



TECHNICAL MEMORANDUM

To: Gary Nellesen, Mt San Antonio College

From: Deepak Kaushik, P.E., Iteris Inc.

Date: April 15, 2016

Subject: Physical Education Projects (PEP) Truck Haul Traffic Impact Analysis

1. INTRODUCTION

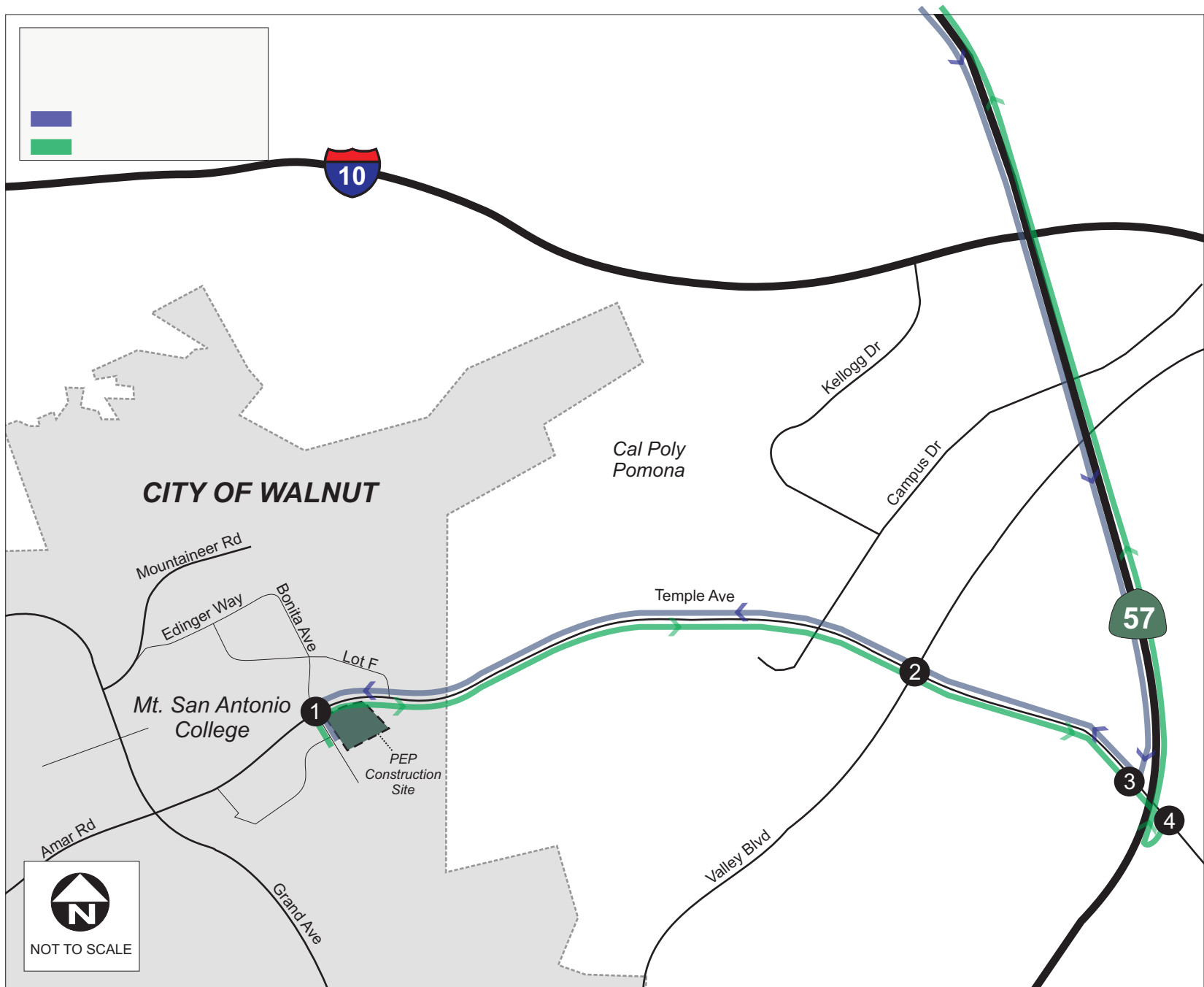
This memorandum presents Iteris' assessment of the potential traffic impacts related to the Physical Education Projects (PEP) construction truck hauling activities in the City of Walnut. This report contains the evaluation of intersection traffic operations in the existing conditions and operations with the proposed construction conditions.

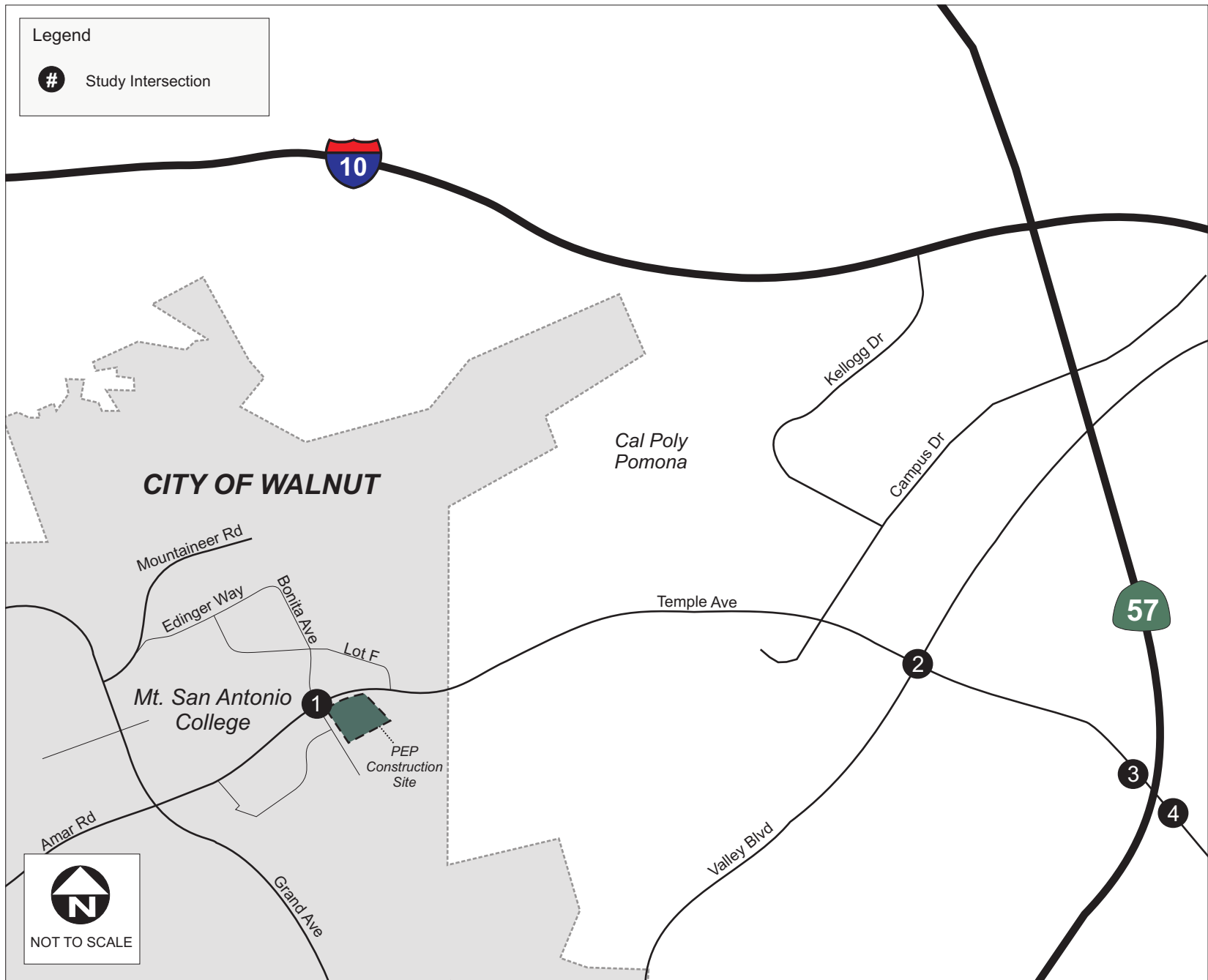
The first leg of the haul route, where trucks are fully loaded for export, is planned to start from the PEP site on the Mt. SAC campus and end north of the City of Walnut. Trucks would fill up at the PEP site, travel to east along Temple Avenue to the SR-57 interchange, and head north on SR-57. The return route, where trucks are empty, would run the same way, utilizing the Temple Avenue/SR-57 interchange, to westbound Temple Avenue, to Bonita Avenue. **Figure 1** shows the propose route.

The following four (4) intersections along the proposed haul route are analyzed as part of this report:

1. Bonita Avenue/Temple Avenue;
2. Valley Boulevard/Temple Avenue;
3. SR-57 Southbound Ramps/Temple Avenue; and
4. SR-57 Northbound Ramps/Temple Avenue.

Figure 2 shows the location of the intersections analyzed in this memorandum.





1. TRAFFIC OPERATIONS METHODOLOGY

The quality of traffic operations is characterized using the concept of level of service (LOS). Level of service is defined by a range of grades from A (best) to F (worst). At intersections, LOS “A” represents relatively free operating conditions with little or no delay. LOS “F” is characterized by extremely unstable flow conditions and severe congestion with volumes at or near the intersection’s design capacity. This results in long queues backing up from all approaches to intersections.

In this report, analysis of traffic operations was conducted according to the Los Angeles County traffic impact analysis guidelines. Utilizing these guidelines, intersection operating conditions were quantified using the Intersection Capacity Utilization (ICU) method. Volume-to-capacity (V/C) ratios and corresponding levels of service (LOS) were calculated at study intersections during the weekday a.m. and p.m. peak hours most closely matching the construction time periods. LOS analyses for all study intersections were conducted using TRAFFIX software. **Table 1** presents a brief description of each level of service letter grade, as well as the range of V/C ratios associated with each grade for signalized intersections.

TABLE 1: INTERSECTION LEVEL OF SERVICE DEFINITIONS

Level of Service	Description	Intersection Volume to Capacity (V/C) Ratio
A	Excellent operation. All approaches to the intersection appear quite open, turning movements are easily made, and nearly all drivers find freedom of operation.	0.000-0.600
B	Very good operation. Many drivers begin to feel somewhat restricted within platoons of vehicles. This represents stable flow. An approach to an intersection may occasionally be fully utilized and traffic queues start to form.	>0.600-0.700
C	Good operation. Occasionally drivers may have to wait more than 60 seconds, and back-ups may develop behind turning vehicles. Most drivers feel somewhat restricted.	>0.700-0.800
D	Fair operation. Cars are sometimes required to wait more than 60 seconds during short peaks. There are no long-standing traffic queues.	>0.800-0.900
E	Poor operation. Some long-standing vehicular queues develop on critical approaches to intersections. Delays may be up to several minutes.	>0.900-1.000
F	Forced flow. Represents jammed conditions. Backups form locations downstream or on the cross street may restrict or prevent movement of vehicles out of the intersection approach lanes; therefore, volumes carried are not predictable. Potential for stop and go type traffic flow.	> 1.000

For intersections operated under Caltrans’ jurisdiction, analysis of traffic operations were conducted utilizing the Highway Capacity Manual (HCM) methodology for evaluation of intersection operating conditions. **Table 2** presents a brief description of each level of service letter grade, as well as the range of HCM average intersection delay associated with each grade for signalized intersections.

TABLE 2: INTERSECTION LEVEL OF SERVICE DEFINITIONS – HCM METHODOLOGY

Level of Service	Description	Signalized Intersection Delay (seconds per vehicle)
A	Excellent operation. All approaches to the intersection appear quite open, turning movements are easily made, and nearly all drivers find freedom of operation.	≤ 10
B	Very good operation. Many drivers begin to feel somewhat restricted within platoons of vehicles. This represents stable flow. An approach to an intersection may occasionally be fully utilized and traffic queues start to form.	>10 and ≤ 20
C	Good operation. Occasionally drivers may have to wait more than 60 seconds, and back-ups may develop behind turning vehicles. Most drivers feel somewhat restricted.	>20 and ≤ 35
D	Fair operation. Cars are sometimes required to wait more than 60 seconds during short peaks. There are no long-standing traffic queues.	>35 and ≤ 55
E	Poor operation. Some long-standing vehicular queues develop on critical approaches to intersections. Delays may be up to several minutes.	>55 and ≤ 80
F	Forced flow. Represents jammed conditions. Backups form locations downstream or on the cross street may restrict or prevent movement of vehicles out of the intersection approach lanes; therefore, volumes carried are not predictable. Potential for stop and go type traffic flow.	> 80

Source: Highway Capacity Manual 2000, Transportation Research Board, Washington, D.C., 2000.

This analysis conservatively utilizes the Los Angeles County Public Works traffic impact review guidelines, which state that a project’s traffic impact is evaluated based on ICU and is considered significant if the change in volume to capacity ratio (V/C) relative to the “without project” signalized intersection level of service (LOS) meets or exceeds the thresholds contained in **Table 3**. These guidelines are more stringent than the Los Angeles County Metropolitan Transportation Authority (LACMTA) guidelines which were used in the 2008 traffic impact analysis for the Mt. SAC Master Plan Update EIR.

TABLE 3: INTERSECTION SIGNIFICANT IMPACT CRITERIA

Intersection LOS in Pre Project Conditions	V/C	Project V/C Increase
C	0.71 to 0.80	0.04 or more
D	0.81 to 0.90	0.02 or more
E / F	0.91 or more	0.01 or more

In addition, a project impact is considered significant to a Caltrans facility if the project traffic results in a worsening level of service from LOS D or better to LOS E or F. In addition, a project impact is considered significant if a Caltrans facility is currently operating at LOS E or F and the project traffic results in an increase in average vehicle delay.

2. EXISTING CONDITIONS

This section presents the existing conditions of the study area. Existing intersection traffic counts were collected on October 1, 2015 during the a.m. peak period (7:00 – 9:00 a.m.) and the p.m. peak period (4:00 – 6:00 p.m.) on a typical weekday. The volumes collected between 8:00 to 9:00 a.m. and 4:00 to 5:00 p.m. were used in this analysis to be most consistent with the truck hauling process which is planned to occur between 8:30 a.m. and 4:30 p.m. on weekdays. **Figure 3** shows the existing traffic volumes at the study intersections. Existing traffic count data is provided in **Appendix A**.

A level of service analysis was conducted to evaluate existing intersection operations during the a.m. and p.m. peak hours at the four study intersections. **Table 4** summarizes the existing LOS at the study intersections. LOS calculations sheets are provided in **Appendix B**.

