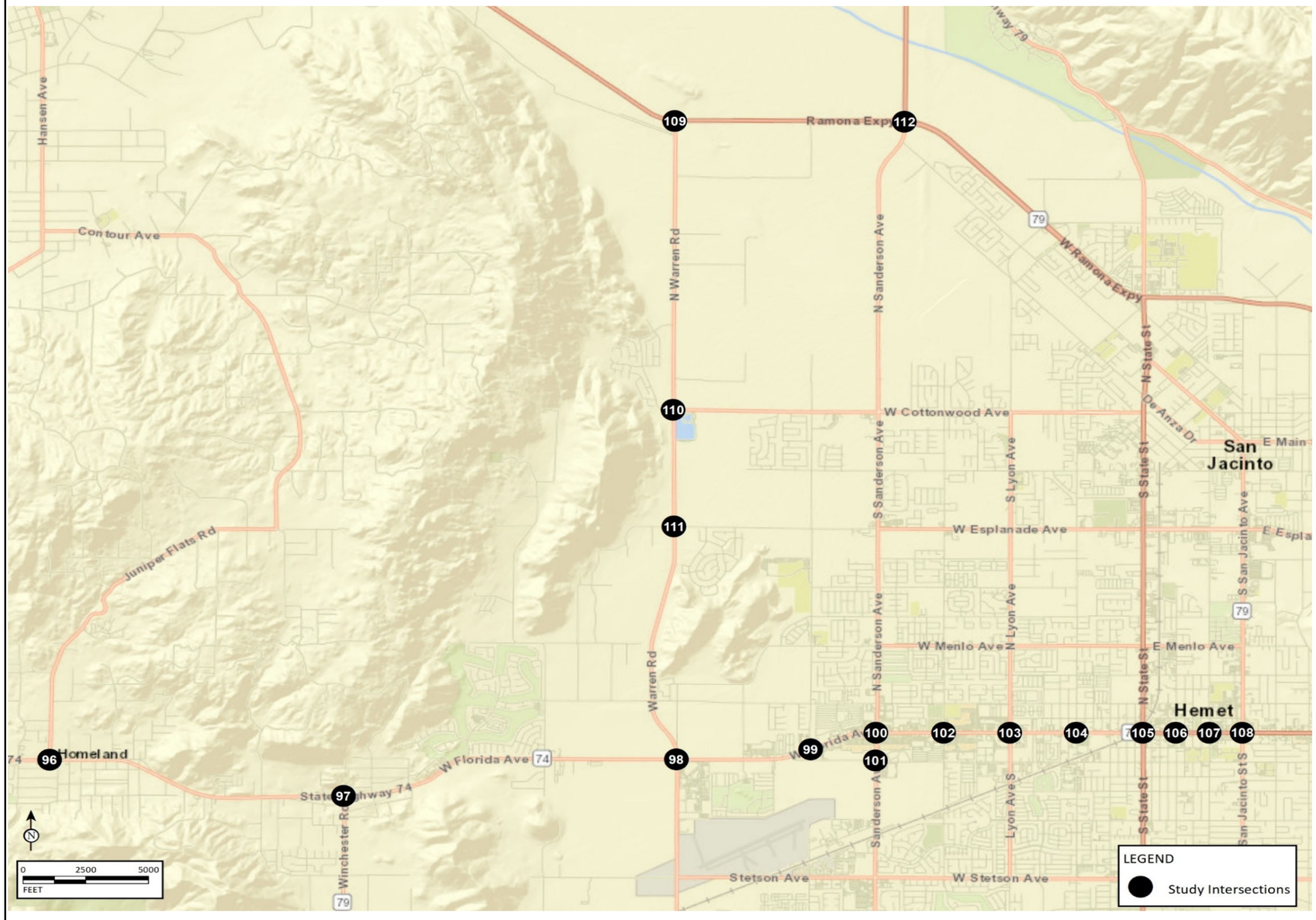
- Signal
- Stop Sign
- D De-Facto Right
- O Overlap
- F Free-Right
- Recommended Improvements
- Install Traffic Signal
- Optimized Signal Timing

FIGURE 8-8D

Menifee Valley Specific Plan

Traffic Study

Horizon Year (2045) with Project with Improvements Study Intersection Geometrics and Traffic Control (Int. 65-95)



96 Juniper Flats Road/SR-74

97 Vista Place - Winchester Road (SR-79)/SR-74

98 Warren Road/Florida Avenue

99 Cawston Avenue/Florida Avenue

100 Sanderson Avenue/Florida Avenue

101 Sanderson Avenue/Acacia Avenue

102 Kirby Street/Florida Avenue

103 Lyon Avenue/Florida Avenue

104 Palm Avenue/Florida Avenue

105 State Street/Florida Avenue

106 Buena Vista Street/Florida Avenue

107 Santa Fe Street/Florida Avenue

108 San Jacinto Street/Florida Avenue

Route 79 Realignment Project Improvement

109 Warren Road/Ramona Expressway

Route 79 Realignment Project Improvement

110 Warren Road/Cottonwood Avenue

Route 79 Realignment Project Improvement

111 Warren Road/Esplanade Avenue

Route 79 Realignment Project Improvement

112 Sanderson Avenue (SR-79) - Sanderson Avenue/Ramona Expressway - Ramona

LSA

Legend

Signal

Stop Sign

D De-Facto Right

O Overlap

F Free-Right

Recommended Improvements

Install Traffic Signal

Optimized Signal Timing

FIGURE 8-8E

Menifee Valley Specific Plan

Traffic Study

Horizon Year (2045) with Project with Improvements Study Intersection Geometrics and Traffic Control (Int. 96-112)



LSA

LEGEND

Existing Lane

Proposed Lane

FIGURE 8-9A

0 80 160

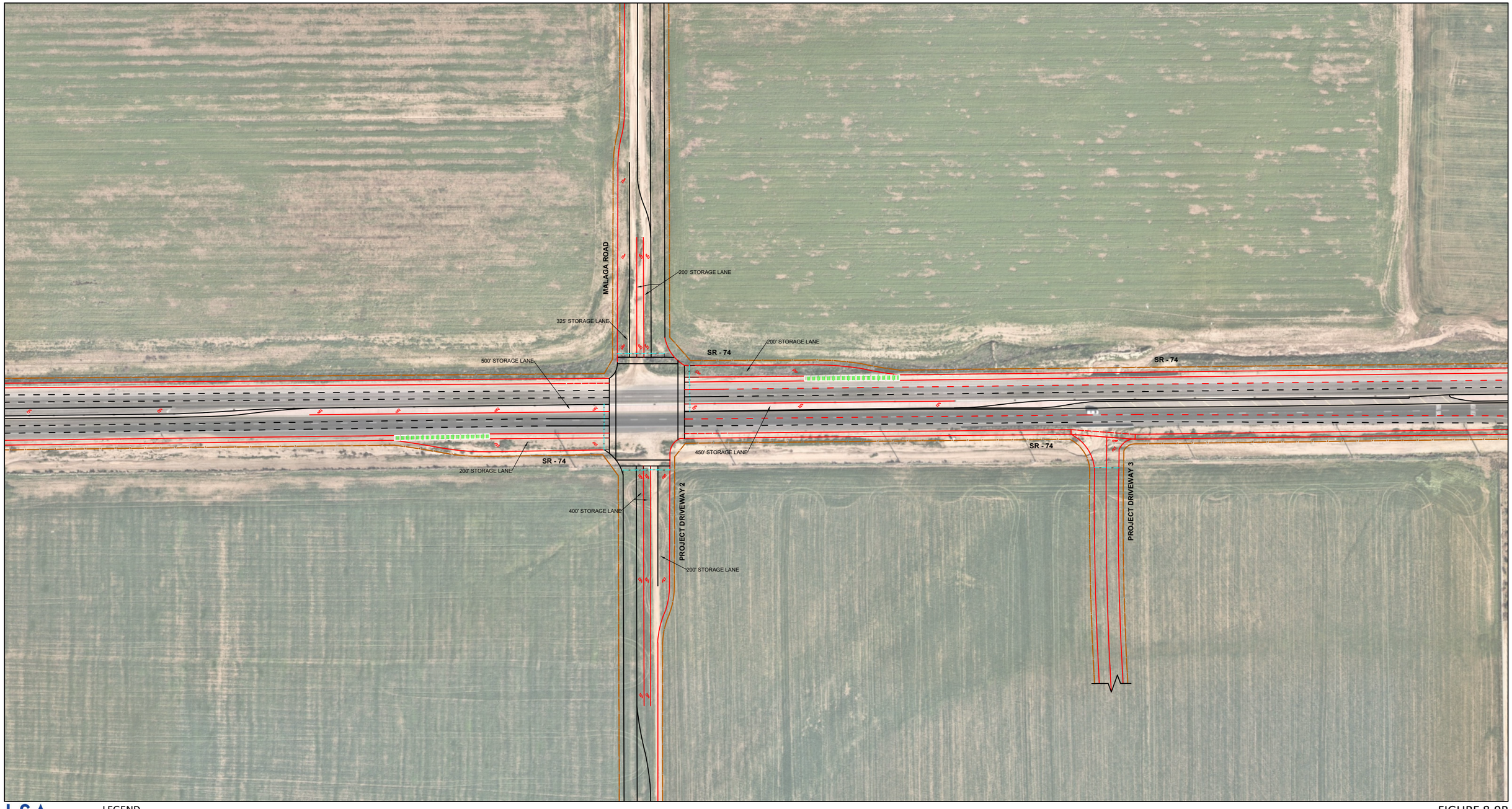
FEET

SOURCE: Near Map, January 2023

P:\CIM2106 MVSP EIR\02 Technical Study - Peer Review\2.1 Traffic - VMT\July 2023\Striping Plan\StripingPlan_MIT.dwg (9/28/2023)

Menifee Valley Specific Plan
Traffic Study

Conceptual Striping Plan - SR-74 Segment 1



LSA

LEGEND

Existing Lane

Proposed Lane

0 80 160
FEET

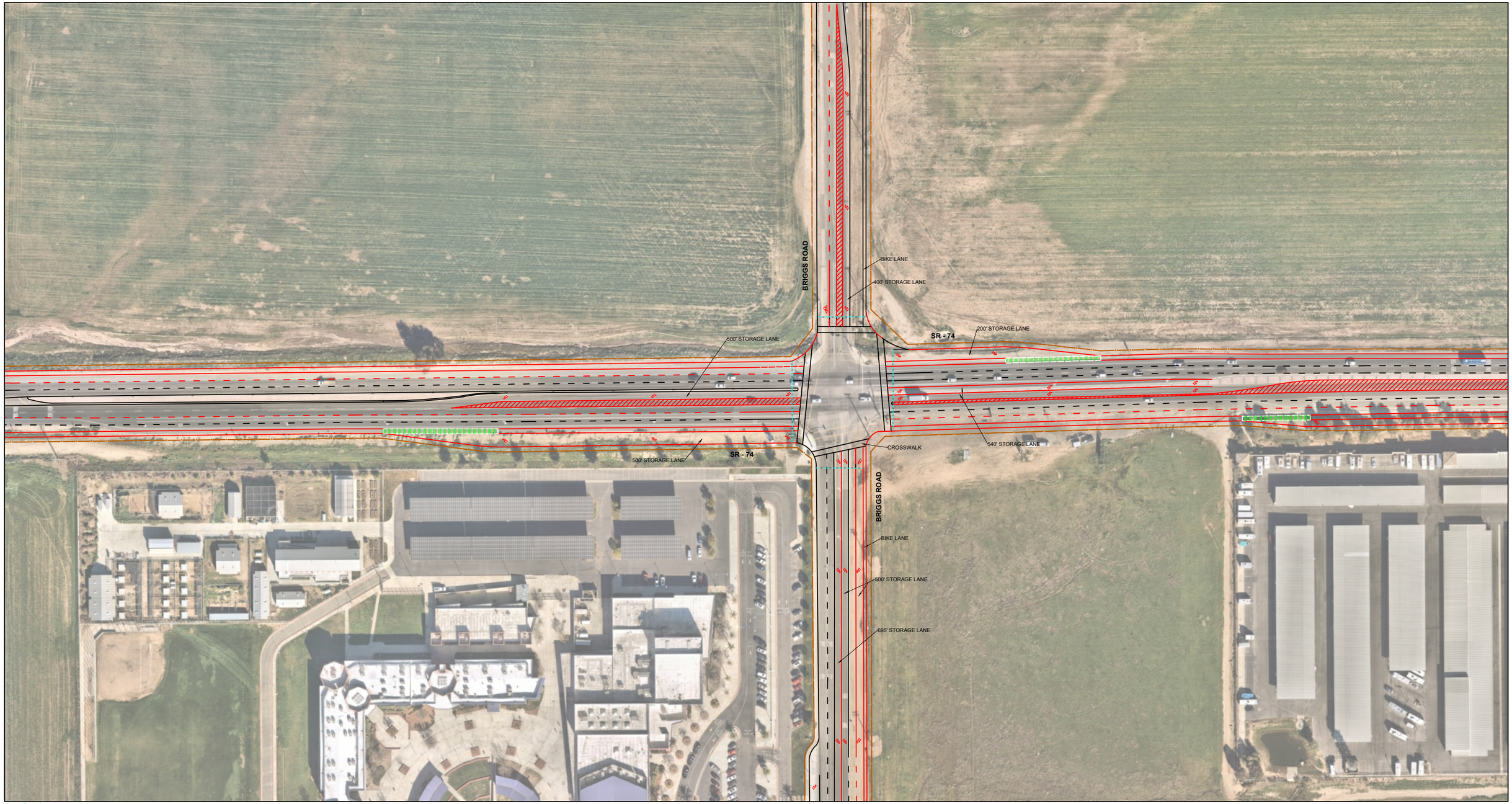
SOURCE: Near Map, January 2023

P:\CIM2106 MVSP EIR\02 Technical Study - Peer Review\2.1 Traffic - VMT\July 2023\Striping Plan\StripingPlan_MIT.dwg (9/28/2023)

FIGURE 8-9B

Menifee Valley Specific Plan
Traffic Study

Conceptual Striping Plan - SR-74 Segment 2



LSA

LEGEND

Existing Lane

Proposed Lane

0 80 160

FEET

SOURCE: Near Map, January 2023

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FIGURE 8-9C

Menifee Valley Specific Plan
Traffic Study

Conceptual Striping Plan - SR-74 Segment 3



LSA

LEGEND

Existing Lane

Proposed Lane

0 80 160

FEET

SOURCE: Near Map, January 2023

P:\CIM2106 MVSP EIR\02 Technical Study - Peer Review\2.1 Traffic - VMT\July 2023\Striping Plan\StripingPlan_MIT.dwg (9/28/2023)

FIGURE 8-9D

Menifee Valley Specific Plan
Traffic Study

Conceptual Striping Plan - McLaughlin Road Segment 1



LSA

LEGEND

Existing Lane

Proposed Lane

0 80 160

FEET

SOURCE: Near Map, January 2023

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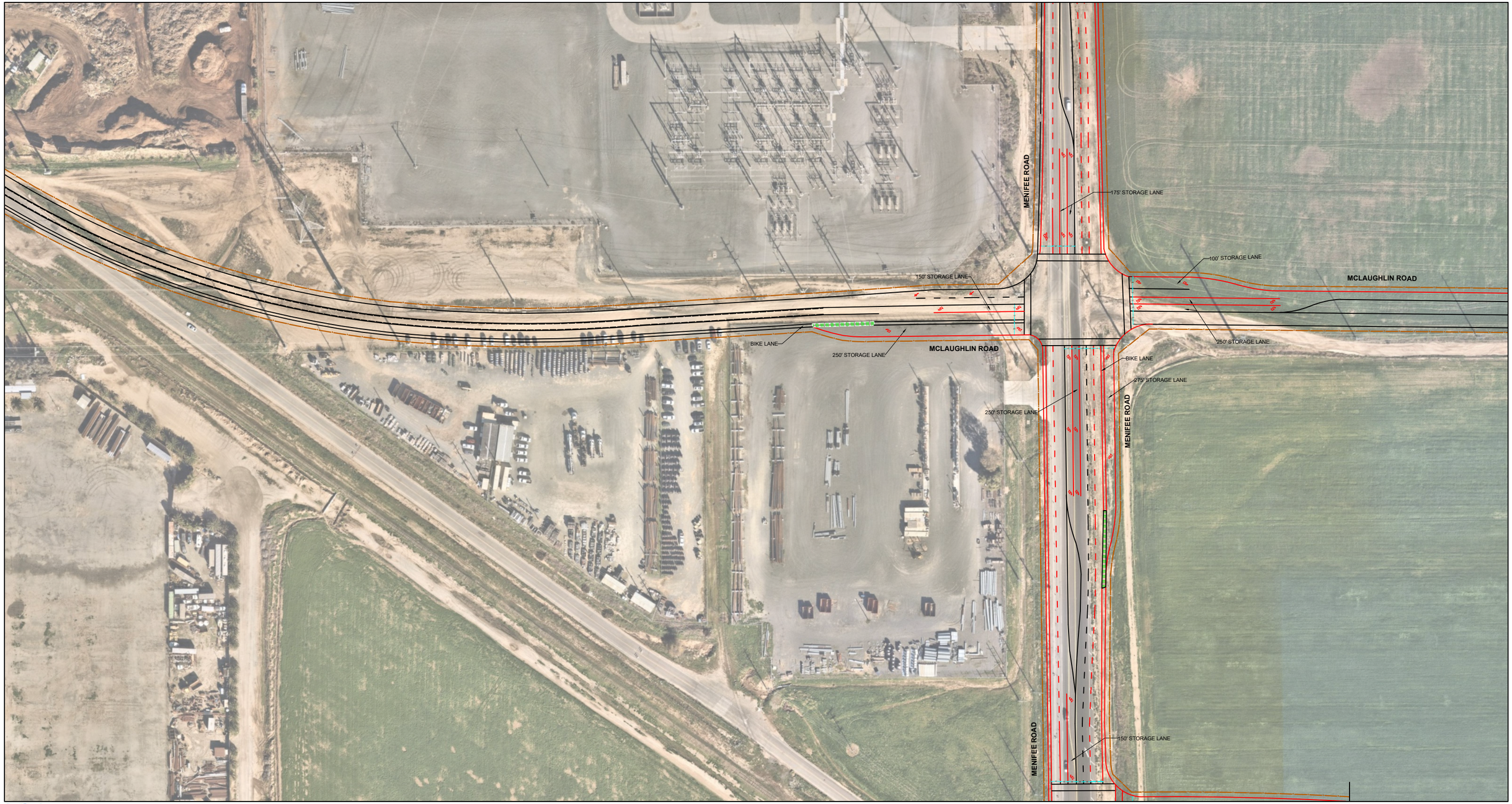
FIGURE 8-9E

Menifee Valley Specific Plan
Traffic Study

Conceptual Striping Plan - McLaughlin Road Segment 2



LSA

LEGEND

Existing Lane

Proposed Lane

0 80 160

FEET

FIGURE 8-9F

Menifee Valley Specific Plan
Traffic Study

Conceptual Striping Plan - McLaughlin Road Segment 3

SOURCE: Near Map, January 2023

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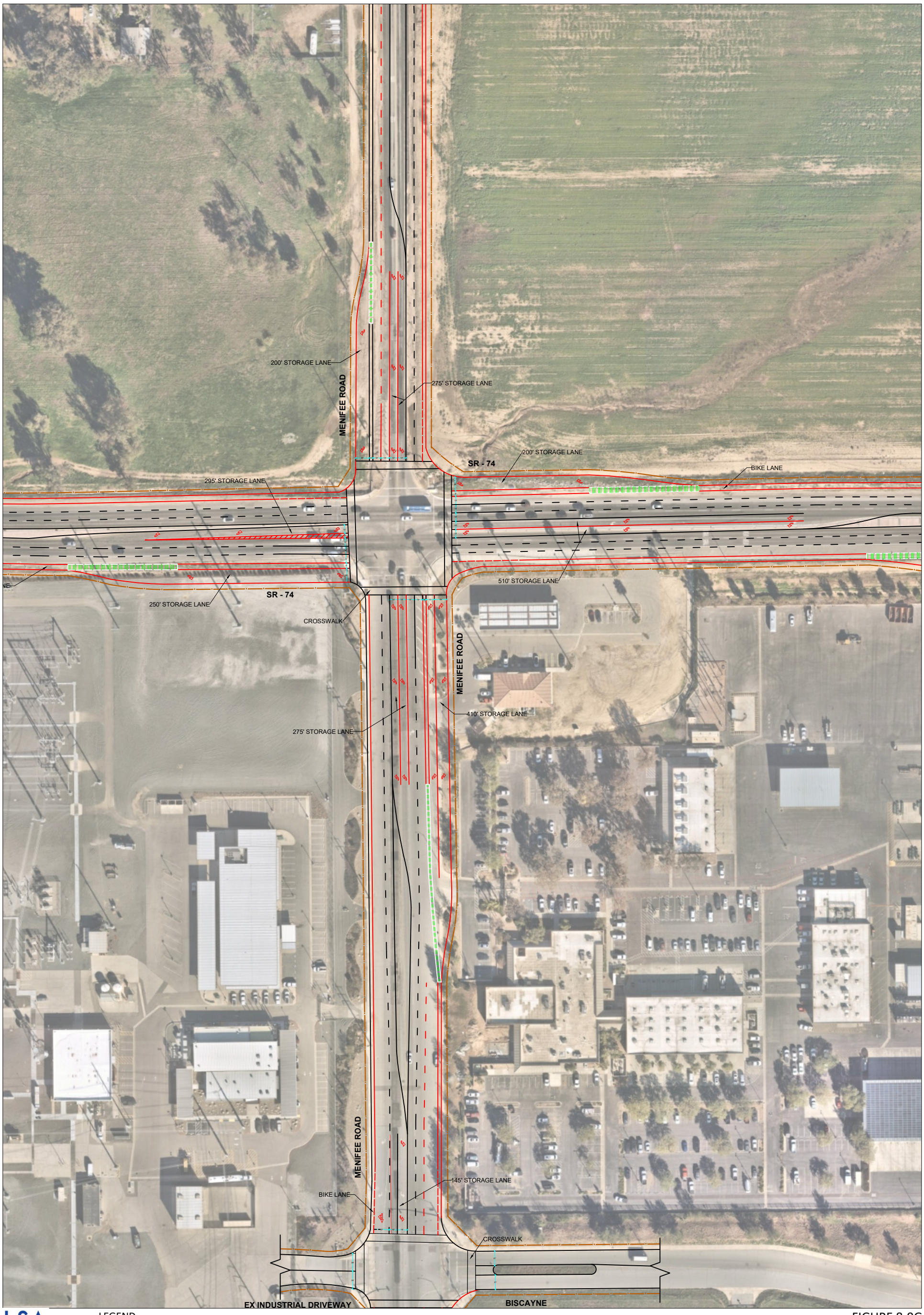


LSA

LEGEND

Existing Lane

Proposed Lane

FIGURE 8-9G

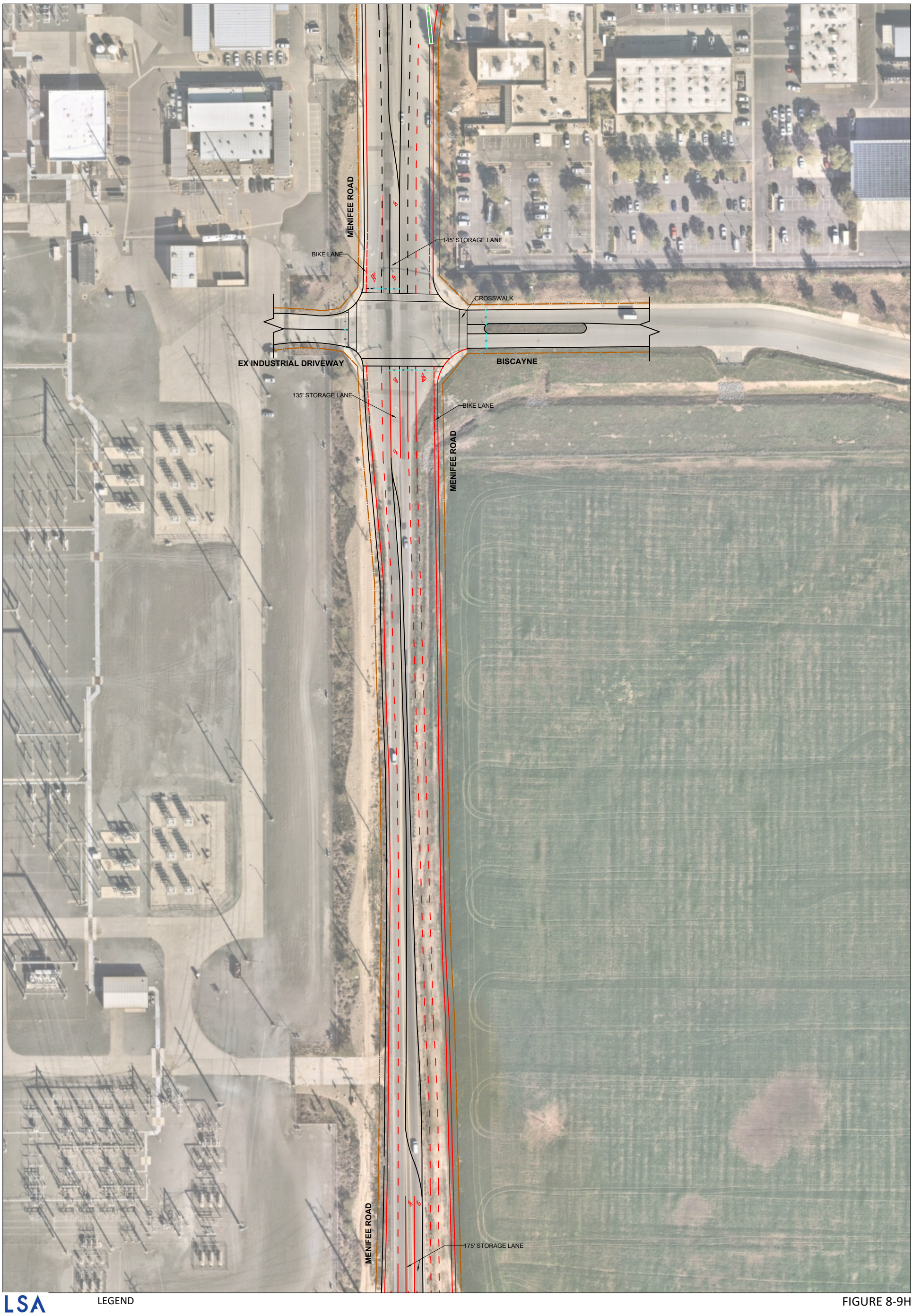
0 65 130
FEET

SOURCE: Near Map, January 2023

P:\CIM2106 MVSP EIR\02 Technical Study - Peer Review\2.1 Traffic - VMT\July 2023\Striping Plan\StripingPlan_MIT.dwg (9/28/2023)

Menifee Valley Specific Plan
Traffic Study

Conceptual Striping Plan - Menifee Road Segment 1



LSA

LEGEND

Existing Lane

Proposed Lane

FIGURE 8-9H

0 65 130

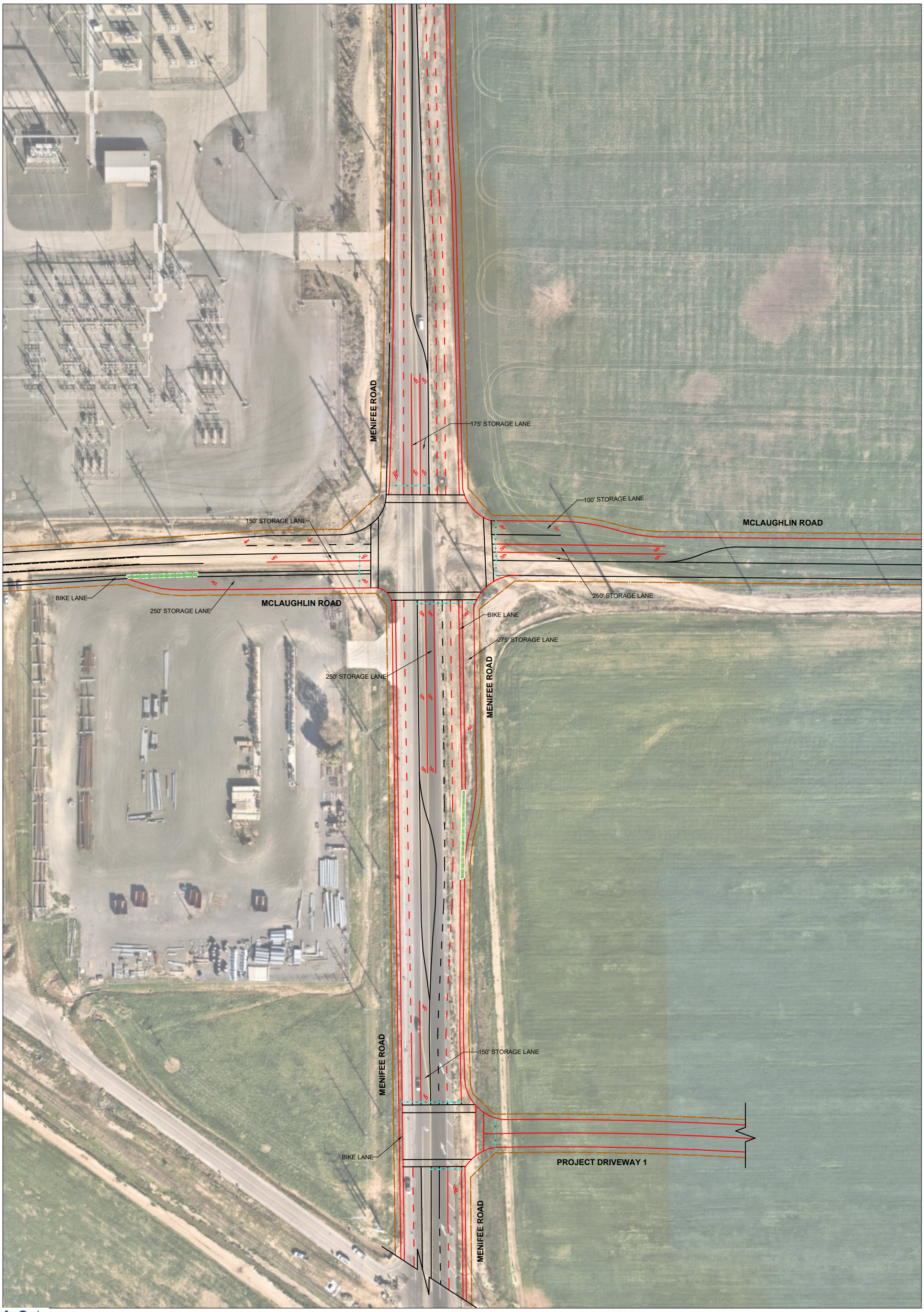
FEET

SOURCE: Near Map, January 2023

P:\CIM2106 MVSP EIR\02 Technical Study - Peer Review\2.1 Traffic - VMT\July 2023\Striping Plan\StripingPlan_MIT.dwg (9/28/2023)

