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TECHNICAL MEMORANDUM

To: Gary Nellesen
Mount San Antonio College
1100 North Grand Avenue
Walnut, CA 91789

From: Deepak Kaushik, PE
Iteris, Inc.
801 South Grand Avenue, Suite 530
Los Angeles, CA 90017

Date: November 9, 2017

RE: Physical Education Projects (PEP) Earth Export Truck Haul Plan

Introduction

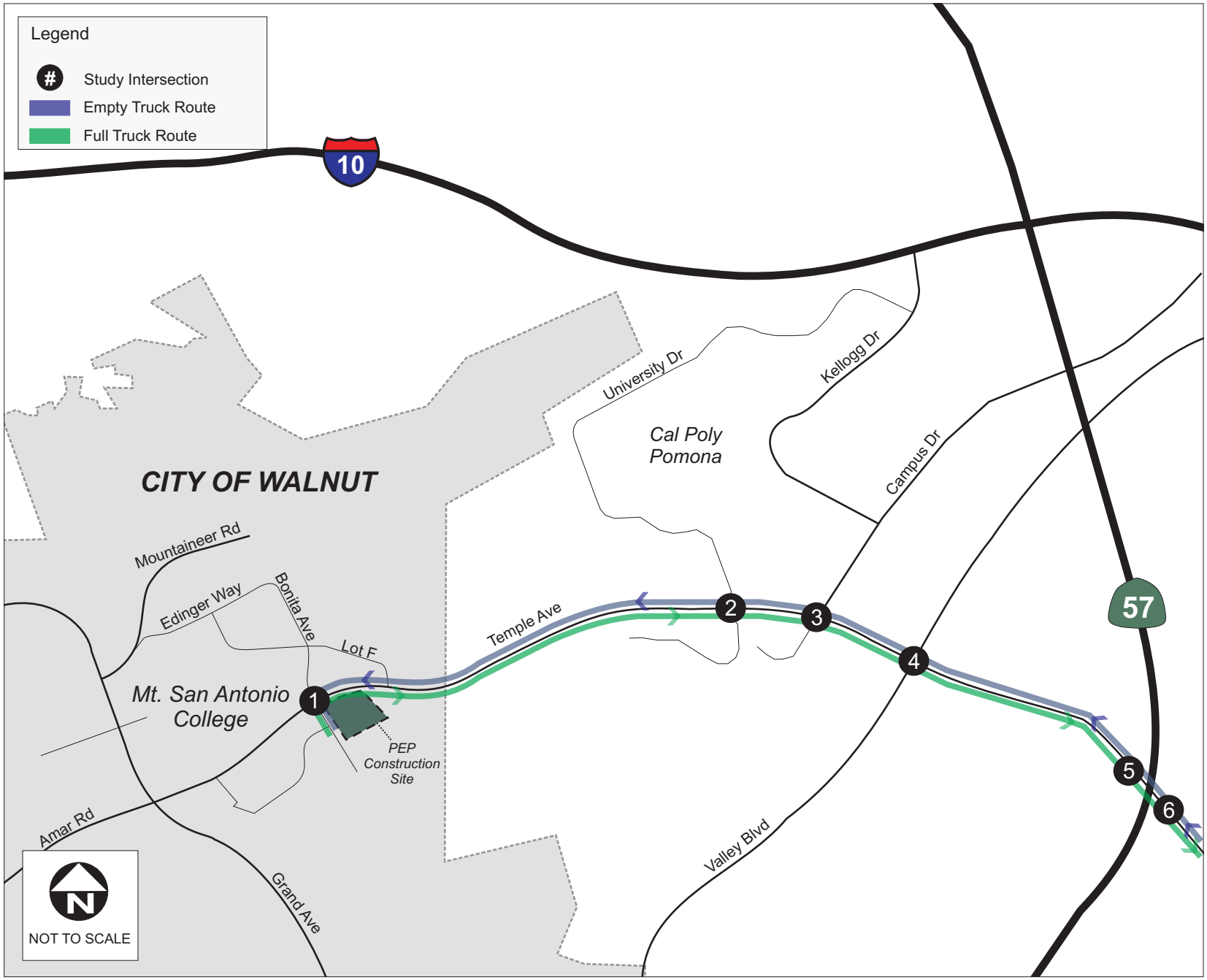
This memorandum presents Iteris' assessment of the potential traffic impacts related to the Physical Education Projects (PEP) Earth Export construction truck hauling activities in the Cities of Walnut and Pomona. This report contains the evaluation of intersection traffic operations in the existing conditions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

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

The following six (6) intersections along the proposed haul route are analyzed as part of this report:

1. Bonita Avenue/Temple Avenue;
2. University Drive/Temple Avenue;
3. Campus Drive/Temple Avenue;
4. Valley Boulevard/Temple Avenue;
5. SR-57 Southbound Ramps/Temple Avenue; and
6. SR-57 Northbound Ramps/Temple Avenue.

Figure 2 shows the location of the intersections analyzed in this memorandum. The geographical scope of the truck haul plan analysis is identical with the traffic study area used in the 2016 PEP Update Final EIR adopted in August 2017.



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Physical Education Projects (PEP) Earth Export
Truck Haul Plan

FIGURE 1
Proposed Haul Routes

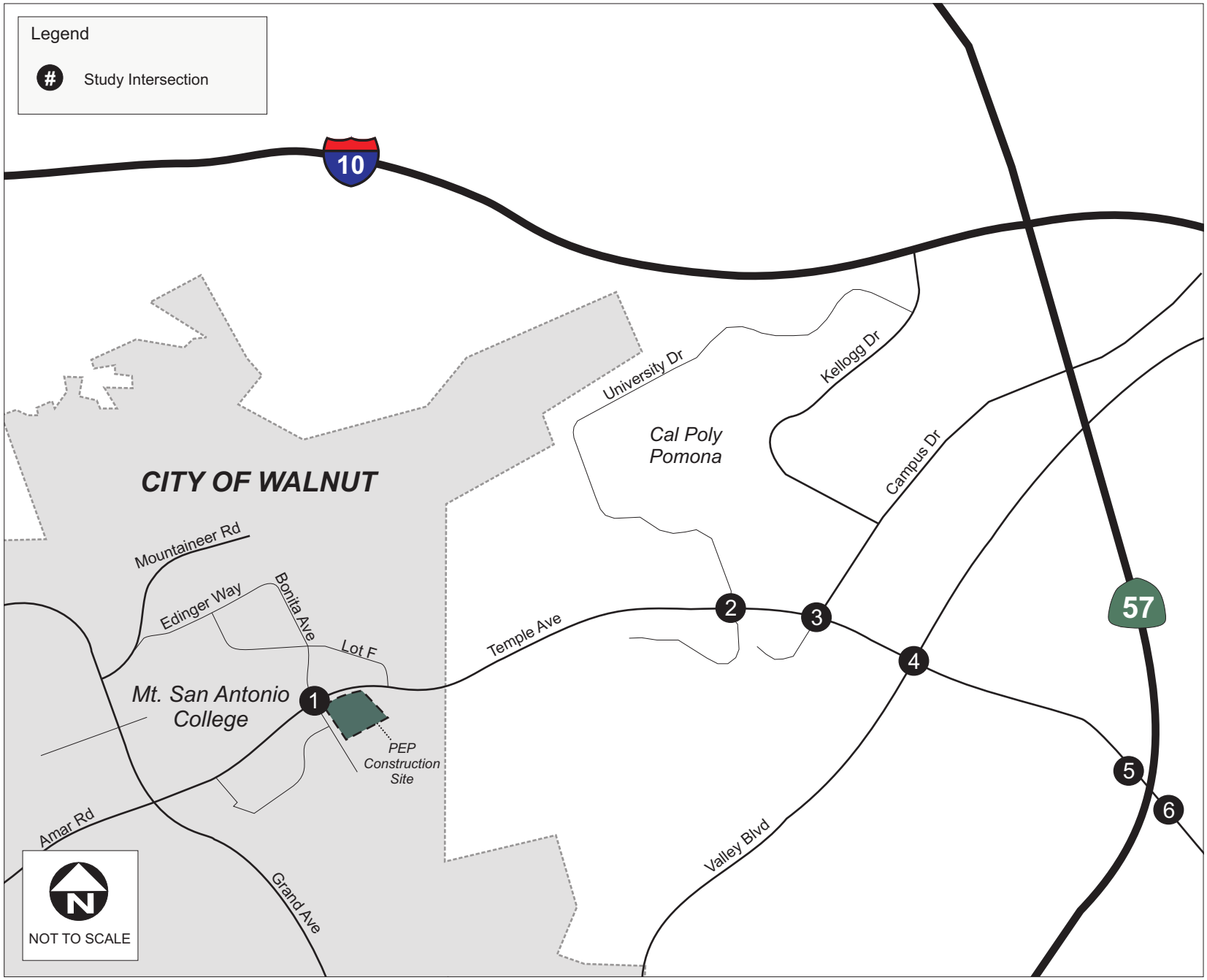

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FIGURE 2
Study Intersections

Traffic Operations Analysis Methodology

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

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

Table 1: Intersection Level of Service Definitions

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

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

Table 2: Intersection Level of Service Definitions – HCM Methodology

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

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

This analysis conservatively utilizes the Los Angeles County Public Works traffic impact review guidelines, which state that a project's traffic impact is evaluated based on ICU and is considered significant if the change in volume to capacity ratio (V/C) relative to the "without project" signalized intersection level of service (LOS) meets or exceeds the thresholds contained in **Table 3**. These guidelines are more stringent than the Los Angeles County Metropolitan Transportation Authority (LACMTA) guidelines which were used in the 2017 traffic impact analysis for the Mt. SAC Master Plan Update EIR.

Table 3: Intersection Significant Impact Criteria

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

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

Existing Conditions

This section presents the existing conditions of the study area. Existing intersection traffic counts were collected on October 5, 2017 during the a.m. peak period (7:00 – 9:00 a.m.) and the p.m. peak period (4:00 – 6:00 p.m.) on a typical weekday while schools, California State Polytechnic University, Pomona and Mount San Antonio College, were in session. The volumes collected between 8:00 to 9:00 a.m. and 4:00 to 5:00 p.m. were used in this analysis to be most consistent with the timing of the truck hauling process which is planned to occur between 8:30 a.m. and 4:30 p.m. on weekdays. **Figure 3** shows the existing traffic volumes at the study intersections. Existing traffic count data is provided in **Appendix A**. As mentioned, the geographical scope of the truck haul plan analysis is identical with the traffic study area used in the 2016 PEP Update Final EIR adopted in August 2017.

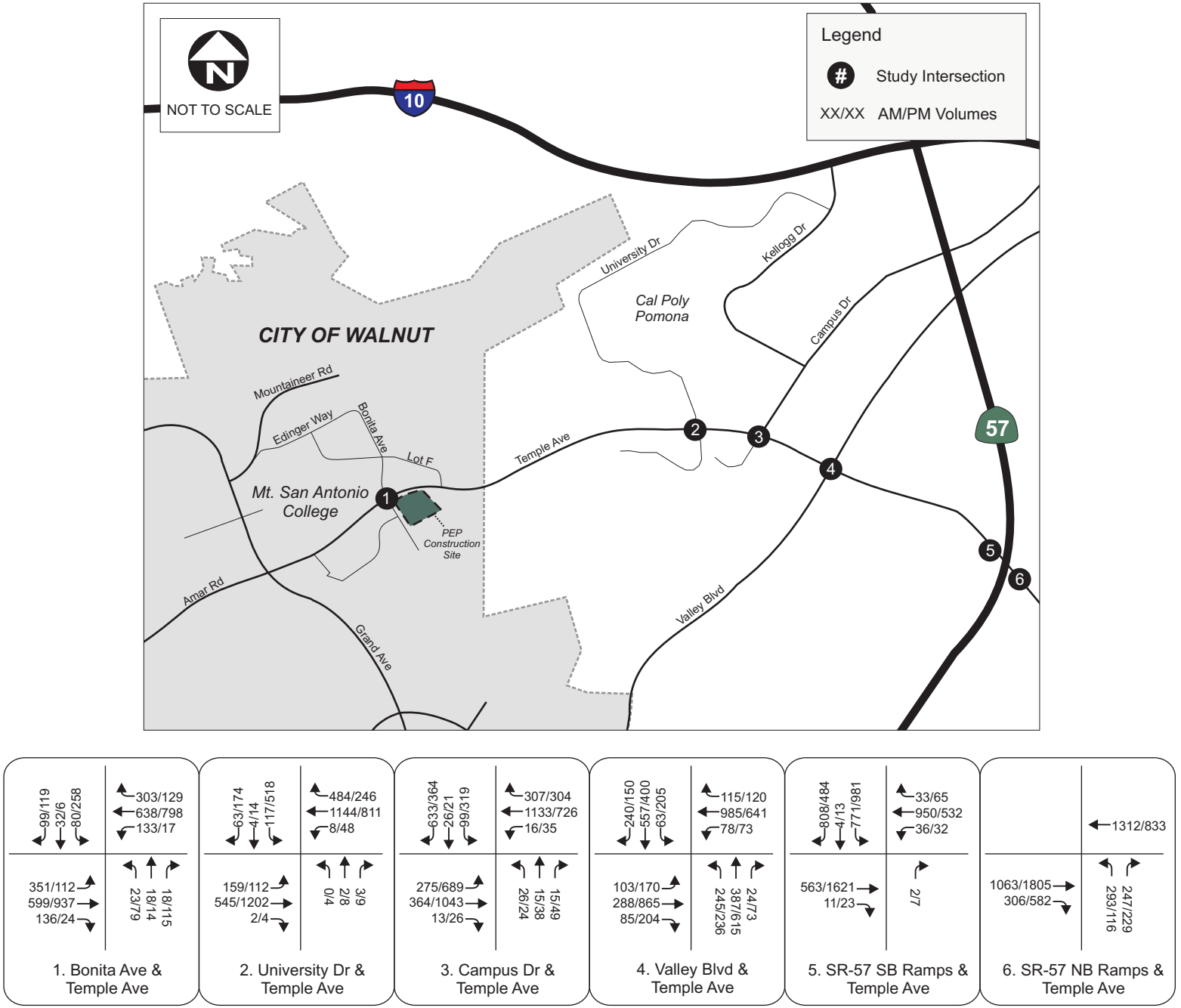
A level of service analysis was conducted to evaluate existing intersection operations during the a.m. and p.m. peak haul hours at the six study intersections. **Table 4** summarizes the existing LOS at the study intersections. LOS calculations sheets are provided in **Appendix B**.

