

Appendix D – ICU Spreadsheets and HCM Reports – 2027 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 2027 without Project				AM 2027 + Project				2027 + 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	23	1	1.00	0.01	23	1	1.00	0.01	23	1	1.00	0.01	0.878
Comb. L-T		0				0				0			
EB Thru	1465	2	2.00	0.46	1499	2	2.00	0.47	1499	2	2.09	0.45	
Comb. T-R		0				0				1			
EB Right	426	1	1.00	0.27	426	1	1.00	0.27	656	0	0.91	0.45	
Comb. L-T-R		0				0				0			
WB Left	143	1	1.00	0.09	144	1	1.00	0.09	144	1	1.00	0.09	0.907
Comb. L-T		0				0				0			
WB Thru	1096	2	2.00	0.34	1103	2	2.00	0.34	1103	2	2.00	0.34	
Comb. T-R		0				0				0			
WB Right	3	1	1.00	0.00	3	1	1.00	0.00	3	1	1.00	0.00	
Comb. L-T-R		0				0				0			
NB Left	746	1	1.97	0.24	746	1	1.97	0.24	746	1	1.97	0.24	0.956
Comb. L-T		1				1				1			
NB Thru	12	0	0.03	0.24	12	0	0.03	0.24	12	0	0.03	0.24	
Comb. T-R		0				0				0			
NB Right	236	1	1.00	0.15	241	1	1.00	0.15	241	1	1.00	0.15	
Comb. L-T-R		0				0				0			
SB Left	16	0	0.26	0.04	16	0	0.26	0.04	16	0	0.26	0.04	0.875
Comb. L-T		0				0				0			
SB Thru	18	0	0.30	0.04	18	0	0.30	0.04	18	0	0.30	0.04	
Comb. T-R		0				0				0			
SB Right	26	0	0.43	0.04	26	0	0.43	0.04	26	0	0.43	0.04	
Comb. L-T-R		1				1				1			

Critical Volumes	E-W:	0.55	E-W:	0.56	E-W:	0.54
	N-S:	0.27	N-S:	0.27	N-S:	0.27
	Total:	0.82	Total:	0.83	Total:	0.81

Lost Time	0.10	0.10	0.10
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V/C	0.922	0.933	0.914
Level of Service	E	E	E

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 2027 without Project				PM 2027 + Project				2027 + 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	28	1	1.00	0.02	28	1	1.00	0.02	28	1	1.00	0.02	0.956
Comb. L-T		0				0				0			
EB Thru	1207	2	2.00	0.38	1229	2	2.00	0.38	1229	2	2.02	0.38	
Comb. T-R		0				0				1			
EB Right	356	1	1.00	0.22	356	1	1.00	0.22	594	0	0.98	0.38	
Comb. L-T-R		0				0				0			
WB Left	233	1	1.00	0.15	236	1	1.00	0.15	236	1	1.00	0.15	0.895
Comb. L-T		0				0				0			
WB Thru	1086	2	2.00	0.34	1105	2	2.00	0.35	1105	2	2.00	0.35	
Comb. T-R		0				0				0			
WB Right	8	1	1.00	0.00	8	1	1.00	0.00	8	1	1.00	0.00	
Comb. L-T-R		0				0				0			
NB Left	780	1	1.97	0.25	780	1	1.97	0.25	780	1	1.97	0.25	0.971
Comb. L-T		1				1				1			
NB Thru	12	0	0.03	0.25	12	0	0.03	0.25	12	0	0.03	0.25	
Comb. T-R		0				0				0			
NB Right	225	1	1.00	0.14	228	1	1.00	0.14	228	1	1.00	0.14	
Comb. L-T-R		0				0				0			
SB Left	10	0	0.32	0.02	10	0	0.32	0.02	10	0	0.32	0.02	0.786
Comb. L-T		0				0				0			
SB Thru	11	0	0.36	0.02	11	0	0.36	0.02	11	0	0.36	0.02	
Comb. T-R		0				0				0			
SB Right	10	0	0.32	0.02	10	0	0.32	0.02	10	0	0.32	0.02	
Comb. L-T-R		1				1				1			

Critical Volumes	E-W:	0.52	E-W:	0.53	E-W:	0.53
	N-S:	0.27	N-S:	0.27	N-S:	0.27
	Total:	0.79	Total:	0.80	Total:	0.79

Lost Time	0.10	0.10	0.10
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V/C	0.890	0.899	0.894
Level of Service	D	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 2027 without Project				AM 2027 + Project				PHF
	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	
EB Left	20	1	1.00	0.01	20	1	1.00	0.01	0.856
Comb. L-T		0				0			
EB Thru	1278	1	1.53	0.52	1319	1	1.54	0.54	
Comb. T-R		1				1			
EB Right	397	0	0.47	0.52	397	0	0.46	0.54	
Comb. L-T-R		0				0			
WB Left	78	1	1.00	0.05	79	1	1.00	0.05	0.974
Comb. L-T		0				0			
WB Thru	753	2	2.00	0.24	762	2	2.00	0.24	
Comb. T-R		0				0			
WB Right	13	1	1.00	0.01	13	1	1.00	0.01	
Comb. L-T-R		0				0			
NB Left	272	1	1.70	0.10	272	1	1.70	0.10	0.901
Comb. L-T		1				1			
NB Thru	48	0	0.30	0.10	48	0	0.30	0.10	
Comb. T-R		0				0			
NB Right	104	1	1.00	0.07	109	1	1.00	0.07	
Comb. L-T-R		0				0			
SB Left	45	0	0.40	0.07	45	0	0.40	0.07	0.818
Comb. L-T		1				1			
SB Thru	68	0	0.60	0.07	68	0	0.60	0.07	
Comb. T-R		0				0			
SB Right	31	1	1.00	0.02	31	1	1.00	0.02	
Comb. L-T-R		0				0			

Critical Volumes	E-W:	0.57	E-W:	0.59
	N-S:	0.17	N-S:	0.17
	Total:	0.74	Total:	0.76

Lost Time	0.10	0.10
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V/C	0.843	0.857
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 2027 without Project				PM 2027 + Project				PHF
	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	
EB Left	25	1	1.00	0.02	25	1	1.00	0.02	0.968
Comb. L-T		0				0			
EB Thru	981	1	1.68	0.37	1005	1	1.68	0.37	
Comb. T-R		1				1			
EB Right	190	0	0.32	0.37	190	0	0.32	0.37	
Comb. L-T-R		0				0			
WB Left	104	1	1.00	0.06	106	1	1.00	0.07	0.944
Comb. L-T		0				0			
WB Thru	982	2	2.00	0.31	1002	2	2.00	0.31	
Comb. T-R		0				0			
WB Right	35	1	1.00	0.02	35	1	1.00	0.02	
Comb. L-T-R		0				0			
NB Left	345	1	1.75	0.12	345	1	1.75	0.12	0.933
Comb. L-T		1				1			
NB Thru	50	0	0.25	0.12	50	0	0.25	0.12	
Comb. T-R		0				0			
NB Right	121	1	1.00	0.08	124	1	1.00	0.08	
Comb. L-T-R		0				0			
SB Left	36	0	0.56	0.04	36	0	0.56	0.04	0.838
Comb. L-T		1				1			
SB Thru	29	0	0.44	0.04	29	0	0.44	0.04	
Comb. T-R		0				0			
SB Right	24	1	1.00	0.01	24	1	1.00	0.01	
Comb. L-T-R		0				0			

Critical Volumes	E-W:	0.43	E-W:	0.44
	N-S:	0.16	N-S:	0.16
	Total:	0.59	Total:	0.60

Lost Time	0.10	0.10
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V/C	0.695	0.704
Level of Service	B	C

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 2027 without Project				AM 2027 + Project				PHF
	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	
EB Left	29	1	1.00	0.02	29	1	1.00	0.02	0.862
Comb. L-T		0				0			
EB Thru	1317	2	2.00	0.41	1362	2	2.00	0.43	
Comb. T-R		0				0			
EB Right	49	1	1.00	0.03	49	1	1.00	0.03	
Comb. L-T-R		0				0			
WB Left	168	1	1.00	0.11	170	1	1.00	0.11	0.890
Comb. L-T		0				0			
WB Thru	913	2	2.00	0.29	923	2	2.00	0.29	
Comb. T-R		0				0			
WB Right	13	1	1.00	0.01	13	1	1.00	0.01	
Comb. L-T-R		0				0			
NB Left	78	1	1.00	0.05	78	1	1.00	0.05	0.709
Comb. L-T		0				0			
NB Thru	229	1	1.00	0.14	229	1	1.00	0.14	
Comb. T-R		0				0			
NB Right	271	1	1.00	0.17	277	1	1.00	0.17	
Comb. L-T-R		0				0			
SB Left	51	1	1.00	0.03	51	1	1.00	0.03	0.727
Comb. L-T		0				0			
SB Thru	183	0	0.77	0.15	183	0	0.77	0.15	
Comb. T-R		1				1			
SB Right	54	0	0.23	0.15	54	0	0.23	0.15	
Comb. L-T-R		0				0			

Critical Volumes	E-W:	0.52	E-W:	0.53
	N-S:	0.20	N-S:	0.20
	Total:	0.72	Total:	0.74

Lost Time	0.10	0.10
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V/C	0.818	0.836
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 2027 without Project				PM 2027 + Project				PHF
	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	
EB Left	34	1	1.00	0.02	34	1	1.00	0.02	0.827
Comb. L-T		0				0			
EB Thru	1263	2	2.00	0.39	1296	2	2.00	0.40	
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	152	1	1.00	0.10	154	1	1.00	0.10	0.947
Comb. L-T		0				0			
WB Thru	1121	2	2.00	0.35	1143	2	2.00	0.36	
Comb. T-R		0				0			
WB Right	50	1	1.00	0.03	50	1	1.00	0.03	
Comb. L-T-R		0				0			
NB Left	23	1	1.00	0.01	23	1	1.00	0.01	0.878
Comb. L-T		0				0			
NB Thru	112	1	1.00	0.07	112	1	1.00	0.07	
Comb. T-R		0				0			
NB Right	204	1	1.00	0.13	207	1	1.00	0.13	
Comb. L-T-R		0				0			
SB Left	48	1	1.00	0.03	48	1	1.00	0.03	0.778
Comb. L-T		0				0			
SB Thru	63	0	0.58	0.07	63	0	0.58	0.07	
Comb. T-R		1				1			
SB Right	46	0	0.42	0.07	46	0	0.42	0.07	
Comb. L-T-R		0				0			

Critical Volumes	E-W:	0.49	E-W:	0.50
	N-S:	0.16	N-S:	0.16
	Total:	0.65	Total:	0.66

Lost Time	0.10	0.10
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V/C	0.747	0.761
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 2027 without Project				AM 2027 + Project				2027 + 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	365	2	2.00	0.13	385	2	2.00	0.13	385	2	2.00	0.13	0.844
Comb. L-T		0				0				0			
EB Thru	900	2	2.00	0.28	931	2	2.00	0.29	931	2	2.46	0.24	
Comb. T-R		0				0				1			
EB Right	182	1	1.00	0.11	182	1	1.00	0.11	203	0	0.54	0.24	
Comb. L-T-R		0				0				0			
WB Left	91	2	2.00	0.03	102	2	2.00	0.04	102	2	2.00	0.04	0.912
Comb. L-T		0				0				0			
WB Thru	521	2	2.00	0.16	527	2	2.00	0.16	527	2	2.07	0.16	
Comb. T-R		0				0				1			
WB Right	189	1	1.00	0.12	212	1	1.00	0.13	236	0	0.93	0.16	
Comb. L-T-R		0				0				0			
NB Left	235	2	2.00	0.08	235	2	2.00	0.08	235	2	2.00	0.08	0.848
Comb. L-T		0				0				0			
NB Thru	1399	3	3.00	0.29	1482	3	3.00	0.31	1482	3	3.00	0.31	
Comb. T-R		0				0				0			
NB Right	666	1	1.00	0.42	711	1	1.00	0.44	711	1	1.00	0.44	
Comb. L-T-R		0				0				0			
SB Left	368	2	2.00	0.13	423	2	2.00	0.15	423	2	2.00	0.15	0.853
Comb. L-T		0				0				0			
SB Thru	1306	2	2.48	0.33	1324	2	2.48	0.33	1324	2	2.48	0.33	
Comb. T-R		1				1				1			
SB Right	272	0	0.52	0.33	277	0	0.52	0.33	277	0	0.52	0.33	
Comb. L-T-R		0				0				0			

Critical Volumes	E-W:	0.31	E-W:	0.33	E-W:	0.29
	N-S:	0.54	N-S:	0.59	N-S:	0.59
	Total:	0.86	Total:	0.92	Total:	0.88

Lost Time	0.10	0.10	0.10
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V/C	0.957	1.018	0.984
Level of Service	E	F	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 2027 without Project				PM 2027 + Project				2027 + 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	405	2	2.00	0.14	418	2	2.00	0.15	418	2	2.00	0.15	0.933
Comb. L-T		0				0				0			
EB Thru	679	2	2.00	0.21	698	2	2.00	0.22	698	2	2.13	0.20	
Comb. T-R		0				0				1			
EB Right	241	1	1.00	0.15	241	1	1.00	0.15	284	0	0.87	0.20	
Comb. L-T-R		0				0				0			
WB Left	237	2	2.00	0.08	263	2	2.00	0.09	263	2	2.00	0.09	0.923
Comb. L-T		0				0				0			
WB Thru	706	2	2.00	0.22	722	2	2.00	0.23	722	2	2.11	0.21	
Comb. T-R		0				0				1			
WB Right	230	1	1.00	0.14	261	1	1.00	0.16	307	0	0.89	0.21	
Comb. L-T-R		0				0				0			
NB Left	399	2	2.00	0.14	399	2	2.00	0.14	399	2	2.00	0.14	0.880
Comb. L-T		0				0				0			
NB Thru	1397	3	3.00	0.29	1452	3	3.00	0.30	1452	3	3.00	0.30	
Comb. T-R		0				0				0			
NB Right	305	1	1.00	0.19	334	1	1.00	0.21	334	1	1.00	0.21	
Comb. L-T-R		0				0				0			
SB Left	280	2	2.00	0.10	320	2	2.00	0.11	320	2	2.00	0.11	0.934
Comb. L-T		0				0				0			
SB Thru	864	2	2.14	0.25	904	2	2.16	0.26	904	2	2.16	0.26	
Comb. T-R		1				1				1			
SB Right	345	0	0.86	0.25	354	0	0.84	0.26	354	0	0.84	0.26	
Comb. L-T-R		0				0				0			

