



TECHNICAL MEMORANDUM

To: Gary Nellesen, Mt. San Antonio College

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

Date: April 15, 2016

Subject: 2020 Olympic Track and Field Trials Focused Traffic Study

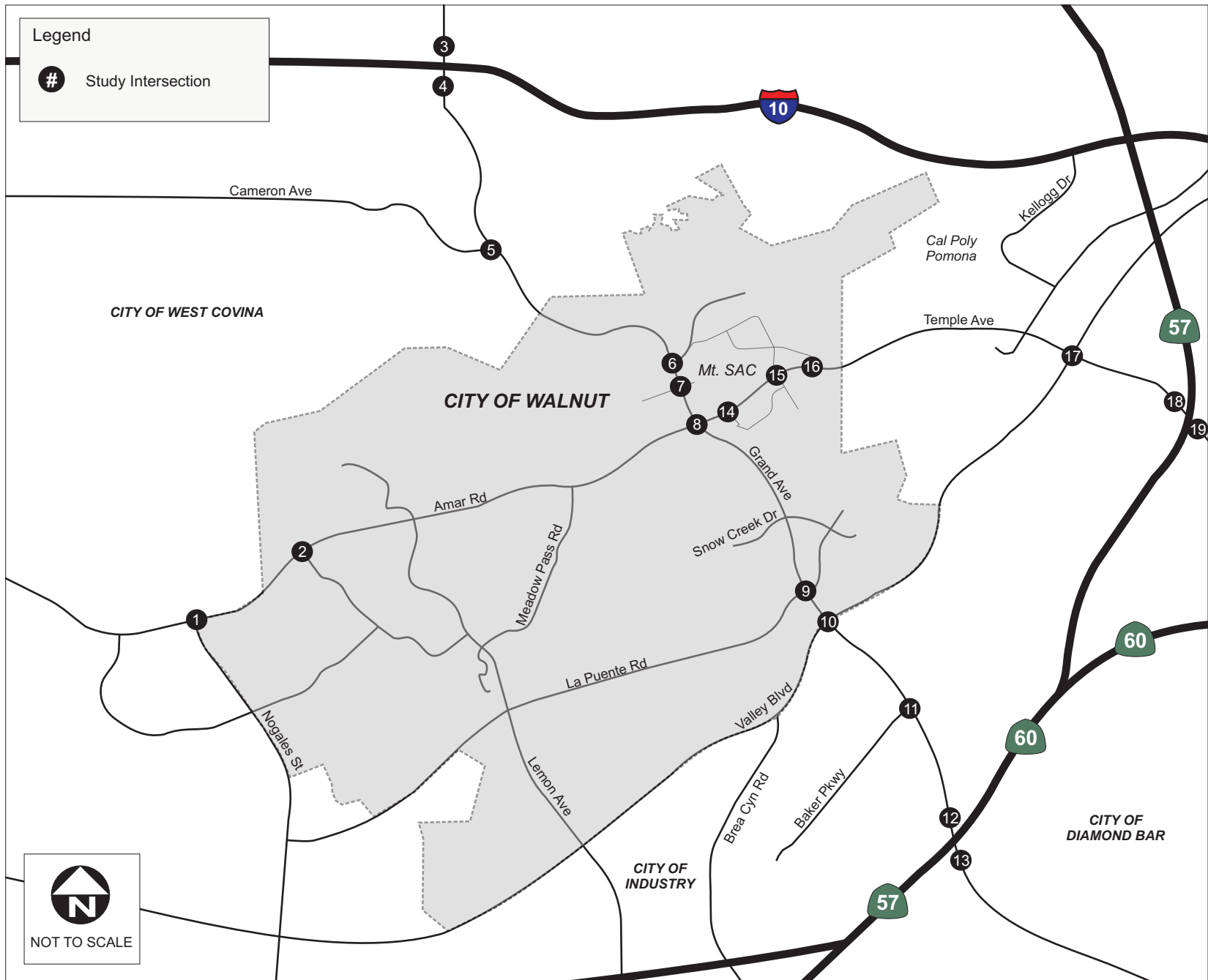
1. INTRODUCTION

This memorandum presents Iteris' assessment of the potential traffic impacts related to the 2020 Olympic Track and Field Trials (OTFT) to be held at the new stadium on the campus of Mt. SAC, located in the City of Walnut. This report contains the evaluation of intersection traffic operations in the existing conditions and operations with a fully attended event (20,000 guests). The OTFT event is planned to occur during the month of June, coinciding with Mt. SAC's summer intersession. The weekday p.m. peak hour is analyzed as part of this report, representing the worst-case time period when the last OTFT event of the day would conclude.

The following nineteen (19) intersections are analyzed as part of this report, consistent with the locations analyzed for the 2015 Facilities Master Plan Update (FMPU), and illustrated in **Figure 1**:

1. Nogales Street/Amar Road;
2. Lemon Avenue/Amar Road;
3. Grand Avenue/I-10 Westbound Ramp;
4. Grand Avenue/I-10 Eastbound Ramp;
5. Grand Avenue/Cameron Avenue;
6. Grand Avenue/Mountaineer Road;
7. Grand Avenue/San Jose Hills Road;
8. Grand Avenue/Temple Avenue;
9. Grand Avenue/La Puente Road;
10. Grand Avenue/Valley Boulevard;
11. Grand Avenue/Baker Parkway;
12. Grand Avenue/SR-60 Westbound Ramps;
13. Grand Avenue/SR-60 Eastbound Ramps;
14. Mt. SAC Way/Temple Avenue;
15. Bonita Avenue/Temple Avenue;
16. Lot F/Temple Avenue;
17. Valley Boulevard/Temple Avenue;
18. SR-57 Southbound Ramps/Temple Avenue; and
19. SR-57 Northbound Ramps/Temple Avenue.





Two OTFT traffic/parking scenarios are assessed in this report. The first scenario, Plan A, assumes that approximately 30% of the event attendees park off campus at remote parking lots and hotels, and take shuttles to and from the stadium. The shuttles would also provide service to Ontario International Airport. The other 70% of attendees would park on campus. The second scenario, Plan B, assumes that approximately 50% of event attendees park off campus, with the remaining 50% of attendees parking on campus.

Traffic operations were evaluated for each of the following scenarios during a typical weekday p.m. peak hour during summer intersession:

- Existing Conditions (2015);
- Existing Plus 2020 OTFT Conditions with Plan A Parking; and
- Existing Plus 2020 OTFT Conditions with Plan B Parking.

2. 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 – ICU METHODOLOGY

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.

3. EXISTING CONDITIONS

This section presents the existing conditions of the study area. Existing intersection traffic counts were collected on October 1, 2015 during the p.m. peak period (4:00 – 6:00 p.m.) on a typical weekday. Thus, this analysis is considered conservative since existing traffic counts were collected during the fall session, whereas the OTFT is anticipated to occur during the summer intersession where less students are on campus. **Figure 2** 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 p.m. peak hour at the nineteen study intersections. **Table 4** summarizes the existing LOS at the study intersections. LOS calculations sheets are provided in **Appendix B**.

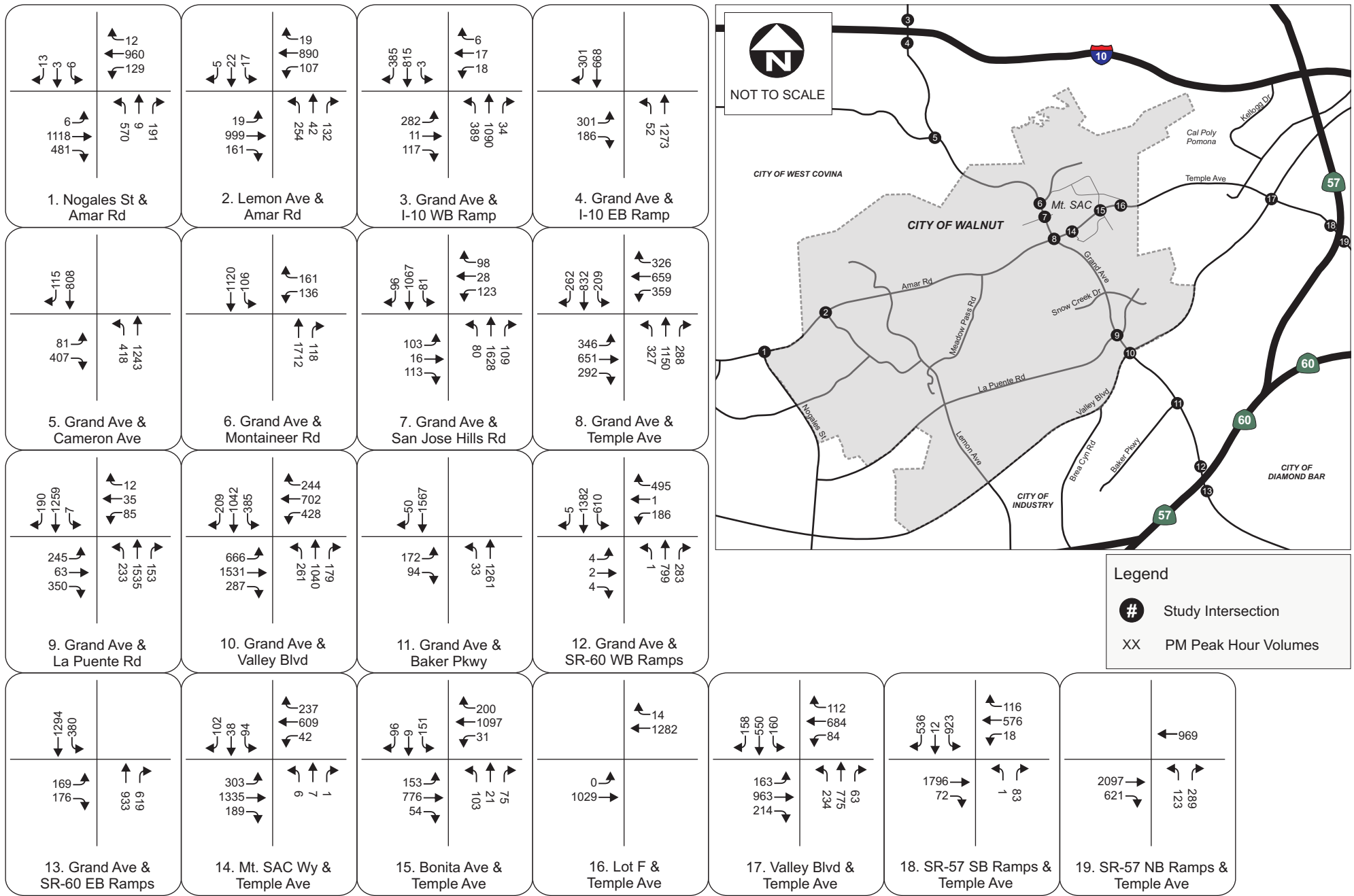


TABLE 4: EXISTING INTERSECTION PEAK HOUR LEVEL OF SERVICE

	Intersection	Control Type	PM Peak Hour		
			Delay (s)	V/C or ICU	LOS
1	Nogales St/Amar Rd	Signalized	-	0.725	C
2	Lemon Ave/Amar Rd	Signalized	-	0.636	B
3	Grand Ave/I-10 WB Ramp*	Signalized	24.8	-	C
4	Grand Ave/I-10 EB Ramp*	Signalized	16.7	-	B
5	Grand Ave/Cameron Ave	Signalized	-	0.659	B
6	Grand Ave/Mountaineer Rd	Signalized	-	0.721	C
7	Grand Ave/San Jose Hills Rd	Signalized	-	0.844	D
8	Grand Ave/Temple Ave	Signalized	-	0.764	C
9	Grand Ave/La Puente Rd	Signalized	-	0.950	E
10	Grand Ave/Valley Blvd	Signalized	-	0.928	E
11	Grand Ave/Baker Pkwy	Signalized	-	0.543	A
12	Grand Ave/SR-60 WB Ramps*	Signalized	22.8	-	C
13	Grand Ave/SR-60 EB Ramps*	Signalized	21.4	-	C
14	Mt. SAC Wy/Temple Ave	Signalized	-	0.700	B
15	Bonita Ave/Temple Ave	Signalized	-	0.601	B
16	Lot F/Temple Ave	Stop-control	0.0	-	A
17	Valley Blvd/Temple Ave	Signalized	-	0.763	C
18	SR-57 SB Ramps/Temple Ave*	Signalized	24.5	-	C
19	SR-57 NB Ramps/Temple Ave*	Signalized	8.8	-	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**, the following study intersections are currently operating at LOS E or worse during the p.m. peak hour:

- Grand Avenue/La Puente Road; and
- Grand Avenue/Valley Boulevard.

4. OLYMPIC TRACK AND FIELD TRIALS TRAFFIC

The OTFT event is planned to occur during the month of June, coinciding with Mt. SAC’s summer intersession. This section summarizes the methodology used to derive the p.m. peak hour traffic related to the OTFT full capacity event during a weekday, with an anticipated 20,000 attendees. Two OTFT traffic/parking scenarios are assessed in this report. The first scenario, Plan A, assumes that approximately 30% of the event attendees park off campus at remote parking lots and hotels, and take shuttles to and from the stadium. The shuttles would also provide service to Ontario International Airport. The other 70% of attendees would park on campus. The second scenario, Plan B, assumes that approximately 50% of event attendees park off campus, with the remaining 50% of attendees parking on campus.

Table 5 presents the Preliminary Event Schedule.

TABLE 5: PRELIMINARY EVENT SCHEDULE

Day	First Event Begins	Last Event Begins	AM Peak Conflicts 7:00 – 10:00 am	PM Peak Conflicts 16:00 – 19:00 pm
<i>Session 1</i>				
1. Friday	11:00	18:15	No	Yes
2. Saturday	9:45	14:55	No	No
3. Sunday	11:00	17:53	No	No
4. Monday	15:30	17:51	No	Yes
<i>Session 2</i>				
5. Tuesday	Rest Day	Rest Day	-	-
6. Wednesday	Rest Day	Rest Day	-	-
<i>Session 2</i>				
7. Thursday	11:00	19:48	No	Yes
8. Friday	15:00	17:54	No	Yes
9. Saturday	12:30	17:52	No	No
10. Sunday	13:45	17:20	No	No

Source: 2016 Olympic Track & Field Trials, University of Oregon

As shown in **Table 5**, traffic related to the OTFT event would result in p.m. peak period conflicts within the area for only four weekdays.

As part of the OTFT event, shuttle service would be provided to several off-site locations. **Table 6** summarizes the estimated schedule for the shuttle service.

TABLE 6: SHUTTLE SERVICE SCHEDULE

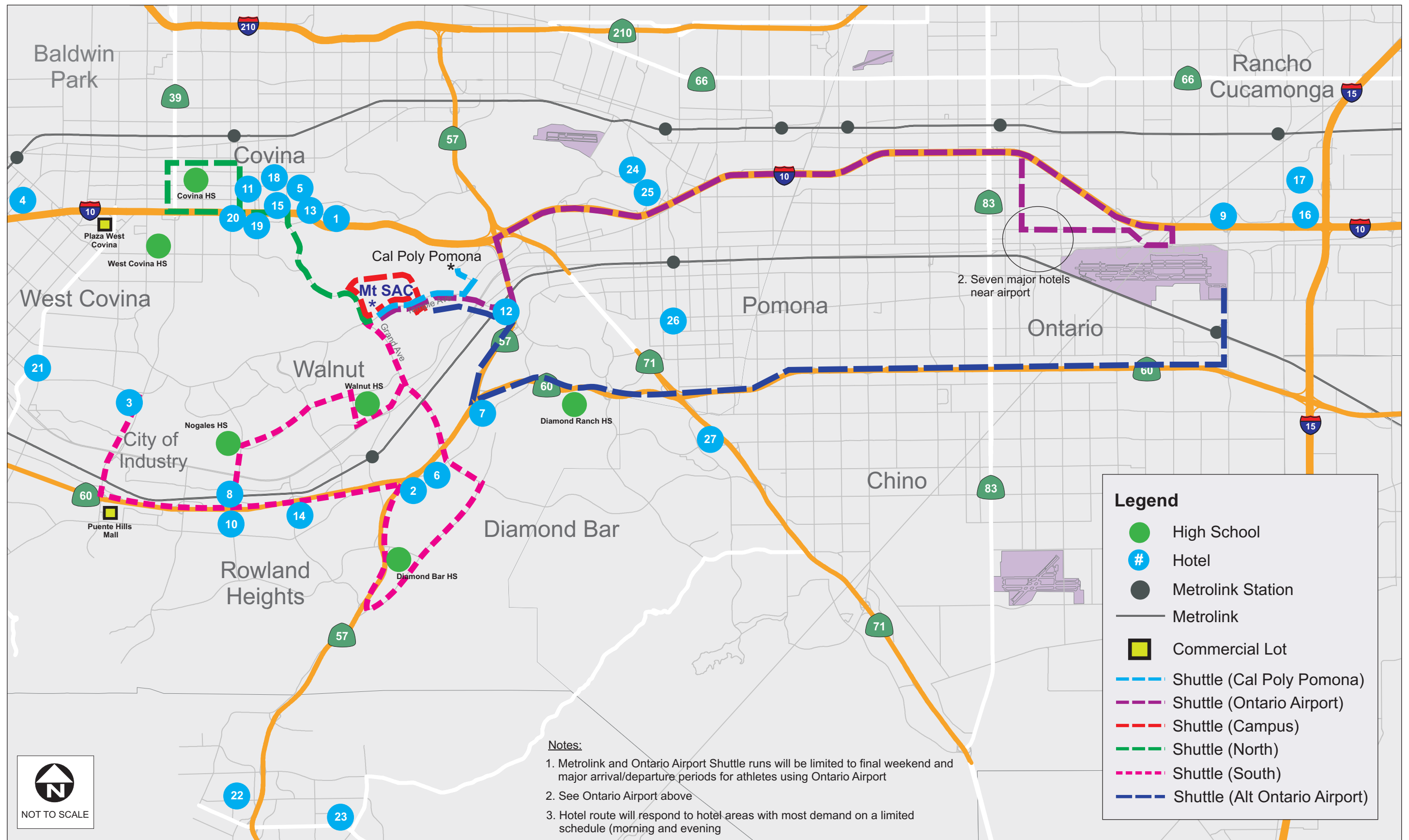
Shuttle		Day 1 – Day 10	Weekdays	Weekend
	Hours of Service	Morning and Evening Service	3 Hours before 1 st Event starts & 3 Hours after Last Event ends	
1	North	Day 1 - 4, 7 – 10	Every 20 minutes	Every 20 minutes
2	South	Day 1 - 4, 7 – 10	Every 20 minutes	Every 20 minutes
3	East	Day 1 - 4, 7 – 10	Every 20 minutes	Every 20 minutes
4	Cal Poly	Day 1 - 4, 7 – 10	Every 15 minutes	Every 15 minutes
5	Campus	Day 1 - 4, 7 – 10	Every 10 minutes	Every 10 minutes
1 - 5		Rest Days 5, 6	7:00, 8:00, 9:00, 17:00, 18:00, 19:00	Six trips per day
6	Ontario Airport	Wed, before Day 1,	9:00, 16:00	Morning/Evening
		Thurs before Day 1	8:00, 9:00, 10:00, 16:00, 17:00, 18:00	Six trips per day
		Day 1	8:00, 9:00, 10:00, 16:00, 17:00, 18:00	Six trips per day
		Day 4	8:00, 9:00, 10:00, 16:00, 17:00, 18:00	Six trips per day
		Tuesday and Wednesday (Day 5-6 are Rest Days)	8:00, 9:00, 10:00, 16:00, 17:00, 18:00	Six trips per day
		Day 7 – 9	9:00, 16:00	Morning/Evening
7	Covina Hotels Near Azusa Avenue	See North Schedule		
8	Diamond Bar Hotels Near SR-57	See South Schedule		
9	Ontario Airport Hotels East and West	Limited Service – See		

Source: Facilities Planning & Management, February 2016

Figure 3 shows the approximate shuttle routes for each shuttle service described in **Table 6**. The potential hotel locations in the vicinity of the campus, shown in **Figure 3**, correspond to the list provided in **Table 7**.

TABLE 7: LIST OF POTENTIAL HOTELS

Map Index	Hotel	Distance to Stadium (miles)
1	Park Inn by Radisson - West Covina	3.2
2	Holiday Inn - Diamond Bar	3.5
3	Pacific Palms Conference Center - Industry	5.0
4	Courtyard by Marriott - Baldwin Park	8.2
5	Best Western Plus - West Covina	3.0
6	Ayres Suites - Diamond Bar	4.0
7	Best Western Hotel - Diamond Bar	5.0
8	Best Western Plus - Rowland Heights	5.0
9	Best Western Hotel - Ontario Airport	13.0
10	Motel 6 - Rowland Heights	2.4
11	Holiday Inn & Suites - West Covina	3.2
12	La Quinta Inn & Suites - Cal Poly	3.8
13	Park Inn by Radisson - Covina	4.0
14	Quality Inn & Suites - Walnut	4.5
15	Fairfield Inn & Suites - West Covina	5.0
16	Country Inn & Suites by Carlson - Ontario Mills	22.0
17	Courtyard By Marriott - Rancho Cucamonga	23.0
18	Hampton Inn - West Covina	4.3
19	Five Star Inn - West Covina	4.4
20	Days Inn - West Covina	4.4
21	Comfort Suites - La Puente	5.5
22	Embassy Suites by Hilton - Brea	6.8
23	Chase Inn & Suite Hotel - Brea	7.0
24	Sheraton Fairplex Hotel - Pomona	7.0
25	Sheraton Suites Fairplex - Pomona	7.0
26	Comfort Inn - Fairplex	6.8
27	Hampton Inn & Suites - Chino Hills	8.5



Off-campus Parking Plan A Traffic

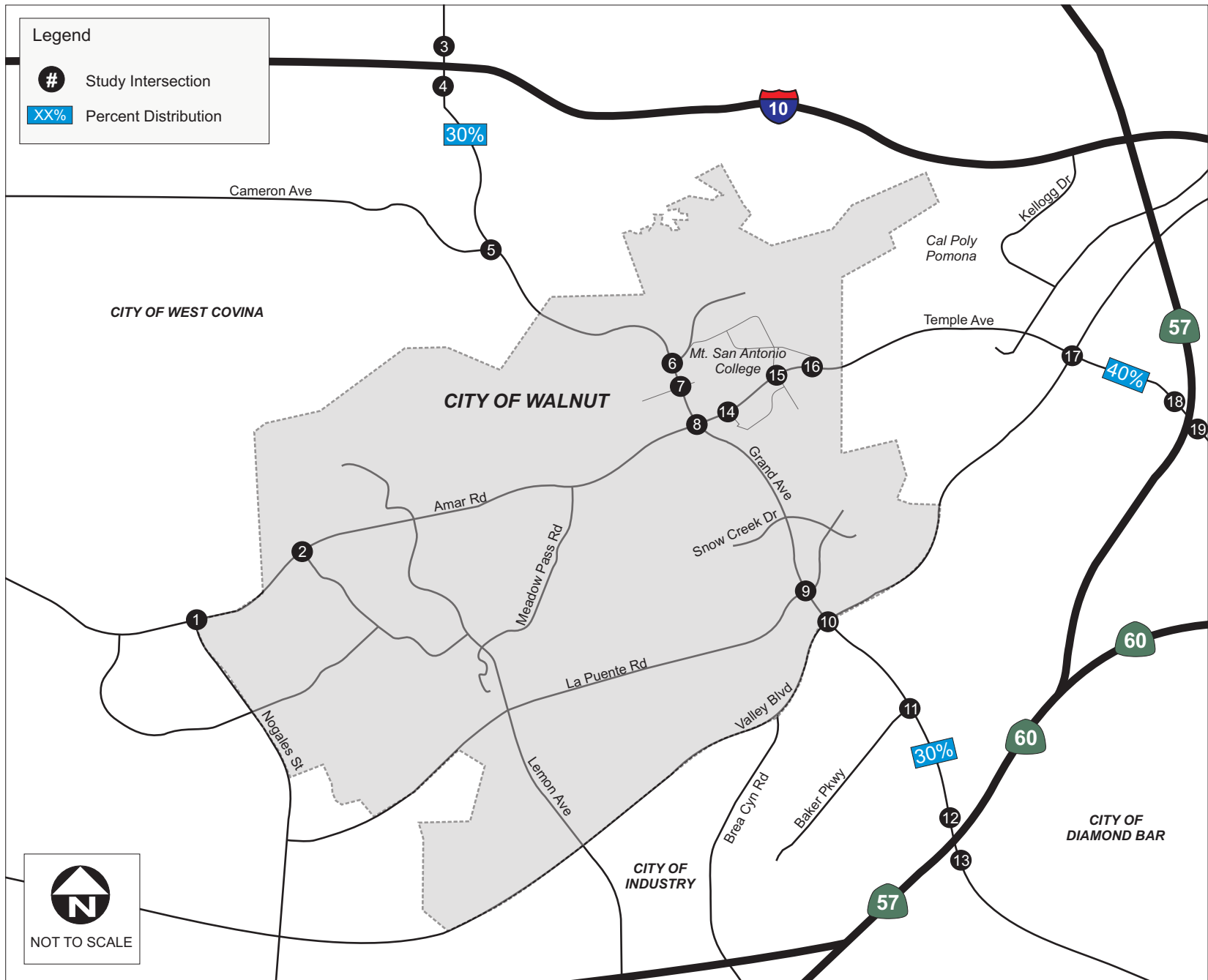
Parking per Plan A assumes the use of up to six on-campus lots and utilizes an average vehicle occupancy of 3.0 persons/vehicle in order to estimate the number of guests per lot. **Figure 4** shows the estimated parking demand at campus lots during the OTFT event with Plan A condition. In addition to on-campus lots, off-campus parking facilities at Cal Poly Pomona and Lanterman Development Center are anticipated to be utilized. **Table 8** summarizes the parking demand and total guests at each of the on-campus and off-campus parking facilities in Plan A.

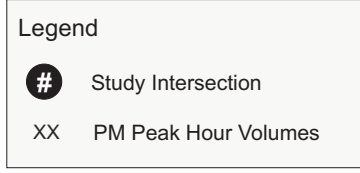
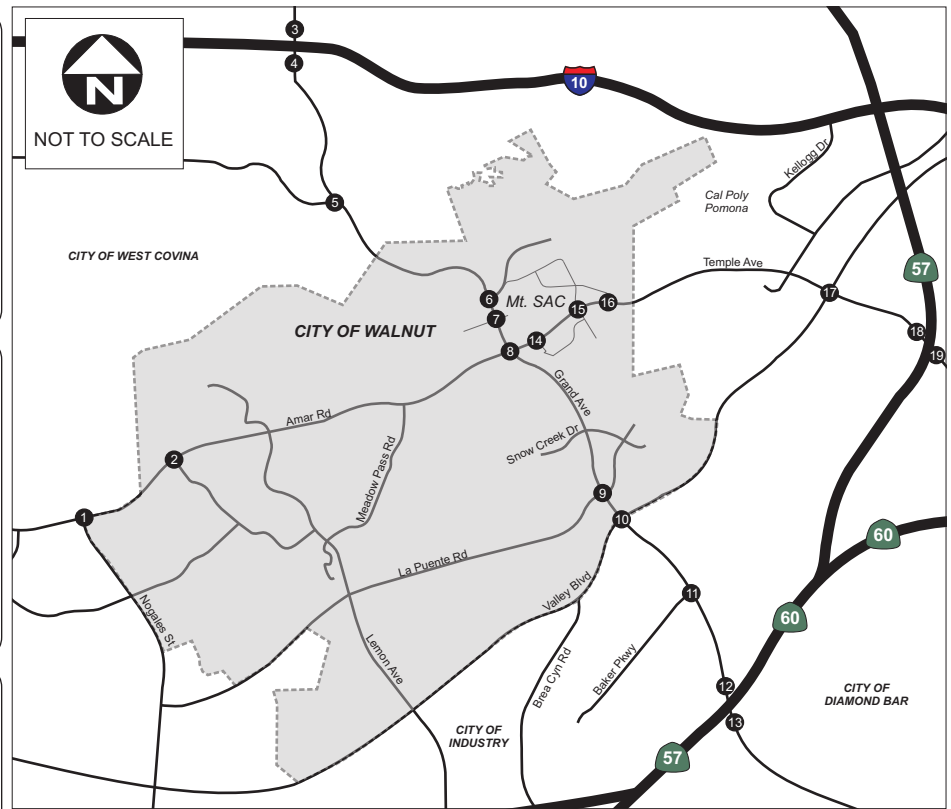
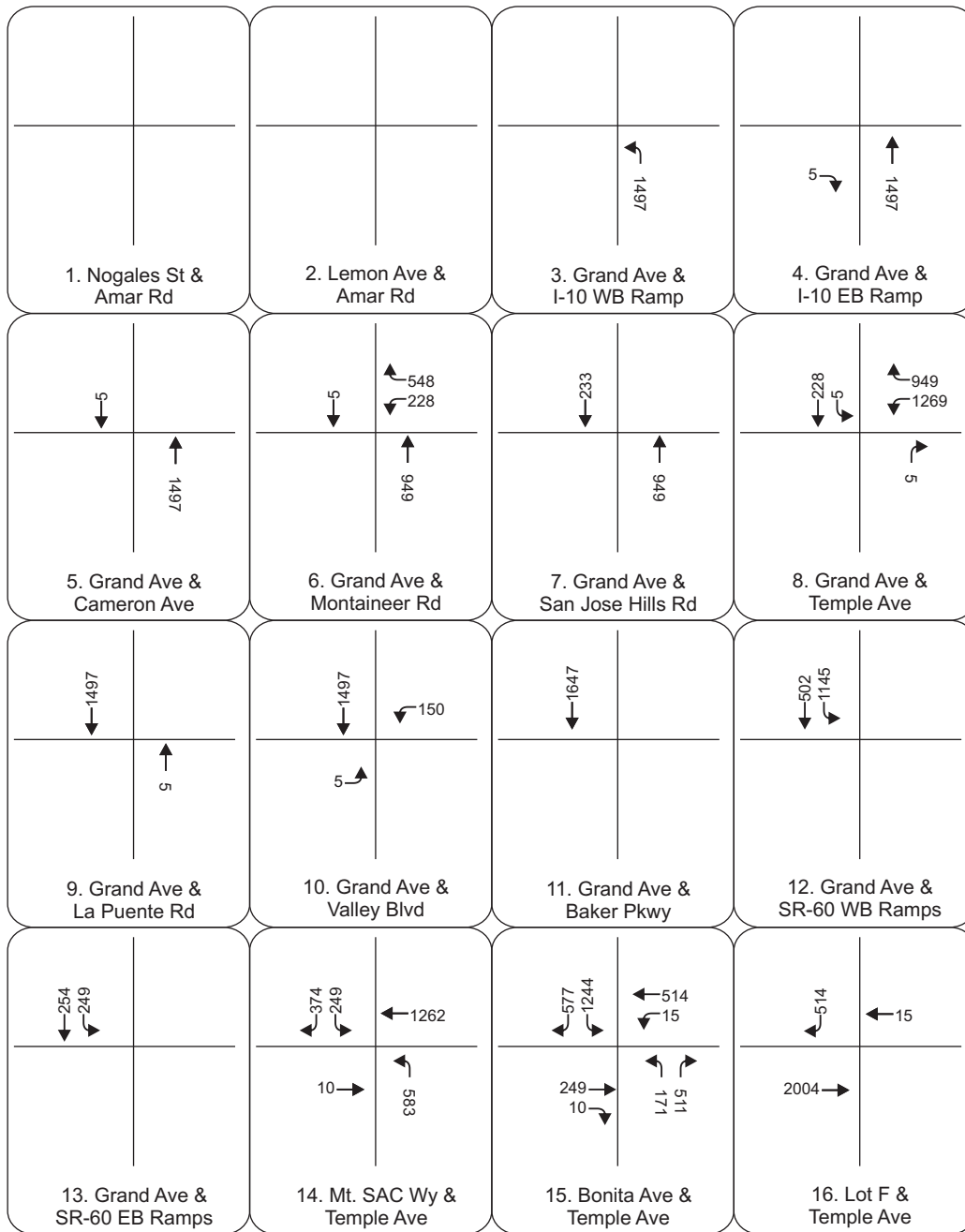


TABLE 8: PLAN A PARKING DEMAND

Parking Facility	Total Vehicles	Minimum Vehicle Occupancy	Total Guests
On-Campus			
Parking Lot D	623	3.0	1,869
Parking Lot F	1,286	3.0	3,858
Parking Lot G	268	3.0	804
Parking Lot H	1,557	3.0	4,671
Parking Lot M	971	3.0	2,913
Parking Lot S	268	3.0	804
Other Buildings Parking	490	1.0	490
<i>On-Campus totals</i>	<i>5,463</i>	-	<i>15,409</i>
Off-Campus			
Cal Poly Pomona – Structure 1	700	4.0	2,800
Cal Poly Pomona – Structure 2	400	4.0	1,600
Cal Poly Pomona – Surface 1	200	4.0	800
Lanterman Development Ctr	500	2.0	1,000
<i>Off-Campus totals</i>	<i>1,800</i>	-	<i>6,200</i>
TOTAL	7,263		21,609

Figure 5 shows the approximate trip distribution of attendees to the regional freeway network with the Plan A condition. Based on the assumptions presented in Table 8, Figure 6 shows the p.m. peak hour trip assignment of OTFT guest trips with the Plan A condition.





Off-campus Parking Plan B Traffic

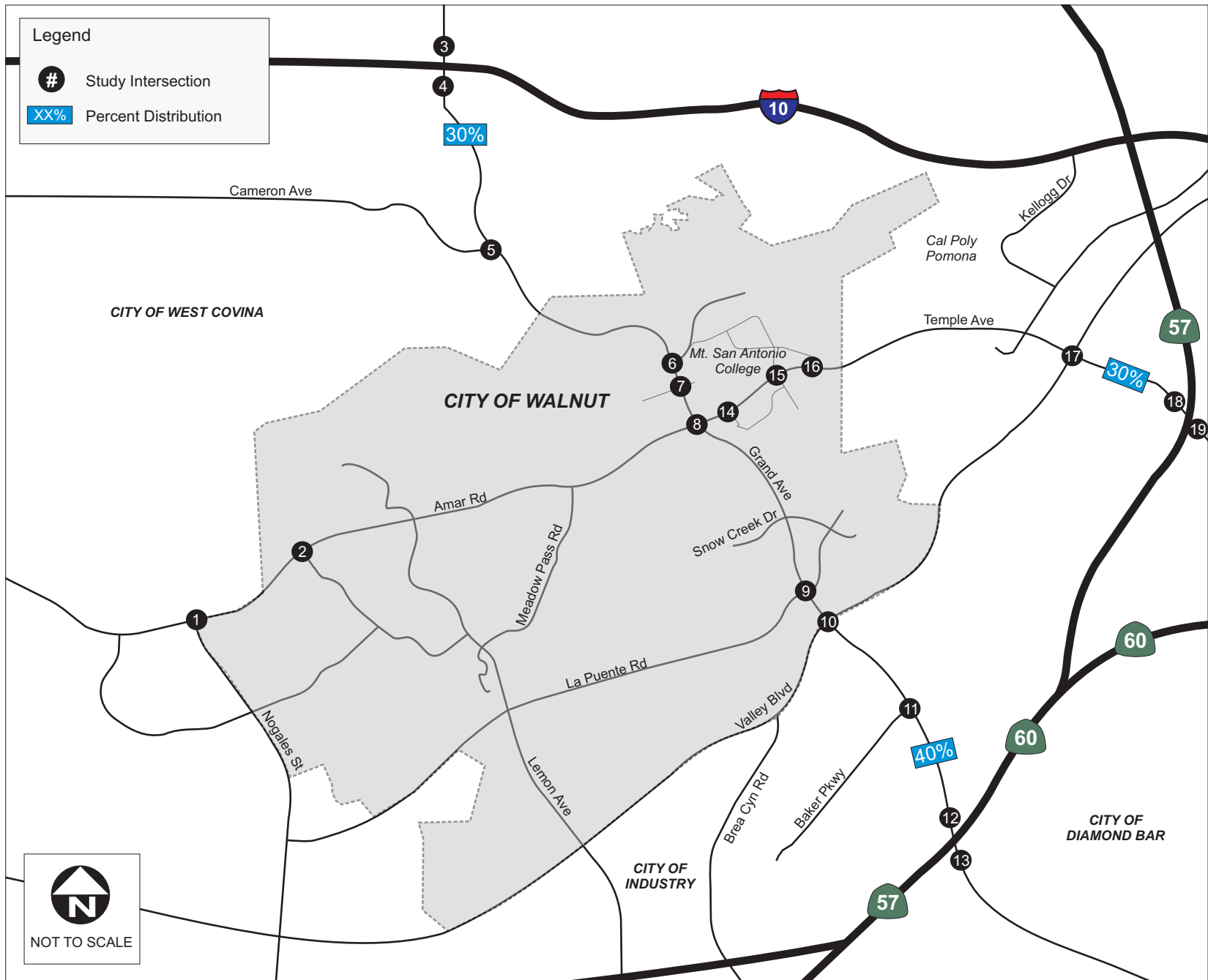
Parking per Plan B assumes the use of up to two on-campus lots and utilizes an average vehicle occupancy of 3.0 persons/vehicle in order to estimate the number of guests per lot. **Figure 7** shows the estimated parking demand at campus lots during the OTFT event with Plan B condition. In addition to on-campus lots, off-campus parking facilities at Cal Poly Pomona and local high schools are anticipated to be utilized. **Table 9** summarizes the parking demand and total guests at each of the on-campus and off-campus parking facilities in Plan B.

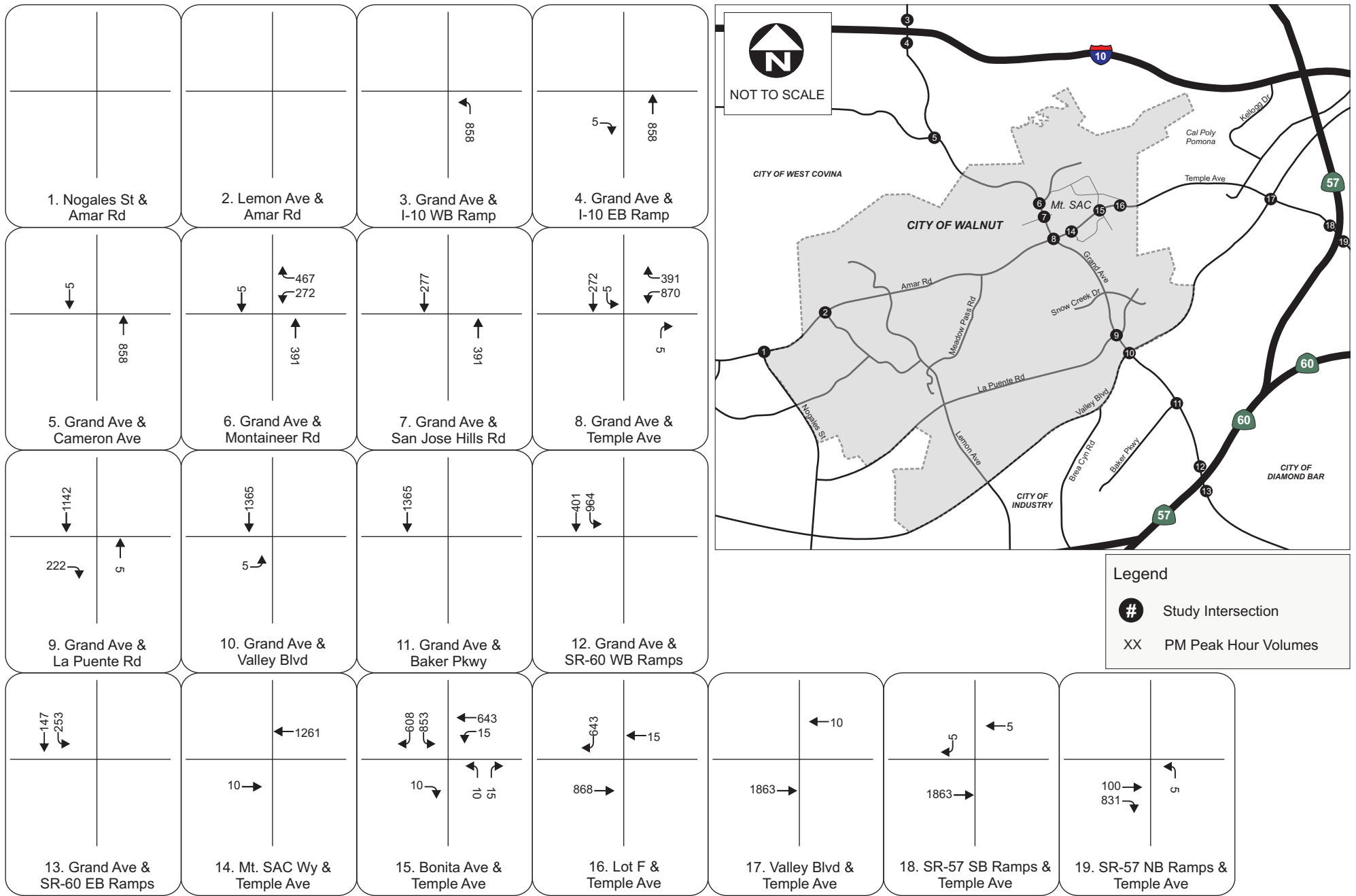
TABLE 9: PLAN B PARKING DEMAND

Parking Facility	Total Vehicles	Minimum Vehicle Occupancy	Total Guests
On-Campus			
Parking Lot F	1,286	3.0	3,858
Parking Lot H	1,557	3.0	4,671
Other Buildings Parking	490	1.0	490
<i>On-Campus totals</i>	<i>3,333</i>	<i>-</i>	<i>9,019</i>
Off-Campus			
Cal Poly Pomona – Structure 1	700	4.0	2,800
Cal Poly Pomona – Structure 2	300	4.0	1,200
Covina High School	330	4.0	1,320
Diamond Bar High School	380	4.0	1,520
Nogales High School	250	4.0	1,000
Walnut High School	550	4.0	2,200
West Covina High School	300	4.0	1,200
<i>Off-Campus totals</i>	<i>2,810</i>	<i>-</i>	<i>11,240</i>
TOTAL	6,143		20,259

Figure 8 shows the approximate trip distribution of attendees to the regional freeway network with the Plan B condition. Based on the assumptions presented in **Table 9**, **Figure 9** shows the p.m. peak hour trip assignment of OTFT guest trips with the Plan B condition.







5. EXISTING PLUS OTFT PLAN A PARKING CONDITIONS

This section summarizes the traffic operations of the study intersections for existing plus OTFT Plan A parking conditions. **Figure 10** shows the existing plus OTFT Plan A (approximately 30% off-campus parking) traffic volumes at the study intersections. **Table 10** summarizes the existing plus OTFT Plan A parking LOS at the study intersections. LOS calculations sheets are provided in **Appendix B**.