Table 4: Existing Intersection Level of Service

Intersection		Control Type	AM Peak Haul Hour			PM Peak Haul Hour		
			Delay (s)	V/C or ICU	LOS	Delay (s)	V/C or ICU	LOS
1	Bonita Ave/Temple Ave	Signalized	-	0.461	A	-	0.608	B
2	University Dr/Temple Ave	Signalized	-	0.567	A	-	0.715	C
3	Campus Dr/Temple Ave	Signalized	-	0.686	B	-	0.708	C
4	Valley Blvd/Temple Ave	Signalized	-	0.803	D	-	0.699	B
5	SR-57 SB Ramps/Temple Ave*	Signalized	21.5	-	C	24.4	-	C
6	SR-57 NB Ramps/Temple Ave*	Signalized	11.8	-	B	7.3	-	A

* Caltrans intersection, utilizing HCM delay-based methodology to evaluate intersection operations.
Notes:
V/C = Volume to Capacity Ratio, LOS = Level of Service.

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



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Truck Haul Plan

FIGURE 3
Existing Intersection Volumes

Construction Traffic

This section summarizes the total truck traffic forecast to be generated by construction activities related to trucks exporting dirt from the PEP site, as well as trucks returning back to the PEP site. The THP for export to West Parcel was included in the WPS Final EIR adopted in October 2017 and has been reviewed by the City of Walnut. A limiting factor regarding the amount of trucks that can be accommodated within the circulation network are existing left-turn pocket storage lengths, where left-turn movements would be made. The most critical location is at the Bonita Avenue/Temple Avenue intersections where the westbound left-turn pocket has a storage length of 120 feet.

The process used to calculate the total number truck loads generated per hour assuming approximately 40 days of construction, as well as the Passenger Car Equivalent (PCE) truck trips, is summarized as follows and shown in **Table 5**:

- A total of 140,000 cubic yards of dirt is expected to be hauled
- The capacity of a 40' truck, to be used for this construction, is 14 cubic yards
- As a result, a total of 10,000 truck loads are required:
    - 140,000 / 14 = 10,000 truck loads
- Construction would occur for a total of 8 hours a day
- The construction period is expected to last approximately 69 days
- As a result, a total of approximately 144 truck loads would be delivered per day:
    - 10,000 truck loads / 69 days = 144 truck loads per day
- As a result, a total of 18 truck loads per hour are forecast to be generated by the PEP site:
    - 144 truck loads / 8 hours per day = 18 truck loads per hour
- Based on the 40' truck size, a PCE factor of 2.5 passenger vehicles per truck is assumed, resulting in approximately 45 PCE trips per hour generated at each site:
    - 18 truck trips x 2.5 vehicles per truck = 45 PCE-adjusted trips.

Table 5: PEP Earth Export for Revised Grading Plan

PEP Earth Export	
Cubic Yards	140,000
Trucks per Hour	18
Trucks per Day	144
Truck Capacity (cy)	14
Truck Length (ft)	40
Days per Week	6
Schedule (Days)	69
Schedule (Weeks)	12
Origin/Destination Truck Route (Miles)	21
Local Intersections	6
Freeway Ramps	0
Mainline Freeways	0

Source: Facilities Planning & Management and Iteris Inc., October 2017
Note: Origin/Destination truck route is approximately 21 miles due to potential dump sites in either Chino or Ontario

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

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

Existing Plus Construction Conditions

This section summarizes the traffic operations of the study intersections for existing conditions with the construction truck hauling activities. **Figure 5** shows the existing plus construction traffic volumes which include the PCE-adjusted truck volumes at the study intersections. **Table 6** summarizes the existing plus construction LOS at the study intersections. LOS calculations sheets are provided in **Appendix B**.

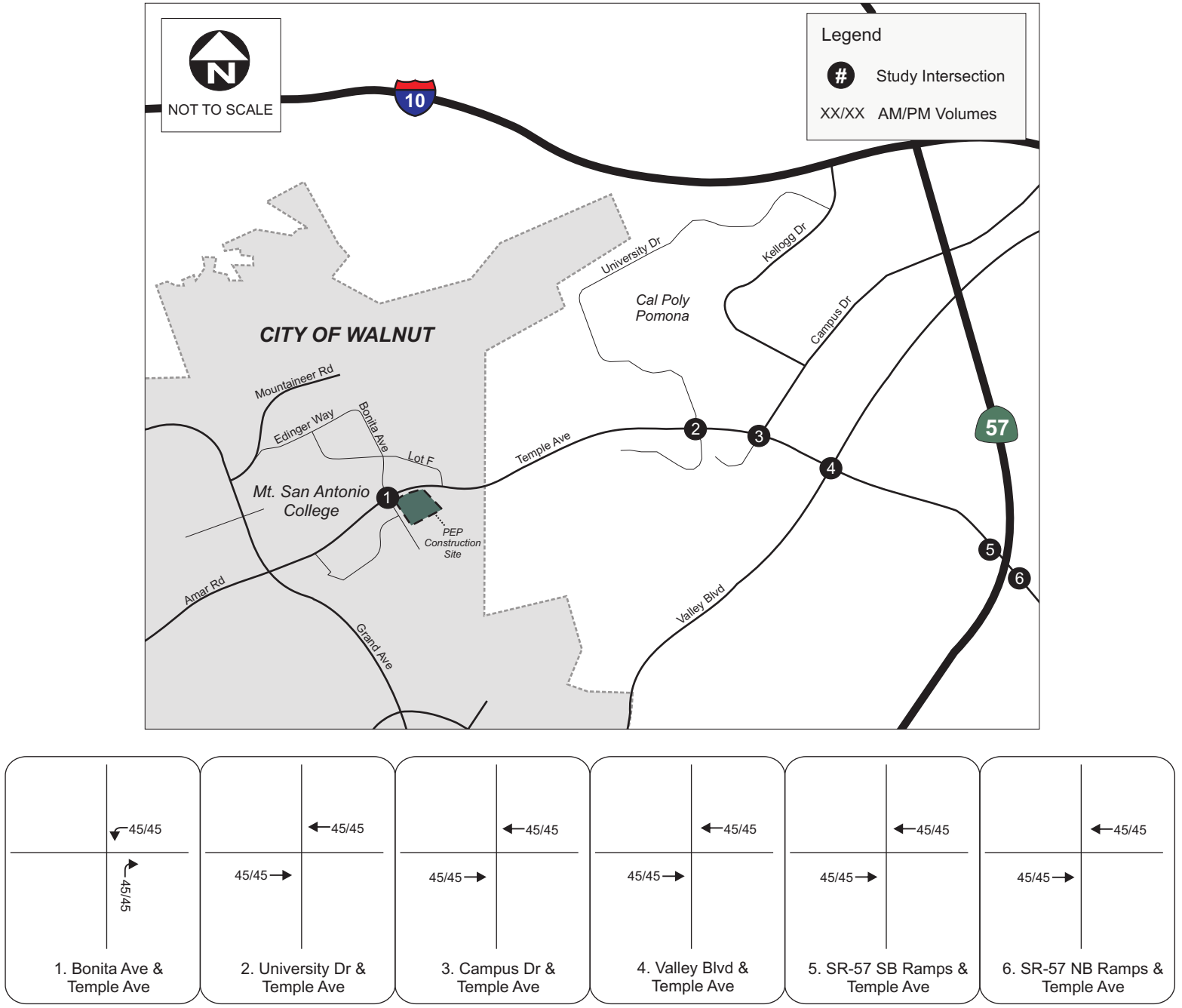

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FIGURE 4
PCE-adjusted Construction Truck Trip Assignment

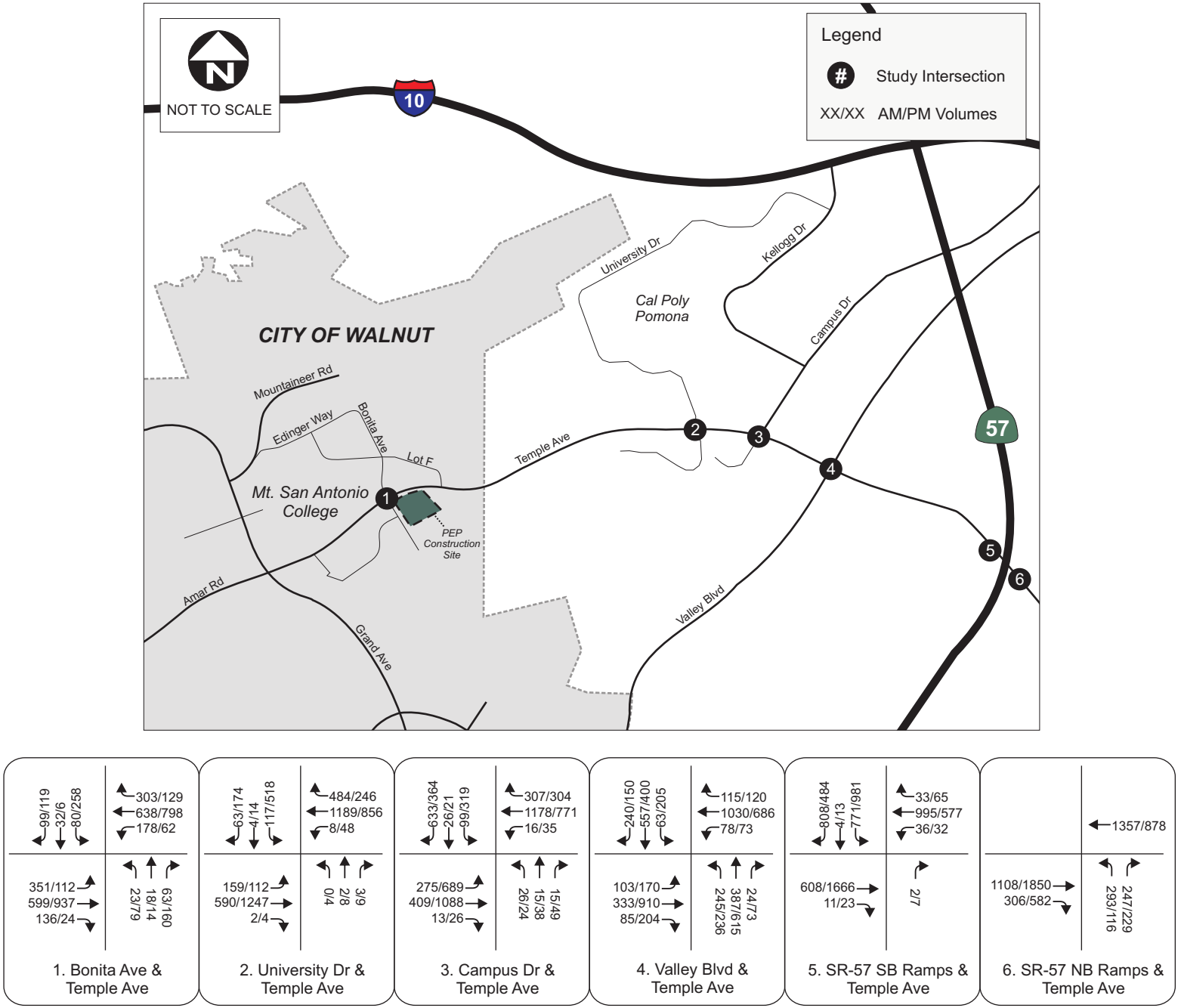

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FIGURE 5
Existing Plus Construction Intersection Volumes

Table 6: Existing Plus Construction Conditions – Intersection Level of Service

Intersection		Existing Conditions						Existing Plus Construction Conditions						Change in AM V/C or Delay (s)	Change in PM V/C or Delay (s)	Significant Impact?
		AM Peak Haul Hour			PM Peak Haul Hour			AM Peak Haul Hour			PM Peak Haul Hour					
		Delay (s)	V/C or ICU	LOS	Delay (s)	V/C or ICU	LOS	Delay (s)	V/C or ICU	LOS	Delay (s)	V/C or ICU	LOS			
1	Bonita Ave/Temple Ave	-	0.461	A	-	0.608	B	-	0.490	A	-	0.638	B	0.029	0.030	No
2	University Dr/Temple Ave	-	0.567	A	-	0.715	C	-	0.567	A	-	0.730	C	0.000	0.015	No
3	Campus Dr/Temple Ave	-	0.686	B	-	0.708	C	-	0.686	B	-	0.708	C	0.000	0.000	No
4	Valley Blvd/Temple Ave	-	0.803	D	-	0.699	B	-	0.803	D	-	0.709	C	0.000	0.010	No
5	SR-57 SB Ramps/Temple Ave*	21.5	-	C	24.4	-	C	21.7	-	C	24.6	-	C	0.2	0.2	No
6	SR-57 NB Ramps/Temple Ave*	11.8	-	B	7.3	-	A	11.8	-	B	7.2	-	A	0.0	-0.1	No

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

Notes:

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

As shown in **Table 6**, assuming the additional PCE-adjusted truck trips in the circulation network, the study intersections are forecast to continue to operate at LOS D or better during both peak haul hours. As also shown, the truck hauling activities are not forecast to result in any significant traffic impacts based on LA County thresholds of significance.