Menifee Valley Specific Plan
Traffic Study

Conceptual Striping Plan - Menifee Road Segment 2



LSA

LEGEND

Existing Lane

Proposed Lane

FIGURE 8-9I

0 65 130

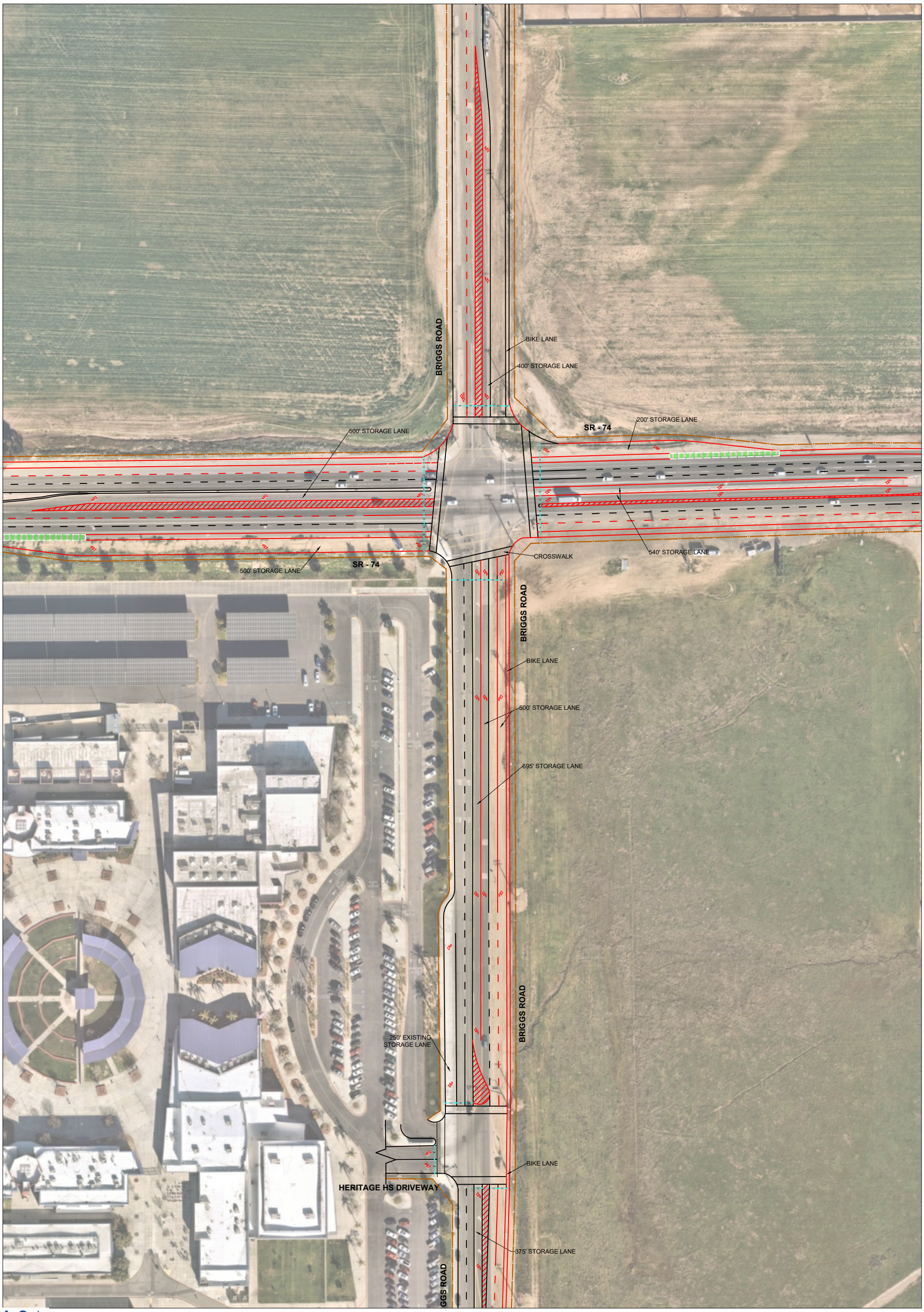
FEET

SOURCE: Near Map, January 2023

P:\CIM2106 MVSP EIR\02 Technical Study - Peer Review\2.1 Traffic - VMT\July 2023\Striping Plan\StripingPlan_MIT.dwg (9/28/2023)

Menifee Valley Specific Plan
Traffic Study

Conceptual Striping Plan - Menifee Road Segment 3



LSA

LEGEND

Existing Lane

Proposed Lane

FIGURE 8-9J

0 65 130

FEET

SOURCE: Near Map, January 2023

P:\CIM2106 MVSP EIR\02 Technical Study - Peer Review\2.1 Traffic - VMT\July 2023\Striping Plan\StripingPlan_MIT.dwg (9/28/2023)

Menifee Valley Specific Plan
Traffic Study

Conceptual Striping Plan - Briggs Road Segment 1



LSA

LEGEND

Existing Lane

Proposed Lane

FIGURE 8-9K

0 65 130

FEET

SOURCE: Near Map, January 2023

Menifee Valley Specific Plan
Traffic Study

Conceptual Striping Plan - Briggs Road Segment 2

P:\CIM2106 MVSP EIR\02 Technical Study - Peer Review\2.1 Traffic - VMT\July 2023\Striping Plan\StripingPlan_MIT.dwg (9/28/2023)



LSA

LEGEND

Existing Lane

Proposed Lane

FIGURE 8-9L

0 65 130

FEET

SOURCE: Near Map, January 2023

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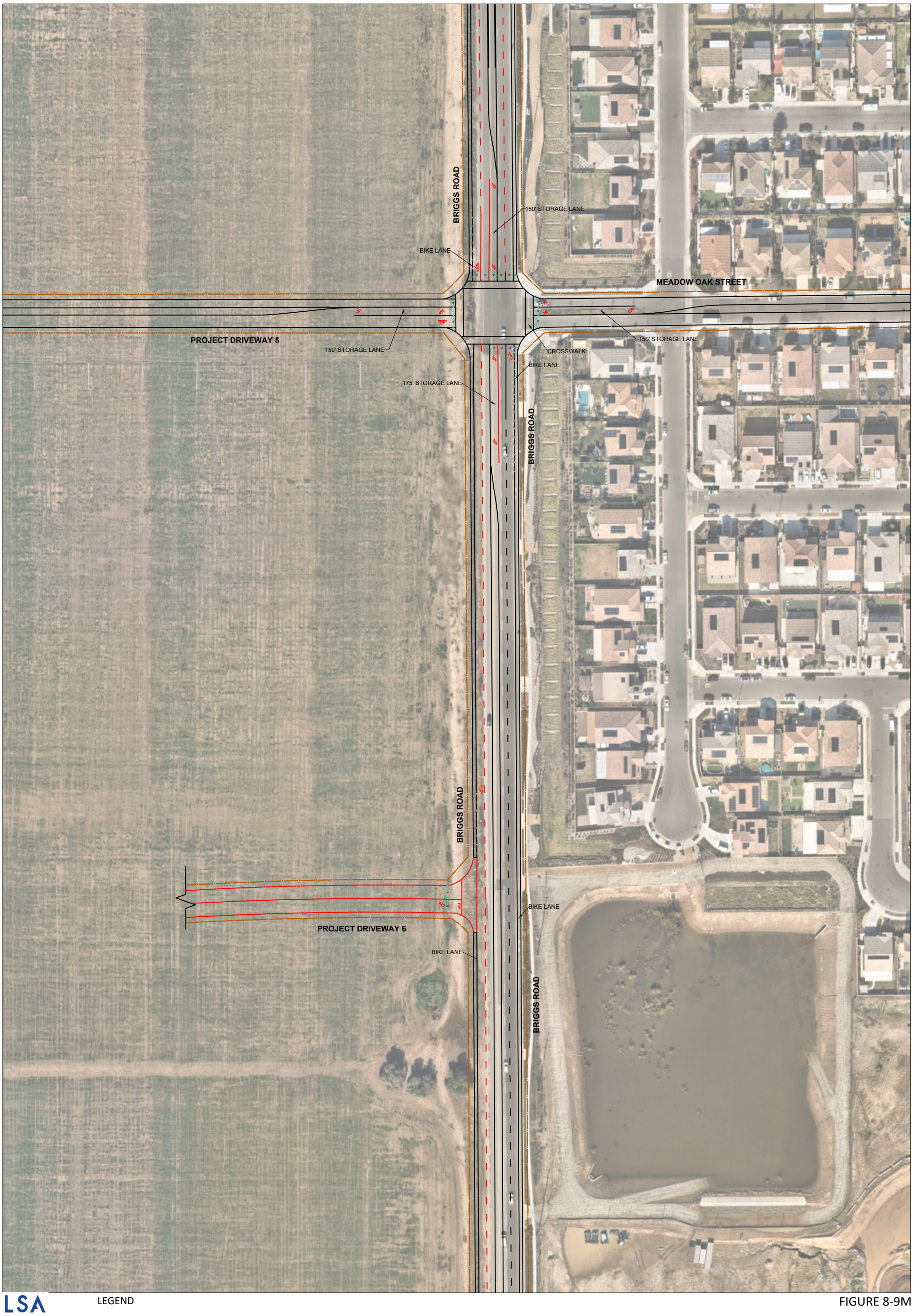
Menifee Valley Specific Plan
Traffic Study

Conceptual Striping Plan - Briggs Road Segment 3



LSA

LEGEND

Existing Lane

Proposed Lane

FIGURE 8-9M

0 65 130

FEET

SOURCE: Near Map, January 2023

P:\CIM2106 MVSP EIR\02 Technical Study - Peer Review\2.1 Traffic - VMT\July 2023\Striping Plan\StripingPlan_MIT.dwg (9/28/2023)

Menifee Valley Specific Plan
Traffic Study

Conceptual Striping Plan - Briggs Road Segment 4



LSA

LEGEND

Existing Lane

Proposed Lane

FIGURE 8-9N

0 65 130

FEET

SOURCE: Near Map, January 2023

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Menifee Valley Specific Plan
Traffic Study

Conceptual Striping Plan - Briggs Road Segment 5



LSA

LEGEND

Existing Lane

Proposed Lane

FIGURE 8-9O

0 65 130

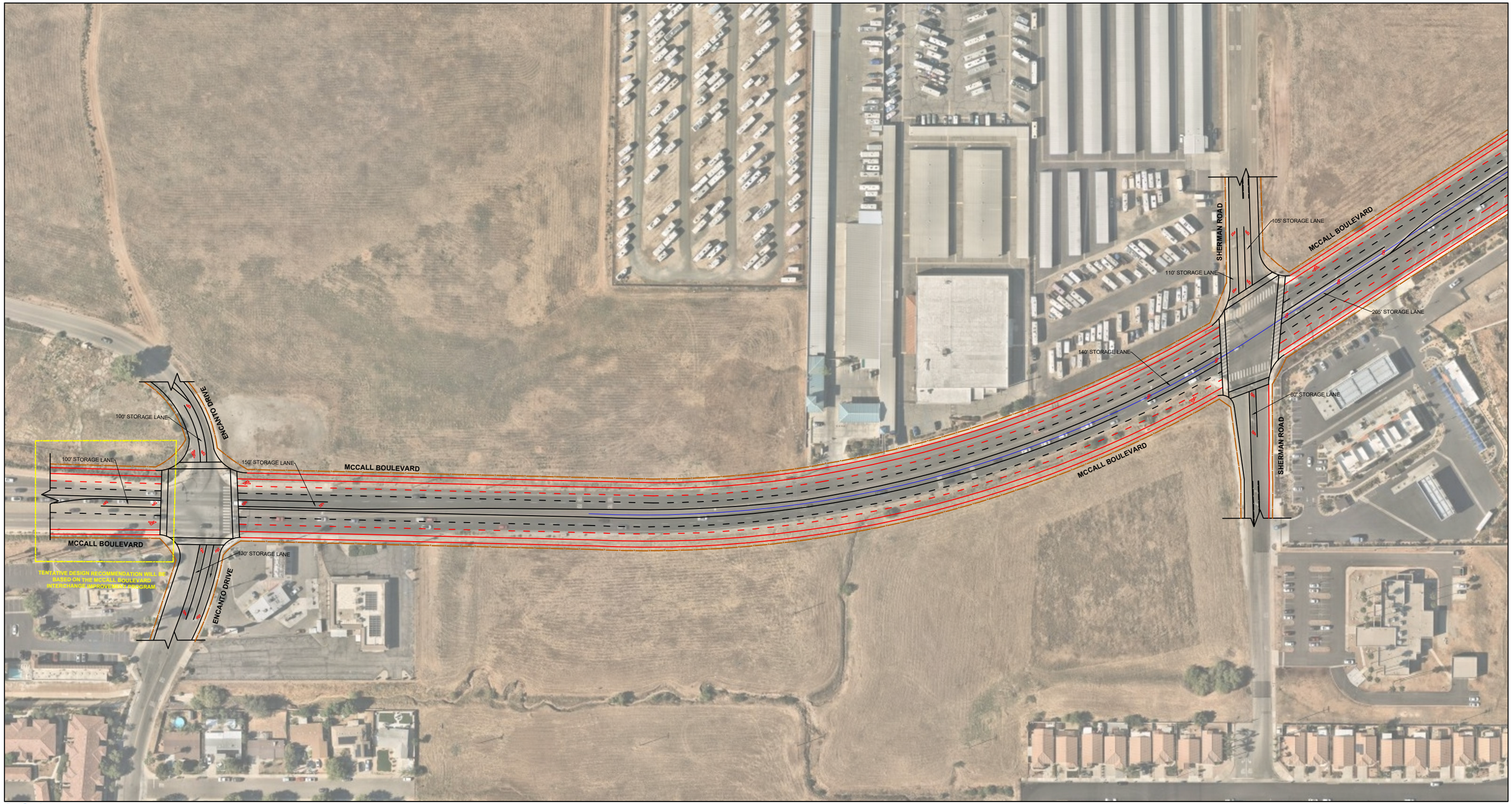
FEET

SOURCE: Near Map, January 2023

P:\CIM2106 MVSP EIR\02 Technical Study - Peer Review\2.1 Traffic - VMT\July 2023\Striping Plan\StripingPlan_MIT.dwg (9/28/2023)

Menifee Valley Specific Plan
Traffic Study

Conceptual Striping Plan - Briggs Road Segment 6



LSA

LEGEND

Existing Lane

Proposed Lane

0 80 160

FEET

SOURCE: Near Map, September 2023

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FIGURE 8-9P

Menifee Valley Specific Plan
Traffic Study

Conceptual Striping Plan - McCall Boulevard Segment 1



LSA

LEGEND

Existing Lane

Proposed Lane

0 80 160

FEET

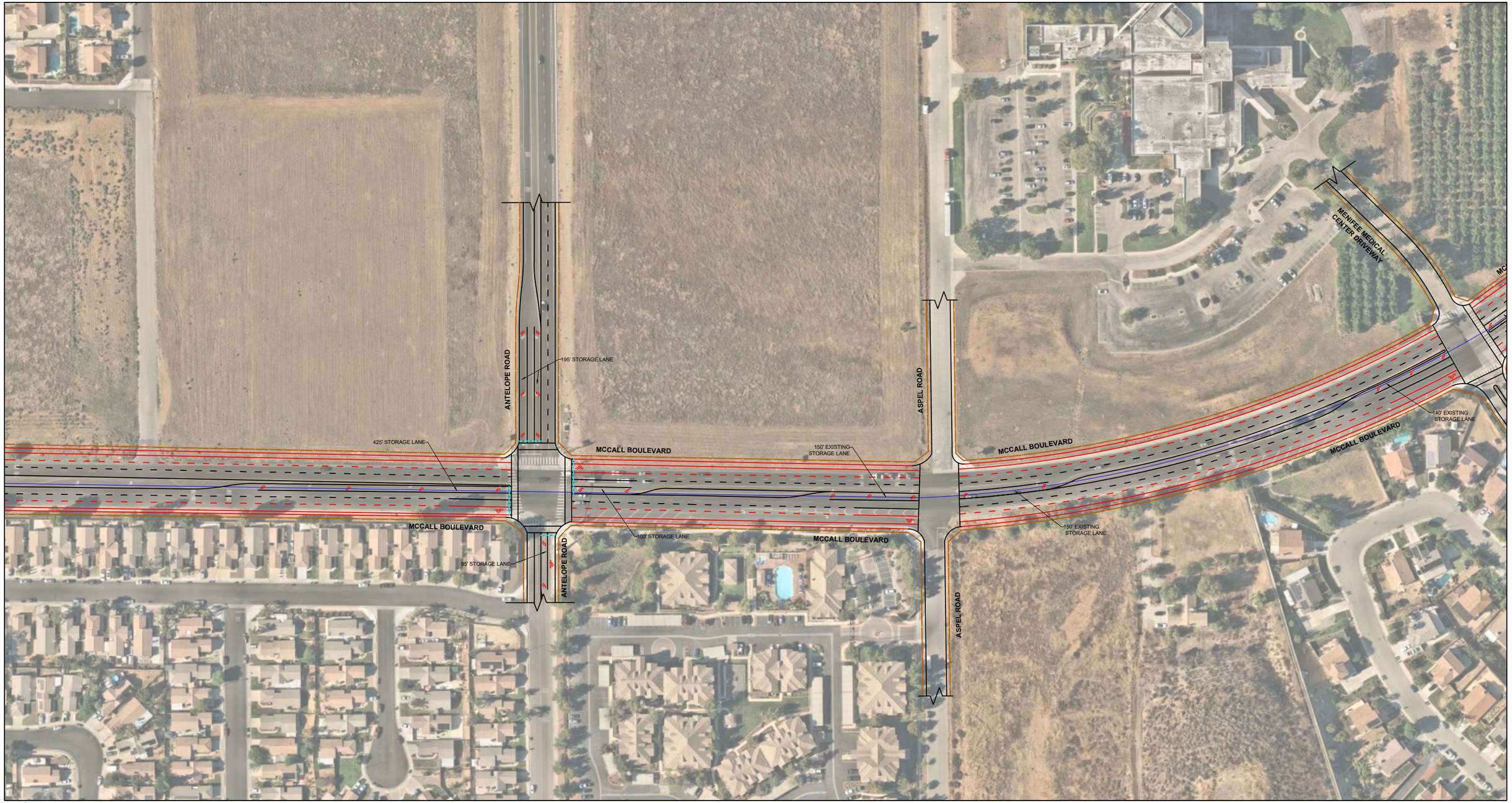
SOURCE: Near Map, September 2023

P:\CIM2106 MVSP EIR\02 Technical Study - Peer Review\2.1 Traffic - VMT\July 2023\Striping Plan\StripingPlan_MIT.dwg (9/28/2023)

FIGURE 8-9Q

Menifee Valley Specific Plan
Traffic Study

Conceptual Striping Plan - McCall Boulevard Segment 2



LSA

LEGEND

Existing Lane

Proposed Lane

0 80 160

FEET

SOURCE: Near Map, September 2023

P:\CIM2106 MVSP EIR\02 Technical Study - Peer Review\2.1 Traffic - VMT\July 2023\Striping Plan\StripingPlan_MIT.dwg (9/28/2023)

FIGURE 8-9R

Menifee Valley Specific Plan
Traffic Study

Conceptual Striping Plan - McCall Boulevard Segment 3



LSA

LEGEND

- Existing Lane
- Proposed Lane

0 80 160
FEET

FIGURE 8-9S

Menifee Valley Specific Plan
Traffic Study

Conceptual Striping Plan - McCall Boulevard Segment 4

SOURCE: Near Map, September 2023

P:\CIM2106 MVSP EIR\02 Technical Study - Peer Review\2.1 Traffic - VMT\July 2023\Striping Plan\StripingPlan_MIT.dwg (9/28/2023)



LSA

LEGEND

Existing Lane

Proposed Lane

0 80 160

FEET

SOURCE: Near Map, September 2023

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FIGURE 8-9T

Menifee Valley Specific Plan
Traffic Study

Conceptual Striping Plan - McCall Boulevard Segment 5

LSA

Table 8-A - Recommended Improvements for Intersections

Intersection	Existing with Project Improvements[1]	Phase 1 Opening Year (2025) with Project Improvements[1]	Phase 2 & 3 Opening Year (2026) with Project Improvements[1]	Horizon Year (2045) with Project Improvements[1]
3 . Dexter Avenue/SR-74				TUMF I-15/SR-74 Interchange Project improvements are anticipated to improve intersection operations.
4 . Cambern Avenue/SR-74	Add WBT.	Add WBT.	Phase 1 Improvements	Phase 1 Improvements + Optimize the signal timing.
5 . Conard Avenue/SR-74	Add EBT, WBT.	Add EBT, WBT.	Phase 1 Improvements	Phase 1 Improvements
6 . El Toro Cut Off Road/SR-74	Add WBT.	Add WBT. Install signal w/ protected left-turn phasing.	Phase 1 Improvements	Phase 1 Improvements
7 . Riverside Street/SR-74			Add EBT, WBT.	Phase 2 & 3 Improvements
8 . Wasson Canyon Road/SR-74			Add EBT, WBT.	Phase 2 & 3 Improvements
9 . SR-74/Meadowbrook Avenue - Greenwald Avenue			Add NBT, SBT.	Phase 2 & 3 Improvements
10 . SR-74/River Road			Add NBT.	Phase 2 & 3 Improvements + Install signal w/ protected left-turn phasing.
13 . A Street/SR-74			Optimize the signal timing.	Phase 2 & 3 Improvements + Restripe SBTR to SBR and add right-turn overlap phasing to SBR.
14 . C Street/SR-74	Optimize the signal timing.	Optimize the signal timing.	Phase 1 Improvements.	Phase 1 Improvements.
15 . D Street/SR-74			Optimize the signal timing.	Phase 2 & 3 Improvements.
16 . Perris Boulevard/SR-74	Optimize the signal timing.	Optimize the signal timing.	Phase 1 Improvements.	Phase 1 Improvements + Add SBT.
19 . Redlands Avenue/SR-74 - 4th Street	Add right-turn overlap phasing to SBR.	Add right-turn overlap phasing to SBR.	Phase 1 Improvements	Phase 1 Improvements.
22 . Dunlap Drive/Nuevo Road				Add EBT, WBT, NBR. Optimize the signal timing.
23 . Menifee Road/Nuevo Road	Add WBL.	Restripe NBLTR to NBTR, SBLTR to SBTR, EBLTR to EBT, WBLTR to WBTR. Add NBL, SBL, EBL, EBR, WBL. Install signal w/ protected left-turn phasing.	Phase 1 Improvements + Restripe NBTR to NBT. Add NBR.	Phase 1 Improvements + Phase 2 & 3 Improvements + Restripe SBTR to SBT. Add NBL, NBT, SBT, SBR, 2x EBT, 2x WBT + Add right-turn overlap phasing to EBR.
24 . Menifee Road/Porter Street/Central Avenue			Restripe NBLTR to NBTR, SBLTR to SBTR. Add NBL, SBL. Install signal w/ protected left-turn phasing for N/S and permitted for E/W.	Phase 2 & 3 Improvements + Add NBT, SBT.
25 . Menifee Road/San Jacinto Avenue			Restripe NBTL to NBT, SBTL to SBL, EBTL to EBL, EBR to EBTR. Add NBL, SBT. Install signal w/ protected left-turn phasing for N/S and split phasing for E/W.	Phase 2 & 3 Improvements + Restripe SBR to SBTR.
26 . Menifee Road/Ellis Avenue				Restripe NBLTR to NBTR, SBLTR to SBTR. Add NBL, NBT, SBL, SBT. Install signal w/ protected left-turn phasing for N/S and permitted for E/W.
27 . Menifee Road/Mapes Road	Convert from TWSC to AWSC.	Install signal w/ protected left-turn phasing for N/S and permitted for E/W.	Phase 1 Improvements	Phase 1 Improvements + Add NBT, SBT.
28 . I-215 SB Ramps - SR-74/Bonnie Drive	Restripe EBL to EBLR. Add SBT. Convert channelized SBR and EBR right-turns to standard dedicated right-turn lanes w/ permitted phasing. Optimize the signal timing.		Add NBL, SBT. Convert channelized SBR and EBR right-turns to standard dedicated right-turn lanes w/ permitted phasing. Optimize the signal timing.	Phase 2 & 3 Improvements + Restripe EBL to EBLR. Add right-turn overlap phasing for EBR.
30 . Trumble Road/SR-74			Add right-turn overlap phasing to SBR. Optimize the signal timing.	Phase 2 & 3 Improvements.
31 . Sherman Road/SR-74 (West)			*No additional improvements feasible due to right-of-way constraints. Intersection is forecast to continue to operate at a deficient LOS. Intersection is part of Menifee's Connectivity Analysis Zone and is subject to additional assessment for other future planned improvements.*	*No additional improvements feasible due to right-of-way constraints. Intersection is forecast to continue to operate at a deficient LOS. Intersection is part of Menifee's Connectivity Analysis Zone and is subject to additional assessment for other future planned improvements.*
32 . Sherman Road/SR-74 (East)				*Optimize the signal timing. No additional improvements feasible due to right-of-way constraints. Intersection is forecast to continue to operate at a deficient LOS. Intersection is part of Menifee's Connectivity Analysis Zone and is subject to additional assessment for other future planned improvements.*
34 . Palomar Road/SR-74				Restripe WBTR to WBT. Add WBR. Add protected left-turn phasing for N/S. Add right-turn overlap phasing to NBR.
35 . Goetz Road/Ethanac Road				Restripe WBTR to WBT. Add NBT, SBL. Add right-turn overlap phasing to NBR, SBR, WBR. Optimize the signal timing.
36 . Murrieta Road/Ethanac Road			Optimize the signal timing.	Phase 2 & 3 Improvements + Restripe NBLTR to NBT. Add NBL, NBT, NBR, SBT. Add right-turn overlap phasing to NBR.
37 . Barnett Road/Ethanac Road				Add WBT.
39 . I-215 SB Ramps/Ethanac Road	Add EBT.		Add EBT.	Phase 2 & 3 Improvements + Restripe SBTL to SBLTR. Add WBL. Optimize the signal timing.
40 . I-215 NB Ramps/Ethanac Road	Add EBT, WBT.	Add EBT, WBT.	Phase 1 Improvements	Phase 1 Improvements + Restripe WBTR to WBT. Add EBL, WBR. Optimize the signal timing.
41 . Encanto Drive/Ethanac Road	Add EBT. Install signal w/ protected phasing left-turn phasing.	Add EBT. Install signal w/ protected left-turn phasing.	Phase 1 Improvements + Add WBT.	Phase 1 Improvements + Phase 2 & 3 Improvements + Restripe NBLR to NBL. Add NBR.

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Table 8-A - Recommended Improvements for Intersections

Intersection	Existing with Project Improvements[1]	Phase 1 Opening Year (2025) with Project Improvements[1]	Phase 2 & 3 Opening Year (2026) with Project Improvements[1]	Horizon Year (2045) with Project Improvements[1]
42 . Sherman Road/Ethanac Road	Restripe EBLTR to EBTR, WBLTR to WBTR. Add EBL, WBL. Install signal w/ permitted left-turn phasing for N/S and protected for E/W.	Restripe EBLTR to EBTR, WBLTR to WBTR. Add EBL, WBL. Install signal w/ permitted left-turn phasing for N/S and protected for E/W.	Phase 1 Improvements + Add EBT, WBT.	Phase 1 Improvements + Phase 2 & 3 Improvements
43 . Jackson Avenue/Ethanac Road			*Install a signal w/ protected EBL left-turn phasing, and in combination with the intersection of Antelope Road/Ethanac Road. Add EBL, WBT. Intersection is located in Menifee's Connectivity Analysis Zone and is subject to additional assessment.*	Phase 2 & 3 Improvements
44 . Antelope Road/Ethanac Road			*Install a signal w/ protected WBL left-turn phasing, and in combination with the intersection of Jackson Avenue/Ethanac Road. Add WBL. Intersection is located in Menifee's Connectivity Analysis Zone and is subject to additional assessment.*	Phase 2 & 3 Improvements
45 . Palomar Road/Matthews Road	Restripe EBTL to EBT. Add EBL.		Restripe SBLR to SBL, EBTL to EBT. Add SBR, EBL. Add TWLTL to east leg.	Phase 2 & 3 Improvements + Install signal w/ protected left-turn phasing.
46 . Menifee Road/Watson Road	Add NBL, SBL. Install signal w/ protected left-turn phasing for N/S.	Add NBL, SBL. Install signal w/ protected left-turn phasing for N/S.	Phase 1 Improvements	Phase 1 Improvements + Add NBT, SBT.
47 . Menifee Road/SR-74	Restripe NBTL to NBT, SBLTR to SBTR, EBTR to EBT. Add 2x NBL, NBT, NBR, 2x SBL, SBT, EBR, WBL. Optimize the signal timing from N/S split phasing to protected left-turn phasing. Add right-turn overlap phasing to NBR, EBR.	Restripe NBTL to NBT, SBLTR to SBTR, EBTR to EBT. Add 2x NBL, NBT, NBR, 2x SBL, EBR, WBL. Optimize the signal timing from N/S split phasing to protected left-turn phasing. Add right-turn overlap phasing to NBR, EBR.	Phase 1 Improvements + Add SBT.	Phase 1 Improvements + Phase 2 & 3 Improvements + Restripe SBTR to SBT, WBTR to WBT. Add SBR, EBT, WBT, WBR. Add right-turn overlap phasing to WBR. Optimize and coordinate the signal timing along SR-74 along the project frontage.
48 . Menifee Road/Valley Substation Driveway - Biscayne	Restripe SBR to SBTR. Add 2x NBT.	Add 2x NBT.	Phase 1 Improvements + Restripe SBR to SBTR.	Phase 1 Improvements + Phase 2 & 3 Improvements
49 . Menifee Road/McLaughlin Road	Restripe NBLTR to NBT, SBLTR to SBTR, EBLTR to EBT, WBLTR to WBT. Add 2x NBL, 2x NBT, NBR, 2x SBL, SBT, EBL, EBR, 2x WBL, WBR. Install signal w/ protected left-turn phasing. Add right-turn overlap phasing to EBR.	Restripe NBLTR to NBT, SBLTR to SBTR, EBLTR to EBT, WBLTR to WBT. Add 2x NBL, 2x NBT, NBR, 2x SBL, EBL, EBR, 2x WBL, WBR. Install signal w/ protected left-turn phasing. Add right-turn overlap phasing to EBR.	Phase 1 Improvements + Add SBT.	Phase 1 Improvements + Phase 2 & 3 Improvements
50 . Menifee Road/Project Driveway 1	Add 2x NBT, SBL, SBT. Install signal w/ protected left-turn phasing.	*Future Intersection*	Add 2x NBT, SBL, SBT. Install signal w/ protected left-turn phasing.	Phase 2 & 3 Improvements
52 . McKinley/SR-74	Add EBT. Optimize the signal timing.	Add EBT.	Phase 1 Improvements + Optimize the signal timing.	Phase 1 Improvements + Phase 2 & 3 Improvements + Add WBT. Optimize and coordinate the signal timing along SR-74 along the project frontage.
53 . Malaga Road - Project Driveway 2/SR-74	Restripe EBTR to EBT, WBLT to WBT. Add 2x NBL, NBT, NBR, 2x SBL, EBT, EBR, WBL. Install signal w/ protected phasing. Add right-turn overlap phasing to NBR, EBR. Optimize the signal timing.	Restripe SBLTR to SBTR, EBLT to EBT, EBTR to EBT, WBLT to WBT. Add 2x NBL, NBT, NBR, 2x SBL, EBL, EBT, EBR, WBL. Install signal w/ protected phasing. Add right-turn overlap phasing to NBR, EBR.	Phase 1 Improvements + Restripe SBTR to SBT, WBTR to WBT. Add SBR, WBR. Add right-turn overlap phasing to SBR, WBR. Optimize the signal timing.	Phase 1 Improvements + Phase 2 & 3 Improvements + Add WBT. Add right-turn overlap phasing to NBR, EBR. Optimize and coordinate the signal timing along SR-74 along the project frontage.
54 . Project Driveway 3/SR-74	Add EBT.	*Future Intersection*	Add EBT.	Phase 2 & 3 Improvements + Add WBT.
55 . Briggs Road/Watson Road				Restripe NBLTR to NBTR, SBLTR to SBTR, EBTL to EBL, EBR to EBTR, WBLTR to WBTR. Add NBL, SBL, WBL. Install signal w/ protected left-turn phasing.
56 . Briggs Road/SR-74	Restripe NBTR to NBT, WBTR to WBT. Add NBL, NBR, SBT, EBT, WBL, WBR. Add right-turn overlap phasing to NBR, EBR. Change N/S split phasing to protected left-turn phasing. Optimize the signal timing.	Restripe NBTR to NBT. Add NBL, NBR, EBT, WBL. Add right-turn overlap phasing to NBR, EBR. Change N/S split phasing to protected left-turn phasing.	Phase 1 Improvements + Restripe WBTR to WBT. Add SBT, WBR. Optimize the signal timing.	Phase 1 Improvements + Phase 2 & 3 Improvements. Add WBT. Optimize and coordinate the signal timing along SR-74 along the project frontage.
57 . Briggs Road/Heritage High School Driveway	Add NBT.		Add NBT.	Phase 2 & 3 Improvements + Optimize the signal timing.
58 . Briggs Road/McLaughlin Road	Restripe NBLT to NBT, NBR to NBTR, SBLTR to SBTR, WBLTR to WBTR. Add NBL, SBL, SBT, EBL, WBL. Install traffic signal w/ protected left-turn phasing for N/S and split phasing for E/W.	Restripe NBLT to NBT, SBLTR to SBTR, WBLTR to WBTR. Add NBL, SBL, SBT, EBL, WBL. Install traffic signal w/ protected left-turn phasing for N/S and split phasing for E/W.	Phase 1 Improvements + Restripe NBR to NBTR. Optimize the signal timing.	Phase 1 + Phase 2 & 3 Improvements
59 . Briggs Road/Project Driveway 4	Add SBT.	*Future Intersection*	Add SBT.	Phase 2 & 3 Improvements
60 . Briggs Road/Project Driveway 5 - Meadow Oak Street	Restripe NBLT to NBT, SBLTR to SBTR, EBLTR to EBTR, WBLTR to WBTR. Add NBL, SBL, SBT, EBL, WBL. Install signal w/ protected left-turn phasing.	Restripe NBLT to NBT, SBLTR to SBTR, EBLTR to EBTR, WBLTR to WBTR. Add NBL, SBL, SBT, EBL, WBL. Install signal w/ protected left-turn phasing.	Phase 1 Improvements	Phase 1 Improvements
61 . Briggs Road/Project Driveway 6	Add SBT.	Add SBT.	Phase 1 Improvements	Phase 1 Improvements
62 . Briggs Road/Project Driveway 7 - Hillridge Street	Restripe NBLT to NBT. Add NBL, SBT. Install signal w/ protected left-turn phasing.	Restripe NBLT to NBT, SBLTR to SBTR, WBLTR to WBTR. Add NBL, SBL, SBT, WBL. Install signal w/ protected left-turn phasing.	Phase 1 Improvements	Phase 1 Improvements
63 . Briggs Road/Matthews Road	Restripe SBLT to SBT, WBLR to WBR. Add SBL, SBT, WBL. Install signal w/ protected left-turn phasing.	Restripe SBLT to SBT. Add SBL, SBT. Install signal w/ protected left-turn phasing.	Phase 1 Improvements + Restripe WBLR to WBR. Add NBT, WBL. Optimize the signal timing.	Phase 1 + Phase 2 & 3 Improvements
67 . Bradley Road/McCall Boulevard	*City of Menifee CIP I-215/McCall Blvd Interchange Improvements Project is anticipated to improve intersection operations (currently in Design Phase)*	*City of Menifee CIP I-215/McCall Blvd Interchange Improvements Project is anticipated to improve intersection operations (currently in Design Phase)*	*Optimize the signal timing. City of Menifee CIP I-215/McCall Blvd Interchange Improvements Project is anticipated to improve intersection operations (currently in Design Phase)*	*Phase 2 & 3 Improvements. City of Menifee CIP I-215/McCall Blvd Interchange Improvements Project is anticipated to improve intersection operations (currently in Design Phase)*