TABLE 10: EXISTING PLUS OTFT PLAN A PARKING INTERSECTION PEAK HOUR LEVEL OF SERVICE

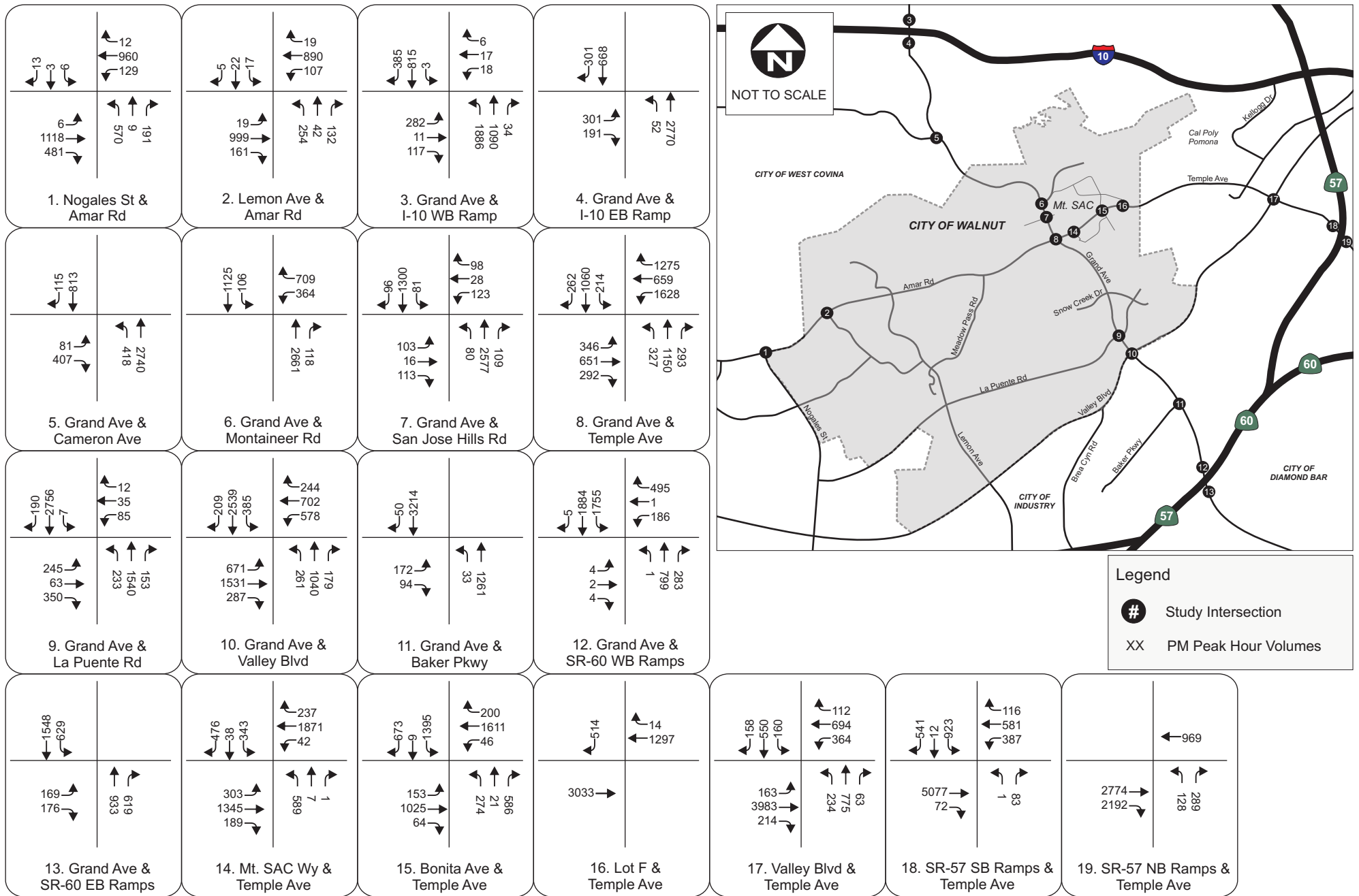
Intersection		Existing Conditions			Existing Plus OTFT Plan A Parking			Change in PM V/C or Delay (s)	Significant Impact?
		PM Peak Hour			PM Peak Hour				
		Delay (s)	V/C or ICU	LOS	Delay (s)	V/C or ICU	LOS		
1	Nogales St/Amar Rd	-	0.725	C	-	0.725	C	0.000	No
2	Lemon Ave/Amar Rd	-	0.636	B	-	0.636	B	0.000	No
3	Grand Ave/I-10 WB Ramp*	24.8	-	C	238.8	-	F	214.0	Yes
4	Grand Ave/I-10 EB Ramp*	16.7	-	B	48.0	-	D	31.3	No
5	Grand Ave/Cameron Ave	-	0.659	B	-	1.126	F	0.467	Yes
6	Grand Ave/Mountaineer Rd	-	0.721	C	-	1.185	F	0.464	Yes
7	Grand Ave/San Jose Hills Rd	-	0.844	D	-	1.152	F	0.308	Yes
8	Grand Ave/Temple Ave	-	0.764	C	-	1.349	F	0.585	Yes
9	Grand Ave/La Puente Rd	-	0.950	E	-	1.456	F	0.506	Yes
10	Grand Ave/Valley Blvd	-	0.928	E	-	1.264	F	0.336	Yes
11	Grand Ave/Baker Pkwy	-	0.543	A	-	0.851	D	0.308	Yes
12	Grand Ave/SR-60 WB Ramps*	22.8	-	C	59.0	-	E	36.2	Yes
13	Grand Ave/SR-60 EB Ramps*	21.4	-	C	32.9	-	C	11.5	No
14	Mt. SAC Wy/Temple Ave	-	0.700	B	-	1.500	F	0.800	Yes
15	Bonita Ave/Temple Ave	-	0.601	B	-	1.498	F	0.897	Yes
16	Lot F/Temple Ave	0.0	-	A	227.3	-	F	227.3	Yes
17	Valley Blvd/Temple Ave	-	0.763	C	-	1.475	F	0.712	Yes
18	SR-57 SB Ramps/Temple Ave*	24.5	-	C	250.9	-	F	226.4	Yes
19	SR-57 NB Ramps/Temple Ave*	8.8	-	A	8.6	-	A	-0.2	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 10**, based on the thresholds of significance described in Section 2, all but five intersections are forecast to be significantly impacted by the proposed OTFT project Plan A traffic during the weekday p.m. peak hour. Since these impacts would only occur during the p.m. peak hour on four weekdays, it is not recommended that physical mitigation measures be implemented to mitigate these temporary impacts.



6. EXISTING PLUS OTFT PLAN B PARKING CONDITIONS

This section summarizes the traffic operations of the study intersections for existing plus OTFT Plan B parking conditions. **Figure 11** shows the existing plus OTFT Plan A (approximately 50% off-campus parking) traffic volumes at the study intersections. **Table 11** summarizes the existing plus OTFT Plan B parking LOS at the study intersections. LOS calculations sheets are provided in **Appendix B**.

TABLE 11: EXISTING PLUS OTFT PLAN B PARKING INTERSECTION PEAK HOUR LEVEL OF SERVICE

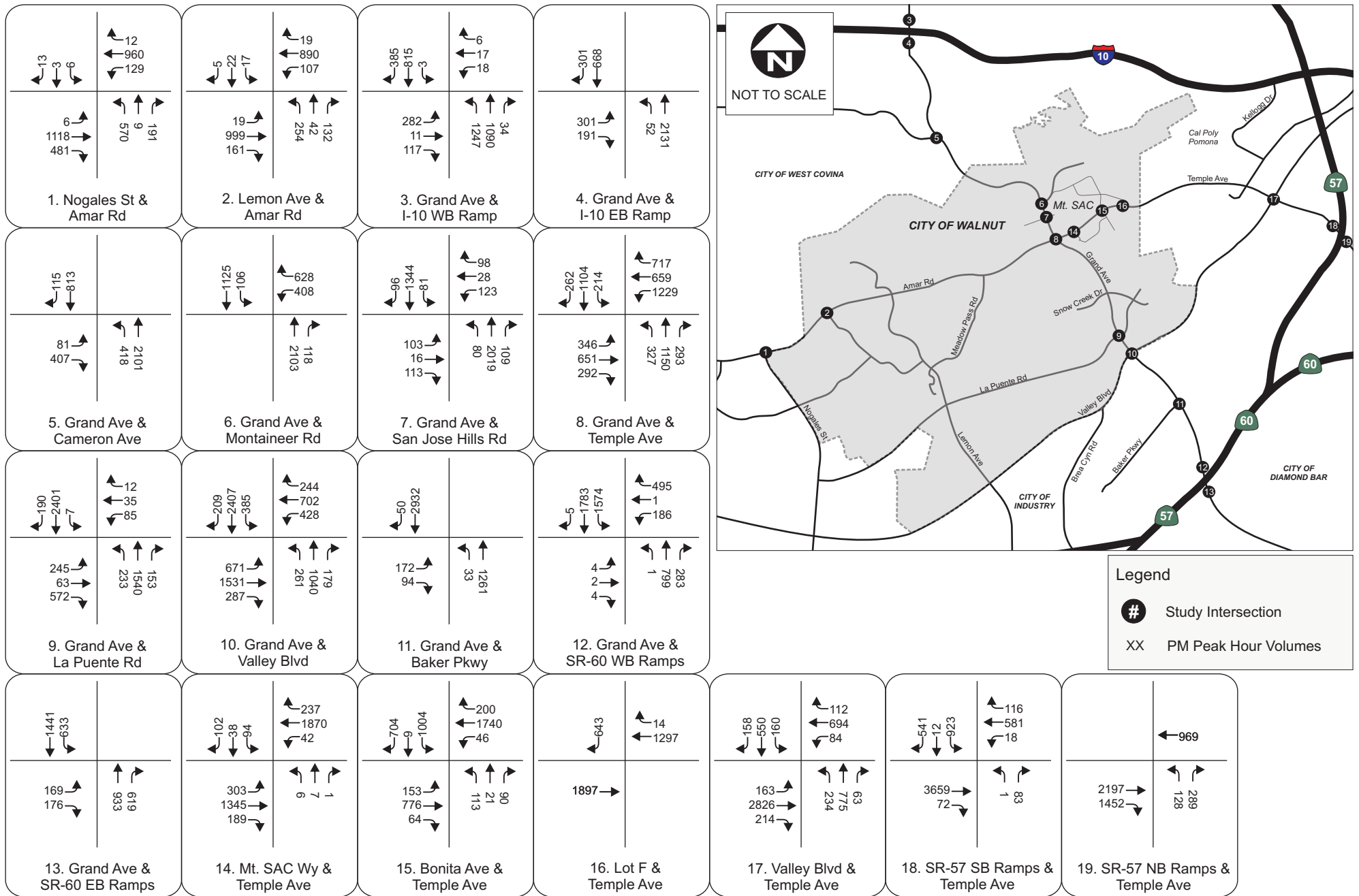
Intersection	Existing Conditions			Existing Plus OTFT Plan B Parking			Change in PM V/C or Delay (s)	Significant Impact?	
	PM Peak Hour			PM Peak Hour					
	Delay (s)	V/C or ICU	LOS	Delay (s)	V/C or ICU	LOS			
1	Nogales St/Amar Rd	-	0.725	C	-	0.725	C	0.000	No
2	Lemon Ave/Amar Rd	-	0.636	B	-	0.636	B	0.000	No
3	Grand Ave/I-10 WB Ramp*	24.8	-	C	108.2	-	F	83.400	Yes
4	Grand Ave/I-10 EB Ramp*	16.7	-	B	18.0	-	B	1.300	No
5	Grand Ave/Cameron Ave	-	0.659	B	-	0.913	E	0.254	Yes
6	Grand Ave/Mountaineer Rd	-	0.721	C	-	0.976	E	0.255	Yes
7	Grand Ave/San Jose Hills Rd	-	0.844	D	-	0.971	E	0.127	Yes
8	Grand Ave/Temple Ave	-	0.764	C	-	1.101	F	0.337	Yes
9	Grand Ave/La Puente Rd	-	0.950	E	-	1.486	F	0.536	Yes
10	Grand Ave/Valley Blvd	-	0.928	E	-	1.186	F	0.258	Yes
11	Grand Ave/Baker Pkwy	-	0.543	A	-	0.787	C	0.244	Yes
12	Grand Ave/SR-60 WB Ramps*	22.8	-	C	46.7	-	D	23.900	No
13	Grand Ave/SR-60 EB Ramps*	21.4	-	C	33.9	-	C	12.500	No
14	Mt. SAC Wy/Temple Ave	-	0.700	B	-	0.974	E	0.274	Yes
15	Bonita Ave/Temple Ave	-	0.601	B	-	1.189	F	0.588	Yes
16	Lot F/Temple Ave	0.0	-	A	379.3	-	F	379.300	Yes
17	Valley Blvd/Temple Ave	-	0.763	C	-	1.165	F	0.402	Yes
18	SR-57 SB Ramps/Temple Ave*	24.5	-	C	107.2	-	F	82.700	Yes
19	SR-57 NB Ramps/Temple Ave*	8.8	-	A	8.7	-	A	-0.100	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 11**, based on the thresholds of significance described in Section 2, all but six intersections are forecast to be significantly impacted by the proposed OTFT project Plan B traffic during the weekday p.m. peak hour. Since these impacts would only occur during the p.m. peak hour on four weekdays, it is not recommended that physical mitigation measures be implemented to mitigate these temporary impacts.



Though physical mitigation is not recommended, in order to reduce the p.m. peak period conflicts between area commuter traffic and 2020 OTFT traffic leaving the final event on Friday or Monday during Session 1, the event schedule shall be revised so guest traffic leaves before the p.m. peak commute period begins or after the p.m. peak commute period ends. Either event schedule revision will result in reducing the number of p.m. peak period conflicts by two days, and only two of the ten event days during Session 2 have p.m. peak conflicts. Facilities Planning and Management shall ensure compliance.

7. CONGESTION MANAGEMENT PROGRAM (CMP) ANALYSIS

The Congestion Management Program (CMP) was created statewide as a result of Proposition 111 and has been implemented locally by the Los Angeles County Metropolitan Transportation Authority (Metro). The CMP for Los Angeles County requires that the traffic impact of individual development projects of potential regional significance be analyzed. A specific system of arterial roadways plus all freeways comprise the CMP system. A total of 164 intersections are identified for monitoring on the system in Los Angeles County. This section describes the analysis of project-related impacts on the CMP system. The analysis has been conducted according to the guidelines set forth in the 2004 Congestion Management Program for Los Angeles County.

According to the CMP Traffic Impact Analysis (TIA) Guidelines developed by Metro, a CMP traffic impact analysis is required given the following conditions:

- CMP arterial monitoring intersections, including freeway on- or off-ramps, where the proposed project would add 50 or more trips during either the a.m. or p.m. weekday peak hours.
- CMP freeway monitoring locations where the proposed project would add 150 or more trips, in either direction, during either the a.m. or p.m. weekday peak hours.

The nearest freeway segments are the I-10, SR-60, and SR-57. Based on the project trip generation estimates, the proposed project has the potential to add more than 150 new peak hour trips in either direction at the freeway segments.

The freeway segments are analyzed based on the volume-to-capacity ratio (V/C) methodology. For purposes of the CMP, substantial changes for freeway segments are defined as an increase of 0.10 in V/C ratio and a corresponding change in LOS.

Table 12 summarizes the CMP freeway segment analysis for the Plan A parking condition.

TABLE 12: CMP FREEWAY SEGMENT ANALYSIS – OTFT PLAN A

Freeway Segment	# of Lanes	Peak Hour Capacity*	Existing PM Peak Hour Volume ⁺	Existing PM V/C	OTFT PM Trip Assignment (Plan A)	Existing Plus OTFT Plan A PM Peak Volumes	Existing Plus OTFT Plan A PM Peak V/C	Change In V/C
I-10 WB West of Grand Ave	4	8,000	6,158	0.770	1,497	7,655	0.957	0.187
SR-60 WB West of Grand Ave	6	12,000	9,655	0.805	1,145	10,800	0.900	0.095
SR-60 EB East of Grand Ave	6	12,000	7,978	0.665	249	8,227	0.686	0.021
SR-57 NB North of Temple Ave	5	10,000	6,558	0.656	1,571	8,129	0.813	0.157
SR-57 SB South of Temple Ave	4	8,000	5,072	0.634	1,401	6,473	0.809	0.175

* Peak hour capacity of mainline lanes is assumed to be 2,000 passenger cars/hour/lane for the purposes of this planning-level analysis.

Source: PeMS Caltrans mainline data

Notes:

V/C = Volume to Capacity Ratio.

As shown in **Table 12**, the OTFT traffic with Plan A is forecast to result in significant CMP impacts at three of the affected freeway segments during the p.m. peak hour. However, it should be noted that these impacts would only occur during the p.m. peak hour on four weekdays.

Table 13 summarizes the CMP freeway segment analysis for the Plan B parking condition.

TABLE 13: CMP FREEWAY SEGMENT ANALYSIS – OTFT PLAN B

Freeway Segment	# of Lanes	Peak Hour Capacity*	Existing PM Peak Hour Volume ⁺	Existing PM V/C	OTFT PM Trip Assignment (Plan B)	Existing Plus OTFT Plan B PM Peak Volumes	Existing Plus OTFT Plan B PM Peak V/C	Change In V/C
I-10 WB West of Grand Ave	4	8,000	6,158	0.770	858	7,016	0.877	0.107
SR-60 WB West of Grand Ave	6	12,000	9,655	0.805	964	10,619	0.885	0.080
SR-60 EB East of Grand Ave	6	12,000	7,978	0.665	253	8,231	0.686	0.021
SR-57 NB North of Temple Ave	5	10,000	6,558	0.656	831	7,389	0.739	0.083
SR-57 SB South of Temple Ave	4	8,000	5,072	0.634	931	6,003	0.750	0.116

* Peak hour capacity of mainline lanes is assumed to be 2,000 passenger cars/hour/lane for the purposes of this planning-level analysis.

Source: PeMS Caltrans mainline data

Notes:

V/C = Volume to Capacity Ratio.

As shown in **Table 13**, the OTFT traffic with Plan B is forecast to result in significant CMP impacts at two of the affected freeway segments during the p.m. peak hour. However, it should be noted that these impacts would only occur during the p.m. peak hour on four weekdays.

8. CONCLUSIONS

The OTFT event is planned to occur during the month of June, coinciding with Mt. SAC's summer intersession. The weekday p.m. peak hour is analyzed as part of this report, representing the worst-case time period when the last OTFT event of the day would conclude.

All study intersections, with the exception of the Grand Avenue/Valley Boulevard and Grand Avenue/La Puente Road intersections, are currently operating at LOS D or better during the p.m. peak period.

Parking per Plan A assumes the use of up to six on-campus lots and is anticipated to utilize off-campus parking facilities at Cal Poly Pomona and Lanterman Development Center. Parking per Plan B assumes the use of up to two on-campus lots and is anticipated to utilize off-campus parking facilities at Cal Poly Pomona and local high schools.

Based on the thresholds of significance described in Section 2, all but five intersections are forecast to be significantly impacted by the proposed OTFT project Plan A traffic during the weekday p.m. peak hour. All but six intersections are forecast to be significantly impacted by the proposed OTFT project Plan B traffic during the weekday p.m. peak hour.

The OTFT traffic with Plan A is forecast to result in significant CMP freeway impacts at three of the affected freeway segments during the p.m. peak hour. The OTFT traffic with Plan B is forecast to result in significant CMP freeway impacts at two of the affected freeway segments during the p.m. peak hour. However, it should be noted that these impacts would only occur during the p.m. peak hour on four weekdays. Since these impacts would only occur during the p.m. peak hour on four weekdays, it is not recommended that physical mitigation measures be implemented to mitigate these temporary impacts.

Though physical mitigation is not recommended, in order to reduce the p.m. peak period conflicts between area commuter traffic and 2020 OTFT traffic leaving the final event on Friday or Monday during Session 1, the event schedule shall be revised so guest traffic leaves before the p.m. peak commute period begins or after the p.m. peak commute period ends. Either event schedule revision will result in reducing the number of p.m. peak period conflicts by two days, and only two of the ten event days during Session 2 have p.m. peak conflicts. Facilities Planning and Management shall ensure compliance.



TECHNICAL APPENDIX

APPENDIX A

TRAFFIC COUNT DATA

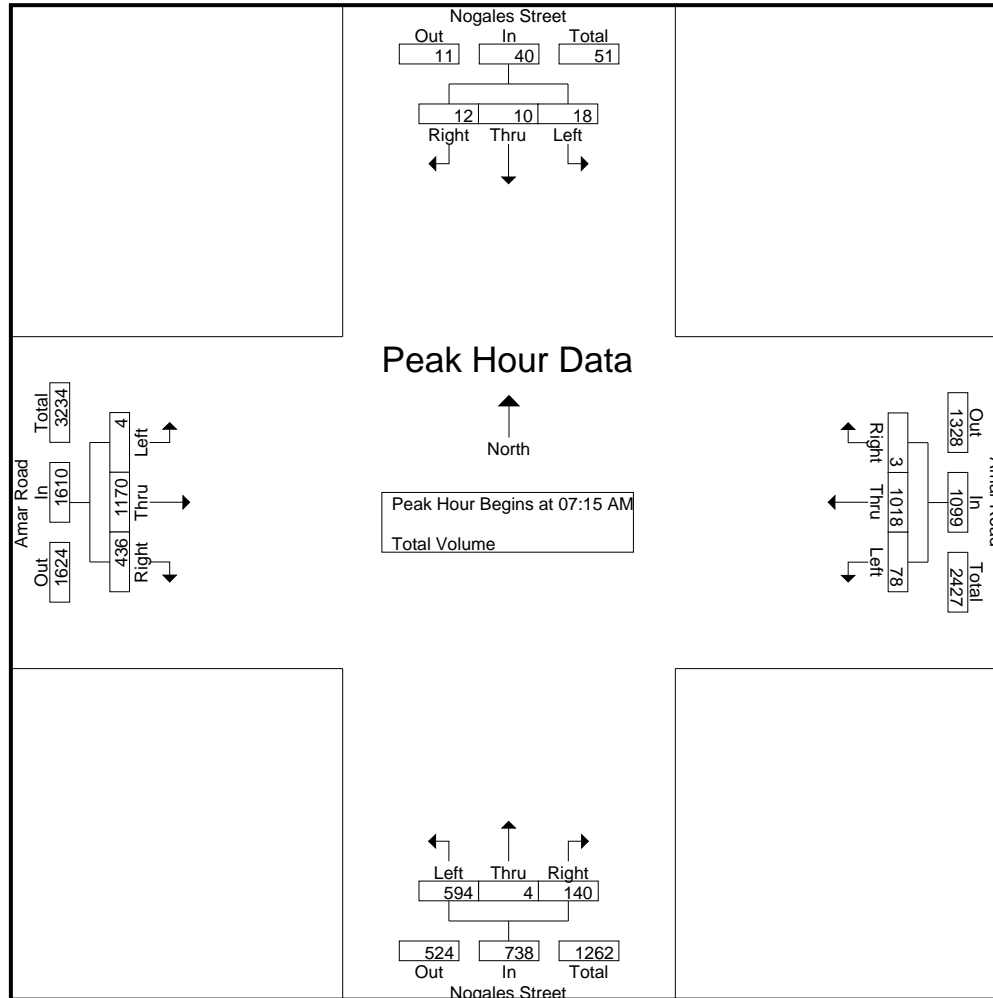
City of Walnut
 N/S: Nogales Street
 E/W: Amar Road
 Weather: Clear

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

Groups Printed- Total Volume

Start Time	Nogales Street Southbound					Amar Road Westbound					Nogales Street Northbound					Amar Road 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	1	0	4	0	5	16	304	1	0	321	91	1	35	0	127	2	188	48	0	238	691
07:15 AM	5	4	3	0	12	10	280	0	0	290	111	1	31	0	143	2	303	111	1	417	862
07:30 AM	4	1	6	0	11	31	257	0	0	288	151	1	32	0	184	1	317	146	2	466	949
07:45 AM	3	2	1	0	6	14	249	2	0	265	184	1	41	0	226	0	293	80	3	376	873
Total	13	7	14	0	34	71	1090	3	0	1164	537	4	139	0	680	5	1101	385	6	1497	3375
08:00 AM	6	3	2	0	11	23	232	1	1	257	148	1	36	1	186	1	257	99	3	360	814
08:15 AM	3	2	5	0	10	23	253	0	0	276	133	2	47	0	182	0	226	88	1	315	783
08:30 AM	3	0	6	0	9	39	242	1	0	282	110	2	27	0	139	2	168	88	1	259	689
08:45 AM	0	2	2	0	4	32	215	1	1	249	92	0	26	0	118	1	178	97	0	276	647
Total	12	7	15	0	34	117	942	3	2	1064	483	5	136	1	625	4	829	372	5	1210	2933
Grand Total	25	14	29	0	68	188	2032	6	2	2228	1020	9	275	1	1305	9	1930	757	11	2707	6308
Apprch %	36.8	20.6	42.6	0		8.4	91.2	0.3	0.1		78.2	0.7	21.1	0.1		0.3	71.3	28	0.4		
Total %	0.4	0.2	0.5	0	1.1	3	32.2	0.1	0	35.3	16.2	0.1	4.4	0	20.7	0.1	30.6	12	0.2	42.9	

Start Time	Nogales Street Southbound				Amar Road Westbound				Nogales Street Northbound				Amar Road 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	5	4	3	12	10	280	0	290	111	1	31	143	2	303	111	416	861
07:30 AM	4	1	6	11	31	257	0	288	151	1	32	184	1	317	146	464	947
07:45 AM	3	2	1	6	14	249	2	265	184	1	41	226	0	293	80	373	870
08:00 AM	6	3	2	11	23	232	1	256	148	1	36	185	1	257	99	357	809
Total Volume	18	10	12	40	78	1018	3	1099	594	4	140	738	4	1170	436	1610	3487
% App. Total	45	25	30		7.1	92.6	0.3		80.5	0.5	19		0.2	72.7	27.1		
PHF	.750	.625	.500	.833	.629	.909	.375	.947	.807	1.00	.854	.816	.500	.923	.747	.867	.921



Counts Unlimited
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City of Walnut
 N/S: Nogales Street
 E/W: Amar Road
 Weather: Clear

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

Start Time	Nogales Street Southbound				Amar Road Westbound				Nogales Street Northbound				Amar Road 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				07:30 AM				07:15 AM			
+0 mins.	5	4	3	12	16	304	1	321	151	1	32	184	2	303	111	416
+15 mins.	4	1	6	11	10	280	0	290	184	1	41	226	1	317	146	464
+30 mins.	3	2	1	6	31	257	0	288	148	1	36	185	0	293	80	373
+45 mins.	6	3	2	11	14	249	2	265	133	2	47	182	1	257	99	357
Total Volume	18	10	12	40	71	1090	3	1164	616	5	156	777	4	1170	436	1610
% App. Total	45	25	30		6.1	93.6	0.3		79.3	0.6	20.1		0.2	72.7	27.1	
PHF	.750	.625	.500	.833	.573	.896	.375	.907	.837	.625	.830	.860	.500	.923	.747	.867

City of Walnut
 N/S: Nogales Street
 E/W: Amar Road
 Weather: Clear

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

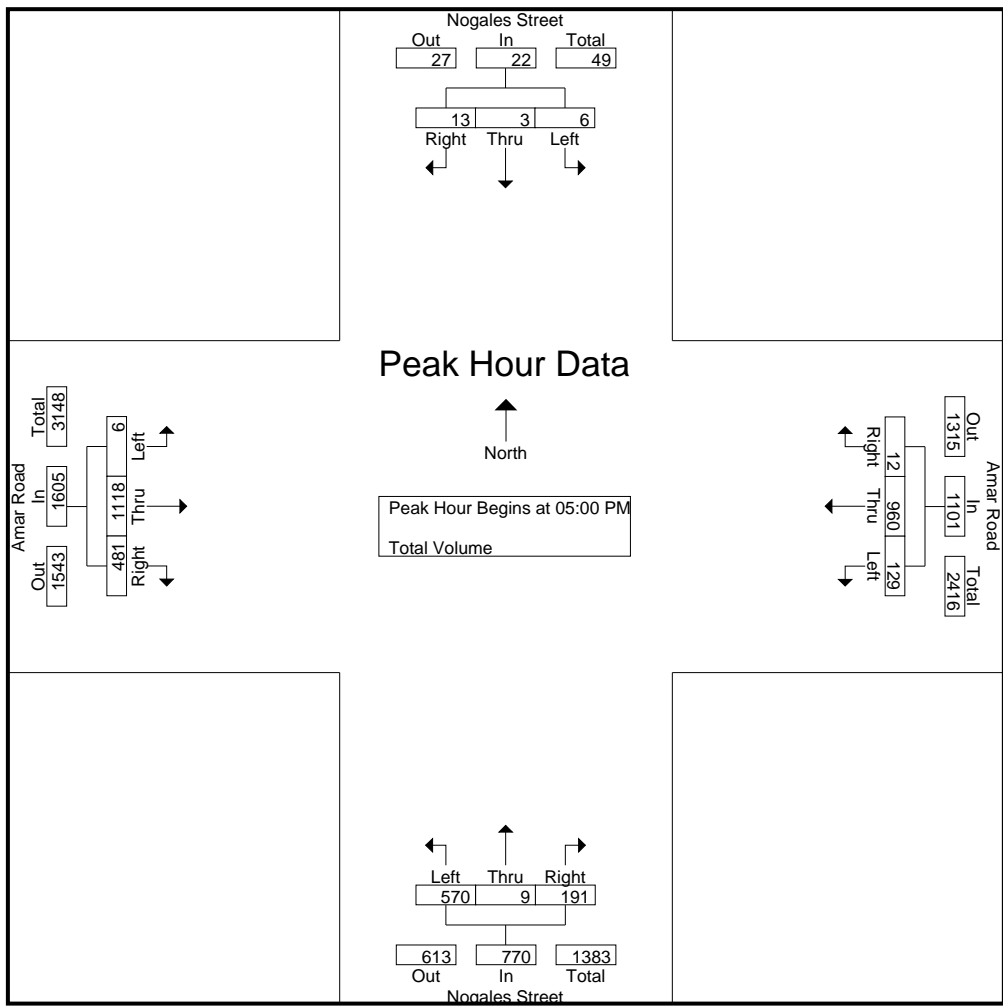
Groups Printed- Total Volume

Start Time	Nogales Street Southbound					Amar Road Westbound					Nogales Street Northbound					Amar Road 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	1	0	4	0	5	25	145	0	0	170	108	2	43	1	154	3	277	83	5	368	697
04:15 PM	3	0	4	0	7	33	172	3	0	208	121	2	40	0	163	1	276	111	4	392	770
04:30 PM	2	2	4	0	8	36	167	3	1	207	114	3	47	0	164	2	279	111	2	394	773
04:45 PM	7	1	3	0	11	43	200	2	0	245	128	5	38	0	171	2	254	96	0	352	779
Total	13	3	15	0	31	137	684	8	1	830	471	12	168	1	652	8	1086	401	11	1506	3019
05:00 PM	0	0	5	0	5	29	213	2	1	245	119	1	42	0	162	0	306	129	3	438	850
05:15 PM	1	1	3	0	5	32	265	5	0	302	154	2	46	0	202	2	259	115	1	377	886
05:30 PM	1	2	2	0	5	32	205	3	2	242	168	5	61	0	234	2	268	115	3	388	869
05:45 PM	4	0	3	0	7	36	277	2	0	315	129	1	42	0	172	2	285	122	4	413	907
Total	6	3	13	0	22	129	960	12	3	1104	570	9	191	0	770	6	1118	481	11	1616	3512
Grand Total	19	6	28	0	53	266	1644	20	4	1934	1041	21	359	1	1422	14	2204	882	22	3122	6531
Apprch %	35.8	11.3	52.8	0		13.8	85	1	0.2		73.2	1.5	25.2	0.1		0.4	70.6	28.3	0.7		
Total %	0.3	0.1	0.4	0	0.8	4.1	25.2	0.3	0.1	29.6	15.9	0.3	5.5	0	21.8	0.2	33.7	13.5	0.3	47.8	

Start Time	Nogales Street Southbound				Amar Road Westbound				Nogales Street Northbound				Amar Road 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	0	0	5	5	29	213	2	244	119	1	42	162	0	306	129	435	846
05:15 PM	1	1	3	5	32	265	5	302	154	2	46	202	2	259	115	376	885
05:30 PM	1	2	2	5	32	205	3	240	168	5	61	234	2	268	115	385	864
05:45 PM	4	0	3	7	36	277	2	315	129	1	42	172	2	285	122	409	903
Total Volume	6	3	13	22	129	960	12	1101	570	9	191	770	6	1118	481	1605	3498
% App. Total	27.3	13.6	59.1		11.7	87.2	1.1		74	1.2	24.8		0.4	69.7	30		
PHF	.375	.375	.650	.786	.896	.866	.600	.874	.848	.450	.783	.823	.750	.913	.932	.922	.968

City of Walnut
N/S: Nogales Street
E/W: Amar Road
Weather: Clear

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



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City of Walnut
 N/S: Nogales Street
 E/W: Amar Road
 Weather: Clear

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

Start Time	Nogales Street Southbound				Amar Road Westbound				Nogales Street Northbound				Amar Road 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:

	04:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	1	0	4	5	29	213	2	244	119	1	42	162	0	306	129	435
+15 mins.	3	0	4	7	32	265	5	302	154	2	46	202	2	259	115	376
+30 mins.	2	2	4	8	32	205	3	240	168	5	61	234	2	268	115	385
+45 mins.	7	1	3	11	36	277	2	315	129	1	42	172	2	285	122	409
Total Volume	13	3	15	31	129	960	12	1101	570	9	191	770	6	1118	481	1605
% App. Total	41.9	9.7	48.4		11.7	87.2	1.1		74	1.2	24.8		0.4	69.7	30	
PHF	.464	.375	.938	.705	.896	.866	.600	.874	.848	.450	.783	.823	.750	.913	.932	.922

Counts Unlimited
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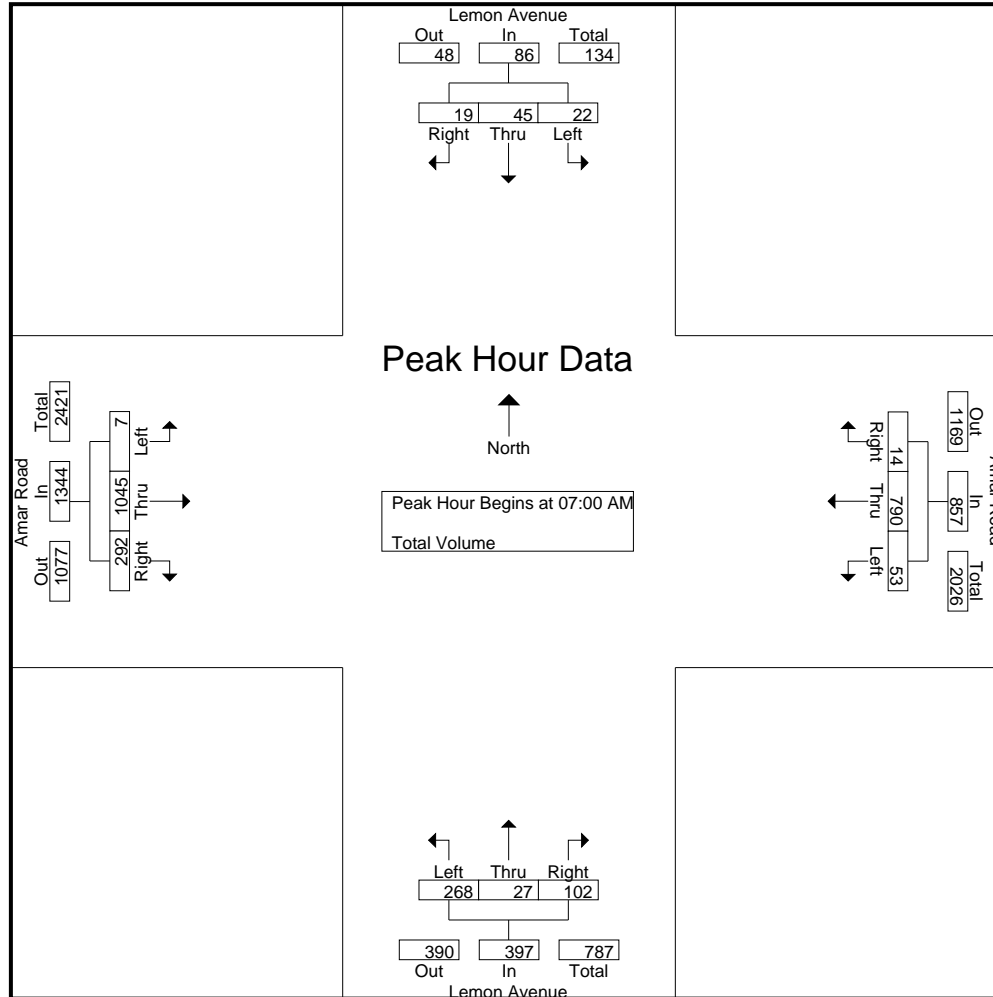
City of Walnut
 N/S: Lemon Avenue
 E/W: Amar Road
 Weather: Clear

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

Groups Printed- Total Volume

Start Time	Lemon Avenue Southbound					Amar Road Westbound					Lemon Avenue Northbound					Amar Road 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	3	7	6	0	16	7	248	5	0	260	24	5	16	1	46	2	199	58	0	259	581
07:15 AM	6	17	6	0	29	15	220	2	0	237	62	6	20	1	89	1	281	82	0	364	719
07:30 AM	9	13	4	0	26	10	180	4	0	194	93	11	30	4	138	2	274	69	0	345	703
07:45 AM	4	8	3	0	15	21	142	3	0	166	89	5	36	2	132	2	291	83	0	376	689
Total	22	45	19	0	86	53	790	14	0	857	268	27	102	8	405	7	1045	292	0	1344	2692
08:00 AM	6	6	11	0	23	26	178	3	0	207	53	9	32	1	95	3	186	59	0	248	573
08:15 AM	14	9	13	0	36	29	177	2	1	209	50	5	41	1	97	9	229	55	0	293	635
08:30 AM	17	11	8	0	36	36	239	9	2	286	30	7	25	0	62	1	176	42	0	219	603
08:45 AM	3	9	6	0	18	20	167	5	1	193	42	4	17	3	66	3	161	45	0	209	486
Total	40	35	38	0	113	111	761	19	4	895	175	25	115	5	320	16	752	201	0	969	2297
Grand Total	62	80	57	0	199	164	1551	33	4	1752	443	52	217	13	725	23	1797	493	0	2313	4989
Apprch %	31.2	40.2	28.6	0		9.4	88.5	1.9	0.2		61.1	7.2	29.9	1.8		1	77.7	21.3	0		
Total %	1.2	1.6	1.1	0	4	3.3	31.1	0.7	0.1	35.1	8.9	1	4.3	0.3	14.5	0.5	36	9.9	0	46.4	

Start Time	Lemon Avenue Southbound				Amar Road Westbound				Lemon Avenue Northbound				Amar Road 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 07:00 AM																	
07:00 AM	3	7	6	16	7	248	5	260	24	5	16	45	2	199	58	259	580
07:15 AM	6	17	6	29	15	220	2	237	62	6	20	88	1	281	82	364	718
07:30 AM	9	13	4	26	10	180	4	194	93	11	30	134	2	274	69	345	699
07:45 AM	4	8	3	15	21	142	3	166	89	5	36	130	2	291	83	376	687
Total Volume	22	45	19	86	53	790	14	857	268	27	102	397	7	1045	292	1344	2684
% App. Total	25.6	52.3	22.1		6.2	92.2	1.6		67.5	6.8	25.7		0.5	77.8	21.7		
PHF	.611	.662	.792	.741	.631	.796	.700	.824	.720	.614	.708	.741	.875	.898	.880	.894	.935



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City of Walnut
 N/S: Lemon Avenue
 E/W: Amar Road
 Weather: Clear

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

Start Time	Lemon Avenue Southbound				Amar Road Westbound				Lemon Avenue Northbound				Amar Road 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:

	08:00 AM				08:00 AM				07:30 AM				07:00 AM			
+0 mins.	6	6	11	23	26	178	3	207	93	11	30	134	2	199	58	259
+15 mins.	14	9	13	36	29	177	2	208	89	5	36	130	1	281	82	364
+30 mins.	17	11	8	36	36	239	9	284	53	9	32	94	2	274	69	345
+45 mins.	3	9	6	18	20	167	5	192	50	5	41	96	2	291	83	376
Total Volume	40	35	38	113	111	761	19	891	285	30	139	454	7	1045	292	1344
% App. Total	35.4	31	33.6		12.5	85.4	2.1		62.8	6.6	30.6		0.5	77.8	21.7	
PHF	.588	.795	.731	.785	.771	.796	.528	.784	.766	.682	.848	.847	.875	.898	.880	.894

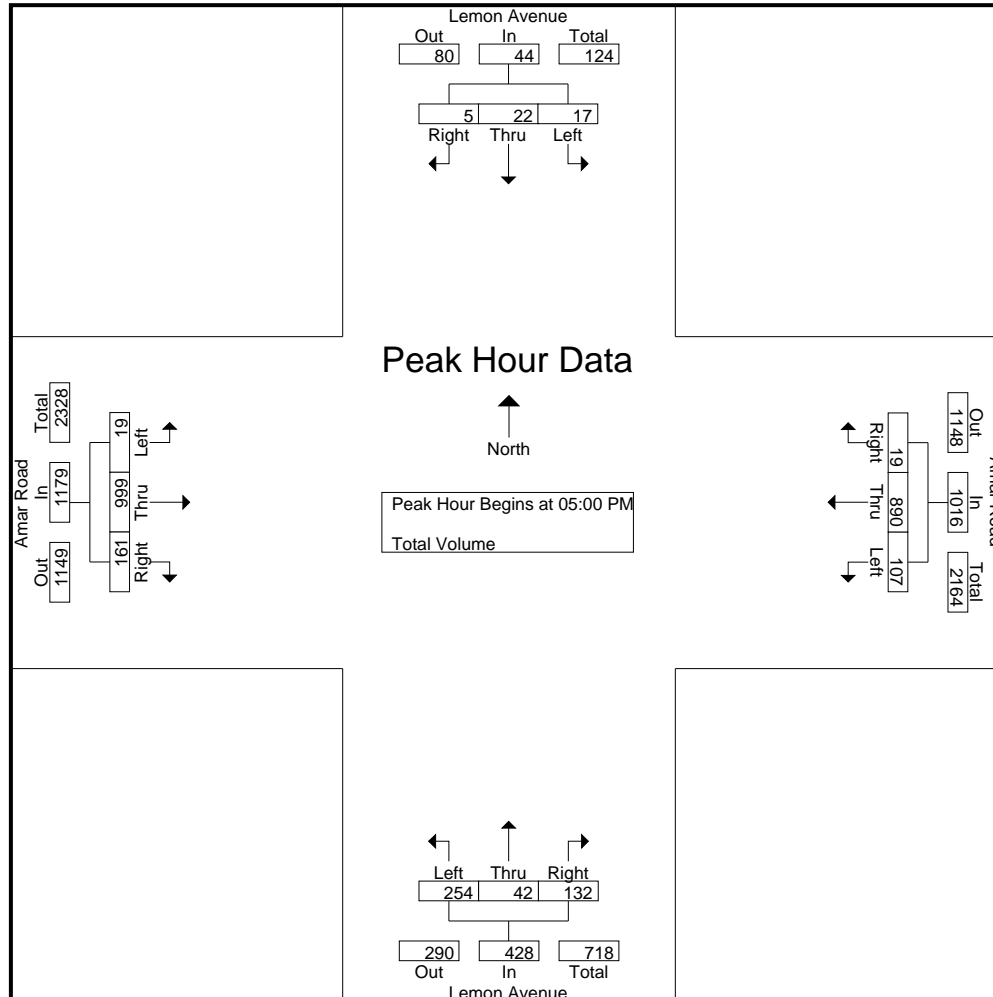
City of Walnut
 N/S: Lemon Avenue
 E/W: Amar Road
 Weather: Clear

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

Groups Printed- Total Volume

Start Time	Lemon Avenue Southbound					Amar Road Westbound					Lemon Avenue Northbound					Amar Road Eastbound					Exclu. Total	Inclu. Total	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	1	2	6	0	9	22	154	5	0	181	42	3	21	0	66	6	258	38	0	302	0	558	558
04:15 PM	1	5	3	0	9	24	165	2	0	191	43	5	21	1	70	6	254	48	0	308	0	578	578
04:30 PM	3	6	4	0	13	24	187	2	0	213	57	5	23	0	85	6	282	47	2	335	2	646	648
04:45 PM	4	6	4	0	14	23	182	2	0	207	57	5	20	0	82	8	242	39	0	289	0	592	592
Total	9	19	17	0	45	93	688	11	0	792	199	18	85	1	303	26	1036	172	2	1234	2	2374	2376
05:00 PM	6	2	1	0	9	28	214	5	0	247	71	10	29	0	110	6	247	46	1	299	1	665	666
05:15 PM	5	9	1	0	15	26	234	2	0	262	48	11	31	0	90	1	261	43	1	305	1	672	673
05:30 PM	5	3	1	0	9	28	213	9	1	251	67	13	35	1	116	6	263	35	0	304	0	680	680
05:45 PM	1	8	2	0	11	25	229	3	0	257	68	8	37	3	116	6	228	37	1	271	1	655	656
Total	17	22	5	0	44	107	890	19	1	1017	254	42	132	4	432	19	999	161	3	1179	3	2672	2675
Grand Total	26	41	22	0	89	200	1578	30	1	1809	453	60	217	5	735	45	2035	333	5	2413	5	5046	5051
Apprch %	29.2	46.1	24.7	0		11.1	87.2	1.7	0.1		61.6	8.2	29.5	0.7		1.9	84.3	13.8					
Total %	0.5	0.8	0.4	0	1.8	4	31.3	0.6	0	35.9	9	1.2	4.3	0.1	14.6	0.9	40.3	6.6		47.8	0.1	99.9	

Start Time	Lemon Avenue Southbound				Amar Road Westbound				Lemon Avenue Northbound				Amar Road 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	6	2	1	9	28	214	5	247	71	10	29	110	6	247	46	299	665
05:15 PM	5	9	1	15	26	234	2	262	48	11	31	90	1	261	43	305	672
05:30 PM	5	3	1	9	28	213	9	250	67	13	35	115	6	263	35	304	678
05:45 PM	1	8	2	11	25	229	3	257	68	8	37	113	6	228	37	271	652
Total Volume	17	22	5	44	107	890	19	1016	254	42	132	428	19	999	161	1179	2667
% App. Total	38.6	50	11.4		10.5	87.6	1.9		59.3	9.8	30.8		1.6	84.7	13.7		
PHF	.708	.611	.625	.733	.955	.951	.528	.969	.894	.808	.892	.930	.792	.950	.875	.966	.983



Counts Unlimited
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City of Walnut
 N/S: Lemon Avenue
 E/W: Amar Road
 Weather: Clear

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

Start Time	Lemon Avenue Southbound				Amar Road Westbound				Lemon Avenue Northbound				Amar Road 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:

	04:30 PM				05:00 PM				05:00 PM				04:00 PM			
+0 mins.	3	6	4	13	28	214	5	247	71	10	29	110	6	258	38	302
+15 mins.	4	6	4	14	26	234	2	262	48	11	31	90	6	254	48	308
+30 mins.	6	2	1	9	28	213	9	250	67	13	35	115	6	282	47	335
+45 mins.	5	9	1	15	25	229	3	257	68	8	37	113	8	242	39	289
Total Volume	18	23	10	51	107	890	19	1016	254	42	132	428	26	1036	172	1234
% App. Total	35.3	45.1	19.6		10.5	87.6	1.9		59.3	9.8	30.8		2.1	84	13.9	
PHF	.750	.639	.625	.850	.955	.951	.528	.969	.894	.808	.892	.930	.813	.918	.896	.921

