Appendix B – ICU Spreadsheets and HCM Reports – Existing Conditions

E-W Street: Amar Rd
N-S Street: Nogales St
Scenario: AM Peak
Overlap Reduce 35%
Lane Capacity: 1600
Dual Lefts Capacity (per lane): 1440

Movement	AM Existing				AM Existing + Project				PHF
	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	
EB Left	22	1	1.00	0.01	22	1	1.00	0.01	0.878
Comb. L-T						0			
EB Thru	1370	2	2.00	0.43	1404	2	2.00	0.44	
Comb. T-R						0			
EB Right	390	1	1.00	0.24	390	1	1.00	0.24	
Comb. L-T-R						0			
WB Left	132	1	1.00	0.08	133	1	1.00	0.08	0.907
Comb. L-T						0			
WB Thru	1008	2	2.00	0.32	1016	2	2.00	0.32	
Comb. T-R						0			
WB Right	3	1	1.00	0.00	3	1	1.00	0.00	
Comb. L-T-R						0			
NB Left	682	1	1.97	0.22	682	1	1.97	0.22	0.956
Comb. L-T		1				1			
NB Thru	10		0.03	0.22	10	0	0.03	0.22	
Comb. T-R						0			
NB Right	220	1	1.00	0.14	224	1	1.00	0.14	
Comb. L-T-R						0			
SB Left	15		0.27	0.04	15	0	0.27	0.04	0.875
Comb. L-T						0			
SB Thru	17		0.31	0.04	17	0	0.31	0.04	
Comb. T-R						0			
SB Right	24		0.43	0.04	24	0	0.43	0.04	
Comb. L-T-R		1				1			

Critical Volumes	E-W:	0.51	E-W:	0.52
	N-S:	0.25	N-S:	0.25
	Total:	0.76	Total:	0.77
Lost Time		0.10		0.10
V/C		0.862		0.874
Level of Service		D		D

E-W Street: Amar Rd
N-S Street: Nogales St
Scenario: PM Peak
Overlap Reduce 40%
Lane Capacity: 1600
Dual Lefts Capacity (per lane): 1440

Movement	PM Existing				PM Existing + Project				PHF
	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	
EB Left	26	1	1.00	0.02	26	1	1.00	0.02	0.956
Comb. L-T		0				0			
EB Thru	1123	2	2.00	0.35	1145	2	2.00	0.36	
Comb. T-R		0				0			
EB Right	326	1	1.00	0.20	326	1	1.00	0.20	
Comb. L-T-R		0				0			
WB Left	216	1	1.00	0.13	218	1	1.00	0.14	0.895
Comb. L-T		0				0			
WB Thru	1010	2	2.00	0.32	1029	2	2.00	0.32	
Comb. T-R		0				0			
WB Right	7	1	1.00	0.00	7	1	1.00	0.00	
Comb. L-T-R		0				0			
NB Left	713	1	1.97	0.23	713	1	1.97	0.23	0.971
Comb. L-T		1				1			
NB Thru	11	0	0.03	0.23	11	0	0.03	0.23	
Comb. T-R		0				0			
NB Right	208	1	1.00	0.13	211	1	1.00	0.13	
Comb. L-T-R		0				0			
SB Left	9	0	0.32	0.02	9	0	0.32	0.02	0.786
Comb. L-T		0				0			
SB Thru	10	0	0.36	0.02	10	0	0.36	0.02	
Comb. T-R		0				0			
SB Right	9	0	0.32	0.02	9	0	0.32	0.02	
Comb. L-T-R		1				1			

Critical Volumes	E-W:	0.49	E-W:	0.49
	N-S:	0.24	N-S:	0.24
	Total:	0.73	Total:	0.74
Lost Time		0.10		0.10
V/C		0.829		0.838
Level of Service		D		D

E-W Street: Amar Rd
N-S Street: Lemon Ave
Scenario: AM Peak
Lane Capacity: 1600
Dual Lefts Capacity (per lane): 1440

Movement	AM Existing				AM Existing + Project				PHF
	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	
EB Left	19	1	1.00	0.01	19	1	1.00	0.01	0.856
Comb. L-T						0			
EB Thru	1206	1	1.54	0.49	1247	1	1.55	0.50	
Comb. T-R		1				1			
EB Right	363		0.46	0.49	363	0	0.45	0.50	
Comb. L-T-R						0			
WB Left	72	1	1.00	0.04	73	1	1.00	0.05	0.974
Comb. L-T						0			
WB Thru	696	2	2.00	0.22	704	2	2.00	0.22	
Comb. T-R						0			
WB Right	12	1	1.00	0.01	12	1	1.00	0.01	
Comb. L-T-R						0			
NB Left	249	1	1.70	0.09	249	1	1.70	0.09	0.901
Comb. L-T		1				1			
NB Thru	43		0.30	0.09	43	0	0.30	0.09	
Comb. T-R						0			
NB Right	100	1	1.00	0.06	104	1	1.00	0.07	
Comb. L-T-R						0			
SB Left	42		0.40	0.06	42	0	0.40	0.06	0.818
Comb. L-T		1				1			
SB Thru	62		0.60	0.06	62	0	0.60	0.06	
Comb. T-R						0			
SB Right	28	1	1.00	0.02	28	1	1.00	0.02	
Comb. L-T-R						0			

Critical Volumes	E-W:	0.54	E-W:	0.55
	N-S:	0.16	N-S:	0.16
	Total:	0.69	Total:	0.70

Lost Time	0.10	0.10

V/C	0.792	0.805
Level of Service	C	D

E-W Street: Amar Rd
N-S Street: Lemon Ave
Scenario: PM Peak
Lane Capacity: 1600
Dual Lefts Capacity (per lane): 1440

Movement	PM Existing				PM Existing + Project				PHF
	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	
EB Left	23	1	1.00	0.01	23	1	1.00	0.01	0.968
Comb. L-T		0				0			
EB Thru	920	1	1.68	0.34	944	1	1.69	0.35	
Comb. T-R		1				1			
EB Right	174	0	0.32	0.34	174	0	0.31	0.35	
Comb. L-T-R		0				0			
WB Left	96	1	1.00	0.06	98	1	1.00	0.06	0.944
Comb. L-T		0				0			
WB Thru	916	2	2.00	0.29	936	2	2.00	0.29	
Comb. T-R		0				0			
WB Right	32	1	1.00	0.02	32	1	1.00	0.02	
Comb. L-T-R		0				0			
NB Left	316	1	1.75	0.11	316	1	1.75	0.11	0.933
Comb. L-T		1				1			
NB Thru	46	0	0.25	0.11	46	0	0.25	0.11	
Comb. T-R		0				0			
NB Right	114	1	1.00	0.07	117	1	1.00	0.07	
Comb. L-T-R		0				0			
SB Left	32	0	0.55	0.04	32	0	0.55	0.04	0.838
Comb. L-T		1				1			
SB Thru	26	0	0.45	0.04	26	0	0.45	0.04	
Comb. T-R		0				0			
SB Right	21	1	1.00	0.01	21	1	1.00	0.01	
Comb. L-T-R		0				0			

Critical Volumes	E-W:	0.40	E-W:	0.41
	N-S:	0.15	N-S:	0.15
	Total:	0.55	Total:	0.56

Lost Time	0.10	0.10

V/C	0.652	0.661
Level of Service	B	B

E-W Street: Amar Rd
N-S Street: Meadow Pass Rd
Scenario: AM Peak
Lane Capacity: 1600
Dual Lefts Capacity (per lane): 1440

Movement	AM Existing				AM Existing + Project				PHF
	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	
EB Left	27	1	1.00	0.02	27	1	1.00	0.02	0.862
Comb. L-T						0			
EB Thru	1245	2	2.00	0.39	1290	2	2.00	0.40	
Comb. T-R						0			
EB Right	44	1	1.00	0.03	44	1	1.00	0.03	
Comb. L-T-R						0			
WB Left	155	1	1.00	0.10	156	1	1.00	0.10	0.890
Comb. L-T						0			
WB Thru	845	2	2.00	0.26	855	2	2.00	0.27	
Comb. T-R						0			
WB Right	12	1	1.00	0.01	12	1	1.00	0.01	
Comb. L-T-R						0			
NB Left	71	1	1.00	0.04	71	1	1.00	0.04	0.709
Comb. L-T						0			
NB Thru	209	1	1.00	0.13	209	1	1.00	0.13	
Comb. T-R						0			
NB Right	253	1	1.00	0.16	258	1	1.00	0.16	
Comb. L-T-R						0			
SB Left	47	1	1.00	0.03	47	1	1.00	0.03	0.727
Comb. L-T						0			
SB Thru	168		0.77	0.14	168	0	0.77	0.14	
Comb. T-R		1				1			
SB Right	50		0.23	0.14	50	0	0.23	0.14	
Comb. L-T-R						0			

Critical Volumes	E-W:	0.49	E-W:	0.50
	N-S:	0.19	N-S:	0.19
	Total:	0.67	Total:	0.69

Lost Time	0.10	0.10

V/C	0.773	0.791
Level of Service	C	C

E-W Street: Amar Rd
N-S Street: Meadow Pass Rd
Scenario: PM Peak
Lane Capacity: 1600
Dual Lefts Capacity (per lane): 1440

Movement	PM Existing				PM Existing + Project				PHF
	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	
EB Left	31	1	1.00	0.02	31	1	1.00	0.02	0.827
Comb. L-T		0				0			
EB Thru	1184	2	2.00	0.37	1217	2	2.00	0.38	
Comb. T-R		0				0			
EB Right	24	1	1.00	0.02	24	1	1.00	0.02	
Comb. L-T-R		0				0			
WB Left	134	1	1.00	0.08	136	1	1.00	0.09	0.947
Comb. L-T		0				0			
WB Thru	1044	2	2.00	0.33	1067	2	2.00	0.33	
Comb. T-R		0				0			
WB Right	45	1	1.00	0.03	45	1	1.00	0.03	
Comb. L-T-R		0				0			
NB Left	20	1	1.00	0.01	20	1	1.00	0.01	0.878
Comb. L-T		0				0			
NB Thru	102	1	1.00	0.06	102	1	1.00	0.06	
Comb. T-R		0				0			
NB Right	189	1	1.00	0.12	192	1	1.00	0.12	
Comb. L-T-R		0				0			
SB Left	44	1	1.00	0.03	44	1	1.00	0.03	0.778
Comb. L-T		0				0			
SB Thru	58	0	0.58	0.06	58	0	0.58	0.06	
Comb. T-R		1				1			
SB Right	42	0	0.42	0.06	42	0	0.42	0.06	
Comb. L-T-R		0				0			

Critical Volumes	E-W:	0.45	E-W:	0.47
	N-S:	0.15	N-S:	0.15
	Total:	0.60	Total:	0.61
Lost Time		0.10		0.10
V/C		0.699		0.713
Level of Service		B		C

E-W Street: Temple Ave
N-S Street: Grand Ave
Scenario: AM Peak
Overlap Reduce 10%
Lane Capacity: 1600
Dual Lefts Capacity (per lane): 1440

Movement	AM Existing				AM Existing + Project				Existing + Project with Mitigation				PHF
	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	
EB Left	352	2	2.00	0.12	372	2	2.00	0.13	372	2	2.00	0.13	
Comb. L-T						0				0			
EB Thru	852	2	2.00	0.27	882	2	2.00	0.28	882	2	2.48	0.22	0.844
Comb. T-R						0				1			
EB Right	166	1	1.00	0.10	166	1	1.00	0.10	185	0	0.52	0.22	
Comb. L-T-R						0				0			
WB Left	91	2	2.00	0.03	102	2	2.00	0.04	102	2	2.00	0.04	
Comb. L-T						0				0			
WB Thru	482	2	2.00	0.15	489	2	2.00	0.15	489	2	2.02	0.15	0.912
Comb. T-R						0				1			
WB Right	189	1	1.00	0.12	212	1	1.00	0.13	236	0	0.98	0.15	
Comb. L-T-R						0				0			
NB Left	215	2	2.00	0.07	215	2	2.00	0.07	215	2	2.00	0.07	
Comb. L-T						0				0			
NB Thru	1354	3	3.00	0.28	1437	3	3.00	0.30	1437	3	3.00	0.30	0.848
Comb. T-R						0				0			
NB Right	651	1	1.00	0.41	696	1	1.00	0.44	696	1	1.00	0.44	
Comb. L-T-R						0				0			
SB Left	368	2	2.00	0.13	423	2	2.00	0.15	423	2	2.00	0.15	
Comb. L-T						0				0			
SB Thru	1211	2	2.48	0.30	1230	2	2.48	0.31	1230	2	2.48	0.31	0.853
Comb. T-R		1				1				1			
SB Right	253		0.52	0.30	258	0	0.52	0.31	258	0	0.52	0.31	
Comb. L-T-R						0				0			

Critical Volumes	E-W:	0.30	E-W:	0.31	E-W:	0.28
	N-S:	0.53	N-S:	0.58	N-S:	0.58
	Total:	0.83	Total:	0.89	Total:	0.86
Lost Time		0.10		0.10		0.10
V/C		0.932		0.993		0.962
Level of Service		E		E		E

E-W Street: Temple Ave
N-S Street: Grand Ave
Scenario: PM Peak
Overlap Reduce 15%
Lane Capacity: 1600
Dual Lefts Capacity (per lane): 1440

Movement	PM Existing				PM Existing + Project				Existing + Project with Mitigation				PHF
	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	
EB Left	383	2	2.00	0.13	396	2	2.00	0.14	396	2	2.00	0.14	0.933
Comb. L-T		0				0				0			
EB Thru	638	2	2.00	0.20	657	2	2.00	0.21	657	2	2.15	0.19	
Comb. T-R		0				0				1			
EB Right	221	1	1.00	0.14	221	1	1.00	0.14	259	0	0.85	0.19	
Comb. L-T-R		0				0				0			
WB Left	237	2	2.00	0.08	263	2	2.00	0.09	263	2	2.00	0.09	0.923
Comb. L-T		0				0				0			
WB Thru	660	2	2.00	0.21	675	2	2.00	0.21	675	2	2.06	0.20	
Comb. T-R		0				0				1			
WB Right	230	1	1.00	0.14	261	1	1.00	0.16	307	0	0.94	0.20	
Comb. L-T-R		0				0				0			
NB Left	365	2	2.00	0.13	365	2	2.00	0.13	365	2	2.00	0.13	0.880
Comb. L-T		0				0				0			
NB Thru	1328	3	3.00	0.28	1382	3	3.00	0.29	1382	3	3.00	0.29	
Comb. T-R		0				0				0			
NB Right	305	1	1.00	0.19	334	1	1.00	0.21	334	1	1.00	0.21	
Comb. L-T-R		0				0				0			
SB Left	280	2	2.00	0.10	320	2	2.00	0.11	320	2	2.00	0.11	0.934
Comb. L-T		0				0				0			
SB Thru	827	2	2.16	0.24	868	2	2.17	0.25	868	2	2.17	0.25	
Comb. T-R		1				1				1			
SB Right	324	0	0.84	0.24	334	0	0.83	0.25	334	0	0.83	0.25	
Comb. L-T-R		0				0				0			

Critical Volumes			E-W:	0.34			E-W:	0.35			E-W:	0.34	
			N-S:	0.37			N-S:	0.40			N-S:	0.40	
			Total:	0.71			Total:	0.75			Total:	0.74	
Lost Time				0.10				0.10				0.10	
V/C				0.813				0.847				0.841	
Level of Service				D				D				D	

E-W Street: Temple Ave
N-S Street: Mt SAC Way
Scenario: AM Peak
Lane Capacity: 1600
Dual Lefts Capacity (per lane): 1440

Movement	AM Existing				AM Existing + Project				PHF
	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	
EB Left	331	1	1.00	0.21	373	1	1.00	0.23	0.932
Comb. L-T						0			
EB Thru	1248	2	2.00	0.39	1326	2	2.00	0.41	
Comb. T-R						0			
EB Right	177	1	1.00	0.11	181	1	1.00	0.11	
Comb. L-T-R						0			
WB Left	63	1	1.00	0.04	67	1	1.00	0.04	0.904
Comb. L-T						0			
WB Thru	695	2	2.00	0.22	727	2	2.00	0.23	
Comb. T-R						0			
WB Right	242	1	1.00	0.15	271	1	1.00	0.17	
Comb. L-T-R						0			
NB Left	10		0.41	0.01	11	0	0.44	0.02	0.714
Comb. L-T		1				1			
NB Thru	14		0.59	0.01	14	0	0.56	0.02	
Comb. T-R						0			
NB Right	4	1	1.00	0.00	6	1	1.00	0.00	
Comb. L-T-R						0			
SB Left	68		0.75	0.06	75	0	0.77	0.06	0.795
Comb. L-T		1				1			
SB Thru	23		0.25	0.06	23	0	0.23	0.06	
Comb. T-R						0			
SB Right	129	1	1.00	0.08	141	1	1.00	0.09	
Comb. L-T-R						0			

Critical Volumes	E-W:	0.43	E-W:	0.46
	N-S:	0.10	N-S:	0.10
	Total:	0.53	Total:	0.56
Lost Time		0.10		0.10
V/C		0.625		0.664
Level of Service		B		B

E-W Street: Temple Ave
N-S Street: Mt SAC Way
Scenario: PM Peak
Lane Capacity: 1600
Dual Lefts Capacity (per lane): 1440

Movement	PM Existing				PM Existing + Project				PHF
	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	
EB Left	189	1	1.00	0.12	219	1	1.00	0.14	0.915
Comb. L-T		0				0			
EB Thru	1042	2	2.00	0.33	1102	2	2.00	0.34	
Comb. T-R		0				0			
EB Right	37	1	1.00	0.02	40	1	1.00	0.03	
Comb. L-T-R		0				0			
WB Left	13	1	1.00	0.01	17	1	1.00	0.01	0.967
Comb. L-T		0				0			
WB Thru	862	2	2.00	0.27	911	2	2.00	0.28	
Comb. T-R		0				0			
WB Right	76	1	1.00	0.05	95	1	1.00	0.06	
Comb. L-T-R		0				0			
NB Left	114	0	0.88	0.08	117	0	0.88	0.08	0.717
Comb. L-T		1				1			
NB Thru	15	0	0.12	0.08	15	0	0.12	0.08	
Comb. T-R		0				0			
NB Right	22	1	1.00	0.01	25	1	1.00	0.02	
Comb. L-T-R		0				0			
SB Left	149	0	0.96	0.10	166	0	0.97	0.11	0.852
Comb. L-T		1				1			
SB Thru	6	0	0.04	0.10	6	0	0.03	0.11	
Comb. T-R		0				0			
SB Right	189	1	1.00	0.12	214	1	1.00	0.13	
Comb. L-T-R		0				0			

