

Appendix C – ICU Spreadsheets and HCM Reports – 2021 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 2021 without Project				AM 2021 + 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				0			
EB Thru	1392	2	2.00	0.43	1405	2	2.00	0.44	
Comb. T-R		0				0			
EB Right	398	1	1.00	0.25	398	1	1.00	0.25	
Comb. L-T-R		0				0			
WB Left	137	1	1.00	0.09	137	1	1.00	0.09	0.907
Comb. L-T		0				0			
WB Thru	1027	2	2.00	0.32	1030	2	2.00	0.32	
Comb. T-R		0				0			
WB Right	3	1	1.00	0.00	3	1	1.00	0.00	
Comb. L-T-R		0				0			
NB Left	700	1	1.97	0.22	700	1	1.97	0.22	0.956
Comb. L-T		1				1			
NB Thru	10	0	0.03	0.22	10	0	0.03	0.22	
Comb. T-R		0				0			
NB Right	228	1	1.00	0.14	230	1	1.00	0.14	
Comb. L-T-R		0				0			
SB Left	15	0	0.27	0.04	15	0	0.27	0.04	0.875
Comb. L-T		0				0			
SB Thru	17	0	0.31	0.04	17	0	0.31	0.04	
Comb. T-R		0				0			
SB Right	24	0	0.43	0.04	24	0	0.43	0.04	
Comb. L-T-R		1				1			

Critical Volumes	E-W:	0.52	E-W:	0.52
	N-S:	0.26	N-S:	0.26
	Total:	0.78	Total:	0.78

Lost Time	0.10	0.10
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V/C	0.877	0.882
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 2021 without Project				PM 2021 + 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	1143	2	2.00	0.36	1151	2	2.00	0.36	
Comb. T-R		0				0			
EB Right	335	1	1.00	0.21	335	1	1.00	0.21	
Comb. L-T-R		0				0			
WB Left	225	1	1.00	0.14	226	1	1.00	0.14	0.895
Comb. L-T		0				0			
WB Thru	1028	2	2.00	0.32	1034	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	728	1	1.97	0.23	728	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	215	1	1.00	0.13	216	1	1.00	0.14	
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:	0.50	E-W:	0.50
	N-S:	0.25	N-S:	0.25
	Total:	0.75	Total:	0.75

Lost Time	0.10	0.10
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V/C	0.846	0.849
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 2021 without Project				AM 2021 + 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				0			
EB Thru	1229	1	1.54	0.50	1244	1	1.54	0.51	
Comb. T-R		1				1			
EB Right	372	0	0.46	0.50	372	0	0.46	0.51	
Comb. L-T-R		0				0			
WB Left	73	1	1.00	0.05	73	1	1.00	0.05	0.974
Comb. L-T		0				0			
WB Thru	709	2	2.00	0.22	712	2	2.00	0.22	
Comb. T-R		0				0			
WB Right	12	1	1.00	0.01	12	1	1.00	0.01	
Comb. L-T-R		0				0			
NB Left	254	1	1.70	0.09	254	1	1.70	0.09	0.901
Comb. L-T		1				1			
NB Thru	44	0	0.30	0.09	44	0	0.30	0.09	
Comb. T-R		0				0			
NB Right	101	1	1.00	0.06	103	1	1.00	0.06	
Comb. L-T-R		0				0			
SB Left	43	0	0.40	0.07	43	0	0.40	0.07	0.818
Comb. L-T		1				1			
SB Thru	64	0	0.60	0.07	64	0	0.60	0.07	
Comb. T-R		0				0			
SB Right	28	1	1.00	0.02	28	1	1.00	0.02	
Comb. L-T-R		0				0			

Critical Volumes	E-W:	0.55	E-W:	0.55
	N-S:	0.16	N-S:	0.16
	Total:	0.71	Total:	0.71

Lost Time	0.10	0.10
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V/C	0.806	0.810
Level of Service	D	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 2021 without Project				PM 2021 + 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	937	1	1.68	0.35	947	1	1.68	0.35	
Comb. T-R		1				1			
EB Right	179	0	0.32	0.35	179	0	0.32	0.35	
Comb. L-T-R		0				0			
WB Left	97	1	1.00	0.06	98	1	1.00	0.06	0.944
Comb. L-T		0				0			
WB Thru	934	2	2.00	0.29	941	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	323	1	1.74	0.12	323	1	1.74	0.12	0.933
Comb. L-T		1				1			
NB Thru	47	0	0.26	0.12	47	0	0.26	0.12	
Comb. T-R		0				0			
NB Right	116	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:	0.41	E-W:	0.41
	N-S:	0.15	N-S:	0.15
	Total:	0.56	Total:	0.57

Lost Time	0.10	0.10
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V/C	0.662	0.665
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 2021 without Project				AM 2021 + 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				0			
EB Thru	1267	2	2.00	0.40	1285	2	2.00	0.40	
Comb. T-R		0				0			
EB Right	46	1	1.00	0.03	46	1	1.00	0.03	
Comb. L-T-R		0				0			
WB Left	164	1	1.00	0.10	164	1	1.00	0.10	0.890
Comb. L-T		0				0			
WB Thru	858	2	2.00	0.27	863	2	2.00	0.27	
Comb. T-R		0				0			
WB Right	12	1	1.00	0.01	12	1	1.00	0.01	
Comb. L-T-R		0				0			
NB Left	75	1	1.00	0.05	75	1	1.00	0.05	0.709
Comb. L-T		0				0			
NB Thru	212	1	1.00	0.13	212	1	1.00	0.13	
Comb. T-R		0				0			
NB Right	279	1	1.00	0.17	282	1	1.00	0.18	
Comb. L-T-R		0				0			
SB Left	48	1	1.00	0.03	48	1	1.00	0.03	0.727
Comb. L-T		0				0			
SB Thru	171	0	0.77	0.14	171	0	0.77	0.14	
Comb. T-R		1				1			
SB Right	51	0	0.23	0.14	51	0	0.23	0.14	
Comb. L-T-R		0				0			

Critical Volumes	E-W:	0.50	E-W:	0.50
	N-S:	0.20	N-S:	0.21
	Total:	0.70	Total:	0.71

Lost Time	0.10	0.10
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V/C	0.803	0.810
Level of Service	D	D

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 2021 without Project				PM 2021 + 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	1205	2	2.00	0.38	1217	2	2.00	0.38	
Comb. T-R		0				0			
EB Right	27	1	1.00	0.02	27	1	1.00	0.02	
Comb. L-T-R		0				0			
WB Left	156	1	1.00	0.10	157	1	1.00	0.10	0.947
Comb. L-T		0				0			
WB Thru	1063	2	2.00	0.33	1072	2	2.00	0.33	
Comb. T-R		0				0			
WB Right	46	1	1.00	0.03	46	1	1.00	0.03	
Comb. L-T-R		0				0			
NB Left	22	1	1.00	0.01	22	1	1.00	0.01	0.878
Comb. L-T		0				0			
NB Thru	104	1	1.00	0.06	104	1	1.00	0.06	
Comb. T-R		0				0			
NB Right	205	1	1.00	0.13	206	1	1.00	0.13	
Comb. L-T-R		0				0			
SB Left	45	1	1.00	0.03	45	1	1.00	0.03	0.778
Comb. L-T		0				0			
SB Thru	59	0	0.58	0.06	59	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:	0.47	E-W:	0.48
	N-S:	0.16	N-S:	0.16
	Total:	0.63	Total:	0.64

Lost Time	0.10	0.10
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V/C	0.730	0.736
Level of Service	C	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 2021 without Project				AM 2021 + Project				2021 + 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	372	2	2.00	0.13	380	2	2.00	0.13	380	2	2.00	0.13	0.844
Comb. L-T		0				0				0			
EB Thru	872	2	2.00	0.27	883	2	2.00	0.28	883	2	2.48	0.22	
Comb. T-R		0				0				1			
EB Right	168	1	1.00	0.11	168	1	1.00	0.11	187	0	0.52	0.22	
Comb. L-T-R		0				0				0			
WB Left	92	2	2.00	0.03	98	2	2.00	0.03	98	2	2.00	0.03	0.912
Comb. L-T		0				0				0			
WB Thru	492	2	2.00	0.15	495	2	2.00	0.15	495	2	2.05	0.15	
Comb. T-R		0				0				1			
WB Right	193	1	1.00	0.12	206	1	1.00	0.13	229	0	0.95	0.15	
Comb. L-T-R		0				0				0			
NB Left	218	2	2.00	0.08	218	2	2.00	0.08	218	2	2.00	0.08	0.848
Comb. L-T		0				0				0			
NB Thru	1425	3	3.00	0.30	1452	3	3.00	0.30	1452	3	3.00	0.30	
Comb. T-R		0				0				0			
NB Right	660	1	1.00	0.41	682	1	1.00	0.43	682	1	1.00	0.43	
Comb. L-T-R		0				0				0			
SB Left	377	2	2.00	0.13	396	2	2.00	0.14	396	2	2.00	0.14	0.853
Comb. L-T		0				0				0			
SB Thru	1260	2	2.48	0.32	1267	2	2.48	0.32	1267	2	2.48	0.32	
Comb. T-R		1				1				1			
SB Right	261	0	0.52	0.32	264	0	0.52	0.32	264	0	0.52	0.32	
Comb. L-T-R		0				0				0			

Critical Volumes	E-W:	0.30	E-W:	0.31	E-W:	0.28
	N-S:	0.54	N-S:	0.56	N-S:	0.56
	Total:	0.85	Total:	0.87	Total:	0.85

Lost Time	0.10	0.10	0.10
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V/C	0.948	0.974	0.946
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 2021 without Project				PM 2021 + Project				2021 + 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	397	2	2.00	0.14	402	2	2.00	0.14	402	2	2.00	0.14	0.933
Comb. L-T		0				0				0			
EB Thru	652	2	2.00	0.20	659	2	2.00	0.21	659	2	2.14	0.19	
Comb. T-R		0				0				1			
EB Right	224	1	1.00	0.14	224	1	1.00	0.14	264	0	0.86	0.19	
Comb. L-T-R		0				0				0			
WB Left	241	2	2.00	0.08	252	2	2.00	0.09	252	2	2.00	0.09	0.923
Comb. L-T		0				0				0			
WB Thru	677	2	2.00	0.21	683	2	2.00	0.21	683	2	2.10	0.20	
Comb. T-R		0				0				1			
WB Right	237	1	1.00	0.15	250	1	1.00	0.16	294	0	0.90	0.20	
Comb. L-T-R		0				0				0			
NB Left	371	2	2.00	0.13	371	2	2.00	0.13	371	2	2.00	0.13	0.880
Comb. L-T		0				0				0			
NB Thru	1406	3	3.00	0.29	1424	3	3.00	0.30	1424	3	3.00	0.30	
Comb. T-R		0				0				0			
NB Right	310	1	1.00	0.19	324	1	1.00	0.20	324	1	1.00	0.20	
Comb. L-T-R		0				0				0			
SB Left	287	2	2.00	0.10	303	2	2.00	0.11	303	2	2.00	0.11	0.934
Comb. L-T		0				0				0			
SB Thru	896	2	2.17	0.26	910	2	2.17	0.26	910	2	2.17	0.26	
Comb. T-R		1				1				1			
SB Right	345	0	0.83	0.26	349	0	0.83	0.26	349	0	0.83	0.26	
Comb. L-T-R		0				0				0			

Critical Volumes	E-W:	0.35	E-W:	0.35	E-W:	0.34
	N-S:	0.39	N-S:	0.40	N-S:	0.40
	Total:	0.74	Total:	0.75	Total:	0.74

Lost Time	0.10	0.10	0.10
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V/C	0.842	0.855	0.845
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 2021 without Project				AM 2021 + Project				PHF
	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	
EB Left	337	1	1.00	0.21	355	1	1.00	0.22	0.932
Comb. L-T		0				0			
EB Thru	1278	2	2.00	0.40	1303	2	2.00	0.41	
Comb. T-R		0				0			
EB Right	179	1	1.00	0.11	185	1	1.00	0.12	
Comb. L-T-R		0				0			
WB Left	64	1	1.00	0.04	66	1	1.00	0.04	0.904
Comb. L-T		0				0			
WB Thru	708	2	2.00	0.22	725	2	2.00	0.23	
Comb. T-R		0				0			
WB Right	246	1	1.00	0.15	257	1	1.00	0.16	
Comb. L-T-R		0				0			
NB Left	10	0	0.41	0.01	11	0	0.44	0.02	0.714
Comb. L-T		1				1			
NB Thru	14	0	0.59	0.01	14	0	0.56	0.02	
Comb. T-R		0				0			
NB Right	4	1	1.00	0.00	4	1	1.00	0.00	
Comb. L-T-R		0				0			
SB Left	69	0	0.75	0.06	72	0	0.76	0.06	0.795
Comb. L-T		1				1			
SB Thru	23	0	0.25	0.06	23	0	0.24	0.06	
Comb. T-R		0				0			
SB Right	132	1	1.00	0.08	137	1	1.00	0.09	
Comb. L-T-R		0				0			

Critical Volumes	E-W:	0.44	E-W:	0.45
	N-S:	0.10	N-S:	0.10
	Total:	0.54	Total:	0.55