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Table 8-A - Recommended Improvements for Intersections

Intersection	Existing with Project Improvements[1]	Phase 1 Opening Year (2025) with Project Improvements[1]	Phase 2 & 3 Opening Year (2026) with Project Improvements[1]	Horizon Year (2045) with Project Improvements[1]
68 . I-215 SB Ramps/McCall Boulevard	*City of Menifee CIP I-215/McCall Blvd Interchange Improvements Project is anticipated to improve intersection operations (currently in Design Phase)*	*City of Menifee CIP I-215/McCall Blvd Interchange Improvements Project is anticipated to improve intersection operations (currently in Design Phase)*	*City of Menifee CIP I-215/McCall Blvd Interchange Improvements Project is anticipated to improve intersection operations (currently in Design Phase)*	*City of Menifee CIP I-215/McCall Blvd Interchange Improvements Project is anticipated to improve intersection operations (currently in Design Phase)*
69 . I-215 NB Ramps/McCall Boulevard	*City of Menifee CIP I-215/McCall Blvd Interchange Improvements Project is anticipated to improve intersection operations (currently in Design Phase)*	*City of Menifee CIP I-215/McCall Blvd Interchange Improvements Project is anticipated to improve intersection operations (currently in Design Phase)*	*City of Menifee CIP I-215/McCall Blvd Interchange Improvements Project is anticipated to improve intersection operations (currently in Design Phase)*	*City of Menifee CIP I-215/McCall Blvd Interchange Improvements Project is anticipated to improve intersection operations (currently in Design Phase)*
70 . Encanto Drive/McCall Boulevard	Add WBT.		Add WBT. Optimize the signal timing.	*Phase 2 & 3 Improvements + This intersection is also part of City of Menifee CIP I-215/McCall Blvd Interchange Improvements Project (currently in Design Phase) and might be updated based on further assessment.*
71 . Sherman Road/McCall Boulevard	Add EBT, WBT.		Add EBT, WBT.	Phase 2 & 3 Improvements + Optimize the signal timing.
72 . Antelope Road/McCall Boulevard	Add EBT, WBT.		Add EBT, WBT.	Phase 2 & 3 Improvements + Optimize the signal timing.
73 . Junipero Road/McCall Boulevard	Add 2x EBT, WBT. Optimize the signal timing.	Optimize the signal timing.	Phase 1 Improvements + Add 2x EBT, WBT.	Phase 1 Improvements + Phase 2 & 3 Improvements
74 . Menifee Road/McCall Boulevard	Restripe EBTR to EBT. Add NBL, NBT, SBL, SBR, EBT, EBR. Add right-turn overlap phasing for SBR, EBR, WBR. Optimize the signal timing.	Optimize the signal timing.	Phase 1 Improvements + Restripe EBTR to EBT. Add NBL, NBT, SBL, SBR, EBT, EBR. Add right-turn overlap phasing for SBR, EBR, WBR.	Phase 1 Improvements + Phase 2 & 3 Improvements
77 . Briggs Road/McCall Boulevard	Restripe EBR to EBL. Optimize the signal timing.		Restripe EBR to EBL. Optimize the signal timing.	Phase 2 & 3 Improvements.
81 . Briggs Road/Simpson Road		Restripe NBLTR to NBTR, WBLTR to WBTR. Add NBL, WBL. Install signal w/ protected left-turn phasing.	Phase 1 Improvements + Restripe SBTR to SBR. Add SBT.	Phase 1 Improvements + Phase 2 & 3 Improvements + Restripe NBTR to NBR, EBTR to EBT. Add NBT, EBR, WBT.
85 . Murrieta Road/Newport Road		Add right-turn overlap phasing to WBR and restrict SBU movement. Optimize the signal timing.	Phase 1 Improvements + Coordinate the signal timing w/ intersections 86 and 87.	Phase 1 Improvements + Phase 2 & 3 Improvements
86 . Evans Road/Newport Road	Add EBT.	Add EBT.	Phase 1 Improvements + Coordinate the signal timing w/ intersections 85 and 87.	Phase 1 Improvements + Phase 2 & 3 Improvements
87 . Bradley Road/Newport Road			Coordinate the signal timing w/ intersections 85 and 86.	Phase 2 & 3 Improvements
89 . Haun Road/Newport Road	Optimize the signal timing.	Optimize the signal timing.	Phase 1 Improvements	Phase 1 Improvements
92 . Antelope Road/Newport Road				Optimize and coordinate the signal timing w/ intersection 93.
93 . Menifee Road/Newport Road	Optimize the signal timing.	Optimize the signal timing.	Phase 1 Improvements	Phase 1 Improvements + Coordinate the signal timing with intersection 92.
94 . Menifee Road/La Piedra Road	Install a signal w/ protected left-turn phasing.	Install a signal w/ protected left-turn phasing.	Phase 1 Improvements	Phase 1 Improvements
96 . Juniper Flats Road/SR-74	Restripe EBTR to EBT. Add EBR.	Restripe EBTR to EBT. Add EBR.	Phase 1 Improvements	Phase 1 Improvements + Restripe EBR to EBTR. Add WBT.
97 . Vista Place - Winchester Road (SR-79)/SR-74	Restripe WBTR to WBR. Add WBT. Optimize the signal timing.	Restripe WBTR to WBR. Add WBT. Optimize the signal timing.	Phase 1 Improvements	Phase 1 Improvements + Restripe NBTR to NBT, WBR to WBTR. Add NBR, EBT. Optimize the signal timing w/ protected-permitted left-turn phasing for N/S. Add right-turn overlap phasing for EBR and NBR.
98 . Warren Road/Florida Avenue			Add EBT, WBT. Optimize the signal timing.	Phase 2 & 3 Improvements
100 . Sanderson Avenue/Florida Avenue	Optimize the signal timing.	Optimize the signal timing.	Phase 1 Improvements	Phase 1 Improvements
101 . Sanderson Avenue/Acacia Avenue			Optimize the signal timing.	Phase 2 & 3 Improvements. No additional improvements feasible due to right-of-way constraints. Additionally, the City of Hemet General Plan states that the City accepts a LOS below D for certain roadways and intersections along Florida and Sanderson Avenues.
108 . San Jacinto Street/Florida Avenue	Optimize the signal timing.	Optimize the signal timing.	Phase 1 Improvements	Phase 1 Improvements.
109 . Warren Road/Ramona Expressway	*Route 79 Realignment Project improvements under TUMF are anticipated to improve intersection operations.*	*Route 79 Realignment Project improvements under TUMF are anticipated to improve intersection operations.*	*Route 79 Realignment Project improvements under TUMF are anticipated to improve intersection operations.*	*Route 79 Realignment Project improvements under TUMF are anticipated to improve intersection operations.*
110 . Warren Road/Cottonwood Avenue	*Route 79 Realignment Project improvements under TUMF are anticipated to improve intersection operations.*	*Route 79 Realignment Project improvements under TUMF are anticipated to improve intersection operations.*	*Route 79 Realignment Project improvements under TUMF are anticipated to improve intersection operations.*	*Route 79 Realignment Project improvements under TUMF are anticipated to improve intersection operations.*
111 . Warren Road/Esplanade Avenue	*Route 79 Realignment Project improvements under TUMF are anticipated to improve intersection operations.*	*Route 79 Realignment Project improvements under TUMF are anticipated to improve intersection operations.*	*Route 79 Realignment Project improvements under TUMF are anticipated to improve intersection operations.*	*Route 79 Realignment Project improvements under TUMF are anticipated to improve intersection operations.*
112 . Sanderson Avenue (SR-79) - Sanderson Avenue/Ramona Expressway - Ramona Expressway (SR-79)	*Route 79 Realignment Project improvements under TUMF are anticipated to improve intersection operations.*	*Route 79 Realignment Project improvements under TUMF are anticipated to improve intersection operations.*	*Route 79 Realignment Project improvements under TUMF are anticipated to improve intersection operations.*	*Route 79 Realignment Project improvements under TUMF are anticipated to improve intersection operations.*

Notes:

NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound

L = Left, T = Through, R = Right

[1] Recommended improvements covered through WRCOG TUMF program or any City's DIF/CIP may not be considered adequate improvement measures. This is because there is no guaranteed timeline for implementation of these improvements through these programs. Therefore, operational deficiencies at intersections where improvements are included through the aforementioned funding programs may be considered inadequate.

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Table 8-B - Existing Plus Project with Improvements Intersection Levels of Service

Intersection	Jurisdiction	LOS Standard	Plus Project Without Improvements						Plus Project With Improvements				
				A.M. Peak Hour			P.M. Peak Hour			A.M. Peak Hour		P.M. Peak Hour	
			Control	Delay (sec.)	LOS		Delay (sec.)	LOS		Control	Delay (sec.)	LOS	Delay (sec.)	LOS
14 . C St/4th St	Caltrans	D	Signal	43.3	D		57.1	E	*	Signal	43.3	D	37.5	D
16 . Perris Blvd/4th St	Caltrans	D	Signal	75.7	E	*	57.3	E	*	Signal	41.3	D	39.7	D
19 . Redlands Ave/4th St	Caltrans	D	Signal	>100	F	*	>100	F	*	Signal	33.0	C	35.3	D
23 . Menifee Rd/Nuevo Rd	Riverside County	D	AWSC	65.0	F	*	47.6	E	*	AWSC	29.9	D	32.1	D
27 . Menifee Rd/Mapes Rd	Menifee	D	TWSC	38.8	E	*	53.6	F	*	AWSC	29.0	D	22.4	C
28 . I-215 SB Ramps - SR-74/Bonnie Dr	Caltrans	D	Signal	46.9	D		>100	F	*	Signal	17.0	B	23.7	C
40 . I-215 NB Ramps/Ethanac Rd	Caltrans	D	Signal	63.4	E	*	50.8	D		Signal	24.4	C	22.8	C
41 . Encanto Dr/Ethanac Rd	Perris	D	OWSC	>100	F	*	>100	F	*	Signal	7.8	A	8.1	A
42 . Sherman Rd/Ethanac Rd	Menifee	D	TWSC	70.8	F	*	>100	F	*	Signal	12.5	B	13.3	B
45 . Palomar Rd/Matthews Rd	Menifee	D	OWSC	35.2	E	*	14.0	B		OWSC	18.3	C	12.2	B
46 . Menifee Rd/Watson Rd	Menifee	D	TWSC	>100	F	*	49.9	E	*	Signal	11.8	B	10.1	B
47 . Menifee Rd/SR-74	Caltrans	D	Signal	>100	F	*	>100	F	*	Signal	34.8	C	45.2	D
48 . Menifee Rd/Valley Substation Dwy - Biscayne	Menifee	D	Signal	95.8	F	*	52.3	D		Signal	14.0	B	12.1	B
49 . Menifee Rd/McLaughlin Rd	Menifee	D	TWSC	>100	F	*	>100	F	*	Signal	24.4	C	21.4	C
50 . Menifee Rd/Project Dwy 1	Menifee	D	OWSC	>100	F	*	>100	F	*	Signal	6.8	A	7.5	A
53 . Malaga Rd - Project Dwy 2/SR-74	Caltrans	D	TWSC	74.2	F	*	>100	F	*	Signal	9.5	A	20.7	C
56 . Briggs Rd/SR-74	Caltrans	D	Signal	>100	F	*	87.3	F	*	Signal	40.6	D	21.7	C
58 . Briggs Rd/McLaughlin Rd	Menifee	D	AWSC	>100	F	*	79.5	F	*	Signal	29.1	C	14.1	B
60 . Briggs Rd/Project Dwy 5 - Meadow Oak St	Menifee	D	TWSC	>100	F	*	>100	F	*	Signal	19.6	B	9.1	A
62 . Briggs Rd/Project Dwy 7 - Hillridge St	Menifee	D	OWSC	49.3	E	*	24.4	C		Signal	3.9	A	4.2	A
63 . Briggs Rd/Matthews Rd	Menifee	D	AWSC	>100	F	*	48.4	E	*	Signal	12.9	B	9.2	A
68 . I-215 SB Ramps/McCall Blvd	Caltrans	D	Signal	>100	F	*	>100	F	*	Signal	*McCall Blvd Interchange Improvements*			
69 . I-215 NB Ramps/McCall Blvd	Caltrans	D	Signal	56.1	E	*	>100	F	*	Signal	*McCall Blvd Interchange Improvements*			
73 . Junipero Rd/McCall Blvd	Menifee	D	Signal	66.1	E	*	59.4	E	*	Signal	18.8	B	9.5	A
74 . Menifee Rd/McCall Blvd	Menifee	D	Signal	77.4	E	*	68.8	E	*	Signal	36.6	D	23.9	C
77 . Briggs Rd/McCall Blvd	Menifee	D	Signal	67.8	E	*	16.0	B		Signal	25.8	C	12.5	B
89 . Haun Rd/Newport Rd	Menifee	E	Signal	45.8	D		82.6	F	*	Signal	45.8	D	43.4	D
93 . Menifee Rd/Newport Rd	Menifee	D	Signal	44.8	D		69.0	E	*	Signal	44.8	D	38.3	D
94 . Menifee Rd/La Piedra Rd	Menifee	D	AWSC	48.1	E	*	11.5	B		Signal	16.7	B	7.4	A
97 . Vista Pl - Winchester Rd/SR-74 - Florida Ave	Caltrans	D	Signal	91.7	F	*	94.0	F	*	Signal	25.8	C	35.8	D
100 . Sanderson Ave/Florida Ave	Caltrans	D	Signal	45.2	D		58.1	E	*	Signal	45.2	D	52.8	D
108 . San Jacinto St/Florida Ave	Caltrans	D	Signal	47.7	D		64.4	E	*	Signal	47.7	D	45.5	D
109 . Warren Rd/Ramona Expy	San Jacinto	D	Signal	48.0	D		58.1	E	*	-	*Route 79 Realignment Project Improvements*			
111 . Warren Rd/Esplanade Ave	San Jacinto	D	AWSC	94.6	F	*	75.0	F	*	-	*Route 79 Realignment Project Improvements*			
112 . Sanderson Ave/Ramona Expy	San Jacinto	D	Signal	53.8	D		57.8	E	*	-	*Route 79 Realignment Project Improvements*			

Notes:

OWSC = One-Way Stop Control; TWSC = Two-Way Stop Control; AWSC = All-Way Stop Control; LOS = Level of Service

Delay = Average control delay in seconds (For OWSC/TWSC intersections, reported delay is for worst-case movement).

* Exceeds LOS Standard

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Table 8-C - Phase 1 Opening Year Cumulative (2025) Plus Project with Improvements Intersection Levels of Service

Intersection	Jurisdiction	LOS Standard	Plus Project Without Improvements					Plus Project With Improvements				
				A.M. Peak Hour		P.M. Peak Hour			A.M. Peak Hour		P.M. Peak Hour	
			Control	Delay (sec.)	LOS	Delay (sec.)	LOS	Control	Delay (sec.)	LOS	Delay (sec.)	LOS
6 . El Toro Cut Off Rd/Central Ave - SR-74	Caltrans	D	OWSC	50.3	F *	46.6	E *	Signal	8.3	A	6.4	A
14 . C St/4th St	Caltrans	D	Signal	46.9	D	59.0	E *	Signal	46.9	D	38.4	D
16 . Perris Blvd/4th St	Caltrans	D	Signal	76.8	E *	67.7	E *	Signal	44.2	D	42.4	D
19 . Redlands Ave/4th St	Caltrans	D	Signal	>100	F *	>100	F *	Signal	34.8	C	36.6	D
23 . Menifee Rd/Nuevo Rd	Riverside County	D	AWSC	>100	F *	>100	F *	Signal	41.6	D	36.1	D
27 . Menifee Rd/Mapes Rd	Menifee	D	TWSC	57.4	F *	51.3	F *	Signal	13.0	B	10.7	B
41 . Encanto Dr/Ethanac Rd	Perris	D	OWSC	>100	F *	>100	F *	Signal	8.7	A	9.1	A
42 . Sherman Rd/Ethanac Rd	Menifee	D	TWSC	53.0	F *	>100	F *	Signal	12.3	B	18.9	B
46 . Menifee Rd/Watson Rd	Menifee	D	TWSC	>100	F *	47.8	E *	Signal	12.6	B	10.4	B
47 . Menifee Rd/SR-74	Caltrans	D	Signal	>100	F *	>100	F *	Signal	33.7	C	29.4	C
49 . Menifee Rd/McLaughlin Rd	Menifee	D	TWSC	>100	F *	>100	F *	Signal	18.6	B	18.8	B
53 . Malaga Rd - Project Dwy 2/SR-74	Caltrans	D	TWSC	>100	F *	>100	F *	Signal	13.2	B	13.1	B
56 . Briggs Rd/SR-74	Caltrans	D	Signal	>100	F *	47.6	D	Signal	52.5	D	20.3	C
58 . Briggs Rd/McLaughlin Rd	Menifee	D	AWSC	>100	F *	16.7	C	Signal	32.3	C	8.5	A
60 . Briggs Rd/Project Dwy 5 - Meadow Oak St	Menifee	D	TWSC	>100	F *	32.9	D	Signal	14.6	B	13.3	B
62 . Briggs Rd/Project Dwy 7 - Hillridge St	Menifee	D	TWSC	>100	F *	27.9	D	Signal	11.0	B	12.5	B
63 . Briggs Rd/Matthews Rd	Menifee	D	AWSC	>100	F *	19.6	C	Signal	13.4	B	10.0	B
68 . I-215 SB Ramps/McCall Blvd	Caltrans	D	Signal	61.1	E *	73.4	E *	Signal	*McCall Blvd Interchange Improvements*			
69 . I-215 NB Ramps/McCall Blvd	Caltrans	D	Signal	29.7	C	70.2	E *	Signal	*McCall Blvd Interchange Improvements*			
74 . Menifee Rd/McCall Blvd	Menifee	D	Signal	55.0	E *	31.2	C	Signal	54.0	D	31.2	C
81 . Briggs Rd/Simpson Rd	Menifee	D	AWSC	>100	F *	83.5	F *	Signal	45.0	D	22.7	C
85 . Murrieta Rd/Newport Rd	Menifee	D	Signal	27.5	C	58.7	E *	Signal	27.5	C	54.8	D
86 . Evans Rd/Newport Rd	Menifee	D	Signal	23.7	C	56.8	E *	Signal	18.8	B	26.9	C
89 . Haun Rd/Newport Rd	Menifee	E	Signal	46.1	D	83.5	F *	Signal	46.1	D	42.4	D
93 . Menifee Rd/Newport Rd	Menifee	D	Signal	44.5	D	59.7	E *	Signal	44.5	D	38.6	D
94 . Menifee Rd/La Piedra Rd	Menifee	D	AWSC	64.0	F *	12.2	B	Signal	17.5	B	7.9	A
97 . Vista Pl - Winchester Rd/SR-74 - Florida Ave	Caltrans	D	Signal	91.5	F *	83.2	F *	Signal	26.0	C	38.1	D
100 . Sanderson Ave/Florida Ave	Caltrans	D	Signal	46.0	D	58.2	E *	Signal	46.0	D	53.0	D
108 . San Jacinto St/Florida Ave	Caltrans	D	Signal	48.6	D	66.2	E *	Signal	48.6	D	46.1	D
111 . Warren Rd/Esplanade Ave	San Jacinto	D	AWSC	>100	F *	>100	F *	-	*Route 79 Realignment Project Improvements*			
112 . Sanderson Ave/Ramona Expy	San Jacinto	D	Signal	61.9	E *	60.3	E *	-	*Route 79 Realignment Project Improvements*			

Notes:

OWSC = One-Way Stop Control; TWSC = Two-Way Stop Control; AWSC = All-Way Stop Control; LOS = Level of Service

Delay = Average control delay in seconds (For OWSC/TWSC intersections, reported delay is for worst-case movement).

* Exceeds LOS Standard

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Table 8-D - Phases 2 and 3 Opening Year Cumulative (2026) Plus Project with Improvements Intersection Levels of Service

Intersection	Jurisdiction	LOS Standard	Plus Project Without Improvements					Plus Project With Improvements				
				A.M. Peak Hour		P.M. Peak Hour			A.M. Peak Hour		P.M. Peak Hour	
			Control	Delay (sec.)	LOS	Delay (sec.)	LOS	Control	Delay (sec.)	LOS	Delay (sec.)	LOS
6 . El Toro Cut Off Rd/Central Ave - SR-74	Caltrans	D	OWSC	74.6	F *	74.1	F *	Signal	8.8	A	6.7	A
7 . Riverside St/SR-74	Caltrans	D	Signal	19.8	B	57.4	E *	Signal	16.6	B	18.0	B
13 . A St/4th St	Caltrans	D	Signal	55.8	E *	51.5	D	Signal	54.8	D	52.5	D
14 . C St/4th St	Caltrans	D	Signal	47.5	D	58.9	E *	Signal	47.5	D	39.2	D
15 . D St/4th St	Caltrans	D	Signal	55.0	E *	43.6	D	Signal	54.8	D	44.1	D
16 . Perris Blvd/4th St	Caltrans	D	Signal	73.4	E *	69.2	E *	Signal	45.3	D	44.4	D
19 . Redlands Ave/4th St	Caltrans	D	Signal	>100	F *	>100	F *	Signal	35.8	D	37.6	D
23 . Menifee Rd/Nuevo Rd	Riverside County	D	AWSC	>100	F *	>100	F *	Signal	36.7	D	34.3	C
24 . Menifee Rd/Porter St/Central Ave	Riverside County	D	AWSC	>100	F *	24.1	C	Signal	7.3	A	4.5	A
25 . Menifee Rd/San Jacinto Ave	Riverside County	D	AWSC	33.2	D	44.8	E *	Signal	17.8	B	19.0	B
27 . Menifee Rd/Mapes Rd	Menifee	D	TWSC	>100	F *	>100	F *	Signal	14.4	B	11.6	B
28 . I-215 SB Ramps - SR-74/Bonnie Dr	Caltrans	D	Signal	62.3	E *	>100	F *	Signal	23.8	C	37.0	D
30 . Trumble Rd/SR-74	Caltrans	D	Signal	80.1	F *	63.7	E *	Signal	29.9	C	51.1	D
31 . Sherman Rd/SR-74 (W)	Caltrans	D	OWSC	35.3	E *	34.7	D	OWSC	35.3	E *	34.7	D
36 . Murrieta Rd/Ethanac Rd	Menifee	D	Signal	58.6	E *	41.5	D	Signal	43.9	D	41.5	D
39 . I-215 SB Ramps/Ethanac Rd	Caltrans	D	Signal	83.8	F *	48.4	D	Signal	36.3	D	24.3	C
40 . I-215 NB Ramps/Ethanac Rd	Caltrans	D	Signal	97.3	F *	81.7	F *	Signal	29.3	C	27.8	C
41 . Encanto Dr/Ethanac Rd	Perris	D	OWSC	>100	F *	>100	F *	Signal	9.5	A	9.7	A
42 . Sherman Rd/Ethanac Rd	Menifee	D	TWSC	>100	F *	>100	F *	Signal	12.7	B	13.5	B
43 . Jackson Ave/Ethanac Rd	Menifee	D	OWSC	31.1	D	24.9	C	OWSC	9.2	A	9.4	A
44 . Antelope Rd/Ethanac Rd	Menifee	D	OWSC	54.5	F *	24.6	C	OWSC	8.3	A	7.3	A
45 . Palomar Rd/Matthews Rd	Menifee	D	OWSC	>100	F *	37.2	E *	OWSC	28.4	D	22.4	C
46 . Menifee Rd/Watson Rd	Menifee	D	TWSC	>100	F *	>100	F *	Signal	14.7	B	12.5	B
47 . Menifee Rd/SR-74	Caltrans	D	Signal	>100	F *	>100	F *	Signal	42.0	D	54.3	D
48 . Menifee Rd/Valley Substation Dwy - Biscayne	Menifee	D	Signal	>100	F *	76.3	E *	Signal	14.0	B	12.1	B
49 . Menifee Rd/McLaughlin Rd	Menifee	D	TWSC	>100	F *	>100	F *	Signal	26.3	C	26.9	C
50 . Menifee Rd/Project Dwy 1	Menifee	D	OWSC	>100	F *	>100	F *	Signal	7.7	A	7.6	A
53 . Malaga Rd - Project Dwy 2/SR-74	Caltrans	D	TWSC	>100	F *	>100	F *	Signal	18.3	B	32.7	C
56 . Briggs Rd/SR-74	Caltrans	D	Signal	>100	F *	>100	F *	Signal	53.4	D	23.1	C
58 . Briggs Rd/McLaughlin Rd	Menifee	D	AWSC	>100	F *	>100	F *	Signal	37.4	D	15.8	B
60 . Briggs Rd/Project Dwy 5 - Meadow Oak St	Menifee	D	TWSC	>100	F *	>100	F *	Signal	22.0	C	15.6	B
62 . Briggs Rd/Project Dwy 7 - Hillridge St	Menifee	D	TWSC	>100	F *	70.8	F *	Signal	11.8	B	12.9	B
63 . Briggs Rd/Matthews Rd	Menifee	D	AWSC	>100	F *	>100	F *	Signal	9.9	A	9.7	A
67 . Bradley Rd/McCall Blvd	Menifee	E	Signal	80.7	F *	80.9	F *	Signal	33.0	C	30.9	C
68 . I-215 SB Ramps/McCall Blvd	Caltrans	D	Signal	>100	F *	>100	F *	Signal	*McCall Blvd Interchange Improvements*			
69 . I-215 NB Ramps/McCall Blvd	Caltrans	D	Signal	73.5	E *	>100	F *	Signal	*McCall Blvd Interchange Improvements*			
73 . Junipero Rd/McCall Blvd	Menifee	D	Signal	88.5	F *	98.1	F *	Signal	26.1	C	12.2	B
74 . Menifee Rd/McCall Blvd	Menifee	D	Signal	86.4	F *	75.2	E *	Signal	49.7	D	25.4	C
77 . Briggs Rd/McCall Blvd	Menifee	D	Signal	89.2	F *	18.9	B	Signal	43.6	D	13.3	B
81 . Briggs Rd/Simpson Rd	Menifee	D	AWSC	>100	F *	>100	F *	Signal	52.6	D	24.2	C

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Table 8-D - Phases 2 and 3 Opening Year Cumulative (2026) Plus Project with Improvements Intersection Levels of Service

Intersection	Jurisdiction	LOS Standard	Plus Project Without Improvements					Plus Project With Improvements				
				A.M. Peak Hour		P.M. Peak Hour			A.M. Peak Hour		P.M. Peak Hour	
			Control	Delay (sec.)	LOS	Delay (sec.)	LOS	Control	Delay (sec.)	LOS	Delay (sec.)	LOS
85 . Murrieta Rd/Newport Rd	Menifee	D	Signal	28.7	C	63.9	**E** *	Signal	41.7	D	52.8	D
86 . Evans Rd/Newport Rd	Menifee	D	Signal	24.7	C	62.3	**E** *	Signal	35.0	C	41.3	D
89 . Haun Rd/Newport Rd	Menifee	E	Signal	47.7	D	99.4	**F** *	Signal	47.7	D	44.2	D
93 . Menifee Rd/Newport Rd	Menifee	D	Signal	48.1	D	76.9	**E** *	Signal	48.1	D	46.7	D
94 . Menifee Rd/La Piedra Rd	Menifee	D	AWSC	85.4	**F** *	14.1	B	Signal	18.2	B	8.4	A
97 . Vista Pl - Winchester Rd/SR-74 - Florida Ave	Caltrans	D	Signal	91.7	**F** *	>100	**F** *	Signal	27.0	C	41.2	D
100 . Sanderson Ave/Florida Ave	Caltrans	D	Signal	47.1	D	61.6	**E** *	Signal	47.2	D	53.0	D
101 . Sanderson Ave/Acacia Ave	Hemet	D	Signal	48.4	D	57.1	**E** *	Signal	48.4	D	46.5	D
108 . San Jacinto St/Florida Ave	Caltrans	D	Signal	49.3	D	69.0	**E** *	Signal	49.3	D	46.1	D
109 . Warren Rd/Ramona Expy	San Jacinto	D	Signal	50.2	D	60.8	**E** *	-	*Route 79 Realignment Project Improvements*			
111 . Warren Rd/Esplanade Ave	San Jacinto	D	AWSC	>100	**F** *	>100	**F** *	-	*Route 79 Realignment Project Improvements*			
112 . Sanderson Ave/Ramona Expy	San Jacinto	D	Signal	67.6	**E** *	62.8	**E** *	-	*Route 79 Realignment Project Improvements*			

Notes:

OWSC = One-Way Stop Control; TWSC = Two-Way Stop Control; AWSC = All-Way Stop Control; LOS = Level of Service

Delay = Average control delay in seconds (For OWSC/TWSC intersections, reported delay is for worst-case movement).