Critical Volumes	E-W:	0.39	E-W:	0.42
	N-S:	0.20	N-S:	0.22
	Total:	0.59	Total:	0.64

Lost Time	0.10	0.10

V/C	0.687	0.738
Level of Service	B	C

E-W Street: Temple Ave
N-S Street: Transit Center Access
Scenario: AM Peak
Lane Capacity: 1600
Dual Lefts Capacity (per lane): 1440

Movement	AM Existing				AM Existing + Project				PHF
	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	
EB Left	26	1	1.00	0.02	26	1	1.00	0.02	0.859
Comb. L-T						0			
EB Thru	1502	2	2.00	0.47	1580	2	2.00	0.49	
Comb. T-R						0			
EB Right			0.00		15	1	1.00	0.01	
Comb. L-T-R						0			
WB Left (U)	0	1	1.00	0.00	15	1	1.00	0.01	0.853
Comb. L-T						0			
WB Thru	948	2	2.00	0.30	1015	2	2.00	0.32	
Comb. T-R						0			
WB Right	124	1	1.00	0.08	124	1	1.00	0.08	
Comb. L-T-R						0			
NB Left	0		0.00		3	1	1.00	0.00	0.920
Comb. L-T						0			
NB Thru	0		0.00		0	0	0.00		
Comb. T-R						0			
NB Right	0		0.00		3	1	1.00	0.00	
Comb. L-T-R						0			
SB Left	16		0.50	0.02	16	0	0.50	0.02	0.750
Comb. L-T						0			
SB Thru			0.00		0	0	0.00		
Comb. T-R						0			
SB Right	16		0.50	0.02	16	0	0.50	0.02	
Comb. L-T-R		1				1			

Critical Volumes	E-W:	0.47	E-W:	0.50
	N-S:	0.02	N-S:	0.02
	Total:	0.49	Total:	0.53

Lost Time	0.10	0.10

V/C	0.589	0.625
Level of Service	A	B

E-W Street: Temple Ave
N-S Street: Transit Center Access
Scenario: PM Peak
Lane Capacity: 1600
Dual Lefts Capacity (per lane): 1440

Movement	PM Existing				PM Existing + Project				PHF
	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	
EB Left	37	1	1.00	0.02	37	1	1.00	0.02	0.912
Comb. L-T		0				0			
EB Thru	1075	2	2.00	0.34	1144	2	2.00	0.36	
Comb. T-R		0				0			
EB Right		0	0.00		10	1	1.00	0.01	
Comb. L-T-R		0				0			
WB Left (U)	0	1	1.00	0.00	10	1	1.00	0.01	0.944
Comb. L-T		0				0			
WB Thru	991	2	2.00	0.31	1056	2	2.00	0.33	
Comb. T-R		0				0			
WB Right	81	1	1.00	0.05	81	1	1.00	0.05	
Comb. L-T-R		0				0			
NB Left	0	0	0.00		8	1	1.00	0.00	0.920
Comb. L-T		0				0			
NB Thru	0	0	0.00		0	0	0.00		
Comb. T-R		0				0			
NB Right	0	0	0.00		8	1	1.00	0.00	
Comb. L-T-R		0				0			
SB Left	43	0	0.63	0.04	43	0	0.63	0.04	0.794
Comb. L-T		0				0			
SB Thru		0	0.00		0	0	0.00		
Comb. T-R		0				0			
SB Right	25	0	0.37	0.04	25	0	0.37	0.04	
Comb. L-T-R		1				1			

Critical Volumes	E-W:	0.34	E-W:	0.36
	N-S:	0.04	N-S:	0.05
	Total:	0.38	Total:	0.41
Lost Time		0.10		0.10
V/C		0.478		0.511
Level of Service		A		A

E-W Street: Temple Ave
N-S Street: Bonita Dr
Scenario: AM Peak
Overlap Reduce 10%
Lane Capacity: 1600
Dual Lefts Capacity (per lane): 1440

Movement	AM Existing				AM Existing + Project				PHF
	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	
EB Left	328	2	2.00	0.11	387	2	2.00	0.13	
Comb. L-T						0			
EB Thru	776	1	1.71	0.28	791	2	2.00	0.25	0.883
Comb. T-R		1				0			
EB Right	131		0.29	0.28	136	1	1.00	0.08	
Comb. L-T-R						0			
WB Left	130	1	1.00	0.08	140	1	1.00	0.09	
Comb. L-T						0			
WB Thru	1035	2	2.00	0.32	1096	2	2.00	0.34	0.929
Comb. T-R						0			
WB Right	543	1	1.00	0.34	613	1	1.00	0.38	
Comb. L-T-R						0			
NB Left	28	1	1.00	0.02	29	1	1.00	0.02	
Comb. L-T						0			
NB Thru	21	1	1.00	0.01	21	1	1.00	0.01	0.579
Comb. T-R						0			
NB Right	28	1	1.00	0.02	31	1	1.00	0.02	
Comb. L-T-R						0			
SB Left	91	2	2.00	0.03	116	2	2.00	0.04	
Comb. L-T						0			
SB Thru	30	1	1.00	0.02	30	1	1.00	0.02	0.733
Comb. T-R						0			
SB Right	45	1	1.00	0.03	60	1	1.00	0.04	
Comb. L-T-R						0			

Critical Volumes	E-W:	0.45	E-W:	0.52
	N-S:	0.05	N-S:	0.06
	Total:	0.50	Total:	0.58
Lost Time		0.10		0.10
V/C		0.602		0.677
Level of Service		B		B

E-W Street: Temple Ave
N-S Street: Bonita Dr
Scenario: PM Peak
Overlap Reduce 15%
Lane Capacity: 1600
Dual Lefts Capacity (per lane): 1440

Movement	PM Existing				PM Existing + Project				PHF
	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	
EB Left	187	2	2.00	0.07	228	2	2.00	0.08	0.875
Comb. L-T		0				0			
EB Thru	968	1	1.95	0.31	1003	2	2.00	0.31	
Comb. T-R		1				0			
EB Right	25	0	0.05	0.31	29	1	1.00	0.02	
Comb. L-T-R		0				0			
WB Left	26	1	1.00	0.02	32	1	1.00	0.02	0.900
Comb. L-T		0				0			
WB Thru	966	2	2.00	0.30	1009	2	2.00	0.32	
Comb. T-R		0				0			
WB Right	157	1	1.00	0.10	207	1	1.00	0.13	
Comb. L-T-R		0				0			
NB Left	15	1	1.00	0.01	17	1	1.00	0.01	0.886
Comb. L-T		0				0			
NB Thru	12	1	1.00	0.01	12	1	1.00	0.01	
Comb. T-R		0				0			
NB Right	61	1	1.00	0.04	67	1	1.00	0.04	
Comb. L-T-R		0				0			
SB Left	191	2	2.00	0.07	245	2	2.00	0.09	0.787
Comb. L-T		0				0			
SB Thru	6	1	1.00	0.00	6	1	1.00	0.00	
Comb. T-R		0				0			
SB Right	88	1	1.00	0.05	118	1	1.00	0.07	
Comb. L-T-R		0				0			

Critical Volumes	E-W:	0.37	E-W:	0.39
	N-S:	0.10	N-S:	0.13
	Total:	0.47	Total:	0.52
Lost Time		0.10		0.10
V/C		0.571		0.621
Level of Service		A		B

Intersection	
Int Delay, s/veh	0

Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations								
Traffic Vol, veh/h	1	1	766	0	1594	137	0	0
Future Vol, veh/h	1	1	766	0	1594	137	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	None
Storage Length	-	350	-	137	-	120	-	0
Veh in Median Storage, #	-	-	0	-	0	-	0	-
Grade, %	-	-	0	-	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2
Mvmt Flow	1	1	833	0	1733	149	0	0

Major/Minor	Major1			Major2			Minor2	
Conflicting Flow All	1733	1882	0	833	-	0	-	867
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	6.44	4.14	-	6.44	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.52	2.22	-	2.52	-	-	-	3.32
Pot Cap-1 Maneuver	111	315	-	425	-	-	0	296
Stage 1	-	-	-	-	-	-	0	-
Stage 2	-	-	-	-	-	-	0	-
Platoon blocked, %			-		-	-		
Mov Cap-1 Maneuver	164	164	-	425	-	-	-	296
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBU	WBT	WBR	SBLn1
Capacity (veh/h)	164	-	425	-	-	-
HCM Lane V/C Ratio	0.013	-	-	-	-	-
HCM Control Delay (s)	27.2	-	0	-	-	0
HCM Lane LOS	D	-	A	-	-	A
HCM 95th %tile Q(veh)	0	-	0	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations								
Traffic Vol, veh/h	1	1	800	0	1724	150	0	0
Future Vol, veh/h	1	1	800	0	1724	150	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	None
Storage Length	-	350	-	137	-	120	-	0
Veh in Median Storage, #	-	-	0	-	0	-	0	-
Grade, %	-	-	0	-	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2
Mvmt Flow	1	1	870	0	1874	163	0	0

Major/Minor	Major1			Major2			Minor2	
Conflicting Flow All	1874	2037	0	870	-	0	-	937
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	6.44	4.14	-	6.44	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.52	2.22	-	2.52	-	-	-	3.32
Pot Cap-1 Maneuver	90	274	-	402	-	-	0	266
Stage 1	-	-	-	-	-	-	0	-
Stage 2	-	-	-	-	-	-	0	-
Platoon blocked, %			-		-	-		
Mov Cap-1 Maneuver	135	135	-	402	-	-	-	266
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBU	WBT	WBR	SBLn1
Capacity (veh/h)	135	-	402	-	-	-
HCM Lane V/C Ratio	0.016	-	-	-	-	-
HCM Control Delay (s)	32	-	0	-	-	0
HCM Lane LOS	D	-	A	-	-	A
HCM 95th %tile Q(veh)	0	-	0	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations								
Traffic Vol, veh/h	1	1	1058	3	1027	19	0	0
Future Vol, veh/h	1	1	1058	3	1027	19	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	None
Storage Length	-	350	-	137	-	120	-	0
Veh in Median Storage, #	-	-	0	-	0	-	0	-
Grade, %	-	-	0	-	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2
Mvmt Flow	1	1	1150	3	1116	21	0	0

Major/Minor	Major1			Major2			Minor2	
Conflicting Flow All	1116	1137	0	1150	-	0	-	558
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	6.44	4.14	-	6.44	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.52	2.22	-	2.52	-	-	-	3.32
Pot Cap-1 Maneuver	280	610	-	266	-	-	0	473
Stage 1	-	-	-	-	-	-	0	-
Stage 2	-	-	-	-	-	-	0	-
Platoon blocked, %			-		-	-		
Mov Cap-1 Maneuver	384	384	-	266	-	-	-	473
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0.1	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBU	WBT	WBR	SBLn1
Capacity (veh/h)	384	-	266	-	-	-
HCM Lane V/C Ratio	0.006	-	0.012	-	-	-
HCM Control Delay (s)	14.4	-	18.7	-	-	0
HCM Lane LOS	B	-	C	-	-	A
HCM 95th %tile Q(veh)	0	-	0	-	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configuration								
Traffic Vol, veh/h	1	1	1136	3	1117	28	0	0
Future Vol, veh/h	1	1	1136	3	1117	28	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	None
Storage Length	-	350	-	137	-	120	-	0
Veh in Median Storage, #	-	-	0	-	0	-	0	-
Grade, %	-	-	0	-	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2
Mvmt Flow	1	1	1235	3	1214	30	0	0

Major/Minor	Major1			Major2			Minor2	
Conflicting Flow All	1214	1244	0	1235	-	0	-	607
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	6.44	4.14	-	6.44	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.52	2.22	-	2.52	-	-	-	3.32
Pot Cap-1 Maneuver	242	555	-	234	-	-	0	439
Stage 1	-	-	-	-	-	-	0	-
Stage 2	-	-	-	-	-	-	0	-
Platoon blocked, %			-		-	-		
Mov Cap-1 Maneuver	337	337	-	234	-	-	-	439
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0.1	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBU	WBT	WBR	SBLn1
Capacity (veh/h)	337	-	234	-	-	-
HCM Lane V/C Ratio	0.006	-	0.014	-	-	-
HCM Control Delay (s)	15.8	-	20.6	-	-	0
HCM Lane LOS	C	-	C	-	-	A
HCM 95th %tile Q(veh)	0	-	0	-	-	-

E-W Street: Temple Ave
N-S Street: University Dr
Scenario: AM Peak
Overlap Reduce 15%
Lane Capacity: 1600
Dual Lefts Capacity (per lane): 1440

Movement	AM Existing				AM Existing + Project				Existing + Project with Mitigation				PHF
	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	
EB Left	332	2	2.00	0.12	332	2	2.00	0.12	332	2	2.00	0.12	
Comb. L-T						0							
EB Thru	606	2	2.00	0.19	648	2	2.00	0.20	648	2	2.00	0.20	0.814
Comb. T-R						0							
EB Right	2	1	1.00	0.00	2	1	1.00	0.00	2	1	1.00	0.00	
Comb. L-T-R						0							
WB Left	15	1	1.00	0.01	15	1	1.00	0.01	15	1	1.00	0.01	
Comb. L-T						0							
WB Thru	1622	2	2.00	0.51	1769	2	2.00	0.55	1769	2	2.33	0.47	0.983
Comb. T-R						0				1			
WB Right	434	1	1.00	0.27	434	1	1.00	0.27	511	0	0.67	0.47	
Comb. L-T-R						0							
NB Left	0	1	1.00	0.00	0	1	1.00	0.00	0	1	1.00	0.00	
Comb. L-T						0							
NB Thru	4		0.50	0.01	4	0	0.50	0.01	4		0.50	0.01	0.500
Comb. T-R		1				1				1			
NB Right	4		0.50	0.01	4	0	0.50	0.01	4		0.50	0.01	
Comb. L-T-R						0							
SB Left	260	1	1.99	0.08	260	1	1.99	0.08	260	1	1.99	0.08	
Comb. L-T		1				1				1			
SB Thru	1		0.01	0.08	1	0	0.01	0.08	1		0.01	0.08	0.759
Comb. T-R						0							
SB Right	187	1	1.00	0.12	187	1	1.00	0.12	187	1	1.00	0.12	
Comb. L-T-R						0							

Critical Volumes			E-W:	0.62			E-W:	0.67			E-W:	0.59	
			N-S:	0.12			N-S:	0.12			N-S:	0.12	
			Total:	0.74			Total:	0.78			Total:	0.71	
Lost Time				0.10				0.10				0.10	
V/C				0.839				0.885				0.807	
Level of Service				D				D				D	

E-W Street: Temple Ave
N-S Street: University Dr
Scenario: PM Peak
Overlap Reduce 40%
Lane Capacity: 1600
Dual Lefts Capacity (per lane): 1440

Movement	PM Existing				PM Existing + Project				Existing + Project with Mitigation				PHF
	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	
EB Left	145	2	2.00	0.05	145	2	2.00	0.05	145	2	2.00	0.05	0.886
Comb. L-T		0				0							
EB Thru	1042	2	2.00	0.33	1130	2	2.00	0.35	1130	2	2.00	0.35	
Comb. T-R		0				0							
EB Right	1	1	1.00	0.00	1	1	1.00	0.00	1	1	1.00	0.00	
Comb. L-T-R		0				0							
WB Left	39	1	1.00	0.02	39	1	1.00	0.02	39	1	1.00	0.02	0.897
Comb. L-T		0				0							
WB Thru	980	2	2.00	0.31	1091	2	2.00	0.34	1091	2	2.39	0.28	
Comb. T-R		0				0				1			
WB Right	166	1	1.00	0.10	166	1	1.00	0.10	277	0	0.61	0.28	
Comb. L-T-R		0				0							
NB Left	4	1	1.00	0.00	4	1	1.00	0.00	4	1	1.00	0.00	0.563
Comb. L-T		0				0							
NB Thru	7	0	0.57	0.01	7	0	0.57	0.01	7		0.57	0.01	
Comb. T-R		1				1				1			
NB Right	5	0	0.43	0.01	5	0	0.43	0.01	5		0.43	0.01	
Comb. L-T-R		0				0							
SB Left	699	1	1.95	0.22	699	1	1.95	0.22	699	1	1.95	0.22	0.790
Comb. L-T		1				1				1			
SB Thru	16	0	0.05	0.22	16	0	0.05	0.22	16		0.05	0.22	
Comb. T-R		0				0							
SB Right	213	1	1.00	0.13	213	1	1.00	0.13	213	1	1.00	0.13	
Comb. L-T-R		0				0							

Critical Volumes			E-W:	0.36			E-W:	0.39			E-W:	0.38	
			N-S:	0.23			N-S:	0.23			N-S:	0.23	
			Total:	0.59			Total:	0.62			Total:	0.61	
Lost Time				0.10				0.10				0.10	
V/C				0.688				0.722				0.709	
Level of Service				B				C				C	

E-W Street: Temple Ave
N-S Street: Campus Dr
Scenario: AM Peak
Overlap Reduce 10%
Lane Capacity: 1600
Dual Lefts Capacity (per lane): 1440

Movement	AM Existing				AM Existing + Project				Existing + Project with Mitigation				PHF
	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	
EB Left	351	2	2.00	0.12	372	2	2.00	0.13	372	2	2.00	0.13	
Comb. L-T						0				0			
EB Thru	433	2	2.89	0.09	450	2	2.90	0.10	450	2	2.90	0.10	0.883
Comb. T-R		1				1				1			
EB Right	16		0.11	0.09	16	0	0.10	0.10	16	0	0.10	0.10	
Comb. L-T-R						0				0			
WB Left	22	1	1.00	0.01	22	1	1.00	0.01	22	1	1.00	0.01	
Comb. L-T						0				0			
WB Thru	1354	2	2.00	0.42	1419	2	2.00	0.44	1419	2	2.46	0.36	0.993
Comb. T-R						0				1			
WB Right	312	1	1.00	0.20	312	1	1.00	0.20	312	0	0.54	0.36	
Comb. L-T-R						0				0			
NB Left	57	1	1.00	0.04	57	1	1.00	0.04	57	1	1.00	0.04	
Comb. L-T						0				0			
NB Thru	45	1	1.27	0.02	45	1	1.27	0.02	45	1	1.27	0.02	0.688
Comb. T-R		1				1				1			
NB Right	26		0.73	0.02	26	0	0.73	0.02	26	0	0.73	0.02	
Comb. L-T-R						0				0			
SB Left	144	1	1.69	0.05	144	1	1.69	0.05	144	1	1.69	0.05	
Comb. L-T		1				1				1			
SB Thru	26		0.31	0.05	26	0	0.31	0.05	26	0	0.31	0.05	0.837
Comb. T-R						0				0			
SB Right	1031	2	2.00	0.32	1115	2	2.00	0.35	1115	2	2.00	0.35	
Comb. L-T-R						0				0			