Critical Volumes	E-W:	0.36	E-W:	0.37	E-W:	0.36
	N-S:	0.39	N-S:	0.41	N-S:	0.41
	Total:	0.75	Total:	0.78	Total:	0.77

Lost Time	0.10	0.10	0.10
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V/C	0.852	0.884	0.873
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 2027 without Project				AM 2027 + Project				2027 + 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	331	1	1.00	0.21	373	1	1.00	0.23	373	1	1.00	0.23	0.932
Comb. L-T		0				0				0			
EB Thru	1286	2	2.00	0.40	1364	2	2.00	0.43	1364	2	2.00	0.43	
Comb. T-R		0				0				0			
EB Right	189	1	1.00	0.12	193	1	1.00	0.12	193	1	1.00	0.12	
Comb. L-T-R		0				0				0			
WB Left	64	1	1.00	0.04	69	1	1.00	0.04	69	1	1.00	0.04	0.904
Comb. L-T		0				0				0			
WB Thru	728	2	2.00	0.23	760	2	2.00	0.24	760	2	2.21	0.21	
Comb. T-R		0				0				1			
WB Right	242	1	1.00	0.15	271	1	1.00	0.17	271	0	0.79	0.21	
Comb. L-T-R		0				0				0			
NB Left	10	0	0.39	0.02	11	0	0.42	0.02	11	0	0.42	0.02	0.714
Comb. L-T		1				1				1			
NB Thru	15	0	0.61	0.02	15	0	0.58	0.02	15	0	0.58	0.02	
Comb. T-R		0				0				0			
NB Right	4	1	1.00	0.00	6	1	1.00	0.00	6	1	1.00	0.00	
Comb. L-T-R		0				0				0			
SB Left	68	0	0.73	0.06	75	0	0.75	0.06	75	0	0.75	0.06	0.795
Comb. L-T		1				1				1			
SB Thru	25	0	0.27	0.06	25	0	0.25	0.06	25	0	0.25	0.06	
Comb. T-R		0				0				0			
SB Right	131	1	1.00	0.08	142	1	1.00	0.09	142	1	1.00	0.09	
Comb. L-T-R		0				0				0			

Critical Volumes	E-W:	0.44	E-W:	0.47	E-W:	0.47
	N-S:	0.10	N-S:	0.11	N-S:	0.11
	Total:	0.54	Total:	0.58	Total:	0.57

Lost Time	0.10	0.10	0.10
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V/C	0.639	0.676	0.675
Level of Service	B	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 2027 without Project				PM 2027 + Project				2027 + 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	189	1	1.00	0.12	219	1	1.00	0.14	219	1	1.00	0.14	0.915
Comb. L-T		0				0				0			
EB Thru	1079	2	2.00	0.34	1139	2	2.00	0.36	1139	2	2.00	0.36	
Comb. T-R		0				0				0			
EB Right	37	1	1.00	0.02	40	1	1.00	0.03	40	1	1.00	0.03	
Comb. L-T-R		0				0				0			
WB Left	14	1	1.00	0.01	18	1	1.00	0.01	18	1	1.00	0.01	0.967
Comb. L-T		0				0				0			
WB Thru	894	2	2.00	0.28	943	2	2.00	0.29	943	2	2.73	0.22	
Comb. T-R		0				0				1			
WB Right	76	1	1.00	0.05	95	1	1.00	0.06	95	0	0.27	0.22	
Comb. L-T-R		0				0				0			
NB Left	123	0	0.88	0.09	126	0	0.88	0.09	126	0	0.88	0.09	0.717
Comb. L-T		1				1				1			
NB Thru	17	0	0.12	0.09	17	0	0.12	0.09	17	0	0.12	0.09	
Comb. T-R		0				0				0			
NB Right	22	1	1.00	0.01	25	1	1.00	0.02	25	1	1.00	0.02	
Comb. L-T-R		0				0				0			
SB Left	149	0	0.96	0.10	166	0	0.97	0.11	166	0	0.97	0.11	0.852
Comb. L-T		1				1				1			
SB Thru	6	0	0.04	0.10	6	0	0.03	0.11	6	0	0.03	0.11	
Comb. T-R		0				0				0			
SB Right	189	1	1.00	0.12	214	1	1.00	0.13	214	1	1.00	0.13	
Comb. L-T-R		0				0				0			

Critical Volumes	E-W:	0.40	E-W:	0.43	E-W:	0.37
	N-S:	0.21	N-S:	0.22	N-S:	0.22
	Total:	0.60	Total:	0.65	Total:	0.59

Lost Time	0.10	0.10	0.10
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V/C	0.703	0.754	0.689
Level of Service	C	C	B

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 2027 without Project				AM 2027 + Project				PHF
	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	
EB Left	28	1	1.00	0.02	28	1	1.00	0.02	0.859
Comb. L-T		0				0			
EB Thru	1565	2	2.00	0.49	1643	2	2.00	0.51	
Comb. T-R		0				0			
EB Right	0	1	1.00	0.00	15	1	1.00	0.01	
Comb. L-T-R		0				0			
WB Left (U)	0	1	1.00	0.00	15	1	1.00	0.01	0.853
Comb. L-T		0				0			
WB Thru	970	2	2.00	0.30	1037	2	2.00	0.32	
Comb. T-R		0				0			
WB Right	136	1	1.00	0.09	136	1	1.00	0.09	
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	3	1	1.00	0.00	
Comb. L-T-R		0				0			
SB Left	17	0	0.50	0.02	17	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	17	0	0.50	0.02	17	0	0.50	0.02	
Comb. L-T-R		1				1			

Critical Volumes	E-W:	0.49	E-W:	0.52
	N-S:	0.02	N-S:	0.02
	Total:	0.51	Total:	0.55

Lost Time	0.10	0.10
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V/C	0.611	0.647
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 2027 without Project				PM 2027 + Project				PHF
	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	
EB Left	41	1	1.00	0.03	41	1	1.00	0.03	0.912
Comb. L-T		0				0			
EB Thru	1107	2	2.00	0.35	1176	2	2.00	0.37	
Comb. T-R		0				0			
EB Right	0	1	1.00	0.00	10	1	1.00	0.01	
Comb. L-T-R		0				0			
WB Left (U)	0	1	1.00	0.00	10	1	1.00	0.01	0.944
Comb. L-T		0				0			
WB Thru	1020	2	2.00	0.32	1085	2	2.00	0.34	
Comb. T-R		0				0			
WB Right	88	1	1.00	0.05	88	1	1.00	0.05	
Comb. L-T-R		0				0			
NB Left	0	1	1.00	0.00	8	1	1.00	0.00	0.920
Comb. L-T		0				0			
NB Thru	0	0	0.00		0	0	0.00		
Comb. T-R		0				0			
NB Right	0	1	1.00	0.00	8	1	1.00	0.00	
Comb. L-T-R		0				0			
SB Left	47	0	0.63	0.05	47	0	0.63	0.05	0.794
Comb. L-T		0				0			
SB Thru	0	0	0.00		0	0	0.00		
Comb. T-R		0				0			
SB Right	28	0	0.37	0.05	28	0	0.37	0.05	
Comb. L-T-R		1				1			

Critical Volumes	E-W:	0.35	E-W:	0.37
	N-S:	0.05	N-S:	0.05
	Total:	0.39	Total:	0.42

Lost Time	0.10	0.10
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V/C	0.492	0.525
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 2027 without Project				AM 2027 + Project				PHF
	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	
EB Left	328	2	2.00	0.11	387	2	2.00	0.13	0.883
Comb. L-T		0				0			
EB Thru	834	2	2.00	0.26	849	2	2.00	0.27	
Comb. T-R		0				0			
EB Right	139	1	1.00	0.09	144	1	1.00	0.09	
Comb. L-T-R		0				0			
WB Left	132	1	1.00	0.08	142	1	1.00	0.09	0.929
Comb. L-T		0				0			
WB Thru	1070	2	2.00	0.33	1132	2	2.00	0.35	
Comb. T-R		0				0			
WB Right	543	1	1.00	0.34	613	1	1.00	0.38	
Comb. L-T-R		0				0			
NB Left	28	1	1.00	0.02	29	1	1.00	0.02	0.579
Comb. L-T		0				0			
NB Thru	22	1	1.00	0.01	22	1	1.00	0.01	
Comb. T-R		0				0			
NB Right	28	1	1.00	0.02	31	1	1.00	0.02	
Comb. L-T-R		0				0			
SB Left	91	2	2.00	0.03	116	2	2.00	0.04	0.733
Comb. L-T		0				0			
SB Thru	33	1	1.00	0.02	33	1	1.00	0.02	
Comb. T-R		0				0			
SB Right	45	1	1.00	0.03	60	1	1.00	0.04	
Comb. L-T-R		0				0			

Critical Volumes	E-W:	0.45	E-W:	0.52
	N-S:	0.05	N-S:	0.06
	Total:	0.50	Total:	0.58

Lost Time	0.10	0.10
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V/C	0.602	0.677
Level of Service	B	B

E-W Street: Temple Ave

N-S Street: Bonita Dr

Scenario: PM Peak

Overlap Reduce 15%

Lane Capacity: 1600

Dual Lefts Capacity (per lane): 1440

Movement	PM 2027 without Project				PM 2027 + Project				PHF
	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	
EB Left	187	2	2.00	0.07	228	2	2.00	0.08	0.875
Comb. L-T		0				0			
EB Thru	1022	2	2.00	0.32	1058	2	2.00	0.33	
Comb. T-R		0				0			
EB Right	25	1	1.00	0.02	29	1	1.00	0.02	
Comb. L-T-R		0				0			
WB Left	26	1	1.00	0.02	32	1	1.00	0.02	0.900
Comb. L-T		0				0			
WB Thru	1012	2	2.00	0.32	1056	2	2.00	0.33	
Comb. T-R		0				0			
WB Right	157	1	1.00	0.10	207	1	1.00	0.13	
Comb. L-T-R		0				0			
NB Left	15	1	1.00	0.01	17	1	1.00	0.01	0.886
Comb. L-T		0				0			
NB Thru	14	1	1.00	0.01	14	1	1.00	0.01	
Comb. T-R		0				0			
NB Right	61	1	1.00	0.04	67	1	1.00	0.04	
Comb. L-T-R		0				0			
SB Left	191	2	2.00	0.07	245	2	2.00	0.09	0.787
Comb. L-T		0				0			
SB Thru	6	1	1.00	0.00	6	1	1.00	0.00	
Comb. T-R		0				0			
SB Right	88	1	1.00	0.05	118	1	1.00	0.07	
Comb. L-T-R		0				0			

Critical Volumes	E-W:	0.38	E-W:	0.41
	N-S:	0.10	N-S:	0.13
	Total:	0.49	Total:	0.54

Lost Time	0.10	0.10
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V/C	0.586	0.636
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	804	0	1613	137	0	0
Future Vol, veh/h	1	1	804	0	1613	137	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	None
Storage Length	-	350	-	137	-	120	-	0
Veh in Median Storage, #	-	0	-	0	-	0	-	-
Grade, %	-	-	0	-	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2
Mvmt Flow	1	1	874	0	1753	149	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1753	1902	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 Maneuver	108	309	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	160	160	-
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)	160	-	400	-	-	-
HCM Lane V/C Ratio	0.014	-	-	-	-	-
HCM Control Delay (s)	27.8	-	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	838	0	1743	150	0	0
Future Vol, veh/h	1	1	838	0	1743	150	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	None
Storage Length	-	350	-	137	-	120	-	0
Veh in Median Storage, #	-	0	-	0	-	0	-	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	911	0	1895	163	0	0

Major/Minor	Major1		Major2		Minor2		
Conflicting Flow	All1895	2058	0	911	-	0	- 948
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	87	268	-	379	-	-	0 262
Stage 1	-	-	-	-	-	-	0 -
Stage 2	-	-	-	-	-	-	0 -
Platoon blocked, %			-	-	-	-	
Mov Cap-1 Maneuver	131	131	-	379	-	-	- 262
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)	131	-	379	-	-	-
HCM Lane V/C Ratio	0.017	-	-	-	-	-
HCM Control Delay (s)	32.9	-	0	-	-	0
HCM Lane LOS	D	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	0	-	-	-

Intersection

Int Delay, s/veh 0

Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations		↘	↕	↘	↕	↘		↘
Traffic Vol, veh/h	1	1	1079	3	1033	19	0	0
Future Vol, veh/h	1	1	1079	3	1033	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	1173	3	1123	21	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1123	1144	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 Maneuver	277	606	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	380	380	-
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)	380	-	257	-	-	-
HCM Lane V/C Ratio	0.006	-	0.013	-	-	-
HCM Control Delay (s)	14.5	-	19.2	-	-	0
HCM Lane LOS	B	-	C	-	-	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	1157	3	1123	28	0	0
Future Vol, veh/h	1	1	1157	3	1123	28	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	None
Storage Length	-	350	-	137	-	120	-	0
Veh in Median Storage, #	-	0	-	0	-	0	-	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	1258	3	1221	30	0	0

Major/Minor	Major1		Major2		Minor2			
Conflicting Flow	All1221	1251	0	1258	-	0	-	611
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	239	552	-	226	-	-	0	437
Stage 1	-	-	-	-	-	-	0	-
Stage 2	-	-	-	-	-	-	0	-
Platoon blocked, %			-		-			
Mov Cap-1 Maneuver	334	334	-	226	-	-	-	437
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)	334	-	226	-	-	-
HCM Lane V/C Ratio	0.007	-	0.014	-	-	-
HCM Control Delay (s)	15.9	-	21.2	-	-	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 2027 without Project				AM 2027 + Project				2027 + 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	362	2	2.00	0.13	362	2	2.00	0.13	362	2	2.00	0.13	0.814
Comb. L-T		0				0							
EB Thru	621	2	2.00	0.19	662	2	2.00	0.21	662	2	2.00	0.21	
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	16	1	1.00	0.01	16	1	1.00	0.01	16	1	1.00	0.01	0.983
Comb. L-T		0				0							
WB Thru	1627	2	2.00	0.51	1774	2	2.00	0.55	1774	2	2.28	0.49	
Comb. T-R		0				0				1			
WB Right	475	1	1.00	0.30	475	1	1.00	0.30	558	0	0.72	0.49	
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	283	1	1.99	0.09	283	1	1.99	0.09	283	1	1.99	0.09	0.759
Comb. L-T		1				1				1			
SB Thru	1	0	0.01	0.09	1	0	0.01	0.09	1		0.01	0.09	
Comb. T-R		0				0							
SB Right	204	1	1.00	0.13	204	1	1.00	0.13	204	1	1.00	0.13	
Comb. L-T-R		0				0							