TABLE 4: EXISTING INTERSECTION PEAK HOUR LEVEL OF SERVICE

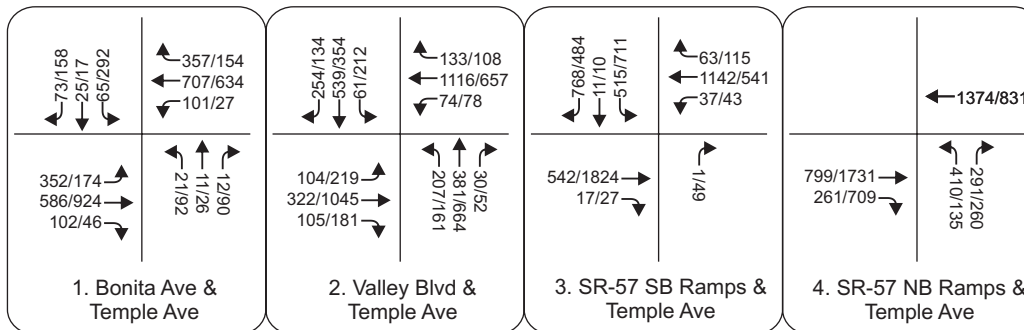
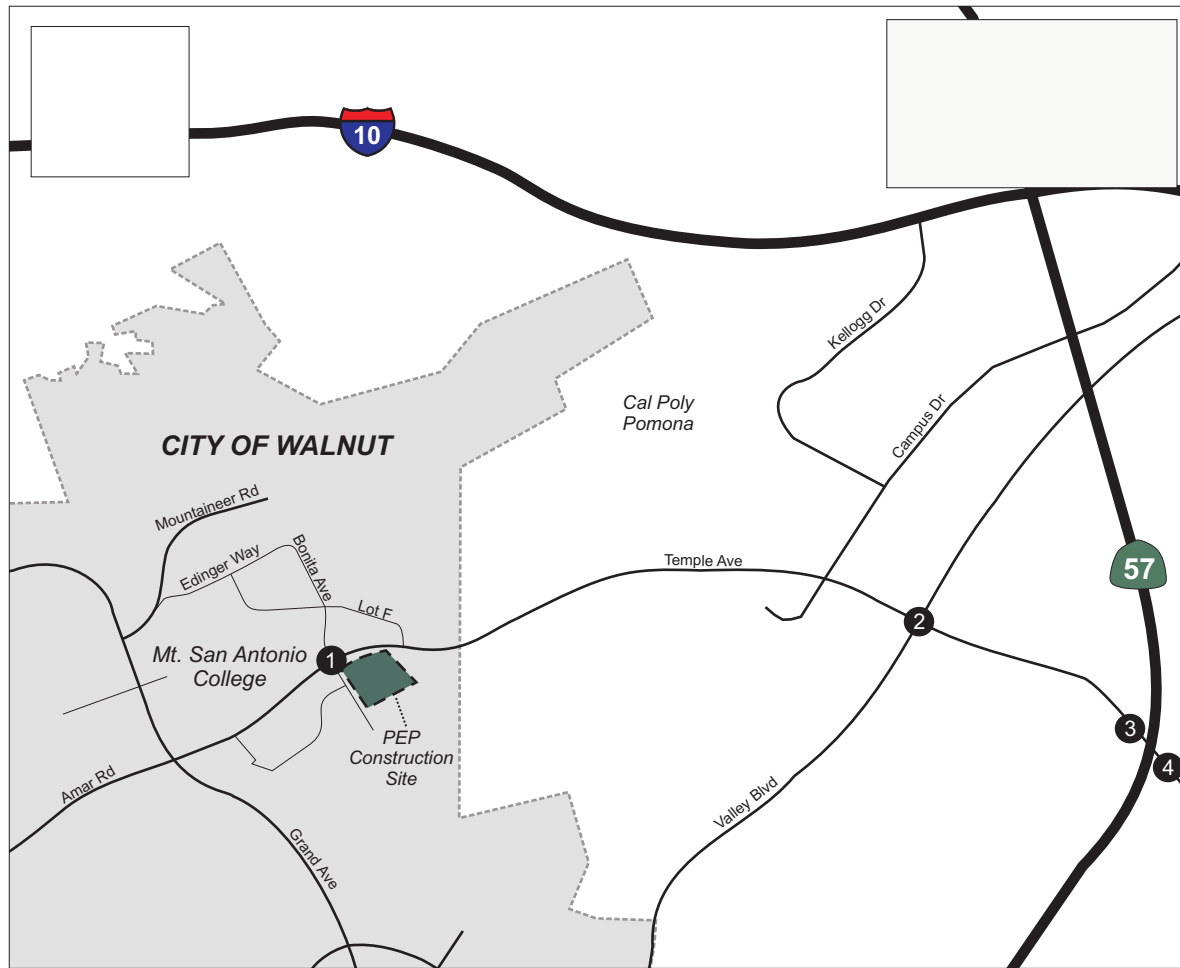
Intersection	Control Type	AM Peak Hour			PM Peak Hour		
		Delay (s)	V/C or ICU	LOS	Delay (s)	V/C or ICU	LOS
1 Bonita Ave/Temple Ave	Signalized	-	0.569	A	-	0.633	B
2 Valley Blvd/Temple Ave	Signalized	-	0.814	D	-	0.820	D
3 SR-57 SB Ramps/Temple Ave*	Signalized	21.4	-	C	23.8	-	C
4 SR-57 NB Ramps/Temple Ave*	Signalized	14.2	-	B	9.1	-	A

* Caltrans intersection, utilizing HCM delay-based methodology to evaluate intersection operations.

Notes:

V/C = Volume to Capacity Ratio, LOS = Level of Service.

As shown in **Table 4**, all study intersections are currently operating at LOS D or better.



3. CONSTRUCTION TRAFFIC

This section summarizes the total truck traffic forecast to be generated by construction activities related to trucks exporting dirt from the PEP site, as well as trucks returning back to the PEP site. A limiting factor regarding the amount of trucks that can be accommodated within the circulation network are existing left-turn pocket storage lengths, where left-turn movements would be made. The most critical location is at the Bonita Avenue/Temple Avenue intersections where the westbound left-turn pocket has a storage length of 120 feet.

The process used to calculate the total number truck loads generated per hour assuming approximately 40 days of construction, as well as the Passenger Car Equivalent (PCE) truck trips, is summarized as follows:

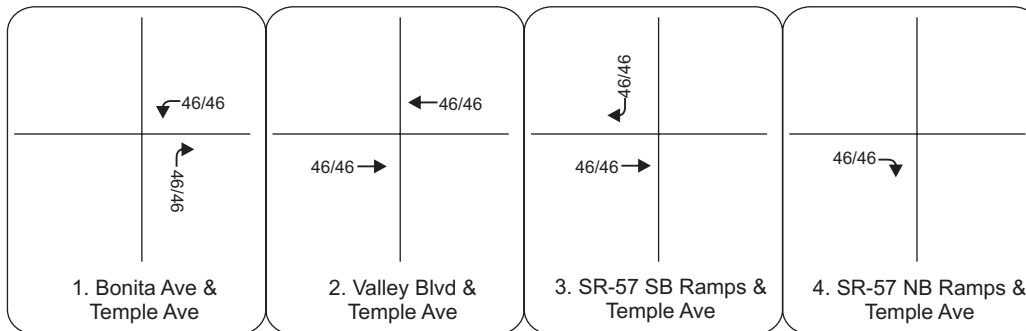
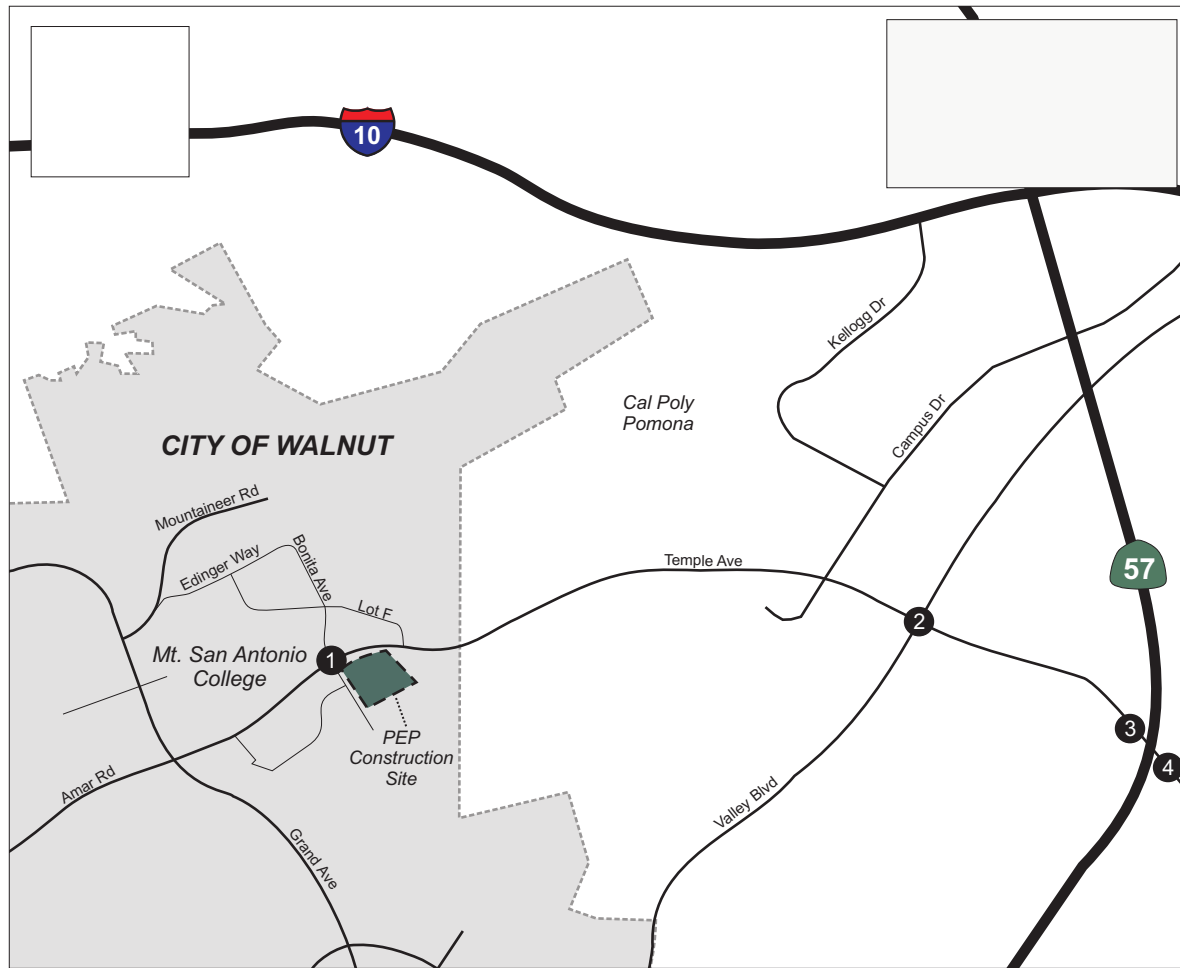
- A total of 81,429 cubic yards of dirt is expected to be hauled (provided by Psomas)
- The capacity of a 40' truck, to be used for this construction, is 14 cubic yards
- As a result, a total of 5,816 truck loads are required:
 - $81,429 / 14 = 5,816$ truck loads
- Construction would occur for a total of 8 hours a day
- The construction period is expected to last approximately 40 days
- As a result, a total of approximately 144 truck loads would be delivered per day:
 - $5,816 \text{ truck loads} / 40 \text{ days} = 144 \text{ truck loads per day}$
- As a result, a total of 18 truck loads per hour are forecast to be generated by the PEP site:
 - $144 \text{ truck loads} / 8 \text{ hours per day} = 18 \text{ truck loads per hour}$
- Based on the 40' truck size, a PCE factor of 2.5 passenger vehicles per truck is assumed, resulting in approximately 60 PCE trips per hour generated at each site:
 - $24 \text{ truck trips} \times 2.5 \text{ vehicles per truck} = 60 \text{ PCE-adjusted trips}$

Based on the critical pocket length at the Bonita Avenue/Temple Avenue intersection, and the 40' length of the typical truck, it is recommended that, in order to avoid queue back up outside a left-turn pocket, no more than two trucks exit or enter the borrow site at the same time. Ideally, each truck would leave the two sites no more than every three minutes, which can be accommodated assuming the 18 trucks per hour calculated above.

Figure 4 shows the assignment of PCE-adjusted truck trips within the study area during the a.m. and p.m. peak hours.

4. EXISTING PLUS CONSTRUCTION CONDITIONS

This section summarizes the traffic operations of the study intersections for existing conditions with the construction truck hauling activities. **Figure 4** shows the existing plus construction traffic volumes which include the PCE-adjusted truck volumes at the study intersections. **Table 5** summarizes the existing plus construction LOS at the study intersections. LOS calculations sheets are provided in **Appendix B**.



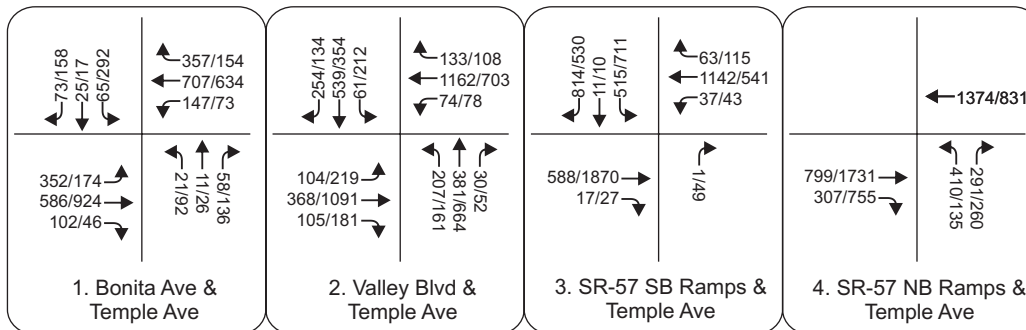
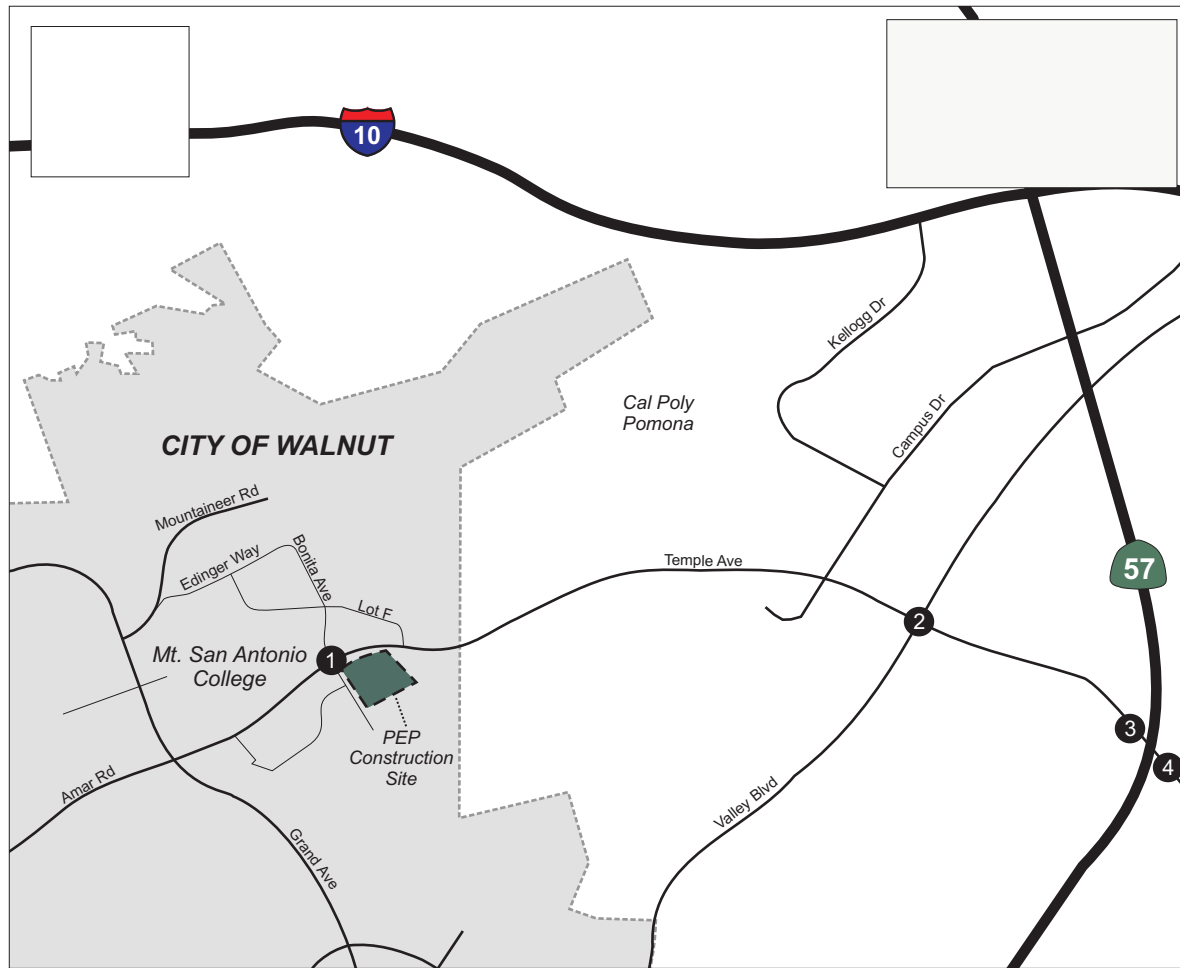