Critical Volumes			E-W:	0.54			E-W:	0.57			E-W:	0.49	
			N-S:	0.36			N-S:	0.38			N-S:	0.38	
			Total:	0.90			Total:	0.96			Total:	0.87	
Lost Time				0.10				0.10				0.10	
V/C				1.003				1.056				0.973	
Level of Service				F				F				E	

E-W Street: Temple Ave
N-S Street: Campus Dr
Scenario: PM Peak
Overlap Reduce 25%
Lane Capacity: 1600
Dual Lefts Capacity (per lane): 1440

Movement	PM Existing				PM Existing + Project				Existing + Project with Mitigation				PHF
	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	
EB Left	658	2	2.00	0.23	706	2	2.00	0.24	706	2	2.00	0.24	0.904
Comb. L-T		0				0				0			
EB Thru	978	2	2.89	0.21	1016	2	2.90	0.22	1016	2	2.90	0.22	
Comb. T-R		1				1				1			
EB Right	36	0	0.11	0.21	36	0	0.10	0.22	36	0	0.10	0.22	
Comb. L-T-R		0				0				0			
WB Left	56	1	1.00	0.04	56	1	1.00	0.04	56	1	1.00	0.04	0.892
Comb. L-T		0				0				0			
WB Thru	834	2	2.00	0.26	884	2	2.00	0.28	884	2	2.02	0.27	
Comb. T-R		0				0				1			
WB Right	430	1	1.00	0.27	430	1	1.00	0.27	430	0	0.98	0.27	
Comb. L-T-R		0				0				0			
NB Left	46	1	1.00	0.03	46	1	1.00	0.03	46	1	1.00	0.03	0.825
Comb. L-T		0				0				0			
NB Thru	55	1	0.96	0.04	55	1	0.96	0.04	55	1	0.96	0.04	
Comb. T-R		1				1				1			
NB Right	59	0	1.04	0.04	59	0	1.04	0.04	59	0	1.04	0.04	
Comb. L-T-R		0				0				0			
SB Left	361	1	1.79	0.13	361	1	1.79	0.13	361	1	1.79	0.13	0.863
Comb. L-T		1				1				1			
SB Thru	43	0	0.21	0.13	43	0	0.21	0.13	43	0	0.21	0.13	
Comb. T-R		0				0				0			
SB Right	363	2	2.00	0.11	410	2	2.00	0.13	410	2	2.00	0.13	
Comb. L-T-R		0				0				0			

Critical Volumes			E-W:	0.50			E-W:	0.52			E-W:	0.52	
			N-S:	0.16			N-S:	0.16			N-S:	0.16	
			Total:	0.66			Total:	0.68			Total:	0.68	
Lost Time				0.10				0.10				0.10	
V/C				0.759				0.783				0.780	
Level of Service				C				C				C	

E-W Street: Kellogg Dr
N-S Street: Campus Dr
Scenario: AM Peak
Overlap Reduce 20%
Lane Capacity: 1600
Dual Lefts Capacity (per lane): 1440

Movement	AM Existing				AM Existing + Project				Existing + Project with Mitigation				PHF
	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	
EB Left	49	1	1.00	0.03	49	1	1.00	0.03	49	1	1.00	0.03	
Comb. L-T						0							
EB Thru	164	1	1.53	0.07	164	1	1.49	0.07	164	1	1.00	0.10	0.917
Comb. T-R		1				1				0			
EB Right	457	1	1.47	0.19	507	1	1.51	0.21	507	2	2.00	0.16	
Comb. L-T-R						0							
WB Left	216	1	1.00	0.14	216	1	1.00	0.14	216	1	1.00	0.14	
Comb. L-T						0							
WB Thru	470	2	2.00	0.15	470	2	2.00	0.15	470	2	2.00	0.15	0.717
Comb. T-R						0							
WB Right	70	1	1.00	0.04	70	1	1.00	0.04	70	1	1.00	0.04	
Comb. L-T-R						0							
NB Left	401	2	2.00	0.14	404	2	2.00	0.14	404	2	2.00	0.14	
Comb. L-T						0							
NB Thru	306	1	1.82	0.10	323	1	1.83	0.11	323	1	1.83	0.11	0.876
Comb. T-R		1				1				1			
NB Right	30		0.18	0.10	30	0	0.17	0.11	30		0.17	0.11	
Comb. L-T-R						0							
SB Left	72	1	1.00	0.05	72	1	1.00	0.05	72	1	1.00	0.05	
Comb. L-T						0							
SB Thru	701	1	1.69	0.26	728	1	1.70	0.27	728	1	1.70	0.27	0.814
Comb. T-R		1				1				1			
SB Right	130		0.31	0.26	130	0	0.30	0.27	130		0.30	0.27	
Comb. L-T-R						0							

Critical Volumes	E-W:	0.33		E-W:	0.34		E-W:	0.29	
	N-S:	0.40		N-S:	0.41		N-S:	0.41	
	Total:	0.73		Total:	0.75		Total:	0.70	
Lost Time		0.10			0.10			0.10	
V/C		0.828			0.853			0.802	
Level of Service		D			D			D	

E-W Street: Kellogg Dr
N-S Street: Campus Dr
Scenario: PM Peak
Overlap Reduce 25%
Lane Capacity: 1600
Dual Lefts Capacity (per lane): 1440

Movement	PM Existing				PM Existing + Project				Existing + Project with Mitigation				PHF
	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	
EB Left	90	1	1.00	0.06	90	1	1.00	0.06	90	1	1.00	0.06	0.891
Comb. L-T		0				0							
EB Thru	227	1	1.68	0.08	227	1	1.64	0.09	227	1	1.00	0.14	
Comb. T-R		1				1				0			
EB Right	444	1	1.32	0.21	476	1	1.36	0.22	476	2	2.00	0.15	
Comb. L-T-R		0				0							
WB Left	35	1	1.00	0.02	35	1	1.00	0.02	35	1	1.00	0.02	0.925
Comb. L-T		0				0							
WB Thru	235	2	2.00	0.07	235	2	2.00	0.07	235	2	2.00	0.07	
Comb. T-R		0				0							
WB Right	143	1	1.00	0.09	143	1	1.00	0.09	143	1	1.00	0.09	
Comb. L-T-R		0				0							
NB Left	370	2	2.00	0.13	378	2	2.00	0.13	378	2	2.00	0.13	0.914
Comb. L-T		0				0							
NB Thru	715	1	1.93	0.23	753	1	1.93	0.24	753	1	1.93	0.24	
Comb. T-R		1				1				1			
NB Right	27	0	0.07	0.23	27	0	0.07	0.24	27		0.07	0.24	
Comb. L-T-R		0				0							
SB Left	25	1	1.00	0.02	25	1	1.00	0.02	25	1	1.00	0.02	0.887
Comb. L-T		0				0							
SB Thru	204	1	1.48	0.09	221	1	1.51	0.09	221	1	1.51	0.09	
Comb. T-R		1				1				1			
SB Right	71	0	0.52	0.09	71	0	0.49	0.09	71		0.49	0.09	
Comb. L-T-R		0				0							

Critical Volumes			E-W:	0.23			E-W:	0.24			E-W:	0.17	
			N-S:	0.25			N-S:	0.26			N-S:	0.26	
			Total:	0.48			Total:	0.50			Total:	0.43	
Lost Time				0.10				0.10				0.10	
V/C				0.579				0.601				0.530	
Level of Service				A				B				A	

E-W Street: Temple Ave
N-S Street: Valley Blvd
Scenario: AM Peak
Lane Capacity: 1600
Dual Lefts Capacity (per lane): 1440

Movement	AM Existing				AM Existing + Project				Existing + Project with Mitigation				PHF
	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	
EB Left	109	1	1.00	0.07	112	1	1.00	0.07	112	1	1.00	0.07	
Comb. L-T						0							
EB Thru	326	2	2.19	0.09	339	2	2.21	0.10	339	2	2.21	0.10	0.924
Comb. T-R		1				1				1			
EB Right	121		0.81	0.09	121	0	0.79	0.10	121		0.79	0.10	
Comb. L-T-R						0							
WB Left	51	1	1.00	0.03	51	1	1.00	0.03	51	1	1.00	0.03	
Comb. L-T						0							
WB Thru	1313	2	2.78	0.30	1373	2	2.79	0.31	1373	2	2.79	0.31	0.863
Comb. T-R		1				1				1			
WB Right	104		0.22	0.30	104	0	0.21	0.31	104		0.21	0.31	
Comb. L-T-R						0							
NB Left	377	1	1.00	0.24	377	1	1.00	0.24	377	2	2.00	0.13	
Comb. L-T						0							
NB Thru	543	2	2.00	0.17	543	2	2.00	0.17	543	2	2.00	0.17	0.812
Comb. T-R						0							
NB Right	64	1	1.00	0.04	64	1	1.00	0.04	64	1	1.00	0.04	
Comb. L-T-R						0							
SB Left	77	1	1.00	0.05	77	1	1.00	0.05	77	1	1.00	0.05	
Comb. L-T						0							
SB Thru	631	1	1.79	0.22	631	1	1.77	0.22	631	1	1.77	0.22	0.924
Comb. T-R		1				1				1			
SB Right	424	1	1.21	0.22	438	1	1.23	0.22	438	1	1.23	0.22	
Comb. L-T-R						0							

Critical Volumes			E-W:	0.36			E-W:	0.38			E-W:	0.38	
			N-S:	0.46			N-S:	0.46			N-S:	0.35	
			Total:	0.82			Total:	0.84			Total:	0.73	
Lost Time				0.10				0.10				0.10	
V/C				0.919				0.936				0.832	
Level of Service				E				E				D	

E-W Street: Temple Ave
N-S Street: Valley Blvd
Scenario: PM Peak
Lane Capacity: 1600
Dual Lefts Capacity (per lane): 1440

Movement	PM Existing				PM Existing + Project				Existing + Project with Mitigation				PHF
	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	
EB Left	170	1	1.00	0.11	178	1	1.00	0.11	178	1	1.00	0.11	
Comb. L-T		0				0							
EB Thru	999	2	2.52	0.25	1030	2	2.53	0.25	1030	2	2.53	0.25	0.904
Comb. T-R		1				1				1			
EB Right	190	0	0.48	0.25	190	0	0.47	0.25	190		0.47	0.25	
Comb. L-T-R		0				0							
WB Left	88	1	1.00	0.05	88	1	1.00	0.05	88	1	1.00	0.05	
Comb. L-T		0				0							
WB Thru	854	2	2.62	0.20	895	2	2.64	0.21	895	2	2.64	0.21	0.865
Comb. T-R		1				1				1			
WB Right	123	0	0.38	0.20	123	0	0.36	0.21	123		0.36	0.21	
Comb. L-T-R		0				0							
NB Left	324	1	1.00	0.20	324	1	1.00	0.20	324	2	2.00	0.11	
Comb. L-T		0				0							
NB Thru	691	2	2.00	0.22	691	2	2.00	0.22	691	2	2.00	0.22	0.874
Comb. T-R		0				0							
NB Right	65	1	1.00	0.04	65	1	1.00	0.04	65	1	1.00	0.04	
Comb. L-T-R		0				0							
SB Left	219	1	1.00	0.14	219	1	1.00	0.14	219	1	1.00	0.14	
Comb. L-T		0				0							
SB Thru	374	1	2.00	0.12	374	1	1.98	0.12	374	1	1.98	0.12	0.923
Comb. T-R		1				1				1			
SB Right	183	1	1.00	0.11	193	1	1.02	0.12	193	1	1.02	0.12	
Comb. L-T-R		0				0							

Critical Volumes	E-W:	0.31	E-W:	0.32	E-W:	0.32
	N-S:	0.35	N-S:	0.35	N-S:	0.35
	Total:	0.66	Total:	0.68	Total:	0.68
Lost Time		0.10		0.10		0.10
V/C		0.763		0.776		0.776
Level of Service		C		C		C

E-W Street: Temple Ave
N-S Street: Pomona Blvd
Scenario: AM Peak
Lane Capacity: 1600
Dual Lefts Capacity (per lane): 1440

Movement	AM Existing				AM Existing + Project				Existing + Project with Mitigation				PHF
	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	
EB Left	110	1	1.00	0.07	110	1	1.00	0.07	110	1	1.00	0.07	
Comb. L-T						0				0			
EB Thru	406	2	2.91	0.09	421	2	2.91	0.09	421	2	2.91	0.09	0.784
Comb. T-R		1				1				1			
EB Right	13		0.09	0.09	13	0	0.09	0.09	13	0	0.09	0.09	
Comb. L-T-R						0				0			
WB Left	706	1	1.00	0.44	706	1	1.00	0.44	706	1	1.00	0.44	
Comb. L-T						0				0			
WB Thru	1299	2	2.71	0.30	1361	2	2.72	0.31	1361	2	2.72	0.31	0.837
Comb. T-R		1				1				1			
WB Right	139		0.29	0.30	139	0	0.28	0.31	139	0	0.28	0.31	
Comb. L-T-R						0				0			
NB Left	55	1	1.00	0.03	55	1	1.00	0.03	55	1	1.00	0.03	
Comb. L-T						0				0			
NB Thru	132	1	1.00	0.08	132	1	1.00	0.08	132	1	1.00	0.08	0.757
Comb. T-R						0				0			
NB Right	372	1	1.00	0.23	372	1	1.00	0.23	372	1	1.00	0.23	
Comb. L-T-R						0				0			
SB Left	64	1	0.36	0.11	64	1	0.36	0.11	64	2	2.00	0.02	
Comb. L-T		1				1				0			
SB Thru	286		1.64	0.11	286	0	1.64	0.11	286	0	0.66	0.27	0.782
Comb. T-R						0				1			
SB Right	146	1	1.00	0.09	146	1	1.00	0.09	146	0	0.34	0.27	
Comb. L-T-R						0				0			

Critical Volumes	E-W:	0.53	E-W:	0.53	E-W:	0.53
	N-S:	0.34	N-S:	0.34	N-S:	0.30
	Total:	0.87	Total:	0.87	Total:	0.84
Lost Time		0.10		0.10		0.10
V/C		0.971		0.974		0.936
Level of Service		E		E		E

E-W Street: Temple Ave
N-S Street: Pomona Blvd
Scenario: PM Peak
Lane Capacity: 1600
Dual Lefts Capacity (per lane): 1440

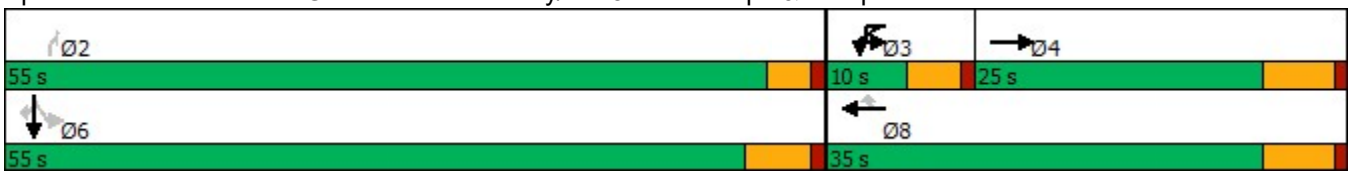
Movement	PM Existing				PM Existing + Project				Existing + Project with Mitigation				PHF
	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	
EB Left	135	1	1.00	0.08	135	1	1.00	0.08	135	1	1.00	0.08	0.887
Comb. L-T		0				0				0			
EB Thru	1154	2	2.96	0.24	1186	2	2.96	0.25	1186	2	2.96	0.25	
Comb. T-R		1				1				1			
EB Right	15	0	0.04	0.24	15	0	0.04	0.25	15	0	0.04	0.25	
Comb. L-T-R		0				0				0			
WB Left	361	1	1.00	0.23	361	1	1.00	0.23	361	1	1.00	0.23	0.887
Comb. L-T		0				0				0			
WB Thru	793	2	2.78	0.18	834	2	2.79	0.19	834	2	2.79	0.19	
Comb. T-R		1				1				1			
WB Right	62	0	0.22	0.18	62	0	0.21	0.19	62	0	0.21	0.19	
Comb. L-T-R		0				0				0			
NB Left	70	1	1.00	0.04	70	1	1.00	0.04	70	1	1.00	0.04	0.960
Comb. L-T		0				0				0			
NB Thru	265	1	1.00	0.17	265	1	1.00	0.17	265	1	1.00	0.17	
Comb. T-R		0				0				0			
NB Right	601	1	1.00	0.38	601	1	1.00	0.38	601	1	1.00	0.38	
Comb. L-T-R		0				0				0			
SB Left	240	1	1.19	0.13	240	1	1.19	0.13	240	2	2.00	0.08	0.757
Comb. L-T		1				1				0			
SB Thru	164	0	0.81	0.13	164	0	0.81	0.13	164	0	0.49	0.21	
Comb. T-R		0				0				1			
SB Right	168	1	1.00	0.10	168	1	1.00	0.10	168	0	0.51	0.21	
Comb. L-T-R		0				0				0			

Critical Volumes			E-W:	0.47			E-W:	0.48			E-W:	0.48	
			N-S:	0.50			N-S:	0.50			N-S:	0.46	
			Total:	0.97			Total:	0.98			Total:	0.93	
Lost Time				0.10				0.10				0.10	
V/C				1.071				1.077				1.034	
Level of Service				F				F				F	

Lane Group	EBT	WBL	WBT	WBR	NBR	SBL	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	640	4	1112	21	4	666	9	940
Future Volume (vph)	640	4	1112	21	4	666	9	940
Turn Type	NA	Prot	NA	Perm	Perm	Perm	NA	Perm
Protected Phases	4	3	8				6	
Permitted Phases				8	2	6		6
Detector Phase	4	3	8	8	2	6	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	10.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	25.0	10.0	35.0	35.0	55.0	55.0	55.0	55.0
Total Split (%)	27.8%	11.1%	38.9%	38.9%	61.1%	61.1%	61.1%	61.1%
Yellow Time (s)	4.8	3.6	4.8	4.8	3.0	4.4	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.8	4.6	5.8	5.8	4.0	5.4	5.4	5.4
Lead/Lag	Lag	Lead						
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	20.3	5.7	25.6	25.6	41.5	40.0	40.0	40.0
Actuated g/C Ratio	0.26	0.07	0.33	0.33	0.54	0.52	0.52	0.52
v/c Ratio	0.53	0.31	0.72	0.02	0.00	0.71	0.75	0.68
Control Delay	28.9	46.2	26.6	7.0	0.0	19.6	22.1	16.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.9	46.2	26.6	7.0	0.0	19.6	22.1	16.5
LOS	C	D	C	A	A	B	C	B
Approach Delay	28.9		26.9				19.4	
Approach LOS	C		C				B	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 77.3	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay: 23.7	Intersection LOS: C
Intersection Capacity Utilization 68.3%	ICU Level of Service C
Analysis Period (min) 15	

