

Submitted by:



MT. SAC 2015 FACILITIES MASTER PLAN
UPDATE & PHYSICAL EDUCATION PROJECTS
Traffic Impact Study
Technical Appendix

Submitted to:

Mt. San Antonio College

April 1, 2016

17J16-17A8

APPENDIX A: TRAFFIC COUNT DATA

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

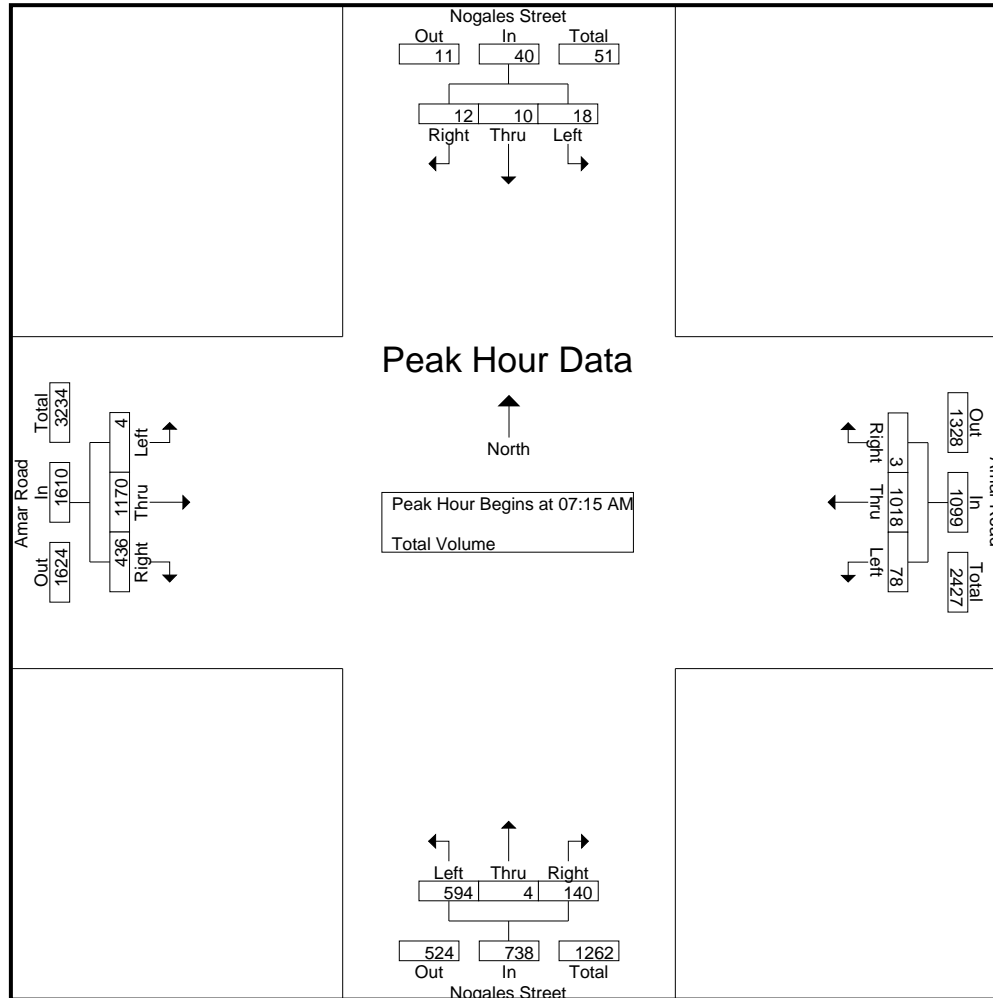
City of Walnut
 N/S: Nogales Street
 E/W: Amar Road
 Weather: Clear

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



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City of Walnut
 N/S: Nogales Street
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 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

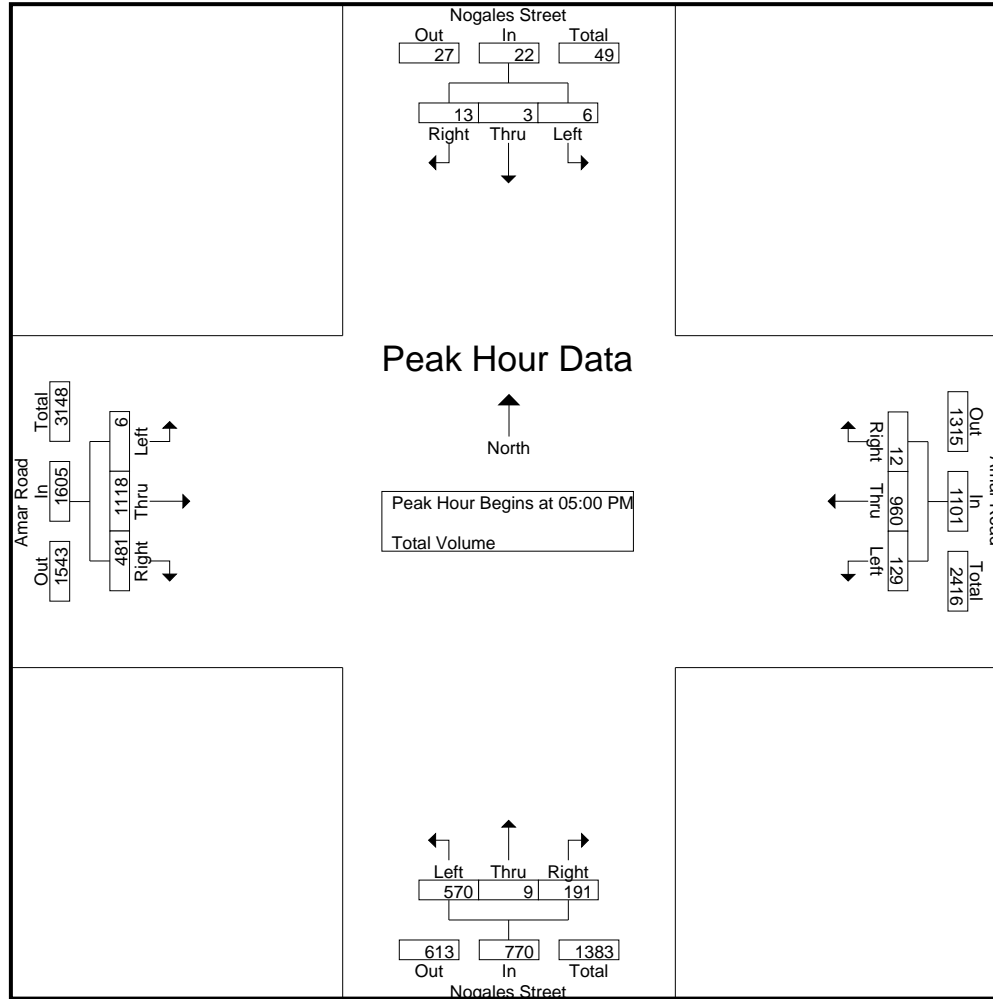
City of Walnut
 N/S: Nogales Street
 E/W: Amar Road
 Weather: Clear

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



Counts Unlimited
 PO Box 1178
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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

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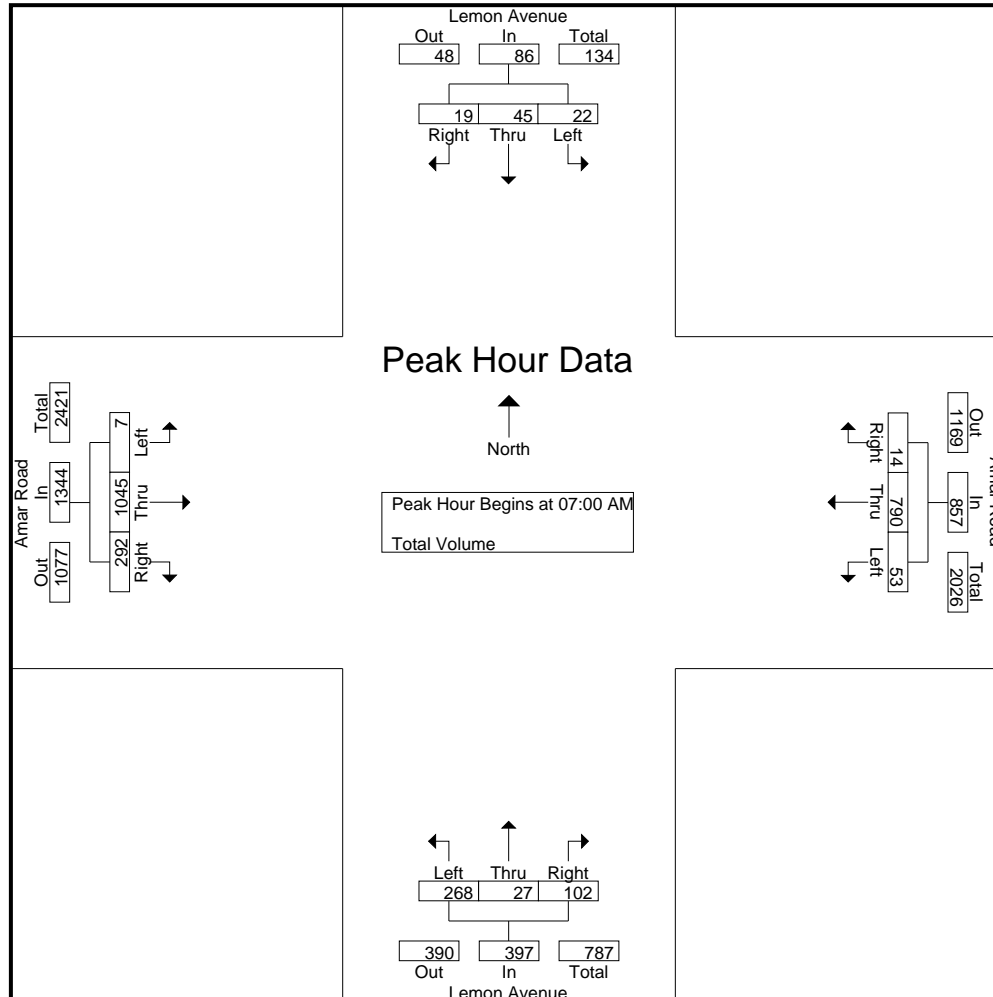
City of Walnut
 N/S: Lemon Avenue
 E/W: Amar Road
 Weather: Clear

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
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 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

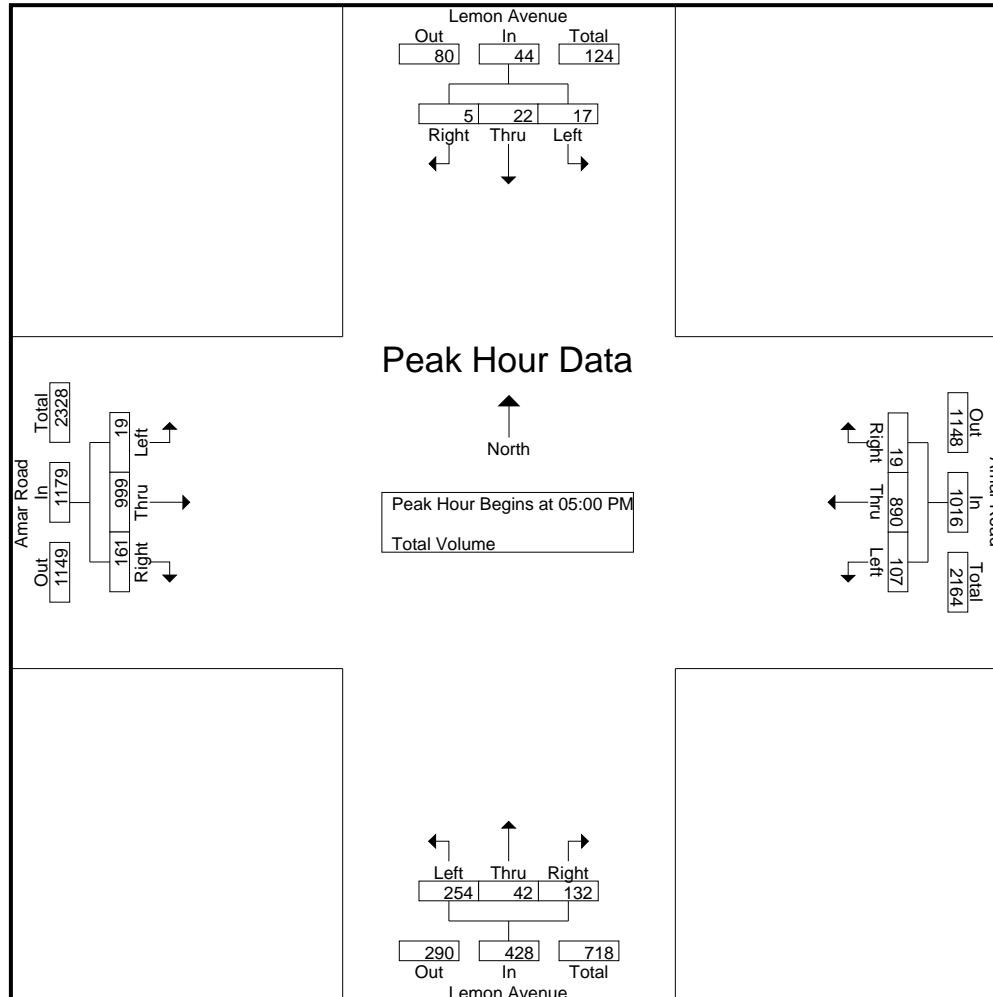
City of Walnut
 N/S: Lemon Avenue
 E/W: Amar Road
 Weather: Clear

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



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City of Walnut
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 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

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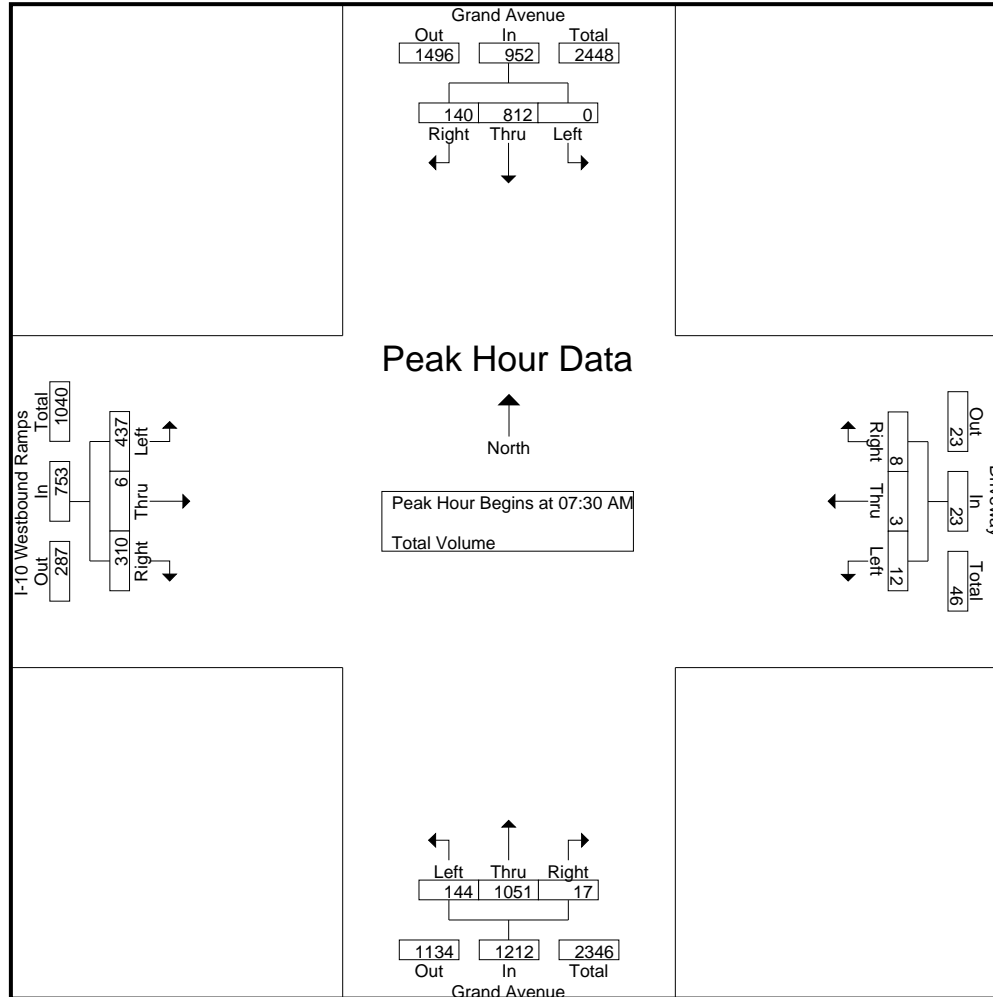
City of Walnut
 N/S: Grand Avenue
 E/W: I-10 Westbound Ramps
 Weather: Clear

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



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

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

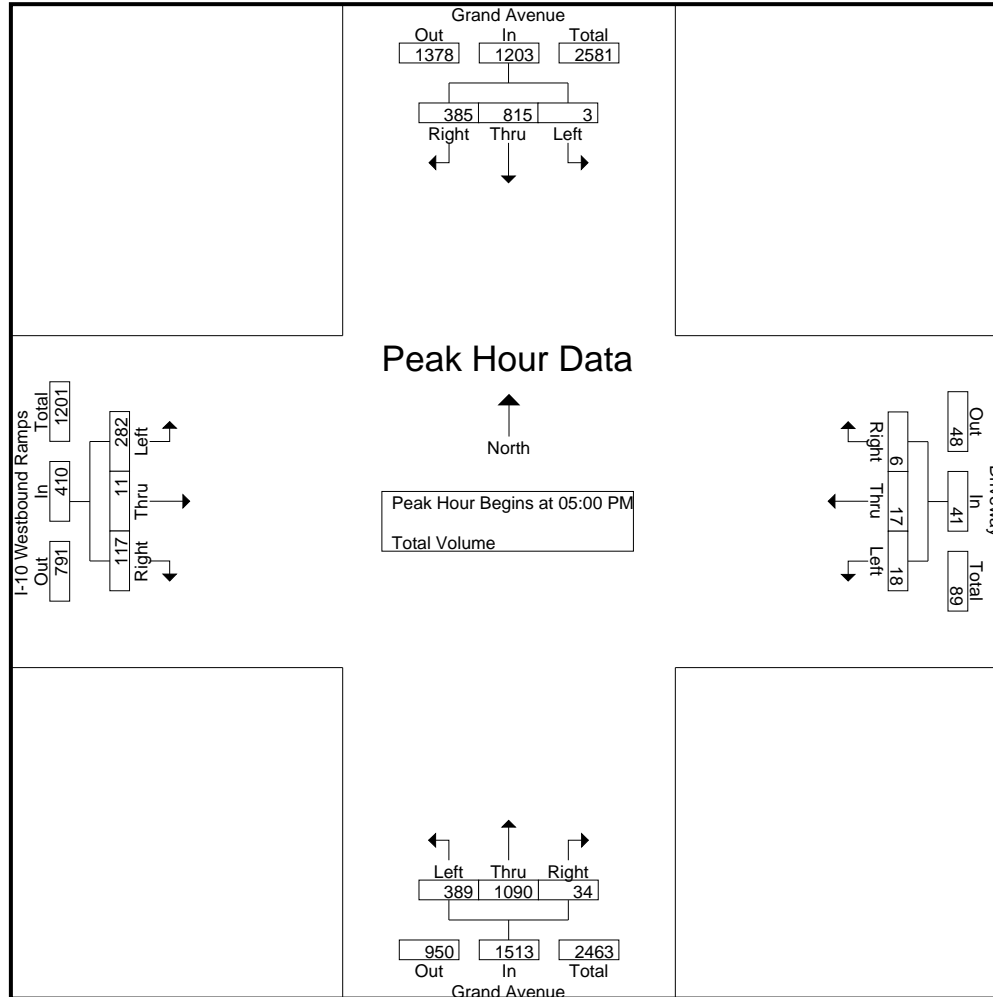
City of Walnut
 N/S: Grand Avenue
 E/W: I-10 Westbound Ramps
 Weather: Clear

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
 PO Box 1178
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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

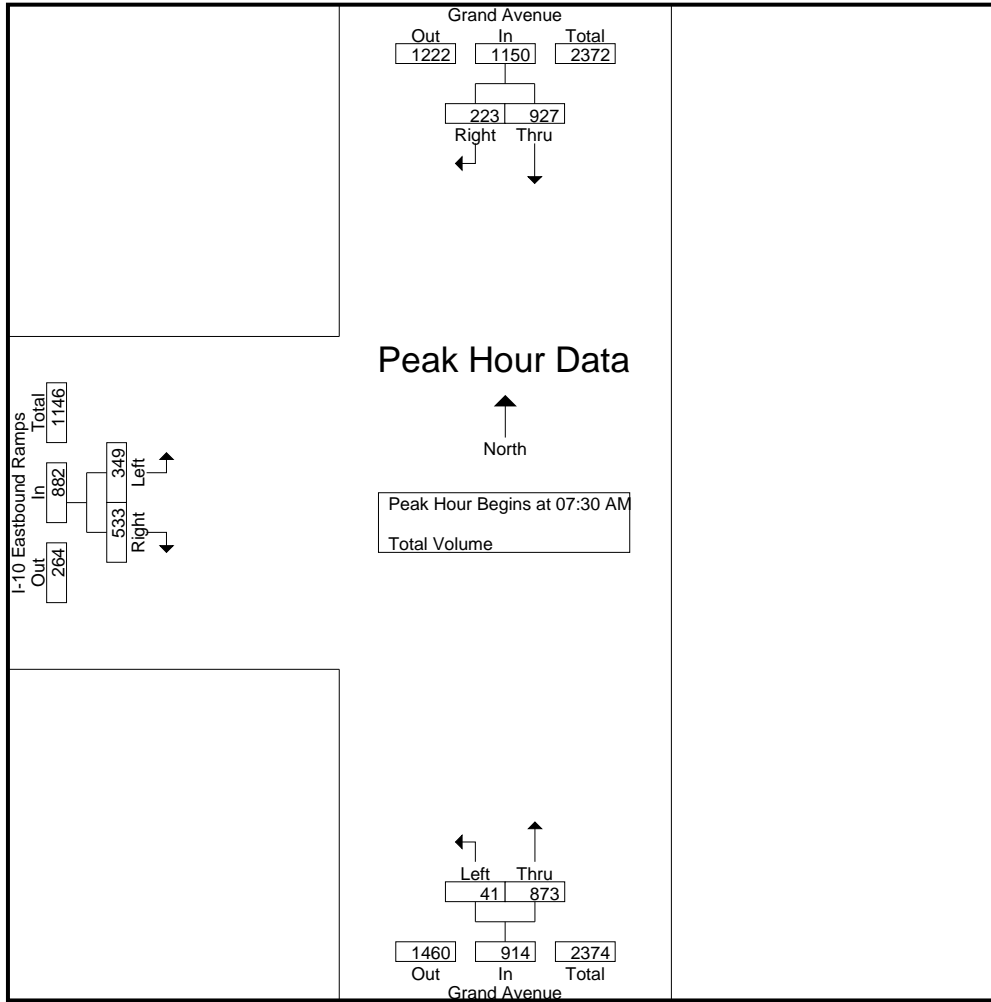
Groups Printed- Total Volume

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
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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			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

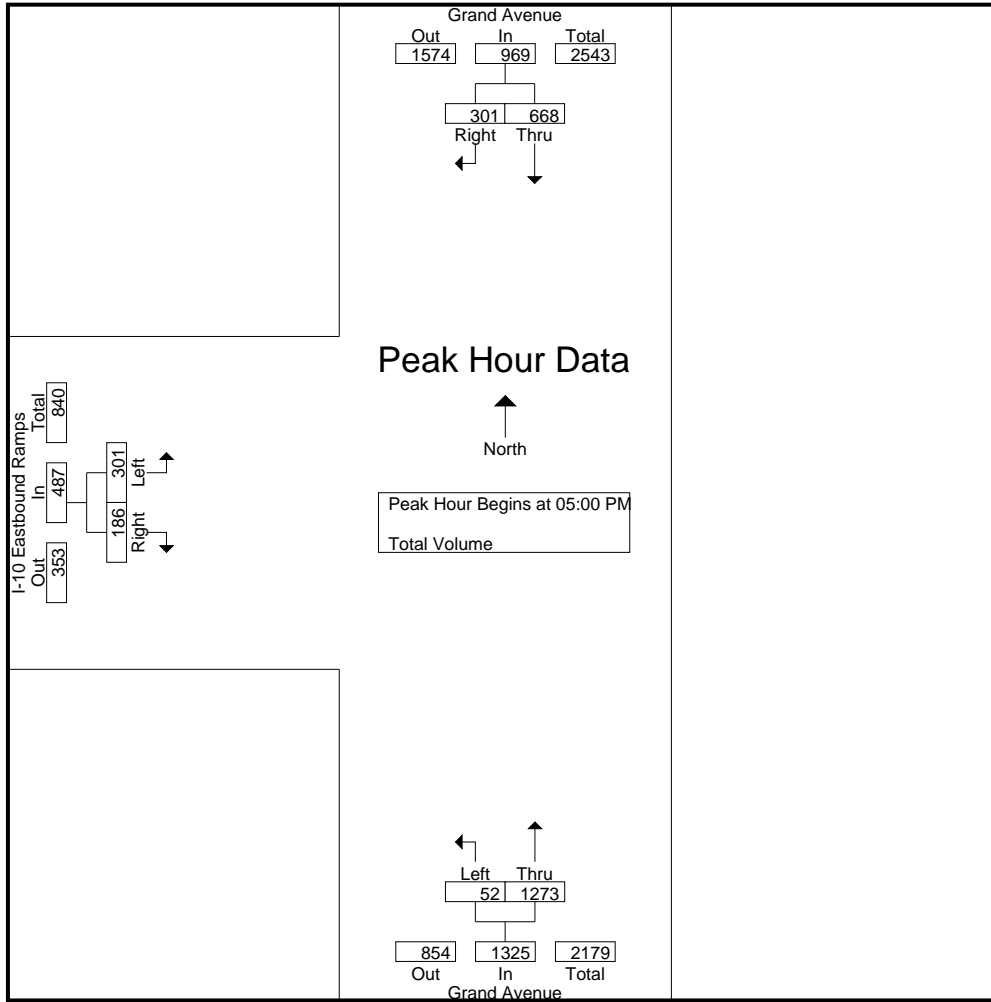
Groups Printed- Total Volume

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

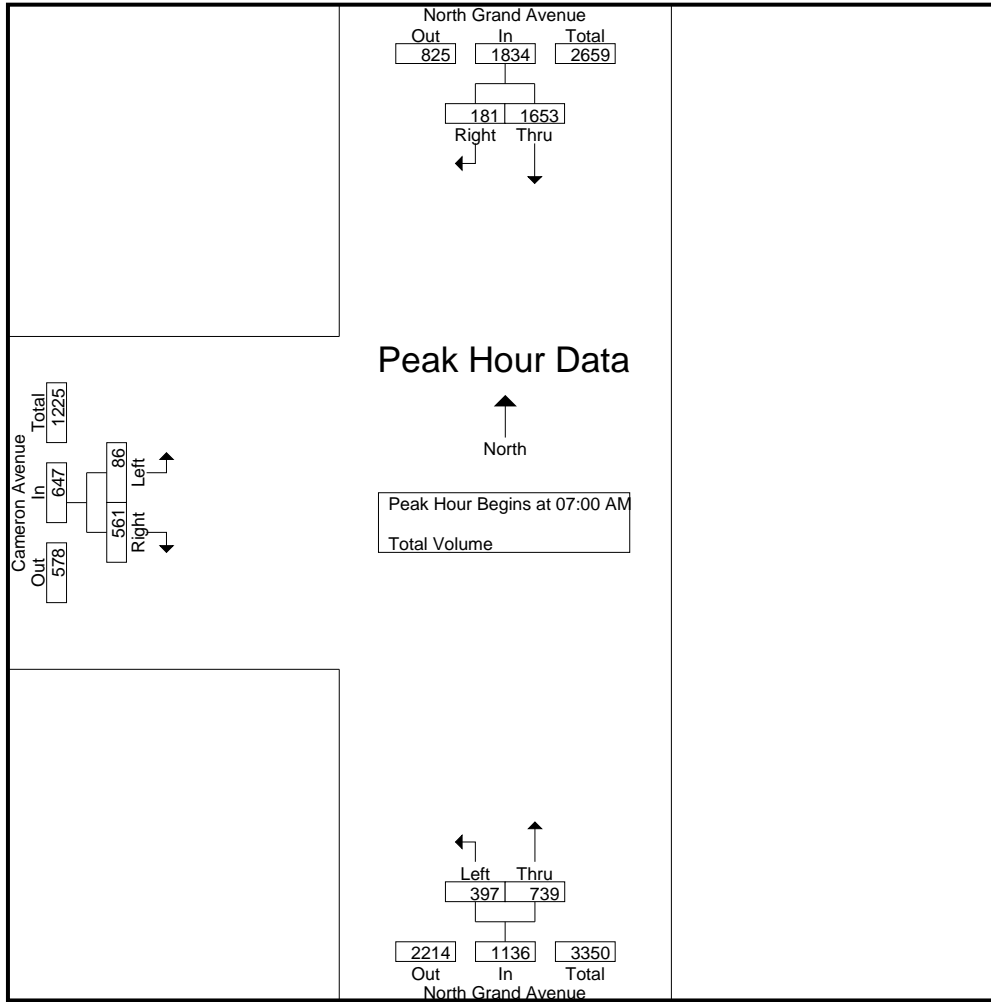
Groups Printed- Total Volume

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
 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:

	07:00 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
 Page No : 1

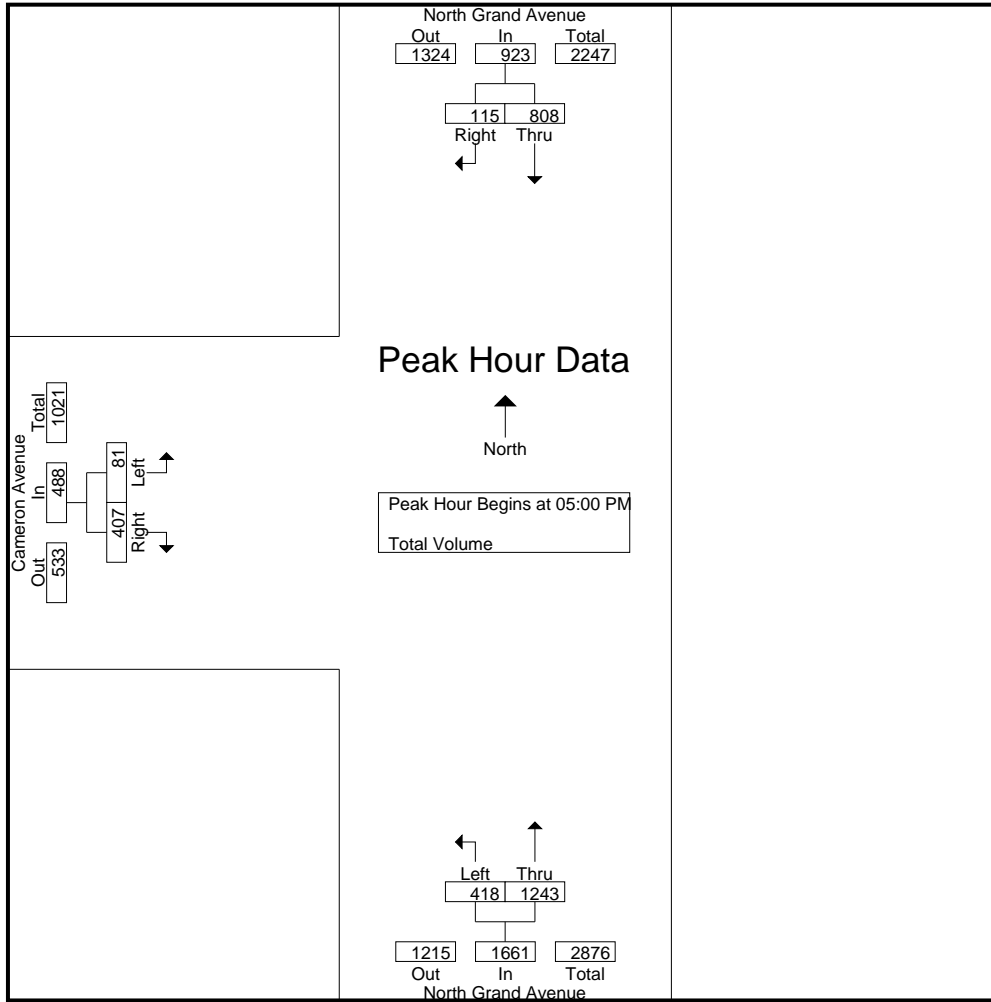
Groups Printed- Total Volume

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	
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

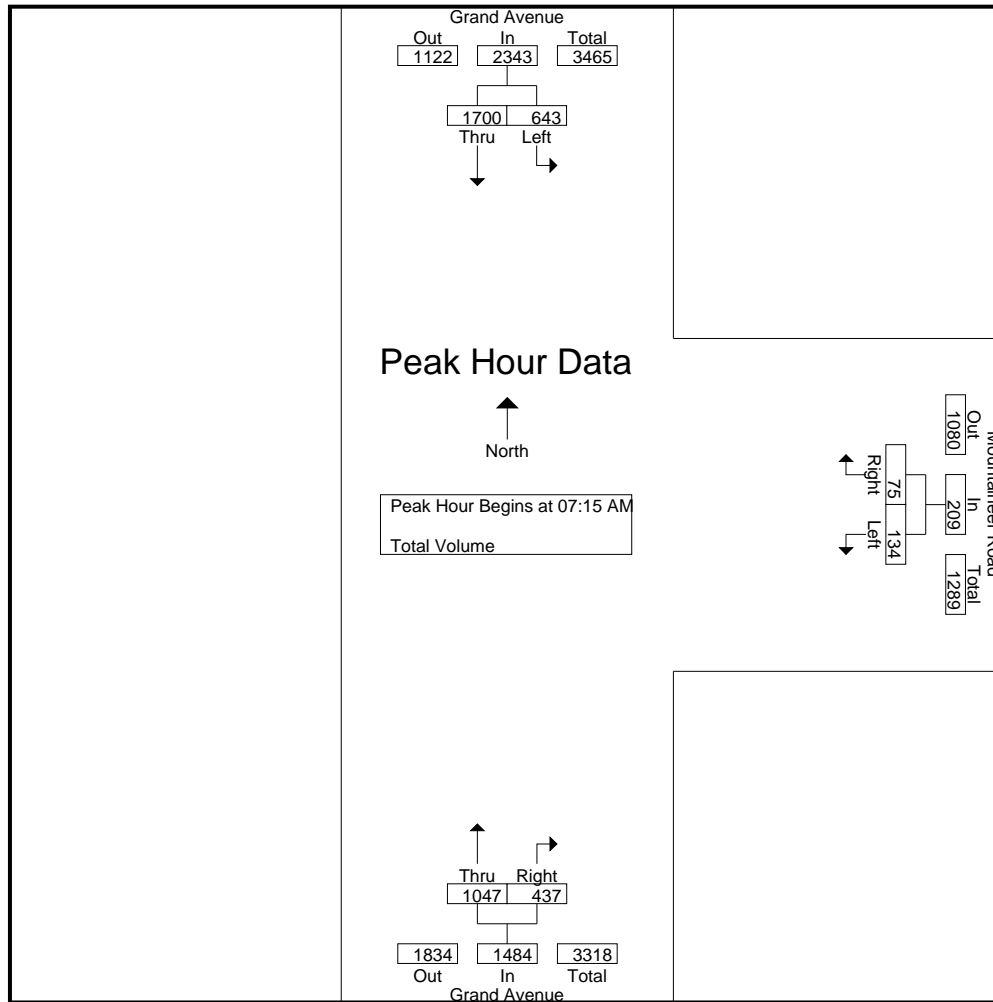
Groups Printed- Total Volume

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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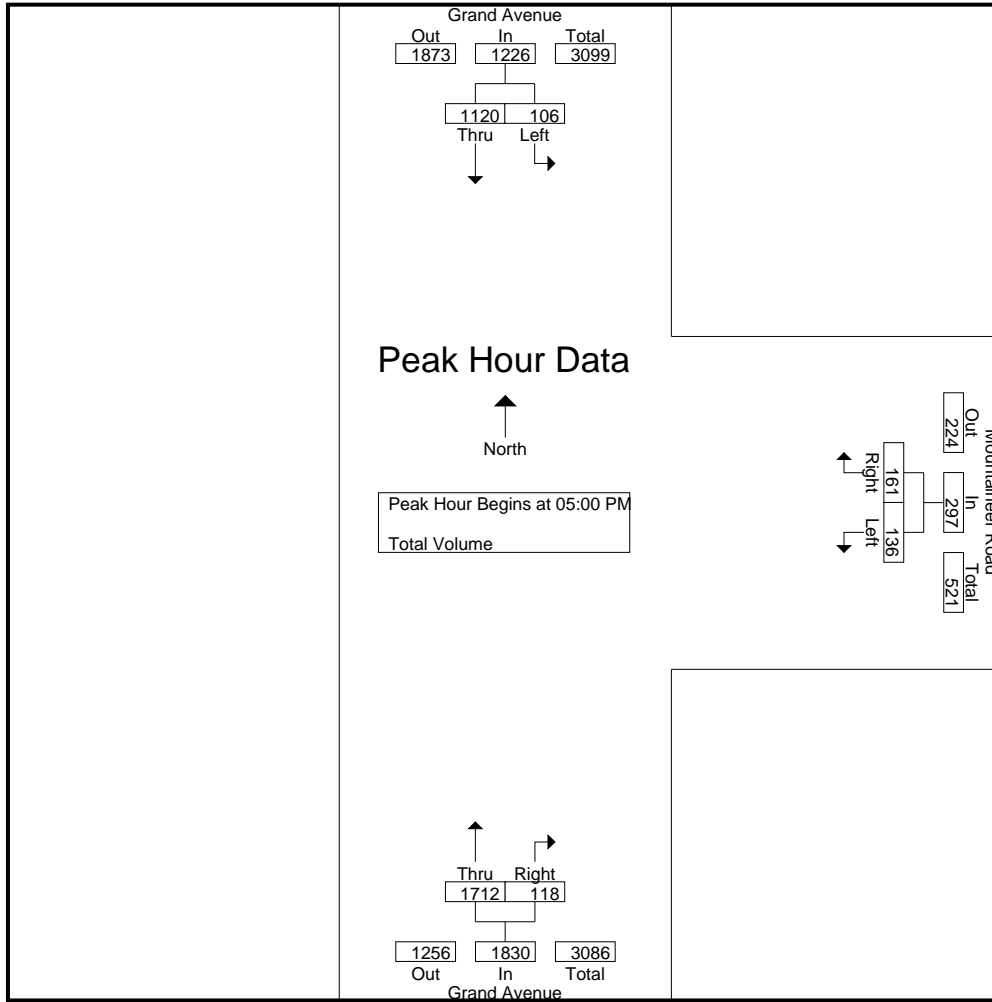
Groups Printed- Total Volume

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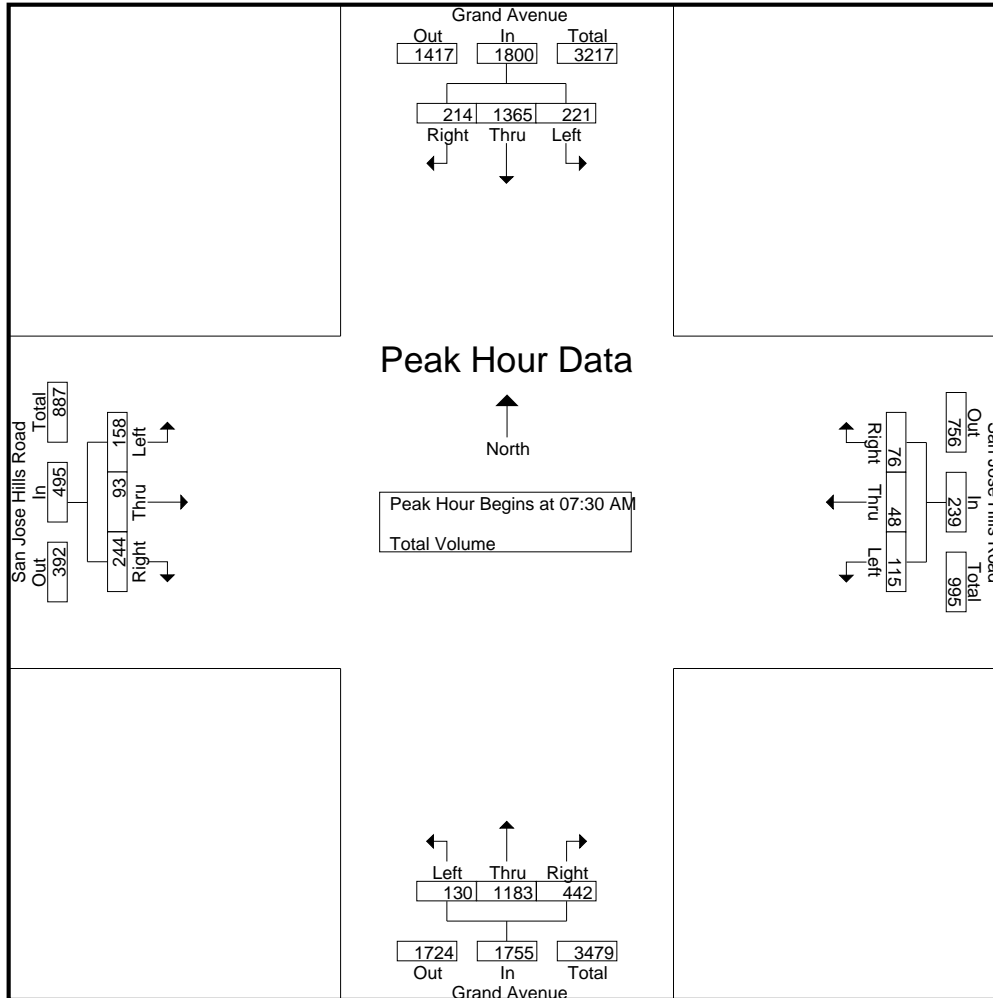
City of Walnut
 N/S: Grand Avenue
 E/W: San Jose Hills Road
 Weather: Clear

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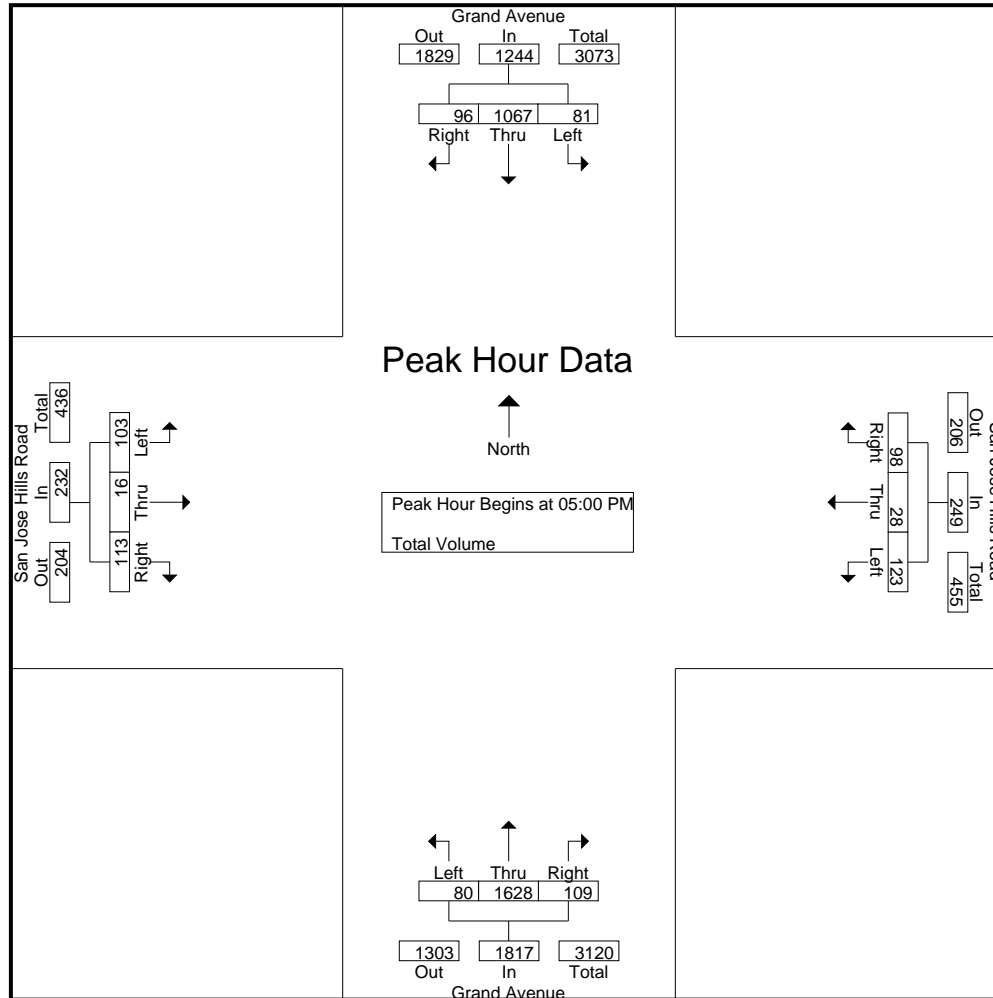
City of Walnut
 N/S: Grand Avenue
 E/W: San Jose Hills Road
 Weather: Clear

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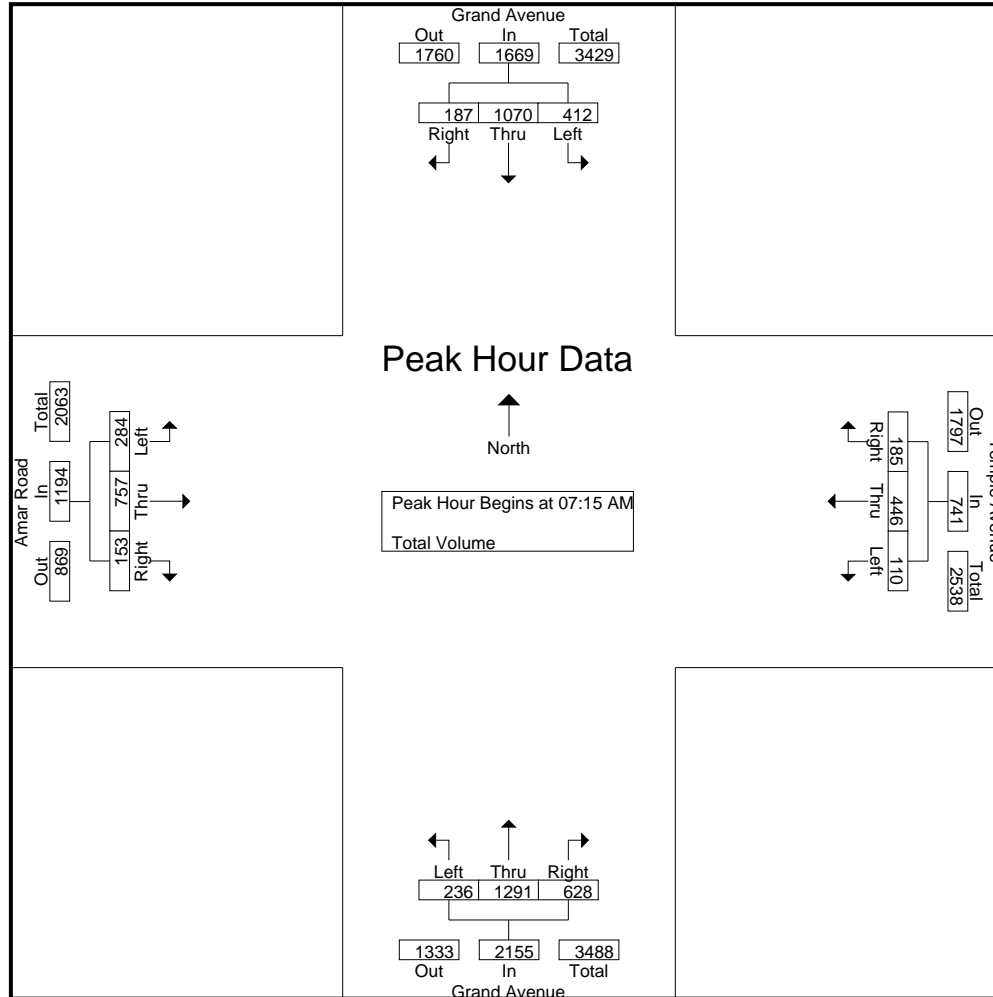
City of Walnut
 N/S: Grand Avenue
 E/W: Temple Avenue
 Weather: Clear