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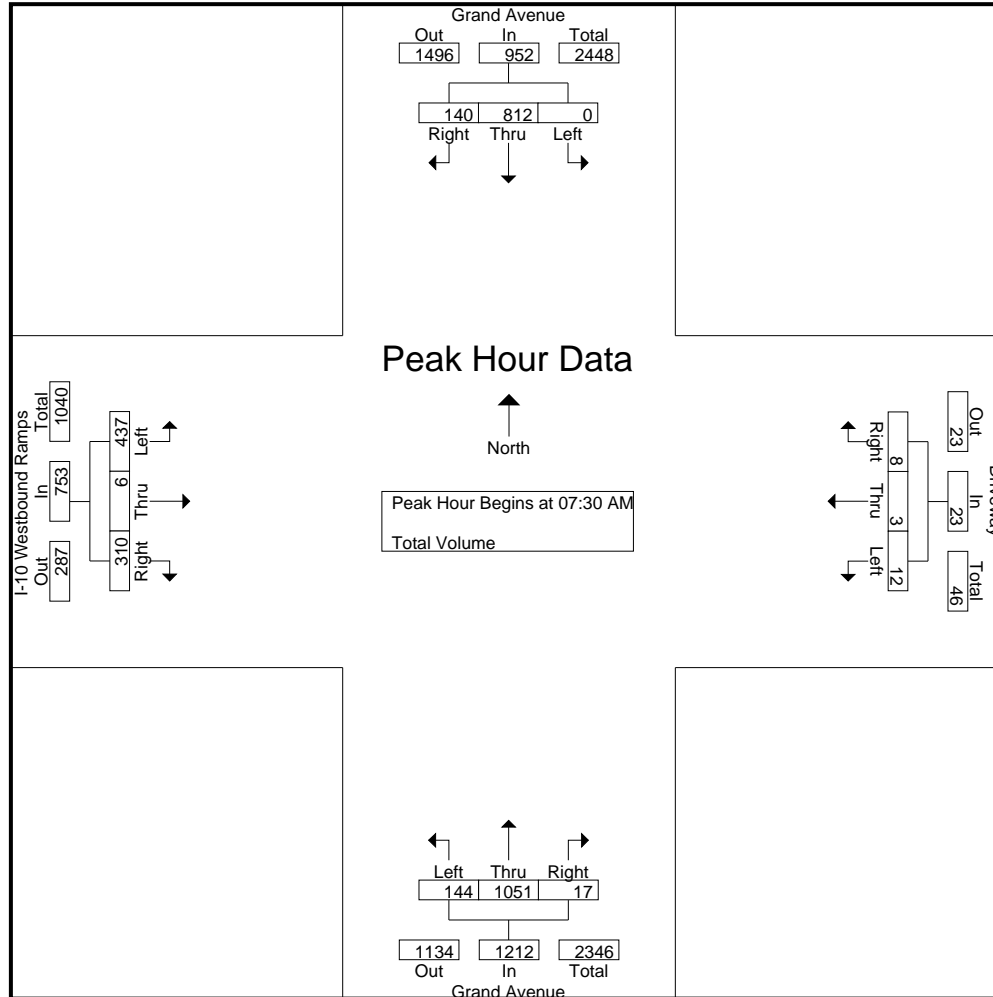
City of Walnut
 N/S: Grand Avenue
 E/W: I-10 Westbound Ramps
 Weather: Clear

File Name : WNTGR10WAM
 Site Code : 04215551
 Start Date : 10/1/2015
 Page No : 1

Groups Printed- Total Volume

Start Time	Grand Avenue Southbound					Driveway Westbound					Grand Avenue Northbound					I-10 Westbound Ramps 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	0	220	38	0	258	2	0	2	0	4	32	164	2	0	198	110	1	44	0	155	615
07:15 AM	0	233	17	0	250	4	2	2	0	8	27	217	5	0	249	116	0	60	0	176	683
07:30 AM	0	209	22	0	231	4	2	1	0	7	25	282	2	1	310	100	0	99	0	199	747
07:45 AM	0	202	31	0	233	3	0	1	0	4	41	258	0	0	299	113	3	73	0	189	725
Total	0	864	108	0	972	13	4	6	0	23	125	921	9	1	1056	439	4	276	0	719	2770
08:00 AM	0	202	45	0	247	1	0	2	0	3	38	229	10	0	277	126	2	77	0	205	732
08:15 AM	0	199	42	0	241	4	1	4	0	9	40	282	5	1	328	98	1	61	0	160	738
08:30 AM	1	214	50	0	265	3	2	1	0	6	48	250	4	0	302	104	3	40	0	147	720
08:45 AM	1	175	50	0	226	4	1	1	0	6	55	272	6	0	333	108	2	32	0	142	707
Total	2	790	187	0	979	12	4	8	0	24	181	1033	25	1	1240	436	8	210	0	654	2897
Grand Total	2	1654	295	0	1951	25	8	14	0	47	306	1954	34	2	2296	875	12	486	0	1373	5667
Apprch %	0.1	84.8	15.1	0		53.2	17	29.8	0		13.3	85.1	1.5	0.1		63.7	0.9	35.4	0		
Total %	0	29.2	5.2	0	34.4	0.4	0.1	0.2	0	0.8	5.4	34.5	0.6	0	40.5	15.4	0.2	8.6	0	24.2	

Start Time	Grand Avenue Southbound				Driveway Westbound				Grand Avenue Northbound				I-10 Westbound Ramps 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 07:30 AM																	
07:30 AM	0	209	22	231	4	2	1	7	25	282	2	309	100	0	99	199	746
07:45 AM	0	202	31	233	3	0	1	4	41	258	0	299	113	3	73	189	725
08:00 AM	0	202	45	247	1	0	2	3	38	229	10	277	126	2	77	205	732
08:15 AM	0	199	42	241	4	1	4	9	40	282	5	327	98	1	61	160	737
Total Volume	0	812	140	952	12	3	8	23	144	1051	17	1212	437	6	310	753	2940
% App. Total	0	85.3	14.7		52.2	13	34.8		11.9	86.7	1.4		58	0.8	41.2		
PHF	.000	.971	.778	.964	.750	.375	.500	.639	.878	.932	.425	.927	.867	.500	.783	.918	.985



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

File Name : WNTGR10WAM
 Site Code : 04215551
 Start Date : 10/1/2015
 Page No : 3

Start Time	Grand Avenue Southbound				Driveway Westbound				Grand Avenue Northbound				I-10 Westbound Ramps 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:

	07:45 AM				08:00 AM				08:00 AM				07:15 AM			
+0 mins.	0	202	31	233	1	0	2	3	38	229	10	277	116	0	60	176
+15 mins.	0	202	45	247	4	1	4	9	40	282	5	327	100	0	99	199
+30 mins.	0	199	42	241	3	2	1	6	48	250	4	302	113	3	73	189
+45 mins.	1	214	50	265	4	1	1	6	55	272	6	333	126	2	77	205
Total Volume	1	817	168	986	12	4	8	24	181	1033	25	1239	455	5	309	769
% App. Total	0.1	82.9	17		50	16.7	33.3		14.6	83.4	2		59.2	0.7	40.2	
PHF	.250	.954	.840	.930	.750	.500	.500	.667	.823	.916	.625	.930	.903	.417	.780	.938

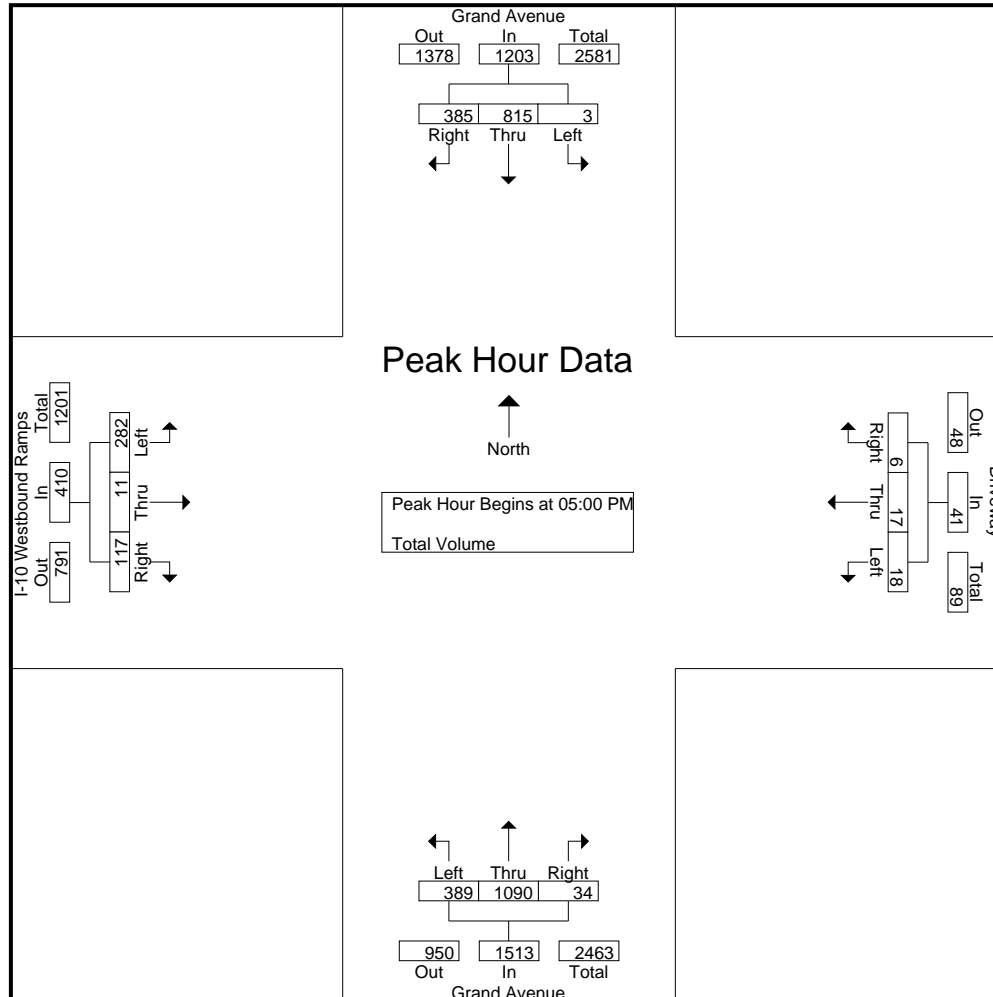
City of Walnut
 N/S: Grand Avenue
 E/W: I-10 Westbound Ramps
 Weather: Clear

File Name : WNTGR10WPM
 Site Code : 04215551
 Start Date : 10/1/2015
 Page No : 1

Groups Printed- Total Volume

Start Time	Grand Avenue Southbound					Driveway Westbound					Grand Avenue Northbound					I-10 Westbound Ramps 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	1	219	111	0	331	10	2	0	0	12	72	193	2	0	267	47	6	14	0	67	677
04:15 PM	0	245	87	0	332	4	2	6	0	12	99	241	7	0	347	47	4	13	0	64	755
04:30 PM	1	235	113	0	349	3	1	3	0	7	94	257	10	0	361	55	2	16	0	73	790
04:45 PM	1	215	111	0	327	10	0	5	0	15	85	274	1	1	361	46	3	20	0	69	772
Total	3	914	422	0	1339	27	5	14	0	46	350	965	20	1	1336	195	15	63	0	273	2994
05:00 PM	2	191	98	0	291	2	5	0	0	7	89	270	10	0	369	53	3	25	0	81	748
05:15 PM	0	197	116	0	313	6	1	0	0	7	101	252	6	0	359	81	2	27	0	110	789
05:30 PM	0	207	83	1	291	2	6	1	0	9	102	270	11	0	383	77	2	30	0	109	792
05:45 PM	1	220	88	1	310	8	5	5	0	18	97	298	7	0	402	71	4	35	0	110	840
Total	3	815	385	2	1205	18	17	6	0	41	389	1090	34	0	1513	282	11	117	0	410	3169
Grand Total	6	1729	807	2	2544	45	22	20	0	87	739	2055	54	1	2849	477	26	180	0	683	6163
Apprch %	0.2	68	31.7	0.1		51.7	25.3	23	0		25.9	72.1	1.9	0		69.8	3.8	26.4	0		
Total %	0.1	28.1	13.1	0	41.3	0.7	0.4	0.3	0	1.4	12	33.3	0.9	0	46.2	7.7	0.4	2.9	0	11.1	

Start Time	Grand Avenue Southbound				Driveway Westbound				Grand Avenue Northbound				I-10 Westbound Ramps 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	2	191	98	291	2	5	0	7	89	270	10	369	53	3	25	81	748
05:15 PM	0	197	116	313	6	1	0	7	101	252	6	359	81	2	27	110	789
05:30 PM	0	207	83	290	2	6	1	9	102	270	11	383	77	2	30	109	791
05:45 PM	1	220	88	309	8	5	5	18	97	298	7	402	71	4	35	110	839
Total Volume	3	815	385	1203	18	17	6	41	389	1090	34	1513	282	11	117	410	3167
% App. Total	0.2	67.7	32		43.9	41.5	14.6		25.7	72	2.2		68.8	2.7	28.5		
PHF	.375	.926	.830	.961	.563	.708	.300	.569	.953	.914	.773	.941	.870	.688	.836	.932	.944



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

File Name : WNTGR10WPM
 Site Code : 04215551
 Start Date : 10/1/2015
 Page No : 3

Start Time	Grand Avenue Southbound				Driveway Westbound				Grand Avenue Northbound				I-10 Westbound Ramps 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:

	04:00 PM				04:00 PM				05:00 PM				05:00 PM			
+0 mins.	1	219	111	331	10	2	0	12	89	270	10	369	53	3	25	81
+15 mins.	0	245	87	332	4	2	6	12	101	252	6	359	81	2	27	110
+30 mins.	1	235	113	349	3	1	3	7	102	270	11	383	77	2	30	109
+45 mins.	1	215	111	327	10	0	5	15	97	298	7	402	71	4	35	110
Total Volume	3	914	422	1339	27	5	14	46	389	1090	34	1513	282	11	117	410
% App. Total	0.2	68.3	31.5		58.7	10.9	30.4		25.7	72	2.2		68.8	2.7	28.5	
PHF	.750	.933	.934	.959	.675	.625	.583	.767	.953	.914	.773	.941	.870	.688	.836	.932

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

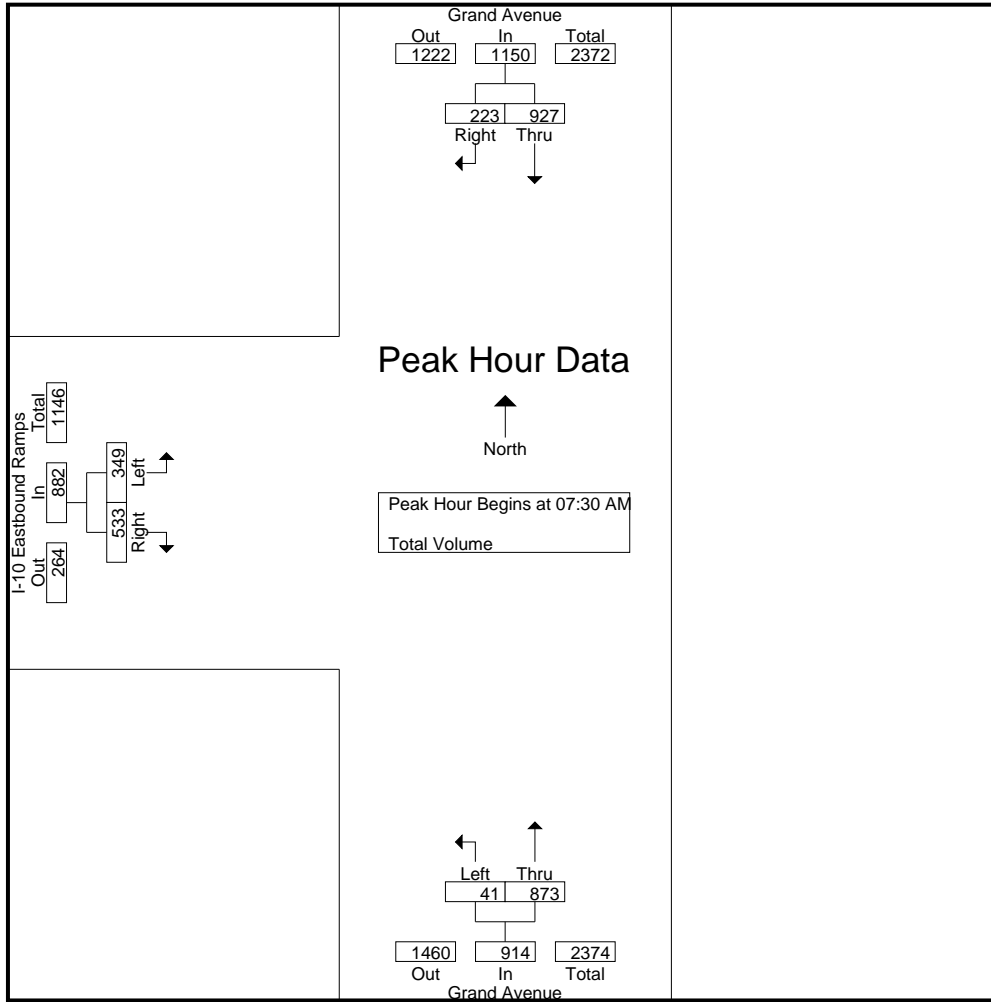
Groups Printed- Total Volume

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

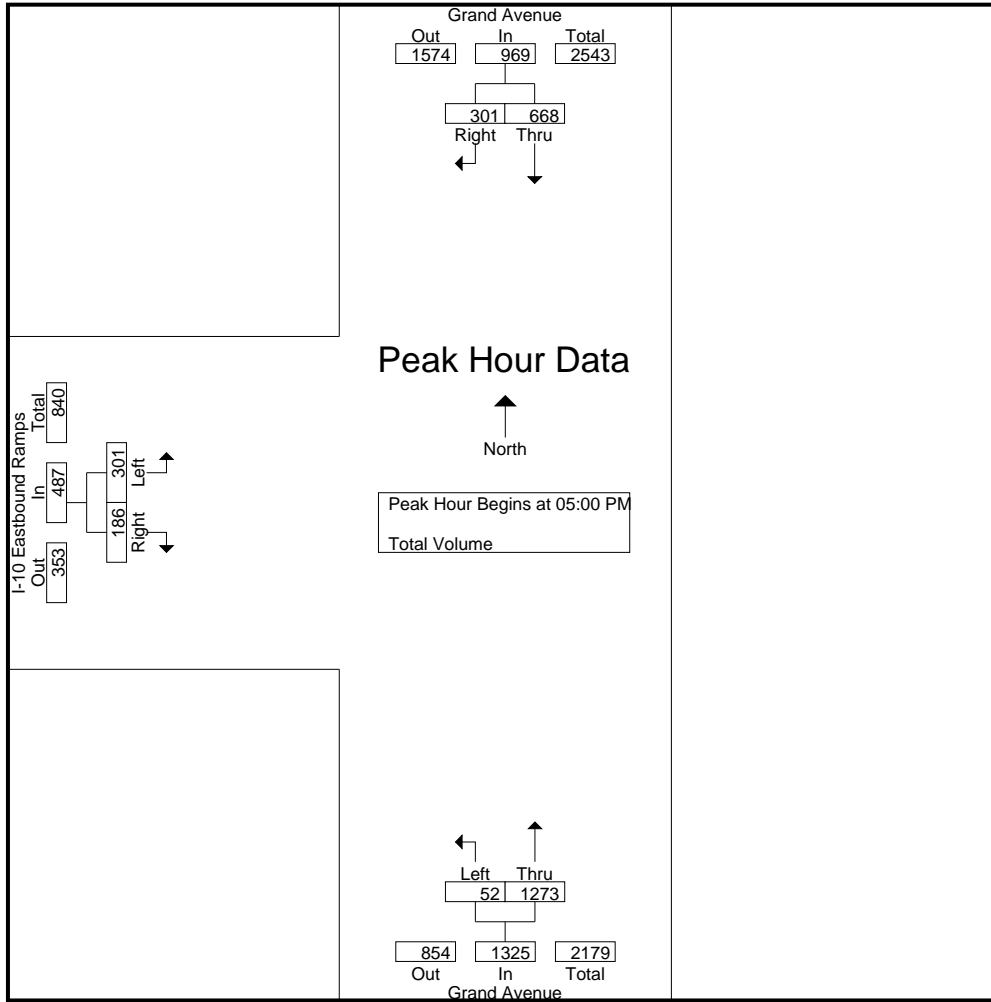
Groups Printed- Total Volume

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: North Grand Avenue
 E/W: Cameron Avenue
 Weather: Clear

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

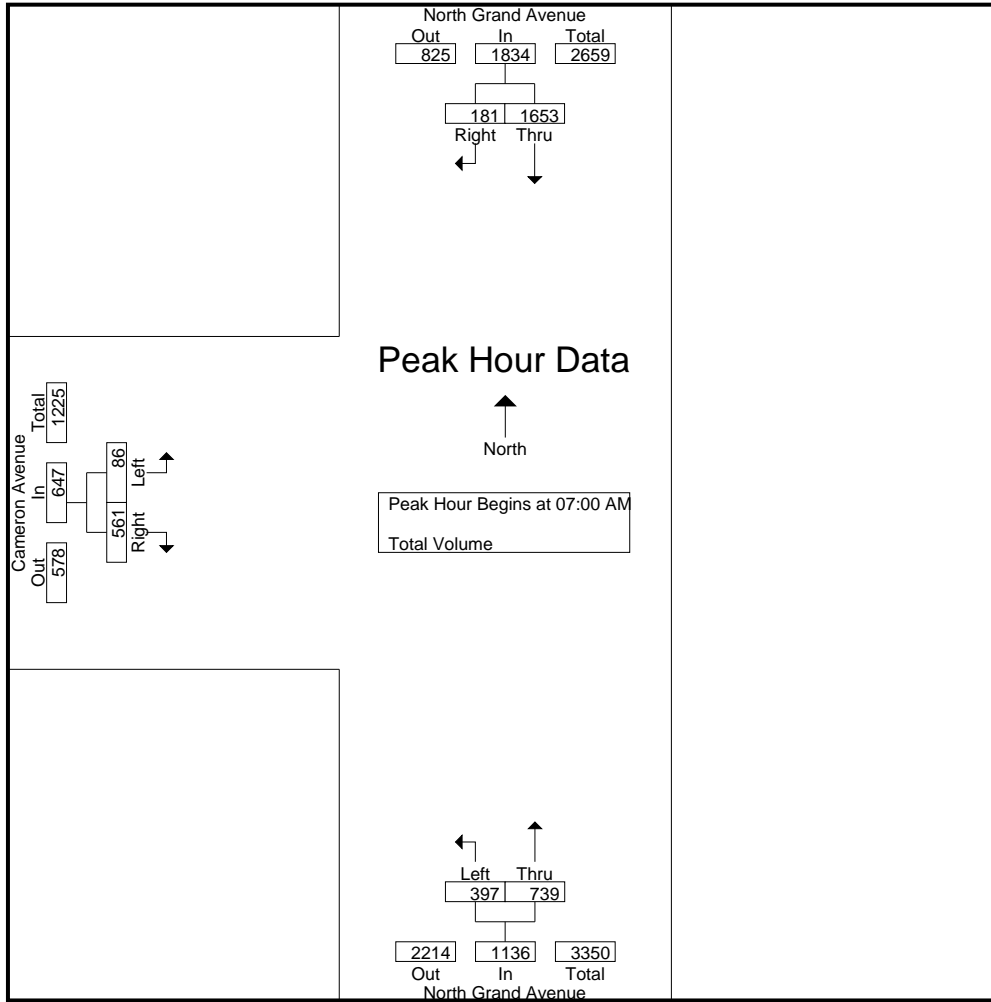
Groups Printed- Total Volume

Start Time	North Grand Avenue Southbound				North Grand Avenue Northbound				Cameron Avenue Eastbound				Int. Total
	Thru	Right	U-Turns	App. Total	Left	Thru	U-Turns	App. Total	Left	Right	U-Turns	App. Total	
07:00 AM	386	50	0	436	105	152	0	257	16	132	0	148	841
07:15 AM	450	47	0	497	115	195	0	310	8	168	0	176	983
07:30 AM	387	49	0	436	95	183	0	278	29	130	0	159	873
07:45 AM	430	35	0	465	82	209	0	291	33	131	0	164	920
Total	1653	181	0	1834	397	739	0	1136	86	561	0	647	3617
08:00 AM	358	47	0	405	82	177	0	259	22	115	0	137	801
08:15 AM	293	46	0	339	67	232	0	299	17	77	0	94	732
08:30 AM	268	52	0	320	98	222	0	320	12	84	0	96	736
08:45 AM	273	43	0	316	64	218	0	282	17	76	0	93	691
Total	1192	188	0	1380	311	849	0	1160	68	352	0	420	2960
Grand Total	2845	369	0	3214	708	1588	0	2296	154	913	0	1067	6577
Apprch %	88.5	11.5	0		30.8	69.2	0		14.4	85.6	0		
Total %	43.3	5.6	0	48.9	10.8	24.1	0	34.9	2.3	13.9	0	16.2	

Start Time	North Grand Avenue Southbound			North Grand Avenue Northbound			Cameron Avenue 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 07:00 AM										
07:00 AM	386	50	436	105	152	257	16	132	148	841
07:15 AM	450	47	497	115	195	310	8	168	176	983
07:30 AM	387	49	436	95	183	278	29	130	159	873
07:45 AM	430	35	465	82	209	291	33	131	164	920
Total Volume	1653	181	1834	397	739	1136	86	561	647	3617
% App. Total	90.1	9.9		34.9	65.1		13.3	86.7		
PHF	.918	.905	.923	.863	.884	.916	.652	.835	.919	.920

City of Walnut
 N/S: North Grand Avenue
 E/W: Cameron Avenue
 Weather: Clear

File Name : WNTGRCAAM
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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			07:45 AM			07:00 AM		
+0 mins.	386	50	436	82	209	291	16	132	148
+15 mins.	450	47	497	82	177	259	8	168	176
+30 mins.	387	49	436	67	232	299	29	130	159
+45 mins.	430	35	465	98	222	320	33	131	164
Total Volume	1653	181	1834	329	840	1169	86	561	647
% App. Total	90.1	9.9		28.1	71.9		13.3	86.7	
PHF	.918	.905	.923	.839	.905	.913	.652	.835	.919

City of Walnut
 N/S: North Grand Avenue
 E/W: Cameron Avenue
 Weather: Clear

File Name : WNTGRCAPM
 Site Code : 04215551
 Start Date : 10/1/2015
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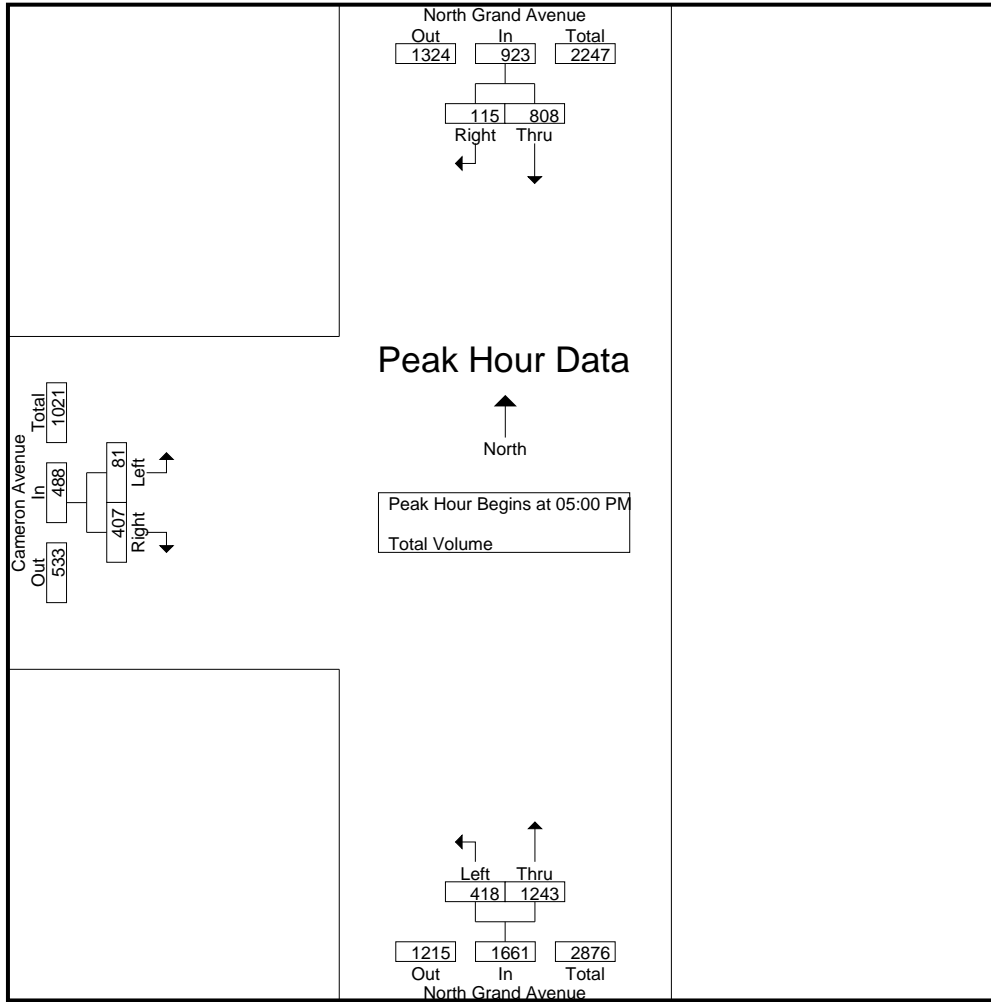
Groups Printed- Total Volume

Start Time	North Grand Avenue Southbound				North Grand Avenue Northbound				Cameron Avenue Eastbound				Int. Total
	Thru	Right	U-Turns	App. Total	Left	Thru	U-Turns	App. Total	Left	Right	U-Turns	App. Total	
04:00 PM	206	15	0	221	65	254	0	319	9	79	0	88	628
04:15 PM	198	13	0	211	76	282	0	358	18	103	0	121	690
04:30 PM	185	11	0	196	77	280	0	357	28	86	0	114	667
04:45 PM	213	18	0	231	86	328	0	414	20	101	0	121	766
Total	802	57	0	859	304	1144	0	1448	75	369	0	444	2751
05:00 PM	205	24	0	229	101	292	0	393	25	107	0	132	754
05:15 PM	174	29	0	203	97	282	0	379	24	98	0	122	704
05:30 PM	221	31	0	252	121	339	0	460	14	94	0	108	820
05:45 PM	208	31	0	239	99	330	0	429	18	108	0	126	794
Total	808	115	0	923	418	1243	0	1661	81	407	0	488	3072
Grand Total	1610	172	0	1782	722	2387	0	3109	156	776	0	932	5823
Apprch %	90.3	9.7	0		23.2	76.8	0		16.7	83.3	0		
Total %	27.6	3	0	30.6	12.4	41	0	53.4	2.7	13.3	0	16	

Start Time	North Grand Avenue Southbound			North Grand Avenue Northbound			Cameron Avenue 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	205	24	229	101	292	393	25	107	132	754
05:15 PM	174	29	203	97	282	379	24	98	122	704
05:30 PM	221	31	252	121	339	460	14	94	108	820
05:45 PM	208	31	239	99	330	429	18	108	126	794
Total Volume	808	115	923	418	1243	1661	81	407	488	3072
% App. Total	87.5	12.5		25.2	74.8		16.6	83.4		
PHF	.914	.927	.916	.864	.917	.903	.810	.942	.924	.937

City of Walnut
 N/S: North Grand Avenue
 E/W: Cameron Avenue
 Weather: Clear

File Name : WNTGRCAPM
 Site Code : 04215551
 Start Date : 10/1/2015
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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			04:30 PM		
+0 mins.	205	24	229	101	292	393	28	86	114
+15 mins.	174	29	203	97	282	379	20	101	121
+30 mins.	221	31	252	121	339	460	25	107	132
+45 mins.	208	31	239	99	330	429	24	98	122
Total Volume	808	115	923	418	1243	1661	97	392	489
% App. Total	87.5	12.5		25.2	74.8		19.8	80.2	
PHF	.914	.927	.916	.864	.917	.903	.866	.916	.926

City of Walnut
 N/S: Grand Avenue
 E/W: Mountaineer Road
 Weather: Clear

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

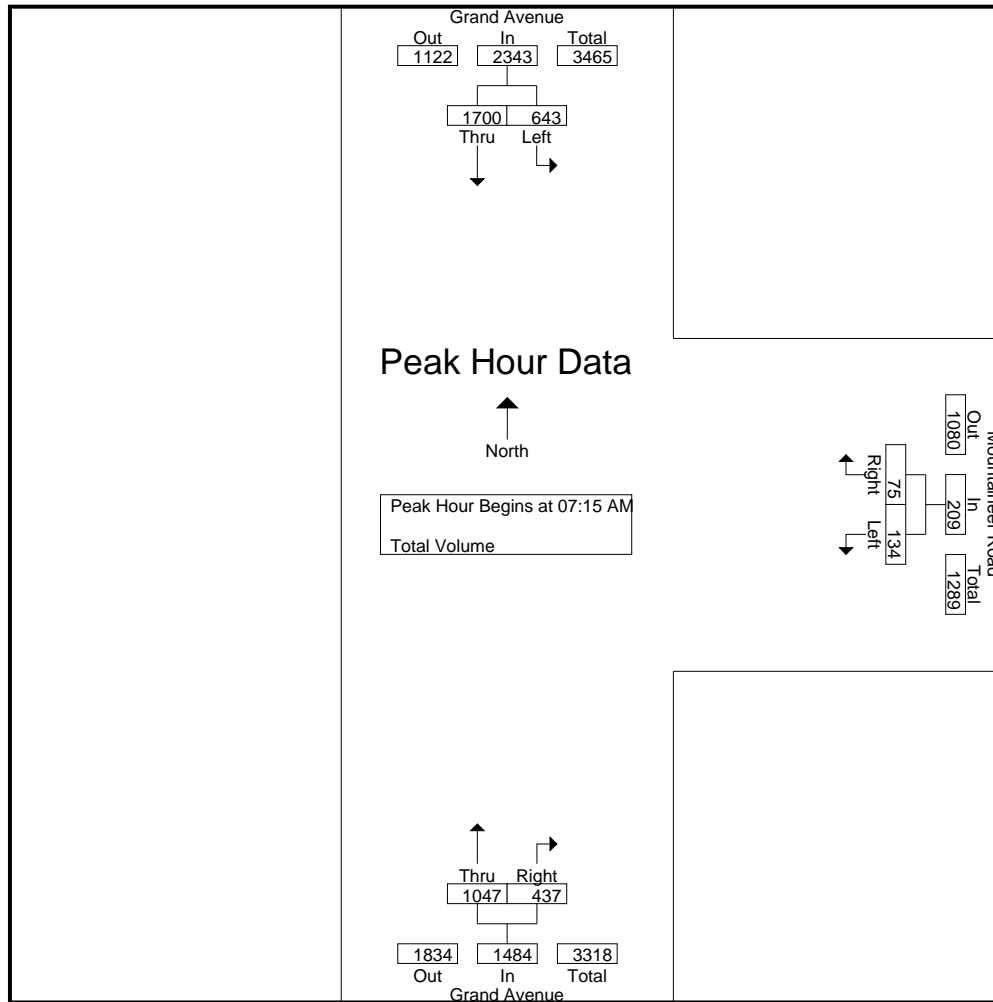
Groups Printed- Total Volume

Start Time	Grand Avenue Southbound				Mountaineer Road Westbound				Grand Avenue Northbound				Int. Total
	Left	Thru	U-Turns	App. Total	Left	Right	U-Turns	App. Total	Thru	Right	U-Turns	App. Total	
07:00 AM	80	433	0	513	23	11	0	34	239	47	0	286	833
07:15 AM	133	455	0	588	36	19	0	55	287	58	0	345	988
07:30 AM	165	446	0	611	28	11	1	40	281	103	0	384	1035
07:45 AM	186	411	0	597	20	24	0	44	246	151	0	397	1038
Total	564	1745	0	2309	107	65	1	173	1053	359	0	1412	3894
08:00 AM	159	388	0	547	50	21	0	71	233	125	0	358	976
08:15 AM	57	389	0	446	60	12	1	73	296	61	0	357	876
08:30 AM	68	311	0	379	26	14	0	40	314	50	0	364	783
08:45 AM	54	319	0	373	26	12	0	38	267	41	0	308	719
Total	338	1407	0	1745	162	59	1	222	1110	277	0	1387	3354
Grand Total	902	3152	0	4054	269	124	2	395	2163	636	0	2799	7248
Apprch %	22.2	77.8	0		68.1	31.4	0.5		77.3	22.7	0		
Total %	12.4	43.5	0	55.9	3.7	1.7	0	5.4	29.8	8.8	0	38.6	

Start Time	Grand Avenue Southbound			Mountaineer Road Westbound			Grand Avenue Northbound			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 Entire Intersection Begins at 07:15 AM										
07:15 AM	133	455	588	36	19	55	287	58	345	988
07:30 AM	165	446	611	28	11	39	281	103	384	1034
07:45 AM	186	411	597	20	24	44	246	151	397	1038
08:00 AM	159	388	547	50	21	71	233	125	358	976
Total Volume	643	1700	2343	134	75	209	1047	437	1484	4036
% App. Total	27.4	72.6		64.1	35.9		70.6	29.4		
PHF	.864	.934	.959	.670	.781	.736	.912	.724	.935	.972

City of Walnut
 N/S: Grand Avenue
 E/W: Mountaineer Road
 Weather: Clear

File Name : WNTGRMOAM
 Site Code : 04215551
 Start Date : 10/1/2015
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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			07:45 AM			07:30 AM		
+0 mins.	133	455	588	20	24	44	281	103	384
+15 mins.	165	446	611	50	21	71	246	151	397
+30 mins.	186	411	597	60	12	72	233	125	358
+45 mins.	159	388	547	26	14	40	296	61	357
Total Volume	643	1700	2343	156	71	227	1056	440	1496
% App. Total	27.4	72.6		68.7	31.3		70.6	29.4	
PHF	.864	.934	.959	.650	.740	.788	.892	.728	.942

City of Walnut
 N/S: Grand Avenue
 E/W: Mountaineer Road
 Weather: Clear

File Name : WNTGRMOPM
 Site Code : 04215551
 Start Date : 10/1/2015
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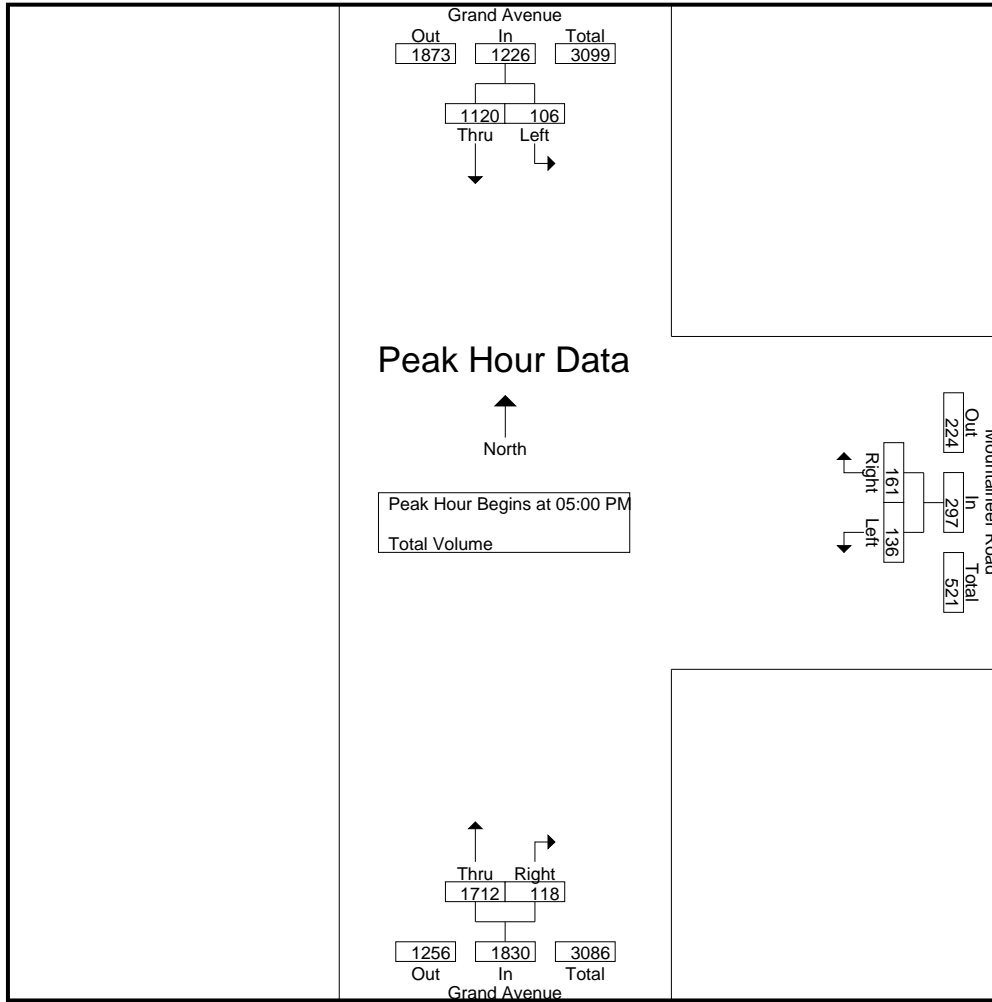
Groups Printed- Total Volume

Start Time	Grand Avenue Southbound				Mountaineer Road Westbound				Grand Avenue Northbound				Int. Total
	Left	Thru	U-Turns	App. Total	Left	Right	U-Turns	App. Total	Thru	Right	U-Turns	App. Total	
04:00 PM	47	220	0	267	49	42	0	91	275	34	0	309	667
04:15 PM	42	263	0	305	71	73	0	144	317	46	0	363	812
04:30 PM	30	263	0	293	70	62	1	133	334	31	0	365	791
04:45 PM	25	293	0	318	31	35	0	66	370	42	0	412	796
Total	144	1039	0	1183	221	212	1	434	1296	153	0	1449	3066
05:00 PM	29	277	0	306	46	47	0	93	374	27	0	401	800
05:15 PM	17	269	0	286	22	44	0	66	460	31	0	491	843
05:30 PM	29	288	0	317	37	44	1	82	449	33	0	482	881
05:45 PM	31	286	0	317	31	26	0	57	429	27	0	456	830
Total	106	1120	0	1226	136	161	1	298	1712	118	0	1830	3354
Grand Total	250	2159	0	2409	357	373	2	732	3008	271	0	3279	6420
Apprch %	10.4	89.6	0		48.8	51	0.3		91.7	8.3	0		
Total %	3.9	33.6	0	37.5	5.6	5.8	0	11.4	46.9	4.2	0	51.1	

Start Time	Grand Avenue Southbound			Mountaineer Road Westbound			Grand Avenue Northbound			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 Entire Intersection Begins at 05:00 PM										
05:00 PM	29	277	306	46	47	93	374	27	401	800
05:15 PM	17	269	286	22	44	66	460	31	491	843
05:30 PM	29	288	317	37	44	81	449	33	482	880
05:45 PM	31	286	317	31	26	57	429	27	456	830
Total Volume	106	1120	1226	136	161	297	1712	118	1830	3353
% App. Total	8.6	91.4		45.8	54.2		93.6	6.4		
PHF	.855	.972	.967	.739	.856	.798	.930	.894	.932	.953

City of Walnut
 N/S: Grand Avenue
 E/W: Mountaineer Road
 Weather: Clear

File Name : WNTGRMOPM
 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:

	04:45 PM			04:15 PM			05:00 PM		
+0 mins.	25	293	318	71	73	144	374	27	401
+15 mins.	29	277	306	70	62	132	460	31	491
+30 mins.	17	269	286	31	35	66	449	33	482
+45 mins.	29	288	317	46	47	93	429	27	456
Total Volume	100	1127	1227	218	217	435	1712	118	1830
% App. Total	8.1	91.9		50.1	49.9		93.6	6.4	
PHF	.862	.962	.965	.768	.743	.755	.930	.894	.932

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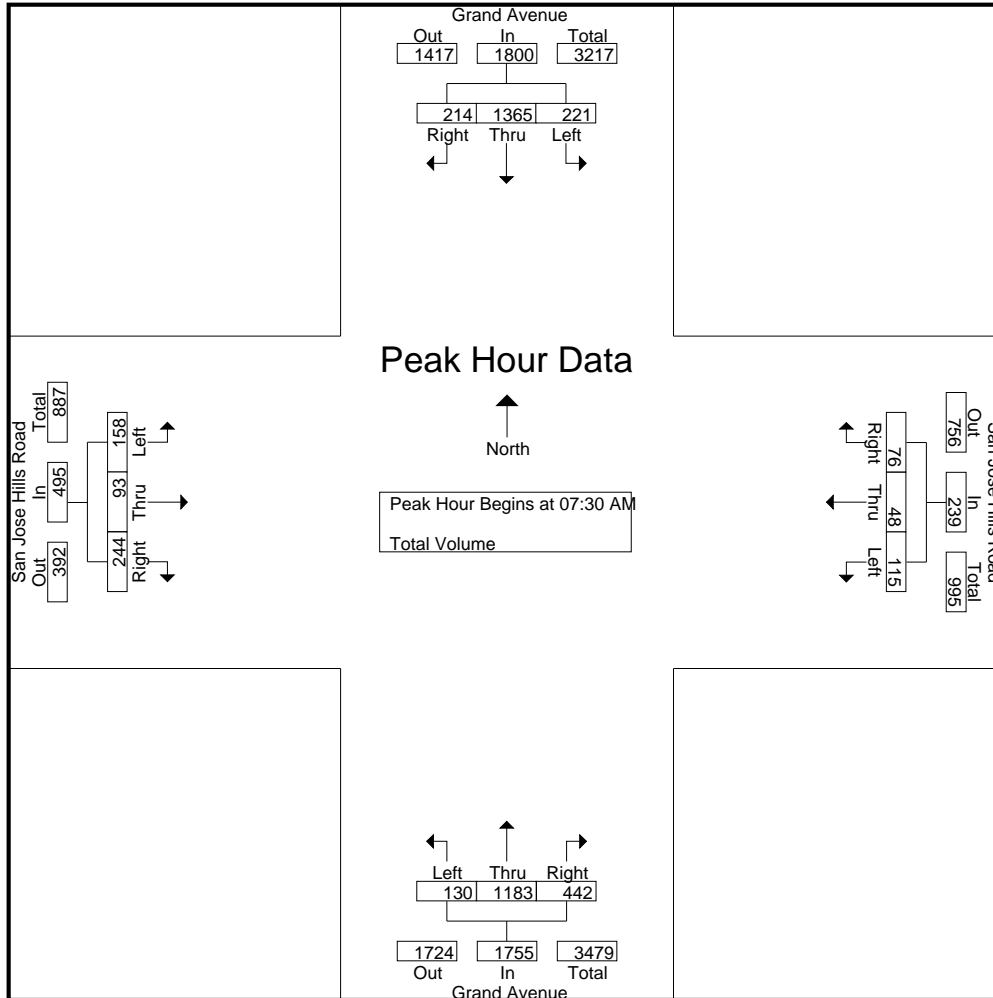
City of Walnut
 N/S: Grand Avenue
 E/W: San Jose Hills Road
 Weather: Clear