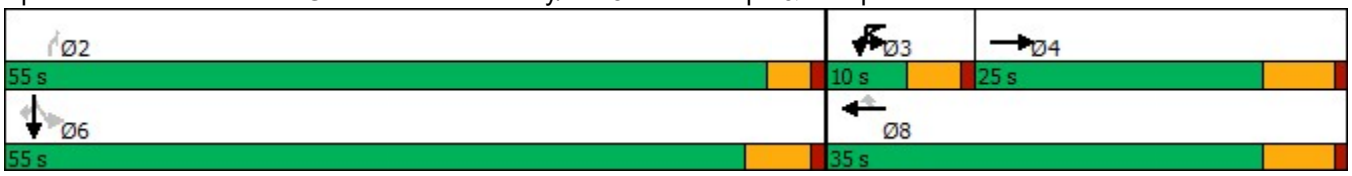
Splits and Phases: 14: Gas Station Driveway/SR-57 SB Ramps & Temple Ave



Lane Group	EBT	WBL	WBT	WBR	NBR	SBL	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	650	4	1125	21	4	666	9	979
Future Volume (vph)	650	4	1125	21	4	666	9	979
Turn Type	NA	Prot	NA	Perm	Perm	Perm	NA	Perm
Protected Phases	4	3	8				6	
Permitted Phases				8	2	6		6
Detector Phase	4	3	8	8	2	6	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	10.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	25.0	10.0	35.0	35.0	55.0	55.0	55.0	55.0
Total Split (%)	27.8%	11.1%	38.9%	38.9%	61.1%	61.1%	61.1%	61.1%
Yellow Time (s)	4.8	3.6	4.8	4.8	3.0	4.4	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.8	4.6	5.8	5.8	4.0	5.4	5.4	5.4
Lead/Lag	Lag	Lead						
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	20.5	5.6	25.7	25.7	42.1	40.6	40.6	40.6
Actuated g/C Ratio	0.26	0.07	0.33	0.33	0.54	0.52	0.52	0.52
v/c Ratio	0.54	0.31	0.73	0.02	0.00	0.71	0.77	0.71
Control Delay	29.3	46.7	27.2	7.0	0.0	19.7	22.7	17.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.3	46.7	27.2	7.0	0.0	19.7	22.7	17.4
LOS	C	D	C	A	A	B	C	B
Approach Delay	29.3		27.4				19.9	
Approach LOS	C		C				B	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 78.1	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 24.2	Intersection LOS: C
Intersection Capacity Utilization 70.1%	ICU Level of Service C
Analysis Period (min) 15	

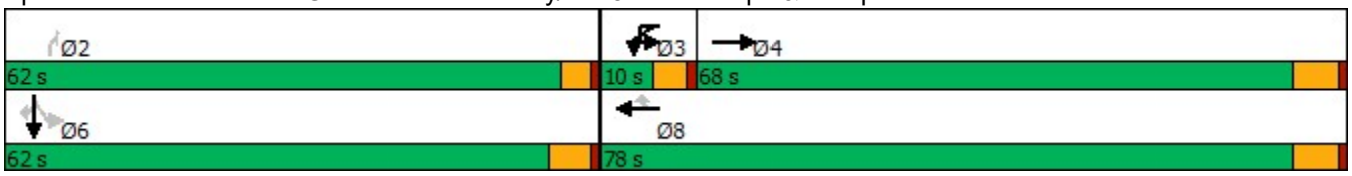
Splits and Phases: 14: Gas Station Driveway/SR-57 SB Ramps & Temple Ave



Lane Group	EBT	WBL	WBT	WBR	NBR	SBL	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	1863	7	501	40	7	1126	5	513
Future Volume (vph)	1863	7	501	40	7	1126	5	513
Turn Type	NA	Prot	NA	Perm	Perm	Perm	NA	Perm
Protected Phases	4	3	8				6	
Permitted Phases				8	2	6		6
Detector Phase	4	3	8	8	2	6	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	10.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	68.0	10.0	78.0	78.0	62.0	62.0	62.0	62.0
Total Split (%)	48.6%	7.1%	55.7%	55.7%	44.3%	44.3%	44.3%	44.3%
Yellow Time (s)	4.8	3.6	4.8	4.8	3.0	4.4	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.8	4.6	5.8	5.8	4.0	5.4	5.4	5.4
Lead/Lag	Lag	Lead						
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	60.7	5.4	68.5	68.5	58.0	56.6	56.6	56.6
Actuated g/C Ratio	0.45	0.04	0.50	0.50	0.43	0.42	0.42	0.42
v/c Ratio	0.91	0.67	0.21	0.03	0.01	0.93	0.95	0.64
Control Delay	42.3	107.2	19.0	4.7	0.0	60.0	64.7	18.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.3	107.2	19.0	4.7	0.0	60.0	64.7	18.2
LOS	D	F	B	A	A	E	E	B
Approach Delay	42.3		24.5				49.9	
Approach LOS	D		C				D	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 136.3	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.95	
Intersection Signal Delay: 42.8	Intersection LOS: D
Intersection Capacity Utilization 92.6%	ICU Level of Service F
Analysis Period (min) 15	

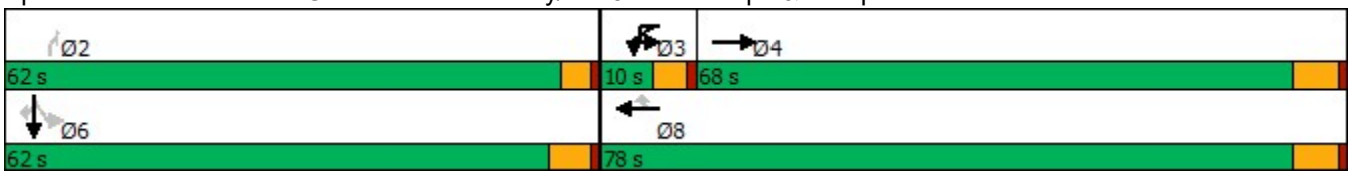
Splits and Phases: 14: Gas Station Driveway/SR-57 SB Ramps & Temple Ave



Lane Group	EBT	WBL	WBT	WBR	NBR	SBL	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	1887	7	510	40	7	1126	5	540
Future Volume (vph)	1887	7	510	40	7	1126	5	540
Turn Type	NA	Prot	NA	Perm	Perm	Perm	NA	Perm
Protected Phases	4	3	8				6	
Permitted Phases				8	2	6		6
Detector Phase	4	3	8	8	2	6	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	10.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	68.0	10.0	78.0	78.0	62.0	62.0	62.0	62.0
Total Split (%)	48.6%	7.1%	55.7%	55.7%	44.3%	44.3%	44.3%	44.3%
Yellow Time (s)	4.8	3.6	4.8	4.8	3.0	4.4	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.8	4.6	5.8	5.8	4.0	5.4	5.4	5.4
Lead/Lag	Lag	Lead						
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	61.1	5.4	68.9	68.9	58.1	56.7	56.7	56.7
Actuated g/C Ratio	0.45	0.04	0.50	0.50	0.42	0.41	0.41	0.41
v/c Ratio	0.92	0.67	0.22	0.03	0.01	0.93	0.96	0.68
Control Delay	43.2	107.9	19.0	4.7	0.0	60.5	66.5	20.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.2	107.9	19.0	4.7	0.0	60.5	66.5	20.5
LOS	D	F	B	A	A	E	E	C
Approach Delay	43.2		24.5				51.0	
Approach LOS	D		C				D	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 136.9	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay: 43.6	Intersection LOS: D
Intersection Capacity Utilization 92.9%	ICU Level of Service F
Analysis Period (min) 15	

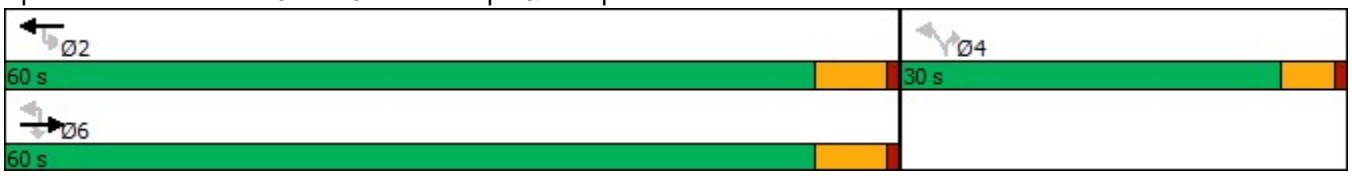
Splits and Phases: 14: Gas Station Driveway/SR-57 SB Ramps & Temple Ave



Lane Group	EBT	EBR	WBU	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	968	267	1	1554	350	247
Future Volume (vph)	968	267	1	1554	350	247
Turn Type	NA	Perm	Perm	NA	Perm	Perm
Protected Phases	6			2		
Permitted Phases		6	2		4	4
Detector Phase	6	6	2	2	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	26.0	26.0	26.0	26.0	26.0	26.0
Total Split (s)	60.0	60.0	60.0	60.0	30.0	30.0
Total Split (%)	66.7%	66.7%	66.7%	66.7%	33.3%	33.3%
Yellow Time (s)	4.8	4.8	4.8	4.8	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.8	5.8		5.8	4.6	4.6
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	32.1	32.1		32.1	13.3	13.3
Actuated g/C Ratio	0.57	0.57		0.57	0.24	0.24
v/c Ratio	0.36	0.17		0.62	0.54	0.48
Control Delay	7.0	1.2		9.3	21.9	15.1
Queue Delay	0.0	0.0		0.0	0.0	0.0
Total Delay	7.0	1.2		9.3	21.9	15.1
LOS	A	A		A	C	B
Approach Delay	5.7			9.3	19.8	
Approach LOS	A			A	B	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 56.4	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.62	
Intersection Signal Delay: 9.8	Intersection LOS: A
Intersection Capacity Utilization 50.8%	ICU Level of Service A
Analysis Period (min) 15	

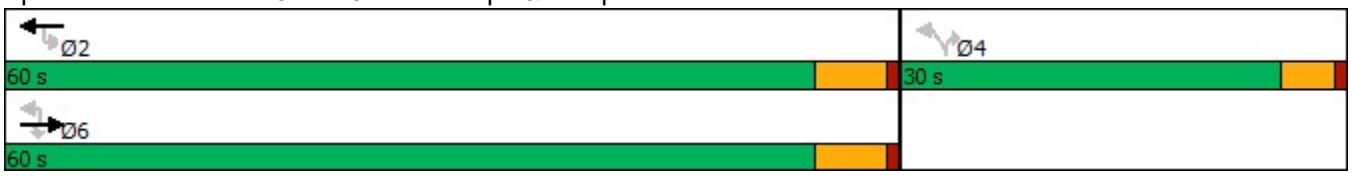
Splits and Phases: 15: SR-57 NB Ramps & Temple Ave



Lane Group	EBT	EBR	WBU	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	969	276	1	1558	359	247
Future Volume (vph)	969	276	1	1558	359	247
Turn Type	NA	Perm	Perm	NA	Perm	Perm
Protected Phases	6			2		
Permitted Phases		6	2		4	4
Detector Phase	6	6	2	2	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	26.0	26.0	26.0	26.0	26.0	26.0
Total Split (s)	60.0	60.0	60.0	60.0	30.0	30.0
Total Split (%)	66.7%	66.7%	66.7%	66.7%	33.3%	33.3%
Yellow Time (s)	4.8	4.8	4.8	4.8	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.8	5.8		5.8	4.6	4.6
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	32.3	32.3		32.3	13.5	13.5
Actuated g/C Ratio	0.57	0.57		0.57	0.24	0.24
v/c Ratio	0.36	0.18		0.62	0.55	0.48
Control Delay	7.1	1.2		9.4	22.2	15.4
Queue Delay	0.0	0.0		0.0	0.0	0.0
Total Delay	7.1	1.2		9.4	22.2	15.4
LOS	A	A		A	C	B
Approach Delay	5.8			9.4	20.0	
Approach LOS	A			A	C	

Intersection Summary			
Cycle Length: 90			
Actuated Cycle Length: 56.8			
Natural Cycle: 55			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.62			
Intersection Signal Delay: 10.0		Intersection LOS: A	
Intersection Capacity Utilization 51.2%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 15: SR-57 NB Ramps & Temple Ave



Lane Group	EBT	EBR	WBU	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2030	651	1	806	100	278
Future Volume (vph)	2030	651	1	806	100	278
Turn Type	NA	Perm	Perm	NA	Perm	Perm
Protected Phases	6			2		
Permitted Phases		6	2		4	4
Detector Phase	6	6	2	2	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	26.0	26.0	26.0	26.0	26.0	26.0
Total Split (s)	44.0	44.0	44.0	44.0	26.0	26.0
Total Split (%)	62.9%	62.9%	62.9%	62.9%	37.1%	37.1%
Yellow Time (s)	4.8	4.8	4.8	4.8	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.8	5.8		5.8	4.6	4.6
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	38.3	38.3		38.3	11.4	11.4
Actuated g/C Ratio	0.64	0.64		0.64	0.19	0.19
v/c Ratio	0.68	0.35		0.29	0.42	0.55
Control Delay	9.0	1.1		5.6	22.9	29.0
Queue Delay	0.0	0.0		0.0	0.0	0.0
Total Delay	9.0	1.1		5.6	22.9	29.0
LOS	A	A		A	C	C
Approach Delay	7.0			5.6	25.2	
Approach LOS	A			A	C	

Intersection Summary	
Cycle Length: 70	
Actuated Cycle Length: 60.2	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay: 8.5	Intersection LOS: A
Intersection Capacity Utilization 58.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 15: SR-57 NB Ramps & Temple Ave

Lane Group	EBT	EBR	WBU	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2032	672	1	809	106	278
Future Volume (vph)	2032	672	1	809	106	278
Turn Type	NA	Perm	Perm	NA	Perm	Perm
Protected Phases	6			2		
Permitted Phases		6	2		4	4
Detector Phase	6	6	2	2	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	26.0	26.0	26.0	26.0	26.0	26.0
Total Split (s)	44.0	44.0	44.0	44.0	26.0	26.0
Total Split (%)	62.9%	62.9%	62.9%	62.9%	37.1%	37.1%
Yellow Time (s)	4.8	4.8	4.8	4.8	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.8	5.8		5.8	4.6	4.6
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	38.3	38.3		38.3	11.5	11.5
Actuated g/C Ratio	0.64	0.64		0.64	0.19	0.19
v/c Ratio	0.68	0.36		0.29	0.43	0.55
Control Delay	9.0	1.1		5.6	23.0	28.9
Queue Delay	0.0	0.0		0.0	0.0	0.0
Total Delay	9.0	1.1		5.6	23.0	28.9
LOS	A	A		A	C	C
Approach Delay	7.0			5.6	25.2	
Approach LOS	A			A	C	

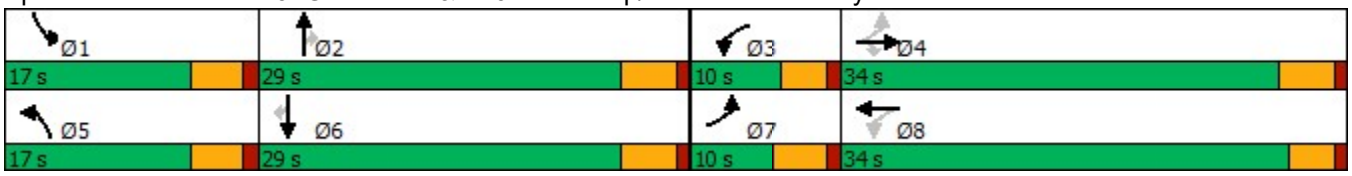
Intersection Summary	
Cycle Length: 70	
Actuated Cycle Length: 60.2	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay: 8.5	Intersection LOS: A
Intersection Capacity Utilization 58.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 15: SR-57 NB Ramps & Temple Ave

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBT	SBR	Ø1
Lane Configurations											
Traffic Volume (vph)	325	14	112	23	10	116	815	26	884	183	
Future Volume (vph)	325	14	112	23	10	116	815	26	884	183	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Prot	NA	Perm	NA	Perm	
Protected Phases	7	4		3	8	5	2		6		1
Permitted Phases	4		4	8				2		6	
Detector Phase	7	4	4	3	8	5	2	2	6	6	
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	22.7	22.7	9.5	22.5	9.7	22.7	22.7	22.7	22.7	9.7
Total Split (s)	10.0	34.0	34.0	10.0	34.0	17.0	29.0	29.0	29.0	29.0	17.0
Total Split (%)	11.1%	37.8%	37.8%	11.1%	37.8%	18.9%	32.2%	32.2%	32.2%	32.2%	19%
Yellow Time (s)	3.6	3.7	3.7	3.0	3.0	3.6	3.7	3.7	3.7	3.7	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.7	4.7		4.0	4.6	4.7	4.7	4.7	4.7	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lag	Lag	Lead
Lead-Lag Optimize?											
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)		24.0	24.0		24.7	10.1	36.8	36.8	25.2	25.2	
Actuated g/C Ratio		0.34	0.34		0.35	0.14	0.52	0.52	0.36	0.36	
v/c Ratio		0.83	0.20		0.10	0.50	0.48	0.03	0.76	0.29	
Control Delay		40.3	4.0		13.4	37.8	12.3	0.1	28.1	4.8	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		40.3	4.0		13.4	37.8	12.3	0.1	28.1	4.8	
LOS		D	A		B	D	B	A	C	A	
Approach Delay		31.3			13.4		15.1		24.1		
Approach LOS		C			B		B		C		

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 70.5	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 21.8	Intersection LOS: C
Intersection Capacity Utilization 65.3%	ICU Level of Service C
Analysis Period (min) 15	

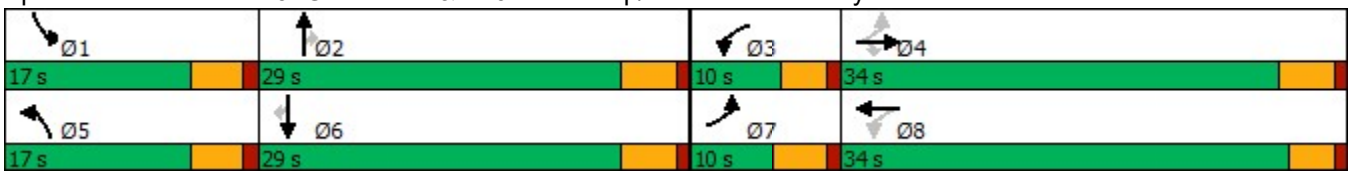
Splits and Phases: 16: Grand Ave & I-10 WB Ramp/7-Eleven Driveway