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

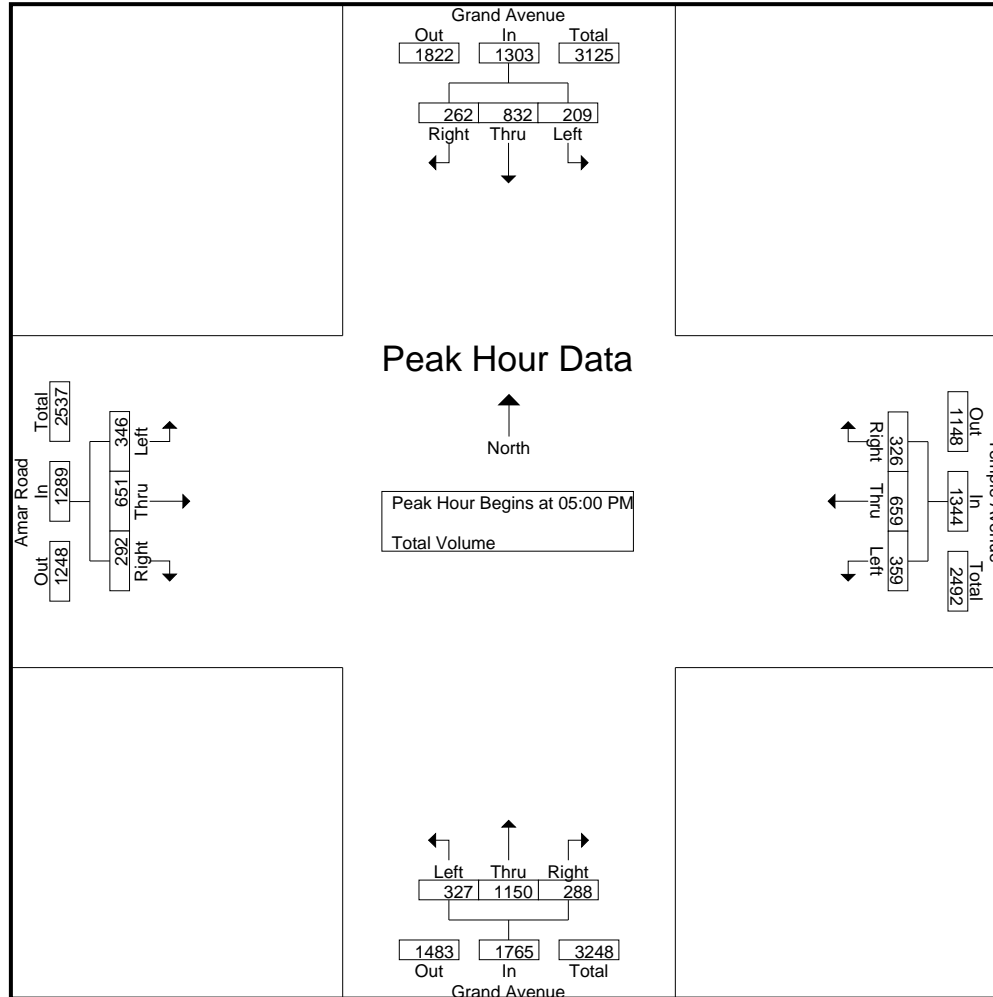
City of Walnut
 N/S: Grand Avenue
 E/W: Temple Avenue
 Weather: Clear

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

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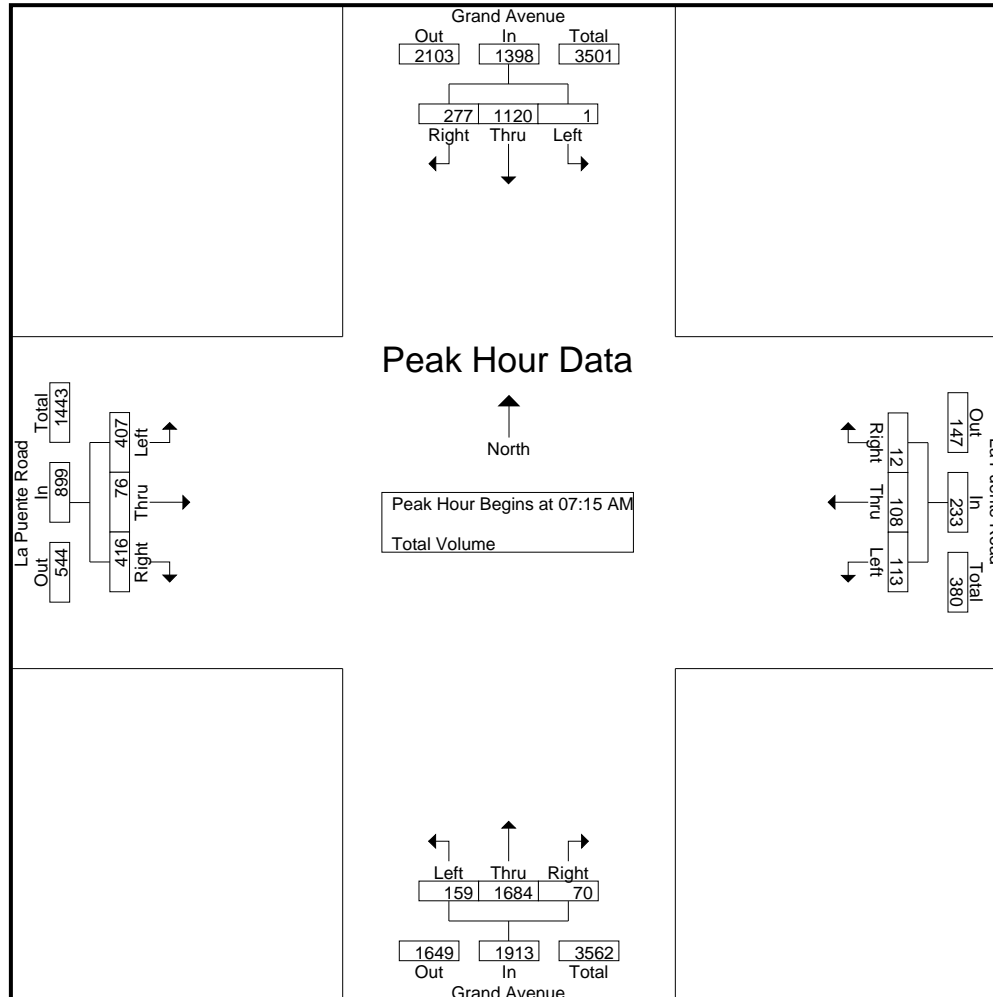
City of Walnut
 N/S: Grand Avenue
 E/W: La Puente Road
 Weather: Clear

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

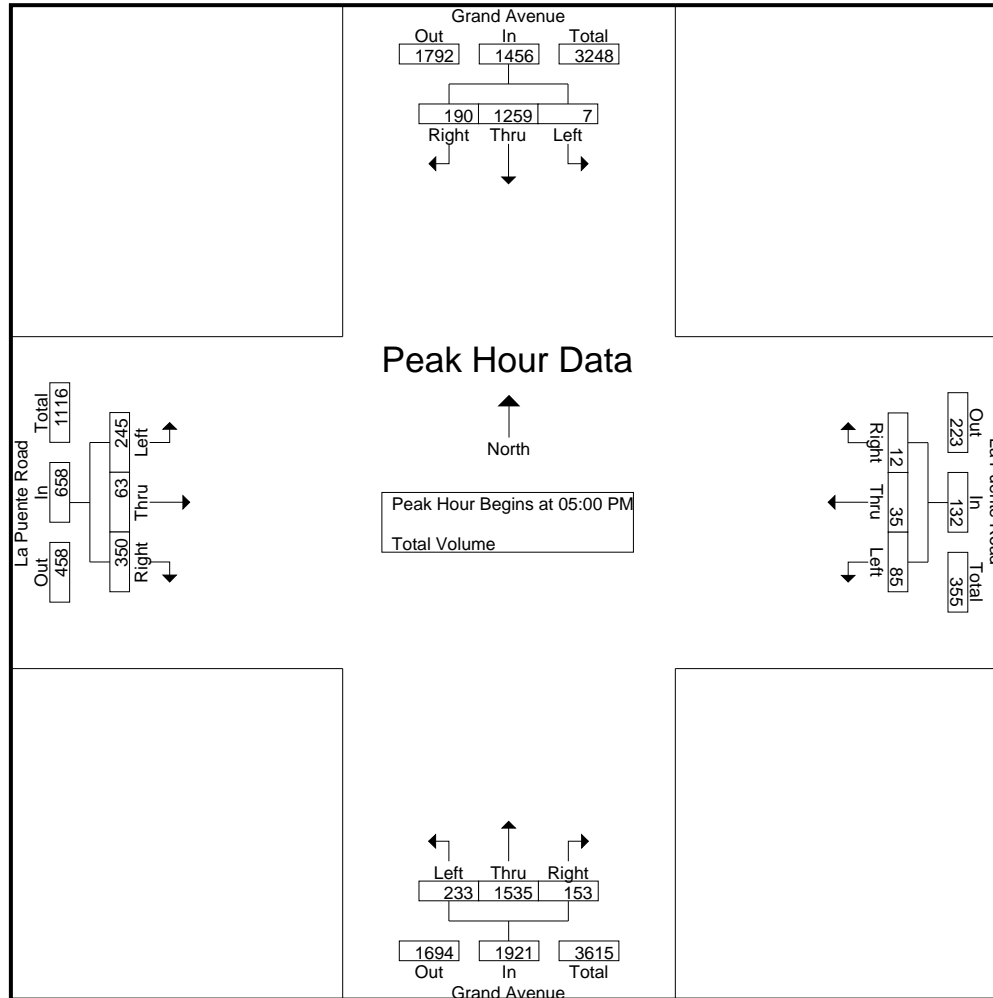
City of Walnut
 N/S: Grand Avenue
 E/W: La Puente Road
 Weather: Clear

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



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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

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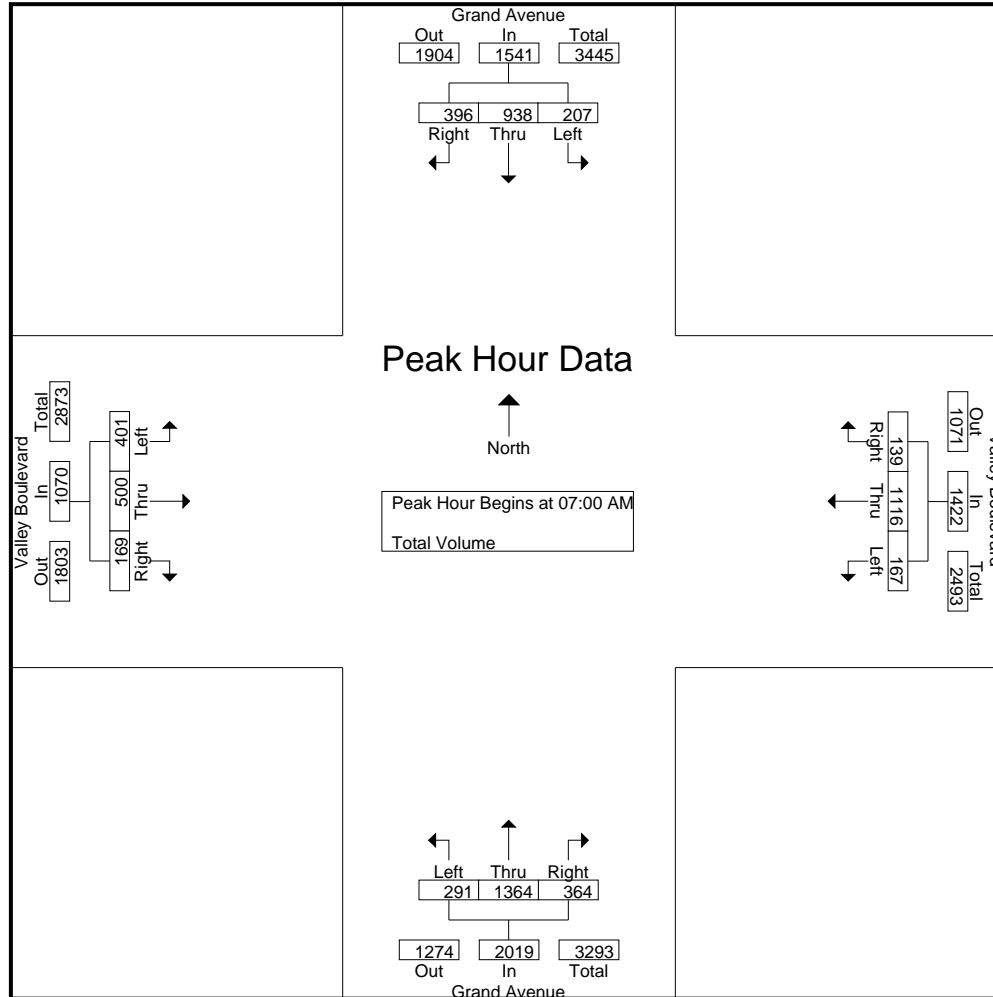
City of Walnut
 N/S: Grand Avenue
 E/W: Valley Boulevard
 Weather: Clear

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

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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 : 1

Groups Printed- Total Volume

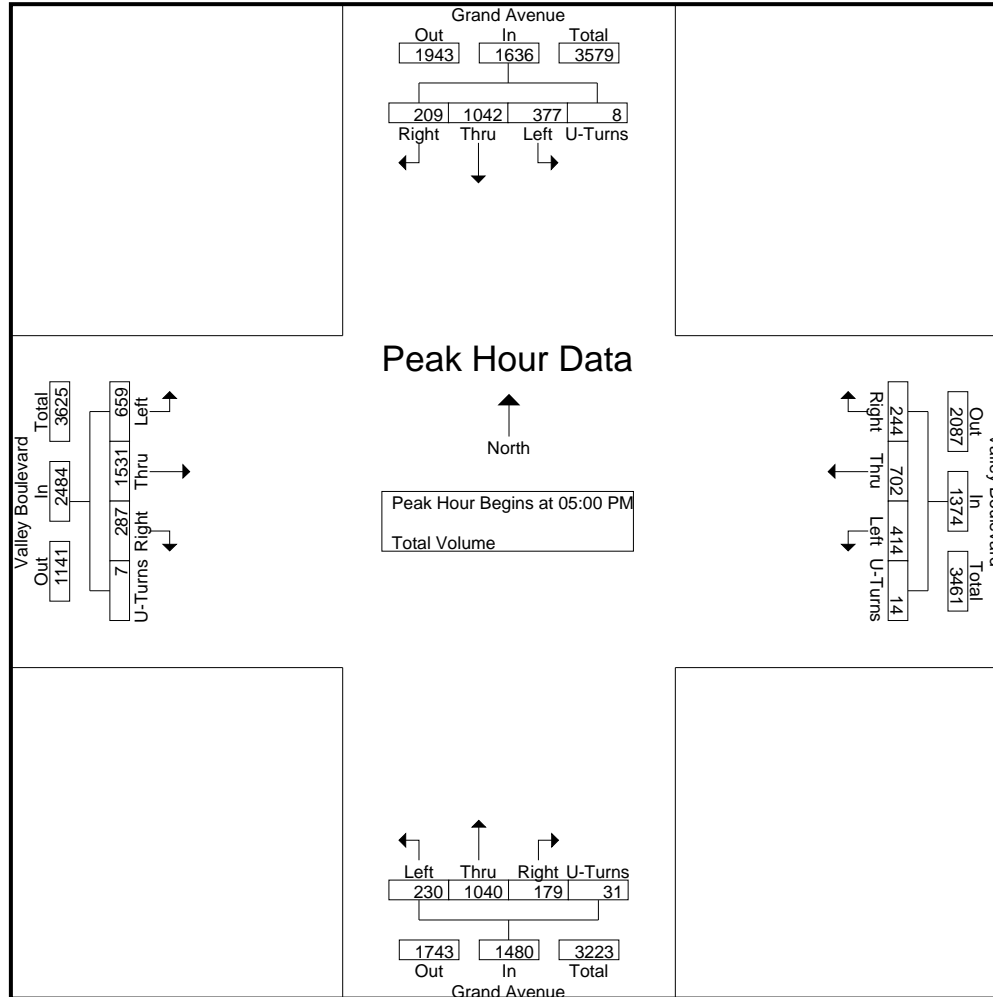
Start Time	Grand Avenue Southbound					Valley Boulevard Westbound					Grand Avenue Northbound					Valley Boulevard Eastbound					Int. Total
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	
04:00 PM	61	221	44	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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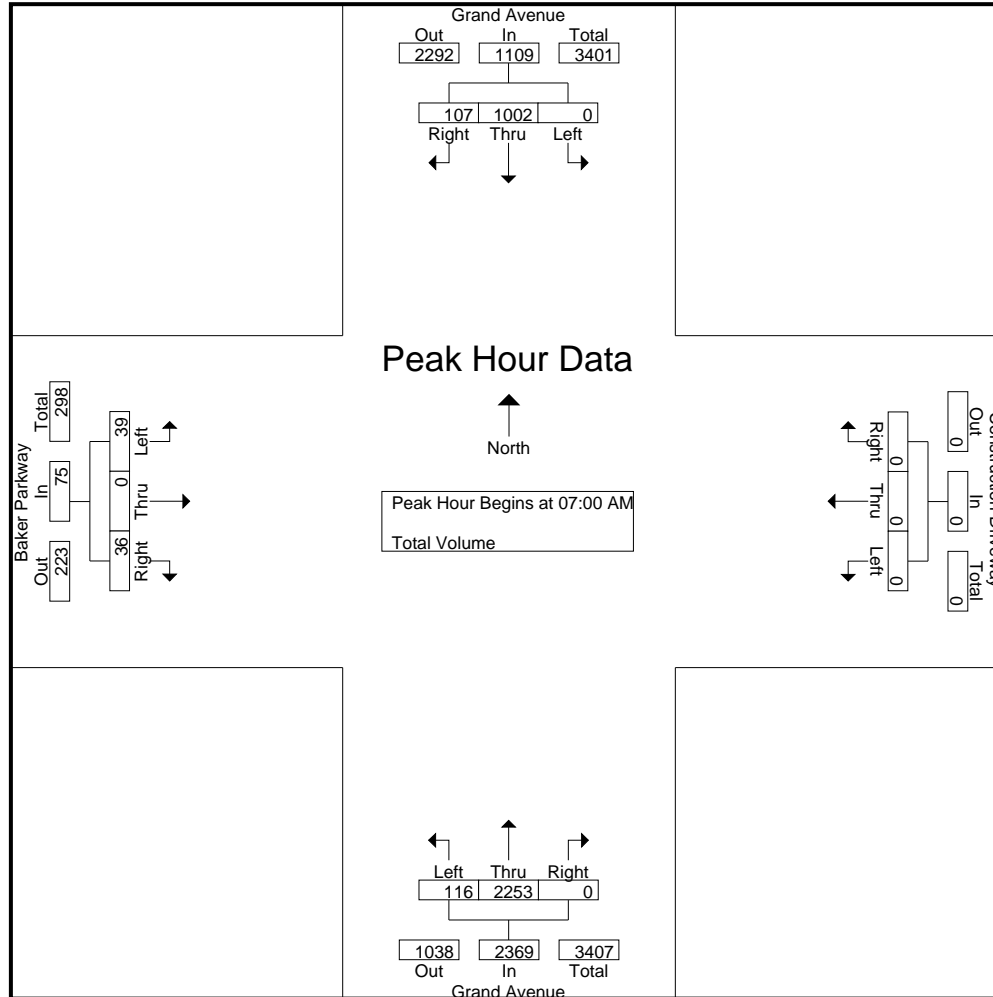
City of Walnut
 N/S: Grand Avenue
 E/W: Baker Parkway
 Weather: Clear

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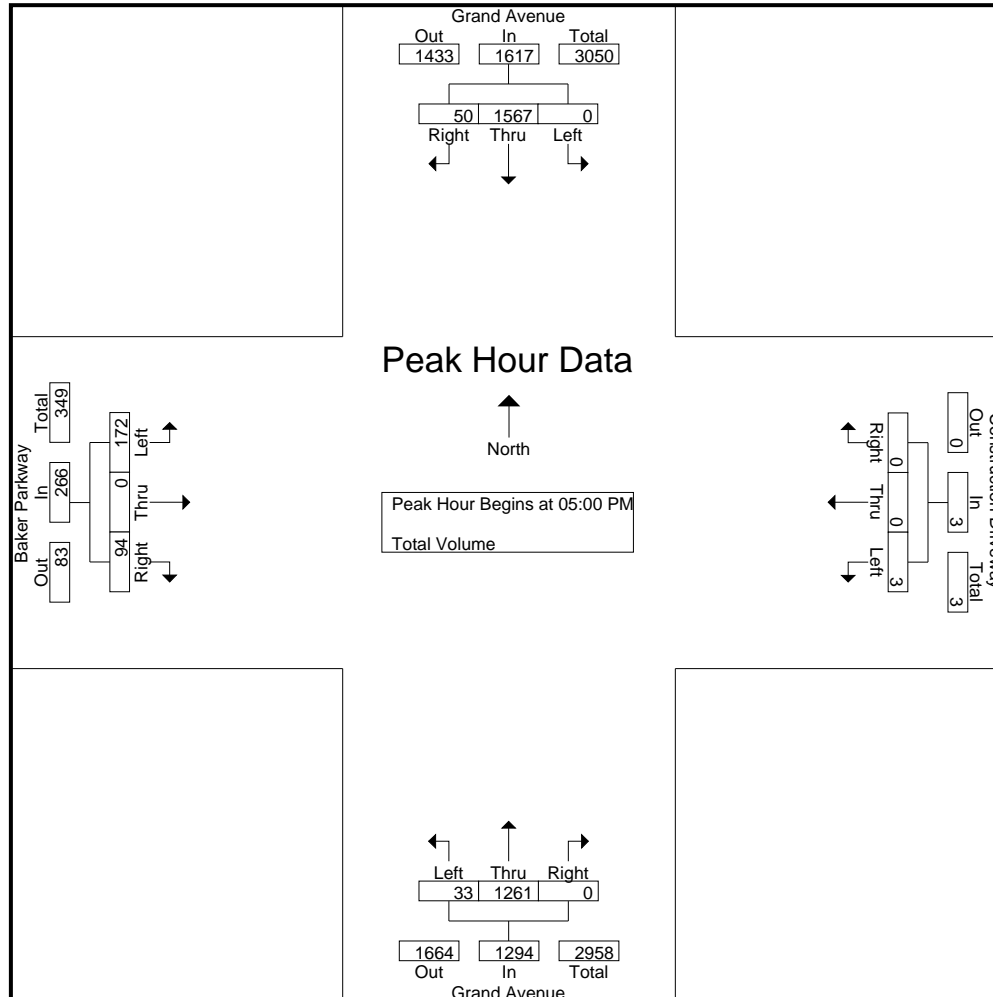
City of Walnut
 N/S: Grand Avenue
 E/W: Baker Parkway
 Weather: Clear

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



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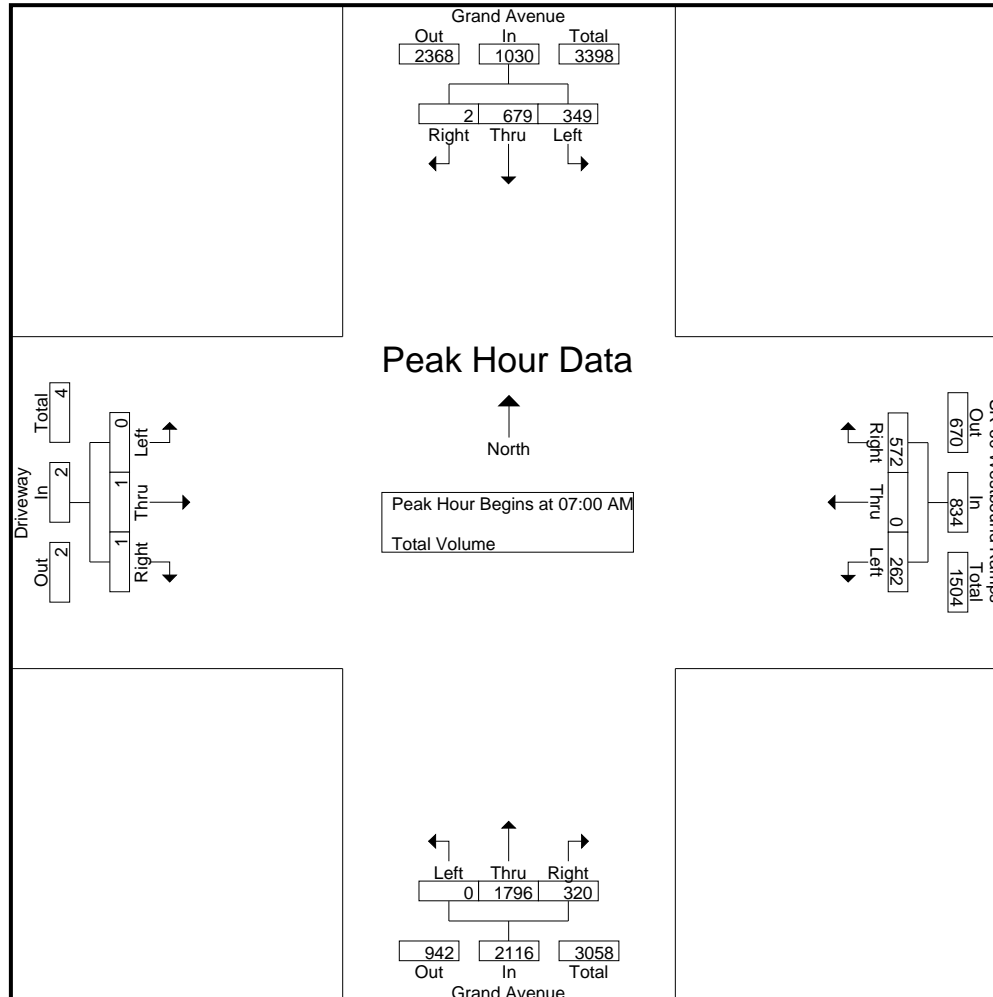
City of Walnut
 N/S: Grand Avenue
 E/W: SR-60 Westbound Ramps
 Weather: Clear

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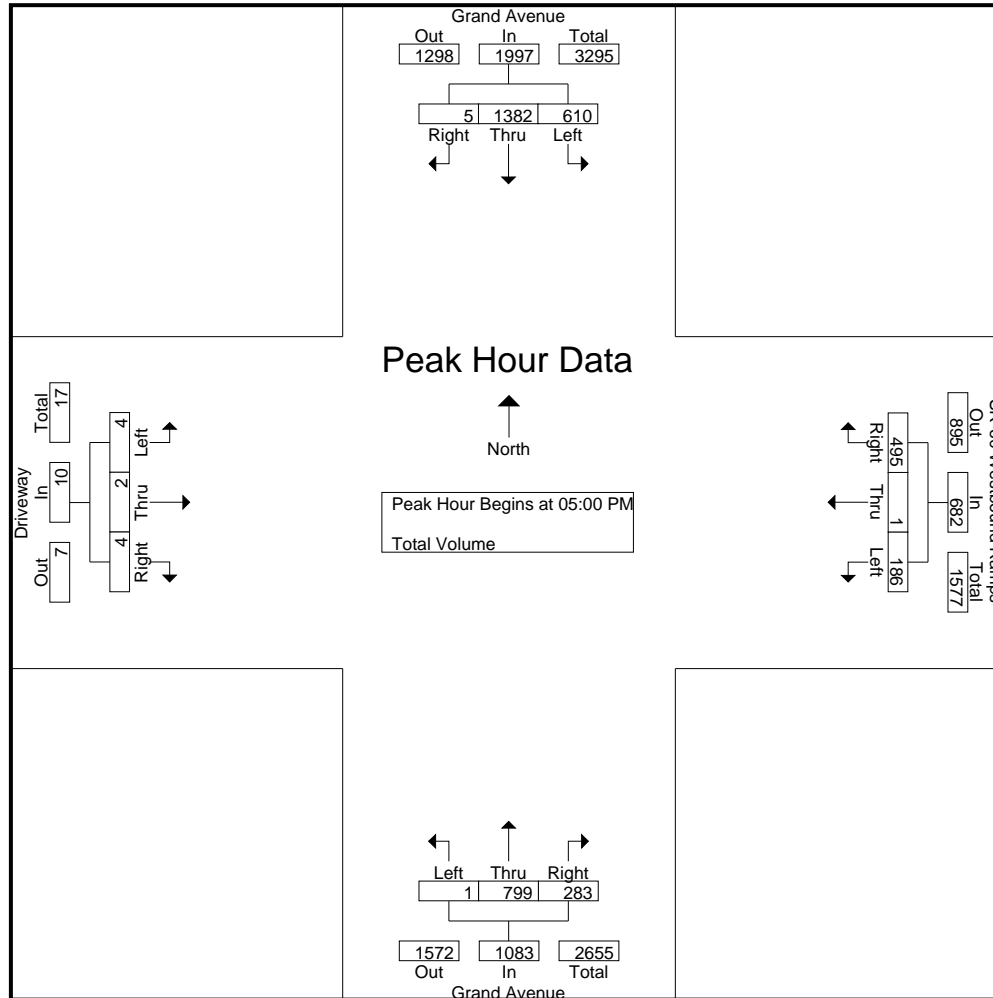
City of Walnut
 N/S: Grand Avenue
 E/W: SR-60 Westbound Ramps
 Weather: Clear

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



Counts Unlimited
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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

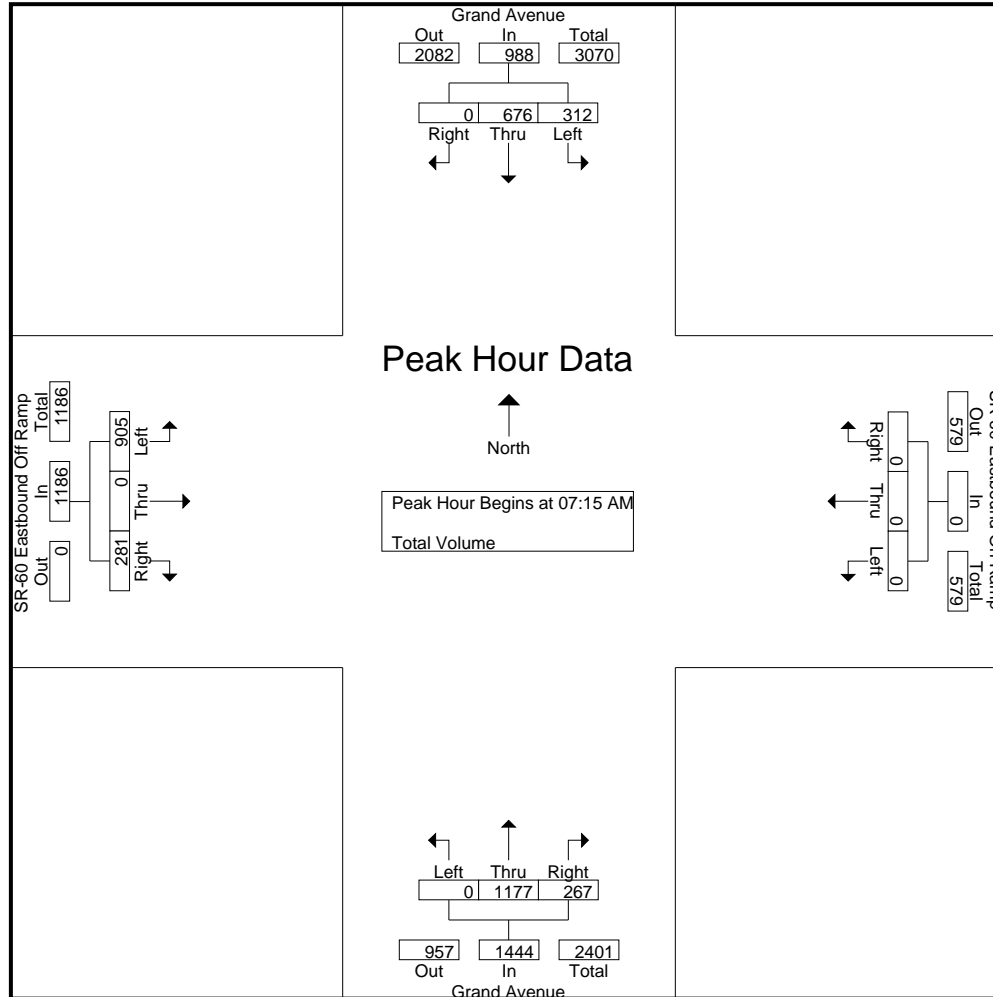
City of Walnut
 N/S: Grand Avenue
 E/W: SR-60 Eastbound Ramps
 Weather: Clear

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



Counts Unlimited
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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

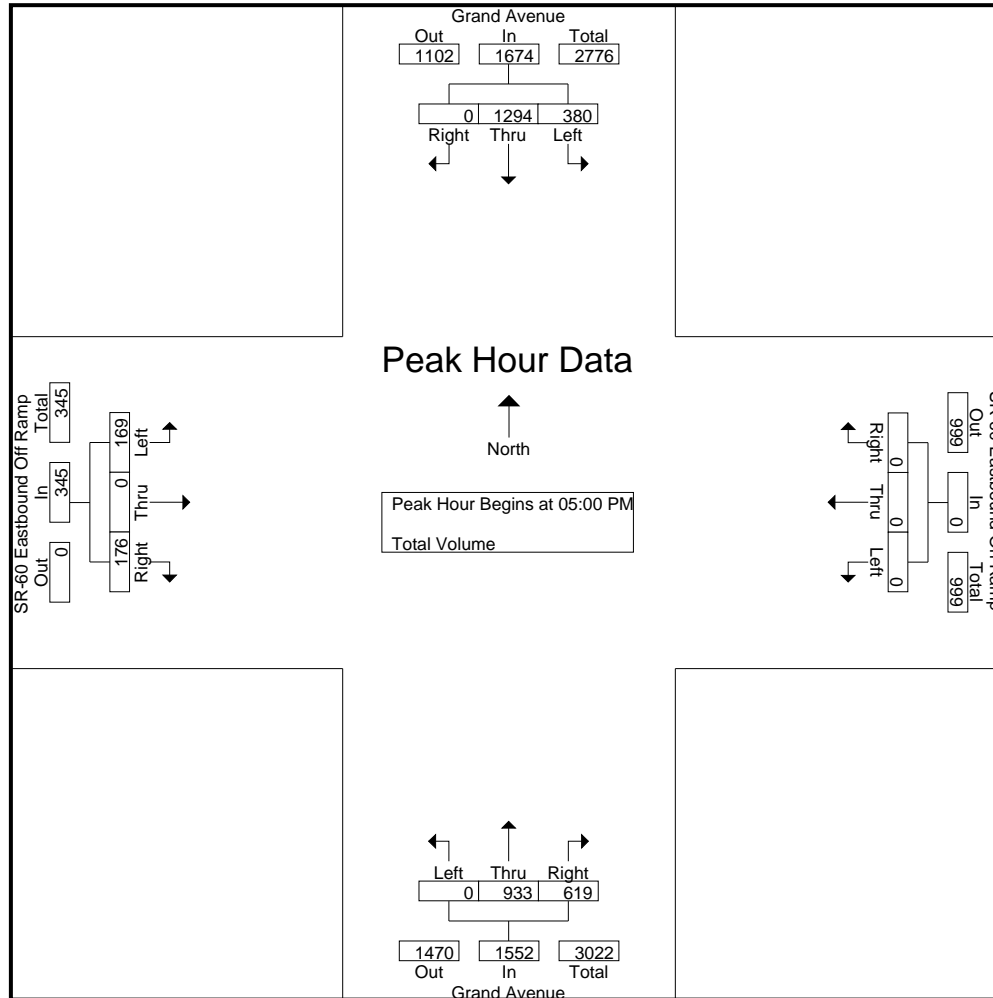
Start Time	Grand Avenue Southbound					SR-60 Eastbound On Ramp Westbound					Grand Avenue Northbound					SR-60 Eastbound Off Ramp Eastbound					Int. Total
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	
04:00 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
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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



Counts Unlimited
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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

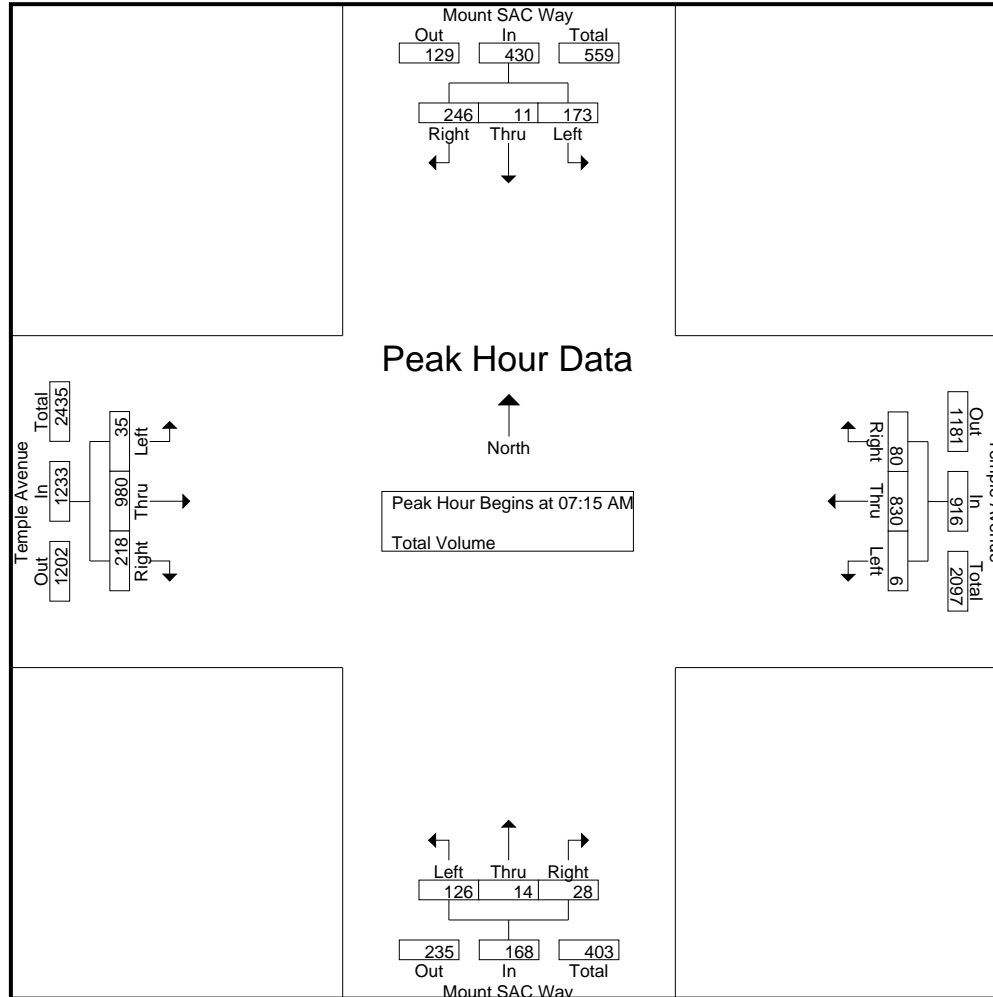
City of Walnut
 N/S: Mount SAC Way
 E/W: Temple Avenue
 Weather: Clear

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



Counts Unlimited
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 Corona, CA 92878
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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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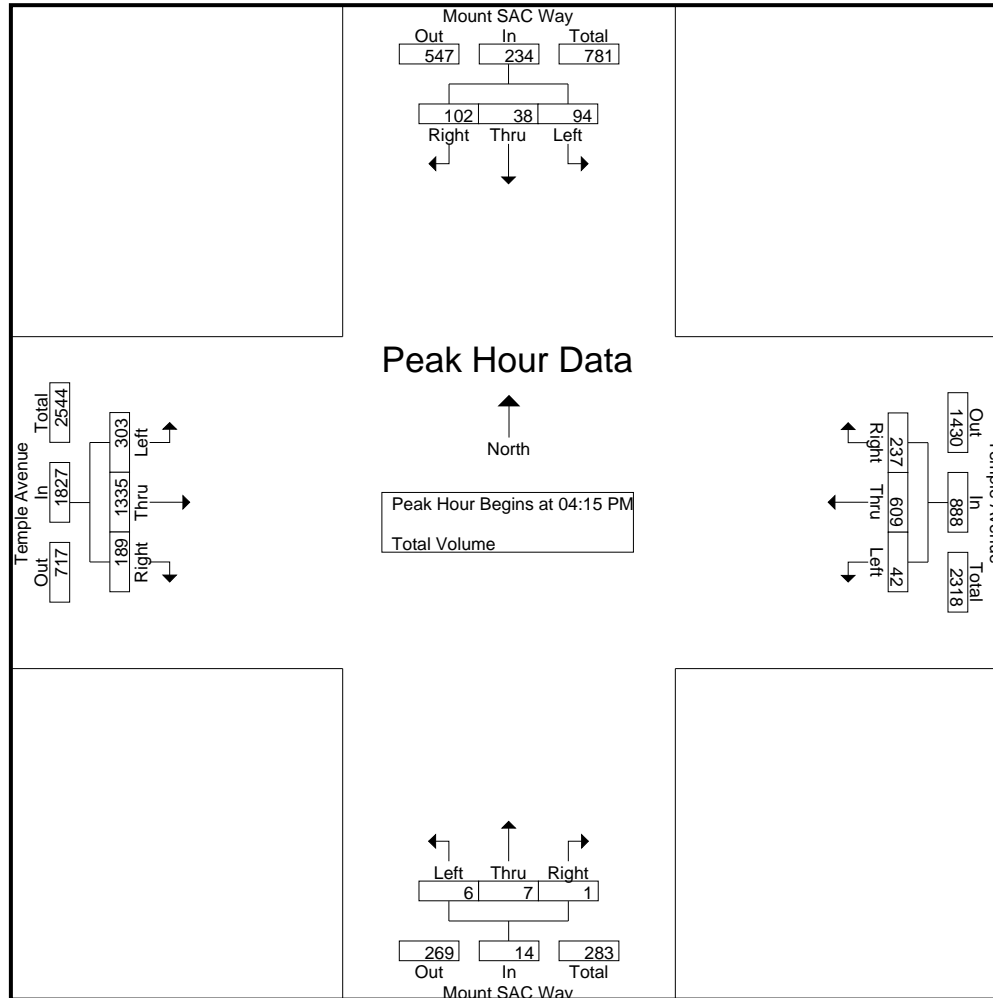
City of Walnut
 N/S: Mount SAC Way
 E/W: Temple Avenue
 Weather: Clear

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

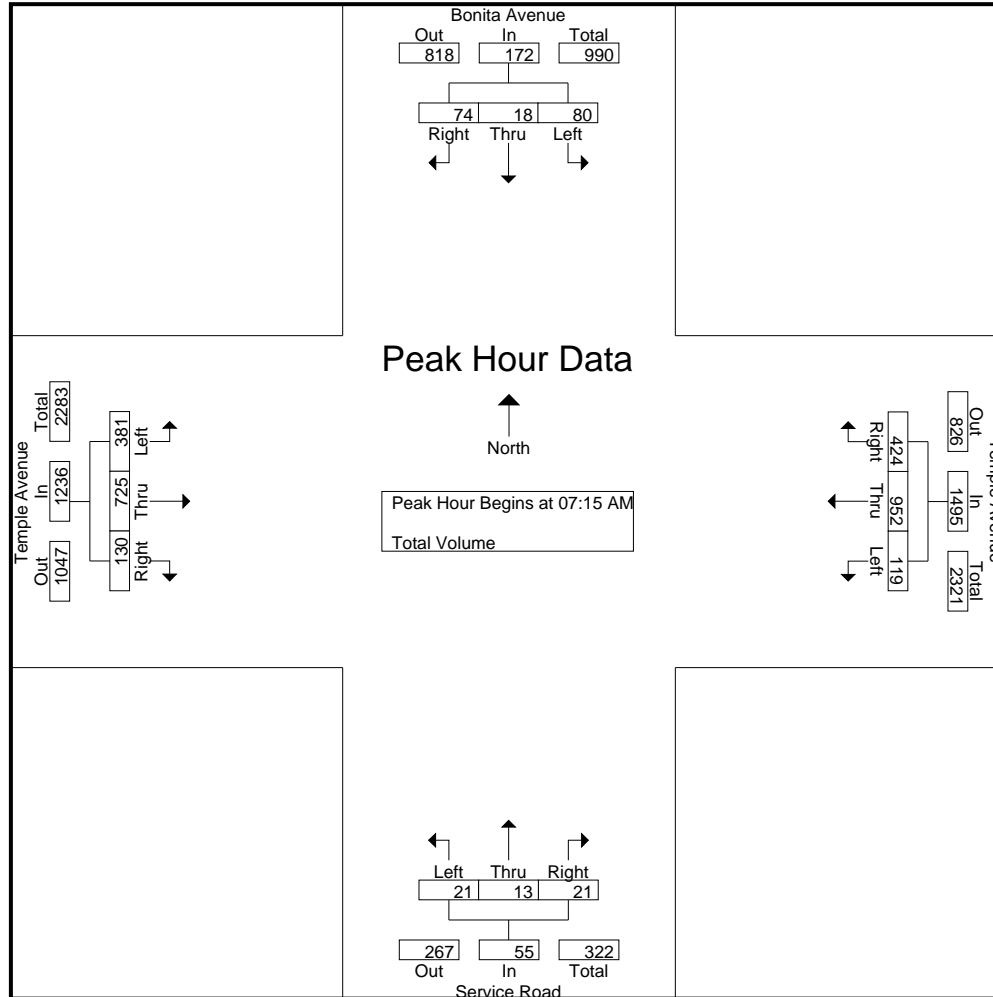
City of Walnut
 N/S: Bonita Avenue
 E/W: Temple Avenue
 Weather: Clear

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

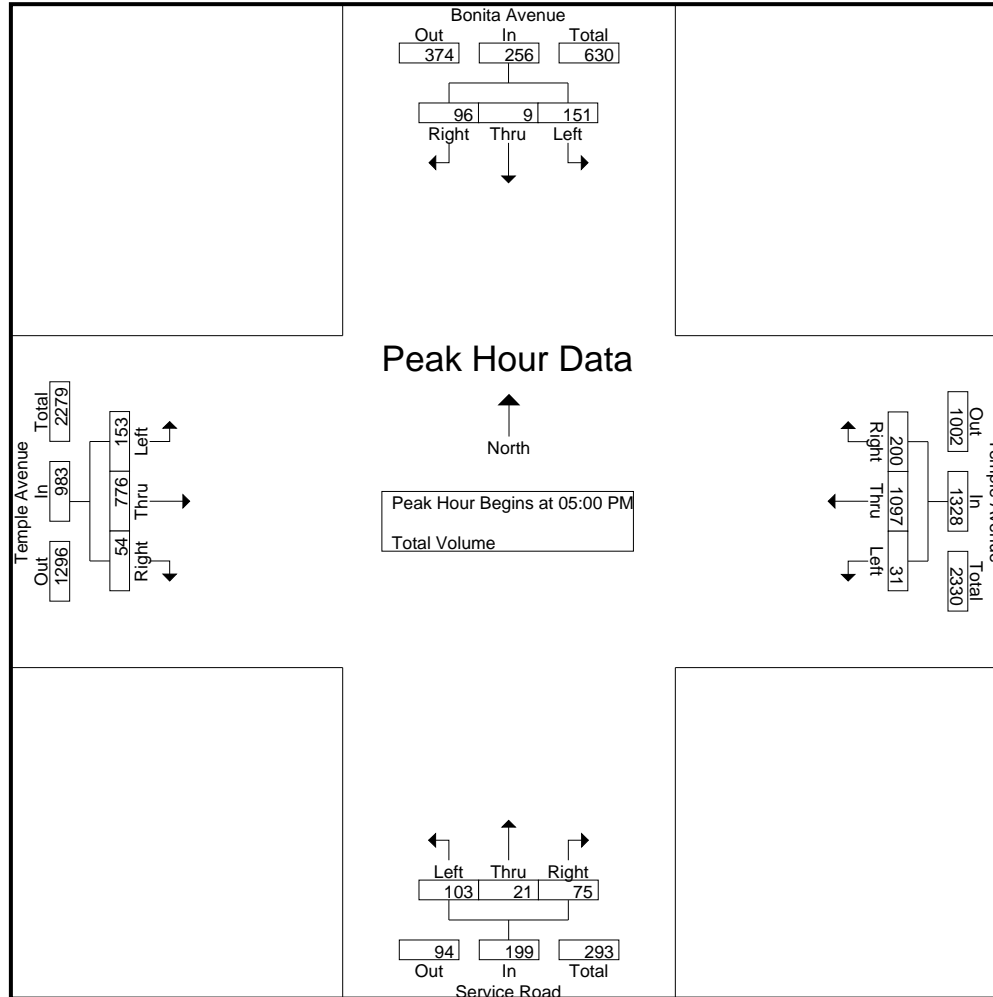
City of Walnut
 N/S: Bonita Avenue
 E/W: Temple Avenue
 Weather: Clear

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

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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 : 1

Groups Printed- Total Volume

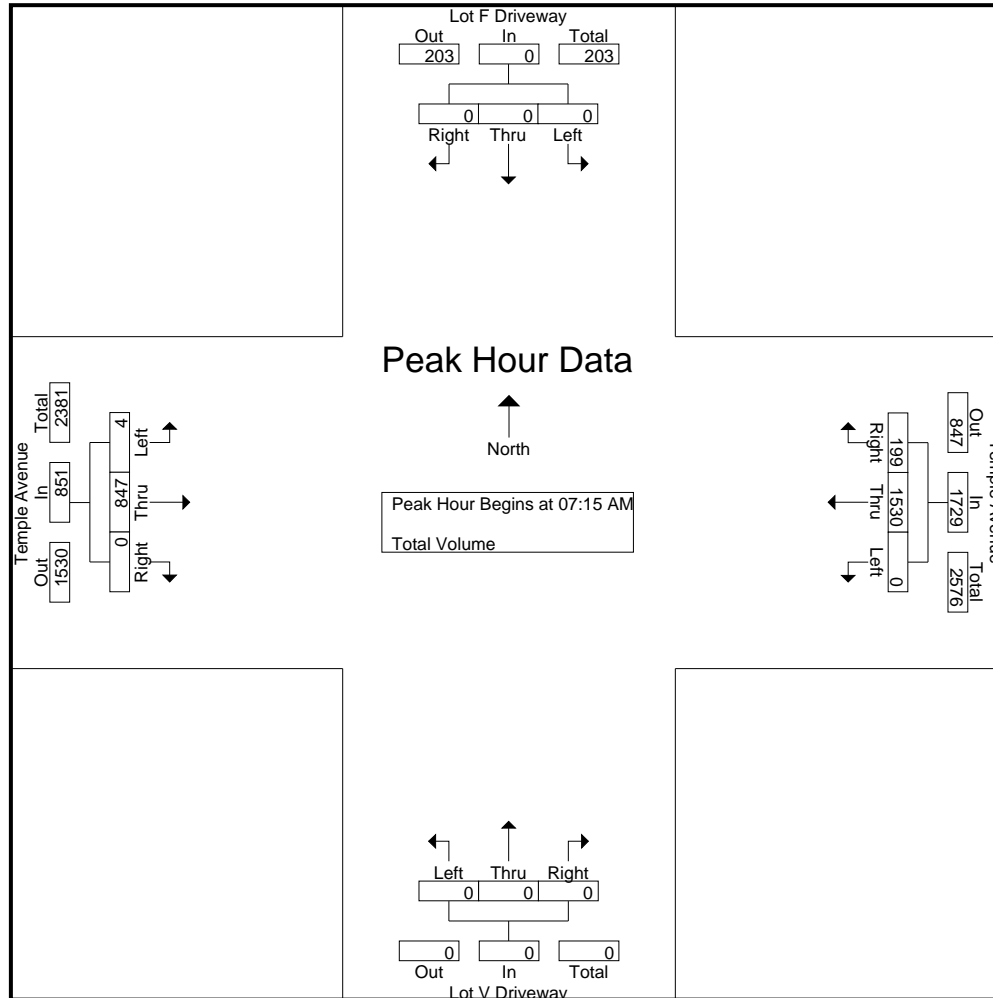
Start Time	Lot F Driveway Southbound					Temple Avenue Westbound					Lot V Driveway Northbound					Temple Avenue Eastbound					Int. Total
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	
07:00 AM	0	0	0	0	0	0	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