Critical Volumes	E-W:	0.63	E-W:	0.68	E-W:	0.61
	N-S:	0.13	N-S:	0.13	N-S:	0.13
	Total:	0.76	Total:	0.81	Total:	0.74

Lost Time	0.10	0.10	0.10
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V/C	0.862	0.908	0.839
Level of Service	D	E	D

E-W Street: Temple Ave

N-S Street: University Dr

Scenario: PM Peak

Overlap Reduce 40%

Lane Capacity: 1600

Dual Lefts Capacity (per lane): 1440

Movement	PM 2027 without Project				PM 2027 + Project				2027 + 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	158	2	2.00	0.05	158	2	2.00	0.05	158	2	2.00	0.05	0.886
Comb. L-T		0				0							
EB Thru	1051	2	2.00	0.33	1139	2	2.00	0.36	1139	2	2.00	0.36	
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	42	1	1.00	0.03	42	1	1.00	0.03	42	1	1.00	0.03	0.897
Comb. L-T		0				0							
WB Thru	980	2	2.00	0.31	1091	2	2.00	0.34	1091	2	2.35	0.29	
Comb. T-R		0				0				1			
WB Right	181	1	1.00	0.11	181	1	1.00	0.11	302	0	0.65	0.29	
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	765	1	1.95	0.24	765	1	1.95	0.24	765	1	1.95	0.24	0.790
Comb. L-T		1				1				1			
SB Thru	18	0	0.05	0.24	18	0	0.05	0.24	18		0.05	0.24	
Comb. T-R		0				0							
SB Right	233	1	1.00	0.15	233	1	1.00	0.15	233	1	1.00	0.15	
Comb. L-T-R		0				0							

Critical Volumes	E-W:	0.36	E-W:	0.40	E-W:	0.38
	N-S:	0.25	N-S:	0.25	N-S:	0.25
	Total:	0.61	Total:	0.65	Total:	0.63

Lost Time	0.10	0.10	0.10
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V/C	0.714	0.748	0.735
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 2027 without Project				AM 2027 + Project				2027 + 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	364	2	2.00	0.13	384	2	2.00	0.13	384	2	2.00	0.13	0.883
Comb. L-T		0				0				0			
EB Thru	457	2	2.89	0.10	474	2	2.90	0.10	474	2	2.90	0.10	
Comb. T-R		1				1				1			
EB Right	17	0	0.11	0.10	17	0	0.10	0.10	17	0	0.10	0.10	
Comb. L-T-R		0				0				0			
WB Left	24	1	1.00	0.02	24	1	1.00	0.02	24	1	1.00	0.02	0.993
Comb. L-T		0				0				0			
WB Thru	1415	2	2.00	0.44	1481	2	2.00	0.46	1481	2	2.44	0.38	
Comb. T-R		0				0				1			
WB Right	341	1	1.00	0.21	341	1	1.00	0.21	341	0	0.56	0.38	
Comb. L-T-R		0				0				0			
NB Left	63	1	1.00	0.04	63	1	1.00	0.04	63	1	1.00	0.04	0.688
Comb. L-T		0				0				0			
NB Thru	49	1	1.26	0.02	49	1	1.26	0.02	49	1	1.26	0.02	
Comb. T-R		1				1				1			
NB Right	29	0	0.74	0.02	29	0	0.74	0.02	29	0	0.74	0.02	
Comb. L-T-R		0				0				0			
SB Left	158	1	1.69	0.06	158	1	1.69	0.06	158	1	1.69	0.06	0.837
Comb. L-T		1				1				1			
SB Thru	29	0	0.31	0.06	29	0	0.31	0.06	29	0	0.31	0.06	
Comb. T-R		0				0				0			
SB Right	1044	2	2.00	0.33	1127	2	2.00	0.35	1127	2	2.00	0.35	
Comb. L-T-R		0				0				0			

Critical Volumes	E-W:	0.57	E-W:	0.60	E-W:	0.51
	N-S:	0.37	N-S:	0.39	N-S:	0.39
	Total:	0.93	Total:	0.99	Total:	0.90

Lost Time	0.10	0.10	0.10
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V/C	1.034	1.087	1.004
Level of Service	F	F	F

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 2027 without Project				PM 2027 + Project				2027 + 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	672	2	2.00	0.23	720	2	2.00	0.25	720	2	2.00	0.25	0.904
Comb. L-T		0				0				0			
EB Thru	1031	2	2.89	0.22	1069	2	2.89	0.23	1069	2	2.89	0.23	
Comb. T-R		1				1				1			
EB Right	40	0	0.11	0.22	40	0	0.11	0.23	40	0	0.11	0.23	
Comb. L-T-R		0				0				0			
WB Left	62	1	1.00	0.04	62	1	1.00	0.04	62	1	1.00	0.04	0.892
Comb. L-T		0				0				0			
WB Thru	862	2	2.00	0.27	912	2	2.00	0.29	912	2	1.98	0.29	
Comb. T-R		0				0				1			
WB Right	471	1	1.00	0.29	471	1	1.00	0.29	471	0	1.02	0.29	
Comb. L-T-R		0				0				0			
NB Left	51	1	1.00	0.03	51	1	1.00	0.03	51	1	1.00	0.03	0.825
Comb. L-T		0				0				0			
NB Thru	59	1	0.95	0.04	59	1	0.95	0.04	59	1	0.95	0.04	
Comb. T-R		1				1				1			
NB Right	65	0	1.05	0.04	65	0	1.05	0.04	65	0	1.05	0.04	
Comb. L-T-R		0				0				0			
SB Left	394	1	1.79	0.14	394	1	1.79	0.14	394	1	1.79	0.14	0.863
Comb. L-T		1				1				1			
SB Thru	46	0	0.21	0.14	46	0	0.21	0.14	46	0	0.21	0.14	
Comb. T-R		0				0				0			
SB Right	363	2	2.00	0.11	410	2	2.00	0.13	410	2	2.00	0.13	
Comb. L-T-R		0				0				0			

Critical Volumes	E-W:	0.53	E-W:	0.54	E-W:	0.54
	N-S:	0.18	N-S:	0.18	N-S:	0.18
	Total:	0.70	Total:	0.72	Total:	0.71

Lost Time	0.10	0.10	0.10
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V/C	0.804	0.821	0.815
Level of Service	D	D	D

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 2027 without Project				AM 2027 + Project				2027 + 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	53	1	1.00	0.03	53	1	1.00	0.03	53	1	1.00	0.03	0.917
Comb. L-T		0				0							
EB Thru	179	1	1.56	0.07	179	1	1.52	0.07	179	1	1.00	0.11	
Comb. T-R		1				1				0			
EB Right	457	1	1.44	0.20	507	1	1.48	0.21	507	2	2.00	0.16	
Comb. L-T-R		0				0							
WB Left	237	1	1.00	0.15	237	1	1.00	0.15	237	1	1.00	0.15	0.717
Comb. L-T		0				0							
WB Thru	515	2	2.00	0.16	515	2	2.00	0.16	515	2	2.00	0.16	
Comb. T-R		0				0							
WB Right	77	1	1.00	0.05	77	1	1.00	0.05	77	1	1.00	0.05	
Comb. L-T-R		0				0							
NB Left	435	2	2.00	0.15	438	2	2.00	0.15	438	2	2.00	0.15	0.876
Comb. L-T		0				0							
NB Thru	317	1	1.82	0.11	334	1	1.83	0.11	334	1	1.83	0.11	
Comb. T-R		1				1				1			
NB Right	32	0	0.18	0.11	32	0	0.17	0.11	32		0.17	0.11	
Comb. L-T-R		0				0							
SB Left	80	1	1.00	0.05	80	1	1.00	0.05	80	1	1.00	0.05	0.814
Comb. L-T		0				0							
SB Thru	739	1	1.68	0.28	766	1	1.69	0.28	766	1	1.69	0.28	
Comb. T-R		1				1				1			
SB Right	142	0	0.32	0.28	142	0	0.31	0.28	142		0.31	0.28	
Comb. L-T-R		0				0							

Critical Volumes	E-W:	0.35	E-W:	0.36	E-W:	0.31
	N-S:	0.43	N-S:	0.44	N-S:	0.44
	Total:	0.77	Total:	0.80	Total:	0.74

Lost Time	0.10	0.10	0.10
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V/C	0.873	0.899	0.843
Level of Service	D	D	D

E-W Street: Kellogg Dr

N-S Street: Campus Dr

Scenario: PM Peak

Overlap Reduce 25%

Lane Capacity: 1600

Dual Lefts Capacity (per lane): 1440

Movement	PM 2027 without Project				PM 2027 + Project				2027 + 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	98	1	1.00	0.06	98	1	1.00	0.06	98	1	1.00	0.06	0.891
Comb. L-T		0				0							
EB Thru	248	1	1.71	0.09	248	1	1.68	0.09	248	1	1.00	0.16	
Comb. T-R		1				1				0			
EB Right	452	1	1.29	0.22	485	1	1.32	0.23	485	2	2.00	0.15	
Comb. L-T-R		0				0							
WB Left	38	1	1.00	0.02	38	1	1.00	0.02	38	1	1.00	0.02	0.925
Comb. L-T		0				0							
WB Thru	256	2	2.00	0.08	256	2	2.00	0.08	256	2	2.00	0.08	
Comb. T-R		0				0							
WB Right	156	1	1.00	0.10	156	1	1.00	0.10	156	1	1.00	0.10	
Comb. L-T-R		0				0							
NB Left	397	2	2.00	0.14	405	2	2.00	0.14	405	2	2.00	0.14	0.914
Comb. L-T		0				0							
NB Thru	743	1	1.92	0.24	781	1	1.93	0.25	781	1	1.93	0.25	
Comb. T-R		1				1				1			
NB Right	30	0	0.08	0.24	30	0	0.07	0.25	30		0.07	0.25	
Comb. L-T-R		0				0							
SB Left	27	1	1.00	0.02	27	1	1.00	0.02	27	1	1.00	0.02	0.887
Comb. L-T		0				0							
SB Thru	206	1	1.45	0.09	223	1	1.48	0.09	223	1	1.48	0.09	
Comb. T-R		1				1				1			
SB Right	78	0	0.55	0.09	78	0	0.52	0.09	78		0.52	0.09	
Comb. L-T-R		0				0							

Critical Volumes	E-W:	0.24	E-W:	0.25	E-W:	0.18
	N-S:	0.26	N-S:	0.27	N-S:	0.27
	Total:	0.50	Total:	0.52	Total:	0.45

Lost Time	0.10	0.10	0.10
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V/C	0.601	0.623	0.549
Level of Service	B	B	A

E-W Street: Temple Ave

N-S Street: Valley Blvd

Scenario: AM Peak

Lane Capacity: 1600

Dual Lefts Capacity (per lane): 1440

Movement	AM 2027 without Project				AM 2027 + Project				2027 + 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	117	1	1.00	0.07	120	1	1.00	0.08	120	1	1.00	0.08	0.924
Comb. L-T		0				0							
EB Thru	343	2	2.17	0.10	356	2	2.19	0.10	356	2	2.19	0.10	
Comb. T-R		1				1				1			
EB Right	132	0	0.83	0.10	132	0	0.81	0.10	132		0.81	0.10	
Comb. L-T-R		0				0							
WB Left	56	1	1.00	0.03	56	1	1.00	0.03	56	1	1.00	0.03	0.863
Comb. L-T		0				0							
WB Thru	1375	2	2.77	0.31	1436	2	2.78	0.32	1436	2	2.78	0.32	
Comb. T-R		1				1				1			
WB Right	114	0	0.23	0.31	114	0	0.22	0.32	114		0.22	0.32	
Comb. L-T-R		0				0							
NB Left	413	1	1.00	0.26	413	1	1.00	0.26	413	2	2.00	0.14	0.812
Comb. L-T		0				0							
NB Thru	594	2	2.00	0.19	594	2	2.00	0.19	594	2	2.00	0.19	
Comb. T-R		0				0							
NB Right	70	1	1.00	0.04	70	1	1.00	0.04	70	1	1.00	0.04	
Comb. L-T-R		0				0							
SB Left	84	1	1.00	0.05	84	1	1.00	0.05	84	1	1.00	0.05	0.924
Comb. L-T		0				0							
SB Thru	690	1	1.82	0.24	690	1	1.79	0.24	690	1	1.79	0.24	
Comb. T-R		1				1				1			
SB Right	450	1	1.18	0.24	464	1	1.21	0.24	464	1	1.21	0.24	
Comb. L-T-R		0				0							

Critical Volumes	E-W:	0.38	E-W:	0.40	E-W:	0.40
	N-S:	0.50	N-S:	0.50	N-S:	0.38
	Total:	0.88	Total:	0.90	Total:	0.78

Lost Time	0.10	0.10	0.10
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V/C	0.979	0.996	0.882
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 2027 without Project				PM 2027 + Project				2027 + 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	178	1	1.00	0.11	186	1	1.00	0.12	186	1	1.00	0.12	0.904
Comb. L-T		0				0							
EB Thru	1062	2	2.51	0.26	1093	2	2.52	0.27	1093	2	2.52	0.27	
Comb. T-R		1				1				1			
EB Right	208	0	0.49	0.26	208	0	0.48	0.27	208		0.48	0.27	
Comb. L-T-R		0				0							
WB Left	96	1	1.00	0.06	96	1	1.00	0.06	96	1	1.00	0.06	0.865
Comb. L-T		0				0							
WB Thru	892	2	2.61	0.21	933	2	2.62	0.22	933	2	2.62	0.22	
Comb. T-R		1				1				1			
WB Right	134	0	0.39	0.21	134	0	0.38	0.22	134		0.38	0.22	
Comb. L-T-R		0				0							
NB Left	355	1	1.00	0.22	355	1	1.00	0.22	355	2	2.00	0.12	0.874
Comb. L-T		0				0							
NB Thru	756	2	2.00	0.24	756	2	2.00	0.24	756	2	2.00	0.24	
Comb. T-R		0				0							
NB Right	71	1	1.00	0.04	71	1	1.00	0.04	71	1	1.00	0.04	
Comb. L-T-R		0				0							
SB Left	240	1	1.00	0.15	240	1	1.00	0.15	240	1	1.00	0.15	0.923
Comb. L-T		0				0							
SB Thru	409	1	2.00	0.13	409	1	2.00	0.13	409	1	2.00	0.13	
Comb. T-R		1				1				1			
SB Right	191	1	1.00	0.12	201	1	1.00	0.13	201	1	1.00	0.13	
Comb. L-T-R		0				0							