Iteris has reached out to other agencies that may be affected by the truck hauling activities, in order to acquire the necessary permits. Based on current information, truck hauling on these segments is ministerial, not subject to CEQA, and does not require LOS analysis. Cities contacted include Pomona, Walnut, Chino, Ontario, and Chino Hills. The majority of the truck hauling will occur outside of the City of Walnut boundaries. **Appendix C** contains the Ministerial Permit Applications obtained at this time, as well as a listing of agency staff contact information. The City of Walnut does not have a truck haul plan application form. **Appendix D** contains maps showing the potential truck haul routes.

Conclusions

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

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

This truck haul plan fulfills a mitigation measure requirement (TR-31) initially adopted for the PEP project in October 2016.

APPENDIX A – TRAFFIC COUNTS

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

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

File Name : 08_WNT_BOTE AM
Site Code : 04217660
Start Date : 10/5/2017
Page No : 1

Groups Printed- Total Volume

	Bonita Avenue Southbound				Temple Avenue Westbound				Service Road Northbound				Temple Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	9	5	5	19	23	312	81	416	5	7	12	24	51	162	10	223	682
07:15 AM	18	3	9	30	26	271	91	388	6	2	1	9	64	197	14	275	702
07:30 AM	18	7	16	41	32	234	121	387	4	5	2	11	59	245	38	342	781
07:45 AM	18	8	25	51	37	224	112	373	1	2	3	6	103	182	39	324	754
Total	63	23	55	141	118	1041	405	1564	16	16	18	50	277	786	101	1164	2919
08:00 AM	29	8	35	72	50	189	135	374	8	6	7	21	130	156	28	314	781
08:15 AM	27	12	27	66	24	154	81	259	4	6	3	13	66	142	37	245	583
08:30 AM	16	5	14	35	24	150	45	219	6	1	2	9	93	133	34	260	523
08:45 AM	8	7	23	38	35	145	42	222	5	5	6	16	62	168	37	267	543
Total	80	32	99	211	133	638	303	1074	23	18	18	59	351	599	136	1086	2430
Grand Total	143	55	154	352	251	1679	708	2638	39	34	36	109	628	1385	237	2250	5349
Apprch %	40.6	15.6	43.8		9.5	63.6	26.8		35.8	31.2	33		27.9	61.6	10.5		
Total %	2.7	1	2.9	6.6	4.7	31.4	13.2	49.3	0.7	0.6	0.7	2	11.7	25.9	4.4	42.1	

	Bonita Avenue Southbound				Temple Avenue Westbound				Service Road Northbound				Temple Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. 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	18	3	9	30	26	**271**	91	**388**	6	2	1	9	64	197	14	275	702
07:30 AM	18	7	16	41	32	234	121	387	4	5	2	11	59	**245**	38	**342**	**781**
07:45 AM	18	**8**	25	51	37	224	112	373	1	2	3	6	103	182	**39**	324	754
08:00 AM	**29**	8	**35**	**72**	**50**	189	**135**	374	**8**	**6**	**7**	**21**	**130**	156	28	314	781
Total Volume	83	26	85	194	145	918	459	1522	19	15	13	47	356	780	119	1255	3018
% App. Total	42.8	13.4	43.8		9.5	60.3	30.2		40.4	31.9	27.7		28.4	62.2	9.5		
PHF	.716	.813	.607	.674	.725	.847	.850	.981	.594	.625	.464	.560	.685	.796	.763	.917	.966

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City of Walnut
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Site Code : 04217660
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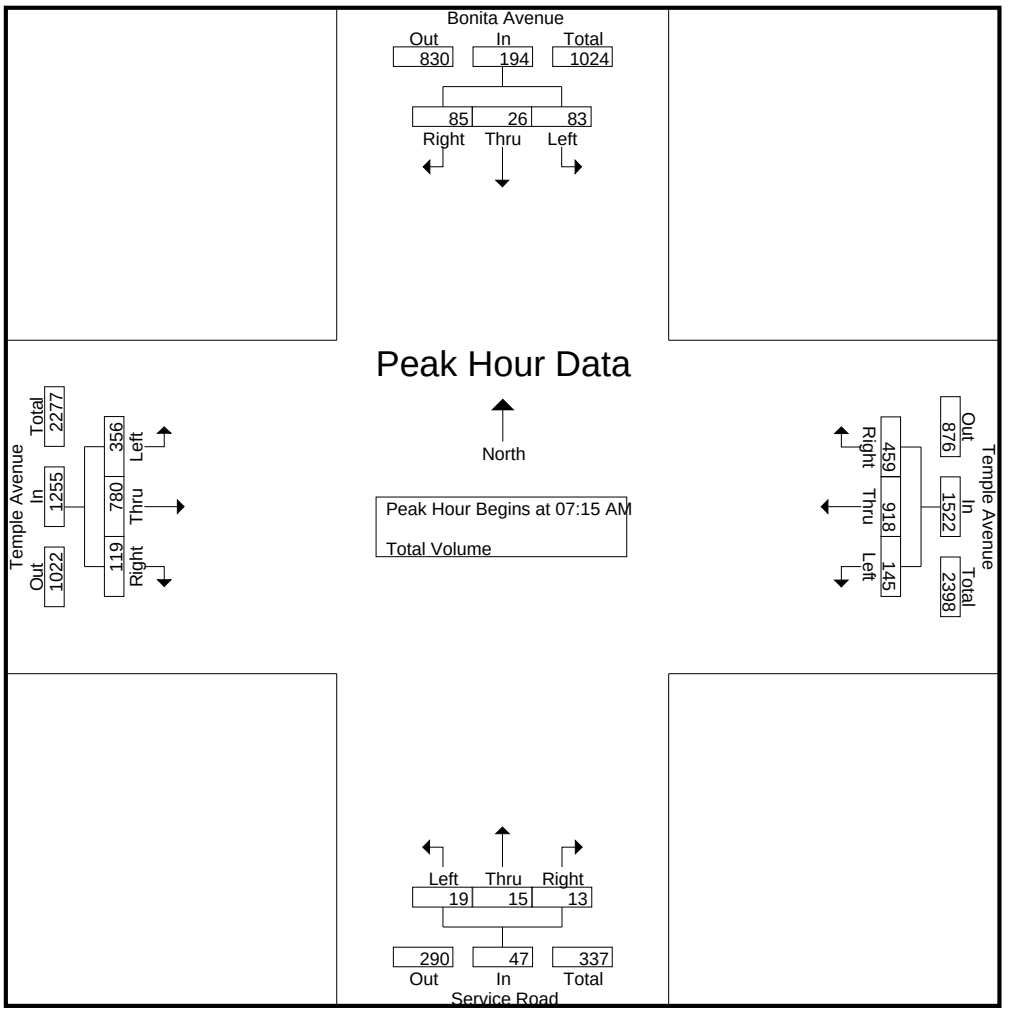

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:00 AM				08:00 AM				07:15 AM			
+0 mins.	18	7	16	41	23	**312**	81	**416**	**8**	**6**	**7**	**21**	64	197	14	275
+15 mins.	18	8	25	51	26	271	91	388	4	6	3	13	59	**245**	38	**342**
+30 mins.	**29**	8	**35**	**72**	32	234	**121**	387	6	1	2	9	103	182	**39**	324
+45 mins.	27	**12**	27	66	**37**	224	112	373	5	5	6	16	**130**	156	28	314
Total Volume	92	35	103	230	118	1041	405	1564	23	18	18	59	356	780	119	1255
% App. Total	40	15.2	44.8		7.5	66.6	25.9		39	30.5	30.5		28.4	62.2	9.5	
PHF	.793	.729	.736	.799	.797	.834	.837	.940	.719	.750	.643	.702	.685	.796	.763	.917

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Groups Printed- Total Volume

	Bonita Avenue Southbound				Temple Avenue Westbound				Service Road Northbound				Temple Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	59	1	21	81	6	170	30	206	17	4	33	54	30	249	7	286	627
04:15 PM	73	3	42	118	6	195	42	243	20	4	27	51	30	194	8	232	644
04:30 PM	88	2	32	122	3	202	21	226	19	4	26	49	30	286	1	317	714
04:45 PM	38	0	24	62	2	231	36	269	23	2	29	54	22	208	8	238	623
Total	258	6	119	383	17	798	129	944	79	14	115	208	112	937	24	1073	2608
05:00 PM	43	0	17	60	6	259	32	297	15	4	21	40	20	199	8	227	624
05:15 PM	33	6	32	71	8	204	63	275	6	5	23	34	35	193	5	233	613
05:30 PM	45	3	26	74	7	274	58	339	13	1	12	26	32	201	10	243	682
05:45 PM	33	0	19	52	6	225	45	276	7	3	11	21	44	195	17	256	605
Total	154	9	94	257	27	962	198	1187	41	13	67	121	131	788	40	959	2524
Grand Total	412	15	213	640	44	1760	327	2131	120	27	182	329	243	1725	64	2032	5132
Apprch %	64.4	2.3	33.3		2.1	82.6	15.3		36.5	8.2	55.3		12	84.9	3.1		
Total %	8	0.3	4.2	12.5	0.9	34.3	6.4	41.5	2.3	0.5	3.5	6.4	4.7	33.6	1.2	39.6	

	Bonita Avenue Southbound				Temple Avenue Westbound				Service Road Northbound				Temple Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	59	1	21	81	**6**	170	30	206	17	**4**	**33**	**54**	**30**	249	7	286	627
04:15 PM	73	**3**	**42**	118	6	195	**42**	243	20	4	27	51	30	194	**8**	232	644
04:30 PM	**88**	2	32	**122**	3	202	21	226	19	4	26	49	30	**286**	1	**317**	**714**
04:45 PM	38	0	24	62	2	**231**	36	**269**	**23**	2	29	54	22	208	8	238	623
Total Volume	258	6	119	383	17	798	129	944	79	14	115	208	112	937	24	1073	2608
% App. Total	67.4	1.6	31.1		1.8	84.5	13.7		38	6.7	55.3		10.4	87.3	2.2		
PHF	.733	.500	.708	.785	.708	.864	.768	.877	.859	.875	.871	.963	.933	.819	.750	.846	.913

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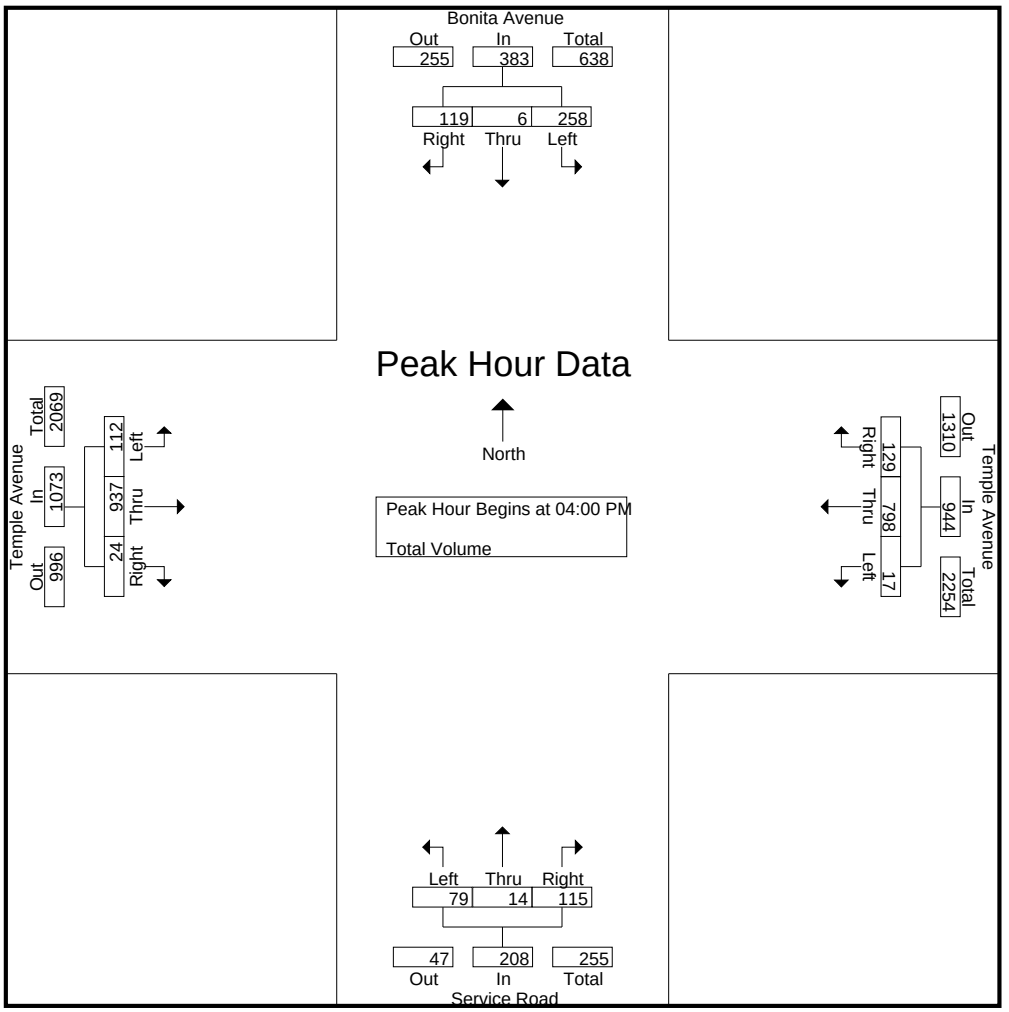

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				05:00 PM				04:00 PM				04:00 PM			
+0 mins.	59	1	21	81	6	259	32	297	17	**4**	**33**	**54**	**30**	249	7	286
+15 mins.	73	**3**	**42**	118	**8**	204	**63**	275	20	4	27	51	30	194	**8**	232
+30 mins.	**88**	2	32	**122**	7	**274**	58	**339**	19	4	26	49	30	**286**	1	**317**
+45 mins.	38	0	24	62	6	225	45	276	**23**	2	29	54	22	208	8	238
Total Volume	258	6	119	383	27	962	198	1187	79	14	115	208	112	937	24	1073
% App. Total	67.4	1.6	31.1		2.3	81	16.7		38	6.7	55.3		10.4	87.3	2.2	
PHF	.733	.500	.708	.785	.844	.878	.786	.875	.859	.875	.871	.963	.933	.819	.750	.846