Lost Time	0.10	0.10
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V/C	0.637	0.650
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 2021 without Project				PM 2021 + Project				PHF
	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	
EB Left	192	1	1.00	0.12	206	1	1.00	0.13	0.915
Comb. L-T		0				0			
EB Thru	1064	2	2.00	0.33	1087	2	2.00	0.34	
Comb. T-R		0				0			
EB Right	38	1	1.00	0.02	42	1	1.00	0.03	
Comb. L-T-R		0				0			
WB									
WB Left	13	1	1.00	0.01	14	1	1.00	0.01	0.967
Comb. L-T		0				0			
WB Thru	887	2	2.00	0.28	907	2	2.00	0.28	
Comb. T-R		0				0			
WB Right	78	1	1.00	0.05	85	1	1.00	0.05	
Comb. L-T-R		0				0			
NB									
NB Left	116	0	0.88	0.08	120	0	0.89	0.08	0.717
Comb. L-T		1				1			
NB Thru	15	0	0.12	0.08	15	0	0.11	0.08	
Comb. T-R		0				0			
NB Right	22	1	1.00	0.01	24	1	1.00	0.01	
Comb. L-T-R		0				0			
SB									
SB Left	151	0	0.96	0.10	157	0	0.96	0.10	0.852
Comb. L-T		1				1			
SB Thru	6	0	0.04	0.10	6	0	0.04	0.10	
Comb. T-R		0				0			
SB Right	191	1	1.00	0.12	202	1	1.00	0.13	
Comb. L-T-R		0				0			

Critical Volumes	E-W:	0.40	E-W:	0.41
	N-S:	0.20	N-S:	0.21
	Total:	0.60	Total:	0.62

Lost Time	0.10	0.10
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V/C	0.699	0.722
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 2021 without Project				AM 2021 + 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				0			
EB Thru	1536	2	2.00	0.48	1562	2	2.00	0.49	
Comb. T-R		0				0			
EB Right	0	1	1.00	0.00	6	1	1.00	0.00	
Comb. L-T-R		0				0			
WB Left (U)	0	1	1.00	0.00	4	1	1.00	0.00	0.853
Comb. L-T		0				0			
WB Thru	965	2	2.00	0.30	996	2	2.00	0.31	
Comb. T-R		0				0			
WB Right	127	1	1.00	0.08	127	1	1.00	0.08	
Comb. L-T-R		0				0			
NB Left	0	1	1.00	0.00	1	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	1	1.00	0.00	1	1	1.00	0.00	
Comb. L-T-R		0				0			
SB Left	16	0	0.50	0.02	16	0	0.50	0.02	0.750
Comb. L-T		0				0			
SB Thru	0	0	0.00		0	0	0.00		
Comb. T-R		0				0			
SB Right	16	0	0.50	0.02	16	0	0.50	0.02	
Comb. L-T-R		1				1			

Critical Volumes	E-W:	0.48	E-W:	0.49
	N-S:	0.02	N-S:	0.02
	Total:	0.50	Total:	0.51

Lost Time	0.10	0.10
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V/C	0.600	0.611
Level of Service	B	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 2021 without Project				PM 2021 + Project				PHF
	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	
EB Left	38	1	1.00	0.02	38	1	1.00	0.02	0.912
Comb. L-T		0				0			
EB Thru	1098	2	2.00	0.34	1123	2	2.00	0.35	
Comb. T-R		0				0			
EB Right	0	1	1.00	0.00	3	1	1.00	0.00	
Comb. L-T-R		0				0			
WB Left (U)	0	1	1.00	0.00	2	1	1.00	0.00	0.944
Comb. L-T		0				0			
WB Thru	1018	2	2.00	0.32	1043	2	2.00	0.33	
Comb. T-R		0				0			
WB Right	82	1	1.00	0.05	82	1	1.00	0.05	
Comb. L-T-R		0				0			
NB Left	0	1	1.00	0.00	3	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	1	1.00	0.00	2	1	1.00	0.00	
Comb. L-T-R		0				0			
SB Left	44	0	0.64	0.04	44	0	0.64	0.04	0.794
Comb. L-T		0				0			
SB Thru	0	0	0.00		0	0	0.00		
Comb. T-R		0				0			
SB Right	25	0	0.36	0.04	25	0	0.36	0.04	
Comb. L-T-R		1				1			

Critical Volumes	E-W:	0.34	E-W:	0.35
	N-S:	0.04	N-S:	0.05
	Total:	0.39	Total:	0.40

Lost Time	0.10	0.10
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V/C	0.486	0.498
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 2021 without Project				AM 2021 + Project				PHF
	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	
EB Left	333	2	2.00	0.12	352	2	2.00	0.12	0.883
Comb. L-T		0				0			
EB Thru	799	2	2.00	0.25	806	2	2.00	0.25	
Comb. T-R		0				0			
EB Right	134	1	1.00	0.08	134	1	1.00	0.08	
Comb. L-T-R		0				0			
WB Left	132	1	1.00	0.08	136	1	1.00	0.08	0.929
Comb. L-T		0				0			
WB Thru	1053	2	2.00	0.33	1080	2	2.00	0.34	
Comb. T-R		0				0			
WB Right	551	1	1.00	0.34	575	1	1.00	0.36	
Comb. L-T-R		0				0			
NB Left	28	1	1.00	0.02	28	1	1.00	0.02	0.579
Comb. L-T		0				0			
NB Thru	21	1	1.00	0.01	21	1	1.00	0.01	
Comb. T-R		0				0			
NB Right	28	1	1.00	0.02	29	1	1.00	0.02	
Comb. L-T-R		0				0			
SB Left	93	2	2.00	0.03	101	2	2.00	0.04	0.733
Comb. L-T		0				0			
SB Thru	30	1	1.00	0.02	30	1	1.00	0.02	
Comb. T-R		0				0			
SB Right	47	1	1.00	0.03	52	1	1.00	0.03	
Comb. L-T-R		0				0			

Critical Volumes	E-W:	0.46	E-W:	0.48
	N-S:	0.05	N-S:	0.05
	Total:	0.51	Total:	0.54

Lost Time	0.10	0.10
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V/C	0.610	0.635
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 2021 without Project				PM 2021 + Project				PHF
	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	
EB Left	190	2	2.00	0.07	203	2	2.00	0.07	0.875
Comb. L-T		0				0			
EB Thru	989	2	2.00	0.31	1005	2	2.00	0.31	
Comb. T-R		0				0			
EB Right	25	1	1.00	0.02	25	1	1.00	0.02	
Comb. L-T-R		0				0			
WB Left	26	1	1.00	0.02	28	1	1.00	0.02	0.900
Comb. L-T		0				0			
WB Thru	992	2	2.00	0.31	1011	2	2.00	0.32	
Comb. T-R		0				0			
WB Right	159	1	1.00	0.10	176	1	1.00	0.11	
Comb. L-T-R		0				0			
NB Left	15	1	1.00	0.01	15	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	62	1	1.00	0.04	64	1	1.00	0.04	
Comb. L-T-R		0				0			
SB Left	193	2	2.00	0.07	212	2	2.00	0.07	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	89	1	1.00	0.06	98	1	1.00	0.06	
Comb. L-T-R		0				0			

Critical Volumes	E-W:	0.38	E-W:	0.39
	N-S:	0.11	N-S:	0.11
	Total:	0.48	Total:	0.50

Lost Time	0.10	0.10
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V/C	0.582	0.601
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	788	0	1621	139	0	0
Future Vol, veh/h	1	1	788	0	1621	139	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	857	0	1762	151	0	0

Major/Minor	Major1		Major2		Minor2		
Conflicting Flow All	1762	1913	0	857	-	0	- 881
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	106	306	-	410	-	-	0 290
Stage 1	-	-	-	-	-	-	0 -
Stage 2	-	-	-	-	-	-	0 -
Platoon blocked, %			-		-	-	
Mov Cap-1 Maneuver	157	157	-	410	-	-	- 290
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)	157	-	410	-	-	-
HCM Lane V/C Ratio	0.014	-	-	-	-	-
HCM Control Delay (s)	28.2	-	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	801	0	1671	144	0	0
Future Vol, veh/h	1	1	801	0	1671	144	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	-	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	871	0	1816	157	0	0

Major/Minor	Major1		Major2		Minor2		
Conflicting Flow All	1816	1973	0	871	-	0	- 908
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	98	290	-	402	-	-	0 278
Stage 1	-	-	-	-	-	-	0 -
Stage 2	-	-	-	-	-	-	0 -
Platoon blocked, %			-		-	-	
Mov Cap-1 Maneuver	146	146	-	402	-	-	- 278
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)	146	-	402	-	-	-
HCM Lane V/C Ratio	0.015	-	-	-	-	-
HCM Control Delay (s)	29.9	-	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	1080	3	1053	19	0	0
Future Vol, veh/h	1	1	1080	3	1053	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	-	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	1174	3	1145	21	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1145	1166	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	6.44	4.14	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.52	2.22	-
Pot Cap-1 Maneuve	268	595	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %			
Mov Cap-1 Maneuve	370	370	-
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)	370	-	257	-	-	-
HCM Lane V/C Ratio	0.006	-	0.013	-	-	-
HCM Control Delay (s)	14.8	-	19.2	-	-	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 Configurations		↘	↗	↘	↗	↘		↘
Traffic Vol, veh/h	1	1	1110	3	1088	22	0	0
Future Vol, veh/h	1	1	1110	3	1088	22	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	1207	3	1183	24	0	0

Major/Minor	Major1		Major2		Minor2			
Conflicting Flow All	1183	1207	0	1207	-	0	-	592
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	253	574	-	244	-	-	0	449
Stage 1	-	-	-	-	-	-	0	-
Stage 2	-	-	-	-	-	-	0	-
Platoon blocked, %			-		-			
Mov Cap-1 Maneuver	351	351	-	244	-	-	-	449
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)	351	-	244	-	-	-
HCM Lane V/C Ratio	0.006	-	0.013	-	-	-
HCM Control Delay (s)	15.3	-	20	-	-	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 2021 without Project				AM 2021 + Project				2021 + 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	337	2	2.00	0.12	337	2	2.00	0.12	337	2	2.00	0.12	0.814
Comb. L-T		0				0							
EB Thru	627	2	2.00	0.20	643	2	2.00	0.20	643	2	2.00	0.20	
Comb. T-R		0				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				0							
WB Left	15	1	1.00	0.01	15	1	1.00	0.01	15	1	1.00	0.01	0.983
Comb. L-T		0				0							
WB Thru	1650	2	2.00	0.52	1706	2	2.00	0.53	1706	2	2.30	0.46	
Comb. T-R		0				0				1			
WB Right	443	1	1.00	0.28	443	1	1.00	0.28	522	0	0.70	0.46	
Comb. L-T-R		0				0							
NB Left	0	1	1.00	0.00	0	1	1.00	0.00	0	1	1.00	0.00	0.500
Comb. L-T		0				0							
NB Thru	4	0	0.50	0.01	4	0	0.50	0.01	4		0.50	0.01	
Comb. T-R		1				1				1			
NB Right	4	0	0.50	0.01	4	0	0.50	0.01	4		0.50	0.01	
Comb. L-T-R		0				0							
SB Left	264	1	1.99	0.08	264	1	1.99	0.08	264	1	1.99	0.08	0.759
Comb. L-T		1				1				1			
SB Thru	1	0	0.01	0.08	1	0	0.01	0.08	1		0.01	0.08	
Comb. T-R		0				0							
SB Right	190	1	1.00	0.12	190	1	1.00	0.12	190	1	1.00	0.12	
Comb. L-T-R		0				0							

Critical Volumes	E-W:	0.63	E-W:	0.65	E-W:	0.58
	N-S:	0.12	N-S:	0.12	N-S:	0.12
	Total:	0.75	Total:	0.77	Total:	0.70

Lost Time	0.10	0.10	0.10
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V/C	0.851	0.868	0.800
Level of Service	D	D	C

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 2021 without Project				PM 2021 + Project				2021 + 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	147	2	2.00	0.05	147	2	2.00	0.05	147	2	2.00	0.05	0.886
Comb. L-T		0				0							
EB Thru	1065	2	2.00	0.33	1099	2	2.00	0.34	1099	2	2.00	0.34	
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	1007	2	2.00	0.31	1050	2	2.00	0.33	1050	2	2.36	0.28	
Comb. T-R		0				0				1			
WB Right	171	1	1.00	0.11	171	1	1.00	0.11	286	0	0.64	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	709	1	1.95	0.23	709	1	1.95	0.23	709	1	1.95	0.23	0.790
Comb. L-T		1				1				1			
SB Thru	16	0	0.05	0.23	16	0	0.05	0.23	16		0.05	0.23	
Comb. T-R		0				0							
SB Right	216	1	1.00	0.14	216	1	1.00	0.14	216	1	1.00	0.14	
Comb. L-T-R		0				0							

Critical Volumes	E-W:	0.37	E-W:	0.38	E-W:	0.37
	N-S:	0.23	N-S:	0.23	N-S:	0.23
	Total:	0.60	Total:	0.61	Total:	0.60

Lost Time	0.10	0.10	0.10
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V/C	0.700	0.713	0.702
Level of Service	C	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 2021 without Project				AM 2021 + Project				2021 + 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	366	2	2.00	0.13	374	2	2.00	0.13	374	2	2.00	0.13	0.883
Comb. L-T		0				0				0			
EB Thru	442	2	2.90	0.10	449	2	2.90	0.10	449	2	2.90	0.10	
Comb. T-R		1				1				1			
EB Right	16	0	0.10	0.10	16	0	0.10	0.10	16	0	0.10	0.10	
Comb. L-T-R		0				0				0			
WB Left	22	1	1.00	0.01	22	1	1.00	0.01	22	1	1.00	0.01	0.993
Comb. L-T		0				0				0			
WB Thru	1378	2	2.00	0.43	1403	2	2.00	0.44	1403	2	2.45	0.36	
Comb. T-R		0				0				1			
WB Right	317	1	1.00	0.20	317	1	1.00	0.20	317	0	0.55	0.36	
Comb. L-T-R		0				0				0			
NB Left	58	1	1.00	0.04	58	1	1.00	0.04	58	1	1.00	0.04	0.688
Comb. L-T		0				0				0			
NB Thru	45	1	1.27	0.02	45	1	1.27	0.02	45	1	1.27	0.02	
Comb. T-R		1				1				1			
NB Right	26	0	0.73	0.02	26	0	0.73	0.02	26	0	0.73	0.02	
Comb. L-T-R		0				0				0			
SB Left	150	1	1.70	0.06	150	1	1.70	0.06	150	1	1.70	0.06	0.837
Comb. L-T		1				1				1			
SB Thru	26	0	0.30	0.06	26	0	0.30	0.06	26	0	0.30	0.06	
Comb. T-R		0				0				0			
SB Right	1048	2	2.00	0.33	1080	2	2.00	0.34	1080	2	2.00	0.34	
Comb. L-T-R		0				0				0			