Counts Unlimited
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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



Counts Unlimited
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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		0.5	99.5	0	
PHF	.000	.000	.000	.000	.000	.973	.541	.891	.000	.000	.000	.000	.500	.850	.000	.854

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 : 1

Groups Printed- Total Volume

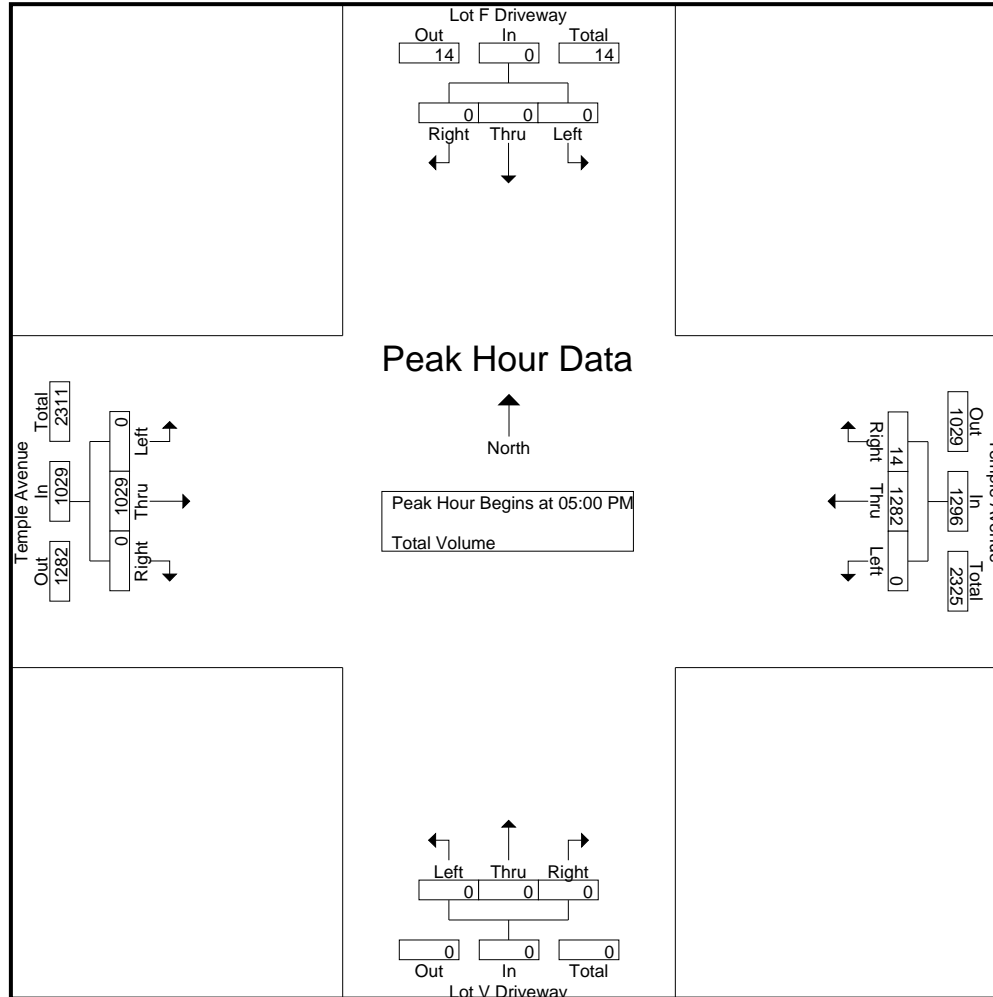
Start Time	Lot F Driveway Southbound					Temple Avenue Westbound					Lot V Driveway Northbound					Temple Avenue Eastbound					Int. Total
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	
04:00 PM	0	0	0	0	0	0	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

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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



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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

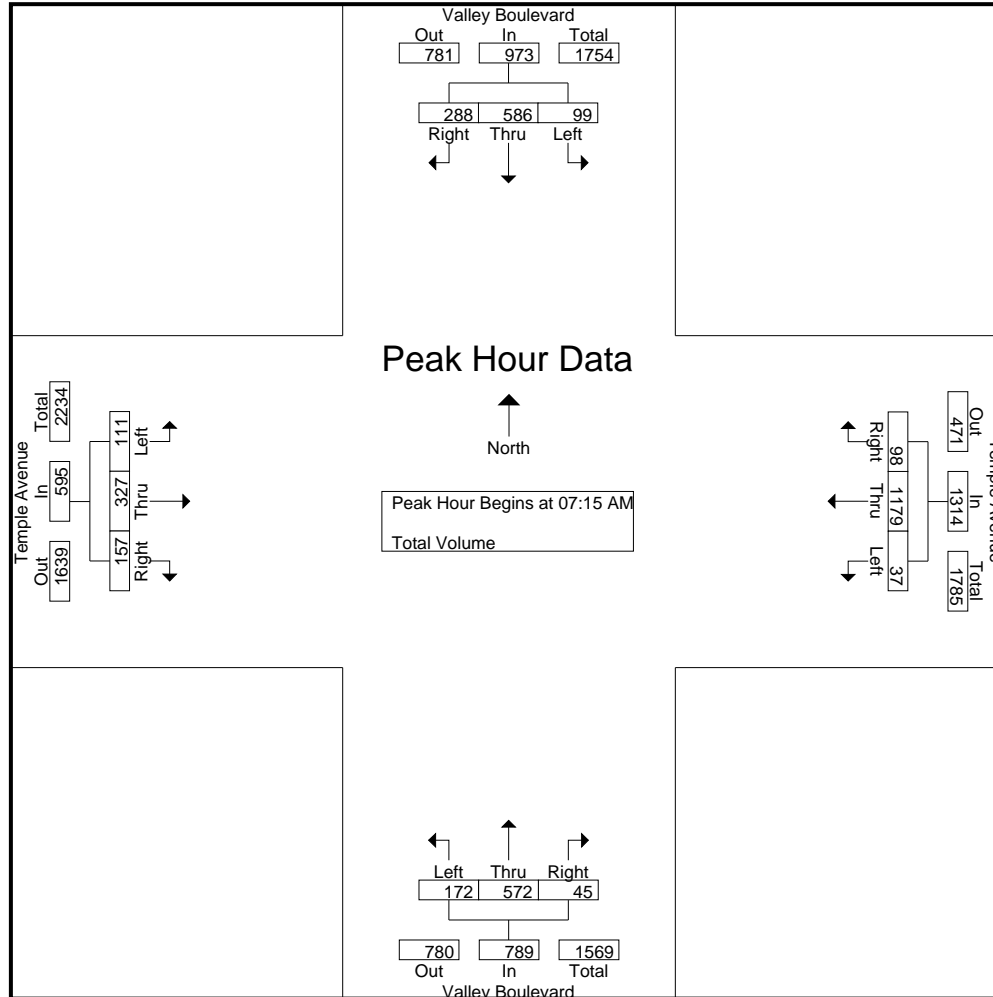
City of Walnut
 N/S: Valley Boulevard
 E/W: Temple Avenue
 Weather: Clear

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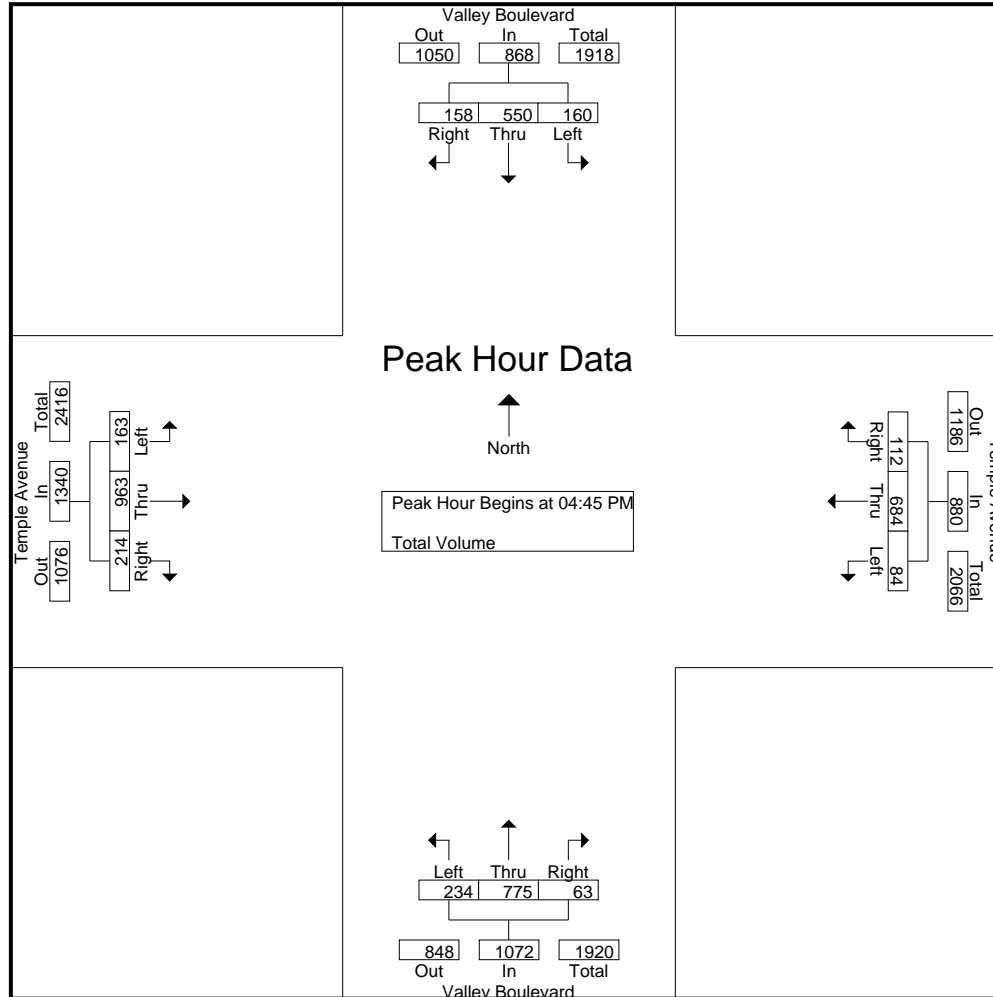
City of Walnut
 N/S: Valley Boulevard
 E/W: Temple Avenue
 Weather: Clear

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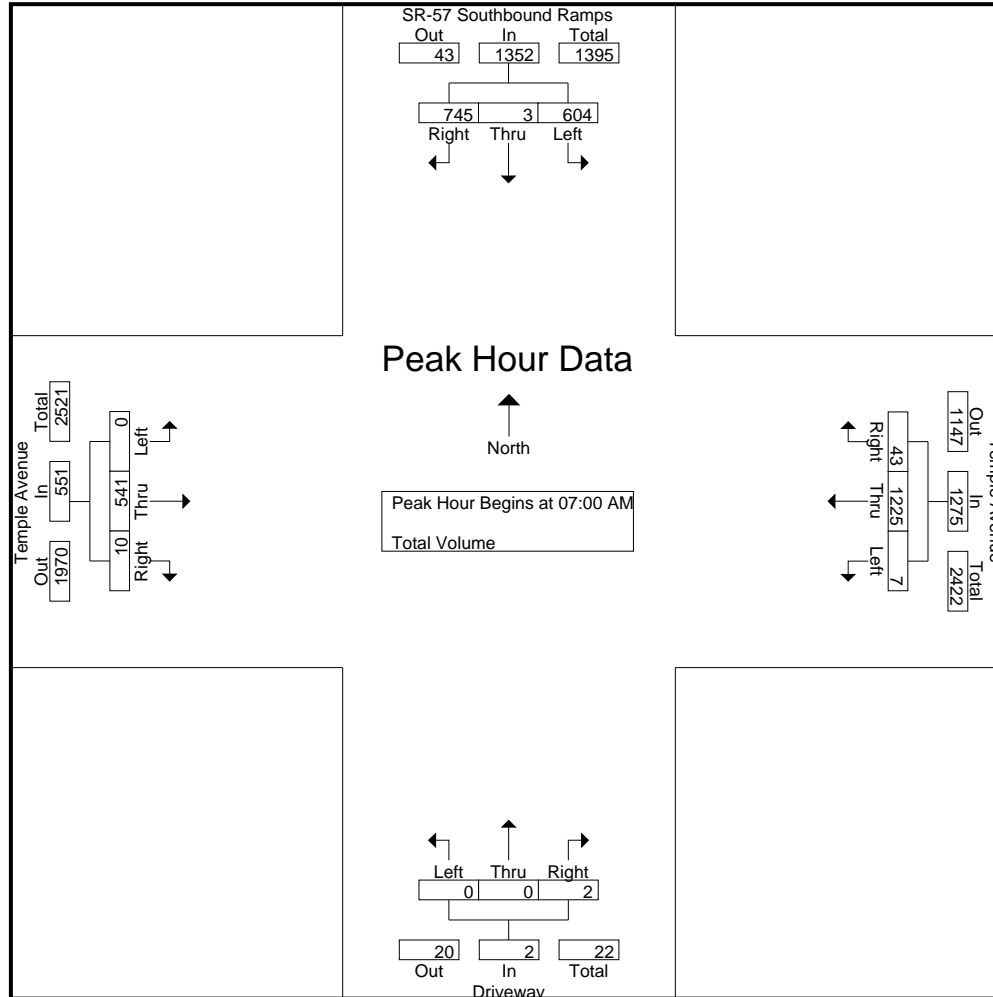
City of Walnut
 N/S: SR-57 Southbound Ramps
 E/W: Temple Avenue
 Weather: Clear

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

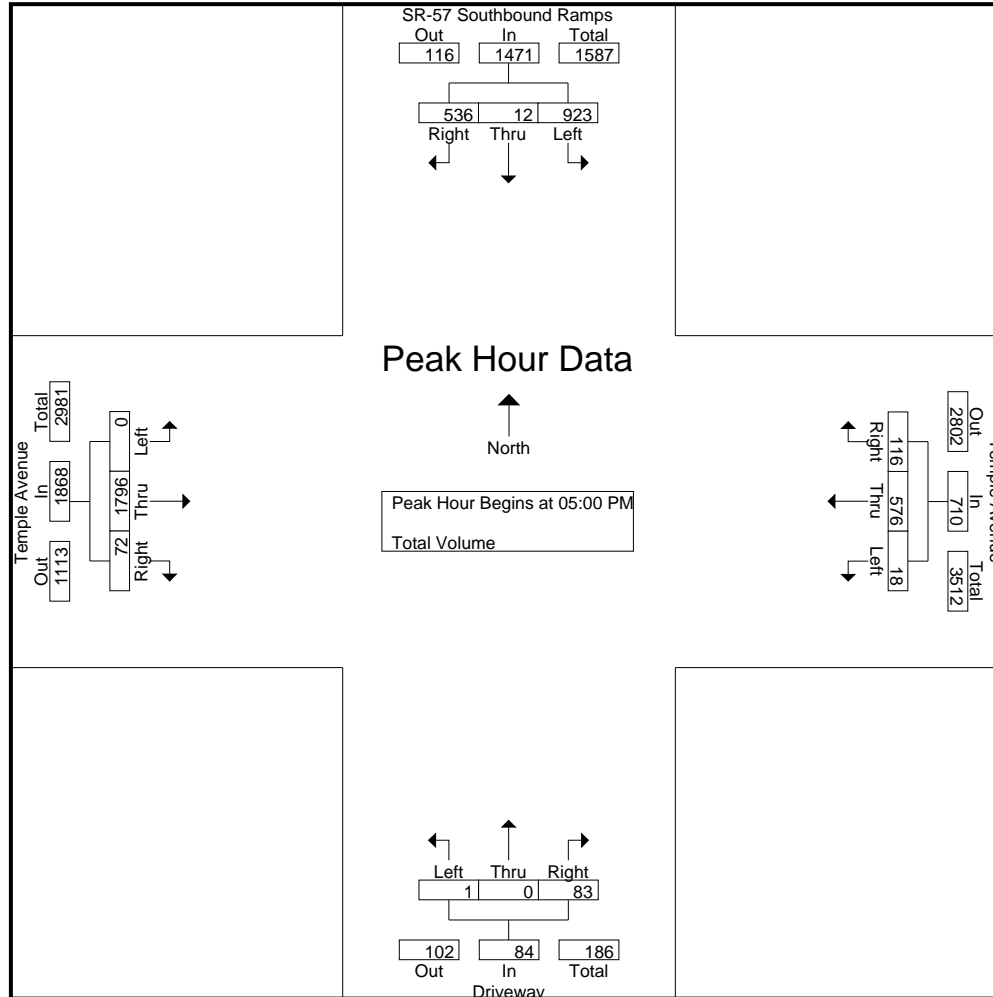
City of Walnut
 N/S: SR-57 Southbound Ramps
 E/W: Temple Avenue
 Weather: Clear

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	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	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	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	0	524	1035
Total	711	10	484	0	1205	5	541	115	38	699	0	0	49	0	49	0	1824	27	0	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	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	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	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	0	490	1050
Total	923	12	536	0	1471	18	576	116	41	751	1	0	83	0	84	0	1796	72	0	0	1868	4174
Grand Total	1634	22	1020	0	2676	23	1117	231	79	1450	1	0	132	0	133	0	3620	99	0	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	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	0	46.6	

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



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

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

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

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

Peak Hour for Each Approach Begins at:

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

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

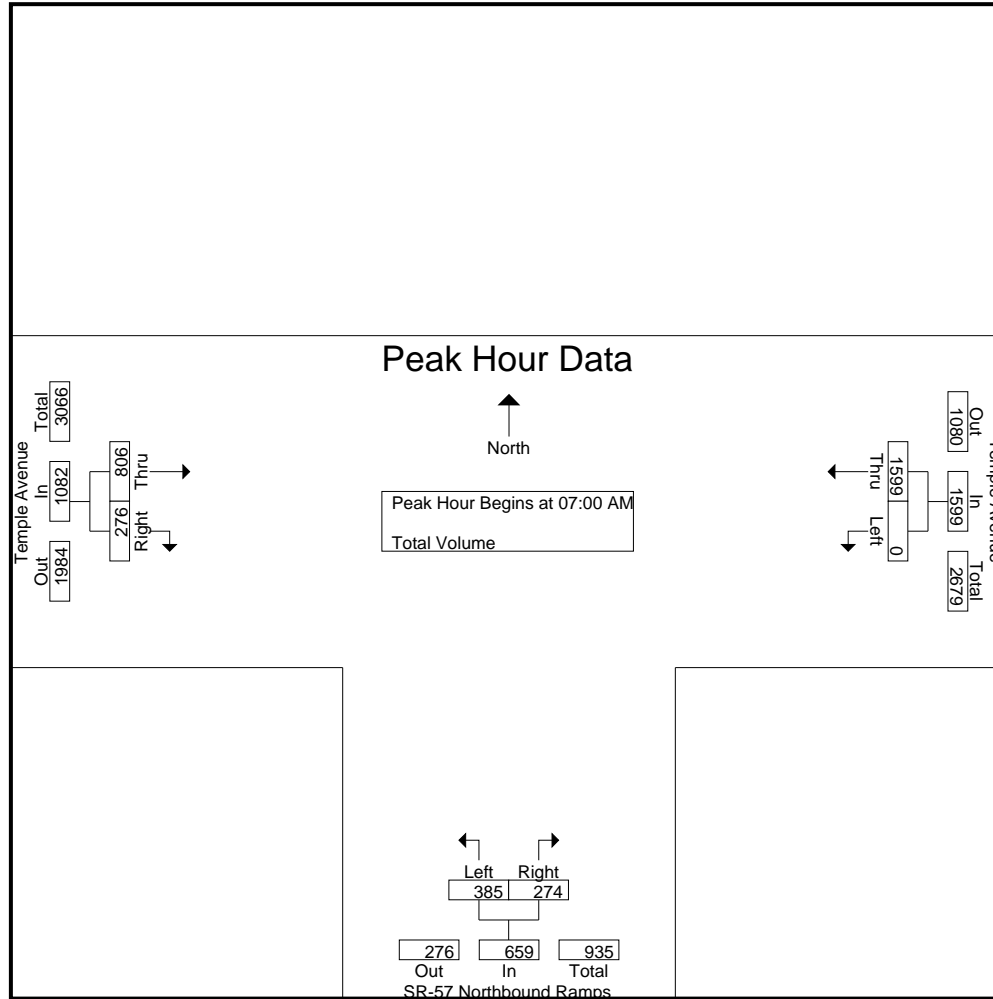
File Name : WNT57NTEAM
 Site Code : 04215551
 Start Date : 10/1/2015
 Page No : 1

Groups Printed- Total Volume

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

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

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



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

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

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

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

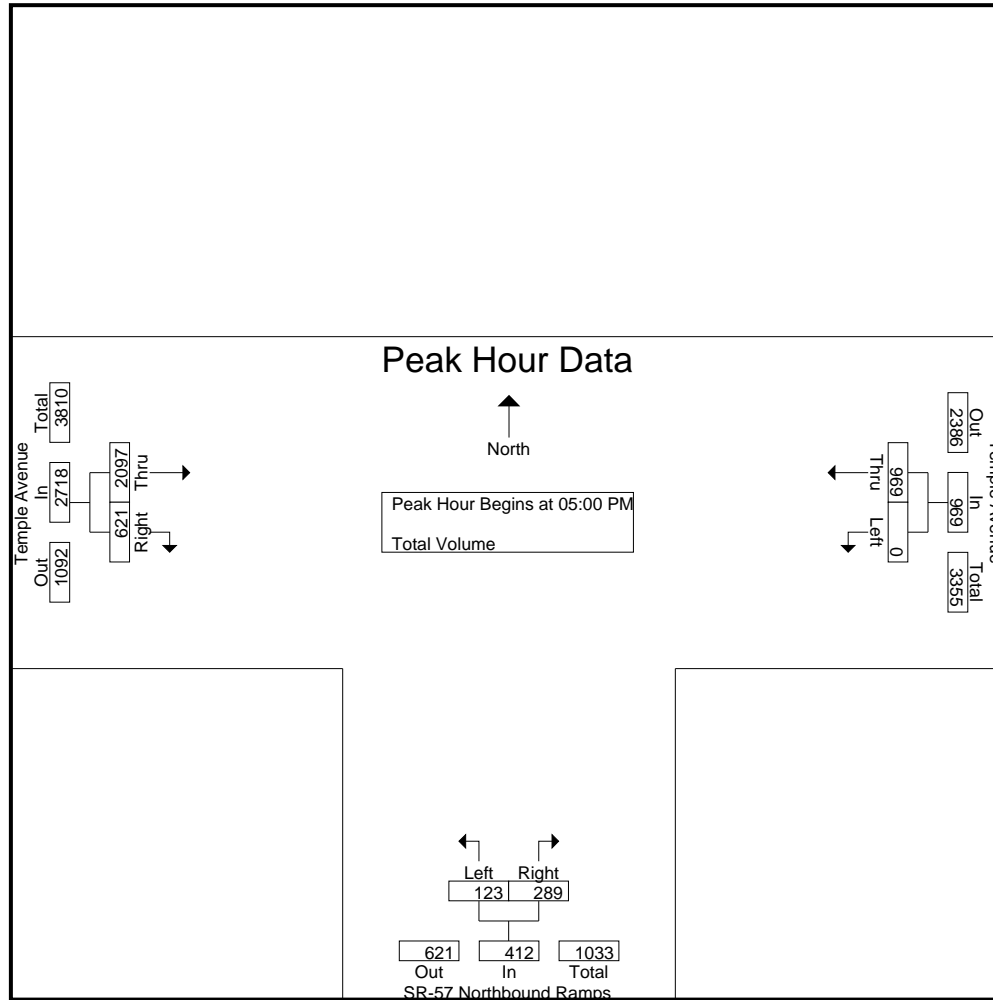
File Name : WNT57NTEPM
 Site Code : 04215551
 Start Date : 10/1/2015
 Page No : 1

Groups Printed- Total Volume

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

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

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



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

APPENDIX B: LOS CALCULATION SHEETS

EXISTING CONDITIONS

Mt SAC PEP EIR
Existing Conditions
AM 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): 0.760
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 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: 594 4 140 18 10 12 4 1170 436 78 1018 3
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: 594 4 140 18 10 12 4 1170 436 78 1018 3
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: 594 4 140 18 10 12 4 1170 436 78 1018 3
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: 645 4 152 20 11 13 4 1270 473 85 1105 3
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 645 4 152 20 11 13 4 1270 473 85 1105 3
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: 645 4 152 20 11 13 4 1270 473 85 1105 3
OvlAdjVol: 149

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: 1.99 0.01 1.00 0.45 0.25 0.30 1.00 2.00 1.00 1.00 2.99 0.01
Final Sat.: 3179 21 1600 720 400 480 1600 3200 1600 1600 4786 14

Capacity Analysis Module:

Vol/Sat: 0.20 0.20 0.10 0.03 0.03 0.03 0.00 0.40 0.30 0.05 0.23 0.23
OvlAdjV/S: 0.09
Crit Moves: ****

Mt SAC PEP EIR
Existing Conditions
AM 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): 0.706
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 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 1 0 0 1 1 0 1 1 0 1 0 2 0 1

Volume Module:

Base Vol: 268 27 102 22 45 19 7 1045 292 53 790 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: 268 27 102 22 45 19 7 1045 292 53 790 14
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: 268 27 102 22 45 19 7 1045 292 53 790 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: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume: 287 29 109 24 48 20 7 1118 312 57 845 15
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 287 29 109 24 48 20 7 1118 312 57 845 15
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: 287 29 109 24 48 20 7 1118 312 57 845 15

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: 1.82 0.18 1.00 0.33 0.67 1.00 1.00 1.56 0.44 1.00 2.00 1.00
Final Sat.: 2907 293 1600 525 1075 1600 1600 2501 699 1600 3200 1600

Capacity Analysis Module:

Vol/Sat: 0.10 0.10 0.07 0.04 0.04 0.01 0.00 0.45 0.45 0.04 0.26 0.01
Crit Moves: ****

Mt SAC PEP EIR
Existing Conditions
AM 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): 0.605

Loss Time (sec): 6 Average Delay (sec/veh): 23.4

Optimal Cycle: 33 Level of Service: C

Street Name: Grand Ave I-10 WB Ramps

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

-----|-----|-----|-----|

Volume Module:

Base Vol: 144 1051 17 0 812 140 437 6 310 12 3 8

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: 144 1051 17 0 812 140 437 6 310 12 3 8

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: 144 1051 17 0 812 140 437 6 310 12 3 8

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: 146 1063 17 0 821 142 442 6 314 12 3 8

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 146 1063 17 0 821 142 442 6 314 12 3 8

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: 146 1063 17 0 821 142 442 6 314 12 3 8

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Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.95 0.95 0.85 1.00 0.95 0.85 0.95 0.95 0.85 0.93 0.93 0.93

Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 0.99 0.01 1.00 0.52 0.13 0.35

Final Sat.: 1805 3610 1615 1900 3610 1615 1786 25 1615 921 230 614

-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat: 0.08 0.29 0.01 0.00 0.23 0.09 0.25 0.25 0.19 0.01 0.01 0.01

Crit Moves: **** **** **** ****

Green/Cycle: 0.13 0.51 0.51 0.00 0.38 0.38 0.41 0.41 0.41 0.02 0.02 0.02

Volume/Cap: 0.61 0.58 0.02 0.00 0.61 0.23 0.61 0.61 0.47 0.61 0.61 0.61

Delay/Veh: 45.2 17.5 12.2 0.0 26.0 21.5 24.7 24.7 22.2 73.0 73.0 73.0

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: 45.2 17.5 12.2 0.0 26.0 21.5 24.7 24.7 22.2 73.0 73.0 73.0

LOS by Move: D B B A C C C C E E E

HCM2kAvgQ: 4 12 0 0 11 3 11 11 7 2 2 2

Mt SAC PEP EIR
Existing Conditions
AM Peak Hour

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

Mt SAC PEP EIR
Existing Conditions
AM 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): 0.817
Loss Time (sec): 6 Average Delay (sec/veh): 26.3
Optimal Cycle: 62 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 0 0 0 1 1 0 1 0 1 0 0 0 0 0 0 0

Volume Module:
Base Vol: 41 873 0 0 927 223 349 0 533 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: 41 873 0 0 927 223 349 0 533 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: 41 873 0 0 927 223 349 0 533 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: 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 Volume: 41 873 0 0 927 223 349 0 533 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 41 873 0 0 927 223 349 0 533 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: 41 873 0 0 927 223 349 0 533 0 0 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 1.00 1.00 0.92 0.92 0.89 1.00 0.89 1.00 1.00 1.00
Lanes: 1.00 2.00 0.00 0.00 1.61 0.39 1.25 0.00 0.75 0.00 0.00 0.00
Final Sat.: 1805 3610 0 0 2826 680 2112 0 1276 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.02 0.24 0.00 0.00 0.33 0.33 0.17 0.00 0.42 0.00 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.03 0.43 0.00 0.00 0.40 0.40 0.51 0.00 0.51 0.00 0.00 0.00
Volume/Cap: 0.82 0.56 0.00 0.00 0.82 0.82 0.32 0.00 0.82 0.00 0.00 0.00
Delay/Veh: 112.3 22.0 0.0 0.0 30.5 30.5 14.4 0.0 25.5 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: 112.3 22.0 0.0 0.0 30.5 30.5 14.4 0.0 25.5 0.0 0.0 0.0
LOS by Move: F C A A C C B A C A A A
HCM2kAvgQ: 3 11 0 0 17 17 5 0 20 0 0 0

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

Mt SAC PEP EIR
Existing Conditions
AM 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): 0.944
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 128 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 0 1 0 1

Volume Module:
Base Vol: 130 1183 442 221 1365 214 158 93 244 115 48 76
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: 130 1183 442 221 1365 214 158 93 244 115 48 76
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: 130 1183 442 221 1365 214 158 93 244 115 48 76
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: 139 1264 472 236 1458 229 169 99 261 123 51 81
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 139 1264 472 236 1458 229 169 99 261 123 51 81
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: 139 1264 472 236 1458 229 169 99 261 123 51 81

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 0.28 0.72 1.00 1.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 442 1158 1600 1600 1600

Capacity Analysis Module:
Vol/Sat: 0.09 0.39 0.30 0.15 0.46 0.14 0.11 0.23 0.23 0.08 0.03 0.05
Crit Moves: ****

Mt SAC PEP EIR
Existing Conditions
AM 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): 0.885
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 93 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: 2 0 3 0 1 2 0 2 1 0 2 0 2 0 1 2 0 2 0 1

Volume Module:
Base Vol: 236 1291 628 412 1070 187 284 757 153 110 446 185
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: 236 1291 628 412 1070 187 284 757 153 110 446 185
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: 236 1291 628 412 1070 187 284 757 153 110 446 185
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: 245 1338 651 427 1109 194 294 784 159 114 462 192
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 245 1338 651 427 1109 194 294 784 159 114 462 192
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: 245 1338 651 427 1109 194 294 784 159 114 462 192
OvlAdjVol: 594 36 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 3.00 1.00 2.00 2.55 0.45 2.00 2.00 1.00 2.00 2.00 1.00
Final Sat.: 3200 4800 1600 3200 4086 714 3200 3200 1600 3200 3200 1600

Capacity Analysis Module:
Vol/Sat: 0.08 0.28 0.41 0.13 0.27 0.27 0.09 0.25 0.10 0.04 0.14 0.12
OvlAdjV/S: 0.37 0.02 0.00
Crit Moves: **** **

Mt SAC PEP EIR
Existing Conditions
AM 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): 1.065
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: 159 1684 70 1 1120 277 407 76 416 113 108 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: 159 1684 70 1 1120 277 407 76 416 113 108 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: 159 1684 70 1 1120 277 407 76 416 113 108 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: 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87
PHF Volume: 184 1945 81 1 1293 320 470 88 480 130 125 14
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 184 1945 81 1 1293 320 470 88 480 130 125 14
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: 184 1945 81 1 1293 320 470 88 480 130 125 14
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 1.69 0.31 1.00 1.46 1.39 0.15
Final Sat.: 1600 3200 1600 1600 3200 1600 2696 504 1600 2331 2222 247

Capacity Analysis Module:
Vol/Sat: 0.11 0.61 0.05 0.00 0.40 0.20 0.17 0.17 0.30 0.06 0.06 0.06
OvlAdjV/S: 0.00 0.00
Crit Moves: **** **

Mt SAC PEP EIR
Existing Conditions
AM Peak Hour

Level Of Service Computation Report

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

Intersection #10 Grand Ave / ValleyBlvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.845
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 79 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: 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

Volume Module:
Base Vol: 291 1364 364 207 938 396 401 500 169 167 1116 139
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: 291 1364 364 207 938 396 401 500 169 167 1116 139
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: 291 1364 364 207 938 396 401 500 169 167 1116 139
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: 307 1439 0 218 989 0 423 527 0 176 1177 147
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 307 1439 0 218 989 0 423 527 0 176 1177 147
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: 307 1439 0 218 989 0 423 527 0 176 1177 147

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 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: 0.10 0.30 0.00 0.07 0.21 0.00 0.13 0.11 0.00 0.06 0.25 0.09
Crit Moves: ****

Mt SAC PEP EIR
Existing Conditions
AM 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): 0.828
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: D

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 2 0 2 0 0 0 0 3 0 1 2 0 0 0 1 0 0 0 0 0

Volume Module:
Base Vol: 116 2253 0 0 1002 107 39 0 36 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: 116 2253 0 0 1002 107 39 0 36 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: 116 2253 0 0 1002 107 39 0 36 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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 123 2382 0 0 1059 113 41 0 38 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 123 2382 0 0 1059 113 41 0 38 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: 123 2382 0 0 1059 113 41 0 38 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

Capacity Analysis Module:
Vol/Sat: 0.04 0.74 0.00 0.00 0.22 0.07 0.01 0.00 0.02 0.00 0.00 0.00
Crit Moves: ****

Mt SAC PEP EIR
Existing Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Grand Ave / SR-60 EB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.846
Loss Time (sec): 10 Average Delay (sec/veh): 22.8
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: Protected Protected Protected Protected
Rights: Ov1 Include Ov1 Ov1
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 0 1

Volume Module:

Base Vol: 0 1796 320 349 679 2 0 1 1 262 0 572
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 1796 320 349 679 2 0 1 1 262 0 572
Added Vol: 0 0 0 0 0 0 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 0 0 0 0 0 0
Initial Fut: 0 1796 320 349 679 2 0 1 1 262 0 572
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 1907 340 370 721 2 0 1 1 278 0 607
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 1907 340 370 721 2 0 1 1 278 0 607
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 1907 340 370 721 2 0 1 1 278 0 607

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 0.95 0.85 0.92 0.95 0.95 1.00 0.93 0.93 0.88 1.00 0.88
Lanes: 1.00 2.00 1.00 2.00 1.99 0.01 1.00 0.50 0.50 1.31 0.00 1.69
Final Sat.: 1900 3610 1615 3502 3599 11 1900 879 879 2206 0 2830

Capacity Analysis Module:

Vol/Sat: 0.00 0.53 0.21 0.11 0.20 0.20 0.00 0.00 0.00 0.13 0.00 0.21
Crit Moves: ****
Green/Cycle: 0.00 0.62 0.77 0.13 0.75 0.75 0.00 0.00 0.00 0.15 0.00 0.28
Volume/Cap: 0.00 0.85 0.27 0.85 0.27 0.27 0.00 0.85 0.85 0.85 0.00 0.78
Delay/Veh: 0.0 18.1 3.4 56.9 4.0 4.0 0.0 470 470.0 47.9 0.0 36.9
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 18.1 3.4 56.9 4.0 4.0 0.0 470 470.0 47.9 0.0 36.9
LOS by Move: A B A E A A A F F D A D
HCM2kAvgQ: 0 24 3 6 4 4 0 1 1 9 0 12

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

Mt SAC PEP EIR
Existing Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 Grand Ave / SR-60 WB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.861
Loss Time (sec): 10 Average Delay (sec/veh): 31.9
Optimal Cycle: 89 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

Volume Module:

Base Vol: 0 1177 267 312 676 0 905 0 281 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 1177 267 312 676 0 905 0 281 0 0 0 0
Added Vol: 0 0 0 0 0 0 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 0 0 0 0 0 0
Initial Fut: 0 1177 267 312 676 0 905 0 281 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: 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98
PHF Volume: 0 1205 273 319 692 0 926 0 288 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 1205 273 319 692 0 926 0 288 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 1205 273 319 692 0 926 0 288 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 0.33 0.17 0.18 0.19 0.00 0.26 0.00 0.18 0.00 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.39 0.39 0.21 0.59 0.00 0.31 0.00 0.31 0.00 0.00 0.00
Volume/Cap: 0.00 0.86 0.44 0.86 0.32 0.00 0.86 0.00 0.58 0.00 0.00 0.00
Delay/Veh: 0.0 33.9 23.1 56.5 10.3 0.0 39.9 0.0 30.9 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 33.9 23.1 56.5 10.3 0.0 39.9 0.0 30.9 0.0 0.0 0.0
LOS by Move: A C C E B A D A C A A A
HCM2kAvgQ: 0 21 6 10 5 0 17 0 8 0 0 0 0

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

Mt SAC PEP EIR
Existing Conditions
AM Peak Hour

Level Of Service Computation Report

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

Intersection #14 Mt SAC Way / Temple Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.724
Loss Time (sec): 10 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: 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 0 2 0 1

Volume Module:

Base Vol: 126 14 28 173 11 246 35 980 218 6 830 80
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: 126 14 28 173 11 246 35 980 218 6 830 80
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: 126 14 28 173 11 246 35 980 218 6 830 80
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: 132 15 29 181 11 257 37 1023 228 6 866 84
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 132 15 29 181 11 257 37 1023 228 6 866 84
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: 132 15 29 181 11 257 37 1023 228 6 866 84
OvlAdjVol: 220

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: 0.90 0.10 1.00 0.94 0.06 1.00 1.00 1.64 0.36 1.00 2.00 1.00
Final Sat.: 1440 160 1600 1504 96 1600 1600 2618 582 1600 3200 1600

Capacity Analysis Module:

Vol/Sat: 0.09 0.09 0.02 0.12 0.12 0.16 0.02 0.39 0.39 0.00 0.27 0.05
OvlAdjV/S: 0.14
Crit Moves: ****

Mt SAC PEP EIR
Existing Conditions
AM 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): 0.580
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 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 Ovl Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 0 1 2 0 1 0 1 2 0 1 1 0 1 0 2 0 1

Volume Module:

Base Vol: 21 13 21 80 18 74 381 725 130 119 952 424
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: 21 13 21 80 18 74 381 725 130 119 952 424
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: 21 13 21 80 18 74 381 725 130 119 952 424
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: 22 14 22 85 19 79 407 774 139 127 1016 453
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 22 14 22 85 19 79 407 774 139 127 1016 453
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: 22 14 22 85 19 79 407 774 139 127 1016 453
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 1.00 1.00 2.00 1.00 1.00 2.00 1.70 0.30 1.00 2.00 1.00
Final Sat.: 1600 1600 1600 3200 1600 1600 3200 2713 487 1600 3200 1600

Capacity Analysis Module:

Vol/Sat: 0.01 0.01 0.01 0.03 0.01 0.05 0.13 0.29 0.29 0.08 0.32 0.28
OvlAdjV/S: 0.00
Crit Moves: ****

Mt SAC PEP EIR
Existing Conditions
AM Peak Hour

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

Intersection #16 Lot F / Temple Ave
Average Delay (sec/veh): 0.0 Worst Case Level Of Service: C [15.3]
Approach: North Bound South Bound East Bound West Bound
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 1! 0 0 0 0 1! 0 0 1 0 1 1 0 1 0 2 0 1
Volume Module:
Base Vol: 0 0 0 0 0 0 4 847 0 0 1530 199
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 4 847 0 0 1530 199
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 4 847 0 0 1530 199
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: 0 0 0 0 0 0 4 872 0 0 1576 205
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 0 0 0 0 0 4 872 0 0 1576 205
Critical Gap Module:
Critical Gp: 6.8 6.5 6.9 6.8 6.5 6.9 4.1 xxxxx xxxxxx xxxxxx xxxxx xxxxxx
FollowUpTim: 3.5 4.0 3.3 3.5 4.0 3.3 2.2 xxxxx xxxxxx xxxxxx xxxxx xxxxxx
Capacity Module:
Cnflct Vol: 1668 2661 436 2020 2456 788 1781 xxxxx xxxxxx xxxxx xxxxx xxxxxx
Potent Cap.: 89 23 574 52 31 338 353 xxxxx xxxxxx xxxxx xxxxx xxxxxx
Move Cap.: 88 23 574 51 31 338 353 xxxxx xxxxxx xxxxx xxxxx xxxxxx
Volume/Cap: 0.00 0.00 0.00 0.00 0.00 0.00 0.01 xxxxx xxxxxx xxxxx xxxxx xxxxxx
Level Of Service Module:
2Way95thQ: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx 0.0 xxxxx xxxxxx xxxxx xxxxx xxxxxx
Control Del: xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx 15.3 xxxxx xxxxxx xxxxxx xxxxx xxxxxx
LOS by Move: * * * * * C * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx 0 xxxxxx xxxxx 0 xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx
SharedQueue: xxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx
Shrd ConDel: xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx
Shared LOS: * * * * * * * * * *
ApproachDel: xxxxxxx xxxxxxx xxxxxxx xxxxxxx
ApproachLOS: * * * * *

Mt SAC PEP EIR
Existing Conditions
AM 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): 0.751
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 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 1 0 2 0 1 1 0 2 1 0 1 0 2 1 0
Volume Module:
Base Vol: 172 572 45 99 586 288 111 327 157 37 1179 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: 172 572 45 99 586 288 111 327 157 37 1179 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: 172 572 45 99 586 288 111 327 157 37 1179 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: 179 595 47 103 609 299 115 340 163 38 1226 102
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 179 595 47 103 609 299 115 340 163 38 1226 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: 179 595 47 103 609 299 115 340 163 38 1226 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
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.03 0.97 1.00 2.77 0.23
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3243 1557 1600 4432 368
Capacity Analysis Module:
Vol/Sat: 0.11 0.19 0.03 0.06 0.19 0.19 0.07 0.10 0.10 0.02 0.28 0.28
Crit Moves: **** * * * * *

Mt SAC PEP EIR
Existing Conditions
AM 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): 0.825
Loss Time (sec): 6 Average Delay (sec/veh): 22.9
Optimal Cycle: 64 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 0 0 1 1 0 1 1 0 1 0 1 0 3 0 1

Volume Module:
Base Vol: 0 0 2 604 3 745 0 541 10 7 1225 43
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 2 604 3 745 0 541 10 7 1225 43
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 2 604 3 745 0 541 10 7 1225 43
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: 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.00
PHF Volume: 0 0 2 739 4 912 0 662 12 9 1499 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 2 739 4 912 0 662 12 9 1499 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume: 0 0 2 739 4 912 0 662 12 9 1499 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 0.87 0.90 0.90 0.90 1.00 0.91 0.91 0.95 0.91 1.00
Lanes: 0.00 0.00 1.00 1.44 0.01 1.55 0.00 2.95 0.05 1.00 3.00 1.00
Final Sat.: 0 0 1644 2464 8 2641 0 5078 94 1805 5187 1900

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.30 0.49 0.35 0.00 0.13 0.13 0.00 0.29 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.59 0.59 0.59 0.00 0.34 0.34 0.01 0.35 0.00
Volume/Cap: 0.00 0.00 xxxxx 0.51 0.83 0.59 0.00 0.39 0.39 0.39 0.83 0.00
Delay/Veh: 0.0 0.0 0.0 12.2 19.3 13.2 0.0 25.3 25.3 59.8 32.9 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 12.2 19.3 13.2 0.0 25.3 25.3 59.8 32.9 0.0
LOS by Move: A A A B B B A C C E C A
HCM2kAvgQ: 0 0 0 13 6 9 0 6 6 1 18 0

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

Mt SAC PEP EIR
Existing Conditions
AM Peak Hour

Level Of Service Computation Report

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

Intersection #50 Grand Ave / Cameron Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 1.084
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: 397 739 0 0 1653 181 86 0 561 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: 397 739 0 0 1653 181 86 0 561 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: 397 739 0 0 1653 181 86 0 561 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 0.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.00
PHF Volume: 432 803 0 0 1797 197 93 0 610 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 432 803 0 0 1797 197 93 0 610 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 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: 432 803 0 0 1797 197 93 0 610 0 0 0
OvlAdjVol: 394

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 1.80 0.20 1.00 0.00 1.00 0.00 0.00 0.00
Final Sat.: 3200 3200 0 0 2884 316 1600 0 1600 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.13 0.25 0.00 0.00 0.62 0.62 0.06 0.00 0.38 0.00 0.00 0.00
OvlAdjV/S: 0.25
Crit Moves: ****

Mt SAC PEP EIR
Existing Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #190 SR-57 NB Ramps / Temple Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.559
Loss Time (sec): 6 Average Delay (sec/veh): 13.6
Optimal Cycle: 30 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Permitted Permitted
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
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: 385 0 274 0 0 0 0 0 806 276 0 1599 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: 385 0 274 0 0 0 0 0 806 276 0 1599 0
Added Vol: 0 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 0
Initial Fut: 385 0 274 0 0 0 0 0 806 276 0 1599 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: 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85
PHF Volume: 451 0 321 0 0 0 0 0 944 0 0 1872 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 451 0 321 0 0 0 0 0 944 0 0 1872 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: 451 0 321 0 0 0 0 0 944 0 0 1872 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.91 1.00 0.91 1.00 1.00 1.00 1.00 0.91 0.91 1.00 0.91 1.00
Lanes: 1.58 0.00 1.42 0.00 0.00 0.00 1.00 3.00 1.00 0.00 3.00 0.00
Final Sat.: 2744 0 2453 0 0 0 1900 5187 1729 0 5187 0

Capacity Analysis Module:
Vol/Sat: 0.16 0.00 0.13 0.00 0.00 0.00 0.00 0.18 0.00 0.00 0.36 0.00
Crit Moves: ****
Green/Cycle: 0.29 0.00 0.29 0.00 0.00 0.00 0.00 0.65 0.00 0.00 0.65 0.00
Volume/Cap: 0.56 0.00 0.44 0.00 0.00 0.00 0.00 0.28 0.00 0.00 0.56 0.00
Delay/Veh: 30.3 0.0 28.9 0.0 0.0 0.0 0.0 7.7 0.0 0.0 10.0 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: 30.3 0.0 28.9 0.0 0.0 0.0 0.0 7.7 0.0 0.0 10.0 0.0
LOS by Move: C A C A A A A A A A B A
HCM2kAvgQ: 8 0 6 0 0 0 0 5 0 0 12 0

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

Mt SAC PEP EIR
Existing Conditions
AM Peak Hour

Level Of Service Computation Report

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

Intersection #600 Grand Ave / Mountaineer Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.666
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 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 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 2 0 0 0 2

Volume Module:
Base Vol: 0 1047 437 643 1700 0 0 0 0 0 134 0 75
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 1047 437 643 1700 0 0 0 0 0 134 0 75
Added Vol: 0 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 0
Initial Fut: 0 1047 437 643 1700 0 0 0 0 0 134 0 75
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: 0 1077 450 662 1749 0 0 0 0 0 138 0 77
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 1077 450 662 1749 0 0 0 0 0 138 0 77
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 1077 450 662 1749 0 0 0 0 0 138 0 77
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: 0.00 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 0.34 0.28 0.21 0.55 0.00 0.00 0.00 0.00 0.04 0.00 0.02
OvlAdjV/S: 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: ****

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

Mt SAC PEP EIR
Existing Conditions
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 PEP EIR
Existing Conditions
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 PEP EIR
Existing Conditions
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): 0.719

Loss Time (sec): 6 Average Delay (sec/veh): 24.8

Optimal Cycle: 44 Level of Service: C

Street Name: Grand Ave I-10 WB Ramps

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

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Control: Protected Protected Split Phase Split Phase

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 0 1 0 0 1 0 0

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Volume Module:

Base Vol: 389 1090 34 3 815 385 282 11 117 18 17 6

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: 389 1090 34 3 815 385 282 11 117 18 17 6

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: 389 1090 34 3 815 385 282 11 117 18 17 6

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: 412 1155 36 3 863 408 299 12 124 19 18 6

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 412 1155 36 3 863 408 299 12 124 19 18 6

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: 412 1155 36 3 863 408 299 12 124 19 18 6

-----|-----|-----|-----|

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.95 0.95 0.85 0.95 0.95 0.85 0.95 0.95 0.85 0.96 0.96 0.96

Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 0.96 0.04 1.00 0.44 0.41 0.15

Final Sat.: 1805 3610 1615 1805 3610 1615 1745 68 1615 800 756 267

-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat: 0.23 0.32 0.02 0.00 0.24 0.25 0.17 0.17 0.08 0.02 0.02 0.02

Crit Moves: **** **** **** ****

Green/Cycle: 0.32 0.67 0.67 0.00 0.35 0.35 0.24 0.24 0.24 0.03 0.03 0.03

Volume/Cap: 0.72 0.48 0.03 0.48 0.68 0.72 0.72 0.72 0.32 0.72 0.72 0.72

Delay/Veh: 34.6 8.4 5.8 96.1 29.2 32.6 40.8 40.8 31.9 81.9 81.9 81.9

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: 34.6 8.4 5.8 96.1 29.2 32.6 40.8 40.8 31.9 81.9 81.9 81.9

LOS by Move: C A A F C C D D C F F F

HCM2kAvgQ: 11 9 0 1 13 12 10 10 3 3 3 3

Mt SAC PEP EIR
Existing Conditions
PM Peak Hour

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

Mt SAC PEP EIR
Existing Conditions
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): 0.616
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 0 0 1 1 0 1 0 1 0 1 0 0 0 0 0 0 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
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
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: 3 14 0 0 10 10 5 0 10 0 0 0

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

Mt SAC PEP EIR
Existing Conditions
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): 0.844
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 0 2 0 1 1 0 0 1 0 1 0 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 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
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: ****

Mt SAC PEP EIR
Existing Conditions
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): 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 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 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: ****

Mt SAC PEP EIR
Existing Conditions
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): 0.950
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 133 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 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 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: 233 1535 153 7 1259 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 1661 166 8 1363 206 265 68 379 92 38 13
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 252 1661 166 8 1363 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 1661 166 8 1363 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 0.43 0.13 0.10 0.10 0.24 0.03 0.03 0.03
OvlAdjV/S: 0.00 0.00
Crit Moves: ****

Mt SAC PEP EIR
Existing Conditions
PM Peak Hour

Level Of Service Computation Report

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

Intersection #10 Grand Ave / ValleyBlvd

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

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

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 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 261 1040 179 385 1042 209 666 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 1092 0 698 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 1092 0 698 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 1092 0 698 1605 0 449 736 256

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 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 0.23 0.00 0.22 0.33 0.00 0.14 0.15 0.16
Crit Moves: ****

Mt SAC PEP EIR
Existing Conditions
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): 0.543
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 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: 2 0 2 0 0 0 0 3 0 1 2 0 0 0 1 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 0 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 1567 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 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: 36 1359 0 0 1689 54 185 0 101 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 1689 54 185 0 101 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: 36 1359 0 0 1689 54 185 0 101 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 0.35 0.03 0.06 0.00 0.06 0.00 0.00 0.00
Crit Moves: ****

Mt SAC PEP EIR
Existing Conditions
PM Peak Hour

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

Intersection #12 Grand Ave / SR-60 EB Ramps
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 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 1 0 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 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 1 799 283 610 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 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
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
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.