Counts Unlimited
PO Box 1178
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City of Pomona
N/S: South University Drive
E/W: Temple Avenue
Weather: Clear

File Name : 09_POM_UNTE AM
Site Code : 04217660
Start Date : 10/5/2017
Page No : 1

Groups Printed- Total Volume

	South University Drive Southbound				Temple Avenue Westbound				South University Drive Northbound				Temple Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	19	0	14	33	2	409	111	522	0	0	2	2	44	125	3	172	729
07:15 AM	40	0	38	78	1	395	155	551	0	1	1	2	64	146	2	212	843
07:30 AM	50	3	59	112	6	343	168	517	0	0	1	1	135	129	0	264	894
07:45 AM	92	1	60	153	8	371	161	540	0	0	3	3	97	116	1	214	910
Total	201	4	171	376	17	1518	595	2130	0	1	7	8	340	516	6	862	3376
08:00 AM	53	0	33	86	4	399	156	559	0	0	1	1	35	167	0	202	848
08:15 AM	26	2	8	36	2	287	95	384	0	2	1	3	33	130	0	163	586
08:30 AM	15	0	9	24	2	220	111	333	0	0	1	1	34	132	2	168	526
08:45 AM	23	2	13	38	0	238	122	360	0	0	0	0	57	116	0	173	571
Total	117	4	63	184	8	1144	484	1636	0	2	3	5	159	545	2	706	2531
Grand Total	318	8	234	560	25	2662	1079	3766	0	3	10	13	499	1061	8	1568	5907
Apprch %	56.8	1.4	41.8		0.7	70.7	28.7		0	23.1	76.9		31.8	67.7	0.5		
Total %	5.4	0.1	4	9.5	0.4	45.1	18.3	63.8	0	0.1	0.2	0.2	8.4	18	0.1	26.5	

	South University Drive Southbound				Temple Avenue Westbound				South University Drive Northbound				Temple Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. 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	40	0	38	78	1	395	155	551	0	**1**	1	2	64	146	**2**	212	843
07:30 AM	50	**3**	59	112	6	343	**168**	517	0	0	1	1	**135**	129	0	**264**	894
07:45 AM	**92**	1	**60**	**153**	**8**	371	161	540	0	0	**3**	**3**	97	116	1	214	**910**
08:00 AM	53	0	33	86	4	**399**	156	**559**	0	0	1	1	35	**167**	0	202	848
Total Volume	235	4	190	429	19	1508	640	2167	0	1	6	7	331	558	3	892	3495
% App. Total	54.8	0.9	44.3		0.9	69.6	29.5		0	14.3	85.7		37.1	62.6	0.3		
PHF	.639	.333	.792	.701	.594	.945	.952	.969	.000	.250	.500	.583	.613	.835	.375	.845	.960

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City of Pomona
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Weather: Clear

File Name : 09_POM_UNTE AM
Site Code : 04217660
Start Date : 10/5/2017
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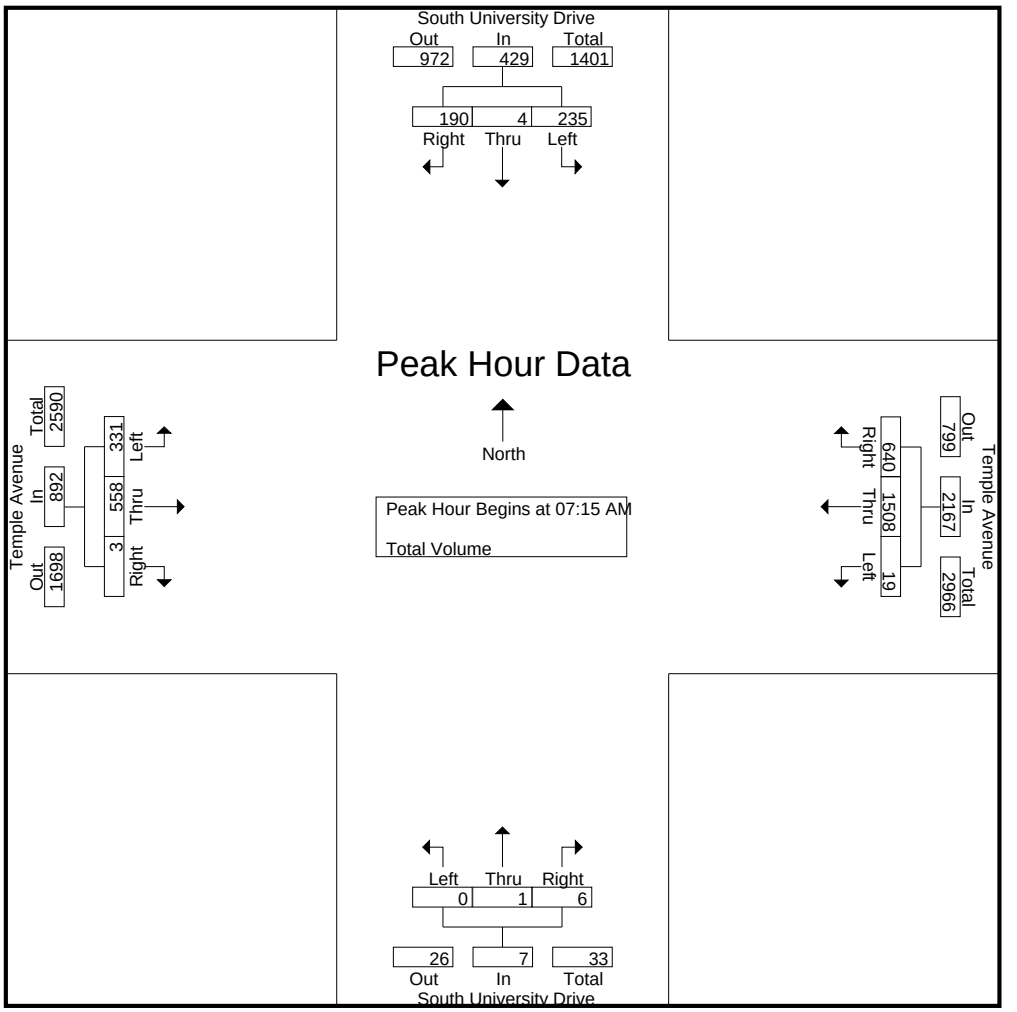

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:00 AM				07:15 AM			
+0 mins.	40	0	38	78	1	395	155	551	0	0	2	2	64	146	**2**	212
+15 mins.	50	**3**	59	112	6	343	**168**	517	0	**1**	1	2	**135**	129	0	**264**
+30 mins.	**92**	1	**60**	**153**	**8**	371	161	540	0	0	1	1	97	116	1	214
+45 mins.	53	0	33	86	4	**399**	156	**559**	0	0	**3**	**3**	35	**167**	0	202
Total Volume	235	4	190	429	19	1508	640	2167	0	1	7	8	331	558	3	892
% App. Total	54.8	0.9	44.3		0.9	69.6	29.5		0	12.5	87.5		37.1	62.6	0.3	
PHF	.639	.333	.792	.701	.594	.945	.952	.969	.000	.250	.583	.667	.613	.835	.375	.845

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City of Pomona
N/S: South University Drive
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Weather: Clear

File Name : 09_POM_UNTE PM
Site Code : 04217660
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Page No : 1

Groups Printed- Total Volume

	South University Drive Southbound				Temple Avenue Westbound				South University Drive Northbound				Temple Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	118	6	30	154	9	201	37	247	2	1	4	7	19	294	1	314	722
04:15 PM	85	4	33	122	10	204	57	271	0	2	3	5	13	298	0	311	709
04:30 PM	119	3	43	165	14	186	78	278	1	1	1	3	38	358	3	399	845
04:45 PM	196	1	68	265	15	220	74	309	1	4	1	6	42	252	0	294	874
Total	518	14	174	706	48	811	246	1105	4	8	9	21	112	1202	4	1318	3150
05:00 PM	196	1	80	277	13	217	55	285	1	0	1	2	23	230	0	253	817
05:15 PM	178	3	51	232	8	264	51	323	1	2	2	5	14	198	2	214	774
05:30 PM	102	4	54	160	15	231	51	297	2	4	6	12	30	246	3	279	748
05:45 PM	67	1	25	93	5	237	54	296	6	3	0	9	25	207	0	232	630
Total	543	9	210	762	41	949	211	1201	10	9	9	28	92	881	5	978	2969
Grand Total	1061	23	384	1468	89	1760	457	2306	14	17	18	49	204	2083	9	2296	6119
Apprch %	72.3	1.6	26.2		3.9	76.3	19.8		28.6	34.7	36.7		8.9	90.7	0.4		
Total %	17.3	0.4	6.3	24	1.5	28.8	7.5	37.7	0.2	0.3	0.3	0.8	3.3	34	0.1	37.5	

	South University Drive Southbound				Temple Avenue Westbound				South University Drive Northbound				Temple Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	119	**3**	43	165	14	186	**78**	278	**1**	1	1	3	38	**358**	**3**	**399**	845
04:45 PM	**196**	1	68	265	**15**	220	74	309	1	**4**	1	**6**	**42**	252	0	294	**874**
05:00 PM	196	1	**80**	**277**	13	217	55	285	1	0	1	2	23	230	0	253	817
05:15 PM	178	3	51	232	8	**264**	51	**323**	1	2	**2**	5	14	198	2	214	774
Total Volume	689	8	242	939	50	887	258	1195	4	7	5	16	117	1038	5	1160	3310
% App. Total	73.4	0.9	25.8		4.2	74.2	21.6		25	43.8	31.2		10.1	89.5	0.4		
PHF	.879	.667	.756	.847	.833	.840	.827	.925	1.00	.438	.625	.667	.696	.725	.417	.727	.947

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City of Pomona
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File Name : 09_POM_UNTE PM
Site Code : 04217660
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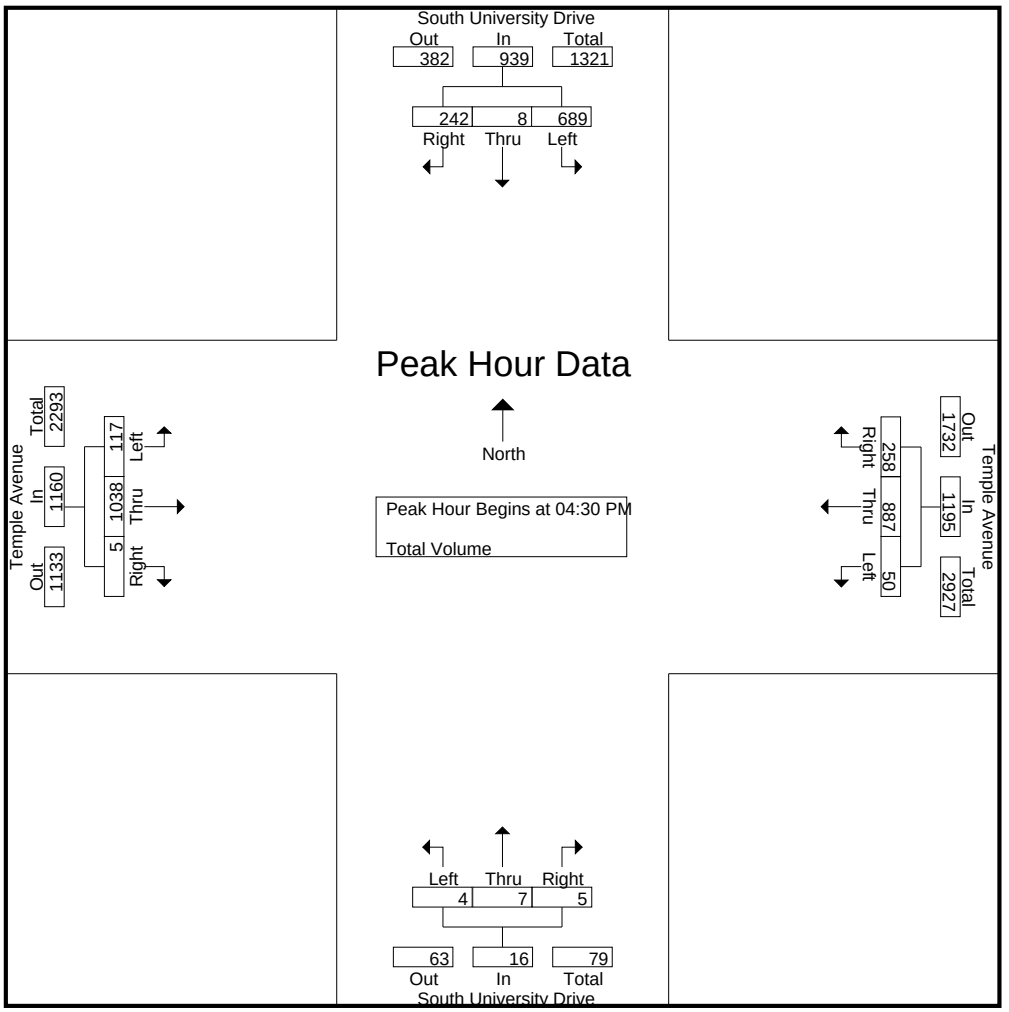

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:45 PM				05:00 PM				04:00 PM			
+0 mins.	119	**3**	43	165	**15**	220	**74**	309	1	0	1	2	19	294	1	314
+15 mins.	**196**	1	68	265	13	217	55	285	1	2	2	5	13	298	0	311
+30 mins.	196	1	**80**	**277**	8	**264**	51	**323**	2	**4**	**6**	**12**	38	**358**	**3**	**399**
+45 mins.	178	3	51	232	15	231	51	297	**6**	3	0	9	**42**	252	0	294
Total Volume	689	8	242	939	51	932	231	1214	10	9	9	28	112	1202	4	1318
% App. Total	73.4	0.9	25.8		4.2	76.8	19		35.7	32.1	32.1		8.5	91.2	0.3	
PHF	.879	.667	.756	.847	.850	.883	.780	.940	.417	.563	.375	.583	.667	.839	.333	.826