* Exceeds LOS Standard

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Table 8-E - Horizon Year (2045) Plus Project with Improvements Intersection Levels of Service

Intersection	Jurisdiction	LOS Standard	Plus Project Without Improvements					Plus Project With Improvements				
				A.M. Peak Hour		P.M. Peak Hour			A.M. Peak Hour		P.M. Peak Hour	
			Control	Delay (sec.)	LOS	Delay (sec.)	LOS	Control	Delay (sec.)	LOS	Delay (sec.)	LOS
3 . Dexter Ave/Central Ave	Caltrans	D	Signal	86.9	F *	38.4	D	Signal	*TUMF Interchange Improvements*			
4 . Cambern Ave/Central Ave	Caltrans	D	Signal	45.3	D	87.8	F *	Signal	21.1	C	54.8	D
5 . Conard Ave/Central Ave	Caltrans	D	Signal	>100	F *	>100	F *	Signal	30.1	C	32.7	C
6 . El Toro Cut Off Rd/Central Ave - SR-74	Caltrans	D	OWSC	>100	F *	>100	F *	Signal	22.0	C	29.4	C
7 . Riverside St/SR-74	Caltrans	D	Signal	33.0	C	>100	F *	Signal	18.9	B	42.8	D
8 . Wasson Canyon Rd/SR-74	Caltrans	D	Signal	53.0	D	>100	F *	Signal	26.3	C	26.4	C
9 . SR-74/Meadowbrook Ave - Greenwald Ave	Caltrans	D	Signal	58.2	E *	58.4	E *	Signal	31.5	C	20.4	C
10 . SR-74/River Rd	Caltrans	D	OWSC	41.2	E *	50.2	F *	Signal	6.8	A	7.4	A
13 . A St/4th St	Caltrans	D	Signal	>100	F *	>100	F *	Signal	53.4	D	48.5	D
14 . C St/4th St	Caltrans	D	Signal	59.7	E *	61.3	E *	Signal	42.3	D	48.0	D
15 . D St/4th St	Caltrans	D	Signal	61.7	E *	61.1	E *	Signal	36.6	D	39.3	D
16 . Perris Blvd/4th St	Caltrans	D	Signal	>100	F *	>100	F *	Signal	54.4	D	54.9	D
19 . Redlands Ave/4th St	Caltrans	D	Signal	>100	F *	>100	F *	Signal	38.7	D	39.0	D
22 . Dunlap Dr/Nuevo Rd	Perris	D	Signal	>100	F *	>100	F *	Signal	53.2	D	50.3	D
23 . Menifee Rd/Nuevo Rd	Riverside County	D	AWSC	>100	F *	>100	F *	Signal	33.5	C	46.4	D
24 . Menifee Rd/Porter St/Central Ave	Riverside County	D	AWSC	>100	F *	>100	F *	Signal	7.1	A	4.6	A
25 . Menifee Rd/San Jacinto Ave	Riverside County	D	AWSC	>100	F *	>100	F *	Signal	49.8	D	50.3	D
26 . Menifee Rd/Ellis Ave	Riverside County	D	TWSC	>100	F *	>100	F *	Signal	8.1	A	8.4	A
27 . Menifee Rd/Mapes Rd	Menifee	D	TWSC	>100	F *	>100	F *	Signal	26.6	C	14.0	B
28 . I-215 SB Ramps - SR-74/Bonnie Dr	Caltrans	D	Signal	>100	F *	>100	F *	Signal	40.8	D	21.9	C
30 . Trumble Rd/SR-74	Caltrans	D	Signal	>100	F *	>100	F *	Signal	54.3	D	53.9	D
31 . Sherman Rd/SR-74 (W)	Caltrans	D	OWSC	>100	F *	>100	F *	OWSC	>100	F *	>100	F *
32 . Sherman Rd/SR-74 (E)	Caltrans	D	Signal	>100	F *	>100	F *	Signal	84.8	F *	76.6	E *
34 . Palomar Rd/SR-74	Caltrans	D	Signal	95.8	F *	94.2	F *	Signal	54.9	D	53.4	D
35 . Goetz Rd/Ethanac Rd	Menifee	D	Signal	>100	F *	>100	F *	Signal	39.9	D	42.0	D
36 . Murrieta Rd/Ethanac Rd	Menifee	D	Signal	>100	F *	>100	F *	Signal	45.5	D	54.9	D
39 . I-215 SB Ramps/Ethanac Rd	Caltrans	D	Signal	>100	F *	>100	F *	Signal	42.4	D	27.7	C
40 . I-215 NB Ramps/Ethanac Rd	Caltrans	D	Signal	>100	F *	>100	F *	Signal	31.1	C	44.7	D
41 . Encanto Dr/Ethanac Rd	Perris	D	OWSC	>100	F *	>100	F *	Signal	42.6	D	25.0	C
42 . Sherman Rd/Ethanac Rd	Menifee	D	TWSC	>100	F *	>100	F *	Signal	19.6	B	23.7	C
43 . Jackson Ave/Ethanac Rd	Menifee	D	OWSC	76.7	F *	93.4	F *	Signal	12.4	B	13.0	B
44 . Antelope Rd/Ethanac Rd	Menifee	D	OWSC	>100	F *	76.9	F *	Signal	16.7	B	11.3	B
45 . Palomar Rd/Matthews Rd	Menifee	D	OWSC	>100	F *	>100	F *	Signal	47.5	D	30.8	C
46 . Menifee Rd/Watson Rd	Menifee	D	TWSC	>100	F *	>100	F *	Signal	23.5	C	27.7	C
47 . Menifee Rd/SR-74	Caltrans	D	Signal	>100	F *	>100	F *	Signal	33.6	C	40.2	D
48 . Menifee Rd/Valley Substation Dwy - Biscayne	Menifee	D	Signal	>100	F *	>100	F *	Signal	43.3	D	29.7	C
49 . Menifee Rd/McLaughlin Rd	Menifee	D	TWSC	>100	F *	>100	F *	Signal	48.8	D	54.6	D
50 . Menifee Rd/Project Dwy 1	Menifee	D	OWSC	>100	F *	>100	F *	Signal	16.2	B	10.4	B
52 . McKinley/SR-74	Caltrans	D	Signal	26.3	C	65.7	E *	Signal	2.9	A	12.9	B

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Table 8-E - Horizon Year (2045) Plus Project with Improvements Intersection Levels of Service

Intersection	Jurisdiction	LOS Standard	Plus Project Without Improvements						Plus Project With Improvements				
				A.M. Peak Hour			P.M. Peak Hour			A.M. Peak Hour		P.M. Peak Hour	
			Control	Delay (sec.)	LOS		Delay (sec.)	LOS	Control	Delay (sec.)	LOS	Delay (sec.)	LOS
53 . Malaga Rd - Project Dwy 2/SR-74	Caltrans	D	TWSC	>100	F	*	>100	F *	Signal	33.8	C	50.9	D
54 . Project Dwy 3/SR-74	Caltrans	D	OWSC	20.8	C		61.8	F *	OWSC	13.3	B	21.9	C
55 . Briggs Rd/Watson Rd	Menifee	D	AWSC	>100	F	*	17.1	C	Signal	24.6	C	18.8	B
56 . Briggs Rd/SR-74	Caltrans	D	Signal	>100	F	*	>100	F *	Signal	46.1	D	38.2	D
57 . Briggs Rd/Heritage High School Dwy	Menifee	D	Signal	83.0	F	*	12.0	B	Signal	32.0	C	10.5	B
58 . Briggs Rd/McLaughlin Rd	Menifee	D	AWSC	>100	F	*	>100	F *	Signal	38.3	D	17.1	B
59 . Briggs Rd/Project Dwy 4	Menifee	D	OWSC	39.2	E	*	29.0	D	OWSC	17.0	C	15.4	C
60 . Briggs Rd/Project Dwy 5 - Meadow Oak St	Menifee	D	TWSC	>100	F	*	>100	F *	Signal	27.7	C	18.0	B
61 . Briggs Rd/Project Dwy 6	Menifee	D	OWSC	59.2	F	*	22.9	C	OWSC	18.6	C	14.0	B
62 . Briggs Rd/Project Dwy 7 - Hillridge St	Menifee	D	TWSC	>100	F	*	>100	F *	Signal	20.5	C	16.4	B
63 . Briggs Rd/Matthews Rd	Menifee	D	AWSC	>100	F	*	>100	F *	Signal	41.2	D	49.9	D
67 . Bradley Rd/McCall Blvd	Menifee	E	Signal	>100	F	*	>100	F *	Signal	64.4	E	61.9	E
68 . I-215 SB Ramps/McCall Blvd	Caltrans	D	Signal	>100	F	*	>100	F *	Signal	*McCall Blvd Interchange Improvements*			
69 . I-215 NB Ramps/McCall Blvd	Caltrans	D	Signal	>100	F	*	>100	F *	Signal	*McCall Blvd Interchange Improvements*			
70 . Encanto Drive/McCall Blvd	Menifee	E	Signal	>100	F	*	>100	F *	Signal	54.8	D	76.6	E
71 . Sherman Rd/McCall Blvd	Menifee	D	Signal	87.2	F	*	95.2	F *	Signal	28.8	C	13.8	B
72 . Antelope Rd/McCall Blvd	Menifee	D	Signal	>100	F	*	71.4	E *	Signal	33.4	C	39.3	D
73 . Junipero Rd/McCall Blvd	Menifee	D	Signal	>100	F	*	>100	F *	Signal	35.9	D	22.4	C
74 . Menifee Rd/McCall Blvd	Menifee	D	Signal	>100	F	*	>100	F *	Signal	49.4	D	45.6	D
77 . Briggs Rd/McCall Blvd	Menifee	D	Signal	>100	F	*	32.9	C	Signal	52.9	D	17.7	B
81 . Briggs Rd/Simpson Rd	Menifee	D	AWSC	>100	F	*	>100	F *	Signal	49.6	D	32.0	C
85 . Murrieta Rd/Newport Rd	Menifee	D	Signal	61.9	E	*	>100	F *	Signal	53.1	D	54.8	D
86 . Evans Rd/Newport Rd	Menifee	D	Signal	33.9	C		>100	F *	Signal	22.4	C	42.7	D
87 . Bradley Rd/Newport Rd	Menifee	D	Signal	64.6	E	*	59.3	E *	Signal	53.4	D	53.4	D
89 . Haun Rd/Newport Rd	Menifee	E	Signal	50.6	D		>100	F *	Signal	50.7	D	54.3	D
92 . Antelope Rd/Newport Rd	Menifee	E	Signal	>100	F	*	>100	F *	Signal	40.3	D	43.0	D
93 . Menifee Rd/Newport Rd	Menifee	D	Signal	81.3	F	*	>100	F *	Signal	52.5	D	49.9	D
94 . Menifee Rd/La Piedra Rd	Menifee	D	AWSC	>100	F	*	92.1	F *	Signal	31.7	C	14.8	B
96 . Juniper Flats Rd/SR-74	Caltrans	D	Signal	>100	F	*	48.7	D	Signal	30.1	C	21.4	C
97 . Vista Pl - Winchester Rd/SR-74 - Florida Ave	Caltrans	D	Signal	>100	F	*	>100	F *	Signal	40.3	D	41.7	D
98 . Warren Rd/Florida Ave	Caltrans	D	Signal	>100	F	*	98.7	F *	Signal	51.1	D	54.1	D

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Table 8-E - Horizon Year (2045) Plus Project with Improvements Intersection Levels of Service

Intersection	Jurisdiction	LOS Standard	Plus Project Without Improvements						Plus Project With Improvements				
				A.M. Peak Hour			P.M. Peak Hour			A.M. Peak Hour		P.M. Peak Hour	
			Control	Delay (sec.)	LOS		Delay (sec.)	LOS	Control	Delay (sec.)	LOS	Delay (sec.)	LOS
100 . Sanderson Ave/Florida Ave	Caltrans	D	Signal	60.4	**E**	*	84.1	**F** *	Signal	53.4	D	54.3	D
101 . Sanderson Ave/Acacia Ave	Hemet	D	Signal	67.5	**E**	*	81.6	**F** *	Signal	45.4	D	63.7	**E** *
108 . San Jacinto St/Florida Ave	Caltrans	D	Signal	58.3	**E**	*	84.5	**F** *	Signal	41.6	D	46.9	D
109 . Warren Rd/Ramona Expy	San Jacinto	D	Signal	>100	**F**	*	>100	**F** *	-	*Route 79 Realignment Project Improvements*			
111 . Warren Rd/Esplanade Ave	San Jacinto	D	AWSC	>100	**F**	*	>100	**F** *	-	*Route 79 Realignment Project Improvements*			
112 . Sanderson Ave/Ramona Expy	San Jacinto	D	Signal	>100	**F**	*	>100	**F** *	-	*Route 79 Realignment Project Improvements*			

Notes:

OWSC = One-Way Stop Control; TWSC = Two-Way Stop Control; AWSC = All-Way Stop Control; LOS = Level of Service

Delay = Average control delay in seconds (For OWSC/TWSC intersections, reported delay is for worst-case movement).

* Exceeds LOS Standard

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Table 8-F - Recommended Improvements for Roadway Segments

Roadway Segment	Existing with Project Improvements[1]	Phase 1 Opening Year (2025) with Project Improvements	Phase 2 & 3 Opening (2026) with Project Improvements	Horizon Year (2045) with Project Improvements
Segments on Central Avenue (SR-74)				
1 . between I-15 NB Ramps and Dexter Avenue	Interchange Improvements under TUMF	Interchange Improvements under TUMF	Interchange Improvements under TUMF	Interchange Improvements under TUMF
3 . between Cambern Avenue and Conard Avenue	Widen from 4 lanes to 6 lanes	Widen from 4 lanes to 6 lanes	Phase 1 Improvements	Phase 1 Improvements
4 . between Conard Avenue and El Toro Cut Off Road	Widen from 4 lanes to 6 lanes	Widen from 4 lanes to 6 lanes	Phase 1 Improvements	Phase 1 Improvements
Segments on SR-74				
5 . between El Toro Cut Off Road and Riverside Street	Widen from 4 lanes to 6 lanes	Widen from 4 lanes to 6 lanes	Phase 1 Improvements	Phase 1 Improvements. This segment is designated as a 6-lane Augmented Urban Arterial in the General Plan Circulation Element. Therefore, no further improvements has been recommended.
6 . between Riverside Street and Wasson Canyon Road				Widen from 4 lanes to 6 lanes
7 . between Wasson Canyon Road and Meadowbrook Avenue - Greenwald Avenue			Widen from 4 lanes to 6 lanes	Phase 2 & 3 Improvements
8 . between Meadowbrook Avenue - Greenwald Avenue and River Road				Widen from 4 lanes to 6 lanes
9 . between River Road and Ellis Avenue		Already constructed according to General Plan Classification. No additional improvements feasible due to right-of-way constraints.	Already constructed according to General Plan Classification. No additional improvements feasible due to right-of-way constraints.	Already constructed according to General Plan Classification. No additional improvements feasible due to right-of-way constraints.
10 . between Ellis Avenue and Navajo Road			Already constructed according to General Plan Classification.	Already constructed according to General Plan Classification.
Segments on 4th Street (SR-74)				
11 . between Navajo Road and A Street	Already constructed according to General Plan Classification. No additional improvements feasible due to right-of-way constraints.	Already constructed according to General Plan Classification. No additional improvements feasible due to right-of-way constraints.	Already constructed according to General Plan Classification. No additional improvements feasible due to right-of-way constraints.	Already constructed according to General Plan Classification. No additional improvements feasible due to right-of-way constraints.
12 . between A Street and C Street	Already constructed according to General Plan Classification. No additional improvements feasible due to right-of-way constraints.	Already constructed according to General Plan Classification. No additional improvements feasible due to right-of-way constraints.	Already constructed according to General Plan Classification. No additional improvements feasible due to right-of-way constraints.	Already constructed according to General Plan Classification. No additional improvements feasible due to right-of-way constraints.
14 . between D Street and Perris Boulevard				Already constructed according to General Plan Classification. No additional improvements feasible due to right-of-way constraints.
Segments on SR-74				
18 . between I-215 NB Ramps and Trumble Road	Already constructed according to General Plan Classification. No additional improvements feasible due to right-of-way constraints.	Already constructed according to General Plan Classification. No additional improvements feasible due to right-of-way constraints.	Already constructed according to General Plan Classification. No additional improvements feasible due to right-of-way constraints.	Already constructed according to General Plan Classification. No additional improvements feasible due to right-of-way constraints.
19 . between Trumble Road and Sherman Road (West)	Already constructed according to General Plan Classification. No additional improvements feasible due to right-of-way constraints.	Already constructed according to General Plan Classification. No additional improvements feasible due to right-of-way constraints.	Already constructed according to General Plan Classification. No additional improvements feasible due to right-of-way constraints.	Already constructed according to General Plan Classification. No additional improvements feasible due to right-of-way constraints.
20 . between Sherman Road (West) and Sherman Road (East)	Already constructed according to General Plan Classification. No additional improvements feasible due to right-of-way constraints.	Already constructed according to General Plan Classification. No additional improvements feasible due to right-of-way constraints.	Already constructed according to General Plan Classification. No additional improvements feasible due to right-of-way constraints.	Already constructed according to General Plan Classification. No additional improvements feasible due to right-of-way constraints.
21 . between Sherman Road (East) and Antelope Road	Already constructed according to General Plan Classification. No additional improvements feasible due to right-of-way constraints.	Already constructed according to General Plan Classification. No additional improvements feasible due to right-of-way constraints.	Already constructed according to General Plan Classification. No additional improvements feasible due to right-of-way constraints.	Already constructed according to General Plan Classification. No additional improvements feasible due to right-of-way constraints.
24 . between Menifee Road and McKinley	Widen from 4 lanes to 5 lanes	Widen from 4 lanes to 5 lanes	Phase 1 Improvements	Phase 1 Improvements + Widen from 5 lanes to 6 lanes
25 . between McKinley and Malaga Road - Project Driveway 2	Widen from 4 lanes to 5 lanes	Widen from 4 lanes to 5 lanes	Phase 1 Improvements	Phase 1 Improvements + Widen from 5 lanes to 6 lanes
26 . between Malaga Road - Project Driveway 2 and Project Driveway 3	Widen from 4 lanes to 5 lanes	Widen from 4 lanes to 5 lanes	Phase 1 Improvements	Phase 1 Improvements + Widen from 5 lanes to 6 lanes
27 . between Project Driveway 3 and Briggs Road	Widen from 4 lanes to 5 lanes	Widen from 4 lanes to 5 lanes	Phase 1 Improvements	Phase 1 Improvements + Widen from 5 lanes to 6 lanes
28 . between Briggs Road and Juniper Flats Road	Widen from 4 lanes to 5 lanes	Widen from 4 lanes to 5 lanes	Phase 1 Improvements	Phase 1 Improvements + Widen from 5 lanes to 6 lanes. This segment is designated as a 6-lane Expressway in the General Plan Circulation Element. Therefore, no further improvements has been recommended.
29 . between Juniper Flats Road and Vista Place - Winchester Road (SR-79)			Widen from 4 lanes to 5 lanes	Phase 2 & 3 Improvements + Widen from 5 lanes to 6 lanes

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Table 8-F - Recommended Improvements for Roadway Segments

Roadway Segment	Existing with Project Improvements[1]	Phase 1 Opening Year (2025) with Project Improvements	Phase 2 & 3 Opening (2026) with Project Improvements	Horizon Year (2045) with Project Improvements
Segments on Florida Avenue (SR-74/SR-79)				
30 . between Vista Place - Winchester Road (SR-79) and Warren Road	Widen from 4 lanes to 6 lanes	Widen from 4 lanes to 6 lanes	Phase 1 Improvements	Phase 1 Improvements
31 . between Warren Road and Cawston Avenue			No additional improvements feasible due to right-of-way constraints. The City of Hemet general Plan Circulation element acknoweledges certail portions of Florida Avenue are estimated to perform below LOS D.	No additional improvements feasible due to right-of-way constraints. The City of Hemet general Plan Circulation element acknoweledges certail portions of Florida Avenue are estimated to perform below LOS D.
32 . between Cawston Avenue and Sanderson Avenue				No additional improvements feasible due to right-of-way constraints. The City of Hemet general Plan Circulation element acknoweledges certail portions of Florida Avenue are estimated to perform below LOS D. IIn case any further improvement is identified, the project will be paying its fair share.
33 . between Sanderson Avenue and Kirby Street			No additional improvements feasible due to right-of-way constraints. The City of Hemet general Plan Circulation element acknoweledges certail portions of Florida Avenue are estimated to perform below LOS D.	No additional improvements feasible due to right-of-way constraints. The City of Hemet general Plan Circulation element acknoweledges certail portions of Florida Avenue are estimated to perform below LOS D.
34 . between Kirby Street and Lyon Avenue	No additional improvements feasible due to right-of-way constraints. The City of Hemet general Plan Circulation element acknoweledges certail portions of Florida Avenue are estimated to perform below LOS D.	No additional improvements feasible due to right-of-way constraints. The City of Hemet general Plan Circulation element acknoweledges certail portions of Florida Avenue are estimated to perform below LOS D.	No additional improvements feasible due to right-of-way constraints. The City of Hemet general Plan Circulation element acknoweledges certail portions of Florida Avenue are estimated to perform below LOS D.	No additional improvements feasible due to right-of-way constraints. The City of Hemet general Plan Circulation element acknoweledges certail portions of Florida Avenue are estimated to perform below LOS D.
35 . between Lyon Avenue and Palm Avenue	No additional improvements feasible due to right-of-way constraints. The City of Hemet general Plan Circulation element acknoweledges certail portions of Florida Avenue are estimated to perform below LOS D.	No additional improvements feasible due to right-of-way constraints. The City of Hemet general Plan Circulation element acknoweledges certail portions of Florida Avenue are estimated to perform below LOS D.	No additional improvements feasible due to right-of-way constraints. The City of Hemet general Plan Circulation element acknoweledges certail portions of Florida Avenue are estimated to perform below LOS D.	No additional improvements feasible due to right-of-way constraints. The City of Hemet general Plan Circulation element acknoweledges certail portions of Florida Avenue are estimated to perform below LOS D.
36 . between Palm Avenue and State Street	No additional improvements feasible due to right-of-way constraints. The City of Hemet general Plan Circulation element acknoweledges certail portions of Florida Avenue are estimated to perform below LOS D.	No additional improvements feasible due to right-of-way constraints. The City of Hemet general Plan Circulation element acknoweledges certail portions of Florida Avenue are estimated to perform below LOS D.	No additional improvements feasible due to right-of-way constraints. The City of Hemet general Plan Circulation element acknoweledges certail portions of Florida Avenue are estimated to perform below LOS D.	No additional improvements feasible due to right-of-way constraints. The City of Hemet general Plan Circulation element acknoweledges certail portions of Florida Avenue are estimated to perform below LOS D.
37 . between State Street and Buena Vista Street	No additional improvements feasible due to right-of-way constraints. The City of Hemet general Plan Circulation element acknoweledges certail portions of Florida Avenue are estimated to perform below LOS D.	No additional improvements feasible due to right-of-way constraints. The City of Hemet general Plan Circulation element acknoweledges certail portions of Florida Avenue are estimated to perform below LOS D.	No additional improvements feasible due to right-of-way constraints. The City of Hemet general Plan Circulation element acknoweledges certail portions of Florida Avenue are estimated to perform below LOS D.	No additional improvements feasible due to right-of-way constraints. The City of Hemet general Plan Circulation element acknoweledges certail portions of Florida Avenue are estimated to perform below LOS D.
38 . between Buena Vista Street and Santa Fe Street	No additional improvements feasible due to right-of-way constraints. The City of Hemet general Plan Circulation element acknoweledges certail portions of Florida Avenue are estimated to perform below LOS D.	No additional improvements feasible due to right-of-way constraints. The City of Hemet general Plan Circulation element acknoweledges certail portions of Florida Avenue are estimated to perform below LOS D.	No additional improvements feasible due to right-of-way constraints. The City of Hemet general Plan Circulation element acknoweledges certail portions of Florida Avenue are estimated to perform below LOS D.	No additional improvements feasible due to right-of-way constraints. The City of Hemet general Plan Circulation element acknoweledges certail portions of Florida Avenue are estimated to perform below LOS D.
39 . between Santa Fe Street and San Jacinto Street (SR-79)	No additional improvements feasible due to right-of-way constraints. The City of Hemet general Plan Circulation element acknoweledges certail portions of Florida Avenue are estimated to perform below LOS D.	No additional improvements feasible due to right-of-way constraints. The City of Hemet general Plan Circulation element acknoweledges certail portions of Florida Avenue are estimated to perform below LOS D.	No additional improvements feasible due to right-of-way constraints. The City of Hemet general Plan Circulation element acknoweledges certail portions of Florida Avenue are estimated to perform below LOS D.	No additional improvements feasible due to right-of-way constraints. The City of Hemet general Plan Circulation element acknoweledges certail portions of Florida Avenue are estimated to perform below LOS D.
Segment on Redlands Avenue				
40 . between 4th Street (SR-74) and I-215 SB Ramps				Already constructed according to General Plan Classification. No additional improvements feasible due to right-of-way constraints.
Segment on Nuevo Road				
41 . between Dunlap Drive and Menifee Road				Widen from 2 lanes to 6 lanes
Segments on Ethanac Road				
44 . between Barnett Road and Case Road				Widen from 4 lanes to 6 lanes
45 . between Case Road and I-215 SB Ramps				Widen from 4 lanes to 6 lanes
46 . between I-215 NB Ramps and Encanto Drive			Widen from 2 lanes to 4 lanes	Phase 2 & 3 Improvements
47 . between Encanto Drive and Sherman Road			Widen from 2 lanes to 4 lanes	Phase 2 & 3 Improvements
48 . between Sherman Road and Dawson Road			Widen from 2 lanes to 4 lanes	Phase 2 & 3 Improvements
49 . between Dawson Road and Antelope Road			Widen from 2 lanes to 4 lanes	Phase 2 & 3 Improvements

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Table 8-F - Recommended Improvements for Roadway Segments

Roadway Segment	Existing with Project Improvements[1]	Phase 1 Opening Year (2025) with Project Improvements	Phase 2 & 3 Opening (2026) with Project Improvements	Horizon Year (2045) with Project Improvements
Segments on Matthews Road				
50 . between Antelope Road and Palomar Road				Modify roadway right-of-way width to change classification from Collector to Modified Arterial.
51 . between Palomar Road and Menifee Road				Modify roadway right-of-way width to change classification from Collector to Modified Arterial.
Segments on McCall Boulevard				
55 . between Bradley Road and I-215 SB Ramps				McCall Blvd & I-215 Overpass / Interchange CIP 14-01
56 . between I-215 NB Ramps and Encanto Drive	McCall Blvd & I-215 Overpass / Interchange CIP 14-01	McCall Blvd & I-215 Overpass / Interchange CIP 14-01	McCall Blvd & I-215 Overpass / Interchange CIP 14-01	McCall Blvd & I-215 Overpass / Interchange CIP 14-01
57 . between Encanto Drive and Sherman Road	Widen from 4 lanes to 6 lanes		Widen from 4 lanes to 6 lanes	Phase 2 & 3 Improvements
58 . between Sherman Road and Antelope Road	Widen from 4 lanes to 6 lanes		Widen from 4 lanes to 6 lanes	Phase 2 & 3 Improvements
59 . between Antelope Road and Junipero Road	Widen from 4 lanes to 6 lanes	Widen from 2 lanes to 4 lanes	Phase 1 Improvements + Widen from 4 lanes to 6 lanes	Phase 1 Improvements + Phase 2 & 3 Improvements
60 . between Junipero Road and Menifee Road	Widen from 4 lanes to 6 lanes		Widen from 5 lanes to 6 lanes	Phase 2 & 3 Improvements
Segments on Simpson Road				
65 . between Lindenberger Road and Briggs Road				Widen from 3 lanes to 4 lanes
Segments on Newport Road				
67 . between Berea Road - Murphy Ranch Road and Murrieta Road				Already constructed according to General Plan Classification. No additional improvements feasible due to right-of-way constraints.
68 . between Murrieta Road and Evans Road				Widen from 5 lanes to 6 lanes
69 . between Evans Road and Bradley Road	Widen from 5 lanes to 6 lanes	Widen from 5 lanes to 6 lanes	Phase 1 Improvements	Phase 1 Improvements. No further feasible improvements.
70 . between Bradley Road and Avenida De Cortez - Town Center Drive	Already constructed according to General Plan Classification. No additional improvements feasible due to right-of-way constraints.	Already constructed according to General Plan Classification. No additional improvements feasible due to right-of-way constraints.	Already constructed according to General Plan Classification. No additional improvements feasible due to right-of-way constraints.	Already constructed according to General Plan Classification. No additional improvements feasible due to right-of-way constraints.
71 . between Avenida De Cortez - Town Center Drive and Haun Road	Already constructed according to General Plan Classification. No additional improvements feasible due to right-of-way constraints.	Already constructed according to General Plan Classification. No additional improvements feasible due to right-of-way constraints.	Already constructed according to General Plan Classification. No additional improvements feasible due to right-of-way constraints.	Already constructed according to General Plan Classification. No additional improvements feasible due to right-of-way constraints.
72 . between Haun Road and I-215 SB Ramps				Already constructed according to General Plan Classification. No additional improvements feasible due to right-of-way constraints.
73 . between I-215 NB Ramps and Antelope Road	Already constructed according to General Plan Classification. No additional improvements feasible due to right-of-way constraints.	Already constructed according to General Plan Classification. No additional improvements feasible due to right-of-way constraints.	Already constructed according to General Plan Classification. No additional improvements feasible due to right-of-way constraints.	Already constructed according to General Plan Classification. No additional improvements feasible due to right-of-way constraints.
74 . between Antelope Road and Menifee Road	Already constructed according to General Plan Classification. No additional improvements feasible due to right-of-way constraints.	Already constructed according to General Plan Classification. No additional improvements feasible due to right-of-way constraints.	Already constructed according to General Plan Classification. No additional improvements feasible due to right-of-way constraints.	Already constructed according to General Plan Classification. No additional improvements feasible due to right-of-way constraints.
Segment on Ramona Expressway				
75 . between Warren Road and Sanderson Avenue (SR-79) - Sanderson Avenue				Route 79 Realignment Project Improvements
Segment on Palomar Road				
77 . between SR-74 and Matthews Road				No feasible Improvements.
Segments on Menifee Road				
78 . between Nuevo Road and Central Avenue/Porter Street				Widen from 2 lanes to 4 lanes
79 . between Central Avenue/Porter Street and San Jacinto Avenue				Widen from 2 lanes to 4 lanes
80 . between San Jacinto Avenue and Ellis Avenue				Widen from 2 lanes to 4 lanes
81 . between Ellis Avenue and Mapes Road				Widen from 2 lanes to 4 lanes
82 . between Mapes Road and Watson Road				Widen from 2 lanes to 4 lanes
83 . between Watson Road and SR-74				Widen from 2 lanes to 4 lanes
84 . between SR-74 and Biscayne	Widen from 4 lanes to 5 lanes	Widen from 4 lanes to 5 lanes	Phase 1 Improvements	Phase 1 Improvements
85 . between Biscayne and McLaughlin Road	Widen from 2 lanes to 5 lanes	Widen from 2 lanes to 4 lanes	Phase 1 Improvements + Widen from 4 lanes to 5 lanes	Phase 1 Improvements + Phase 2 & 3 Improvements
86 . between McLaughlin Road and Project Driveway 1	Widen from 2 lanes to 5 lanes	Widen from 2 lanes to 5 lanes	Phase 1 Improvements	Phase 1 Improvements
87 . between Project Driveway 1 and Matthews Road	Widen from 2 lanes to 5 lanes	Widen from 2 lanes to 5 lanes	Phase 1 Improvements	Phase 1 Improvements
88 . between Matthews Road and McCall Boulevard	Widen from 2 lanes to 4 lanes	Widen from 2 lanes to 4 lanes	Phase 1 Improvements	Phase 1 Improvements + Widen from 4 lanes to 5 lanes
93 . between Newport Road and La Piedra Road				Already constructed according to General Plan Classification. No additional improvements feasible due to right-of-way constraints.