Critical Volumes	E-W:	0.33	E-W:	0.34	E-W:	0.34
	N-S:	0.39	N-S:	0.39	N-S:	0.39
	Total:	0.71	Total:	0.72	Total:	0.72

Lost Time	0.10	0.10	0.10
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V/C	0.811	0.825	0.825
Level of Service	D	D	D

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

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

Movement	AM 2027 without Project				AM 2027 + Project				2027 + 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	120	1	1.00	0.07	120	1	1.00	0.07	120	1	1.00	0.07	0.784
Comb. L-T		0				0				0			
EB Thru	429	2	2.90	0.09	444	2	2.91	0.10	444	2	2.91	0.10	
Comb. T-R		1				1				1			
EB Right	14	0	0.10	0.09	14	0	0.09	0.10	14	0	0.09	0.10	
Comb. L-T-R		0				0				0			
WB Left	772	1	1.00	0.48	772	1	1.00	0.48	772	1	1.00	0.48	0.837
Comb. L-T		0				0				0			
WB Thru	1359	2	2.70	0.31	1421	2	2.71	0.33	1421	2	2.71	0.33	
Comb. T-R		1				1				1			
WB Right	152	0	0.30	0.31	152	0	0.29	0.33	152	0	0.29	0.33	
Comb. L-T-R		0				0				0			
NB Left	61	1	1.00	0.04	61	1	1.00	0.04	61	1	1.00	0.04	0.757
Comb. L-T		0				0				0			
NB Thru	144	1	1.00	0.09	144	1	1.00	0.09	144	1	1.00	0.09	
Comb. T-R		0				0				0			
NB Right	417	1	1.00	0.26	417	1	1.00	0.26	417	1	1.00	0.26	
Comb. L-T-R		0				0				0			
SB Left	70	1	0.37	0.12	70	1	0.37	0.12	70	2	2.00	0.02	0.782
Comb. L-T		1				1				0			
SB Thru	313	0	1.63	0.12	313	0	1.63	0.12	313	0	0.66	0.30	
Comb. T-R		0				0				1			
SB Right	160	1	1.00	0.10	160	1	1.00	0.10	160	0	0.34	0.30	
Comb. L-T-R		0				0				0			

Critical Volumes	E-W:	0.57	E-W:	0.58	E-W:	0.58
	N-S:	0.38	N-S:	0.38	N-S:	0.33
	Total:	0.96	Total:	0.96	Total:	0.91

Lost Time	0.10	0.10	0.10
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V/C	1.055	1.059	1.011
Level of Service	F	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 2027 without Project				PM 2027 + Project				2027 + 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	148	1	1.00	0.09	148	1	1.00	0.09	148	1	1.00	0.09	0.887
Comb. L-T		0				0				0			
EB Thru	1231	2	2.96	0.26	1262	2	2.96	0.27	1262	2	2.96	0.27	
Comb. T-R		1				1				1			
EB Right	16	0	0.04	0.26	16	0	0.04	0.27	16	0	0.04	0.27	
Comb. L-T-R		0				0				0			
WB Left	427	1	1.00	0.27	427	1	1.00	0.27	427	1	1.00	0.27	0.887
Comb. L-T		0				0				0			
WB Thru	827	2	2.77	0.19	868	2	2.78	0.19	868	2	2.78	0.19	
Comb. T-R		1				1				1			
WB Right	68	0	0.23	0.19	68	0	0.22	0.19	68	0	0.22	0.19	
Comb. L-T-R		0				0				0			
NB Left	76	1	1.00	0.05	76	1	1.00	0.05	76	1	1.00	0.05	0.960
Comb. L-T		0				0				0			
NB Thru	290	1	1.00	0.18	290	1	1.00	0.18	290	1	1.00	0.18	
Comb. T-R		0				0				0			
NB Right	657	1	1.00	0.41	657	1	1.00	0.41	657	1	1.00	0.41	
Comb. L-T-R		0				0				0			
SB Left	263	1	1.19	0.14	263	1	1.19	0.14	263	2	2.00	0.09	0.757
Comb. L-T		1				1				0			
SB Thru	180	0	0.81	0.14	180	0	0.81	0.14	180	0	0.49	0.23	
Comb. T-R		0				0				1			
SB Right	184	1	1.00	0.11	184	1	1.00	0.11	184	0	0.51	0.23	
Comb. L-T-R		0				0				0			

Critical Volumes	E-W:	0.53	E-W:	0.53	E-W:	0.53
	N-S:	0.55	N-S:	0.55	N-S:	0.50
	Total:	1.08	Total:	1.08	Total:	1.04

Lost Time	0.10	0.10	0.10
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V/C	1.176	1.182	1.135
Level of Service	F	F	F

Timings

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

11/29/2018

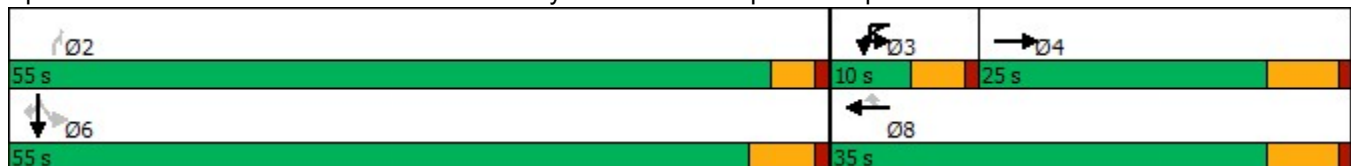


Lane Group	EBT	WBL	WBT	WBR	NBR	SBL	SBT	SBR
Lane Configurations	↑↑↑	↔	↑↑↑	↔	↔	↔	↔	↔
Traffic Volume (vph)	690	4	1203	37	4	728	10	989
Future Volume (vph)	690	4	1203	37	4	728	10	989
Turn Type	NA	Prot	NA	Perm	Perm	Perm	NA	Perm
Protected Phases	4	3	8				6	
Permitted Phases				8	2	6		6
Detector Phase	4	3	8	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)	21.4	5.6	26.8	26.8	44.1	42.7	42.7	42.7
Actuated g/C Ratio	0.26	0.07	0.33	0.33	0.54	0.53	0.53	0.53
v/c Ratio	0.57	0.35	0.78	0.04	0.00	0.74	0.79	0.72
Control Delay	30.3	48.7	29.2	7.2	0.0	21.1	24.2	18.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.3	48.7	29.2	7.2	0.0	21.1	24.2	18.1
LOS	C	D	C	A	A	C	C	B
Approach Delay	30.3		29.2				21.2	
Approach LOS	C		C				C	

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 81
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.79
 Intersection Signal Delay: 25.6
 Intersection LOS: C
 Intersection Capacity Utilization 72.1%
 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

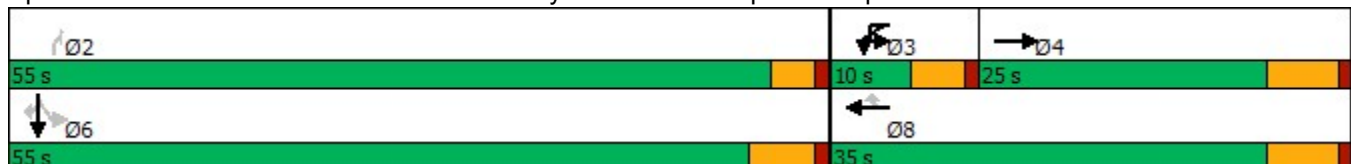


Lane Group	EBT	WBL	WBT	WBR	NBR	SBL	SBT	SBR
Lane Configurations	↑↑↑	↔	↑↑↑	↔	↔	↔	↔	↔
Traffic Volume (vph)	700	4	1216	37	4	728	10	1028
Future Volume (vph)	700	4	1216	37	4	728	10	1028
Turn Type	NA	Prot	NA	Perm	Perm	Perm	NA	Perm
Protected Phases	4	3	8				6	
Permitted Phases				8	2	6		6
Detector Phase	4	3	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)	21.5	5.6	27.0	27.0	44.7	43.2	43.2	43.2
Actuated g/C Ratio	0.26	0.07	0.33	0.33	0.55	0.53	0.53	0.53
v/c Ratio	0.58	0.36	0.79	0.04	0.00	0.76	0.81	0.73
Control Delay	30.6	49.1	29.7	7.2	0.0	21.7	25.5	18.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.6	49.1	29.7	7.2	0.0	21.7	25.5	18.7
LOS	C	D	C	A	A	C	C	B
Approach Delay	30.6		29.7				22.0	
Approach LOS	C		C				C	

Intersection Summary

Cycle Length: 90	
Actuated Cycle Length: 81.7	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 26.2	Intersection LOS: C
Intersection Capacity Utilization 73.9%	ICU Level of Service D
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

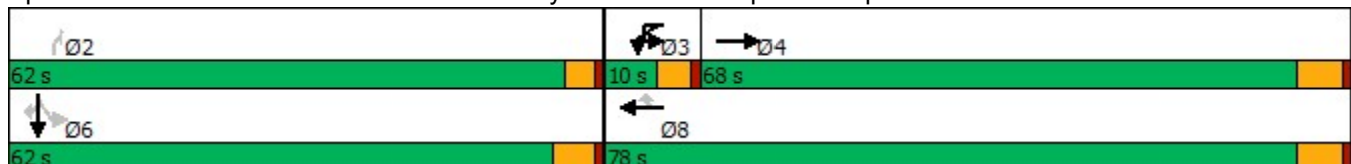


Lane Group	EBT	WBL	WBT	WBR	NBR	SBL	SBT	SBR
Lane Configurations	↑↑↑	↔	↑↑↑	↔	↔	↔	↔	↔
Traffic Volume (vph)	2014	8	539	48	8	1231	5	534
Future Volume (vph)	2014	8	539	48	8	1231	5	534
Turn Type	NA	Prot	NA	Perm	Perm	Perm	NA	Perm
Protected Phases	4	3	8				6	
Permitted Phases				8	2	6		6
Detector Phase	4	3	8	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)	62.3	5.4	70.1	70.1	58.1	56.6	56.6	56.6
Actuated g/C Ratio	0.45	0.04	0.51	0.51	0.42	0.41	0.41	0.41
v/c Ratio	0.97	0.74	0.23	0.04	0.01	1.03	1.05	0.68
Control Delay	49.7	117.4	19.0	4.3	0.0	82.0	88.5	22.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.7	117.4	19.0	4.3	0.0	82.0	88.5	22.2
LOS	D	F	B	A	A	F	F	C
Approach Delay	49.7		25.2				68.1	
Approach LOS	D		C				E	

Intersection Summary

Cycle Length: 140	
Actuated Cycle Length: 138	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.05	
Intersection Signal Delay: 53.4	Intersection LOS: D
Intersection Capacity Utilization 99.6%	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

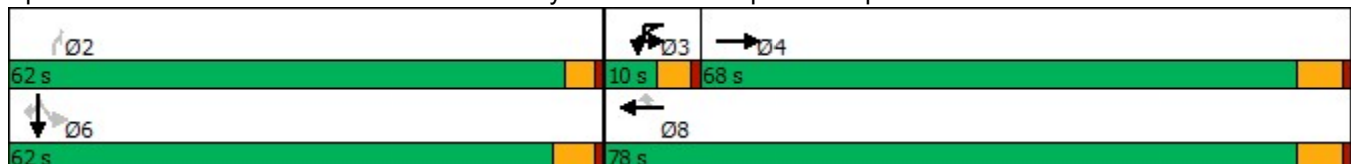


Lane Group	EBT	WBL	WBT	WBR	NBR	SBL	SBT	SBR
Lane Configurations	↑↑↑	↔	↑↑↑	↔	↔	↔	↔	↔
Traffic Volume (vph)	2038	8	548	48	8	1231	5	561
Future Volume (vph)	2038	8	548	48	8	1231	5	561
Turn Type	NA	Prot	NA	Perm	Perm	Perm	NA	Perm
Protected Phases	4	3	8				6	
Permitted Phases				8	2	6		6
Detector Phase	4	3	8	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)	62.3	5.4	70.1	70.1	58.1	56.6	56.6	56.6
Actuated g/C Ratio	0.45	0.04	0.51	0.51	0.42	0.41	0.41	0.41
v/c Ratio	0.98	0.74	0.23	0.04	0.01	1.03	1.05	0.72
Control Delay	51.8	117.4	19.1	4.3	0.0	82.0	89.8	24.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.8	117.4	19.1	4.3	0.0	82.0	89.8	24.9
LOS	D	F	B	A	A	F	F	C
Approach Delay	51.8		25.2				68.7	
Approach LOS	D		C				E	

Intersection Summary

Cycle Length: 140
 Actuated Cycle Length: 138
 Natural Cycle: 150
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.05
 Intersection Signal Delay: 54.6
 Intersection LOS: D
 Intersection Capacity Utilization 99.9%
 ICU Level of Service F
 Analysis Period (min) 15

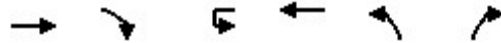
Splits and Phases: 14: Gas Station Driveway/SR-57 SB Ramps & Temple Ave



Timings

15: SR-57 NB Ramps & Temple Ave

11/29/2018



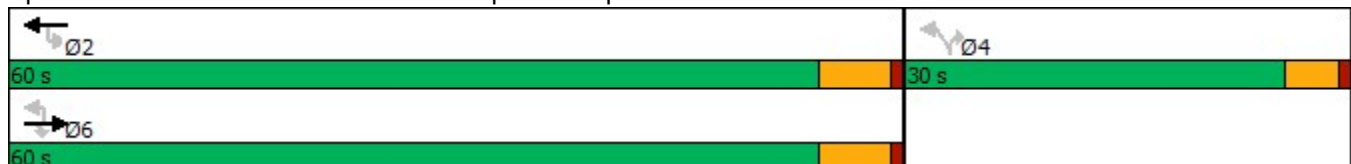
Lane Group	EBT	EBR	WBU	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑↑		↑↑↑	↑↑↑	↑
Traffic Volume (vph)	1058	283	1	1696	374	270
Future Volume (vph)	1058	283	1	1696	374	270
Turn Type	NA	Perm	Perm	NA	Perm	Perm
Protected Phases	6			2		
Permitted Phases		6	2		4	4
Detector Phase	6	6	2	2	4	4
Switch Phase						
Minimum 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)	37.8	37.8		37.8	14.9	14.9
Actuated g/C Ratio	0.59	0.59		0.59	0.23	0.23
v/c Ratio	0.38	0.17		0.65	0.59	0.55
Control Delay	7.2	1.1		9.9	25.3	20.6
Queue Delay	0.0	0.0		0.0	0.0	0.0
Total Delay	7.2	1.1		9.9	25.3	20.6
LOS	A	A		A	C	C
Approach Delay	5.9			9.9	23.8	
Approach LOS	A			A	C	