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City of Pomona
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Weather: Clear

File Name : 10_POM_CATE AM
Site Code : 04217660
Start Date : 10/5/2017
Page No : 1

Groups Printed- Total Volume

	South Campus Drive Southbound				Temple Avenue Westbound				South Campus Drive Northbound				Temple Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	30	5	250	285	1	314	82	397	7	9	2	18	69	75	0	144	844
07:15 AM	33	7	276	316	3	337	55	395	5	8	5	18	94	83	1	178	907
07:30 AM	45	5	296	346	2	292	63	357	17	6	4	27	93	93	1	187	917
07:45 AM	42	10	278	330	3	302	56	361	11	9	5	25	100	101	4	205	921
Total	150	27	1100	1277	9	1245	256	1510	40	32	16	88	356	352	6	714	3589
08:00 AM	33	8	227	268	0	376	91	467	5	2	4	11	94	111	4	209	955
08:15 AM	29	5	148	182	5	251	70	326	4	3	4	11	66	104	5	175	694
08:30 AM	16	3	129	148	8	222	61	291	9	6	5	20	70	73	2	145	604
08:45 AM	21	10	129	160	3	284	85	372	8	4	2	14	45	76	2	123	669
Total	99	26	633	758	16	1133	307	1456	26	15	15	56	275	364	13	652	2922
Grand Total	249	53	1733	2035	25	2378	563	2966	66	47	31	144	631	716	19	1366	6511
Apprch %	12.2	2.6	85.2		0.8	80.2	19		45.8	32.6	21.5		46.2	52.4	1.4		
Total %	3.8	0.8	26.6	31.3	0.4	36.5	8.6	45.6	1	0.7	0.5	2.2	9.7	11	0.3	21	

	South Campus Drive Southbound				Temple Avenue Westbound				South Campus Drive Northbound				Temple Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. 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	33	7	276	316	**3**	337	55	395	5	8	**5**	18	94	83	1	178	907
07:30 AM	**45**	5	**296**	**346**	2	292	63	357	**17**	6	4	**27**	93	93	1	187	917
07:45 AM	42	**10**	278	330	3	302	56	361	11	**9**	5	25	**100**	101	**4**	205	921
08:00 AM	33	8	227	268	0	**376**	**91**	**467**	5	2	4	11	94	**111**	4	**209**	**955**
Total Volume	153	30	1077	1260	8	1307	265	1580	38	25	18	81	381	388	10	779	3700
% App. Total	12.1	2.4	85.5		0.5	82.7	16.8		46.9	30.9	22.2		48.9	49.8	1.3		
PHF	.850	.750	.910	.910	.667	.869	.728	.846	.559	.694	.900	.750	.953	.874	.625	.932	.969

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City of Pomona
N/S: South Campus Drive
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Weather: Clear

File Name : 10_POM_CATE AM
Site Code : 04217660
Start Date : 10/5/2017
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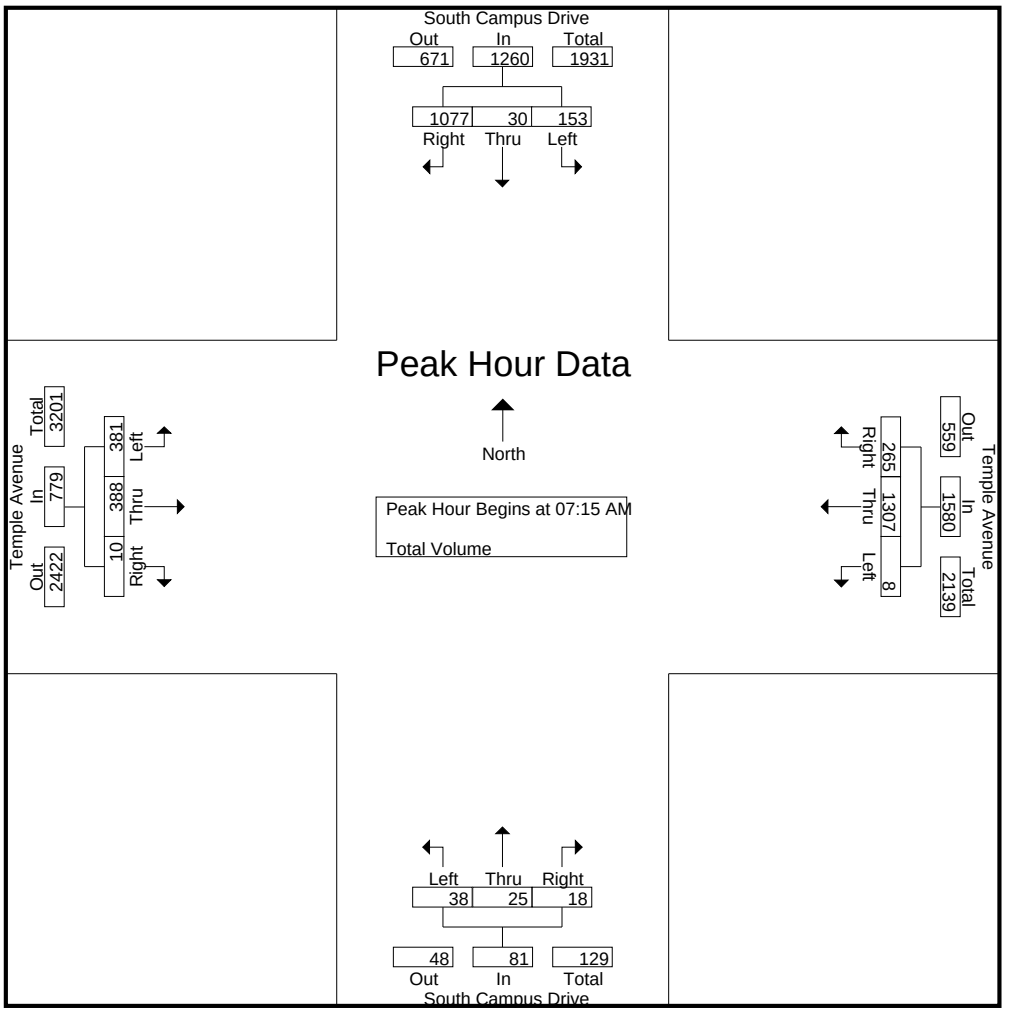

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:15 AM				07:00 AM				07:15 AM			
+0 mins.	30	5	250	285	**3**	337	55	395	7	**9**	2	18	94	83	1	178
+15 mins.	33	7	276	316	2	292	63	357	5	8	**5**	18	93	93	1	187
+30 mins.	**45**	5	**296**	**346**	3	302	56	361	**17**	6	4	**27**	**100**	101	**4**	205
+45 mins.	42	**10**	278	330	0	**376**	**91**	**467**	11	9	5	25	94	**111**	4	**209**
Total Volume	150	27	1100	1277	8	1307	265	1580	40	32	16	88	381	388	10	779
% App. Total	11.7	2.1	86.1		0.5	82.7	16.8		45.5	36.4	18.2		48.9	49.8	1.3	
PHF	.833	.675	.929	.923	.667	.869	.728	.846	.588	.889	.800	.815	.953	.874	.625	.932

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City of Pomona
N/S: South Campus Drive
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Weather: Clear

File Name : 10_POM_CATE PM
Site Code : 04217660
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Groups Printed- Total Volume

	South Campus Drive Southbound				Temple Avenue Westbound				South Campus Drive Northbound				Temple Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	73	8	71	152	10	175	70	255	5	8	7	20	168	264	2	434	861
04:15 PM	69	2	113	184	10	159	66	235	5	13	13	31	173	209	11	393	843
04:30 PM	63	5	81	149	9	199	83	291	8	9	15	32	167	306	9	482	954
04:45 PM	114	6	99	219	6	193	85	284	6	8	14	28	181	264	4	449	980
Total	319	21	364	704	35	726	304	1065	24	38	49	111	689	1043	26	1758	3638
05:00 PM	75	6	110	191	4	189	73	266	6	18	13	37	187	221	7	415	909
05:15 PM	99	12	143	254	19	160	82	261	8	19	9	36	166	169	7	342	893
05:30 PM	53	7	88	148	13	188	109	310	13	15	17	45	213	188	21	422	925
05:45 PM	54	11	114	179	12	148	101	261	7	17	17	41	141	148	8	297	778
Total	281	36	455	772	48	685	365	1098	34	69	56	159	707	726	43	1476	3505
Grand Total	600	57	819	1476	83	1411	669	2163	58	107	105	270	1396	1769	69	3234	7143
Apprch %	40.7	3.9	55.5		3.8	65.2	30.9		21.5	39.6	38.9		43.2	54.7	2.1		
Total %	8.4	0.8	11.5	20.7	1.2	19.8	9.4	30.3	0.8	1.5	1.5	3.8	19.5	24.8	1	45.3	

	South Campus Drive Southbound				Temple Avenue Westbound				South Campus Drive Northbound				Temple Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	63	5	81	149	9	**199**	83	**291**	**8**	9	**15**	32	167	**306**	**9**	**482**	954
04:45 PM	**114**	6	99	219	6	193	**85**	284	6	8	14	28	181	264	4	449	**980**
05:00 PM	75	6	110	191	4	189	73	266	6	18	13	**37**	**187**	221	7	415	909
05:15 PM	99	**12**	**143**	**254**	**19**	160	82	261	8	**19**	9	36	166	169	7	342	893
Total Volume	351	29	433	813	38	741	323	1102	28	54	51	133	701	960	27	1688	3736
% App. Total	43.2	3.6	53.3		3.4	67.2	29.3		21.1	40.6	38.3		41.5	56.9	1.6		
PHF	.770	.604	.757	.800	.500	.931	.950	.947	.875	.711	.850	.899	.937	.784	.750	.876	.953

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City of Pomona
N/S: South Campus Drive
E/W: Temple Avenue
Weather: Clear

File Name : 10_POM_CATE PM
Site Code : 04217660
Start Date : 10/5/2017
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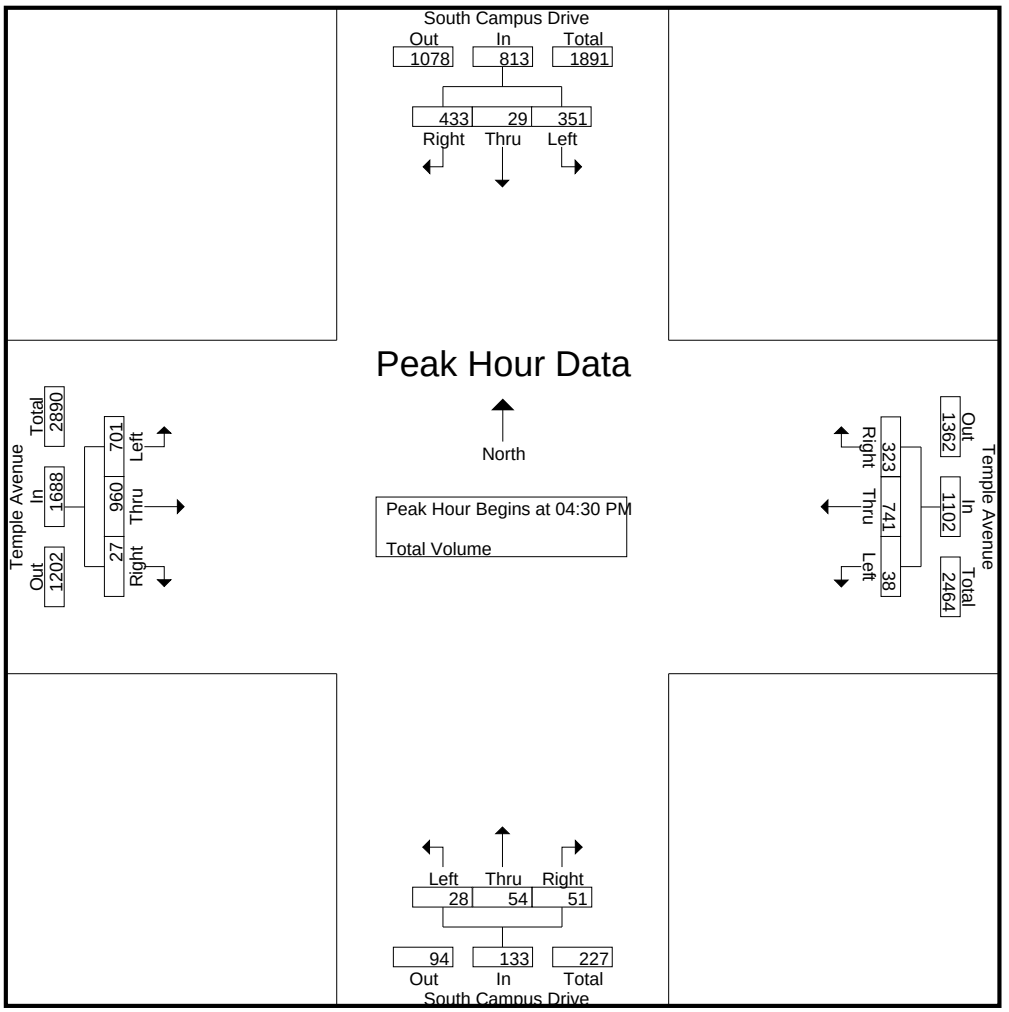