TABLE 5: EXISTING PLUS CONSTRUCTION INTERSECTION PEAK HOUR LEVEL OF SERVICE

Intersection		Existing Conditions						Existing Plus Construction Conditions						Change in AM V/C or Delay (s)	Change in PM V/C or Delay (s)	Significant Impact?
		AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour					
		Delay (s)	V/C or ICU	LOS	Delay (s)	V/C or ICU	LOS	Delay (s)	V/C or ICU	LOS	Delay (s)	V/C or ICU	LOS			
1	Bonita Ave/Temple Ave		0.569	A		0.633	B		0.607	B		0.699	B	0.038	0.066	No
2	Valley Blvd/Temple Ave		0.814	D		0.820	D		0.825	D		0.831	D	0.011	0.011	No
3	SR-57 SB Ramps/Temple Ave*	21.4		C -	23.8		C -	21.7		C -	24.8		C	0.3	1.0	No
4	SR-57 NB Ramps/Temple Ave*	14.2		B -	9.1		A -	14.2		B -	9.1		A	0.0	0.0	No

* Caltrans intersection, utilizing HCM delay-based methodology to evaluate intersection operations.

Notes:

V/C = Volume to Capacity Ratio, LOS = Level of Service.

As shown in **Table 5**, assuming the additional PCE-adjusted truck trips in the circulation network, the study intersections are forecast to continue to operate at LOS D or better during both peak hours. As also shown, the truck hauling activities are not forecast to result in any significant traffic impacts based on LA County thresholds of significance.

5. CONCLUSIONS

All study intersections are currently operating at LOS D or better. Assuming the additional PCE-adjusted truck trips in the circulation network, the study intersections are forecast to continue to operate at LOS D or better during both peak hours.

Based on the proposed hauling requirements and LA County thresholds of significance, it is forecast that up to 18 trucks per hour could be added to the circulation network without causing a significant impact to the study intersections. In addition to intersection LOS, available turn pocket storage lengths at the study intersections are a limiting factor in the amount of trucks that can operate per hour along the route.

APPENDIX A – TRAFFIC COUNTS

City of Walnut
 N/S: Grand Avenue
 E/W: I-10 Eastbound Ramps
 Weather: Clear

File Name : WNTGR10EAM
 Site Code : 04215551
 Start Date : 10/1/2015
 Page No : 1

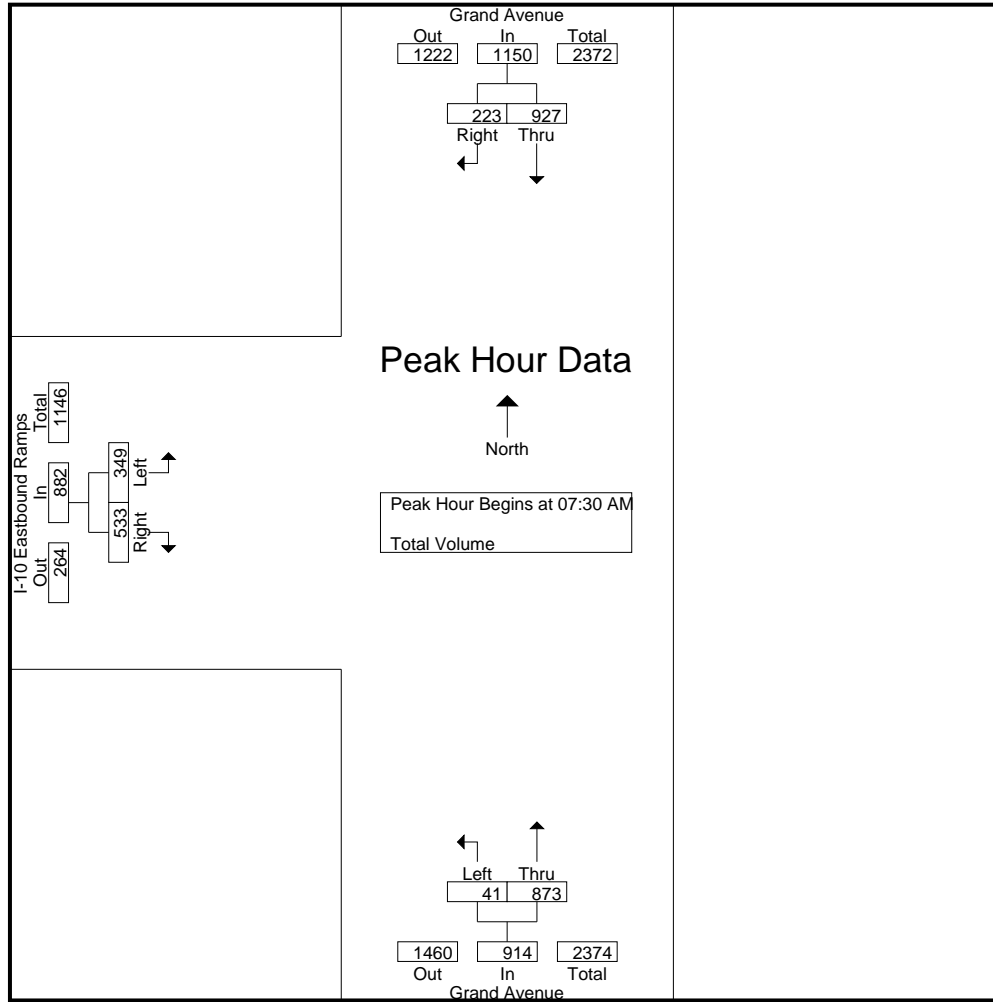
Groups Printed- Total Volume

Start Time	Grand Avenue Southbound				Grand Avenue Northbound				I-10 Eastbound Ramps Eastbound				Int. Total
	Thru	Right	U-Turns	App. Total	Left	Thru	U-Turns	App. Total	Left	Right	U-Turns	App. Total	
07:00 AM	218	43	0	261	9	141	0	150	55	166	0	221	632
07:15 AM	224	59	0	283	8	165	0	173	83	152	0	235	691
07:30 AM	237	56	0	293	5	209	0	214	102	142	0	244	751
07:45 AM	241	48	0	289	11	228	0	239	91	161	0	252	780
Total	920	206	0	1126	33	743	0	776	331	621	0	952	2854
08:00 AM	249	52	0	301	10	199	0	209	87	123	0	210	720
08:15 AM	200	67	1	268	15	237	0	252	69	107	0	176	696
08:30 AM	190	48	0	238	8	220	0	228	83	120	0	203	669
08:45 AM	163	58	0	221	7	240	0	247	100	130	0	230	698
Total	802	225	1	1028	40	896	0	936	339	480	0	819	2783
Grand Total	1722	431	1	2154	73	1639	0	1712	670	1101	0	1771	5637
Apprch %	79.9	20	0		4.3	95.7	0		37.8	62.2	0		
Total %	30.5	7.6	0	38.2	1.3	29.1	0	30.4	11.9	19.5	0	31.4	

Start Time	Grand Avenue Southbound			Grand Avenue Northbound			I-10 Eastbound Ramps Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	237	56	293	5	209	214	102	142	244	751
07:45 AM	241	48	289	11	228	239	91	161	252	780
08:00 AM	249	52	301	10	199	209	87	123	210	720
08:15 AM	200	67	267	15	237	252	69	107	176	695
Total Volume	927	223	1150	41	873	914	349	533	882	2946
% App. Total	80.6	19.4		4.5	95.5		39.6	60.4		
PHF	.931	.832	.955	.683	.921	.907	.855	.828	.875	.944

City of Walnut
 N/S: Grand Avenue
 E/W: I-10 Eastbound Ramps
 Weather: Clear

File Name : WNTGR10EAM
 Site Code : 04215551
 Start Date : 10/1/2015
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM			08:00 AM			07:00 AM		
+0 mins.	224	59	283	10	199	209	55	166	221
+15 mins.	237	56	293	15	237	252	83	152	235
+30 mins.	241	48	289	8	220	228	102	142	244
+45 mins.	249	52	301	7	240	247	91	161	252
Total Volume	951	215	1166	40	896	936	331	621	952
% App. Total	81.6	18.4		4.3	95.7		34.8	65.2	
PHF	.955	.911	.968	.667	.933	.929	.811	.935	.944

City of Walnut
 N/S: Grand Avenue
 E/W: I-10 Eastbound Ramps
 Weather: Clear

File Name : WNTGR10EPM
 Site Code : 04215551
 Start Date : 10/1/2015
 Page No : 1

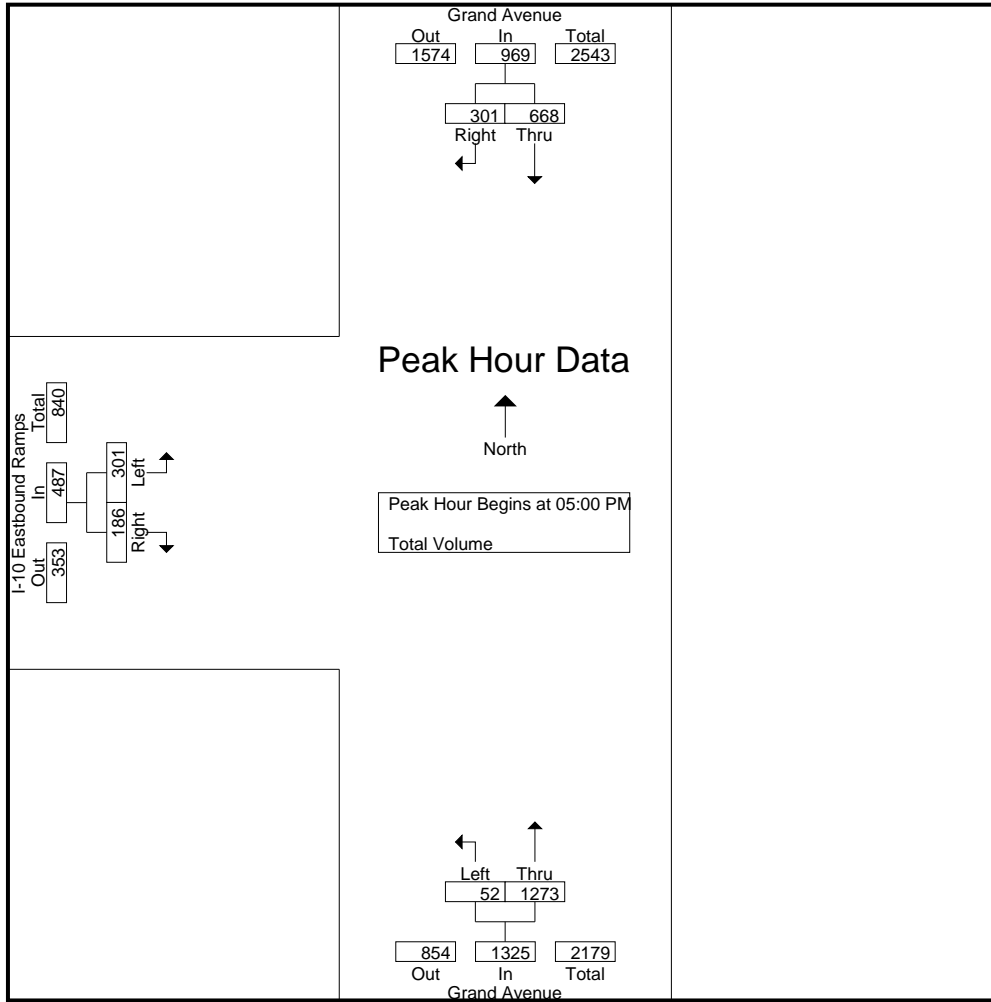
Groups Printed- Total Volume

Start Time	Grand Avenue Southbound				Grand Avenue Northbound				I-10 Eastbound Ramps Eastbound				Int. Total
	Thru	Right	U-Turns	App. Total	Left	Thru	U-Turns	App. Total	Left	Right	U-Turns	App. Total	
04:00 PM	168	78	0	246	13	231	0	244	59	57	0	116	606
04:15 PM	181	95	0	276	14	265	0	279	75	41	0	116	671
04:30 PM	164	85	0	249	14	279	0	293	82	37	0	119	661
04:45 PM	167	81	0	248	16	287	0	303	64	53	0	117	668
Total	680	339	0	1019	57	1062	0	1119	280	188	0	468	2606
05:00 PM	135	70	0	205	19	315	0	334	65	46	0	111	650
05:15 PM	163	77	0	240	7	310	0	317	79	60	0	139	696
05:30 PM	182	70	0	252	11	328	0	339	75	32	0	107	698
05:45 PM	188	84	0	272	15	320	0	335	82	48	0	130	737
Total	668	301	0	969	52	1273	0	1325	301	186	0	487	2781
Grand Total	1348	640	0	1988	109	2335	0	2444	581	374	0	955	5387
Apprch %	67.8	32.2	0		4.5	95.5	0		60.8	39.2	0		
Total %	25	11.9	0	36.9	2	43.3	0	45.4	10.8	6.9	0	17.7	

Start Time	Grand Avenue Southbound			Grand Avenue Northbound			I-10 Eastbound Ramps Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	135	70	205	19	315	334	65	46	111	650
05:15 PM	163	77	240	7	310	317	79	60	139	696
05:30 PM	182	70	252	11	328	339	75	32	107	698
05:45 PM	188	84	272	15	320	335	82	48	130	737
Total Volume	668	301	969	52	1273	1325	301	186	487	2781
% App. Total	68.9	31.1		3.9	96.1		61.8	38.2		
PHF	.888	.896	.891	.684	.970	.977	.918	.775	.876	.943

City of Walnut
 N/S: Grand Avenue
 E/W: I-10 Eastbound Ramps
 Weather: Clear

File Name : WNTGR10EPM
 Site Code : 04215551
 Start Date : 10/1/2015
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM			05:00 PM			05:00 PM		
+0 mins.	168	78	246	19	315	334	65	46	111
+15 mins.	181	95	276	7	310	317	79	60	139
+30 mins.	164	85	249	11	328	339	75	32	107
+45 mins.	167	81	248	15	320	335	82	48	130
Total Volume	680	339	1019	52	1273	1325	301	186	487
% App. Total	66.7	33.3		3.9	96.1		61.8	38.2	
PHF	.939	.892	.923	.684	.970	.977	.918	.775	.876