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBT	SBR	Ø1
Lane Configurations											
Traffic Volume (vph)	325	14	112	23	10	136	819	26	901	183	
Future Volume (vph)	325	14	112	23	10	136	819	26	901	183	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Prot	NA	Perm	NA	Perm	
Protected Phases	7	4		3	8	5	2		6		1
Permitted Phases	4		4	8				2		6	
Detector Phase	7	4	4	3	8	5	2	2	6	6	
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	22.7	22.7	9.5	22.5	9.7	22.7	22.7	22.7	22.7	9.7
Total Split (s)	10.0	34.0	34.0	10.0	34.0	17.0	29.0	29.0	29.0	29.0	17.0
Total Split (%)	11.1%	37.8%	37.8%	11.1%	37.8%	18.9%	32.2%	32.2%	32.2%	32.2%	19%
Yellow Time (s)	3.6	3.7	3.7	3.0	3.0	3.6	3.7	3.7	3.7	3.7	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.7	4.7		4.0	4.6	4.7	4.7	4.7	4.7	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lag	Lag	Lead
Lead-Lag Optimize?											
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)		24.0	24.0		24.7	10.6	39.9	39.9	24.6	24.6	
Actuated g/C Ratio		0.33	0.33		0.34	0.14	0.54	0.54	0.34	0.34	
v/c Ratio		0.86	0.20		0.10	0.58	0.46	0.03	0.83	0.30	
Control Delay		44.7	4.0		13.5	40.3	12.0	0.1	31.7	4.8	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		44.7	4.0		13.5	40.3	12.0	0.1	31.7	4.8	
LOS		D	A		B	D	B	A	C	A	
Approach Delay		34.6			13.5		15.6		27.2		
Approach LOS		C			B		B		C		

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 73.4	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay: 23.8	Intersection LOS: C
Intersection Capacity Utilization 66.9%	ICU Level of Service C
Analysis Period (min) 15	

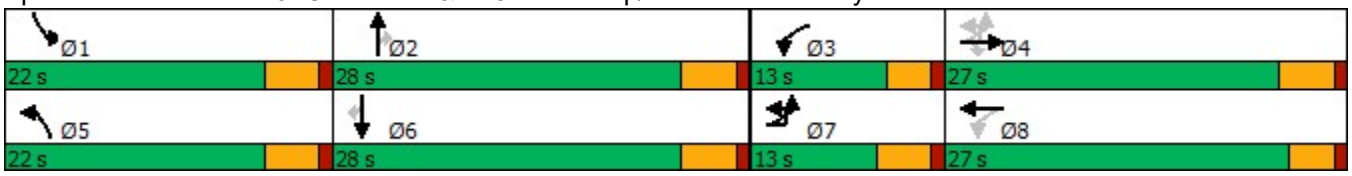
Splits and Phases: 16: Grand Ave & I-10 WB Ramp/7-Eleven Driveway



Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	218	13	63	37	19	270	843	45	5	820	340
Future Volume (vph)	1	218	13	63	37	19	270	843	45	5	820	340
Turn Type	pm+pt	pm+pt	NA	Perm	pm+pt	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	7	4		3	8	5	2		1	6	
Permitted Phases	4	4		4	8				2			6
Detector Phase	7	7	4	4	3	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	9.6	22.7	22.7	9.5	22.5	9.6	22.7	22.7	9.6	22.7	22.7
Total Split (s)	13.0	13.0	27.0	27.0	13.0	27.0	22.0	28.0	28.0	22.0	28.0	28.0
Total Split (%)	14.4%	14.4%	30.0%	30.0%	14.4%	30.0%	24.4%	31.1%	31.1%	24.4%	31.1%	31.1%
Yellow Time (s)	3.6	3.6	3.7	3.7	3.0	3.0	3.6	3.7	3.7	3.6	3.7	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)			0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)			4.7	4.7		4.0	4.6	4.7	4.7	4.6	4.7	4.7
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)			18.1	18.1		18.8	16.1	42.1	42.1	5.8	23.4	23.4
Actuated g/C Ratio			0.25	0.25		0.26	0.22	0.59	0.59	0.08	0.33	0.33
v/c Ratio			0.74	0.14		0.21	0.74	0.44	0.05	0.03	0.77	0.48
Control Delay			39.1	1.0		17.5	39.5	10.6	0.1	33.2	28.7	5.0
Queue Delay			0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay			39.1	1.0		17.5	39.5	10.6	0.1	33.2	28.7	5.0
LOS			D	A		B	D	B	A	C	C	A
Approach Delay			31.0			17.5		16.9			21.8	
Approach LOS			C			B		B			C	

Intersection Summary			
Cycle Length: 90			
Actuated Cycle Length: 71.7			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay: 20.6		Intersection LOS: C	
Intersection Capacity Utilization 66.2%		ICU Level of Service C	
Analysis Period (min) 15			

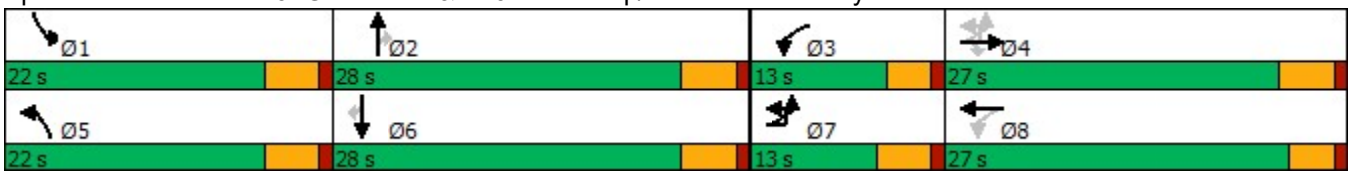
Splits and Phases: 16: Grand Ave & I-10 WB Ramp/7-Eleven Driveway



Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	218	13	63	37	19	317	852	45	5	832	340
Future Volume (vph)	1	218	13	63	37	19	317	852	45	5	832	340
Turn Type	pm+pt	pm+pt	NA	Perm	pm+pt	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	7	4		3	8	5	2		1	6	
Permitted Phases	4	4		4	8				2			6
Detector Phase	7	7	4	4	3	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	9.6	22.7	22.7	9.5	22.5	9.6	22.7	22.7	9.6	22.7	22.7
Total Split (s)	13.0	13.0	27.0	27.0	13.0	27.0	22.0	28.0	28.0	22.0	28.0	28.0
Total Split (%)	14.4%	14.4%	30.0%	30.0%	14.4%	30.0%	24.4%	31.1%	31.1%	24.4%	31.1%	31.1%
Yellow Time (s)	3.6	3.6	3.7	3.7	3.0	3.0	3.6	3.7	3.7	3.6	3.7	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)			0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)			4.7	4.7		4.0	4.6	4.7	4.7	4.6	4.7	4.7
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)			18.2	18.2		18.9	17.5	43.4	43.4	5.8	23.4	23.4
Actuated g/C Ratio			0.25	0.25		0.26	0.24	0.59	0.59	0.08	0.32	0.32
v/c Ratio			0.75	0.14		0.22	0.82	0.44	0.05	0.04	0.80	0.49
Control Delay			40.4	1.0		17.6	45.4	10.5	0.1	33.2	30.2	5.0
Queue Delay			0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay			40.4	1.0		17.6	45.4	10.5	0.1	33.2	30.2	5.0
LOS			D	A		B	D	B	A	C	C	A
Approach Delay			32.0			17.6		19.3			22.9	
Approach LOS			C			B		B			C	

Intersection Summary			
Cycle Length: 90			
Actuated Cycle Length: 73.1			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay: 22.1		Intersection LOS: C	
Intersection Capacity Utilization 69.1%		ICU Level of Service C	
Analysis Period (min) 15			

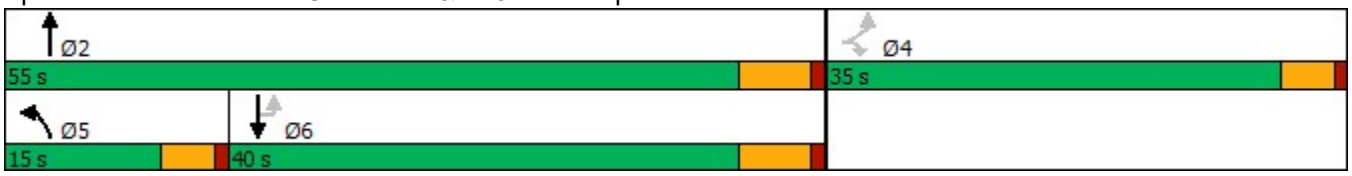
Splits and Phases: 16: Grand Ave & I-10 WB Ramp/7-Eleven Driveway



Lane Group	EBL	EBR	NBL	NBT	SBU	SBT
Lane Configurations						
Traffic Volume (vph)	278	594	40	682	2	796
Future Volume (vph)	278	594	40	682	2	796
Turn Type	Perm	Perm	Prot	NA	Perm	NA
Protected Phases			5	2		6
Permitted Phases	4	4			6	
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	11.0	24.0	24.0	24.0
Total Split (s)	35.0	35.0	15.0	55.0	40.0	40.0
Total Split (%)	38.9%	38.9%	16.7%	61.1%	44.4%	44.4%
Yellow Time (s)	3.6	3.6	3.6	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	4.6	4.6	4.6	5.8		5.8
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?						
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	25.5	25.5	7.8	36.4		29.8
Actuated g/C Ratio	0.35	0.35	0.11	0.50		0.41
v/c Ratio	0.49	0.87	0.23	0.42		0.82
Control Delay	24.3	27.9	39.1	12.4		26.9
Queue Delay	0.0	0.0	0.0	0.0		0.0
Total Delay	24.3	27.9	39.1	12.4		26.9
LOS	C	C	D	B		C
Approach Delay	26.8			13.9		26.9
Approach LOS	C			B		C

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 73.3	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay: 23.2	Intersection LOS: C
Intersection Capacity Utilization 73.4%	ICU Level of Service D
Analysis Period (min) 15	

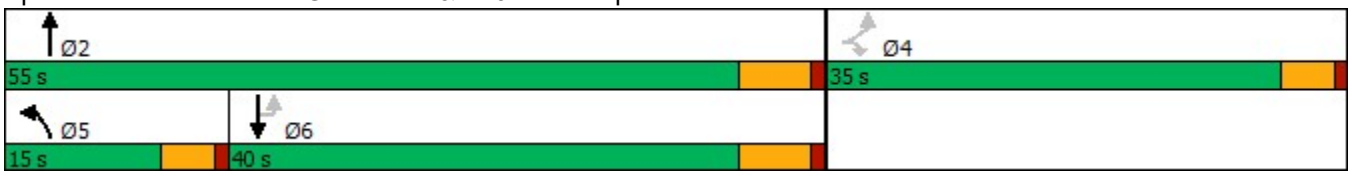
Splits and Phases: 17: Grand Ave & I-10 EB Ramps



Lane Group	EBL	EBR	NBL	NBT	SBU	SBT
Lane Configurations						
Traffic Volume (vph)	278	681	40	706	2	813
Future Volume (vph)	278	681	40	706	2	813
Turn Type	Perm	Perm	Prot	NA	Perm	NA
Protected Phases			5	2		6
Permitted Phases	4	4			6	
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	11.0	24.0	24.0	24.0
Total Split (s)	35.0	35.0	15.0	55.0	40.0	40.0
Total Split (%)	38.9%	38.9%	16.7%	61.1%	44.4%	44.4%
Yellow Time (s)	3.6	3.6	3.6	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	4.6	4.6	4.6	5.8		5.8
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?						
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	31.0	31.0	7.6	38.1		30.9
Actuated g/C Ratio	0.39	0.39	0.10	0.48		0.39
v/c Ratio	0.44	0.93	0.26	0.45		0.87
Control Delay	23.1	37.2	40.3	14.1		31.5
Queue Delay	0.0	0.0	0.0	0.0		0.0
Total Delay	23.1	37.2	40.3	14.1		31.5
LOS	C	D	D	B		C
Approach Delay	33.1			15.5		31.5
Approach LOS	C			B		C

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 79.7	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay: 27.7	Intersection LOS: C
Intersection Capacity Utilization 79.3%	ICU Level of Service D
Analysis Period (min) 15	

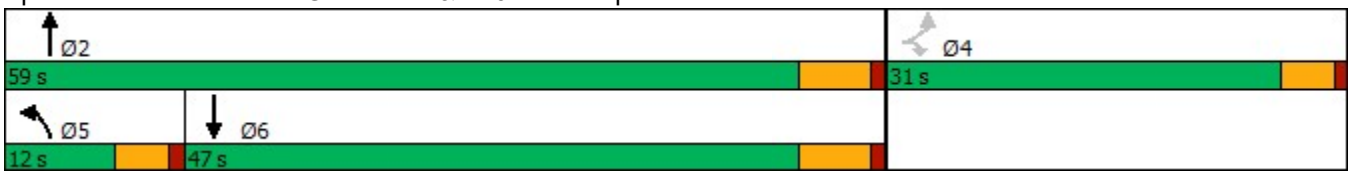
Splits and Phases: 17: Grand Ave & I-10 EB Ramps



Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	262	191	48	889	574
Future Volume (vph)	262	191	48	889	574
Turn Type	Perm	Perm	Prot	NA	NA
Protected Phases			5	2	6
Permitted Phases	4	4			
Detector Phase	4	4	5	2	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	11.0	24.0	24.0
Total Split (s)	31.0	31.0	12.0	59.0	47.0
Total Split (%)	34.4%	34.4%	13.3%	65.6%	52.2%
Yellow Time (s)	3.6	3.6	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	5.8	5.8
Lead/Lag			Lead		Lag
Lead-Lag Optimize?					
Recall Mode	None	None	None	None	None
Act Effct Green (s)	15.6	15.6	7.4	29.3	23.5
Actuated g/C Ratio	0.27	0.27	0.13	0.51	0.41
v/c Ratio	0.59	0.36	0.23	0.53	0.67
Control Delay	26.3	5.6	33.1	9.9	14.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	26.3	5.6	33.1	9.9	14.6
LOS	C	A	C	A	B
Approach Delay	17.5			11.1	14.6
Approach LOS	B			B	B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 56.9	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay: 13.8	Intersection LOS: B
Intersection Capacity Utilization 55.7%	ICU Level of Service B
Analysis Period (min) 15	

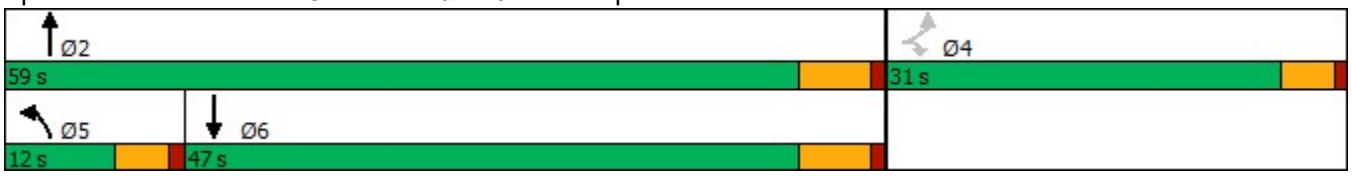
Splits and Phases: 17: Grand Ave & I-10 EB Ramps



Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	262	251	48	946	586
Future Volume (vph)	262	251	48	946	586
Turn Type	Perm	Perm	Prot	NA	NA
Protected Phases			5	2	6
Permitted Phases	4	4			
Detector Phase	4	4	5	2	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	11.0	24.0	24.0
Total Split (s)	31.0	31.0	12.0	59.0	47.0
Total Split (%)	34.4%	34.4%	13.3%	65.6%	52.2%
Yellow Time (s)	3.6	3.6	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	5.8	5.8
Lead/Lag			Lead		Lag
Lead-Lag Optimize?					
Recall Mode	None	None	None	None	None
Act Effct Green (s)	15.7	15.7	7.4	30.6	24.8
Actuated g/C Ratio	0.27	0.27	0.13	0.53	0.43
v/c Ratio	0.60	0.44	0.23	0.55	0.66
Control Delay	27.0	5.7	33.8	10.1	14.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	27.0	5.7	33.8	10.1	14.6
LOS	C	A	C	B	B
Approach Delay	16.5			11.3	14.6
Approach LOS	B			B	B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 58.1	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay: 13.7	Intersection LOS: B
Intersection Capacity Utilization 56.0%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 17: Grand Ave & I-10 EB Ramps



E-W Street: Holt Ave
N-S Street: Grand Ave
Scenario: AM Peak
Lane Capacity: 1600
Dual Lefts Capacity (per lane): 1440

Movement	AM Existing				AM Existing + Project				Existing + Project with Mitigation				PHF
	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	
EB Left	47		0.22	0.13	47	0	0.22	0.13	47	0	0.22	0.13	
Comb. L-T						0				0			
EB Thru	19		0.09	0.13	19	0	0.09	0.13	19	0	0.09	0.13	0.722
Comb. T-R						0				0			
EB Right	145		0.69	0.13	145	0	0.69	0.13	145	0	0.69	0.13	
Comb. L-T-R		1				1				1			
WB Left	535	1	1.00	0.33	540	1	1.00	0.34	540	1	1.00	0.34	
Comb. L-T						0				0			
WB Thru	121	1	1.00	0.08	121	1	1.00	0.08	121	1	1.00	0.08	0.751
Comb. T-R						0				0			
WB Right	56	1	1.00	0.03	56	1	1.00	0.03	56	1	1.00	0.03	
Comb. L-T-R						0				0			
NB Left	27	1	1.00	0.02	27	1	1.00	0.02	27	1	1.00	0.02	
Comb. L-T						0				0			
NB Thru	748	2	2.00	0.23	776	2	2.00	0.24	776	2	2.00	0.24	0.863
Comb. T-R						0				0			
NB Right	197	1	1.00	0.12	198	1	1.00	0.12	198	1	1.00	0.12	
Comb. L-T-R						0				0			
SB Left	25	1	1.00	0.02	25	1	1.00	0.02	25	1	1.00	0.02	
Comb. L-T						0				0			
SB Thru	1392	2	2.00	0.43	1503	2	2.00	0.47	1503	2	2.90	0.32	0.934
Comb. T-R						0				1			
SB Right	51	1	1.00	0.03	51	1	1.00	0.03	51	0	0.10	0.32	
Comb. L-T-R						0				0			