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:45 PM				05:00 PM				04:00 PM			
+0 mins.	63	5	81	149	6	**193**	85	284	6	18	13	37	168	264	2	434
+15 mins.	**114**	6	99	219	4	189	73	266	8	**19**	9	36	173	209	**11**	393
+30 mins.	75	6	110	191	**19**	160	82	261	**13**	15	**17**	**45**	167	**306**	9	**482**
+45 mins.	99	**12**	**143**	**254**	13	188	**109**	**310**	7	17	17	41	**181**	264	4	449
Total Volume	351	29	433	813	42	730	349	1121	34	69	56	159	689	1043	26	1758
% App. Total	43.2	3.6	53.3		3.7	65.1	31.1		21.4	43.4	35.2		39.2	59.3	1.5	
PHF	.770	.604	.757	.800	.553	.946	.800	.904	.654	.908	.824	.883	.952	.852	.591	.912

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

File Name : 11_POM_VATE AM
Site Code : 04217660
Start Date : 10/5/2017
Page No : 1

Groups Printed- Total Volume

	Valley Boulevard Southbound				Temple Avenue Westbound				Valley Boulevard Northbound				Temple Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	13	181	102	296	12	278	11	301	47	75	11	133	39	44	17	100	830
07:15 AM	11	193	109	313	3	179	15	197	74	106	15	195	19	64	28	111	816
07:30 AM	25	180	100	305	1	162	14	177	80	163	13	256	26	73	39	138	876
07:45 AM	24	188	95	307	3	174	16	193	78	104	14	196	28	59	37	124	820
Total	73	742	406	1221	19	793	56	868	279	448	53	780	112	240	121	473	3342
08:00 AM	20	192	69	281	16	326	37	379	62	108	5	175	33	95	29	157	992
08:15 AM	14	137	48	199	23	230	23	276	68	99	7	174	33	73	24	130	779
08:30 AM	12	129	50	191	21	195	28	244	56	97	6	159	21	57	18	96	690
08:45 AM	17	99	73	189	18	234	27	279	59	83	6	148	16	63	14	93	709
Total	63	557	240	860	78	985	115	1178	245	387	24	656	103	288	85	476	3170
Grand Total	136	1299	646	2081	97	1778	171	2046	524	835	77	1436	215	528	206	949	6512
Apprch %	6.5	62.4	31		4.7	86.9	8.4		36.5	58.1	5.4		22.7	55.6	21.7		
Total %	2.1	19.9	9.9	32	1.5	27.3	2.6	31.4	8	12.8	1.2	22.1	3.3	8.1	3.2	14.6	

	Valley Boulevard Southbound				Temple Avenue Westbound				Valley Boulevard Northbound				Temple Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. 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	11	**193**	**109**	**313**	3	179	15	197	74	106	**15**	195	19	64	28	111	816
07:30 AM	**25**	180	100	305	1	162	14	177	**80**	**163**	13	**256**	26	73	**39**	138	876
07:45 AM	24	188	95	307	3	174	16	193	78	104	14	196	28	59	37	124	820
08:00 AM	20	192	69	281	**16**	**326**	**37**	**379**	62	108	5	175	**33**	**95**	29	**157**	**992**
Total Volume	80	753	373	1206	23	841	82	946	294	481	47	822	106	291	133	530	3504
% App. Total	6.6	62.4	30.9		2.4	88.9	8.7		35.8	58.5	5.7		20	54.9	25.1		
PHF	.800	.975	.856	.963	.359	.645	.554	.624	.919	.738	.783	.803	.803	.766	.853	.844	.883

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

File Name : 11_POM_VATE AM
Site Code : 04217660
Start Date : 10/5/2017
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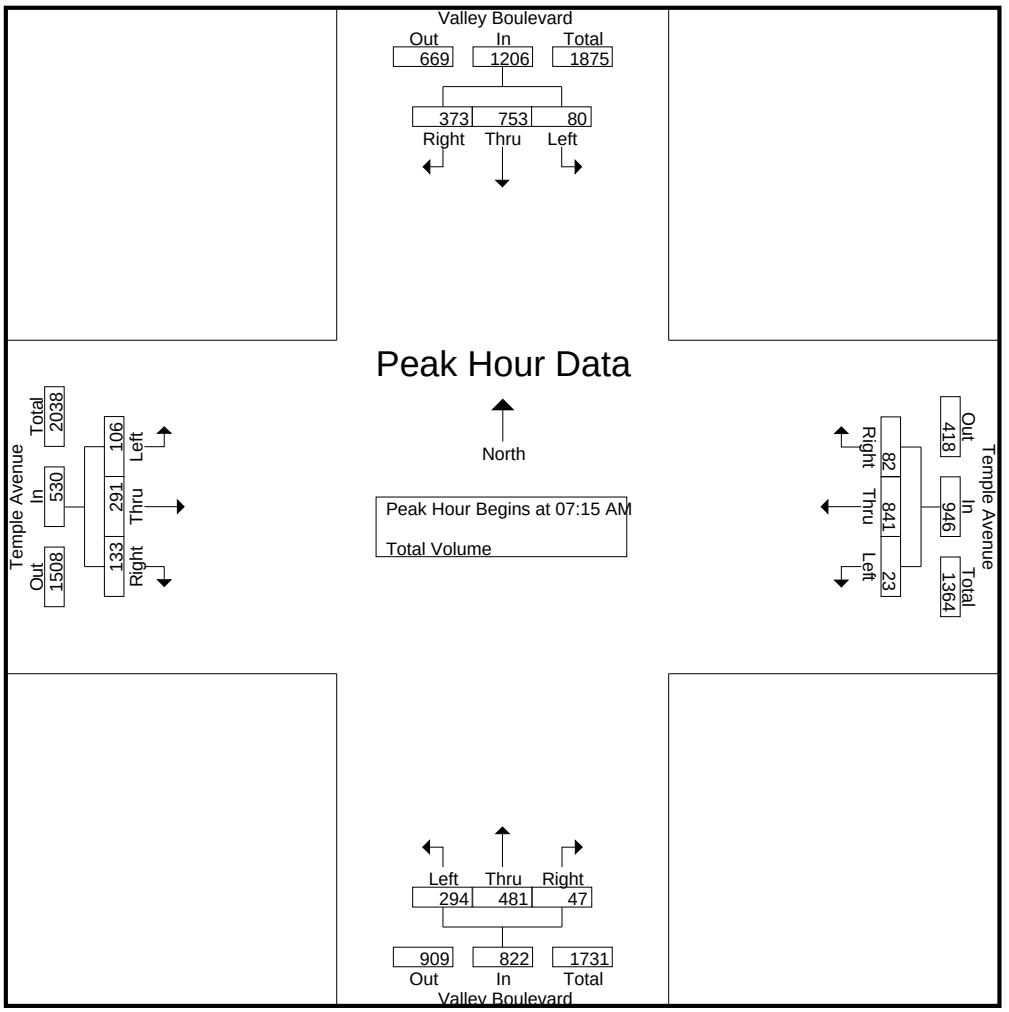

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				08:00 AM				07:15 AM				07:30 AM			
+0 mins.	13	181	102	296	16	**326**	**37**	**379**	74	106	**15**	195	26	73	**39**	138
+15 mins.	11	**193**	**109**	**313**	**23**	230	23	276	**80**	**163**	13	**256**	28	59	37	124
+30 mins.	**25**	180	100	305	21	195	28	244	78	104	14	196	**33**	**95**	29	**157**
+45 mins.	24	188	95	307	18	234	27	279	62	108	5	175	33	73	24	130
Total Volume	73	742	406	1221	78	985	115	1178	294	481	47	822	120	300	129	549
% App. Total	6	60.8	33.3		6.6	83.6	9.8		35.8	58.5	5.7		21.9	54.6	23.5	
PHF	.730	.961	.931	.975	.848	.755	.777	.777	.919	.738	.783	.803	.909	.789	.827	.874

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Groups Printed- Total Volume

	Valley Boulevard Southbound				Temple Avenue Westbound				Valley Boulevard Northbound				Temple Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	64	101	42	207	19	141	27	187	53	119	23	195	41	221	62	324	913
04:15 PM	54	87	39	180	18	164	26	208	41	164	20	225	34	230	56	320	933
04:30 PM	45	104	31	180	13	163	28	204	79	168	14	261	46	231	46	323	968
04:45 PM	42	108	38	188	23	173	39	235	63	164	16	243	49	183	40	272	938
Total	205	400	150	755	73	641	120	834	236	615	73	924	170	865	204	1239	3752
05:00 PM	51	145	41	237	28	159	48	235	54	138	17	209	32	195	57	284	965
05:15 PM	42	136	35	213	27	129	49	205	68	192	6	266	29	159	57	245	929
05:30 PM	54	112	46	212	34	167	42	243	63	177	13	253	38	164	45	247	955
05:45 PM	56	91	42	189	29	178	33	240	55	152	13	220	42	174	49	265	914
Total	203	484	164	851	118	633	172	923	240	659	49	948	141	692	208	1041	3763
Grand Total	408	884	314	1606	191	1274	292	1757	476	1274	122	1872	311	1557	412	2280	7515
Apprch %	25.4	55	19.6		10.9	72.5	16.6		25.4	68.1	6.5		13.6	68.3	18.1		
Total %	5.4	11.8	4.2	21.4	2.5	17	3.9	23.4	6.3	17	1.6	24.9	4.1	20.7	5.5	30.3	

	Valley Boulevard Southbound				Temple Avenue Westbound				Valley Boulevard Northbound				Temple Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. 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	**54**	87	39	180	18	164	26	208	41	164	**20**	225	34	230	56	320	933
04:30 PM	45	104	31	180	13	163	28	204	**79**	**168**	14	**261**	46	**231**	46	**323**	**968**
04:45 PM	42	108	38	188	23	**173**	39	**235**	63	164	16	243	**49**	183	40	272	938
05:00 PM	51	**145**	**41**	**237**	**28**	159	**48**	235	54	138	17	209	32	195	**57**	284	965
Total Volume	192	444	149	785	82	659	141	882	237	634	67	938	161	839	199	1199	3804
% App. Total	24.5	56.6	19		9.3	74.7	16		25.3	67.6	7.1		13.4	70	16.6		
PHF	.889	.766	.909	.828	.732	.952	.734	.938	.750	.943	.838	.898	.821	.908	.873	.928	.982

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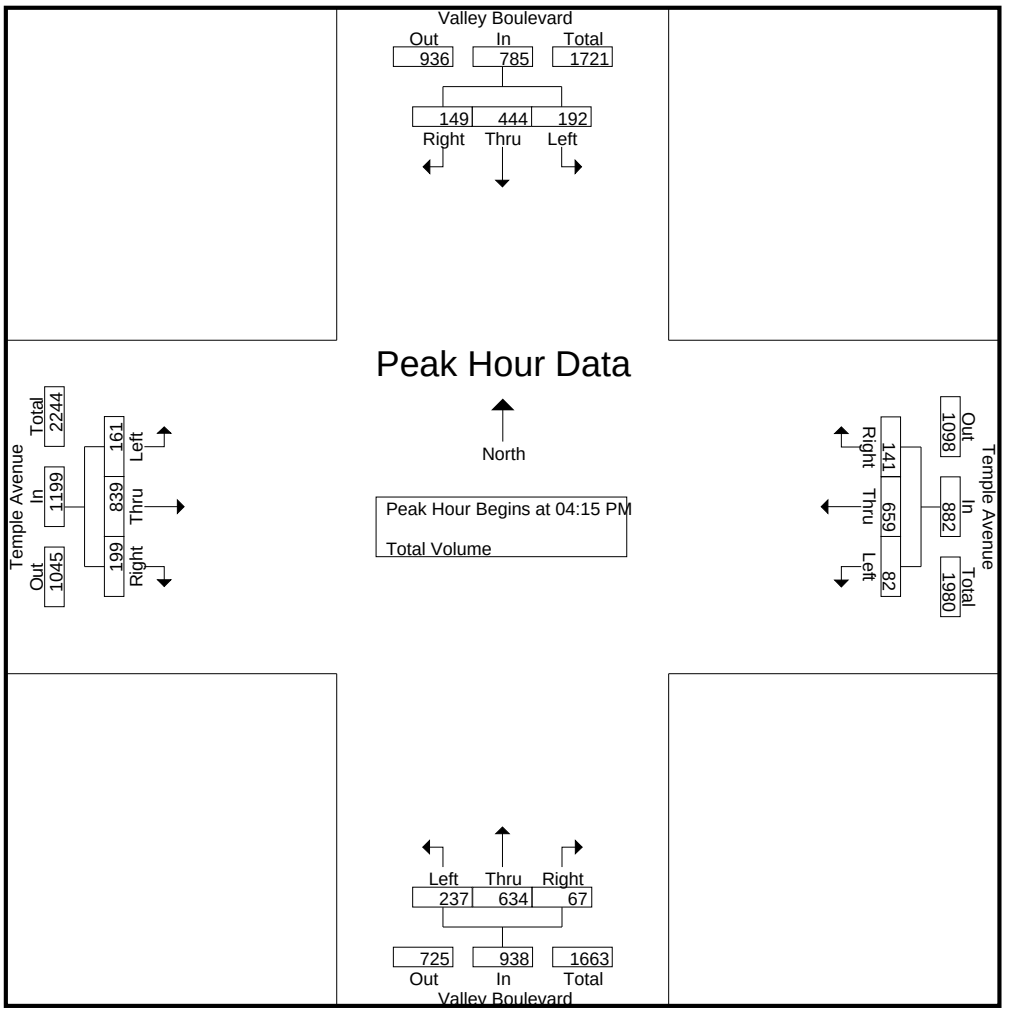

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				04:30 PM				04:00 PM			
+0 mins.	51	**145**	41	**237**	28	159	48	235	**79**	168	14	261	41	221	**62**	**324**
+15 mins.	42	136	35	213	27	129	**49**	205	63	164	16	243	34	230	56	320
+30 mins.	54	112	**46**	212	**34**	167	42	**243**	54	138	**17**	209	46	**231**	46	323
+45 mins.	**56**	91	42	189	29	**178**	33	240	68	**192**	6	**266**	**49**	183	40	272
Total Volume	203	484	164	851	118	633	172	923	264	662	53	979	170	865	204	1239
% App. Total	23.9	56.9	19.3		12.8	68.6	18.6		27	67.6	5.4		13.7	69.8	16.5	
PHF	.906	.834	.891	.898	.868	.889	.878	.950	.835	.862	.779	.920	.867	.936	.823	.956