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 63.7
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.65
 Intersection Signal Delay: 10.9
 Intersection Capacity Utilization 54.5%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service A

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)	1059	292	1	1700	383	270
Future Volume (vph)	1059	292	1	1700	383	270
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)	38.0	38.0		38.0	15.0	15.0
Actuated g/C Ratio	0.59	0.59		0.59	0.23	0.23
v/c Ratio	0.38	0.18		0.65	0.60	0.55
Control Delay	7.3	1.1		10.0	25.5	20.8
Queue Delay	0.0	0.0		0.0	0.0	0.0
Total Delay	7.3	1.1		10.0	25.5	20.8
LOS	A	A		A	C	C
Approach Delay	6.0			10.0	24.0	
Approach LOS	A			A	C	

Intersection Summary

Cycle Length: 90	
Actuated Cycle Length: 64	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay: 11.0	Intersection LOS: B
Intersection Capacity Utilization 54.9%	ICU Level of Service A
Analysis Period (min) 15	

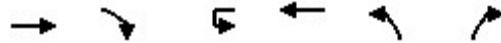
Splits and Phases: 15: SR-57 NB Ramps & Temple Ave



Timings

15: SR-57 NB Ramps & Temple Ave

11/29/2018



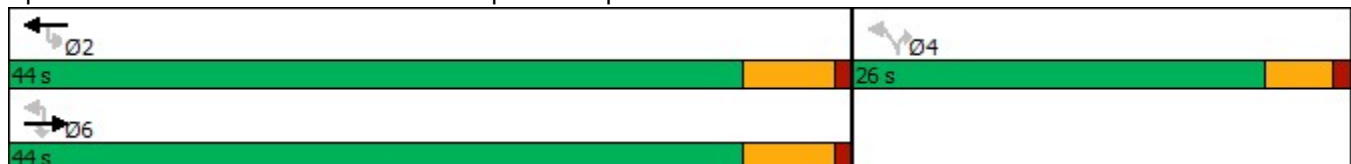
Lane Group	EBT	EBR	WBU	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑↑		↑↑↑	↑↑↑	↑
Traffic Volume (vph)	2218	691	1	878	103	304
Future Volume (vph)	2218	691	1	878	103	304
Turn Type	NA	Perm	Perm	NA	Perm	Perm
Protected Phases	6			2		
Permitted Phases		6	2		4	4
Detector Phase	6	6	2	2	4	4
Switch Phase						
Minimum 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	12.1	12.1
Actuated g/C Ratio	0.63	0.63		0.63	0.20	0.20
v/c Ratio	0.75	0.37		0.32	0.43	0.57
Control Delay	10.6	1.1		6.1	23.0	29.8
Queue Delay	0.0	0.0		0.0	0.0	0.0
Total Delay	10.6	1.1		6.1	23.0	29.8
LOS	B	A		A	C	C
Approach Delay	8.3			6.1	25.5	
Approach LOS	A			A	C	

Intersection Summary

Cycle Length: 70
 Actuated Cycle Length: 60.9
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.75
 Intersection Signal Delay: 9.5
 Intersection Capacity Utilization 62.8%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service B

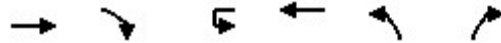
Splits and Phases: 15: SR-57 NB Ramps & Temple Ave



Timings

15: SR-57 NB Ramps & Temple Ave

11/29/2018



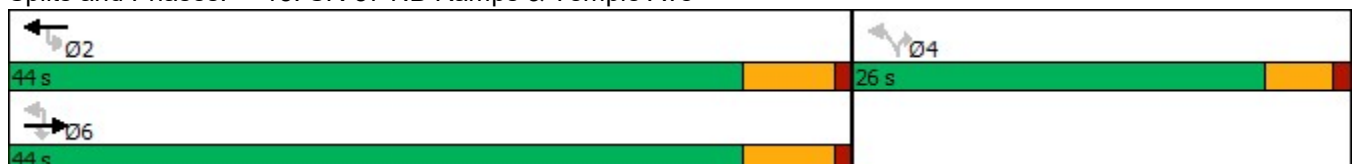
Lane Group	EBT	EBR	WBU	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑↑		↑↑↑	↑↑↑	↑
Traffic Volume (vph)	2220	712	1	881	109	304
Future Volume (vph)	2220	712	1	881	109	304
Turn Type	NA	Perm	Perm	NA	Perm	Perm
Protected Phases	6			2		
Permitted Phases		6	2		4	4
Detector Phase	6	6	2	2	4	4
Switch Phase						
Minimum 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	12.1	12.1
Actuated g/C Ratio	0.63	0.63		0.63	0.20	0.20
v/c Ratio	0.75	0.38		0.32	0.44	0.57
Control Delay	10.6	1.2		6.1	23.1	29.8
Queue Delay	0.0	0.0		0.0	0.0	0.0
Total Delay	10.6	1.2		6.1	23.1	29.8
LOS	B	A		A	C	C
Approach Delay	8.3			6.1	25.6	
Approach LOS	A			A	C	

Intersection Summary

Cycle Length: 70
 Actuated Cycle Length: 60.9
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.75
 Intersection Signal Delay: 9.5
 Intersection Capacity Utilization 62.9%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service B

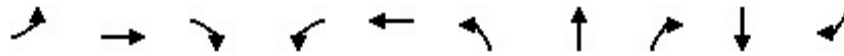
Splits and Phases: 15: SR-57 NB Ramps & Temple Ave



Timings

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

11/29/2018

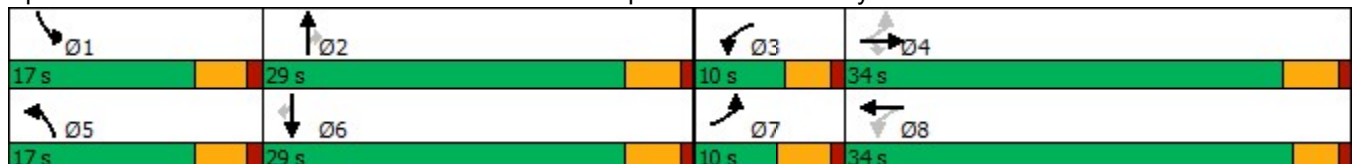


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBT	SBR	Ø1
Lane Configurations		↕	↗		↕	↗	↕	↗	↕	↗	
Traffic Volume (vph)	355	15	122	25	11	172	891	28	967	200	
Future Volume (vph)	355	15	122	25	11	172	891	28	967	200	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Prot	NA	Perm	NA	Perm	
Protected Phases	7	4		3	8	5	2		6		1
Permitted 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)		25.9	25.9		26.6	11.7	40.8	40.8	24.5	24.5	
Actuated g/C Ratio		0.34	0.34		0.35	0.15	0.54	0.54	0.32	0.32	
v/c Ratio		0.91	0.21		0.11	0.69	0.51	0.03	0.92	0.33	
Control Delay		51.6	4.4		13.6	46.2	13.1	0.1	41.3	4.9	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		51.6	4.4		13.6	46.2	13.1	0.1	41.3	4.9	
LOS		D	A		B	D	B	A	D	A	
Approach Delay		39.9			13.6		18.0		35.0		
Approach LOS		D			B		B		D		

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 76.1
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.92
 Intersection Signal Delay: 28.9
 Intersection LOS: C
 Intersection Capacity Utilization 72.4%
 ICU Level of Service C
 Analysis Period (min) 15

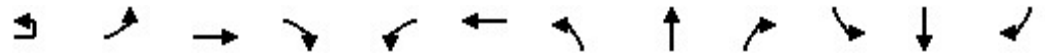
Splits and Phases: 16: Grand Ave & I-10 WB Ramp/7-Eleven Driveway



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	238	14	69	40	21	292	913	49	5	885	372
Future Volume (vph)	1	238	14	69	40	21	292	913	49	5	885	372
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)			19.1	19.1		19.8	16.9	42.8	42.8	5.8	23.4	23.4
Actuated g/C Ratio			0.26	0.26		0.27	0.23	0.58	0.58	0.08	0.32	0.32
v/c Ratio			0.80	0.15		0.24	0.78	0.48	0.05	0.04	0.85	0.52
Control Delay			44.4	1.6		18.0	42.7	11.3	0.1	33.4	33.6	5.1
Queue Delay			0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay			44.4	1.6		18.0	42.7	11.3	0.1	33.4	33.6	5.1
LOS			D	A		B	D	B	A	C	C	A
Approach Delay			35.3			18.0		18.1			25.2	
Approach LOS			D			B		B			C	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 73.5

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.85

Intersection Signal Delay: 23.1

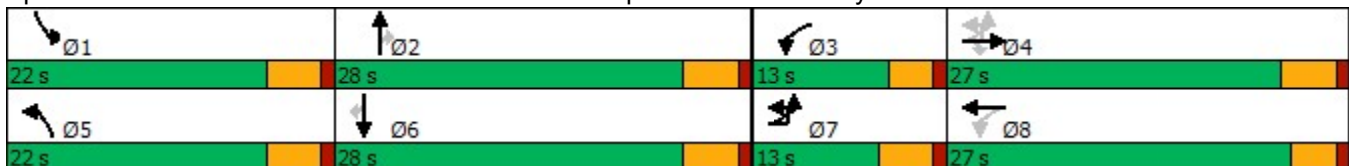
Intersection LOS: C

Intersection Capacity Utilization 70.3%

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

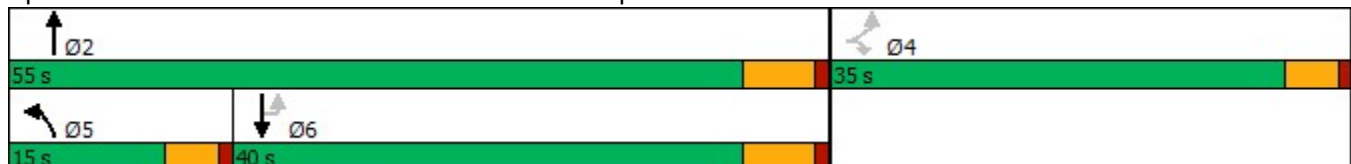


Lane Group	EBL	EBR	NBL	NBT	SBU	SBT
Lane Configurations						
Traffic Volume (vph)	304	594	44	722	2	854
Future Volume (vph)	304	594	44	722	2	854
Turn Type	Perm	Perm	Prot	NA	Perm	NA
Protected Phases			5	2		6
Permitted Phases	4	4			6	
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	11.0	24.0	24.0	24.0
Total Split (s)	35.0	35.0	15.0	55.0	40.0	40.0
Total Split (%)	38.9%	38.9%	16.7%	61.1%	44.4%	44.4%
Yellow Time (s)	3.6	3.6	3.6	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	4.6	4.6	4.6	5.8		5.8
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?						
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	25.8	25.8	7.8	39.0		32.0
Actuated g/C Ratio	0.34	0.34	0.10	0.51		0.42
v/c Ratio	0.55	0.89	0.26	0.43		0.85
Control Delay	26.1	30.6	39.9	12.4		28.8
Queue Delay	0.0	0.0	0.0	0.0		0.0
Total Delay	26.1	30.6	39.9	12.4		28.8
LOS	C	C	D	B		C
Approach Delay	29.1			14.0		28.8
Approach LOS	C			B		C

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 75.8
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.89
 Intersection Signal Delay: 24.8
 Intersection LOS: C
 Intersection Capacity Utilization 75.7%
 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

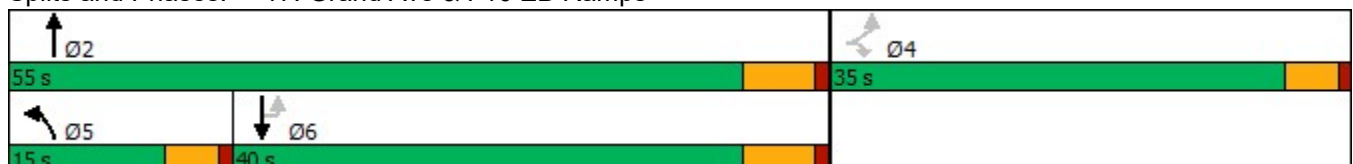


Lane Group	EBL	EBR	NBL	NBT	SBU	SBT
Lane Configurations	↶	↶	↶	↕↗		↕↗
Traffic Volume (vph)	304	681	44	746	2	871
Future Volume (vph)	304	681	44	746	2	871
Turn Type	Perm	Perm	Prot	NA	Perm	NA
Protected Phases			5	2		6
Permitted Phases	4	4			6	
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (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)	30.7	30.7	7.7	41.0		33.4
Actuated g/C Ratio	0.37	0.37	0.09	0.50		0.41
v/c Ratio	0.50	0.96	0.29	0.46		0.90
Control Delay	24.9	43.5	41.2	14.0		33.5
Queue Delay	0.0	0.0	0.0	0.0		0.0
Total Delay	24.9	43.5	41.2	14.0		33.5
LOS	C	D	D	B		C
Approach Delay	37.8			15.5		33.5
Approach LOS	D			B		C

Intersection Summary

Cycle Length: 90	
Actuated Cycle Length: 82.2	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay: 30.1	Intersection LOS: C
Intersection Capacity Utilization 81.6%	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

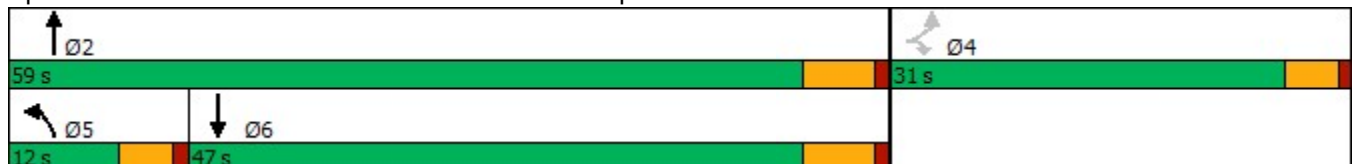


Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	287	225	52	915	616
Future Volume (vph)	287	225	52	915	616
Turn Type	Perm	Perm	Prot	NA	NA
Protected Phases			5	2	6
Permitted Phases	4	4			
Detector Phase	4	4	5	2	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum 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)	17.4	17.4	7.4	32.9	27.0
Actuated g/C Ratio	0.28	0.28	0.12	0.53	0.43
v/c Ratio	0.63	0.40	0.27	0.53	0.69
Control Delay	29.1	5.7	36.6	10.3	15.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	29.1	5.7	36.6	10.3	15.3
LOS	C	A	D	B	B
Approach Delay	18.8			11.7	15.3
Approach LOS	B			B	B