Critical Volumes	E-W:	0.56	E-W:	0.57	E-W:	0.49
	N-S:	0.36	N-S:	0.37	N-S:	0.37
	Total:	0.92	Total:	0.94	Total:	0.86

Lost Time	0.10	0.10	0.10
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V/C	1.021	1.042	0.962
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 2021 without Project				PM 2021 + Project				2021 + 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	673	2	2.00	0.23	691	2	2.00	0.24	691	2	2.00	0.24	0.904
Comb. L-T		0				0				0			
EB Thru	993	2	2.89	0.21	1009	2	2.90	0.22	1009	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	57	1	1.00	0.04	57	1	1.00	0.04	57	1	1.00	0.04	0.892
Comb. L-T		0				0				0			
WB Thru	852	2	2.00	0.27	871	2	2.00	0.27	871	2	2.00	0.27	
Comb. T-R		0				0				1			
WB Right	438	1	1.00	0.27	438	1	1.00	0.27	438	0	1.00	0.27	
Comb. L-T-R		0				0				0			
NB Left	47	1	1.00	0.03	47	1	1.00	0.03	47	1	1.00	0.03	0.825
Comb. L-T		0				0				0			
NB Thru	56	1	0.96	0.04	56	1	0.96	0.04	56	1	0.96	0.04	
Comb. T-R		1				1				1			
NB Right	61	0	1.04	0.04	61	0	1.04	0.04	61	0	1.04	0.04	
Comb. L-T-R		0				0				0			
SB Left	373	1	1.79	0.13	373	1	1.79	0.13	373	1	1.79	0.13	0.863
Comb. L-T		1				1				1			
SB Thru	44	0	0.21	0.13	44	0	0.21	0.13	44	0	0.21	0.13	
Comb. T-R		0				0				0			
SB Right	376	2	2.00	0.12	394	2	2.00	0.12	394	2	2.00	0.12	
Comb. L-T-R		0				0				0			

Critical Volumes	E-W:	0.51	E-W:	0.51	E-W:	0.51
	N-S:	0.17	N-S:	0.17	N-S:	0.17
	Total:	0.67	Total:	0.68	Total:	0.68

Lost Time	0.10	0.10	0.10
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V/C	0.774	0.781	0.779
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 2021 without Project				AM 2021 + Project				PHF
	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	
EB Left	50	1	1.00	0.03	50	1	1.00	0.03	0.917
Comb. L-T		0				0			
EB Thru	166	1	1.52	0.07	166	1	1.51	0.07	
Comb. T-R		1				1			
EB Right	468	1	1.48	0.20	488	1	1.49	0.20	
Comb. L-T-R		0				0			
WB Left	219	1	1.00	0.14	219	1	1.00	0.14	0.717
Comb. L-T		0				0			
WB Thru	477	2	2.00	0.15	477	2	2.00	0.15	
Comb. T-R		0				0			
WB Right	71	1	1.00	0.04	71	1	1.00	0.04	
Comb. L-T-R		0				0			
NB Left	410	2	2.00	0.14	411	2	2.00	0.14	0.876
Comb. L-T		0				0			
NB Thru	316	1	1.83	0.11	323	1	1.83	0.11	
Comb. T-R		1				1			
NB Right	30	0	0.17	0.11	30	0	0.17	0.11	
Comb. L-T-R		0				0			
SB Left	74	1	1.00	0.05	74	1	1.00	0.05	0.814
Comb. L-T		0				0			
SB Thru	712	1	1.69	0.26	722	1	1.69	0.27	
Comb. T-R		1				1			
SB Right	133	0	0.31	0.26	133	0	0.31	0.27	
Comb. L-T-R		0				0			

Critical Volumes	E-W:	0.34	E-W:	0.34
	N-S:	0.41	N-S:	0.41
	Total:	0.74	Total:	0.75

Lost Time	0.10	0.10
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V/C	0.841	0.851
Level of Service	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 2021 without Project				PM 2021 + Project				PHF
	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	
EB Left	91	1	1.00	0.06	91	1	1.00	0.06	0.891
Comb. L-T		0				0			
EB Thru	230	1	1.67	0.09	230	1	1.65	0.09	
Comb. T-R		1				1			
EB Right	461	1	1.33	0.22	474	1	1.35	0.22	
Comb. L-T-R		0				0			
WB Left	35	1	1.00	0.02	35	1	1.00	0.02	0.925
Comb. L-T		0				0			
WB Thru	238	2	2.00	0.07	238	2	2.00	0.07	
Comb. T-R		0				0			
WB Right	145	1	1.00	0.09	145	1	1.00	0.09	
Comb. L-T-R		0				0			
NB Left	379	2	2.00	0.13	382	2	2.00	0.13	0.914
Comb. L-T		0				0			
NB Thru	729	1	1.93	0.24	744	1	1.93	0.24	
Comb. T-R		1				1			
NB Right	27	0	0.07	0.24	27	0	0.07	0.24	
Comb. L-T-R		0				0			
SB Left	25	1	1.00	0.02	25	1	1.00	0.02	0.887
Comb. L-T		0				0			
SB Thru	209	1	1.49	0.09	215	1	1.50	0.09	
Comb. T-R		1				1			
SB Right	72	0	0.51	0.09	72	0	0.50	0.09	
Comb. L-T-R		0				0			

Critical Volumes	E-W:	0.24	E-W:	0.24
	N-S:	0.25	N-S:	0.26
	Total:	0.49	Total:	0.50

Lost Time	0.10	0.10
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V/C	0.590	0.598
Level of Service	A	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 2021 without Project				AM 2021 + Project				2021 + 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	111	1	1.00	0.07	111	1	1.00	0.07	0.924
Comb. L-T		0				0							
EB Thru	333	2	2.17	0.10	339	2	2.18	0.10	339	2	2.18	0.10	
Comb. T-R		1				1				1			
EB Right	127	0	0.83	0.10	127	0	0.82	0.10	127		0.82	0.10	
Comb. L-T-R		0				0							
WB Left	53	1	1.00	0.03	53	1	1.00	0.03	53	1	1.00	0.03	0.863
Comb. L-T		0				0							
WB Thru	1334	2	2.78	0.30	1357	2	2.78	0.30	1357	2	2.78	0.30	
Comb. T-R		1				1				1			
WB Right	105	0	0.22	0.30	105	0	0.22	0.30	105		0.22	0.30	
Comb. L-T-R		0				0							
NB Left	388	1	1.00	0.24	388	1	1.00	0.24	388	2	2.00	0.13	0.812
Comb. L-T		0				0							
NB Thru	552	2	2.00	0.17	552	2	2.00	0.17	552	2	2.00	0.17	
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	78	1	1.00	0.05	78	1	1.00	0.05	78	1	1.00	0.05	0.924
Comb. L-T		0				0							
SB Thru	641	1	1.79	0.22	641	1	1.78	0.22	641	1	1.78	0.22	
Comb. T-R		1				1				1			
SB Right	431	1	1.21	0.22	436	1	1.22	0.22	436	1	1.22	0.22	
Comb. L-T-R		0				0							

Critical Volumes	E-W:	0.37	E-W:	0.37	E-W:	0.37
	N-S:	0.47	N-S:	0.47	N-S:	0.36
	Total:	0.83	Total:	0.84	Total:	0.73

Lost Time	0.10	0.10	0.10
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V/C	0.934	0.941	0.833
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 2021 without Project				PM 2021 + Project				2021 + 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	173	1	1.00	0.11	176	1	1.00	0.11	176	1	1.00	0.11	0.904
Comb. L-T		0				0							
EB Thru	1016	2	2.51	0.25	1028	2	2.51	0.26	1028	2	2.51	0.26	
Comb. T-R		1				1				1			
EB Right	199	0	0.49	0.25	199	0	0.49	0.26	199		0.49	0.26	
Comb. L-T-R		0				0							
WB Left	90	1	1.00	0.06	90	1	1.00	0.06	90	1	1.00	0.06	0.865
Comb. L-T		0				0							
WB Thru	869	2	2.62	0.21	885	2	2.63	0.21	885	2	2.63	0.21	
Comb. T-R		1				1				1			
WB Right	125	0	0.38	0.21	125	0	0.37	0.21	125		0.37	0.21	
Comb. L-T-R		0				0							
NB Left	334	1	1.00	0.21	334	1	1.00	0.21	334	2	2.00	0.12	0.874
Comb. L-T		0				0							
NB Thru	701	2	2.00	0.22	701	2	2.00	0.22	701	2	2.00	0.22	
Comb. T-R		0				0							
NB Right	66	1	1.00	0.04	66	1	1.00	0.04	66	1	1.00	0.04	
Comb. L-T-R		0				0							
SB Left	222	1	1.00	0.14	222	1	1.00	0.14	222	1	1.00	0.14	0.923
Comb. L-T		0				0							
SB Thru	379	1	2.00	0.12	379	1	2.00	0.12	379	1	2.00	0.12	
Comb. T-R		1				1				1			
SB Right	187	1	1.00	0.12	191	1	1.00	0.12	191	1	1.00	0.12	
Comb. L-T-R		0				0							

Critical Volumes	E-W:	0.31	E-W:	0.32	E-W:	0.32
	N-S:	0.36	N-S:	0.36	N-S:	0.36
	Total:	0.67	Total:	0.68	Total:	0.68

Lost Time	0.10	0.10	0.10
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V/C	0.773	0.778	0.778
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 2021 without Project				AM 2021 + Project				PHF
	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	
EB Left	111	1	1.00	0.07	111	1	1.00	0.07	0.784
Comb. L-T		0				0			
EB Thru	421	2	2.91	0.09	427	2	2.91	0.09	
Comb. T-R		1				1			
EB Right	13	0	0.09	0.09	13	0	0.09	0.09	
Comb. L-T-R		0				0			
WB Left	739	1	1.00	0.46	739	1	1.00	0.46	0.837
Comb. L-T		0				0			
WB Thru	1322	2	2.71	0.30	1346	2	2.72	0.31	
Comb. T-R		1				1			
WB Right	141	0	0.29	0.30	141	0	0.28	0.31	
Comb. L-T-R		0				0			
NB Left	57	1	1.00	0.04	57	1	1.00	0.04	0.757
Comb. L-T		0				0			
NB Thru	141	1	1.00	0.09	141	1	1.00	0.09	
Comb. T-R		0				0			
NB Right	423	1	1.00	0.26	423	1	1.00	0.26	
Comb. L-T-R		0				0			
SB Left	65	1	0.36	0.11	65	1	0.36	0.11	0.782
Comb. L-T		1				1			
SB Thru	298	0	1.64	0.11	298	0	1.64	0.11	
Comb. T-R		0				0			
SB Right	148	1	1.00	0.09	148	1	1.00	0.09	
Comb. L-T-R		0				0			

Critical Volumes	E-W:	0.55	E-W:	0.55
	N-S:	0.38	N-S:	0.38
	Total:	0.93	Total:	0.93

Lost Time	0.10	0.10
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V/C	1.030	1.031
Level of Service	F	F

E-W Street: Temple Ave
 N-S Street: Pomona Blvd
 Scenario: PM Peak

Lane Capacity: 1600
 Dual Lefts Capacity (per lane): 1440

Movement	PM 2021 without Project				PM 2021 + Project				PHF
	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	
EB Left	138	1	1.00	0.09	138	1	1.00	0.09	0.887
Comb. L-T		0				0			
EB Thru	1179	2	2.96	0.25	1191	2	2.96	0.25	
Comb. T-R		1				1			
EB Right	15	0	0.04	0.25	15	0	0.04	0.25	
Comb. L-T-R		0				0			
WB Left	433	1	1.00	0.27	433	1	1.00	0.27	0.887
Comb. L-T		0				0			
WB Thru	817	2	2.78	0.18	833	2	2.79	0.19	
Comb. T-R		1				1			
WB Right	63	0	0.22	0.18	63	0	0.21	0.19	
Comb. L-T-R		0				0			
NB Left	71	1	1.00	0.04	71	1	1.00	0.04	0.960
Comb. L-T		0				0			
NB Thru	279	1	1.00	0.17	279	1	1.00	0.17	
Comb. T-R		0				0			
NB Right	651	1	1.00	0.41	651	1	1.00	0.41	
Comb. L-T-R		0				0			
SB Left	244	1	1.16	0.13	244	1	1.16	0.13	0.757
Comb. L-T		1				1			
SB Thru	177	0	0.84	0.13	177	0	0.84	0.13	
Comb. T-R		0				0			
SB Right	170	1	1.00	0.11	170	1	1.00	0.11	
Comb. L-T-R		0				0			

Critical Volumes	E-W:	0.52	E-W:	0.52
	N-S:	0.54	N-S:	0.54
	Total:	1.06	Total:	1.06

Lost Time	0.10	0.10
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V/C	1.158	1.160
Level of Service	F	F