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

File Name : 12_POM_57STE AM
Site Code : 04217660
Start Date : 10/5/2017
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Groups Printed- Total Volume

	SR-57 Southbound Ramps Southbound				Temple Avenue Westbound				Shell Station Driveway Northbound				Temple Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	188	0	203	391	17	335	10	362	0	0	0	0	0	94	4	98	851
07:15 AM	171	0	125	296	10	185	6	201	0	0	1	1	0	142	1	143	641
07:30 AM	172	0	125	297	12	142	6	160	0	0	0	0	0	148	2	150	607
07:45 AM	174	0	104	278	13	130	11	154	0	0	0	0	0	172	3	175	607
Total	705	0	557	1262	52	792	33	877	0	0	1	1	0	556	10	566	2706
08:00 AM	191	1	195	387	18	233	6	257	0	0	2	2	0	156	1	157	803
08:15 AM	201	2	179	382	4	214	8	226	0	0	0	0	0	149	5	154	762
08:30 AM	186	1	203	390	4	249	10	263	0	0	0	0	0	131	2	133	786
08:45 AM	193	0	231	424	10	254	9	273	0	0	0	0	0	127	3	130	827
Total	771	4	808	1583	36	950	33	1019	0	0	2	2	0	563	11	574	3178
Grand Total	1476	4	1365	2845	88	1742	66	1896	0	0	3	3	0	1119	21	1140	5884
Apprch %	51.9	0.1	48		4.6	91.9	3.5		0	0	100		0	98.2	1.8		
Total %	25.1	0.1	23.2	48.4	1.5	29.6	1.1	32.2	0	0	0.1	0.1	0	19	0.4	19.4	

	SR-57 Southbound Ramps Southbound				Temple Avenue Westbound				Shell Station Driveway Northbound				Temple Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	191	1	195	387	**18**	233	6	257	0	0	**2**	**2**	0	**156**	1	**157**	803
08:15 AM	**201**	**2**	179	382	4	214	8	226	0	0	0	0	0	149	**5**	154	762
08:30 AM	186	1	203	390	4	249	**10**	263	0	0	0	0	0	131	2	133	786
08:45 AM	193	0	**231**	**424**	10	**254**	9	**273**	0	0	0	0	0	127	3	130	**827**
Total Volume	771	4	808	1583	36	950	33	1019	0	0	2	2	0	563	11	574	3178
% App. Total	48.7	0.3	51		3.5	93.2	3.2		0	0	100		0	98.1	1.9		
PHF	.959	.500	.874	.933	.500	.935	.825	.933	.000	.000	.250	.250	.000	.902	.550	.914	.961

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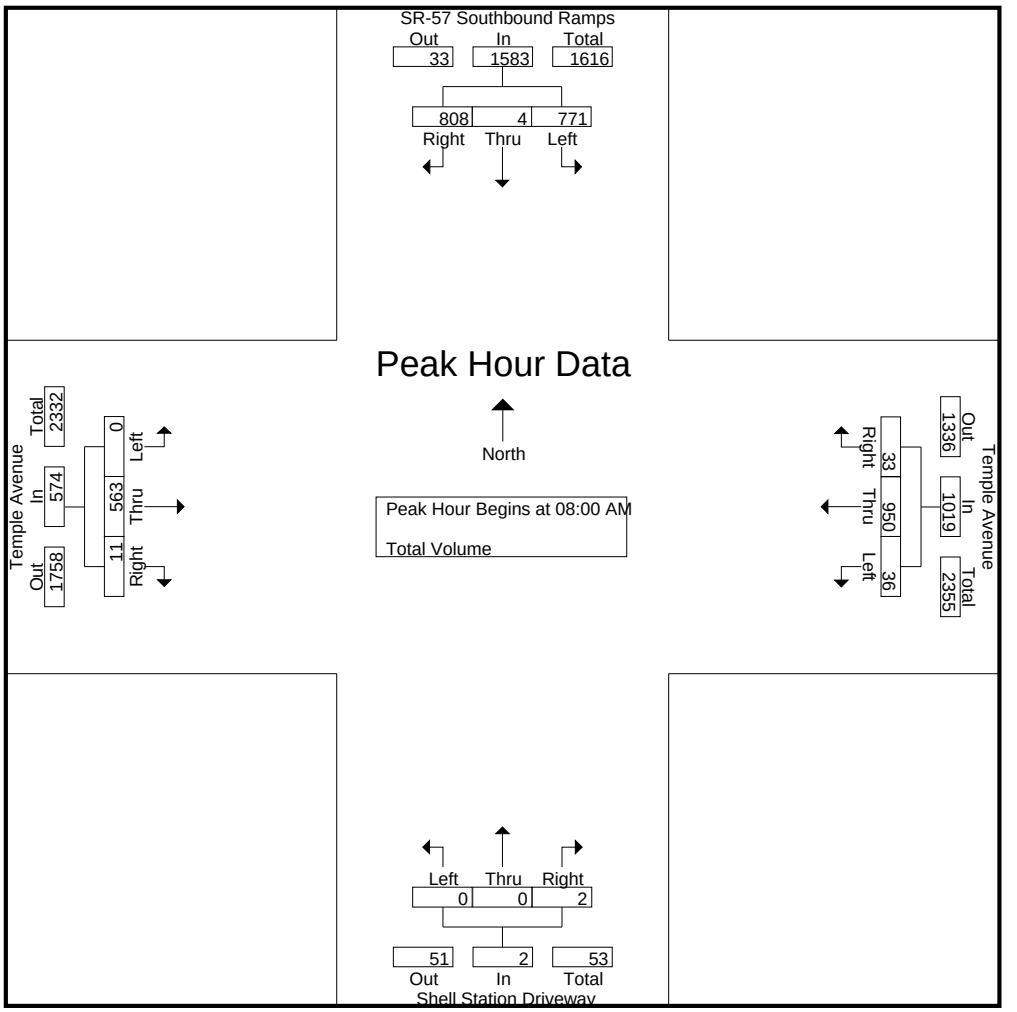

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				07:15 AM				07:30 AM			
+0 mins.	191	1	195	387	**18**	233	6	257	0	0	1	1	0	148	2	150
+15 mins.	**201**	**2**	179	382	4	214	8	226	0	0	0	0	0	**172**	3	**175**
+30 mins.	186	1	203	390	4	249	**10**	263	0	0	0	0	0	156	1	157
+45 mins.	193	0	**231**	**424**	10	**254**	9	**273**	0	0	**2**	**2**	0	149	**5**	154
Total Volume	771	4	808	1583	36	950	33	1019	0	0	3	3	0	625	11	636
% App. Total	48.7	0.3	51		3.5	93.2	3.2		0	0	100		0	98.3	1.7	
PHF	.959	.500	.874	.933	.500	.935	.825	.933	.000	.000	.375	.375	.000	.908	.550	.909

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Groups Printed- Total Volume

	SR-57 Southbound Ramps Southbound				Temple Avenue Westbound				Shell Station Driveway Northbound				Temple Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	259	6	122	387	6	120	19	145	0	0	2	2	1	388	7	396	930
04:15 PM	259	3	129	391	7	111	14	132	0	0	3	3	0	432	7	439	965
04:30 PM	243	2	123	368	14	159	22	195	0	0	0	0	0	403	7	410	973
04:45 PM	220	2	110	332	5	142	10	157	0	0	2	2	0	398	2	400	891
Total	981	13	484	1478	32	532	65	629	0	0	7	7	1	1621	23	1645	3759
05:00 PM	232	7	133	372	8	122	23	153	0	0	1	1	0	374	5	379	905
05:15 PM	244	1	128	373	8	111	9	128	0	0	2	2	0	366	5	371	874
05:30 PM	230	0	112	342	12	121	14	147	0	0	0	0	0	377	13	390	879
05:45 PM	199	3	98	300	10	138	10	158	0	0	1	1	0	333	4	337	796
Total	905	11	471	1387	38	492	56	586	0	0	4	4	0	1450	27	1477	3454
Grand Total	1886	24	955	2865	70	1024	121	1215	0	0	11	11	1	3071	50	3122	7213
Apprch %	65.8	0.8	33.3		5.8	84.3	10		0	0	100		0	98.4	1.6		
Total %	26.1	0.3	13.2	39.7	1	14.2	1.7	16.8	0	0	0.2	0.2	0	42.6	0.7	43.3	

	SR-57 Southbound Ramps Southbound				Temple Avenue Westbound				Shell Station Driveway Northbound				Temple Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**259**	**6**	122	387	6	120	19	145	0	0	2	2	**1**	388	**7**	396	930
04:15 PM	259	3	**129**	**391**	7	111	14	132	0	0	**3**	**3**	0	**432**	7	**439**	965
04:30 PM	243	2	123	368	**14**	**159**	**22**	**195**	0	0	0	0	0	403	7	410	**973**
04:45 PM	220	2	110	332	5	142	10	157	0	0	2	2	0	398	2	400	891
Total Volume	981	13	484	1478	32	532	65	629	0	0	7	7	1	1621	23	1645	3759
% App. Total	66.4	0.9	32.7		5.1	84.6	10.3		0	0	100		0.1	98.5	1.4		
PHF	.947	.542	.938	.945	.571	.836	.739	.806	.000	.000	.583	.583	.250	.938	.821	.937	.966

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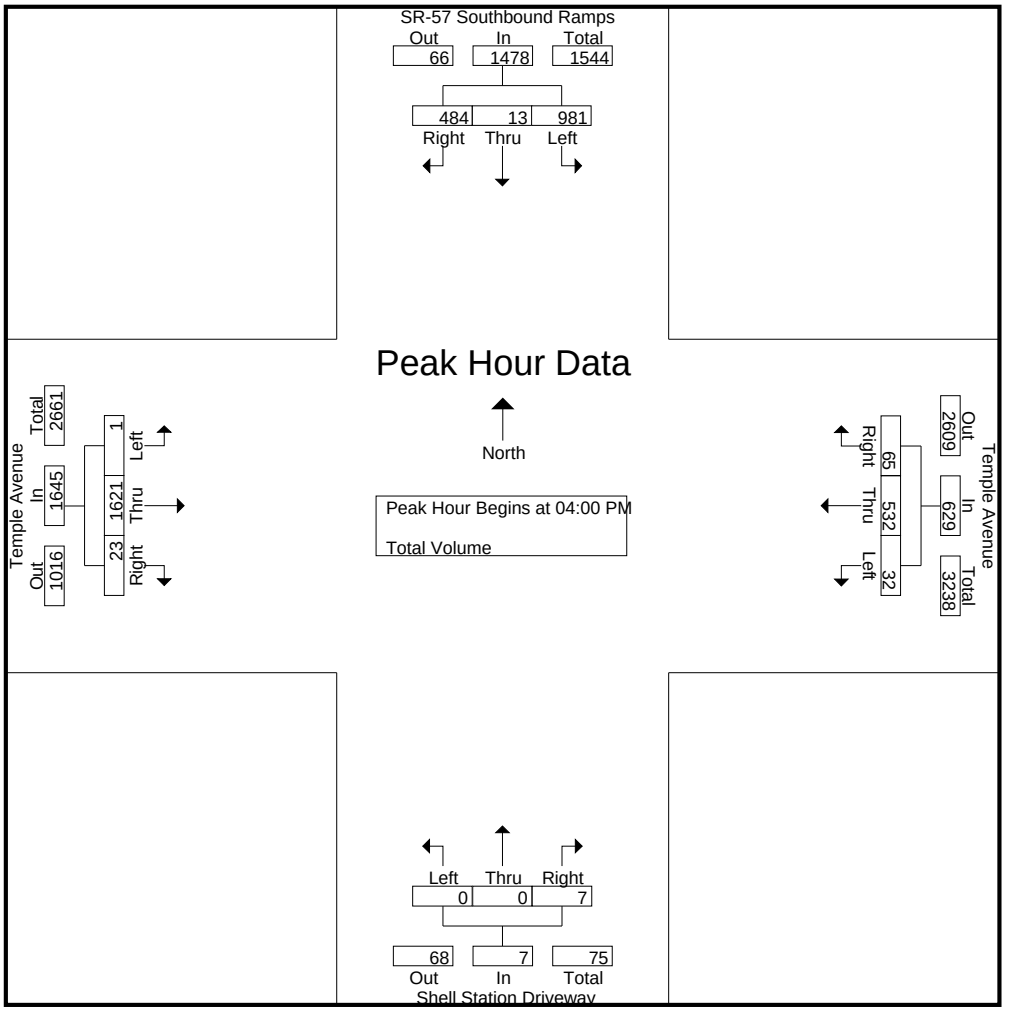

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:15 PM				04:00 PM				04:00 PM			
+0 mins.	**259**	**6**	122	387	7	111	14	132	0	0	2	2	**1**	388	**7**	396
+15 mins.	259	3	**129**	**391**	**14**	**159**	22	**195**	0	0	**3**	**3**	0	**432**	7	**439**
+30 mins.	243	2	123	368	5	142	10	157	0	0	0	0	0	403	7	410
+45 mins.	220	2	110	332	8	122	**23**	153	0	0	2	2	0	398	2	400
Total Volume	981	13	484	1478	34	534	69	637	0	0	7	7	1	1621	23	1645
% App. Total	66.4	0.9	32.7		5.3	83.8	10.8		0	0	100		0.1	98.5	1.4	
PHF	.947	.542	.938	.945	.607	.840	.750	.817	.000	.000	.583	.583	.250	.938	.821	.937

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Groups Printed- Total Volume