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

Groups Printed- Total Volume

Start Time	Grand Avenue Southbound					San Jose Hills Road Westbound					Grand Avenue Northbound					San Jose Hills Road 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	60	341	26	0	427	14	3	16	0	33	18	246	48	1	313	43	10	32	0	85	858
07:15 AM	70	397	32	0	499	24	3	10	0	37	19	304	93	0	416	37	11	37	0	85	1037
07:30 AM	76	339	21	0	436	28	3	24	0	55	30	287	137	2	456	24	27	66	0	117	1064
07:45 AM	79	359	21	0	459	30	3	19	0	52	33	331	143	3	510	28	41	59	0	128	1149
Total	285	1436	100	0	1821	96	12	69	0	177	100	1168	421	6	1695	132	89	194	0	415	4108
08:00 AM	38	327	75	0	440	33	19	26	0	78	29	290	96	2	417	38	20	49	0	107	1042
08:15 AM	28	340	97	0	465	24	23	7	0	54	38	275	66	0	379	68	5	70	0	143	1041
08:30 AM	16	277	25	1	319	12	2	13	0	27	10	239	50	4	303	73	11	96	0	180	829
08:45 AM	24	325	11	1	361	9	4	12	0	25	13	254	36	5	308	20	5	35	0	60	754
Total	106	1269	208	2	1585	78	48	58	0	184	90	1058	248	11	1407	199	41	250	0	490	3666
Grand Total	391	2705	308	2	3406	174	60	127	0	361	190	2226	669	17	3102	331	130	444	0	905	7774
Apprch %	11.5	79.4	9	0.1		48.2	16.6	35.2	0		6.1	71.8	21.6	0.5		36.6	14.4	49.1	0		
Total %	5	34.8	4	0	43.8	2.2	0.8	1.6	0	4.6	2.4	28.6	8.6	0.2	39.9	4.3	1.7	5.7	0	11.6	

Start Time	Grand Avenue Southbound				San Jose Hills Road Westbound				Grand Avenue Northbound				San Jose Hills Road 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 07:30 AM																	
07:30 AM	76	339	21	436	28	3	24	55	30	287	137	454	24	27	66	117	1062
07:45 AM	79	359								331	143	507		41			1146
08:00 AM	38	327	75	440	33	19	26	78	29	290	96	415	38	20	49	107	1040
08:15 AM	28	340	97	465	24	23	7	54	38	275	66	379	68	5	70	143	1041
Total Volume	221	1365	214	1800	115	48	76	239	130	1183	442	1755	158	93	244	495	4289
% App. Total	12.3	75.8	11.9		48.1	20.1	31.8		7.4	67.4	25.2		31.9	18.8	49.3		
PHF	.699	.951	.552	.968	.871	.522	.731	.766	.855	.894	.773	.865	.581	.567	.871	.865	.936



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City of Walnut
 N/S: Grand Avenue
 E/W: San Jose Hills Road
 Weather: Clear

File Name : WNTGRSJAM
 Site Code : 04215551
 Start Date : 10/1/2015
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Start Time	Grand Avenue Southbound				San Jose Hills Road Westbound				Grand Avenue Northbound				San Jose Hills Road 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				07:30 AM				07:45 AM				07:45 AM			
+0 mins.	70	397	32	499	28	3	24	55	19	304	93	416	28	41	59	128
+15 mins.	76	339	21	436	30	3	19	52	30	287	137	454	38	20	49	107
+30 mins.	79	359	21	459	33	19	26	78	33	331	143	507	68	5	70	143
+45 mins.	38	327	75	440	24	23	7	54	29	290	96	415	73	11	96	180
Total Volume	263	1422	149	1834	115	48	76	239	111	1212	469	1792	207	77	274	558
% App. Total	14.3	77.5	8.1		48.1	20.1	31.8		6.2	67.6	26.2		37.1	13.8	49.1	
PHF	.832	.895	.497	.919	.871	.522	.731	.766	.841	.915	.820	.884	.709	.470	.714	.775

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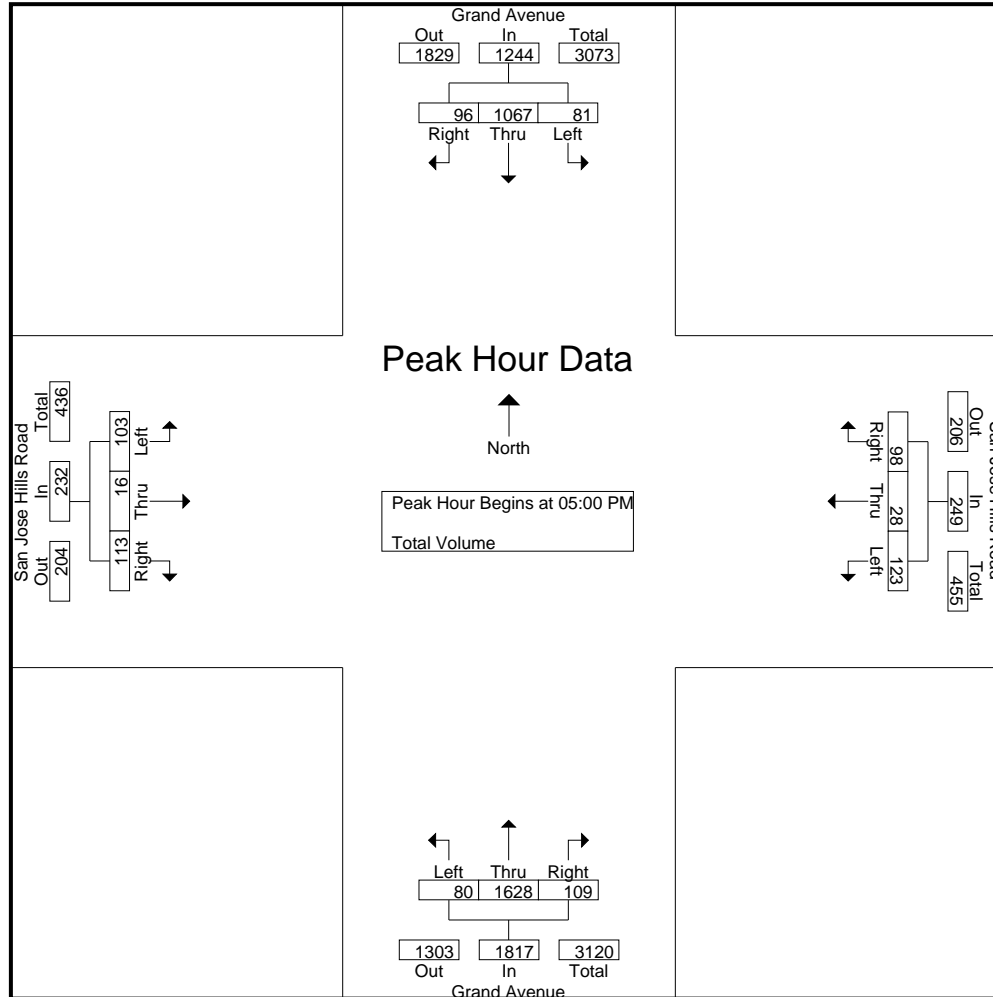
City of Walnut
 N/S: Grand Avenue
 E/W: San Jose Hills Road
 Weather: Clear

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

Groups Printed- Total Volume

Start Time	Grand Avenue Southbound					San Jose Hills Road Westbound					Grand Avenue Northbound					San Jose Hills Road 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	25	216	22	1	264	34	7	28	0	69	15	285	33	0	333	14	3	16	0	33	699
04:15 PM	28	269	22	1	320	54	6	38	0	98	25	297	48	2	372	21	4	19	0	44	834
04:30 PM	26	264	24	0	314	81	11	61	0	153	18	285	28	2	333	25	1	21	0	47	847
04:45 PM	24	302	32	0	358	48	7	44	0	99	19	329	41	2	391	16	2	24	0	42	890
Total	103	1051	100	2	1256	217	31	171	0	419	77	1196	150	6	1429	76	10	80	0	166	3270
05:00 PM	29	262	15	0	306	32	6	30	0	68	15	346	30	1	392	28	4	23	0	55	821
05:15 PM	10	265	27	0	302	32	6	21	0	59	26	453	29	0	508	17	2	32	0	51	920
05:30 PM	14	252	33	0	299	36	10	26	0	72	16	407	25	1	449	27	8	33	0	68	888
05:45 PM	28	288	21	0	337	23	6	21	0	50	23	422	25	1	471	31	2	25	0	58	916
Total	81	1067	96	0	1244	123	28	98	0	249	80	1628	109	3	1820	103	16	113	0	232	3545
Grand Total	184	2118	196	2	2500	340	59	269	0	668	157	2824	259	9	3249	179	26	193	0	398	6815
Apprch %	7.4	84.7	7.8	0.1		50.9	8.8	40.3	0		4.8	86.9	8	0.3		45	6.5	48.5	0		
Total %	2.7	31.1	2.9	0	36.7	5	0.9	3.9	0	9.8	2.3	41.4	3.8	0.1	47.7	2.6	0.4	2.8	0	5.8	

Start Time	Grand Avenue Southbound				San Jose Hills Road Westbound				Grand Avenue Northbound				San Jose Hills Road 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	29	262	15	306	32	6	30	68	15	346	30	391	28	4	23	55	820
05:15 PM	10	265	27	302	32	6	21	59	26	453	29	508	17	2	32	51	920
05:30 PM	14	252	33	299	36	10	26	72	16	407	25	448	27	8	33	68	887
05:45 PM	28	288	21	337	23	6	21	50	23	422	25	470	31	2	25	58	915
Total Volume	81	1067	96	1244	123	28	98	249	80	1628	109	1817	103	16	113	232	3542
% App. Total	6.5	85.8	7.7		49.4	11.2	39.4		4.4	89.6	6		44.4	6.9	48.7		
PHF	.698	.926	.727	.923	.854	.700	.817	.865	.769	.898	.908	.894	.831	.500	.856	.853	.963



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City of Walnut
 N/S: Grand Avenue
 E/W: San Jose Hills Road
 Weather: Clear

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

Start Time	Grand Avenue Southbound				San Jose Hills Road Westbound				Grand Avenue Northbound				San Jose Hills Road 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:

	04:15 PM				04:00 PM				05:00 PM				05:00 PM			
+0 mins.	28	269	22	319	34	7	28	69	15	346	30	391	28	4	23	55
+15 mins.	26	264	24	314	54	6	38	98	26	453	29	508	17	2	32	51
+30 mins.	24	302	32	358	81	11	61	153	16	407	25	448	27	8	33	68
+45 mins.	29	262	15	306	48	7	44	99	23	422	25	470	31	2	25	58
Total Volume	107	1097	93	1297	217	31	171	419	80	1628	109	1817	103	16	113	232
% App. Total	8.2	84.6	7.2		51.8	7.4	40.8		4.4	89.6	6		44.4	6.9	48.7	
PHF	.922	.908	.727	.906	.670	.705	.701	.685	.769	.898	.908	.894	.831	.500	.856	.853

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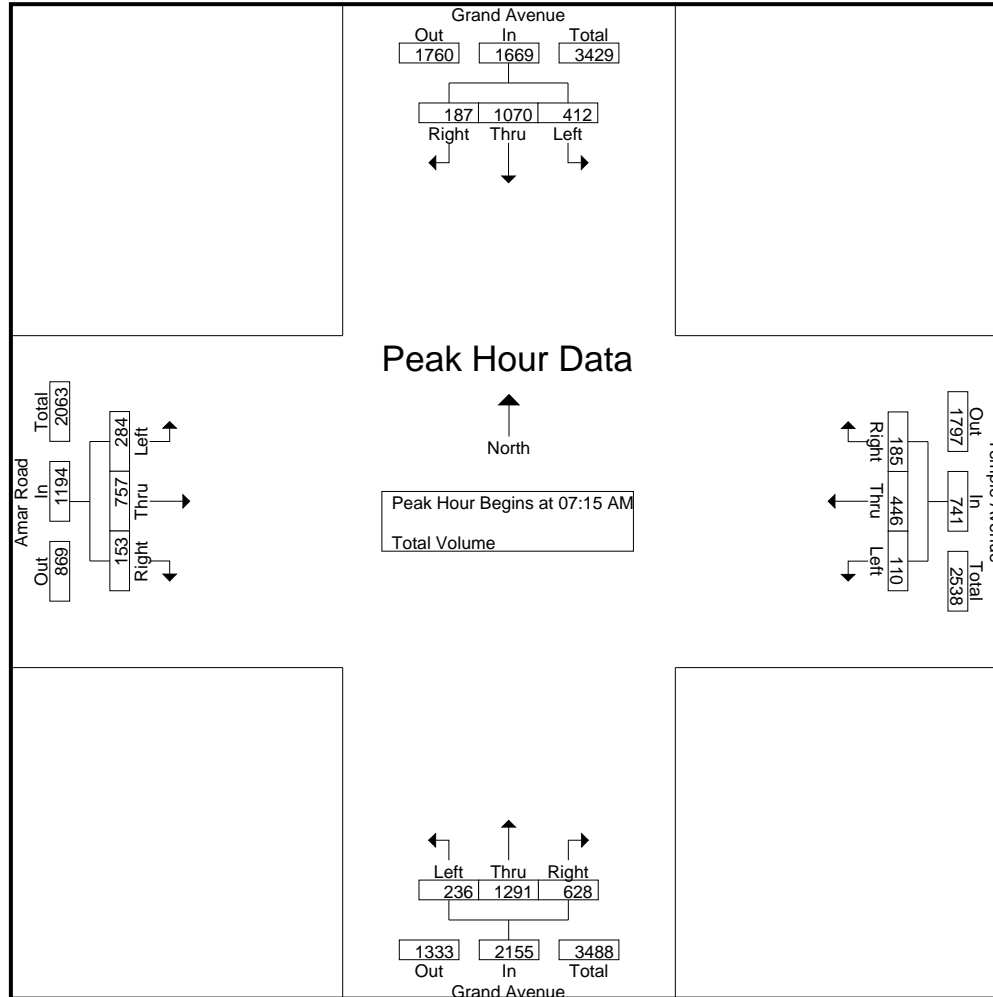
City of Walnut
 N/S: Grand Avenue
 E/W: Temple Avenue
 Weather: Clear

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

Groups Printed- Total Volume

Start Time	Grand Avenue Southbound					Temple Avenue Westbound					Grand Avenue Northbound					Amar Road 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	100	292	42	0	434	15	152	62	0	229	38	195	130	0	363	63	132	38	0	233	1259
07:15 AM	83	290	37	0	410	25	165	40	0	230	65	289	158	0	512	61	202	47	0	310	1462
07:30 AM	116	267	47	0	430	22	84	56	0	162	58	339	188	0	585	85	192	38	0	315	1492
07:45 AM	111	251	42	0	404	29	92	41	0	162	52	398	165	0	615	72	189	24	0	285	1466
Total	410	1100	168	0	1678	91	493	199	0	783	213	1221	641	0	2075	281	715	147	0	1143	5679
08:00 AM	102	262	61	0	425	34	105	48	0	187	61	265	117	0	443	66	174	44	0	284	1339
08:15 AM	75	238	65	0	378	27	110	42	0	179	113	266	115	0	494	67	134	62	1	264	1315
08:30 AM	72	284	57	0	413	30	78	48	0	156	47	189	89	0	325	79	130	68	0	277	1171
08:45 AM	50	243	35	0	328	18	56	28	0	102	44	190	78	0	312	72	111	47	0	230	972
Total	299	1027	218	0	1544	109	349	166	0	624	265	910	399	0	1574	284	549	221	1	1055	4797
Grand Total	709	2127	386	0	3222	200	842	365	0	1407	478	2131	1040	0	3649	565	1264	368	1	2198	10476
Apprch %	22	66	12	0		14.2	59.8	25.9	0		13.1	58.4	28.5	0		25.7	57.5	16.7	0		
Total %	6.8	20.3	3.7	0	30.8	1.9	8	3.5	0	13.4	4.6	20.3	9.9	0	34.8	5.4	12.1	3.5	0	21	

Start Time	Grand Avenue Southbound				Temple Avenue Westbound				Grand Avenue Northbound				Amar Road 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	83	290	37	410	25	165	40	230	65	289	158	512	61	202	47	310	1462
07:30 AM	116	267	47	430	22	84	56	162	58	339	188	585	85	192	38	315	1492
07:45 AM	111	251	42	404	29	92	41	162	52	398	165	615	72	189	24	285	1466
08:00 AM	102	262	61	425	34	105	48	187	61	265	117	443	66	174	44	284	1339
Total Volume	412	1070	187	1669	110	446	185	741	236	1291	628	2155	284	757	153	1194	5759
% App. Total	24.7	64.1	11.2		14.8	60.2	25		11	59.9	29.1		23.8	63.4	12.8		
PHF	.888	.922	.766	.970	.809	.676	.826	.805	.908	.811	.835	.876	.835	.937	.814	.948	.965



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

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

Start Time	Grand Avenue Southbound				Temple Avenue Westbound				Grand Avenue Northbound				Amar Road 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				07:15 AM				07:15 AM			
+0 mins.	100	292	42	434	15	152	62	229	65	289	158	512	61	202	47	310
+15 mins.	83	290	37	410	25	165	40	230	58	339	188	585	85	192	38	315
+30 mins.	116	267	47	430	22	84	56	162	52	398	165	615	72	189	24	285
+45 mins.	111	251	42	404	29	92	41	162	61	265	117	443	66	174	44	284
Total Volume	410	1100	168	1678	91	493	199	783	236	1291	628	2155	284	757	153	1194
% App. Total	24.4	65.6	10		11.6	63	25.4		11	59.9	29.1		23.8	63.4	12.8	
PHF	.884	.942	.894	.967	.784	.747	.802	.851	.908	.811	.835	.876	.835	.937	.814	.948

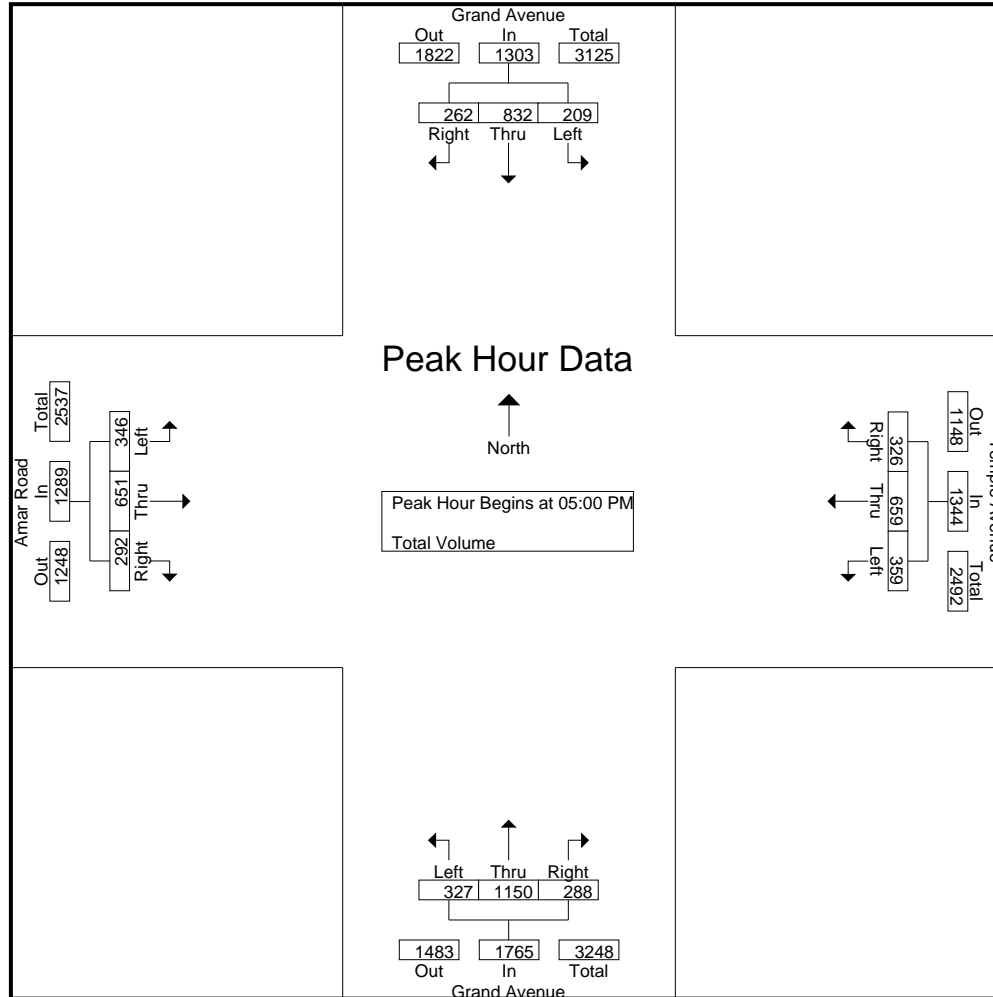
City of Walnut
 N/S: Grand Avenue
 E/W: Temple Avenue
 Weather: Clear

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

Groups Printed- Total Volume

Start Time	Grand Avenue Southbound					Temple Avenue Westbound					Grand Avenue Northbound					Amar Road 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	61	188	50	0	299	64	112	60	0	236	62	183	74	0	319	93	134	75	0	302	1156
04:15 PM	80	206	46	0	332	86	118	71	0	275	53	228	100	0	381	71	161	88	0	320	1308
04:30 PM	84	256	73	0	413	97	147	62	0	306	47	233	56	0	336	72	149	67	2	290	1345
04:45 PM	73	204	71	0	348	89	160	57	1	307	59	266	79	0	404	71	171	68	0	310	1369
Total	298	854	240	0	1392	336	537	250	1	1124	221	910	309	0	1440	307	615	298	2	1222	5178
05:00 PM	57	230	72	0	359	98	138	75	0	311	73	238	60	0	371	94	159	74	1	328	1369
05:15 PM	50	192	50	1	293	85	157	70	0	312	91	330	79	0	500	86	165	62	0	313	1418
05:30 PM	52	206	73	0	331	99	178	95	0	372	76	293	68	0	437	91	153	81	0	325	1465
05:45 PM	50	204	67	1	322	77	186	86	1	350	87	289	81	0	457	75	174	75	0	324	1453
Total	209	832	262	2	1305	359	659	326	1	1345	327	1150	288	0	1765	346	651	292	1	1290	5705
Grand Total	507	1686	502	2	2697	695	1196	576	2	2469	548	2060	597	0	3205	653	1266	590	3	2512	10883
Apprch %	18.8	62.5	18.6	0.1		28.1	48.4	23.3	0.1		17.1	64.3	18.6	0		26	50.4	23.5	0.1		
Total %	4.7	15.5	4.6	0	24.8	6.4	11	5.3	0	22.7	5	18.9	5.5	0	29.4	6	11.6	5.4	0	23.1	

Start Time	Grand Avenue Southbound				Temple Avenue Westbound				Grand Avenue Northbound				Amar Road 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	57	230	72	359	98	138	75	311	73	238	60	371	94	159	74	327	1368
05:15 PM	50	192	50	292	85	157	70	312	91	330	79	500	86	165	62	313	1417
05:30 PM	52	206	73	331	99	178	95	372	76	293	68	437	91	153	81	325	1465
05:45 PM	50	204	67	321	77	186	86	349	87	289	81	457	75	174	75	324	1451
Total Volume	209	832	262	1303	359	659	326	1344	327	1150	288	1765	346	651	292	1289	5701
% App. Total	16	63.9	20.1		26.7	49	24.3		18.5	65.2	16.3		26.8	50.5	22.7		
PHF	.917	.904	.897	.907	.907	.886	.858	.903	.898	.871	.889	.883	.920	.935	.901	.985	.973



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

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

Start Time	Grand Avenue Southbound				Temple Avenue Westbound				Grand Avenue Northbound				Amar Road 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:

	04:15 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	80	206	46	332	98	138	75	311	73	238	60	371	94	159	74	327
+15 mins.	84	256	73	413	85	157	70	312	91	330	79	500	86	165	62	313
+30 mins.	73	204	71	348	99	178	95	372	76	293	68	437	91	153	81	325
+45 mins.	57	230	72	359	77	186	86	349	87	289	81	457	75	174	75	324
Total Volume	294	896	262	1452	359	659	326	1344	327	1150	288	1765	346	651	292	1289
% App. Total	20.2	61.7	18		26.7	49	24.3		18.5	65.2	16.3		26.8	50.5	22.7	
PHF	.875	.875	.897	.879	.907	.886	.858	.903	.898	.871	.889	.883	.920	.935	.901	.985

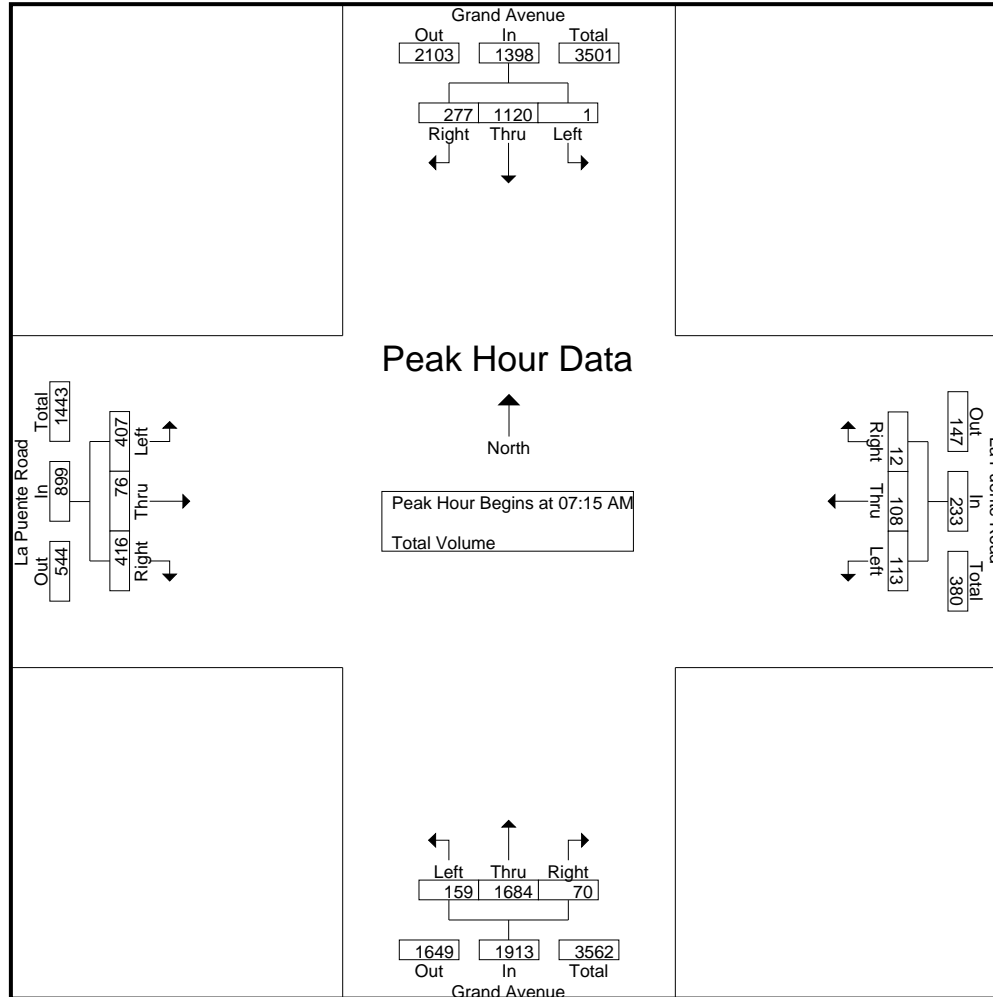
City of Walnut
 N/S: Grand Avenue
 E/W: La Puente Road
 Weather: Clear

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

Groups Printed- Total Volume

Start Time	Grand Avenue Southbound					La Puente Road Westbound					Grand Avenue Northbound					La Puente Road 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	0	280	69	0	349	20	18	1	0	39	51	344	15	0	410	50	3	46	0	99	897
07:15 AM	0	247	128	0	375	42	71	2	0	115	57	368	26	0	451	115	30	99	0	244	1185
07:30 AM	0	294	85	0	379	26	21	5	0	52	34	488	18	0	540	148	25	138	0	311	1282
07:45 AM	0	250	27	0	277	25	8	4	0	37	25	400	15	0	440	111	16	114	0	241	995
Total	0	1071	309	0	1380	113	118	12	0	243	167	1600	74	0	1841	424	74	397	0	895	4359
08:00 AM	1	329	37	0	367	20	8	1	0	29	43	428	11	0	482	33	5	65	0	103	981
08:15 AM	0	280	37	0	317	33	6	2	0	41	51	356	9	1	417	39	3	69	0	111	886
08:30 AM	0	331	27	0	358	32	10	2	0	44	42	286	7	1	336	35	1	72	0	108	846
08:45 AM	2	280	42	0	324	29	8	2	0	39	45	241	11	0	297	34	7	55	0	96	756
Total	3	1220	143	0	1366	114	32	7	0	153	181	1311	38	2	1532	141	16	261	0	418	3469
Grand Total	3	2291	452	0	2746	227	150	19	0	396	348	2911	112	2	3373	565	90	658	0	1313	7828
Apprch %	0.1	83.4	16.5	0		57.3	37.9	4.8	0		10.3	86.3	3.3	0.1		43	6.9	50.1	0		
Total %	0	29.3	5.8	0	35.1	2.9	1.9	0.2	0	5.1	4.4	37.2	1.4	0	43.1	7.2	1.1	8.4	0	16.8	

Start Time	Grand Avenue Southbound				La Puente Road Westbound				Grand Avenue Northbound				La Puente Road 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	0	247	128	375	42	71	2	115	57	368	26	451	115	30	99	244	1185
07:30 AM	0	294	85	379	26	21	5	52	34	488	18	540	148	25	138	311	1282
07:45 AM	0	250	27	277	25	8	4	37	25	400	15	440	111	16	114	241	995
08:00 AM	1	329	37	367	20	8	1	29	43	428	11	482	33	5	65	103	981
Total Volume	1	1120	277	1398	113	108	12	233	159	1684	70	1913	407	76	416	899	4443
% App. Total	0.1	80.1	19.8		48.5	46.4	5.2		8.3	88	3.7		45.3	8.5	46.3		
PHF	.250	.851	.541	.922	.673	.380	.600	.507	.697	.863	.673	.886	.688	.633	.754	.723	.866



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City of Walnut
 N/S: Grand Avenue
 E/W: La Puente Road
 Weather: Clear

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

Start Time	Grand Avenue Southbound				La Puente Road Westbound				Grand Avenue Northbound				La Puente Road 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.	0	247	128	375	20	18	1	39	57	368	26	451	115	30	99	244
+15 mins.	0	294	85	379	42	71	2	115	34	488	18	540	148	25	138	311
+30 mins.	0	250	27	277	26	21	5	52	25	400	15	440	111	16	114	241
+45 mins.	1	329	37	367	25	8	4	37	43	428	11	482	33	5	65	103
Total Volume	1	1120	277	1398	113	118	12	243	159	1684	70	1913	407	76	416	899
% App. Total	0.1	80.1	19.8		46.5	48.6	4.9		8.3	88	3.7		45.3	8.5	46.3	
PHF	.250	.851	.541	.922	.673	.415	.600	.528	.697	.863	.673	.886	.688	.633	.754	.723

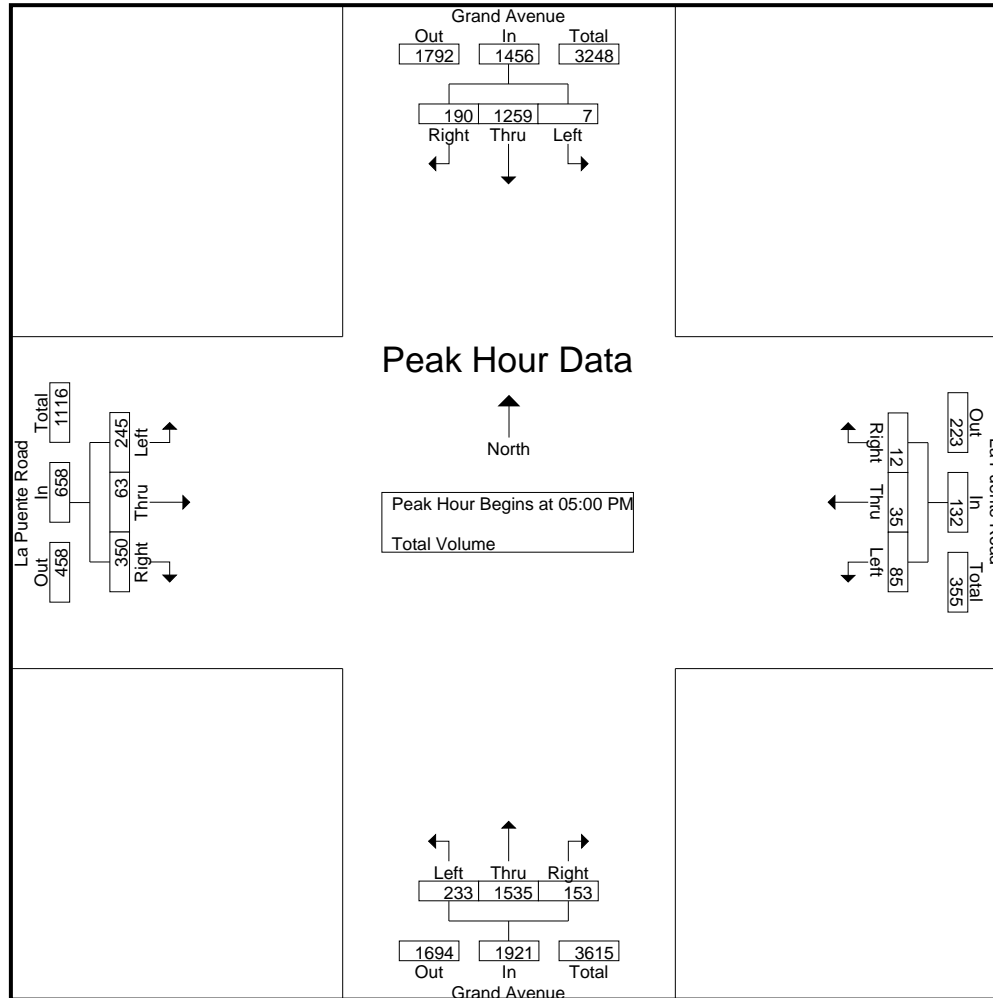
City of Walnut
 N/S: Grand Avenue
 E/W: La Puente Road
 Weather: Clear

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

Groups Printed- Total Volume

Start Time	Grand Avenue Southbound					La Puente Road Westbound					Grand Avenue Northbound					La Puente Road 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	1	272	40	0	313	16	9	2	0	27	45	319	24	0	388	42	7	64	0	113	841
04:15 PM	0	331	39	0	370	14	5	3	0	22	36	282	27	0	345	63	13	81	0	157	894
04:30 PM	0	373	43	0	416	11	5	2	0	18	36	311	13	1	361	43	6	84	0	133	928
04:45 PM	2	319	43	1	365	21	4	2	0	27	43	319	20	0	382	59	12	97	0	168	942
Total	3	1295	165	1	1464	62	23	9	0	94	160	1231	84	1	1476	207	38	326	0	571	3605
05:00 PM	0	350	48	0	398	20	6	2	0	28	44	377	29	0	450	52	9	72	0	133	1009
05:15 PM	3	280	47	0	330	20	8	6	0	34	65	366	43	0	474	62	15	107	0	184	1022
05:30 PM	1	343	45	0	389	26	6	3	0	35	74	440	46	0	560	58	13	72	0	143	1127
05:45 PM	3	286	50	0	339	19	15	1	0	35	50	352	35	1	438	73	26	99	0	198	1010
Total	7	1259	190	0	1456	85	35	12	0	132	233	1535	153	1	1922	245	63	350	0	658	4168
Grand Total	10	2554	355	1	2920	147	58	21	0	226	393	2766	237	2	3398	452	101	676	0	1229	7773
Apprch %	0.3	87.5	12.2	0		65	25.7	9.3	0		11.6	81.4	7	0.1		36.8	8.2	55	0		
Total %	0.1	32.9	4.6	0	37.6	1.9	0.7	0.3	0	2.9	5.1	35.6	3	0	43.7	5.8	1.3	8.7	0	15.8	

Start Time	Grand Avenue Southbound				La Puente Road Westbound				Grand Avenue Northbound				La Puente Road 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	0	350	48	398	20	6	2	28	44	377	29	450	52	9	72	133	1009
05:15 PM	3	280	47	330	20	8	6	34	65	366	43	474	62	15	107	184	1022
05:30 PM	1	343	45	389	26	6	3	35	74	440	46	560	58	13	72	143	1127
05:45 PM	3	286	50	339	19	15	1	35	50	352	35	437	73	26	99	198	1009
Total Volume	7	1259	190	1456	85	35	12	132	233	1535	153	1921	245	63	350	658	4167
% App. Total	0.5	86.5	13		64.4	26.5	9.1		12.1	79.9	8		37.2	9.6	53.2		
PHF	.583	.899	.950	.915	.817	.583	.500	.943	.787	.872	.832	.858	.839	.606	.818	.831	.924



Counts Unlimited
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City of Walnut
 N/S: Grand Avenue
 E/W: La Puente Road
 Weather: Clear

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

Start Time	Grand Avenue Southbound				La Puente Road Westbound				Grand Avenue Northbound				La Puente Road 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:

	04:15 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	331	39	370	20	6	2	28	44	377	29	450	52	9	72	133
+15 mins.	0	373	43	416	20	8	6	34	65	366	43	474	62	15	107	184
+30 mins.	2	319	43	364	26	6	3	35	74	440	46	560	58	13	72	143
+45 mins.	0	350	48	398	19	15	1	35	50	352	35	437	73	26	99	198
Total Volume	2	1373	173	1548	85	35	12	132	233	1535	153	1921	245	63	350	658
% App. Total	0.1	88.7	11.2		64.4	26.5	9.1		12.1	79.9	8		37.2	9.6	53.2	
PHF	.250	.920	.901	.930	.817	.583	.500	.943	.787	.872	.832	.858	.839	.606	.818	.831

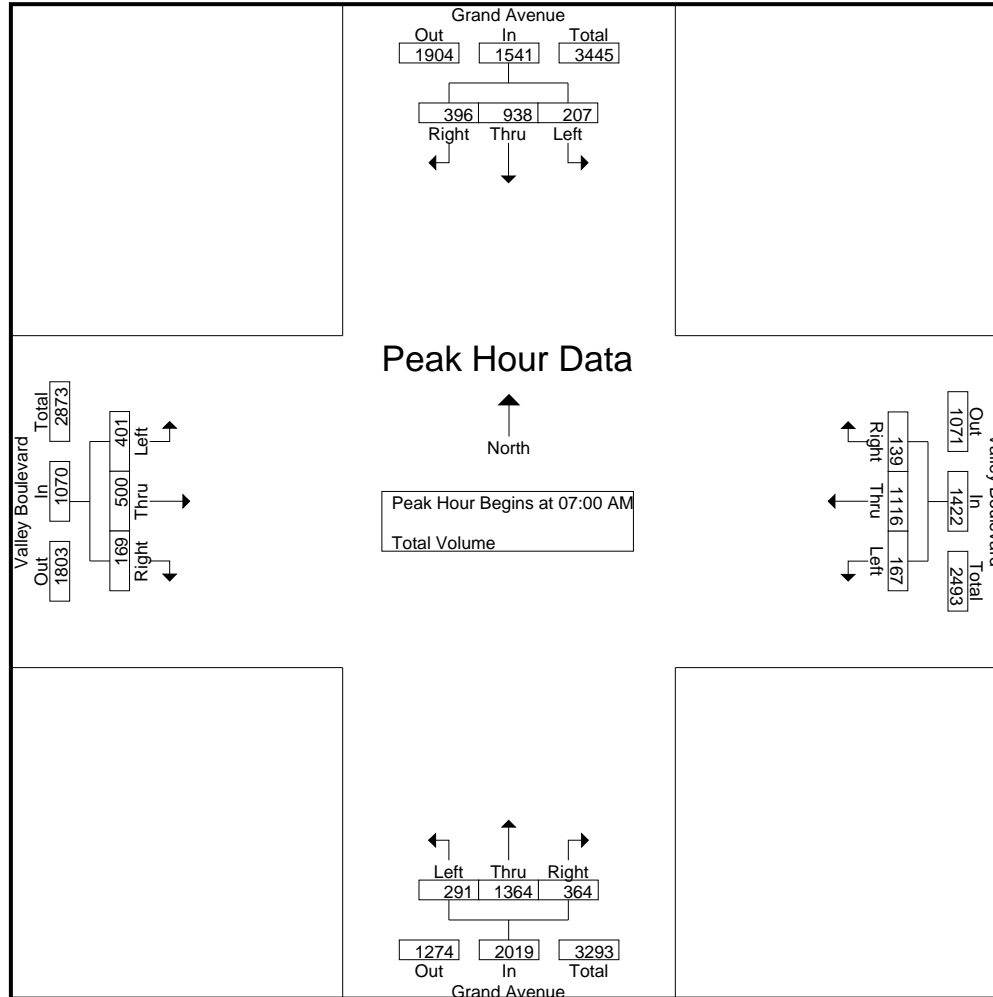
City of Walnut
 N/S: Grand Avenue
 E/W: Valley Boulevard
 Weather: Clear

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

Groups Printed- Total Volume

Start Time	Grand Avenue Southbound					Valley Boulevard Westbound					Grand Avenue Northbound					Valley Boulevard 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	31	215	94	0	340	39	320	44	1	404	76	340	83	0	499	74	112	33	0	219	1462
07:15 AM	50	225	107	1	383	53	311	40	4	408	91	348	117	0	556	88	120	46	0	254	1601
07:30 AM	66	238	108	0	412	37	266	28	3	334	67	364	85	0	516	112	148	54	2	316	1578
07:45 AM	60	260	87	0	407	38	219	27	6	290	57	312	79	0	448	127	120	36	0	283	1428
Total	207	938	396	1	1542	167	1116	139	14	1436	291	1364	364	0	2019	401	500	169	2	1072	6069
08:00 AM	51	250	90	0	391	39	257	31	1	328	72	322	68	0	462	107	128	29	0	264	1445
08:15 AM	29	258	95	0	382	60	220	25	5	310	41	302	80	0	423	78	118	41	0	237	1352
08:30 AM	53	250	84	3	390	37	253	37	4	331	52	225	67	0	344	61	111	40	1	213	1278
08:45 AM	42	242	86	1	371	41	190	23	1	255	56	216	75	1	348	72	107	51	2	232	1206
Total	175	1000	355	4	1534	177	920	116	11	1224	221	1065	290	1	1577	318	464	161	3	946	5281
Grand Total	382	1938	751	5	3076	344	2036	255	25	2660	512	2429	654	1	3596	719	964	330	5	2018	11350
Apprch %	12.4	63	24.4	0.2		12.9	76.5	9.6	0.9		14.2	67.5	18.2	0		35.6	47.8	16.4	0.2		
Total %	3.4	17.1	6.6	0	27.1	3	17.9	2.2	0.2	23.4	4.5	21.4	5.8	0	31.7	6.3	8.5	2.9	0	17.8	

Start Time	Grand Avenue Southbound				Valley Boulevard Westbound				Grand Avenue Northbound				Valley Boulevard 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 07:00 AM																	
07:00 AM	31	215	94	340	39	320	44	403	76	340	83	499	74	112	33	219	1461
07:15 AM	50	225	107	382	53	311	40	404	91	348	117	556	88	120	46	254	1596
07:30 AM	66	238	108	412	37	266	28	331	67	364	85	516	112	148	54	314	1573
07:45 AM	60	260	87	407	38	219	27	284	57	312	79	448	127	120	36	283	1422
Total Volume	207	938	396	1541	167	1116	139	1422	291	1364	364	2019	401	500	169	1070	6052
% App. Total	13.4	60.9	25.7		11.7	78.5	9.8		14.4	67.6	18		37.5	46.7	15.8		
PHF	.784	.902	.917	.935	.788	.872	.790	.880	.799	.937	.778	.908	.789	.845	.782	.852	.948



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

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

Start Time	Grand Avenue Southbound				Valley Boulevard Westbound				Grand Avenue Northbound				Valley Boulevard 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				07:00 AM				07:15 AM			
+0 mins.	50	225	107	382	39	320	44	403	76	340	83	499	88	120	46	254
+15 mins.	66	238	108	412	53	311	40	404	91	348	117	556	112	148	54	314
+30 mins.	60	260	87	407	37	266	28	331	67	364	85	516	127	120	36	283
+45 mins.	51	250	90	391	38	219	27	284	57	312	79	448	107	128	29	264
Total Volume	227	973	392	1592	167	1116	139	1422	291	1364	364	2019	434	516	165	1115
% App. Total	14.3	61.1	24.6		11.7	78.5	9.8		14.4	67.6	18		38.9	46.3	14.8	
PHF	.860	.936	.907	.966	.788	.872	.790	.880	.799	.937	.778	.908	.854	.872	.764	.888