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Table 8-F - Recommended Improvements for Roadway Segments

Roadway Segment	Existing with Project Improvements[1]	Phase 1 Opening Year (2025) with Project Improvements	Phase 2 & 3 Opening (2026) with Project Improvements	Horizon Year (2045) with Project Improvements
Segments on Briggs Road				
96 . between SR-74 and Heritage High School Driveway	Widen from 3 lanes to 4 lanes		Widen from 3 lanes to 4 lanes	Phase 2 & 3 Improvements + Widen from 4 lanes to 5 lanes
97 . between Heritage High School Driveway and McLaughlin Road	Widen from 2 lanes to 4 lanes	Widen from 2 lanes to 3 lanes	Phase 1 Improvements + Widen from 3 lanes to 4 lanes	Phase 1 Improvements + Phase 2 & 3 Improvements
98 . between McLaughlin Road and Project Driveway 4	Widen from 3 lanes to 4 lanes	Widen from 3 lanes to 4 lanes	Phase 1 Improvements	Phase 1 Improvements
99 . between Project Driveway 4 and Project Driveway 5 - Meadow Oak Street	Widen from 3 lanes to 4 lanes	Widen from 3 lanes to 4 lanes	Phase 1 Improvements	Phase 1 Improvements
100 . between Project Driveway 5 - Meadow Oak Street and Project Driveway 6	Widen from 3 lanes to 4 lanes	Widen from 3 lanes to 4 lanes	Phase 1 Improvements	Phase 1 Improvements
101 . between Project Driveway 6 and Project Driveway 7 - Hillridge Street	Widen from 3 lanes to 4 lanes	Widen from 3 lanes to 4 lanes	Phase 1 Improvements	Phase 1 Improvements
102 . between Project Driveway 7 - Hillridge Street and Case Road	Widen from 2 lanes to 3 lanes	Widen from 2 lanes to 3 lanes	Phase 1 Improvements + Widen from 3 lanes to 4 lanes	Phase 1 Improvements + Phase 2 & 3 Improvements
103 . between Case Road and McCall Boulevard	Widen from 2 lanes to 3 lanes	Widen from 2 lanes to 3 lanes	Phase 1 Improvements	Phase 1 Improvements + Widen from 3 lanes to 4 lanes
Segments on Warren Road				
105 . between Ramona Expressway and Cottonwood Avenue		Route 79 Realignment Project Improvements	Route 79 Realignment Project Improvements	Route 79 Realignment Project Improvements
106 . between Cottonwood Avenue and Esplanade Avenue			Route 79 Realignment Project Improvements	Route 79 Realignment Project Improvements
107 . between Esplanade Avenue and Florida Avenue (SR-74/SR-79)	Route 79 Realignment Project Improvements	Route 79 Realignment Project Improvements	Route 79 Realignment Project Improvements	Route 79 Realignment Project Improvements

Notes:

[1] Recommended improvements for Existing with Project is for informational purposes only. As such, the project will be required to implement the recommended improvements starting with completion of Phase I and beyond.

[2] Recommended improvements covered through WRCOG TUMF program or any City's DIF/CIP may not be considered adequate improvement measures. This is because there is no guaranteed timeline for implementation of these improvements through these programs. Therefore, operational deficiencies at intersections where improvements are included through the aforementioned funding programs may be considered inadequate.

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Table 8-G - Existing Plus Project with Improvements Roadway Segments Levels of Service

Roadway Segment	Jurisdiction	Plus Project Without Improvements					Plus Project With Improvements[2]				
		Classification[1]	Number of Lanes	Roadway Capacity[1]	Daily Volume	LOS	Classification[1]	Number of Lanes	Roadway Capacity[1]	Daily Volume	LOS
Segments on Central Avenue (SR-74)											
1 . between I-15 NB Ramps and Dexter Avenue	Lake Elsinore	Augmented Urban Arterial	6	53,900	59,740	**PEC** *	*TUMF Improvement I-15/SR-74 Interchange Project*				
3 . between Cambern Avenue and Conard Avenue	Lake Elsinore	Augmented Urban Arterial	4	35,900	43,090	**PEC** *	Augmented Urban Arterial	6	53,900	43,090	A
4 . between Conard Avenue and El Toro Cut Off Road	Lake Elsinore	Augmented Urban Arterial	4	35,900	38,730	**PEC** *	Augmented Urban Arterial	6	53,900	38,730	A
Segments on SR-74											
5 . between El Toro Cut Off Road and Riverside Street	Lake Elsinore	Augmented Urban Arterial	4	35,900	38,230	**PEC** *	Augmented Urban Arterial	6	53,900	38,230	A
Segments on 4th Street (SR-74)											
11 . between Navajo Road and A Street	Perris	Secondary Arterial	4	35,900	42,020	**F** *	Secondary Arterial	4	35,900	42,020	**F** *
12 . between A Street and C Street	Perris	Secondary Arterial	4	35,900	37,220	**F** *	Secondary Arterial	4	35,900	37,220	**F** *
Segments on SR-74											
18 . between I-215 NB Ramps and Trumble Road	Menifee	Major	4	34,100	45,270	**F** *	Major	4	34,100	45,270	**F** *
19 . between Trumble Road and Sherman Road (West)	Menifee	Major	4	34,100	37,850	**F** *	Major	4	34,100	37,850	**F** *
20 . between Sherman Road (West) and Sherman Road (East)	Menifee	Major	4	34,100	38,240	**F** *	Major	4	34,100	38,240	**F** *
21 . between Sherman Road (East) and Antelope Road	Menifee	Major	4	34,100	40,660	**F** *	Major	4	34,100	40,660	**F** *
24 . between Menifee Road and McKinley	Menifee	Expressway	4	64,000	48,280	C	Expressway[9]	5	79,500	48,280	C
25 . between McKinley and Malaga Road - Project Driveway 2	Menifee	Expressway	4	64,000	46,910	C	Expressway[9]	5	79,500	46,910	C
26 . between Malaga Road - Project Driveway 2 and Project Driveway 3	Menifee	Expressway	4	64,000	41,460	C	Expressway[9]	5	79,500	41,460	C
27 . between Project Driveway 3 and Briggs Road	Menifee	Expressway	4	64,000	42,230	C	Expressway[9]	5	79,500	42,230	C
28 . between Briggs Road and Juniper Flats Road	Riverside County	Expressway	4	40,900	40,090	**E** *	Expressway[10]	5	51,100	40,090	C
Segments on Florida Avenue (SR-74/SR-79)											
30 . between Vista Place - Winchester Road (SR-79) and Warren Road	Riverside County	Expressway	4	40,900	43,360	**F** *	Expressway	6	61,300	43,360	C
34 . between Kirby Street and Lyon Avenue	Hemet	Major 4D-6D	4	34,100	28,440	**D** *	Major 4D-6D	4	34,100	28,440	**D** *
35 . between Lyon Avenue and Palm Avenue	Hemet	Major 4D-6D	4	34,100	29,300	**D** *	Major 4D-6D	4	34,100	29,300	**D** *
36 . between Palm Avenue and State Street	Hemet	Divided Secondary-A 4D	4	25,900	28,750	**F** *	Divided Secondary-A 4D	4	25,900	28,750	**F** *
37 . between State Street and Buena Vista Street	Hemet	Divided Secondary-A 4D	4	25,900	26,320	**F** *	Divided Secondary-A 4D	4	25,900	26,320	**F** *
38 . between Buena Vista Street and Santa Fe Street	Hemet	Divided Secondary-A 4D	4	25,900	26,230	**F** *	Divided Secondary-A 4D	4	25,900	26,230	**F** *
39 . between Santa Fe Street and San Jacinto Street (SR-79)	Hemet	Divided Secondary-A 4D	4	25,900	25,050	**E** *	Divided Secondary-A 4D	4	25,900	25,050	**E** *
Segments on McCall Boulevard											
56 . between I-215 NB Ramps and Encanto Drive	Menifee	Urban Arterial[3]	4	37,530	44,300	**F** *	*City of Menifee CIP I-215/McCall Blvd Interchange Project*				
57 . between Encanto Drive and Sherman Road	Menifee	Urban Arterial[3]	4	37,530	36,750	**E** *	Urban Arterial	6	56,300	34,990	C
58 . between Sherman Road and Antelope Road	Menifee	Urban Arterial[3]	4	37,530	32,980	D	Urban Arterial	6	56,300	31,220	C
59 . between Antelope Road and Junipero Road	Menifee	Urban Arterial[4]	2	18,760	32,080	**F** *	Urban Arterial	6	56,300	30,320	C
60 . between Junipero Road and Menifee Road	Menifee	Urban Arterial[3]	4	37,530	30,250	D	Urban Arterial	6	56,300	28,490	C
Segments on Newport Road											
69 . between Evans Road and Bradley Road	Menifee	Urban Arterial[5]	5	46,910	43,080	**E** *	Urban Arterial	6	56,300	43,080	C
70 . between Bradley Road and Avenida De Cortez - Town Center Drive	Menifee	Urban Arterial	6	56,300	52,270	**E** *	Urban Arterial	6	56,300	52,270	**E** *
71 . between Avenida De Cortez - Town Center Drive and Haun Road	Menifee	Urban Arterial	6	56,300	55,730	**E** *	Urban Arterial	6	56,300	55,730	**E** *
73 . between I-215 NB Ramps and Antelope Road	Menifee	Urban Arterial[6]	7	71,650	75,850	**F** *	Urban Arterial[6]	7	71,650	75,850	**F** *
74 . between Antelope Road and Menifee Road	Menifee	Urban Arterial	6	56,300	57,910	**F** *	Urban Arterial	6	56,300	57,910	**F** *
Segments on Menifee Road											
84 . between SR-74 and Biscayne	Menifee	Urban Arterial[3]	4	37,530	22,840	C	Urban Arterial	5	46,910	22,840	C
85 . between Biscayne and McLaughlin Road	Menifee	Urban Arterial[4]	2	18,760	21,420	**F** *	Urban Arterial[5]	5	46,910	21,420	C
86 . between McLaughlin Road and Project Driveway 1	Menifee	Urban Arterial[4]	2	18,760	25,830	**F** *	Urban Arterial[5]	5	46,910	23,390	C
87 . between Project Driveway 1 and Matthews Road	Menifee	Urban Arterial[4]	2	18,760	25,790	**F** *	Urban Arterial[5]	5	46,910	22,950	C
88 . between Matthews Road and McCall Boulevard	Menifee	Urban Arterial[4]	2	18,760	24,690	**F** *	Urban Arterial[3]	4	37,530	22,930	C
Segments on Briggs Road											
96 . between SR-74 and Heritage High School Driveway	Menifee	Major[7]	3	25,570	15,710	C	Major	4	34,100	15,710	C
97 . between Heritage High School Driveway and McLaughlin Road	Menifee	Major[8]	2	17,050	14,900	D	Major	4	34,100	14,900	C
98 . between McLaughlin Road and Project Driveway 4	Menifee	Major[7]	3	25,570	12,310	C	Major	4	34,100	12,310	C
99 . between Project Driveway 4 and Project Driveway 5 - Meadow Oak Street	Menifee	Major[7]	3	25,570	11,920	C	Major	4	34,100	11,920	C
100 . between Project Driveway 5 - Meadow Oak Street and Project Driveway 6	Menifee	Major[7]	3	25,570	12,980	C	Major	4	34,100	12,980	C
101 . between Project Driveway 6 and Project Driveway 7 - Hillridge Street	Menifee	Major[7]	3	25,570	12,890	C	Major	4	34,100	12,890	C
102 . between Project Driveway 7 - Hillridge Street and Case Road	Menifee	Major[8]	2	17,050	14,370	D	Major[7]	3	25,570	14,370	C
103 . between Case Road and McCall Boulevard	Menifee	Major[8]	2	17,050	13,490	C	Major[7]	3	25,570	13,490	C
Segments on Warren Road											
107 . between Esplanade Avenue and Florida Avenue (SR-74/SR-79)	Hemet	Arterial 6D	2	18,000	17,150	**E** *	*Route 79 Realignment Project Improvements*				

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Notes:

LOS = Level of Service

* Exceeds LOS Standard

[1] Roadway Classifications and segment capacities have been obtained from the City of Menifee, Perris, Hemet, Lake Elisore, San Jacinto and Riverside County Circulation Elements or their respective traffic study guidelines.

[2] Recommended improvements for Existing with Project is for informational purposes only. As such, the project will be required to implement the recommended improvements starting with completion of Phase 1 and beyond.

[3] City of Menifee does not have roadway capacity for four lane urban arterial, therefore roadway capacity for four lane urban arterial was adjusted by using a factor of 0.67 to six lane urban arterial roadway capacity.

[4] City of Menifee does not have roadway capacity for two lane urban arterial, therefore roadway capacity for two lane urban arterial was adjusted by using a factor of 0.33 to six lane urban arterial roadway capacity.

[5] City of Menifee does not have roadway capacity for five lane urban arterial, therefore roadway capacity for five lane urban arterial was adjusted by using a factor of 0.83 to six lane urban arterial roadway capacity.

[6] City of Menifee does not have roadway capacity for seven lane urban arterial, therefore roadway capacity for seven lane urban arterial was interpolated between a six lane urban arterial and an eight lane urban arterial roadway capacity.

[7] City of Menifee does not have roadway capacity for three lane major, therefore roadway capacity for three lane major was adjusted by using a factor of 0.75 to four lane major roadway capacity.

[8] City of Menifee does not have roadway capacity for two lane major, therefore roadway capacity for two lane major was adjusted by using a factor of 0.50 to four lane major roadway capacity.

[9] City of Menifee does not have roadway capacity for five lane expressway, therefore roadway capacity for five lane expressway was interpolated between a four lane expressway and a six lane expressway roadway capacity.

[10] Riverside County does not have roadway capacity for five lane expressway, therefore roadway capacity for five lane expressway was interpolated between a four lane expressway and a six lane expressway roadway capacity.

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Table 8-H - Phase 1 Opening Year Cumulative (2025) Plus Project with Improvements Roadway Segments Levels of Service

Roadway Segment	Jurisdiction	Plus Project Without Improvements					Plus Project With Improvements				
		Classification[1]	Number of Lanes	Roadway Capacity[1]	Daily Volume	LOS	Classification[1]	Number of Lanes	Roadway Capacity[1]	Daily Volume	LOS
Segments on Central Avenue (SR-74)											
1 . between I-15 NB Ramps and Dexter Avenue	Lake Elsinore	Augmented Urban Arterial	6	53,900	61,600	**PEC** *	*TUMF Improvement I-15/SR-74 Interchange Project*				
3 . between Cambern Avenue and Conard Avenue	Lake Elsinore	Augmented Urban Arterial	4	35,900	44,080	**PEC** *	Augmented Urban Arterial	6	53,900	44,080	AC
4 . between Conard Avenue and El Toro Cut Off Road	Lake Elsinore	Augmented Urban Arterial	4	35,900	40,210	**PEC** *	Augmented Urban Arterial	6	53,900	40,210	A
Segments on SR-74											
5 . between El Toro Cut Off Road and Riverside Street	Lake Elsinore	Augmented Urban Arterial	4	35,900	40,910	**PEC** *	Augmented Urban Arterial	6	53,900	40,910	A
9 . between River Road and Ellis Avenue	Riverside County	Major	4	34,100	32,400	**E** *	Major	4	34,100	32,400	**E** *
Segments on 4th Street (SR-74)											
11 . between Navajo Road and A Street	Perris	Secondary Arterial	4	35,900	42,820	**F** *	Secondary Arterial	4	35,900	42,820	**F** *
12 . between A Street and C Street	Perris	Secondary Arterial	4	35,900	37,030	**F** *	Secondary Arterial	4	35,900	37,030	**F** *
Segments on SR-74											
18 . between I-215 NB Ramps and Trumble Road	Menifee	Major	4	34,100	41,890	**F** *	Major	4	34,100	41,890	**F** *
19 . between Trumble Road and Sherman Road (West)	Menifee	Major	4	34,100	33,670	**E** *	Major	4	34,100	33,670	**E** *
20 . between Sherman Road (West) and Sherman Road (East)	Menifee	Major	4	34,100	34,210	**F** *	Major	4	34,100	34,210	**F** *
21 . between Sherman Road (East) and Antelope Road	Menifee	Major	4	34,100	35,800	**F** *	Major	4	34,100	35,800	**F** *
24 . between Menifee Road and McKinley	Menifee	Expressway	4	64,000	36,960	C	Expressway[8]	5	79,500	36,960	C
25 . between McKinley and Malaga Road - Project Driveway 2	Menifee	Expressway	4	64,000	37,300	C	Expressway[8]	5	79,500	37,300	C
26 . between Malaga Road - Project Driveway 2 and Project Driveway 3	Menifee	Expressway	4	64,000	36,810	C	Expressway[8]	5	79,500	36,810	C
27 . between Project Driveway 3 and Briggs Road	Menifee	Expressway	4	64,000	36,810	C	Expressway[8]	5	79,500	36,810	C
28 . between Briggs Road and Juniper Flats Road	Riverside County	Expressway	4	40,900	37,040	**E** *	Expressway[9]	5	51,100	37,040	C
Segments on Florida Avenue (SR-74/SR-79)											
30 . between Vista Place - Winchester Road (SR-79) and Warren Road	Riverside County	Expressway	4	40,900	40,830	**E** *	Expressway	6	61,300	40,830	C
34 . between Kirby Street and Lyon Avenue	Hemet	Major 4D-6D	4	34,100	28,700	**D** *	Major 4D-6D	4	34,100	28,700	**D** *
35 . between Lyon Avenue and Palm Avenue	Hemet	Major 4D-6D	4	34,100	29,680	**D** *	Major 4D-6D	4	34,100	29,680	**D** *
36 . between Palm Avenue and State Street	Hemet	Divided Secondary-A 4D	4	25,900	29,200	**F** *	Divided Secondary-A 4D	4	25,900	29,200	**F** *
37 . between State Street and Buena Vista Street	Hemet	Divided Secondary-A 4D	4	25,900	26,720	**F** *	Divided Secondary-A 4D	4	25,900	26,720	**F** *
38 . between Buena Vista Street and Santa Fe Street	Hemet	Divided Secondary-A 4D	4	25,900	26,620	**F** *	Divided Secondary-A 4D	4	25,900	26,620	**F** *
39 . between Santa Fe Street and San Jacinto Street (SR-79)	Hemet	Divided Secondary-A 4D	4	25,900	25,410	**E** *	Divided Secondary-A 4D	4	25,900	25,410	**E** *
Segments on McCall Boulevard											
56 . between I-215 NB Ramps and Encanto Drive	Menifee	Urban Arterial[2]	4	37,530	40,450	**F** *	*City of Menifee CIP I-215/McCall Blvd Interchange Project*				
59 . between Antelope Road and Junipero Road	Menifee	Urban Arterial[3]	2	18,760	26,840	**F** *	Urban Arterial[2]	4	37,530	25,810	C
Segments on Newport Road											
69 . between Evans Road and Bradley Road	Menifee	Urban Arterial[4]	5	46,910	43,700	**E** *	Urban Arterial	6	56,300	43,700	C
70 . between Bradley Road and Avenida De Cortez - Town Center Drive	Menifee	Urban Arterial	6	56,300	52,010	**E** *	Urban Arterial	6	56,300	52,010	**E** *
71 . between Avenida De Cortez - Town Center Drive and Haun Road	Menifee	Urban Arterial	6	56,300	55,950	**E** *	Urban Arterial	6	56,300	55,950	**E** *
73 . between I-215 NB Ramps and Antelope Road	Menifee	Urban Arterial[5]	7	71,650	76,920	**F** *	Urban Arterial[5]	7	71,650	76,920	**F** *
74 . between Antelope Road and Menifee Road	Menifee	Urban Arterial	6	56,300	57,920	**F** *	Urban Arterial	6	56,300	57,920	**F** *
Segments on Menifee Road											
84 . between SR-74 and Biscayne	Menifee	Urban Arterial[2]	4	37,530	15,650	C	Urban Arterial[4]	5	46,910	15,650	C
85 . between Biscayne and McLaughlin Road	Menifee	Urban Arterial[3]	2	18,760	14,230	C	Urban Arterial[2]	4	37,530	14,230	C
86 . between McLaughlin Road and Project Driveway 1	Menifee	Urban Arterial[3]	2	18,760	16,730	D	Urban Arterial[4]	5	46,910	15,330	C
87 . between Project Driveway 1 and Matthews Road	Menifee	Urban Arterial[3]	2	18,760	16,730	D	Urban Arterial[4]	5	46,910	15,330	C
88 . between Matthews Road and McCall Boulevard	Menifee	Urban Arterial[3]	2	18,760	17,060	**E** *	Urban Arterial[2]	4	37,530	16,030	C
Segments on Briggs Road											
97 . between Heritage High School Driveway and McLaughlin Road	Menifee	Major[6]	2	17,050	11,660	C	Major[7]	3	25,570	11,660	C
98 . between McLaughlin Road and Project Driveway 4	Menifee	Major[7]	3	25,570	10,980	C	Major	4	34,100	10,980	C
99 . between Project Driveway 4 and Project Driveway 5 - Meadow Oak Street	Menifee	Major[7]	3	25,570	10,960	C	Major	4	34,100	10,960	C
100 . between Project Driveway 5 - Meadow Oak Street and Project Driveway 6	Menifee	Major[7]	3	25,570	10,500	C	Major	4	34,100	10,500	C
101 . between Project Driveway 6 and Project Driveway 7 - Hillridge Street	Menifee	Major[7]	3	25,570	10,350	C	Major	4	34,100	10,350	C
102 . between Project Driveway 7 - Hillridge Street and Case Road	Menifee	Major[6]	2	17,050	11,830	C	Major[7]	3	25,570	11,830	C
103 . between Case Road and McCall Boulevard	Menifee	Major[6]	2	17,050	11,410	C	Major[7]	3	25,570	11,410	C
Segments on Warren Road											
105 . between Ramona Expressway and Cottonwood Avenue	San Jacinto	Arterial	2	18,000	16,470	**E** *	*Route 79 Realignment Project Improvements*				
107 . between Esplanade Avenue and Florida Avenue (SR-74/SR-79)	Hemet	Arterial 6D	2	18,000	18,310	**F** *	*Route 79 Realignment Project Improvements*				

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Notes:

LOS = Level of Service

* Exceeds LOS Standard

1 Roadway Classifications and segment capacities have been obtained from the City of Menifee, Perris, Hemet, Lake Elisore, San Jacinto and Riverside County Circulation Elements or their respective traffic study guidelines.

2 City of Menifee does not have roadway capacity for four lane urban arterial, therefore roadway capacity for four lane urban arterial was adjusted by using a factor of 0.67 to six lane urban arterial roadway capacity.

3 City of Menifee does not have roadway capacity for two lane urban arterial, therefore roadway capacity for two lane urban arterial was adjusted by using a factor of 0.33 to six lane urban arterial roadway capacity.

4 City of Menifee does not have roadway capacity for five lane urban arterial, therefore roadway capacity for five lane urban arterial was adjusted by using a factor of 0.83 to six lane urban arterial roadway capacity.

5 City of Menifee does not have roadway capacity for seven lane urban arterial, therefore roadway capacity for seven lane urban arterial was interpolated between a six lane urban arterial and an eight lane urban arterial roadway capacity.

6 City of Menifee does not have roadway capacity for two lane major, therefore roadway capacity for two lane major was adjusted by using a factor of 0.50 to four lane major roadway capacity.

7 City of Menifee does not have roadway capacity for three lane major, therefore roadway capacity for three lane major was adjusted by using a factor of 0.75 to four lane major roadway capacity.

8 City of Menifee does not have roadway capacity for five lane expressway, therefore roadway capacity for five lane expressway was interpolated between a four lane expressway and a six lane expressway roadway capacity.

9 Riverside County does not have roadway capacity for five lane expressway, therefore roadway capacity for five lane expressway was interpolated between a four lane expressway and a six lane expressway roadway capacity.

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Table 8-I - Phases 2 and 3 Opening Year Cumulative (2026) Plus Project with Improvements Roadway Segments Levels of Service

Roadway Segment	Jurisdiction	Plus Project Without Improvements					Plus Project With Improvements				
		Classification[1]	Number of Lanes	Roadway Capacity[1]	Daily Volume	LOS	Classification[1]	Number of Lanes	Roadway Capacity[1]	Daily Volume	LOS
Segments on Central Avenue (SR-74)											
1 . between I-15 NB Ramps and Dexter Avenue	Lake Elsinore	Augmented Urban Arterial	6	53,900	62,690	**PEC** *	*TUMF Improvement I-15/SR-74 Interchange Project*				
3 . between Cambern Avenue and Conard Avenue	Lake Elsinore	Augmented Urban Arterial	4	35,900	44,890	**D** *	Augmented Urban Arterial	6	53,900	44,890	AC
4 . between Conard Avenue and El Toro Cut Off Road	Lake Elsinore	Augmented Urban Arterial	4	35,900	41,180	**PEC** *	Augmented Urban Arterial	6	53,900	41,180	A
Segments on SR-74											
5 . between El Toro Cut Off Road and Riverside Street	Lake Elsinore	Augmented Urban Arterial	4	35,900	42,280	**PEC** *	Augmented Urban Arterial	6	53,900	42,280	A
7 . between Wasson Canyon Road and Meadowbrook Avenue - Greenwald Avenue	Riverside County	Expressway	4	40,900	37,440	**E** *	Expressway	6	61,300	37,440	C
9 . between River Road and Ellis Avenue	Riverside County	Major	4	34,100	33,790	**E** *	Major	4	34,100	33,790	**E** *
10 . between Ellis Avenue and Navajo Road	Riverside County	Arterial	4	35,900	32,690	**E** *	Arterial	4	35,900	32,690	**E** *
Segments on 4th Street (SR-74)											
11 . between Navajo Road and A Street	Perris	Secondary Arterial	4	35,900	43,850	**F** *	Secondary Arterial	4	35,900	43,850	**F** *
12 . between A Street and C Street	Perris	Secondary Arterial	4	35,900	38,240	**F** *	Secondary Arterial	4	35,900	38,240	**F** *
Segments on SR-74											
18 . between I-215 NB Ramps and Trumble Road	Menifee	Major	4	34,100	48,700	**F** *	Major	4	34,100	48,700	**F** *
19 . between Trumble Road and Sherman Road (West)	Menifee	Major	4	34,100	40,270	**F** *	Major	4	34,100	40,270	**F** *
20 . between Sherman Road (West) and Sherman Road (East)	Menifee	Major	4	34,100	40,910	**F** *	Major	4	34,100	40,910	**F** *
21 . between Sherman Road (East) and Antelope Road	Menifee	Major	4	34,100	42,680	**F** *	Major	4	34,100	42,680	**F** *
24 . between Menifee Road and McKinley	Menifee	Expressway	4	64,000	52,320	C	Expressway[9]	5	79,500	52,320	C
25 . between McKinley and Malaga Road - Project Driveway 2	Menifee	Expressway	4	64,000	50,960	C	Expressway[9]	5	79,500	50,960	C
26 . between Malaga Road - Project Driveway 2 and Project Driveway 3	Menifee	Expressway	4	64,000	45,260	C	Expressway[9]	5	79,500	45,260	C
27 . between Project Driveway 3 and Briggs Road	Menifee	Expressway	4	64,000	46,030	C	Expressway[9]	5	79,500	46,030	C
28 . between Briggs Road and Juniper Flats Road	Riverside County	Expressway	4	40,900	44,260	**F** *	Expressway[9]	5	51,100	44,260	D
29 . between Juniper Flats Road and Vista Place - Winchester Road (SR-79)	Riverside County	Expressway	4	40,900	37,820	**E** *	Expressway[10]	5	51,100	37,820	C
Segments on Florida Avenue (SR-74/SR-79)											
30 . between Vista Place - Winchester Road (SR-79) and Warren Road	Riverside County	Expressway	4	40,900	45,350	**F** *	Expressway	6	61,300	45,350	C
31 . between Warren Road and Cawston Avenue	Hemet	Arterial 6D	4	35,900	29,220	**D** *	Arterial 6D	4	35,900	29,220	**D** *
33 . between Sanderson Avenue and Kirby Street	Hemet	Major 4D-6D	4	34,100	27,830	**D** *	Major 4D-6D	4	34,100	27,830	**D** *
34 . between Kirby Street and Lyon Avenue	Hemet	Major 4D-6D	4	34,100	29,590	**D** *	Major 4D-6D	4	34,100	29,590	**D** *
35 . between Lyon Avenue and Palm Avenue	Hemet	Major 4D-6D	4	34,100	30,290	**D** *	Major 4D-6D	4	34,100	30,290	**D** *
36 . between Palm Avenue and State Street	Hemet	Divided Secondary-A 4D	4	25,900	29,720	**F** *	Divided Secondary-A 4D	4	25,900	29,720	**F** *
37 . between State Street and Buena Vista Street	Hemet	Divided Secondary-A 4D	4	25,900	27,230	**F** *	Divided Secondary-A 4D	4	25,900	27,230	**F** *
38 . between Buena Vista Street and Santa Fe Street	Hemet	Divided Secondary-A 4D	4	25,900	27,110	**F** *	Divided Secondary-A 4D	4	25,900	27,110	**F** *
39 . between Santa Fe Street and San Jacinto Street (SR-79)	Hemet	Divided Secondary-A 4D	4	25,900	25,890	**E** *	Divided Secondary-A 4D	4	25,900	25,890	**E** *
Segments on Ethanac Road											
46 . between I-215 NB Ramps and Encanto Drive	Perris	Expressway[2]	2	20,430	20,800	**F** *	Expressway[11]	4	40,860	22,560	A
47 . between Encanto Drive and Sherman Road	Menifee	Expressway[4]	2	32,000	18,400	C	Expressway	4	64,000	20,160	C
48 . between Sherman Road and Dawson Road	Menifee	Expressway[4]	2	32,000	9,810	C	Expressway	4	64,000	11,570	C
49 . between Dawson Road and Antelope Road	Menifee	Expressway[4]	2	32,000	8,880	C	Expressway	4	64,000	10,640	C
Segments on McCall Boulevard											
56 . between I-215 NB Ramps and Encanto Drive	Menifee	Urban Arterial[3]	4	37,530	47,600	**F** *	*City of Menifee CIP I-215/McCall Blvd Interchange Project*				
57 . between Encanto Drive and Sherman Road	Menifee	Urban Arterial[3]	4	37,530	39,280	**F** *	Urban Arterial	6	56,300	37,520	C
58 . between Sherman Road and Antelope Road	Menifee	Urban Arterial[3]	4	37,530	35,850	**E** *	Urban Arterial	6	56,300	34,090	C
59 . between Antelope Road and Junipero Road	Menifee	Urban Arterial[4]	2	18,760	34,660	**F** *	Urban Arterial	6	56,300	32,900	C
60 . between Junipero Road and Menifee Road	Menifee	Urban Arterial[5]	5	46,910	32,440	C	Urban Arterial	6	56,300	30,680	C
Segments on Newport Road											
69 . between Evans Road and Bradley Road	Menifee	Urban Arterial[5]	5	46,910	44,890	**E** *	Urban Arterial	6	56,300	44,890	C
70 . between Bradley Road and Avenida De Cortez - Town Center Drive	Menifee	Urban Arterial	6	56,300	53,600	**E** *	Urban Arterial	6	56,300	53,600	**E** *
71 . between Avenida De Cortez - Town Center Drive and Haun Road	Menifee	Urban Arterial	6	56,300	58,270	**F** *	Urban Arterial	6	56,300	58,270	**F** *
73 . between I-215 NB Ramps and Antelope Road	Menifee	Urban Arterial[6]	7	71,650	78,410	**F** *	Urban Arterial[6]	7	71,650	78,410	**F** *
74 . between Antelope Road and Menifee Road	Menifee	Urban Arterial	6	56,300	59,350	**F** *	Urban Arterial	6	56,300	59,350	**F** *
Segments on Menifee Road											
84 . between SR-74 and Biscayne	Menifee	Urban Arterial[3]	4	37,530	25,150	C	Urban Arterial[5]	5	46,910	25,150	C
85 . between Biscayne and McLaughlin Road	Menifee	Urban Arterial[4]	2	18,760	23,730	**F** *	Urban Arterial[5]	5	46,910	23,730	C
86 . between McLaughlin Road and Project Driveway 1	Menifee	Urban Arterial[4]	2	18,760	28,250	**F** *	Urban Arterial[5]	5	46,910	25,810	C
87 . between Project Driveway 1 and Matthews Road	Menifee	Urban Arterial[4]	2	18,760	28,210	**F** *	Urban Arterial[5]	5	46,910	25,370	C
88 . between Matthews Road and McCall Boulevard	Menifee	Urban Arterial[4]	2	18,760	27,950	**F** *	Urban Arterial[3]	4	37,530	26,190	C

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Table 8-I - Phases 2 and 3 Opening Year Cumulative (2026) Plus Project with Improvements Roadway Segments Levels of Service

Roadway Segment	Jurisdiction	Plus Project Without Improvements					Plus Project With Improvements				
		Classification[1]	Number of Lanes	Roadway Capacity[1]	Daily Volume	LOS	Classification[1]	Number of Lanes	Roadway Capacity[1]	Daily Volume	LOS
Segments on Briggs Road											
96 . between SR-74 and Heritage High School Driveway	Menifee	Major[7]	3	25,570	18,450	C	Major	4	34,100	18,450	C
97 . between Heritage High School Driveway and McLaughlin Road	Menifee	Major[8]	2	17,050	17,640	F *	Major	4	34,100	17,640	C
98 . between McLaughlin Road and Project Driveway 4	Menifee	Major[7]	3	25,570	15,210	C	Major	4	34,100	15,210	C
99 . between Project Driveway 4 and Project Driveway 5 - Meadow Oak Street	Menifee	Major[7]	3	25,570	14,800	C	Major	4	34,100	14,800	C
100 . between Project Driveway 5 - Meadow Oak Street and Project Driveway 6	Menifee	Major[7]	3	25,570	15,680	C	Major	4	34,100	15,680	C
101 . between Project Driveway 6 and Project Driveway 7 - Hillridge Street	Menifee	Major[7]	3	25,570	15,520	C	Major	4	34,100	15,520	C
102 . between Project Driveway 7 - Hillridge Street and Case Road	Menifee	Major[8]	2	17,050	17,000	E *	Major	4	34,100	17,000	C
103 . between Case Road and McCall Boulevard	Menifee	Major[8]	2	17,050	16,200	E *	Major[7]	3	25,570	16,200	C
Segments on Warren Road											
105 . between Ramona Expressway and Cottonwood Avenue	San Jacinto	Arterial	2	18,000	17,260	E *	*Route 79 Realignment Project Improvements*				
106 . between Cottonwood Avenue and Esplanade Avenue	San Jacinto	Arterial	2	18,000	16,910	E *	*Route 79 Realignment Project Improvements*				
107 . between Esplanade Avenue and Florida Avenue (SR-74/SR-79)	Hemet	Arterial 6D	2	18,000	19,910	F *	*Route 79 Realignment Project Improvements*				

Notes:

LOS = Level of Service

* Exceeds LOS Standard

1 Roadway Classifications and segment capacities have been obtained from the City of Menifee, Perris, Hemet, Lake Elisore, San Jacinto and Riverside County Circulation Elements or their respective traffic study guidelines.