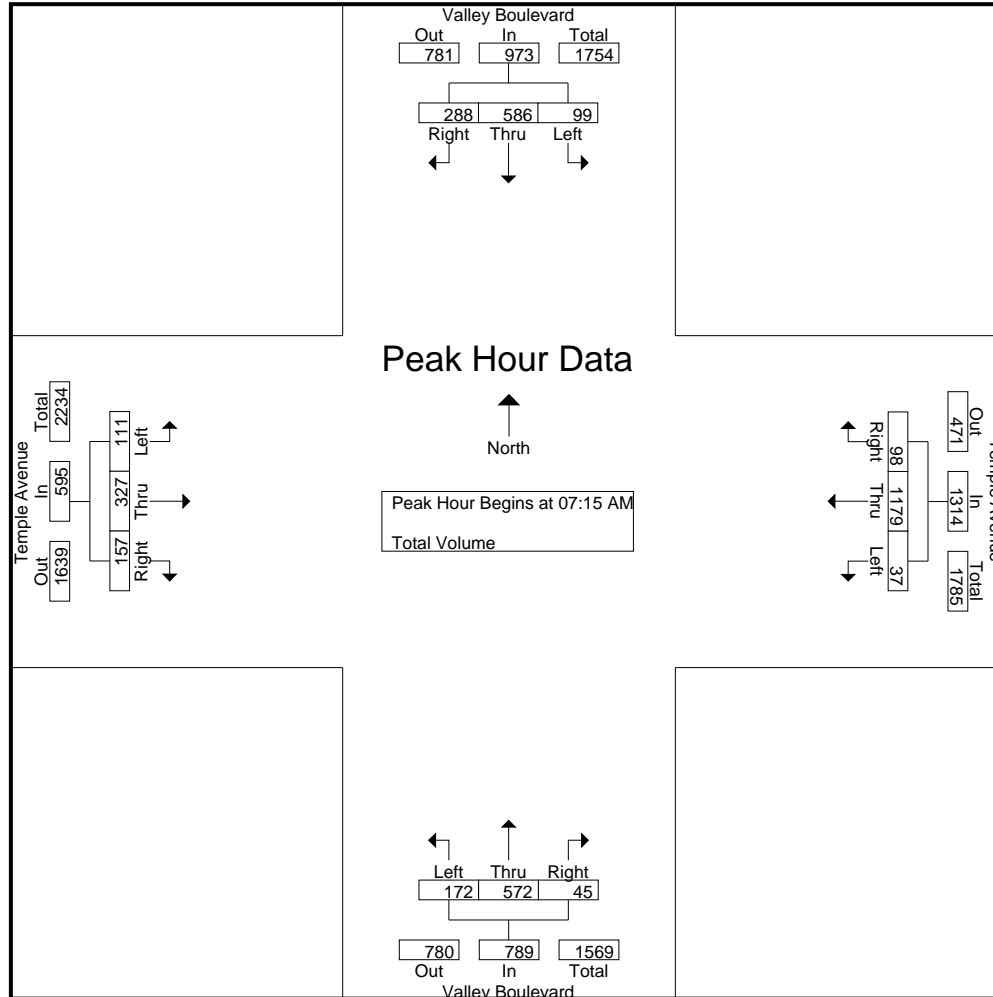
City of Walnut
 N/S: Valley Boulevard
 E/W: Temple Avenue
 Weather: Clear

File Name : WNTVATEAM
 Site Code : 04215551
 Start Date : 10/1/2015
 Page No : 1

Groups Printed- Total Volume

Start Time	Valley Boulevard Southbound					Temple Avenue Westbound					Valley Boulevard Northbound					Temple Avenue Eastbound					Int. Total
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	
07:00 AM	15	148	98	1	262	10	394	22	0	426	64	86	10	0	160	13	36	37	1	87	935
07:15 AM	19	167	62	2	250	7	319	18	0	344	58	142	11	0	211	29	57	49	0	135	940
07:30 AM	22	125	80	2	229	8	241	21	0	270	37	186	20	0	243	28	89	41	0	158	900
07:45 AM	32	120	79	0	231	9	300	28	1	338	47	117	9	0	173	27	85	28	0	140	882
Total	88	560	319	5	972	34	1254	89	1	1378	206	531	50	0	787	97	267	155	1	520	3657
08:00 AM	26	174	67	0	267	13	319	31	0	363	30	127	5	0	162	27	96	39	0	162	954
08:15 AM	10	158	64	0	232	29	272	38	0	339	56	75	11	0	142	32	73	29	0	134	847
08:30 AM	8	120	59	0	187	15	183	28	2	228	68	92	8	0	168	20	70	20	1	111	694
08:45 AM	17	87	64	0	168	14	342	36	1	393	53	87	6	0	146	23	83	17	1	124	831
Total	61	539	254	0	854	71	1116	133	3	1323	207	381	30	0	618	102	322	105	2	531	3326
Grand Total	149	1099	573	5	1826	105	2370	222	4	2701	413	912	80	0	1405	199	589	260	3	1051	6983
Apprch %	8.2	60.2	31.4	0.3		3.9	87.7	8.2	0.1		29.4	64.9	5.7	0		18.9	56	24.7	0.3		
Total %	2.1	15.7	8.2	0.1	26.1	1.5	33.9	3.2	0.1	38.7	5.9	13.1	1.1	0	20.1	2.8	8.4	3.7	0	15.1	

Start Time	Valley Boulevard Southbound				Temple Avenue Westbound				Valley Boulevard Northbound				Temple Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	19	167	62	248	7	319	18	344	58	142	11	211	29	57	49	135	938
07:30 AM	22	125	80	227	8	241	21	270	37	186	20	243	28	89	41	158	898
07:45 AM	32	120	79	231	9	300	28	337	47	117	9	173	27	85	28	140	881
08:00 AM	26	174	67	267	13	319	31	363	30	127	5	162	27	96	39	162	954
Total Volume	99	586	288	973	37	1179	98	1314	172	572	45	789	111	327	157	595	3671
% App. Total	10.2	60.2	29.6		2.8	89.7	7.5		21.8	72.5	5.7		18.7	55	26.4		
PHF	.773	.842	.900	.911	.712	.924	.790	.905	.741	.769	.563	.812	.957	.852	.801	.918	.962



Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of Walnut
 N/S: Valley Boulevard
 E/W: Temple Avenue
 Weather: Clear

File Name : WNTVATEAM
 Site Code : 04215551
 Start Date : 10/1/2015
 Page No : 3

Start Time	Valley Boulevard Southbound				Temple Avenue Westbound				Valley Boulevard Northbound				Temple Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				07:15 AM				07:15 AM			
+0 mins.	19	167	62	248	10	394	22	426	58	142	11	211	29	57	49	135
+15 mins.	22	125	80	227	7	319	18	344	37	186	20	243	28	89	41	158
+30 mins.	32	120	79	231	8	241	21	270	47	117	9	173	27	85	28	140
+45 mins.	26	174	67	267	9	300	28	337	30	127	5	162	27	96	39	162
Total Volume	99	586	288	973	34	1254	89	1377	172	572	45	789	111	327	157	595
% App. Total	10.2	60.2	29.6		2.5	91.1	6.5		21.8	72.5	5.7		18.7	55	26.4	
PHF	.773	.842	.900	.911	.850	.796	.795	.808	.741	.769	.563	.812	.957	.852	.801	.918

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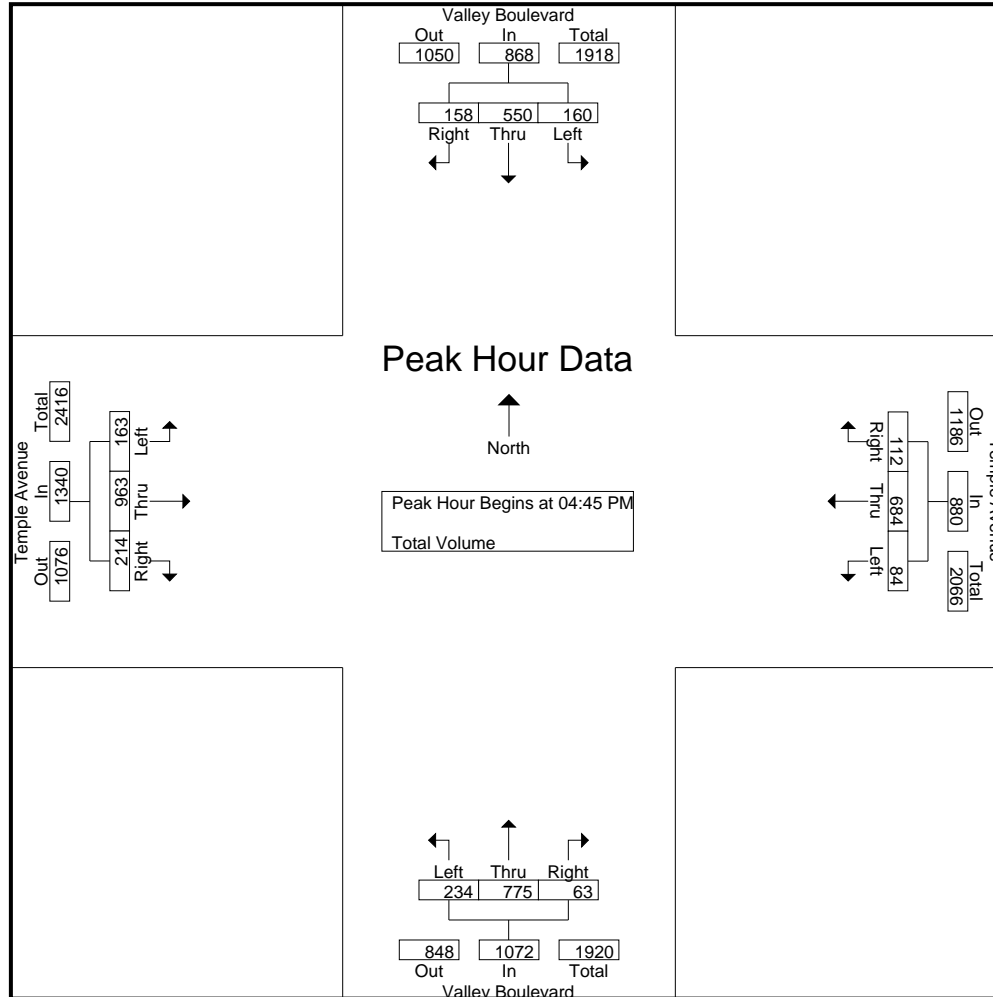
City of Walnut
 N/S: Valley Boulevard
 E/W: Temple Avenue
 Weather: Clear

File Name : WNTVATEPM
 Site Code : 04215551
 Start Date : 10/1/2015
 Page No : 1

Groups Printed- Total Volume

Start Time	Valley Boulevard Southbound					Temple Avenue Westbound					Valley Boulevard Northbound					Temple Avenue Eastbound					Int. Total
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	
04:00 PM	49	90	29	0	168	18	163	17	0	198	35	144	8	0	187	51	194	42	0	287	840
04:15 PM	51	71	46	0	168	20	166	31	2	219	33	162	18	0	213	45	237	41	0	323	923
04:30 PM	54	96	31	4	185	19	146	27	0	192	53	203	11	0	267	51	286	39	5	381	1025
04:45 PM	54	97	28	0	179	21	182	33	0	236	40	155	15	0	210	66	328	59	1	454	1079
Total	208	354	134	4	700	78	657	108	2	845	161	664	52	0	877	213	1045	181	6	1445	3867
05:00 PM	36	113	32	0	181	16	139	26	0	181	57	234	17	1	309	37	184	46	0	267	938
05:15 PM	36	193	49	1	279	15	186	30	0	231	65	206	13	0	284	25	206	46	3	280	1074
05:30 PM	34	147	49	0	230	32	177	23	2	234	72	180	18	0	270	35	245	63	0	343	1077
05:45 PM	48	74	37	1	160	10	209	32	0	251	40	157	15	0	212	26	305	80	3	414	1037
Total	154	527	167	2	850	73	711	111	2	897	234	777	63	1	1075	123	940	235	6	1304	4126
Grand Total	362	881	301	6	1550	151	1368	219	4	1742	395	1441	115	1	1952	336	1985	416	12	2749	7993
Apprch %	23.4	56.8	19.4	0.4		8.7	78.5	12.6	0.2		20.2	73.8	5.9	0.1		12.2	72.2	15.1	0.4		
Total %	4.5	11	3.8	0.1	19.4	1.9	17.1	2.7	0.1	21.8	4.9	18	1.4	0	24.4	4.2	24.8	5.2	0.2	34.4	

Start Time	Valley Boulevard Southbound				Temple Avenue Westbound				Valley Boulevard Northbound				Temple Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	54	97	28	179	21	182	33	236	40	155	15	210	66	328	59	453	1078
05:00 PM	36	113	32	181	16	139	26	181	57	234	17	308	37	184	46	267	937
05:15 PM	36	193	49	278	15	186	30	231	65	206	13	284	25	206	46	277	1070
05:30 PM	34	147	49	230	32	177	23	232	72	180	18	270	35	245	63	343	1075
Total Volume	160	550	158	868	84	684	112	880	234	775	63	1072	163	963	214	1340	4160
% App. Total	18.4	63.4	18.2		9.5	77.7	12.7		21.8	72.3	5.9		12.2	71.9	16		
PHF	.741	.712	.806	.781	.656	.919	.848	.932	.813	.828	.875	.870	.617	.734	.849	.740	.965



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City of Walnut
 N/S: Valley Boulevard
 E/W: Temple Avenue
 Weather: Clear

File Name : WNTVATEPM
 Site Code : 04215551
 Start Date : 10/1/2015
 Page No : 3

Start Time	Valley Boulevard Southbound				Temple Avenue Westbound				Valley Boulevard Northbound				Temple Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				05:00 PM				05:00 PM				04:00 PM			
+0 mins.	54	97	28	179	16	139	26	181	57	234	17	308	51	194	42	287
+15 mins.	36	113	32	181	15	186	30	231	65	206	13	284	45	237	41	323
+30 mins.	36	193	49	278	32	177	23	232	72	180	18	270	51	286	39	376
+45 mins.	34	147	49	230	10	209	32	251	40	157	15	212	66	328	59	453
Total Volume	160	550	158	868	73	711	111	895	234	777	63	1074	213	1045	181	1439
% App. Total	18.4	63.4	18.2		8.2	79.4	12.4		21.8	72.3	5.9		14.8	72.6	12.6	
PHF	.741	.712	.806	.781	.570	.850	.867	.891	.813	.830	.875	.872	.807	.796	.767	.794

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City of Walnut
 N/S: SR-57 Southbound Ramps
 E/W: Temple Avenue
 Weather: Clear