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

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

Groups Printed- Total Volume

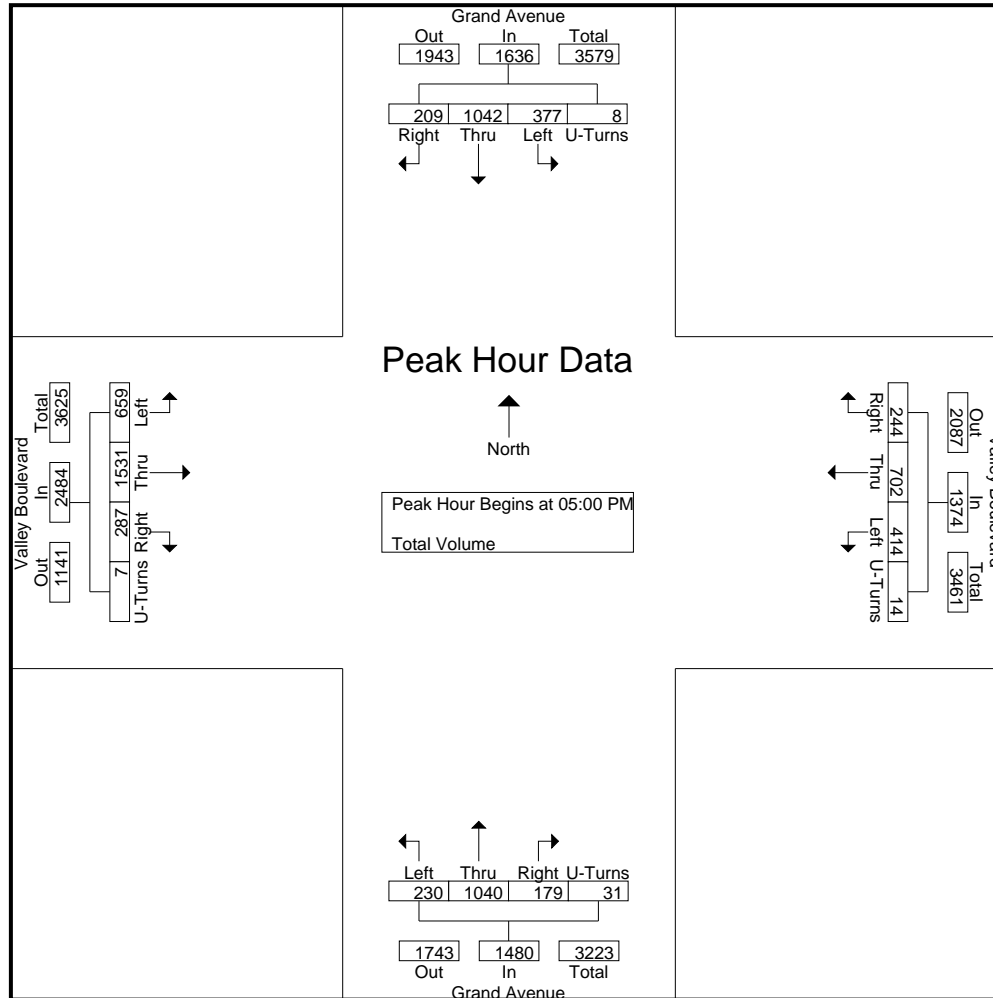
Start Time	Grand Avenue Southbound					Valley Boulevard Westbound					Grand Avenue Northbound					Valley Boulevard Eastbound					Int. Total
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	
04:00 PM	61	221	44	1	327	63	160	41	1	265	62	188	32	6	288	105	310	64	5	484	1364
04:15 PM	74	332	47	0	453	80	117	34	3	234	51	169	28	7	255	129	256	49	3	437	1379
04:30 PM	74	274	51	0	399	71	151	30	3	255	38	197	41	2	278	144	355	77	2	578	1510
04:45 PM	109	296	52	4	461	86	134	22	2	244	47	198	30	6	281	134	313	92	0	539	1525
Total	318	1123	194	5	1640	300	562	127	9	998	198	752	131	21	1102	512	1234	282	10	2038	5778
05:00 PM	81	250	52	1	384	101	176	50	2	329	61	253	37	6	357	158	396	90	1	645	1715
05:15 PM	109	280	48	2	439	110	180	64	4	358	63	268	48	8	387	167	357	63	4	591	1775
05:30 PM	84	263	45	2	394	101	212	72	5	390	54	273	54	10	391	180	397	76	0	653	1828
05:45 PM	103	249	64	3	419	102	134	58	3	297	52	246	40	7	345	154	381	58	2	595	1656
Total	377	1042	209	8	1636	414	702	244	14	1374	230	1040	179	31	1480	659	1531	287	7	2484	6974
Grand Total	695	2165	403	13	3276	714	1264	371	23	2372	428	1792	310	52	2582	1171	2765	569	17	4522	12752
Apprch %	21.2	66.1	12.3	0.4		30.1	53.3	15.6	1		16.6	69.4	12	2		25.9	61.1	12.6	0.4		
Total %	5.5	17	3.2	0.1	25.7	5.6	9.9	2.9	0.2	18.6	3.4	14.1	2.4	0.4	20.2	9.2	21.7	4.5	0.1	35.5	

Start Time	Grand Avenue Southbound					Valley Boulevard Westbound					Grand Avenue Northbound					Valley Boulevard 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	
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	81	250	52	1	384	101	176	50	2	329	61	253	37	6	357	158	396	90			
05:15 PM	109	280	48	2	439	110	180	64	4	358	63	268	48	8	387	167	357	63	4	591	1775
05:30 PM	84	263	45	2	394	101	212	72	5	390	54	273	54	10	391	180	397			653	1828
05:45 PM	103	249	64	3	419	102	134	58	3	297	52	246	40	7	345	154	381	58	2	595	1656
Total Volume	377	1042	209	8	1636	414	702	244	14	1374	230	1040	179	31	1480	659	1531	287	7	2484	6974
% App. Total	23	63.7	12.8	0.5		30.1	51.1	17.8	1		15.5	70.3	12.1	2.1		26.5	61.6	11.6	0.3		
PHF	.865	.930	.816	.667	.932	.941	.828	.847	.700	.881	.913	.952	.829	.775	.946	.915	.964	.797	.438	.951	.954

Counts Unlimited
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City of Walnut
 N/S: Grand Avenue
 E/W: Valley Boulevard
 Weather: Clear

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



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

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

Start Time	Grand Avenue Southbound					Valley Boulevard Westbound					Grand Avenue Northbound					Valley Boulevard 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	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:15 PM					05:00 PM					05:00 PM					05:00 PM					
+0 mins.	74	332																		90	
+15 mins.	74	274	51	0	399	110	180	64	4	358	63	268	48	8	387	167	357	63	4	591	
+30 mins.	109	296	52	4	461	101	212	72	5	390	54	273	54	10	391	180	397			653	
+45 mins.	81	250	52	1	384	102	134	58	3	297	52	246	40	7	345	154	381	58	2	595	
Total Volume	338	1152	202	5	1697	414	702	244	14	1374	230	1040	179	31	1480	659	1531	287	7	2484	
% App. Total	19.9	67.9	11.9	0.3		30.1	51.1	17.8	1		15.5	70.3	12.1	2.1		26.5	61.6	11.6	0.3		
PHF	.775	.867	.971	.313	.920	.941	.828	.847	.700	.881	.913	.952	.829	.775	.946	.915	.964	.797	.438	.951	

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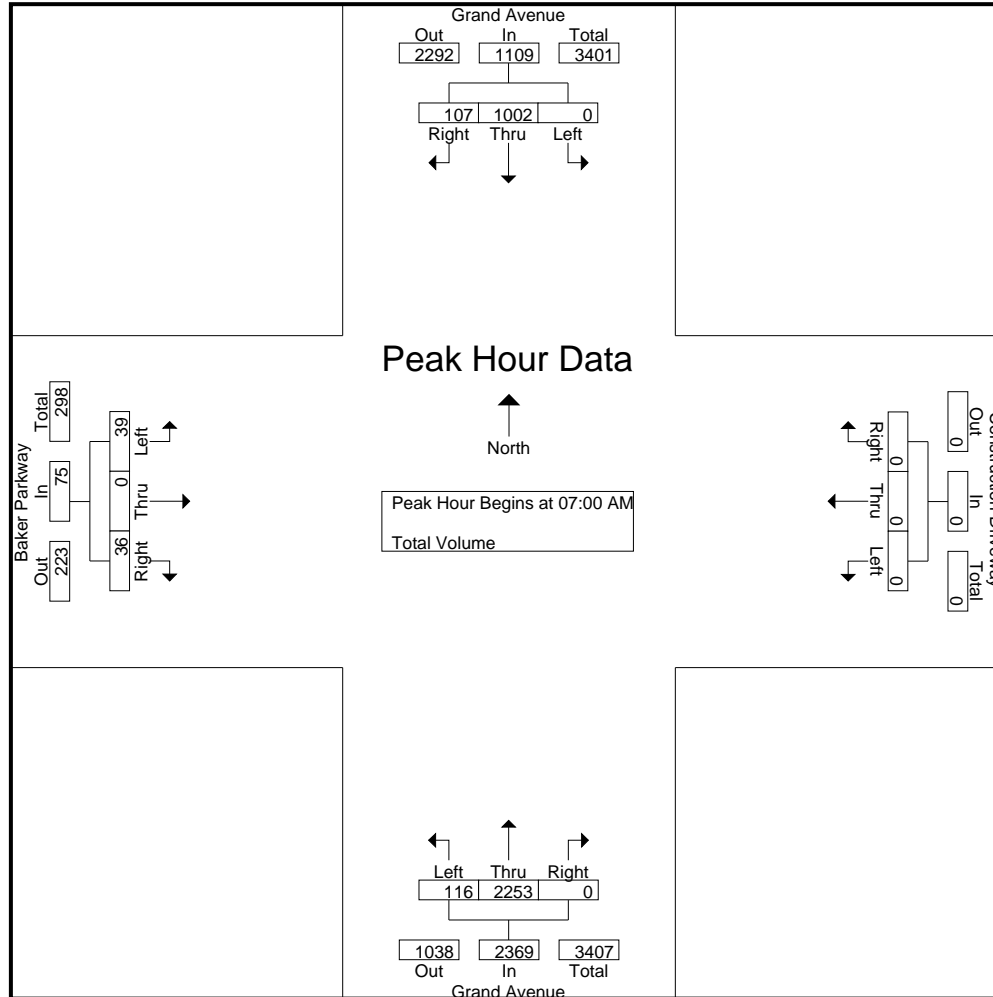
City of Walnut
 N/S: Grand Avenue
 E/W: Baker Parkway
 Weather: Clear

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

Groups Printed- Total Volume

Start Time	Grand Avenue Southbound					Construction Driveway Westbound					Grand Avenue Northbound					Baker Parkway 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	0	235	33	0	268	0	0	0	0	0	29	535	0	0	564	8	0	4	0	12	844
07:15 AM	0	221	50	0	271	0	0	0	0	0	39	597	0	0	636	11	0	11	0	22	929
07:30 AM	0	300	17	0	317	0	0	0	0	0	31	568	0	0	599	10	0	13	0	23	939
07:45 AM	0	246	7	0	253	0	0	0	0	0	17	553	0	0	570	10	0	8	0	18	841
Total	0	1002	107	0	1109	0	0	0	0	0	116	2253	0	0	2369	39	0	36	0	75	3553
08:00 AM	0	251	11	0	262	0	0	0	0	0	22	541	0	0	563	8	0	6	0	14	839
08:15 AM	0	239	27	0	266	0	0	0	0	0	29	515	0	0	544	5	0	5	0	10	820
08:30 AM	0	271	13	0	284	0	0	0	0	0	32	425	0	0	457	4	0	12	0	16	757
08:45 AM	0	282	10	0	292	0	0	0	0	0	25	427	0	0	452	3	0	14	0	17	761
Total	0	1043	61	0	1104	0	0	0	0	0	108	1908	0	0	2016	20	0	37	0	57	3177
Grand Total	0	2045	168	0	2213	0	0	0	0	0	224	4161	0	0	4385	59	0	73	0	132	6730
Apprch %	0	92.4	7.6	0		0	0	0	0	0	5.1	94.9	0	0		44.7	0	55.3	0		
Total %	0	30.4	2.5	0	32.9	0	0	0	0	0	3.3	61.8	0	0	65.2	0.9	0	1.1	0	2	

Start Time	Grand Avenue Southbound				Construction Driveway Westbound				Grand Avenue Northbound				Baker Parkway 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 07:00 AM																	
07:00 AM	0	235	33	268	0	0	0	0	29	535	0	564	8	0	4	12	844
07:15 AM	0	221	50	271	0	0	0	0	39	597	0	636	11	0	11	22	929
07:30 AM	0	300	17	317	0	0	0	0	31	568	0	599	10	0	13	23	939
07:45 AM	0	246	7	253	0	0	0	0	17	553	0	570	10	0	8	18	841
Total Volume	0	1002	107	1109	0	0	0	0	116	2253	0	2369	39	0	36	75	3553
% App. Total	0	90.4	9.6		0	0	0		4.9	95.1	0		52	0	48		
PHF	.000	.835	.535	.875	.000	.000	.000	.000	.744	.943	.000	.931	.886	.000	.692	.815	.946



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City of Walnut
 N/S: Grand Avenue
 E/W: Baker Parkway
 Weather: Clear

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

Start Time	Grand Avenue Southbound				Construction Driveway Westbound				Grand Avenue Northbound				Baker Parkway 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				07:15 AM			
+0 mins.	0	235	33	268	0	0	0	0	29	535	0	564	11	0	11	22
+15 mins.	0	221	50	271	0	0	0	0	39	597	0	636	10	0	13	23
+30 mins.	0	300	17	317	0	0	0	0	31	568	0	599	10	0	8	18
+45 mins.	0	246	7	253	0	0	0	0	17	553	0	570	8	0	6	14
Total Volume	0	1002	107	1109	0	0	0	0	116	2253	0	2369	39	0	38	77
% App. Total	0	90.4	9.6		0	0	0		4.9	95.1	0		50.6	0	49.4	
PHF	.000	.835	.535	.875	.000	.000	.000	.000	.744	.943	.000	.931	.886	.000	.731	.837

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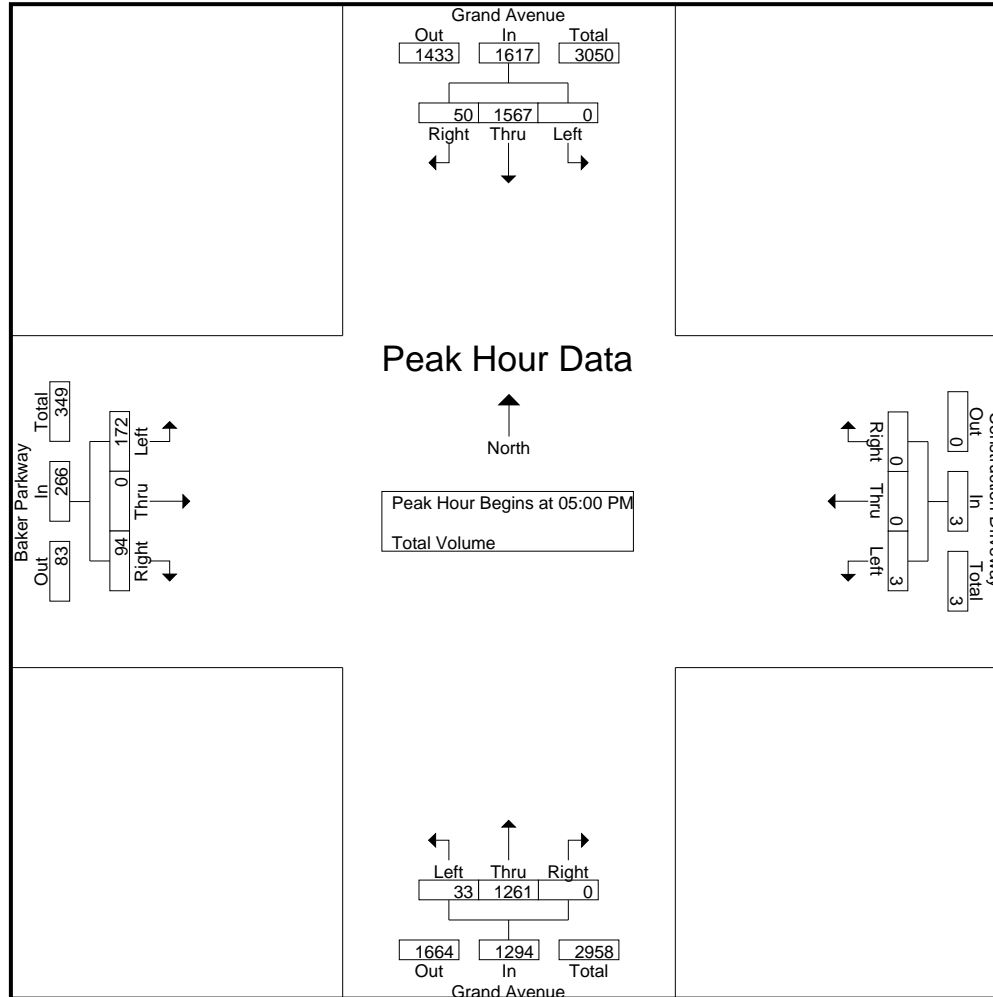
City of Walnut
 N/S: Grand Avenue
 E/W: Baker Parkway
 Weather: Clear

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

Groups Printed- Total Volume

Start Time	Grand Avenue Southbound					Construction Driveway Westbound					Grand Avenue Northbound					Baker Parkway 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	0	379	5	0	384	0	0	0	0	0	11	213	0	0	224	42	0	18	0	60	668
04:15 PM	0	375	13	0	388	0	0	0	0	0	20	244	0	0	264	23	0	13	0	36	688
04:30 PM	0	362	8	0	370	0	0	0	0	0	5	248	0	1	254	32	0	22	0	54	678
04:45 PM	0	375	8	0	383	0	0	0	0	0	6	280	0	0	286	35	0	9	0	44	713
Total	0	1491	34	0	1525	0	0	0	0	0	42	985	0	1	1028	132	0	62	0	194	2747
05:00 PM	0	402	8	0	410	0	0	0	0	0	10	283	0	0	293	33	0	22	0	55	758
05:15 PM	0	405	6	0	411	0	0	0	0	0	8	336	0	0	344	38	0	26	0	64	819
05:30 PM	0	410	13	1	424	2	0	0	0	2	6	330	0	0	336	74	0	22	0	96	858
05:45 PM	0	350	23	0	373	1	0	0	0	1	9	312	0	4	325	27	0	24	0	51	750
Total	0	1567	50	1	1618	3	0	0	0	3	33	1261	0	4	1298	172	0	94	0	266	3185
Grand Total	0	3058	84	1	3143	3	0	0	0	3	75	2246	0	5	2326	304	0	156	0	460	5932
Apprch %	0	97.3	2.7	0		100	0	0	0		3.2	96.6	0	0.2		66.1	0	33.9	0		
Total %	0	51.6	1.4	0	53	0.1	0	0	0	0.1	1.3	37.9	0	0.1	39.2	5.1	0	2.6	0	7.8	

Start Time	Grand Avenue Southbound				Construction Driveway Westbound				Grand Avenue Northbound				Baker Parkway 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	0	402	8	410	0	0	0	0	10	283	0	293	33	0	22	55	758
05:15 PM	0	405	6	411	0	0	0	0	8	336	0	344	38	0	26	64	819
05:30 PM	0	410	13	423	2	0	0	2	6	330	0	336	74	0	22	96	857
05:45 PM	0	350	23	373	1	0	0	1	9	312	0	321	27	0	24	51	746
Total Volume	0	1567	50	1617	3	0	0	3	33	1261	0	1294	172	0	94	266	3180
% App. Total	0	96.9	3.1		100	0	0		2.6	97.4	0		64.7	0	35.3		
PHF	.000	.955	.543	.956	.375	.000	.000	.375	.825	.938	.000	.940	.581	.000	.904	.693	.928



Counts Unlimited
 PO Box 1178
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City of Walnut
 N/S: Grand Avenue
 E/W: Baker Parkway
 Weather: Clear

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

Start Time	Grand Avenue Southbound				Construction Driveway Westbound				Grand Avenue Northbound				Baker Parkway 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				05:00 PM			
+0 mins.	0	375	8	383	0	0	0	0	10	283	0	293	33	0	22	55
+15 mins.	0	402	8	410	0	0	0	0	8	336	0	344	38	0	26	64
+30 mins.	0	405	6	411	2	0	0	2	6	330	0	336	74	0	22	96
+45 mins.	0	410	13	423	1	0	0	1	9	312	0	321	27	0	24	51
Total Volume	0	1592	35	1627	3	0	0	3	33	1261	0	1294	172	0	94	266
% App. Total	0	97.8	2.2		100	0	0		2.6	97.4	0		64.7	0	35.3	
PHF	.000	.971	.673	.962	.375	.000	.000	.375	.825	.938	.000	.940	.581	.000	.904	.693

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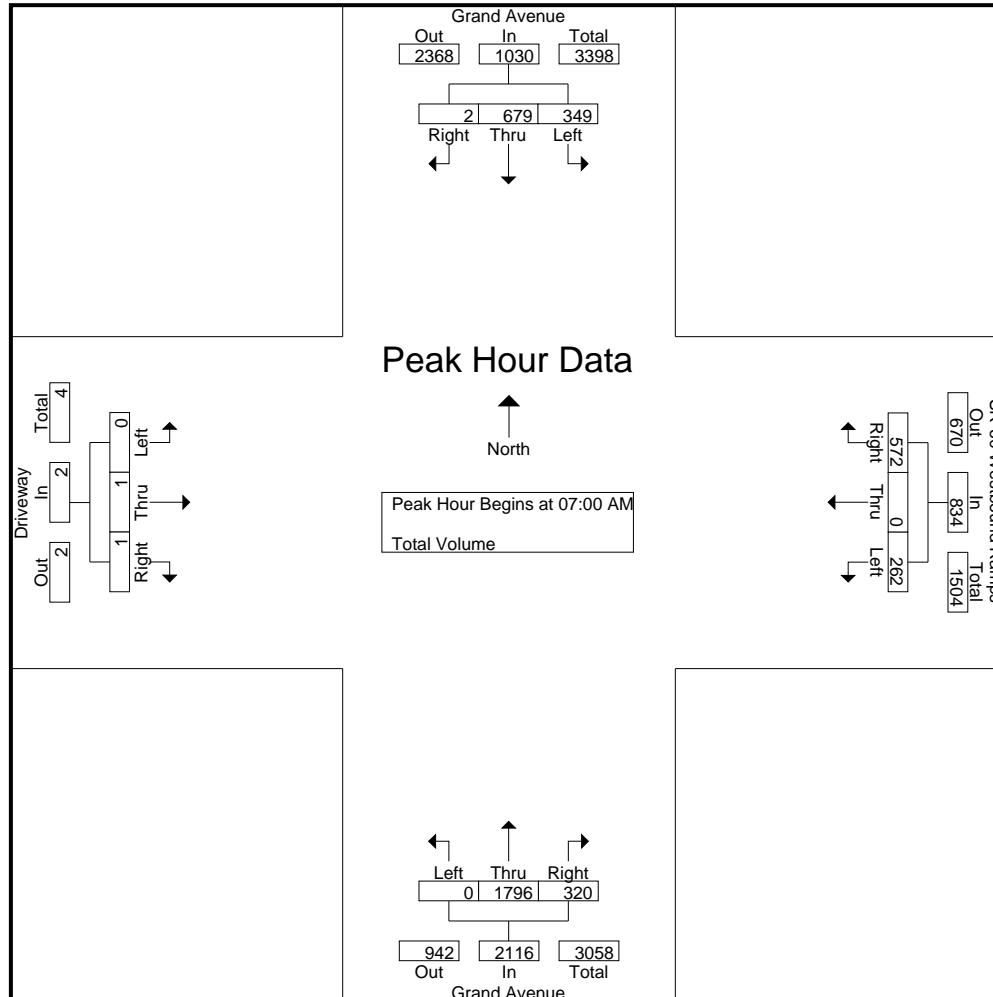
City of Walnut
 N/S: Grand Avenue
 E/W: SR-60 Westbound Ramps
 Weather: Clear

File Name : WNTGR60WAM
 Site Code : 04215551
 Start Date : 10/1/2015
 Page No : 1

Groups Printed- Total Volume

Start Time	Grand Avenue Southbound					SR-60 Westbound Ramps Westbound					Grand Avenue Northbound					Driveway 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	88	124	0	0	212	50	0	118	0	168	0	463	69	0	532	0	0	1	0	1	913
07:15 AM	97	161	1	0	259	42	0	150	0	192	0	480	82	0	562	0	0	0	0	0	1013
07:30 AM	92	198	1	0	291	86	0	151	0	237	0	430	98	0	528	0	1	0	0	1	1057
07:45 AM	72	196	0	0	268	84	0	153	0	237	0	423	71	0	494	0	0	0	0	0	999
Total	349	679	2	0	1030	262	0	572	0	834	0	1796	320	0	2116	0	1	1	0	2	3982
08:00 AM	85	168	0	0	253	54	0	128	0	182	0	329	75	0	404	0	0	0	0	0	839
08:15 AM	69	171	1	0	241	67	0	108	0	175	0	362	112	0	474	1	0	0	0	1	891
08:30 AM	81	193	0	0	274	66	0	118	0	184	0	417	119	0	536	0	0	0	0	0	994
08:45 AM	58	217	1	0	276	56	0	110	0	166	0	344	82	1	427	0	1	0	0	1	870
Total	293	749	2	0	1044	243	0	464	0	707	0	1452	388	1	1841	1	1	0	0	2	3594
Grand Total	642	1428	4	0	2074	505	0	1036	0	1541	0	3248	708	1	3957	1	2	1	0	4	7576
Apprch %	31	68.9	0.2	0		32.8	0	67.2	0		0	82.1	17.9	0		25	50	25	0		
Total %	8.5	18.8	0.1	0	27.4	6.7	0	13.7	0	20.3	0	42.9	9.3	0	52.2	0	0	0	0	0.1	

Start Time	Grand Avenue Southbound				SR-60 Westbound Ramps Westbound				Grand Avenue Northbound				Driveway 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 07:00 AM																	
07:00 AM	88	124	0	212	50	0	118	168	0	463	69	532	0	0	1	1	913
07:15 AM	97	161	1	259	42	0	150	192	0	480	82	562	0	0	0	0	1013
07:30 AM	92	198	1	291	86	0	151	237	0	430	98	528	0	1	0	1	1057
07:45 AM	72	196	0	268	84	0	153	237	0	423	71	494	0	0	0	0	999
Total Volume	349	679	2	1030	262	0	572	834	0	1796	320	2116	0	1	1	2	3982
% App. Total	33.9	65.9	0.2		31.4	0	68.6		0	84.9	15.1		0	50	50		
PHF	.899	.857	.500	.885	.762	.000	.935	.880	.000	.935	.816	.941	.000	.250	.250	.500	.942



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City of Walnut
 N/S: Grand Avenue
 E/W: SR-60 Westbound Ramps
 Weather: Clear

File Name : WNTGR60WAM
 Site Code : 04215551
 Start Date : 10/1/2015
 Page No : 3

Start Time	Grand Avenue Southbound				SR-60 Westbound Ramps Westbound				Grand Avenue Northbound				Driveway 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				07:15 AM				07:00 AM				07:00 AM			
+0 mins.	97	161	1	259	42	0	150	192	0	463	69	532	0	0	1	1
+15 mins.	92	198	1	291	86	0	151	237	0	480	82	562	0	0	0	0
+30 mins.	72	196	0	268	84	0	153	237	0	430	98	528	0	1	0	1
+45 mins.	85	168	0	253	54	0	128	182	0	423	71	494	0	0	0	0
Total Volume	346	723	2	1071	266	0	582	848	0	1796	320	2116	0	1	1	2
% App. Total	32.3	67.5	0.2		31.4	0	68.6		0	84.9	15.1		0	50	50	
PHF	.892	.913	.500	.920	.773	.000	.951	.895	.000	.935	.816	.941	.000	.250	.250	.500

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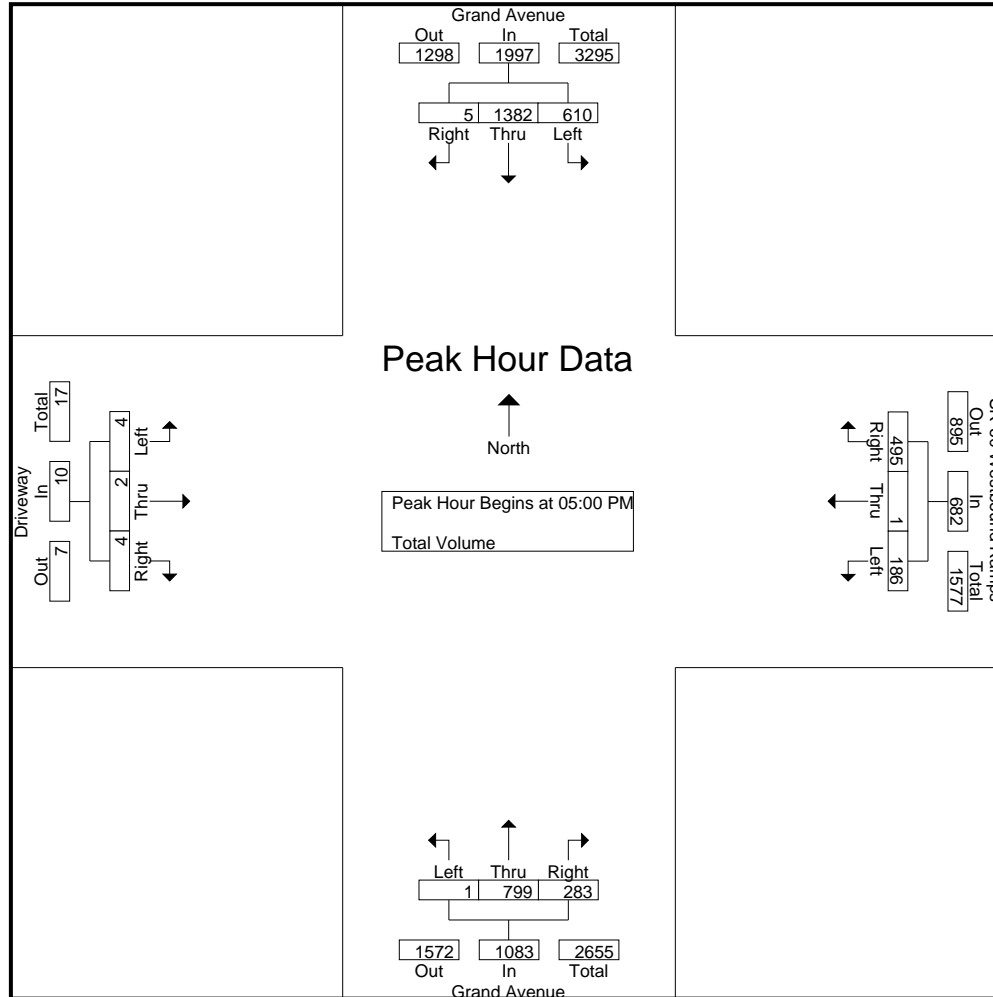
City of Walnut
 N/S: Grand Avenue
 E/W: SR-60 Westbound Ramps
 Weather: Clear

File Name : WNTGR60WPM
 Site Code : 04215551
 Start Date : 10/1/2015
 Page No : 1

Groups Printed- Total Volume

Start Time	Grand Avenue Southbound					SR-60 Westbound Ramps Westbound					Grand Avenue Northbound					Driveway 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	142	274	0	0	416	49	0	95	0	144	2	143	60	1	206	0	2	0	0	2	768
04:15 PM	122	307	1	0	430	47	1	105	0	153	0	160	61	1	222	1	0	0	0	1	806
04:30 PM	145	356	0	0	501	68	0	90	0	158	2	179	68	2	251	0	0	0	0	0	910
04:45 PM	133	241	1	0	375	59	0	88	0	147	0	179	66	1	246	0	0	0	0	0	768
Total	542	1178	2	0	1722	223	1	378	0	602	4	661	255	5	925	1	2	0	0	3	3252
05:00 PM	144	254	3	0	401	49	0	114	0	163	0	181	61	0	242	2	1	0	0	3	809
05:15 PM	140	339	0	0	479	50	1	131	0	182	0	216	68	0	284	0	0	0	0	0	945
05:30 PM	157	362	2	0	521	36	0	124	0	160	1	206	73	1	281	2	0	4	0	6	968
05:45 PM	169	427	0	0	596	51	0	126	0	177	0	196	81	2	279	0	1	0	0	1	1053
Total	610	1382	5	0	1997	186	1	495	0	682	1	799	283	3	1086	4	2	4	0	10	3775
Grand Total	1152	2560	7	0	3719	409	2	873	0	1284	5	1460	538	8	2011	5	4	4	0	13	7027
Apprch %	31	68.8	0.2	0		31.9	0.2	68	0		0.2	72.6	26.8	0.4		38.5	30.8	30.8	0		
Total %	16.4	36.4	0.1	0	52.9	5.8	0	12.4	0	18.3	0.1	20.8	7.7	0.1	28.6	0.1	0.1	0.1	0	0.2	

Start Time	Grand Avenue Southbound				SR-60 Westbound Ramps Westbound				Grand Avenue Northbound				Driveway 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	144	254	3	401	49	0	114	163	0	181	61	242	2	1	0	3	809
05:15 PM	140	339	0	479	50	1	131	182	0	216	68	284	0	0	0	0	945
05:30 PM	157	362	2	521	36	0	124	160	1	206	73	280	2	0	4	6	967
05:45 PM	169	427	0	596	51	0	126	177	0	196	81	277	0	1	0	1	1051
Total Volume	610	1382	5	1997	186	1	495	682	1	799	283	1083	4	2	4	10	3772
% App. Total	30.5	69.2	0.3		27.3	0.1	72.6		0.1	73.8	26.1		40	20	40		
PHF	.902	.809	.417	.838	.912	.250	.945	.937	.250	.925	.873	.953	.500	.500	.250	.417	.897



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City of Walnut
 N/S: Grand Avenue
 E/W: SR-60 Westbound Ramps
 Weather: Clear

File Name : WNTGR60WPM
 Site Code : 04215551
 Start Date : 10/1/2015
 Page No : 3

Start Time	Grand Avenue Southbound				SR-60 Westbound Ramps Westbound				Grand Avenue Northbound				Driveway 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				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	144	254	3	401	49	0	114	163	0	181	61	242	2	1	0	3
+15 mins.	140	339	0	479	50	1	131	182	0	216	68	284	0	0	0	0
+30 mins.	157	362	2	521	36	0	124	160	1	206	73	280	2	0	4	6
+45 mins.	169	427	0	596	51	0	126	177	0	196	81	277	0	1	0	1
Total Volume	610	1382	5	1997	186	1	495	682	1	799	283	1083	4	2	4	10
% App. Total	30.5	69.2	0.3		27.3	0.1	72.6		0.1	73.8	26.1		40	20	40	
PHF	.902	.809	.417	.838	.912	.250	.945	.937	.250	.925	.873	.953	.500	.500	.250	.417

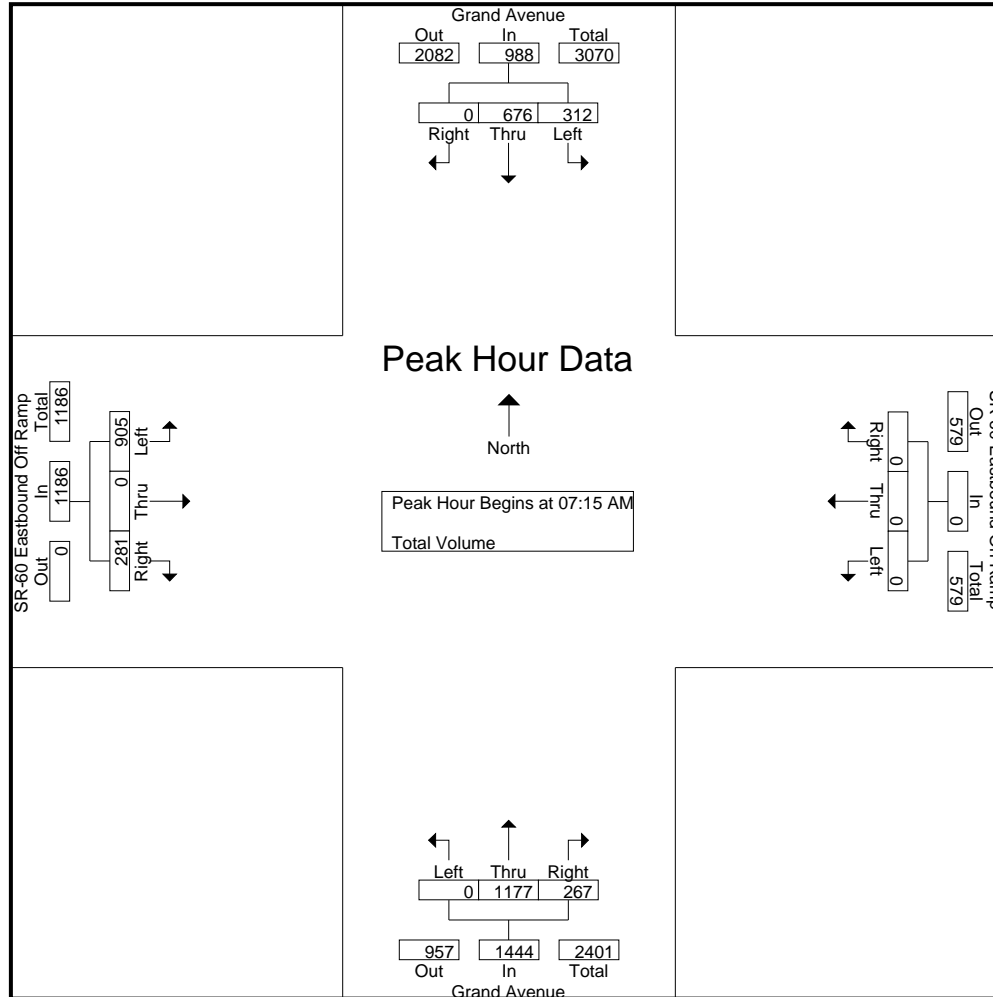
City of Walnut
 N/S: Grand Avenue
 E/W: SR-60 Eastbound Ramps
 Weather: Clear

File Name : WNTGR60EAM
 Site Code : 04215551
 Start Date : 10/1/2015
 Page No : 1

Groups Printed- Total Volume

Start Time	Grand Avenue Southbound					SR-60 Eastbound On Ramp Westbound					Grand Avenue Northbound					SR-60 Eastbound Off Ramp 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	71	107	0	0	178	0	0	0	0	0	0	295	54	0	349	213	0	50	0	263	790
07:15 AM	65	136	0	1	202	0	0	0	0	0	0	295	64	0	359	262	0	70	0	332	893
07:30 AM	113	180	0	0	293	0	0	0	0	0	0	295	73	0	368	197	0	60	0	257	918
07:45 AM	67	208	0	0	275	0	0	0	0	0	0	258	60	0	318	249	0	84	0	333	926
Total	316	631	0	1	948	0	0	0	0	0	0	1143	251	0	1394	921	0	264	0	1185	3527
08:00 AM	67	152	0	0	219	0	0	0	0	0	0	329	70	0	399	197	0	67	0	264	882
08:15 AM	81	163	0	0	244	0	0	0	0	0	0	326	66	0	392	197	0	55	0	252	888
08:30 AM	72	171	0	0	243	0	0	0	0	0	0	260	67	0	327	185	1	65	0	251	821
08:45 AM	84	182	0	0	266	0	0	0	0	0	0	233	68	0	301	195	0	71	0	266	833
Total	304	668	0	0	972	0	0	0	0	0	0	1148	271	0	1419	774	1	258	0	1033	3424
Grand Total	620	1299	0	1	1920	0	0	0	0	0	0	2291	522	0	2813	1695	1	522	0	2218	6951
Apprch %	32.3	67.7	0	0.1		0	0	0	0	0	0	81.4	18.6	0		76.4	0	23.5	0		
Total %	8.9	18.7	0	0	27.6	0	0	0	0	0	0	33	7.5	0	40.5	24.4	0	7.5	0	31.9	

Start Time	Grand Avenue Southbound				SR-60 Eastbound On Ramp Westbound				Grand Avenue Northbound				SR-60 Eastbound Off Ramp 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	65	136	0	201	0	0	0	0	0	295	64	359	262	0	70	332	892
07:30 AM	113	180	0	293	0	0	0	0	0	295	73	368	197	0	60	257	918
07:45 AM	67	208	0	275	0	0	0	0	0	258	60	318	249	0	84	333	926
08:00 AM	67	152	0	219	0	0	0	0	0	329	70	399	197	0	67	264	882
Total Volume	312	676	0	988	0	0	0	0	0	1177	267	1444	905	0	281	1186	3618
% App. Total	31.6	68.4	0		0	0	0		0	81.5	18.5		76.3	0	23.7		
PHF	.690	.813	.000	.843	.000	.000	.000	.000	.000	.894	.914	.905	.864	.000	.836	.890	.977



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City of Walnut
 N/S: Grand Avenue
 E/W: SR-60 Eastbound Ramps
 Weather: Clear

File Name : WNTGR60EAM
 Site Code : 04215551
 Start Date : 10/1/2015
 Page No : 3

Start Time	Grand Avenue Southbound				SR-60 Eastbound On Ramp Westbound				Grand Avenue Northbound				SR-60 Eastbound Off Ramp 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:

	07:30 AM				07:00 AM				07:30 AM				07:15 AM			
+0 mins.	113	180	0	293	0	0	0	0	0	295	73	368	262	0	70	332
+15 mins.	67	208	0	275	0	0	0	0	0	258	60	318	197	0	60	257
+30 mins.	67	152	0	219	0	0	0	0	0	329	70	399	249	0	84	333
+45 mins.	81	163	0	244	0	0	0	0	0	326	66	392	197	0	67	264
Total Volume	328	703	0	1031	0	0	0	0	0	1208	269	1477	905	0	281	1186
% App. Total	31.8	68.2	0		0	0	0		0	81.8	18.2		76.3	0	23.7	
PHF	.726	.845	.000	.880	.000	.000	.000	.000	.000	.918	.921	.925	.864	.000	.836	.890

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City of Walnut
 N/S: Grand Avenue
 E/W: SR-60 Eastbound Ramps
 Weather: Clear

File Name : WNTGR60EPM
 Site Code : 04215551
 Start Date : 10/1/2015
 Page No : 1

Groups Printed- Total Volume

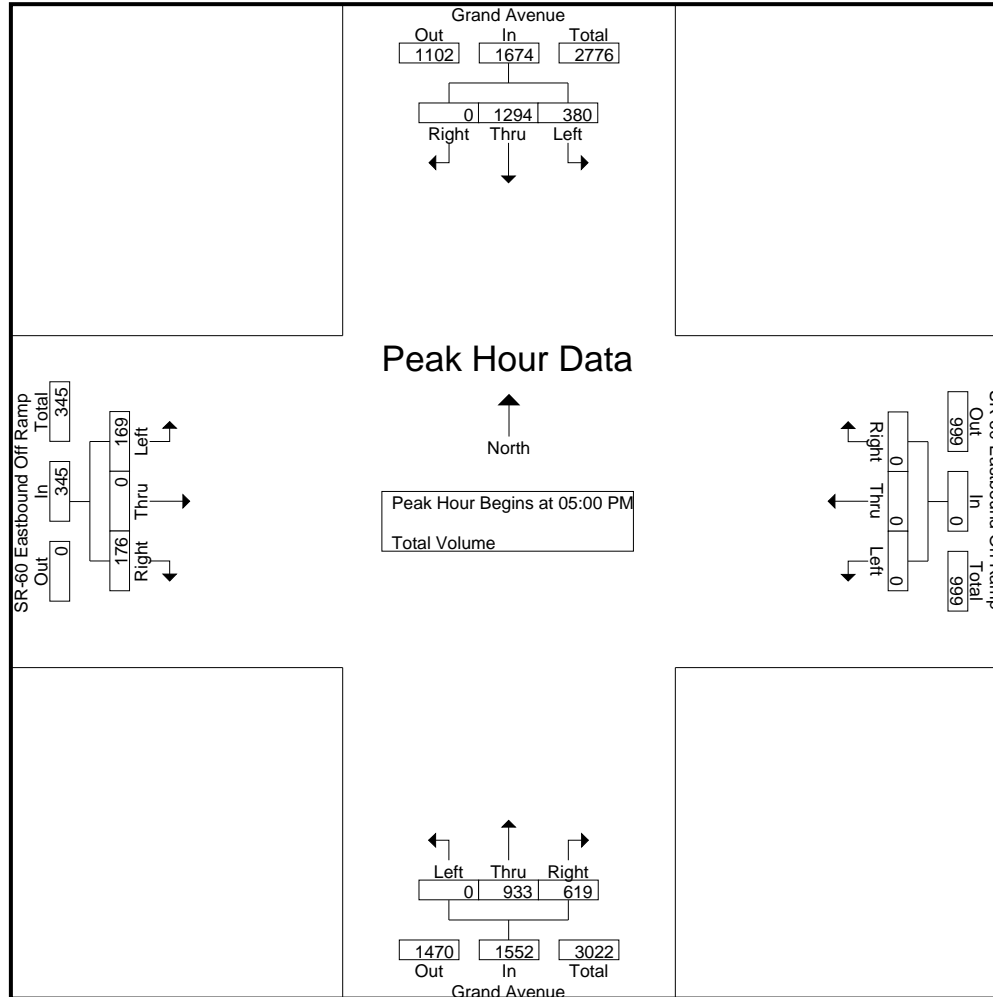
Start Time	Grand Avenue Southbound					SR-60 Eastbound On Ramp Westbound					Grand Avenue Northbound					SR-60 Eastbound Off Ramp Eastbound					Int. Total
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	
04:00 PM	78	233	0	0	311	0	0	0	0	0	0	159	137	0	296	44	0	46	0	90	697
04:15 PM	100	257	0	0	357	0	0	0	0	0	0	198	118	0	316	42	0	42	0	84	757
04:30 PM	114	315	0	0	429	0	0	0	0	0	0	190	149	0	339	44	1	54	0	99	867
04:45 PM	83	303	0	1	387	0	0	0	0	0	0	200	154	0	354	50	0	47	0	97	838
Total	375	1108	0	1	1484	0	0	0	0	0	0	747	558	0	1305	180	1	189	0	370	3159
05:00 PM	88	311	0	0	399	0	0	0	0	0	0	228	179	0	407	39	0	44	0	83	889
05:15 PM	88	311	0	1	400	0	0	0	0	0	0	234	150	0	384	45	0	40	0	85	869
05:30 PM	92	302	0	0	394	0	0	0	0	0	0	227	154	0	381	37	0	56	0	93	868
05:45 PM	112	370	0	0	482	0	0	0	0	0	0	244	136	0	380	48	0	36	0	84	946
Total	380	1294	0	1	1675	0	0	0	0	0	0	933	619	0	1552	169	0	176	0	345	3572
Grand Total	755	2402	0	2	3159	0	0	0	0	0	0	1680	1177	0	2857	349	1	365	0	715	6731
Apprch %	23.9	76	0	0.1		0	0	0	0	0	0	58.8	41.2	0		48.8	0.1	51	0		
Total %	11.2	35.7	0	0	46.9	0	0	0	0	0	0	25	17.5	0	42.4	5.2	0	5.4	0	10.6	