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 62.1
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.69
 Intersection Signal Delay: 14.6
 Intersection LOS: B
 Intersection Capacity Utilization 59.2%
 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

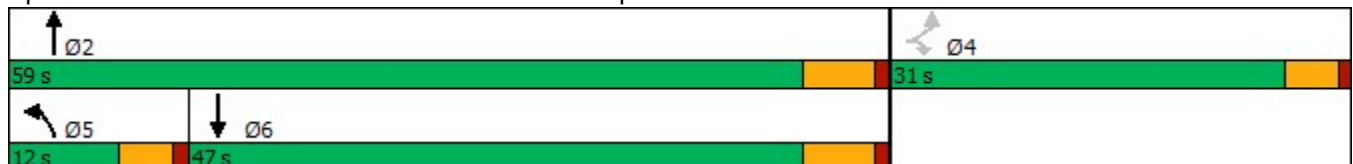
11/29/2018

					
Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	287	285	52	972	628
Future Volume (vph)	287	285	52	972	628
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)	17.6	17.6	7.5	33.8	27.9
Actuated g/C Ratio	0.28	0.28	0.12	0.53	0.44
v/c Ratio	0.63	0.47	0.27	0.56	0.69
Control Delay	29.4	6.5	37.3	10.7	15.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	29.4	6.5	37.3	10.7	15.5
LOS	C	A	D	B	B
Approach Delay	18.0			12.0	15.5
Approach LOS	B			B	B

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 63.2
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.69
 Intersection Signal Delay: 14.7
 Intersection LOS: B
 Intersection Capacity Utilization 59.6%
 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 2027 without Project				AM 2027 + Project				2027 + 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	51	0	0.22	0.14	51	0	0.22	0.14	51	0	0.22	0.14	0.722
Comb. L-T		0				0				0			
EB Thru	21	0	0.09	0.14	21	0	0.09	0.14	21	0	0.09	0.14	
Comb. T-R		0				0				0			
EB Right	159	0	0.69	0.14	159	0	0.69	0.14	159	0	0.69	0.14	
Comb. L-T-R		1				1				1			
WB Left	580	1	1.00	0.36	586	1	1.00	0.37	586	1	1.00	0.37	0.751
Comb. L-T		0				0				0			
WB Thru	133	1	1.00	0.08	133	1	1.00	0.08	133	1	1.00	0.08	
Comb. T-R		0				0				0			
WB Right	61	1	1.00	0.04	61	1	1.00	0.04	61	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	791	2	2.00	0.25	819	2	2.00	0.26	819	2	2.00	0.26	
Comb. T-R		0				0				0			
NB Right	214	1	1.00	0.13	215	1	1.00	0.13	215	1	1.00	0.13	
Comb. L-T-R		0				0				0			
SB Left	28	1	1.00	0.02	28	1	1.00	0.02	28	1	1.00	0.02	0.934
Comb. L-T		0				0				0			
SB Thru	1411	2	2.00	0.44	1523	2	2.00	0.48	1523	2	2.89	0.33	
Comb. T-R		0				0				1			
SB Right	56	1	1.00	0.03	56	1	1.00	0.03	56	0	0.11	0.33	
Comb. L-T-R		0				0				0			

Critical Volumes	E-W:	0.51	E-W:	0.51	E-W:	0.51
	N-S:	0.46	N-S:	0.49	N-S:	0.35
	Total:	0.97	Total:	1.00	Total:	0.86

Lost Time	0.10	0.10	0.10
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V/C	1.066	1.105	0.958
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 2027 without Project				PM 2027 + Project				2027 + 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	24	0	0.24	0.06	24	0	0.24	0.06	24	0	0.24	0.06	0.913
Comb. L-T		0				0				0			
EB Thru	37	0	0.37	0.06	37	0	0.37	0.06	37	0	0.37	0.06	
Comb. T-R		0				0				0			
EB Right	39	0	0.39	0.06	39	0	0.39	0.06	39	0	0.39	0.06	
Comb. L-T-R		1				1				1			
WB Left	254	1	1.00	0.16	257	1	1.00	0.16	257	1	1.00	0.16	0.945
Comb. L-T		0				0				0			
WB Thru	53	1	1.00	0.03	53	1	1.00	0.03	53	1	1.00	0.03	
Comb. T-R		0				0				0			
WB Right	49	1	1.00	0.03	49	1	1.00	0.03	49	1	1.00	0.03	
Comb. L-T-R		0				0				0			
NB Left	56	1	1.00	0.04	56	1	1.00	0.04	56	1	1.00	0.04	0.927
Comb. L-T		0				0				0			
NB Thru	953	2	2.00	0.30	1015	2	2.00	0.32	1015	2	2.00	0.32	
Comb. T-R		0				0				0			
NB Right	209	1	1.00	0.13	211	1	1.00	0.13	211	1	1.00	0.13	
Comb. L-T-R		0				0				0			
SB Left	39	1	1.00	0.02	39	1	1.00	0.02	39	1	1.00	0.02	0.940
Comb. L-T		0				0				0			
SB Thru	735	2	2.00	0.23	812	2	2.00	0.25	812	2	2.84	0.18	
Comb. T-R		0				0				1			
SB Right	45	1	1.00	0.03	45	1	1.00	0.03	45	0	0.16	0.18	
Comb. L-T-R		0				0				0			

Critical Volumes	E-W:	0.22	E-W:	0.22	E-W:	0.22
	N-S:	0.32	N-S:	0.34	N-S:	0.34
	Total:	0.54	Total:	0.57	Total:	0.57

Lost Time	0.10	0.10	0.10
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V/C	0.644	0.665	0.665
Level of Service	B	B	B

Intersection

Int Delay, s/veh 1.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↙	↗	↙	↑↑	↑↑	↗
Traffic Vol, veh/h	15	27	30	872	1663	132
Future Vol, veh/h	15	27	30	872	1663	132
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	16	29	33	948	1808	143

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	2348	- 1808	0 - 0
Stage 1	1808	- -	- - -
Stage 2	540	- -	- - -
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	0 336	- - 0
Stage 1	116	0 -	- - 0
Stage 2	548	0 -	- - 0
Platoon blocked, %			- -
Mov Cap-1 Maneuver	27	- 336	- - -
Mov Cap-2 Maneuver	27	- -	- - -
Stage 1	105	- -	- - -
Stage 2	548	- -	- - -

Approach	EB	NB	SB
HCM Control Delay (s)	259.4	0.6	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT
Capacity (veh/h)	336	- 27	-	-	-
HCM Lane V/C Ratio	0.097	- 0.604	-	-	-
HCM Control Delay (s)	16.9	- 259.4	0	-	-
HCM Lane LOS	C	- F	A	-	-
HCM 95th %tile Q(veh)	0.3	- 1.9	-	-	-

Intersection

Int Delay, s/veh 2.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖	↗	↖	↕	↕	↗
Traffic Vol, veh/h	15	27	30	898	1772	132
Future Vol, veh/h	15	27	30	898	1772	132
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	16	29	33	976	1926	143

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	2480	- 1926	0 - 0
Stage 1	1926	- -	- - -
Stage 2	554	- -	- - -
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	24	0 302	- - 0
Stage 1	100	0 -	- - 0
Stage 2	539	0 -	- - 0
Platoon blocked, %			- -
Mov Cap-1 Maneuver	21	- 302	- - -
Mov Cap-2 Maneuver	21	- -	- - -
Stage 1	89	- -	- - -
Stage 2	539	- -	- - -

Approach	EB	NB	SB
HCM Control Delay	\$ 376	0.6	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT
Capacity (veh/h)	302	-	21	-	-
HCM Lane V/C Ratio	0.108	-	0.776	-	-
HCM Control Delay (s)	18.4	-	\$ 376	0	-
HCM Lane LOS	C	-	F	A	-
HCM 95th %tile Q(veh)	0.4	-	2.2	-	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↵	↶	↵	↑↑	↑↑	↶
Traffic Vol, veh/h	5	12	33	1175	908	34
Future Vol, veh/h	5	12	33	1175	908	34
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	13	36	1277	987	37

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1698	- 987	0 - 0
Stage 1	987	- -	- -
Stage 2	711	- -	- -
Critical Hdwy	6.84	- 4.14	- -
Critical Hdwy Stg 1	5.84	- -	- -
Critical Hdwy Stg 2	5.84	- -	- -
Follow-up Hdwy	3.52	- 2.22	- -
Pot Cap-1 Maneuver	83	0 696	- - 0
Stage 1	322	0 -	- - 0
Stage 2	448	0 -	- - 0
Platoon blocked, %			- -
Mov Cap-1 Maneuver	79	- 696	- -
Mov Cap-2 Maneuver	79	- -	- -
Stage 1	305	- -	- -
Stage 2	448	- -	- -

Approach	EB	NB	SB
HCM Control Delay, s	53.9	0.3	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT
Capacity (veh/h)	696	-	79	-	-
HCM Lane V/C Ratio	0.052	-	0.069	-	-
HCM Control Delay (s)	10.5	-	53.9	0	-
HCM Lane LOS	B	-	F	A	-
HCM 95th %tile Q(veh)	0.2	-	0.2	-	-

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↙	↗	↙	↑↑	↑↑	↗
Traffic Vol, veh/h	5	12	33	1234	983	34
Future Vol, veh/h	5	12	33	1234	983	34
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	13	36	1341	1068	37

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1811	- 1068	0 - 0
Stage 1	1068	- -	- - -
Stage 2	743	- -	- - -
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	70	0 648	- - 0
Stage 1	291	0 -	- - 0
Stage 2	431	0 -	- - 0
Platoon blocked, %			- -
Mov Cap-1 Maneuver	66	- 648	- - -
Mov Cap-2 Maneuver	66	- -	- - -
Stage 1	275	- -	- - -
Stage 2	431	- -	- - -

Approach	EB	NB	SB
HCM Control Delay, s	64.4	0.3	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT
Capacity (veh/h)	648	-	66	-	-
HCM Lane V/C Ratio	0.055	-	0.082	-	-
HCM Control Delay (s)	10.9	-	64.4	0	-
HCM Lane LOS	B	-	F	A	-
HCM 95th %tile Q(veh)	0.2	-	0.3	-	-

Intersection

Intersection Delay, s/veh	67.9
Intersection LOS	F

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑↑	↑
Traffic Vol, veh/h	284	582	491	118	193	334
Future Vol, veh/h	284	582	491	118	193	334
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	309	633	534	128	210	363
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	119.1	38.8	17.4
HCM LOS	F	E	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	478	388	327	282	97	97	334
LT Vol	284	0	0	0	97	97	0
Through Vol	194	388	327	164	0	0	0
RT Vol	0	0	0	118	0	0	334
Lane Flow Rate	520	422	356	306	105	105	363
Geometry Grp	8	8	8	8	7	7	7
Degree of Util (X)	1.256	0.984	0.854	0.71	0.261	0.261	0.609
Departure Headway (Hd)	8.702	8.397	9.031	8.73	9.382	9.382	6.36
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	421	434	406	416	385	385	570
Service Time	6.453	6.148	6.731	6.43	7.082	7.082	4.06
HCM Lane V/C Ratio	1.235	0.972	0.877	0.736	0.273	0.273	0.637
HCM Control Delay	160	68.8	46.3	30.1	15.4	15.4	18.5
HCM Lane LOS	F	F	E	D	C	C	C
HCM 95th-tile Q	22	12.1	8.2	5.4	1	1	4.1

Intersection

Intersection Delay, s/veh	72.4
Intersection LOS	F

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑↑	↑
Traffic Vol, veh/h	284	599	495	119	197	334
Future Vol, veh/h	284	599	495	119	197	334
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	309	651	538	129	214	363
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	127.4	40.6	17.7
HCM LOS	F	E	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	484	399	330	284	99	99	334
LT Vol	284	0	0	0	99	99	0
Through Vol	200	399	330	165	0	0	0
RT Vol	0	0	0	119	0	0	334
Lane Flow Rate	526	434	359	309	107	107	363
Geometry Grp	8	8	8	8	7	7	7
Degree of Util (X)	1.277	1.018	0.867	0.721	0.268	0.268	0.615
Departure Headway (Hd)	8.743	8.442	9.101	8.8	9.457	9.457	6.436
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	415	430	402	414	382	382	566
Service Time	6.502	6.2	6.801	6.5	7.157	7.157	4.136
HCM Lane V/C Ratio	1.267	1.009	0.893	0.746	0.28	0.28	0.641
HCM Control Delay	168.4	77.8	48.6	31.2	15.6	15.6	18.9
HCM Lane LOS	F	F	E	D	C	C	C
HCM 95th-tile Q	22.8	13.2	8.5	5.6	1.1	1.1	4.2

Intersection

Intersection Delay, s/veh	39.8
Intersection LOS	E

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑↑	↑
Traffic Vol, veh/h	327	338	483	120	141	233
Future Vol, veh/h	327	338	483	120	141	233
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	355	367	525	130	153	253
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	66.5	27.2	12.5
HCM LOS	F	D	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	440	225	322	281	71	71	233
LT Vol	327	0	0	0	71	71	0
Through Vol	113	225	322	161	0	0	0
RT Vol	0	0	0	120	0	0	233
Lane Flow Rate	478	245	350	305	77	77	253
Geometry Grp	8	8	8	8	7	7	7
Degree of Util (X)	1.071	0.523	0.754	0.632	0.182	0.182	0.389
Departure Headway (Hd)	8.066	7.686	7.945	7.639	8.706	8.706	5.686
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	454	473	459	476	415	415	636
Service Time	5.766	5.386	5.645	5.339	6.406	6.406	3.386
HCM Lane V/C Ratio	1.053	0.518	0.763	0.641	0.186	0.186	0.398
HCM Control Delay	91.1	18.5	31.2	22.6	13.3	13.3	12
HCM Lane LOS	F	C	D	C	B	B	B
HCM 95th-tile Q	15.5	3	6.3	4.3	0.7	0.7	1.8