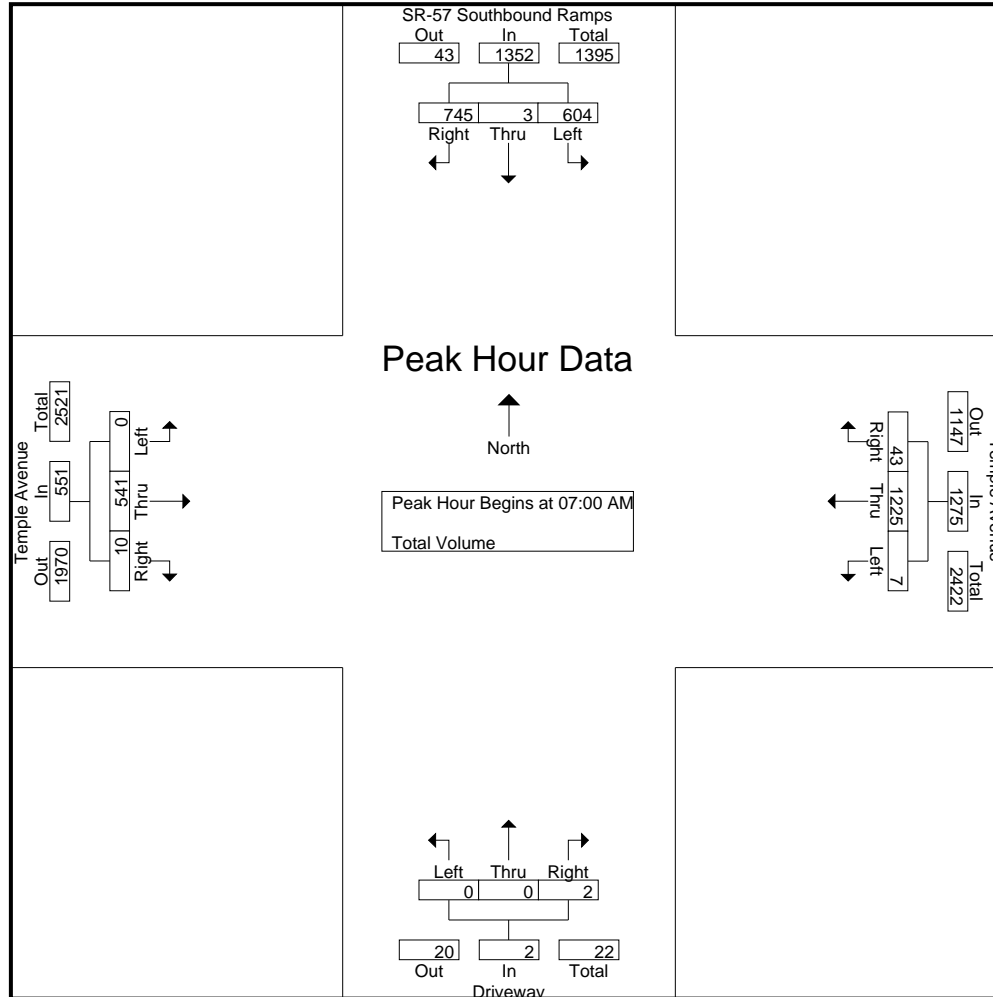
File Name : WNT57STEAM
 Site Code : 04215551
 Start Date : 10/1/2015
 Page No : 1

Groups Printed- Total Volume

Start Time	SR-57 Southbound Ramps Southbound					Temple Avenue Westbound					Driveway Northbound					Temple Avenue Eastbound					Int. Total
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	
07:00 AM	141	0	246	0	387	1	452	12	8	473	0	0	1	0	1	0	120	0	0	120	981
07:15 AM	143	0	186	0	329	2	319	7	9	337	0	0	1	0	1	0	101	4	0	105	772
07:30 AM	159	0	145	0	304	1	209	8	16	234	0	0	0	0	0	0	160	4	0	164	702
07:45 AM	161	3	168	0	332	3	245	16	31	295	0	0	0	0	0	0	160	2	0	162	789
Total	604	3	745	0	1352	7	1225	43	64	1339	0	0	2	0	2	0	541	10	0	551	3244
08:00 AM	123	3	185	0	311	1	266	16	11	294	0	0	0	0	0	0	147	3	0	150	755
08:15 AM	151	3	186	0	340	2	270	7	7	286	0	0	0	0	0	0	142	8	0	150	776
08:30 AM	128	2	197	0	327	1	298	17	7	323	0	0	0	0	0	0	131	3	0	134	784
08:45 AM	113	3	200	0	316	1	308	23	7	339	0	0	1	0	1	0	122	3	0	125	781
Total	515	11	768	0	1294	5	1142	63	32	1242	0	0	1	0	1	0	542	17	0	559	3096
Grand Total	1119	14	1513	0	2646	12	2367	106	96	2581	0	0	3	0	3	0	1083	27	0	1110	6340
Apprch %	42.3	0.5	57.2	0		0.5	91.7	4.1	3.7		0	0	100	0		0	97.6	2.4	0		
Total %	17.6	0.2	23.9	0	41.7	0.2	37.3	1.7	1.5	40.7	0	0	0	0	0	0	17.1	0.4	0	17.5	

Start Time	SR-57 Southbound Ramps Southbound				Temple Avenue Westbound				Driveway Northbound				Temple Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	141	0	246	387	1	452	12	465	0	0	1	1	0	120	0	120	973
07:15 AM	143	0	186	329	2	319	7	328	0	0	1	1	0	101	4	105	763
07:30 AM	159	0	145	304	1	209	8	218	0	0	0	0	0	160	4	164	686
07:45 AM	161	3	168	332	3	245	16	264	0	0	0	0	0	160	2	162	758
Total Volume	604	3	745	1352	7	1225	43	1275	0	0	2	2	0	541	10	551	3180
% App. Total	44.7	0.2	55.1		0.5	96.1	3.4		0	0	100		0	98.2	1.8		
PHF	.938	.250	.757	.873	.583	.678	.672	.685	.000	.000	.500	.500	.000	.845	.625	.840	.817

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:00 AM



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City of Walnut
 N/S: SR-57 Southbound Ramps
 E/W: Temple Avenue
 Weather: Clear

File Name : WNT57STEAM
 Site Code : 04215551
 Start Date : 10/1/2015
 Page No : 3

Start Time	SR-57 Southbound Ramps Southbound				Temple Avenue Westbound				Driveway Northbound				Temple Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:30 AM			
+0 mins.	141	0	246	387	1	452	12	465	0	0	1	1	0	160	4	164
+15 mins.	143	0	186	329	2	319	7	328	0	0	1	1	0	160	2	162
+30 mins.	159	0	145	304	1	209	8	218	0	0	0	0	0	147	3	150
+45 mins.	161	3	168	332	3	245	16	264	0	0	0	0	0	142	8	150
Total Volume	604	3	745	1352	7	1225	43	1275	0	0	2	2	0	609	17	626
% App. Total	44.7	0.2	55.1		0.5	96.1	3.4		0	0	100		0	97.3	2.7	
PHF	.938	.250	.757	.873	.583	.678	.672	.685	.000	.000	.500	.500	.000	.952	.531	.954

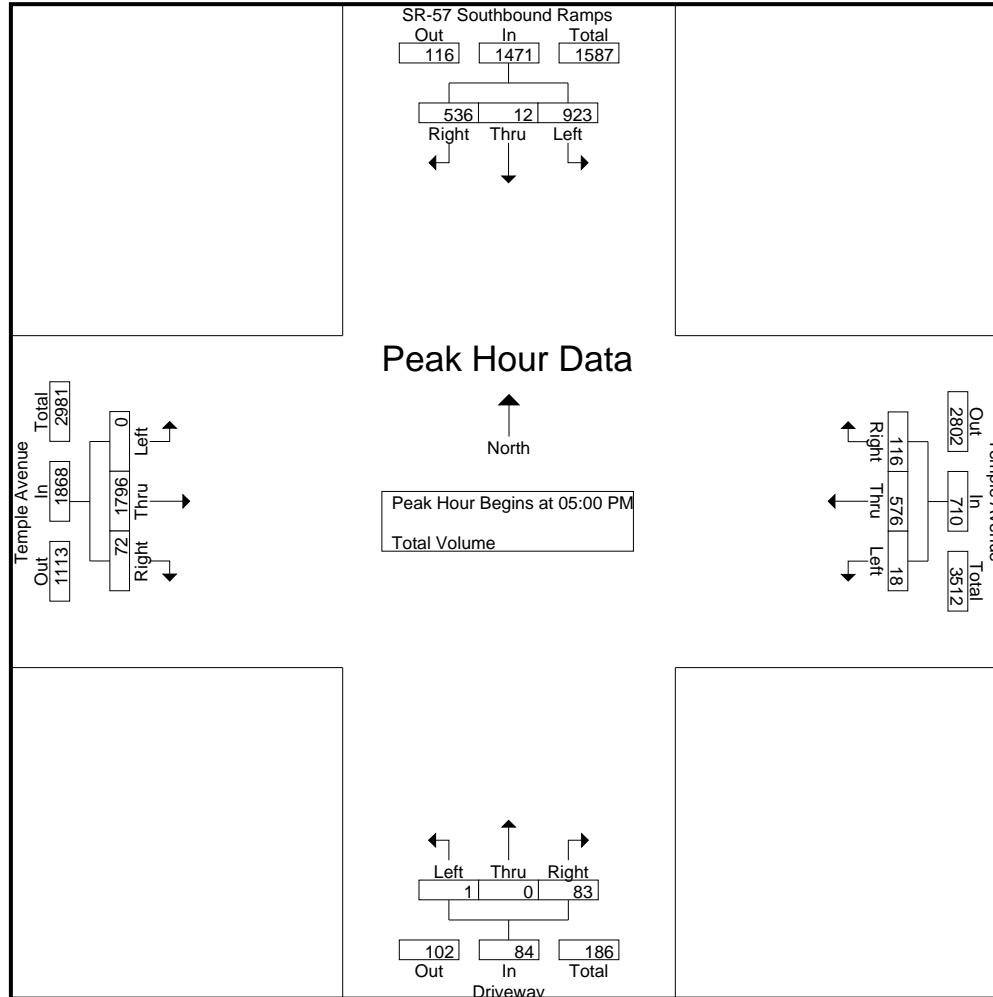
City of Walnut
 N/S: SR-57 Southbound Ramps
 E/W: Temple Avenue
 Weather: Clear

File Name : WNT57STEPM
 Site Code : 04215551
 Start Date : 10/1/2015
 Page No : 1

Groups Printed- Total Volume

Start Time	SR-57 Southbound Ramps Southbound					Temple Avenue Westbound					Driveway Northbound					Temple Avenue Eastbound					Int. Total
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	
04:00 PM	173	2	122	0	297	1	125	40	14	180	0	0	10	0	10	0	375	0	0	375	862
04:15 PM	167	3	137	0	307	2	126	27	6	161	0	0	8	0	8	0	437	4	0	441	917
04:30 PM	180	3	97	0	280	2	147	22	10	181	0	0	18	0	18	0	498	13	0	511	990
04:45 PM	191	2	128	0	321	0	143	26	8	177	0	0	13	0	13	0	514	10	0	524	1035
Total	711	10	484	0	1205	5	541	115	38	699	0	0	49	0	49	0	1824	27	0	1851	3804
05:00 PM	207	1	117	0	325	5	145	37	10	197	0	0	16	0	16	0	445	15	0	460	998
05:15 PM	244	5	137	0	386	5	130	32	12	179	0	0	19	0	19	0	441	16	0	457	1041
05:30 PM	246	4	145	0	395	2	162	31	13	208	1	0	20	0	21	0	437	24	0	461	1085
05:45 PM	226	2	137	0	365	6	139	16	6	167	0	0	28	0	28	0	473	17	0	490	1050
Total	923	12	536	0	1471	18	576	116	41	751	1	0	83	0	84	0	1796	72	0	1868	4174
Grand Total	1634	22	1020	0	2676	23	1117	231	79	1450	1	0	132	0	133	0	3620	99	0	3719	7978
Apprch %	61.1	0.8	38.1	0		1.6	77	15.9	5.4		0.8	0	99.2	0		0	97.3	2.7	0		
Total %	20.5	0.3	12.8	0	33.5	0.3	14	2.9	1	18.2	0	0	1.7	0	1.7	0	45.4	1.2	0	46.6	

Start Time	SR-57 Southbound Ramps Southbound				Temple Avenue Westbound				Driveway Northbound				Temple Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	207	1	117	325	5	145	37	187	0	0	16	16	0	445	15	460	988
05:15 PM	244	5	137	386	5	130	32	167	0	0	19	19	0	441	16	457	1029
05:30 PM	246	4	145	395	2	162	31	195	1	0	20	21	0	437	24	461	1072
05:45 PM	226	2	137	365	6	139	16	161	0	0	28	28	0	473	17	490	1044
Total Volume	923	12	536	1471	18	576	116	710	1	0	83	84	0	1796	72	1868	4133
% App. Total	62.7	0.8	36.4		2.5	81.1	16.3		1.2	0	98.8		0	96.1	3.9		
PHF	.938	.600	.924	.931	.750	.889	.784	.910	.250	.000	.741	.750	.000	.949	.750	.953	.964



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City of Walnut
 N/S: SR-57 Southbound Ramps
 E/W: Temple Avenue
 Weather: Clear

File Name : WNT57STEPM
 Site Code : 04215551
 Start Date : 10/1/2015
 Page No : 3

Start Time	SR-57 Southbound Ramps Southbound				Temple Avenue Westbound				Driveway Northbound				Temple Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				04:45 PM				05:00 PM				04:30 PM			
+0 mins.	207	1	117	325	0	143	26	169	0	0	16	16	0	498	13	511
+15 mins.	244	5	137	386	5	145	37	187	0	0	19	19	0	514	10	524
+30 mins.	246	4	145	395	5	130	32	167	1	0	20	21	0	445	15	460
+45 mins.	226	2	137	365	2	162	31	195	0	0	28	28	0	441	16	457
Total Volume	923	12	536	1471	12	580	126	718	1	0	83	84	0	1898	54	1952
% App. Total	62.7	0.8	36.4		1.7	80.8	17.5		1.2	0	98.8		0	97.2	2.8	
PHF	.938	.600	.924	.931	.600	.895	.851	.921	.250	.000	.741	.750	.000	.923	.844	.931

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City of Walnut
 N/S: SR-57 Northbound Ramps
 E/W: Temple Avenue
 Weather: Clear