Mt SAC PEP EIR
Existing Conditions
PM Peak Hour

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

Intersection #13 Grand Ave / SR-60 WB Ramps
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 0 2 0 0 2 0 0 0 1 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 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 933 619 380 1294 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: 0 988 656 403 1371 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: 0 988 656 403 1371 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: 0 988 656 403 1371 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 0.22 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
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 0

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

Mt SAC PEP EIR
Existing Conditions
PM Peak Hour

Level Of Service Computation Report

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

Intersection #14 Mt SAC Way / Temple Ave

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 1 0 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 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
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 6 7 1 95 38 103 306 1350 191 42 616 240
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 1350 191 42 616 240
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 2803 397 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 0.19 0.15
OvlAdjV/S: 0.00
Crit Moves: **** **** **** ****

Mt SAC PEP EIR
Existing Conditions
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): 0.601
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Ovl Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 0 1 2 0 1 0 1 2 0 1 1 0 1 0 2 0 1

Volume Module:
Base Vol: 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: 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: 103 21 75 151 9 96 153 776 54 31 1097 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: 106 22 77 156 9 99 158 802 56 32 1133 207
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 106 22 77 156 9 99 158 802 56 32 1133 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: 106 22 77 156 9 99 158 802 56 32 1133 207
OvlAdjVol: 20

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 1.87 0.13 1.00 2.00 1.00
Final Sat.: 1600 1600 1600 3200 1600 1600 3200 2992 208 1600 3200 1600

Capacity Analysis Module:
Vol/Sat: 0.07 0.01 0.05 0.05 0.01 0.06 0.05 0.27 0.27 0.02 0.35 0.13
OvlAdjV/S: 0.01
Crit Moves: **** **** **** ****

Mt SAC PEP EIR
Existing Conditions
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):      0.0      Worst Case Level Of Service: A[ 0.0]
*****
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 1! 0 0      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      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 0 0      0 0 0      0 1029 0      0 1282 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      0 1102 0      0 1373 15
Reduct Vol:  0 0 0      0 0 0      0 0 0 0      0 0 0 0
FinalVolume: 0 0 0      0 0 0      0 1102 0      0 1373 15
-----|-----|-----|-----|
Critical Gap Module:
Critical Gp:  6.8 6.5 6.9  6.8 6.5 6.9  xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
FollowUpTim: 3.5 4.0 3.3  3.5 4.0 3.3  xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
-----|-----|-----|-----|
Capacity Module:
Cnflct Vol: 1788 2489 551 1923 2474 686  xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Potent Cap.:  74  30 483   60  30 394  xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Move Cap.:   74  30 483   60  30 394  xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Volume/Cap: 0.00 0.00 0.00 0.00 0.00 0.00 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
-----|-----|-----|-----|
Level Of Service Module:
2Way95thQ:  xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx
Control Del: xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxx xxxxxx
LOS by Move: * * * * * * * * * * * * * * * * * * * * * * * * * *
Movement:    LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxxx 0 xxxxxx xxxxx 0 xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx
SharedQueue: xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxx xxxxxx
Shrd ConDel: xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxx xxxxxx
Shared LOS:  * * * * * * * * * * * * * * * * * * * * * * * * * *
ApproachDel: xxxxxxxx xxxxxxxx xxxxxxxx xxxxxxxx
ApproachLOS: * * * *
*****
Note: Queue reported is the number of cars per lane.
*****

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Mt SAC PEP EIR
Existing Conditions
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):      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 0 0 0
Y+R:          4.0 4.0 4.0  4.0 4.0 4.0  4.0 4.0 4.0  4.0 4.0 4.0
Lanes:        1 0 2 0 1  1 0 2 0 1  1 0 2 1 0  1 0 2 1 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      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 0 0 0
PasserByVol:  0 0 0      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 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
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:   * * * * * * * * * * * * * * * * * * * * * * * * * *
*****

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Mt SAC PEP EIR
Existing Conditions
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): 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 0 1 0 1 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 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 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 0.00
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 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 12 556 0 1863 75 19 598 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 0.90 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
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 23 23 2 4 0

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

Mt SAC PEP EIR
Existing Conditions
PM Peak Hour

Level Of Service Computation Report

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

Intersection #50 Grand Ave / Cameron Ave

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 0 0 1 1 0 1 0 0 0 0 1 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 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: ****

Mt SAC PEP EIR
Existing Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #190 SR-57 NB Ramps / Temple Ave

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 1 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 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: 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 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: 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
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 A
HCM2kAvgQ: 3 0 6 0 0 0 0 11 0 0 4 0

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

Mt SAC PEP EIR
Existing Conditions
PM Peak Hour

Level Of Service Computation Report

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

Intersection #600 Grand Ave / Mountaineer Rd

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

EXISTING PLUS 2020 PROJECT CONDITIONS

Mt SAC PEP EIR
Existing Plus 2020 Project Conditions
AM 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): 0.764
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 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: 594 4 140 18 10 12 4 1170 436 78 1018 3
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: 594 4 140 18 10 12 4 1170 436 78 1018 3
Added Vol: 0 0 8 0 0 0 0 0 11 0 1 2 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 594 4 148 18 10 12 4 1181 436 79 1020 3
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: 645 4 161 20 11 13 4 1282 473 86 1107 3
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 645 4 161 20 11 13 4 1282 473 86 1107 3
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: 645 4 161 20 11 13 4 1282 473 86 1107 3
OvlAdjVol: 149

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: 1.99 0.01 1.00 0.45 0.25 0.30 1.00 2.00 1.00 1.00 2.99 0.01
Final Sat.: 3179 21 1600 720 400 480 1600 3200 1600 1600 4786 14

Capacity Analysis Module:

Vol/Sat: 0.20 0.20 0.10 0.03 0.03 0.03 0.00 0.40 0.30 0.05 0.23 0.23
OvlAdjV/S: 0.09
Crit Moves: ****

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AM 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): 0.716
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 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 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: 268 27 102 22 45 19 7 1045 292 53 790 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: 268 27 102 22 45 19 7 1045 292 53 790 14
Added Vol: 0 0 13 0 0 0 0 0 26 0 3 5 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 268 27 115 22 45 19 7 1071 292 56 795 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: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume: 287 29 123 24 48 20 7 1145 312 60 850 15
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 287 29 123 24 48 20 7 1145 312 60 850 15
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: 287 29 123 24 48 20 7 1145 312 60 850 15

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: 1.82 0.18 1.00 0.33 0.67 1.00 1.00 1.57 0.43 1.00 2.00 1.00
Final Sat.: 2907 293 1600 525 1075 1600 1600 2514 686 1600 3200 1600

Capacity Analysis Module:

Vol/Sat: 0.10 0.10 0.08 0.04 0.04 0.01 0.00 0.46 0.46 0.04 0.27 0.01
Crit Moves: ****

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Existing Plus 2020 Project Conditions
AM 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): 0.611

Loss Time (sec): 6 Average Delay (sec/veh): 23.5

Optimal Cycle: 34 Level of Service: C

Street Name: Grand Ave I-10 WB Ramps

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

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Control: Protected Protected Split Phase Split Phase

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 0 1 0 0 1 0 0

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Volume Module:

Base Vol: 144 1051 17 0 812 140 437 6 310 12 3 8

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: 144 1051 17 0 812 140 437 6 310 12 3 8

Added Vol: 6 1 0 0 8 0 0 0 34 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 150 1052 17 0 820 140 437 6 344 12 3 8

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: 152 1064 17 0 830 142 442 6 348 12 3 8

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 152 1064 17 0 830 142 442 6 348 12 3 8

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: 152 1064 17 0 830 142 442 6 348 12 3 8

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Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.95 0.95 0.85 1.00 0.95 0.85 0.95 0.95 0.85 0.93 0.93 0.93

Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 0.99 0.01 1.00 0.52 0.13 0.35

Final Sat.: 1805 3610 1615 1900 3610 1615 1786 25 1615 921 230 614

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Capacity Analysis Module:

Vol/Sat: 0.08 0.29 0.01 0.00 0.23 0.09 0.25 0.25 0.22 0.01 0.01 0.01

Crit Moves: **** **** **** ****

Green/Cycle: 0.14 0.51 0.51 0.00 0.38 0.38 0.40 0.40 0.40 0.02 0.02 0.02

Volume/Cap: 0.61 0.57 0.02 0.00 0.61 0.23 0.61 0.61 0.53 0.61 0.61 0.61

Delay/Veh: 45.0 17.2 12.0 0.0 26.1 21.5 25.1 25.1 23.4 74.3 74.3 74.3

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: 45.0 17.2 12.0 0.0 26.1 21.5 25.1 25.1 23.4 74.3 74.3 74.3

LOS by Move: D B B A C C C E E E

HCM2kAvgQ: 4 12 0 0 11 3 11 11 8 2 2 2

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AM Peak Hour

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

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AM 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): 0.853
Loss Time (sec): 6 Average Delay (sec/veh): 28.0
Optimal Cycle: 73 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 0 0 0 1 1 0 1 0 1 0 1 0 0 0 0 0 0 0

Volume Module:
Base Vol: 41 873 0 0 927 223 349 0 533 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: 41 873 0 0 927 223 349 0 533 0 0 0
Added Vol: 7 7 0 0 41 0 0 0 30 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 48 880 0 0 968 223 349 0 563 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: 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 Volume: 48 880 0 0 968 223 349 0 563 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 48 880 0 0 968 223 349 0 563 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: 48 880 0 0 968 223 349 0 563 0 0 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 1.00 1.00 0.92 0.92 0.89 1.00 0.89 1.00 1.00 1.00
Lanes: 1.00 2.00 0.00 0.00 1.63 0.37 1.24 0.00 0.76 0.00 0.00 0.00
Final Sat.: 1805 3610 0 0 2852 657 2091 0 1291 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.03 0.24 0.00 0.00 0.34 0.34 0.17 0.00 0.44 0.00 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.03 0.43 0.00 0.00 0.40 0.40 0.51 0.00 0.51 0.00 0.00 0.00
Volume/Cap: 0.85 0.57 0.00 0.00 0.85 0.85 0.33 0.00 0.85 0.00 0.00 0.00
Delay/Veh: 117.7 22.1 0.0 0.0 32.8 32.8 14.4 0.0 28.0 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: 117.7 22.1 0.0 0.0 32.8 32.8 14.4 0.0 28.0 0.0 0.0 0.0
LOS by Move: F C A A C C B A C A A A
HCM2kAvgQ: 3 11 0 0 18 18 5 0 22 0 0 0

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

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Existing Plus 2020 Project Conditions
AM 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): 0.967
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 151 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 0 1 0 1 0 1

Volume Module:
Base Vol: 130 1183 442 221 1365 214 158 93 244 115 48 76
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: 130 1183 442 221 1365 214 158 93 244 115 48 76
Added Vol: 0 45 11 8 9 0 0 2 0 2 0 2
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 130 1228 453 229 1374 214 158 95 244 117 48 78
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: 139 1312 484 245 1468 229 169 101 261 125 51 83
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 139 1312 484 245 1468 229 169 101 261 125 51 83
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: 139 1312 484 245 1468 229 169 101 261 125 51 83

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 0.28 0.72 1.00 1.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 448 1152 1600 1600 1600

Capacity Analysis Module:
Vol/Sat: 0.09 0.41 0.30 0.15 0.46 0.14 0.11 0.23 0.23 0.08 0.03 0.05
Crit Moves: ****

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Existing Plus 2020 Project Conditions
AM 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): 0.928
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 116 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: 2 0 3 0 1 2 0 2 1 0 2 0 2 0 1 2 0 2 0 1

Volume Module:

Base Vol: 236 1291 628 412 1070 187 284 757 153 110 446 185
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: 236 1291 628 412 1070 187 284 757 153 110 446 185
Added Vol: 0 45 45 0 9 2 11 41 0 9 8 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 236 1336 673 412 1079 189 295 798 153 119 454 185
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: 245 1384 697 427 1118 196 306 827 159 123 470 192
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 245 1384 697 427 1118 196 306 827 159 123 470 192
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: 245 1384 697 427 1118 196 306 827 159 123 470 192
OvlAdjVol: 636 36 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 3.00 1.00 2.00 2.55 0.45 2.00 2.00 1.00 2.00 2.00 1.00
Final Sat.: 3200 4800 1600 3200 4085 715 3200 3200 1600 3200 3200 1600

Capacity Analysis Module:

Vol/Sat: 0.08 0.29 0.44 0.13 0.27 0.27 0.10 0.26 0.10 0.04 0.15 0.12
OvlAdjV/S: 0.40 0.02 0.00
Crit Moves: **** **

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Existing Plus 2020 Project Conditions
AM 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): 1.089
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: 159 1684 70 1 1120 277 407 76 416 113 108 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: 159 1684 70 1 1120 277 407 76 416 113 108 12
Added Vol: 0 56 0 2 11 4 23 0 0 0 0 11
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 159 1740 70 3 1131 281 430 76 416 113 108 23
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: 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87
PHF Volume: 184 2009 81 3 1306 324 497 88 480 130 125 27
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 184 2009 81 3 1306 324 497 88 480 130 125 27
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: 184 2009 81 3 1306 324 497 88 480 130 125 27
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 1.70 0.30 1.00 1.39 1.33 0.28
Final Sat.: 1600 3200 1600 1600 3200 1600 2719 481 1600 2223 2125 453

Capacity Analysis Module:

Vol/Sat: 0.11 0.63 0.05 0.00 0.41 0.20 0.18 0.18 0.30 0.06 0.06 0.06
OvlAdjV/S: 0.00 0.00
Crit Moves: **** **

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Existing Plus 2020 Project Conditions
AM Peak Hour

Level Of Service Computation Report

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

Intersection #10 Grand Ave / ValleyBlvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.859
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 83 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: 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

Volume Module:
Base Vol: 291 1364 364 207 938 396 401 500 169 167 1116 139
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: 291 1364 364 207 938 396 401 500 169 167 1116 139
Added Vol: 0 41 0 0 0 8 3 15 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 291 1405 364 207 946 399 416 500 169 167 1116 139
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: 307 1482 0 218 998 0 439 527 0 176 1177 147
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 307 1482 0 218 998 0 439 527 0 176 1177 147
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: 307 1482 0 218 998 0 439 527 0 176 1177 147

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 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: 0.10 0.31 0.00 0.07 0.21 0.00 0.14 0.11 0.00 0.06 0.25 0.09
Crit Moves: ****

Mt SAC PEP EIR
Existing Plus 2020 Project Conditions
AM 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): 0.837
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: D

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 2 0 2 0 0 0 0 3 0 1 2 0 0 0 1 0 0 0 0 0

Volume Module:
Base Vol: 116 2253 0 0 1002 107 39 0 36 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: 116 2253 0 0 1002 107 39 0 36 0 0 0
Added Vol: 0 26 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: 116 2279 0 0 1007 107 39 0 36 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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 123 2409 0 0 1064 113 41 0 38 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 123 2409 0 0 1064 113 41 0 38 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: 123 2409 0 0 1064 113 41 0 38 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

Capacity Analysis Module:
Vol/Sat: 0.04 0.75 0.00 0.00 0.22 0.07 0.01 0.00 0.02 0.00 0.00 0.00
Crit Moves: ****

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Existing Plus 2020 Project Conditions
AM Peak Hour

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

Table with columns for 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 PEP EIR
Existing Plus 2020 Project Conditions
AM Peak Hour

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

Table with columns for 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 PEP EIR
Existing Plus 2020 Project Conditions
AM Peak Hour

Level Of Service Computation Report

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

Intersection #14 Mt SAC Way / Temple Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.752
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 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 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: 126 14 28 173 11 246 35 980 218 6 830 80
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: 126 14 28 173 11 246 35 980 218 6 830 80
Added Vol: 5 0 5 5 0 5 23 39 23 26 8 26
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 131 14 33 178 11 251 58 1019 241 32 838 106
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: 137 15 34 186 11 262 61 1064 252 33 875 111
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 137 15 34 186 11 262 61 1064 252 33 875 111
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: 137 15 34 186 11 262 61 1064 252 33 875 111
OvlAdjVol: 201

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: 0.90 0.10 1.00 0.94 0.06 1.00 1.00 1.62 0.38 1.00 2.00 1.00
Final Sat.: 1446 154 1600 1507 93 1600 1600 2588 612 1600 3200 1600

Capacity Analysis Module:

Vol/Sat: 0.09 0.09 0.02 0.12 0.12 0.16 0.04 0.41 0.41 0.02 0.27 0.07
OvlAdjV/S: 0.13
Crit Moves: ****

Mt SAC PEP EIR
Existing Plus 2020 Project Conditions
AM 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): 0.618
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Ovl Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 0 1 2 0 1 0 1 2 0 1 1 0 1 0 2 0 1

Volume Module:

Base Vol: 21 13 21 80 18 74 381 725 130 119 952 424
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: 21 13 21 80 18 74 381 725 130 119 952 424
Added Vol: 4 0 8 8 0 4 20 10 20 41 53 41
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 25 13 29 88 18 78 401 735 150 160 1005 465
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: 27 14 31 94 19 83 428 784 160 171 1073 496
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 27 14 31 94 19 83 428 784 160 171 1073 496
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: 27 14 31 94 19 83 428 784 160 171 1073 496
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 1.00 1.00 2.00 1.00 1.00 2.00 1.66 0.34 1.00 2.00 1.00
Final Sat.: 1600 1600 1600 3200 1600 1600 3200 2658 542 1600 3200 1600

Capacity Analysis Module:

Vol/Sat: 0.02 0.01 0.02 0.03 0.01 0.05 0.13 0.30 0.30 0.11 0.34 0.31
OvlAdjV/S: 0.00
Crit Moves: ****

Mt SAC PEP EIR
Existing Plus 2020 Project Conditions
AM Peak Hour

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

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Stop Sign, Uncontrolled), Rights (Include), Lanes, Volume Module, Critical Gap Module, Capacity Module, Level Of Service Module, and Shared Queue.

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

Mt SAC PEP EIR
Existing Plus 2020 Project Conditions
AM Peak Hour

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

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Protected, Uncontrolled), Rights (Include), Lanes, Volume Module, Sat/Lane, Adjustment, Lanes, Final Sat., and Vol/Sat.

Mt SAC PEP EIR
Existing Plus 2020 Project Conditions
AM 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): 0.853
Loss Time (sec): 6 Average Delay (sec/veh): 23.6
Optimal Cycle: 73 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 0 0 1 1 0 1 1 0 1 0 1 0 3 0 1

Volume Module:

Base Vol: 0 0 2 604 3 745 0 541 10 7 1225 43
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 2 604 3 745 0 541 10 7 1225 43
Added Vol: 0 0 0 0 0 38 0 18 0 0 53 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 2 604 3 783 0 559 10 7 1278 43
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: 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.00
PHF Volume: 0 0 2 739 4 958 0 684 12 9 1564 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 2 739 4 958 0 684 12 9 1564 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume: 0 0 2 739 4 958 0 684 12 9 1564 0

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 0.87 0.90 0.90 0.90 1.00 0.91 0.91 0.95 0.91 1.00
Lanes: 0.00 0.00 1.00 1.43 0.01 1.56 0.00 2.95 0.05 1.00 3.00 1.00
Final Sat.: 0 0 1644 2443 7 2662 0 5081 91 1805 5187 1900

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.30 0.50 0.36 0.00 0.13 0.13 0.00 0.30 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.59 0.59 0.59 0.00 0.34 0.34 0.01 0.35 0.00
Volume/Cap: 0.00 0.00 xxxx 0.52 0.85 0.61 0.00 0.39 0.39 0.40 0.85 0.00
Delay/Veh: 0.0 0.0 0.0 12.4 20.9 13.8 0.0 25.2 25.2 60.5 34.0 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 12.4 20.9 13.8 0.0 25.2 25.2 60.5 34.0 0.0
LOS by Move: A A A A B C B A C C E C A
HCM2kAvgQ: 0 0 0 13 8 10 0 6 6 1 19 0

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

Mt SAC PEP EIR
Existing Plus 2020 Project Conditions
AM Peak Hour

Level Of Service Computation Report

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

Intersection #50 Grand Ave / Cameron Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 1.116
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 0 1 1 0 1 0 0 0 0 0 0

Volume Module:

Base Vol: 397 739 0 0 1653 181 86 0 561 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: 397 739 0 0 1653 181 86 0 561 0 0 0
Added Vol: 2 16 0 0 79 0 0 0 8 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 399 755 0 0 1732 181 86 0 569 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 0.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.00
PHF Volume: 434 821 0 0 1883 197 93 0 618 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 434 821 0 0 1883 197 93 0 618 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 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: 434 821 0 0 1883 197 93 0 618 0 0 0
OvlAdjVol: 402

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 1.81 0.19 1.00 0.00 1.00 0.00 0.00 0.00
Final Sat.: 3200 3200 0 0 2897 303 1600 0 1600 0 0 0

Capacity Analysis Module:

Vol/Sat: 0.14 0.26 0.00 0.00 0.65 0.65 0.06 0.00 0.39 0.00 0.00 0.00
OvlAdjV/S: 0.25
Crit Moves: ****

Mt SAC PEP EIR
Existing Plus 2020 Project Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #190 SR-57 NB Ramps / Temple Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.577
Loss Time (sec): 6 Average Delay (sec/veh): 14.3
Optimal Cycle: 31 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Permitted Permitted
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
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: 385 0 274 0 0 0 0 0 806 276 0 1599 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: 385 0 274 0 0 0 0 0 806 276 0 1599 0
Added Vol: 38 0 0 0 0 0 0 0 3 7 0 15 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 423 0 274 0 0 0 0 0 809 283 0 1614 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: 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85
PHF Volume: 495 0 321 0 0 0 0 0 947 0 0 1890 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 495 0 321 0 0 0 0 0 947 0 0 1890 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: 495 0 321 0 0 0 0 0 947 0 0 1890 0

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.91 1.00 0.91 1.00 1.00 1.00 1.00 0.91 0.91 1.00 0.91 1.00
Lanes: 1.61 0.00 1.39 0.00 0.00 0.00 1.00 3.00 1.00 0.00 3.00 0.00
Final Sat.: 2790 0 2419 0 0 0 1900 5187 1729 0 5187 0

Capacity Analysis Module:

Vol/Sat: 0.18 0.00 0.13 0.00 0.00 0.00 0.00 0.18 0.00 0.00 0.36 0.00
Crit Moves: ****
Green/Cycle: 0.31 0.00 0.31 0.00 0.00 0.00 0.00 0.63 0.00 0.00 0.63 0.00
Volume/Cap: 0.58 0.00 0.43 0.00 0.00 0.00 0.00 0.29 0.00 0.00 0.58 0.00
Delay/Veh: 29.7 0.0 27.8 0.0 0.0 0.0 0.0 8.3 0.0 0.0 10.9 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: 29.7 0.0 27.8 0.0 0.0 0.0 0.0 8.3 0.0 0.0 10.9 0.0
LOS by Move: C A C A A A A A A A B A
HCM2kAvgQ: 9 0 6 0 0 0 0 5 0 0 12 0

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

Mt SAC PEP EIR
Existing Plus 2020 Project Conditions
AM Peak Hour

Level Of Service Computation Report

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

Intersection #600 Grand Ave / Mountaineer Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.698
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 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 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 2 0 0 0 2

Volume Module:

Base Vol: 0 1047 437 643 1700 0 0 0 0 0 134 0 75
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 1047 437 643 1700 0 0 0 0 0 134 0 75
Added Vol: 0 2 45 87 8 0 0 0 0 0 9 0 17
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 1049 482 730 1708 0 0 0 0 0 143 0 92
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: 0 1079 496 751 1757 0 0 0 0 0 147 0 95
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 1079 496 751 1757 0 0 0 0 0 147 0 95
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 1079 496 751 1757 0 0 0 0 0 147 0 95
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: 0.00 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 0.34 0.31 0.23 0.55 0.00 0.00 0.00 0.00 0.05 0.00 0.03
OvlAdjV/S: 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: **** **** ****

Mt SAC PEP EIR
Existing Plus 2020 Project Conditions
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): 0.730
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 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 6 0 0 0 0 0 9 0 3 4 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 570 9 197 6 3 13 6 1127 481 132 964 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 9 204 6 3 13 6 1164 497 136 996 12
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 589 9 204 6 3 13 6 1164 497 136 996 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 9 204 6 3 13 6 1164 497 136 996 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 0.13 0.01 0.01 0.01 0.00 0.36 0.31 0.09 0.21 0.21
OvlAdjV/S: 0.12
Crit Moves: ****

Mt SAC PEP EIR
Existing Plus 2020 Project Conditions
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): 0.646
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 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 11 0 0 0 0 0 21 0 5 10 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 254 42 143 17 22 5 19 1020 161 112 900 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 43 145 17 22 5 19 1038 164 114 916 19
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 258 43 145 17 22 5 19 1038 164 114 916 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 43 145 17 22 5 19 1038 164 114 916 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 1.73 0.27 1.00 2.00 1.00
Final Sat.: 2746 454 1600 697 903 1600 1600 2764 436 1600 3200 1600

Capacity Analysis Module:

Vol/Sat: 0.09 0.09 0.09 0.02 0.02 0.00 0.01 0.38 0.38 0.07 0.29 0.01
Crit Moves: ****

Mt SAC PEP EIR
Existing Plus 2020 Project Conditions
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): 0.727

Loss Time (sec): 6 Average Delay (sec/veh): 25.1

Optimal Cycle: 45 Level of Service: C

Street Name: Grand Ave I-10 WB Ramps

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 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 0 1 0 0 1 0 0

Volume Module:

Base Vol: 389 1090 34 3 815 385 282 11 117 18 17 6

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: 389 1090 34 3 815 385 282 11 117 18 17 6

Added Vol: 12 3 0 0 6 0 0 0 27 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 401 1093 34 3 821 385 282 11 144 18 17 6

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: 425 1158 36 3 870 408 299 12 153 19 18 6

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 425 1158 36 3 870 408 299 12 153 19 18 6

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: 425 1158 36 3 870 408 299 12 153 19 18 6

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.95 0.95 0.85 0.95 0.95 0.85 0.95 0.95 0.85 0.96 0.96 0.96

Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 0.96 0.04 1.00 0.44 0.41 0.15

Final Sat.: 1805 3610 1615 1805 3610 1615 1745 68 1615 800 756 267

Capacity Analysis Module:

Vol/Sat: 0.24 0.32 0.02 0.00 0.24 0.25 0.17 0.17 0.09 0.02 0.02 0.02

Crit Moves: **** **** **** ****

Green/Cycle: 0.32 0.67 0.67 0.00 0.35 0.35 0.24 0.24 0.24 0.03 0.03 0.03

Volume/Cap: 0.73 0.48 0.03 0.48 0.69 0.73 0.73 0.73 0.40 0.73 0.73 0.73

Delay/Veh: 34.4 8.3 5.7 95.9 29.7 33.2 41.4 41.4 32.9 83.7 83.7 83.7

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: 34.4 8.3 5.7 95.9 29.7 33.2 41.4 41.4 32.9 83.7 83.7 83.7

LOS by Move: C A A F C C D C F F F

HCM2kAvgQ: 11 9 0 1 13 12 10 10 4 3 3 3

Mt SAC PEP EIR
Existing Plus 2020 Project Conditions
PM Peak Hour

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

Mt SAC PEP EIR
Existing Plus 2020 Project Conditions
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): 0.638
Loss Time (sec): 6 Average Delay (sec/veh): 18.0
Optimal Cycle: 36 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 0 0 1 1 0 1 0 1 0 0 0 0 0 0 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: 13 15 0 0 33 0 0 0 24 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 65 1288 0 0 701 301 301 0 210 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: 69 1366 0 0 743 319 319 0 223 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 69 1366 0 0 743 319 319 0 223 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: 69 1366 0 0 743 319 319 0 223 0 0 0

Saturation Flow Module:

Sat/Lane: 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 1.40 0.60 1.42 0.00 0.58 0.00 0.00 0.00
Final Sat.: 1805 3610 0 0 2412 1036 2453 0 1008 0 0 0

Capacity Analysis Module:

Vol/Sat: 0.04 0.38 0.00 0.00 0.31 0.31 0.13 0.00 0.22 0.00 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.07 0.59 0.00 0.00 0.53 0.53 0.35 0.00 0.35 0.00 0.00 0.00
Volume/Cap: 0.58 0.64 0.00 0.00 0.58 0.58 0.38 0.00 0.64 0.00 0.00 0.00
Delay/Veh: 52.7 13.9 0.0 0.0 16.6 16.6 24.7 0.0 29.0 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: 52.7 13.9 0.0 0.0 16.6 16.6 24.7 0.0 29.0 0.0 0.0 0.0
LOS by Move: D B A A B B C A C A A A
HCM2kAvgQ: 3 15 0 0 11 11 5 0 11 0 0 0

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

Mt SAC PEP EIR
Existing Plus 2020 Project Conditions
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): 0.865
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 85 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 0 2 0 1 1 0 0 1 0 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 36 9 7 18 0 0 2 0 4 1 3
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 80 1664 118 88 1085 96 103 18 113 127 29 101
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 1728 123 91 1127 100 107 19 117 132 30 105
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 83 1728 123 91 1127 100 107 19 117 132 30 105
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 1728 123 91 1127 100 107 19 117 132 30 105

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 0.14 0.86 1.00 1.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 220 1380 1600 1600 1600

Capacity Analysis Module:

Vol/Sat: 0.05 0.54 0.08 0.06 0.35 0.06 0.07 0.09 0.09 0.08 0.02 0.07
Crit Moves: ****

Mt SAC PEP EIR Existing Plus 2020 Project Conditions 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): 0.785 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx Optimal Cycle: 63 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 Ovl Min. Green: 0 0 0 0 Y+R: 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 36 36 0 18 4 9 33 0 18 16 0 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 Initial Fut: 327 1186 324 209 850 266 355 684 292 377 675 326 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 1219 333 215 874 273 365 703 300 387 694 335 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 Reduced Vol: 336 1219 333 215 874 273 365 703 300 387 694 335 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 1219 333 215 874 273 365 703 300 387 694 335 OvlAdjVol: 139 132 228

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 3656 1144 3200 3200 1600 3200 3200 1600

Capacity Analysis Module:

Vol/Sat: 0.11 0.25 0.21 0.07 0.24 0.24 0.11 0.22 0.19 0.12 0.22 0.21 OvlAdjV/S: 0.09 0.08 0.14 Crit Moves: ****

Mt SAC PEP EIR Existing Plus 2020 Project Conditions 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): 0.960 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx Optimal Cycle: 142 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 Split Phase Split Phase Rights: Include Ovl Include Include Min. Green: 0 0 0 0 Y+R: 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 45 0 4 22 9 18 0 0 0 0 0 9 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 Initial Fut: 233 1580 153 11 1281 199 263 63 350 85 35 21 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 1710 166 12 1386 215 285 68 379 92 38 23 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 Reduced Vol: 252 1710 166 12 1386 215 285 68 379 92 38 23 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 1710 166 12 1386 215 285 68 379 92 38 23 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 1.61 0.39 1.00 1.82 0.74 0.44 Final Sat.: 1600 3200 1600 1600 3200 1600 2582 618 1600 2901 1188 711

Capacity Analysis Module:

Vol/Sat: 0.16 0.53 0.10 0.01 0.43 0.13 0.11 0.11 0.24 0.03 0.03 0.03 OvlAdjV/S: 0.00 Crit Moves: ****

Mt SAC PEP EIR
Existing Plus 2020 Project Conditions
PM Peak Hour

Level Of Service Computation Report

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

Intersection #10 Grand Ave / ValleyBlvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.935
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 121 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: 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

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 33 0 0 16 6 12 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 261 1073 179 385 1058 215 678 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 1125 0 404 1109 0 711 1605 0 449 736 256
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 274 1125 0 404 1109 0 711 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 1125 0 404 1109 0 711 1605 0 449 736 256

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 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 0.23 0.00 0.22 0.33 0.00 0.14 0.15 0.16
Crit Moves: ****

Mt SAC PEP EIR
Existing Plus 2020 Project Conditions
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): 0.550
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 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: 2 0 2 0 0 0 0 3 0 1 2 0 0 0 1

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 21 0 0 10 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 33 1282 0 0 1577 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 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: 36 1381 0 0 1699 54 185 0 101 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 36 1381 0 0 1699 54 185 0 101 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: 36 1381 0 0 1699 54 185 0 101 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

Capacity Analysis Module:
Vol/Sat: 0.01 0.43 0.00 0.00 0.35 0.03 0.06 0.00 0.06 0.00 0.00 0.00
Crit Moves: ****

Mt SAC PEP EIR
Existing Plus 2020 Project Conditions
PM Peak Hour

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

Table with columns for 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 PEP EIR
Existing Plus 2020 Project Conditions
PM Peak Hour

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

Table with columns for 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 PEP EIR
Existing Plus 2020 Project Conditions
PM Peak Hour

Level Of Service Computation Report

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

Intersection #14 Mt SAC Way / Temple Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.741
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 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 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 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: 9 0 10 10 0 9 19 32 19 21 16 21
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 15 7 11 104 38 111 322 1367 208 63 625 258
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: 15 7 11 105 38 112 326 1382 210 64 632 261
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 15 7 11 105 38 112 326 1382 210 64 632 261
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: 15 7 11 105 38 112 326 1382 210 64 632 261
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: 0.68 0.32 1.00 0.73 0.27 1.00 1.00 1.74 0.26 1.00 2.00 1.00
Final Sat.: 1091 509 1600 1172 428 1600 1600 2777 423 1600 3200 1600

Capacity Analysis Module:

Vol/Sat: 0.01 0.01 0.01 0.09 0.09 0.07 0.20 0.50 0.50 0.04 0.20 0.16
OvlAdjV/S: 0.00

Crit Moves: ****

Mt SAC PEP EIR
Existing Plus 2020 Project Conditions
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): 0.635
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Ovl Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 0 1 2 0 1 0 1 2 0 1 1 0 1 0 2 0 1

Volume Module:

Base Vol: 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: 8 0 16 16 0 8 16 21 16 33 42 33
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 111 21 91 167 9 104 169 797 70 64 1139 233
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: 115 22 94 173 9 107 175 823 72 66 1177 241
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 115 22 94 173 9 107 175 823 72 66 1177 241
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: 115 22 94 173 9 107 175 823 72 66 1177 241
OvlAdjVol: 20

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 1.84 0.16 1.00 2.00 1.00
Final Sat.: 1600 1600 1600 3200 1600 1600 3200 2942 258 1600 3200 1600

Capacity Analysis Module:

Vol/Sat: 0.07 0.01 0.06 0.05 0.01 0.07 0.05 0.28 0.28 0.04 0.37 0.15
OvlAdjV/S: 0.01

Crit Moves: ****

Mt SAC PEP EIR
Existing Plus 2020 Project Conditions
PM Peak Hour

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

Table with columns for 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 1! 0 0, 1 0 1 1 0, 1 0 2 0 1), Volume Module, Critical Gap Module, Capacity Module, Level Of Service Module, and Shared Queue/ConDel/Shared LOS.

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

Mt SAC PEP EIR
Existing Plus 2020 Project Conditions
PM Peak Hour

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

Table with columns for 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, 0 0 0 0), Y+R (4.0 4.0 4.0, 4.0 4.0 4.0, 4.0 4.0 4.0, 4.0 4.0 4.0), Lanes (1 0 2 0 1, 1 0 2 0 1, 1 0 2 1 0, 1 0 2 1 0), Volume Module, Sat/Lane, Adjustment, Lanes, Final Sat., Vol/Sat, and Crit Moves.

Mt SAC PEP EIR
Existing Plus 2020 Project Conditions
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): 0.899
Loss Time (sec): 6 Average Delay (sec/veh): 25.2
Optimal Cycle: 93 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 0 1 0 1 1 0 1 0 1 0 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 30 0 36 0 0 42 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 1 0 83 923 12 566 0 1832 72 18 618 116
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 12 587 0 1900 75 19 641 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1 0 86 957 12 587 0 1900 75 19 641 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 12 587 0 1900 75 19 641 0

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.87 1.00 0.87 0.91 0.91 0.91 1.00 0.90 0.90 0.95 0.91 1.00
Lanes: 0.01 0.00 0.99 1.61 0.02 1.37 0.00 2.89 0.11 1.00 3.00 1.00
Final Sat.: 20 0 1628 2798 28 2388 0 4961 195 1805 5187 1900

Capacity Analysis Module:

Vol/Sat: 0.05 0.00 0.05 0.34 0.45 0.25 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 0.90 0.49 0.00 0.90 0.90 0.90 0.28 0.00
Delay/Veh: 0.0 0.0 0.0 19.7 29.3 16.5 0.0 32.1 32.1 199.9 18.1 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 19.7 29.3 16.5 0.0 32.1 32.1 199.9 18.1 0.0
LOS by Move: A A A A B C B A C C F B A
HCM2kAvgQ: 2 0 2 22 1 12 0 24 24 2 5 0

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

Mt SAC PEP EIR
Existing Plus 2020 Project Conditions
PM Peak Hour

Level Of Service Computation Report

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

Intersection #50 Grand Ave / Cameron Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.685
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 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 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: 3 31 0 0 63 0 0 0 7 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 421 1274 0 0 871 115 81 0 414 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: 449 1360 0 0 930 123 86 0 442 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 449 1360 0 0 930 123 86 0 442 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: 449 1360 0 0 930 123 86 0 442 0 0 0
OvlAdjVol: 217

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 1.77 0.23 1.00 0.00 1.00 0.00 0.00 0.00
Final Sat.: 3200 3200 0 0 2827 373 1600 0 1600 0 0 0

Capacity Analysis Module:

Vol/Sat: 0.14 0.42 0.00 0.00 0.33 0.33 0.05 0.00 0.28 0.00 0.00 0.00
OvlAdjV/S: 0.14
Crit Moves: ****

Mt SAC PEP EIR
Existing Plus 2020 Project Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #190 SR-57 NB Ramps / Temple Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.564
Loss Time (sec): 6 Average Delay (sec/veh): 9.1
Optimal Cycle: 31 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 1 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: 30 0 0 0 0 0 0 6 15 0 12 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 153 0 289 0 0 0 0 2103 636 0 981 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
PHF Volume: 159 0 301 0 0 0 0 2188 0 0 1021 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 159 0 301 0 0 0 0 2188 0 0 1021 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: 159 0 301 0 0 0 0 2188 0 0 1021 0

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.89 1.00 0.89 1.00 1.00 1.00 1.00 0.91 0.91 1.00 0.91 1.00
Lanes: 1.35 0.00 1.65 0.00 0.00 0.00 1.00 3.00 1.00 0.00 3.00 0.00
Final Sat.: 2268 0 2786 0 0 0 1900 5187 1729 0 5187 0

Capacity Analysis Module:

Vol/Sat: 0.07 0.00 0.11 0.00 0.00 0.00 0.00 0.42 0.00 0.00 0.20 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: 0.37 0.00 0.56 0.00 0.00 0.00 0.00 0.56 0.00 0.00 0.26 0.00
Delay/Veh: 35.3 0.0 37.6 0.0 0.0 0.0 0.0 5.7 0.0 0.0 4.0 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: 35.3 0.0 37.6 0.0 0.0 0.0 0.0 5.7 0.0 0.0 4.0 0.0
LOS by Move: D A D A 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.

Mt SAC PEP EIR
Existing Plus 2020 Project Conditions
PM Peak Hour

Level Of Service Computation Report

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

Intersection #600 Grand Ave / Mountaineer Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.751
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 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 1 2 0 2 0 0 0 0 0 2 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 3 36 70 7 0 0 0 0 18 0 35
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 1715 154 176 1127 0 0 0 0 154 0 196
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 1800 162 185 1183 0 0 0 0 162 0 206
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 1800 162 185 1183 0 0 0 0 162 0 206
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 1800 162 185 1183 0 0 0 0 162 0 206
OvlAdjVol: 0 0 0 0 0 0 0 0 0 21 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: 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 0.10 0.06 0.37 0.00 0.00 0.00 0.00 0.05 0.00 0.06
OvlAdjV/S: 0.01
Crit Moves: ****

EXISTING PLUS 2025 PROJECT CONDITIONS

Mt SAC PEP EIR
Existing Plus 2025 Project Conditions
AM 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): 0.769
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 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: 594 4 140 18 10 12 4 1170 436 78 1018 3
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: 594 4 140 18 10 12 4 1170 436 78 1018 3
Added Vol: 0 0 14 0 0 0 0 0 21 0 3 4 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 594 4 154 18 10 12 4 1191 436 81 1022 3
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: 645 4 167 20 11 13 4 1293 473 88 1110 3
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 645 4 167 20 11 13 4 1293 473 88 1110 3
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: 645 4 167 20 11 13 4 1293 473 88 1110 3
OvlAdjVol: 149

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: 1.99 0.01 1.00 0.45 0.25 0.30 1.00 2.00 1.00 1.00 2.99 0.01
Final Sat.: 3179 21 1600 720 400 480 1600 3200 1600 1600 4786 14

Capacity Analysis Module:

Vol/Sat: 0.20 0.20 0.10 0.03 0.03 0.03 0.00 0.40 0.30 0.05 0.23 0.23
OvlAdjV/S: 0.09
Crit Moves: ****

Mt SAC PEP EIR
Existing Plus 2025 Project Conditions
AM 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): 0.726
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 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 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: 268 27 102 22 45 19 7 1045 292 53 790 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: 268 27 102 22 45 19 7 1045 292 53 790 14
Added Vol: 0 0 25 0 0 0 0 0 50 0 5 10 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 268 27 127 22 45 19 7 1095 292 58 800 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: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume: 287 29 136 24 48 20 7 1171 312 62 856 15
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 287 29 136 24 48 20 7 1171 312 62 856 15
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: 287 29 136 24 48 20 7 1171 312 62 856 15

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: 1.82 0.18 1.00 0.33 0.67 1.00 1.00 1.58 0.42 1.00 2.00 1.00
Final Sat.: 2907 293 1600 525 1075 1600 1600 2526 674 1600 3200 1600

Capacity Analysis Module:

Vol/Sat: 0.10 0.10 0.08 0.04 0.04 0.01 0.00 0.46 0.46 0.04 0.27 0.01
Crit Moves: ****

Mt SAC PEP EIR
Existing Plus 2025 Project Conditions
AM 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): 0.616

Loss Time (sec): 6 Average Delay (sec/veh): 23.7

Optimal Cycle: 34 Level of Service: C

Street Name: Grand Ave I-10 WB Ramps

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 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 0 1 0 0 1 0 0

Volume Module:

Base Vol: 144 1051 17 0 812 140 437 6 310 12 3 8

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: 144 1051 17 0 812 140 437 6 310 12 3 8

Added Vol: 11 3 0 0 14 0 0 0 64 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 155 1054 17 0 826 140 437 6 374 12 3 8

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: 157 1066 17 0 836 142 442 6 378 12 3 8

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 157 1066 17 0 836 142 442 6 378 12 3 8

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: 157 1066 17 0 836 142 442 6 378 12 3 8

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.95 0.95 0.85 1.00 0.95 0.85 0.95 0.95 0.85 0.93 0.93 0.93

Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 0.99 0.01 1.00 0.52 0.13 0.35

Final Sat.: 1805 3610 1615 1900 3610 1615 1786 25 1615 921 230 614

Capacity Analysis Module:

Vol/Sat: 0.09 0.30 0.01 0.00 0.23 0.09 0.25 0.25 0.23 0.01 0.01 0.01

Crit Moves: **** **** **** ****

Green/Cycle: 0.14 0.52 0.52 0.00 0.38 0.38 0.40 0.40 0.40 0.02 0.02 0.02

Volume/Cap: 0.62 0.57 0.02 0.00 0.62 0.23 0.62 0.62 0.58 0.62 0.62 0.62

Delay/Veh: 44.9 17.0 11.8 0.0 26.2 21.6 25.4 25.4 24.7 75.4 75.4 75.4

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: 44.9 17.0 11.8 0.0 26.2 21.6 25.4 25.4 24.7 75.4 75.4 75.4

LOS by Move: D B B A C C C E E E

HCM2kAvgQ: 4 11 0 0 11 3 11 11 10 2 2 2

Mt SAC PEP EIR
Existing Plus 2025 Project Conditions
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Note: Queue reported is the number of cars per lane.