Timings

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

11/29/2018

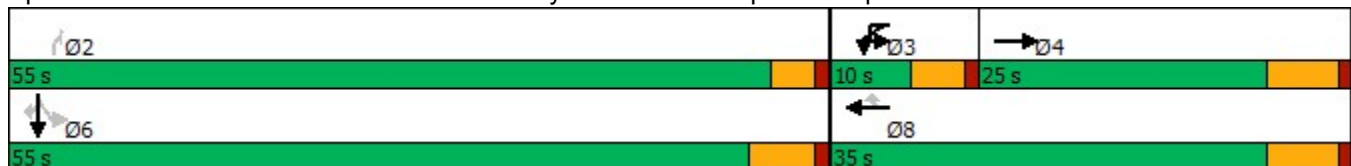


Lane Group	EBT	WBL	WBT	WBR	NBR	SBL	SBT	SBR
Lane Configurations	↑↑↑	↔	↑↑↑	↔	↔	↔	↔	↔
Traffic Volume (vph)	681	4	1134	37	4	676	9	968
Future Volume (vph)	681	4	1134	37	4	676	9	968
Turn Type	NA	Prot	NA	Perm	Perm	Perm	NA	Perm
Protected Phases	4	3	8				6	
Permitted Phases				8	2	6		6
Detector Phase	4	3	8	8	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)	20.6	5.6	25.8	25.8	42.2	40.8	40.8	40.8
Actuated g/C Ratio	0.26	0.07	0.33	0.33	0.54	0.52	0.52	0.52
v/c Ratio	0.57	0.31	0.74	0.04	0.00	0.71	0.77	0.70
Control Delay	29.7	46.7	27.4	7.3	0.0	19.8	22.8	17.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.7	46.7	27.4	7.3	0.0	19.8	22.8	17.1
LOS	C	D	C	A	A	B	C	B
Approach Delay	29.7		27.4				19.9	
Approach LOS	C		C				B	

Intersection Summary

Cycle Length: 90	
Actuated Cycle Length: 78.3	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 24.3	Intersection LOS: C
Intersection Capacity Utilization 69.9%	ICU Level of Service C
Analysis Period (min) 15	

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



Timings

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

11/29/2018

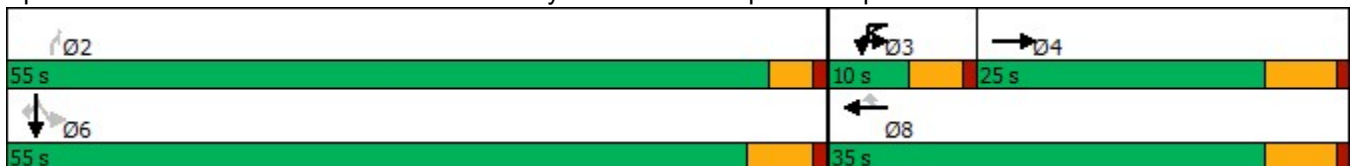


Lane Group	EBT	WBL	WBT	WBR	NBR	SBL	SBT	SBR
Lane Configurations	↑↑↑	↵	↑↑↑	↗	↗	↘	↕	↗
Traffic Volume (vph)	685	4	1139	37	4	676	9	983
Future Volume (vph)	685	4	1139	37	4	676	9	983
Turn Type	NA	Prot	NA	Perm	Perm	Perm	NA	Perm
Protected Phases	4	3	8				6	
Permitted Phases				8	2	6		6
Detector Phase	4	3	8	8	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)	20.6	5.6	25.9	25.9	42.5	41.1	41.1	41.1
Actuated g/C Ratio	0.26	0.07	0.33	0.33	0.54	0.52	0.52	0.52
v/c Ratio	0.57	0.31	0.74	0.04	0.00	0.72	0.77	0.71
Control Delay	29.8	46.8	27.6	7.3	0.0	20.1	22.9	17.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.8	46.8	27.6	7.3	0.0	20.1	22.9	17.5
LOS	C	D	C	A	A	C	C	B
Approach Delay	29.8		27.6				20.1	
Approach LOS	C		C				C	

Intersection Summary

Cycle Length: 90	
Actuated Cycle Length: 78.7	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 24.5	Intersection LOS: C
Intersection Capacity Utilization 70.6%	ICU Level of Service C
Analysis Period (min) 15	

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



Timings

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

11/29/2018

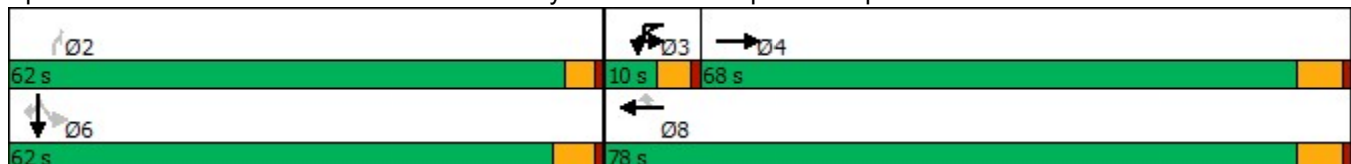


Lane Group	EBT	WBL	WBT	WBR	NBR	SBL	SBT	SBR
Lane Configurations	↑↑↑	↔	↑↑↑	↔	↔	↔	↔	↔
Traffic Volume (vph)	1926	7	525	49	7	1144	5	567
Future Volume (vph)	1926	7	525	49	7	1144	5	567
Turn Type	NA	Prot	NA	Perm	Perm	Perm	NA	Perm
Protected Phases	4	3	8				6	
Permitted Phases				8	2	6		6
Detector Phase	4	3	8	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)	61.7	5.4	69.6	69.6	58.1	56.7	56.7	56.7
Actuated g/C Ratio	0.45	0.04	0.51	0.51	0.42	0.41	0.41	0.41
v/c Ratio	0.93	0.70	0.22	0.04	0.01	0.95	0.98	0.72
Control Delay	44.5	110.6	19.0	4.2	0.0	64.2	71.5	23.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.5	110.6	19.0	4.2	0.0	64.2	71.5	23.7
LOS	D	F	B	A	A	E	E	C
Approach Delay	44.5		24.4				54.7	
Approach LOS	D		C				D	

Intersection Summary

Cycle Length: 140
 Actuated Cycle Length: 137.5
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.98
 Intersection Signal Delay: 45.6
 Intersection LOS: D
 Intersection Capacity Utilization 94.7%
 ICU Level of Service F
 Analysis Period (min) 15

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



Timings

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

11/29/2018

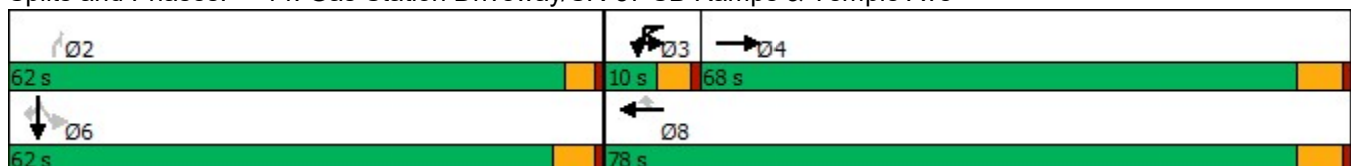


Lane Group	EBT	WBL	WBT	WBR	NBR	SBL	SBT	SBR
Lane Configurations	↑↑↑	↔	↑↑↑	↔	↔	↔	↔	↔
Traffic Volume (vph)	1935	7	528	49	7	1144	5	577
Future Volume (vph)	1935	7	528	49	7	1144	5	577
Turn Type	NA	Prot	NA	Perm	Perm	Perm	NA	Perm
Protected Phases	4	3	8				6	
Permitted Phases				8	2	6		6
Detector Phase	4	3	8	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)	61.9	5.4	69.7	69.7	58.1	56.7	56.7	56.7
Actuated g/C Ratio	0.45	0.04	0.51	0.51	0.42	0.41	0.41	0.41
v/c Ratio	0.93	0.70	0.22	0.04	0.01	0.95	0.99	0.73
Control Delay	44.8	110.6	19.0	4.2	0.0	64.4	72.1	24.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.8	110.6	19.0	4.2	0.0	64.4	72.1	24.7
LOS	D	F	B	A	A	E	E	C
Approach Delay	44.8		24.4				55.2	
Approach LOS	D		C				E	

Intersection Summary

Cycle Length: 140	
Actuated Cycle Length: 137.6	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay: 45.9	Intersection LOS: D
Intersection Capacity Utilization 94.8%	ICU Level of Service F
Analysis Period (min) 15	

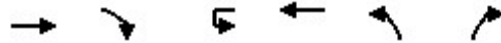
Splits and Phases: 14: Gas Station Driveway/SR-57 SB Ramps & Temple Ave



Timings

15: SR-57 NB Ramps & Temple Ave

11/29/2018

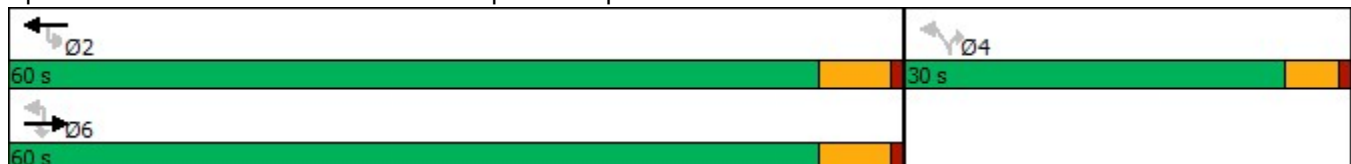


Lane Group	EBT	EBR	WBU	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑↑		↑↑↑	↑↑↑	↑
Traffic Volume (vph)	983	283	1	1603	355	255
Future Volume (vph)	983	283	1	1603	355	255
Turn Type	NA	Perm	Perm	NA	Perm	Perm
Protected Phases	6			2		
Permitted Phases		6	2		4	4
Detector Phase	6	6	2	2	4	4
Switch Phase						
Minimum 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)	34.1	34.1		34.1	13.9	13.9
Actuated g/C Ratio	0.58	0.58		0.58	0.24	0.24
v/c Ratio	0.36	0.18		0.63	0.56	0.50
Control Delay	7.0	1.1		9.5	23.0	16.4
Queue Delay	0.0	0.0		0.0	0.0	0.0
Total Delay	7.0	1.1		9.5	23.0	16.4
LOS	A	A		A	C	B
Approach Delay	5.7			9.5	20.9	
Approach LOS	A			A	C	

Intersection Summary

Cycle Length: 90	
Actuated Cycle Length: 58.9	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.63	
Intersection Signal Delay: 10.1	Intersection LOS: B
Intersection Capacity Utilization 52.0%	ICU Level of Service A
Analysis Period (min) 15	

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



Timings

15: SR-57 NB Ramps & Temple Ave

11/29/2018

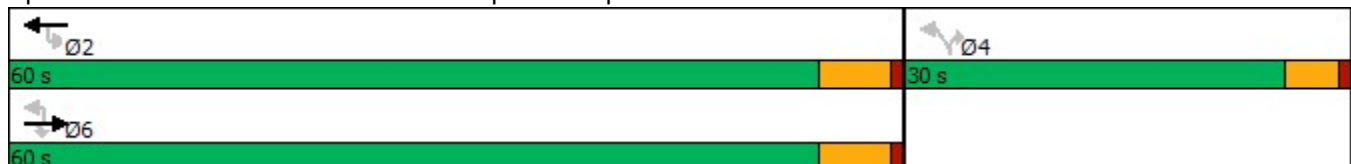


Lane Group	EBT	EBR	WBU	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑↑		↑↑↑	↑↑↑	↑
Traffic Volume (vph)	983	287	1	1605	358	255
Future Volume (vph)	983	287	1	1605	358	255
Turn Type	NA	Perm	Perm	NA	Perm	Perm
Protected Phases	6			2		
Permitted Phases		6	2		4	4
Detector Phase	6	6	2	2	4	4
Switch Phase						
Minimum 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)	34.2	34.2		34.2	13.9	13.9
Actuated g/C Ratio	0.58	0.58		0.58	0.24	0.24
v/c Ratio	0.36	0.18		0.63	0.56	0.50
Control Delay	7.1	1.1		9.5	23.1	16.4
Queue Delay	0.0	0.0		0.0	0.0	0.0
Total Delay	7.1	1.1		9.5	23.1	16.4
LOS	A	A		A	C	B
Approach Delay	5.7			9.5	21.0	
Approach LOS	A			A	C	

Intersection Summary

Cycle Length: 90	
Actuated Cycle Length: 59.1	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.63	
Intersection Signal Delay: 10.1	Intersection LOS: B
Intersection Capacity Utilization 52.1%	ICU Level of Service A
Analysis Period (min) 15	

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



Timings

15: SR-57 NB Ramps & Temple Ave

11/29/2018

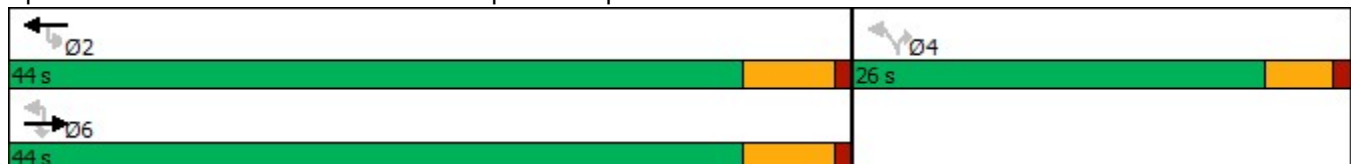


Lane Group	EBT	EBR	WBU	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑↑		↑↑↑	↑↑↑	↑
Traffic Volume (vph)	2061	675	1	856	102	299
Future Volume (vph)	2061	675	1	856	102	299
Turn Type	NA	Perm	Perm	NA	Perm	Perm
Protected Phases	6			2		
Permitted Phases		6	2		4	4
Detector Phase	6	6	2	2	4	4
Switch Phase						
Minimum 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	11.9	11.9
Actuated g/C Ratio	0.63	0.63		0.63	0.20	0.20
v/c Ratio	0.70	0.36		0.31	0.43	0.57
Control Delay	9.5	1.1		5.9	22.9	29.4
Queue Delay	0.0	0.0		0.0	0.0	0.0
Total Delay	9.5	1.1		5.9	22.9	29.4
LOS	A	A		A	C	C
Approach Delay	7.4			5.9	25.3	
Approach LOS	A			A	C	