2 City of Perris does not have roadway capacity for two lane expressway, therefore roadway capacity for two lane expressway was adjusted by using a factor of 0.33 to six lane expressway roadway capacity.

3 City of Menifee does not have roadway capacity for four lane urban arterial, therefore roadway capacity for four lane urban arterial was adjusted by using a factor of 0.67 to six lane urban arterial roadway capacity.

4 City of Menifee does not have roadway capacity for two lane urban arterial, therefore roadway capacity for two lane urban arterial was adjusted by using a factor of 0.33 to six lane urban arterial roadway capacity.

5 City of Menifee does not have roadway capacity for five lane urban arterial, therefore roadway capacity for five lane urban arterial was adjusted by using a factor of 0.83 to six lane urban arterial roadway capacity.

6 City of Menifee does not have roadway capacity for seven lane urban arterial, therefore roadway capacity for seven lane urban arterial was interpolated between a six lane urban arterial and an eight lane urban arterial roadway capacity.

7 City of Menifee does not have roadway capacity for three lane major, therefore roadway capacity for three lane major was adjusted by using a factor of 0.75 to four lane major roadway capacity.

8 City of Menifee does not have roadway capacity for two lane major, therefore roadway capacity for two lane major was adjusted by using a factor of 0.50 to four lane major roadway capacity.

9 City of Menifee does not have roadway capacity for five lane expressway, therefore roadway capacity for five lane expressway was interpolated between a four lane expressway and a six lane expressway roadway capacity.

10 Riverside County does not have roadway capacity for five lane expressway, therefore roadway capacity for five lane expressway was interpolated between a four lane expressway and a six lane expressway roadway capacity.

11 City of Perris does not have roadway capacity for four lane expressway, therefore roadway capacity for four lane expressway was adjusted by using a factor of 0.67 to six lane expressway roadway capacity.

LSA

Table 8-J - Horizon Year (2045) Plus Project with Improvements Roadway Segments Levels of Service

Roadway Segment	Jurisdiction	Plus Project Without Improvements					Plus Project With Improvements				
		Classification[1]	Number of Lanes	Roadway Capacity[1]	Daily Volume	LOS	Classification[1]	Number of Lanes	Roadway Capacity[1]	Daily Volume	LOS
Segments on Central Avenue (SR-74)											
1 . between I-15 NB Ramps and Dexter Avenue	Lake Elsinore	Augmented Urban Arterial	6	53,900	76,700	D *	*TUMF Improvement I-15/SR-74 Interchange Project*				
3 . between Cambern Avenue and Conard Avenue	Lake Elsinore	Augmented Urban Arterial	4	35,900	53,400	D *	Augmented Urban Arterial	6	53,900	53,400	AC
4 . between Conard Avenue and El Toro Cut Off Road	Lake Elsinore	Augmented Urban Arterial	4	35,900	52,790	D *	Augmented Urban Arterial	6	53,900	52,790	AC
Segments on SR-74											
5 . between El Toro Cut Off Road and Riverside Street	Lake Elsinore	Augmented Urban Arterial	4	35,900	61,490	D *	Augmented Urban Arterial	6	53,900	61,490	PEC *
6 . between Riverside Street and Wasson Canyon Road	Riverside County	Expressway	4	40,900	52,420	F *	Expressway	6	61,300	52,420	D
7 . between Wasson Canyon Road and Meadowbrook Avenue - Greenwald Avenue	Riverside County	Expressway	4	40,900	55,060	F *	Expressway	6	61,300	55,060	D
8 . between Meadowbrook Avenue - Greenwald Avenue and River Road	Riverside County	Expressway	4	40,900	51,140	F *	Expressway	6	61,300	51,140	D
9 . between River Road and Ellis Avenue	Riverside County	Major	4	34,100	52,090	F *	Major	4	34,100	52,090	F *
10 . between Ellis Avenue and Navajo Road	Riverside County	Arterial	4	35,900	43,120	F *	Arterial	4	35,900	43,120	F *
Segments on 4th Street (SR-74)											
11 . between Navajo Road and A Street	Perris	Secondary Arterial	4	35,900	52,500	F *	Secondary Arterial	4	35,900	52,500	F *
12 . between A Street and C Street	Perris	Secondary Arterial	4	35,900	43,040	F *	Secondary Arterial	4	35,900	43,040	F *
14 . between D Street and Perris Boulevard	Perris	Secondary Arterial	4	35,900	36,720	F *	Secondary Arterial	4	35,900	36,720	F *
Segments on SR-74											
18 . between I-215 NB Ramps and Trumble Road	Menifee	Major	4	34,100	64,990	F *	Major	4	34,100	64,990	F *
19 . between Trumble Road and Sherman Road (West)	Menifee	Major	4	34,100	51,720	F *	Major	4	34,100	51,720	F *
20 . between Sherman Road (West) and Sherman Road (East)	Menifee	Major	4	34,100	53,550	F *	Major	4	34,100	53,550	F *
21 . between Sherman Road (East) and Antelope Road	Menifee	Major	4	34,100	52,230	F *	Major	4	34,100	52,230	F *
24 . between Menifee Road and McKinley	Menifee	Expressway	4	64,000	71,510	F *	Expressway	6	95,000	71,510	C
25 . between McKinley and Malaga Road - Project Driveway 2	Menifee	Expressway	4	64,000	70,200	F *	Expressway	6	95,000	70,200	C
26 . between Malaga Road - Project Driveway 2 and Project Driveway 3	Menifee	Expressway	4	64,000	63,280	E *	Expressway	6	95,000	63,280	C
27 . between Project Driveway 3 and Briggs Road	Menifee	Expressway	4	64,000	64,050	F *	Expressway	6	95,000	64,050	C
28 . between Briggs Road and Juniper Flats Road	Riverside County	Expressway	4	40,900	64,040	F *	Expressway	6	61,300	64,040	F *
29 . between Juniper Flats Road and Vista Place - Winchester Road (SR-79)	Riverside County	Expressway	4	40,900	50,030	F *	Expressway	6	61,300	50,030	D
Segments on Florida Avenue (SR-74/SR-79)											
30 . between Vista Place - Winchester Road (SR-79) and Warren Road	Riverside County	Expressway	4	40,900	54,800	F *	Expressway	6	61,300	54,800	D
31 . between Warren Road and Cawston Avenue	Hemet	Arterial 6D	4	35,900	37,820	F *	Arterial 6D	4	35,900	37,820	F *
32 . between Cawston Avenue and Sanderson Avenue	Hemet	Major 4D-6D	4	34,100	28,090	D *	Major 4D-6D	4	34,100	28,090	D *
33 . between Sanderson Avenue and Kirby Street	Hemet	Major 4D-6D	4	34,100	31,680	E *	Major 4D-6D	4	34,100	31,680	E *
34 . between Kirby Street and Lyon Avenue	Hemet	Major 4D-6D	4	34,100	35,010	F *	Major 4D-6D	4	34,100	35,010	F *
35 . between Lyon Avenue and Palm Avenue	Hemet	Major 4D-6D	4	34,100	34,970	F *	Major 4D-6D	4	34,100	34,970	F *
36 . between Palm Avenue and State Street	Hemet	Divided Secondary-A 4D	4	25,900	34,290	F *	Divided Secondary-A 4D	4	25,900	34,290	F *
37 . between State Street and Buena Vista Street	Hemet	Divided Secondary-A 4D	4	25,900	31,550	F *	Divided Secondary-A 4D	4	25,900	31,550	F *
38 . between Buena Vista Street and Santa Fe Street	Hemet	Divided Secondary-A 4D	4	25,900	31,240	F *	Divided Secondary-A 4D	4	25,900	31,240	F *
39 . between Santa Fe Street and San Jacinto Street (SR-79)	Hemet	Divided Secondary-A 4D	4	25,900	29,850	F *	Divided Secondary-A 4D	4	25,900	29,850	F *
Segment on Redlands Avenue											
40 . between 4th Street (SR-74) and I-215 SB Ramps	Perris	Secondary Arterial	4	35,900	49,360	F *	Secondary Arterial	4	35,900	49,360	F *
Segment on Nuevo Road											
41 . between Dunlap Drive and Menifee Road	Riverside County	Urban Arterial[2]	2	17,950	35,670	F *	Urban Arterial	6	53,900	35,670	C
Segments on Ethanac Road											
44 . between Barnett Road and Case Road	Perris	Expressway	4	40,860	41,550	F *	Expressway	6	61,300	41,550	B
45 . between Case Road and I-215 SB Ramps	Perris	Expressway	4	40,860	48,470	F *	Expressway	6	61,300	48,470	C
46 . between I-215 NB Ramps and Encanto Drive	Perris	Expressway[3]	2	20,430	35,760	F *	Expressway[12]	4	40,860	37,520	E
47 . between Encanto Drive and Sherman Road	Menifee	Expressway[3]	2	32,000	27,700	D	Expressway	4	64,000	29,460	C
48 . between Sherman Road and Dawson Road	Menifee	Expressway[3]	2	32,000	15,620	C	Expressway	4	64,000	17,380	C
49 . between Dawson Road and Antelope Road	Menifee	Expressway[3]	2	32,000	14,900	C	Expressway	4	64,000	16,660	C
Segments on Matthews Road											
50 . between Antelope Road and Palomar Road	Menifee	Collector[4]	2	13,000	15,150	F *	Modified Arterial[13]	2	18,500	16,910	E *
51 . between Palomar Road and Menifee Road	Menifee	Collector[4]	2	13,000	10,540	D	Modified Arterial[13]	2	18,500	12,300	C
Segments on McCall Boulevard											
55 . between Bradley Road and I-215 SB Ramps	Menifee	Major	4	34,100	44,650	F *	*City of Menifee CIP I-215/McCall Blvd Interchange Project*				
56 . between I-215 NB Ramps and Encanto Drive	Menifee	Urban Arterial[5]	4	37,530	63,270	F *	*City of Menifee CIP I-215/McCall Blvd Interchange Project*				
57 . between Encanto Drive and Sherman Road	Menifee	Urban Arterial[5]	4	37,530	51,290	F *	Urban Arterial	6	56,300	49,530	D
58 . between Sherman Road and Antelope Road	Menifee	Urban Arterial[5]	4	37,530	49,450	F *	Urban Arterial	6	56,300	47,690	D
59 . between Antelope Road and Junipero Road	Menifee	Urban Arterial[6]	2	18,760	46,870	F *	Urban Arterial	6	56,300	45,110	D
60 . between Junipero Road and Menifee Road	Menifee	Urban Arterial[5]	5	46,910	42,800	E *	Urban Arterial[8]	6	56,300	41,040	C
Segments on Simpson Road											
65 . between Lindenberger Road and Briggs Road	Menifee	Secondary[7]	3	19,420	18,520	E *	Secondary	4	25,900	18,520	C

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Table 8-J - Horizon Year (2045) Plus Project with Improvements Roadway Segments Levels of Service

Roadway Segment	Jurisdiction	Plus Project Without Improvements					Plus Project With Improvements				
		Classification[1]	Number of Lanes	Roadway Capacity[1]	Daily Volume	LOS	Classification[1]	Number of Lanes	Roadway Capacity[1]	Daily Volume	LOS
Segments on Newport Road											
67 . between Berea Road - Murphy Ranch Road and Murrieta Road	Menifee	Urban Arterial	6	56,300	57,220	F *	Urban Arterial	6	56,300	57,220	F *
68 . between Murrieta Road and Evans Road	Menifee	Urban Arterial[8]	5	46,910	48,090	F *	Urban Arterial	6	56,300	48,090	D
69 . between Evans Road and Bradley Road	Menifee	Urban Arterial[8]	5	46,910	53,470	F *	Urban Arterial	6	56,300	53,470	E *
70 . between Bradley Road and Avenida De Cortez - Town Center Drive	Menifee	Urban Arterial	6	56,300	59,870	F *	Urban Arterial	6	56,300	59,870	F *
71 . between Avenida De Cortez - Town Center Drive and Haun Road	Menifee	Urban Arterial	6	56,300	70,330	F *	Urban Arterial	6	56,300	70,330	F *
72 . between Haun Road and I-215 SB Ramps	Menifee	Urban Arterial	8	87,000	90,960	F *	Urban Arterial	8	87,000	90,960	F *
73 . between I-215 NB Ramps and Antelope Road	Menifee	Urban Arterial[9]	7	71,650	90,570	F *	Urban Arterial[9]	7	71,650	90,570	F *
74 . between Antelope Road and Menifee Road	Menifee	Urban Arterial	6	56,300	66,170	F *	Urban Arterial	6	56,300	66,170	F *
Segment on Ramona Expressway											
75 . between Warren Road and Sanderson Avenue (SR-79) - Sanderson Avenue	San Jacinto	Expressway	4	40,900	37,620	E *	*Route 79 Realignment Project Improvements*				
Segment on Palomar Road											
77 . between SR-74 and Matthews Road	Menifee	Collector	2	13,000	12,410	E *	Collector	2	13,000	12,410	E *
Segments on Menifee Road											
78 . between Nuevo Road and Central Avenue/Porter Street	Riverside County	Urban Arterial[2]	2	17,950	29,140	F *	Urban Arterial	4	35,900	29,140	D
79 . between Central Avenue/Porter Street and San Jacinto Avenue	Riverside County	Urban Arterial[2]	2	17,950	30,350	F *	Urban Arterial	4	35,900	30,350	D
80 . between San Jacinto Avenue and Ellis Avenue	Riverside County	Urban Arterial[2]	2	17,950	29,200	F *	Urban Arterial	4	35,900	29,200	D
81 . between Ellis Avenue and Mapes Road	Riverside County	Urban Arterial[2]	2	17,950	31,600	F *	Urban Arterial	4	35,900	31,600	D
82 . between Mapes Road and Watson Road	Menifee	Urban Arterial[6]	2	18,760	26,580	F *	Urban Arterial[5]	4	37,530	26,580	C
83 . between Watson Road and SR-74	Menifee	Urban Arterial[6]	2	18,760	23,530	F *	Urban Arterial[5]	4	37,530	23,530	C
84 . between SR-74 and Biscayne	Menifee	Urban Arterial[5]	4	37,530	36,110	E *	Urban Arterial[8]	5	46,910	36,110	C
85 . between Biscayne and McLaughlin Road	Menifee	Urban Arterial[6]	2	18,760	34,680	F *	Urban Arterial[8]	5	46,910	34,680	C
86 . between McLaughlin Road and Project Driveway 1	Menifee	Urban Arterial[6]	2	18,760	39,730	F *	Urban Arterial[8]	5	46,910	37,290	C
87 . between Project Driveway 1 and Matthews Road	Menifee	Urban Arterial[6]	2	18,760	39,680	F *	Urban Arterial[8]	5	46,910	36,840	C
88 . between Matthews Road and McCall Boulevard	Menifee	Urban Arterial[6]	2	18,760	43,430	F *	Urban Arterial[8]	5	46,910	41,670	D
93 . between Newport Road and La Piedra Road	Menifee	Arterial	4	37,000	35,120	E *	Arterial	4	37,000	35,120	E *
Segments on Briggs Road											
96 . between SR-74 and Heritage High School Driveway	Menifee	Major[10]	3	25,570	31,430	F *	Major[14]	5	42,620	31,430	C
97 . between Heritage High School Driveway and McLaughlin Road	Menifee	Major[11]	2	17,050	30,610	F *	Major	4	34,100	30,610	D
98 . between McLaughlin Road and Project Driveway 4	Menifee	Major[10]	3	25,570	28,960	F *	Major	4	34,100	28,960	D
99 . between Project Driveway 4 and Project Driveway 5 - Meadow Oak Street	Menifee	Major[10]	3	25,570	28,440	F *	Major	4	34,100	28,440	D
100 . between Project Driveway 5 - Meadow Oak Street and Project Driveway 6	Menifee	Major[10]	3	25,570	28,490	F *	Major	4	34,100	28,490	D
101 . between Project Driveway 6 and Project Driveway 7 - Hillridge Street	Menifee	Major[10]	3	25,570	27,970	F *	Major	4	34,100	27,970	D
102 . between Project Driveway 7 - Hillridge Street and Case Road	Menifee	Major[11]	2	17,050	29,440	F *	Major	4	34,100	29,440	D
103 . between Case Road and McCall Boulevard	Menifee	Major[11]	2	17,050	29,040	F *	Major	4	34,100	29,040	D
Segments on Warren Road											
105 . between Ramona Expressway and Cottonwood Avenue	San Jacinto	Arterial	2	18,000	26,190	F *	*Route 79 Realignment Project Improvements*				
106 . between Cottonwood Avenue and Esplanade Avenue	San Jacinto	Arterial	2	18,000	25,560	F *	*Route 79 Realignment Project Improvements*				
107 . between Esplanade Avenue and Florida Avenue (SR-74/SR-79)	Hemet	Arterial 6D	2	18,000	32,980	F *	*Route 79 Realignment Project Improvements*				

Notes:

LOS = Level of Service

* Exceeds LOS Standard

[1] Roadway Classifications and segment capacities have been obtained from the City of Menifee, Perris, Hemet, Lake Elisore, San Jacinto and Riverside County Circulation Elements or their respective traffic study guidelines.

[2] County of Riverside does not have roadway capacity for two lane urban arterial, therefore roadway capacity for two lane urban arterial was adjusted by using a factor of 0.5 to four lane urban arterial roadway capacity.

[3] City of Perris does not have roadway capacity for two lane expressway, therefore roadway capacity for two lane expressway was adjusted by using a factor of 0.33 to six lane expressway roadway capacity.

[4] City of Menifee does not have roadway classification for this segment, therefore roadway capacity for a two lane collector was selected due to similar characteristics.

[5] City of Menifee does not have roadway capacity for four lane urban arterial, therefore roadway capacity for four lane urban arterial was adjusted by using a factor of 0.67 to six lane urban arterial roadway capacity.

[6] City of Menifee does not have roadway capacity for two lane urban arterial, therefore roadway capacity for two lane urban arterial was adjusted by using a factor of 0.33 to six lane urban arterial roadway capacity.

[7] City of Menifee does not have roadway capacity for three lane secondary, therefore roadway capacity for three lane secondary was adjusted by using a factor of 0.75 to four lane urban arterial roadway capacity.

[8] City of Menifee does not have roadway capacity for five lane urban arterial, therefore roadway capacity for five lane urban arterial was adjusted by using a factor of 0.83 to six lane urban arterial roadway capacity.

[9] City of Menifee does not have roadway capacity for seven lane urban arterial, therefore roadway capacity for seven lane urban arterial was interpolated between a six lane urban arterial and an eight lane urban arterial roadway capacity.

[10] City of Menifee does not have roadway capacity for three lane major, therefore roadway capacity for three lane major was adjusted by using a factor of 0.75 to four lane major roadway capacity.

[11] City of Menifee does not have roadway capacity for two lane major, therefore roadway capacity for two lane major was adjusted by using a factor of 0.50 to four lane major roadway capacity.

[12] City of Perris does not have roadway capacity for four lane expressway, therefore roadway capacity for four lane expressway was adjusted by using a factor of 0.67 to six lane expressway roadway capacity from City of Perris.

[13] City of Menifee does not have roadway classification nor roadway capacity for two lane modified arterial, therefore roadway capacity for two lane modified arterial was adjusted using a factor of 0.50 to four lane arterial roadway capacity.

[14] City of Menifee does not have roadway capacity for five lane major, therefore roadway capacity for five lane major was adjusted by using a factor of 1.25 to four lane major roadway capacity.

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Table 8-K - Intersection Improvement Funding Mechanisms and Fair Share

Intersection	Total Improvements	Improvements Covered by TUMF[1]	Improvements Covered by City of Menifee or Other Jurisdiction's Development Impact Fee Program[2] or Capital Improvement Program[2]	Project Responsibility	Improvements Covered by Fair Share	Project Fair Share Percentage[3]
3 . Dexter Avenue/SR-74	TUMF Interchange improvements are anticipated to improve intersection operations.	TUMF Interchange improvements are anticipated to improve intersection operations.				-
4 . Cambern Avenue/SR-74	Add WBT. Optimize the signal timing.	Add WBT.			Optimize the signal timing.	10.13%
5 . Conard Avenue/SR-74	Add EBT, WBT.	Add EBT, WBT				-
6 . El Toro Cut Off Road/SR-74	Add WBT. Install signal w/ protected left-turn phasing.	Add WBT			Install signal w/ protected left-turn phasing.	4.65%
7 . Riverside Street/SR-74	Add EBT, WBT.	Add EBT, WBT				-
8 . Wasson Canyon Road/SR-74	Add EBT, WBT.	Add EBT, WBT				-
9 . SR-74/Meadowbrook Avenue - Greenwald Avenue	Add NBT, SBT.	Add NBT, SBT.				-
10 . SR-74/River Road	Add NBT. Install signal w/ protected left-turn phasing.	Add NBT.			Install signal w/ protected left-turn phasing.	5.93%
13 . A Street/SR-74	Restripe SBTR to SBR and add right-turn overlap phasing to SBR. Optimize the signal timing.		Restripe SBTR to SBR and add right-turn overlap phasing to SBR. Optimize the signal timing. (City of Perris CIP)			-
14 . C Street/SR-74	Optimize the signal timing.				Optimize the signal timing.	21.63%
15 . D Street/SR-74	Optimize the signal timing.				Optimize the signal timing.	13.82%
16 . Perris Boulevard/SR-74	Add SBT. Optimize the signal timing.		Add SBT. (City of Perris Downtown Specific Plan).		Optimize the signal timing.	7.31%
19 . Redlands Avenue/SR-74 - 4th Street	Add right-turn overlap phasing to SBR.				Add right-turn overlap phasing to SBR.	10.66%
22 . Dunlap Drive/Nuevo Road	Add EBT, WBT, NBR. Optimize the signal timing.	Add EBT, WBT			Add NBR. Optimize the signal timing.	2.82%
23 . Menifee Road/Nuevo Road	Restripe NBLTR to NBT, SBLTR to SBT, EBLTR to EBT, WBLTR to WBTR. Add 2x NBL, NBT, NBR, SBL, SBT, SBR, EBL, 2x EBT, EBR, WBL, 2x WBT. Install signal w/ protected left-turn phasing. Add right-turn overlap phasing to EBR.	Add NBT, EBT.			Restripe NBLTR to NBT, SBLTR to SBT, EBLTR to EBT, WBLTR to WBTR. Add 2x NBL, NBR, SBL, SBT, SBR, EBL, EBT, EBR, WBL, 2x WBT. Install signal w/ protected left-turn phasing. Add right-turn overlap phasing to EBR.	5.21%
24 . Menifee Road/Porter Street/Central Avenue	Restripe NBLTR to NBTR, SBLTR to SBTR. Add NBL, NBT, SBL, SBT. Install signal w/ protected left-turn phasing for N/S and permitted for E/W.	Add NBT, SBT.			Restripe NBLTR to NBTR, SBLTR to SBTR. Add NBL, SBL. Install signal w/ protected left-turn phasing for N/S and permitted for E/W.	11.10%
25 . Menifee Road/San Jacinto Avenue	Restripe NBTL to NBT, SBTL to SBL, SBR to SBTR, EBTL to EBL, EBR to EBTR. Add NBL, SBT. Install signal w/ protected left-turn phasing for N/S and split phasing for E/W.	Add SBT.			Restripe NBTL to NBT, SBTL to SBL, SBR to SBTR, EBTL to EBL, EBR to EBTR. Add NBL. Install signal w/ protected left-turn phasing for N/S and split phasing for E/W.	12.16%
26 . Menifee Road/Ellis Avenue	Restripe NBLTR to NBTR, SBLTR to SBTR. Add NBL, NBT, SBL, SBT. Install signal w/ protected left-turn phasing for N/S and permitted for E/W.	Add NBT, SBT			Restripe NBLTR to NBTR, SBLTR to SBTR. Add NBL, SBL. Install signal w/ protected left-turn phasing for N/S and permitted for E/W.	18.15%
27 . Menifee Road/Mapes Road	Add NBT, SBT. Install signal w/ protected left-turn phasing for N/S and permitted for E/W.	Add NBT, SBT			Install signal w/ protected left-turn phasing for N/S and permitted for E/W.	18.83%
28 . I-215 SB Ramps - SR-74/Bonnie Drive	Restripe EBL to EBLR. Add NBL, SBT. Convert channelized SBR and EBR right-turns to standard dedicated right-turn lanes w/ permitted phasing. Add right-turn overlap phasing for EBR. Optimize the signal timing.	Restripe EBL to EBLR. Add NBL, SBT. Convert channelized SBR and EBR right-turns to standard dedicated right-turn lanes w/ permitted phasing. Add right-turn overlap phasing for EBR. Optimize the signal timing.				-
30 . Trumble Road/SR-74	Add right-turn overlap phasing to SBR. Optimize the signal timing.				Add right-turn overlap phasing to SBR. Optimize the signal timing.	47.16%
31 . Sherman Road/SR-74 (West)	No additional improvements feasible due to right-of-way constraints. Intersection is forecast to continue to operate at a deficient LOS. Intersection is part of Menifee's Connectivity Analysis Zone and is subject to additional assessment for other future planned improvements.		Intersection is forecast to continue to operate at a deficient LOS. Already constructed according to General Plan Classification. No additional improvements feasible due to right-of-way constraints. Intersection is part of Menifee's Connectivity Analysis Zone and is subject to additional assessment for other future planned improvements.			-
32 . Sherman Road/SR-74 (East)	Optimize the signal timing. No additional improvements feasible due to right-of-way constraints. Intersection is forecast to continue to operate at a deficient LOS. Intersection is part of Menifee's Connectivity Analysis Zone and is subject to additional assessment for other future planned improvements.		Optimize the signal timing. Intersection is forecast to continue to operate at a deficient LOS. Already constructed according to General Plan Classification. No additional improvements feasible due to right-of-way constraints. Intersection is part of Menifee's Connectivity Analysis Zone and is subject to additional assessment for other future planned improvements.			-
34 . Palomar Road/SR-74	Restripe WBTR to WBT. Add WBR. Add protected left-turn phasing for N/S. Add right-turn overlap phasing to NBR.				Restripe WBTR to WBT. Add WBR. Add protected left-turn phasing for N/S. Add right-turn overlap phasing to NBR.	51.40%
35 . Goetz Road/Ethanac Road	Restripe WBTR to WBT. Add NBT, SBL. Add right-turn overlap phasing to NBR, SBR, WBR. Optimize the signal timing.				Restripe WBTR to WBT. Add NBT, SBL. Add right-turn overlap phasing to NBR, SBR, WBR. Optimize the signal timing.	2.94%
36 . Murrieta Road/Ethanac Road	Restripe NBLTR to NBT. Add NBL, NBT, NBR, SBT. Add right-turn overlap phasing to NBR. Optimize the signal timing.				Restripe NBLTR to NBT. Add NBL, NBT, NBR, SBT. Add right-turn overlap phasing for NBR. Optimize the signal timing.	5.01%
37 . Barnett Road/Ethanac Road	Add WBT.				Add WBT.	8.28%
39 . I-215 SB Ramps/Ethanac Road	Restripe SBTL to SBLTR. Add WBL, EBT. Optimize the signal timing.	Restripe SBTL to SBLTR. Add WBL, EBT. Optimize the signal timing.				-
40 . I-215 NB Ramps/Ethanac Road	Restripe WBTR to WBT. Add EBL, EBT, WBT, WBR. Optimize the signal timing.	Add EBL, EBT, WBT.			Restripe WBTR to WBT. Add WBR. Optimize the signal timing.	22.94%
41 . Encanto Drive/Ethanac Road	Restripe NBLR to NBL. Add NBR, EBT, WBT. Install signal w/ protected left-turn phasing.	Add EBT, WBT.	Install a signal w/ protected left-turn phasing.		Restripe NBLR to NBL. Add NBR.	25.91%
42 . Sherman Road/Ethanac Road	Restripe EBLTR to EBTR, WBLTR to WBTR. Add EBL, EBT, WBT, WBL. Install signal w/ permitted left-turn phasing for N/S and protected for E/W.	Add EBT, WBT.			Restripe EBLTR to EBTR, WBLTR to WBTR. Add EBL, WBL. Install signal w/ permitted left-turn phasing for N/S and protected for E/W.	38.63%

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Table 8-K - Intersection Improvement Funding Mechanisms and Fair Share