Mt SAC PEP EIR
Existing Plus 2025 Project Conditions
AM 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): 0.885
Loss Time (sec): 6 Average Delay (sec/veh): 29.9
Optimal Cycle: 86 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 0 0 0 1 1 0 1 0 1 0 0 0 0 0 0 0

Volume Module:
Base Vol: 41 873 0 0 927 223 349 0 533 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: 41 873 0 0 927 223 349 0 533 0 0 0
Added Vol: 13 14 0 0 79 0 0 0 57 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 54 887 0 0 1006 223 349 0 590 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: 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 Volume: 54 887 0 0 1006 223 349 0 590 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 54 887 0 0 1006 223 349 0 590 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: 54 887 0 0 1006 223 349 0 590 0 0 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 1.00 1.00 0.92 0.92 0.89 1.00 0.89 1.00 1.00 1.00
Lanes: 1.00 2.00 0.00 0.00 1.64 0.36 1.23 0.00 0.77 0.00 0.00 0.00
Final Sat.: 1805 3610 0 0 2875 637 2076 0 1305 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.03 0.25 0.00 0.00 0.35 0.35 0.17 0.00 0.45 0.00 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.03 0.43 0.00 0.00 0.40 0.40 0.51 0.00 0.51 0.00 0.00 0.00
Volume/Cap: 0.89 0.57 0.00 0.00 0.89 0.89 0.33 0.00 0.89 0.00 0.00 0.00
Delay/Veh: 123.6 22.1 0.0 0.0 35.3 35.3 14.4 0.0 30.9 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: 123.6 22.1 0.0 0.0 35.3 35.3 14.4 0.0 30.9 0.0 0.0 0.0
LOS by Move: F C A A D D B A C A A A
HCM2kAvgQ: 4 11 0 0 20 20 5 0 24 0 0 0

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

Mt SAC PEP EIR
Existing Plus 2025 Project Conditions
AM 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): 0.989
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
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 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 0 1 0 1

Volume Module:
Base Vol: 130 1183 442 221 1365 214 158 93 244 115 48 76
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: 130 1183 442 221 1365 214 158 93 244 115 48 76
Added Vol: 0 86 21 16 17 0 0 4 0 4 1 3
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 130 1269 463 237 1382 214 158 97 244 119 49 79
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: 139 1356 495 253 1476 229 169 104 261 127 52 84
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 139 1356 495 253 1476 229 169 104 261 127 52 84
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: 139 1356 495 253 1476 229 169 104 261 127 52 84

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 0.28 0.72 1.00 1.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 455 1145 1600 1600 1600

Capacity Analysis Module:
Vol/Sat: 0.09 0.42 0.31 0.16 0.46 0.14 0.11 0.23 0.23 0.08 0.03 0.05
Crit Moves: ****

Mt SAC PEP EIR
Existing Plus 2025 Project Conditions
AM 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): 0.967
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 150 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: 2 0 3 0 1 2 0 2 1 0 2 0 2 0 1

Volume Module:

Base Vol: 236 1291 628 412 1070 187 284 757 153 110 446 185
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: 236 1291 628 412 1070 187 284 757 153 110 446 185
Added Vol: 0 86 86 0 17 4 21 79 0 17 16 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 236 1377 714 412 1087 191 305 836 153 127 462 185
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: 245 1427 740 427 1126 198 316 866 159 132 479 192
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 245 1427 740 427 1126 198 316 866 159 132 479 192
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: 245 1427 740 427 1126 198 316 866 159 132 479 192
OvlAdjVol: 674 36 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 3.00 1.00 2.00 2.55 0.45 2.00 2.00 1.00 2.00 2.00 1.00
Final Sat.: 3200 4800 1600 3200 4083 717 3200 3200 1600 3200 3200 1600

Capacity Analysis Module:

Vol/Sat: 0.08 0.30 0.46 0.13 0.28 0.28 0.10 0.27 0.10 0.04 0.15 0.12
OvlAdjV/S: 0.42 0.02 0.00
Crit Moves: **** **

Mt SAC PEP EIR
Existing Plus 2025 Project Conditions
AM 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): 1.111
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: 159 1684 70 1 1120 277 407 76 416 113 108 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: 159 1684 70 1 1120 277 407 76 416 113 108 12
Added Vol: 0 107 0 4 21 9 43 0 0 0 0 21
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 159 1791 70 5 1141 286 450 76 416 113 108 33
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: 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87
PHF Volume: 184 2068 81 6 1318 330 520 88 480 130 125 38
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 184 2068 81 6 1318 330 520 88 480 130 125 38
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: 184 2068 81 6 1318 330 520 88 480 130 125 38
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 1.71 0.29 1.00 1.34 1.27 0.39
Final Sat.: 1600 3200 1600 1600 3200 1600 2738 462 1600 2138 2040 622

Capacity Analysis Module:

Vol/Sat: 0.11 0.65 0.05 0.00 0.41 0.21 0.19 0.19 0.30 0.06 0.06 0.06
OvlAdjV/S: 0.00
Crit Moves: **** **

Mt SAC PEP EIR
Existing Plus 2025 Project Conditions
AM Peak Hour

Level Of Service Computation Report

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

Intersection #10 Grand Ave / ValleyBlvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.872
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 88 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: 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

Volume Module:
Base Vol: 291 1364 364 207 938 396 401 500 169 167 1116 139
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: 291 1364 364 207 938 396 401 500 169 167 1116 139
Added Vol: 0 79 0 0 16 6 29 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 291 1443 364 207 954 402 430 500 169 167 1116 139
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: 307 1522 0 218 1006 0 454 527 0 176 1177 147
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 307 1522 0 218 1006 0 454 527 0 176 1177 147
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: 307 1522 0 218 1006 0 454 527 0 176 1177 147

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 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: 0.10 0.32 0.00 0.07 0.21 0.00 0.14 0.11 0.00 0.06 0.25 0.09
Crit Moves: ****

Mt SAC PEP EIR
Existing Plus 2025 Project Conditions
AM 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): 0.865
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 80 Level Of Service: D

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 2 0 2 0 1 1 0 3 0 1 2 0 1 0 1

Volume Module:
Base Vol: 116 2253 0 0 1002 107 39 0 36 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: 116 2253 0 0 1002 107 39 0 36 0 0 0
Added Vol: 0 50 0 0 10 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 116 2303 0 0 1012 107 39 0 36 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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 123 2434 0 0 1070 113 41 0 38 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 123 2434 0 0 1070 113 41 0 38 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: 123 2434 0 0 1070 113 41 0 38 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 1.00 1.00 3.00 1.00 2.00 1.00 1.00 1.00 1.00 1.00
Final Sat.: 3200 3200 1600 1600 4800 1600 3200 1600 1600 1600 1600 1600

Capacity Analysis Module:
Vol/Sat: 0.04 0.76 0.00 0.00 0.22 0.07 0.01 0.00 0.02 0.00 0.00 0.00
Crit Moves: ****

Mt SAC PEP EIR
Existing Plus 2025 Project Conditions
AM Peak Hour

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

Table with columns for Intersection #12 Grand Ave / SR-60 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 PEP EIR
Existing Plus 2025 Project Conditions
AM Peak Hour

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

Table with columns for Intersection #13 Grand Ave / SR-60 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 PEP EIR
Existing Plus 2025 Project Conditions
AM Peak Hour

Level Of Service Computation Report

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

Intersection #14 Mt SAC Way / Temple Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.790
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 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 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 0 2 0 1

Volume Module:

Base Vol: 126 14 28 173 11 246 35 980 218 6 830 80
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: 126 14 28 173 11 246 35 980 218 6 830 80
Added Vol: 9 0 10 10 0 9 45 75 45 50 15 50
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 135 14 38 183 11 255 80 1055 263 56 845 130
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: 141 15 40 191 11 266 84 1101 275 58 882 136
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 141 15 40 191 11 266 84 1101 275 58 882 136
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: 141 15 40 191 11 266 84 1101 275 58 882 136
OvlAdjVol: 183

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: 0.91 0.09 1.00 0.94 0.06 1.00 1.00 1.60 0.40 1.00 2.00 1.00
Final Sat.: 1450 150 1600 1509 91 1600 1600 2561 639 1600 3200 1600

Capacity Analysis Module:

Vol/Sat: 0.10 0.10 0.02 0.13 0.13 0.17 0.05 0.43 0.43 0.04 0.28 0.08
OvlAdjV/S: 0.11

Crit Moves: ****

Mt SAC PEP EIR
Existing Plus 2025 Project Conditions
AM 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): 0.647
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Ovl Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 0 1 2 0 1 0 1 2 0 1 1 0 1 0 2 0 1

Volume Module:

Base Vol: 21 13 21 80 18 74 381 725 130 119 952 424
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: 21 13 21 80 18 74 381 725 130 119 952 424
Added Vol: 8 0 16 16 0 8 38 20 38 79 100 79
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 29 13 37 96 18 82 419 745 168 198 1052 503
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: 31 14 39 102 19 88 447 795 179 211 1123 537
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 31 14 39 102 19 88 447 795 179 211 1123 537
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: 31 14 39 102 19 88 447 795 179 211 1123 537
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 1.00 1.00 2.00 1.00 1.00 2.00 1.63 0.37 1.00 2.00 1.00
Final Sat.: 1600 1600 1600 3200 1600 1600 3200 2611 589 1600 3200 1600

Capacity Analysis Module:

Vol/Sat: 0.02 0.01 0.02 0.03 0.01 0.05 0.14 0.30 0.30 0.13 0.35 0.34
OvlAdjV/S: 0.00

Crit Moves: ****

Mt SAC PEP EIR
Existing Plus 2025 Project Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #16 Lot F / Temple Ave
Average Delay (sec/veh): 0.0 Worst Case Level Of Service: C [18.1]
Approach: North Bound South Bound East Bound West Bound
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 1! 0 0 0 0 1! 0 0 1 0 1 1 0 1 0 2 0 1
Volume Module:
Base Vol: 0 0 0 0 0 0 4 847 0 0 1530 199
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 4 847 0 0 1530 199
Added Vol: 0 0 0 0 0 0 0 51 0 0 257 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 0 0 0 4 898 0 0 1787 199
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: 0 0 0 0 0 0 4 925 0 0 1840 205
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 0 0 0 0 0 4 925 0 0 1840 205
Critical Gap Module:
Critical Gp: 6.8 6.5 6.9 6.8 6.5 6.9 4.1 xxxxx xxxxx xxxxx xxxxx xxxxx
FollowUpTim: 3.5 4.0 3.3 3.5 4.0 3.3 2.2 xxxxx xxxxx xxxxx xxxxx xxxxx
Capacity Module:
Conflict Vol: 1853 2978 462 2311 2773 920 2045 xxxxx xxxxx xxxxx xxxxx xxxxx
Potent Cap.: 67 14 552 33 19 277 279 xxxxx xxxxx xxxxx xxxxx xxxxx
Move Cap.: 66 14 552 32 19 277 279 xxxxx xxxxx xxxxx xxxxx xxxxx
Volume/Cap: 0.00 0.00 0.00 0.00 0.00 0.00 0.01 xxxxx xxxxx xxxxx xxxxx xxxxx
Level Of Service Module:
2Way95thQ: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.0 xxxxx xxxxx xxxxx xxxxx xxxxx
Control Del: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 18.1 xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: * * * * * C * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx 0 xxxxx xxxxx 0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd ConDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * * * * * * *
ApproachDel: xxxxxxx xxxxxxx xxxxxxx xxxxxxx
ApproachLOS: * * * * *

Mt SAC PEP EIR
Existing Plus 2025 Project Conditions
AM 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): 0.838
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 76 Level Of Service: D
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 1 0 1 0 2 1 0
Volume Module:
Base Vol: 172 572 45 99 586 288 111 327 157 37 1179 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: 172 572 45 99 586 288 111 327 157 37 1179 98
Added Vol: 14 0 0 0 0 57 11 34 3 0 172 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 186 572 45 99 586 345 122 361 160 37 1351 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: 193 595 47 103 609 359 127 375 166 38 1404 102
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 193 595 47 103 609 359 127 375 166 38 1404 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: 193 595 47 103 609 359 127 375 166 38 1404 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 2.08 0.92 1.00 2.80 0.20
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3326 1474 1600 4475 325
Capacity Analysis Module:
Vol/Sat: 0.12 0.19 0.03 0.06 0.19 0.22 0.08 0.11 0.11 0.02 0.31 0.31
Crit Moves: **** * * * *

Mt SAC PEP EIR
Existing Plus 2025 Project Conditions
AM 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): 0.879
Loss Time (sec): 6 Average Delay (sec/veh): 24.4
Optimal Cycle: 83 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 0 0 1 1 0 1 1 0 1 0 1 0 3 0 1

Volume Module:

Base Vol: 0 0 2 604 3 745 0 541 10 7 1225 43
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 2 604 3 745 0 541 10 7 1225 43
Added Vol: 0 0 0 0 0 72 0 34 0 0 100 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 2 604 3 817 0 575 10 7 1325 43
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: 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82
PHF Volume: 0 0 2 739 4 1000 0 704 12 9 1622 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 2 739 4 1000 0 704 12 9 1622 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 0 2 739 4 1000 0 704 12 9 1622 0

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 0.87 0.89 0.89 0.89 1.00 0.91 0.91 0.95 0.91 1.00
Lanes: 0.00 0.00 1.00 1.42 0.01 1.57 0.00 2.95 0.05 1.00 3.00 1.00
Final Sat.: 0 0 1644 2420 7 2674 0 5083 88 1805 5187 1900

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.31 0.51 0.37 0.00 0.14 0.14 0.00 0.31 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.58 0.58 0.58 0.00 0.34 0.34 0.01 0.36 0.00
Volume/Cap: 0.00 0.00 xxxxx 0.52 0.88 0.64 0.00 0.40 0.40 0.40 0.88 0.00
Delay/Veh: 0.0 0.0 0.0 12.6 22.7 14.3 0.0 25.1 25.1 61.0 35.4 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 12.6 22.7 14.3 0.0 25.1 25.1 61.0 35.4 0.0
LOS by Move: A A A A B C B A C C E D A
HCM2kAvgQ: 0 0 0 13 9 11 0 6 6 1 20 0

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

Mt SAC PEP EIR
Existing Plus 2025 Project Conditions
AM Peak Hour

Level Of Service Computation Report

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

Intersection #50 Grand Ave / Cameron Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 1.146
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 1 0 0 0 0 0

Volume Module:

Base Vol: 397 739 0 0 1653 181 86 0 561 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: 397 739 0 0 1653 181 86 0 561 0 0 0
Added Vol: 3 30 0 0 151 0 0 0 16 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 400 769 0 0 1804 181 86 0 577 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: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 435 836 0 0 1961 197 93 0 627 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 435 836 0 0 1961 197 93 0 627 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: 435 836 0 0 1961 197 93 0 627 0 0 0
OvlAdjVol: 410

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 1.82 0.18 1.00 0.00 1.00 0.00 0.00 0.00
Final Sat.: 3200 3200 0 0 2908 292 1600 0 1600 0 0 0

Capacity Analysis Module:

Vol/Sat: 0.14 0.26 0.00 0.00 0.67 0.67 0.06 0.00 0.39 0.00 0.00 0.00
OvlAdjV/S: 0.26
Crit Moves: ****

Mt SAC PEP EIR
Existing Plus 2025 Project Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #190 SR-57 NB Ramps / Temple Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.592
Loss Time (sec): 6 Average Delay (sec/veh): 14.8
Optimal Cycle: 32 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Permitted Permitted
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
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 1 0 0 0 0 1 0 2 1 1 0 0 3 0 0

Volume Module:
Base Vol: 385 0 274 0 0 0 0 806 276 0 1599 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: 385 0 274 0 0 0 0 806 276 0 1599 0
Added Vol: 72 0 0 0 0 0 0 6 14 0 29 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 457 0 274 0 0 0 0 812 290 0 1628 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: 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85
PHF Volume: 535 0 321 0 0 0 0 951 0 0 1906 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 535 0 321 0 0 0 0 951 0 0 1906 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: 535 0 321 0 0 0 0 951 0 0 1906 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 1.00 0.92 1.00 1.00 1.00 1.00 0.91 0.91 1.00 0.91 1.00
Lanes: 1.63 0.00 1.37 0.00 0.00 0.00 1.00 3.00 1.00 0.00 3.00 0.00
Final Sat.: 2827 0 2392 0 0 0 1900 5187 1729 0 5187 0

Capacity Analysis Module:
Vol/Sat: 0.19 0.00 0.13 0.00 0.00 0.00 0.00 0.18 0.00 0.00 0.37 0.00
Crit Moves: ****
Green/Cycle: 0.32 0.00 0.32 0.00 0.00 0.00 0.00 0.62 0.00 0.00 0.62 0.00
Volume/Cap: 0.59 0.00 0.42 0.00 0.00 0.00 0.00 0.30 0.00 0.00 0.59 0.00
Delay/Veh: 29.2 0.0 26.9 0.0 0.0 0.0 0.0 8.9 0.0 0.0 11.7 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 29.2 0.0 26.9 0.0 0.0 0.0 0.0 8.9 0.0 0.0 11.7 0.0
LOS by Move: C A C A A A A A A A B A
HCM2kAvgQ: 9 0 6 0 0 0 0 5 0 0 13 0

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

Mt SAC PEP EIR
Existing Plus 2025 Project Conditions
AM Peak Hour

Level Of Service Computation Report

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

Intersection #600 Grand Ave / Mountaineer Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.726
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 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 1 2 0 2 0 0 0 0 0 2 0 0 0 2

Volume Module:
Base Vol: 0 1047 437 643 1700 0 0 0 0 134 0 75
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 1047 437 643 1700 0 0 0 0 134 0 75
Added Vol: 0 3 86 166 16 0 0 0 0 17 0 33
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 1050 523 809 1716 0 0 0 0 151 0 108
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 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: 0 1080 538 832 1765 0 0 0 0 155 0 111
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 1080 538 832 1765 0 0 0 0 155 0 111
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 1080 538 832 1765 0 0 0 0 155 0 111
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: 0.00 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 0.34 0.34 0.26 0.55 0.00 0.00 0.00 0.00 0.05 0.00 0.03
OvlAdjV/S: ****
Crit Moves: ****

Mt SAC PEP EIR
Existing Plus 2025 Project Conditions
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): 0.735
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 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 11 0 0 0 0 0 17 0 6 9 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 570 9 202 6 3 13 6 1135 481 135 969 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 9 209 6 3 13 6 1173 497 139 1001 12
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 589 9 209 6 3 13 6 1173 497 139 1001 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 9 209 6 3 13 6 1173 497 139 1001 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 0.13 0.01 0.01 0.01 0.00 0.37 0.31 0.09 0.21 0.21
OvlAdjV/S: 0.12
Crit Moves: ****

Mt SAC PEP EIR
Existing Plus 2025 Project Conditions
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): 0.657
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: 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 20 0 0 0 0 0 40 0 10 20 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 254 42 152 17 22 5 19 1039 161 117 910 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 43 155 17 22 5 19 1057 164 119 926 19
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 258 43 155 17 22 5 19 1057 164 119 926 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 43 155 17 22 5 19 1057 164 119 926 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 1.73 0.27 1.00 2.00 1.00
Final Sat.: 2746 454 1600 697 903 1600 1600 2771 429 1600 3200 1600

Capacity Analysis Module:

Vol/Sat: 0.09 0.09 0.10 0.02 0.02 0.00 0.01 0.38 0.38 0.07 0.29 0.01
Crit Moves: ****

Mt SAC PEP EIR
Existing Plus 2025 Project Conditions
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): 0.733

Loss Time (sec): 6 Average Delay (sec/veh): 25.5

Optimal Cycle: 46 Level of Service: C

Street Name: Grand Ave I-10 WB Ramps

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 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 0 1 0 0 1 0 0 0

Volume Module:

Base Vol: 389 1090 34 3 815 385 282 11 117 18 17 6

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: 389 1090 34 3 815 385 282 11 117 18 17 6

Added Vol: 23 6 0 0 11 0 0 0 51 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 412 1096 34 3 826 385 282 11 168 18 17 6

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: 436 1161 36 3 875 408 299 12 178 19 18 6

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 436 1161 36 3 875 408 299 12 178 19 18 6

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: 436 1161 36 3 875 408 299 12 178 19 18 6

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.95 0.95 0.85 0.95 0.95 0.85 0.95 0.95 0.85 0.96 0.96 0.96

Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 0.96 0.04 1.00 0.44 0.41 0.15

Final Sat.: 1805 3610 1615 1805 3610 1615 1745 68 1615 800 756 267

Capacity Analysis Module:

Vol/Sat: 0.24 0.32 0.02 0.00 0.24 0.25 0.17 0.17 0.11 0.02 0.02 0.02

Crit Moves: **** **** **** ****

Green/Cycle: 0.33 0.67 0.67 0.00 0.34 0.34 0.23 0.23 0.23 0.03 0.03 0.03

Volume/Cap: 0.73 0.48 0.03 0.48 0.70 0.73 0.73 0.73 0.47 0.73 0.73 0.73

Delay/Veh: 34.3 8.2 5.6 95.8 30.2 33.8 42.0 42.0 34.0 85.3 85.3 85.3

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: 34.3 8.2 5.6 95.8 30.2 33.8 42.0 42.0 34.0 85.3 85.3 85.3

LOS by Move: C A A F C C D C F F F

HCM2kAvgQ: 12 9 0 1 13 12 10 10 5 3 3 3

Mt SAC PEP EIR
Existing Plus 2025 Project Conditions
PM Peak Hour

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

Mt SAC PEP EIR
Existing Plus 2025 Project Conditions
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 PEP EIR
Existing Plus 2025 Project Conditions
PM Peak Hour

Level Of Service Computation Report

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

Table with columns for Intersection #7 Grand Ave / San Jose Hills Rd, 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 PEP EIR
Existing Plus 2025 Project Conditions
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): 0.804
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 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: 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 69 69 0 34 9 17 63 0 34 31 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 327 1219 357 209 866 271 363 714 292 393 690 326
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 1253 367 215 890 279 373 734 300 404 709 335
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 336 1253 367 215 890 279 373 734 300 404 709 335
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 1253 367 215 890 279 373 734 300 404 709 335
OvlAdjVol: 165 132 228

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 3656 1144 3200 3200 1600 3200 3200 1600

Capacity Analysis Module:

Vol/Sat: 0.11 0.26 0.23 0.07 0.24 0.24 0.12 0.23 0.19 0.13 0.22 0.21
OvlAdjV/S: 0.10 0.08 0.14
Crit Moves: ****

Mt SAC PEP EIR
Existing Plus 2025 Project Conditions
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): 0.968
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 152 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 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 86 0 9 43 17 34 0 0 0 0 0 17
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 233 1621 153 16 1302 207 279 63 350 85 35 29
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 1754 166 17 1409 224 302 68 379 92 38 31
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 252 1754 166 17 1409 224 302 68 379 92 38 31
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 1754 166 17 1409 224 302 68 379 92 38 31
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 1.63 0.37 1.00 1.72 0.70 0.58
Final Sat.: 1600 3200 1600 1600 3200 1600 2611 589 1600 2738 1128 935

Capacity Analysis Module:

Vol/Sat: 0.16 0.55 0.10 0.01 0.44 0.14 0.12 0.12 0.24 0.03 0.03 0.03
OvlAdjV/S: 0.00
Crit Moves: ****

Mt SAC PEP EIR
Existing Plus 2025 Project Conditions
PM Peak Hour

Level Of Service Computation Report

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

Intersection #10 Grand Ave / ValleyBlvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.942
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 126 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: 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

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 63 0 0 31 11 23 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 261 1103 179 385 1073 220 689 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 1156 0 404 1125 0 722 1605 0 449 736 256
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 274 1156 0 404 1125 0 722 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 1156 0 404 1125 0 722 1605 0 449 736 256

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 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 0.24 0.00 0.13 0.23 0.00 0.23 0.33 0.00 0.14 0.15 0.16
Crit Moves: ****

Mt SAC PEP EIR
Existing Plus 2025 Project Conditions
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): 0.576
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 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 1 1 0 3 0 1 2 0 1 0 1

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 40 0 0 20 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 33 1301 0 0 1587 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 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: 36 1402 0 0 1710 54 185 0 101 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 36 1402 0 0 1710 54 185 0 101 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: 36 1402 0 0 1710 54 185 0 101 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 1.00 1.00 3.00 1.00 2.00 1.00 1.00 1.00 1.00 1.00
Final Sat.: 3200 3200 1600 1600 4800 1600 3200 1600 1600 1600 1600 1600

Capacity Analysis Module:
Vol/Sat: 0.01 0.44 0.00 0.00 0.36 0.03 0.06 0.00 0.06 0.00 0.00 0.00
Crit Moves: ****

Mt SAC PEP EIR
Existing Plus 2025 Project Conditions
PM Peak Hour

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

Table with columns for Intersection #12 Grand Ave / SR-60 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 PEP EIR
Existing Plus 2025 Project Conditions
PM Peak Hour

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

Table with columns for Intersection #13 Grand Ave / SR-60 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 PEP EIR
Existing Plus 2025 Project Conditions
PM Peak Hour

Level Of Service Computation Report

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

Intersection #14 Mt SAC Way / Temple Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.779
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 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 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: 18 0 20 20 0 18 36 60 36 40 30 40
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 24 7 21 114 38 120 339 1395 225 82 639 277
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: 24 7 21 115 38 121 343 1411 228 83 646 280
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 24 7 21 115 38 121 343 1411 228 83 646 280
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: 24 7 21 115 38 121 343 1411 228 83 646 280
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: 0.77 0.23 1.00 0.75 0.25 1.00 1.00 1.72 0.28 1.00 2.00 1.00
Final Sat.: 1239 361 1600 1200 400 1600 1600 2756 444 1600 3200 1600

Capacity Analysis Module:
Vol/Sat: 0.02 0.02 0.01 0.10 0.10 0.08 0.21 0.51 0.51 0.05 0.20 0.18
OvlAdjV/S: 0.00
Crit Moves: ****

Mt SAC PEP EIR
Existing Plus 2025 Project Conditions
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): 0.666
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Ovl Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 0 1 2 0 1 0 1 2 0 1 1 0 1 0 2 0 1

Volume Module:
Base Vol: 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: 15 0 31 31 0 15 30 40 30 63 80 63
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 118 21 106 182 9 111 183 816 84 94 1177 263
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: 122 22 110 188 9 115 189 843 87 97 1216 272
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 122 22 110 188 9 115 189 843 87 97 1216 272
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: 122 22 110 188 9 115 189 843 87 97 1216 272
OvlAdjVol: 20

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 1.81 0.19 1.00 2.00 1.00
Final Sat.: 1600 1600 1600 3200 1600 1600 3200 2901 299 1600 3200 1600

Capacity Analysis Module:
Vol/Sat: 0.08 0.01 0.07 0.06 0.01 0.07 0.06 0.29 0.29 0.06 0.38 0.17
OvlAdjV/S: 0.01
Crit Moves: ****

Mt SAC PEP EIR
Existing Plus 2025 Project Conditions
PM Peak Hour

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)
Intersection #16 Lot F / Temple Ave
Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 1! 0 0 0 0 1! 0 0 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 0 103 0 0 206 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 0 0 0 0 1132 0 0 1488 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 0 1212 0 0 1593 15
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 0 0 0 0 0 0 1212 0 0 1593 15
Adjusted Volume Module:
Grade: 0% 0% 0% 0%
% Cycle/Cars: xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx
% Truck/Comb: xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx
PCE Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
Cycl/Car PCE: xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx
Trck/Cmb PCE: xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx
Adj Vol.: 0 0 0 0 0 0 0 1212 0 0 1593 15
Critical Gap Module:
MoveUp Time:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Capacity Module:
Conflict Vol: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
Adj Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
Move Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
Level Of Service Module:
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: *
ApproachDel: xxxxxx xxxxxx 0.0 0.0

Mt SAC PEP EIR
Existing Plus 2025 Project Conditions
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): 0.776
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 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 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 4.0 4.0 4.0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 1 0 1 0 2 1 0
Volume Module:
Base Vol: 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: 11 0 0 0 0 0 46 23 69 6 0 137 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 245 775 63 160 550 204 186 1032 220 84 821 112
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: 254 803 65 166 570 211 193 1069 228 87 851 116
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 254 803 65 166 570 211 193 1069 228 87 851 116
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: 254 803 65 166 570 211 193 1069 228 87 851 116
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 2.47 0.53 1.00 2.64 0.36
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3957 843 1600 4224 576
Capacity Analysis Module:
Vol/Sat: 0.16 0.25 0.04 0.10 0.18 0.13 0.12 0.27 0.27 0.05 0.20 0.20
Crit Moves: *

Mt SAC PEP EIR
Existing Plus 2025 Project Conditions
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):	0.915
Loss Time (sec):	6	Average Delay (sec/veh):	25.8
Optimal Cycle:	103	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

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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

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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 57	0 69 0	0 80 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	1 0 83	923 12 593	0 1865 72	18 656 116
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 12 615	0 1935 75	19 680 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	1 0 86	957 12 615	0 1935 75	19 680 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 12 615	0 1935 75	19 680 0

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Saturation Flow Module:

Sat/Lane:	1900 1900	1900 1900	1900 1900	1900 1900
Adjustment:	0.87 1.00 0.87	0.91 0.91 0.91	1.00 0.90 0.90	0.95 0.91 1.00
Lanes:	0.01 0.00 0.99	1.60 0.02 1.38	0.00 2.89 0.11	1.00 3.00 1.00
Final Sat.:	20 0 1628	2780 27 2407	0 4964 192	1805 5187 1900

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Capacity Analysis Module:

Vol/Sat:	0.05 0.00 0.05	0.34 0.46 0.26	0.00 0.39 0.39	0.01 0.13 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	0.69 0.91 0.51	0.00 0.91 0.91	0.92 0.30 0.00
Delay/Veh:	0.0 0.0 0.0	19.7 30.8 16.8	0.0 33.5 33.5	208.7 18.3 0.0
User DelAdj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
AdjDel/Veh:	0.0 0.0 0.0	19.7 30.8 16.8	0.0 33.5 33.5	208.7 18.3 0.0
LOS by Move:	A A A	A B C B	A C C	F B A
HCM2kAvgQ:	2 0 2	22 1 12	0 25 25	2 5 0

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

Mt SAC PEP EIR
Existing Plus 2025 Project Conditions
PM Peak Hour

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

Intersection #50 Grand Ave / Cameron Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.708
Loss Time (sec):	8	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	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

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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 1	0 0 0 0 0

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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:	6 60 0	0 121 0	0 0 13	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	424 1303	0 0 929 115	81 0 420	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:	453 1391	0 0 991 123	86 0 448	0 0 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	453 1391	0 0 991 123	86 0 448	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:	453 1391	0 0 991 123	86 0 448	0 0 0
OvlAdjVol:			222	

-----|-----|-----|-----|-----|

Saturation Flow Module:

Sat/Lane:	1600 1600	1600 1600	1600 1600	1600 1600
Adjustment:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Lanes:	2.00 2.00 0.00	0.00 1.78 0.22	1.00 0.00 1.00	0.00 0.00 0.00
Final Sat.:	3200 3200	0 0 2848 352	1600 0 1600	0 0 0

-----|-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat:	0.14 0.43 0.00	0.00 0.35 0.35	0.05 0.00 0.28	0.00 0.00 0.00
OvlAdjV/S:			0.14	
Crit Moves:	****	****	****	****

Mt SAC PEP EIR
Existing Plus 2025 Project Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #190 SR-57 NB Ramps / Temple Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.567
Loss Time (sec): 6 Average Delay (sec/veh): 9.4
Optimal Cycle: 31 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 1 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: 57 0 0 0 0 0 0 0 11 29 0 23 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 180 0 289 0 0 0 0 2108 650 0 992 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 0.96 0.96 0.96 0.96
PHF Volume: 187 0 301 0 0 0 0 2194 0 0 1032 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 187 0 301 0 0 0 0 2194 0 0 1032 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: 187 0 301 0 0 0 0 2194 0 0 1032 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.89 1.00 0.89 1.00 1.00 1.00 1.00 0.91 0.91 1.00 0.91 1.00
Lanes: 1.38 0.00 1.62 0.00 0.00 0.00 1.00 3.00 1.00 0.00 3.00 0.00
Final Sat.: 2342 0 2735 0 0 0 1900 5187 1729 0 5187 0

Capacity Analysis Module:
Vol/Sat: 0.08 0.00 0.11 0.00 0.00 0.00 0.00 0.42 0.00 0.00 0.20 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: 0.41 0.00 0.57 0.00 0.00 0.00 0.00 0.57 0.00 0.00 0.27 0.00
Delay/Veh: 35.5 0.0 37.4 0.0 0.0 0.0 0.0 5.8 0.0 0.0 4.1 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: 35.5 0.0 37.4 0.0 0.0 0.0 0.0 5.8 0.0 0.0 4.1 0.0
LOS by Move: D A D A A A A A A A A A
HCM2kAvgQ: 4 0 6 0 0 0 0 11 0 0 4 0

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

Mt SAC PEP EIR
Existing Plus 2025 Project Conditions
PM Peak Hour

Level Of Service Computation Report

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

Intersection #600 Grand Ave / Mountaineer Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.777
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 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 1 2 0 2 0 0 0 0 0 0 2 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 6 69 133 13 0 0 0 0 34 0 67
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 1718 187 239 1133 0 0 0 0 170 0 228
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 1803 196 251 1189 0 0 0 0 178 0 239
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 1803 196 251 1189 0 0 0 0 178 0 239
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 1803 196 251 1189 0 0 0 0 178 0 239
OvlAdjVol: 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: 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 0.12 0.08 0.37 0.00 0.00 0.00 0.00 0.06 0.00 0.07
OvlAdjV/S: 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: ****

EXISTING PLUS 2020 CUMULATIVE CONDITIONS

Mt SAC PEP EIR
Year 2020 No Project Conditions
AM 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): 0.783
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 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: 594 4 140 18 10 12 4 1170 436 78 1018 3
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: 594 4 140 18 10 12 4 1170 436 78 1018 3
Added Vol: 6 0 0 0 0 0 0 0 57 6 2 29 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 600 4 140 18 10 12 4 1227 442 80 1047 3
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: 651 4 152 20 11 13 4 1332 480 87 1137 3
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 651 4 152 20 11 13 4 1332 480 87 1137 3
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: 651 4 152 20 11 13 4 1332 480 87 1137 3
OvlAdjVol: 152

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: 1.99 0.01 1.00 0.45 0.25 0.30 1.00 2.00 1.00 1.00 2.99 0.01
Final Sat.: 3179 21 1600 720 400 480 1600 3200 1600 1600 4786 14

Capacity Analysis Module:

Vol/Sat: 0.20 0.20 0.10 0.03 0.03 0.03 0.00 0.42 0.30 0.05 0.24 0.24
OvlAdjV/S: 0.10
Crit Moves: ****

Mt SAC PEP EIR
Year 2020 No Project Conditions
AM 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): 0.725
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 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: 268 27 102 22 45 19 7 1045 292 53 790 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: 268 27 102 22 45 19 7 1045 292 53 790 14
Added Vol: 0 0 0 0 0 0 0 0 58 0 0 31 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 268 27 102 22 45 19 7 1103 292 53 821 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: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume: 287 29 109 24 48 20 7 1180 312 57 878 15
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 287 29 109 24 48 20 7 1180 312 57 878 15
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: 287 29 109 24 48 20 7 1180 312 57 878 15

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: 1.82 0.18 1.00 0.33 0.67 1.00 1.00 1.58 0.42 1.00 2.00 1.00
Final Sat.: 2907 293 1600 525 1075 1600 1600 2530 670 1600 3200 1600

Capacity Analysis Module:

Vol/Sat: 0.10 0.10 0.07 0.04 0.04 0.01 0.00 0.47 0.47 0.04 0.27 0.01
Crit Moves: ****

Mt SAC PEP EIR
Year 2020 No Project Conditions
AM 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): 0.629

Loss Time (sec): 6 Average Delay (sec/veh): 23.9

Optimal Cycle: 35 Level of Service: C

Street Name: Grand Ave I-10 WB Ramps

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

Volume Module:

Base Vol: 144 1051 17 0 812 140 437 6 310 12 3 8

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: 144 1051 17 0 812 140 437 6 310 12 3 8

Added Vol: 34 12 0 0 12 0 0 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 178 1063 17 0 824 140 437 6 310 12 3 8

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: 180 1075 17 0 834 142 442 6 314 12 3 8

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 180 1075 17 0 834 142 442 6 314 12 3 8

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: 180 1075 17 0 834 142 442 6 314 12 3 8

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.95 0.95 0.85 1.00 0.95 0.85 0.95 0.95 0.85 0.93 0.93 0.93

Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 0.99 0.01 1.00 0.52 0.13 0.35

Final Sat.: 1805 3610 1615 1900 3610 1615 1786 25 1615 921 230 614

Capacity Analysis Module:

Vol/Sat: 0.10 0.30 0.01 0.00 0.23 0.09 0.25 0.25 0.19 0.01 0.01 0.01

Crit Moves: **** **** ****

Green/Cycle: 0.16 0.53 0.53 0.00 0.37 0.37 0.39 0.39 0.39 0.02 0.02 0.02

Volume/Cap: 0.63 0.57 0.02 0.00 0.63 0.24 0.63 0.63 0.49 0.63 0.63 0.63

Delay/Veh: 43.8 16.4 11.4 0.0 27.0 22.2 26.3 26.3 23.4 78.4 78.4 78.4

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: 43.8 16.4 11.4 0.0 27.0 22.2 26.3 26.3 23.4 78.4 78.4 78.4

LOS by Move: D B B A C C C E E E

HCM2kAvgQ: 5 11 0 0 12 3 12 12 8 2 2 2

Mt SAC PEP EIR
Year 2020 No Project Conditions
AM Peak Hour

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

Mt SAC PEP EIR
Year 2020 No Project Conditions
AM 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 PEP EIR
Year 2020 No Project Conditions
AM Peak Hour

Level Of Service Computation Report

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

Table with columns for Intersection #7 Grand Ave / San Jose Hills Rd, 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 PEP EIR
Year 2020 No Project Conditions
AM 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): 0.910
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 105 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: 2 0 3 0 1 2 0 2 1 0 2 0 2 0 1 2 0 2 0 1

Volume Module:

Base Vol: 236 1291 628 412 1070 187 284 757 153 110 446 185
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: 236 1291 628 412 1070 187 284 757 153 110 446 185
Added Vol: 0 44 9 0 64 3 3 57 2 2 24 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 236 1335 637 412 1134 190 287 814 155 112 470 185
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: 245 1383 660 427 1175 197 297 844 161 116 487 192
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 245 1383 660 427 1175 197 297 844 161 116 487 192
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: 245 1383 660 427 1175 197 297 844 161 116 487 192
OvlAdjVol: 602 38 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 3.00 1.00 2.00 2.57 0.43 2.00 2.00 1.00 2.00 2.00 1.00
Final Sat.: 3200 4800 1600 3200 4111 689 3200 3200 1600 3200 3200 1600

Capacity Analysis Module:

Vol/Sat: 0.08 0.29 0.41 0.13 0.29 0.29 0.09 0.26 0.10 0.04 0.15 0.12
OvlAdjV/S: 0.38 0.02 0.00
Crit Moves: **** **

Mt SAC PEP EIR
Year 2020 No Project Conditions
AM 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): 1.084
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: 159 1684 70 1 1120 277 407 76 416 113 108 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: 159 1684 70 1 1120 277 407 76 416 113 108 12
Added Vol: 0 53 0 0 68 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 159 1737 70 1 1188 277 407 76 416 113 108 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: 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87
PHF Volume: 184 2006 81 1 1372 320 470 88 480 130 125 14
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 184 2006 81 1 1372 320 470 88 480 130 125 14
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: 184 2006 81 1 1372 320 470 88 480 130 125 14
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 1.69 0.31 1.00 1.46 1.39 0.15
Final Sat.: 1600 3200 1600 1600 3200 1600 2696 504 1600 2331 2222 247

Capacity Analysis Module:

Vol/Sat: 0.11 0.63 0.05 0.00 0.43 0.20 0.17 0.17 0.30 0.06 0.06 0.06
OvlAdjV/S: 0.00 0.00
Crit Moves: **** **

Mt SAC PEP EIR
Year 2020 No Project Conditions
AM Peak Hour

Level Of Service Computation Report

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

Intersection #10 Grand Ave / ValleyBlvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.877
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 90 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: 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

Volume Module:

Base Vol: 291 1364 364 207 938 396 401 500 169 167 1116 139
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: 291 1364 364 207 938 396 401 500 169 167 1116 139
Added Vol: 4 0 87 46 2 21 46 10 18 21 7 6
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 295 1364 451 253 940 417 447 510 187 188 1123 145
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: 311 1439 0 267 992 0 472 538 0 198 1185 153
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 311 1439 0 267 992 0 472 538 0 198 1185 153
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: 311 1439 0 267 992 0 472 538 0 198 1185 153

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 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: 0.10 0.30 0.00 0.08 0.21 0.00 0.15 0.11 0.00 0.06 0.25 0.10
Crit Moves: ****

Mt SAC PEP EIR
Year 2020 No Project Conditions
AM 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): 0.858
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 71 Level Of Service: D

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 2 0 2 0 0 0 0 3 0 1 2 0 0 0 1 0 0 0 0 0

Volume Module:

Base Vol: 116 2253 0 0 1002 107 39 0 36 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: 116 2253 0 0 1002 107 39 0 36 0 0 0
Added Vol: 0 92 0 0 41 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 116 2345 0 0 1043 107 39 0 36 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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 123 2479 0 0 1103 113 41 0 38 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 123 2479 0 0 1103 113 41 0 38 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: 123 2479 0 0 1103 113 41 0 38 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

Capacity Analysis Module:

Vol/Sat: 0.04 0.77 0.00 0.00 0.23 0.07 0.01 0.00 0.02 0.00 0.00 0.00
Crit Moves: ****

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Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Grand Ave / SR-60 EB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.882
Loss Time (sec): 10 Average Delay (sec/veh): 24.3
Optimal Cycle: 97 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 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 1 0 0 1

Volume Module:

Base Vol: 0 1796 320 349 679 2 0 1 1 262 0 572
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 1796 320 349 679 2 0 1 1 262 0 572
Added Vol: 0 91 0 19 21 0 0 0 0 0 0 0 1
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 1887 320 368 700 2 0 1 1 262 0 573
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 2003 340 391 743 2 0 1 1 278 0 608
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 2003 340 391 743 2 0 1 1 278 0 608
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 2003 340 391 743 2 0 1 1 278 0 608

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 0.95 0.85 0.92 0.95 0.95 1.00 0.93 0.93 0.88 1.00 0.88
Lanes: 1.00 2.00 1.00 2.00 1.99 0.01 1.00 0.50 0.50 1.31 0.00 1.69
Final Sat.: 1900 3610 1615 3502 3600 10 1900 879 879 2205 0 2831

Capacity Analysis Module:

Vol/Sat: 0.00 0.55 0.21 0.11 0.21 0.21 0.00 0.00 0.00 0.13 0.00 0.21
Crit Moves: ****
Green/Cycle: 0.00 0.63 0.77 0.13 0.76 0.76 0.00 0.00 0.00 0.14 0.00 0.27
Volume/Cap: 0.00 0.88 0.27 0.88 0.27 0.27 0.00 0.88 0.88 0.88 0.00 0.79
Delay/Veh: 0.0 19.9 3.4 61.3 3.8 3.8 0.0 515 514.7 51.3 0.0 37.8
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: 0.0 19.9 3.4 61.3 3.8 3.8 0.0 515 514.7 51.3 0.0 37.8
LOS by Move: A B A E A A A F F D A D
HCM2kAvgQ: 0 26 3 7 4 4 0 1 1 9 0 12

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

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Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 Grand Ave / SR-60 WB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.893
Loss Time (sec): 10 Average Delay (sec/veh): 33.9
Optimal Cycle: 102 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

Volume Module:

Base Vol: 0 1177 267 312 676 0 905 0 281 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 1177 267 312 676 0 905 0 281 0 0 0 0
Added Vol: 0 53 0 5 16 0 38 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 1230 267 317 692 0 943 0 281 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: 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98
PHF Volume: 0 1259 273 324 708 0 965 0 288 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 1259 273 324 708 0 965 0 288 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 1259 273 324 708 0 965 0 288 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 0.35 0.17 0.18 0.20 0.00 0.28 0.00 0.18 0.00 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.39 0.39 0.20 0.59 0.00 0.31 0.00 0.31 0.00 0.00 0.00
Volume/Cap: 0.00 0.89 0.43 0.89 0.33 0.00 0.89 0.00 0.58 0.00 0.00 0.00
Delay/Veh: 0.0 36.2 22.9 62.1 10.5 0.0 42.7 0.0 30.8 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 36.2 22.9 62.1 10.5 0.0 42.7 0.0 30.8 0.0 0.0 0.0
LOS by Move: A D C E B A D A C A A A
HCM2kAvgQ: 0 23 6 11 6 0 18 0 8 0 0 0 0

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

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Level Of Service Computation Report

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

Intersection #14 Mt SAC Way / Temple Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.745
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 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 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 0 2 0 1

Volume Module:

Base Vol: 126 14 28 173 11 246 35 980 218 6 830 80
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: 126 14 28 173 11 246 35 980 218 6 830 80
Added Vol: 0 0 0 0 0 0 0 0 66 0 0 26 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 126 14 28 173 11 246 35 1046 218 6 856 80
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: 132 15 29 181 11 257 37 1092 228 6 894 84
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 132 15 29 181 11 257 37 1092 228 6 894 84
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: 132 15 29 181 11 257 37 1092 228 6 894 84
OvlAdjVol: 220

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: 0.90 0.10 1.00 0.94 0.06 1.00 1.00 1.66 0.34 1.00 2.00 1.00
Final Sat.: 1440 160 1600 1504 96 1600 1600 2648 552 1600 3200 1600

Capacity Analysis Module:

Vol/Sat: 0.09 0.09 0.02 0.12 0.12 0.16 0.02 0.41 0.41 0.00 0.28 0.05
OvlAdjV/S: 0.14
Crit Moves: ****

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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): 0.589
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 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 Ovl Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 0 1 2 0 1 0 1 2 0 1 1 0 1 0 2 0 1

Volume Module:

Base Vol: 21 13 21 80 18 74 381 725 130 119 952 424
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: 21 13 21 80 18 74 381 725 130 119 952 424
Added Vol: 0 0 0 0 0 0 0 0 66 0 0 26 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 21 13 21 80 18 74 381 791 130 119 978 424
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: 22 14 22 85 19 79 407 844 139 127 1044 453
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 22 14 22 85 19 79 407 844 139 127 1044 453
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: 22 14 22 85 19 79 407 844 139 127 1044 453
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 1.00 1.00 2.00 1.00 1.00 2.00 1.72 0.28 1.00 2.00 1.00
Final Sat.: 1600 1600 1600 3200 1600 1600 3200 2748 452 1600 3200 1600

Capacity Analysis Module:

Vol/Sat: 0.01 0.01 0.01 0.03 0.01 0.05 0.13 0.31 0.31 0.08 0.33 0.28
OvlAdjV/S: 0.00
Crit Moves: ****

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #16 Lot F / Temple Ave
Average Delay (sec/veh): 0.0 Worst Case Level Of Service: C [15.6]
Approach: North Bound South Bound East Bound West Bound
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 1! 0 0 0 0 1! 0 0 1 0 1 1 0 1 0 2 0 1
Volume Module:
Base Vol: 0 0 0 0 0 0 4 847 0 0 1530 199
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 4 847 0 0 1530 199
Added Vol: 0 0 0 0 0 0 0 66 0 0 26 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 0 0 0 4 913 0 0 1556 199
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: 0 0 0 0 0 0 4 940 0 0 1602 205
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 0 0 0 0 0 4 940 0 0 1602 205
Critical Gap Module:
Critical Gp: 6.8 6.5 6.9 6.8 6.5 6.9 4.1 xxxxx xxxxxx xxxxxx xxxxxx xxxxxx
FollowUpTim: 3.5 4.0 3.3 3.5 4.0 3.3 2.2 xxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Capacity Module:
Cnflct Vol: 1750 2756 470 2081 2551 801 1807 xxxxx xxxxxx xxxxx xxxxx xxxxxx
Potent Cap.: 79 20 545 47 27 332 345 xxxxx xxxxxx xxxxx xxxxx xxxxxx
Move Cap.: 78 20 545 47 27 332 345 xxxxx xxxxxx xxxxx xxxxx xxxxxx
Volume/Cap: 0.00 0.00 0.00 0.00 0.00 0.00 0.01 xxxxx xxxxxx xxxxx xxxxx xxxxxx
Level Of Service Module:
2Way95thQ: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx 0.0 xxxxx xxxxxx xxxxx xxxxx xxxxxx
Control Del: xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx 15.6 xxxxx xxxxxx xxxxxx xxxxx xxxxxx
LOS by Move: * * * * * C * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx 0 xxxxxx xxxxx 0 xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx
SharedQueue: xxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx
Shrd ConDel: xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx
Shared LOS: * * * * * * * * * *
ApproachDel: xxxxxxx xxxxxxx xxxxxxx xxxxxxx
ApproachLOS: * * * * *

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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): 0.867
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 86 Level Of Service: D
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 1 0 1 0 2 1 0
Volume Module:
Base Vol: 172 572 45 99 586 288 111 327 157 37 1179 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: 172 572 45 99 586 288 111 327 157 37 1179 98
Added Vol: 53 10 4 0 7 54 21 57 16 23 168 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 225 582 49 99 593 342 132 384 173 60 1347 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: 234 605 51 103 616 356 137 399 180 62 1400 102
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 234 605 51 103 616 356 137 399 180 62 1400 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: 234 605 51 103 616 356 137 399 180 62 1400 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 2.07 0.93 1.00 2.80 0.20
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3309 1491 1600 4474 326
Capacity Analysis Module:
Vol/Sat: 0.15 0.19 0.03 0.06 0.19 0.22 0.09 0.12 0.12 0.04 0.31 0.31
Crit Moves: **** **

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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): 0.981
Loss Time (sec): 6 Average Delay (sec/veh): 29.3
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: 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 0 0 1 1 0 1 1 0 1 0 1 0 3 0 1

Volume Module:

Base Vol: 0 0 2 604 3 745 0 541 10 7 1225 43
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 2 604 3 745 0 541 10 7 1225 43
Added Vol: 0 0 0 257 0 103 0 60 0 0 88 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 2 861 3 848 0 601 10 7 1313 43
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: 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82
PHF Volume: 0 0 2 1054 4 1038 0 736 12 9 1607 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 2 1054 4 1038 0 736 12 9 1607 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 0 2 1054 4 1038 0 736 12 9 1607 0

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 0.87 0.90 0.90 0.90 1.00 0.91 0.91 0.95 0.91 1.00
Lanes: 0.00 0.00 1.00 1.50 0.01 1.49 0.00 2.95 0.05 1.00 3.00 1.00
Final Sat.: 0 0 1644 2577 6 2564 0 5092 85 1805 5187 1900

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.41 0.61 0.40 0.00 0.14 0.14 0.00 0.31 0.00
Crit Moves: *****
Green/Cycle: 0.00 0.00 0.00 0.62 0.62 0.62 0.00 0.31 0.31 0.01 0.32 0.00
Volume/Cap: 0.00 0.00 xxxxx 0.66 0.98 0.65 0.00 0.47 0.47 0.47 0.98 0.00
Delay/Veh: 0.0 0.0 0.0 12.5 33.3 12.3 0.0 28.4 28.4 67.1 51.6 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 12.5 33.3 12.3 0.0 28.4 28.4 67.1 51.6 0.0
LOS by Move: A A A A B C B A C C E D A
HCM2kAvgQ: 0 0 0 20 1 20 0 7 7 1 24 0

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

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Level Of Service Computation Report

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

Intersection #50 Grand Ave / Cameron Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 1.107
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: 397 739 0 0 1653 181 86 0 561 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: 397 739 0 0 1653 181 86 0 561 0 0 0
Added Vol: 0 47 0 0 67 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 397 786 0 0 1720 181 86 0 561 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: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 432 854 0 0 1870 197 93 0 610 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 432 854 0 0 1870 197 93 0 610 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: 432 854 0 0 1870 197 93 0 610 0 0 0
OvlAdjVol: 394

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 1.81 0.19 1.00 0.00 1.00 0.00 0.00 0.00
Final Sat.: 3200 3200 0 0 2895 305 1600 0 1600 0 0 0

Capacity Analysis Module:

Vol/Sat: 0.13 0.27 0.00 0.00 0.65 0.65 0.06 0.00 0.38 0.00 0.00 0.00
OvlAdjV/S: 0.25
Crit Moves: *****

Mt SAC PEP EIR
Year 2020 No Project Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #190 SR-57 NB Ramps / Temple Ave
Cycle (sec): 100 Critical Vol./Cap.(X): 0.629
Loss Time (sec): 6 Average Delay (sec/veh): 15.6
Optimal Cycle: 35 Level Of Service: B
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Permitted Permitted
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
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 1 0 1 0 0 0 0 1 0 2 1 1 0 0 2 1 0
Volume Module:
Base Vol: 385 0 274 0 0 0 0 0 806 276 0 1599 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: 385 0 274 0 0 0 0 0 806 276 0 1599 0
Added Vol: 80 0 114 0 0 0 0 0 265 28 0 44 61
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 465 0 388 0 0 0 0 0 1071 304 0 1643 61
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: 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85
PHF Volume: 544 0 454 0 0 0 0 0 1254 0 0 1924 71
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 544 0 454 0 0 0 0 0 1254 0 0 1924 71
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: 544 0 454 0 0 0 0 0 1254 0 0 1924 71
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.91 1.00 0.91 1.00 1.00 1.00 1.00 0.91 0.91 1.00 0.91 0.91
Lanes: 1.55 0.00 1.45 0.00 0.00 0.00 1.00 3.00 1.00 0.00 2.89 0.11
Final Sat.: 2662 0 2507 0 0 0 1900 5187 1729 0 4976 185
Capacity Analysis Module:
Vol/Sat: 0.20 0.00 0.18 0.00 0.00 0.00 0.00 0.24 0.00 0.00 0.39 0.39
Crit Moves: ****
Green/Cycle: 0.33 0.00 0.33 0.00 0.00 0.00 0.00 0.61 0.00 0.00 0.61 0.61
Volume/Cap: 0.63 0.00 0.56 0.00 0.00 0.00 0.00 0.39 0.00 0.00 0.63 0.63
Delay/Veh: 29.4 0.0 28.2 0.0 0.0 0.0 0.0 9.9 0.0 0.0 12.5 12.5
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: 29.4 0.0 28.2 0.0 0.0 0.0 0.0 9.9 0.0 0.0 12.5 12.5
LOS by Move: C A C A A A A A A A B B
HCM2kAvgQ: 10 0 8 0 0 0 0 7 0 0 14 14
Note: Queue reported is the number of cars per lane.