Intersection Summary

Cycle Length: 70
 Actuated Cycle Length: 60.7
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.70
 Intersection Signal Delay: 8.9
 Intersection LOS: A
 Intersection Capacity Utilization 59.6%
 ICU Level of Service B
 Analysis Period (min) 15

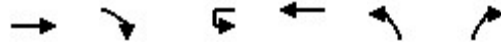
Splits and Phases: 15: SR-57 NB Ramps & Temple Ave



Timings

15: SR-57 NB Ramps & Temple Ave

11/29/2018

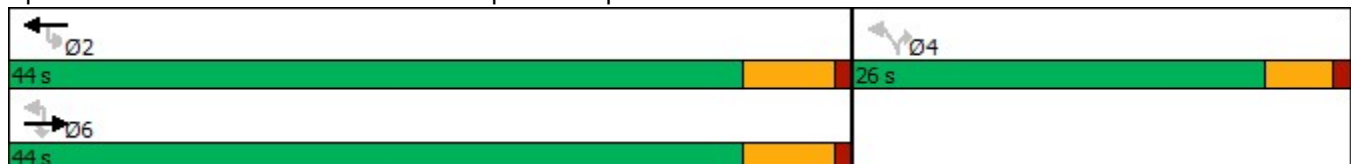


Lane Group	EBT	EBR	WBU	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑↑		↑↑↑	↑↑↑	↑
Traffic Volume (vph)	2062	683	1	857	104	299
Future Volume (vph)	2062	683	1	857	104	299
Turn Type	NA	Perm	Perm	NA	Perm	Perm
Protected Phases	6			2		
Permitted Phases		6	2		4	4
Detector Phase	6	6	2	2	4	4
Switch Phase						
Minimum 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	11.9	11.9
Actuated g/C Ratio	0.63	0.63		0.63	0.20	0.20
v/c Ratio	0.70	0.36		0.31	0.43	0.57
Control Delay	9.5	1.1		5.9	22.9	29.4
Queue Delay	0.0	0.0		0.0	0.0	0.0
Total Delay	9.5	1.1		5.9	22.9	29.4
LOS	A	A		A	C	C
Approach Delay	7.4			5.9	25.3	
Approach LOS	A			A	C	

Intersection Summary

Cycle Length: 70
 Actuated Cycle Length: 60.7
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.70
 Intersection Signal Delay: 8.9
 Intersection LOS: A
 Intersection Capacity Utilization 59.6%
 ICU Level of Service B
 Analysis Period (min) 15

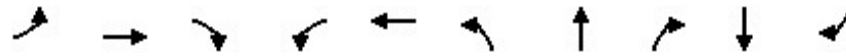
Splits and Phases: 15: SR-57 NB Ramps & Temple Ave



Timings

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

11/29/2018

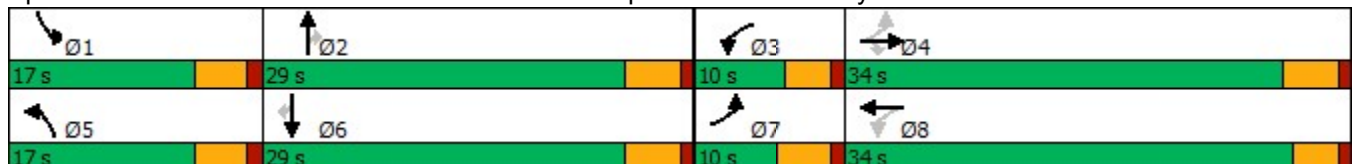


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBT	SBR	Ø1
Lane Configurations		↕	↗		↕	↗	↕	↗	↕	↗	
Traffic Volume (vph)	330	14	114	23	10	165	835	26	903	186	
Future Volume (vph)	330	14	114	23	10	165	835	26	903	186	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Prot	NA	Perm	NA	Perm	
Protected Phases	7	4		3	8	5	2		6		1
Permitted 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)		24.6	24.6		25.3	11.4	40.6	40.6	24.5	24.5	
Actuated g/C Ratio		0.33	0.33		0.34	0.15	0.54	0.54	0.33	0.33	
v/c Ratio		0.87	0.20		0.10	0.66	0.47	0.03	0.84	0.31	
Control Delay		46.0	4.1		13.6	44.2	12.2	0.1	33.2	4.8	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		46.0	4.1		13.6	44.2	12.2	0.1	33.2	4.8	
LOS		D	A		B	D	B	A	C	A	
Approach Delay		35.6			13.6		17.0		28.4		
Approach LOS		D			B		B		C		

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 74.6
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.87
 Intersection Signal Delay: 24.9
 Intersection LOS: C
 Intersection Capacity Utilization 68.8%
 ICU Level of Service C
 Analysis Period (min) 15

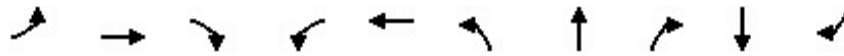
Splits and Phases: 16: Grand Ave & I-10 WB Ramp/7-Eleven Driveway



Timings

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

11/29/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBT	SBR	Ø1
Lane Configurations		↕	↗		↕	↖	↕	↗	↕	↗	
Traffic Volume (vph)	330	14	114	23	10	173	837	26	910	186	
Future Volume (vph)	330	14	114	23	10	173	837	26	910	186	
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)		24.6	24.6		25.3	11.6	40.8	40.8	24.5	24.5	
Actuated g/C Ratio		0.33	0.33		0.34	0.16	0.55	0.55	0.33	0.33	
v/c Ratio		0.88	0.20		0.10	0.68	0.47	0.03	0.85	0.31	
Control Delay		46.4	4.1		13.6	45.4	12.2	0.1	33.9	4.9	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		46.4	4.1		13.6	45.4	12.2	0.1	33.9	4.9	
LOS		D	A		B	D	B	A	C	A	
Approach Delay		35.9			13.6		17.4		29.0		
Approach LOS		D			B		B		C		

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 74.8

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.88

Intersection Signal Delay: 25.4

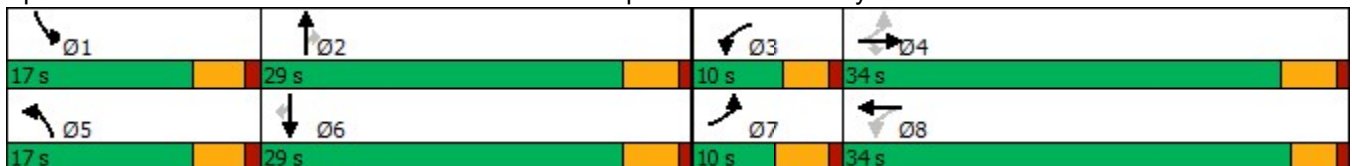
Intersection LOS: C

Intersection Capacity Utilization 69.5%

ICU Level of Service C

Analysis Period (min) 15

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



Timings

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

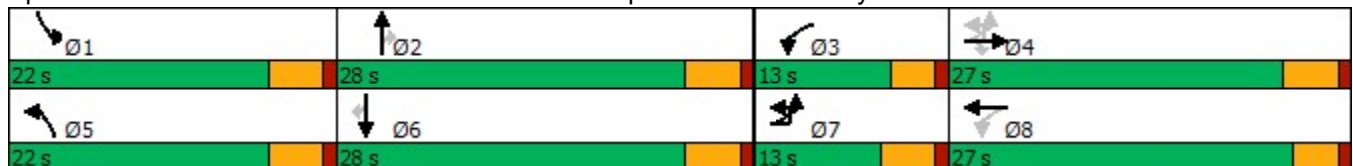
11/29/2018

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	221	13	64	38	19	321	872	46	5	841	345
Future Volume (vph)	1	221	13	64	38	19	321	872	46	5	841	345
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)			18.3	18.3		19.0	17.4	43.3	43.3	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			0.76	0.14		0.22	0.83	0.45	0.05	0.04	0.81	0.49
Control Delay			41.0	1.2		17.7	46.6	10.7	0.1	33.2	30.8	5.0
Queue Delay			0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay			41.0	1.2		17.7	46.6	10.7	0.1	33.2	30.8	5.0
LOS			D	A		B	D	B	A	C	C	A
Approach Delay			32.4			17.7		19.6			23.3	
Approach LOS			C			B		B			C	

Intersection Summary

Cycle Length: 90	
Actuated Cycle Length: 73.2	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 22.5	Intersection LOS: C
Intersection Capacity Utilization 69.7%	ICU Level of Service C
Analysis Period (min) 15	

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



Timings

17: Grand Ave & I-10 EB Ramps

11/29/2018

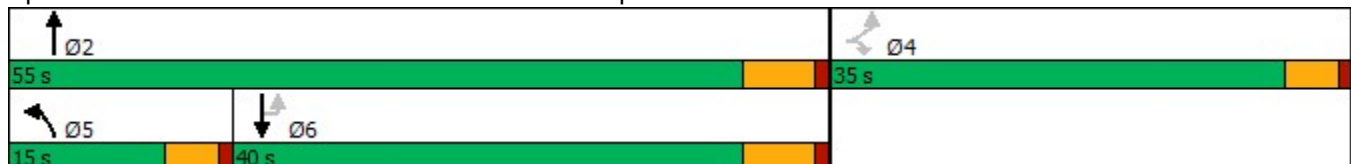


Lane Group	EBL	EBR	NBL	NBT	SBU	SBT
Lane Configurations						
Traffic Volume (vph)	282	624	41	747	2	814
Future Volume (vph)	282	624	41	747	2	814
Turn Type	Perm	Perm	Prot	NA	Perm	NA
Protected Phases			5	2		6
Permitted Phases	4	4			6	
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	5.0	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)	27.6	27.6	7.8	37.6		30.6
Actuated g/C Ratio	0.36	0.36	0.10	0.49		0.40
v/c Ratio	0.48	0.89	0.25	0.47		0.85
Control Delay	24.1	31.2	39.8	13.4		28.9
Queue Delay	0.0	0.0	0.0	0.0		0.0
Total Delay	24.1	31.2	39.8	13.4		28.9
LOS	C	C	D	B		C
Approach Delay	29.0			14.8		28.9
Approach LOS	C			B		C

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 76.2
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.89
 Intersection Signal Delay: 24.8
 Intersection LOS: C
 Intersection Capacity Utilization 75.9%
 ICU Level of Service D
 Analysis Period (min) 15

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



Timings

17: Grand Ave & I-10 EB Ramps

11/29/2018

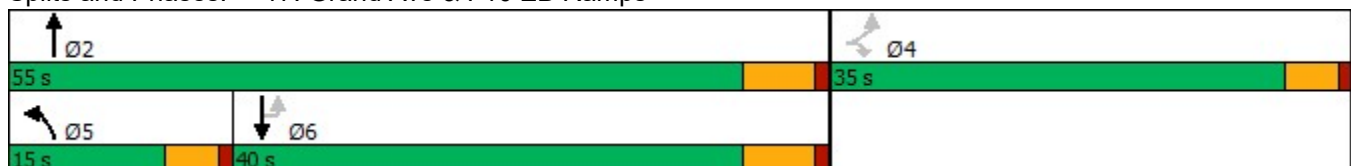


Lane Group	EBL	EBR	NBL	NBT	SBU	SBT
Lane Configurations						
Traffic Volume (vph)	282	658	41	756	2	821
Future Volume (vph)	282	658	41	756	2	821
Turn Type	Perm	Perm	Prot	NA	Perm	NA
Protected Phases			5	2		6
Permitted Phases	4	4			6	
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	5.0	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)	30.4	30.4	7.6	38.4		31.2
Actuated g/C Ratio	0.38	0.38	0.10	0.48		0.39
v/c Ratio	0.45	0.91	0.27	0.48		0.87
Control Delay	23.5	33.9	40.4	14.3		31.2
Queue Delay	0.0	0.0	0.0	0.0		0.0
Total Delay	23.5	33.9	40.4	14.3		31.2
LOS	C	C	D	B		C
Approach Delay	30.8			15.6		31.2
Approach LOS	C			B		C

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 79.5
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.91
 Intersection Signal Delay: 26.6
 Intersection LOS: C
 Intersection Capacity Utilization 78.2%
 ICU Level of Service D
 Analysis Period (min) 15











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



Timings

17: Grand Ave & I-10 EB Ramps

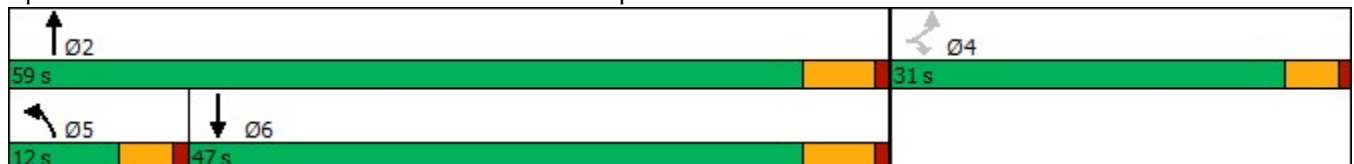
11/29/2018

					
Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	266	246	49	965	592
Future Volume (vph)	266	246	49	965	592
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)	15.8	15.8	7.4	31.0	25.1
Actuated g/C Ratio	0.27	0.27	0.13	0.53	0.43
v/c Ratio	0.61	0.43	0.24	0.56	0.67
Control Delay	27.3	5.7	34.2	10.3	14.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	27.3	5.7	34.2	10.3	14.8
LOS	C	A	C	B	B
Approach Delay	16.9			11.4	14.8
Approach LOS	B			B	B

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 58.6
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.67
 Intersection Signal Delay: 13.8
 Intersection LOS: B
 Intersection Capacity Utilization 56.5%
 ICU Level of Service B
 Analysis Period (min) 15