Intersection	Total Improvements	Improvements Covered by TUMF[1]	Improvements Covered by City of Menifee or Other Jurisdiction's Development Impact Fee Program[2] or Capital Improvement Program[2]	Project Responsibility	Improvements Covered by Fair Share	Project Fair Share Percentage[3]
43 . Jackson Avenue/Ethanac Road	Install a signal w/ protected EBL left-turn phasing, and in combination with the intersection of Antelope Road/Ethanac Road. Add EBL, WBT. Intersection is located in Menifee's Connectivity Analysis Zone and is subject to additional assessment.		Install a signal w/ protected EBL left-turn phasing, and in combination with the intersection of Antelope Road/Ethanac Road. Intersection is located in Menifee's Connectivity Analysis Zone and is subject to additional assessment.		Add EBL, WBT.	48.64%
44 . Antelope Road/Ethanac Road	Install a signal w/ protected WBL left-turn phasing, and in combination with the intersection of Jackson Avenue/Ethanac Road. Add WBL. Intersection is located in Menifee's Connectivity Analysis Zone and is subject to additional assessment.		Install a signal w/ protected WBL left-turn phasing, and in combination with the intersection of Jackson Avenue/Ethanac Road. Intersection is located in Menifee's Connectivity Analysis Zone and is subject to additional assessment.		Add WBL.	51.21%
45 . Palomar Road/Matthews Road	Restripe SBLR to SBL, EBTL to EBT. Add SBR, EBL. Add TWLTL to east leg. Install signal w/ protected left-turn phasing.				Restripe SBLR to SBL, EBTL to EBT. Add SBR, EBL. Add TWLTL to east leg. Install signal w/ protected left-turn phasing.	38.93%
46 . Menifee Road/Watson Road	Add NBL, NBT, SBT, SBL. Install signal w/ protected left-turn phasing for N/S.	Add NBT, SBT.			Add NBL, SBL. Install signal w/ protected left-turn phasing for N/S.	20.63%
47 . Menifee Road/SR-74	Restripe NBTL to NBT, SBLTR to SBT, EBTR to EBT, WBTR to WBT. Add 2x NBL, NBT, NBR, 2x SBL, SBT, SBR, EBT, EBR, WBL, WBT, WBR. Optimize the signal timing from N/S split phasing to protected left-turn phasing. Add right-turn overlap phasing to NBR, EBR, WBR. Optimize and coordinate the signal timing along SR-74 along the project frontage.	Add SBT, EBT, WBT			Restripe NBTL to NBT, SBLTR to SBT, EBTR to EBT, WBTR to WBT. Add 2x NBL, NBT, NBR, 2x SBL, SBR, EBR, WBL, WBR. Optimize the signal timing from N/S split phasing to protected left-turn phasing. Add right-turn overlap phasing to NBR, EBR, WBR. Optimize and coordinate the signal timing along SR-74 along the project frontage.	52.85%
48 . Menifee Road/Valley Substation Driveway - Biscayne	Restripe SBR to SBTR. Add 2x NBT.			Add 2x NBT.	Restripe SBR to SBTR.	56.13%
49 . Menifee Road/McLaughlin Road	Restripe NBLTR to NBT, SBLTR to SBTR, EBLTR to EBT, WBLTR to WBT. Add 2x NBL, 2x NBT, NBR, 2x SBL, SBT, EBL, EBR, 2x WBL, WBR. Install signal w/ protected left-turn phasing. Add right-turn overlap phasing to EBR.		Install signal with protected left-turn phasing and EBR overlap phasing.	Restripe NBLTR to NBT, SBLTR to SBTR, EBLTR to EBT, WBLTR to WBT. Add 2x NBL, 2x NBT, NBR, 2x SBL, EBL, EBR, 2x WBL, WBR.	Add SBT.	57.63%
50 . Menifee Road/Project Driveway 1	Add 2x NBT, SBL, SBT. Install signal w/ protected left-turn phasing.			Add 2x NBT, SBL. Install signal w/ protected left-turn phasing.	Add SBT.	47.16%
52 . McKinley/SR-74	Add EBT, WBT. Optimize and coordinate the signal timing along SR-74 along the project frontage.	Add EBT, WBT.	Optimize and coordinate the signal timing along SR-74 along the project frontage.			-
53 . Malaga Road - Project Driveway 2/SR-74	Restripe SBLTR to SBT, EBLT to EBT, EBTR to EBT, WBLT to WBT, WBTR to WBT. Add 2x NBL, NBT, NBR, 2x SBL, SBR, EBL, EBT, EBR, WBL, WBT, WBR. Install signal w/ protected phasing. Add right-turn overlap phasing to NBR, SBR, EBR, WBR. Optimize and coordinate the signal timing along SR-74 along the project frontage.	Add EBT, WBT.	Install signal w/ protected phasing. Add right-turn overlap phasing to SBR, NBR, EBR, WBR. Optimize and coordinate the signal timing along SR-74 along the project frontage.	Restripe EBLT to EBT, EBTR to EBT. Add 2x NBL, NBT, NBR, EBL, EBR, WBL.	Restripe SBLTR to SBT, WBLT to WBT, WBTR to WBT. Add 2x SBL, SBR, WBR.	51.86%
54 . Project Driveway 3/SR-74	Add EBT, WBT.	Add EBT, WBT.				-
55 . Briggs Road/Watson Road	Restripe NBLTR to NBTR, SBLTR to SBTR, EBTL to EBL, EBR to EBTR, WBLTR to WBTR. Add NBL, SBL, WBL. Install signal w/ protected left-turn phasing.		Install signal w/ protected left-turn phasing.		Restripe NBLTR to NBTR, SBLTR to SBTR, EBTL to EBL, EBR to EBTR, WBLTR to WBTR. Add NBL, SBL, WBL.	11.28%
56 . Briggs Road/SR-74	Restripe NBTR to NBT, WBTR to WBT. Add NBL, NBR, SBT, EBT, WBL, WBT, WBR. Add right-turn overlap phasing to NBR, EBR. Change N/S split phasing to protected left-turn phasing. Optimize and coordinate the signal timing along SR-74 along the project frontage.	Add EBT, WBT.		Restripe NBTR to NBT. Add NBL, NBR, WBL. Add right-turn overlap phasing to NBR, EBR. Change N/S split phasing to protected left-turn phasing. Optimize and coordinate the signal timing along SR-74 along the project frontage.	Restripe WBTR to WBT. Add SBT, WBR.	37.73%
57 . Briggs Road/Heritage High School Driveway	Add NBT. Optimize the signal timing.	Add NBT.		Optimize the signal timing.		-
58 . Briggs Road/McLaughlin Road	Restripe NBLT to NBT, NBR to NBTR, SBLTR to SBTR, WBLTR to WBTR. Add NBL, SBL, SBT, EBL, WBL. Install traffic signal w/ protected left-turn phasing for N/S and split phasing for E/W.	Add SBT	Install traffic signal with protected left-turn phasing for N/S and split phasing for E/W.	Restripe SBLTR to SBTR, WBLTR to WBTR. Add NBL, EBL.	Restripe NBLT to NBT, NBR to NBTR. Add SBL, WBL.	39.31%
59 . Briggs Road/Project Driveway 4	Add SBT.	Add SBT.				-
60 . Briggs Road/Project Driveway 5 - Meadow Oak Street	Restripe NBLT to NBT, SBLTR to SBTR, EBLTR to EBTR, WBLTR to WBTR. Add NBL, SBL, SBT, EBL, WBL. Install signal w/ protected left-turn phasing.	Add SBT		Restripe SBLTR to SBTR, EBLTR to EBTR, WBLTR to WBTR. Add NBL, EBL. Install signal w/ protected left-turn phasing.	Restripe NBLT to NBT, WBLTR to WBTR. Add SBL, WBL.	36.10%
61 . Briggs Road/Project Driveway 6	Add SBT.	Add SBT.				-
62 . Briggs Road/Project Driveway 7 - Hillridge Street	Restripe NBLT to NBT, SBLTR to SBTR, WBLTR to WBTR. Add NBL, SBL, SBT, WBL. Install signal w/ protected left-turn phasing.	Add SBT		Restripe SBLTR to SBTR, WBLTR to WBTR. Add NBL. Install signal w/ protected left-turn phasing.	Restripe NBLT to NBT, WBLTR to WBTR. Add SBL, WBL.	34.97%
63 . Briggs Road/Matthews Road	Restripe SBLT to SBT, WBLR to WBR. Add NBT, SBL, SBT, WBL. Install signal w/ protected left-turn phasing.	Add NBT, SBT		Restripe SBLT to SBT. Add SBL. Install signal w/ protected left-turn phasing.	Restripe WBLR to WBR. Add WBL.	32.94%
67 . Bradley Road/McCall Boulevard	Optimize the signal timing. City of Menifee CIP I-215/McCall Blvd Interchange Improvements Project is anticipated to improve intersection operations (currently in Design Phase)		City of Menifee CIP I-215/McCall Blvd Interchange Improvements Project is anticipated to improve intersection operations (currently in Design Phase)			-
68 . I-215 SB Ramps/McCall Boulevard	City of Menifee CIP I-215/McCall Blvd Interchange Improvements Project is anticipated to improve intersection operations (currently in Design Phase)		City of Menifee CIP I-215/McCall Blvd Interchange Improvements Project is anticipated to improve intersection operations (currently in Design Phase)			-
69 . I-215 NB Ramps/McCall Boulevard	City of Menifee CIP I-215/McCall Blvd Interchange Improvements Project is anticipated to improve intersection operations (currently in Design Phase)		City of Menifee CIP I-215/McCall Blvd Interchange Improvements Project is anticipated to improve intersection operations (currently in Design Phase)			-
70 . Encanto Drive/McCall Boulevard	Add WBT. Optimize the signal timing. This intersection is also part of City of Menifee CIP I-215/McCall Blvd Interchange Improvements Project (currently in Design Phase) and might be updated based on further assessment.		Add WBT. Optimize the signal timing. This intersection is also part of City of Menifee CIP I-215/McCall Blvd Interchange Improvements Project (currently in Design Phase) and might be updated based on further assessment.			-
71 . Sherman Road/McCall Boulevard	Add EBT, WBT. Optimize the signal timing.		Add EBT, WBT.	Optimize the signal timing.		-
72 . Antelope Road/McCall Boulevard	Add EBT, WBT. Optimize the signal timing.		Add EBT, WBT.	Optimize the signal timing.		-

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Table 8-K - Intersection Improvement Funding Mechanisms and Fair Share

Intersection	Total Improvements	Improvements Covered by TUMF[1]	Improvements Covered by City of Menifee or Other Jurisdiction's Development Impact Fee Program[2] or Capital Improvement Program[2]	Project Responsibility	Improvements Covered by Fair Share	Project Fair Share Percentage[3]
73 . Junipero Road/McCall Boulevard	Add 2x EBT, WBT. Optimize the signal timing.		Add 2x EBT, WBT.	Optimize the signal timing.		-
74 . Menifee Road/McCall Boulevard	Restripe EBTR to EBT. Add NBL, NBT, SBL, SBR, EBT, EBR. Add right-turn overlap phasing for SBR, EBR, WBR. Optimize the signal timing.		Add EBT.	Restripe EBTR to EBT. Add SBL, SBR, EBR. Add right-turn overlap phasing for SBR, EBR, WBR. Optimize the signal timing.	Add NBL, NBT.	41.60%
77 . Briggs Road/McCall Boulevard	Restripe EBR to EBL. Optimize the signal timing.				Restripe EBR to EBL. Optimize the signal timing.	28.79%
81 . Briggs Road/Simpson Road	Restripe NBLTR to NBR, SBTR to SBR, EBTR to EBT. Add NBL, NBT, SBT, EBR, WBL, WBT. Install signal w/ protected left-turn phasing.	Add NBT, SBT	Install signal with protected left-turn phasing.		Restripe NBLTR to NBR, SBTR to SBR, EBTR to EBT. Add NBL, EBR, WBL, WBT.	9.37%
85 . Murrieta Road/Newport Road	Add right-turn overlap phasing to WBR and restrict SBU movement. Optimize and coordinate the signal timing w/ intersections 86 and 87.				Add right-turn overlap phasing to WBR and restrict SBU movement. Optimize and coordinate the signal timing w/ intersections 86 and 87.	5.14%
86 . Evans Road/Newport Road	Add EBT. Coordinate the signal timing w/ intersections 85 and 87.	Add EBT.			Coordinate the signal timing w/ intersections 85 and 87.	13.28%
87 . Bradley Road/Newport Road	Coordinate the signal timing w/ intersections 85 and 86.				Coordinate the signal timing w/ intersections 85 and 86.	14.75%
89 . Haun Road/Newport Road	Optimize the signal timing.				Optimize the signal timing.	17.82%
92 . Antelope Road/Newport Road	Optimize and coordinate the signal timing w/ intersection 93.				Optimize and coordinate the signal timing w/ intersection 93.	9.43%
93 . Menifee Road/Newport Road	Optimize the coordinate the signal timing with intersection 92.				Optimize the coordinate the signal timing with intersection 92.	11.95%
94 . Menifee Road/La Piedra Road	Install a signal w/ protected left-turn phasing.		Install a signal with protected left-turn phasing.			-
96 . Juniper Flats Road/SR-74	Add EBT, WBT.	Add EBT, WBT.				-
97 . Vista Place - Winchester Road (SR-79)/SR-74	Restripe NBTR to NBT. Add NBR, EBT, WBT. Optimize the signal timing w/ protected-permitted left-turn phasing for N/S. Add right-turn overlap phasing for EBR and NBR.	Add NBR, EBT, WBT.			Restripe NBTR to NBT. Optimize the signal timing w/ protected-permitted left-turn phasing for N/S. Add right-turn overlap phasing for EBR and NBR.	36.75%
98 . Warren Road/Florida Avenue	Add EBT, WBT. Optimize the signal timing.	Add EBT, WBT.			Optimize the signal timing.	22.38%
100 . Sanderson Avenue/Florida Avenue	Optimize the signal timing.				Optimize the signal timing.	18.20%
101 . Sanderson Avenue/Acacia Avenue	Optimize the signal timing. No additional improvements feasible due to right-of-way constraints. Additionally, the City of Hemet General Plan states that the City accepts a LOS below D for certain roadways and intersections along Florida and Sanderson Avenues.				Optimize the signal timing. No additional improvements feasible due to right-of-way constraints. Additionally, the City of Hemet General Plan states that the City accepts a LOS below D for certain roadways and intersections along Florida and Sanderson Avenues. In case any further improvement is identified, the project will be paying its fair share.	12.46%
108 . San Jacinto Street/Florida Avenue	Optimize the signal timing.				Optimize the signal timing.	10.02%
109 . Warren Road/Ramona Expressway	Route 79 Realignment Project improvements under TUMF are anticipated to improve intersection operations.	Route 79 Realignment Project improvements under TUMF are anticipated to improve intersection operations.				-
110 . Warren Road/Cottonwood Avenue	Route 79 Realignment Project improvements under TUMF are anticipated to improve intersection operations.	Route 79 Realignment Project improvements under TUMF are anticipated to improve intersection operations.				-
111 . Warren Road/Esplanade Avenue	Route 79 Realignment Project improvements under TUMF are anticipated to improve intersection operations.	Route 79 Realignment Project improvements under TUMF are anticipated to improve intersection operations.				-
112 . Sanderson Avenue (SR-79) - Sanderson Avenue/Ramona Expressway - Ramona Expressway (SR-79)	Route 79 Realignment Project improvements under TUMF are anticipated to improve intersection operations.	Route 79 Realignment Project improvements under TUMF are anticipated to improve intersection operations.				-

Notes:

NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound

L = Left, T = Through, R = Right

[1] Recommended improvements covered through WRCOG TUMF may not be considered adequate improvement measures. This is because there is no guaranteed timeline for implementation of these improvements through TUMF. Additionally, as part of the project frontage development, the project will be completing some of these improvements. As such, the project may be eligible for TUMF credit reimbursement.

[2] Some recommended improvements covered through the City of Menifee's Development Impact Fee (DIF) program or Capital Improvement Program (CIP) may not be considered adequate improvement measures. Some improvements do not have a guaranteed timeline for implementation of these improvements.

[3] Project Fair Share Percentage is the highest fair share value of the AM and PM peak hour when the project contributes to intersection operational deficiencies occuring during both peak hours, or only in the peak hour where the project contributes to the deficiency.

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Table 8-L - Roadway Segment Improvement Funding Mechanisms and Fair Share

Roadway Segment	Total Improvements	Improvements Covered by TUMF[1]	Improvements Covered by City of Menifee or Other Jurisdiction's Development Impact Fee Program[2] or Capital Improvement Program[2]	Project Responsibility	Improvements Covered Under Fair Share	Project Fair Share Percentage
Segments on Central Avenue (SR-74)						
1 . between I-15 NB Ramps and Dexter Avenue	Interchange Improvements under TUMF	Interchange Improvements under TUMF				
3 . between Cambern Avenue and Conard Avenue	Widen from 4 lanes to 6 lanes	Widen from 4 lanes to 6 lanes				
4 . between Conard Avenue and El Toro Cut Off Road	Widen from 4 lanes to 6 lanes	Widen from 4 lanes to 6 lanes				
Segments on SR-74						
5 . between El Toro Cut Off Road and Riverside Street	Widen from 4 lanes to 6 lanes. No further feasible improvements.	Widen from 4 lanes to 6 lanes			No further feasible improvements. In case any further improvement is identified, the project will be paying its fair share.	3.33%
6 . between Riverside Street and Wasson Canyon Roac	Widen from 4 lanes to 6 lanes	Widen from 4 lanes to 6 lanes				
7 . between Wasson Canyon Road and Meadowbrook Avenue - Greenwald Avenue	Widen from 4 lanes to 6 lanes	Widen from 4 lanes to 6 lanes				
8 . between Meadowbrook Avenue - Greenwald Avenue and River Roac	Widen from 4 lanes to 6 lanes	Widen from 4 lanes to 6 lanes				
9 . between River Road and Ellis Avenue	Already constructed according to General Plan Classification. No additional improvements feasible due to right-of-way constraints.				Already constructed according to General Plan Classification. No additional improvements feasible due to right-of-way constraints. In case any further improvement is identified, the project will be paying its fair share.	4.07%
10 . between Ellis Avenue and Navajo Road	Already constructed according to General Plan Classification.				Already constructed according to General Plan Classification. In case any further improvement is identified, the project will be paying its fair share.	6.93%
Segments on 4th Street (SR-74)						
11 . between Navajo Road and A Street	Already constructed according to General Plan Classification. No additional improvements feasible due to right-of-way constraints.				Already constructed according to General Plan Classification. No additional improvements feasible due to right-of-way constraints. In case any further improvement is identified, the project will be paying its fair share.	9.42%
12 . between A Street and C Street	Already constructed according to General Plan Classification. No additional improvements feasible due to right-of-way constraints.				Already constructed according to General Plan Classification. No additional improvements feasible due to right-of-way constraints. In case any further improvement is identified, the project will be paying its fair share.	20.82%
14 . between D Street and Perris Boulevard	Already constructed according to General Plan Classification. No additional improvements feasible due to right-of-way constraints.				Already constructed according to General Plan Classification. No additional improvements feasible due to right-of-way constraints. In case any further improvement is identified, the project will be paying its fair share.	11.68%
Segments on SR-74						
18 . between I-215 NB Ramps and Trumble Road	Already constructed according to General Plan Classification. No additional improvements feasible due to right-of-way constraints.				Already constructed according to General Plan Classification. No additional improvements feasible due to right-of-way constraints. In case any further improvement is identified, the project will be paying its fair share.	34.96%
19 . between Trumble Road and Sherman Road (West)	Already constructed according to General Plan Classification. No additional improvements feasible due to right-of-way constraints.				Already constructed according to General Plan Classification. No additional improvements feasible due to right-of-way constraints. In case any further improvement is identified, the project will be paying its fair share.	43.36%
20 . between Sherman Road (West) and Sherman Road (East)	Already constructed according to General Plan Classification. No additional improvements feasible due to right-of-way constraints.				Already constructed according to General Plan Classification. No additional improvements feasible due to right-of-way constraints. In case any further improvement is identified, the project will be paying its fair share.	41.05%
21 . between Sherman Road (East) and Antelope Road	Already constructed according to General Plan Classification. No additional improvements feasible due to right-of-way constraints.				Already constructed according to General Plan Classification. No additional improvements feasible due to right-of-way constraints. In case any further improvement is identified, the project will be paying its fair share.	48.74%
24 . between Menifee Road and McKinley	Widen from 4 lanes to 6 lanes	Widen from 4 lanes to 6 lanes				
25 . between McKinley and Malaga Road - Project Driveway 2	Widen from 4 lanes to 6 lanes	Widen from 4 lanes to 6 lanes				
26 . between Malaga Road - Project Driveway 2 and Project Driveway 3	Widen from 4 lanes to 6 lanes	Widen from 4 lanes to 6 lanes				
27 . between Project Driveway 3 and Briggs Road	Widen from 4 lanes to 6 lanes	Widen from 4 lanes to 6 lanes				
28 . between Briggs Road and Juniper Flats Road	Widen from 4 lanes to 6 lanes. This segment is designated as a 6-lane Expressway in the General Plan Circulation Element. Therefore, no further improvements has been recommended.	Widen from 4 lanes to 6 lanes			This segment is designated as a 6-lane Expressway in the General Plan Circulation Element. Therefore, no further improvements has been recommended. In case any further improvement is identified, the project will be paying its fair share.	27.88%
29 . between Juniper Flats Road and Vista Place - Winchester Road (SR-79)	Widen from 4 lanes to 6 lanes	Widen from 4 lanes to 6 lanes				

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Table 8-L - Roadway Segment Improvement Funding Mechanisms and Fair Share

Roadway Segment	Total Improvements	Improvements Covered by TUMF[1]	Improvements Covered by City of Menifee or Other Jurisdiction's Development Impact Fee Program [2] or Capital Improvement Program [2]	Project Responsibility	Improvements Covered Under Fair Share	Project Fair Share Percentage
Segments on Florida Avenue (SR-74/SR-79)						
30 . between Vista Place - Winchester Road (SR-79) and Warren Roac	Widen from 4 lanes to 6 lanes	Widen from 4 lanes to 6 lanes				
31 . between Warren Road and Cawston Avenue	No additional improvements feasible due to right-of-way constraints. The City of Hemet general Plan Circulation element acknoweledges certail portions of Florida Avenue are estimated to perform below LOS D.				No additional improvements feasible due to right-of-way constraints. The City of Hemet general Plan Circulation element acknoweledges certail portions of Florida Avenue are estimated to perform below LOS D. In case any further improvement is identified, the project will be paying its fair share.	24.35%
32 . between Cawston Avenue and Sanderson Avenue	No additional improvements feasible due to right-of-way constraints. The City of Hemet general Plan Circulation element acknoweledges certail portions of Florida Avenue are estimated to perform below LOS D.				No additional improvements feasible due to right-of-way constraints. The City of Hemet general Plan Circulation element acknoweledges certail portions of Florida Avenue are estimated to perform below LOS D. In case any further improvement is identified, the project will be paying its fair share.	26.30%
33 . between Sanderson Avenue and Kirby Street	No additional improvements feasible due to right-of-way constraints. The City of Hemet general Plan Circulation element acknoweledges certail portions of Florida Avenue are estimated to perform below LOS D.				No additional improvements feasible due to right-of-way constraints. The City of Hemet general Plan Circulation element acknoweledges certail portions of Florida Avenue are estimated to perform below LOS D. In case any further improvement is identified, the project will be paying its fair share.	21.81%
34 . between Kirby Street and Lyon Avenue	No additional improvements feasible due to right-of-way constraints. The City of Hemet general Plan Circulation element acknoweledges certail portions of Florida Avenue are estimated to perform below LOS D.				No additional improvements feasible due to right-of-way constraints. The City of Hemet general Plan Circulation element acknoweledges certail portions of Florida Avenue are estimated to perform below LOS D. In case any further improvement is identified, the project will be paying its fair share.	13.32%
35 . between Lyon Avenue and Palm Avenue	No additional improvements feasible due to right-of-way constraints. The City of Hemet general Plan Circulation element acknoweledges certail portions of Florida Avenue are estimated to perform below LOS D.				No additional improvements feasible due to right-of-way constraints. The City of Hemet general Plan Circulation element acknoweledges certail portions of Florida Avenue are estimated to perform below LOS D. In case any further improvement is identified, the project will be paying its fair share.	11.54%
36 . between Palm Avenue and State Street	No additional improvements feasible due to right-of-way constraints. The City of Hemet general Plan Circulation element acknoweledges certail portions of Florida Avenue are estimated to perform below LOS D.				No additional improvements feasible due to right-of-way constraints. The City of Hemet general Plan Circulation element acknoweledges certail portions of Florida Avenue are estimated to perform below LOS D. In case any further improvement is identified, the project will be paying its fair share.	9.77%
37 . between State Street and Buena Vista Street	No additional improvements feasible due to right-of-way constraints. The City of Hemet general Plan Circulation element acknoweledges certail portions of Florida Avenue are estimated to perform below LOS D.				No additional improvements feasible due to right-of-way constraints. The City of Hemet general Plan Circulation element acknoweledges certail portions of Florida Avenue are estimated to perform below LOS D. In case any further improvement is identified, the project will be paying its fair share.	10.45%
38 . between Buena Vista Street and Santa Fe Street	No additional improvements feasible due to right-of-way constraints. The City of Hemet general Plan Circulation element acknoweledges certail portions of Florida Avenue are estimated to perform below LOS D.				No additional improvements feasible due to right-of-way constraints. The City of Hemet general Plan Circulation element acknoweledges certail portions of Florida Avenue are estimated to perform below LOS D. In case any further improvement is identified, the project will be paying its fair share.	10.54%
39 . between Santa Fe Street and San Jacinto Street (SR-79)	No additional improvements feasible due to right-of-way constraints. The City of Hemet general Plan Circulation element acknoweledges certail portions of Florida Avenue are estimated to perform below LOS D.				No additional improvements feasible due to right-of-way constraints. The City of Hemet general Plan Circulation element acknoweledges certail portions of Florida Avenue are estimated to perform below LOS D. In case any further improvement is identified, the project will be paying its fair share.	10.95%
Segment on Redlands Avenue						
40 . between 4th Street (SR-74) and I-215 SB Ramps	Already constructed according to General Plan Classification. No additional improvements feasible due to right-of-way constraints.				Already constructed according to General Plan Classification. No additional improvements feasible due to right-of-way constraints. In case any further improvement is identified, the project will be paying its fair share.	9.43%
Segment on Nuevo Road						
41 . between Dunlap Drive and Menifee Road	Widen from 2 lanes to 6 lanes	Widen from 2 lanes to 4 lanes			Widen from 4 lanes to 6 lanes	3.43%
Segments on Ethanac Road						
44 . between Barnett Road and Case Road	Widen from 4 lanes to 6 lanes				Widen from 4 lanes to 6 lanes	6.21%
45 . between Case Road and I-215 SB Ramps	Widen from 4 lanes to 6 lanes				Widen from 4 lanes to 6 lanes	6.20%
46 . between I-215 NB Ramps and Encanto Drive	Widen from 2 lanes to 4 lanes	Widen from 2 lanes to 4 lanes				
47 . between Encanto Drive and Sherman Road	Widen from 2 lanes to 4 lanes	Widen from 2 lanes to 4 lanes				
48 . between Sherman Road and Dawson Road	Widen from 2 lanes to 4 lanes	Widen from 2 lanes to 4 lanes				
49 . between Dawson Road and Antelope Road	Widen from 2 lanes to 4 lanes	Widen from 2 lanes to 4 lanes				
Segments on Matthews Road						
50 . between Antelope Road and Palomar Road	Modify roadway right-of-way width to change classification from Collector to Modified Arterial.				Modify roadway right-of-way width to change classification from Collector to Modified Arterial.	32.13%
51 . between Palomar Road and Menifee Road	Modify roadway right-of-way width to change classification from Collector to Modified Arterial.				Modify roadway right-of-way width to change classification from Collector to Modified Arterial.	29.16%
Segments on McCall Boulevard						
55 . between Bradley Road and I-215 SB Ramps	McCall Blvd & I-215 Overpass / Interchange CIP 14-01		McCall Blvd & I-215 Overpass / Interchange CIP 14-01			
56 . between I-215 NB Ramps and Encanto Drive	McCall Blvd & I-215 Overpass / Interchange CIP 14-01		McCall Blvd & I-215 Overpass / Interchange CIP 14-01			
57 . between Encanto Drive and Sherman Road	Widen from 4 lanes to 6 lanes		Widen from 4 lanes to 6 lanes			
58 . between Sherman Road and Antelope Road	Widen from 4 lanes to 6 lanes		Widen from 4 lanes to 6 lanes			
59 . between Antelope Road and Junipero Road	Widen from 2 lanes to 6 lanes	Widen from 2 lanes to 4 lanes	Widen from 4 lanes to 6 lanes			
60 . between Junipero Road and Menifee Road	Widen from 5 lanes to 6 lanes		Widen from 5 lanes to 6 lanes			
Segments on Simpson Road						
65 . between Lindenberger Road and Briggs Road	Widen from 3 lanes to 4 lanes				Widen from 3 lanes to 4 lanes	18.43%

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Table 8-L - Roadway Segment Improvement Funding Mechanisms and Fair Share

Roadway Segment	Total Improvements	Improvements Covered by TUMF[1]	Improvements Covered by City of Menifee or Other Jurisdiction's Development Impact Fee Program[2] or Capital Improvement Program[2]	Project Responsibility	Improvements Covered Under Fair Share	Project Fair Share Percentage
Segments on Newport Road						
67 . between Berea Road - Murphy Ranch Road and Murrieta Road	Already constructed according to General Plan Classification. No additional improvements feasible due to right-of-way constraints.				Already constructed according to General Plan Classification. No additional improvements feasible due to right-of-way constraints. In case any further improvement is identified, the project will be paying its fair share.	5.00%
68 . between Murrieta Road and Evans Road	Widen from 5 lanes to 6 lanes	Widen from 5 lanes to 6 lanes				
69 . between Evans Road and Bradley Road	Widen from 5 lanes to 6 lanes. No further feasible improvements.	Widen from 5 lanes to 6 lanes			No further feasible improvements. In case any further improvement is identified, the project will be paying its fair share.	11.57%
70 . between Bradley Road and Avenida De Cortez - Town Center Drive	Already constructed according to General Plan Classification. No additional improvements feasible due to right-of-way constraints.				Already constructed according to General Plan Classification. No additional improvements feasible due to right-of-way constraints. In case any further improvement is identified, the project will be paying its fair share.	20.50%
71 . between Avenida De Cortez - Town Center Drive and Haun Road	Already constructed according to General Plan Classification. No additional improvements feasible due to right-of-way constraints.				Already constructed according to General Plan Classification. No additional improvements feasible due to right-of-way constraints. In case any further improvement is identified, the project will be paying its fair share.	14.77%
72 . between Haun Road and I-215 SB Ramps	Already constructed according to General Plan Classification. No additional improvements feasible due to right-of-way constraints.				Already constructed according to General Plan Classification. No additional improvements feasible due to right-of-way constraints. In case any further improvement is identified, the project will be paying its fair share.	15.45%
73 . between I-215 NB Ramps and Antelope Road	Already constructed according to General Plan Classification. No additional improvements feasible due to right-of-way constraints.				Already constructed according to General Plan Classification. No additional improvements feasible due to right-of-way constraints. In case any further improvement is identified, the project will be paying its fair share.	7.94%
74 . between Antelope Road and Menifee Road	Already constructed according to General Plan Classification. No additional improvements feasible due to right-of-way constraints.				Already constructed according to General Plan Classification. No additional improvements feasible due to right-of-way constraints. In case any further improvement is identified, the project will be paying its fair share.	15.54%
Segment on Ramona Expressway						
75 . between Warren Road and Sanderson Avenue (SR-79) - Sanderson Avenue	Route 79 Realignment Project Improvements	Route 79 Realignment Project Improvements				
Segment on Palomar Road						
77 . between SR-74 and Matthews Road	No feasible Improvements.				No feasible Improvements. In case any further improvement is identified, the project will be paying its fair share.	9.71%
Segments on Menifee Road						
78 . between Nuevo Road and Central Avenue/Porter Street	Widen from 2 lanes to 4 lanes	Widen from 2 lanes to 4 lanes				
79 . between Central Avenue/Porter Street and San Jacinto Avenue	Widen from 2 lanes to 4 lanes	Widen from 2 lanes to 4 lanes				
80 . between San Jacinto Avenue and Ellis Avenue	Widen from 2 lanes to 4 lanes	Widen from 2 lanes to 4 lanes				
81 . between Ellis Avenue and Mapes Road	Widen from 2 lanes to 4 lanes	Widen from 2 lanes to 4 lanes				
82 . between Mapes Road and Watson Road	Widen from 2 lanes to 4 lanes	Widen from 2 lanes to 4 lanes				
83 . between Watson Road and SR-74	Widen from 2 lanes to 4 lanes	Widen from 2 lanes to 4 lanes				
84 . between SR-74 and Biscayne	Widen from 4 lanes to 5 lanes			Add NB lane		
85 . between Biscayne and McLaughlin Road	Widen from 2 lanes to 5 lanes			Add 2x NB lane	Add SB lane	45.52%
86 . between McLaughlin Road and Project Driveway 1	Widen from 2 lanes to 5 lanes			Add 2x NB lane	Add SB lane	48.42%
87 . between Project Driveway 1 and Matthews Road	Widen from 2 lanes to 5 lanes			Add 2x NB lane	Add SB lane	47.58%
88 . between Matthews Road and McCall Boulevard	Widen from 2 lanes to 5 lanes			Add 2x NB lane	Add SB lane	40.22%
93 . between Newport Road and La Piedra Road	Already constructed according to General Plan Classification. No additional improvements feasible due to right-of-way constraints.				Already constructed according to General Plan Classification. No additional improvements feasible due to right-of-way constraints. In case any further improvement is identified, the project will be paying its fair share.	8.84%
Segments on Briggs Road						
96 . between SR-74 and Heritage High School Driveway	Widen from 3 lanes to 5 lanes	Widen from 3 lanes to 4 lanes		Widen from 4 lanes to 5 lanes		
97 . between Heritage High School Driveway and McLaughlin Road	Widen from 2 lanes to 4 lanes	Widen from 2 lanes to 4 lanes				
98 . between McLaughlin Road and Project Driveway 4	Widen from 3 lanes to 4 lanes	Widen from 3 lanes to 4 lanes				
99 . between Project Driveway 4 and Project Driveway 5 - Meadow Oak Street	Widen from 3 lanes to 4 lanes	Widen from 3 lanes to 4 lanes				
100 . between Project Driveway 5 - Meadow Oak Street and Project Driveway 6	Widen from 3 lanes to 4 lanes	Widen from 3 lanes to 4 lanes				
101 . between Project Driveway 6 and Project Driveway 7 - Hillridge Street	Widen from 3 lanes to 4 lanes	Widen from 3 lanes to 4 lanes				
102 . between Project Driveway 7 - Hillridge Street and Case Road	Widen from 2 lanes to 4 lanes	Widen from 2 lanes to 4 lanes				
103 . between Case Road and McCall Boulevard	Widen from 2 lanes to 4 lanes	Widen from 2 lanes to 4 lanes				
Segments on Warren Road						
105 . between Ramona Expressway and Cottonwood Avenue	Route 79 Realignment Project Improvements	Route 79 Realignment Project Improvements				
106 . between Cottonwood Avenue and Esplanade Avenue	Route 79 Realignment Project Improvements	Route 79 Realignment Project Improvements				
107 . between Esplanade Avenue and Florida Avenue (SR-74/SR-79	Route 79 Realignment Project Improvements	Route 79 Realignment Project Improvements				

Notes:

NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound

[1] Recommended improvements covered through WRCOG TUMF may not be considered adequate improvement measures. This is because there is no guaranteed timeline for implementation of these improvements through TUMF.