Start Time	Grand Avenue Southbound				SR-60 Eastbound On Ramp Westbound				Grand Avenue Northbound				SR-60 Eastbound Off Ramp 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	88	311	0	399	0	0	0	0	0	228	179	407	39	0	44	83	889
05:15 PM	88	311	0	399	0	0	0	0	0	234	150	384	45	0	40	85	868
05:30 PM	92	302	0	394	0	0	0	0	0	227	154	381	37	0	56	93	868
05:45 PM	112	370	0	482	0	0	0	0	0	244	136	380	48	0	36	84	946
Total Volume	380	1294	0	1674	0	0	0	0	0	933	619	1552	169	0	176	345	3571
% App. Total	22.7	77.3	0		0	0	0		0	60.1	39.9		49	0	51		
PHF	.848	.874	.000	.868	.000	.000	.000	.000	.000	.956	.865	.953	.880	.000	.786	.927	.944

Counts Unlimited
 PO Box 1178
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City of Walnut
 N/S: Grand Avenue
 E/W: SR-60 Eastbound Ramps
 Weather: Clear

File Name : WNTGR60EPM
 Site Code : 04215551
 Start Date : 10/1/2015
 Page No : 2



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City of Walnut
 N/S: Grand Avenue
 E/W: SR-60 Eastbound Ramps
 Weather: Clear

File Name : WNTGR60EPM
 Site Code : 04215551
 Start Date : 10/1/2015
 Page No : 3

Start Time	Grand Avenue Southbound				SR-60 Eastbound On Ramp Westbound				Grand Avenue Northbound				SR-60 Eastbound Off Ramp 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				04:00 PM				05:00 PM				04:00 PM			
+0 mins.	88	311	0	399	0	0	0	0	0	228	179	407	44	0	46	90
+15 mins.	88	311	0	399	0	0	0	0	0	234	150	384	42	0	42	84
+30 mins.	92	302	0	394	0	0	0	0	0	227	154	381	44	1	54	99
+45 mins.	112	370	0	482	0	0	0	0	0	244	136	380	50	0	47	97
Total Volume	380	1294	0	1674	0	0	0	0	0	933	619	1552	180	1	189	370
% App. Total	22.7	77.3	0		0	0	0		0	60.1	39.9		48.6	0.3	51.1	
PHF	.848	.874	.000	.868	.000	.000	.000	.000	.000	.956	.865	.953	.900	.250	.875	.934

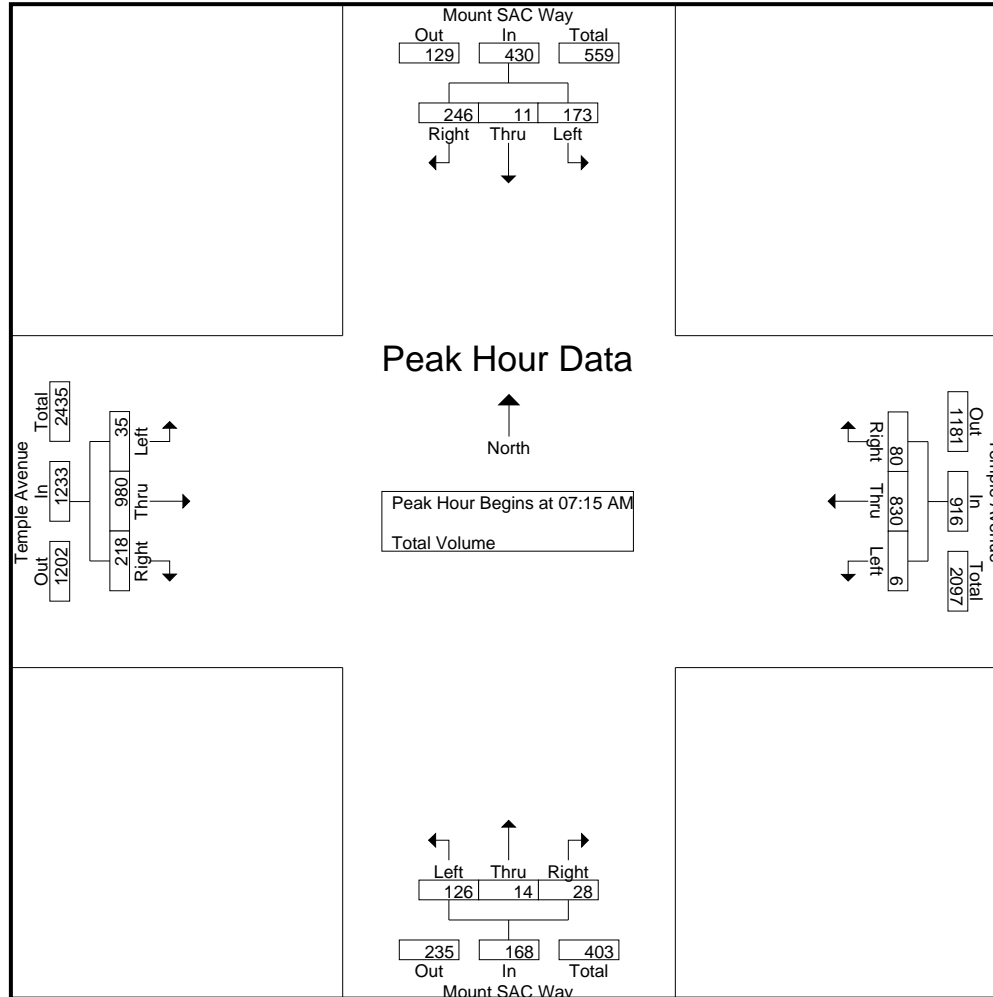
City of Walnut
 N/S: Mount SAC Way
 E/W: Temple Avenue
 Weather: Clear

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

Groups Printed- Total Volume

Start Time	Mount SAC Way Southbound					Temple Avenue Westbound					Mount SAC Way 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	32	2	60	0	94	0	180	26	4	210	10	3	1	0	14	46	208	6	1	261	579
07:15 AM	41	4	56	0	101	1	196	28	4	229	39	4	6	0	49	9	271	62	1	343	722
07:30 AM	55	3	80	0	138	2	188	15	6	211	44	3	7	0	54	6	235	51	0	292	695
07:45 AM	45	2	59	0	106	3	214	13	1	231	22	6	4	0	32	8	259	54	0	321	690
Total	173	11	255	0	439	6	778	82	15	881	115	16	18	0	149	69	973	173	2	1217	2686
08:00 AM	32	2	51	0	85	0	232	24	1	257	21	1	11	0	33	12	215	51	0	278	653
08:15 AM	29	0	49	0	78	3	215	6	2	226	24	2	4	0	30	5	226	36	0	267	601
08:30 AM	21	1	38	0	60	0	308	20	4	332	40	2	6	0	48	8	229	31	0	268	708
08:45 AM	26	5	35	0	66	4	284	15	0	303	26	5	4	0	35	9	224	49	0	282	686
Total	108	8	173	0	289	7	1039	65	7	1118	111	10	25	0	146	34	894	167	0	1095	2648
Grand Total	281	19	428	0	728	13	1817	147	22	1999	226	26	43	0	295	103	1867	340	2	2312	5334
Apprch %	38.6	2.6	58.8	0		0.7	90.9	7.4	1.1		76.6	8.8	14.6	0		4.5	80.8	14.7	0.1		
Total %	5.3	0.4	8	0	13.6	0.2	34.1	2.8	0.4	37.5	4.2	0.5	0.8	0	5.5	1.9	35	6.4	0	43.3	

Start Time	Mount SAC Way Southbound				Temple Avenue Westbound				Mount SAC Way 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	41	4	56	101	1	196	28	225	39	4	6	49	9	271	62	342	717
07:30 AM	55	3	80	138	2	188	15	205	44	3	7	54	6	235	51	292	689
07:45 AM	45	2	59	106	3	214	13	230	22	6	4	32	8	259	54	321	689
08:00 AM	32	2	51	85	0	232	24	256	21	1	11	33	12	215	51	278	652
Total Volume	173	11	246	430	6	830	80	916	126	14	28	168	35	980	218	1233	2747
% App. Total	40.2	2.6	57.2		0.7	90.6	8.7		75	8.3	16.7		2.8	79.5	17.7		
PHF	.786	.688	.769	.779	.500	.894	.714	.895	.716	.583	.636	.778	.729	.904	.879	.901	.958



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City of Walnut
 N/S: Mount SAC Way
 E/W: Temple Avenue
 Weather: Clear

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

Start Time	Mount SAC Way Southbound				Temple Avenue Westbound				Mount SAC Way 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				08:00 AM				07:15 AM				07:15 AM			
+0 mins.	32	2	60	94	0	232	24	256	39	4	6	49	9	271	62	342
+15 mins.	41	4	56	101	3	215	6	224	44	3	7	54	6	235	51	292
+30 mins.	55	3	80	138	0	308	20	328	22	6	4	32	8	259	54	321
+45 mins.	45	2	59	106	4	284	15	303	21	1	11	33	12	215	51	278
Total Volume	173	11	255	439	7	1039	65	1111	126	14	28	168	35	980	218	1233
% App. Total	39.4	2.5	58.1		0.6	93.5	5.9		75	8.3	16.7		2.8	79.5	17.7	
PHF	.786	.688	.797	.795	.438	.843	.677	.847	.716	.583	.636	.778	.729	.904	.879	.901

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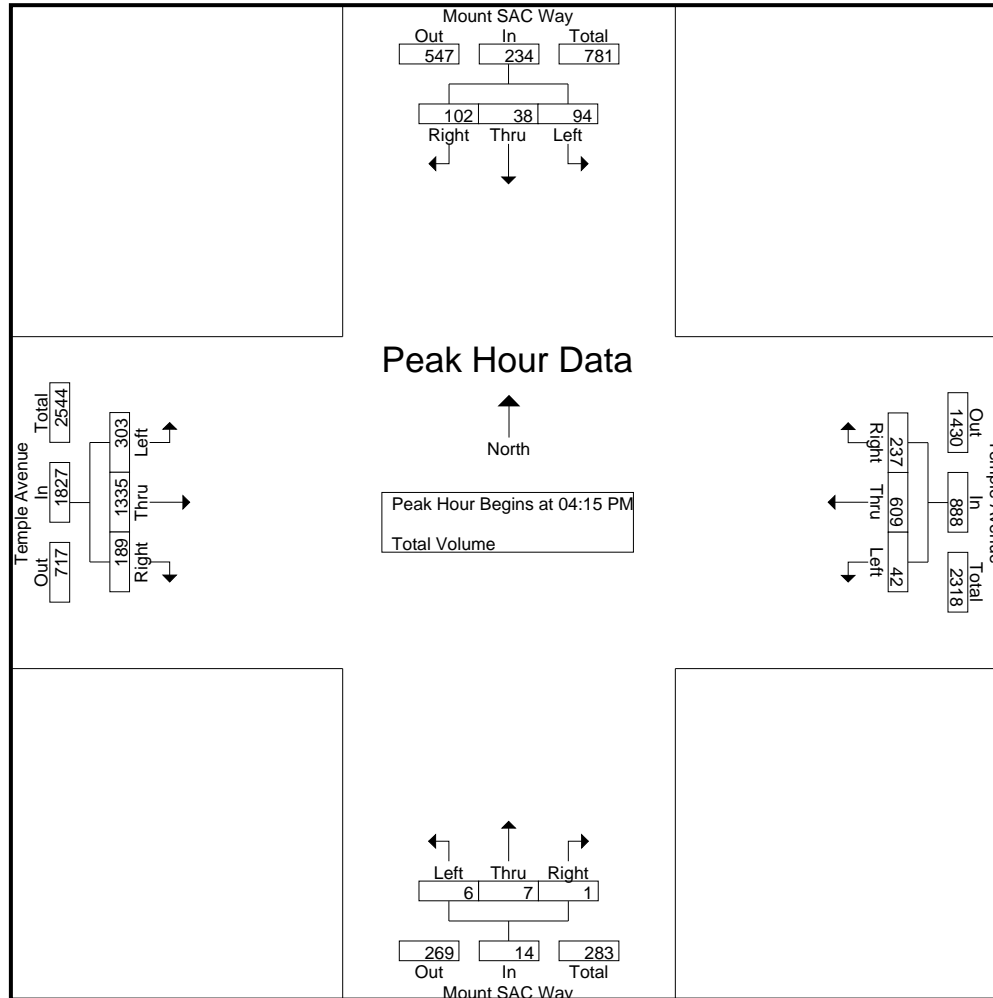
City of Walnut
 N/S: Mount SAC Way
 E/W: Temple Avenue
 Weather: Clear

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

Groups Printed- Total Volume

Start Time	Mount SAC Way Southbound					Temple Avenue Westbound					Mount SAC Way 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	7	0	12	0	19	2	250	55	0	307	2	4	1	0	7	78	228	19	0	325	658
04:15 PM	19	2	18	0	39	3	192	65	2	262	2	1	0	0	3	84	336	17	0	437	741
04:30 PM	21	1	18	0	40	10	141	74	3	228	1	3	1	0	5	98	324	40	0	462	735
04:45 PM	22	6	34	0	62	19	128	48	3	198	3	2	0	0	5	80	332	69	0	481	746
Total	69	9	82	0	160	34	711	242	8	995	8	10	2	0	20	340	1220	145	0	1705	2880
05:00 PM	32	29	32	0	93	10	148	50	1	209	0	1	0	0	1	41	343	63	0	447	750
05:15 PM	23	11	21	0	55	18	163	32	2	215	1	3	1	0	5	29	264	35	0	328	603
05:30 PM	9	8	9	0	26	10	141	11	1	163	0	7	0	0	7	27	233	25	0	285	481
05:45 PM	13	8	12	0	33	6	107	11	1	125	6	5	3	0	14	27	188	25	0	240	412
Total	77	56	74	0	207	44	559	104	5	712	7	16	4	0	27	124	1028	148	0	1300	2246
Grand Total	146	65	156	0	367	78	1270	346	13	1707	15	26	6	0	47	464	2248	293	0	3005	5126
Apprch %	39.8	17.7	42.5	0		4.6	74.4	20.3	0.8		31.9	55.3	12.8	0		15.4	74.8	9.8	0		
Total %	2.8	1.3	3	0	7.2	1.5	24.8	6.7	0.3	33.3	0.3	0.5	0.1	0	0.9	9.1	43.9	5.7	0	58.6	

Start Time	Mount SAC Way Southbound				Temple Avenue Westbound				Mount SAC Way 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 04:15 PM																	
04:15 PM	19	2	18	39	3	192	65	260	2	1	0	3	84	336	17	437	739
04:30 PM	21	1	18	40	10	141	74	225	1	3	1	5	98	324	40	462	732
04:45 PM	22	6	34	62	19	128	48	195	3	2	0	5	80	332	69	481	743
05:00 PM	32	29	32	93	10	148	50	208	0	1	0	1	41	343	63	447	749
Total Volume	94	38	102	234	42	609	237	888	6	7	1	14	303	1335	189	1827	2963
% App. Total	40.2	16.2	43.6		4.7	68.6	26.7		42.9	50	7.1		16.6	73.1	10.3		
PHF	.734	.328	.750	.629	.553	.793	.801	.854	.500	.583	.250	.700	.773	.973	.685	.950	.989



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City of Walnut
 N/S: Mount SAC Way
 E/W: Temple Avenue
 Weather: Clear

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

Start Time	Mount SAC Way Southbound				Temple Avenue Westbound				Mount SAC Way 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:

	04:30 PM				04:00 PM				05:00 PM				04:15 PM			
+0 mins.	21	1	18	40	2	250	55	307	0	1	0	1	84	336	17	437
+15 mins.	22	6	34	62	3	192	65	260	1	3	1	5	98	324	40	462
+30 mins.	32	29	32	93	10	141	74	225	0	7	0	7	80	332	69	481
+45 mins.	23	11	21	55	19	128	48	195	6	5	3	14	41	343	63	447
Total Volume	98	47	105	250	34	711	242	987	7	16	4	27	303	1335	189	1827
% App. Total	39.2	18.8	42		3.4	72	24.5		25.9	59.3	14.8		16.6	73.1	10.3	
PHF	.766	.405	.772	.672	.447	.711	.818	.804	.292	.571	.333	.482	.773	.973	.685	.950

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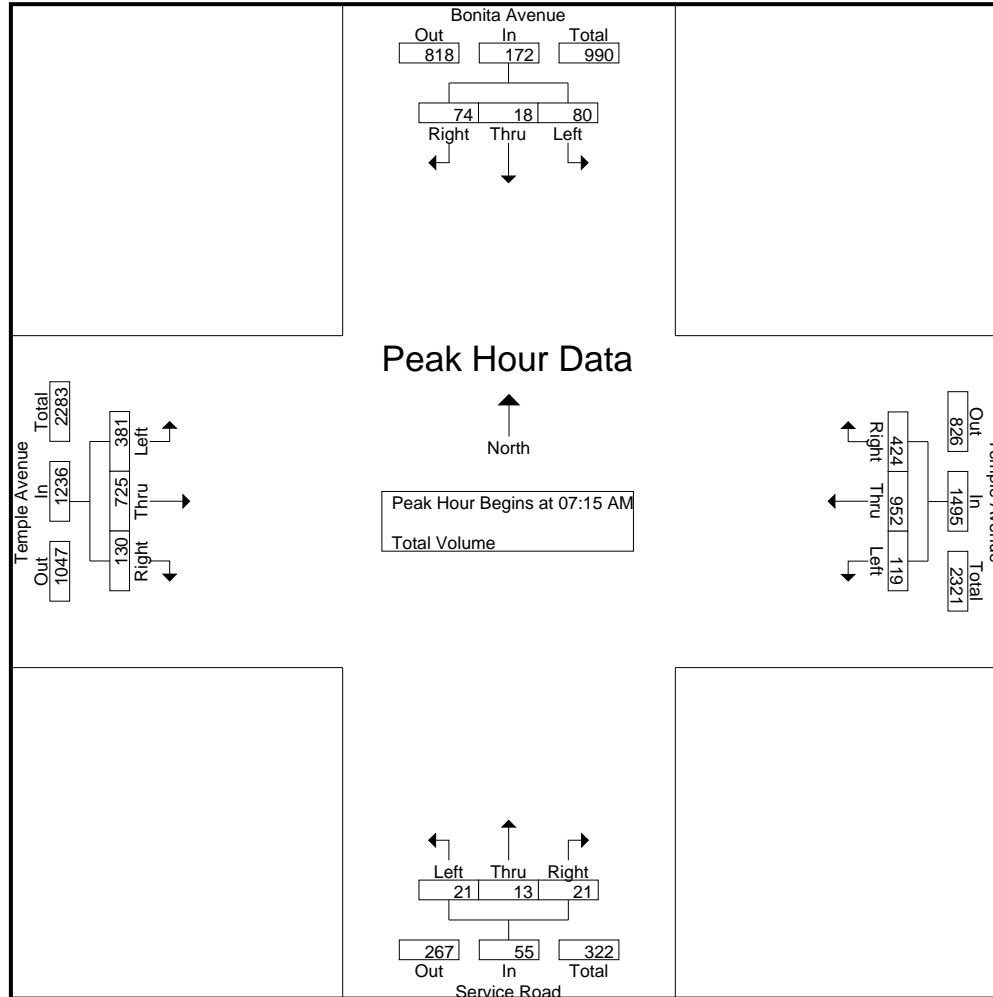
City of Walnut
 N/S: Bonita Avenue
 E/W: Temple Avenue
 Weather: Clear

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

Groups Printed- Total Volume

Start Time	Bonita Avenue Southbound					Temple Avenue Westbound					Service Road 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	4	3	4	0	11	25	386	76	0	487	7	2	1	0	10	27	135	16	0	178	686
07:15 AM	9	3	13	0	25	24	291	82	0	397	3	5	17	0	25	60	207	30	0	297	744
07:30 AM	23	5	13	0	41	42	224	83	0	349	7	2	2	0	11	84	187	30	0	301	702
07:45 AM	33	8	28	0	69	22	208	124	0	354	4	3	0	0	7	104	158	31	0	293	723
Total	69	19	58	0	146	113	1109	365	0	1587	21	12	20	0	53	275	687	107	0	1069	2855
08:00 AM	15	2	20	0	37	31	229	135	0	395	7	3	2	0	12	133	173	39	0	345	789
08:15 AM	20	9	24	0	53	27	202	111	0	340	4	2	1	0	7	103	151	28	0	282	682
08:30 AM	13	7	21	0	41	15	160	58	0	233	4	5	6	0	15	68	146	16	0	230	519
08:45 AM	17	7	8	0	32	28	116	53	0	197	6	1	3	0	10	48	116	19	0	183	422
Total	65	25	73	0	163	101	707	357	0	1165	21	11	12	0	44	352	586	102	0	1040	2412
Grand Total	134	44	131	0	309	214	1816	722	0	2752	42	23	32	0	97	627	1273	209	0	2109	5267
Apprch %	43.4	14.2	42.4	0		7.8	66	26.2	0		43.3	23.7	33	0		29.7	60.4	9.9	0		
Total %	2.5	0.8	2.5	0	5.9	4.1	34.5	13.7	0	52.2	0.8	0.4	0.6	0	1.8	11.9	24.2	4	0	40	

Start Time	Bonita Avenue Southbound				Temple Avenue Westbound				Service Road 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	9	3	13	25	24	291	82	397	3	5	17	25	60	207	30	297	744
07:30 AM	23	5	13	41	42	224	83	349	7	2	2	11	84	187	30	301	702
07:45 AM	33	8	28	69	22	208	124	354	4	3	0	7	104	158	31	293	723
08:00 AM	15	2	20	37	31	229	135	395	7	3	2	12	133	173	39	345	789
Total Volume	80	18	74	172	119	952	424	1495	21	13	21	55	381	725	130	1236	2958
% App. Total	46.5	10.5	43		8	63.7	28.4		38.2	23.6	38.2		30.8	58.7	10.5		
PHF	.606	.563	.661	.623	.708	.818	.785	.941	.750	.650	.309	.550	.716	.876	.833	.896	.937



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

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

Start Time	Bonita Avenue Southbound				Temple Avenue Westbound				Service Road 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:

	07:30 AM				07:00 AM				07:15 AM				07:15 AM			
+0 mins.	23	5	13	41	25	386	76	487	3	5	17	25	60	207	30	297
+15 mins.	33	8	28	69	24	291	82	397	7	2	2	11	84	187	30	301
+30 mins.	15	2	20	37	42	224	83	349	4	3	0	7	104	158	31	293
+45 mins.	20	9	24	53	22	208	124	354	7	3	2	12	133	173	39	345
Total Volume	91	24	85	200	113	1109	365	1587	21	13	21	55	381	725	130	1236
% App. Total	45.5	12	42.5		7.1	69.9	23		38.2	23.6	38.2		30.8	58.7	10.5	
PHF	.689	.667	.759	.725	.673	.718	.736	.815	.750	.650	.309	.550	.716	.876	.833	.896

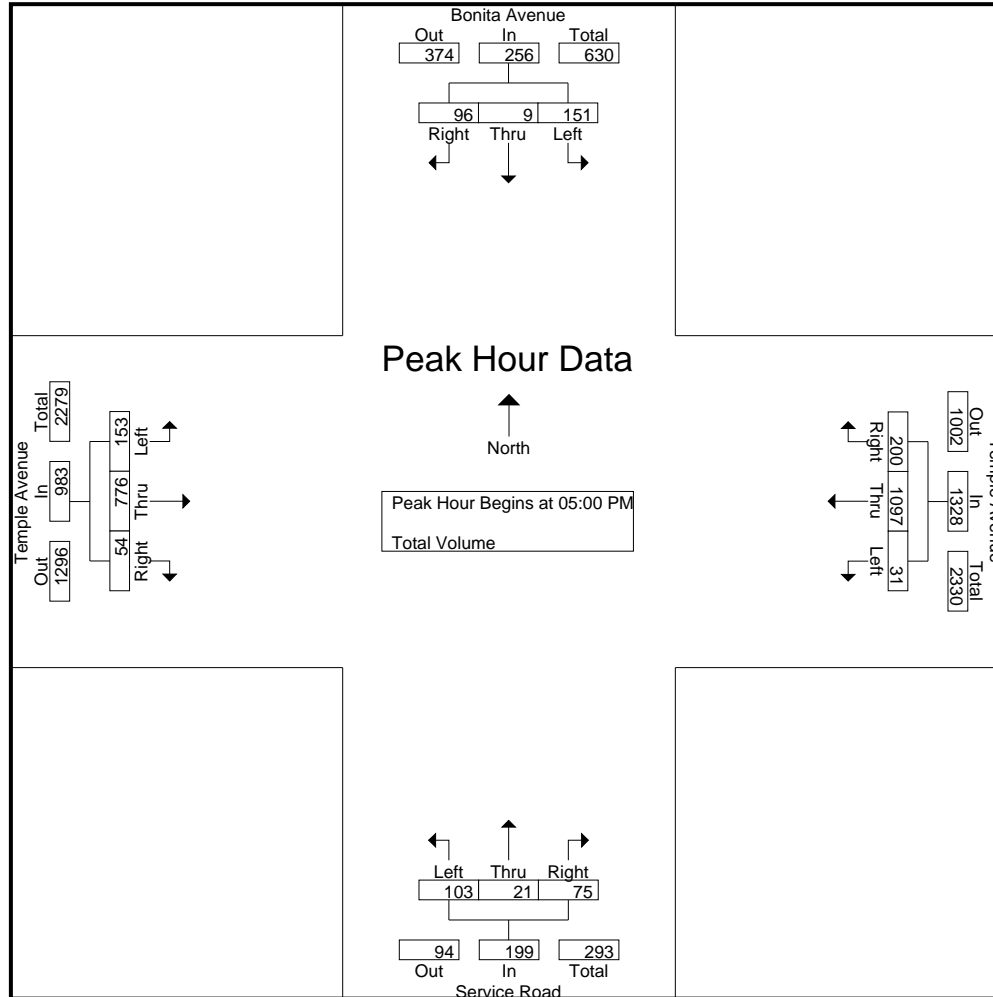
City of Walnut
 N/S: Bonita Avenue
 E/W: Temple Avenue
 Weather: Clear

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

Groups Printed- Total Volume

Start Time	Bonita Avenue Southbound					Temple Avenue Westbound					Service Road 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	54	4	23	0	81	5	163	29	0	197	25	6	19	0	50	50	184	13	0	247	575
04:15 PM	82	7	56	0	145	8	147	53	0	208	18	5	29	0	52	48	210	14	0	272	677
04:30 PM	105	4	55	0	164	11	176	36	0	223	22	9	27	0	58	32	266	8	0	306	751
04:45 PM	51	2	24	0	77	3	148	36	0	187	27	6	15	0	48	44	264	11	0	319	631
Total	292	17	158	0	467	27	634	154	0	815	92	26	90	0	208	174	924	46	0	1144	2634
05:00 PM	49	4	24	0	77	5	228	40	0	273	35	6	21	0	62	34	213	16	0	263	675
05:15 PM	31	2	21	0	54	6	284	45	0	335	24	3	16	0	43	40	202	10	0	252	684
05:30 PM	38	2	18	0	58	5	285	55	0	345	31	9	26	0	66	40	176	8	0	224	693
05:45 PM	33	1	33	0	67	15	300	60	0	375	13	3	12	0	28	39	185	20	0	244	714
Total	151	9	96	0	256	31	1097	200	0	1328	103	21	75	0	199	153	776	54	0	983	2766
Grand Total	443	26	254	0	723	58	1731	354	0	2143	195	47	165	0	407	327	1700	100	0	2127	5400
Apprch %	61.3	3.6	35.1	0		2.7	80.8	16.5	0		47.9	11.5	40.5	0		15.4	79.9	4.7	0		
Total %	8.2	0.5	4.7	0	13.4	1.1	32.1	6.6	0	39.7	3.6	0.9	3.1	0	7.5	6.1	31.5	1.9	0	39.4	

Start Time	Bonita Avenue Southbound				Temple Avenue Westbound				Service Road 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	49	4	24	77	5	228	40	273	35	6	21	62	34	213	16	263	675
05:15 PM	31	2	21	54	6	284	45	335	24	3	16	43	40	202	10	252	684
05:30 PM	38	2	18	58	5	285	55	345	31	9	26	66	40	176	8	224	693
05:45 PM	33	1	33	67	15	300	60	375	13	3	12	28	39	185	20	244	714
Total Volume	151	9	96	256	31	1097	200	1328	103	21	75	199	153	776	54	983	2766
% App. Total	59	3.5	37.5		2.3	82.6	15.1		51.8	10.6	37.7		15.6	78.9	5.5		
PHF	.770	.563	.727	.831	.517	.914	.833	.885	.736	.583	.721	.754	.956	.911	.675	.934	.968



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

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

Start Time	Bonita Avenue Southbound				Temple Avenue Westbound				Service Road 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:

	04:00 PM				05:00 PM				04:15 PM				04:15 PM			
+0 mins.	54	4	23	81	5	228	40	273	18	5	29	52	48	210	14	272
+15 mins.	82	7	56	145	6	284	45	335	22	9	27	58	32	266	8	306
+30 mins.	105	4	55	164	5	285	55	345	27	6	15	48	44	264	11	319
+45 mins.	51	2	24	77	15	300	60	375	35	6	21	62	34	213	16	263
Total Volume	292	17	158	467	31	1097	200	1328	102	26	92	220	158	953	49	1160
% App. Total	62.5	3.6	33.8		2.3	82.6	15.1		46.4	11.8	41.8		13.6	82.2	4.2	
PHF	.695	.607	.705	.712	.517	.914	.833	.885	.729	.722	.793	.887	.823	.896	.766	.909

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

City of Walnut
 N/S: Lot F
 E/W: Temple Avenue
 Weather: Clear

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

Groups Printed- Total Volume

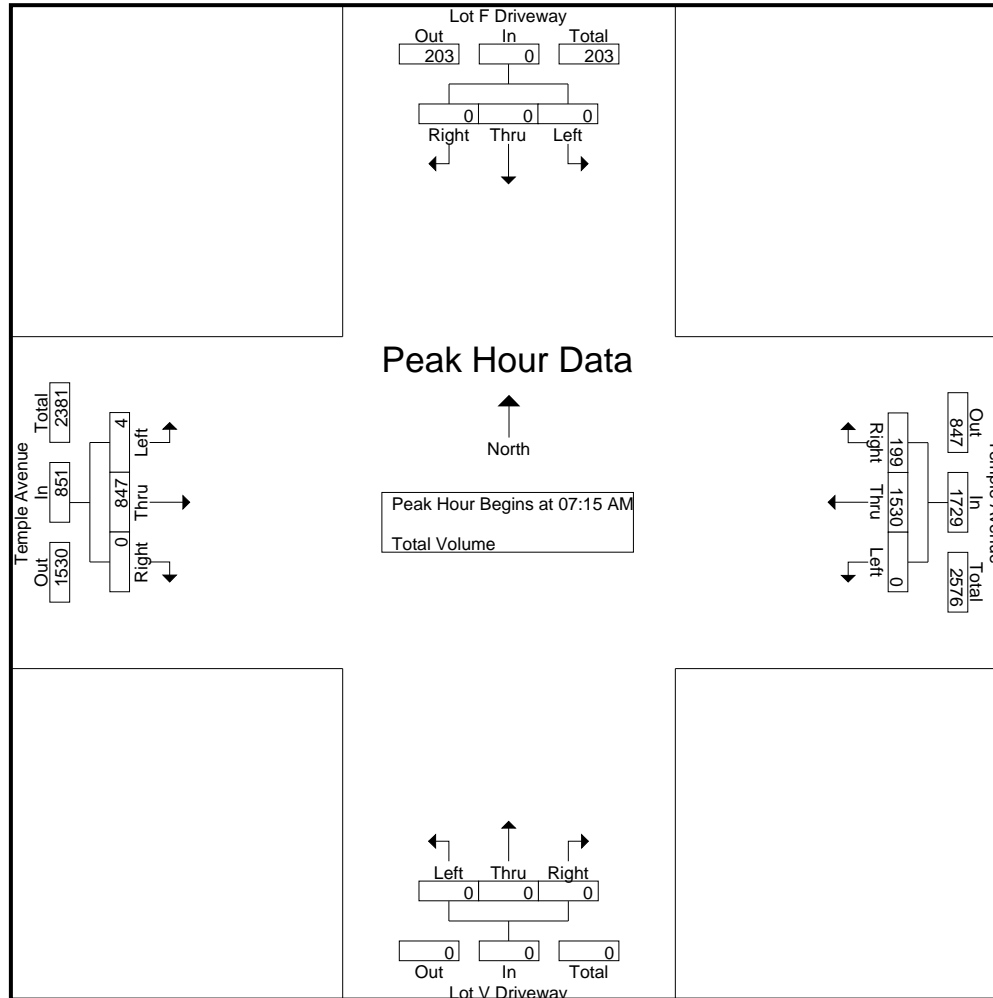
Start Time	Lot F Driveway Southbound					Temple Avenue Westbound					Lot V Driveway Northbound					Temple Avenue Eastbound					Int. Total
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	
07:00 AM	0	0	0	0	0	0	439	19	0	458	0	0	0	0	0	0	132	0	1	133	591
07:15 AM	0	0	0	0	0	0	388	18	0	406	0	0	0	0	0	0	249	0	0	249	655
07:30 AM	0	0	0	0	0	0	360	28	0	388	0	0	0	0	0	0	220	0	1	221	609
07:45 AM	0	0	0	0	0	0	389	61	0	450	0	0	0	0	0	2	201	0	1	204	654
Total	0	0	0	0	0	0	1576	126	0	1702	0	0	0	0	0	2	802	0	3	807	2509
08:00 AM	0	0	0	0	0	0	393	92	0	485	0	0	0	0	0	2	177	0	0	179	664
08:15 AM	0	0	0	0	0	0	283	60	0	343	0	0	0	0	0	3	182	0	0	185	528
08:30 AM	0	0	0	0	0	0	206	20	0	226	0	0	0	0	0	1	159	0	0	160	386
08:45 AM	0	0	0	0	0	0	221	37	0	258	0	0	0	0	0	0	143	0	0	143	401
Total	0	0	0	0	0	0	1103	209	0	1312	0	0	0	0	0	6	661	0	0	667	1979
Grand Total	0	0	0	0	0	0	2679	335	0	3014	0	0	0	0	0	8	1463	0	3	1474	4488
Apprch %	0	0	0	0	0	0	88.9	11.1	0		0	0	0	0	0	0.5	99.3	0	0.2		
Total %	0	0	0	0	0	0	59.7	7.5	0	67.2	0	0	0	0	0	0.2	32.6	0	0.1	32.8	

Start Time	Lot F Driveway Southbound				Temple Avenue Westbound				Lot V 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 Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	388	18	406	0	0	0	0	0	249	0	249	655
07:30 AM	0	0	0	0	0	360	28	388	0	0	0	0	0	220	0	220	608
07:45 AM	0	0	0	0	0	389	61	450	0	0	0	0	2	201	0	203	653
08:00 AM	0	0	0	0	0	393	92	485	0	0	0	0	2	177	0	179	664
Total Volume	0	0	0	0	0	1530	199	1729	0	0	0	0	4	847	0	851	2580
% App. Total	0	0	0	0	0	88.5	11.5		0	0	0	0	0.5	99.5	0		
PHF	.000	.000	.000	.000	.000	.973	.541	.891	.000	.000	.000	.000	.500	.850	.000	.854	.971

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City of Walnut
N/S: Lot F
E/W: Temple Avenue
Weather: Clear

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



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City of Walnut
 N/S: Lot F
 E/W: Temple Avenue
 Weather: Clear

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

Start Time	Lot F Driveway Southbound				Temple Avenue Westbound				Lot V 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				07:15 AM				07:00 AM				07:15 AM			
+0 mins.	0	0	0	0	0	388	18	406	0	0	0	0	0	249	0	249
+15 mins.	0	0	0	0	0	360	28	388	0	0	0	0	0	220	0	220
+30 mins.	0	0	0	0	0	389	61	450	0	0	0	0	2	201	0	203
+45 mins.	0	0	0	0	0	393	92	485	0	0	0	0	2	177	0	179
Total Volume	0	0	0	0	0	1530	199	1729	0	0	0	0	4	847	0	851
% App. Total	0	0	0	0	0	88.5	11.5		0	0	0	0	0.5	99.5	0	
PHF	.000	.000	.000	.000	.000	.973	.541	.891	.000	.000	.000	.000	.500	.850	.000	.854

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City of Walnut
 N/S: Lot F
 E/W: Temple Avenue
 Weather: Clear

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

Groups Printed- Total Volume

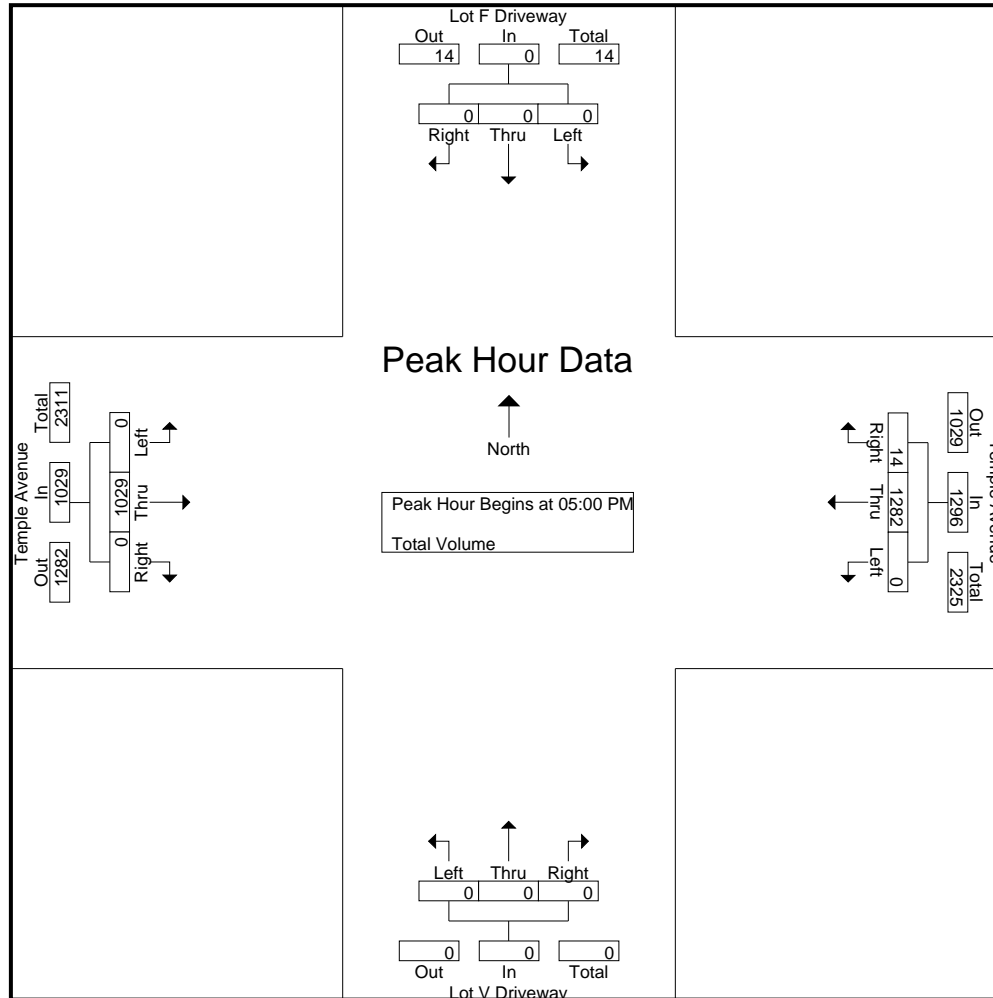
Start Time	Lot F Driveway Southbound					Temple Avenue Westbound					Lot V Driveway Northbound					Temple Avenue Eastbound					Int. Total
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	
04:00 PM	0	0	0	0	0	0	192	3	0	195	0	0	0	0	0	0	253	0	0	253	448
04:15 PM	0	0	0	0	0	0	226	5	2	233	0	0	0	0	0	3	358	0	0	361	594
04:30 PM	0	0	1	0	1	0	202	0	0	202	0	0	0	0	0	0	389	0	1	390	593
04:45 PM	0	0	0	0	0	0	220	2	0	222	0	0	0	0	0	0	315	0	0	315	537
Total	0	0	1	0	1	0	840	10	2	852	0	0	0	0	0	3	1315	0	1	1319	2172
05:00 PM	0	0	0	0	0	0	264	4	0	268	0	0	0	0	0	0	291	0	0	291	559
05:15 PM	0	0	0	0	0	0	328	1	0	329	0	0	0	0	0	0	245	0	1	246	575
05:30 PM	0	0	0	0	0	0	353	4	0	357	0	0	0	0	0	0	265	0	0	265	622
05:45 PM	0	0	0	0	0	0	337	5	0	342	0	0	0	0	0	0	228	0	0	228	570
Total	0	0	0	0	0	0	1282	14	0	1296	0	0	0	0	0	0	1029	0	1	1030	2326
Grand Total	0	0	1	0	1	0	2122	24	2	2148	0	0	0	0	0	3	2344	0	2	2349	4498
Apprch %	0	0	100	0		0	98.8	1.1	0.1		0	0	0	0		0.1	99.8	0	0.1		
Total %	0	0	0	0		0	47.2	0.5	0	47.8	0	0	0	0		0.1	52.1	0	0	52.2	

Start Time	Lot F Driveway Southbound				Temple Avenue Westbound				Lot V 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	0	0	0	0	0	264	4	268	0	0	0	0	0	291	0	291	559
05:15 PM	0	0	0	0	0	328	1	329	0	0	0	0	0	245	0	245	574
05:30 PM	0	0	0	0	0	353	4	357	0	0	0	0	0	265	0	265	622
05:45 PM	0	0	0	0	0	337	5	342	0	0	0	0	0	228	0	228	570
Total Volume	0	0	0	0	0	1282	14	1296	0	0	0	0	0	1029	0	1029	2325
% App. Total	0	0	0		0	98.9	1.1		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.908	.700	.908	.000	.000	.000	.000	.000	.884	.000	.884	.934

Counts Unlimited
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City of Walnut
N/S: Lot F
E/W: Temple Avenue
Weather: Clear

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



Counts Unlimited
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City of Walnut
 N/S: Lot F
 E/W: Temple Avenue
 Weather: Clear

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

Start Time	Lot F Driveway Southbound				Temple Avenue Westbound				Lot V 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:

	04:00 PM				05:00 PM				04:00 PM				04:15 PM			
+0 mins.	0	0	0	0	0	264	4	268	0	0	0	0	3	358	0	361
+15 mins.	0	0	0	0	0	328	1	329	0	0	0	0	0	389	0	389
+30 mins.	0	0	1	1	0	353	4	357	0	0	0	0	0	315	0	315
+45 mins.	0	0	0	0	0	337	5	342	0	0	0	0	0	291	0	291
Total Volume	0	0	1	1	0	1282	14	1296	0	0	0	0	3	1353	0	1356
% App. Total	0	0	100		0	98.9	1.1		0	0	0		0.2	99.8	0	
PHF	.000	.000	.250	.250	.000	.908	.700	.908	.000	.000	.000	.000	.250	.870	.000	.871