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



Timings

17: Grand Ave & I-10 EB Ramps

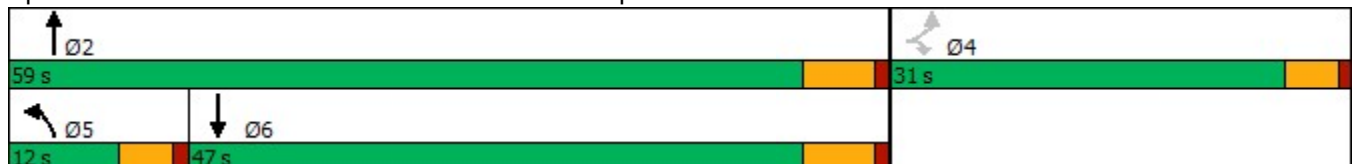
11/29/2018

					
Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	266	269	49	987	597
Future Volume (vph)	266	269	49	987	597
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)	15.9	15.9	7.4	31.3	25.4
Actuated g/C Ratio	0.27	0.27	0.13	0.53	0.43
v/c Ratio	0.61	0.46	0.24	0.57	0.67
Control Delay	27.5	5.7	34.4	10.4	14.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	27.5	5.7	34.4	10.4	14.8
LOS	C	A	C	B	B
Approach Delay	16.6			11.6	14.8
Approach LOS	B			B	B

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 59
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.67
 Intersection Signal Delay: 13.8
 Intersection LOS: B
 Intersection Capacity Utilization 56.7%
 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 2021 without Project				AM 2021 + Project				2021 + 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	48	0	0.22	0.14	48	0	0.22	0.14	48	0	0.22	0.14	0.722
Comb. L-T		0				0				0			
EB Thru	21	0	0.10	0.14	21	0	0.10	0.14	21	0	0.10	0.14	
Comb. T-R		0				0				0			
EB Right	148	0	0.68	0.14	148	0	0.68	0.14	148	0	0.68	0.14	
Comb. L-T-R		1				1				1			
WB Left	544	1	1.00	0.34	547	1	1.00	0.34	547	1	1.00	0.34	0.751
Comb. L-T		0				0				0			
WB Thru	126	1	1.00	0.08	126	1	1.00	0.08	126	1	1.00	0.08	
Comb. T-R		0				0				0			
WB Right	57	1	1.00	0.04	57	1	1.00	0.04	57	1	1.00	0.04	
Comb. L-T-R		0				0				0			
NB Left	29	1	1.00	0.02	29	1	1.00	0.02	29	1	1.00	0.02	0.863
Comb. L-T		0				0				0			
NB Thru	824	2	2.00	0.26	834	2	2.00	0.26	834	2	2.00	0.26	
Comb. T-R		0				0				0			
NB Right	202	1	1.00	0.13	202	1	1.00	0.13	202	1	1.00	0.13	
Comb. L-T-R		0				0				0			
SB Left	25	1	1.00	0.02	25	1	1.00	0.02	25	1	1.00	0.02	0.934
Comb. L-T		0				0				0			
SB Thru	1441	2	2.00	0.45	1484	2	2.00	0.46	1484	2	2.90	0.32	
Comb. T-R		0				0				1			
SB Right	52	1	1.00	0.03	52	1	1.00	0.03	52	0	0.10	0.32	
Comb. L-T-R		0				0				0			

Critical Volumes	E-W:	0.48	E-W:	0.48	E-W:	0.48
	N-S:	0.47	N-S:	0.48	N-S:	0.34
	Total:	0.94	Total:	0.96	Total:	0.82

Lost Time	0.10	0.10	0.10
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V/C	1.045	1.060	0.916
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 2021 without Project				PM 2021 + Project				2021 + 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	0.23	0.06	22	0	0.23	0.06	22	0	0.23	0.06	0.913
Comb. L-T		0				0				0			
EB Thru	37	0	0.39	0.06	37	0	0.39	0.06	37	0	0.39	0.06	
Comb. T-R		0				0				0			
EB Right	37	0	0.39	0.06	37	0	0.39	0.06	37	0	0.39	0.06	
Comb. L-T-R		1				1				1			
WB Left	240	1	1.00	0.15	241	1	1.00	0.15	241	1	1.00	0.15	0.945
Comb. L-T		0				0				0			
WB Thru	52	1	1.00	0.03	52	1	1.00	0.03	52	1	1.00	0.03	
Comb. T-R		0				0				0			
WB Right	45	1	1.00	0.03	45	1	1.00	0.03	45	1	1.00	0.03	
Comb. L-T-R		0				0				0			
NB Left	54	1	1.00	0.03	54	1	1.00	0.03	54	1	1.00	0.03	0.927
Comb. L-T		0				0				0			
NB Thru	1009	2	2.00	0.32	1033	2	2.00	0.32	1033	2	2.00	0.32	
Comb. T-R		0				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				0			
SB Left	36	1	1.00	0.02	36	1	1.00	0.02	36	1	1.00	0.02	0.940
Comb. L-T		0				0				0			
SB Thru	811	2	2.00	0.25	841	2	2.00	0.26	841	2	2.86	0.18	
Comb. T-R		0				0				1			
SB Right	42	1	1.00	0.03	42	1	1.00	0.03	42	0	0.14	0.18	
Comb. L-T-R		0				0				0			

Critical Volumes	E-W:	0.21	E-W:	0.21	E-W:	0.21
	N-S:	0.34	N-S:	0.35	N-S:	0.35
	Total:	0.55	Total:	0.56	Total:	0.56

Lost Time	0.10	0.10	0.10
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V/C	0.648	0.656	0.656
Level of Service	B	B	B

Intersection

Int Delay, s/veh 1.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘	↗	↘	↑↑	↑↑	↗
Traffic Vol, veh/h	14	25	27	893	1672	123
Future Vol, veh/h	14	25	27	893	1672	123
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	-	-
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	971	1817	134

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	2361	- 1817	0 - 0
Stage 1	1817	- -	- - -
Stage 2	544	- -	- - -
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	30	0 334	- - 0
Stage 1	115	0 -	- - 0
Stage 2	546	0 -	- - 0
Platoon blocked, %			- -
Mov Cap-1 Maneuver	27	- 334	- - -
Mov Cap-2 Maneuver	27	- -	- - -
Stage 1	105	- -	- - -
Stage 2	546	- -	- - -

Approach	EB	NB	SB
HCM Control Delay (s)	248.6	0.5	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT
Capacity (veh/h)	334	-	27	-	-
HCM Lane V/C Ratio	0.088	-	0.564	-	-
HCM Control Delay (s)	16.8	-	248.6	0	-
HCM Lane LOS	C	-	F	A	-
HCM 95th %tile Q(veh)	0.3	-	1.8	-	-

Intersection

Int Delay, s/veh 1.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘	↗	↘	↑↑	↑↑	↗
Traffic Vol, veh/h	14	25	27	903	1714	123
Future Vol, veh/h	14	25	27	903	1714	123
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	-	-
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	982	1863	134

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	2412	- 1863	0 - 0
Stage 1	1863	- -	- - -
Stage 2	549	- -	- - -
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	27	0 320	- - 0
Stage 1	108	0 -	- - 0
Stage 2	542	0 -	- - 0
Platoon blocked, %			- -
Mov Cap-1 Maneuver	25	- 320	- - -
Mov Cap-2 Maneuver	25	- -	- - -
Stage 1	98	- -	- - -
Stage 2	542	- -	- - -

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)	320	-	25	-	-
HCM Lane V/C Ratio	0.092	-	0.609	-	-
HCM Control Delay (s)	17.4	-	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 Configurations	↙	↗	↙	↑↑	↑↑	↗
Traffic Vol, veh/h	5	11	30	1211	979	31
Future Vol, veh/h	5	11	30	1211	979	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	-	-
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	1316	1064	34

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1788	- 1064	0 - 0
Stage 1	1064	- -	- -
Stage 2	724	- -	- -
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	72	0 651	- - 0
Stage 1	293	0 -	- - 0
Stage 2	441	0 -	- - 0
Platoon blocked, %			- -
Mov Cap-1 Maneuver	68	- 651	- -
Mov Cap-2 Maneuver	68	- -	- -
Stage 1	278	- -	- -
Stage 2	441	- -	- -

Approach	EB	NB	SB
HCM Control Delay, s	62.5	0.3	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT
Capacity (veh/h)	651	-	68	-	-
HCM Lane V/C Ratio	0.05	-	0.08	-	-
HCM Control Delay (s)	10.8	-	62.5	0	-
HCM Lane LOS	B	-	F	A	-
HCM 95th %tile Q(veh)	0.2	-	0.3	-	-

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↵	↶	↵	↑↑	↑↑	↶
Traffic Vol, veh/h	5	11	30	1234	1008	31
Future Vol, veh/h	5	11	30	1234	1008	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	-	-
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	1341	1096	34

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1833	- 1096	0 - 0
Stage 1	1096	- -	- - -
Stage 2	737	- -	- - -
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	68	0 633	- - 0
Stage 1	282	0 -	- - 0
Stage 2	434	0 -	- - 0
Platoon blocked, %			- -
Mov Cap-1 Maneuver	64	- 633	- - -
Mov Cap-2 Maneuver	64	- -	- - -
Stage 1	267	- -	- - -
Stage 2	434	- -	- - -

Approach	EB	NB	SB
HCM Control Delay, s	66.4	0.3	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT
Capacity (veh/h)	633	-	64	-	-
HCM Lane V/C Ratio	0.052	-	0.085	-	-
HCM Control Delay (s)	11	-	66.4	0	-
HCM Lane LOS	B	-	F	A	-
HCM 95th %tile Q(veh)	0.2	-	0.3	-	-

Intersection	
Intersection Delay, s/veh	51.6
Intersection LOS	F

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑↑	↑
Traffic Vol, veh/h	264	556	461	111	183	310
Future Vol, veh/h	264	556	461	111	183	310
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	287	604	501	121	199	337
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	87.5	31.4	15.5
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	449	371	307	265	92	92	310
LT Vol	264	0	0	0	92	92	0
Through Vol	185	371	307	154	0	0	0
RT Vol	0	0	0	111	0	0	310
Lane Flow Rate	488	403	334	288	99	99	337
Geometry Grp	8	8	8	8	7	7	7
Degree of Util (X)	1.143	0.91	0.783	0.651	0.243	0.243	0.548
Departure Headway (Hd)	8.428	8.127	8.731	8.429	9.085	9.085	6.065
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	430	447	418	432	398	398	600
Service Time	6.173	5.872	6.431	6.129	6.785	6.785	3.765
HCM Lane V/C Ratio	1.135	0.902	0.799	0.667	0.249	0.249	0.562
HCM Control Delay	116.8	51.9	36.5	25.5	14.7	14.7	15.9
HCM Lane LOS	F	F	E	D	B	B	C
HCM 95th-tile Q	17.8	10	6.8	4.5	0.9	0.9	3.3

Intersection

Intersection Delay, s/veh 53.1
 Intersection LOS F

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑↑	↑
Traffic Vol, veh/h	264	563	463	111	185	310
Future Vol, veh/h	264	563	463	111	185	310
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	287	612	503	121	201	337
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	90.2	31.9	15.6
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	452	375	309	265	93	93	310
LT Vol	264	0	0	0	93	93	0
Through Vol	188	375	309	154	0	0	0
RT Vol	0	0	0	111	0	0	310
Lane Flow Rate	491	408	336	288	101	101	337
Geometry Grp	8	8	8	8	7	7	7
Degree of Util (X)	1.152	0.923	0.789	0.655	0.246	0.246	0.55
Departure Headway (Hd)	8.448	8.148	8.76	8.459	9.112	9.112	6.092
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	432	445	416	430	396	396	596
Service Time	6.193	5.893	6.46	6.159	6.812	6.812	3.792
HCM Lane V/C Ratio	1.137	0.917	0.808	0.67	0.255	0.255	0.565
HCM Control Delay	120	54.4	37.2	25.8	14.8	14.8	16
HCM Lane LOS	F	F	E	D	B	B	C
HCM 95th-tile Q	18.1	10.4	6.9	4.6	1	1	3.3

Intersection	
Intersection Delay, s/veh	31.1
Intersection LOS	D

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑↑	↑
Traffic Vol, veh/h	304	326	457	114	134	216
Future Vol, veh/h	304	326	457	114	134	216
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	330	354	497	124	146	235
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	48.2	23.9	11.9
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	413	217	305	266	67	67	216
LT Vol	304	0	0	0	67	67	0
Through Vol	109	217	305	152	0	0	0
RT Vol	0	0	0	114	0	0	216
Lane Flow Rate	449	236	331	289	73	73	235
Geometry Grp	8	8	8	8	7	7	7
Degree of Util (X)	0.977	0.49	0.706	0.593	0.172	0.172	0.357
Departure Headway (Hd)	7.84	7.465	7.679	7.373	8.486	8.486	5.472
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	462	482	470	489	423	423	657
Service Time	5.588	5.212	5.427	5.121	6.225	6.225	3.21
HCM Lane V/C Ratio	0.972	0.49	0.704	0.591	0.173	0.173	0.358
HCM Control Delay	64.5	17.2	26.9	20.4	13	13	11.2
HCM Lane LOS	F	C	D	C	B	B	B
HCM 95th-tile Q	12.3	2.7	5.5	3.8	0.6	0.6	1.6