[2] Some recommended improvements covered through the City of Menifee's Development Impact Fee (DIF) program or Capital Improvement Program (CIP) may not be considered adequate improvement measures. Some improvements do not have a guaranteed timeline for implementation of these improvements.

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Table 8-M - Horizon Year (2045) Plus Project with Improvements Intersection Queuing Analysis

Intersection	Movement	Existing Storage Length[1] (ft/ln)	Recommended Storage Length (ft/ln)	Plus Project with Improvements[2]	
				AM Peak Hour	PM Peak Hour
45 . Palomar Road/Matthews Road					
Signal	**SBR**	-	200	70	65
	EBL	-	500	495	315
47 . Menifee Road/SR-74	**2x NBL**	-	275	160	260
Signal	**2x NBR**	240	410	55	280
	2x SBL	-	275	220	240
	SBR	-	200	0	0
	EBL	295	295	150	110
	EBR	-	250	225	140
	2x WBL	510	510	235	385
	WBR	-	200	10	55
48 . Menifee Road/Valley Substation Driveway - Biscayne	**NBL**	135	135	10	0
Signal	**SBL**	145	145	85	50
49 . Menifee Road/McLaughlin Road	**2x NBL**	-	250	230	135
Signal	**NBR**	-	275	275	160
	2x SBL	-	175	155	155
	EBL	-	150	115	125
	EBR	-	250	210	240
	2x WBL	-	250	90	250
	WBR	-	100	85	80
50 . Menifee Road/Project Driveway 1	**SBL**	-	150	95	65
Signal					
52 . McKinley/SR-74	**NBL**	90	200	85	200
Signal	**EBR**	440	440	5	5
	WBL	485	485	65	105
53 . Malaga Road - Project Driveway 2/SR-74	**2x NBL**	-	400	145	380
Signal	**NBR**	-	200	25	195
	2x SBL[3]	-	200	100	180
	SBR[3]	-	325	55	315
	EBL[3]	-	500	495	265
	EBR	-	200	75	165
	WBL	-	450	190	450
	WBR[3]	-	200	60	60

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Table 8-M - Horizon Year (2045) Plus Project with Improvements Intersection Queuing Analysis

Intersection	Movement	Existing Storage Length[1] (ft/ln)	Recommended Storage Length (ft/ln)	Plus Project with Improvements[2]	
				AM Peak Hour	PM Peak Hour
54 . Project Driveway 3/SR-74 OWSC	**NBR**	-	100	45	75
56 . Briggs Road/SR-74 Signal	**2x NBL**	180	500	470	260
	NBR	-	500	490	330
	SBL	150	400	385	275
	EBL	500	500	130	95
	EBR	500	500	355	45
	2x WBL	540	540	365	320
	WBR	-	200	115	15
57 . Briggs Road/Heritage High School Driveway Signal	**NBL**	100	375	360	95
	SBR	250	250	65	30
	EBL	60	60	**495**	**80**
	EBR	60	60	55	35
58 . Briggs Road/McLaughlin Road Signal	**NBL**	-	150	65	130
	SBL	-	125	50	105
	EBL	-	275	255	115
	WBL	-	175	170	70
59 . Briggs Road/Project Driveway 4 OWSC	**EBR**	-	100	60	60
60 . Briggs Road/Project Driveway 5 - Meadow Oak Street Signal	**NBL**	-	175	155	130
	SBL	-	150	125	130
	EBL	-	150	140	85
	WBL	-	150	140	60
61 . Briggs Road/Project Driveway 6 OWSC	**EBR**	-	100	60	55
62 . Briggs Road/Project Driveway 7 - Hillridge Street Signal	**NBL**	-	150	85	140
	SBL	-	100	35	65
	EBL	-	100	30	45
	WBL	-	200	190	105
63 . Briggs Road/Matthews Road Signal	**SBL**	-	300	230	300
	WBL	-	100	60	60
	WBR	-	-	95	80

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Table 8-M - Horizon Year (2045) Plus Project with Improvements Intersection Queuing Analysis

Intersection	Movement	Existing Storage Length[1] (ft/ln)	Recommended Storage Length (ft/ln)	Plus Project with Improvements[2]	
				AM Peak Hour	PM Peak Hour
70 . Encanto Drive/McCall Boulevard	**NBL**	130	130	**335**	**310**
Signal	**NBR**	130	130	0	0
	SBL	80	100	60	90
	EBL	100	100	**620**	**395**
	WBL	150	150	90	65
71 . Sherman Road/McCall Boulevard	**NBL**	80	80	**210**	**135**
Signal	**SBL**	105	105	**135**	**110**
	SBR	110	110	0	0
	EBL	140	140	140	60
	WBL	205	205	70	105
72 . Antelope Road/McCall Boulevard	**NBL**	95	95	**155**	80
Signal	**SBL**	195	195	75	90
	SBR	195	195	70	120
	EBL	335	425	405	135
	WBL	100	100	85	95
73 . Junipero Road/McCall Boulevard	**SBR**	230	230	135	70
Signal	**EBL**	355	425	425	170
	WBL	150	135	5	0
	WBR	205	205	25	20
74 . Menifee Road/McCall Boulevard	**2x NBL**	145	350	350	150
Signal	**2x SBL**	150	325	285	185
	2x SBR	135	325	140	210
	2x EBL	365	425	385	350
	EBR	-	200	80	200
	2x WBL	330	330	60	45
	WBR	325	-	10	20
77 . Briggs Road/McCall Boulevard	**2x NBL**	305	305	215	90
Signal	**SBR**	210	210	185	60
	2x EBL	450	450	350	215
	EBR	210	210	110	160

Notes:

ft/ln = feet per lane

EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound

1 Storage length for all movements obtained from Google Earth measurements.

2 All queues reported are 95th percentile queues. Queues for signalized intersections have been reported from Synchro and queues for stop controlled intersections have been taken from SimTraffic.

3 Storage lengths for these movements are based on queues from Menifee Valley Specific Plan Project. The storage lengths are subject to change based on queues from any future develo

9.0 SIGNAL WARRANT ANALYSIS

A peak-hour signal warrant analysis was conducted at unsignalized study intersections where a signal was recommended as a mitigation measure to improve the forecasted LOS deficiency. The signal warrant analysis was conducted with the peak-hour warrants from the most recent edition of the *California Manual on Uniform Traffic Control Devices (CAMUTCD)*. Therefore, this analysis is based on the provisions of the CAMUTCD, 2014, Chapter 4C *Traffic Control Signal Needs Studies* for Warrant 3 – Peak Hour. The peak-hour signal warrant is intended for use where traffic conditions are such that for a minimum of 1 hour on an average day, minor street traffic suffers undue delays when entering or crossing the major street.

Table 9-A summarizes the signal warrant analysis results. As shown in Table 9-A, all these intersections meet signal warrants at the scenarios where a signal have been recommended as an improvement.

Detailed signal warrant analysis worksheets are included in Appendix E.

9.1 LIST OF CHAPTER 9.0 TABLES

- Table 9-A: Warrant 3: Peak Hour Signal Warrant Analysis Summary

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Table 9-A - Warrant 3: Peak Hour Signal Warrant Analysis Summary

Intersection	Existing Control	Signal Proposed In	Signal Warranted In
6 . El Toro Cut Off Road/SR-74	OWSC	Phase 1 Opening Year (2025)	Phase 1 Opening Year (2025)
10 . SR-74/River Road	OWSC	Horizon Year (2045)	Horizon Year (2045)
23 . Menifee Road/Nuevo Road	AWSC	Phase 1 Opening Year (2025)	Phase 1 Opening Year (2025)
24 . Menifee Road/Porter Street/Central Avenue	AWSC	Phases 2 and 3 Opening Year (2026)	Phase 1 Opening Year (2025)
25 . Menifee Road/San Jacinto Avenue	AWSC	Phases 2 and 3 Opening Year (2026)	Phase 1 Opening Year (2025)
26 . Menifee Road/Ellis Avenue	TWSC	Horizon Year (2045)	Horizon Year (2045)
27 . Menifee Road/Mapes Road	TWSC	Phase 1 Opening Year (2025)	Phase 1 Opening Year (2025)
41 . Encanto Drive/Ethanac Road	OWSC	Phase 1 Opening Year (2025)	Phase 1 Opening Year (2025)
42 . Sherman Road/Ethanac Road	TWSC	Phase 1 Opening Year (2025)	Phase 1 Opening Year (2025)
45 . Palomar Road/Matthews Road	OWSC	Horizon Year (2045)	Phases 2 and 3 Opening Year (2026)
46 . Menifee Road/Watson Road	TWSC	Phase 1 Opening Year (2025)	Phase 1 Opening Year (2025)
49 . Menifee Road/McLaughlin Road	TWSC	Phase 1 Opening Year (2025)	Phase 1 Opening Year (2025)
50 . Menifee Road/Project Driveway 1	OWSC	Phases 2 and 3 Opening Year (2026)	Phases 2 and 3 Opening Year (2026)
53 . Malaga Road - Project Driveway 2/SR-74	TWSC	Phase 1 Opening Year (2025)	Phase 1 Opening Year (2025)
55 . Briggs Road/Watson Road	AWSC	Horizon Year (2045)	Horizon Year (2045)
58 . Briggs Road/McLaughlin Road	AWSC	Phase 1 Opening Year (2025)	Phase 1 Opening Year (2025)
60 . Briggs Road/Project Driveway 5 - Meadow Oak Street	TWSC	Phase 1 Opening Year (2025)	Phase 1 Opening Year (2025)
62 . Briggs Road/Project Driveway 7 - Hillridge Street	OWSC	Phase 1 Opening Year (2025)	Phase 1 Opening Year (2025)
63 . Briggs Road/Matthews Road	AWSC	Phase 1 Opening Year (2025)	Phase 1 Opening Year (2025)
81 . Briggs Road/Simpson Road	AWSC	Phase 1 Opening Year (2025)	Phase 1 Opening Year (2025)
94 . Menifee Road/La Piedra Road	AWSC	Phase 1 Opening Year (2025)	Phase 1 Opening Year (2025)

Notes:

OWSC = One-Way Stop Control; TWSC = Two-Way Stop Control; AWSC = All-Way Stop Control

Phase 1 = Year 2025

Phases 2 and 3 = Year 2026

Horizon Year = Year 2045

10.0 CALTRANS SAFETY REVIEW

Consistent with Caltrans' *Interim Local Development and Intergovernmental Review (LDIGR) Safety Review Practitioners Guidance*, dated December 2020, a safety analysis is required at all Caltrans facilities for which the project traffic may create an operational deficiency and/or safety concern. The safety analysis consists of a collision analysis and a freeway queuing analysis.

10.1 COLLISION ANALYSIS

A collision analysis was performed at the adjacent I-215 freeway segments in the study area. The freeway segments within the study area were evaluated to estimate the current accident rate at these locations. For the freeway facilities in the project vicinity, Traffic Accident Surveillance and Analysis System (TASAS) crash data summary from January 1, 2019, to December 31, 2021, was obtained from Caltrans. The Caltrans TASAS crash summary report is included in Appendix F.

10.1.1 I-215 Freeway Segment PM 17.016 to PM 19.679 Collision Analysis Summary

Based on the TASAS data within this study segment, 149 collisions occurred on the I-215 northbound and southbound segment from Post Mile (PM) 17.016 to PM 19.679 over a 36-month period. The segment had a fatal collision rate of 0.000 per million vehicle miles (MVM), a fatal-plus-injury collision rate of 0.18 per MVM, and a total collision rate (fatal, injury, and property damage) of 0.50 per MVM.

For similar facilities, the average fatal collision rate is 0.008 per MVM. Additionally, the average fatal-plus-injury collision rate is 0.27 per MVM, and the average total collision rate is 0.81 per MVM. Overall, the actual fatal-plus-injury-related collision rates and total rate of collisions for both the I-215 northbound and southbound segments are lower than the average rates for similar facilities.

10.1.2 I-215 Freeway Segment PM 19.679 to PM 21.801 Collision Analysis Summary

Based on the TASAS data within this study segment, 65 collisions occurred on the I-215 northbound and southbound segment from PM 19.679 to PM 21.801 over a 36-month period. The segment had a fatal collision rate of 0.009 per MVM, a fatal-plus-injury collision rate of 0.11 per MVM, and a total collision rate (fatal, injury, and property damage) of 0.30 per MVM.

For similar facilities, the average fatal collision rate is 0.008 per MVM. Additionally, the average fatal-plus-injury collision rate is 0.27 per MVM, and the average total collision rate is 0.81 per MVM. Overall, the actual fatal-plus-injury-related collision rates and total rate of collisions for both the I-215 northbound and southbound segments are lower than the average rates for similar facilities.

10.1.3 I-215 Freeway Segment PM 21.801 to PM 23.149 Collision Analysis Summary

Based on the TASAS data within this study segment, 57 collisions occurred on the I-215 northbound and southbound segment from PM 21.801 to PM 23.149 over a 36-month period. The segment had a fatal collision rate of 0.000 per MVM, a fatal-plus-injury collision rate of 0.13 per MVM, and a total collision rate (fatal, injury, and property damage) of 0.42 per MVM. For similar facilities, the average fatal collision rate is 0.008 per MVM. Additionally, the average fatal plus injury collision rate is 0.30

per MVM, and the average total collision rate is 0.89 per MVM. Overall, the actual fatal-plus-injury-related collision rates and total rate of collisions for both the I-215 northbound and southbound segments are lower than the average rates for similar facilities.

10.1.4 I-215 Freeway Segment PM 23.149 to PM 24.923 Collision Analysis Summary

Based on the TASAS data within this study segment, 102 collisions occurred on the I-215 northbound and southbound segment from PM 23.149 to PM 24.923 over a 36-month period. The segment had a fatal collision rate of 0.020 per MVM, a fatal-plus-injury collision rate of 0.18 per MVM, and a total collision rate (fatal, injury, and property damage) of 0.52 per MVM.

For similar facilities, the average fatal collision rate is 0.008 per MVM. Additionally, the average fatal-plus-injury collision rate is 0.37 per MVM, and the average total collision rate is 1.08 per MVM. Overall, the actual fatal-plus-injury-related collision rates and total rate of collisions for both the I-215 northbound and southbound segments are lower than the average rates for similar facilities.

10.1.5 I-215 Freeway Segment PM 24.923 to PM 26.769 Collision Analysis Summary

Based on the TASAS data within this study segment, 70 collisions occurred on the I-215 northbound and southbound segment from PM 24.923 to PM 26.769 over a 36-month period. The segment had a fatal collision rate of 0.005 per MVM, a fatal-plus-injury collision rate of 0.09 per MVM, and a total collision rate (fatal, injury, and property damage) of 0.34 per MVM.

For similar facilities, the average fatal collision rate is 0.008 per MVM. Additionally, the average fatal-plus-injury collision rate is 0.37 per MVM, and the average total collision rate is 1.08 per MVM. Overall, the actual fatal-plus-injury-related collision rates and total rate of collisions for both the I-215 northbound and southbound segments are lower than the average rates for similar facilities.

All reported rates are included in previously referenced Appendix F.

10.2 FREEWAY OFF-RAMP QUEUING ANALYSIS

A freeway off-ramp queuing analysis was performed to examine safety impacts at the study interchange off-ramps. The queuing analysis examines how many car lengths the project will add to the existing ramp queues and reviews the speed differential between the off-ramp queue and mainline traffic during the peak hours. If the project adds two or more car lengths to the existing ramp queues in the peak hour and the speed differential exceeds the significance thresholds as outlined in the *Safety Review Practitioners Guidance*, traffic safety improvements will need to be identified to offset operational deficiencies on traffic safety, if any. For purposes of this analysis, a car length is considered to be 25 feet.

Table 10-A through 10-D summarizes the Existing, Phase 1 Opening Year Cumulative (2025), Phases 2 and 3 Opening Year Cumulative (2026), and Horizon Year (2045) 95th percentile queues at the off-ramp intersections, respectively. As shown in these tables, the project is estimated to add more than two car lengths (50 feet) at all off-ramp intersections with the exception of the intersection of I-15 SB Ramps/SR-74. Detailed queuing analysis worksheets are included in Appendix G.

Because the project would add more than two car lengths (50 feet) in the peak hour at these off-ramp intersections, the speed differential will need to be examined.

Table 10-E summarizes the off-ramp speed differential between the I-215 mainline and the off-ramps at the study interchanges. The ramp and mainline speeds were calculated using Highway Capacity Software (HCS 7) using the HCM 6 methodologies. As summarized in Table 10-E, the speed differential between the freeway mainlines and off-ramps for these interchanges are less than 30 mph. As such, no safety improvements may be necessary.

Detailed HCS worksheets are included in Appendix H.

10.3 LIST OF CHAPTER 10.0 TABLES

- Table 10-A: Existing Intersection Queuing Analysis
- Table 10-B: Phase 1 Opening Year Cumulative (2025) Intersection Queuing Analysis
- Table 10-C: Phases 2 and 3 Opening Year Cumulative (2026) Intersection Queuing Analysis
- Table 10-D: Horizon Year (2045) Intersection Queuing Analysis
- Table 10-E: Caltrans Off-Ramp Speed Differential

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Table 10-A - Existing Intersection Queuing Analysis

Intersection	Movement	Storage Length[1] (ft/ln)	Without Project[2]		Plus Project[2]		Increase in Queue Lengths (ft)	
			AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
1 . I-15 SB Ramps/SR-74	**SBL**	240	250	385	270	410	20	25
Signal	**SBLTR**	1510	160	400	170	425	10	25
	SBR	240	125	100	125	100	0	0
21 . Redlands Avenue/I-215 NB Ramps	**WBL**	795	240	265	255	310	15	45
Signal	**WBLTR**	1130	195	150	210	250	15	**100**
	WBR	395	65	140	75	175	10	35
28 . I-215 SB Ramps - SR-74/Bonnie Drive	**SBT**	1410	380	640	1200	1455	**820**	**815**
Signal	**SBR**	120	0	0	0	0	0	0
69 . I-215 NB Ramps/McCall Boulevard	**NBLT**	1815	200	335	175	335	-25	0
Signal	**NBR**	250	65	510	815	1475	**750**	**965**
90 . I-215 SB Ramps/Newport Road	**SBL**	870	345	440	340	495	-5	**55**
Signal	**SBLR**	1710	325	445	350	490	25	45
	SBR	500	305	405	335	455	30	**50**

Notes:

ft/ln = feet per lane

EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound

L = Left; T = Through; R = Right

Bold = Project expected to add 50 feet or more queue.

[1] Storage length for all movements obtained from Google Earth measurements.

[2] All queues reported are 95th percentile queues. Queues for signalized intersections have been reported from Synchro 11.

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Table 10-B - Phase 1 Opening Year Cumulative (2025) Intersection Queuing Analysis

Intersection	Movement	Storage Length[1] (ft/ln)	Without Project[2]		Plus Project[2]		Increase in Queue Lengths (ft)	
			AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
1 . I-15 SB Ramps/SR-74	**SBL**	240	265	400	280	410	15	10
Signal	**SBLTR**	1510	170	420	175	435	5	15
	SBR	240	130	120	130	120	0	0
21 . Redlands Avenue/I-215 NB Ramps	**WBL**	795	255	290	250	300	-5	10
Signal	**WBLTR**	1130	205	185	205	200	0	15
	WBR	395	105	170	120	180	15	10
28 . I-215 SB Ramps - SR-74/Bonnie Drive	**SBT**	1410	525	740	945	1135	**420**	**395**
Signal	**SBR**	120	0	0	0	0	0	0
69 . I-215 NB Ramps/McCall Boulevard	**NBLT**	1815	210	340	185	340	-25	0
Signal	**NBR**	250	125	560	490	1060	**365**	**500**
90 . I-215 SB Ramps/Newport Road	**SBL**	870	355	475	365	490	10	15
Signal	**SBLR**	1710	340	470	350	485	10	15
	SBR	500	320	430	325	450	5	20

Notes:

ft/ln = feet per lane

EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound

L = Left; T = Through; R = Right

Bold = Project expected to add 50 feet or more queue.

[1] Storage length for all movements obtained from Google Earth measurements.

[2] All queues reported are 95th percentile queues. Queues for signalized intersections have been reported from Synchro 11.

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Table 10-C - Phases 2 and 3 Opening Year Cumulative (2026) Intersection Queuing Analysis

Intersection	Movement	Storage Length[1] (ft/ln)	Without Project[2]		Plus Project[2]		Increase in Queue Lengths (ft)	
			AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
1 . I-15 SB Ramps/SR-74	**SBL**	240	270	405	295	430	25	25
Signal	**SBLTR**	1510	175	430	190	450	15	20
	SBR	240	135	130	135	130	0	0
21 . Redlands Avenue/I-215 NB Ramps	**WBL**	795	260	295	265	325	5	30
Signal	**WBLTR**	1130	210	195	220	250	10	**55**
	WBR	395	115	180	140	215	25	35
28 . I-215 SB Ramps - SR-74/Bonnie Drive	**SBT**	1410	550	765	1365	1615	**815**	**850**
Signal	**SBR**	120	0	0	0	0	0	0
69 . I-215 NB Ramps/McCall Boulevard	**NBLT**	1815	210	345	185	345	-25	0
Signal	**NBR**	250	140	575	930	1540	**790**	**965**
90 . I-215 SB Ramps/Newport Road	**SBL**	870	360	490	370	530	10	40
Signal	**SBLR**	1710	350	480	360	525	10	45
	SBR	500	320	430	345	480	25	**50**

Notes:

ft/ln = feet per lane

EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound

L = Left; T = Through; R = Right

Bold = Project expected to add 50 feet or more queue.

[1] Storage length for all movements obtained from Google Earth measurements.

[2] All queues reported are 95th percentile queues. Queues for signalized intersections have been reported from Synchro 11.

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Table 10-D - Horizon Year (2045) Intersection Queuing Analysis

Intersection	Movement	Storage Length[1] (ft/ln)	Without Project[2]		Plus Project[2]		Increase in Queue Lengths (ft)	
			AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
1 . I-15 SB Ramps/SR-74	**SBL**	240	345	510	360	535	15	25
Signal	**SBLTR**	1510	265	530	290	555	25	25
	SBR	240	155	315	155	315	0	0
21 . Redlands Avenue/I-215 NB Ramps	**WBL**	795	250	310	275	405	25	**95**
Signal	**WBLTR**	1130	210	285	220	335	10	**50**
	WBR	395	180	270	195	295	15	25
28 . I-215 SB Ramps - SR-74/Bonnie Drive	**SBT**	1410	850	895	1675	1690	**825**	**795**
Signal	**SBR**	120	0	0	0	0	0	0
69 . I-215 NB Ramps/McCall Boulevard	**NBLT**	1815	245	380	245	380	0	0
Signal	**NBR**	250	355	810	1235	1715	**880**	**905**
90 . I-215 SB Ramps/Newport Road	**SBL**	870	445	640	480	730	35	**90**
Signal	**SBLR**	1710	430	660	465	750	35	**90**
	SBR	500	395	595	430	675	35	**80**

Notes:

ft/ln = feet per lane

EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound

L = Left; T = Through; R = Right

Bold = Project expected to add 50 feet or more queue.

[1] Storage length for all movements obtained from Google Earth measurements.

[2] All queues reported are 95th percentile queues. Queues for signalized intersections have been reported from Synchro 11.

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Table 10-E - Caltrans Off-Ramp Speed Differential

I-215 Freeway	Without Project								Plus Project							
	AM Peak Hour				PM Peak Hour				AM Peak Hour				PM Peak Hour			
	Freeway Speed (mi/hr)	Ramp Speed (mi/hr)	Speed Difference (mi/hr)	Safety Impact	Freeway Speed (mi/hr)	Ramp Speed (mi/hr)	Speed Difference (mi/hr)	Safety Impact	Freeway Speed (mi/hr)	Ramp Speed (mi/hr)	Speed Difference (mi/hr)	Safety Impact	Freeway Speed (mi/hr)	Ramp Speed (mi/hr)	Speed Difference (mi/hr)	Safety Impact
Existing																
1 . NB: McCall Boulevard Off-Ramp	65.4	59.6	5.8	No	63.7	58.0	5.7	No	63.6	57.7	5.9	No	61.7	55.9	5.8	No
2 . NB: Redland Avenue Off-Ramp	64.6	58.7	5.9	No	63.8	58.2	5.6	No	64.4	58.5	5.9	No	63.6	57.8	5.8	No
3 . SB: SR-74 Off-Ramp	69.8	65.6	4.2	No	69.2	64.8	4.4	No	68.0	63.7	4.3	No	67.3	62.7	4.6	No
4 . SB: Newport Road Off-Ramp	64.2	58.6	5.6	No	62.9	57.4	5.5	No	63.8	58.4	5.4	No	62.6	57.2	5.4	No
Phase 1 Opening Year Cumulative (2025)																
1 . NB: McCall Boulevard Off-Ramp	65.3	59.5	5.8	No	63.7	57.9	5.8	No	64.3	58.4	5.9	No	62.6	56.8	5.8	No
2 . NB: Redland Avenue Off-Ramp	64.5	58.6	5.9	No	63.8	58.1	5.7	No	64.4	58.5	5.9	No	63.8	58.0	5.8	No
3 . SB: SR-74 Off-Ramp	69.8	65.5	4.3	No	69.1	64.7	4.4	No	68.8	64.5	4.3	No	68.2	63.7	4.5	No
4 . SB: Newport Road Off-Ramp	64.1	58.5	5.6	No	62.9	57.3	5.6	No	63.9	58.4	5.5	No	62.7	57.2	5.5	No
Phases 2 and 3 Opening Year Cumulative (2026)																
1 . NB: McCall Boulevard Off-Ramp	65.2	59.4	5.8	No	63.6	57.8	5.8	No	63.5	57.5	6.0	No	61.7	55.8	5.9	No
2 . NB: Redland Avenue Off-Ramp	64.5	58.6	5.9	No	63.8	58.1	5.7	No	64.3	58.4	5.9	No	63.6	57.7	5.9	No
3 . SB: SR-74 Off-Ramp	69.8	65.5	4.3	No	69.1	64.7	4.4	No	67.9	63.6	4.3	No	67.3	62.6	4.7	No
4 . SB: Newport Road Off-Ramp	64.0	58.4	5.6	No	62.9	57.3	5.6	No	63.7	58.3	5.4	No	62.4	57.0	5.4	No
Horizon Year (2045)																
1 . NB: McCall Boulevard Off-Ramp	64.5	58.6	5.9	No	63.6	57.2	6.4	No	62.8	56.7	6.1	No	61.4	55.2	6.2	No
2 . NB: Redland Avenue Off-Ramp	64.2	58.2	6.0	No	63.4	57.5	5.9	No	64.1	58.1	6.0	No	63.1	57.1	6.0	No
3 . SB: SR-74 Off-Ramp	69.2	64.8	4.4	No	68.6	64.4	4.2	No	67.5	62.9	4.6	No	66.9	62.3	4.6	No
4 . SB: Newport Road Off-Ramp	63.5	57.6	5.9	No	62.3	56.4	5.9	No	63.0	57.4	5.6	No	61.4	56.1	5.3	No

Notes:

mi/hr : miles per hour

[1] Per the Caltrans *Interim Local Development Intergovernmental Review Safety Review Practitioner's Guidance* , a potential safety impact occurs if the speed differential between the freeway mainline speed and ramp speed is 30 miles per hour or more.

11.0 SUMMARY AND CONCLUSIONS

The proposed Menifee Valley Specific Plan Project would consist of residential, recreational, educational, industrial, and commercial/retail uses in 13 PAs. Phase 1 of the project is estimated to be developed by the year 2025. Phases 2 and 3 are estimated to be developed by the year 2026.

11.1 EXISTING CONDITIONS SUMMARY

14 intersections and 18 roadway segments are currently operating at a deficient LOS. With implementation of the project, 34 intersections and 31 roadway segments are forecast to operate at a deficient LOS. With implementation of the recommended circulation improvements described in Chapter 8.0 of this report, all intersections are forecast to operate at a satisfactory LOS. Though some roadway segments are forecast to operate at a deficient LOS with the improvements, it is expected that they'll not affect the traffic flow progressing as all the intersections at the two termini of these segments are forecast to operate at a satisfactory LOS with the improvements.

11.2 PHASE 1 OPENING YEAR CUMULATIVE (2025) CONDITIONS SUMMARY

24 intersections and 23 roadway segments are forecast to operate at a deficient LOS under Phase 1 Opening Year Cumulative (2025) conditions. With implementation of the project, 33 intersections and 29 roadway segments are forecast to operate at a deficient LOS. With implementation of the recommended circulation improvements described in Chapter 8.0 of this report, all intersections are forecast to operate at a satisfactory LOS. Though some roadway segments are forecast to operate at a deficient LOS with the improvements, it is expected that they'll not affect the traffic flow progressing as all the intersections at the two termini of these segments are forecast to operate at a satisfactory LOS with the improvements.

11.3 PHASES 2 AND 3 OPENING YEAR CUMULATIVE (2026) CONDITIONS SUMMARY

29 intersections and 24 roadway segments are forecast to operate at a deficient LOS under Phases 2 and 3 Opening Year Cumulative (2026) conditions. With implementation of the project, 50 intersections and 44 roadway segments are forecast to operate at a deficient LOS. With implementation of the recommended circulation improvements described in Chapter 8.0 of this report, all but one intersection are forecast to operate at a satisfactory LOS. Though some roadway segments are forecast to operate at a deficient LOS with the improvements, it is expected that they'll not affect the traffic flow progressing as all the intersections at the two termini of these segments are forecast to operate at a satisfactory LOS with the improvements.

11.4 HORIZON YEAR (2045) CONDITIONS SUMMARY

62 intersections and 63 roadway segments are forecast to operate at a deficient LOS under Horizon Year (2045) conditions. With implementation of the project, 76 intersections and 79 roadway segments are forecast to operate at a deficient LOS. With implementation of the recommended circulation improvements described in Chapter 8.0 of this report, 3 intersections and 34 roadway segments are forecast to continue to operate at an unsatisfactory LOS. However, these intersections are already identified for additional studies for realignment or forecast to perform at a LOS lower than D in the jurisdiction's General Plan due to right-of-way constraints or feasible improvements

will have a nominal effect on improving the intersection LOS. All other intersections are forecast to operate at a satisfactory LOS.

11.5 CALTRANS SAFETY REVIEW SUMMARY

Based on the collision analysis, the I-215 northbound and southbound freeway segments adjacent to the project site have collision rates that are lower than the average collision rates for similar facilities.

Based on the off-ramp intersection queuing analysis, the project will add more than two vehicle lengths to the off-ramp queues for the adjacent interchange off-ramps. However, the speed differential between the off-ramp and the mainline is less than 30 mph for all scenarios. As such, no additional safety improvements may be necessary for the off-ramp terminals in the vicinity of the project.

APPENDIX A

SCOPING AGREEMENT

APPENDIX B

TRAFFIC COUNT SHEETS AND SIGNAL TIMING SHEETS

APPENDIX C

VOLUME DEVELOPMENT WORKSHEETS

APPENDIX D

INTERSECTION LEVEL OF SERVICE WORKSHEETS

APPENDIX E

SIGNAL WARRANT ANALYSIS WORKSHEETS

APPENDIX F

TASAS COLLISION REPORTS

APPENDIX G

QUEUING ANALYSIS WORKSHEETS

APPENDIX H

HCS WORKSHEETS