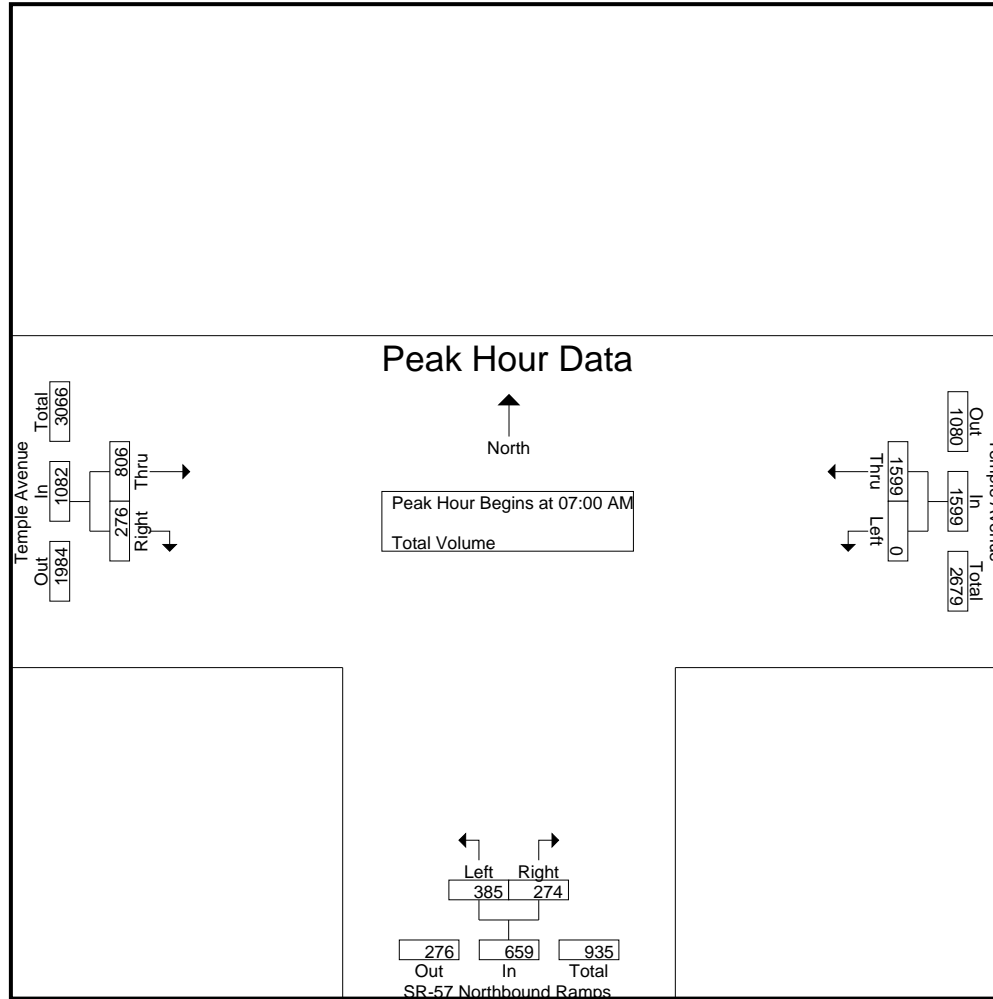
File Name : WNT57NTEAM
 Site Code : 04215551
 Start Date : 10/1/2015
 Page No : 1

Groups Printed- Total Volume

Start Time	Temple Avenue Westbound				SR-57 Northbound Ramps Northbound				Temple Avenue Eastbound				Int. Total
	Left	Thru	U-Turns	App. Total	Left	Right	U-Turns	App. Total	Thru	Right	U-Turns	App. Total	
07:00 AM	0	534	0	534	161	41	0	202	178	64	0	242	978
07:15 AM	0	396	0	396	101	70	0	171	199	44	1	244	811
07:30 AM	0	335	0	335	65	62	0	127	216	82	0	298	760
07:45 AM	0	334	0	334	58	101	0	159	213	86	0	299	792
Total	0	1599	0	1599	385	274	0	659	806	276	1	1083	3341
08:00 AM	0	350	0	350	74	91	0	165	200	70	0	270	785
08:15 AM	0	361	0	361	92	67	0	159	217	78	0	295	815
08:30 AM	0	335	0	335	94	74	0	168	202	59	0	261	764
08:45 AM	0	328	0	328	150	59	0	209	180	54	0	234	771
Total	0	1374	0	1374	410	291	0	701	799	261	0	1060	3135
Grand Total	0	2973	0	2973	795	565	0	1360	1605	537	1	2143	6476
Apprch %	0	100	0		58.5	41.5	0		74.9	25.1	0		
Total %	0	45.9	0	45.9	12.3	8.7	0	21	24.8	8.3	0	33.1	

Start Time	Temple Avenue Westbound			SR-57 Northbound Ramps Northbound			Temple Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	534	534	161	41	202	178	64	242	978
07:15 AM	0	396	396	101	70	171	199	44	243	810
07:30 AM	0	335	335	65	62	127	216	82	298	760
07:45 AM	0	334	334	58	101	159	213	86	299	792
Total Volume	0	1599	1599	385	274	659	806	276	1082	3340
% App. Total	0	100		58.4	41.6		74.5	25.5		
PHF	.000	.749	.749	.598	.678	.816	.933	.802	.905	.854

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:00 AM



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City of Walnut
 N/S: SR-57 Northbound Ramps
 E/W: Temple Avenue
 Weather: Clear

File Name : WNT57NTEAM
 Site Code : 04215551
 Start Date : 10/1/2015
 Page No : 3

Start Time	Temple Avenue Westbound			SR-57 Northbound Ramps Northbound			Temple Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Each Approach Begins at:										
	07:00 AM			08:00 AM			07:30 AM			
+0 mins.	0	534	534	74	91	165	216	82	298	
+15 mins.	0	396	396	92	67	159	213	86	299	
+30 mins.	0	335	335	94	74	168	200	70	270	
+45 mins.	0	334	334	150	59	209	217	78	295	
Total Volume	0	1599	1599	410	291	701	846	316	1162	
% App. Total	0	100		58.5	41.5		72.8	27.2		
PHF	.000	.749	.749	.683	.799	.839	.975	.919	.972	

City of Walnut
 N/S: SR-57 Northbound Ramps
 E/W: Temple Avenue
 Weather: Clear

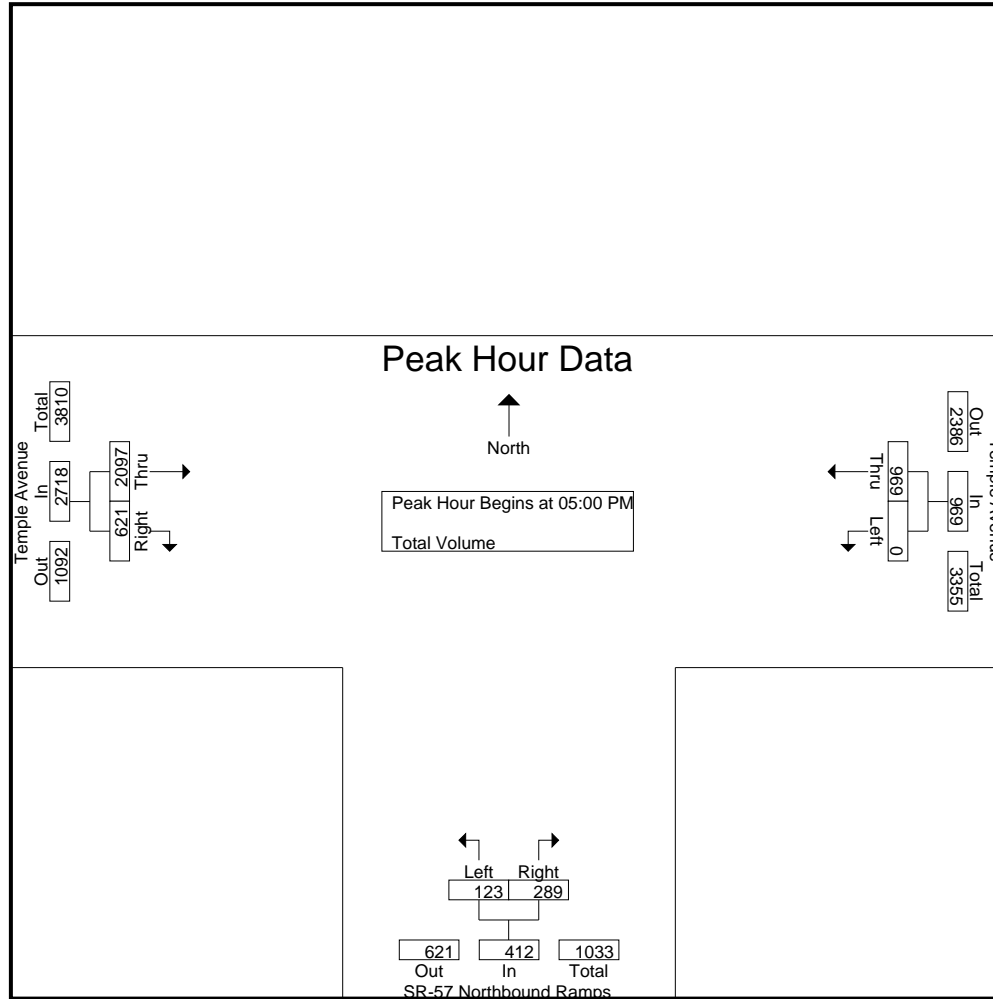
File Name : WNT57NTEPM
 Site Code : 04215551
 Start Date : 10/1/2015
 Page No : 1

Groups Printed- Total Volume

Start Time	Temple Avenue Westbound				SR-57 Northbound Ramps Northbound				Temple Avenue Eastbound				Int. Total
	Left	Thru	U-Turns	App. Total	Left	Right	U-Turns	App. Total	Thru	Right	U-Turns	App. Total	
04:00 PM	0	222	0	222	32	58	0	90	407	145	0	552	864
04:15 PM	0	214	0	214	33	57	0	90	386	195	0	581	885
04:30 PM	0	185	0	185	42	76	0	118	428	205	0	633	936
04:45 PM	0	210	0	210	28	69	0	97	510	164	0	674	981
Total	0	831	0	831	135	260	0	395	1731	709	0	2440	3666
05:00 PM	0	246	0	246	24	61	0	85	485	156	0	641	972
05:15 PM	0	253	0	253	36	64	0	100	542	142	0	684	1037
05:30 PM	0	255	0	255	35	83	0	118	525	168	0	693	1066
05:45 PM	0	215	0	215	28	81	0	109	545	155	0	700	1024
Total	0	969	0	969	123	289	0	412	2097	621	0	2718	4099
Grand Total	0	1800	0	1800	258	549	0	807	3828	1330	0	5158	7765
Apprch %	0	100	0		32	68	0		74.2	25.8	0		
Total %	0	23.2	0	23.2	3.3	7.1	0	10.4	49.3	17.1	0	66.4	

Start Time	Temple Avenue Westbound			SR-57 Northbound Ramps Northbound			Temple Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
05:00 PM	0	246	246	24	61	85	485	156	641	972
05:15 PM	0	253	253	36	64	100	542	142	684	1037
05:30 PM	0	255	255	35	83	118	525	168	693	1066
05:45 PM	0	215	215	28	81	109	545	155	700	1024
Total Volume	0	969	969	123	289	412	2097	621	2718	4099
% App. Total	0	100		29.9	70.1		77.2	22.8		
PHF	.000	.950	.950	.854	.870	.873	.962	.924	.971	.961

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 05:00 PM



Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of Walnut
 N/S: SR-57 Northbound Ramps
 E/W: Temple Avenue
 Weather: Clear

File Name : WNT57NTEPM
 Site Code : 04215551
 Start Date : 10/1/2015
 Page No : 3

Start Time	Temple Avenue Westbound			SR-57 Northbound Ramps Northbound			Temple Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Each Approach Begins at:										
	05:00 PM			05:00 PM			05:00 PM			
+0 mins.	0	246	246	24	61	85	485	156	641	
+15 mins.	0	253	253	36	64	100	542	142	684	
+30 mins.	0	255	255	35	83	118	525	168	693	
+45 mins.	0	215	215	28	81	109	545	155	700	
Total Volume	0	969	969	123	289	412	2097	621	2718	
% App. Total	0	100		29.9	70.1		77.2	22.8		
PHF	.000	.950	.950	.854	.870	.873	.962	.924	.971	

APPENDIX B – LOS CALCULATION SHEETS

EXISTING CONDITIONS

PEP Truck Haul Congestion Existing Conditions AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Table for Intersection #1 Bonita/Temple. Includes Cycle (sec): 100, Loss Time (sec): 100, Optimal Cycle: 10, Critical Vol./Cap.(X): 0.569, Average Delay (sec/veh): xxxxxx, Level of Service: A. Approach: North Bound, South Bound, East Bound, West Bound. Movement: L-T-R, L-T-R, L-T-R, L-T-R. Control: Protected, Protected, Protected, Protected. Rights: Include, Include, Include, Include. Min. Green: 0, 0, 0, 0. Y+R: 4.0, 4.0, 4.0, 4.0. Lanes: 1, 0, 1, 0. Volume Module: Base Vol: 11, 65, 73, 352, 586, 102, 101, 707. Growth Adj: 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00. Initial Bse: 11, 12, 65, 25, 73, 352, 586, 102, 101, 707, 357. Added Vol: 21, 0, 0, 0, 0, 0, 0, 0. PasserByVol: 0, 0, 0, 0, 0, 0, 0, 0. Initial Fut: 11, 0, 0, 0, 0, 0, 0, 0. User Adj: 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00. PHF Adj: 0.76, 0.76, 0.76, 0.76, 0.76, 0.76, 0.76, 0.76. PHF Volume: 14, 85, 96, 461, 767, 134, 132, 925. Reduct Vol: 27, 0, 16, 33, 96, 481, 867, 134. Reduced Vol: 14, 85, 96, 481, 867, 134, 132, 925. PCE Adj: 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00. MLF Adj: 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00. FinalVolume: 14, 85, 96, 461, 767, 134, 132, 925, 467. OvlAdjVol: 27, 16, 33. Saturation Flow Module: Sat/Lane: 1600, 1600, 1600, 1600, 1600, 1600, 1600, 1600, 1600, 1600. Adjustment: 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00. Lanes: 1.00, 1.00, 1.00, 2.00, 1.00, 1.00, 2.00, 1.70, 0.30, 1.00, 2.00, 1.00. Final Sat.: 1600, 1600, 1600, 3200, 1600, 1600, 3200, 2726, 474, 1600, 3200, 1600. Capacity Analysis Module: Vol/Sat: 0.02, 0.01, 0.01, 0.03, 0.02, 0.06, 0.14, 0.28, 0.28, 0.08, 0.29, 0.29. OvlAdjV/S: 0.00. Crit Moves: ****. *****

PEP Truck Haul Congestion Existing Conditions AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Table for Intersection #2 Valley/Temple. Includes Cycle (sec): 100, Loss Time (sec): 100, Optimal Cycle: 10, Critical Vol./Cap.(X): 0.814, Average Delay (sec/veh): xxxxxx, Level of Service: D. Approach: North Bound, South Bound, East Bound, West Bound. Movement: L-T-R, L-T-R, L-T-R, L-T-R. Control: Protected, Protected, Protected, Protected. Rights: Include, Include, Include, Include. Min. Green: 0, 0, 0, 0. Y+R: 4.0, 4.0, 4.0, 4.0. Lanes: 1, 0, 2, 0. Volume Module: Base Vol: 381, 61, 254, 104, 322, 105, 1116, 133. Growth Adj: 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00. Initial Bse: 381, 61, 254, 104, 322, 105, 1116, 133. Added Vol: 0, 30, 0, 0, 0, 0, 74, 0. PasserByVol: 0, 0, 0, 0, 0, 0, 0, 0. Initial Fut: 381, 61, 539, 254, 104, 322, 105, 1116. User Adj: 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00. PHF Adj: 0.87, 0.87, 0.87, 0.87, 0.87, 0.87, 0.87, 0.87. PHF Volume: 337, 437, 70, 618, 291, 119, 369, 120. Reduct Vol: 237, 0, 34, 90, 291, 119, 869, 120. Reduced Vol: 337, 437, 90, 618, 291, 119, 869, 120. PCE Adj: 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00. MLF Adj: 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00. FinalVolume: 437, 70, 618, 291, 119, 369, 120, 1280, 153. OvlAdjVol: 237, 437, 70, 618, 291, 119, 369, 120, 1280, 153. Saturation Flow Module: Sat/Lane: 1600, 1600, 1600, 1600, 1600, 1600, 1600, 1600, 1600, 1600. Adjustment: 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00. Lanes: 1.00, 2.00, 1.00, 1.00, 2.00, 1.00, 1.00, 2.26, 0.74, 1.00, 2.68, 0.32. Final Sat.: 1600, 3200, 1600, 1600, 3200, 1600, 1600, 3620, 1180, 1600, 4289, 511. Capacity Analysis Module: Vol/Sat: 0.15, 0.14, 0.02, 0.04, 0.19, 0.18, 0.07, 0.10, 0.10, 0.05, 0.30, 0.30. Crit Moves: ****. *****