Intersection

Intersection Delay, s/veh	40.9
Intersection LOS	E

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑↑	↑
Traffic Vol, veh/h	327	350	492	122	144	233
Future Vol, veh/h	327	350	492	122	144	233
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	355	380	535	133	157	253
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	68.6	27.8	12.5
HCM LOS	F	D	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	444	233	328	286	72	72	233
LT Vol	327	0	0	0	72	72	0
Through Vol	117	233	328	164	0	0	0
RT Vol	0	0	0	122	0	0	233
Lane Flow Rate	482	254	357	311	78	78	253
Geometry Grp	8	8	8	8	7	7	7
Degree of Util (X)	1.082	0.543	0.762	0.639	0.183	0.183	0.387
Departure Headway (Hd)	8.077	7.701	7.971	7.665	8.742	8.742	5.722
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	453	472	456	476	413	413	633
Service Time	5.777	5.401	5.671	5.365	6.442	6.442	3.422
HCM Lane V/C Ratio	1.064	0.538	0.783	0.653	0.189	0.189	0.4
HCM Control Delay	94.6	19.2	32	23	13.4	13.4	12
HCM Lane LOS	F	C	D	C	B	B	B
HCM 95th-tile Q	15.9	3.2	6.5	4.4	0.7	0.7	1.8

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 2027 without Project				AM 2027 + Project				2027 + Project with Mitigation				PHF
	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	
EB Left	135	1	1.00	0.08	135	1	1.00	0.08	135	1	1.00	0.08	0.889
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	652	1	1.00	0.41	673	1	1.00	0.42	673	2	2.00	0.21	
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	404	2	2.00	0.14	410	2	2.00	0.14	410	2	2.00	0.14	0.893
Comb. L-T		0				0				0			
NB Thru	838	2	2.00	0.26	867	2	2.00	0.27	867	2	2.00	0.27	
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	1683	2	2.00	0.53	1805	2	2.00	0.56	1805	2	2.00	0.56	
Comb. T-R		0				0				0			
SB Right	207	1	1.00	0.13	207	1	1.00	0.13	207	1	1.00	0.13	
Comb. L-T-R		0				0				0			

Critical Volumes	E-W:	0.41	E-W:	0.42	E-W:	0.21
	N-S:	0.67	N-S:	0.71	N-S:	0.71
	Total:	1.07	Total:	1.13	Total:	0.92

Lost Time	0.10	0.10	0.10
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V/C	1.174	1.227	1.017
Level of Service	F	F	F

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 2027 without Project				PM 2027 + Project				2027 + 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	78	1	1.00	0.05	78	1	1.00	0.05	78	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	349	1	1.00	0.22	361	1	1.00	0.23	361	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	562	2	2.00	0.20	575	2	2.00	0.20	575	2	2.00	0.20	0.916
Comb. L-T		0				0				0			
NB Thru	1233	2	2.00	0.39	1297	2	2.00	0.41	1297	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	906	2	2.00	0.28	988	2	2.00	0.31	988	2	2.00	0.31	
Comb. T-R		0				0				0			
SB Right	119	1	1.00	0.07	119	1	1.00	0.07	119	1	1.00	0.07	
Comb. L-T-R		0				0				0			

Critical Volumes	E-W:	0.22	E-W:	0.23	E-W:	0.11
	N-S:	0.48	N-S:	0.51	N-S:	0.51
	Total:	0.70	Total:	0.73	Total:	0.62

Lost Time	0.10	0.10	0.10
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V/C	0.796	0.834	0.721
Level of Service	C	D	C

E-W Street: Mountaineer Rd

N-S Street: Grand Ave

Scenario: AM Peak

Overlap Reduce 25%

Lane Capacity: 1600

Dual Lefts Capacity (per lane): 1440

Movement	AM 2027 without Project				AM 2027 + 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	171	2	2.00	0.06	181	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	68	2	2.00	0.02	78	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	1236	2	2.00	0.39	
Comb. T-R		0				0			
NB Right	430	1	1.00	0.27	473	1	1.00	0.30	
Comb. L-T-R		0				0			
SB Left	602	2	2.00	0.21	657	2	2.00	0.23	0.941
Comb. L-T		0				0			
SB Thru	1867	2	2.00	0.58	1950	2	2.00	0.61	
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:	0.61
	Total:	0.65	Total:	0.68

Lost Time	0.10	0.10
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V/C	0.748	0.777
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 2027 without Project				PM 2027 + Project				PHF
	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	
EB Left	0	0	0.00		0	0	0.00		1.000
Comb. L-T		0				0			
EB Thru	0	0	0.00		0	0	0.00		
Comb. T-R		0				0			
EB Right	0	0	0.00		0	0	0.00		
Comb. L-T-R		0				0			
WB Left	188	2	2.00	0.07	215	2	2.00	0.07	0.773
Comb. L-T		0				0			
WB Thru	0	0	0.00		0	0	0.00		
Comb. T-R		0				0			
WB Right	146	2	2.00	0.05	179	2	2.00	0.06	
Comb. L-T-R		0				0			
NB Left	0	0	0.00		0	0	0.00		0.911
Comb. L-T		0				0			
NB Thru	1808	2	2.00	0.56	1855	2	2.00	0.58	
Comb. T-R		0				0			
NB Right	184	1	1.00	0.12	214	1	1.00	0.13	
Comb. L-T-R		0				0			
SB Left	166	2	2.00	0.06	204	2	2.00	0.07	0.948
Comb. L-T		0				0			
SB Thru	1162	2	2.00	0.36	1219	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:	0.65
	Total:	0.69	Total:	0.72

Lost Time	0.10	0.10
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V/C	0.788	0.825
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 2027 without Project				AM 2027 + Project				2027 + 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	258	1	1.00	0.16	258	1	1.00	0.16	258	1	1.00	0.16	0.780
Comb. L-T		0				0				0			
EB Thru	110	0	0.44	0.16	115	0	0.45	0.16	115	0	0.45	0.16	
Comb. T-R		1				1				1			
EB Right	138	0	0.56	0.16	138	0	0.55	0.16	138	0	0.55	0.16	
Comb. L-T-R		0				0				0			
WB Left	107	1	1.00	0.07	126	1	1.00	0.08	126	1	1.61	0.05	0.745
Comb. L-T		0				0				1			
WB Thru	30	1	1.00	0.02	31	1	1.00	0.02	31	0	0.39	0.05	
Comb. T-R		0				0				0			
WB Right	64	1	1.00	0.04	75	1	1.00	0.05	75	1	1.00	0.05	
Comb. L-T-R		0				0				0			
NB Left	125	1	1.00	0.08	125	1	1.00	0.08	125	1	1.00	0.08	0.862
Comb. L-T		0				0				0			
NB Thru	1430	2	2.00	0.45	1486	2	2.00	0.46	1486	2	2.23	0.42	
Comb. T-R		0				0				1			
NB Right	438	1	1.00	0.27	509	1	1.00	0.32	509	0	0.77	0.42	
Comb. L-T-R		0				0				0			
SB Left	316	1	1.00	0.20	355	1	1.00	0.22	355	1	1.00	0.22	0.895
Comb. L-T		0				0				0			
SB Thru	1652	2	2.00	0.52	1711	2	2.00	0.53	1711	2	2.00	0.53	
Comb. T-R		0				0				0			
SB Right	170	1	1.00	0.11	170	1	1.00	0.11	170	1	1.00	0.11	
Comb. L-T-R		0				0				0			

Critical Volumes	E-W:	0.22	E-W:	0.24	E-W:	0.21
	N-S:	0.64	N-S:	0.69	N-S:	0.64
	Total:	0.87	Total:	0.92	Total:	0.85

Lost Time	0.10	0.10	0.10
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V/C	0.967	1.024	0.948
Level of Service	E	F	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 2027 without Project				PM 2027 + Project				2027 + 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	118	1	1.00	0.07	118	1	1.00	0.07	118	1	1.00	0.07	0.890
Comb. L-T		0				0				0			
EB Thru	17	0	0.13	0.08	20	0	0.15	0.08	20	0	0.15	0.08	
Comb. T-R		1				1				1			
EB Right	113	0	0.87	0.08	113	0	0.85	0.08	113	0	0.85	0.08	
Comb. L-T-R		0				0				0			
WB Left	233	1	1.00	0.15	276	1	1.00	0.17	276	1	1.79	0.10	0.760
Comb. L-T		0				0				1			
WB Thru	29	1	1.00	0.02	32	1	1.00	0.02	32	0	0.21	0.10	
Comb. T-R		0				0				0			
WB Right	138	1	1.00	0.09	163	1	1.00	0.10	163	1	1.00	0.10	
Comb. L-T-R		0				0				0			
NB Left	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	1794	2	2.00	0.56	1851	2	2.00	0.58	1851	2	2.67	0.43	
Comb. T-R		0				0				1			
NB Right	184	1	1.00	0.12	231	1	1.00	0.14	231	0	0.33	0.43	
Comb. L-T-R		0				0				0			
SB Left	75	1	1.00	0.05	101	1	1.00	0.06	101	1	1.00	0.06	0.940
Comb. L-T		0				0				0			
SB Thru	1170	2	2.00	0.37	1224	2	2.00	0.38	1224	2	2.00	0.38	
Comb. T-R		0				0				0			
SB Right	107	1	1.00	0.07	107	1	1.00	0.07	107	1	1.00	0.07	
Comb. L-T-R		0				0				0			

Critical Volumes	E-W:	0.23	E-W:	0.26	E-W:	0.18
	N-S:	0.61	N-S:	0.64	N-S:	0.50
	Total:	0.83	Total:	0.90	Total:	0.68

Lost Time	0.10	0.10	0.10
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V/C	0.935	0.998	0.777
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 2027 without Project				AM 2027 + Project				2027 + 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	645	1	1.71	0.24	650	1	1.71	0.24	650	1	1.71	0.24	0.751
Comb. L-T		1				1				1			
EB Thru	111	0	0.29	0.24	111	0	0.29	0.24	111	0	0.29	0.24	
Comb. T-R		0				0				0			
EB Right	591	1	1.00	0.37	591	1	1.00	0.37	532	1	1.00	0.33	
Comb. L-T-R		0				0				0			
WB Left	217	1	1.15	0.12	217	1	1.15	0.12	217	1	1.15	0.12	0.628
Comb. L-T		1				1				1			
WB Thru	159	0	1.74	0.06	159	0	1.74	0.06	159	0	1.74	0.06	
Comb. T-R		1				1				1			
WB Right	19	0	0.11	0.11	19	0	0.11	0.11	19	0	0.11	0.11	
Comb. L-T-R		0				0				0			
NB Left	189	1	1.00	0.12	189	1	1.00	0.12	189	1	1.00	0.12	0.972
Comb. L-T		0				0				0			
NB Thru	1575	2	2.00	0.49	1687	2	2.00	0.53	1687	2	2.00	0.53	
Comb. T-R		0				0				0			
NB Right	58	1	1.00	0.04	58	1	1.00	0.04	58	1	1.00	0.04	
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	1140	2	2.00	0.36	1167	2	2.00	0.36	1167	2	2.00	0.36	
Comb. T-R		0				0				0			
SB Right	285	1	1.00	0.18	285	1	1.00	0.18	285	1	1.00	0.18	
Comb. L-T-R		0				0				0			

Critical Volumes	E-W:	0.49	E-W:	0.49	E-W:	0.45
	N-S:	0.49	N-S:	0.53	N-S:	0.53
	Total:	0.98	Total:	1.02	Total:	0.98

Lost Time	0.10	0.10	0.10
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V/C	1.080	1.115	1.079
Level of Service	F	F	F

E-W Street: La Puente Rd

N-S Street: Grand Ave

Scenario: PM Peak

Lane Capacity: 1600

Dual Lefts Capacity (per lane): 1440

Overlap Reduce 15%

Overlap Reduce 10%

Movement	PM 2027 without Project				PM 2027 + Project				2027 + 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	365	1	1.67	0.14	368	1	1.67	0.14	368	1	1.67	0.14	0.946
Comb. L-T		1				1				1			
EB Thru	73	0	0.33	0.14	73	0	0.33	0.14	73	0	0.33	0.14	
Comb. T-R		0				0				0			
EB Right	369	1	1.00	0.23	369	1	1.00	0.23	332	1	1.00	0.21	
Comb. L-T-R		0				0				0			
WB Left	106	1	1.30	0.05	106	1	1.30	0.05	106	1	1.30	0.05	0.840
Comb. L-T		1				1				1			
WB Thru	57	0	1.53	0.02	57	0	1.53	0.02	57	0	1.53	0.02	
Comb. T-R		1				1				1			
WB Right	12	0	0.17	0.04	12	0	0.17	0.04	12	0	0.17	0.04	
Comb. L-T-R		0				0				0			
NB Left	321	1	1.00	0.20	321	1	1.00	0.20	321	1	1.00	0.20	0.961
Comb. L-T		0				0				0			
NB Thru	1625	2	2.00	0.51	1703	2	2.00	0.53	1703	2	2.00	0.53	
Comb. T-R		0				0				0			
NB Right	136	1	1.00	0.09	136	1	1.00	0.09	136	1	1.00	0.09	
Comb. L-T-R		0				0				0			
SB Left	14	1	1.00	0.01	14	1	1.00	0.01	14	1	1.00	0.01	0.918
Comb. L-T		0				0				0			
SB Thru	1110	2	2.00	0.35	1174	2	2.00	0.37	1174	2	2.00	0.37	
Comb. T-R		0				0				0			
SB Right	193	1	1.00	0.12	194	1	1.00	0.12	194	1	1.00	0.12	
Comb. L-T-R		0				0				0			

Critical Volumes	E-W:	0.28	E-W:	0.28	E-W:	0.26
	N-S:	0.55	N-S:	0.57	N-S:	0.57
	Total:	0.83	Total:	0.85	Total:	0.83

Lost Time	0.10	0.10	0.10
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V/C	0.929	0.949	0.926
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 2027 without Project				AM 2027 + Project				PHF
	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	
EB Left	522	2	2.00	0.18	526	2	2.00	0.18	0.864
Comb. L-T		0				0			
EB Thru	796	3	3.00	0.17	796	3	3.00	0.17	
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	219	2	2.00	0.08	219	2	2.00	0.08	0.813
Comb. L-T		0				0			
WB Thru	1463	3	3.00	0.30	1463	3	3.00	0.30	
Comb. T-R		0				0			
WB Right	254	1	1.00	0.16	254	1	1.00	0.16	
Comb. L-T-R		0				0			
NB Left	371	2	2.00	0.13	371	2	2.00	0.13	0.896
Comb. L-T		0				0			
NB Thru	1253	3	3.00	0.26	1370	3	3.00	0.29	
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	316	2	2.00	0.11	316	2	2.00	0.11	0.855
Comb. L-T		0				0			
SB Thru	943	3	3.00	0.20	971	3	3.00	0.20	
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:	0.49	E-W:	0.49
	N-S:	0.37	N-S:	0.39
	Total:	0.86	Total:	0.88