Critical Volumes			E-W:	0.47			E-W:	0.47			E-W:	0.47	
			N-S:	0.45			N-S:	0.49			N-S:	0.34	
			Total:	0.92			Total:	0.96			Total:	0.81	
Lost Time				0.10				0.10				0.10	
V/C				1.019				1.057				0.911	
Level of Service				F				F				E	

E-W Street: Holt Ave
N-S Street: Grand Ave
Scenario: PM Peak
Lane Capacity: 1600
Dual Lefts Capacity (per lane): 1440

Movement	PM Existing				PM Existing + Project				Existing + Project with Mitigation				PHF
	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	
EB Left	22	0	0.24	0.06	22	0	0.24	0.06	22	0	0.24	0.06	
Comb. L-T		0				0				0			
EB Thru	34	0	0.37	0.06	34	0	0.37	0.06	34	0	0.37	0.06	0.913
Comb. T-R		0				0				0			
EB Right	36	0	0.39	0.06	36	0	0.39	0.06	36	0	0.39	0.06	
Comb. L-T-R		1				1				1			
WB Left	235	1	1.00	0.15	238	1	1.00	0.15	238	1	1.00	0.15	
Comb. L-T		0				0				0			
WB Thru	49	1	1.00	0.03	49	1	1.00	0.03	49	1	1.00	0.03	0.945
Comb. T-R		0				0				0			
WB Right	44	1	1.00	0.03	44	1	1.00	0.03	44	1	1.00	0.03	
Comb. L-T-R		0				0				0			
NB Left	52	1	1.00	0.03	52	1	1.00	0.03	52	1	1.00	0.03	
Comb. L-T		0				0				0			
NB Thru	927	2	2.00	0.29	989	2	2.00	0.31	989	2	2.00	0.31	0.927
Comb. T-R		0				0				0			
NB Right	193	1	1.00	0.12	195	1	1.00	0.12	195	1	1.00	0.12	
Comb. L-T-R		0				0				0			
SB Left	36	1	1.00	0.02	36	1	1.00	0.02	36	1	1.00	0.02	
Comb. L-T		0				0				0			
SB Thru	735	2	2.00	0.23	812	2	2.00	0.25	812	2	2.86	0.18	0.940
Comb. T-R		0				0				1			
SB Right	40	1	1.00	0.03	40	1	1.00	0.03	40	0	0.14	0.18	
Comb. L-T-R		0				0				0			

Critical Volumes	E-W:	0.20	E-W:	0.21	E-W:	0.21
	N-S:	0.31	N-S:	0.33	N-S:	0.33
	Total:	0.52	Total:	0.54	Total:	0.54
Lost Time		0.10		0.10		0.10
V/C		0.617		0.638		0.638
Level of Service		B		B		B

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	14	25	27	821	1620	121
Future Vol, veh/h	14	25	27	821	1620	121
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	None	-	Free
Storage Length	52	0	50	-	-	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	27	29	892	1761	132

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2265	-	1761	0	-	0
Stage 1	1761	-	-	-	-	-
Stage 2	504	-	-	-	-	-
Critical Hdwy	6.84	-	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	-	2.22	-	-	-
Pot Cap-1 Maneuver	34	0	351	-	-	0
Stage 1	123	0	-	-	-	0
Stage 2	572	0	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	31	-	351	-	-	-
Mov Cap-2 Maneuver	31	-	-	-	-	-
Stage 1	113	-	-	-	-	-
Stage 2	572	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	203.5	0.5	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT
Capacity (veh/h)	351	-	31	-	-
HCM Lane V/C Ratio	0.084	-	0.491	-	-
HCM Control Delay (s)	16.2	-	203.5	0	-
HCM Lane LOS	C	-	F	A	-
HCM 95th %tile Q(veh)	0.3	-	1.6	-	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	14	25	27	847	1729	121
Future Vol, veh/h	14	25	27	847	1729	121
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	None	-	Free
Storage Length	52	0	50	-	-	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	27	29	921	1879	132

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2398	-	1879	0	-	0
Stage 1	1879	-	-	-	-	-
Stage 2	519	-	-	-	-	-
Critical Hdwy	6.84	-	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	-	2.22	-	-	-
Pot Cap-1 Maneuver	28	0	316	-	-	0
Stage 1	106	0	-	-	-	0
Stage 2	562	0	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	25	-	316	-	-	-
Mov Cap-2 Maneuver	25	-	-	-	-	-
Stage 1	96	-	-	-	-	-
Stage 2	562	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	278.2	0.5	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT
Capacity (veh/h)	316	-	25	-	-
HCM Lane V/C Ratio	0.093	-	0.609	-	-
HCM Control Delay (s)	17.6	-	278.2	0	-
HCM Lane LOS	C	-	F	A	-
HCM 95th %tile Q(veh)	0.3	-	1.9	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configuration						
Traffic Vol, veh/h	5	11	30	1128	889	31
Future Vol, veh/h	5	11	30	1128	889	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	None	-	Free
Storage Length	52	0	50	-	-	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	12	33	1226	966	34

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1645	-	966	0	-	0
Stage 1	966	-	-	-	-	-
Stage 2	679	-	-	-	-	-
Critical Hdwy	6.84	-	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	-	2.22	-	-	-
Pot Cap-1 Maneuver	90	0	709	-	-	0
Stage 1	330	0	-	-	-	0
Stage 2	465	0	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	86	-	709	-	-	-
Mov Cap-2 Maneuver	86	-	-	-	-	-
Stage 1	314	-	-	-	-	-
Stage 2	465	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	49.7	0.3	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT
Capacity (veh/h)	709	-	86	-	-
HCM Lane V/C Ratio	0.046	-	0.063	-	-
HCM Control Delay (s)	10.3	-	49.7	0	-
HCM Lane LOS	B	-	E	A	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	11	30	1187	974	31
Future Vol, veh/h	5	11	30	1187	974	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	None	-	Free
Storage Length	52	0	50	-	-	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	12	33	1290	1059	34

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1770	-	1059	0	-	0
Stage 1	1059	-	-	-	-	-
Stage 2	711	-	-	-	-	-
Critical Hdwy	6.84	-	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	-	2.22	-	-	-
Pot Cap-1 Maneuver	74	0	653	-	-	0
Stage 1	295	0	-	-	-	0
Stage 2	448	0	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	70	-	653	-	-	-
Mov Cap-2 Maneuver	70	-	-	-	-	-
Stage 1	280	-	-	-	-	-
Stage 2	448	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	60.7	0.3	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT
Capacity (veh/h)	653	-	70	-	-
HCM Lane V/C Ratio	0.05	-	0.078	-	-
HCM Control Delay (s)	10.8	-	60.7	0	-
HCM Lane LOS	B	-	F	A	-
HCM 95th %tile Q(veh)	0.2	-	0.2	-	-

Intersection	
Intersection Delay, s/veh	48.2
Intersection LOS	E

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	260	548	453	109	180	305
Future Vol, veh/h	260	548	453	109	180	305
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	283	596	492	118	196	332
Number of Lanes	0	2	2	0	2	1

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	3	0	2
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	3	2
HCM Control Delay	80.7	29.9	15.1
HCM LOS	F	D	C

Lane	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	59%	0%	0%	0%	100%	100%	0%
Vol Thru, %	41%	100%	100%	58%	0%	0%	0%
Vol Right, %	0%	0%	0%	42%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	443	365	302	260	90	90	305
LT Vol	260	0	0	0	90	90	0
Through Vol	183	365	302	151	0	0	0
RT Vol	0	0	0	109	0	0	305
Lane Flow Rate	481	397	328	283	98	98	332
Geometry Grp	8	8	8	8	7	7	7
Degree of Util (X)	1.117	0.889	0.765	0.636	0.238	0.238	0.535
Departure Headway (Hd)	8.361	8.06	8.657	8.356	9.015	9.015	5.996
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	438	449	420	435	401	401	607
Service Time	6.105	5.803	6.357	6.056	6.715	6.715	3.696
HCM Lane V/C Ratio	1.098	0.884	0.781	0.651	0.244	0.244	0.547
HCM Control Delay	107.6	48	34.5	24.5	14.5	14.5	15.4
HCM Lane LOS	F	E	D	C	B	B	C
HCM 95th-tile Q	16.9	9.5	6.4	4.3	0.9	0.9	3.2

Intersection	
Intersection Delay, s/veh	51.4
Intersection LOS	F

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	260	565	457	110	184	305
Future Vol, veh/h	260	565	457	110	184	305
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	283	614	497	120	200	332
Number of Lanes	0	2	2	0	2	1

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	3	0	2
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	3	2
HCM Control Delay	86.8	30.9	15.3
HCM LOS	F	D	C

Lane	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	58%	0%	0%	0%	100%	100%	0%
Vol Thru, %	42%	100%	100%	58%	0%	0%	0%
Vol Right, %	0%	0%	0%	42%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	448	377	305	262	92	92	305
LT Vol	260	0	0	0	92	92	0
Through Vol	188	377	305	152	0	0	0
RT Vol	0	0	0	110	0	0	305
Lane Flow Rate	487	409	331	285	100	100	332
Geometry Grp	8	8	8	8	7	7	7
Degree of Util (X)	1.137	0.921	0.776	0.645	0.244	0.244	0.539
Departure Headway (Hd)	8.399	8.102	8.721	8.42	9.074	9.074	6.055
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	434	446	417	431	398	398	600
Service Time	6.144	5.847	6.421	6.12	6.774	6.774	3.755
HCM Lane V/C Ratio	1.122	0.917	0.794	0.661	0.251	0.251	0.553
HCM Control Delay	114.6	53.8	35.8	25.2	14.7	14.7	15.6
HCM Lane LOS	F	F	E	D	B	B	C
HCM 95th-tile Q	17.6	10.4	6.6	4.4	0.9	0.9	3.2

Intersection	
Intersection Delay, s/veh	29.1
Intersection LOS	D

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	299	320	450	112	132	213
Future Vol, veh/h	299	320	450	112	132	213
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	325	348	489	122	143	232
Number of Lanes	0	2	2	0	2	1

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	3	0	2
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	3	2
HCM Control Delay	44.5	22.9	11.7
HCM LOS	E	C	B

Lane	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	74%	0%	0%	0%	100%	100%	0%
Vol Thru, %	26%	100%	100%	57%	0%	0%	0%
Vol Right, %	0%	0%	0%	43%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	406	213	300	262	66	66	213
LT Vol	299	0	0	0	66	66	0
Through Vol	107	213	300	150	0	0	0
RT Vol	0	0	0	112	0	0	213
Lane Flow Rate	441	232	326	285	72	72	232
Geometry Grp	8	8	8	8	7	7	7
Degree of Util (X)	0.954	0.477	0.69	0.579	0.168	0.168	0.348
Departure Headway (Hd)	7.786	7.41	7.618	7.313	8.43	8.43	5.418
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	467	487	476	493	426	426	662
Service Time	5.528	5.153	5.362	5.056	6.17	6.17	3.157
HCM Lane V/C Ratio	0.944	0.476	0.685	0.578	0.169	0.169	0.35
HCM Control Delay	59.1	16.8	25.7	19.7	12.9	12.9	11
HCM Lane LOS	F	C	D	C	B	B	B
HCM 95th-tile Q	11.6	2.5	5.2	3.6	0.6	0.6	1.6

Intersection	
Intersection Delay, s/veh	30.6
Intersection LOS	D

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	299	332	459	114	135	213
Future Vol, veh/h	299	332	459	114	135	213
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	325	361	499	124	147	232
Number of Lanes	0	2	2	0	2	1

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	3	0	2
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	3	2
HCM Control Delay	46.8	24	11.9
HCM LOS	E	C	B

Lane	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	73%	0%	0%	0%	100%	100%	0%
Vol Thru, %	27%	100%	100%	57%	0%	0%	0%
Vol Right, %	0%	0%	0%	43%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	410	221	306	267	68	68	213
LT Vol	299	0	0	0	68	68	0
Through Vol	111	221	306	153	0	0	0
RT Vol	0	0	0	114	0	0	213
Lane Flow Rate	445	241	333	290	73	73	232
Geometry Grp	8	8	8	8	7	7	7
Degree of Util (X)	0.969	0.499	0.709	0.594	0.173	0.173	0.352
Departure Headway (Hd)	7.835	7.462	7.671	7.366	8.487	8.487	5.474
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	463	484	472	490	423	423	658
Service Time	5.583	5.211	5.419	5.113	6.227	6.227	3.213
HCM Lane V/C Ratio	0.961	0.498	0.706	0.592	0.173	0.173	0.353
HCM Control Delay	62.7	17.5	27.1	20.4	13	13	11.2
HCM Lane LOS	F	C	D	C	B	B	B
HCM 95th-tile Q	12	2.7	5.5	3.8	0.6	0.6	1.6

E-W Street: Cameron Ave
N-S Street: Grand Ave
Scenario: AM Peak
Overlap Reduce 15%
Lane Capacity: 1600
Dual Lefts Capacity (per lane): 1440

Movement	AM Existing				AM Existing + Project				Existing + Project with Mitigation				PHF
	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	
EB Left	124	1	1.00	0.08	124	1	1.00	0.08	124	1	1.00	0.08	0.889
Comb. L-T						0				0			
EB Thru	0		0.00		0	0	0.00		0	0	0.00		
Comb. T-R						0				0			
EB Right	616	1	1.00	0.38	637	1	1.00	0.40	637	2	2.00	0.20	
Comb. L-T-R						0				0			
WB Left	0		0.00		0	0	0.00		0	0	0.00		1.000
Comb. L-T						0				0			
WB Thru	0		0.00		0	0	0.00		0	0	0.00		
Comb. T-R						0				0			
WB Right	0		0.00		0	0	0.00		0	0	0.00		
Comb. L-T-R						0				0			
NB Left	375	2	2.00	0.13	381	2	2.00	0.13	381	2	2.00	0.13	0.893
Comb. L-T						0				0			
NB Thru	793	2	2.00	0.25	822	2	2.00	0.26	822	2	2.00	0.26	
Comb. T-R						0				0			
NB Right	0		0.00		0	0	0.00		0	0	0.00		
Comb. L-T-R						0				0			
SB Left	0		0.00		0	0	0.00		0	0	0.00		0.893
Comb. L-T						0				0			
SB Thru	1651	2	2.00	0.52	1773	2	2.00	0.55	1773	2	2.00	0.55	
Comb. T-R						0				0			
SB Right	189	1	1.00	0.12	189	1	1.00	0.12	189	1	1.00	0.12	
Comb. L-T-R						0				0			

Critical Volumes			E-W:	0.38			E-W:	0.40			E-W:	0.20	
			N-S:	0.65			N-S:	0.69			N-S:	0.69	
			Total:	1.03			Total:	1.08			Total:	0.89	
Lost Time				0.10				0.10				0.10	
V/C				1.131				1.184				0.985	
Level of Service				F				F				E	

E-W Street: Cameron Ave
N-S Street: Grand Ave
Scenario: PM Peak
Overlap Reduce 25%
Lane Capacity: 1600
Dual Lefts Capacity (per lane): 1440

Movement	PM Existing				PM Existing + Project				Existing + Project with Mitigation				PHF
	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	
EB Left	72	1	1.00	0.04	72	1	1.00	0.04	72	1	1.00	0.04	0.918
Comb. L-T		0				0				0			
EB Thru	0	0	0.00		0	0	0.00		0	0	0.00		
Comb. T-R		0				0				0			
EB Right	330	1	1.00	0.21	342	1	1.00	0.21	342	2	2.00	0.11	
Comb. L-T-R		0				0				0			
WB Left	0	0	0.00		0	0	0.00		0	0	0.00		1.000
Comb. L-T		0				0				0			
WB Thru	0	0	0.00		0	0	0.00		0	0	0.00		
Comb. T-R		0				0				0			
WB Right	0	0	0.00		0	0	0.00		0	0	0.00		
Comb. L-T-R		0				0				0			
NB Left	526	2	2.00	0.18	539	2	2.00	0.19	539	2	2.00	0.19	0.916
Comb. L-T		0				0				0			
NB Thru	1186	2	2.00	0.37	1250	2	2.00	0.39	1250	2	2.00	0.39	
Comb. T-R		0				0				0			
NB Right	0	0	0.00		0	0	0.00		0	0	0.00		
Comb. L-T-R		0				0				0			
SB Left	0	0	0.00		0	0	0.00		0	0	0.00		0.911
Comb. L-T		0				0				0			
SB Thru	903	2	2.00	0.28	986	2	2.00	0.31	986	2	2.00	0.31	
Comb. T-R		0				0				0			
SB Right	109	1	1.00	0.07	109	1	1.00	0.07	109	1	1.00	0.07	
Comb. L-T-R		0				0				0			

Critical Volumes			E-W:	0.21			E-W:	0.21			E-W:	0.11	
			N-S:	0.47			N-S:	0.50			N-S:	0.50	
			Total:	0.67			Total:	0.71			Total:	0.60	
Lost Time				0.10				0.10				0.10	
V/C				0.771				0.809				0.702	
Level of Service				C				D				C	

E-W Street: Mountaineer Rd
N-S Street: Grand Ave
Scenario: AM Peak
Overlap Reduce 25%
Lane Capacity: 1600
Dual Lefts Capacity (per lane): 1440

Movement	AM Existing				AM Existing + Project				PHF
	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	
EB Left	0		0.00		0	0	0.00		1.000
Comb. L-T						0			
EB Thru	0		0.00		0	0	0.00		
Comb. T-R						0			
EB Right	0		0.00		0	0	0.00		
Comb. L-T-R						0			
WB Left	165	2	2.00	0.06	176	2	2.00	0.06	0.895
Comb. L-T						0			
WB Thru	0		0.00		0	0	0.00		
Comb. T-R						0			
WB Right	68	2	2.00	0.02	78	2	2.00	0.02	
Comb. L-T-R						0			
NB Left	0		0.00		0	0	0.00		0.903
Comb. L-T						0			
NB Thru	1130	2	2.00	0.35	1150	2	2.00	0.36	
Comb. T-R						0			
NB Right	430	1	1.00	0.27	473	1	1.00	0.30	
Comb. L-T-R						0			
SB Left	601	2	2.00	0.21	656	2	2.00	0.23	0.941
Comb. L-T						0			
SB Thru	1783	2	2.00	0.56	1866	2	2.00	0.58	
Comb. T-R						0			
SB Right	0		0.00		0	0	0.00		
Comb. L-T-R						0			

Critical Volumes	E-W:	0.06	E-W:	0.06
	N-S:	0.56	N-S:	0.59
	Total:	0.62	Total:	0.65
Lost Time		0.10		0.10
V/C		0.719		0.748
Level of Service		C		C