PEP Truck Haul Congestion Existing Conditions AM Peak Hour

Level Of Service Computation Report 2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 SR-57 SB Ramps / Temple Ave
Cycle (sec): 100 Critical Vol./Cap.(X): 0.652
Loss Time (sec): 100 Average Delay (sec/veh): 21.4
Optimal Cycle: 67 Level Of Service: C
Approach: North Bound South Bound East Bound West Bound
Movement: L T R L T R L T R L T R
Control: Permitted Include Protected Include Protected Include Protected Ignore
Rights:
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 0 0 0 0 0 0 0
Volume Module:
Base Vol: 0 515 768 542 17 1142
Growth Adj: 1000 1.00 1.00 1.00 1100 1.00 1.00 1.00 1.00 1700 1.00 1300
Initial Bse: 0 515 768 542 17 1142
Added Vol: 0 0 1 0 11 0 0 0 0 37 0 63
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 0 515 0 768 0 0 0 1142 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.99 0.99 0.99 0.99 0.99 0.99 0.99 0.99 0.99 0.99 0.99 0.00
PHF Volume: 0 522 778 549 17 1157
Reduct Vol: 0 0 1 0 11 0 0 0 0 37 0 0
Reduced Vol: 0 0 1 0 522 778 0 549 17 1157 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume: 0 522 778 549 17 1157
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 0.87 0.89 0.89 0.89 1.00 0.91 0.91 0.95 0.91 1.00
Lanes: 0.00 0.00 1.00 1.39 0.02 1.59 0.00 2.91 0.09 1.00 3.00 1.00
Final Sat.: 0 1644 2366 2695 0 5009 157 1805 5187 1900
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.22 0.39 0.29 0.00 0.11 0.11 0.02 0.22 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.60 0.60 0.60 0.00 0.29 0.29 0.05 0.34 0.00
Volume/Cap: 0.00 0.00 xxxx 0.37 0.65 0.48 0.00 0.38 0.38 0.38 0.65 0.00
Delay/Veh: 0.0 0.0 10.4 14.0 11.5 0.0 28.7 28.7 48.1 28.7 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 10.4 14.0 11.5 0.0 28.7 28.7 48.1 28.7 0.0
LOS by Move: A B B A C C C
HCM2kAvgQ: 0 B B A C C 12
Note: Queue reported is the number of cars per lane.

PEP Truck Haul Congestion Existing Conditions AM Peak Hour

Level Of Service Computation Report 2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 SR-57 NB Ramps / Temple Ave
Cycle (sec): 100 Critical Vol./Cap.(X): 0.458
Loss Time (sec): 100 Average Delay (sec/veh): 14.2
Optimal Cycle: 65 Level Of Service: B
Approach: North Bound South Bound East Bound West Bound
Movement: L T R L T R L T R L T R
Control: Protected Include Protected Include Permitted Ignore Permitted Include
Rights:
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 0 0 0 0 0 0 0
Volume Module:
Base Vol: 410 0 291 0 0 0 799 261 1374
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 410 0 291 0 0 0 799 261 1374 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 0 0 0 0 0 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
PHF Volume: 426 0 302 0 0 0 831 0 1428
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 426 0 302 0 0 0 831 0 1428 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 426 0 302 0 0 0 831 0 1428
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.91 1.00 0.91 1.00 1.00 1.00 1.00 0.91 0.91 1.00 0.91 1.00
Lanes: 1.58 0.00 1.42 0.00 0.00 0.00 1.00 3.00 1.00 0.00 3.00 0.00
Final Sat.: 2745 0 2451 0 0 0 1900 5187 1729 5187
Capacity Analysis Module:
Vol/Sat: 0.16 0.00 0.12 0.00 0.00 0.00 0.00 0.16 0.00 0.00 0.28 0.00
Crit Moves: ****
Green/Cycle: 0.34 0.00 0.34 0.00 0.00 0.00 0.00 0.60 0.00 0.00 0.60 0.00
Volume/Cap: 0.46 0.00 0.36 0.00 0.00 0.00 0.00 0.00 0.27 0.00 0.00 0.46 0.00
Delay/Veh: 26.1 0.0 25.0 0.0 0.0 0.0 0.0 9.5 0.0 0.0 11.1 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 26.1 0.0 25.0 0.0 0.0 0.0 0.0 9.5 0.0 0.0 11.1 0.0
LOS by Move: A A A A A B
HCM2kAvgQ: 0 A A A A A 9
Note: Queue reported is the number of cars per lane.

PEP Truck Haul Congestion Existing Conditions Peak Hour PM

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Bonita/Temple
Cycle (sec): 100 Critical Vol./Cap.(X): 0.633
Loss Time (sec): 100 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 10 Level of Service: B
Approach: North Bound South Bound East Bound West Bound
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0
Lanes: 1 0 1 0
Volume Module:
Base Vol: 26 292 158 174 924 46 634 154
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 26 90 292 17 158 174 924 46
Added Vol: 92 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0
Initial Fut: 0 26 0 292 0 158 174 924
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88
PHF Volume: 30 30 333 180 198 1054 52 723
Reduct Vol: 105 0 103 19 31 0 176
Reduced Vol: 30 333 180 198 1054 52 723
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 105 30 103 333 180 198 1054 52
OvlAdjVol: 105 30 103 333 180 198 1054 52
Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.00 1.00 2.00 1.00 1.00 2.00 1.91
Final Sat.: 1600 1600 1600 3200 1600 1600 3200 3048
Capacity Analysis Module:
Vol/Sat: 0.07 0.02 0.06 0.10 0.01 0.11 0.06 0.35
OvlAdjV/S: 0.05
Crit Moves: ****

PEP Truck Haul Congestion Existing Conditions Peak Hour PM

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Valley/Temple
Cycle (sec): 100 Critical Vol./Cap.(X): 0.820
Loss Time (sec): 100 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 10 Level of Service: D
Approach: North Bound South Bound East Bound West Bound
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0
Lanes: 1 0 2 0
Volume Module:
Base Vol: 161 664 212 134 219 1045 181 657
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 161 664 212 354 134 219 1045 181
Added Vol: 0 52 0 0 0 0 0 80
PasserByVol: 0 0 0 0 0 0 0 0
Initial Fut: 0 161 664 212 354 134 219 1045
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
PHF Volume: 180 741 237 395 150 244 1166 202
Reduct Vol: 180 0 58 0 0 0 89 0
Reduced Vol: 180 741 237 395 150 244 1166 202
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 180 741 237 395 150 244 1166 202
OvlAdjVol: 180 741 237 395 150 244 1166 202
Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.56
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4091
Capacity Analysis Module:
Vol/Sat: 0.11 0.23 0.04 0.15 0.12 0.09 0.15 0.29
Crit Moves: ****

PEP Truck Haul Congestion Existing Conditions Peak Hour PM

Level Of Service Computation Report 2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 SR-57 SB Ramps / Temple Ave
Cycle (sec): 100 Critical Vol./Cap.(X): 0.847
Loss Time (sec): 100 Average Delay (sec/veh): 23.8
Optimal Cycle: 61 Level Of Service: C
Approach: North Bound South Bound East Bound West Bound
Movement: L T R L T R L T R L T R
Control: Permitted Include Protected Include Protected Include Protected Ignore
Rights:
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 0 0 0 0 0 0 0
Volume Module:
Base Vol: 0 711 484 0 1824 27 541
Growth Adj: 1000 1.00 4900 1.00 1000 1.00 1.00 1.00 1.00 4300 1.00 1150
Initial Bse: 0 711 484 0 1824 27 541 115
Added Vol: 0 0 49 0 10 0 0 0 43 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 711 484 0 1824 27 541 115
User Adj: 1.00 1.00 4900 1.00 1000 1.00 1.00 1.00 1.00 4300 1.00 1150
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 0 774 527 0 1985 29 589
Reduct Vol: 0 53 11 0 0 47 0
Reduced Vol: 0 774 527 0 1985 29 589 0
PCE Adj: 1.00 1.00 4300 1.00 1100 1.00 1.00 1.00 1.00 4700 1.00 800
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 774 527 0 1985 29 589
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 0.87 0.91 0.91 0.91 1.00 0.91 0.91 0.95 0.91 1.00
Lanes: 0.00 0.00 1.00 1.58 0.02 1.40 0.00 2.96 0.04 1.00 3.00 1.00
Final Sat.: 0 1644 2749 2425 0 5101 76 1805 5187 1900
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.03 0.28 0.38 0.22 0.00 0.39 0.39 0.03 0.11 0.00
Crit Moves:
Green/Cycle: 0.00 0.00 0.00 0.45 0.45 0.45 0.00 0.46 0.46 0.03 0.49 0.00
Volume/Cap: 0.00 0.00 xxxxx 0.63 0.85 0.48 0.00 0.85 0.85 0.85 0.23 0.00
Delay/Veh: 0.0 0.0 21.6 29.0 19.5 0.0 26.9 26.9 116.6 14.7 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 21.6 29.0 19.5 0.0 26.9 26.9 116.6 14.7 0.0
LOS by Move: A A A B B B B B B B B
HCM2kAvgQ: 0 C8 B1 A C20 E4
Note: Queue reported is the number of cars per lane.

PEP Truck Haul Congestion Existing Conditions Peak Hour PM

Level Of Service Computation Report 2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 SR-57 NB Ramps / Temple Ave
Cycle (sec): 100 Critical Vol./Cap.(X): 0.486
Loss Time (sec): 100 Average Delay (sec/veh): 9.1
Optimal Cycle: 57 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L T R L T R L T R L T R
Control: Protected Include Protected Include Permitted Ignore Permitted Include
Rights:
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 0 0 0 0 0 0 0
Volume Module:
Base Vol: 135 0 0 0 0 1731 709 831
Growth Adj: 1.00 1.00 2600 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 135 0 260 0 0 1731 709 831 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 0 0 1731 709 831 0 0
User Adj: 1.00 1.00 2600 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93
PHF Volume: 0 278 0 0 0 1853 890
Reduct Vol: 0 278 0 0 0 0 0 0 0 0
Reduced Vol: 0 278 0 0 0 1853 890 0
PCE Adj: 1.00 1.00 1780 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 145 0 278 0 0 1853 890
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.89 1.00 0.89 1.00 1.00 1.00 0.91 0.91 1.00 0.91 1.00
Lanes: 1.34 0.00 1.66 0.00 0.00 1.00 3.00 1.00 0.00 3.00 0.00
Final Sat.: 2258 0 2790 0 0 1900 5187 1729 5187
Capacity Analysis Module:
Vol/Sat: 0.06 0.00 0.10 0.00 0.00 0.00 0.00 0.36 0.00 0.00 0.17 0.00
Crit Moves:
Green/Cycle: 0.21 0.00 0.21 0.00 0.00 0.00 0.00 0.73 0.00 0.00 0.73 0.00
Volume/Cap: 0.31 0.00 0.49 0.00 0.00 0.00 0.00 0.49 0.00 0.00 0.23 0.00
Delay/Veh: 33.9 0.0 35.5 0.0 0.0 0.0 5.6 0.0 4.3
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 33.9 0.0 35.5 0.0 0.0 0.0 5.6 0.0 4.3 0.0
LOS by Move: A A A A A A
HCM2kAvgQ: 0 A A A A A 3
Note: Queue reported is the number of cars per lane.