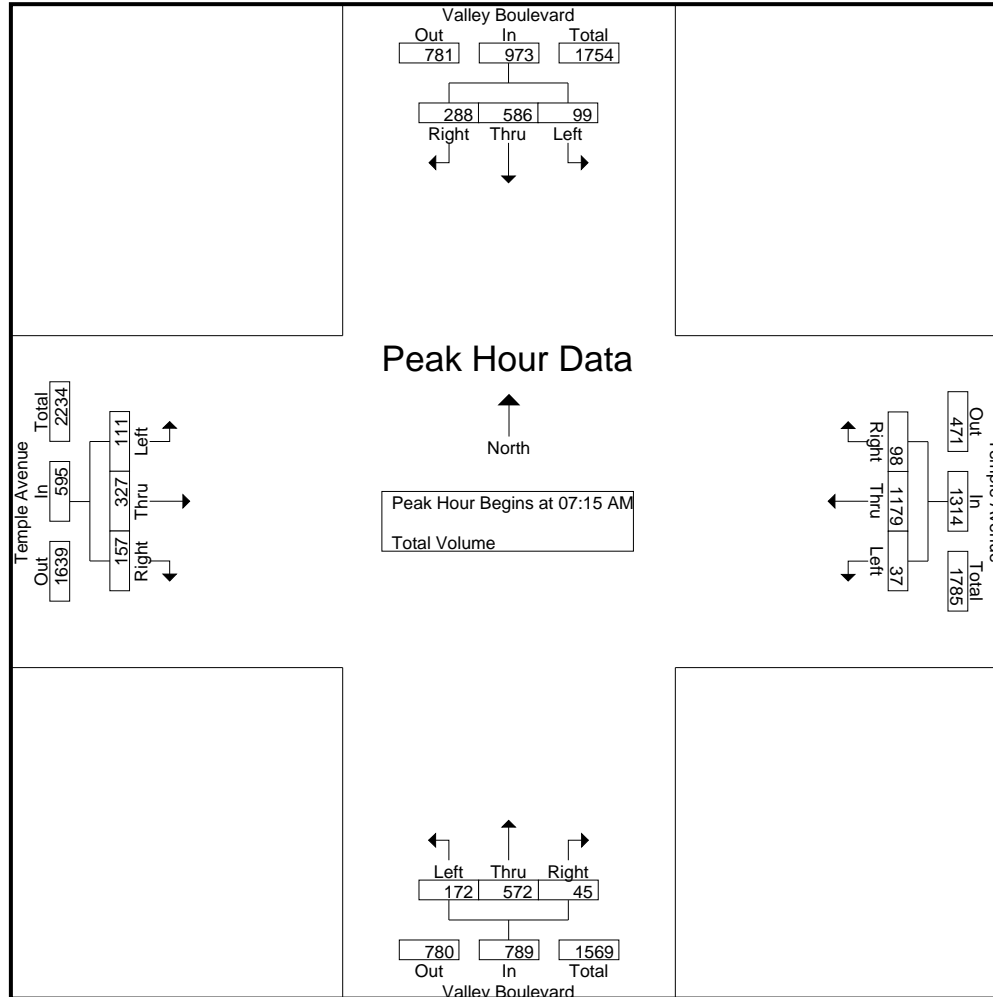
City of Walnut
 N/S: Valley Boulevard
 E/W: Temple Avenue
 Weather: Clear

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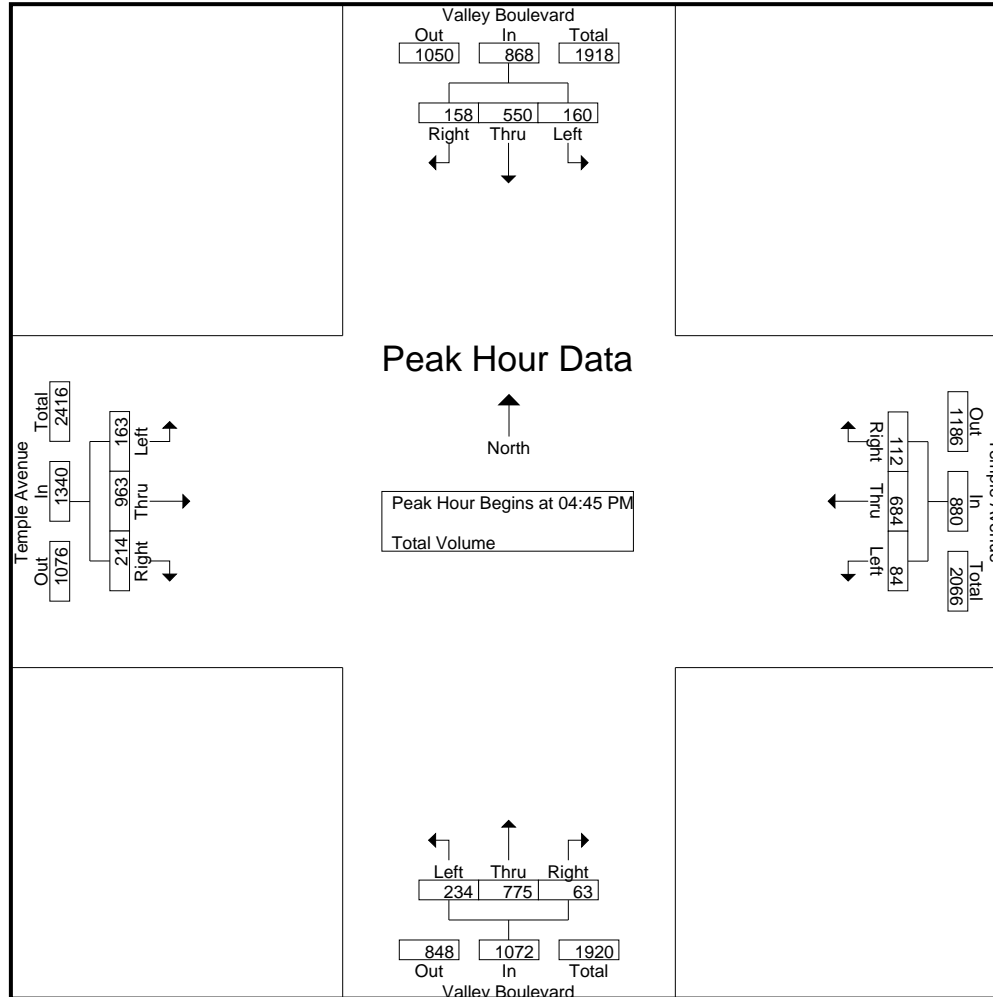
City of Walnut
 N/S: Valley Boulevard
 E/W: Temple Avenue
 Weather: Clear

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



Counts Unlimited
 PO Box 1178
 Corona, CA 92878
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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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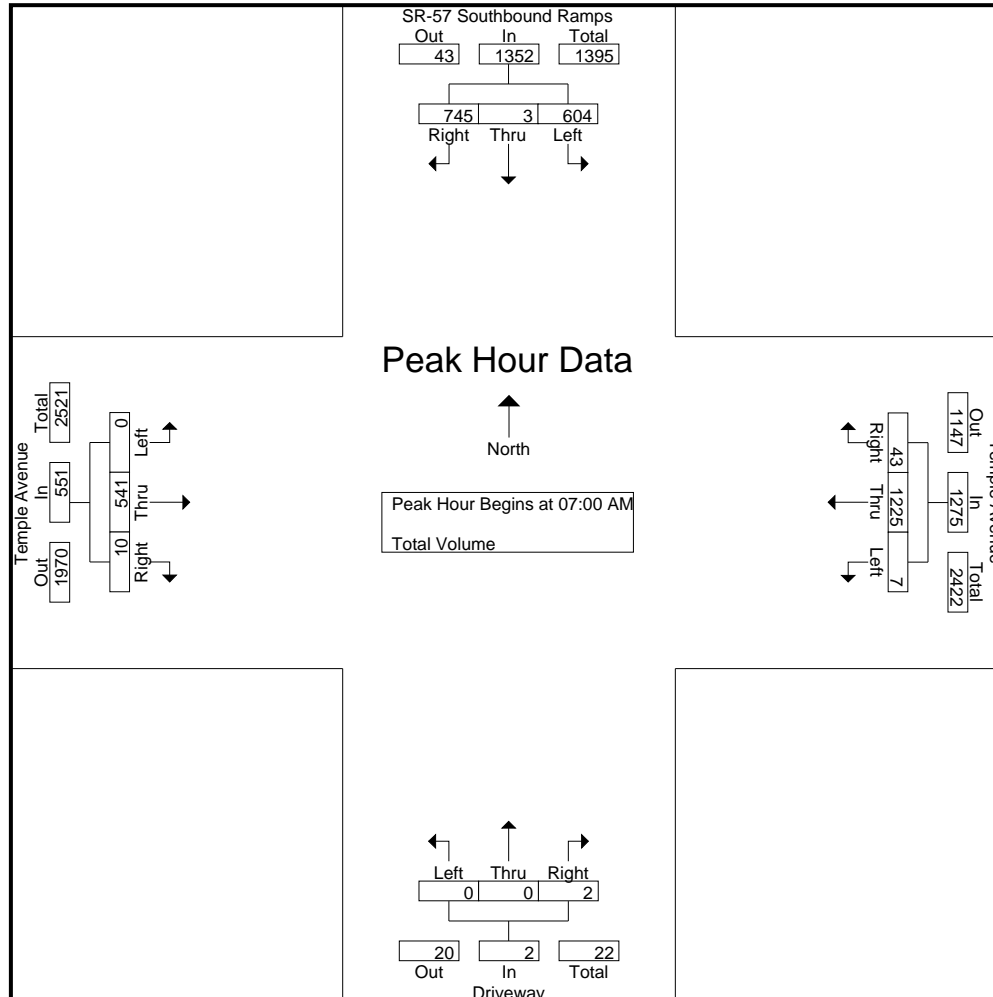
City of Walnut
 N/S: SR-57 Southbound Ramps
 E/W: Temple Avenue
 Weather: Clear

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	
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																	
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



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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

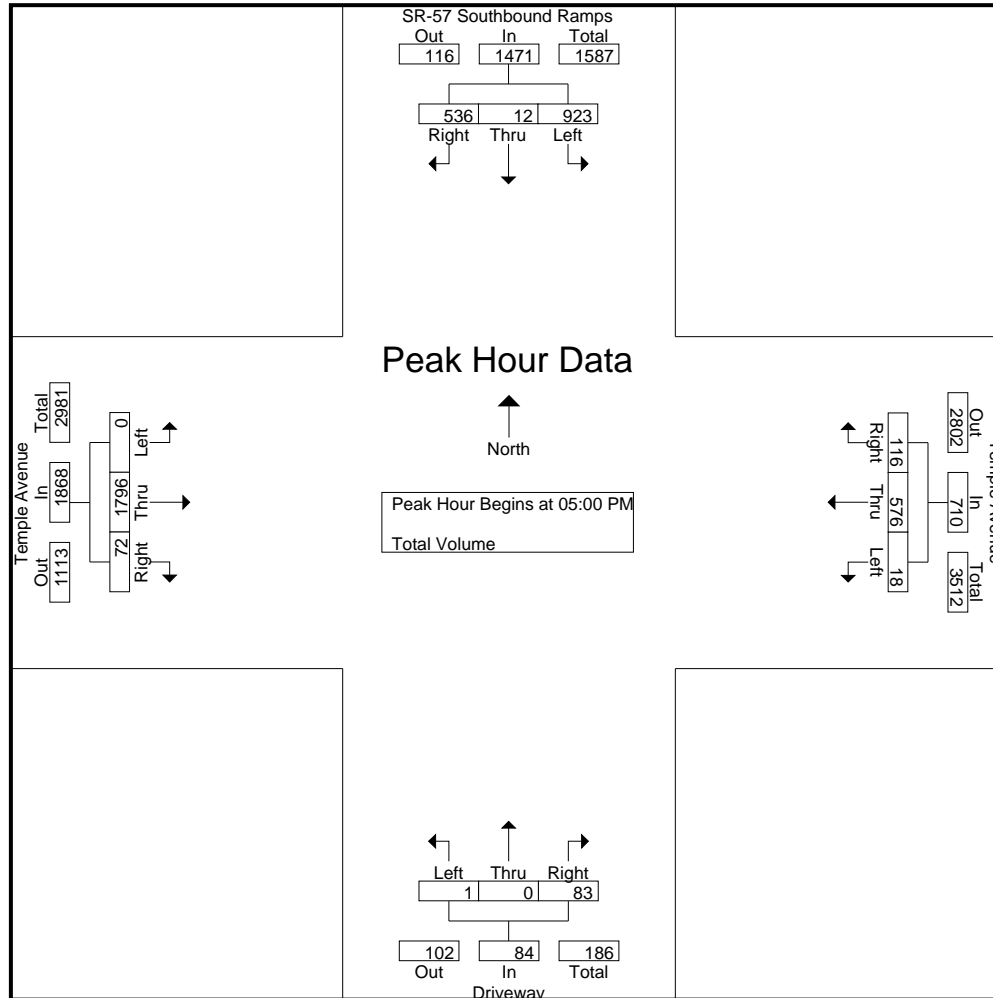
City of Walnut
 N/S: SR-57 Southbound Ramps
 E/W: Temple Avenue
 Weather: Clear

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
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 E/W: Temple Avenue
 Weather: Clear

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 Site Code : 04215551
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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

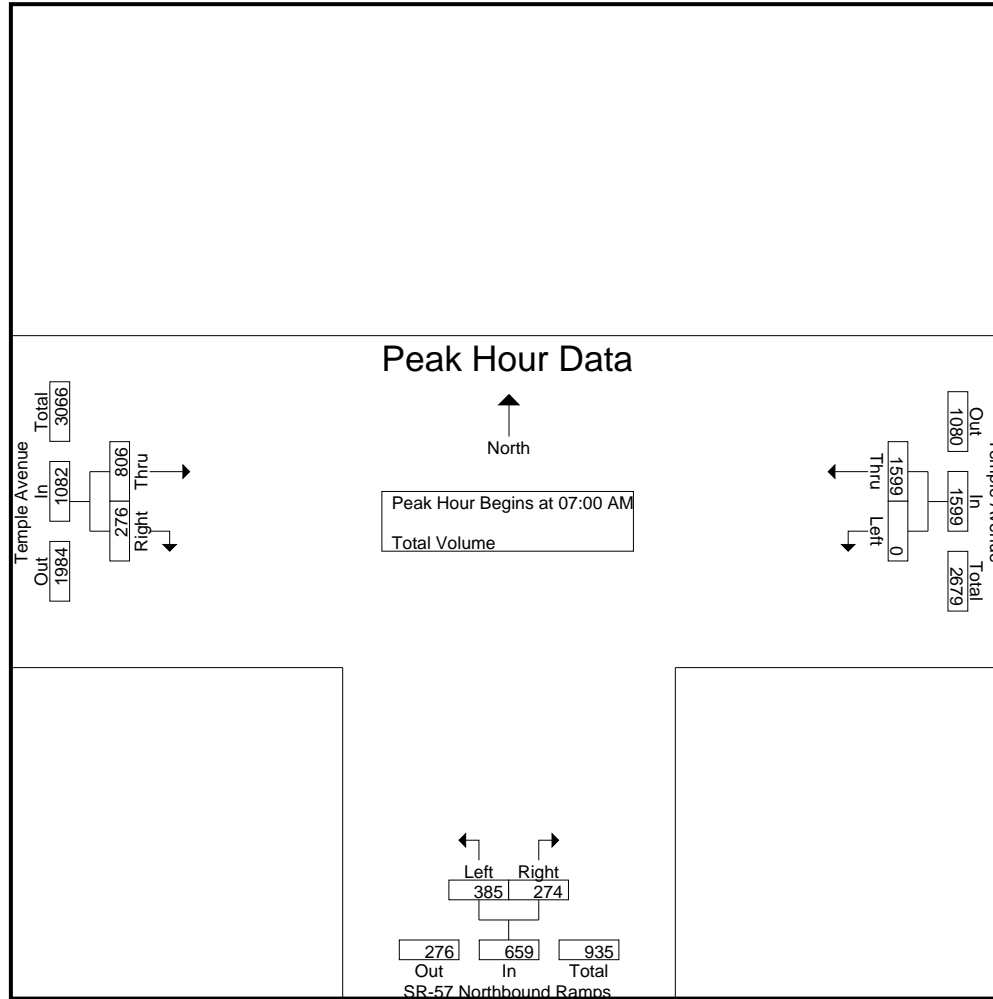
File Name : WNT57NTEAM
 Site Code : 04215551
 Start Date : 10/1/2015
 Page No : 1

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

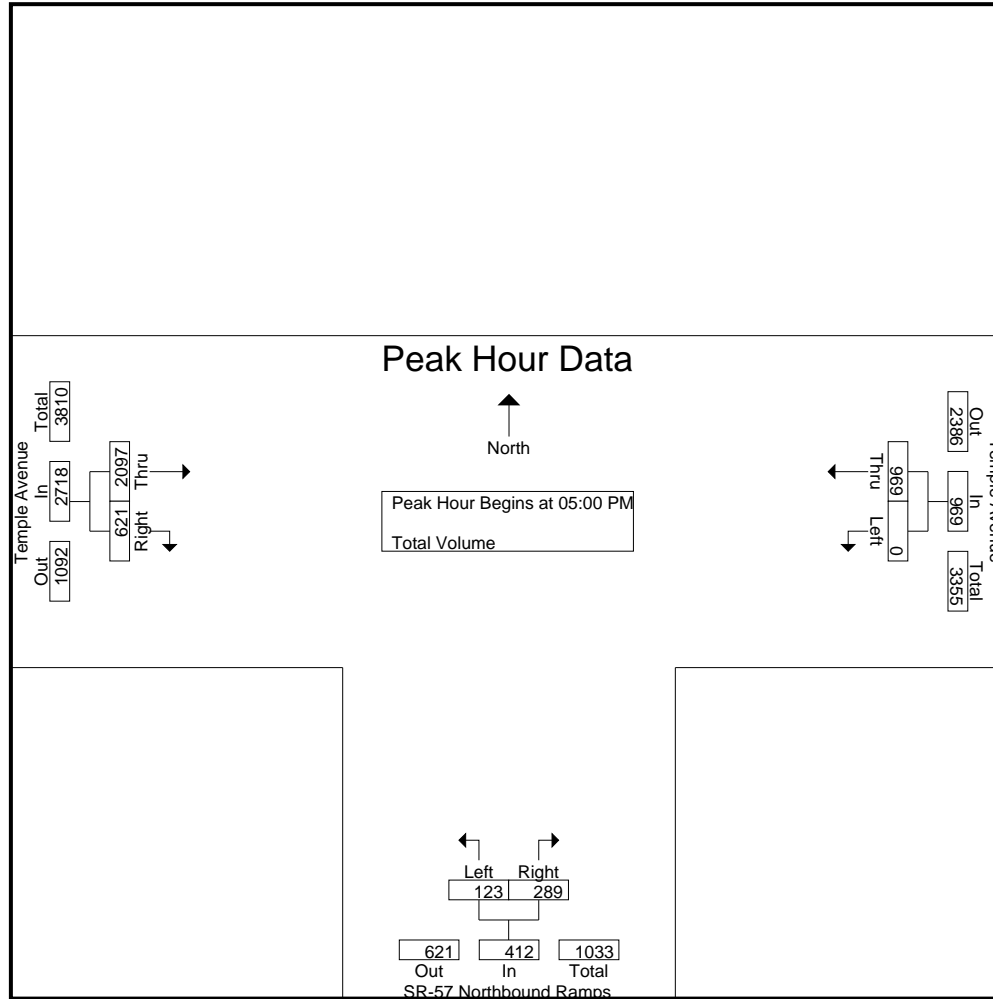
File Name : WNT57NTEPM
 Site Code : 04215551
 Start Date : 10/1/2015
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Groups Printed- Total Volume

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



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File Name : WNT57NTEPM
 Site Code : 04215551
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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

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1

Cycle (sec): 100 Critical Vol./Cap.(X): 0.725
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: C

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 4 sub-columns for Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns representing different traffic volumes and 12 rows for various metrics like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns for Sat/Lane and 12 rows for Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat and 12 rows for Vol/Sat, OvlAdjV/S, and Crit Moves.

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2

Cycle (sec): 100 Critical Vol./Cap.(X): 0.636
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 4 sub-columns for Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns representing different traffic volumes and 12 rows for various metrics like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns for Sat/Lane and 12 rows for Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat and 12 rows for Vol/Sat, OvlAdjV/S, and Crit Moves.

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

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

Table with columns for Approach (North, South, East, West Bound), Movement (L, T, R), Control (Protected, Split Phase), Rights (Include), and various performance metrics like Cycle (sec), Loss Time (sec), Optimal Cycle, Min. Green, Y+R, Lanes, Volume Module, Sat/Lane, Adjustment, Lanes, Final Sat., Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Uniform Del, IncrementDel, InitQueueDel, Delay Adj, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

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

Intersection #4

Cycle (sec): 100 Critical Vol./Cap.(X): 0.616
Loss Time (sec): 6 Average Delay (sec/veh): 16.7
Optimal Cycle: 34 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			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	0	1	1	0	1	0	1	0

Volume Module:

Base Vol:	52	1273	0	0	668	301	301	0	186	0	0	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	1.00
Initial Bse:	52	1273	0	0	668	301	301	0	186	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:	52	1273	0	0	668	301	301	0	186	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:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	55	1350	0	0	708	319	319	0	197	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	1350	0	0	708	319	319	0	197	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:	55	1350	0	0	708	319	319	0	197	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.91	0.91	0.91	1.00	0.91	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.38	0.62	1.45	0.00	0.55	0.00	0.00	0.00
Final Sat.:	1805	3610	0	0	2372	1069	2515	0	961	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.03	0.37	0.00	0.00	0.30	0.30	0.13	0.00	0.21	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.06	0.61	0.00	0.00	0.55	0.55	0.33	0.00	0.33	0.00	0.00	0.00
Volume/Cap:	0.54	0.62	0.00	0.00	0.54	0.54	0.38	0.00	0.62	0.00	0.00	0.00
Uniform Del:	45.9	12.3	0.0	0.0	14.4	14.4	25.5	0.0	28.0	0.0	0.0	0.0
IncrementDel:	5.9	0.5	0.0	0.0	0.3	0.3	0.2	0.0	1.4	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	51.8	12.9	0.0	0.0	14.7	14.7	25.6	0.0	29.4	0.0	0.0	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:	51.8	12.9	0.0	0.0	14.7	14.7	25.6	0.0	29.4	0.0	0.0	0.0
LOS by Move:	D	B	A	A	B	B	C	A	C	A	A	A
HCM2kAvgQ:	2	14	0	0	10	10	5	0	10	0	0	0

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

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

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

Intersection #5
Cycle (sec): 100 Critical Vol./Cap.(X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): 0.0
Optimal Cycle: 0 Level Of Service:
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
Lanes: 0 0 0 0 0 0 0 0 0 0 0 0
Volume Module:
Base Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Growth Adj: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Initial Bse: 0 0 0 0 0 0 0 0 0 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: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
PHF Adj: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
PHF Volume: 0 0 0 0 0 0 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PCE Adj: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
MLF Adj: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
FinalVolume: 0 0 0 0 0 0 0 0 0 0 0 0
Saturation Flow Module:
Sat/Lane: 0 0 0 0 0 0 0 0 0 0 0 0
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Final Sat.: 0 0 0 0 0 0 0 0 0 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Crit Moves:
Green/Cycle: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Volume/Cap: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Uniform Del: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
IncrementDel: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
InitQueueDel: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
Delay 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
Delay/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 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 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
LOS by Move:
HCM2kAvgQ: 0 0 0 0 0 0 0 0 0 0 0 0

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

Intersection #6

Cycle (sec): 100 Critical Vol./Cap.(X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): 0.0
Optimal Cycle: 0 Level Of Service:

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L-T-R), Control (Protected), Rights (Include). Values include 0, 4.0, and 0.0.

Volume Module: Table with 12 columns and 15 rows. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Table with 12 columns and 4 rows. Rows include Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with 12 columns and 15 rows. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Uniform Del, IncremntDel, InitQueueDel, Delay Adj, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

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

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #7

Cycle (sec): 100 Critical Vol./Cap.(X): 0.844
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 78 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			Prot+Permit			Prot+Permit		
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	1	0	0	1	0	1

Volume Module:

Base Vol:	80	1628	109	81	1067	96	103	16	113	123	28	98
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:	80	1628	109	81	1067	96	103	16	113	123	28	98
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:	80	1628	109	81	1067	96	103	16	113	123	28	98
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:	83	1691	113	84	1108	100	107	17	117	128	29	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	1691	113	84	1108	100	107	17	117	128	29	102
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:	83	1691	113	84	1108	100	107	17	117	128	29	102

Saturation Flow Module:

Sat/Lane:	1600	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	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.12	0.88	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	198	1402	1600	1600	1600

Capacity Analysis Module:

Vol/Sat:	0.05	0.53	0.07	0.05	0.35	0.06	0.07	0.08	0.08	0.08	0.02	0.06
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #8

Cycle (sec): 100 Critical Vol./Cap.(X): 0.764
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 59 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:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Ovl			Protected		
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:	2	0	3	0	1	2	0	2	1	2	0	2

Volume Module:

Base Vol:	327	1150	288	209	832	262	346	651	292	359	659	326
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:	327	1150	288	209	832	262	346	651	292	359	659	326
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:	327	1150	288	209	832	262	346	651	292	359	659	326
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:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	336	1182	296	215	855	269	356	669	300	369	677	335
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	336	1182	296	215	855	269	356	669	300	369	677	335
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:	336	1182	296	215	855	269	356	669	300	369	677	335
OvlAdjVol:			112						132			228

Saturation Flow Module:

Sat/Lane:	1600	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	1.00
Lanes:	2.00	3.00	1.00	2.00	2.28	0.72	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	4800	1600	3200	3650	1150	3200	3200	1600	3200	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.11	0.25	0.18	0.07	0.23	0.23	0.11	0.21	0.19	0.12	0.21	0.21
OvlAdjV/S:			0.07						0.08			0.14
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9
Cycle (sec): 100 Critical Vol./Cap.(X): 0.950
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 133 Level Of Service: E

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement, Control, Rights. Includes values for Protected, Split Phase, and Include.

Volume Module: Table with 11 columns and 15 rows showing traffic volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 11 columns and 5 rows showing Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 11 columns and 3 rows showing Vol/Sat, OvlAdjV/S, and Crit Moves.

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10
Cycle (sec): 100 Critical Vol./Cap.(X): 0.928
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 116 Level Of Service: E

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement, Control, Rights. Includes values for Protected, Ignore, and Include.

Volume Module: Table with 11 columns and 15 rows showing traffic volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 11 columns and 5 rows showing Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 11 columns and 3 rows showing Vol/Sat, OvlAdjV/S, and Crit Moves.

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #11

Cycle (sec): 100 Critical Vol./Cap.(X): 0.543
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 28 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			Ignore			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:	2	0	2	0	0	3	0	1	2	0	0	0

Volume Module:

Base Vol:	33	1261	0	0	1567	50	172	0	94	0	0	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	1.00
Initial Bse:	33	1261	0	0	1567	50	172	0	94	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:	33	1261	0	0	1567	50	172	0	94	0	0	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:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.00	0.93	0.93	0.93
PHF Volume:	36	1359	0	0	1689	54	185	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	1359	0	0	1689	54	185	0	0	0	0	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:	36	1359	0	0	1689	54	185	0	0	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	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	1.00
Lanes:	2.00	2.00	0.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3200	3200	0	0	4800	1600	3200	0	1600	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.01	0.42	0.00	0.00	0.35	0.03	0.06	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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

 Intersection #12

Cycle (sec): 100 Critical Vol./Cap.(X): 0.746
 Loss Time (sec): 10 Average Delay (sec/veh): 22.8
 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:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Ovl			Protected		
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	1	0	1	0	0

Volume Module:

Base Vol:	1	799	283	610	1382	5	4	2	4	186	1	495
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:	1	799	283	610	1382	5	4	2	4	186	1	495
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:	1	799	283	610	1382	5	4	2	4	186	1	495
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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	1	891	315	680	1541	6	4	2	4	207	1	552
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	891	315	680	1541	6	4	2	4	207	1	552
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:	1	891	315	680	1541	6	4	2	4	207	1	552

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.92	0.95	0.95	0.95	0.90	0.90	0.88	0.88	0.88
Lanes:	1.00	2.00	1.00	2.00	1.99	0.01	1.00	0.33	0.67	1.27	0.01	1.72
Final Sat.:	1805	3610	1615	3502	3593	13	1805	570	1140	2126	5	2882

Capacity Analysis Module:

Vol/Sat:	0.00	0.25	0.20	0.19	0.43	0.43	0.00	0.00	0.00	0.10	0.23	0.19
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.00	0.33	0.63	0.26	0.59	0.59	0.00	0.01	0.01	0.30	0.31	0.57
Volume/Cap:	0.73	0.75	0.31	0.75	0.73	0.73	0.75	0.33	0.31	0.33	0.75	0.34
Uniform Del:	49.9	29.7	8.6	33.9	14.7	14.7	49.8	49.0	48.9	27.4	31.2	11.7
IncrementDel:	412.6	2.6	0.2	3.4	1.3	1.3	196.4	9.2	7.8	0.1	3.0	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay 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
Delay/Veh:	462.5	32.3	8.8	37.3	16.0	16.0	246.2	58.2	56.8	27.5	34.3	11.7
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:	462.5	32.3	8.8	37.3	16.0	16.0	246.2	58.2	56.8	27.5	34.3	11.7
LOS by Move:	F	C	A	D	B	B	F	E	E	C	C	B
HCM2kAvgQ:	0	13	4	10	18	18	1	1	1	4	12	5

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

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

Intersection #13

Cycle (sec): 100 Critical Vol./Cap.(X): 0.827
Loss Time (sec): 10 Average Delay (sec/veh): 21.4
Optimal Cycle: 78 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:	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:	0	0	2	0	1	1	2	0	0	0	1	0

Volume Module:

Base Vol:	0	933	619	380	1294	0	169	0	176	0	0	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	1.00
Initial Bse:	0	933	619	380	1294	0	169	0	176	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	933	619	380	1294	0	169	0	176	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:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	988	656	403	1371	0	179	0	186	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	988	656	403	1371	0	179	0	186	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:	0	988	656	403	1371	0	179	0	186	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.95	0.95	1.00	0.92	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3610	1615	1805	3610	0	3502	0	1615	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.27	0.41	0.22	0.38	0.00	0.05	0.00	0.12	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.00	0.49	0.49	0.27	0.76	0.00	0.14	0.00	0.14	0.00	0.00	0.00
Volume/Cap:	0.00	0.56	0.83	0.83	0.50	0.00	0.37	0.00	0.83	0.00	0.00	0.00
Uniform Del:	0.0	17.8	21.8	34.3	4.6	0.0	39.0	0.0	41.8	0.0	0.0	0.0
IncrementDel:	0.0	0.4	7.2	11.2	0.1	0.0	0.5	0.0	21.6	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	18.2	29.0	45.5	4.8	0.0	39.5	0.0	63.5	0.0	0.0	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	18.2	29.0	45.5	4.8	0.0	39.5	0.0	63.5	0.0	0.0	0.0
LOS by Move:	A	B	C	D	A	A	D	A	E	A	A	A
HCM2kAvgQ:	0	11	20	12	8	0	3	0	8	0	0	0

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

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #14

Cycle (sec):	100	Critical Vol./Cap.(X):	0.700
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:	Split Phase			Split Phase			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:	0	1	0	0	1	0	0	1	0	1	1	0	1	1	0	1

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Volume Module:

Base Vol:	6	7	1	94	38	102	303	1335	189	42	609	237
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:	6	7	1	94	38	102	303	1335	189	42	609	237
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:	6	7	1	94	38	102	303	1335	189	42	609	237
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	0.99
PHF Volume:	6	7	1	95	38	103	306	1350	191	42	616	240
Reduced Vol:	0	0	0	0	0	0	0	0	0	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
Final Volume:	6	7	1	95	38	103	306	1350	191	42	616	240
OvlAdjVol:	0											

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Saturation Flow Module:

Sat/Lane:	1600	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	1.00
Lanes:	0.46	0.54	1.00	0.71	0.29	1.00	1.00	1.75	0.25	1.00	2.00	1.00
Final Sat.:	738	862	1600	1139	461	1600	1600	2803	397	1600	3200	1600

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Capacity Analysis Module:

Vol/Sat:	0.01	0.01	0.00	0.08	0.08	0.06	0.19	0.48	0.48	0.03	0.19	0.15	
OvlAdjV/S:	0.00												
Crit Moves:	****	****					****	****					

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #15

Cycle (sec): 100 Critical Vol./Cap.(X): 0.601
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxxx
Optimal Cycle: 40 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Protected, Protected, Protected, Protected), Rights (Include, Ovl, Include, Include), and Min. Green values.

Volume Module table with 10 columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume, and OvlAdjVol.

Saturation Flow Module table with 10 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 10 columns for Vol/Sat, OvlAdjV/S, and Crit Moves.

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

Intersection #16

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Stop Sign, Stop Sign, Uncontrolled, Uncontrolled), Rights (Include, Include, Include, Include), and Lanes (0 0 1! 0 0, 0 0 1! 0 0, 1 0 1 1 0, 1 0 2 0 1).

Volume Module table with 10 columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume.

Critical Gap Module table with 10 columns for Critical Gap, FollowUpTim, and Capacity Module.

Capacity Module table with 10 columns for Cnflct Vol, Potent Cap, Move Cap, and Volume/Cap.

Level Of Service Module table with 10 columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap, Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #17

Cycle (sec): 100 Critical Vol./Cap.(X): 0.763
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 59 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:	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	0	1	0	2	1	0	2

Volume Module:

Base Vol:	234	775	63	160	550	158	163	963	214	84	684	112
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:	234	775	63	160	550	158	163	963	214	84	684	112
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:	234	775	63	160	550	158	163	963	214	84	684	112
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:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	242	803	65	166	570	164	169	998	222	87	709	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	242	803	65	166	570	164	169	998	222	87	709	116
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:	242	803	65	166	570	164	169	998	222	87	709	116

Saturation Flow Module:

Sat/Lane:	1600	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	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.45	0.55	1.00	2.58	0.42
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3927	873	1600	4125	675

Capacity Analysis Module:

Vol/Sat:	0.15	0.25	0.04	0.10	0.18	0.10	0.11	0.25	0.25	0.05	0.17	0.17
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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

 Intersection #18

Cycle (sec): 100 Critical Vol./Cap.(X): 0.881
 Loss Time (sec): 6 Average Delay (sec/veh): 24.5
 Optimal Cycle: 84 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
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	1	0	1	0	1	0	2	1	0	3

Volume Module:

Base Vol:	1	0	83	923	12	536	0	1796	72	18	576	116
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:	1	0	83	923	12	536	0	1796	72	18	576	116
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:	1	0	83	923	12	536	0	1796	72	18	576	116
User 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
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.00
PHF Volume:	1	0	86	957	12	556	0	1863	75	19	598	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	86	957	12	556	0	1863	75	19	598	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:	1	0	86	957	12	556	0	1863	75	19	598	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	1.00	0.87	0.92	0.92	0.92	1.00	0.90	0.90	0.95	0.91	1.00
Lanes:	0.01	0.00	0.99	1.62	0.02	1.36	0.00	2.88	0.12	1.00	3.00	1.00
Final Sat.:	20	0	1628	2826	28	2371	0	4957	199	1805	5187	1900

Capacity Analysis Module:

Vol/Sat:	0.05	0.00	0.05	0.34	0.44	0.23	0.00	0.38	0.38	0.01	0.12	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.00	0.00	0.00	0.50	0.50	0.50	0.00	0.43	0.43	0.01	0.44	0.00
Volume/Cap:	xxxx	0.00	xxxx	0.68	0.88	0.47	0.00	0.88	0.88	0.88	0.26	0.00
Uniform Del:	0.0	0.0	0.0	18.8	22.3	16.2	0.0	26.3	26.3	49.3	17.8	0.0
IncrementDel:	0.0	0.0	0.0	0.8	5.6	0.1	0.0	4.5	4.5	142.2	0.1	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	19.6	27.9	16.3	0.0	30.8	30.8	191.5	17.9	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	19.6	27.9	16.3	0.0	30.8	30.8	191.5	17.9	0.0
LOS by Move:	A	A	A	B	C	B	A	C	C	F	B	A
HCM2kAvgQ:	2	0	2	22	1	11	0	22	22	2	4	0

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

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

Intersection #19

Cycle (sec): 100 Critical Vol./Cap.(X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): 0.0
Optimal Cycle: 0 Level Of Service:

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:	0	0	0	0	0	0	0	0	0	0	0	0

Volume Module:

Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	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:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0

Saturation Flow Module:

Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Del:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
IncrementDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay 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
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #50

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.659
 Loss Time (sec): 8 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			Include			Ovl			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:	2	0	2	0	0	1	1	0	0	1	0	0

Volume Module:
 Base Vol: 418 1243 0 0 808 115 81 0 407 0 0 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 1.00
 Initial Bse: 418 1243 0 0 808 115 81 0 407 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: 418 1243 0 0 808 115 81 0 407 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: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
 PHF Volume: 446 1327 0 0 862 123 86 0 434 0 0 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 446 1327 0 0 862 123 86 0 434 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: 446 1327 0 0 862 123 86 0 434 0 0 0
 OvlAdjVol: 211

Saturation Flow Module:
 Sat/Lane: 1600 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 1.00
 Lanes: 2.00 2.00 0.00 0.00 1.75 0.25 1.00 0.00 1.00 0.00 0.00 0.00
 Final Sat.: 3200 3200 0 0 2801 399 1600 0 1600 0 0 0

Capacity Analysis Module:
 Vol/Sat: 0.14 0.41 0.00 0.00 0.31 0.31 0.05 0.00 0.27 0.00 0.00 0.00
 OvlAdjV/S: 0.13
 Crit Moves: ****

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

Intersection #190

Cycle (sec): 100 Critical Vol./Cap.(X): 0.560
Loss Time (sec): 6 Average Delay (sec/veh): 8.8
Optimal Cycle: 30 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
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: 123 0 289 0 0 0 0 2097 621 0 969 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 1.00
Initial Bse: 123 0 289 0 0 0 0 2097 621 0 969 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: 123 0 289 0 0 0 0 2097 621 0 969 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: 128 0 301 0 0 0 0 2182 0 0 1008 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 128 0 301 0 0 0 0 2182 0 0 1008 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: 128 0 301 0 0 0 0 2182 0 0 1008 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.88 1.00 0.88 1.00 1.00 1.00 1.00 0.91 0.91 1.00 0.91 1.00
Lanes: 1.30 0.00 1.70 0.00 0.00 0.00 1.00 3.00 1.00 0.00 3.00 0.00
Final Sat.: 2175 0 2850 0 0 0 1900 5187 1729 0 5187 0

Capacity Analysis Module:
Vol/Sat: 0.06 0.00 0.11 0.00 0.00 0.00 0.00 0.42 0.00 0.00 0.19 0.00
Crit Moves: **** **
Green/Cycle: 0.19 0.00 0.19 0.00 0.00 0.00 0.00 0.75 0.00 0.00 0.75 0.00
Volume/Cap: 0.31 0.00 0.56 0.00 0.00 0.00 0.00 0.56 0.00 0.00 0.26 0.00
Uniform Del: 35.0 0.0 36.8 0.0 0.0 0.0 0.0 5.3 0.0 0.0 3.8 0.0
IncrementDel: 0.1 0.0 0.9 0.0 0.0 0.0 0.0 0.2 0.0 0.0 0.0 0.0
InitQueueDel: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
Delay Adj: 1.00 0.00 1.00 0.00 0.00 0.00 0.00 1.00 0.00 0.00 1.00 0.00
Delay/Veh: 35.1 0.0 37.8 0.0 0.0 0.0 0.0 5.5 0.0 0.0 3.9 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: 35.1 0.0 37.8 0.0 0.0 0.0 0.0 5.5 0.0 0.0 3.9 0.0
LOS by Move: D A D A A A A A A A A
HCM2kAvgQ: 3 0 6 0 0 0 0 11 0 0 4 0

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

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #600

Cycle (sec): 100 Critical Vol./Cap.(X): 0.721
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
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:	0	0	2	0	0	1	2	0	2	0	0	0

Volume Module:

Base Vol:	0	1712	118	106	1120	0	0	0	0	136	0	161
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:	0	1712	118	106	1120	0	0	0	0	136	0	161
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	1712	118	106	1120	0	0	0	0	136	0	161
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1796	124	111	1175	0	0	0	0	143	0	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1796	124	111	1175	0	0	0	0	143	0	169
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:	0	1796	124	111	1175	0	0	0	0	143	0	169
OvlAdjVol:												58

Saturation Flow Module:

Sat/Lane:	1600	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	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	3200	1600	3200	3200	0	0	0	0	3200	0	3200

Capacity Analysis Module:

Vol/Sat:	0.00	0.56	0.08	0.03	0.37	0.00	0.00	0.00	0.00	0.04	0.00	0.05
OvlAdjV/S:												0.02
Crit Moves:	****			****						****		

Mt SAC
Olympics Trials 30%
PM Peak Hour

Level Of Service Computation Report

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

Intersection #1 Nogales St / Amar Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.725
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 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: Split Phase Split Phase Protected Protected
Rights: Include Include Ovl 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 1 0 0 1 0 0 1 0 0 1 0 2 0 1 1 0 2 1 0

Volume Module:
Base Vol: 570 9 191 6 3 13 6 1118 481 129 960 12
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: 570 9 191 6 3 13 6 1118 481 129 960 12
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: 570 9 191 6 3 13 6 1118 481 129 960 12
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: 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97
PHF Volume: 589 9 197 6 3 13 6 1155 497 133 992 12
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 589 9 197 6 3 13 6 1155 497 133 992 12
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: 589 9 197 6 3 13 6 1155 497 133 992 12
OvlAdjVol: 198

Saturation Flow Module:
Sat/Lane: 1600 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 1.00
Lanes: 1.97 0.03 1.00 0.27 0.14 0.59 1.00 2.00 1.00 1.00 2.96 0.04
Final Sat.: 3150 50 1600 436 218 945 1600 3200 1600 1600 4741 59

Capacity Analysis Module:
Vol/Sat: 0.19 0.19 0.12 0.01 0.01 0.01 0.00 0.36 0.31 0.08 0.21 0.21
OvlAdjV/S: 0.12
Crit Moves: ****

Mt SAC
Olympics Trials 30%
PM Peak Hour

Level Of Service Computation Report

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

Intersection #2 Lemon Ave / Amar Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.636
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 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: Split Phase Split Phase 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 1 0 0 1 0 1 0 0 1 1 0 1 1 0 1 0 2 0 1

Volume Module:
Base Vol: 254 42 132 17 22 5 19 999 161 107 890 19
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: 254 42 132 17 22 5 19 999 161 107 890 19
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: 254 42 132 17 22 5 19 999 161 107 890 19
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: 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98
PHF Volume: 258 43 134 17 22 5 19 1016 164 109 905 19
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 258 43 134 17 22 5 19 1016 164 109 905 19
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: 258 43 134 17 22 5 19 1016 164 109 905 19

Saturation Flow Module:
Sat/Lane: 1600 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 1.00
Lanes: 1.72 0.28 1.00 0.44 0.56 1.00 1.00 1.72 0.28 1.00 2.00 1.00
Final Sat.: 2746 454 1600 697 903 1600 1600 2756 444 1600 3200 1600

Capacity Analysis Module:
Vol/Sat: 0.09 0.09 0.08 0.02 0.02 0.00 0.01 0.37 0.37 0.07 0.28 0.01
Crit Moves: ****

Mt SAC
Olympics Trials 30%
PM Peak Hour

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

Table with columns for Intersection #3 Grand Ave / I-10 WB Ramps, Cycle (sec), Loss Time (sec), Optimal Cycle, Approach, Movement, Control, Rights, Min. Green, Y+R, Lanes, Volume Module, Sat/Lane, Adjustment, Lanes, Final Sat., Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

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

Mt SAC
Olympics Trials 30%
PM Peak Hour

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

Table with columns for Intersection #4 Grand Ave / I-10 EB Ramps, Cycle (sec), Loss Time (sec), Optimal Cycle, Approach, Movement, Control, Rights, Min. Green, Y+R, Lanes, Volume Module, Sat/Lane, Adjustment, Lanes, Final Sat., Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

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

Mt SAC
Olympics Trials 30%
PM Peak Hour

Level Of Service Computation Report

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

Intersection #5 Grand Ave / Cameron Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 1.126
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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 Ovl 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: 2 0 2 0 0 0 0 1 1 0 1 0 0 0 0 0 0

Volume Module:

Base Vol: 418 1243 0 0 808 115 81 0 407 0 0 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 1.00
Initial Bse: 418 1243 0 0 808 115 81 0 407 0 0 0
Added Vol: 0 1497 0 0 5 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 418 2740 0 0 813 115 81 0 407 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: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume: 446 2924 0 0 868 123 86 0 434 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 446 2924 0 0 868 123 86 0 434 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: 446 2924 0 0 868 123 86 0 434 0 0 0
OvlAdjVol: 211

Saturation Flow Module:

Sat/Lane: 1600 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 1.00
Lanes: 2.00 2.00 0.00 0.00 1.75 0.25 1.00 0.00 1.00 0.00 0.00 0.00
Final Sat.: 3200 3200 0 0 2803 397 1600 0 1600 0 0 0

Capacity Analysis Module:

Vol/Sat: 0.14 0.91 0.00 0.00 0.31 0.31 0.05 0.00 0.27 0.00 0.00 0.00
OvlAdjV/S: 0.13
Crit Moves: ****

Mt SAC
Olympics Trials 30%
PM Peak Hour

Level Of Service Computation Report

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

Intersection #6 Grand Ave / Mountaineer Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.185
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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: 0 0 2 0 1 2 0 2 0 0 0 0 0 0 0 2

Volume Module:

Base Vol: 0 1712 118 106 1120 0 0 0 0 136 0 161
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: 0 1712 118 106 1120 0 0 0 0 136 0 161
Added Vol: 0 949 0 0 5 0 0 0 0 228 0 548
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 2661 118 106 1125 0 0 0 0 364 0 709
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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 0 2792 124 111 1180 0 0 0 0 382 0 744
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 2792 124 111 1180 0 0 0 0 382 0 744
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: 0 2792 124 111 1180 0 0 0 0 382 0 744
OvlAdjVol: 633

Saturation Flow Module:

Sat/Lane: 1600 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 1.00
Lanes: 0.00 2.00 1.00 2.00 2.00 0.00 0.00 0.00 0.00 2.00 0.00 2.00
Final Sat.: 0 3200 1600 3200 3200 0 0 0 0 3200 0 3200

Capacity Analysis Module:

Vol/Sat: 0.00 0.87 0.08 0.03 0.37 0.00 0.00 0.00 0.00 0.12 0.00 0.23
OvlAdjV/S: 0.20
Crit Moves: ****

Mt SAC
Olympics Trials 30%
PM Peak Hour

Level Of Service Computation Report

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

Intersection #7 Grand Ave / San Jose Hills Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.152
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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 Prot+Permit Prot+Permit
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 0 1 0 1 1 0 1 0 1

Volume Module:
Base Vol: 80 1628 109 81 1067 96 103 16 113 123 28 98
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: 80 1628 109 81 1067 96 103 16 113 123 28 98
Added Vol: 0 949 0 0 233 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 80 2577 109 81 1300 96 103 16 113 123 28 98
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: 83 2676 113 84 1350 100 107 17 117 128 29 102
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 83 2676 113 84 1350 100 107 17 117 128 29 102
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: 83 2676 113 84 1350 100 107 17 117 128 29 102

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 1.00
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 0.12 0.88 1.00 1.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 198 1402 1600 1600 1600

Capacity Analysis Module:
Vol/Sat: 0.05 0.84 0.07 0.05 0.42 0.06 0.07 0.08 0.08 0.08 0.02 0.06
Crit Moves: ****

Mt SAC
Olympics Trials 30%
PM Peak Hour

Level Of Service Computation Report

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

Intersection #8 Grand Ave / Temple Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 1.349
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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: Ovl Include Ovl Ovl
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: 2 0 3 0 1 2 0 2 1 0 2 0 2 0 1 2 0 2 0 1

Volume Module:
Base Vol: 327 1150 288 209 832 262 346 651 292 359 659 326
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: 327 1150 288 209 832 262 346 651 292 359 659 326
Added Vol: 0 0 5 5 228 0 0 0 0 1269 0 949
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 327 1150 293 214 1060 262 346 651 292 1628 659 1275
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: 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97
PHF Volume: 336 1182 301 220 1089 269 356 669 300 1673 677 1310
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 336 1182 301 220 1089 269 356 669 300 1673 677 1310
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: 336 1182 301 220 1089 269 356 669 300 1673 677 1310
OvlAdjVol: 0 132 1200

Saturation Flow Module:
Sat/Lane: 1600 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 1.00
Lanes: 2.00 3.00 1.00 2.00 2.41 0.59 2.00 2.00 1.00 2.00 2.00 1.00
Final Sat.: 3200 4800 1600 3200 3849 951 3200 3200 1600 3200 3200 1600

Capacity Analysis Module:
Vol/Sat: 0.11 0.25 0.19 0.07 0.28 0.28 0.11 0.21 0.19 0.52 0.21 0.82
OvlAdjV/S: 0.00 0.08 0.75
Crit Moves: ****

Mt SAC
Olympics Trials 30%
PM Peak Hour

Level Of Service Computation Report

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

Intersection #9 Grand Ave / La Puente Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.456
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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 Split Phase Split Phase
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 2 0 1 1 0 2 0 1 1 1 0 0 1 1 1 0 1 0

Volume Module:
Base Vol: 233 1535 153 7 1259 190 245 63 350 85 35 12
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: 233 1535 153 7 1259 190 245 63 350 85 35 12
Added Vol: 0 0 5 0 0 1497 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 233 1540 153 7 2756 190 245 63 350 85 35 12
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: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 252 1667 166 8 2983 206 265 68 379 92 38 13
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 252 1667 166 8 2983 206 265 68 379 92 38 13
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: 252 1667 166 8 2983 206 265 68 379 92 38 13
OvlAdjVol: 0

Saturation Flow Module:
Sat/Lane: 1600 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 1.00
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.59 0.41 1.00 1.94 0.79 0.27
Final Sat.: 1600 3200 1600 1600 3200 1600 2545 655 1600 3098 1268 434

Capacity Analysis Module:
Vol/Sat: 0.16 0.52 0.10 0.00 0.93 0.13 0.10 0.10 0.24 0.03 0.03 0.03
OvlAdjV/S: 0.00
Crit Moves: ****

Mt SAC
Olympics Trials 30%
PM Peak Hour

Level Of Service Computation Report

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

Intersection #10 Grand Ave / Valley Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.264
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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: Ignore Ignore Ignore 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: 2 0 3 0 1 2 0 3 0 1 2 0 3 0 1 2 0 3 0 1

Volume Module:
Base Vol: 261 1040 179 385 1042 209 666 1531 287 428 702 244
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: 261 1040 179 385 1042 209 666 1531 287 428 702 244
Added Vol: 0 0 0 0 1497 0 5 0 0 150 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 261 1040 179 385 2539 209 671 1531 287 578 702 244
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.00 0.95 0.95 0.00 0.95 0.95 0.00 0.95 0.95 0.95
PHF Volume: 274 1090 0 404 2661 0 703 1605 0 606 736 256
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 274 1090 0 404 2661 0 703 1605 0 606 736 256
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00
FinalVolume: 274 1090 0 404 2661 0 703 1605 0 606 736 256

Saturation Flow Module:
Sat/Lane: 1600 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 1.00
Lanes: 2.00 3.00 1.00 2.00 3.00 1.00 2.00 3.00 1.00 2.00 3.00 1.00
Final Sat.: 3200 4800 1600 3200 4800 1600 3200 4800 1600 3200 4800 1600

Capacity Analysis Module:
Vol/Sat: 0.09 0.23 0.00 0.13 0.55 0.00 0.22 0.33 0.00 0.19 0.15 0.16
Crit Moves: ****

Mt SAC
Olympics Trials 30%
PM Peak Hour

Level Of Service Computation Report

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

Intersection #11 Grand Ave / Baker Pkwy
Cycle (sec): 100 Critical Vol./Cap.(X): 0.851
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 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 Ignore 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: 2 0 2 0 0 0 0 3 0 1 2 0 0 0 1 0 0 0 0 0 0
Volume Module:
Base Vol: 33 1261 0 0 1567 50 172 0 94 0 0 0 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 1.00
Initial Bse: 33 1261 0 0 1567 50 172 0 94 0 0 0 0
Added Vol: 0 0 0 0 1647 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 33 1261 0 0 3214 50 172 0 94 0 0 0 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: 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.00 0.93 0.93 0.93
PHF Volume: 36 1359 0 0 3463 54 185 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 36 1359 0 0 3463 54 185 0 0 0 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 0.00 1.00 1.00 1.00
FinalVolume: 36 1359 0 0 3463 54 185 0 0 0 0 0 0
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 1.00
Lanes: 2.00 2.00 0.00 0.00 3.00 1.00 2.00 0.00 1.00 0.00 0.00 0.00
Final Sat.: 3200 3200 0 0 4800 1600 3200 0 1600 0 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.01 0.42 0.00 0.00 0.72 0.03 0.06 0.00 0.00 0.00 0.00 0.00
Crit Moves: ****

Mt SAC
Olympics Trials 30%
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Grand Ave / SR-60 WB Ramps
Cycle (sec): 100 Critical Vol./Cap.(X): 1.151
Loss Time (sec): 10 Average Delay (sec/veh): 59.0
Optimal Cycle: 180 Level Of Service: E
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: Ovl Include Ovl Ovl
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 2 0 1 1 0 1 0 0 1 0 1 0 1 0 1 0 1
Volume Module:
Base Vol: 1 799 283 610 1382 5 4 2 4 186 1 495
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: 1 799 283 610 1382 5 4 2 4 186 1 495
Added Vol: 0 0 0 1145 502 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 1 799 283 1755 1884 5 4 2 4 186 1 495
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: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
PHF Volume: 1 891 315 1957 2100 6 4 2 4 207 1 552
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1 891 315 1957 2100 6 4 2 4 207 1 552
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: 1 891 315 1957 2100 6 4 2 4 207 1 552
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 0.85 0.92 0.95 0.95 0.95 0.90 0.90 0.88 0.88 0.88
Lanes: 1.00 2.00 1.00 2.00 1.99 0.01 1.00 0.33 0.67 1.27 0.01 1.72
Final Sat.: 1805 3610 1615 3502 3600 10 1805 570 1140 2126 5 2882
Capacity Analysis Module:
Vol/Sat: 0.00 0.25 0.20 0.56 0.58 0.58 0.00 0.00 0.00 0.10 0.23 0.19
Crit Moves: ****
Green/Cycle: 0.00 0.21 0.41 0.49 0.70 0.70 0.00 0.01 0.01 0.19 0.20 0.68
Volume/Cap: 0.83 1.15 0.48 1.15 0.83 0.83 1.15 0.51 0.46 0.51 1.15 0.28
Delay/Veh: 623.6 122 22.4 100.9 13.4 13.4 575.5 78.1 71.0 36.4 125 6.3
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: 623.6 122 22.4 100.9 13.4 13.4 575.5 78.1 71.0 36.4 125 6.3
LOS by Move: F F C F B B F E E D F A
HCM2kAvgQ: 0 23 7 47 24 24 1 1 1 5 21 4

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

Mt SAC
Olympics Trials 30%
PM Peak Hour

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

Intersection #13 Grand Ave / SR-60 EB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.990
Loss Time (sec): 10 Average Delay (sec/veh): 32.9
Optimal Cycle: 180 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: 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: 0 0 2 0 1 1 0 2 0 0 2 0 0 0 1 0 0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol: 0 933 619 380 1294 0 169 0 176 0 0 0 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 1.00
Initial Bse: 0 933 619 380 1294 0 169 0 176 0 0 0 0
Added Vol: 0 0 0 0 249 254 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 933 619 629 1548 0 169 0 176 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: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume: 0 988 656 666 1640 0 179 0 186 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 988 656 666 1640 0 179 0 186 0 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: 0 988 656 666 1640 0 179 0 186 0 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 0.95 0.85 0.95 0.95 1.00 0.92 1.00 0.85 1.00 1.00 1.00
Lanes: 0.00 2.00 1.00 1.00 2.00 0.00 2.00 0.00 1.00 0.00 0.00 0.00
Final Sat.: 0 3610 1615 1805 3610 0 3502 0 1615 0 0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.00 0.27 0.41 0.37 0.45 0.00 0.05 0.00 0.12 0.00 0.00 0.00
Crit Moves: **** **
Green/Cycle: 0.00 0.41 0.41 0.37 0.78 0.00 0.12 0.00 0.12 0.00 0.00 0.00
Volume/Cap: 0.00 0.67 0.99 0.99 0.58 0.00 0.44 0.00 0.99 0.00 0.00 0.00
Delay/Veh: 0.0 25.1 61.5 63.1 4.6 0.0 41.9 0.0 106.5 0.0 0.0 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 25.1 61.5 63.1 4.6 0.0 41.9 0.0 106.5 0.0 0.0 0.0
LOS by Move: A C E E A A D A F A A A
HCM2kAvgQ: 0 14 27 23 10 0 3 0 10 0 0 0 0

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

Mt SAC
Olympics Trials 30%
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #14 Mt SAC Wy / Temple Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 1.500
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
-----|-----|-----|-----|
Control: Split Phase Split Phase 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: 0 1 0 0 1 0 1 0 0 1 1 0 1 1 0 1 0 2 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol: 6 7 1 94 38 102 303 1335 189 42 609 237
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: 6 7 1 94 38 102 303 1335 189 42 609 237
Added Vol: 583 0 0 249 0 374 0 10 0 0 1262 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 589 7 1 343 38 476 303 1345 189 42 1871 237
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 0.99
PHF Volume: 596 7 1 347 38 481 306 1360 191 42 1892 240
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 596 7 1 347 38 481 306 1360 191 42 1892 240
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: 596 7 1 347 38 481 306 1360 191 42 1892 240
OvlAdjVol: 175
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane: 1600 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 1.00
Lanes: 0.99 0.01 1.00 0.90 0.10 1.00 1.00 1.75 0.25 1.00 2.00 1.00
Final Sat.: 1581 19 1600 1440 160 1600 1600 2806 394 1600 3200 1600
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.38 0.38 0.00 0.24 0.24 0.30 0.19 0.48 0.48 0.03 0.59 0.15
OvlAdjV/S: 0.11
Crit Moves: **** **

Mt SAC
Olympics Trials 30%
PM Peak Hour

Level Of Service Computation Report

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

Intersection #15 Bonita Ave / Temple Ave
Cycle (sec): 100 Critical Vol./Cap.(X): 1.498
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F
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: 103 21 75 151 9 96 153 776 54 31 1097 200
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: 103 21 75 151 9 96 153 776 54 31 1097 200
Added Vol: 171 0 511 1244 0 577 0 249 10 15 514 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 274 21 586 1395 9 673 153 1025 64 46 1611 200
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: 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97
PHF Volume: 283 22 605 1441 9 695 158 1059 66 48 1664 207
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 283 22 605 1441 9 695 158 1059 66 48 1664 207
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: 283 22 605 1441 9 695 158 1059 66 48 1664 207
OvlAdjVol: 616
Saturation Flow Module:
Sat/Lane: 1600 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 1.00
Lanes: 1.00 1.00 1.00 2.00 1.00 1.00 2.00 1.88 0.12 1.00 2.00 1.00
Final Sat.: 1600 1600 1600 3200 1600 1600 3200 3012 188 1600 3200 1600
Capacity Analysis Module:
Vol/Sat: 0.18 0.01 0.38 0.45 0.01 0.43 0.05 0.35 0.35 0.03 0.52 0.13
OvlAdjV/S: 0.39
Crit Moves: **** **

Mt SAC
Olympics Trials 30%
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #16 Lot F / Temple Ave
Average Delay (sec/veh): 24.0 Worst Case Level Of Service: F[227.3]
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 1! 0 0 0 0 0 0 1 1 0 1 1 0 1 0 2 0 1
Volume Module:
Base Vol: 0 0 0 0 0 0 0 1029 0 0 1282 14
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: 0 0 0 0 0 0 0 1029 0 0 1282 14
Added Vol: 0 0 0 0 0 0 514 0 2004 0 0 15 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 0 0 0 514 0 3033 0 0 1297 14
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: 0.93 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 0 0 0 0 0 550 0 3247 0 0 1389 15
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 0 0 0 0 0 550 0 3247 0 0 1389 15
Critical Gap Module:
Critical Gp: 7.5 6.5 6.9 xxxxx xxxx 6.9 xxxxx xxxx xxxxx xxxx xxxxx
FollowUpTim: 3.5 4.0 3.3 xxxxx xxxx 3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Capacity Module:
Conflict Vol: 3942 4651 1624 xxxxx xxxx 694 xxxxx xxxx xxxxx xxxx xxxx xxxxx
Potent Cap.: 1 1 93 xxxxx xxxx 390 xxxxx xxxx xxxxx xxxx xxxx xxxxx
Move Cap.: 0 1 93 xxxxx xxxx 390 xxxxx xxxx xxxxx xxxx xxxx xxxxx
Volume/Cap: xxxxx 0.00 0.00 xxxxx xxxx 1.41 xxxxx xxxx xxxxx xxxx xxxx xxxxx
Level Of Service Module:
2Way95thQ: xxxxx xxxx xxxxx xxxx xxxx 27.6 xxxxx xxxx xxxxx xxxx xxxx xxxxx
Control Del: xxxxx xxxx xxxxx xxxxx xxxx 227.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: * * * * * F * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx 0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue: xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel: xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: * * * * * * * * * *
ApproachDel: xxxxxx 227.3 xxxxxx xxxxxx
ApproachLOS: * F * *
Note: Queue reported is the number of cars per lane.

Mt SAC
Olympics Trials 30%
PM Peak Hour

Level Of Service Computation Report

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

Intersection #17 Valley Blvd / Temple Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 1.475
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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

Volume Module:
Base Vol: 234 775 63 160 550 158 163 963 214 84 684 112
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: 234 775 63 160 550 158 163 963 214 84 684 112
Added Vol: 0 0 0 0 0 0 0 3299 0 0 10 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 234 775 63 160 550 158 163 4262 214 84 694 112
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: 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97
PHF Volume: 242 803 65 166 570 164 169 4417 222 87 719 116
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 242 803 65 166 570 164 169 4417 222 87 719 116
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: 242 803 65 166 570 164 169 4417 222 87 719 116

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 2.86 0.14 1.00 2.58 0.42
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4571 229 1600 4133 667

Capacity Analysis Module:
Vol/Sat: 0.15 0.25 0.04 0.10 0.18 0.10 0.11 0.97 0.97 0.05 0.17 0.17
Crit Moves: ****

Mt SAC
Olympics Trials 30%
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 SR-57 SB Ramps / Temple Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 1.659
Loss Time (sec): 6 Average Delay (sec/veh): 250.9
Optimal Cycle: 180 Level Of Service: F

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
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 1! 0 0 1 0 1! 0 1 0 0 2 1 0 1 0 3 0 1

Volume Module:
Base Vol: 1 0 83 923 12 536 0 1796 72 18 576 116
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: 1 0 83 923 12 536 0 1796 72 18 576 116
Added Vol: 0 0 0 0 0 5 0 3649 0 0 5 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 1 0 83 923 12 541 0 5445 72 18 581 116
User 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
PHF Adj: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.00
PHF Volume: 1 0 86 957 12 561 0 5648 75 19 603 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1 0 86 957 12 561 0 5648 75 19 603 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: 1 0 86 957 12 561 0 5648 75 19 603 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.87 1.00 0.87 0.92 0.92 0.92 1.00 0.91 0.91 0.95 0.91 1.00
Lanes: 0.01 0.00 0.99 1.62 0.02 1.36 0.00 2.96 0.04 1.00 3.00 1.00
Final Sat.: 20 0 1628 2822 28 2375 0 5109 68 1805 5187 1900

Capacity Analysis Module:
Vol/Sat: 0.05 0.00 0.05 0.34 0.44 0.24 0.00 1.11 1.11 0.01 0.12 0.00
Crit Moves: ****

Green/Cycle: 0.00 0.00 0.00 0.27 0.27 0.27 0.00 0.67 0.67 0.01 0.67 0.00
Volume/Cap: xxxxx 0.00 xxxxx 1.27 1.66 0.88 0.00 1.66 1.66 1.67 0.17 0.00
Delay/Veh: 0.0 0.0 0.0 164.7 338 41.0 0.0 314 314.3 578.8 6.1 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: 0.0 0.0 0.0 164.7 338 41.0 0.0 314 314.3 578.8 6.1 0.0
LOS by Move: A A A F F D A F F F A A
HCM2kAvgQ: 2 0 2 56 2 20 0 162 162 3 2 0

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

Mt SAC
Olympics Trials 30%
PM Peak Hour

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

Table with columns for Intersection #19 SR-57 NB Ramps / Temple Ave, Cycle (sec), Loss Time (sec), Optimal Cycle, Approach, Movement, Control, Rights, Min. Green, Y+R, Lanes, Volume Module, Sat/Lane, Adjustment, Lanes, Final Sat., Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

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

Mt SAC
Olympics Trials 30%
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Table with columns for Intersection #50, Cycle (sec), Loss Time (sec), Optimal Cycle, Approach, Movement, Control, Rights, Min. Green, Y+R, Lanes, Volume Module, Sat/Lane, Adjustment, Lanes, Final Sat., Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Mt SAC
Olympics Trials 30%
PM Peak Hour

Level Of Service Computation Report

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

```

*****
Intersection #190
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.000
Loss Time (sec):    0          Average Delay (sec/veh):    xxxxxx
Optimal Cycle:     0          Level Of Service:
*****
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:            0 0 0 0 0     0 0 0 0 0     0 0 0 0 0     0 0 0 0 0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:         0 0 0       0 0 0       0 0 0       0 0 0
Growth Adj:      0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Initial Bse:     0 0 0       0 0 0       0 0 0       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:        0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
PHF Adj:         0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
PHF Volume:     0 0 0       0 0 0       0 0 0       0 0 0
Reduct Vol:     0 0 0       0 0 0       0 0 0       0 0 0
Reduced Vol:    0 0 0       0 0 0       0 0 0       0 0 0
PCE Adj:        0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
MLF Adj:         0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
FinalVolume:    0 0 0       0 0 0       0 0 0       0 0 0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:        0 0 0       0 0 0       0 0 0       0 0 0
Adjustment:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:           0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Final Sat.:     0 0 0       0 0 0       0 0 0       0 0 0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:         0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Crit Moves:
*****

```

Mt SAC
Olympics Trials 30%
PM Peak Hour

Level Of Service Computation Report

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

```

*****
Intersection #600
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.000
Loss Time (sec):    0          Average Delay (sec/veh):    xxxxxx
Optimal Cycle:     0          Level Of Service:
*****
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:            0 0 0 0 0     0 0 0 0 0     0 0 0 0 0     0 0 0 0 0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:         0 0 0       0 0 0       0 0 0       0 0 0
Growth Adj:      0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Initial Bse:     0 0 0       0 0 0       0 0 0       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:        0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
PHF Adj:         0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
PHF Volume:     0 0 0       0 0 0       0 0 0       0 0 0
Reduct Vol:     0 0 0       0 0 0       0 0 0       0 0 0
Reduced Vol:    0 0 0       0 0 0       0 0 0       0 0 0
PCE Adj:        0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
MLF Adj:         0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
FinalVolume:    0 0 0       0 0 0       0 0 0       0 0 0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:        0 0 0       0 0 0       0 0 0       0 0 0
Adjustment:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:           0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Final Sat.:     0 0 0       0 0 0       0 0 0       0 0 0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:         0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Crit Moves:
*****

```

Mt SAC
Olympics Trials Alt 3
PM Peak Hour

Level Of Service Computation Report

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

Intersection #1 Nogales St / Amar Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.725
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 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: Split Phase Split Phase Protected Protected
Rights: Include Include Ovl 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 1 0 0 1 0 0 1 0 0 1 0 2 0 1 1 0 2 1 0

Volume Module:

Base Vol: 570 9 191 6 3 13 6 1118 481 129 960 12
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: 570 9 191 6 3 13 6 1118 481 129 960 12
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: 570 9 191 6 3 13 6 1118 481 129 960 12
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: 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97
PHF Volume: 589 9 197 6 3 13 6 1155 497 133 992 12
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 589 9 197 6 3 13 6 1155 497 133 992 12
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: 589 9 197 6 3 13 6 1155 497 133 992 12
OvlAdjVol: 198

Saturation Flow Module:

Sat/Lane: 1600 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 1.00
Lanes: 1.97 0.03 1.00 0.27 0.14 0.59 1.00 2.00 1.00 1.00 2.96 0.04
Final Sat.: 3150 50 1600 436 218 945 1600 3200 1600 1600 4741 59

Capacity Analysis Module:

Vol/Sat: 0.19 0.19 0.12 0.01 0.01 0.01 0.00 0.36 0.31 0.08 0.21 0.21
OvlAdjV/S: 0.12
Crit Moves: ****

Mt SAC
Olympics Trials Alt 3
PM Peak Hour

Level Of Service Computation Report

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

Intersection #2 Lemon Ave / Amar Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.636
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 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: Split Phase Split Phase 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 1 0 0 1 0 1 0 0 1 1 0 1 1 0 1 0 2 0 1

Volume Module:

Base Vol: 254 42 132 17 22 5 19 999 161 107 890 19
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: 254 42 132 17 22 5 19 999 161 107 890 19
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: 254 42 132 17 22 5 19 999 161 107 890 19
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: 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98
PHF Volume: 258 43 134 17 22 5 19 1016 164 109 905 19
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 258 43 134 17 22 5 19 1016 164 109 905 19
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: 258 43 134 17 22 5 19 1016 164 109 905 19

Saturation Flow Module:

Sat/Lane: 1600 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 1.00
Lanes: 1.72 0.28 1.00 0.44 0.56 1.00 1.00 1.72 0.28 1.00 2.00 1.00
Final Sat.: 2746 454 1600 697 903 1600 1600 2756 444 1600 3200 1600

Capacity Analysis Module:

Vol/Sat: 0.09 0.09 0.08 0.02 0.02 0.00 0.01 0.37 0.37 0.07 0.28 0.01
Crit Moves: ****

Mt SAC
Olympics Trials Alt 3
PM Peak Hour

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

Intersection #3 Grand Ave / I-10 WB Ramps
Cycle (sec): 100 Critical Vol./Cap.(X): 1.255
Loss Time (sec): 6 Average Delay (sec/veh): 108.2
Optimal Cycle: 180 Level Of Service: F

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Protected, Split Phase), Rights (Include), Min. Green, Y+R, Lanes.

Volume Module table with columns: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

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

Mt SAC
Olympics Trials Alt 3
PM Peak Hour

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

Intersection #4 Grand Ave / I-10 EB Ramps
Cycle (sec): 100 Critical Vol./Cap.(X): 0.888
Loss Time (sec): 6 Average Delay (sec/veh): 18.0
Optimal Cycle: 87 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Protected, Split Phase), Rights (Include), Min. Green, Y+R, Lanes.

Volume Module table with columns: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

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

Mt SAC
Olympics Trials Alt 3
PM Peak Hour

Level Of Service Computation Report

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

Intersection #5 Grand Ave / Cameron Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.913
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 103 Level Of Service: E

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 Ovl 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: 2 0 2 0 0 0 0 1 1 0 1 0 0 0 0 0 0

Volume Module:
Base Vol: 418 1243 0 0 808 115 81 0 407 0 0 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 1.00
Initial Bse: 418 1243 0 0 808 115 81 0 407 0 0 0
Added Vol: 0 858 0 0 5 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 418 2101 0 0 813 115 81 0 407 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: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume: 446 2242 0 0 868 123 86 0 434 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 446 2242 0 0 868 123 86 0 434 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: 446 2242 0 0 868 123 86 0 434 0 0 0
OvlAdjVol: 211

Saturation Flow Module:
Sat/Lane: 1600 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 1.00
Lanes: 2.00 2.00 0.00 0.00 1.75 0.25 1.00 0.00 1.00 0.00 0.00 0.00
Final Sat.: 3200 3200 0 0 2803 397 1600 0 1600 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.14 0.70 0.00 0.00 0.31 0.31 0.05 0.00 0.27 0.00 0.00 0.00
OvlAdjV/S: 0.13
Crit Moves: ****

Mt SAC
Olympics Trials Alt 3
PM Peak Hour

Level Of Service Computation Report

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

Intersection #6 Grand Ave / Mountaineer Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.976
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 165 Level Of Service: E

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 Ovl
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: 0 0 2 0 1 2 0 2 0 0 0 0 0 0 0 0 2

Volume Module:
Base Vol: 0 1712 118 106 1120 0 0 0 0 136 0 161
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: 0 1712 118 106 1120 0 0 0 0 136 0 161
Added Vol: 0 391 0 0 5 0 0 0 0 272 0 467
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 2103 118 106 1125 0 0 0 0 408 0 628
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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 0 2207 124 111 1180 0 0 0 0 428 0 659
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 2207 124 111 1180 0 0 0 0 428 0 659
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: 0 2207 124 111 1180 0 0 0 0 428 0 659
OvlAdjVol: 548

Saturation Flow Module:
Sat/Lane: 1600 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 1.00
Lanes: 0.00 2.00 1.00 2.00 2.00 0.00 0.00 0.00 0.00 2.00 0.00 2.00
Final Sat.: 0 3200 1600 3200 3200 0 0 0 0 3200 0 3200

Capacity Analysis Module:
Vol/Sat: 0.00 0.69 0.08 0.03 0.37 0.00 0.00 0.00 0.00 0.13 0.00 0.21
OvlAdjV/S: 0.17
Crit Moves: ****

Mt SAC
Olympics Trials Alt 3
PM Peak Hour

Level Of Service Computation Report

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

Intersection #7 Grand Ave / San Jose Hills Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.971
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 155 Level Of Service: E

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 Prot+Permit Prot+Permit
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 0 1 0 1 1 0 1 0 1

Volume Module:

Base Vol: 80 1628 109 81 1067 96 103 16 113 123 28 98
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: 80 1628 109 81 1067 96 103 16 113 123 28 98
Added Vol: 0 391 0 0 277 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 80 2019 109 81 1344 96 103 16 113 123 28 98
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: 83 2097 113 84 1396 100 107 17 117 128 29 102
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 83 2097 113 84 1396 100 107 17 117 128 29 102
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: 83 2097 113 84 1396 100 107 17 117 128 29 102

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 1.00
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 0.12 0.88 1.00 1.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 198 1402 1600 1600 1600

Capacity Analysis Module:

Vol/Sat: 0.05 0.66 0.07 0.05 0.44 0.06 0.07 0.08 0.08 0.08 0.02 0.06
Crit Moves: ****

Mt SAC
Olympics Trials Alt 3
PM Peak Hour

Level Of Service Computation Report

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

Intersection #8 Grand Ave / Temple Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 1.101
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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: Ovl Include Ovl Ovl
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: 2 0 3 0 1 2 0 2 1 0 2 0 2 0 1 2 0 2 0 1

Volume Module:

Base Vol: 327 1150 288 209 832 262 346 651 292 359 659 326
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: 327 1150 288 209 832 262 346 651 292 359 659 326
Added Vol: 0 0 5 5 272 0 0 0 0 870 0 391
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 327 1150 293 214 1104 262 346 651 292 1229 659 717
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: 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97
PHF Volume: 336 1182 301 220 1135 269 356 669 300 1263 677 737
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 336 1182 301 220 1135 269 356 669 300 1263 677 737
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: 336 1182 301 220 1135 269 356 669 300 1263 677 737
OvlAdjVol: 0 132 627

Saturation Flow Module:

Sat/Lane: 1600 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 1.00
Lanes: 2.00 3.00 1.00 2.00 2.42 0.58 2.00 2.00 1.00 2.00 2.00 1.00
Final Sat.: 3200 4800 1600 3200 3879 921 3200 3200 1600 3200 3200 1600

Capacity Analysis Module:

Vol/Sat: 0.11 0.25 0.19 0.07 0.29 0.29 0.11 0.21 0.19 0.39 0.21 0.46
OvlAdjV/S: 0.00 0.08 0.39
Crit Moves: ****

Mt SAC
Olympics Trials Alt 3
PM Peak Hour

Level Of Service Computation Report

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

Intersection #9 Grand Ave / La Puente Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.486
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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 Split Phase Split Phase
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 2 0 1 1 0 2 0 1 1 1 0 0 1 1 1 0 1 0

Volume Module:
Base Vol: 233 1535 153 7 1259 190 245 63 350 85 35 12
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: 233 1535 153 7 1259 190 245 63 350 85 35 12
Added Vol: 0 5 0 0 1142 0 0 0 222 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 233 1540 153 7 2401 190 245 63 572 85 35 12
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: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 252 1667 166 8 2598 206 265 68 619 92 38 13
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 252 1667 166 8 2598 206 265 68 619 92 38 13
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: 252 1667 166 8 2598 206 265 68 619 92 38 13
OvlAdjVol: 0

Saturation Flow Module:
Sat/Lane: 1600 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 1.00
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.59 0.41 1.00 1.94 0.79 0.27
Final Sat.: 1600 3200 1600 1600 3200 1600 2545 655 1600 3098 1268 434

Capacity Analysis Module:
Vol/Sat: 0.16 0.52 0.10 0.00 0.81 0.13 0.10 0.10 0.39 0.03 0.03 0.03
OvlAdjV/S: 0.00
Crit Moves: ****

Mt SAC
Olympics Trials Alt 3
PM Peak Hour

Level Of Service Computation Report

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

Intersection #10 Grand Ave / Valley Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.186
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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: Ignore Ignore Ignore 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: 2 0 3 0 1 2 0 3 0 1 2 0 3 0 1 2 0 3 0 1

Volume Module:
Base Vol: 261 1040 179 385 1042 209 666 1531 287 428 702 244
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: 261 1040 179 385 1042 209 666 1531 287 428 702 244
Added Vol: 0 0 0 0 1365 0 5 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 261 1040 179 385 2407 209 671 1531 287 428 702 244
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.00 0.95 0.95 0.00 0.95 0.95 0.00 0.95 0.95 0.95
PHF Volume: 274 1090 0 404 2523 0 703 1605 0 449 736 256
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 274 1090 0 404 2523 0 703 1605 0 449 736 256
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00
FinalVolume: 274 1090 0 404 2523 0 703 1605 0 449 736 256

Saturation Flow Module:
Sat/Lane: 1600 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 1.00
Lanes: 2.00 3.00 1.00 2.00 3.00 1.00 2.00 3.00 1.00 2.00 3.00 1.00
Final Sat.: 3200 4800 1600 3200 4800 1600 3200 4800 1600 3200 4800 1600

Capacity Analysis Module:
Vol/Sat: 0.09 0.23 0.00 0.13 0.53 0.00 0.22 0.33 0.00 0.14 0.15 0.16
Crit Moves: ****

Mt SAC
Olympics Trials Alt 3
PM Peak Hour

Level Of Service Computation Report

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

Intersection #11 Grand Ave / Baker Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.787
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 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: Protected Protected Protected Protected
Rights: Include Include Ignore 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: 2 0 2 0 0 0 0 3 0 1 2 0 0 0 1 0 0 0 0 0 0

Volume Module:
Base Vol: 33 1261 0 0 1567 50 172 0 94 0 0 0 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 1.00
Initial Bse: 33 1261 0 0 1567 50 172 0 94 0 0 0 0
Added Vol: 0 0 0 0 1365 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 33 1261 0 0 2932 50 172 0 94 0 0 0 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: 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.00 0.93 0.93 0.93
PHF Volume: 36 1359 0 0 3159 54 185 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 36 1359 0 0 3159 54 185 0 0 0 0 0 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: 36 1359 0 0 3159 54 185 0 0 0 0 0 0

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 1.00
Lanes: 2.00 2.00 0.00 0.00 3.00 1.00 2.00 0.00 1.00 0.00 0.00 0.00
Final Sat.: 3200 3200 0 0 4800 1600 3200 0 1600 0 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.01 0.42 0.00 0.00 0.66 0.03 0.06 0.00 0.00 0.00 0.00 0.00
Crit Moves: ****

Mt SAC
Olympics Trials Alt 3
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Grand Ave / SR-60 WB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 1.087
Loss Time (sec): 10 Average Delay (sec/veh): 46.7
Optimal Cycle: 180 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: Ovl Include Ovl Ovl
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 2 0 1 1 0 1 0 0 1 0 1 0 1 0 1 0 1

Volume Module:
Base Vol: 1 799 283 610 1382 5 4 2 4 186 1 495
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: 1 799 283 610 1382 5 4 2 4 186 1 495
Added Vol: 0 0 0 964 401 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 1 799 283 1574 1783 5 4 2 4 186 1 495
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: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
PHF Volume: 1 891 315 1755 1988 6 4 2 4 207 1 552
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1 891 315 1755 1988 6 4 2 4 207 1 552
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: 1 891 315 1755 1988 6 4 2 4 207 1 552

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 0.85 0.92 0.95 0.95 0.95 0.90 0.90 0.88 0.88 0.88
Lanes: 1.00 2.00 1.00 2.00 1.99 0.01 1.00 0.33 0.67 1.27 0.01 1.72
Final Sat.: 1805 3610 1615 3502 3600 10 1805 570 1140 2126 5 2882

Capacity Analysis Module:
Vol/Sat: 0.00 0.25 0.20 0.50 0.55 0.55 0.00 0.00 0.00 0.10 0.23 0.19
Crit Moves: ****

Green/Cycle: 0.00 0.23 0.43 0.46 0.69 0.69 0.00 0.01 0.01 0.20 0.21 0.67
Volume/Cap: 0.80 1.09 0.45 1.09 0.80 0.80 1.09 0.48 0.44 0.48 1.09 0.29
Delay/Veh: 574.3 96.4 20.6 76.9 12.9 12.9 533.1 73.0 68.1 35.4 99.6 6.8
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: 574.3 96.4 20.6 76.9 12.9 12.9 533.1 73.0 68.1 35.4 99.6 6.8
LOS by Move: F F C E B B F E E D F A
HCM2kAvgQ: 0 20 7 37 22 22 1 1 1 5 20 4

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

Mt SAC
Olympics Trials Alt 3
PM Peak Hour

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

Intersection #13 Grand Ave / SR-60 EB Ramps
Cycle (sec): 100 Critical Vol./Cap.(X): 0.992
Loss Time (sec): 10 Average Delay (sec/veh): 33.9
Optimal Cycle: 180 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: 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: 0 0 2 0 1 1 0 2 0 0 2 0 0 0 1 0 0 0 0 0 0
Volume Module:
Base Vol: 0 933 619 380 1294 0 169 0 176 0 0 0 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 1.00
Initial Bse: 0 933 619 380 1294 0 169 0 176 0 0 0 0
Added Vol: 0 0 0 253 147 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 933 619 633 1441 0 169 0 176 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: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume: 0 988 656 671 1526 0 179 0 186 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 988 656 671 1526 0 179 0 186 0 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: 0 988 656 671 1526 0 179 0 186 0 0 0 0
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 0.95 0.85 0.95 0.95 1.00 0.92 1.00 0.85 1.00 1.00 1.00
Lanes: 0.00 2.00 1.00 1.00 2.00 0.00 2.00 0.00 1.00 0.00 0.00 0.00
Final Sat.: 0 3610 1615 1805 3610 0 3502 0 1615 0 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.00 0.27 0.41 0.37 0.42 0.00 0.05 0.00 0.12 0.00 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.41 0.41 0.37 0.78 0.00 0.12 0.00 0.12 0.00 0.00 0.00
Volume/Cap: 0.00 0.67 0.99 0.99 0.54 0.00 0.44 0.00 0.99 0.00 0.00 0.00
Delay/Veh: 0.0 25.2 62.3 63.7 4.3 0.0 41.9 0.0 107.4 0.0 0.0 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 25.2 62.3 63.7 4.3 0.0 41.9 0.0 107.4 0.0 0.0 0.0
LOS by Move: A C E E A A D A F A A A
HCM2kAvgQ: 0 14 27 23 9 0 3 0 10 0 0 0 0

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

Mt SAC
Olympics Trials Alt 3
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #14 Mt SAC Wy / Temple Ave
Cycle (sec): 100 Critical Vol./Cap.(X): 0.974
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 159 Level Of Service: E
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase 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: 0 1 0 0 1 0 1 0 0 1 1 0 1 1 0 1 0 2 0 1
Volume Module:
Base Vol: 6 7 1 94 38 102 303 1335 189 42 609 237
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: 6 7 1 94 38 102 303 1335 189 42 609 237
Added Vol: 0 0 0 0 0 0 0 0 10 0 0 1261 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 6 7 1 94 38 102 303 1345 189 42 1870 237
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 0.99
PHF Volume: 6 7 1 95 38 103 306 1360 191 42 1891 240
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 6 7 1 95 38 103 306 1360 191 42 1891 240
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: 6 7 1 95 38 103 306 1360 191 42 1891 240
OvlAdjVol: 0
Saturation Flow Module:
Sat/Lane: 1600 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 1.00
Lanes: 0.46 0.54 1.00 0.71 0.29 1.00 1.00 1.75 0.25 1.00 2.00 1.00
Final Sat.: 738 862 1600 1139 461 1600 1600 2806 394 1600 3200 1600
Capacity Analysis Module:
Vol/Sat: 0.01 0.01 0.00 0.08 0.08 0.06 0.19 0.48 0.48 0.03 0.59 0.15
OvlAdjV/S: 0.00
Crit Moves: ****

Mt SAC
Olympics Trials Alt 3
PM Peak Hour

Level Of Service Computation Report

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

Intersection #15 Bonita Ave / Temple Ave
Cycle (sec): 100 Critical Vol./Cap.(X): 1.189
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F
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: 103 21 75 151 9 96 153 776 54 31 1097 200
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: 103 21 75 151 9 96 153 776 54 31 1097 200
Added Vol: 10 0 15 853 0 608 0 0 10 15 643 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 113 21 90 1004 9 704 153 776 64 46 1740 200
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: 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97
PHF Volume: 117 22 93 1037 9 727 158 802 66 48 1798 207
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 117 22 93 1037 9 727 158 802 66 48 1798 207
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: 117 22 93 1037 9 727 158 802 66 48 1798 207
OvlAdjVol: 648
Saturation Flow Module:
Sat/Lane: 1600 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 1.00
Lanes: 1.00 1.00 1.00 2.00 1.00 1.00 2.00 1.85 0.15 1.00 2.00 1.00
Final Sat.: 1600 1600 1600 3200 1600 1600 3200 2956 244 1600 3200 1600
Capacity Analysis Module:
Vol/Sat: 0.07 0.01 0.06 0.32 0.01 0.45 0.05 0.27 0.27 0.03 0.56 0.13
OvlAdjV/S: 0.41
Crit Moves: **** **** **** ****

Mt SAC
Olympics Trials Alt 3
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #16 Lot F / Temple Ave
Average Delay (sec/veh): 63.3 Worst Case Level Of Service: F[379.3]
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 1! 0 0 0 0 0 0 1 1 0 1 1 0 1 0 2 0 1
Volume Module:
Base Vol: 0 0 0 0 0 0 0 1029 0 0 1282 14
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: 0 0 0 0 0 0 0 1029 0 0 1282 14
Added Vol: 0 0 0 0 0 0 643 0 868 0 0 15 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 0 0 0 643 0 1897 0 0 1297 14
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: 0.93 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 0 0 0 0 0 688 0 2031 0 0 1389 15
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 0 0 0 0 0 688 0 2031 0 0 1389 15
Critical Gap Module:
Critical Gp: 7.5 6.5 6.9 xxxxx xxxxx 6.9 xxxxx xxxxx xxxxx xxxxx xxxxx
FollowUpTim: 3.5 4.0 3.3 xxxxx xxxxx 3.3 xxxxx xxxxx xxxxx xxxxx xxxxx
Capacity Module:
Conflict Vol: 2725 3435 1016 xxxxx xxxxx 694 xxxxx xxxxx xxxxx xxxxx xxxxx
Potent Cap.: 10 7 239 xxxxx xxxxx 390 xxxxx xxxxx xxxxx xxxxx xxxxx
Move Cap.: 0 7 239 xxxxx xxxxx 390 xxxxx xxxxx xxxxx xxxxx xxxxx
Volume/Cap: xxxxx 0.00 0.00 xxxxx xxxxx 1.77 xxxxx xxxxx xxxxx xxxxx xxxxx
Level Of Service Module:
2Way95thQ: xxxxx xxxxx xxxxx xxxxx xxxxx 43.3 xxxxx xxxxx xxxxx xxxxx xxxxx
Control Del: xxxxx xxxxx xxxxx xxxxx xxxxx 379.3 xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: * * * * * F * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx 0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd ConDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * * * * * * *
ApproachDel: xxxxxx 379.3 xxxxxx xxxxxx
ApproachLOS: * F * *
Note: Queue reported is the number of cars per lane.

Mt SAC
Olympics Trials Alt 3
PM Peak Hour

Level Of Service Computation Report

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

Intersection #17 Valley Blvd / Temple Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 1.165
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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

Volume Module:
Base Vol: 234 775 63 160 550 158 163 963 214 84 684 112
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: 234 775 63 160 550 158 163 963 214 84 684 112
Added Vol: 0 0 0 0 0 0 0 1863 0 0 10 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 234 775 63 160 550 158 163 2826 214 84 694 112
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: 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97
PHF Volume: 242 803 65 166 570 164 169 2928 222 87 719 116
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 242 803 65 166 570 164 169 2928 222 87 719 116
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: 242 803 65 166 570 164 169 2928 222 87 719 116

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 2.79 0.21 1.00 2.58 0.42
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4462 338 1600 4133 667

Capacity Analysis Module:
Vol/Sat: 0.15 0.25 0.04 0.10 0.18 0.10 0.11 0.66 0.66 0.05 0.17 0.17
Crit Moves: ****

Mt SAC
Olympics Trials Alt 3
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 SR-57 SB Ramps / Temple Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 1.279
Loss Time (sec): 6 Average Delay (sec/veh): 107.2
Optimal Cycle: 180 Level Of Service: F

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
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 1! 0 0 1 0 1! 0 1 0 0 2 1 0 1 0 3 0 1

Volume Module:
Base Vol: 1 0 83 923 12 536 0 1796 72 18 576 116
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: 1 0 83 923 12 536 0 1796 72 18 576 116
Added Vol: 0 0 0 0 0 5 0 1863 0 0 5 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 1 0 83 923 12 541 0 3659 72 18 581 116
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: 1 0 86 957 12 561 0 3796 75 19 603 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1 0 86 957 12 561 0 3796 75 19 603 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: 1 0 86 957 12 561 0 3796 75 19 603 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.87 1.00 0.87 0.92 0.92 0.92 1.00 0.91 0.91 0.95 0.91 1.00
Lanes: 0.01 0.00 0.99 1.62 0.02 1.36 0.00 2.94 0.06 1.00 3.00 1.00
Final Sat.: 20 0 1628 2822 28 2375 0 5072 100 1805 5187 1900

Capacity Analysis Module:
Vol/Sat: 0.05 0.00 0.05 0.34 0.44 0.24 0.00 0.75 0.75 0.01 0.12 0.00
Crit Moves: ****

Green/Cycle: 0.00 0.00 0.00 0.35 0.35 0.35 0.00 0.59 0.59 0.01 0.59 0.00
Volume/Cap: xxxxx 0.00 xxxxx 0.98 1.28 0.68 0.00 1.28 1.28 1.28 0.20 0.00
Delay/Veh: 0.0 0.0 0.0 50.2 165 28.8 0.0 149 148.8 385.2 9.4 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 50.2 165 28.8 0.0 149 148.8 385.2 9.4 0.0
LOS by Move: A A A D F C A F F F A A
HCM2kAvgQ: 2 0 2 36 2 15 0 78 78 2 3 0

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

Mt SAC
Olympics Trials Alt 3
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 SR-57 NB Ramps / Temple Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.582
Loss Time (sec): 6 Average Delay (sec/veh): 8.7
Optimal Cycle: 32 Level Of Service: A

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for various traffic volume metrics like Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

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