Mt SAC PEP EIR
Year 2020 No Project Conditions
AM Peak Hour

Level Of Service Computation Report

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

Intersection #600 Grand Ave / Mountaineer Rd
Cycle (sec): 100 Critical Vol./Cap.(X): 0.691
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 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 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 2 0 0 0 2
Volume Module:
Base Vol: 0 1047 437 643 1700 0 0 0 0 0 134 0 75
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 1047 437 643 1700 0 0 0 0 0 134 0 75
Added Vol: 0 47 0 0 67 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 1094 437 643 1767 0 0 0 0 0 134 0 75
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: 0 1126 450 662 1818 0 0 0 0 0 138 0 77
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 1126 450 662 1818 0 0 0 0 0 138 0 77
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 1126 450 662 1818 0 0 0 0 0 138 0 77
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: 0.00 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 0.35 0.28 0.21 0.57 0.00 0.00 0.00 0.00 0.04 0.00 0.02
OvlAdjV/S: 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: ****
Note: Queue reported is the number of cars per lane.

Mt SAC PEP EIR
Year 2020 No Project Conditions
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): 0.738
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 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: 4 0 2 0 0 0 0 35 5 0 58 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 574 9 193 6 3 13 6 1153 486 129 1018 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: 593 9 199 6 3 13 6 1191 502 133 1052 12
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 593 9 199 6 3 13 6 1191 502 133 1052 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: 593 9 199 6 3 13 6 1191 502 133 1052 12
OvlAdjVol: 201

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 2.97 0.03
Final Sat.: 3151 49 1600 436 218 945 1600 3200 1600 1600 4744 56

Capacity Analysis Module:

Vol/Sat: 0.19 0.19 0.12 0.01 0.01 0.01 0.00 0.37 0.31 0.08 0.22 0.22
OvlAdjV/S: 0.13
Crit Moves: ****

Mt SAC PEP EIR
Year 2020 No Project Conditions
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): 0.648
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 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 37 1 0 58 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 254 42 132 17 22 5 19 1036 162 107 948 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 1054 165 109 964 19
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 258 43 134 17 22 5 19 1054 165 109 964 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 1054 165 109 964 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 1.73 0.27 1.00 2.00 1.00
Final Sat.: 2746 454 1600 697 903 1600 1600 2767 433 1600 3200 1600

Capacity Analysis Module:

Vol/Sat: 0.09 0.09 0.08 0.02 0.02 0.00 0.01 0.38 0.38 0.07 0.30 0.01
Crit Moves: ****

Mt SAC PEP EIR
Year 2020 No Project Conditions
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): 0.760
Loss Time (sec): 6 Average Delay (sec/veh): 26.2
Optimal Cycle: 50 Level Of Service: C

Street Name: Grand Ave I-10 WB Ramps

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 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 0 1 0 0 1 0 0

Volume Module:

Base Vol: 389 1090 34 3 815 385 282 11 117 18 17 6

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: 389 1090 34 3 815 385 282 11 117 18 17 6

Added Vol: 65 8 0 0 9 0 0 0 1 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 454 1098 34 3 824 385 282 11 118 18 17 6

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: 481 1163 36 3 873 408 299 12 125 19 18 6

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 481 1163 36 3 873 408 299 12 125 19 18 6

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: 481 1163 36 3 873 408 299 12 125 19 18 6

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.95 0.95 0.85 0.95 0.95 0.85 0.95 0.95 0.85 0.96 0.96 0.96

Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 0.96 0.04 1.00 0.44 0.41 0.15

Final Sat.: 1805 3610 1615 1805 3610 1615 1745 68 1615 800 756 267

Capacity Analysis Module:

Vol/Sat: 0.27 0.32 0.02 0.00 0.24 0.25 0.17 0.17 0.08 0.02 0.02 0.02

Crit Moves: **** **** **** ****

Green/Cycle: 0.35 0.68 0.68 0.00 0.33 0.33 0.23 0.23 0.23 0.03 0.03 0.03

Volume/Cap: 0.76 0.47 0.03 0.47 0.73 0.76 0.76 0.76 0.34 0.76 0.76 0.76

Delay/Veh: 34.1 7.7 5.3 94.5 31.7 36.1 44.3 44.3 33.1 92.1 92.1 92.1

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: 34.1 7.7 5.3 94.5 31.7 36.1 44.3 44.3 33.1 92.1 92.1 92.1

LOS by Move: C A A F C D D C F F F

HCM2kAvgQ: 13 9 0 1 14 13 11 11 3 3 3 3

Mt SAC PEP EIR
Year 2020 No Project Conditions
PM Peak Hour

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

Mt SAC PEP EIR
Year 2020 No Project Conditions
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 PEP EIR
Year 2020 No Project Conditions
PM Peak Hour

Level Of Service Computation Report

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

Table with columns for Intersection #7 Grand Ave / San Jose Hills Rd, 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 PEP EIR
Year 2020 No Project Conditions
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): 0.791
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 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 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: 2 70 5 0 41 3 4 30 1 9 56 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 329 1220 293 209 873 265 350 681 293 368 715 326
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: 338 1254 301 215 897 272 360 700 301 378 735 335
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 338 1254 301 215 897 272 360 700 301 378 735 335
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: 338 1254 301 215 897 272 360 700 301 378 735 335
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 2.30 0.70 2.00 2.00 1.00 2.00 2.00 1.00
Final Sat.: 3200 4800 1600 3200 3682 1118 3200 3200 1600 3200 3200 1600

Capacity Analysis Module:

Vol/Sat: 0.11 0.26 0.19 0.07 0.24 0.24 0.11 0.22 0.19 0.12 0.23 0.21
OvlAdjV/S: 0.07 0.08 0.14
Crit Moves: **** **** **** **** ****

Mt SAC PEP EIR
Year 2020 No Project Conditions
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): 0.967
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 151 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 Split Phase Split Phase
Rights: Include Ovl Include Include
Min. Green: 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 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 76 0 0 51 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 233 1611 153 7 1310 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 1744 166 8 1418 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 1744 166 8 1418 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 1744 166 8 1418 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 0.54 0.10 0.00 0.44 0.13 0.10 0.10 0.24 0.03 0.03 0.03
OvlAdjV/S: 0.00 0.00
Crit Moves: **** **** **** ****

Mt SAC PEP EIR
Year 2020 No Project Conditions
PM Peak Hour

Level Of Service Computation Report

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

Intersection #10 Grand Ave / ValleyBlvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.960
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 142 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: 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

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: 18 2 26 7 1 43 27 6 10 85 9 48
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 279 1042 205 392 1043 252 693 1537 297 513 711 292
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: 292 1092 0 411 1093 0 726 1611 0 538 745 306
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 292 1092 0 411 1093 0 726 1611 0 538 745 306
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: 292 1092 0 411 1093 0 726 1611 0 538 745 306

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 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 0.23 0.00 0.23 0.34 0.00 0.17 0.16 0.19
Crit Moves: ****

Mt SAC PEP EIR
Year 2020 No Project Conditions
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): 0.558
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 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

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 45 0 0 96 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 1306 0 0 1663 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 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: 36 1407 0 0 1792 54 185 0 101 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 36 1407 0 0 1792 54 185 0 101 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: 36 1407 0 0 1792 54 185 0 101 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 0.44 0.00 0.00 0.37 0.03 0.06 0.00 0.06 0.00 0.00 0.00
Crit Moves: ****

Mt SAC PEP EIR
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Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Grand Ave / SR-60 EB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.777
Loss Time (sec): 10 Average Delay (sec/veh): 23.3
Optimal Cycle: 67 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: 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 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 40 0 44 52 0 0 0 0 0 0 0 5
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 1 839 283 654 1434 5 4 2 4 186 1 500
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: 1 935 315 729 1599 6 4 2 4 207 1 557
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1 935 315 729 1599 6 4 2 4 207 1 557
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: 1 935 315 729 1599 6 4 2 4 207 1 557

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 3597 13 1805 570 1140 2123 5 2885

Capacity Analysis Module:

Vol/Sat: 0.00 0.26 0.20 0.21 0.44 0.44 0.00 0.00 0.00 0.10 0.23 0.19
Crit Moves: ****
Green/Cycle: 0.00 0.33 0.62 0.27 0.60 0.60 0.00 0.01 0.01 0.29 0.30 0.56
Volume/Cap: 0.74 0.78 0.31 0.78 0.74 0.74 0.78 0.34 0.32 0.34 0.78 0.34
Delay/Veh: 481.8 33.3 9.1 38.0 15.7 15.7 270.8 59.1 57.5 28.3 36.2 11.9
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: 481.8 33.3 9.1 38.0 15.7 15.7 270.8 59.1 57.5 28.3 36.2 11.9
LOS by Move: F C A D B B F E C D B
HCM2kAvgQ: 0 14 4 11 19 19 1 1 1 4 13 5

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

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Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 Grand Ave / SR-60 WB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.829
Loss Time (sec): 10 Average Delay (sec/veh): 21.4
Optimal Cycle: 79 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

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 20 0 3 49 0 19 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 953 619 383 1343 0 188 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 1010 656 406 1423 0 199 0 186 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 1010 656 406 1423 0 199 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 1010 656 406 1423 0 199 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

Capacity Analysis Module:

Vol/Sat: 0.00 0.28 0.41 0.22 0.39 0.00 0.06 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 0.57 0.83 0.83 0.52 0.00 0.41 0.00 0.83 0.00 0.00 0.00
Delay/Veh: 0.0 18.5 29.3 45.6 4.9 0.0 39.8 0.0 63.8 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 18.5 29.3 45.6 4.9 0.0 39.8 0.0 63.8 0.0 0.0 0.0
LOS by Move: A B C D A A D A E A A A
HCM2kAvgQ: 0 12 20 12 9 0 3 0 8 0 0 0

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

Mt SAC PEP EIR
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Level Of Service Computation Report

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

Intersection #14 Mt SAC Way / Temple Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.711
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 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 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 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 35 0 0 65 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 6 7 1 94 38 102 303 1370 189 42 674 237
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 1385 191 42 681 240
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 6 7 1 95 38 103 306 1385 191 42 681 240
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 1385 191 42 681 240
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 1.76 0.24 1.00 2.00 1.00
Final Sat.: 738 862 1600 1139 461 1600 1600 2812 388 1600 3200 1600

Capacity Analysis Module:

Vol/Sat: 0.01 0.01 0.00 0.08 0.08 0.06 0.19 0.49 0.49 0.03 0.21 0.15
OvlAdjV/S: 0.00
Crit Moves: **** **** **** ****

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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): 0.622
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Ovl Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 0 1 2 0 1 0 1 2 0 1 1 0 1 0 2 0 1

Volume Module:

Base Vol: 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: 0 0 0 0 0 0 0 0 35 0 0 65 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 103 21 75 151 9 96 153 811 54 31 1162 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: 106 22 77 156 9 99 158 838 56 32 1200 207
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 106 22 77 156 9 99 158 838 56 32 1200 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: 106 22 77 156 9 99 158 838 56 32 1200 207
OvlAdjVol: 20

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 3000 200 1600 3200 1600

Capacity Analysis Module:

Vol/Sat: 0.07 0.01 0.05 0.05 0.01 0.06 0.05 0.28 0.28 0.02 0.38 0.13
OvlAdjV/S: 0.01
Crit Moves: **** **** **** ****

Mt SAC PEP EIR
Year 2020 No Project Conditions
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): 0.0 Worst Case Level Of Service: A[0.0]
Approach: North Bound South Bound East Bound West Bound
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 1! 0 0 0 0 1! 0 0 1 0 1 1 0 1 0 2 0 1
Volume Module:
Base Vol: 0 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 1.00
Initial Bse: 0 0 0 0 0 0 0 0 1029 0 0 1282 14
Added Vol: 0 0 0 0 0 0 0 0 35 0 0 65 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 0 0 0 0 0 1064 0 0 1347 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 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 0.93
PHF Volume: 0 0 0 0 0 0 0 0 1139 0 0 1442 15
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 0 0 0 0 0 0 0 1139 0 0 1442 15
Critical Gap Module:
Critical Gp: 6.8 6.5 6.9 6.8 6.5 6.9 xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx
FollowUpTim: 3.5 4.0 3.3 3.5 4.0 3.3 xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx
Capacity Module:
Cnflct Vol: 1860 2596 570 2012 2581 721 xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx
Potent Cap.: 66 25 470 52 26 374 xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx
Move Cap.: 66 25 470 52 26 374 xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx
Volume/Cap: 0.00 0.00 0.00 0.00 0.00 0.00 xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx
Level Of Service Module:
2Way95thQ: xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx
Control Del: xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx
LOS by Move: *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx 0 xxxxxx xxxxx 0 xxxxxx xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx
SharedQueue: xxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx
Shrd ConDel: xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx
Shared LOS: *
ApproachDel: xxxxxxx xxxxxxx xxxxxxx xxxxxxx
ApproachLOS: * * * * *
Note: Queue reported is the number of cars per lane.

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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): 0.813
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 Level Of Service: D
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 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 4.0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 1 0 1 0 2 1 0
Volume Module:
Base Vol: 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 1.00
Initial Bse: 234 775 63 160 550 158 163 963 214 84 684 112
Added Vol: 20 6 24 0 9 25 52 159 49 4 72 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 254 781 87 160 559 183 215 1122 263 88 756 112
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: 263 809 90 166 579 190 223 1163 273 91 783 116
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 263 809 90 166 579 190 223 1163 273 91 783 116
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: 263 809 90 166 579 190 223 1163 273 91 783 116
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 2.43 0.57 1.00 2.61 0.39
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3889 911 1600 4181 619
Capacity Analysis Module:
Vol/Sat: 0.16 0.25 0.06 0.10 0.18 0.12 0.14 0.30 0.30 0.06 0.19 0.19
Crit Moves: *** **

Mt SAC PEP EIR
Year 2020 No Project Conditions
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): 0.953
Loss Time (sec): 6 Average Delay (sec/veh): 28.4
Optimal Cycle: 138 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 0 1 0 1 1 0 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 72 0 34 0 183 0 0 42 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 1 0 83 995 12 570 0 1979 72 18 618 116
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 1032 12 591 0 2053 75 19 641 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1 0 86 1032 12 591 0 2053 75 19 641 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 1032 12 591 0 2053 75 19 641 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 1.63 0.01 1.36 0.00 2.89 0.11 1.00 3.00 1.00
Final Sat.: 20 0 1628 2832 26 2366 0 4980 181 1805 5187 1900

Capacity Analysis Module:

Vol/Sat: 0.05 0.00 0.05 0.36 0.47 0.25 0.00 0.41 0.41 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 0.73 0.95 0.50 0.00 0.95 0.95 0.95 0.28 0.00
Delay/Veh: 0.0 0.0 0.0 21.2 36.4 17.0 0.0 37.6 37.6 227.8 17.7 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 21.2 36.4 17.0 0.0 37.6 37.6 227.8 17.7 0.0
LOS by Move: A A A C D B A D F B A
HCM2kAvgQ: 2 0 2 25 2 12 0 29 29 2 5 0

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

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Level Of Service Computation Report

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

Intersection #50 Grand Ave / Cameron Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.674
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 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 0 0 1 1 0 1 0 0 0 0 0 0 0 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 74 0 0 44 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 418 1317 0 0 852 115 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 1406 0 0 909 123 86 0 434 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 446 1406 0 0 909 123 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 1406 0 0 909 123 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 1.76 0.24 1.00 0.00 1.00 0.00 0.00 0.00
Final Sat.: 3200 3200 0 0 2819 381 1600 0 1600 0 0 0

Capacity Analysis Module:

Vol/Sat: 0.14 0.44 0.00 0.00 0.32 0.32 0.05 0.00 0.27 0.00 0.00 0.00
OvlAdjV/S: 0.13
Crit Moves: *****

Mt SAC PEP EIR
Year 2020 No Project Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #190 SR-57 NB Ramps / Temple Ave
Cycle (sec): 100 Critical Vol./Cap.(X): 0.595
Loss Time (sec): 6 Average Delay (sec/veh): 9.5
Optimal Cycle: 33 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 1 0 1 0 0 0 0 1 0 2 1 1 0 0 2 1 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: 31 0 42 0 0 0 0 84 98 0 139 280
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 154 0 331 0 0 0 0 2181 719 0 1108 280
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 0.96 0.96 0.96 0.96
PHF Volume: 160 0 344 0 0 0 0 2270 0 0 1153 291
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 160 0 344 0 0 0 0 2270 0 0 1153 291
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: 160 0 344 0 0 0 0 2270 0 0 1153 291
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 0.88 0.88
Lanes: 1.32 0.00 1.68 0.00 0.00 0.00 1.00 3.00 1.00 0.00 2.39 0.61
Final Sat.: 2212 0 2825 0 0 0 1900 5187 1729 0 4016 1015
Capacity Analysis Module:
Vol/Sat: 0.07 0.00 0.12 0.00 0.00 0.00 0.00 0.44 0.00 0.00 0.29 0.29
Crit Moves: ****
Green/Cycle: 0.20 0.00 0.20 0.00 0.00 0.00 0.00 0.74 0.00 0.00 0.74 0.74
Volume/Cap: 0.35 0.00 0.60 0.00 0.00 0.00 0.00 0.60 0.00 0.00 0.39 0.39
Delay/Veh: 34.2 0.0 37.2 0.0 0.0 0.0 0.0 6.5 0.0 0.0 5.0 5.0
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: 34.2 0.0 37.2 0.0 0.0 0.0 0.0 6.5 0.0 0.0 5.0 5.0
LOS by Move: C A D A A A A A A A A A
HCM2kAvgQ: 3 0 7 0 0 0 0 12 0 0 6 6

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

Mt SAC PEP EIR
Year 2020 No Project Conditions
PM Peak Hour

Level Of Service Computation Report

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

Intersection #600 Grand Ave / Mountaineer Rd
Cycle (sec): 100 Critical Vol./Cap.(X): 0.745
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 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 1 2 0 2 0 0 0 0 0 0 2 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 74 0 0 44 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 1786 118 106 1164 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 1874 124 111 1221 0 0 0 0 143 0 169
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 1874 124 111 1221 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 1874 124 111 1221 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
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 0.59 0.08 0.03 0.38 0.00 0.00 0.00 0.00 0.04 0.00 0.05
OvlAdjV/S: 0.02
Crit Moves: ****

EXISTING PLUS 2025 CUMULATIVE CONDITIONS

Mt SAC PEP EIR
Year 2025 No Project Conditions
AM 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): 0.804
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 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: 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: 594 4 140 18 10 12 4 1170 436 78 1018 3
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: 594 4 140 18 10 12 4 1170 436 78 1018 3
Added Vol: 6 0 0 0 0 0 0 0 120 6 2 164 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 600 4 140 18 10 12 4 1290 442 80 1182 3
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: 651 4 152 20 11 13 4 1401 480 87 1283 3
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 651 4 152 20 11 13 4 1401 480 87 1283 3
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: 651 4 152 20 11 13 4 1401 480 87 1283 3
OvlAdjVol: 152

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: 1.99 0.01 1.00 0.45 0.25 0.30 1.00 2.00 1.00 1.00 2.99 0.01
Final Sat.: 3179 21 1600 720 400 480 1600 3200 1600 1600 4788 12

Capacity Analysis Module:

Vol/Sat: 0.20 0.20 0.10 0.03 0.03 0.03 0.00 0.44 0.30 0.05 0.27 0.27
OvlAdjV/S: 0.10
Crit Moves: ****

Mt SAC PEP EIR
Year 2025 No Project Conditions
AM 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): 0.746
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 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 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: 268 27 102 22 45 19 7 1045 292 53 790 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: 268 27 102 22 45 19 7 1045 292 53 790 14
Added Vol: 0 0 0 0 0 0 0 0 120 0 0 165 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 268 27 102 22 45 19 7 1165 292 53 955 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: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume: 287 29 109 24 48 20 7 1246 312 57 1021 15
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 287 29 109 24 48 20 7 1246 312 57 1021 15
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: 287 29 109 24 48 20 7 1246 312 57 1021 15

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: 1.82 0.18 1.00 0.33 0.67 1.00 1.00 1.60 0.40 1.00 2.00 1.00
Final Sat.: 2907 293 1600 525 1075 1600 1600 2559 641 1600 3200 1600

Capacity Analysis Module:

Vol/Sat: 0.10 0.10 0.07 0.04 0.04 0.01 0.00 0.49 0.49 0.04 0.32 0.01
Crit Moves: ****

Mt SAC PEP EIR
Year 2025 No Project Conditions
AM 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): 0.642

Loss Time (sec): 6 Average Delay (sec/veh): 24.2

Optimal Cycle: 36 Level of Service: C

Street Name: Grand Ave I-10 WB Ramps

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 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 0 1 0 0 1 0 0 1 0 0

Volume Module:

Base Vol: 144 1051 17 0 812 140 437 6 310 12 3 8

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: 144 1051 17 0 812 140 437 6 310 12 3 8

Added Vol: 56 12 0 0 12 0 0 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 200 1063 17 0 824 140 437 6 310 12 3 8

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: 202 1075 17 0 834 142 442 6 314 12 3 8

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 202 1075 17 0 834 142 442 6 314 12 3 8

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: 202 1075 17 0 834 142 442 6 314 12 3 8

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.95 0.95 0.85 1.00 0.95 0.85 0.95 0.95 0.85 0.93 0.93 0.93

Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 0.99 0.01 1.00 0.52 0.13 0.35

Final Sat.: 1805 3610 1615 1900 3610 1615 1786 25 1615 921 230 614

Capacity Analysis Module:

Vol/Sat: 0.11 0.30 0.01 0.00 0.23 0.09 0.25 0.25 0.19 0.01 0.01 0.01

Crit Moves: **** **** ****

Green/Cycle: 0.17 0.53 0.53 0.00 0.36 0.36 0.39 0.39 0.39 0.02 0.02 0.02

Volume/Cap: 0.64 0.56 0.02 0.00 0.64 0.24 0.64 0.64 0.50 0.64 0.64 0.64

Delay/Veh: 42.8 15.8 11.0 0.0 27.8 22.7 27.1 27.1 24.1 81.7 81.7 81.7

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: 42.8 15.8 11.0 0.0 27.8 22.7 27.1 27.1 24.1 81.7 81.7 81.7

LOS by Move: D B B A C C C C F F F

HCM2kAvgQ: 6 11 0 0 12 3 12 12 8 2 2 2

Mt SAC PEP EIR
Year 2025 No Project Conditions
AM Peak Hour

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

Mt SAC PEP EIR
Year 2025 No Project Conditions
AM 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): 0.915
Loss Time (sec): 6 Average Delay (sec/veh): 33.0
Optimal Cycle: 103 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 0 0 0 1 1 0 1 0 1 0 0 0 0 0 0 0

Volume Module:
Base Vol: 41 873 0 0 927 223 349 0 533 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: 41 873 0 0 927 223 349 0 533 0 0 0
Added Vol: 1 68 0 0 13 0 0 0 143 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 42 941 0 0 940 223 349 0 676 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: 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 Volume: 42 941 0 0 940 223 349 0 676 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 42 941 0 0 940 223 349 0 676 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: 42 941 0 0 940 223 349 0 676 0 0 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 1.00 1.00 0.92 0.92 0.89 1.00 0.89 1.00 1.00 1.00
Lanes: 1.00 2.00 0.00 0.00 1.62 0.38 1.21 0.00 0.79 0.00 0.00 0.00
Final Sat.: 1805 3610 0 0 2833 672 2028 0 1338 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.02 0.26 0.00 0.00 0.33 0.33 0.17 0.00 0.51 0.00 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.03 0.39 0.00 0.00 0.36 0.36 0.55 0.00 0.55 0.00 0.00 0.00
Volume/Cap: 0.92 0.67 0.00 0.00 0.92 0.92 0.31 0.00 0.92 0.00 0.00 0.00
Delay/Veh: 149.3 26.6 0.0 0.0 40.8 40.8 12.2 0.0 31.8 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: 149.3 26.6 0.0 0.0 40.8 40.8 12.2 0.0 31.8 0.0 0.0 0.0
LOS by Move: F C A A D D B A C A A A
HCM2kAvgQ: 3 13 0 0 19 19 5 0 28 0 0 0

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

Mt SAC PEP EIR
Year 2025 No Project Conditions
AM 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): 0.996
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
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 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 0 1 0 1

Volume Module:
Base Vol: 130 1183 442 221 1365 214 158 93 244 115 48 76
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: 130 1183 442 221 1365 214 158 93 244 115 48 76
Added Vol: 0 69 0 0 156 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 130 1252 442 221 1521 214 158 93 244 115 48 76
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: 139 1338 472 236 1625 229 169 99 261 123 51 81
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 139 1338 472 236 1625 229 169 99 261 123 51 81
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: 139 1338 472 236 1625 229 169 99 261 123 51 81

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 0.28 0.72 1.00 1.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 442 1158 1600 1600 1600

Capacity Analysis Module:
Vol/Sat: 0.09 0.42 0.30 0.15 0.51 0.14 0.11 0.23 0.23 0.08 0.03 0.05
Crit Moves: ****

Mt SAC PEP EIR
Year 2025 No Project Conditions
AM 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): 0.930
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 118 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: 2 0 3 0 1 2 0 2 1 0 2 0 2 0 1 2 0 2 0 1

Volume Module:

Base Vol: 236 1291 628 412 1070 187 284 757 153 110 446 185
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: 236 1291 628 412 1070 187 284 757 153 110 446 185
Added Vol: 0 65 9 0 153 3 3 120 2 2 158 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 236 1356 637 412 1223 190 287 877 155 112 604 185
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: 245 1405 660 427 1267 197 297 909 161 116 626 192
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 245 1405 660 427 1267 197 297 909 161 116 626 192
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: 245 1405 660 427 1267 197 297 909 161 116 626 192
OvlAdjVol: 602 38 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 3.00 1.00 2.00 2.60 0.40 2.00 2.00 1.00 2.00 2.00 1.00
Final Sat.: 3200 4800 1600 3200 4155 645 3200 3200 1600 3200 3200 1600

Capacity Analysis Module:

Vol/Sat: 0.08 0.29 0.41 0.13 0.31 0.31 0.09 0.28 0.10 0.04 0.20 0.12
OvlAdjV/S: 0.38 0.02 0.00
Crit Moves: **** **

Mt SAC PEP EIR
Year 2025 No Project Conditions
AM 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): 1.092
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: 159 1684 70 1 1120 277 407 76 416 113 108 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: 159 1684 70 1 1120 277 407 76 416 113 108 12
Added Vol: 0 75 0 0 158 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 159 1759 70 1 1278 277 407 76 416 113 108 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: 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87
PHF Volume: 184 2031 81 1 1476 320 470 88 480 130 125 14
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 184 2031 81 1 1476 320 470 88 480 130 125 14
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: 184 2031 81 1 1476 320 470 88 480 130 125 14
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 1.69 0.31 1.00 1.46 1.39 0.15
Final Sat.: 1600 3200 1600 1600 3200 1600 2696 504 1600 2331 2222 247

Capacity Analysis Module:

Vol/Sat: 0.11 0.63 0.05 0.00 0.46 0.20 0.17 0.17 0.30 0.06 0.06 0.06
OvlAdjV/S: 0.00 0.00
Crit Moves: **** **

Mt SAC PEP EIR
Year 2025 No Project Conditions
AM Peak Hour

Level Of Service Computation Report

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

Intersection #10 Grand Ave / ValleyBlvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.882
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 92 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: 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

Volume Module:

Base Vol: 291 1364 364 207 938 396 401 500 169 167 1116 139
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: 291 1364 364 207 938 396 401 500 169 167 1116 139
Added Vol: 4 22 178 46 91 21 46 10 18 269 7 6
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 295 1386 542 253 1029 417 447 510 187 436 1123 145
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: 311 1462 0 267 1085 0 472 538 0 460 1185 153
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 311 1462 0 267 1085 0 472 538 0 460 1185 153
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: 311 1462 0 267 1085 0 472 538 0 460 1185 153

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 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: 0.10 0.30 0.00 0.08 0.23 0.00 0.15 0.11 0.00 0.14 0.25 0.10
Crit Moves: ****

Mt SAC PEP EIR
Year 2025 No Project Conditions
AM 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): 1.065
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: 2 0 2 0 1 1 0 3 0 1 2 0 1 0 1

Volume Module:

Base Vol: 116 2253 0 0 1002 107 39 0 36 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: 116 2253 0 0 1002 107 39 0 36 0 0 0 0
Added Vol: 168 154 353 118 176 84 17 0 34 99 0 33
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 284 2407 353 118 1178 191 56 0 70 99 0 33
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: 300 2544 373 125 1245 202 59 0 74 105 0 35
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 300 2544 373 125 1245 202 59 0 74 105 0 35
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: 300 2544 373 125 1245 202 59 0 74 105 0 35

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 1.00 1.00 3.00 1.00 2.00 1.00 1.00 1.00 1.00 1.00
Final Sat.: 3200 3200 1600 1600 4800 1600 3200 1600 1600 1600 1600 1600

Capacity Analysis Module:

Vol/Sat: 0.09 0.80 0.23 0.08 0.26 0.13 0.02 0.00 0.05 0.07 0.00 0.02
Crit Moves: ****

Mt SAC PEP EIR
Year 2025 No Project Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Grand Ave / SR-60 EB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 1.056
Loss Time (sec): 10 Average Delay (sec/veh): 50.7
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 0 1

Volume Module:

Base Vol: 0 1796 320 349 679 2 0 1 1 262 0 572
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 1796 320 349 679 2 0 1 1 262 0 572
Added Vol: 0 447 0 93 215 0 0 0 0 0 0 229
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 2243 320 442 894 2 0 1 1 262 0 801
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 2381 340 469 949 2 0 1 1 278 0 850
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 2381 340 469 949 2 0 1 1 278 0 850
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 2381 340 469 949 2 0 1 1 278 0 850

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 0.95 0.85 0.92 0.95 0.95 1.00 0.93 0.93 0.88 1.00 0.88
Lanes: 1.00 2.00 1.00 2.00 1.99 0.01 1.00 0.50 0.50 1.25 0.00 1.75
Final Sat.: 1900 3610 1615 3502 3602 8 1900 879 879 2075 0 2920

Capacity Analysis Module:

Vol/Sat: 0.00 0.66 0.21 0.13 0.26 0.26 0.00 0.00 0.00 0.13 0.00 0.29
Crit Moves: ****
Green/Cycle: 0.00 0.62 0.77 0.13 0.75 0.75 0.00 0.00 0.00 0.15 0.00 0.28
Volume/Cap: 0.00 1.06 0.27 1.06 0.35 0.35 0.00 0.91 0.91 0.91 0.00 1.06
Delay/Veh: 0.0 54.7 3.4 102.1 4.3 4.3 0.0 548 548.2 51.9 0.0 79.9
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 54.7 3.4 102.1 4.3 4.3 0.0 548 548.2 51.9 0.0 79.9
LOS by Move: A D A F A A A F F D A E
HCM2kAvgQ: 0 44 3 11 5 5 0 1 1 10 0 23

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

Mt SAC PEP EIR
Year 2025 No Project Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 Grand Ave / SR-60 WB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 1.046
Loss Time (sec): 10 Average Delay (sec/veh): 56.6
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: 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

Volume Module:

Base Vol: 0 1177 267 312 676 0 905 0 281 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 1177 267 312 676 0 905 0 281 0 0 0
Added Vol: 0 116 0 64 151 0 331 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 1293 267 376 827 0 1236 0 281 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: 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98
PHF Volume: 0 1323 273 385 846 0 1265 0 288 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 1323 273 385 846 0 1265 0 288 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 1323 273 385 846 0 1265 0 288 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

Capacity Analysis Module:

Vol/Sat: 0.00 0.37 0.17 0.21 0.23 0.00 0.36 0.00 0.18 0.00 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.35 0.35 0.20 0.55 0.00 0.35 0.00 0.35 0.00 0.00 0.00
Volume/Cap: 0.00 1.05 0.48 1.05 0.42 0.00 1.05 0.00 0.52 0.00 0.00 0.00
Delay/Veh: 0.0 70.6 26.0 99.1 13.1 0.0 71.4 0.0 26.9 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 70.6 26.0 99.1 13.1 0.0 71.4 0.0 26.9 0.0 0.0 0.0
LOS by Move: A E C F B A E A C A A A
HCM2kAvgQ: 0 31 7 16 8 0 29 0 7 0 0 0

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

Mt SAC PEP EIR
Year 2025 No Project Conditions
AM Peak Hour

Level Of Service Computation Report

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

Intersection #14 Mt SAC Way / Temple Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.766
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 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 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 0 2 0 1

Volume Module:

Base Vol: 126 14 28 173 11 246 35 980 218 6 830 80
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: 126 14 28 173 11 246 35 980 218 6 830 80
Added Vol: 0 0 0 0 0 0 0 129 0 0 161 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 126 14 28 173 11 246 35 1109 218 6 991 80
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: 132 15 29 181 11 257 37 1158 228 6 1034 84
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 132 15 29 181 11 257 37 1158 228 6 1034 84
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: 132 15 29 181 11 257 37 1158 228 6 1034 84
OvlAdjVol: 220

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: 0.90 0.10 1.00 0.94 0.06 1.00 1.00 1.67 0.33 1.00 2.00 1.00
Final Sat.: 1440 160 1600 1504 96 1600 1600 2674 526 1600 3200 1600

Capacity Analysis Module:

Vol/Sat: 0.09 0.09 0.02 0.12 0.12 0.16 0.02 0.43 0.43 0.00 0.32 0.05
OvlAdjV/S: 0.14
Crit Moves: ****

Mt SAC PEP EIR
Year 2025 No Project Conditions
AM 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): 0.634
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Ovl Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 0 1 2 0 1 0 1 2 0 1 1 0 1 0 2 0 1

Volume Module:

Base Vol: 21 13 21 80 18 74 381 725 130 119 952 424
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: 21 13 21 80 18 74 381 725 130 119 952 424
Added Vol: 0 0 0 0 0 0 0 129 0 0 161 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 21 13 21 80 18 74 381 854 130 119 1113 424
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: 22 14 22 85 19 79 407 911 139 127 1188 453
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 22 14 22 85 19 79 407 911 139 127 1188 453
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: 22 14 22 85 19 79 407 911 139 127 1188 453
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 1.00 1.00 2.00 1.00 1.00 2.00 1.74 0.26 1.00 2.00 1.00
Final Sat.: 1600 1600 1600 3200 1600 1600 3200 2777 423 1600 3200 1600

Capacity Analysis Module:

Vol/Sat: 0.01 0.01 0.01 0.03 0.01 0.05 0.13 0.33 0.33 0.08 0.37 0.28
OvlAdjV/S: 0.00
Crit Moves: ****

Mt SAC PEP EIR
Year 2025 No Project Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #16 Lot F / Temple Ave
Average Delay (sec/veh): 0.0 Worst Case Level Of Service: C [17.0]
Approach: North Bound South Bound East Bound West Bound
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 1! 0 0 0 0 1! 0 0 1 0 1 1 0 1 0 2 0 1
Volume Module:
Base Vol: 0 0 0 0 0 0 4 847 0 0 1530 199
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 4 847 0 0 1530 199
Added Vol: 0 0 0 0 0 0 0 129 0 0 161 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 0 0 0 4 976 0 0 1691 199
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: 0 0 0 0 0 0 4 1005 0 0 1742 205
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 0 0 0 0 0 4 1005 0 0 1742 205
Critical Gap Module:
Critical Gp: 6.8 6.5 6.9 6.8 6.5 6.9 4.1 xxxxx xxxxxx xxxxxx xxxxx xxxxxx
FollowUpTim: 3.5 4.0 3.3 3.5 4.0 3.3 2.2 xxxxx xxxxxx xxxxxx xxxxx xxxxxx
Capacity Module:
Cnflct Vol: 1884 2960 503 2252 2755 871 1946 xxxxx xxxxxx xxxxx xxxxx xxxxxx
Potent Cap.: 64 15 520 36 20 298 305 xxxxx xxxxxx xxxxx xxxxx xxxxxx
Move Cap.: 63 14 520 36 20 298 305 xxxxx xxxxxx xxxxx xxxxx xxxxxx
Volume/Cap: 0.00 0.00 0.00 0.00 0.00 0.00 0.01 xxxxx xxxxx xxxxx xxxxx xxxxxx
Level Of Service Module:
2Way95thQ: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx 0.0 xxxxx xxxxxx xxxxx xxxxx xxxxxx
Control Del: xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx 17.0 xxxxx xxxxxx xxxxxx xxxxx xxxxxx
LOS by Move: * * * * * C * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx 0 xxxxxx xxxxx 0 xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx
SharedQueue: xxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx
Shrd ConDel: xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx
Shared LOS: * * * * * * * * * *
ApproachDel: xxxxxxx xxxxxxx xxxxxxx xxxxxxx
ApproachLOS: * * * * *

Mt SAC PEP EIR
Year 2025 No Project Conditions
AM 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): 1.077
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 1 0 2 1 0
Volume Module:
Base Vol: 172 572 45 99 586 288 111 327 157 37 1179 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: 172 572 45 99 586 288 111 327 157 37 1179 98
Added Vol: 116 38 4 0 120 117 156 461 151 23 355 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 288 610 49 99 706 405 267 788 308 60 1534 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: 299 634 51 103 734 421 278 819 320 62 1595 102
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 299 634 51 103 734 421 278 819 320 62 1595 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: 299 634 51 103 734 421 278 819 320 62 1595 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 2.16 0.84 1.00 2.82 0.18
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3451 1349 1600 4512 288
Capacity Analysis Module:
Vol/Sat: 0.19 0.20 0.03 0.06 0.23 0.26 0.17 0.24 0.24 0.04 0.35 0.35
Crit Moves: **** * * * * *

Mt SAC PEP EIR
Year 2025 No Project Conditions
AM 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): 1.041
Loss Time (sec): 6 Average Delay (sec/veh): 36.5
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: 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 0 0 1 1 0 1 1 0 1 0 1 0 3 0 1

Volume Module:

Base Vol: 0 0 2 604 3 745 0 541 10 7 1225 43
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 2 604 3 745 0 541 10 7 1225 43
Added Vol: 0 0 0 257 0 196 0 465 0 0 182 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 2 861 3 941 0 1006 10 7 1407 43
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: 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82
PHF Volume: 0 0 2 1054 4 1152 0 1231 12 9 1722 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 2 1054 4 1152 0 1231 12 9 1722 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 0 2 1054 4 1152 0 1231 12 9 1722 0

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 0.87 0.90 0.90 0.90 1.00 0.91 0.91 0.95 0.91 1.00
Lanes: 0.00 0.00 1.00 1.47 0.01 1.52 0.00 2.97 0.03 1.00 3.00 1.00
Final Sat.: 0 0 1644 2527 6 2602 0 5131 51 1805 5187 1900

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.42 0.65 0.44 0.00 0.24 0.24 0.00 0.33 0.00
Crit Moves: *****
Green/Cycle: 0.00 0.00 0.00 0.62 0.62 0.62 0.00 0.31 0.31 0.01 0.32 0.00
Volume/Cap: 0.00 0.00 xxxxx 0.67 1.04 0.71 0.00 0.77 0.77 0.77 1.04 0.00
Delay/Veh: 0.0 0.0 0.0 12.9 50.1 13.7 0.0 33.3 33.3 191.3 67.7 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 12.9 50.1 13.7 0.0 33.3 33.3 191.3 67.7 0.0
LOS by Move: A A A A B D B A C C F E A
HCM2kAvgQ: 0 0 0 21 6 13 0 14 14 1 28 0

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

Mt SAC PEP EIR
Year 2025 No Project Conditions
AM Peak Hour

Level Of Service Computation Report

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

Intersection #50 Grand Ave / Cameron Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 1.137
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 1 0 0 0 0 0

Volume Module:

Base Vol: 397 739 0 0 1653 181 86 0 561 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: 397 739 0 0 1653 181 86 0 561 0 0 0
Added Vol: 0 69 0 0 156 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 397 808 0 0 1809 181 86 0 561 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: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 432 878 0 0 1966 197 93 0 610 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 432 878 0 0 1966 197 93 0 610 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: 432 878 0 0 1966 197 93 0 610 0 0 0
OvlAdjVol: 394

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 1.82 0.18 1.00 0.00 1.00 0.00 0.00 0.00
Final Sat.: 3200 3200 0 0 2909 291 1600 0 1600 0 0 0

Capacity Analysis Module:

Vol/Sat: 0.13 0.27 0.00 0.00 0.68 0.68 0.06 0.00 0.38 0.00 0.00 0.00
OvlAdjV/S: 0.25
Crit Moves: *****

Mt SAC PEP EIR
Year 2025 No Project Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #190 SR-57 NB Ramps / Temple Ave
Cycle (sec): 100 Critical Vol./Cap.(X): 0.664
Loss Time (sec): 6 Average Delay (sec/veh): 17.0
Optimal Cycle: 38 Level Of Service: B
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Permitted Permitted
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
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 1 0 1 0 0 0 0 1 0 2 1 1 0 0 0 2 1 0
Volume Module:
Base Vol: 385 0 274 0 0 0 0 0 806 276 0 1599 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: 385 0 274 0 0 0 0 0 806 276 0 1599 0
Added Vol: 173 0 114 0 0 0 0 0 265 230 0 44 61
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 558 0 388 0 0 0 0 0 1071 506 0 1643 61
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: 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85
PHF Volume: 653 0 454 0 0 0 0 0 1254 0 0 1924 71
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 653 0 454 0 0 0 0 0 1254 0 0 1924 71
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: 653 0 454 0 0 0 0 0 1254 0 0 1924 71
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.91 1.00 0.91 1.00 1.00 1.00 1.00 0.91 0.91 1.00 0.91 0.91
Lanes: 1.59 0.00 1.41 0.00 0.00 0.00 1.00 3.00 1.00 0.00 2.89 0.11
Final Sat.: 2754 0 2443 0 0 0 1900 5187 1729 0 4976 185
Capacity Analysis Module:
Vol/Sat: 0.24 0.00 0.19 0.00 0.00 0.00 0.00 0.24 0.00 0.00 0.39 0.39
Crit Moves: ****
Green/Cycle: 0.36 0.00 0.36 0.00 0.00 0.00 0.00 0.58 0.00 0.00 0.58 0.58
Volume/Cap: 0.66 0.00 0.52 0.00 0.00 0.00 0.00 0.42 0.00 0.00 0.66 0.66
Delay/Veh: 28.1 0.0 25.6 0.0 0.0 0.0 0.0 11.6 0.0 0.0 14.8 14.8
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: 28.1 0.0 25.6 0.0 0.0 0.0 0.0 11.6 0.0 0.0 14.8 14.8
LOS by Move: C A C A A A A B A A B B
HCM2kAvgQ: 11 0 8 0 0 0 0 8 0 0 16 16

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

Mt SAC PEP EIR
Year 2025 No Project Conditions
AM Peak Hour

Level Of Service Computation Report

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

Intersection #600 Grand Ave / Mountaineer Rd
Cycle (sec): 100 Critical Vol./Cap.(X): 0.720
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 1 2 0 2 0 0 0 0 0 0 2 0 0 0 2
Volume Module:
Base Vol: 0 1047 437 643 1700 0 0 0 0 134 0 75
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 1047 437 643 1700 0 0 0 0 134 0 75
Added Vol: 0 69 0 0 156 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 1116 437 643 1856 0 0 0 0 134 0 75
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: 0 1148 450 662 1909 0 0 0 0 138 0 77
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 1148 450 662 1909 0 0 0 0 138 0 77
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 1148 450 662 1909 0 0 0 0 138 0 77
OvlAdjVol: 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: 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 0.36 0.28 0.21 0.60 0.00 0.00 0.00 0.00 0.04 0.00 0.02
OvlAdjV/S: 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: ****

Mt SAC PEP EIR
Year 2025 No Project Conditions
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): 0.746
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 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: 4 0 2 0 0 0 0 0 59 5 0 116 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 574 9 193 6 3 13 6 1177 486 129 1076 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: 593 9 199 6 3 13 6 1216 502 133 1112 12
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 593 9 199 6 3 13 6 1216 502 133 1112 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: 593 9 199 6 3 13 6 1216 502 133 1112 12
OvlAdjVol: 201

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 2.97 0.03
Final Sat.: 3151 49 1600 436 218 945 1600 3200 1600 1600 4747 53

Capacity Analysis Module:

Vol/Sat: 0.19 0.19 0.12 0.01 0.01 0.01 0.00 0.38 0.31 0.08 0.23 0.23
OvlAdjV/S: 0.13
Crit Moves: ****

Mt SAC PEP EIR
Year 2025 No Project Conditions
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): 0.655
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: 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 61 1 0 116 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 254 42 132 17 22 5 19 1060 162 107 1006 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 1078 165 109 1023 19
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 258 43 134 17 22 5 19 1078 165 109 1023 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 1078 165 109 1023 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 1.73 0.27 1.00 2.00 1.00
Final Sat.: 2746 454 1600 697 903 1600 1600 2776 424 1600 3200 1600

Capacity Analysis Module:

Vol/Sat: 0.09 0.09 0.08 0.02 0.02 0.00 0.01 0.39 0.39 0.07 0.32 0.01
Crit Moves: ****

Mt SAC PEP EIR
Year 2025 No Project Conditions
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): 0.821
Loss Time (sec): 6 Average Delay (sec/veh): 28.8
Optimal Cycle: 63 Level of Service: C

Street Name: Grand Ave I-10 WB Ramps
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 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 0 1 0 0 1 0 0

Volume Module:
Base Vol: 389 1090 34 3 815 385 282 11 117 18 17 6
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: 389 1090 34 3 815 385 282 11 117 18 17 6
Added Vol: 164 8 0 0 9 0 0 0 1 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 553 1098 34 3 824 385 282 11 118 18 17 6
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: 586 1163 36 3 873 408 299 12 125 19 18 6
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 586 1163 36 3 873 408 299 12 125 19 18 6
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: 586 1163 36 3 873 408 299 12 125 19 18 6

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 0.85 0.95 0.95 0.85 0.95 0.95 0.85 0.96 0.96 0.96
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 0.96 0.04 1.00 0.44 0.41 0.15
Final Sat.: 1805 3610 1615 1805 3610 1615 1745 68 1615 800 756 267

Capacity Analysis Module:
Vol/Sat: 0.32 0.32 0.02 0.00 0.24 0.25 0.17 0.17 0.08 0.02 0.02 0.02
Crit Moves: ****
Green/Cycle: 0.40 0.70 0.70 0.00 0.31 0.31 0.21 0.21 0.21 0.03 0.03 0.03
Volume/Cap: 0.82 0.46 0.03 0.46 0.79 0.82 0.82 0.82 0.37 0.82 0.82 0.82
Delay/Veh: 34.7 6.8 4.7 91.6 35.4 42.6 51.2 51.2 34.6 111.1 111 111.1
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: 34.7 6.8 4.7 91.6 35.4 42.6 51.2 51.2 34.6 111.1 111 111.1
LOS by Move: C A A F D D D C F F F
HCM2kAvgQ: 16 8 0 1 15 14 12 12 4 3 3 3

Mt SAC PEP EIR
Year 2025 No Project Conditions
PM Peak Hour

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

Mt SAC PEP EIR
Year 2025 No Project Conditions
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, Saturation Flow Module, Capacity Analysis Module.

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

Mt SAC PEP EIR
Year 2025 No Project Conditions
PM Peak Hour

Level Of Service Computation Report

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

Table with columns for Intersection #7 Grand Ave / San Jose Hills Rd, Cycle (sec), Loss Time (sec), Optimal Cycle, Approach, Movement, Control, Rights, Min. Green, Y+R, Lanes, Volume Module, Saturation Flow Module, Capacity Analysis Module.