E-W Street: Mountaineer Rd
N-S Street: Grand Ave
Scenario: PM Peak
Overlap Reduce 11%
Lane Capacity: 1600
Dual Lefts Capacity (per lane): 1440

Movement	PM Existing				PM Existing + Project				PHF
	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	
EB Left	0	0	0.00		0	0	0.00		1.000
Comb. L-T		0				0			
EB Thru	0	0	0.00		0	0	0.00		
Comb. T-R		0				0			
EB Right	0	0	0.00		0	0	0.00		
Comb. L-T-R		0				0			
WB Left	188	2	2.00	0.07	215	2	2.00	0.07	0.773
Comb. L-T		0				0			
WB Thru	0	0	0.00		0	0	0.00		
Comb. T-R		0				0			
WB Right	146	2	2.00	0.05	179	2	2.00	0.06	
Comb. L-T-R		0				0			
NB Left	0	0	0.00		0	0	0.00		0.911
Comb. L-T		0				0			
NB Thru	1696	2	2.00	0.53	1743	2	2.00	0.54	
Comb. T-R		0				0			
NB Right	184	1	1.00	0.12	214	1	1.00	0.13	
Comb. L-T-R		0				0			
SB Left	166	2	2.00	0.06	204	2	2.00	0.07	0.948
Comb. L-T		0				0			
SB Thru	1114	2	2.00	0.35	1171	2	2.00	0.37	
Comb. T-R		0				0			
SB Right	0	0	0.00		0	0	0.00		
Comb. L-T-R		0				0			

Critical Volumes	E-W:	0.07	E-W:	0.07
	N-S:	0.59	N-S:	0.62
	Total:	0.65	Total:	0.69
Lost Time		0.10		0.10
V/C		0.753		0.790
Level of Service		C		C

E-W Street: San Jose Hills Rd
N-S Street: Grand Ave
Scenario: AM Peak
Lane Capacity: 1600
Dual Lefts Capacity (per lane): 1440

Movement	AM Existing				AM Existing + Project				Existing + Project with Mitigation				PHF
	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	
EB Left	236	1	1.00	0.15	236	1	1.00	0.15	236	1	1.00	0.15	
Comb. L-T						0				0			
EB Thru	105		0.45	0.15	110	0	0.46	0.15	110	0	0.46	0.15	0.780
Comb. T-R		1				1				1			
EB Right	127		0.55	0.15	127	0	0.54	0.15	127	0	0.54	0.15	
Comb. L-T-R						0				0			
WB Left	107	1	1.00	0.07	126	1	1.00	0.08	126	1	1.62	0.05	
Comb. L-T						0				1			
WB Thru	28	1	1.00	0.02	30	1	1.00	0.02	30	0	0.38	0.05	0.745
Comb. T-R						0				0			
WB Right	64	1	1.00	0.04	75	1	1.00	0.05	75	1	1.00	0.05	
Comb. L-T-R						0				0			
NB Left	115	1	1.00	0.07	115	1	1.00	0.07	115	1	1.00	0.07	
Comb. L-T						0				0			
NB Thru	1359	2	2.00	0.42	1416	2	2.00	0.44	1416	2	2.21	0.40	0.862
Comb. T-R						0				1			
NB Right	438	1	1.00	0.27	509	1	1.00	0.32	509	0	0.79	0.40	
Comb. L-T-R						0				0			
SB Left	316	1	1.00	0.20	355	1	1.00	0.22	355	1	1.00	0.22	
Comb. L-T						0				0			
SB Thru	1564	2	2.00	0.49	1624	2	2.00	0.51	1624	2	2.00	0.51	0.895
Comb. T-R						0				0			
SB Right	155	1	1.00	0.10	155	1	1.00	0.10	155	1	1.00	0.10	
Comb. L-T-R						0				0			

Critical Volumes			E-W:	0.21			E-W:	0.23			E-W:	0.20	
			N-S:	0.62			N-S:	0.66			N-S:	0.62	
			Total:	0.83			Total:	0.89			Total:	0.82	
Lost Time				0.10				0.10				0.10	
V/C				0.934				0.992				0.920	
Level of Service				E				E				E	

E-W Street: San Jose Hills Rd
N-S Street: Grand Ave
Scenario: PM Peak
Lane Capacity: 1600
Dual Lefts Capacity (per lane): 1440

Movement	PM Existing				PM Existing + Project				Existing + Project with Mitigation				PHF
	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	
EB Left	108	1	1.00	0.07	108	1	1.00	0.07	108	1	1.00	0.07	0.890
Comb. L-T		0				0				0			
EB Thru	17	0	0.14	0.08	20	0	0.16	0.08	20	0	0.16	0.08	
Comb. T-R		1				1				1			
EB Right	103	0	0.86	0.08	103	0	0.84	0.08	103	0	0.84	0.08	
Comb. L-T-R		0				0				0			
WB Left	233	1	1.00	0.15	276	1	1.00	0.17	276	1	1.79	0.10	0.760
Comb. L-T		0				0				1			
WB Thru	29	1	1.00	0.02	32	1	1.00	0.02	32	0	0.21	0.10	
Comb. T-R		0				0				0			
WB Right	138	1	1.00	0.09	163	1	1.00	0.10	163	1	1.00	0.10	
Comb. L-T-R		0				0				0			
NB Left	91	1	1.00	0.06	91	1	1.00	0.06	91	1	1.00	0.06	0.896
Comb. L-T		0				0				0			
NB Thru	1692	2	2.00	0.53	1749	2	2.00	0.55	1749	2	2.65	0.41	
Comb. T-R		0				0				1			
NB Right	184	1	1.00	0.12	231	1	1.00	0.14	231	0	0.35	0.41	
Comb. L-T-R		0				0				0			
SB Left	75	1	1.00	0.05	101	1	1.00	0.06	101	1	1.00	0.06	0.940
Comb. L-T		0				0				0			
SB Thru	1119	2	2.00	0.35	1173	2	2.00	0.37	1173	2	2.00	0.37	
Comb. T-R		0				0				0			
SB Right	98	1	1.00	0.06	98	1	1.00	0.06	98	1	1.00	0.06	
Comb. L-T-R		0				0				0			

Critical Volumes			E-W:	0.22			E-W:	0.25			E-W:	0.17	
			N-S:	0.58			N-S:	0.61			N-S:	0.48	
			Total:	0.80			Total:	0.86			Total:	0.65	
Lost Time				0.10				0.10				0.10	
V/C				0.897				0.960				0.749	
Level of Service				D				E				C	

E-W Street: La Puente Rd
N-S Street: Grand Ave
Scenario: AM Peak
Lane Capacity: 1600
Dual Lefts Capacity (per lane): 1440

Overlap Reduce 20% 10%

Movement	AM Existing				AM Existing + Project				Existing + Project with Mitigation				PHF
	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	
EB Left	594	1	1.71	0.22	599	1	1.71	0.22	599	1	1.71	0.22	
Comb. L-T		1				1				1			
EB Thru	101		0.29	0.22	101	0	0.29	0.22	101	0	0.29	0.22	0.751
Comb. T-R						0				0			
EB Right	541	1	1.00	0.34	541	1	1.00	0.34	487	1	1.00	0.30	
Comb. L-T-R						0				0			
WB Left	198	1	1.15	0.11	198	1	1.15	0.11	198	1	1.15	0.11	
Comb. L-T		1				1				1			
WB Thru	145		1.74	0.05	145	0	1.74	0.05	145	0	1.74	0.05	0.628
Comb. T-R		1				1				1			
WB Right	18		0.11	0.10	18	0	0.11	0.10	18	0	0.11	0.10	
Comb. L-T-R						0				0			
NB Left	173	1	1.00	0.11	173	1	1.00	0.11	173	1	1.00	0.11	
Comb. L-T						0				0			
NB Thru	1543	2	2.00	0.48	1655	2	2.00	0.52	1655	2	2.00	0.52	0.972
Comb. T-R						0				0			
NB Right	52	1	1.00	0.03	52	1	1.00	0.03	52	1	1.00	0.03	
Comb. L-T-R						0				0			
SB Left	2	1	1.00	0.00	2	1	1.00	0.00	2	1	1.00	0.00	
Comb. L-T						0				0			
SB Thru	1067	2	2.00	0.33	1095	2	2.00	0.34	1095	2	2.00	0.34	0.953
Comb. T-R						0				0			
SB Right	261	1	1.00	0.16	262	1	1.00	0.16	262	1	1.00	0.16	
Comb. L-T-R						0				0			

Critical Volumes			E-W:	0.44			E-W:	0.44			E-W:	0.41	
			N-S:	0.48			N-S:	0.52			N-S:	0.52	
			Total:	0.93			Total:	0.96			Total:	0.93	
Lost Time				0.10				0.10				0.10	
V/C				1.028				1.063				1.030	
Level of Service				F				F				F	

E-W Street: La Puente Rd
N-S Street: Grand Ave
Scenario: PM Peak
Lane Capacity: 1600
Dual Lefts Capacity (per lane): 1440

Overlap Reduce 15% 10%

Movement	PM Existing				PM Existing + Project				Existing + Project with Mitigation				PHF
	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	
EB Left	336	1	1.67	0.13	339	1	1.67	0.13	339	1	1.67	0.13	0.946
Comb. L-T		1				1				1			
EB Thru	67	0	0.33	0.13	67	0	0.33	0.13	67	0	0.33	0.13	
Comb. T-R		0				0				0			
EB Right	337	1	1.00	0.21	337	1	1.00	0.21	304	1	1.00	0.19	
Comb. L-T-R		0				0				0			
WB Left	96	1	1.33	0.05	96	1	1.33	0.05	96	1	1.33	0.05	0.840
Comb. L-T		1				1				1			
WB Thru	49	0	1.49	0.02	49	0	1.49	0.02	49	0	1.49	0.02	
Comb. T-R		1				1				1			
WB Right	11	0	0.18	0.04	11	0	0.18	0.04	11	0	0.18	0.04	
Comb. L-T-R		0				0				0			
NB Left	294	1	1.00	0.18	294	1	1.00	0.18	294	1	1.00	0.18	0.961
Comb. L-T		0				0				0			
NB Thru	1557	2	2.00	0.49	1636	2	2.00	0.51	1636	2	2.00	0.51	
Comb. T-R		0				0				0			
NB Right	125	1	1.00	0.08	125	1	1.00	0.08	125	1	1.00	0.08	
Comb. L-T-R		0				0				0			
SB Left	13	1	1.00	0.01	13	1	1.00	0.01	13	1	1.00	0.01	0.918
Comb. L-T		0				0				0			
SB Thru	1074	2	2.00	0.34	1138	2	2.00	0.36	1138	2	2.00	0.36	
Comb. T-R		0				0				0			
SB Right	178	1	1.00	0.11	180	1	1.00	0.11	180	1	1.00	0.11	
Comb. L-T-R		0				0				0			

Critical Volumes			E-W:	0.26			E-W:	0.26			E-W:	0.24	
			N-S:	0.52			N-S:	0.54			N-S:	0.54	
			Total:	0.78			Total:	0.80			Total:	0.77	
Lost Time				0.10				0.10				0.10	
V/C				0.875				0.895				0.874	
Level of Service				D				D				D	

E-W Street: Valley Blvd
N-S Street: Grand Ave
Scenario: AM Peak
Free Right Turn 100%
Lane Capacity: 1600
Dual Lefts Capacity (per lane): 1440

Movement	AM Existing				AM Existing + Project				PHF
	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	
EB Left	481	2	2.00	0.17	486	2	2.00	0.17	0.864
Comb. L-T						0			
EB Thru	728	3	3.00	0.15	728	3	3.00	0.15	
Comb. T-R						0			
EB Right	0	1	1.00	0.00	0	1	1.00	0.00	
Comb. L-T-R						0			
WB Left	194	2	2.00	0.07	194	2	2.00	0.07	0.813
Comb. L-T						0			
WB Thru	1338	3	3.00	0.28	1338	3	3.00	0.28	
Comb. T-R						0			
WB Right	204	1	1.00	0.13	204	1	1.00	0.13	
Comb. L-T-R						0			
NB Left	339	2	2.00	0.12	339	2	2.00	0.12	0.896
Comb. L-T						0			
NB Thru	1252	3	3.00	0.26	1368	3	3.00	0.29	
Comb. T-R						0			
NB Right	0	1	1.00	0.00	0	1	1.00	0.00	
Comb. L-T-R						0			
SB Left	289	2	2.00	0.10	289	2	2.00	0.10	0.855
Comb. L-T						0			
SB Thru	888	3	3.00	0.18	916	3	3.00	0.19	
Comb. T-R						0			
SB Right	0	1	1.00	0.00	0	1	1.00	0.00	
Comb. L-T-R						0			

Critical Volumes	E-W:	0.45	E-W:	0.45
	N-S:	0.36	N-S:	0.39
	Total:	0.81	Total:	0.83
Lost Time		0.10		0.10
V/C		0.907		0.933
Level of Service		E		E

E-W Street: Valley Blvd
N-S Street: Grand Ave
Scenario: PM Peak
Free Right Turn 100%
Lane Capacity: 1600
Dual Lefts Capacity (per lane): 1440

Movement	PM Existing				PM Existing + Project				PHF
	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	
EB Left	592	2	2.00	0.21	595	2	2.00	0.21	0.968
Comb. L-T		0				0			
EB Thru	1413	3	3.00	0.29	1413	3	3.00	0.29	
Comb. T-R		0				0			
EB Right	0	1	1.00	0.00	0	1	1.00	0.00	
Comb. L-T-R		0				0			
WB Left	243	2	2.00	0.08	243	2	2.00	0.08	0.914
Comb. L-T		0				0			
WB Thru	771	3	3.00	0.16	771	3	3.00	0.16	
Comb. T-R		0				0			
WB Right	290	1	1.00	0.18	290	1	1.00	0.18	
Comb. L-T-R		0				0			
NB Left	302	2	2.00	0.10	302	2	2.00	0.10	0.965
Comb. L-T		0				0			
NB Thru	1035	3	3.00	0.22	1110	3	3.00	0.23	
Comb. T-R		0				0			
NB Right	0	1	1.00	0.00	0	1	1.00	0.00	
Comb. L-T-R		0				0			
SB Left	351	2	2.00	0.12	351	2	2.00	0.12	0.943
Comb. L-T		0				0			
SB Thru	737	3	3.00	0.15	797	3	3.00	0.17	
Comb. T-R		0				0			
SB Right	0	1	1.00	0.00	0	1	1.00	0.00	
Comb. L-T-R		0				0			

Critical Volumes	E-W:	0.39	E-W:	0.39
	N-S:	0.34	N-S:	0.35
	Total:	0.72	Total:	0.74
Lost Time		0.10		0.10
V/C		0.824		0.841
Level of Service		D		D

E-W Street: Baker Pkwy
N-S Street: Grand Ave
Scenario: AM Peak
Lane Capacity: 1600
Dual Lefts Capacity (per lane): 1440

Movement	AM Existing				AM Existing + Project				PHF
	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	
EB Left	19	2	2.00	0.01	19	2	2.00	0.01	0.775
Comb. L-T						0			
EB Thru	0	1	1.00	0.00	0	1	1.00	0.00	
Comb. T-R						0			
EB Right	61	1	1.00	0.04	61	1	1.00	0.04	
Comb. L-T-R						0			
WB Left	0	2	2.00	0.00	0	2	2.00	0.00	1.000
Comb. L-T						0			
WB Thru	0	1	1.00	0.00	0	1	1.00	0.00	
Comb. T-R						0			
WB Right	0	1	1.00	0.00	0	1	1.00	0.00	
Comb. L-T-R									
NB Left	114	2	2.00	0.04	114	2	2.00	0.04	0.913
Comb. L-T						0			
NB Thru	2125	3	3.00	0.44	2239	3	3.00	0.47	
Comb. T-R						0			
NB Right	0	1	1.00	0.00	0	1	1.00	0.00	
Comb. L-T-R						0			
SB Left	0	2	2.00	0.00	0	2	2.00	0.00	0.927
Comb. L-T						0			
SB Thru	802	3	3.00	0.17	827	3	3.00	0.17	
Comb. T-R						0			
SB Right	74	1	1.00	0.05	74	1	1.00	0.05	
Comb. L-T-R						0			

Critical Volumes	E-W:	0.04	E-W:	0.04
	N-S:	0.44	N-S:	0.47
	Total:	0.48	Total:	0.50

Lost Time	0.10	0.10

V/C	0.581	0.604
Level of Service	A	B

E-W Street: Baker Pkwy
N-S Street: Grand Ave
Scenario: PM Peak
Lane Capacity: 1600
Dual Lefts Capacity (per lane): 1440

Movement	PM Existing				PM Existing + Project				PHF
	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	
EB Left	115	2	2.00	0.04	115	2	2.00	0.04	0.783
Comb. L-T		0				0			
EB Thru	0	1	1.00	0.00	0	1	1.00	0.00	
Comb. T-R		0				0			
EB Right	189	1	1.00	0.12	189	1	1.00	0.12	
Comb. L-T-R		0				0			
WB Left	0	2	2.00	0.00	0	2	2.00	0.00	1.000
Comb. L-T		0				0			
WB Thru	0	1	1.00	0.00	0	1	1.00	0.00	
Comb. T-R		0				0			
WB Right	0	1	1.00	0.00	0	1	1.00	0.00	
Comb. L-T-R		0				0			
NB Left	46	2	2.00	0.02	46	2	2.00	0.02	0.889
Comb. L-T		0				0			
NB Thru	1370	3	3.00	0.29	1451	3	3.00	0.30	
Comb. T-R		0				0			
NB Right	0	1	1.00	0.00	0	1	1.00	0.00	
Comb. L-T-R		0				0			
SB Left	0	2	2.00	0.00	0	2	2.00	0.00	0.892
Comb. L-T		0				0			
SB Thru	1438	3	3.00	0.30	1502	3	3.00	0.31	
Comb. T-R		0				0			
SB Right	30	1	1.00	0.02	30	1	1.00	0.02	
Comb. L-T-R		0				0			

Critical Volumes	E-W:	0.12	E-W:	0.12
	N-S:	0.32	N-S:	0.33
	Total:	0.43	Total:	0.45