Intersection	
Intersection Delay, s/veh	31.7
Intersection LOS	D

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑↑	↑
Traffic Vol, veh/h	304	331	461	115	135	216
Future Vol, veh/h	304	331	461	115	135	216
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	330	360	501	125	147	235
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	49.3	24.4	12
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	414	221	307	269	68	68	216
LT Vol	304	0	0	0	68	68	0
Through Vol	110	221	307	154	0	0	0
RT Vol	0	0	0	115	0	0	216
Lane Flow Rate	450	240	334	292	73	73	235
Geometry Grp	8	8	8	8	7	7	7
Degree of Util (X)	0.984	0.499	0.715	0.6	0.173	0.173	0.358
Departure Headway (Hd)	7.862	7.488	7.7	7.394	8.509	8.509	5.495
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	464	482	471	488	422	422	653
Service Time	5.607	5.233	5.447	5.14	6.251	6.251	3.236
HCM Lane V/C Ratio	0.97	0.498	0.709	0.598	0.173	0.173	0.36
HCM Control Delay	66.3	17.5	27.6	20.7	13	13	11.3
HCM Lane LOS	F	C	D	C	B	B	B
HCM 95th-tile Q	12.5	2.7	5.6	3.9	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 2021 without Project				AM 2021 + Project				2021 + 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	126	1	1.00	0.08	126	1	1.00	0.08	126	1	1.00	0.08	0.889
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	626	1	1.00	0.39	634	1	1.00	0.40	634	2	2.00	0.20	
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	384	2	2.00	0.13	386	2	2.00	0.13	386	2	2.00	0.13	0.893
Comb. L-T		0				0				0			
NB Thru	872	2	2.00	0.27	884	2	2.00	0.28	884	2	2.00	0.28	
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		0.893
Comb. L-T		0				0				0			
SB Thru	1707	2	2.00	0.53	1754	2	2.00	0.55	1754	2	2.00	0.55	
Comb. T-R		0				0				0			
SB Right	193	1	1.00	0.12	193	1	1.00	0.12	193	1	1.00	0.12	
Comb. L-T-R		0				0				0			

Critical Volumes	E-W:	0.39	E-W:	0.40	E-W:	0.20
	N-S:	0.67	N-S:	0.68	N-S:	0.68
	Total:	1.06	Total:	1.08	Total:	0.88

Lost Time	0.10	0.10	0.10
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V/C	1.158	1.178	0.980
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 2021 without Project				PM 2021 + Project				2021 + 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	73	1	1.00	0.05	73	1	1.00	0.05	73	1	1.00	0.05	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	339	1	1.00	0.21	344	1	1.00	0.21	344	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	538	2	2.00	0.19	544	2	2.00	0.19	544	2	2.00	0.19	0.916
Comb. L-T		0				0				0			
NB Thru	1275	2	2.00	0.40	1300	2	2.00	0.41	1300	2	2.00	0.41	
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	989	2	2.00	0.31	1021	2	2.00	0.32	1021	2	2.00	0.32	
Comb. T-R		0				0				0			
SB Right	110	1	1.00	0.07	110	1	1.00	0.07	110	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:	0.50	N-S:	0.51	N-S:	0.51
	Total:	0.71	Total:	0.72	Total:	0.62

Lost Time	0.10	0.10	0.10
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V/C	0.808	0.823	0.715
Level of Service	D	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 2021 without Project				AM 2021 + 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	168	2	2.00	0.06	173	2	2.00	0.06	0.895
Comb. L-T		0				0			
WB Thru	0	0	0.00		0	0	0.00		
Comb. T-R		0				0			
WB Right	69	2	2.00	0.02	74	2	2.00	0.02	
Comb. L-T-R		0				0			
NB Left	0	0	0.00		0	0	0.00		0.903
Comb. L-T		0				0			
NB Thru	1217	2	2.00	0.38	1223	2	2.00	0.38	
Comb. T-R		0				0			
NB Right	437	1	1.00	0.27	459	1	1.00	0.29	
Comb. L-T-R		0				0			
SB Left	610	2	2.00	0.21	635	2	2.00	0.22	0.941
Comb. L-T		0				0			
SB Thru	1842	2	2.00	0.58	1871	2	2.00	0.58	
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:	0.06	E-W:	0.06
	N-S:	0.59	N-S:	0.60
	Total:	0.65	Total:	0.66

Lost Time	0.10	0.10
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V/C	0.750	0.763
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 2021 without Project				PM 2021 + 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	190	2	2.00	0.07	204	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	149	2	2.00	0.05	164	2	2.00	0.05	
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	1798	2	2.00	0.56	1814	2	2.00	0.57	
Comb. T-R		0				0			
NB Right	188	1	1.00	0.12	203	1	1.00	0.13	
Comb. L-T-R		0				0			
SB Left	168	2	2.00	0.06	185	2	2.00	0.06	0.948
Comb. L-T		0				0			
SB Thru	1206	2	2.00	0.38	1226	2	2.00	0.38	
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:	0.62	N-S:	0.63
	Total:	0.69	Total:	0.70

Lost Time	0.10	0.10
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V/C	0.786	0.802
Level of Service	C	D

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 2021 without Project				AM 2021 + Project				2021 + 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	247	1	1.00	0.15	247	1	1.00	0.15	247	1	1.00	0.15	0.780
Comb. L-T		0				0				0			
EB Thru	106	0	0.44	0.15	109	0	0.45	0.15	109	0	0.45	0.15	
Comb. T-R		1				1				1			
EB Right	135	0	0.56	0.15	135	0	0.55	0.15	135	0	0.55	0.15	
Comb. L-T-R		0				0				0			
WB Left	110	1	1.00	0.07	117	1	1.00	0.07	117	1	1.61	0.05	0.745
Comb. L-T		0				0				1			
WB Thru	28	1	1.00	0.02	28	1	1.00	0.02	28	0	0.39	0.05	
Comb. T-R		0				0				0			
WB Right	66	1	1.00	0.04	70	1	1.00	0.04	70	1	1.00	0.04	
Comb. L-T-R		0				0				0			
NB Left	118	1	1.00	0.07	118	1	1.00	0.07	118	1	1.00	0.07	0.862
Comb. L-T		0				0				0			
NB Thru	1446	2	2.00	0.45	1473	2	2.00	0.46	1473	2	2.28	0.40	
Comb. T-R		0				0				1			
NB Right	445	1	1.00	0.28	468	1	1.00	0.29	468	0	0.72	0.40	
Comb. L-T-R		0				0				0			
SB Left	321	1	1.00	0.20	335	1	1.00	0.21	335	1	1.00	0.21	0.895
Comb. L-T		0				0				0			
SB Thru	1618	2	2.00	0.51	1638	2	2.00	0.51	1638	2	2.00	0.51	
Comb. T-R		0				0				0			
SB Right	160	1	1.00	0.10	160	1	1.00	0.10	160	1	1.00	0.10	
Comb. L-T-R		0				0				0			

Critical Volumes	E-W:	0.22	E-W:	0.23	E-W:	0.20
	N-S:	0.65	N-S:	0.67	N-S:	0.61
	Total:	0.87	Total:	0.89	Total:	0.81

Lost Time	0.10	0.10	0.10
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V/C	0.972	0.995	0.914
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 2021 without Project				PM 2021 + Project				2021 + 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	113	1	1.00	0.07	113	1	1.00	0.07	113	1	1.00	0.07	0.890
Comb. L-T		0				0				0			
EB Thru	17	0	0.13	0.08	18	0	0.14	0.08	18	0	0.14	0.08	
Comb. T-R		1				1				1			
EB Right	109	0	0.87	0.08	109	0	0.86	0.08	109	0	0.86	0.08	
Comb. L-T-R		0				0				0			
WB Left	237	1	1.00	0.15	251	1	1.00	0.16	251	1	1.79	0.09	0.760
Comb. L-T		0				0				1			
WB Thru	29	1	1.00	0.02	30	1	1.00	0.02	30	0	0.21	0.09	
Comb. T-R		0				0				0			
WB Right	141	1	1.00	0.09	150	1	1.00	0.09	150	1	1.00	0.09	
Comb. L-T-R		0				0				0			
NB Left	99	1	1.00	0.06	99	1	1.00	0.06	99	1	1.00	0.06	0.896
Comb. L-T		0				0				0			
NB Thru	1792	2	2.00	0.56	1815	2	2.00	0.57	1815	2	2.70	0.42	
Comb. T-R		0				0				1			
NB Right	187	1	1.00	0.12	203	1	1.00	0.13	203	0	0.30	0.42	
Comb. L-T-R		0				0				0			
SB Left	77	1	1.00	0.05	86	1	1.00	0.05	86	1	1.00	0.05	0.940
Comb. L-T		0				0				0			
SB Thru	1204	2	2.00	0.38	1225	2	2.00	0.38	1225	2	2.00	0.38	
Comb. T-R		0				0				0			
SB Right	106	1	1.00	0.07	106	1	1.00	0.07	106	1	1.00	0.07	
Comb. L-T-R		0				0				0			

Critical Volumes	E-W:	0.23	E-W:	0.24	E-W:	0.17
	N-S:	0.61	N-S:	0.62	N-S:	0.47
	Total:	0.83	Total:	0.86	Total:	0.64

Lost Time	0.10	0.10	0.10
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V/C	0.934	0.957	0.742
Level of Service	E	E	C

E-W Street: La Puente Rd

N-S Street: Grand Ave

Scenario: AM Peak

Overlap Reduce 20%

Overlap Reduce 10%

Lane Capacity: 1600

Dual Lefts Capacity (per lane): 1440

Movement	AM 2021 without Project				AM 2021 + Project				2021 + 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	603	1	1.71	0.22	606	1	1.71	0.22	606	1	1.71	0.22	0.751
Comb. L-T		1				1				1			
EB Thru	103	0	0.29	0.22	103	0	0.29	0.22	103	0	0.29	0.22	
Comb. T-R		0				0				0			
EB Right	554	1	1.00	0.35	554	1	1.00	0.35	499	1	1.00	0.31	
Comb. L-T-R		0				0				0			
WB Left	201	1	1.13	0.11	201	1	1.13	0.11	201	1	1.13	0.11	0.628
Comb. L-T		1				1				1			
WB Thru	156	0	1.77	0.05	156	0	1.77	0.05	156	0	1.77	0.05	
Comb. T-R		1				1				1			
WB Right	18	0	0.10	0.11	18	0	0.10	0.11	18	0	0.10	0.11	
Comb. L-T-R		0				0				0			
NB Left	180	1	1.00	0.11	180	1	1.00	0.11	180	1	1.00	0.11	0.972
Comb. L-T		0				0				0			
NB Thru	1611	2	2.00	0.50	1654	2	2.00	0.52	1654	2	2.00	0.52	
Comb. T-R		0				0				0			
NB Right	54	1	1.00	0.03	54	1	1.00	0.03	54	1	1.00	0.03	
Comb. L-T-R		0				0				0			
SB Left	2	1	1.00	0.00	2	1	1.00	0.00	2	1	1.00	0.00	0.953
Comb. L-T		0				0				0			
SB Thru	1111	2	2.00	0.35	1121	2	2.00	0.35	1121	2	2.00	0.35	
Comb. T-R		0				0				0			
SB Right	265	1	1.00	0.17	265	1	1.00	0.17	265	1	1.00	0.17	
Comb. L-T-R		0				0				0			

Critical Volumes	E-W:	0.46	E-W:	0.46	E-W:	0.42
	N-S:	0.50	N-S:	0.52	N-S:	0.52
	Total:	0.96	Total:	0.98	Total:	0.94

Lost Time	0.10	0.10	0.10
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V/C	1.062	1.076	1.041
Level of Service	F	F	F

E-W Street: La Puente Rd

N-S Street: Grand Ave

Scenario: PM Peak

Overlap Reduce 15%

Overlap Reduce 10%

Lane Capacity: 1600

Dual Lefts Capacity (per lane): 1440

Movement	PM 2021 without Project				PM 2021 + Project				2021 + 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	341	1	1.67	0.13	343	1	1.67	0.13	343	1	1.67	0.13	0.946
Comb. L-T		1				1				1			
EB Thru	68	0	0.33	0.13	68	0	0.33	0.13	68	0	0.33	0.13	
Comb. T-R		0				0				0			
EB Right	345	1	1.00	0.22	345	1	1.00	0.22	310	1	1.00	0.19	
Comb. L-T-R		0				0				0			
WB Left	98	1	1.25	0.05	98	1	1.25	0.05	98	1	1.25	0.05	0.840
Comb. L-T		1				1				1			
WB Thru	58	0	1.59	0.02	58	0	1.59	0.02	58	0	1.59	0.02	
Comb. T-R		1				1				1			
WB Right	11	0	0.16	0.04	11	0	0.16	0.04	11	0	0.16	0.04	
Comb. L-T-R		0				0				0			
NB Left	312	1	1.00	0.20	312	1	1.00	0.20	312	1	1.00	0.20	0.961
Comb. L-T		0				0				0			
NB Thru	1635	2	2.00	0.51	1665	2	2.00	0.52	1665	2	2.00	0.52	
Comb. T-R		0				0				0			
NB Right	127	1	1.00	0.08	127	1	1.00	0.08	127	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	1147	2	2.00	0.36	1172	2	2.00	0.37	1172	2	2.00	0.37	
Comb. T-R		0				0				0			
SB Right	181	1	1.00	0.11	181	1	1.00	0.11	181	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:	0.55	N-S:	0.56	N-S:	0.56
	Total:	0.82	Total:	0.83	Total:	0.80

Lost Time	0.10	0.10	0.10
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V/C	0.918	0.926	0.904
Level of Service	E	E	E

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 2021 without Project				AM 2021 + Project				PHF
	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	
EB Left	488	2	2.00	0.17	491	2	2.00	0.17	0.864
Comb. L-T		0				0			
EB Thru	750	3	3.00	0.16	750	3	3.00	0.16	
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	220	2	2.00	0.08	220	2	2.00	0.08	0.813
Comb. L-T		0				0			
WB Thru	1382	3	3.00	0.29	1382	3	3.00	0.29	
Comb. T-R		0				0			
WB Right	258	1	1.00	0.16	258	1	1.00	0.16	
Comb. L-T-R		0				0			
NB Left	345	2	2.00	0.12	345	2	2.00	0.12	0.896
Comb. L-T		0				0			
NB Thru	1277	3	3.00	0.27	1322	3	3.00	0.28	
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	310	2	2.00	0.11	310	2	2.00	0.11	0.855
Comb. L-T		0				0			
SB Thru	918	3	3.00	0.19	929	3	3.00	0.19	
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:	0.46	E-W:	0.46
	N-S:	0.37	N-S:	0.38
	Total:	0.83	Total:	0.84