Lost Time	0.10	0.10
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V/C	0.957	0.983
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 2027 without Project				PM 2027 + Project				PHF
	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	
EB Left	644	2	2.00	0.22	647	2	2.00	0.22	0.968
Comb. L-T		0				0			
EB Thru	1546	3	3.00	0.32	1546	3	3.00	0.32	
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	268	2	2.00	0.09	268	2	2.00	0.09	0.914
Comb. L-T		0				0			
WB Thru	843	3	3.00	0.18	843	3	3.00	0.18	
Comb. T-R		0				0			
WB Right	341	1	1.00	0.21	341	1	1.00	0.21	
Comb. L-T-R		0				0			
NB Left	329	2	2.00	0.11	329	2	2.00	0.11	0.965
Comb. L-T		0				0			
NB Thru	1058	3	3.00	0.22	1132	3	3.00	0.24	
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	398	2	2.00	0.14	398	2	2.00	0.14	0.943
Comb. L-T		0				0			
SB Thru	745	3	3.00	0.16	806	3	3.00	0.17	
Comb. T-R		0				0			
SB Right	0	1	1.00	0.00	0	1	1.00	0.00	
Comb. L-T-R		0				0			

Critical Volumes	E-W:	0.44	E-W:	0.44
	N-S:	0.36	N-S:	0.37
	Total:	0.80	Total:	0.81

Lost Time	0.10	0.10
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V/C	0.895	0.912
Level of Service	D	E

E-W Street: Baker Pkwy

N-S Street: Grand Ave

Scenario: AM Peak

Lane Capacity: 1600

Dual Lefts Capacity (per lane): 1440

Movement	AM 2027 without Project				AM 2027 + Project				PHF
	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	
EB Left	21	2	2.00	0.01	21	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	66	1	1.00	0.04	66	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	125	2	2.00	0.04	125	2	2.00	0.04	0.913
Comb. L-T		0				0			
NB Thru	2210	3	3.00	0.46	2324	3	3.00	0.48	
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	877	3	3.00	0.18	
Comb. T-R		0				0			
SB Right	81	1	1.00	0.05	81	1	1.00	0.05	
Comb. L-T-R		0				0			

Critical Volumes	E-W:	0.04	E-W:	0.04
	N-S:	0.46	N-S:	0.48
	Total:	0.50	Total:	0.53

Lost Time	0.10	0.10
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V/C	0.602	0.625
Level of Service	B	B

E-W Street: Baker Pkwy

N-S Street: Grand Ave

Scenario: PM Peak

Lane Capacity: 1600

Dual Lefts Capacity (per lane): 1440

Movement	PM 2027 without Project				PM 2027 + Project				PHF
	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	Total Volume	No. of Lanes	Equivalent Lanes	Movement V/C	
EB Left	125	2	2.00	0.04	125	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	207	1	1.00	0.13	207	1	1.00	0.13	
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	51	2	2.00	0.02	51	2	2.00	0.02	0.889
Comb. L-T		0				0			
NB Thru	1417	3	3.00	0.30	1498	3	3.00	0.31	
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	1508	3	3.00	0.31	1572	3	3.00	0.33	
Comb. T-R		0				0			
SB Right	34	1	1.00	0.02	34	1	1.00	0.02	
Comb. L-T-R		0				0			

Critical Volumes	E-W:	0.13	E-W:	0.13
	N-S:	0.33	N-S:	0.35
	Total:	0.46	Total:	0.47

Lost Time	0.10	0.10
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V/C	0.561	0.574
Level of Service	A	A

Timings

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

11/29/2018

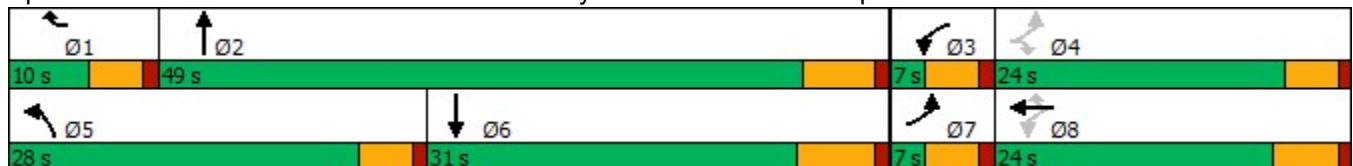


Lane Group	EBR	WBL	WBT	WBR	NBL	NBT	SBT	Ø7
Lane Configurations	↘	↙	←	↖	↖	↑	↑↑	↑↑↑
Traffic Volume (vph)	3	151	1	631	265	1555	809	
Future Volume (vph)	3	151	1	631	265	1555	809	
Turn Type	Perm	pm+pt	NAcustom		Prot	NA	NA	
Protected Phases		3	8	1	5	2	6	7
Permitted Phases	4	8		8				
Detector Phase	4	3	8	1	5	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)	6.9	16.3	15.5	26.3	17.7	43.3	30.6	
Actuated g/C Ratio	0.09	0.20	0.19	0.33	0.22	0.54	0.38	
v/c Ratio	0.02	0.43	0.89	0.59	0.74	0.88	0.37	
Control Delay	33.0	31.8	44.8	16.6	40.6	24.1	19.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	33.0	31.8	44.8	16.6	40.6	24.1	19.7	
LOS	C	C	D	B	D	C	B	
Approach Delay			31.0			26.5	19.7	
Approach LOS			C			C	B	

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 80
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.89
 Intersection Signal Delay: 25.8
 Intersection LOS: C
 Intersection Capacity Utilization 76.5%
 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

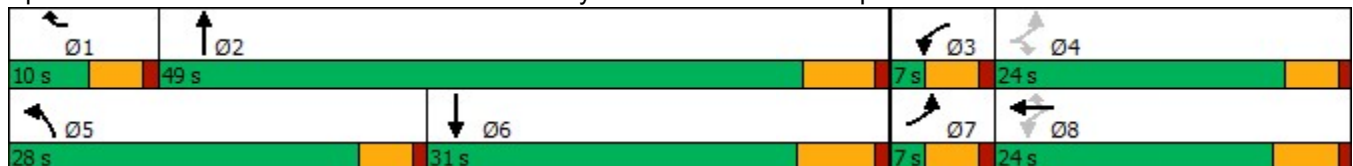


Lane Group	EBR	WBL	WBT	WBR	NBL	NBT	SBT	Ø7
Lane Configurations								
Traffic Volume (vph)	3	151	1	709	265	1581	830	
Future Volume (vph)	3	151	1	709	265	1581	830	
Turn Type	Perm	pm+pt	NA	custom	Prot	NA	NA	
Protected Phases		3	8	1	5	2	6	7
Permitted Phases	4	8		8				
Detector Phase	4	3	8	1	5	2	6	
Switch 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	17.6	16.8	27.6	17.9	43.2	30.4	
Actuated g/C Ratio	0.09	0.22	0.21	0.34	0.22	0.53	0.37	
v/c Ratio	0.02	0.41	0.96	0.64	0.74	0.91	0.39	
Control Delay	33.0	30.9	57.5	19.1	41.2	27.1	20.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	33.0	30.9	57.5	19.1	41.2	27.1	20.4	
LOS	C	C	E	B	D	C	C	
Approach Delay			37.1			29.1	20.4	
Approach LOS			D			C	C	

Intersection Summary

Cycle Length: 90	
Actuated Cycle Length: 81.3	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay: 28.9	Intersection LOS: C
Intersection Capacity Utilization 80.4%	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)	145	0	520	202	781	1522		
Future Volume (vph)	145	0	520	202	781	1522		
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)	9.0	8.1	19.6	9.6	32.2	28.1		
Actuated g/C Ratio	0.14	0.13	0.31	0.15	0.52	0.45		
v/c Ratio	0.59	0.68	0.47	0.81	0.47	0.58		
Control Delay	36.7	13.7	9.1	54.3	10.9	13.7		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	36.7	13.7	9.1	54.3	10.9	13.7		
LOS	D	B	A	D	B	B		
Approach Delay		16.4			19.8	13.7		
Approach LOS		B			B	B		

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 62.4
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 16.1
 Intersection LOS: B
 Intersection Capacity Utilization 54.5%
 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

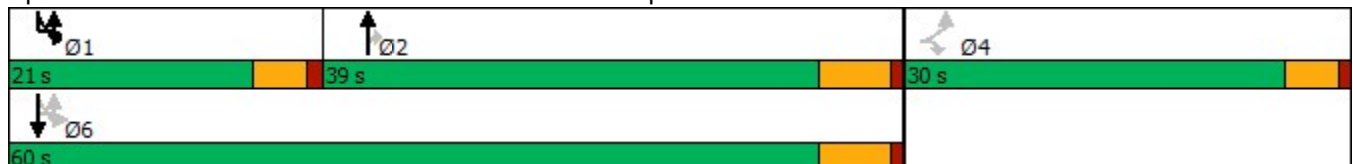


Lane Group	EBL	EBR	NBT	NBR	SBU	SBL	SBT
Lane Configurations	↖↗	↖	↕↕	↖		↖	↕↕↕
Traffic Volume (vph)	754	273	1054	310	10	269	700
Future Volume (vph)	754	273	1054	310	10	269	700
Turn Type	Perm	Perm	NA	Perm	pm+pt	pm+pt	NA
Protected Phases			2		1	1	6
Permitted Phases	4	4		2	6	6	
Detector Phase	4	4	2	2	1	1	6
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)	23.5	23.5	31.5	31.5		51.4	50.2
Actuated g/C Ratio	0.28	0.28	0.37	0.37		0.61	0.60
v/c Ratio	0.86	0.50	0.87	0.42		0.79	0.25
Control Delay	39.7	11.9	33.5	4.1		33.7	8.4
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	39.7	11.9	33.5	4.1		33.7	8.4
LOS	D	B	C	A		C	A
Approach Delay			26.8				15.6
Approach LOS			C				B

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 84.3
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.87
 Intersection Signal Delay: 25.2
 Intersection LOS: C
 Intersection Capacity Utilization 76.4%
 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

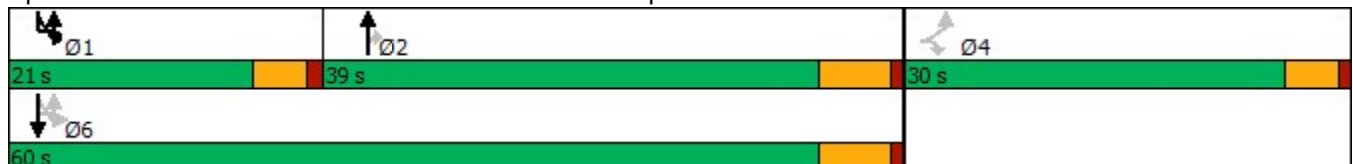


Lane Group	EBL	EBR	NBT	NBR	SBU	SBL	SBT
Lane Configurations	↖↗	↖	↕↕	↖		↖	↕↕↕
Traffic Volume (vph)	767	273	1067	310	10	287	703
Future Volume (vph)	767	273	1067	310	10	287	703
Turn Type	Perm	Perm	NA	Perm	pm+pt	pm+pt	NA
Protected Phases			2		1	1	6
Permitted Phases	4	4		2	6	6	
Detector Phase	4	4	2	2	1	1	6
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)	24.1	24.1	32.0	32.0		52.3	51.1
Actuated g/C Ratio	0.28	0.28	0.37	0.37		0.61	0.60
v/c Ratio	0.86	0.50	0.88	0.42		0.83	0.25
Control Delay	40.6	11.9	34.9	4.1		38.6	8.5
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	40.6	11.9	34.9	4.1		38.6	8.5
LOS	D	B	C	A		D	A
Approach Delay			28.0				17.5
Approach LOS			C				B

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 85.7
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 26.4
 Intersection LOS: C
 Intersection Capacity Utilization 78.1%
 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

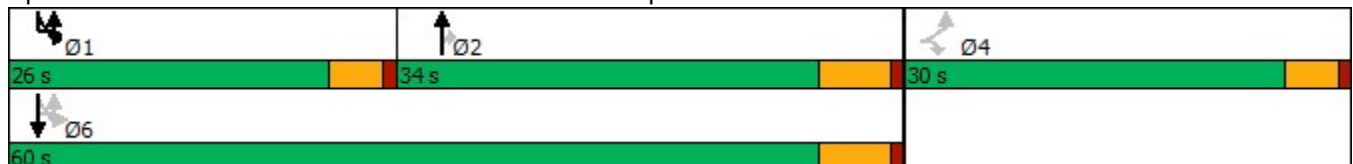


Lane Group	EBL	EBR	NBT	NBR	SBU	SBL	SBT
Lane Configurations	↖↖	↗	↕↕	↗		↖	↕↕↕
Traffic Volume (vph)	153	266	819	661	4	362	1343
Future Volume (vph)	153	266	819	661	4	362	1343
Turn Type	Perm	Perm	NA	Perm	pm+pt	pm+pt	NA
Protected Phases			2		1	1	6
Permitted Phases	4	4		2	6	6	
Detector Phase	4	4	2	2	1	1	6
Switch 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)	15.4	15.4	26.0	26.0		48.5	47.2
Actuated g/C Ratio	0.21	0.21	0.35	0.35		0.66	0.64
v/c Ratio	0.23	0.72	0.71	0.72		0.75	0.45
Control Delay	25.9	30.0	26.0	7.5		23.2	7.6
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	25.9	30.0	26.0	7.5		23.2	7.6
LOS	C	C	C	A		C	A
Approach Delay			17.7				10.9
Approach LOS			B				B

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 73.5
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.75
 Intersection Signal Delay: 15.8
 Intersection LOS: B
 Intersection Capacity Utilization 68.6%
 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)	162	266	828	661	4	405	1350
Future Volume (vph)	162	266	828	661	4	405	1350
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)	15.6	15.6	26.4	26.4		51.0	49.8
Actuated g/C Ratio	0.20	0.20	0.35	0.35		0.67	0.65
v/c Ratio	0.25	0.73	0.73	0.73		0.80	0.44
Control Delay	26.8	31.3	27.5	8.3		28.5	7.4
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	26.8	31.3	27.5	8.3		28.5	7.4
LOS	C	C	C	A		C	A
Approach Delay			19.0				12.3
Approach LOS			B				B

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 76.1
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 17.0
 Intersection Capacity Utilization 71.0%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service C

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