Mt SAC PEP EIR
Year 2025 No Project Conditions
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): 0.820
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 71 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: 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: 2 169 5 0 88 3 4 54 1 9 114 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 329 1319 293 209 920 265 350 705 293 368 773 326
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: 338 1356 301 215 946 272 360 725 301 378 794 335
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 338 1356 301 215 946 272 360 725 301 378 794 335
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: 338 1356 301 215 946 272 360 725 301 378 794 335
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 2.33 0.67 2.00 2.00 1.00 2.00 2.00 1.00
Final Sat.: 3200 4800 1600 3200 3727 1073 3200 3200 1600 3200 3200 1600

Capacity Analysis Module:

Vol/Sat: 0.11 0.28 0.19 0.07 0.25 0.25 0.11 0.23 0.19 0.12 0.25 0.21
OvlAdjV/S: 0.07 0.08 0.14
Crit Moves: ****

Mt SAC PEP EIR
Year 2025 No Project Conditions
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): 0.983
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 171 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 Split Phase Split Phase
Rights: Include Ovl Include Include
Min. Green: 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 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: 0 176 0 0 98 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 233 1711 153 7 1357 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 1852 166 8 1469 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 1852 166 8 1469 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 1852 166 8 1469 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 0.58 0.10 0.00 0.46 0.13 0.10 0.10 0.24 0.03 0.03 0.03
OvlAdjV/S: 0.00 0.00
Crit Moves: ****

Mt SAC PEP EIR
Year 2025 No Project Conditions
PM Peak Hour

Level Of Service Computation Report

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

Intersection #10 Grand Ave / ValleyBlvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.021
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

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: 18 101 179 7 48 43 27 6 10 207 9 48
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 279 1141 358 392 1090 252 693 1537 297 635 711 292
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: 292 1196 0 411 1143 0 726 1611 0 666 745 306
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 292 1196 0 411 1143 0 726 1611 0 666 745 306
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: 292 1196 0 411 1143 0 726 1611 0 666 745 306

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 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 0.25 0.00 0.13 0.24 0.00 0.23 0.34 0.00 0.21 0.16 0.19
Crit Moves: ****

Mt SAC PEP EIR
Year 2025 No Project Conditions
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): 1.061
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: 2 0 2 0 1 1 0 3 0 1 2 0 1 0 1

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: 50 69 262 87 154 25 77 0 153 458 0 153
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 83 1330 262 87 1721 75 249 0 247 458 0 153
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: 89 1433 282 94 1855 81 268 0 266 494 0 165
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 89 1433 282 94 1855 81 268 0 266 494 0 165
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: 89 1433 282 94 1855 81 268 0 266 494 0 165

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 1.00 1.00 3.00 1.00 2.00 1.00 1.00 1.00 1.00 1.00
Final Sat.: 3200 3200 1600 1600 4800 1600 3200 1600 1600 1600 1600 1600

Capacity Analysis Module:

Vol/Sat: 0.03 0.45 0.18 0.06 0.39 0.05 0.08 0.00 0.17 0.31 0.00 0.10
Crit Moves: ****

Mt SAC PEP EIR
Year 2025 No Project Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Grand Ave / SR-60 EB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 1.018
Loss Time (sec): 10 Average Delay (sec/veh): 38.2
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 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: 0 234 0 384 381 0 0 0 0 0 0 0 146
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 1 1033 283 994 1763 5 4 2 4 186 1 641
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 1152 315 1108 1965 6 4 2 4 207 1 715
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1 1152 315 1108 1965 6 4 2 4 207 1 715
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 1152 315 1108 1965 6 4 2 4 207 1 715

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 0.87 0.87 0.87
Lanes: 1.00 2.00 1.00 2.00 1.99 0.01 1.00 0.33 0.67 1.22 0.01 1.77
Final Sat.: 1805 3610 1615 3502 3600 10 1805 570 1140 2034 4 2946

Capacity Analysis Module:

Vol/Sat: 0.00 0.32 0.20 0.32 0.55 0.55 0.00 0.00 0.00 0.10 0.28 0.24
Crit Moves: ****
Green/Cycle: 0.00 0.31 0.58 0.31 0.62 0.62 0.00 0.01 0.01 0.27 0.27 0.58
Volume/Cap: 0.88 1.02 0.34 1.02 0.88 0.88 1.02 0.38 0.36 0.38 1.02 0.42
Delay/Veh: 690.5 65.7 11.2 66.3 19.8 19.8 487.8 62.7 60.6 30.1 70.8 11.5
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: 690.5 65.7 11.2 66.3 19.8 19.8 487.8 62.7 60.6 30.1 70.8 11.5
LOS by Move: F E B E B F E E C E B
HCM2kAvgQ: 0 23 5 20 26 26 1 1 1 4 21 7

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

Mt SAC PEP EIR
Year 2025 No Project Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 Grand Ave / SR-60 WB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 1.006
Loss Time (sec): 10 Average Delay (sec/veh): 39.0
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: 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

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 44 0 274 107 0 190 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 977 619 654 1401 0 359 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 1035 656 693 1484 0 380 0 186 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 1035 656 693 1484 0 380 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 1035 656 693 1484 0 380 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 0.29 0.41 0.38 0.41 0.00 0.11 0.00 0.12 0.00 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.40 0.40 0.38 0.79 0.00 0.11 0.00 0.11 0.00 0.00 0.00
Volume/Cap: 0.00 0.71 1.01 1.01 0.52 0.00 0.95 0.00 1.01 0.00 0.00 0.00
Delay/Veh: 0.0 26.6 66.5 66.7 4.1 0.0 75.3 0.0 111.9 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 26.6 66.5 66.7 4.1 0.0 75.3 0.0 111.9 0.0 0.0 0.0
LOS by Move: A C E E A A E A F A A A
HCM2kAvgQ: 0 15 28 24 8 0 10 0 10 0 0 0 0

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

Mt SAC PEP EIR
Year 2025 No Project Conditions
PM Peak Hour

Level Of Service Computation Report

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

Intersection #14 Mt SAC Way / Temple Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.718
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 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 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 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 59 0 0 122 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 6 7 1 94 38 102 303 1394 189 42 731 237
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 1410 191 42 739 240
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 6 7 1 95 38 103 306 1410 191 42 739 240
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 1410 191 42 739 240
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 1.76 0.24 1.00 2.00 1.00
Final Sat.: 738 862 1600 1139 461 1600 1600 2818 382 1600 3200 1600

Capacity Analysis Module:

Vol/Sat: 0.01 0.01 0.00 0.08 0.08 0.06 0.19 0.50 0.50 0.03 0.23 0.15
OvlAdjV/S: 0.00
Crit Moves: **** **** **** ****

Mt SAC PEP EIR
Year 2025 No Project Conditions
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): 0.640
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Ovl Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 0 1 2 0 1 0 1 2 0 1 1 0 1 0 2 0 1

Volume Module:

Base Vol: 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: 0 0 0 0 0 0 0 0 59 0 0 122 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 103 21 75 151 9 96 153 835 54 31 1219 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: 106 22 77 156 9 99 158 863 56 32 1259 207
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 106 22 77 156 9 99 158 863 56 32 1259 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: 106 22 77 156 9 99 158 863 56 32 1259 207
OvlAdjVol: 20

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 3006 194 1600 3200 1600

Capacity Analysis Module:

Vol/Sat: 0.07 0.01 0.05 0.05 0.01 0.06 0.05 0.29 0.29 0.02 0.39 0.13
OvlAdjV/S: 0.01
Crit Moves: **** **** **** ****

Mt SAC PEP EIR
Year 2025 No Project Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Table with columns for 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 1! 0 0, 1 0 1 1 0, 1 0 2 0 1), Volume Module, Critical Gap Module, Capacity Module, Level Of Service Module.

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

Mt SAC PEP EIR
Year 2025 No Project Conditions
PM Peak Hour

Level Of Service Computation Report

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

Table with columns for 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), Lanes (1 0 2 0 1, 1 0 2 0 1, 1 0 2 1 0, 1 0 2 1 0), Volume Module, Saturation Flow Module, Capacity Analysis Module.

Mt SAC PEP EIR
Year 2025 No Project Conditions
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): 1.002
Loss Time (sec): 6 Average Delay (sec/veh): 33.6
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: 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 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 72 0 70 0 356 0 0 78 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 1 0 83 995 12 606 0 2152 72 18 654 116
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 1032 12 629 0 2232 75 19 678 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1 0 86 1032 12 629 0 2232 75 19 678 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 1032 12 629 0 2232 75 19 678 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 0.01 1.37 0.00 2.90 0.10 1.00 3.00 1.00
Final Sat.: 20 0 1628 2805 26 2389 0 4994 167 1805 5187 1900

Capacity Analysis Module:

Vol/Sat: 0.05 0.00 0.05 0.37 0.48 0.26 0.00 0.45 0.45 0.01 0.13 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.48 0.48 0.48 0.00 0.45 0.45 0.01 0.46 0.00
Volume/Cap: xxxx 0.00 xxxx 0.76 1.00 0.54 0.00 1.00 1.00 1.00 0.29 0.00
Delay/Veh: 0.0 0.0 0.0 22.7 48.3 18.3 0.0 46.9 46.9 259.6 17.1 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 22.7 48.3 18.3 0.0 46.9 46.9 259.6 17.1 0.0
LOS by Move: A A A C D B A D D F B A
HCM2kAvgQ: 2 0 2 26 2 13 0 34 34 2 5 0

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

Mt SAC PEP EIR
Year 2025 No Project Conditions
PM Peak Hour

Level Of Service Computation Report

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

Intersection #50 Grand Ave / Cameron Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.690
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 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 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: 0 173 0 0 91 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 418 1416 0 0 899 115 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 1511 0 0 959 123 86 0 434 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 446 1511 0 0 959 123 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 1511 0 0 959 123 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 1.77 0.23 1.00 0.00 1.00 0.00 0.00 0.00
Final Sat.: 3200 3200 0 0 2837 363 1600 0 1600 0 0 0

Capacity Analysis Module:

Vol/Sat: 0.14 0.47 0.00 0.00 0.34 0.34 0.05 0.00 0.27 0.00 0.00 0.00
OvlAdjV/S: 0.13
Crit Moves: ****

Mt SAC PEP EIR
Year 2025 No Project Conditions
PM Peak Hour

Level of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Table with columns for Intersection #190 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 PEP EIR
Year 2025 No Project Conditions
PM Peak Hour

Level of Service Computation Report

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

Table with columns for Intersection #600 Grand Ave / Mountaineer Rd, 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.

EXISTING PLUS 2020
CUMULATIVE PLUS PROJECT CONDITIONS

Mt SAC PEP EIR
Existing Plus 2020 Project Conditions And Cumulative Projects
AM 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): 0.788
Loss Time (sec): 8 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: 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 1 0 2 1 0

Volume Module:

Base Vol: 594 4 140 18 10 12 4 1170 436 78 1018 3
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: 594 4 140 18 10 12 4 1170 436 78 1018 3
Added Vol: 6 0 8 0 0 0 0 0 69 6 4 31 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 600 4 148 18 10 12 4 1239 442 82 1049 3
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: 651 4 161 20 11 13 4 1345 480 89 1139 3
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 651 4 161 20 11 13 4 1345 480 89 1139 3
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: 651 4 161 20 11 13 4 1345 480 89 1139 3
OvlAdjVol: 152

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: 1.99 0.01 1.00 0.45 0.25 0.30 1.00 2.00 1.00 1.00 2.99 0.01
Final Sat.: 3179 21 1600 720 400 480 1600 3200 1600 1600 4786 14

Capacity Analysis Module:

Vol/Sat: 0.20 0.20 0.10 0.03 0.03 0.03 0.00 0.42 0.30 0.06 0.24 0.24
OvlAdjV/S: 0.10
Crit Moves: ****

Mt SAC PEP EIR
Existing Plus 2020 Project Conditions And Cumulative Projects
AM 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): 0.736
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 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 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 0 2 0 1

Volume Module:

Base Vol: 268 27 102 22 45 19 7 1045 292 53 790 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: 268 27 102 22 45 19 7 1045 292 53 790 14
Added Vol: 0 0 13 0 0 0 0 0 84 0 3 36 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 268 27 115 22 45 19 7 1129 292 56 826 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: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume: 287 29 123 24 48 20 7 1207 312 60 883 15
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 287 29 123 24 48 20 7 1207 312 60 883 15
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: 287 29 123 24 48 20 7 1207 312 60 883 15

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: 1.82 0.18 1.00 0.33 0.67 1.00 1.00 1.59 0.41 1.00 2.00 1.00
Final Sat.: 2907 293 1600 525 1075 1600 1600 2542 658 1600 3200 1600

Capacity Analysis Module:

Vol/Sat: 0.10 0.10 0.08 0.04 0.04 0.01 0.00 0.47 0.47 0.04 0.28 0.01
Crit Moves: ****

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Existing Plus 2020 Project Conditions And Cumulative Projects
AM 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): 0.635

Loss Time (sec): 6 Average Delay (sec/veh): 24.0

Optimal Cycle: 36 Level Of Service: C

Street Name: Grand Ave I-10 WB Ramps

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 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 0 1 0 0 1 0 0 0

Volume Module:

Base Vol: 144 1051 17 0 812 140 437 6 310 12 3 8

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: 144 1051 17 0 812 140 437 6 310 12 3 8

Added Vol: 40 13 0 0 20 0 0 0 34 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 184 1064 17 0 832 140 437 6 344 12 3 8

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: 186 1076 17 0 842 142 442 6 348 12 3 8

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 186 1076 17 0 842 142 442 6 348 12 3 8

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: 186 1076 17 0 842 142 442 6 348 12 3 8

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.95 0.95 0.85 1.00 0.95 0.85 0.95 0.95 0.85 0.93 0.93 0.93

Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 0.99 0.01 1.00 0.52 0.13 0.35

Final Sat.: 1805 3610 1615 1900 3610 1615 1786 25 1615 921 230 614

Capacity Analysis Module:

Vol/Sat: 0.10 0.30 0.01 0.00 0.23 0.09 0.25 0.25 0.22 0.01 0.01 0.01

Crit Moves: **** **** ****

Green/Cycle: 0.16 0.53 0.53 0.00 0.37 0.37 0.39 0.39 0.39 0.02 0.02 0.02

Volume/Cap: 0.64 0.56 0.02 0.00 0.64 0.24 0.64 0.64 0.55 0.64 0.64 0.64

Delay/Veh: 43.6 16.2 11.2 0.0 27.1 22.2 26.7 26.7 24.8 79.9 79.9 79.9

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: 43.6 16.2 11.2 0.0 27.1 22.2 26.7 26.7 24.8 79.9 79.9 79.9

LOS by Move: D B B A C C C C E E E

HCM2kAvgQ: 5 11 0 0 12 3 12 12 9 2 2 2

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

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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): 0.893
Loss Time (sec): 6 Average Delay (sec/veh): 30.7
Optimal Cycle: 89 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 0 0 0 1 1 0 1 0 1 0 0 0 0 0 0 0

Volume Module:
Base Vol: 41 873 0 0 927 223 349 0 533 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: 41 873 0 0 927 223 349 0 533 0 0 0
Added Vol: 7 54 0 0 54 0 0 0 84 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 48 927 0 0 981 223 349 0 617 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: 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 Volume: 48 927 0 0 981 223 349 0 617 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 48 927 0 0 981 223 349 0 617 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: 48 927 0 0 981 223 349 0 617 0 0 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 1.00 1.00 0.92 0.92 0.89 1.00 0.89 1.00 1.00 1.00
Lanes: 1.00 2.00 0.00 0.00 1.63 0.37 1.22 0.00 0.78 0.00 0.00 0.00
Final Sat.: 1805 3610 0 0 2859 650 2059 0 1315 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.03 0.26 0.00 0.00 0.34 0.34 0.17 0.00 0.47 0.00 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.03 0.41 0.00 0.00 0.38 0.38 0.53 0.00 0.53 0.00 0.00 0.00
Volume/Cap: 0.89 0.62 0.00 0.00 0.89 0.89 0.32 0.00 0.89 0.00 0.00 0.00
Delay/Veh: 132.4 23.9 0.0 0.0 36.7 36.7 13.6 0.0 30.7 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: 132.4 23.9 0.0 0.0 36.7 36.7 13.6 0.0 30.7 0.0 0.0 0.0
LOS by Move: F C A A D D B A C A A A
HCM2kAvgQ: 3 12 0 0 19 19 5 0 25 0 0 0

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

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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): 0.983
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 171 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 0 1 0 1

Volume Module:
Base Vol: 130 1183 442 221 1365 214 158 93 244 115 48 76
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: 130 1183 442 221 1365 214 158 93 244 115 48 76
Added Vol: 0 92 11 8 75 0 0 2 0 2 0 2
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 130 1275 453 229 1440 214 158 95 244 117 48 78
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: 139 1362 484 245 1538 229 169 101 261 125 51 83
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 139 1362 484 245 1538 229 169 101 261 125 51 83
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: 139 1362 484 245 1538 229 169 101 261 125 51 83

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 0.28 0.72 1.00 1.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 448 1152 1600 1600 1600

Capacity Analysis Module:
Vol/Sat: 0.09 0.43 0.30 0.15 0.48 0.14 0.11 0.23 0.23 0.08 0.03 0.05
Crit Moves: ****

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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): 0.952
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 135 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: 2 0 3 0 1 2 0 2 1 0 2 0 2 0 1
Volume Module:
Base Vol: 236 1291 628 412 1070 187 284 757 153 110 446 185
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: 236 1291 628 412 1070 187 284 757 153 110 446 185
Added Vol: 0 89 54 0 73 5 14 99 2 11 32 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 236 1380 682 412 1143 192 298 856 155 121 478 185
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: 245 1430 707 427 1184 199 309 887 161 125 495 192
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 245 1430 707 427 1184 199 309 887 161 125 495 192
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: 245 1430 707 427 1184 199 309 887 161 125 495 192
OvlAdjVol: 644 38 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 3.00 1.00 2.00 2.57 0.43 2.00 2.00 1.00 2.00 2.00 1.00
Final Sat.: 3200 4800 1600 3200 4110 690 3200 3200 1600 3200 3200 1600
Capacity Analysis Module:
Vol/Sat: 0.08 0.30 0.44 0.13 0.29 0.29 0.10 0.28 0.10 0.04 0.15 0.12
OvlAdjV/S: 0.40 0.02 0.00
Crit Moves: **** **** **** ****

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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): 1.108
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: 159 1684 70 1 1120 277 407 76 416 113 108 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: 159 1684 70 1 1120 277 407 76 416 113 108 12
Added Vol: 0 109 0 2 79 4 23 0 0 0 0 0 11
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 159 1793 70 3 1199 281 430 76 416 113 108 23
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: 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87
PHF Volume: 184 2070 81 3 1385 324 497 88 480 130 125 27
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 184 2070 81 3 1385 324 497 88 480 130 125 27
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: 184 2070 81 3 1385 324 497 88 480 130 125 27
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 1.70 0.30 1.00 1.39 1.33 0.28
Final Sat.: 1600 3200 1600 1600 3200 1600 2719 481 1600 2223 2125 453
Capacity Analysis Module:
Vol/Sat: 0.11 0.65 0.05 0.00 0.43 0.20 0.18 0.18 0.30 0.06 0.06 0.06
OvlAdjV/S: 0.00
Crit Moves: **** **** **** ****

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Existing Plus 2020 Project Conditions And Cumulative Projects
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Level Of Service Computation Report

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

Intersection #10 Grand Ave / ValleyBlvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.891
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 96 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: 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

Volume Module:
Base Vol: 291 1364 364 207 938 396 401 500 169 167 1116 139
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: 291 1364 364 207 938 396 401 500 169 167 1116 139
Added Vol: 4 42 87 46 10 24 61 10 18 21 7 6
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 295 1406 451 253 948 420 462 510 187 188 1123 145
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: 311 1483 0 267 1000 0 487 538 0 198 1185 153
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 311 1483 0 267 1000 0 487 538 0 198 1185 153
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: 311 1483 0 267 1000 0 487 538 0 198 1185 153

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 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: 0.10 0.31 0.00 0.08 0.21 0.00 0.15 0.11 0.00 0.06 0.25 0.10
Crit Moves: ****

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Existing Plus 2020 Project Conditions And Cumulative Projects
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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): 0.867
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 75 Level Of Service: D

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 2 0 2 0 0 0 0 3 0 1 2 0 0 0 1 0 0 0 0 0

Volume Module:
Base Vol: 116 2253 0 0 1002 107 39 0 36 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: 116 2253 0 0 1002 107 39 0 36 0 0 0
Added Vol: 0 118 0 0 46 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 116 2371 0 0 1048 107 39 0 36 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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 123 2506 0 0 1108 113 41 0 38 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 123 2506 0 0 1108 113 41 0 38 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: 123 2506 0 0 1108 113 41 0 38 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

Capacity Analysis Module:
Vol/Sat: 0.04 0.78 0.00 0.00 0.23 0.07 0.01 0.00 0.02 0.00 0.00 0.00
Crit Moves: ****

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)
Intersection #12 Grand Ave / SR-60 EB Ramps
Cycle (sec): 100 Critical Vol./Cap.(X): 0.891
Loss Time (sec): 10 Average Delay (sec/veh): 24.8
Optimal Cycle: 101 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 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
Volume Module:
Base Vol: 0 1796 320 349 679 2 0 1 1 262 0 572
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 1796 320 349 679 2 0 1 1 262 0 572
Added Vol: 0 117 0 22 24 0 0 0 0 0 0 0 1
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 1913 320 371 703 2 0 1 1 262 0 573
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 2031 340 394 746 2 0 1 1 278 0 608
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 2031 340 394 746 2 0 1 1 278 0 608
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 2031 340 394 746 2 0 1 1 278 0 608
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 0.95 0.85 0.92 0.95 0.95 1.00 0.93 0.93 0.88 1.00 0.88
Lanes: 1.00 2.00 1.00 2.00 1.99 0.01 1.00 0.50 0.50 1.31 0.00 1.69
Final Sat.: 1900 3610 1615 3502 3600 10 1900 879 879 2205 0 2831
Capacity Analysis Module:
Vol/Sat: 0.00 0.56 0.21 0.11 0.21 0.21 0.00 0.00 0.00 0.13 0.00 0.21
Crit Moves: ****
Green/Cycle: 0.00 0.63 0.77 0.13 0.76 0.76 0.00 0.00 0.00 0.14 0.00 0.27
Volume/Cap: 0.00 0.89 0.27 0.89 0.27 0.27 0.00 0.89 0.89 0.89 0.00 0.80
Delay/Veh: 0.0 20.4 3.4 62.7 3.8 3.8 0.0 527 526.7 52.3 0.0 38.2
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 20.4 3.4 62.7 3.8 3.8 0.0 527 526.7 52.3 0.0 38.2
LOS by Move: A C A E A A A F F D A D
HCM2kAvgQ: 0 27 3 7 4 4 0 1 1 10 0 12

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)
Intersection #13 Grand Ave / SR-60 WB Ramps
Cycle (sec): 100 Critical Vol./Cap.(X): 0.902
Loss Time (sec): 10 Average Delay (sec/veh): 34.5
Optimal Cycle: 106 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 1 0 0 0 0 0 0
Volume Module:
Base Vol: 0 1177 267 312 676 0 905 0 281 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 1177 267 312 676 0 905 0 281 0 0 0 0
Added Vol: 0 64 0 5 19 0 53 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 1241 267 317 695 0 958 0 281 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: 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98
PHF Volume: 0 1270 273 324 711 0 981 0 288 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 1270 273 324 711 0 981 0 288 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 1270 273 324 711 0 981 0 288 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 0.35 0.17 0.18 0.20 0.00 0.28 0.00 0.18 0.00 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.39 0.39 0.20 0.59 0.00 0.31 0.00 0.31 0.00 0.00 0.00
Volume/Cap: 0.00 0.90 0.43 0.90 0.33 0.00 0.90 0.00 0.57 0.00 0.00 0.00
Delay/Veh: 0.0 37.0 22.9 63.9 10.6 0.0 43.4 0.0 30.5 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 37.0 22.9 63.9 10.6 0.0 43.4 0.0 30.5 0.0 0.0 0.0
LOS by Move: A D C E B A D A C A A A
HCM2kAvgQ: 0 23 6 11 6 0 19 0 8 0 0 0 0

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

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
Intersection #14 Mt SAC Way / Temple Ave
Cycle (sec): 100 Critical Vol./Cap.(X): 0.774
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
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: 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: 126 14 28 173 11 246 35 980 218 6 830 80
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: 126 14 28 173 11 246 35 980 218 6 830 80
Added Vol: 5 0 5 5 0 5 23 106 23 26 34 26
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 131 14 33 178 11 251 58 1086 241 32 864 106
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: 137 15 34 186 11 262 61 1134 252 33 902 111
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 137 15 34 186 11 262 61 1134 252 33 902 111
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: 137 15 34 186 11 262 61 1134 252 33 902 111
OvlAdjVol: 201
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: 0.90 0.10 1.00 0.94 0.06 1.00 1.00 1.64 0.36 1.00 2.00 1.00
Final Sat.: 1446 154 1600 1507 93 1600 1600 2619 581 1600 3200 1600
Capacity Analysis Module:
Vol/Sat: 0.09 0.09 0.02 0.12 0.12 0.16 0.04 0.43 0.43 0.02 0.28 0.07
OvlAdjV/S: 0.13
Crit Moves: ****

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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): 0.626
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: B
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Ovl Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 0 1 2 0 1 0 1 2 0 1 1 0 1 0 2 0 1
Volume Module:
Base Vol: 21 13 21 80 18 74 381 725 130 119 952 424
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: 21 13 21 80 18 74 381 725 130 119 952 424
Added Vol: 4 0 8 8 0 4 20 77 20 41 78 41
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 25 13 29 88 18 78 401 802 150 160 1030 465
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: 27 14 31 94 19 83 428 856 160 171 1099 496
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 27 14 31 94 19 83 428 856 160 171 1099 496
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: 27 14 31 94 19 83 428 856 160 171 1099 496
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 1.00 1.00 2.00 1.00 1.00 2.00 1.68 0.32 1.00 2.00 1.00
Final Sat.: 1600 1600 1600 3200 1600 1600 3200 2696 504 1600 3200 1600
Capacity Analysis Module:
Vol/Sat: 0.02 0.01 0.02 0.03 0.01 0.05 0.13 0.32 0.32 0.11 0.34 0.31
OvlAdjV/S: 0.00
Crit Moves: ****

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #16 Lot F / Temple Ave
Average Delay (sec/veh): 0.0 Worst Case Level Of Service: C [17.0]
Approach: North Bound South Bound East Bound West Bound
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 1! 0 0 0 0 1! 0 0 1 0 1 1 0 1 0 2 0 1
Volume Module:
Base Vol: 0 0 0 0 0 0 4 847 0 0 1530 199
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 4 847 0 0 1530 199
Added Vol: 0 0 0 0 0 0 0 93 0 0 161 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 0 0 0 4 940 0 0 1691 199
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: 0 0 0 0 0 0 4 968 0 0 1742 205
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 0 0 0 0 0 4 968 0 0 1742 205
Critical Gap Module:
Critical Gp: 6.8 6.5 6.9 6.8 6.5 6.9 4.1 xxxxx xxxxxx xxxxxx xxxxxx xxxxxx
FollowUpTim: 3.5 4.0 3.3 3.5 4.0 3.3 2.2 xxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Capacity Module:
Conflict Vol: 1847 2923 484 2234 2718 871 1946 xxxxx xxxxxx xxxxx xxxxx xxxxxx
Potent Cap.: 68 16 534 37 21 298 305 xxxxx xxxxxx xxxxx xxxxx xxxxxx
Move Cap.: 67 15 534 37 21 298 305 xxxxx xxxxxx xxxxx xxxxx xxxxxx
Volume/Cap: 0.00 0.00 0.00 0.00 0.00 0.00 0.01 xxxxx xxxxx xxxxx xxxxx xxxxxx
Level Of Service Module:
2Way95thQ: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx 0.0 xxxxx xxxxxx xxxxx xxxxx xxxxxx
Control Del: xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx 17.0 xxxxx xxxxxx xxxxxx xxxxx xxxxxx
LOS by Move: * * * * * C * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx 0 xxxxxx xxxxx 0 xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx
SharedQueue: xxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx
Shrd ConDel: xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx
Shared LOS: * * * * * * * * * *
ApproachDel: xxxxxxx xxxxxxx xxxxxxx xxxxxxx
ApproachLOS: * * * * *

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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): 0.915
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 108 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 Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 1 0 1 0 2 1 0
Volume Module:
Base Vol: 172 572 45 99 586 288 111 327 157 37 1179 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: 172 572 45 99 586 288 111 327 157 37 1179 98
Added Vol: 61 10 4 0 7 84 27 75 18 23 258 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 233 582 49 99 593 372 138 402 175 60 1437 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: 242 605 51 103 616 387 143 418 182 62 1494 102
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 242 605 51 103 616 387 143 418 182 62 1494 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: 242 605 51 103 616 387 143 418 182 62 1494 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 2.09 0.91 1.00 2.81 0.19
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3344 1456 1600 4494 306
Capacity Analysis Module:
Vol/Sat: 0.15 0.19 0.03 0.06 0.19 0.24 0.09 0.12 0.12 0.04 0.33 0.33
Crit Moves: **** * * * *

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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): 1.009
Loss Time (sec): 6 Average Delay (sec/veh): 32.1
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: 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 0 0 1 1 0 1 1 0 1 0 0 0 1
Volume Module:
Base Vol: 0 0 2 604 3 745 0 541 10 7 1225 43
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 2 604 3 745 0 541 10 7 1225 43
Added Vol: 0 0 0 257 0 140 0 78 0 0 141 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 2 861 3 885 0 619 10 7 1366 43
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: 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.00
PHF Volume: 0 0 2 1054 4 1083 0 758 12 9 1672 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 2 1054 4 1083 0 758 12 9 1672 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume: 0 0 2 1054 4 1083 0 758 12 9 1672 0
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 0.87 0.90 0.90 0.90 1.00 0.91 0.91 0.95 0.91 1.00
Lanes: 0.00 0.00 1.00 1.49 0.01 1.50 0.00 2.95 0.05 1.00 3.00 1.00
Final Sat.: 0 0 1644 2556 6 2579 0 5094 82 1805 5187 1900
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.41 0.63 0.42 0.00 0.15 0.15 0.00 0.32 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.62 0.62 0.62 0.00 0.31 0.31 0.01 0.32 0.00
Volume/Cap: 0.00 0.00 xxxxx 0.66 1.01 0.68 0.00 0.48 0.48 0.48 1.01 0.00
Delay/Veh: 0.0 0.0 0.0 12.8 40.6 13.0 0.0 28.2 28.2 68.1 58.2 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 12.8 40.6 13.0 0.0 28.2 28.2 68.1 58.2 0.0
LOS by Move: A A A A B D B A C C E E A
HCM2kAvgQ: 0 0 0 21 3 12 0 7 7 1 26 0
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
Intersection #50 Grand Ave / Cameron Ave
Cycle (sec): 100 Critical Vol./Cap.(X): 1.139
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: 397 739 0 0 1653 181 86 0 561 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: 397 739 0 0 1653 181 86 0 561 0 0 0
Added Vol: 2 62 0 0 146 0 0 0 8 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 399 801 0 0 1799 181 86 0 569 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: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 434 871 0 0 1955 197 93 0 618 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 434 871 0 0 1955 197 93 0 618 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: 434 871 0 0 1955 197 93 0 618 0 0 0
OvlAdjVol: 402
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 1.82 0.18 1.00 0.00 1.00 0.00 0.00 0.00
Final Sat.: 3200 3200 0 0 2907 293 1600 0 1600 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.14 0.27 0.00 0.00 0.67 0.67 0.06 0.00 0.39 0.00 0.00 0.00
OvlAdjV/S: 0.25
Crit Moves: ****
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)
Intersection #190 SR-57 NB Ramps / Temple Ave
Cycle (sec): 100 Critical Vol./Cap.(X): 0.646
Loss Time (sec): 6 Average Delay (sec/veh): 16.1
Optimal Cycle: 37 Level Of Service: B
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Permitted Permitted
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
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 1 0 0 0 0 1 0 2 1 1 0 0 2 1 0
Volume Module:
Base Vol: 385 0 274 0 0 0 0 0 806 276 0 1599 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: 385 0 274 0 0 0 0 0 806 276 0 1599 0
Added Vol: 117 0 114 0 0 0 0 0 268 35 0 59 61
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 502 0 388 0 0 0 0 0 1074 311 0 1658 61
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: 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85
PHF Volume: 588 0 454 0 0 0 0 0 1258 0 0 1941 71
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 588 0 454 0 0 0 0 0 1258 0 0 1941 71
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: 588 0 454 0 0 0 0 0 1258 0 0 1941 71
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.91 1.00 0.91 1.00 1.00 1.00 1.00 0.91 0.91 1.00 0.91 0.91
Lanes: 1.56 0.00 1.44 0.00 0.00 0.00 1.00 3.00 1.00 0.00 2.89 0.11
Final Sat.: 2704 0 2482 0 0 0 1900 5187 1729 0 4978 183
Capacity Analysis Module:
Vol/Sat: 0.22 0.00 0.18 0.00 0.00 0.00 0.00 0.24 0.00 0.00 0.39 0.39
Crit Moves: ****
Green/Cycle: 0.34 0.00 0.34 0.00 0.00 0.00 0.00 0.60 0.60 0.00 0.60 0.60
Volume/Cap: 0.65 0.00 0.54 0.00 0.00 0.00 0.00 0.40 0.00 0.00 0.65 0.65
Delay/Veh: 29.1 0.0 27.3 0.0 0.0 0.0 0.0 10.5 0.0 0.0 13.4 13.4
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: 29.1 0.0 27.3 0.0 0.0 0.0 0.0 10.5 0.0 0.0 13.4 13.4
LOS by Move: C A C A A A A A B A A B B
HCM2kAvgQ: 11 0 8 0 0 0 0 7 0 0 15 15

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

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
Intersection #600 Grand Ave / Mountaineer Rd
Cycle (sec): 100 Critical Vol./Cap.(X): 0.713
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 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 1 2 0 2 0 0 0 0 0 0 2 0 0 0 2
Volume Module:
Base Vol: 0 1047 437 643 1700 0 0 0 0 0 134 0 75
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 1047 437 643 1700 0 0 0 0 0 134 0 75
Added Vol: 0 48 45 87 75 0 0 0 0 0 9 0 17
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 1095 482 730 1775 0 0 0 0 0 143 0 92
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: 0 1127 496 751 1826 0 0 0 0 0 147 0 95
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 1127 496 751 1826 0 0 0 0 0 147 0 95
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 1127 496 751 1826 0 0 0 0 0 147 0 95
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: 0.00 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 0.35 0.31 0.23 0.57 0.00 0.00 0.00 0.00 0.05 0.00 0.03
OvlAdjV/S: 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: **** **** ****

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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): 0.743
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 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: 4 0 8 0 0 0 0 0 44 5 3 62 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 574 9 199 6 3 13 6 1162 486 132 1022 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: 593 9 206 6 3 13 6 1200 502 136 1056 12
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 593 9 206 6 3 13 6 1200 502 136 1056 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: 593 9 206 6 3 13 6 1200 502 136 1056 12
OvlAdjVol: 201

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 2.97 0.03
Final Sat.: 3151 49 1600 436 218 945 1600 3200 1600 1600 4744 56

Capacity Analysis Module:

Vol/Sat: 0.19 0.19 0.13 0.01 0.01 0.01 0.00 0.38 0.31 0.09 0.22 0.22
OvlAdjV/S: 0.13
Crit Moves: ****

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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): 0.658
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: 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 11 0 0 0 0 0 58 1 5 68 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 254 42 143 17 22 5 19 1057 162 112 958 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 43 145 17 22 5 19 1075 165 114 975 19
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 258 43 145 17 22 5 19 1075 165 114 975 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 43 145 17 22 5 19 1075 165 114 975 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 1.73 0.27 1.00 2.00 1.00
Final Sat.: 2746 454 1600 697 903 1600 1600 2775 425 1600 3200 1600

Capacity Analysis Module:

Vol/Sat: 0.09 0.09 0.09 0.02 0.02 0.00 0.01 0.39 0.39 0.07 0.30 0.01
Crit Moves: ****

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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): 0.767
Loss Time (sec): 6 Average Delay (sec/veh): 26.6
Optimal Cycle: 52 Level Of Service: C

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, Lanes. Rows include Grand Ave and I-10 WB Ramps with various traffic movements and control settings.

Volume Module table showing 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 for various movements.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, Final Sat. for various movements.

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

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

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Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Table with 10 columns for intersection #4 Grand Ave / I-10 EB Ramps. Includes Cycle (sec), Loss Time, Optimal Cycle, Approach, Movement, Control, Rights, Min. Green, Y+R, Lanes, Volume Module, Saturation Flow Module, Capacity Analysis Module, and LOS by Move.

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

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Level Of Service Computation Report

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

Table with 10 columns for intersection #7 Grand Ave / San Jose Hills Rd. Includes Cycle (sec), Loss Time, Optimal Cycle, Approach, Movement, Control, Rights, Min. Green, Y+R, Lanes, Volume Module, Saturation Flow Module, Capacity Analysis Module, and LOS by Move.

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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): 0.804
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 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: 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: 2 106 41 0 59 7 13 63 1 27 72 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 329 1256 329 209 891 269 359 714 293 386 731 326
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: 338 1291 338 215 916 276 369 734 301 397 751 335
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 338 1291 338 215 916 276 369 734 301 397 751 335
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: 338 1291 338 215 916 276 369 734 301 397 751 335
OvlAdjVol: 140 132 228

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 2.30 0.70 2.00 2.00 1.00 2.00 2.00 1.00
Final Sat.: 3200 4800 1600 3200 3687 1113 3200 3200 1600 3200 3200 1600

Capacity Analysis Module:

Vol/Sat: 0.11 0.27 0.21 0.07 0.25 0.25 0.12 0.23 0.19 0.12 0.23 0.21
OvlAdjV/S: 0.09 0.08 0.14
Crit Moves: **** **** **** **** ****

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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): 0.977
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 162 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 Split Phase Split Phase
Rights: Include Ovl Include Include
Min. Green: 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 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: 0 121 0 4 73 9 18 0 0 0 0 0 9
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 233 1656 153 11 1332 199 263 63 350 85 35 21
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 1792 166 12 1442 215 285 68 379 92 38 23
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 252 1792 166 12 1442 215 285 68 379 92 38 23
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 1792 166 12 1442 215 285 68 379 92 38 23
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 1.61 0.39 1.00 1.82 0.74 0.44
Final Sat.: 1600 3200 1600 1600 3200 1600 2582 618 1600 2901 1188 711

Capacity Analysis Module:

Vol/Sat: 0.16 0.56 0.10 0.01 0.45 0.13 0.11 0.11 0.24 0.03 0.03 0.03
OvlAdjV/S: 0.00
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

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

Intersection #10 Grand Ave / ValleyBlvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.967
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 150 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: 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

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: 18 35 26 7 18 49 39 6 10 85 9 48
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 279 1075 205 392 1060 258 705 1537 297 513 711 292
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: 292 1127 0 411 1111 0 739 1611 0 538 745 306
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 292 1127 0 411 1111 0 739 1611 0 538 745 306
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: 292 1127 0 411 1111 0 739 1611 0 538 745 306

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 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 0.23 0.00 0.23 0.34 0.00 0.17 0.16 0.19
Crit Moves: ****

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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): 0.565
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 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

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 66 0 0 107 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 1327 0 0 1674 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 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: 36 1430 0 0 1804 54 185 0 101 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 36 1430 0 0 1804 54 185 0 101 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: 36 1430 0 0 1804 54 185 0 101 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 0.45 0.00 0.00 0.38 0.03 0.06 0.00 0.06 0.00 0.00 0.00
Crit Moves: ****

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Level Of Service Computation Report 2000 HCM Operations Method (Future Volume Alternative) Intersection #12 Grand Ave / SR-60 EB Ramps. Table with columns for Cycle, Loss Time, Optimal Cycle, Approach, Movement, Control, Rights, Min. Green, Y+R, Lanes, Volume Module, Sat/Lane, Adjustment, Lanes, Final Sat., Capacity Analysis Module.

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

Mt SAC PEP EIR Existing Plus 2020 Project Conditions And Cumulative Projects PM Peak Hour

Level Of Service Computation Report 2000 HCM Operations Method (Future Volume Alternative) Intersection #13 Grand Ave / SR-60 WB Ramps. Table with columns for Cycle, Loss Time, Optimal Cycle, Approach, Movement, Control, Rights, Min. Green, Y+R, Lanes, Volume Module, Sat/Lane, Adjustment, Lanes, Final Sat., Capacity Analysis Module.

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

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
Intersection #14 Mt SAC Way / Temple Ave
Cycle (sec): 100 Critical Vol./Cap.(X): 0.752
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 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 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: 9 0 10 10 0 9 19 67 19 21 80 21
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 15 7 11 104 38 111 322 1402 208 63 689 258
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: 15 7 11 105 38 112 326 1418 210 64 697 261
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 15 7 11 105 38 112 326 1418 210 64 697 261
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: 15 7 11 105 38 112 326 1418 210 64 697 261
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: 0.68 0.32 1.00 0.73 0.27 1.00 1.00 1.74 0.26 1.00 2.00 1.00
Final Sat.: 1091 509 1600 1172 428 1600 1600 2787 413 1600 3200 1600
Capacity Analysis Module:
Vol/Sat: 0.01 0.01 0.01 0.09 0.09 0.07 0.20 0.51 0.51 0.04 0.22 0.16
OvlAdjV/S: 0.00
Crit Moves: ****

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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): 0.656
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: B
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Ovl Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 0 1 2 0 1 0 1 2 0 1 1 0 1 0 2 0 1
Volume Module:
Base Vol: 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: 8 0 16 16 0 8 16 56 16 33 107 33
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 111 21 91 167 9 104 169 832 70 64 1204 233
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: 115 22 94 173 9 107 175 860 72 66 1244 241
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 115 22 94 173 9 107 175 860 72 66 1244 241
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: 115 22 94 173 9 107 175 860 72 66 1244 241
OvlAdjVol: 20
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 1.84 0.16 1.00 2.00 1.00
Final Sat.: 1600 1600 1600 3200 1600 1600 3200 2952 248 1600 3200 1600
Capacity Analysis Module:
Vol/Sat: 0.07 0.01 0.06 0.05 0.01 0.07 0.05 0.29 0.29 0.04 0.39 0.15
OvlAdjV/S: 0.01
Crit Moves: ****

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Table for Intersection #16 Lot F / Temple Ave. Includes columns for Approach (North, South, East, West Bound), Control (Stop Sign, Uncontrolled), Rights, Lanes, Volume Module, Critical Gap Module, Capacity Module, and Level Of Service Module.

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Level Of Service Computation Report

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

Table for Intersection #17 Valley Blvd / Temple Ave. Includes columns for Approach (North, South, East, West Bound), Control (Protected, Uncontrolled), Rights, Lanes, Volume Module, Sat/Lane, Adjustment, Lanes, Final Sat., and Capacity Analysis Module.