EXISTING PLUS CONSTRUCTION CONDITIONS

Level of Service Computation Report

Level of Service Computation Report

WithHaul-AM Wed Apr 13, 2016 10:56:24 Page 3-1

WithHaul-AM Wed Apr 13, 2016 10:56:24 Page 4-1

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

```

*****
Intersection #1 Bonita/Temple
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.607
Loss Time (sec):      10          Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        41          Level Of Service:             B
*****
Approach:   North Bound   South Bound   East Bound   West Bound
Movement:   L - T - R     L - T - R     L - T - R     L - T - R
-----|-----|-----|-----|
Control:    Protected     Protected     Protected     Protected
Rights:     Include       Ovl          Include       Include
Min. Green: 0 0 0         0 0 0         0 0 0         0 0 0
Y+R:        4.0 4.0 4.0     4.0 4.0 4.0     4.0 4.0 4.0     4.0 4.0 4.0
Lanes:      1 0 1 0 1       2 0 1 0 1       2 0 1 1 0       1 0 2 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:    21 11 12      65 25 73      352 586 102    101 707 357
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 21 11 12      65 25 73      352 586 102    101 707 357
Added Vol:   0 0 0         0 0 0         0 0 0         0 46 0 0
PasserByVol: 0 0 0         0 0 0         0 0 0         0 0 0
Initial Fut: 21 11 58      65 25 73      352 586 102    147 707 357
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     0.76 0.76 0.76 0.76 0.76 0.76 0.76 0.76 0.76 0.76
PHF Volume:  27 14 76       85 33 96      461 767 134    192 925 467
Reduct Vol:  0 0 0         0 0 0         0 0 0         0 0 0
Reduced Vol: 27 14 76       85 33 96      461 767 134    192 925 467
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 27 14 76       85 33 96      461 767 134    192 925 467
OvlAdjVol:   0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:    1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:       1.00 1.00 1.00 2.00 1.00 1.00 2.00 1.70 0.30 1.00 2.00 1.00
Final Sat.:  1600 1600 1600 3200 1600 1600 3200 2726 474 1600 3200 1600
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:     0.02 0.01 0.05 0.03 0.02 0.06 0.14 0.28 0.28 0.12 0.29 0.29
OvlAdjV/S:   0.00
Crit Moves:  ****  ****  ****  ****
*****

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*****
Intersection #2 Valley/Temple
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.825
Loss Time (sec):      10          Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        73          Level Of Service:             D
*****
Approach:   North Bound   South Bound   East Bound   West Bound
Movement:   L - T - R     L - T - R     L - T - R     L - T - R
-----|-----|-----|-----|
Control:    Protected     Protected     Protected     Protected
Rights:     Include       Include       Include       Include
Min. Green: 0 0 0         0 0 0         0 0 0         0 0 0
Y+R:        4.0 4.0 4.0     4.0 4.0 4.0     4.0 4.0 4.0     4.0 4.0 4.0
Lanes:      1 0 2 0 1       1 0 2 0 1       1 0 2 1 0       1 0 2 1 0
-----|-----|-----|-----|
Volume Module:
Base Vol:    207 381 30      61 539 254    104 322 105    74 1116 133
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 207 381 30      61 539 254    104 322 105    74 1116 133
Added Vol:   0 0 0         0 0 0         0 46 0 0
PasserByVol: 0 0 0         0 0 0         0 0 0         0 0 0
Initial Fut: 207 381 30      61 539 254    104 368 105    74 1162 133
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87
PHF Volume:  237 437 34      70 618 291    119 422 120    85 1333 153
Reduct Vol:  0 0 0         0 0 0         0 0 0         0 0 0
Reduced Vol: 237 437 34      70 618 291    119 422 120    85 1333 153
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 237 437 34      70 618 291    119 422 120    85 1333 153
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:    1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:       1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.33 0.67 1.00 2.69 0.31
Final Sat.:  1600 3200 1600 1600 3200 1600 1600 3734 1066 1600 4307 493
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:     0.15 0.14 0.02 0.04 0.19 0.18 0.07 0.11 0.11 0.05 0.31 0.31
Crit Moves:  ****  ****  ****  ****
*****

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Level of Service Computation Report

Level of Service Computation Report

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*****
Intersection #3 SR-57 SB Ramps / Temple Ave
*****
Cycle (sec):          100          Critical Vol./Cap.(X):      0.667
Loss Time (sec):      6            Average Delay (sec/veh):    21.7
Optimal Cycle:        39           Level Of Service:          C
*****
Approach:   North Bound   South Bound   East Bound   West Bound
Movement:   L - T - R     L - T - R     L - T - R     L - T - R
Control:    Permitted     Protected     Protected     Protected
Rights:     Include       Include       Include       Ignore
Min. Green: 0 0 0 0       0 0 0 0       0 0 0 0       0 0 0 0
Y+R:        4.0 4.0 4.0     4.0 4.0 4.0     4.0 4.0 4.0     4.0 4.0 4.0
Lanes:      0 0 0 0 1       1 0 1 0 1       0 0 2 1 0       1 0 3 0 1
-----
Volume Module:
Base Vol:      0 0 1 515 11 768 0 542 17 37 1142 63
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  1 515 11 768 0 542 17 37 1142 63
Added Vol:    0 0 0 0 0 46 0 46 0 0 0 0
PasserByVol:  0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:  1 515 11 814 0 588 17 37 1142 63
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj:     0.99 0.99 0.99 0.99 0.99 0.99 0.99 0.99 0.99 0.99 0.00
PHF Volume:  0 0 1 522 11 825 0 596 17 37 1157 0
Reduct Vol:  0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:  1 522 11 825 0 596 17 37 1157 0
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume: 1 522 11 825 0 596 17 37 1157 0
-----
Saturation Flow Module:
Sat/Lane:     1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:  1.00 1.00 0.87 0.89 0.89 0.89 1.00 0.91 0.91 0.95 0.91 1.00
Lanes:       0.00 0.00 1.00 1.38 0.02 1.60 0.00 2.92 0.08 1.00 3.00 1.00
Final Sat.:  0 0 1644 2340 28 2715 0 5021 145 1805 5187 1900
-----
Capacity Analysis Module:
Vol/Sat:      0.00 0.00 0.00 0.22 0.40 0.30 0.00 0.12 0.12 0.02 0.22 0.00
Crit Moves:   ****          ****          ****
Green/Cycle:  0.00 0.00 0.00 0.61 0.61 0.61 0.00 0.28 0.28 0.05 0.33 0.00
Volume/Cap:  0.00 0.00 xxxxx 0.37 0.67 0.50 0.00 0.42 0.42 0.42 0.67 0.00
Delay/Veh:    0.0 0.0 0.0 10.1 13.9 11.3 0.0 29.2 29.2 49.2 29.5 0.0
User DelAdj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:  0.0 0.0 0.0 10.1 13.9 11.3 0.0 29.2 29.2 49.2 29.5 0.0
LOS by Move:  A  A  A  B  B  B  A  C  C  D  C  A
HCM2kAvgQ:    0 0 0 8 7 8 0 5 5 2 12 0
*****

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Note: Queue reported is the number of cars per lane.
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*****
Intersection #4 SR-57 NB Ramps / Temple Ave
*****
Cycle (sec):          100          Critical Vol./Cap.(X):      0.458
Loss Time (sec):      6            Average Delay (sec/veh):    14.2
Optimal Cycle:        25           Level Of Service:          B
*****
Approach:   North Bound   South Bound   East Bound   West Bound
Movement:   L - T - R     L - T - R     L - T - R     L - T - R
Control:    Protected     Protected     Permitted     Permitted
Rights:     Include       Include       Ignore       Include
Min. Green: 0 0 0 0       0 0 0 0       0 0 0 0       0 0 0 0
Y+R:        4.0 4.0 4.0     4.0 4.0 4.0     4.0 4.0 4.0     4.0 4.0 4.0
Lanes:      1 0 1 0 1       0 0 0 0 0       1 0 2 1 1       0 0 3 0 0
-----
Volume Module:
Base Vol:      410 0 291 0 0 0 0 799 261 0 1374 0
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  410 0 291 0 0 0 0 799 261 0 1374 0
Added Vol:    0 0 0 0 0 0 0 46 0 0 0 0
PasserByVol:  0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:  410 0 291 0 0 0 0 799 307 0 1374 0
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj:     0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.00 0.96 0.96 0.96
PHF Volume:  426 0 302 0 0 0 0 831 0 0 1428 0
Reduct Vol:  0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:  426 0 302 0 0 0 0 831 0 0 1428 0
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
FinalVolume: 426 0 302 0 0 0 0 831 0 0 1428 0
-----
Saturation Flow Module:
Sat/Lane:     1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:  0.91 1.00 0.91 1.00 1.00 1.00 1.00 0.91 0.91 1.00 0.91 1.00
Lanes:       1.58 0.00 1.42 0.00 0.00 0.00 1.00 3.00 1.00 0.00 3.00 0.00
Final Sat.:  2745 0 2451 0 0 0 0 1900 5187 1729 0 5187 0
-----
Capacity Analysis Module:
Vol/Sat:      0.16 0.00 0.12 0.00 0.00 0.00 0.00 0.16 0.00 0.00 0.28 0.00
Crit Moves:   ****          ****          ****
Green/Cycle:  0.34 0.00 0.34 0.00 0.00 0.00 0.00 0.60 0.00 0.00 0.60 0.00
Volume/Cap:  0.46 0.00 0.36 0.00 0.00 0.00 0.00 0.27 0.00 0.00 0.46 0.00
Delay/Veh:    26.1 0.0 25.0 0.0 0.0 0.0 0.0 9.5 0.0 0.0 11.1 0.0
User DelAdj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:  26.1 0.0 25.0 0.0 0.0 0.0 0.0 9.5 0.0 0.0 11.1 0.0
LOS by Move:  C  A  A  A  A  A  A  A  A  A  B  A
HCM2kAvgQ:    7 0 5 0 0 0 0 4 0 0 9 0
*****

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Note: Queue reported is the number of cars per lane.
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Level of Service Computation Report

Level of Service Computation Report

WithHaul-PM Wed Apr 13, 2016 10:56:35 Page 3-1

WithHaul-PM Wed Apr 13, 2016 10:56:35 Page 4-1

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

```
*****
Intersection #1 Bonita/Temple
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.699
Loss Time (sec):      10           Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        50           Level Of Service:             B
*****
Approach:   North Bound   South Bound   East Bound   West Bound
Movement:   L - T - R     L - T - R     L - T - R     L - T - R
-----|-----|-----|-----|
Control:    Protected     Protected     Protected     Protected
Rights:     Include       Ovl          Include       Include
Min. Green: 0 0 0         0 0 0         0 0 0         0 0 0
Y+R:        4.0 4.0 4.0     4.0 4.0 4.0     4.0 4.0 4.0     4.0 4.0 4.0
Lanes:      1 0 1 0 1       2 0 1 0 1       2 0 1 1 0       1 0 2 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:    92 26 90      292 17 158      174 924 46      27 634 154
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 92 26 90      292 17 158      174 924 46      27 634 154
Added Vol:   0 0 0         0 0 0         0 0 0         0 46 0 0
PasserByVol: 0 0 0         0 0 0         0 0 0         0 0 0
Initial Fut: 92 26 136     292 17 158     174 924 46      73 634 154
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88
PHF Volume:  105 30 155      333 19 180      198 1054 52      83 723 176
Reduct Vol:  0 0 0         0 0 0         0 0 0         0 0 0
Reduced Vol: 105 30 155     333 19 180     198 1054 52      83 723 176
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 105 30 155     333 19 180     198 1054 52      83 723 176
OvlAdjVol:   81
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:    1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:       1.00 1.00 1.00 2.00 1.00 1.00 2.00 1.91 0.09 1.00 2.00 1.00
Final Sat.:  1600 1600 1600 3200 1600 1600 3200 3048 152 1600 3200 1600
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:     0.07 0.02 0.10 0.10 0.01 0.11 0.06 0.35 0.35 0.05 0.23 0.11
OvlAdjV/S:   0.05
Crit Moves:  ****  ****  ****  ****
*****
```

```
*****
Intersection #2 Valley/Temple
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.831
Loss Time (sec):      10           Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        74           Level Of Service:             D
*****
Approach:   North Bound   South Bound   East Bound   West Bound
Movement:   L - T - R     L - T - R     L - T - R     L - T - R
-----|-----|-----|-----|
Control:    Protected     Protected     Protected     Protected
Rights:     Include       Include       Include       Include
Min. Green: 0 0 0         0 0 0         0 0 0         0 0 0
Y+R:        4.0 4.0 4.0     4.0 4.0 4.0     4.0 4.0 4.0     4.0 4.0 4.0
Lanes:      1 0 2 0 1       1 0 2 0 1       1 0 2 1 0       1 0 2 1 0
-----|-----|-----|-----|
Volume Module:
Base Vol:    161 664 52      212 354 134      219 1045 181      80 657 108
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 161 664 52      212 354 134      219 1045 181      80 657 108
Added Vol:   0 0 0         0 0 0         0 46 0 0         0 46 0
PasserByVol: 0 0 0         0 0 0         0 0 0         0 0 0
Initial Fut: 161 664 52      212 354 134      219 1091 181      80 703 108
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
PHF Volume:  180 741 58      237 395 150      244 1218 202      89 785 121
Reduct Vol:  0 0 0         0 0 0         0 0 0         0 0 0
Reduced Vol: 180 741 58      237 395 150      244 1218 202      89 785 121
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 180 741 58      237 395 150      244 1218 202      89 785 121
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:    1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:       1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.57 0.43 1.00 2.60 0.40
Final Sat.:  1600 3200 1600 1600 3200 1600 1600 4117 683 1600 4161 639
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:     0.11 0.23 0.04 0.15 0.12 0.09 0.15 0.30 0.30 0.06 0.19 0.19
Crit Moves:  ****  ****  ****  ****
*****
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Level of Service Computation Report

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*****
Intersection #3 SR-57 SB Ramps / Temple Ave
*****
Cycle (sec):          100          Critical Vol./Cap.(X):      0.874
Loss Time (sec):      6            Average Delay (sec/veh):    24.8
Optimal Cycle:        81            Level Of Service:          C
*****
Approach:  North Bound      South Bound      East Bound      West Bound
Movement:  L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:   Permitted       Protected       Protected       Protected
Rights:    Include         Include         Include         Ignore
Min. Green: 0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Y+R:       4.0 4.0 4.0    4.0 4.0 4.0    4.0 4.0 4.0    4.0 4.0 4.0
Lanes:      0 0 0 0 1        1 0 1 0 1      0 0 2 1 0      1 0 3 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:    0 0 49      711 10 484      0 1824 27      43 541 115
Growth Adj: 1.00 1.00 1.40 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 711 10 484      0 1824 27      43 541 115
Added Vol:   0 0 0 0      0 0 46 0      0 46 0 0      0 0 0 0
PasserByVol: 0 0 49 0      0 0 0 0      0 0 0 0      0 0 0 0
Initial Fut: 711 10 530      0 1870 27      43 541 115
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj:     0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.00
PHF Volume:  0 0 53      774 11 577      0 2035 29      47 589 0
Reduct Vol:  0 0 53 0      0 0 0 0      0 0 0 0      0 0 0 0
Reduced Vol: 774 11 577      0 2035 29      47 589 0
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj:     1.00 1.00 1.50 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume: 774 11 577      0 2035 29      47 589 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:  1.00 1.00 0.87 0.91 0.91 0.91 1.00 0.91 0.91 0.95 0.91 1.00
Lanes:       0.00 0.00 1.00 1.56 0.02 1.42 0.00 2.96 0.04 1.00 3.00 1.00
Final Sat.:  0 0 1644 2703 27 2455      0 5103 74 1805 5187 1900
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00 0.03 0.29 0.40 0.23 0.00 0.40 0.40 0.03 0.11 0.00
Crit Moves:  ****
Green/Cycle: 0.00 0.00 0.00 0.45 0.45 0.45 0.00 0.46 0.46 0.03 0.49 0.00
Volume/Cap:  0.00 0.00 xxxxx 0.63 0.87 0.52 0.00 0.87 0.87 0.87 0.23 0.00
Delay/Veh:    0.0 0.0 0.0 21.5 30.5 19.7 0.0 28.5 28.5 126.1 15.0 0.0
User DelAdj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:   0.0 0.0 0.0 21.5 30.5 19.7 0.0 28.5 28.5 126.1 15.0 0.0
LOS by Move:  A 0 0 A C C B A C F B A A
HCM2kAvgQ:    0 0 1 18 1 12 0 21 21 3 4 0
*****

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Note: Queue reported is the number of cars per lane.
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Level of Service Computation Report

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*****
Intersection #4 SR-57 NB Ramps / Temple Ave
*****
Cycle (sec):          100          Critical Vol./Cap.(X):      0.486
Loss Time (sec):      6            Average Delay (sec/veh):    9.1
Optimal Cycle:        27            Level Of Service:          A
*****
Approach:  North Bound      South Bound      East Bound      West Bound
Movement:  L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:   Protected       Protected       Permitted       Permitted
Rights:    Include         Include         Ignore         Include
Min. Green: 0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Y+R:       4.0 4.0 4.0    4.0 4.0 4.0    4.0 4.0 4.0    4.0 4.0 4.0
Lanes:      1 0 1 0 1        0 0 0 0 0      1 0 2 1 1      0 0 3 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:    135 0 260      0 0 0 0      0 1731 709      0 831 0
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 135 0 260      0 0 0 0      0 1731 709      0 831 0
Added Vol:   0 0 0 0      0 0 0 0      0 0 46 0      0 0 0 0
PasserByVol: 0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Initial Fut: 135 0 260      0 0 0 0      0 1731 755      0 831 0
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.00 0.93 0.93 0.93
PHF Volume:  145 0 278      0 0 0 0      0 1853 0      0 890 0
Reduct Vol:  0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Reduced Vol: 145 0 278      0 0 0 0      0 1853 0      0 890 0
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
FinalVolume: 145 0 278      0 0 0 0      0 1853 0      0 890 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:  0.89 1.00 0.89 1.00 1.00 1.00 1.00 0.91 0.91 1.00 0.91 1.00
Lanes:       1.34 0.00 1.66 0.00 0.00 0.00 1.00 3.00 1.00 0.00 3.00 0.00
Final Sat.:  2258 0 2790      0 0 0 0 1900 5187 1729      0 5187 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:     0.06 0.00 0.10 0.00 0.00 0.00 0.00 0.36 0.00 0.00 0.17 0.00
Crit Moves:  ****
Green/Cycle: 0.21 0.00 0.21 0.00 0.00 0.00 0.00 0.73 0.00 0.00 0.73 0.00
Volume/Cap:  0.31 0.00 0.49 0.00 0.00 0.00 0.00 0.49 0.00 0.00 0.23 0.00
Delay/Veh:    33.9 0.0 35.5 0.0 0.0 0.0 0.0 5.6 0.0 0.0 4.3 0.0
User DelAdj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:   33.9 0.0 35.5 0.0 0.0 0.0 0.0 5.6 0.0 0.0 4.3 0.0
LOS by Move:  D A A A A A A A A A A A
HCM2kAvgQ:    3 0 5 0 0 0 0 9 0 0 3 0
*****

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Note: Queue reported is the number of cars per lane.
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