Lost Time	0.10	0.10
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V/C	0.931	0.941
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 2021 without Project				PM 2021 + Project				PHF
	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	
EB Left	602	2	2.00	0.21	603	2	2.00	0.21	0.968
Comb. L-T		0				0			
EB Thru	1470	3	3.00	0.31	1470	3	3.00	0.31	
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	270	2	2.00	0.09	270	2	2.00	0.09	0.914
Comb. L-T		0				0			
WB Thru	800	3	3.00	0.17	800	3	3.00	0.17	
Comb. T-R		0				0			
WB Right	346	1	1.00	0.22	346	1	1.00	0.22	
Comb. L-T-R		0				0			
NB Left	307	2	2.00	0.11	307	2	2.00	0.11	0.965
Comb. L-T		0				0			
NB Thru	1068	3	3.00	0.22	1097	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	403	2	2.00	0.14	403	2	2.00	0.14	0.943
Comb. L-T		0				0			
SB Thru	757	3	3.00	0.16	780	3	3.00	0.16	
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:	0.43	E-W:	0.43
	N-S:	0.36	N-S:	0.37
	Total:	0.79	Total:	0.79

Lost Time	0.10	0.10
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V/C	0.888	0.894
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 2021 without Project				AM 2021 + 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				0			
EB Thru	0	1	1.00	0.00	0	1	1.00	0.00	
Comb. T-R		0				0			
EB Right	62	1	1.00	0.04	62	1	1.00	0.04	
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									
NB Left	116	2	2.00	0.04	116	2	2.00	0.04	0.913
Comb. L-T		0				0			
NB Thru	2167	3	3.00	0.45	2210	3	3.00	0.46	
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	0.927
Comb. L-T		0				0			
SB Thru	851	3	3.00	0.18	861	3	3.00	0.18	
Comb. T-R		0				0			
SB Right	76	1	1.00	0.05	76	1	1.00	0.05	
Comb. L-T-R		0				0			

Critical Volumes	E-W:	0.04	E-W:	0.04
	N-S:	0.45	N-S:	0.46
	Total:	0.49	Total:	0.50

Lost Time	0.10	0.10
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V/C	0.590	0.599
Level of Service	A	A

E-W Street: Baker Pkwy

N-S Street: Grand Ave

Scenario: PM Peak

Lane Capacity: 1600

Dual Lefts Capacity (per lane): 1440

Movement	PM 2021 without Project				PM 2021 + Project				PHF
	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	
EB Left	116	2	2.00	0.04	116	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	192	1	1.00	0.12	192	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	47	2	2.00	0.02	47	2	2.00	0.02	0.889
Comb. L-T		0				0			
NB Thru	1424	3	3.00	0.30	1455	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	1495	3	3.00	0.31	1520	3	3.00	0.32	
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:	0.33	N-S:	0.33
	Total:	0.45	Total:	0.45

Lost Time	0.10	0.10
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V/C	0.548	0.553
Level of Service	A	A

Timings

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

11/29/2018

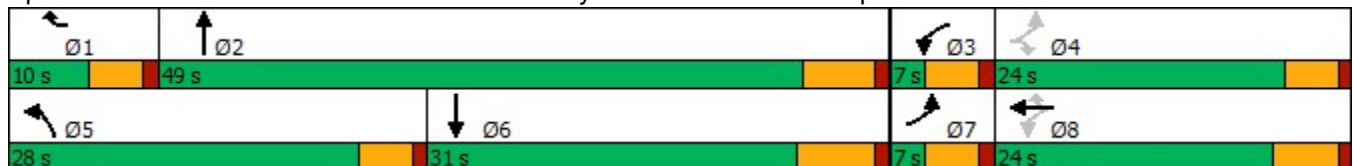


Lane Group	EBR	WBL	WBT	WBR	NBL	NBT	SBT	Ø7
Lane Configurations								
Traffic Volume (vph)	3	140	1	642	246	1473	782	
Future Volume (vph)	3	140	1	642	246	1473	782	
Turn Type	Perm	pm+pt	NA	custom	Prot	NA	NA	
Protected Phases		3	8	1	5	2	6	7
Permitted Phases	4	8		8				
Detector Phase	4	3	8	1	5	2	6	
Switch 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	16.2	15.4	26.3	17.0	41.0	29.1	
Actuated g/C Ratio	0.09	0.21	0.20	0.34	0.22	0.53	0.37	
v/c Ratio	0.02	0.39	0.89	0.59	0.69	0.86	0.37	
Control Delay	33.0	30.6	43.6	16.6	38.4	22.5	19.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	33.0	30.6	43.6	16.6	38.4	22.5	19.4	
LOS	C	C	D	B	D	C	B	
Approach Delay			30.2			24.8	19.4	
Approach LOS			C			C	B	

Intersection Summary

Cycle Length: 90	
Actuated Cycle Length: 77.9	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay: 24.8	Intersection LOS: C
Intersection Capacity Utilization 74.6%	ICU Level of Service D
Analysis Period (min) 15	

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



Timings

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

11/29/2018



Lane Group	EBR	WBL	WBT	WBR	NBL	NBT	SBT	Ø7
Lane Configurations								
Traffic Volume (vph)	3	140	1	672	246	1483	790	
Future Volume (vph)	3	140	1	672	246	1483	790	
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	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	16.8	16.0	26.9	17.1	41.3	29.3	
Actuated g/C Ratio	0.09	0.21	0.20	0.34	0.22	0.52	0.37	
v/c Ratio	0.02	0.38	0.91	0.61	0.70	0.87	0.37	
Control Delay	33.0	30.3	48.1	17.5	38.8	23.2	19.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	33.0	30.3	48.1	17.5	38.8	23.2	19.6	
LOS	C	C	D	B	D	C	B	
Approach Delay			32.4			25.4	19.6	
Approach LOS			C			C	B	

Intersection Summary

Cycle Length: 90	
Actuated Cycle Length: 78.7	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.91	
Intersection Signal Delay: 25.7	Intersection LOS: C
Intersection Capacity Utilization 76.2%	ICU Level of Service D
Analysis Period (min) 15	

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



Timings

27: Grand Ave & SR-60 WB Ramps

11/29/2018



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	Ø4	Ø7
Lane Configurations								
Traffic Volume (vph)	135	0	530	188	757	1473		
Future Volume (vph)	135	0	530	188	757	1473		
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	30.9	26.8		
Actuated g/C Ratio	0.15	0.13	0.32	0.16	0.50	0.44		
v/c Ratio	0.54	0.68	0.47	0.73	0.46	0.58		
Control Delay	34.2	13.4	8.8	46.5	10.9	13.8		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	34.2	13.4	8.8	46.5	10.9	13.8		
LOS	C	B	A	D	B	B		
Approach Delay		15.3			18.0	13.8		
Approach LOS		B			B	B		

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 61.2
 Natural Cycle: 75
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.73
 Intersection Signal Delay: 15.4
 Intersection LOS: B
 Intersection Capacity Utilization 52.9%
 ICU Level of Service A
 Analysis Period (min) 15

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



Timings

27: Grand Ave & SR-60 WB Ramps

11/29/2018

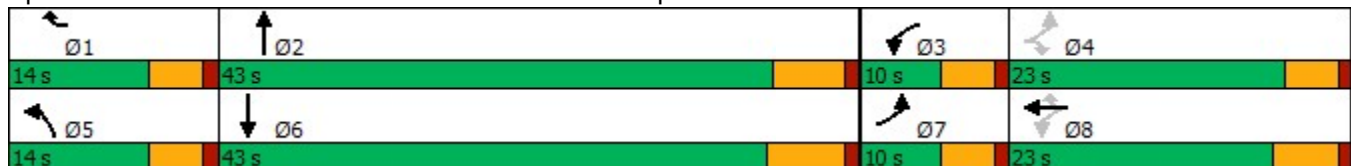


Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	Ø4	Ø7
Lane Configurations								
Traffic Volume (vph)	135	0	551	188	764	1492		
Future Volume (vph)	135	0	551	188	764	1492		
Turn Type	pm+pt	NA	custom	Prot	NA	NA		
Protected Phases	3	8	1	5	2	6	4	7
Permitted Phases	8		8					
Detector Phase	3	8	1	5	2	6		
Switch Phase								
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)	9.4	8.6	20.1	9.6	31.2	27.2		
Actuated g/C Ratio	0.15	0.14	0.32	0.15	0.50	0.44		
v/c Ratio	0.52	0.70	0.49	0.74	0.47	0.59		
Control Delay	33.2	14.4	9.4	47.9	11.3	14.2		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	33.2	14.4	9.4	47.9	11.3	14.2		
LOS	C	B	A	D	B	B		
Approach Delay		15.6			18.5	14.2		
Approach LOS		B			B	B		

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 62
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.74
 Intersection Signal Delay: 15.8
 Intersection LOS: B
 Intersection Capacity Utilization 53.4%
 ICU Level of Service A
 Analysis Period (min) 15

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



Timings

28: Grand Ave & SR-60 EB Ramps

11/29/2018

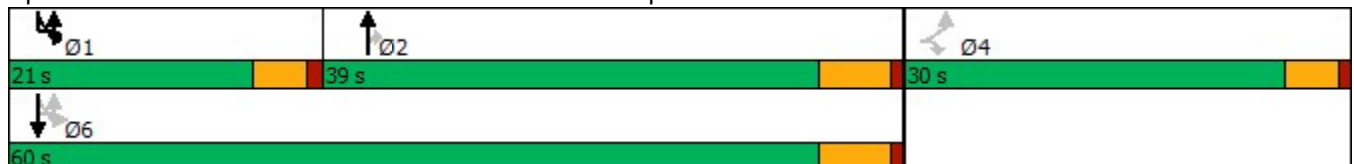


Lane Group	EBL	EBR	NBT	NBR	SBU	SBL	SBT
Lane Configurations	↖↗	↗	↕↕	↗		↖	↕↕↕
Traffic Volume (vph)	720	254	991	287	9	278	653
Future Volume (vph)	720	254	991	287	9	278	653
Turn Type	Perm	Perm	NA	Perm	pm+pt	pm+pt	NA
Protected Phases			2		1	1	6
Permitted Phases	4	4		2	6	6	
Detector Phase	4	4	2	2	1	1	6
Switch 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)	23.0	23.0	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	0.83	0.46	0.83	0.40		0.79	0.23
Control Delay	37.4	8.5	30.9	4.1		33.8	8.2
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	37.4	8.5	30.9	4.1		33.8	8.2
LOS	D	A	C	A		C	A
Approach Delay			24.9				16.0
Approach LOS			C				B

Intersection Summary

Cycle Length: 90	
Actuated Cycle Length: 83	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 23.8	Intersection LOS: C
Intersection Capacity Utilization 74.1%	ICU Level of Service D
Analysis Period (min) 15	

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



Timings

28: Grand Ave & SR-60 EB Ramps

11/29/2018

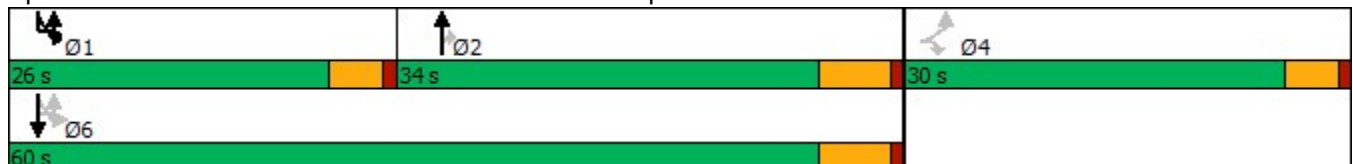


Lane Group	EBL	EBR	NBT	NBR	SBU	SBL	SBT
Lane Configurations	↖↖	↗	↕↕	↗		↖	↕↕↕
Traffic Volume (vph)	164	247	768	613	4	381	1253
Future Volume (vph)	164	247	768	613	4	381	1253
Turn Type	Perm	Perm	NA	Perm	pm+pt	pm+pt	NA
Protected Phases			2		1	1	6
Permitted Phases	4	4		2	6	6	
Detector Phase	4	4	2	2	1	1	6
Switch 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)	14.2	14.2	24.9	24.9		47.4	46.1
Actuated g/C Ratio	0.20	0.20	0.35	0.35		0.67	0.65
v/c Ratio	0.26	0.69	0.67	0.68		0.75	0.41
Control Delay	26.4	28.6	24.4	6.0		21.0	6.8
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	26.4	28.6	24.4	6.0		21.0	6.8
LOS	C	C	C	A		C	A
Approach Delay			16.2				10.2
Approach LOS			B				B

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 71.2
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.75
 Intersection Signal Delay: 14.7
 Intersection LOS: B
 Intersection Capacity Utilization 66.7%
 ICU Level of Service C
 Analysis Period (min) 15

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



Timings

28: Grand Ave & SR-60 EB Ramps

11/29/2018



Lane Group	EBL	EBR	NBT	NBR	SBU	SBL	SBT
Lane Configurations	↖↖	↗	↑↑	↗		↖	↑↑↑
Traffic Volume (vph)	167	247	771	613	4	397	1256
Future Volume (vph)	167	247	771	613	4	397	1256
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)	14.2	14.2	25.0	25.0		48.2	47.0
Actuated g/C Ratio	0.20	0.20	0.35	0.35		0.67	0.65
v/c Ratio	0.27	0.70	0.68	0.68		0.77	0.41
Control Delay	26.7	29.0	24.8	6.0		22.8	6.8
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	26.7	29.0	24.8	6.0		22.8	6.8
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: 72.1
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 15.1
 Intersection LOS: B
 Intersection Capacity Utilization 67.6%
 ICU Level of Service C
 Analysis Period (min) 15

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