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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): 0.971
Loss Time (sec): 6 Average Delay (sec/veh): 29.9
Optimal Cycle: 165 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 0 1 0 1 1 0 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 72 0 64 0 219 0 0 84 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 1 0 83 995 12 600 0 2015 72 18 660 116
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 1032 12 622 0 2090 75 19 685 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1 0 86 1032 12 622 0 2090 75 19 685 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 1032 12 622 0 2090 75 19 685 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 0.01 1.37 0.00 2.90 0.10 1.00 3.00 1.00
Final Sat.: 20 0 1628 2809 26 2385 0 4983 178 1805 5187 1900

Capacity Analysis Module:

Vol/Sat: 0.05 0.00 0.05 0.37 0.48 0.26 0.00 0.42 0.42 0.01 0.13 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 0.74 0.97 0.52 0.00 0.97 0.97 0.97 0.30 0.00
Delay/Veh: 0.0 0.0 0.0 21.3 39.8 17.3 0.0 40.7 40.7 238.1 18.0 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 21.3 39.8 17.3 0.0 40.7 40.7 238.1 18.0 0.0
LOS by Move: A A A C D B A D F B A
HCM2kAvgQ: 2 0 2 25 2 13 0 30 30 2 5 0

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

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Level Of Service Computation Report

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

Intersection #50 Grand Ave / Cameron Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.700
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 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 0 0 1 1 0 1 0 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: 3 105 0 0 107 0 0 0 7 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 421 1348 0 0 915 115 81 0 414 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: 449 1439 0 0 977 123 86 0 442 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 449 1439 0 0 977 123 86 0 442 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: 449 1439 0 0 977 123 86 0 442 0 0 0
OvlAdjVol: 217

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 1.78 0.22 1.00 0.00 1.00 0.00 0.00 0.00
Final Sat.: 3200 3200 0 0 2843 357 1600 0 1600 0 0 0

Capacity Analysis Module:

Vol/Sat: 0.14 0.45 0.00 0.00 0.34 0.34 0.05 0.00 0.28 0.00 0.00 0.00
OvlAdjV/S: 0.14
Crit Moves: ****

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Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #190 SR-57 NB Ramps / Temple Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.599
Loss Time (sec): 6 Average Delay (sec/veh): 9.8
Optimal Cycle: 33 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 1 0 0 0 0 1 0 2 1 1 0 0 2 1 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: 61 0 42 0 0 0 0 90 113 0 151 280
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 184 0 331 0 0 0 0 2187 734 0 1120 280
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: 191 0 344 0 0 0 0 2276 0 0 1165 291
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 191 0 344 0 0 0 0 2276 0 0 1165 291
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: 191 0 344 0 0 0 0 2276 0 0 1165 291

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.89 1.00 0.89 1.00 1.00 1.00 1.00 0.91 0.91 1.00 0.88 0.88
Lanes: 1.36 0.00 1.64 0.00 0.00 0.00 1.00 3.00 1.00 0.00 2.40 0.60
Final Sat.: 2289 0 2771 0 0 0 1900 5187 1729 0 4025 1006

Capacity Analysis Module:

Vol/Sat: 0.08 0.00 0.12 0.00 0.00 0.00 0.00 0.44 0.00 0.00 0.29 0.29
Crit Moves: ****
Green/Cycle: 0.21 0.00 0.21 0.00 0.00 0.00 0.00 0.73 0.00 0.00 0.73 0.73
Volume/Cap: 0.40 0.00 0.60 0.00 0.00 0.00 0.00 0.60 0.00 0.00 0.40 0.40
Delay/Veh: 34.5 0.0 37.0 0.0 0.0 0.0 0.0 6.6 0.0 0.0 5.1 5.1
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: 34.5 0.0 37.0 0.0 0.0 0.0 0.0 6.6 0.0 0.0 5.1 5.1
LOS by Move: C A D A A A A A A A A A
HCM2kAvgQ: 4 0 7 0 0 0 0 13 0 0 6 6

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

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Level Of Service Computation Report

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

Intersection #600 Grand Ave / Mountaineer Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.775
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 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 1 2 0 2 0 0 0 0 0 0 2 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 77 36 70 50 0 0 0 0 18 0 35
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 1789 154 176 1170 0 0 0 0 154 0 196
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 1877 162 185 1228 0 0 0 0 162 0 206
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 1877 162 185 1228 0 0 0 0 162 0 206
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 1877 162 185 1228 0 0 0 0 162 0 206
OvlAdjVol: 21

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: 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 0.59 0.10 0.06 0.38 0.00 0.00 0.00 0.00 0.05 0.00 0.06
OvlAdjV/S: 0.01
Crit Moves: ****

EXISTING PLUS 2025
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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): 0.813
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 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: 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: 594 4 140 18 10 12 4 1170 436 78 1018 3
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: 594 4 140 18 10 12 4 1170 436 78 1018 3
Added Vol: 6 0 15 0 0 0 0 0 141 6 5 168 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 600 4 155 18 10 12 4 1311 442 83 1186 3
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: 651 4 168 20 11 13 4 1423 480 90 1288 3
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 651 4 168 20 11 13 4 1423 480 90 1288 3
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: 651 4 168 20 11 13 4 1423 480 90 1288 3
OvlAdjVol: 152

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: 1.99 0.01 1.00 0.45 0.25 0.30 1.00 2.00 1.00 1.00 2.99 0.01
Final Sat.: 3179 21 1600 720 400 480 1600 3200 1600 1600 4788 12

Capacity Analysis Module:

Vol/Sat: 0.20 0.20 0.11 0.03 0.03 0.03 0.00 0.44 0.30 0.06 0.27 0.27
OvlAdjV/S: 0.10
Crit Moves: ****

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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): 0.766
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 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 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: 268 27 102 22 45 19 7 1045 292 53 790 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: 268 27 102 22 45 19 7 1045 292 53 790 14
Added Vol: 0 0 25 0 0 0 0 0 170 0 5 175 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 268 27 127 22 45 19 7 1215 292 58 965 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: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume: 287 29 136 24 48 20 7 1299 312 62 1032 15
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 287 29 136 24 48 20 7 1299 312 62 1032 15
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: 287 29 136 24 48 20 7 1299 312 62 1032 15

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: 1.82 0.18 1.00 0.33 0.67 1.00 1.00 1.61 0.39 1.00 2.00 1.00
Final Sat.: 2907 293 1600 525 1075 1600 1600 2580 620 1600 3200 1600

Capacity Analysis Module:

Vol/Sat: 0.10 0.10 0.08 0.04 0.04 0.01 0.00 0.50 0.50 0.04 0.32 0.01
Crit Moves: ****

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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): 0.653

Loss Time (sec): 6 Average Delay (sec/veh): 24.6

Optimal Cycle: 37 Level Of Service: C

Street Name: Grand Ave I-10 WB Ramps

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 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 0 1 0 0 1 0 0 1 0 0

Volume Module:

Base Vol: 144 1051 17 0 812 140 437 6 310 12 3 8

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: 144 1051 17 0 812 140 437 6 310 12 3 8

Added Vol: 67 15 0 0 27 0 0 0 64 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 211 1066 17 0 839 140 437 6 374 12 3 8

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: 213 1078 17 0 849 142 442 6 378 12 3 8

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 213 1078 17 0 849 142 442 6 378 12 3 8

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: 213 1078 17 0 849 142 442 6 378 12 3 8

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.95 0.95 0.85 1.00 0.95 0.85 0.95 0.95 0.85 0.93 0.93 0.93

Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 0.99 0.01 1.00 0.52 0.13 0.35

Final Sat.: 1805 3610 1615 1900 3610 1615 1786 25 1615 921 230 614

Capacity Analysis Module:

Vol/Sat: 0.12 0.30 0.01 0.00 0.24 0.09 0.25 0.25 0.23 0.01 0.01 0.01

Crit Moves: **** **** ****

Green/Cycle: 0.18 0.54 0.54 0.00 0.36 0.36 0.38 0.38 0.38 0.02 0.02 0.02

Volume/Cap: 0.65 0.55 0.02 0.00 0.65 0.24 0.65 0.65 0.62 0.65 0.65 0.65

Delay/Veh: 42.7 15.4 10.7 0.0 28.0 22.7 27.9 27.9 27.1 84.6 84.6 84.6

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: 42.7 15.4 10.7 0.0 28.0 22.7 27.9 27.9 27.1 84.6 84.6 84.6

LOS by Move: D B B A C C C C F F F

HCM2kAvgQ: 6 11 0 0 12 3 12 12 10 2 2 2

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

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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): 0.983
Loss Time (sec): 6 Average Delay (sec/veh): 41.3
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: 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 0 0 1 1 0 1 0 1 0 0 0 0 0 0 0

Volume Module:
Base Vol: 41 873 0 0 927 223 349 0 533 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: 41 873 0 0 927 223 349 0 533 0 0 0
Added Vol: 14 82 0 0 91 0 0 0 200 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 55 955 0 0 1018 223 349 0 733 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: 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 Volume: 55 955 0 0 1018 223 349 0 733 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 55 955 0 0 1018 223 349 0 733 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: 55 955 0 0 1018 223 349 0 733 0 0 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 1.00 1.00 0.92 0.92 0.88 1.00 0.88 1.00 1.00 1.00
Lanes: 1.00 2.00 0.00 0.00 1.64 0.36 1.19 0.00 0.81 0.00 0.00 0.00
Final Sat.: 1805 3610 0 0 2881 631 2002 0 1356 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.03 0.26 0.00 0.00 0.35 0.35 0.17 0.00 0.54 0.00 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.03 0.39 0.00 0.00 0.36 0.36 0.55 0.00 0.55 0.00 0.00 0.00
Volume/Cap: 0.98 0.68 0.00 0.00 0.98 0.98 0.32 0.00 0.98 0.00 0.00 0.00
Delay/Veh: 162.5 26.6 0.0 0.0 53.0 53.0 12.3 0.0 45.1 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: 162.5 26.6 0.0 0.0 53.0 53.0 12.3 0.0 45.1 0.0 0.0 0.0
LOS by Move: F C A A D D B A D A A A
HCM2kAvgQ: 4 14 0 0 23 23 5 0 34 0 0 0

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

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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): 1.012
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 0 1 0 1

Volume Module:
Base Vol: 130 1183 442 221 1365 214 158 93 244 115 48 76
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: 130 1183 442 221 1365 214 158 93 244 115 48 76
Added Vol: 0 154 21 16 173 0 0 4 0 4 1 3
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 130 1337 463 237 1538 214 158 97 244 119 49 79
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: 139 1428 495 253 1643 229 169 104 261 127 52 84
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 139 1428 495 253 1643 229 169 104 261 127 52 84
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: 139 1428 495 253 1643 229 169 104 261 127 52 84

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 0.28 0.72 1.00 1.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 455 1145 1600 1600 1600

Capacity Analysis Module:
Vol/Sat: 0.09 0.45 0.31 0.16 0.51 0.14 0.11 0.23 0.23 0.08 0.03 0.05
Crit Moves: ****

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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): 1.011
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

Volume Module:

Base Vol: 236 1291 628 412 1070 187 284 757 153 110 446 185
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: 236 1291 628 412 1070 187 284 757 153 110 446 185
Added Vol: 0 151 95 0 170 7 25 198 2 19 174 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 236 1442 723 412 1240 194 309 955 155 129 620 185
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: 245 1494 749 427 1285 201 320 990 161 134 642 192
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 245 1494 749 427 1285 201 320 990 161 134 642 192
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: 245 1494 749 427 1285 201 320 990 161 134 642 192
OvlAdjVol: 682 38 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 3.00 1.00 2.00 2.59 0.41 2.00 2.00 1.00 2.00 2.00 1.00
Final Sat.: 3200 4800 1600 3200 4151 649 3200 3200 1600 3200 3200 1600

Capacity Analysis Module:

Vol/Sat: 0.08 0.31 0.47 0.13 0.31 0.31 0.10 0.31 0.10 0.04 0.20 0.12
OvlAdjV/S: 0.43 0.02 0.00
Crit Moves: **** **

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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): 1.138
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: 159 1684 70 1 1120 277 407 76 416 113 108 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: 159 1684 70 1 1120 277 407 76 416 113 108 12
Added Vol: 0 182 0 4 179 9 43 0 0 0 0 21
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 159 1866 70 5 1299 286 450 76 416 113 108 33
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: 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87
PHF Volume: 184 2155 81 6 1500 330 520 88 480 130 125 38
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 184 2155 81 6 1500 330 520 88 480 130 125 38
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: 184 2155 81 6 1500 330 520 88 480 130 125 38
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 1.71 0.29 1.00 1.34 1.27 0.39
Final Sat.: 1600 3200 1600 1600 3200 1600 2738 462 1600 2138 2040 622

Capacity Analysis Module:

Vol/Sat: 0.11 0.67 0.05 0.00 0.47 0.21 0.19 0.19 0.30 0.06 0.06 0.06
OvlAdjV/S: 0.00
Crit Moves: **** **

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Level Of Service Computation Report

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

Intersection #10 Grand Ave / ValleyBlvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.909
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 105 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: 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

Volume Module:

Base Vol: 291 1364 364 207 938 396 401 500 169 167 1116 139
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: 291 1364 364 207 938 396 401 500 169 167 1116 139
Added Vol: 4 101 178 46 107 26 75 10 18 269 7 6
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 295 1465 542 253 1045 422 476 510 187 436 1123 145
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: 311 1545 0 267 1102 0 502 538 0 460 1185 153
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 311 1545 0 267 1102 0 502 538 0 460 1185 153
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: 311 1545 0 267 1102 0 502 538 0 460 1185 153

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 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: 0.10 0.32 0.00 0.08 0.23 0.00 0.16 0.11 0.00 0.14 0.25 0.10
Crit Moves: ****

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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): 1.082
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: 2 0 2 0 1 1 0 3 0 1 2 0 1 0 1

Volume Module:

Base Vol: 116 2253 0 0 1002 107 39 0 36 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: 116 2253 0 0 1002 107 39 0 36 0 0 0 0
Added Vol: 168 205 353 118 186 84 17 0 34 99 0 33
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 284 2458 353 118 1188 191 56 0 70 99 0 33
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: 300 2598 373 125 1256 202 59 0 74 105 0 35
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 300 2598 373 125 1256 202 59 0 74 105 0 35
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: 300 2598 373 125 1256 202 59 0 74 105 0 35

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 1.00 1.00 3.00 1.00 2.00 1.00 1.00 1.00 1.00 1.00
Final Sat.: 3200 3200 1600 1600 4800 1600 3200 1600 1600 1600 1600 1600

Capacity Analysis Module:

Vol/Sat: 0.09 0.81 0.23 0.08 0.26 0.13 0.02 0.00 0.05 0.07 0.00 0.02
Crit Moves: ****

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)
Intersection #12 Grand Ave / SR-60 EB Ramps
Cycle (sec): 100 Critical Vol./Cap.(X): 1.073
Loss Time (sec): 10 Average Delay (sec/veh): 54.9
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 0 1

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)
Intersection #13 Grand Ave / SR-60 WB Ramps
Cycle (sec): 100 Critical Vol./Cap.(X): 1.062
Loss Time (sec): 10 Average Delay (sec/veh): 60.3
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: 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 1 0 0 0 0 0

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

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

Intersection #14 Mt SAC Way / Temple Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.832
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 75 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: 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 0 2 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol: 126 14 28 173 11 246 35 980 218 6 830 80
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: 126 14 28 173 11 246 35 980 218 6 830 80
Added Vol: 9 0 10 10 0 9 45 204 45 50 176 50
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 135 14 38 183 11 255 80 1184 263 56 1006 130
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: 141 15 40 191 11 266 84 1236 275 58 1050 136
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 141 15 40 191 11 266 84 1236 275 58 1050 136
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: 141 15 40 191 11 266 84 1236 275 58 1050 136
OvlAdjVol: 183
-----|-----|-----|-----|
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: 0.91 0.09 1.00 0.94 0.06 1.00 1.00 1.64 0.36 1.00 2.00 1.00
Final Sat.: 1450 150 1600 1509 91 1600 1600 2618 582 1600 3200 1600
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.10 0.10 0.02 0.13 0.13 0.17 0.05 0.47 0.47 0.04 0.33 0.08
OvlAdjV/S: 0.11
Crit Moves: **** **** **** ****

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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): 0.701
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 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 Ovl Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 0 1 2 0 1 0 1 2 0 1 1 0 1 0 2 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol: 21 13 21 80 18 74 381 725 130 119 952 424
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: 21 13 21 80 18 74 381 725 130 119 952 424
Added Vol: 8 0 16 16 0 8 38 149 38 79 261 79
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 29 13 37 96 18 82 419 874 168 198 1213 503
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: 31 14 39 102 19 88 447 933 179 211 1295 537
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 31 14 39 102 19 88 447 933 179 211 1295 537
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: 31 14 39 102 19 88 447 933 179 211 1295 537
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 1.00 1.00 2.00 1.00 1.00 2.00 1.68 0.32 1.00 2.00 1.00
Final Sat.: 1600 1600 1600 3200 1600 1600 3200 2684 516 1600 3200 1600
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.02 0.01 0.02 0.03 0.01 0.05 0.14 0.35 0.35 0.13 0.40 0.34
OvlAdjV/S: 0.00
Crit Moves: **** **** **** ****

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #16 Lot F / Temple Ave
Average Delay (sec/veh): 0.0 Worst Case Level Of Service: C [20.2]
Approach: North Bound South Bound East Bound West Bound
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 1! 0 0 0 0 1! 0 0 1 0 1 1 0 1 0 2 0 1
Volume Module:
Base Vol: 0 0 0 0 0 0 4 847 0 0 1530 199
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 4 847 0 0 1530 199
Added Vol: 0 0 0 0 0 0 0 180 0 0 418 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 0 0 0 4 1027 0 0 1948 199
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: 0 0 0 0 0 0 4 1058 0 0 2006 205
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 0 0 0 0 0 4 1058 0 0 2006 205
Critical Gap Module:
Critical Gp: 6.8 6.5 6.9 6.8 6.5 6.9 4.1 xxxxx xxxxxx xxxxxx xxxxxx xxxxxx
FollowUpTim: 3.5 4.0 3.3 3.5 4.0 3.3 2.2 xxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Capacity Module:
Cnflct Vol: 2069 3277 529 2543 3072 1003 2211 xxxxx xxxxxx xxxxx xxxxx xxxxxx
Potent Cap.: 48 9 500 23 12 244 240 xxxxx xxxxxx xxxxx xxxxx xxxxxx
Move Cap.: 47 9 500 22 12 244 240 xxxxx xxxxxx xxxxx xxxxx xxxxxx
Volume/Cap: 0.00 0.00 0.00 0.00 0.00 0.00 0.02 xxxxx xxxxx xxxxx xxxxx xxxxxx
Level Of Service Module:
2Way95thQ: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx 0.1 xxxxx xxxxxx xxxxx xxxxx xxxxxx
Control Del: xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx 20.2 xxxxx xxxxxx xxxxxx xxxxx xxxxxx
LOS by Move: *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx 0 xxxxxx xxxxx 0 xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx
SharedQueue: xxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx
Shrd ConDel: xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx
Shared LOS: *
ApproachDel: xxxxxxx xxxxxxx xxxxxxx xxxxxxx xxxxxxx
ApproachLOS: *
Note: Queue reported is the number of cars per lane.

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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): 1.168
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
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 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 1 0 1 0 2 1 0
Volume Module:
Base Vol: 172 572 45 99 586 288 111 327 157 37 1179 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: 172 572 45 99 586 288 111 327 157 37 1179 98
Added Vol: 130 38 4 0 120 174 168 496 154 23 527 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 302 610 49 99 706 462 279 823 311 60 1706 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: 314 634 51 103 734 480 290 856 323 62 1773 102
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 314 634 51 103 734 480 290 856 323 62 1773 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: 314 634 51 103 734 480 290 856 323 62 1773 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 2.18 0.82 1.00 2.84 0.16
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3484 1316 1600 4539 261
Capacity Analysis Module:
Vol/Sat: 0.20 0.20 0.03 0.06 0.23 0.30 0.18 0.25 0.25 0.04 0.39 0.39
Crit Moves: *** **

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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): 1.095
Loss Time (sec): 6 Average Delay (sec/veh): 43.7
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: 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 0 0 1 1 0 1 1 0 1 0 1 0 3 0 1

Volume Module:

Base Vol: 0 0 2 604 3 745 0 541 10 7 1225 43
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 2 604 3 745 0 541 10 7 1225 43
Added Vol: 0 0 0 257 0 268 0 499 0 0 282 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 2 861 3 1013 0 1040 10 7 1507 43
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: 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.00
PHF Volume: 0 0 2 1054 4 1240 0 1273 12 9 1845 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 2 1054 4 1240 0 1273 12 9 1845 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume: 0 0 2 1054 4 1240 0 1273 12 9 1845 0

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 0.87 0.90 0.90 0.90 1.00 0.91 0.91 0.95 0.91 1.00
Lanes: 0.00 0.00 1.00 1.45 0.01 1.54 0.00 2.97 0.03 1.00 3.00 1.00
Final Sat.: 0 0 1644 2490 5 2628 0 5132 49 1805 5187 1900

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.42 0.67 0.47 0.00 0.25 0.25 0.00 0.36 0.00
Crit Moves: *****
Green/Cycle: 0.00 0.00 0.00 0.62 0.62 0.62 0.00 0.32 0.32 0.01 0.32 0.00
Volume/Cap: 0.00 0.00 xxxxx 0.69 1.09 0.77 0.00 0.78 0.78 0.78 1.10 0.00
Delay/Veh: 0.0 0.0 0.0 13.4 70.3 15.2 0.0 33.3 33.3 198.9 86.6 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 13.4 70.3 15.2 0.0 33.3 33.3 198.9 86.6 0.0
LOS by Move: A A A A B E B A C C F F A
HCM2kAvgQ: 0 0 0 22 11 16 0 15 15 1 32 0

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

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Level Of Service Computation Report

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

Intersection #50 Grand Ave / Cameron Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 1.199
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: 397 739 0 0 1653 181 86 0 561 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: 397 739 0 0 1653 181 86 0 561 0 0 0
Added Vol: 3 99 0 0 307 0 0 0 16 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 400 838 0 0 1960 181 86 0 577 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 0.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.00
PHF Volume: 435 911 0 0 2130 197 93 0 627 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 435 911 0 0 2130 197 93 0 627 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 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: 435 911 0 0 2130 197 93 0 627 0 0 0
OvlAdjVol: 410

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 1.83 0.17 1.00 0.00 1.00 0.00 0.00 0.00
Final Sat.: 3200 3200 0 0 2929 271 1600 0 1600 0 0 0

Capacity Analysis Module:

Vol/Sat: 0.14 0.28 0.00 0.00 0.73 0.73 0.06 0.00 0.39 0.00 0.00 0.00
OvlAdjV/S: 0.26
Crit Moves: *****

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Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #190 SR-57 NB Ramps / Temple Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.697
Loss Time (sec): 6 Average Delay (sec/veh): 18.0
Optimal Cycle: 42 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Permitted Permitted
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
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 1 0 0 0 0 1 0 2 1 1 0 0 2 1 0

Volume Module:
Base Vol: 385 0 274 0 0 0 0 0 806 276 0 1599 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: 385 0 274 0 0 0 0 0 806 276 0 1599 0
Added Vol: 245 0 114 0 0 0 0 0 271 244 0 73 61
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 630 0 388 0 0 0 0 0 1077 520 0 1672 61
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: 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85
PHF Volume: 738 0 454 0 0 0 0 0 1261 0 0 1958 71
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 738 0 454 0 0 0 0 0 1261 0 0 1958 71
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: 738 0 454 0 0 0 0 0 1261 0 0 1958 71

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.91 1.00 0.91 1.00 1.00 1.00 1.00 0.91 0.91 1.00 0.91 0.91
Lanes: 1.62 0.00 1.38 0.00 0.00 0.00 1.00 3.00 1.00 0.00 2.89 0.11
Final Sat.: 2813 0 2400 0 0 0 1900 5187 1729 0 4979 182

Capacity Analysis Module:
Vol/Sat: 0.26 0.00 0.19 0.00 0.00 0.00 0.00 0.24 0.00 0.00 0.39 0.39
Crit Moves: ****
Green/Cycle: 0.38 0.00 0.38 0.00 0.00 0.00 0.00 0.56 0.00 0.00 0.56 0.56
Volume/Cap: 0.70 0.00 0.50 0.00 0.00 0.00 0.00 0.43 0.00 0.00 0.70 0.70
Delay/Veh: 27.7 0.0 24.2 0.0 0.0 0.0 0.0 12.7 0.0 0.0 16.4 16.4
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: 27.7 0.0 24.2 0.0 0.0 0.0 0.0 12.7 0.0 0.0 16.4 16.4
LOS by Move: C A C A A A A A B A A B B
HCM2kAvgQ: 13 0 8 0 0 0 0 8 0 0 17 17

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

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Level Of Service Computation Report

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

Intersection #600 Grand Ave / Mountaineer Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.748
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 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 1 2 0 2 0 0 0 0 0 0 2 0 0 0 2

Volume Module:
Base Vol: 0 1047 437 643 1700 0 0 0 0 0 134 0 75
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 1047 437 643 1700 0 0 0 0 0 134 0 75
Added Vol: 0 72 86 166 172 0 0 0 0 0 17 0 33
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 1119 523 809 1872 0 0 0 0 0 151 0 108
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 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: 0 1151 538 832 1926 0 0 0 0 0 155 0 111
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 1151 538 832 1926 0 0 0 0 0 155 0 111
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 1151 538 832 1926 0 0 0 0 0 155 0 111
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: 0.00 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 0.36 0.34 0.26 0.60 0.00 0.00 0.00 0.00 0.05 0.00 0.03
OvlAdjV/S: 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: **** **** ****

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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): 0.755
Loss Time (sec): 8 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: 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: 4 0 14 0 0 0 0 76 5 6 124 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 574 9 205 6 3 13 6 1194 486 135 1084 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: 593 9 212 6 3 13 6 1233 502 139 1120 12
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 593 9 212 6 3 13 6 1233 502 139 1120 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: 593 9 212 6 3 13 6 1233 502 139 1120 12
OvlAdjVol: 201

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 2.97 0.03
Final Sat.: 3151 49 1600 436 218 945 1600 3200 1600 1600 4747 53

Capacity Analysis Module:

Vol/Sat: 0.19 0.19 0.13 0.01 0.01 0.01 0.00 0.39 0.31 0.09 0.24 0.24
OvlAdjV/S: 0.13
Crit Moves: ****

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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): 0.677
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 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 20 0 0 0 0 101 1 10 136 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 254 42 152 17 22 5 19 1100 162 117 1026 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 43 155 17 22 5 19 1119 165 119 1044 19
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 258 43 155 17 22 5 19 1119 165 119 1044 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 43 155 17 22 5 19 1119 165 119 1044 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 1.74 0.26 1.00 2.00 1.00
Final Sat.: 2746 454 1600 697 903 1600 1600 2789 411 1600 3200 1600

Capacity Analysis Module:

Vol/Sat: 0.09 0.09 0.10 0.02 0.02 0.00 0.01 0.40 0.40 0.07 0.33 0.01
Crit Moves: ****

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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): 0.828
Loss Time (sec): 6 Average Delay (sec/veh): 30.2
Optimal Cycle: 65 Level Of Service: C

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, Lanes. Rows include Grand Ave and I-10 WB Ramps with various movement and control settings.

Volume Module table showing 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 for various movements.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, Final Sat. for various movements.

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

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

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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, Saturation Flow Module, Capacity Analysis Module.

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

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

Table with columns for Intersection #7 Grand Ave / San Jose Hills Rd, Cycle (sec), Loss Time (sec), Optimal Cycle, Approach, Movement, Control, Rights, Min. Green, Y+R, Lanes, Volume Module, Saturation Flow Module, Capacity Analysis Module.

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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): 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 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: 2 238 74 0 123 11 21 117 1 43 145 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 329 1388 362 209 955 273 367 768 293 402 804 326
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: 338 1427 372 215 982 281 377 789 301 413 826 335
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 338 1427 372 215 982 281 377 789 301 413 826 335
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: 338 1427 372 215 982 281 377 789 301 413 826 335
OvlAdjVol: 165 132 228

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 2.33 0.67 2.00 2.00 1.00 2.00 2.00 1.00
Final Sat.: 3200 4800 1600 3200 3733 1067 3200 3200 1600 3200 3200 1600

Capacity Analysis Module:

Vol/Sat: 0.11 0.30 0.23 0.07 0.26 0.26 0.12 0.25 0.19 0.13 0.26 0.21
OvlAdjV/S: 0.10 0.08 0.14
Crit Moves: ****

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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): 1.001
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
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 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: 0 262 0 9 141 17 34 0 0 0 0 0 17
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 233 1797 153 16 1400 207 279 63 350 85 35 29
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 1945 166 17 1515 224 302 68 379 92 38 31
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 252 1945 166 17 1515 224 302 68 379 92 38 31
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 1945 166 17 1515 224 302 68 379 92 38 31
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 1.63 0.37 1.00 1.72 0.70 0.58
Final Sat.: 1600 3200 1600 1600 3200 1600 2611 589 1600 2738 1128 935

Capacity Analysis Module:

Vol/Sat: 0.16 0.61 0.10 0.01 0.47 0.14 0.12 0.12 0.24 0.03 0.03 0.03
OvlAdjV/S: 0.00
Crit Moves: ****

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Level Of Service Computation Report

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

Intersection #10 Grand Ave / ValleyBlvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.035
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

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: 18 164 179 7 80 54 49 6 10 207 9 48
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 279 1204 358 392 1122 263 715 1537 297 635 711 292
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: 292 1262 0 411 1176 0 749 1611 0 666 745 306
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 292 1262 0 411 1176 0 749 1611 0 666 745 306
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: 292 1262 0 411 1176 0 749 1611 0 666 745 306

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 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 0.26 0.00 0.13 0.25 0.00 0.23 0.34 0.00 0.21 0.16 0.19
Crit Moves: ****

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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): 1.075
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: 2 0 2 0 1 1 0 3 0 1 2 0 1 0 1

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: 50 109 262 87 174 25 77 0 153 458 0 153
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 83 1370 262 87 1741 75 249 0 247 458 0 153
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: 89 1476 282 94 1876 81 268 0 266 494 0 165
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 89 1476 282 94 1876 81 268 0 266 494 0 165
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: 89 1476 282 94 1876 81 268 0 266 494 0 165

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 1.00 1.00 3.00 1.00 2.00 1.00 1.00 1.00 1.00 1.00
Final Sat.: 3200 3200 1600 1600 4800 1600 3200 1600 1600 1600 1600 1600

Capacity Analysis Module:

Vol/Sat: 0.03 0.46 0.18 0.06 0.39 0.05 0.08 0.00 0.17 0.31 0.00 0.10
Crit Moves: ****

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Existing Plus 2025 Project Conditions And Cumulative Projects
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Grand Ave / SR-60 EB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 1.036
Loss Time (sec): 10 Average Delay (sec/veh): 40.4
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 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: 0 275 0 395 389 0 0 0 0 0 0 0 146
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 1 1074 283 1005 1771 5 4 2 4 186 1 641
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 1197 315 1120 1974 6 4 2 4 207 1 715
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1 1197 315 1120 1974 6 4 2 4 207 1 715
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 1197 315 1120 1974 6 4 2 4 207 1 715

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 0.87 0.87 0.87
Lanes: 1.00 2.00 1.00 2.00 1.99 0.01 1.00 0.33 0.67 1.22 0.01 1.77
Final Sat.: 1805 3610 1615 3502 3600 10 1805 570 1140 2034 4 2946

Capacity Analysis Module:

Vol/Sat: 0.00 0.33 0.20 0.32 0.55 0.55 0.00 0.00 0.00 0.10 0.28 0.24
Crit Moves: ****
Green/Cycle: 0.00 0.32 0.58 0.31 0.63 0.63 0.00 0.01 0.01 0.26 0.27 0.58
Volume/Cap: 0.87 1.04 0.34 1.04 0.87 0.87 1.04 0.39 0.36 0.39 1.04 0.42
Delay/Veh: 686.0 70.2 11.1 71.6 19.3 19.3 499.5 63.3 61.0 30.5 76.4 11.9
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: 686.0 70.2 11.1 71.6 19.3 19.3 499.5 63.3 61.0 30.5 76.4 11.9
LOS by Move: F E B E B B F E E C E B
HCM2kAvgQ: 0 24 5 21 26 26 1 1 1 5 22 7

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

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Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 Grand Ave / SR-60 WB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 1.006
Loss Time (sec): 10 Average Delay (sec/veh): 40.5
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: 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

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 62 0 274 115 0 213 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 995 619 654 1409 0 382 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 1054 656 693 1493 0 405 0 186 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 1054 656 693 1493 0 405 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 1054 656 693 1493 0 405 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 0.29 0.41 0.38 0.41 0.00 0.12 0.00 0.12 0.00 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.40 0.40 0.38 0.79 0.00 0.11 0.00 0.11 0.00 0.00 0.00
Volume/Cap: 0.00 0.72 1.01 1.01 0.53 0.00 1.01 0.00 1.00 0.00 0.00 0.00
Delay/Veh: 0.0 26.9 66.6 66.7 4.1 0.0 90.6 0.0 111.6 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 26.9 66.6 66.7 4.1 0.0 90.6 0.0 111.6 0.0 0.0 0.0
LOS by Move: A C E E A A F A F A A A
HCM2kAvgQ: 0 15 28 24 8 0 11 0 10 0 0 0 0

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

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Level Of Service Computation Report

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

Intersection #14 Mt SAC Way / Temple Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.798
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 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 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 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: 18 0 20 20 0 18 36 119 36 40 152 40
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 24 7 21 114 38 120 339 1454 225 82 761 277
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: 24 7 21 115 38 121 343 1470 228 83 769 280
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 24 7 21 115 38 121 343 1470 228 83 769 280
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: 24 7 21 115 38 121 343 1470 228 83 769 280
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: 0.77 0.23 1.00 0.75 0.25 1.00 1.00 1.73 0.27 1.00 2.00 1.00
Final Sat.: 1239 361 1600 1200 400 1600 1600 2771 429 1600 3200 1600

Capacity Analysis Module:

Vol/Sat: 0.02 0.02 0.01 0.10 0.10 0.08 0.21 0.53 0.53 0.05 0.24 0.18
OvlAdjV/S: 0.00

Crit Moves: ****

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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): 0.706
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 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 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: 15 0 31 31 0 15 30 99 30 63 202 63
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 118 21 106 182 9 111 183 875 84 94 1299 263
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: 122 22 110 188 9 115 189 904 87 97 1342 272
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 122 22 110 188 9 115 189 904 87 97 1342 272
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: 122 22 110 188 9 115 189 904 87 97 1342 272
OvlAdjVol: 20

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 1.82 0.18 1.00 2.00 1.00
Final Sat.: 1600 1600 1600 3200 1600 1600 3200 2920 280 1600 3200 1600

Capacity Analysis Module:

Vol/Sat: 0.08 0.01 0.07 0.06 0.01 0.07 0.06 0.31 0.31 0.06 0.42 0.17
OvlAdjV/S: 0.01

Crit Moves: ****

Existing Plus 2025 Project Conditions And Cumulative Projects PM Peak Hour

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

Table with 12 columns for traffic lanes (L-T-R, L-T-R, L-T-R, L-T-R) and 12 rows of performance metrics including Average Delay, Approach, Control, Rights, Volume Module, Critical Gap Module, Capacity Module, and Level Of Service Module.

Existing Plus 2025 Project Conditions And Cumulative Projects PM Peak Hour

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

Table with 12 columns for traffic lanes (L-T-R, L-T-R, L-T-R, L-T-R) and 12 rows of performance metrics including Cycle, Loss Time, Optimal Cycle, Approach, Control, Rights, Volume Module, Sat/Lane, and Capacity Analysis Module.

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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): 1.036
Loss Time (sec): 6 Average Delay (sec/veh): 38.3
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: 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 1 0 1 0 0 1 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 72 0 127 0 425 0 0 158 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 1 0 83 995 12 663 0 2221 72 18 734 116
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 0.00
PHF Volume: 1 0 86 1032 12 688 0 2304 75 19 761 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1 0 86 1032 12 688 0 2304 75 19 761 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 1032 12 688 0 2304 75 19 761 0

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.87 1.00 0.87 0.91 0.91 0.91 1.00 0.91 0.91 0.95 0.91 1.00
Lanes: 0.01 0.00 0.99 1.60 0.01 1.39 0.00 2.91 0.09 1.00 3.00 1.00
Final Sat.: 20 0 1628 2760 25 2418 0 4999 162 1805 5187 1900

Capacity Analysis Module:

Vol/Sat: 0.05 0.00 0.05 0.37 0.50 0.28 0.00 0.46 0.46 0.01 0.15 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.49 0.49 0.49 0.00 0.44 0.44 0.01 0.45 0.00
Volume/Cap: xxxx 0.00 xxxx 0.77 1.04 0.59 0.00 1.04 1.04 1.03 0.32 0.00
Delay/Veh: 0.0 0.0 0.0 22.8 57.8 18.8 0.0 56.8 56.8 272.9 17.5 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 22.8 57.8 18.8 0.0 56.8 56.8 272.9 17.5 0.0
LOS by Move: A A A C E B A E F B A
HCM2kAvgQ: 2 0 2 27 2 15 0 37 37 2 5 0

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

Mt SAC PEP EIR
Existing Plus 2025 Project Conditions And Cumulative Projects
PM Peak Hour

Level Of Service Computation Report

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

Intersection #50 Grand Ave / Cameron Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.739
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 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 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 1 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: 6 233 0 0 212 0 0 0 13 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 424 1476 0 0 1020 115 81 0 420 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: 453 1575 0 0 1089 123 86 0 448 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 453 1575 0 0 1089 123 86 0 448 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: 453 1575 0 0 1089 123 86 0 448 0 0 0
OvlAdjVol: 222

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 1.80 0.20 1.00 0.00 1.00 0.00 0.00 0.00
Final Sat.: 3200 3200 0 0 2876 324 1600 0 1600 0 0 0

Capacity Analysis Module:

Vol/Sat: 0.14 0.49 0.00 0.00 0.38 0.38 0.05 0.00 0.28 0.00 0.00 0.00
OvlAdjV/S: 0.14
Crit Moves: ****

Mt SAC PEP EIR
Existing Plus 2025 Project Conditions And Cumulative Projects
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #190 SR-57 NB Ramps / Temple Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.605
Loss Time (sec): 6 Average Delay (sec/veh): 10.4
Optimal Cycle: 33 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Permitted Permitted
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
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 0 2 1 0

Volume Module:
Base Vol: 123 0 289 0 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 0 2097 621 0 969 0
Added Vol: 124 0 42 0 0 0 0 0 96 213 0 162 280
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 247 0 331 0 0 0 0 0 2193 834 0 1131 280
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 0.96 0.96 0.96 0.96
PHF Volume: 257 0 344 0 0 0 0 0 2282 0 0 1177 291
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 257 0 344 0 0 0 0 0 2282 0 0 1177 291
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: 257 0 344 0 0 0 0 0 2282 0 0 1177 291

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.89 1.00 0.89 1.00 1.00 1.00 1.00 0.91 0.91 1.00 0.88 0.88
Lanes: 1.43 0.00 1.57 0.00 0.00 0.00 1.00 3.00 1.00 0.00 2.40 0.60
Final Sat.: 2427 0 2674 0 0 0 0 1900 5187 1729 0 4033 998

Capacity Analysis Module:
Vol/Sat: 0.11 0.00 0.13 0.00 0.00 0.00 0.00 0.44 0.00 0.00 0.29 0.29
Crit Moves: ****
Green/Cycle: 0.21 0.00 0.21 0.00 0.00 0.00 0.00 0.73 0.00 0.00 0.73 0.73
Volume/Cap: 0.50 0.00 0.61 0.00 0.00 0.00 0.00 0.61 0.00 0.00 0.40 0.40
Delay/Veh: 35.0 0.0 36.6 0.0 0.0 0.0 0.0 6.9 0.0 0.0 5.3 5.3
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: 35.0 0.0 36.6 0.0 0.0 0.0 0.0 6.9 0.0 0.0 5.3 5.3
LOS by Move: C A D A A A A A A A A A
HCM2kAvgQ: 5 0 7 0 0 0 0 0 13 0 0 6 6

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

Mt SAC PEP EIR
Existing Plus 2025 Project Conditions And Cumulative Projects
PM Peak Hour

Level Of Service Computation Report

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

Intersection #600 Grand Ave / Mountaineer Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.834
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 Level Of Service: D

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include 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 2 0 0 0 2

Volume Module:
Base Vol: 0 1712 118 106 1120 0 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 0 136 0 161
Added Vol: 0 179 69 133 104 0 0 0 0 0 34 0 67
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 1891 187 239 1224 0 0 0 0 0 170 0 228
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 1984 196 251 1284 0 0 0 0 0 178 0 239
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 1984 196 251 1284 0 0 0 0 0 178 0 239
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 1984 196 251 1284 0 0 0 0 0 178 0 239
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: 0.00 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 0.62 0.12 0.08 0.40 0.00 0.00 0.00 0.00 0.06 0.00 0.07
OvlAdjV/S: 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: ****

APPENDIX C: CUMULATIVE PROJECT TRIP GENERATION

APPENDIX D: FAIR-SHARE CALCULATIONS

Existing (2015) AM Peak Hour

ID	Intersection	Total
1	Nogales St/Amar Rd	3,487
2	Lemon Ave/Amar Rd	2,684
3	Grand Ave/I-10 WB Ramp	2,940
4	Grand Ave/I-10 EB Ramp	2,946
5	Grand Ave/Cameron Ave	3,617
6	Grand Ave/Mountaineer Rd	4,036
7	Grand Ave/San Jose Hills Rd	4,289
8	Grand Ave/Temple Ave	5,759
9	Grand Ave/La Puente Rd	4,443
10	Grand Ave/Valley Blvd	6,052
11	Grand Ave/Baker Pkwy	3,553
12	Grand Ave/SR-60 WB Ramps	3,982
13	Grand Ave/SR-60 EB Ramps	3,618
14	Mt. SAC Wy/Temple Ave	2,747
15	Bonita Ave/Temple Ave	2,958
16	Lot F/Temple Ave	2,580
17	Valley Blvd/Temple Ave	3,671
18	SR-57 SB Ramps/Temple Ave	3,180
19	SR-57 NB Ramps/Temple Ave	3,340

2020 Cumulative w/o Project AM Peak Hour Trips

ID	Intersection	Total
1	Nogales St/Amar Rd	3,587
2	Lemon Ave/Amar Rd	2,773
3	Grand Ave/I-10 WB Ramp	2,998
4	Grand Ave/I-10 EB Ramp	3,060
5	Grand Ave/Cameron Ave	3,731
6	Grand Ave/Mountaineer Rd	4,150
7	Grand Ave/San Jose Hills Rd	4,403
8	Grand Ave/Temple Ave	5,967
9	Grand Ave/La Puente Rd	4,564
10	Grand Ave/Valley Blvd	6,320
11	Grand Ave/Baker Pkwy	3,686
12	Grand Ave/SR-60 WB Ramps	4,114
13	Grand Ave/SR-60 EB Ramps	3,730
14	Mt. SAC Wy/Temple Ave	2,839
15	Bonita Ave/Temple Ave	3,050
16	Lot F/Temple Ave	2,672
17	Valley Blvd/Temple Ave	4,084
18	SR-57 SB Ramps/Temple Ave	3,688
19	SR-57 NB Ramps/Temple Ave	3,932

2020 Cumulative With Project AM Peak Hour Trips

ID	Intersection	Total
1	Nogales St/Amar Rd	3,609
2	Lemon Ave/Amar Rd	2,820
3	Grand Ave/I-10 WB Ramp	3,047
4	Grand Ave/I-10 EB Ramp	3,145
5	Grand Ave/Cameron Ave	3,836
6	Grand Ave/Mountaineer Rd	4,318
7	Grand Ave/San Jose Hills Rd	4,482
8	Grand Ave/Temple Ave	6,137
9	Grand Ave/La Puente Rd	4,671
10	Grand Ave/Valley Blvd	6,387
11	Grand Ave/Baker Pkwy	3,717
12	Grand Ave/SR-60 WB Ramps	4,145
13	Grand Ave/SR-60 EB Ramps	3,758
14	Mt. SAC Wy/Temple Ave	3,004
15	Bonita Ave/Temple Ave	3,259
16	Lot F/Temple Ave	2,834
17	Valley Blvd/Temple Ave	4,237
18	SR-57 SB Ramps/Temple Ave	3,797
19	SR-57 NB Ramps/Temple Ave	3,995

Equitable Share Responsibility	Impacted?
18%	
35%	
46%	
43%	
48%	Yes
60%	Yes
41%	Yes
45%	Yes
47%	Yes
20%	Yes
19%	Yes
19%	
20%	
64%	Yes
69%	
64%	
27%	Yes
18%	
10%	

Existing (2015) PM Peak Hour

ID	Intersection	Total
1	Nogales St/Amar Rd	3,498
2	Lemon Ave/Amar Rd	2,667
3	Grand Ave/I-10 WB Ramp	3,167
4	Grand Ave/I-10 EB Ramp	2,781
5	Grand Ave/Cameron Ave	3,072
6	Grand Ave/Mountaineer Rd	3,353
7	Grand Ave/San Jose Hills Rd	3,542
8	Grand Ave/Temple Ave	5,701
9	Grand Ave/La Puente Rd	4,167
10	Grand Ave/Valley Blvd	6,974
11	Grand Ave/Baker Pkwy	3,177
12	Grand Ave/SR-60 WB Ramps	3,772
13	Grand Ave/SR-60 EB Ramps	3,571
14	Mt. SAC Wy/Temple Ave	2,963
15	Bonita Ave/Temple Ave	2,766
16	Lot F/Temple Ave	2,325
17	Valley Blvd/Temple Ave	4,160
18	SR-57 SB Ramps/Temple Ave	4,133
19	SR-57 NB Ramps/Temple Ave	4,099

2020 Cumulative w/o Project PM Peak Hour Trips

ID	Intersection	Total
1	Nogales St/Amar Rd	3,602
2	Lemon Ave/Amar Rd	2,763
3	Grand Ave/I-10 WB Ramp	3,250
4	Grand Ave/I-10 EB Ramp	2,898
5	Grand Ave/Cameron Ave	3,190
6	Grand Ave/Mountaineer Rd	3,471
7	Grand Ave/San Jose Hills Rd	3,660
8	Grand Ave/Temple Ave	5,922
9	Grand Ave/La Puente Rd	4,294
10	Grand Ave/Valley Blvd	7,256
11	Grand Ave/Baker Pkwy	3,318
12	Grand Ave/SR-60 WB Ramps	3,913
13	Grand Ave/SR-60 EB Ramps	3,662
14	Mt. SAC Wy/Temple Ave	3,063
15	Bonita Ave/Temple Ave	2,866
16	Lot F/Temple Ave	2,425
17	Valley Blvd/Temple Ave	4,580
18	SR-57 SB Ramps/Temple Ave	4,464
19	SR-57 NB Ramps/Temple Ave	4,773

2020 Cumulative With Project PM Peak Hour Trips

ID	Intersection	Total
1	Nogales St/Amar Rd	3,624
2	Lemon Ave/Amar Rd	2,810
3	Grand Ave/I-10 WB Ramp	3,298
4	Grand Ave/I-10 EB Ramp	2,983
5	Grand Ave/Cameron Ave	3,294
6	Grand Ave/Mountaineer Rd	3,640
7	Grand Ave/San Jose Hills Rd	3,740
8	Grand Ave/Temple Ave	6,092
9	Grand Ave/La Puente Rd	4,401
10	Grand Ave/Valley Blvd	7,323
11	Grand Ave/Baker Pkwy	3,349
12	Grand Ave/SR-60 WB Ramps	3,944
13	Grand Ave/SR-60 EB Ramps	3,687
14	Mt. SAC Wy/Temple Ave	3,229
15	Bonita Ave/Temple Ave	3,075
16	Lot F/Temple Ave	2,587
17	Valley Blvd/Temple Ave	4,733
18	SR-57 SB Ramps/Temple Ave	4,572
19	SR-57 NB Ramps/Temple Ave	4,836

Equitable Share Responsibility	Impacted?
17%	
33%	
37%	
42%	
47%	
59%	Yes
40%	Yes
43%	Yes
46%	Yes
19%	Yes
18%	
18%	
22%	
62%	Yes
68%	
62%	
27%	Yes
25%	
9%	

Existing (2015) AM Peak Hour

ID	Intersection	Total
1	Nogales St/Amar Rd	3,487
2	Lemon Ave/Amar Rd	2,684
3	Grand Ave/I-10 WB Ramp	2,940
4	Grand Ave/I-10 EB Ramp	2,946
5	Grand Ave/Cameron Ave	3,617
6	Grand Ave/Mountaineer Rd	4,036
7	Grand Ave/San Jose Hills Rd	4,289
8	Grand Ave/Temple Ave	5,759
9	Grand Ave/La Puente Rd	4,443
10	Grand Ave/Valley Blvd	6,052
11	Grand Ave/Baker Pkwy	3,553
12	Grand Ave/SR-60 WB Ramps	3,982
13	Grand Ave/SR-60 EB Ramps	3,618
14	Mt. SAC Wy/Temple Ave	2,747
15	Bonita Ave/Temple Ave	2,958
16	Lot F/Temple Ave	2,580
17	Valley Blvd/Temple Ave	3,671
18	SR-57 SB Ramps/Temple Ave	3,180
19	SR-57 NB Ramps/Temple Ave	3,340

2025 Cumulative w/o Project AM Peak Hour Trips

ID	Intersection	Total
1	Nogales St/Amar Rd	3,785
2	Lemon Ave/Amar Rd	2,969
3	Grand Ave/I-10 WB Ramp	3,020
4	Grand Ave/I-10 EB Ramp	3,171
5	Grand Ave/Cameron Ave	3,842
6	Grand Ave/Mountaineer Rd	4,261
7	Grand Ave/San Jose Hills Rd	4,514
8	Grand Ave/Temple Ave	6,274
9	Grand Ave/La Puente Rd	4,676
10	Grand Ave/Valley Blvd	6,770
11	Grand Ave/Baker Pkwy	4,789
12	Grand Ave/SR-60 WB Ramps	4,966
13	Grand Ave/SR-60 EB Ramps	4,280
14	Mt. SAC Wy/Temple Ave	3,037
15	Bonita Ave/Temple Ave	3,248
16	Lot F/Temple Ave	2,870
17	Valley Blvd/Temple Ave	5,212
18	SR-57 SB Ramps/Temple Ave	4,280
19	SR-57 NB Ramps/Temple Ave	4,227

2025 Cumulative With Project AM Peak Hour Trips

ID	Intersection	Total
1	Nogales St/Amar Rd	3,827
2	Lemon Ave/Amar Rd	3,059
3	Grand Ave/I-10 WB Ramp	3,112
4	Grand Ave/I-10 EB Ramp	3,334
5	Grand Ave/Cameron Ave	4,042
6	Grand Ave/Mountaineer Rd	4,582
7	Grand Ave/San Jose Hills Rd	4,666
8	Grand Ave/Temple Ave	6,600
9	Grand Ave/La Puente Rd	4,881
10	Grand Ave/Valley Blvd	6,900
11	Grand Ave/Baker Pkwy	4,849
12	Grand Ave/SR-60 WB Ramps	5,026
13	Grand Ave/SR-60 EB Ramps	4,334
14	Mt. SAC Wy/Temple Ave	3,355
15	Bonita Ave/Temple Ave	3,650
16	Lot F/Temple Ave	3,178
17	Valley Blvd/Temple Ave	5,503
18	SR-57 SB Ramps/Temple Ave	4,486
19	SR-57 NB Ramps/Temple Ave	4,348

Equitable Share Responsibility	Impacted?
12%	Yes
24%	Yes
53%	
42%	
47%	Yes
59%	Yes
40%	Yes
39%	Yes
47%	Yes
15%	Yes
5%	Yes
6%	Yes
8%	
52%	Yes
58%	Yes
52%	
16%	Yes
16%	
12%	

Existing (2015) PM Peak Hour

ID	Intersection	Total
1	Nogales St/Amar Rd	3,498
2	Lemon Ave/Amar Rd	2,667
3	Grand Ave/I-10 WB Ramp	3,167
4	Grand Ave/I-10 EB Ramp	2,781
5	Grand Ave/Cameron Ave	3,072
6	Grand Ave/Mountaineer Rd	3,353
7	Grand Ave/San Jose Hills Rd	3,542
8	Grand Ave/Temple Ave	5,701
9	Grand Ave/La Puente Rd	4,167
10	Grand Ave/Valley Blvd	6,974
11	Grand Ave/Baker Pkwy	3,177
12	Grand Ave/SR-60 WB Ramps	3,772
13	Grand Ave/SR-60 EB Ramps	3,571
14	Mt. SAC Wy/Temple Ave	2,963
15	Bonita Ave/Temple Ave	2,766
16	Lot F/Temple Ave	2,325
17	Valley Blvd/Temple Ave	4,160
18	SR-57 SB Ramps/Temple Ave	4,133
19	SR-57 NB Ramps/Temple Ave	4,099

2025 Cumulative w/o Project PM Peak Hour Trips

ID	Intersection	Total
1	Nogales St/Amar Rd	3,684
2	Lemon Ave/Amar Rd	2,845
3	Grand Ave/I-10 WB Ramp	3,349
4	Grand Ave/I-10 EB Ramp	3,045
5	Grand Ave/Cameron Ave	3,336
6	Grand Ave/Mountaineer Rd	3,617
7	Grand Ave/San Jose Hills Rd	3,806
8	Grand Ave/Temple Ave	6,150
9	Grand Ave/La Puente Rd	4,441
10	Grand Ave/Valley Blvd	7,677
11	Grand Ave/Baker Pkwy	4,665
12	Grand Ave/SR-60 WB Ramps	4,917
13	Grand Ave/SR-60 EB Ramps	4,186
14	Mt. SAC Wy/Temple Ave	3,144
15	Bonita Ave/Temple Ave	2,947
16	Lot F/Temple Ave	2,506
17	Valley Blvd/Temple Ave	5,183
18	SR-57 SB Ramps/Temple Ave	4,709
19	SR-57 NB Ramps/Temple Ave	4,895

2025 Cumulative With Project PM Peak Hour Trips

ID	Intersection	Total
1	Nogales St/Amar Rd	3,727
2	Lemon Ave/Amar Rd	2,935
3	Grand Ave/I-10 WB Ramp	3,440
4	Grand Ave/I-10 EB Ramp	3,209
5	Grand Ave/Cameron Ave	3,536
6	Grand Ave/Mountaineer Rd	3,939
7	Grand Ave/San Jose Hills Rd	3,958
8	Grand Ave/Temple Ave	6,476
9	Grand Ave/La Puente Rd	4,647
10	Grand Ave/Valley Blvd	7,805
11	Grand Ave/Baker Pkwy	4,725
12	Grand Ave/SR-60 WB Ramps	4,977
13	Grand Ave/SR-60 EB Ramps	4,235
14	Mt. SAC Wy/Temple Ave	3,462
15	Bonita Ave/Temple Ave	3,345
16	Lot F/Temple Ave	2,815
17	Valley Blvd/Temple Ave	5,475
18	SR-57 SB Ramps/Temple Ave	4,915
19	SR-57 NB Ramps/Temple Ave	5,015

Equitable Share Responsibility	Impacted?
19%	
34%	
33%	
38%	
43%	Yes
55%	Yes
37%	Yes
42%	Yes
43%	Yes
15%	Yes
4%	Yes
5%	
7%	
64%	Yes
69%	Yes
63%	
22%	Yes
26%	
13%	

Fair Share Calculations Summary

ID	Intersection	2020		2025		Max.
		AM	PM	AM	PM	
1	Nogales St/Amar Rd			12%		12%
2	Lemon Ave/Amar Rd			24%		24%
3	Grand Ave/I-10 WB Ramp					
4	Grand Ave/I-10 EB Ramp					
5	Grand Ave/Cameron Ave	48%		47%	43%	48%
6	Grand Ave/Mountaineer Rd	60%	59%	59%	55%	60%
7	Grand Ave/San Jose Hills Rd	41%	40%	40%	37%	41%
8	Grand Ave/Temple Ave	45%	43%	39%	42%	45%
9	Grand Ave/La Puente Rd	47%	46%	47%	43%	47%
10	Grand Ave/Valley Blvd	20%	19%	15%	15%	20%
11	Grand Ave/Baker Pkwy	19%		5%	4%	19%
12	Grand Ave/SR-60 EB Ramps			6%		6%
13	Grand Ave/SR-60 WB Ramps					
14	Mt. SAC Wy/Temple Ave	64%	62%	52%	64%	64%
15	Bonita Ave/Temple Ave			58%	69%	69%
16	Lot F/Temple Ave					
17	Valley Blvd/Temple Ave	27%	27%	16%	22%	27%
18	SR-57 SB Ramps/Temple Ave					
19	SR-57 NB Ramps/Temple Ave					