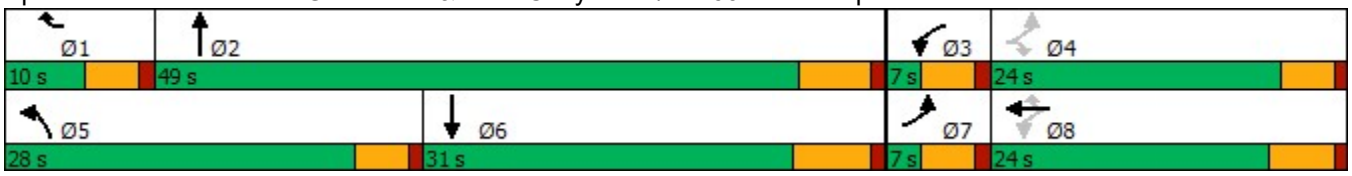
Lost Time	0.10	0.10

V/C	0.534	0.547
Level of Service	A	A

Lane Group	EBR	WBL	WBT	WBR	NBL	NBT	SBT	Ø7
Lane Configurations								
Traffic Volume (vph)	3	138	1	631	242	1446	759	
Future Volume (vph)	3	138	1	631	242	1446	759	
Turn Type	Perm	pm+pt	NA	custom	Prot	NA	NA	
Protected Phases		3	8	1	5	2	6	7
Permitted Phases	4	8		8				
Detector Phase	4	3	8	1	5	2	6	
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.6	9.6	23.4	9.6	9.6	23.8	24.2	9.6
Total Split (s)	24.0	7.0	24.0	10.0	28.0	49.0	31.0	7.0
Total Split (%)	26.7%	7.8%	26.7%	11.1%	31.1%	54.4%	34.4%	8%
Yellow Time (s)	3.6	3.6	4.4	3.6	3.6	4.8	5.2	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6	4.6	5.4	4.6	4.6	5.8	6.2	
Lead/Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	7.0	16.0	15.1	26.1	16.7	40.3	28.7	
Actuated g/C Ratio	0.09	0.21	0.20	0.34	0.22	0.52	0.37	
v/c Ratio	0.02	0.39	0.88	0.57	0.68	0.85	0.35	
Control Delay	33.0	30.5	41.5	16.1	37.9	21.8	19.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	33.0	30.5	41.5	16.1	37.9	21.8	19.2	
LOS	C	C	D	B	D	C	B	
Approach Delay			29.1			24.1	19.2	
Approach LOS			C			C	B	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 77	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay: 24.2	Intersection LOS: C
Intersection Capacity Utilization 73.4%	ICU Level of Service D
Analysis Period (min) 15	

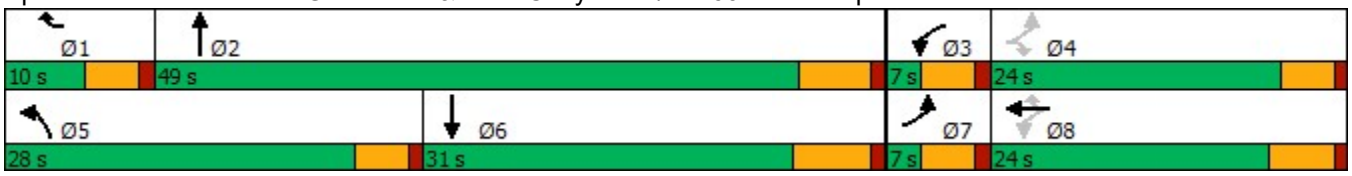
Splits and Phases: 27: Grand Ave & Brea Canyon Rd/SR-60 WB Ramps



Lane Group	EBR	WBL	WBT	WBR	NBL	NBT	SBT	Ø7
Lane Configurations								
Traffic Volume (vph)	3	138	1	709	242	1472	780	
Future Volume (vph)	3	138	1	709	242	1472	780	
Turn Type	Perm	pm+pt	NA	custom	Prot	NA	NA	
Protected Phases		3	8	1	5	2	6	7
Permitted Phases	4	8		8				
Detector Phase	4	3	8	1	5	2	6	
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.6	9.6	23.4	9.6	9.6	23.8	24.2	9.6
Total Split (s)	24.0	7.0	24.0	10.0	28.0	49.0	31.0	7.0
Total Split (%)	26.7%	7.8%	26.7%	11.1%	31.1%	54.4%	34.4%	8%
Yellow Time (s)	3.6	3.6	4.4	3.6	3.6	4.8	5.2	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6	4.6	5.4	4.6	4.6	5.8	6.2	
Lead/Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	7.0	17.4	16.6	27.5	17.0	41.3	29.4	
Actuated g/C Ratio	0.09	0.22	0.21	0.35	0.21	0.52	0.37	
v/c Ratio	0.02	0.37	0.94	0.63	0.70	0.87	0.36	
Control Delay	33.0	29.9	53.7	18.6	39.1	23.4	19.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	33.0	29.9	53.7	18.6	39.1	23.4	19.8	
LOS	C	C	D	B	D	C	B	
Approach Delay			35.3			25.7	19.8	
Approach LOS			D			C	B	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 79.3	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay: 26.7	Intersection LOS: C
Intersection Capacity Utilization 77.4%	ICU Level of Service D
Analysis Period (min) 15	

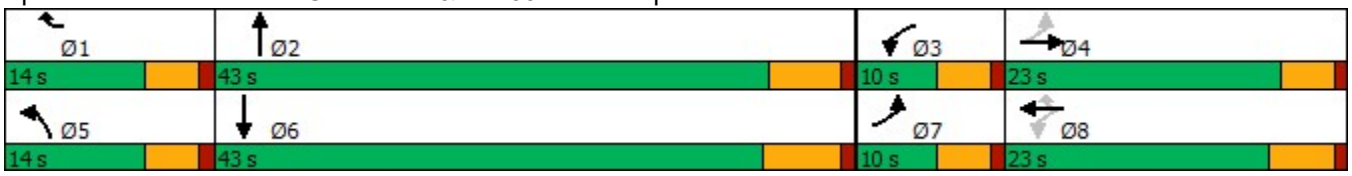
Splits and Phases: 27: Grand Ave & Brea Canyon Rd/SR-60 WB Ramps



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	Ø4	Ø7
Lane Configurations								
Traffic Volume (vph)	133	0	520	185	731	1437		
Future Volume (vph)	133	0	520	185	731	1437		
Turn Type	pm+pt	NA	custom	Prot	NA	NA		
Protected Phases	3	8	1	5	2	6	4	7
Permitted Phases	8		8					
Detector Phase	3	8	1	5	2	6		
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	23.4	9.6	9.6	23.8	24.2	22.6	9.6
Total Split (s)	10.0	23.0	14.0	14.0	43.0	43.0	23.0	10.0
Total Split (%)	11.1%	25.6%	15.6%	15.6%	47.8%	47.8%	26%	11%
Yellow Time (s)	3.6	4.4	3.6	3.6	4.8	5.2	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	4.6	5.4	4.6	4.6	5.8	6.2		
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lag	Lead
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	8.9	8.1	19.6	9.6	30.2	26.0		
Actuated g/C Ratio	0.15	0.13	0.32	0.16	0.50	0.43		
v/c Ratio	0.53	0.69	0.46	0.71	0.45	0.57		
Control Delay	33.3	13.8	8.0	44.1	10.9	13.8		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	33.3	13.8	8.0	44.1	10.9	13.8		
LOS	C	B	A	D	B	B		
Approach Delay		15.0			17.6	13.8		
Approach LOS		B			B	B		

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 60.4	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay: 15.2	Intersection LOS: B
Intersection Capacity Utilization 51.7%	ICU Level of Service A
Analysis Period (min) 15	

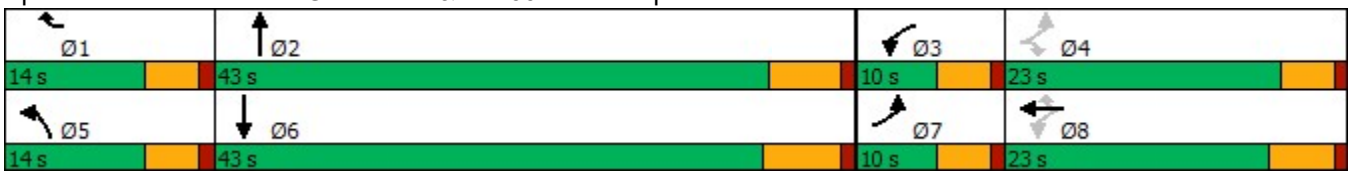
Splits and Phases: 27: Grand Ave & SR-60 WB Ramps



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	Ø4	Ø7
Lane Configurations								
Traffic Volume (vph)	133	0	574	185	749	1487		
Future Volume (vph)	133	0	574	185	749	1487		
Turn Type	pm+pt	NA	custom	Prot	NA	NA		
Protected Phases	3	8	1	5	2	6	4	7
Permitted Phases	8		8					
Detector Phase	3	8	1	5	2	6		
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	23.4	9.6	9.6	23.8	24.2	22.6	9.6
Total Split (s)	10.0	23.0	14.0	14.0	43.0	43.0	23.0	10.0
Total Split (%)	11.1%	25.6%	15.6%	15.6%	47.8%	47.8%	26%	11%
Yellow Time (s)	3.6	4.4	3.6	3.6	4.8	5.2	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	4.6	5.4	4.6	4.6	5.8	6.2		
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lag	Lead
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	9.8	9.0	20.6	9.7	31.1	27.1		
Actuated g/C Ratio	0.16	0.14	0.33	0.16	0.50	0.43		
v/c Ratio	0.49	0.71	0.50	0.73	0.46	0.59		
Control Delay	32.1	15.0	9.6	47.6	11.5	14.4		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	32.1	15.0	9.6	47.6	11.5	14.4		
LOS	C	B	A	D	B	B		
Approach Delay		15.7			18.6	14.4		
Approach LOS		B			B	B		

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 62.4	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay: 15.9	Intersection LOS: B
Intersection Capacity Utilization 53.1%	ICU Level of Service A
Analysis Period (min) 15	

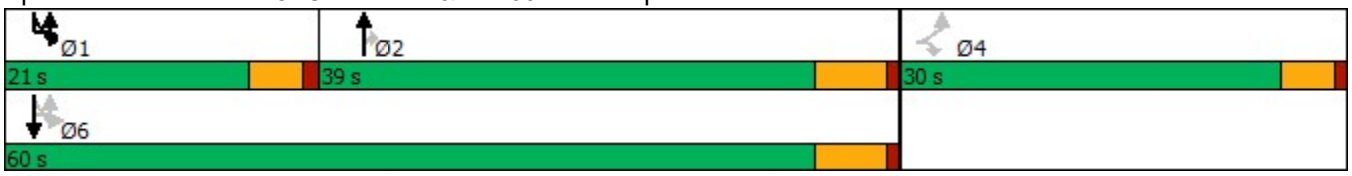
Splits and Phases: 27: Grand Ave & SR-60 WB Ramps



Lane Group	EBL	EBR	NBT	NBR	SBU	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	701	250	976	283	9	262	643
Future Volume (vph)	701	250	976	283	9	262	643
Turn Type	Perm	Perm	NA	Perm	pm+pt	pm+pt	NA
Protected Phases			2		1	1	6
Permitted Phases	4	4		2	6	6	
Detector Phase	4	4	2	2	1	1	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	24.0	24.0	11.0	11.0	24.0
Total Split (s)	30.0	30.0	39.0	39.0	21.0	21.0	60.0
Total Split (%)	33.3%	33.3%	43.3%	43.3%	23.3%	23.3%	66.7%
Yellow Time (s)	3.6	3.6	4.8	4.8	3.6	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.6	4.6	5.8	5.8		4.6	5.8
Lead/Lag			Lag	Lag	Lead	Lead	
Lead-Lag Optimize?							
Recall Mode	None	None	None	None	None	None	None
Act Effct Green (s)	22.5	22.5	30.2	30.2		49.7	48.4
Actuated g/C Ratio	0.28	0.28	0.37	0.37		0.61	0.59
v/c Ratio	0.80	0.45	0.81	0.40		0.76	0.23
Control Delay	35.9	7.8	29.8	4.1		30.3	8.2
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	35.9	7.8	29.8	4.1		30.3	8.2
LOS	D	A	C	A		C	A
Approach Delay			24.0				14.7
Approach LOS			C				B

Intersection Summary			
Cycle Length: 90			
Actuated Cycle Length: 81.6			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 22.7		Intersection LOS: C	
Intersection Capacity Utilization 72.3%		ICU Level of Service C	
Analysis Period (min) 15			

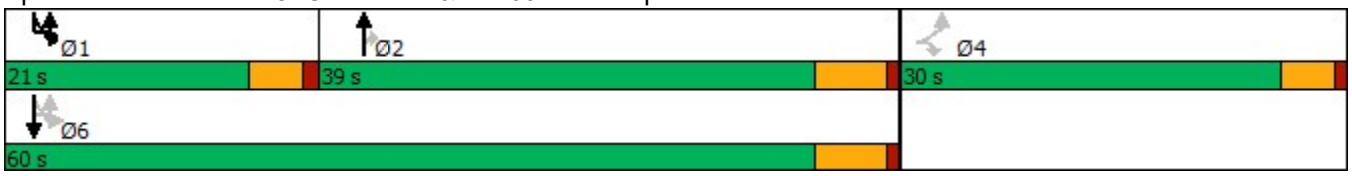
Splits and Phases: 28: Grand Ave & SR-60 EB Ramps



Lane Group	EBL	EBR	NBT	NBR	SBU	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	714	250	989	283	9	280	646
Future Volume (vph)	714	250	989	283	9	280	646
Turn Type	Perm	Perm	NA	Perm	pm+pt	pm+pt	NA
Protected Phases			2		1	1	6
Permitted Phases	4	4		2	6	6	
Detector Phase	4	4	2	2	1	1	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	24.0	24.0	11.0	11.0	24.0
Total Split (s)	30.0	30.0	39.0	39.0	21.0	21.0	60.0
Total Split (%)	33.3%	33.3%	43.3%	43.3%	23.3%	23.3%	66.7%
Yellow Time (s)	3.6	3.6	4.8	4.8	3.6	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.6	4.6	5.8	5.8		4.6	5.8
Lead/Lag			Lag	Lag	Lead	Lead	
Lead-Lag Optimize?							
Recall Mode	None	None	None	None	None	None	None
Act Effct Green (s)	22.8	22.8	30.6	30.6		50.7	49.4
Actuated g/C Ratio	0.28	0.28	0.37	0.37		0.61	0.60
v/c Ratio	0.82	0.45	0.82	0.40		0.79	0.23
Control Delay	37.1	8.0	30.8	4.1		33.8	8.2
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	37.1	8.0	30.8	4.1		33.8	8.2
LOS	D	A	C	A		C	A
Approach Delay			24.9				16.1
Approach LOS			C				B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 82.9	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 23.7	Intersection LOS: C
Intersection Capacity Utilization 74.0%	ICU Level of Service D
Analysis Period (min) 15	

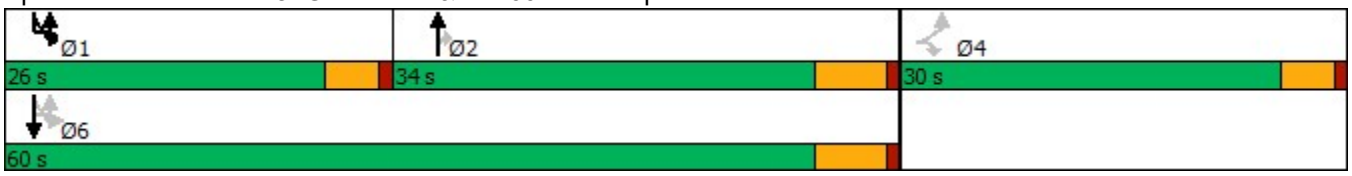
Splits and Phases: 28: Grand Ave & SR-60 EB Ramps



Lane Group	EBL	EBR	NBT	NBR	SBU	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	133	243	757	604	4	362	1234
Future Volume (vph)	133	243	757	604	4	362	1234
Turn Type	Perm	Perm	NA	Perm	pm+pt	pm+pt	NA
Protected Phases			2		1	1	6
Permitted Phases	4	4		2	6	6	
Detector Phase	4	4	2	2	1	1	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	24.0	24.0	11.0	11.0	24.0
Total Split (s)	30.0	30.0	34.0	34.0	26.0	26.0	60.0
Total Split (%)	33.3%	33.3%	37.8%	37.8%	28.9%	28.9%	66.7%
Yellow Time (s)	3.6	3.6	4.8	4.8	3.6	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.6	4.6	5.8	5.8		4.6	5.8
Lead/Lag			Lag	Lag	Lead	Lead	
Lead-Lag Optimize?							
Recall Mode	None	None	None	None	None	None	None
Act Effct Green (s)	13.8	13.8	24.4	24.4		45.9	44.6
Actuated g/C Ratio	0.20	0.20	0.35	0.35		0.66	0.64
v/c Ratio	0.21	0.68	0.66	0.67		0.72	0.41
Control Delay	25.6	27.7	23.5	5.9		18.4	6.8
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	25.6	27.7	23.5	5.9		18.4	6.8
LOS	C	C	C	A		B	A
Approach Delay			15.7				9.4
Approach LOS			B				A

Intersection Summary			
Cycle Length: 90			
Actuated Cycle Length: 69.4			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay: 13.9		Intersection LOS: B	
Intersection Capacity Utilization 65.1%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 28: Grand Ave & SR-60 EB Ramps



Lane Group	EBL	EBR	NBT	NBR	SBU	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	142	243	766	604	4	405	1241
Future Volume (vph)	142	243	766	604	4	405	1241
Turn Type	Perm	Perm	NA	Perm	pm+pt	pm+pt	NA
Protected Phases			2		1	1	6
Permitted Phases	4	4		2	6	6	
Detector Phase	4	4	2	2	1	1	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	24.0	24.0	11.0	11.0	24.0
Total Split (s)	30.0	30.0	34.0	34.0	26.0	26.0	60.0
Total Split (%)	33.3%	33.3%	37.8%	37.8%	28.9%	28.9%	66.7%
Yellow Time (s)	3.6	3.6	4.8	4.8	3.6	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.6	4.6	5.8	5.8		4.6	5.8
Lead/Lag			Lag	Lag	Lead	Lead	
Lead-Lag Optimize?							
Recall Mode	None	None	None	None	None	None	None
Act Effct Green (s)	14.0	14.0	25.0	25.0		48.6	47.3
Actuated g/C Ratio	0.19	0.19	0.35	0.35		0.67	0.66
v/c Ratio	0.23	0.69	0.68	0.67		0.77	0.40
Control Delay	26.6	29.0	24.8	5.9		22.9	6.6
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	26.6	29.0	24.8	5.9		22.9	6.6
LOS	C	C	C	A		C	A
Approach Delay			16.5				10.7
Approach LOS			B				B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 72.2	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 15.0	Intersection LOS: B
Intersection Capacity Utilization 67.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 28: Grand Ave & SR-60 EB Ramps