	Temple Avenue Westbound			SR-57 Northbound Ramps Northbound			Temple Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	504	504	126	50	176	257	49	306	986
07:15 AM	0	351	351	83	53	136	252	77	329	816
07:30 AM	0	300	300	54	71	125	260	65	325	750
07:45 AM	0	315	315	42	91	133	261	88	349	797
Total	0	1470	1470	305	265	570	1030	279	1309	3349
08:00 AM	0	299	299	50	50	100	284	80	364	763
08:15 AM	0	320	320	70	55	125	287	83	370	815
08:30 AM	0	354	354	83	76	159	247	76	323	836
08:45 AM	0	339	339	90	66	156	245	67	312	807
Total	0	1312	1312	293	247	540	1063	306	1369	3221
Grand Total	0	2782	2782	598	512	1110	2093	585	2678	6570
Apprch %	0	100		53.9	46.1		78.2	21.8		
Total %	0	42.3	42.3	9.1	7.8	16.9	31.9	8.9	40.8	

	Temple Avenue Westbound			SR-57 Northbound Ramps Northbound			Temple Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. 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	**504**	**504**	**126**	50	**176**	257	49	306	**986**
07:15 AM	0	351	351	83	53	136	252	77	329	816
07:30 AM	0	300	300	54	71	125	260	65	325	750
07:45 AM	0	315	315	42	**91**	133	**261**	**88**	**349**	797
Total Volume	0	1470	1470	305	265	570	1030	279	1309	3349
% App. Total	0	100		53.5	46.5		78.7	21.3		
PHF	.000	.729	.729	.605	.728	.810	.987	.793	.938	.849

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City of Pomona
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Start Date : 10/5/2017
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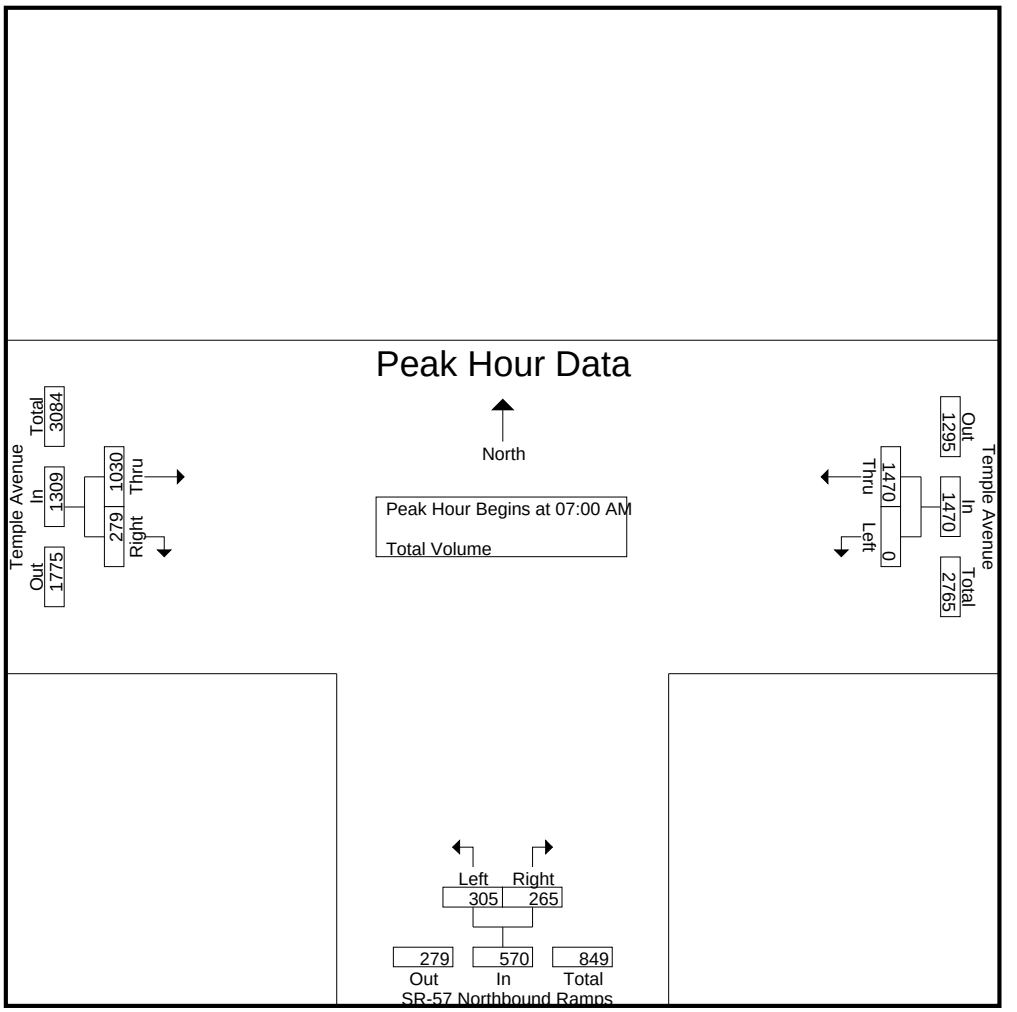


Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:30 AM		
+0 mins.	0	**504**	**504**	**126**	50	**176**	260	65	325
+15 mins.	0	351	351	83	53	136	261	**88**	349
+30 mins.	0	300	300	54	71	125	284	80	364
+45 mins.	0	315	315	42	**91**	133	**287**	83	**370**
Total Volume	0	1470	1470	305	265	570	1092	316	1408
% App. Total	0	100		53.5	46.5		77.6	22.4	
PHF	.000	.729	.729	.605	.728	.810	.951	.898	.951

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

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

File Name : 13_POM_57NTE PM
Site Code : 04217660
Start Date : 10/5/2017
Page No : 1

Groups Printed- Total Volume

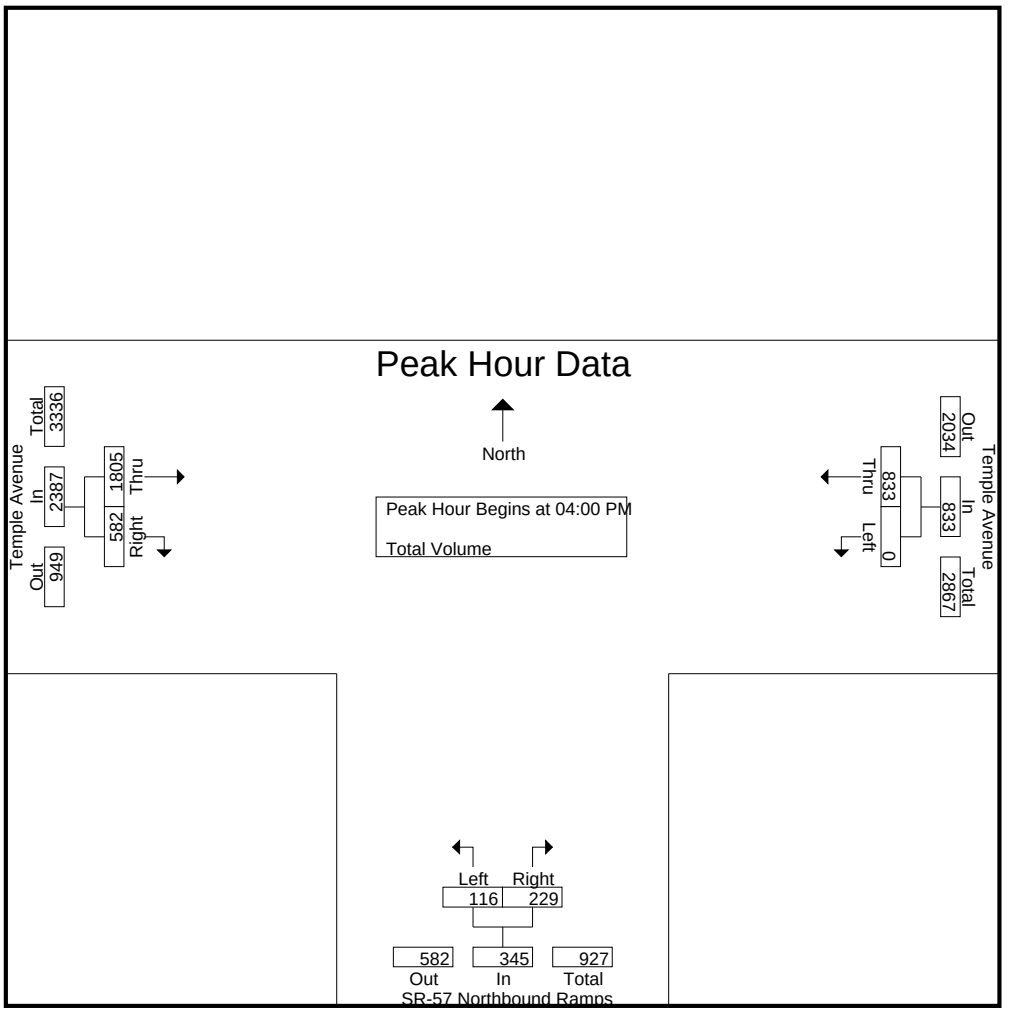
	Temple Avenue Westbound			SR-57 Northbound Ramps Northbound			Temple Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	207	207	26	51	77	462	159	621	905
04:15 PM	0	178	178	24	53	77	458	133	591	846
04:30 PM	0	225	225	45	60	105	453	138	591	921
04:45 PM	0	223	223	21	65	86	432	152	584	893
Total	0	833	833	116	229	345	1805	582	2387	3565
05:00 PM	0	210	210	24	67	91	391	135	526	827
05:15 PM	0	189	189	16	54	70	475	128	603	862
05:30 PM	0	220	220	23	64	87	435	125	560	867
05:45 PM	0	204	204	25	68	93	414	95	509	806
Total	0	823	823	88	253	341	1715	483	2198	3362
Grand Total	0	1656	1656	204	482	686	3520	1065	4585	6927
Apprch %	0	100		29.7	70.3		76.8	23.2		
Total %	0	23.9	23.9	2.9	7	9.9	50.8	15.4	66.2	

	Temple Avenue Westbound			SR-57 Northbound Ramps Northbound			Temple Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	207	207	26	51	77	**462**	**159**	**621**	905
04:15 PM	0	178	178	24	53	77	458	133	591	846
04:30 PM	0	**225**	**225**	**45**	60	**105**	453	138	591	**921**
04:45 PM	0	223	223	21	**65**	86	432	152	584	893
Total Volume	0	833	833	116	229	345	1805	582	2387	3565
% App. Total	0	100		33.6	66.4		75.6	24.4		
PHF	.000	.926	.926	.644	.881	.821	.977	.915	.961	.968

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

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

File Name : 13_POM_57NTE PM
Site Code : 04217660
Start Date : 10/5/2017
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:

	04:30 PM			04:15 PM			04:00 PM		
+0 mins.	0	**225**	**225**	24	53	77	**462**	**159**	**621**
+15 mins.	0	223	223	**45**	60	**105**	458	133	591
+30 mins.	0	210	210	21	65	86	453	138	591
+45 mins.	0	189	189	24	**67**	91	432	152	584
Total Volume	0	847	847	114	245	359	1805	582	2387
% App. Total	0	100		31.8	68.2		75.6	24.4	
PHF	.000	.941	.941	.633	.914	.855	.977	.915	.961

APPENDIX B – LOS CALCULATION SHEETS

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EXISTING CONDITIONS

Mt SAC PEP Earth Export Truck Haul
Existing Conditions
AM Peak Hour

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

Intersection #1 Bonita Ave / Temple Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.461
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
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			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:	23	18	18	80	32	99	351	599	136	133	638	303
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	18	18	80	32	99	351	599	136	133	638	303
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:	23	18	18	80	32	99	351	599	136	133	638	303
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:	24	19	19	83	33	102	363	620	141	138	660	314
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	19	19	83	33	102	363	620	141	138	660	314
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	19	19	83	33	102	363	620	141	138	660	314
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	2608	592	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.03	0.02	0.06	0.11	0.24	0.24	0.09	0.21	0.20
OvlAdjV/S:						0.00						
Crit Moves:	****			****			****			****		

Mt SAC PEP Earth Export Truck Haul
Existing Conditions
AM Peak Hour

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

Intersection #2 University Dr / Temple Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.567
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			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	0	0 1 0	1	1	0 0 1	2	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	0	2	3	117	4	63	159	545	2	8	1144	484
Growth Adj:	1.00	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	2	3	117	4	63	159	545	2	8	1144	484
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	2	3	117	4	63	159	545	2	8	1144	484
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:	0	2	3	122	4	66	166	568	2	8	1192	504
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2	3	122	4	66	166	568	2	8	1192	504
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	2	3	122	4	66	166	568	2	8	1192	504
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	0.40	0.60	1.93	0.07	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	640	960	3094	106	1600	3200	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.04	0.04	0.05	0.18	0.00	0.01	0.37	0.32
OvlAdjV/S:						0.00						
Crit Moves:	****			****			****			****		

Mt SAC PEP Earth Export Truck Haul
Existing Conditions
AM Peak Hour

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

Intersection #3 Campus Dr / Temple Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.686
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	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	1	0	1	1	0	0	2	2	0
Volume Module:												
Base Vol:	26	15	15	99	26	633	275	364	13	16	1133	307
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	15	15	99	26	633	275	364	13	16	1133	307
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:	26	15	15	99	26	633	275	364	13	16	1133	307
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:	27	15	15	102	27	653	284	376	13	17	1169	317
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	15	15	102	27	653	284	376	13	17	1169	317
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	15	15	102	27	653	284	376	13	17	1169	317
OvlAdjVol:						369						
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	1.58	0.42	2.00	2.00	2.90	0.10	1.00	2.00	1.00
Final Sat.:	1600	1600	1600	2534	666	3200	3200	4634	166	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.01	0.04	0.04	0.20	0.09	0.08	0.08	0.01	0.37	0.20
OvlAdjV/S:						0.12						
Crit Moves:	****					****	****				****	

Mt SAC PEP Earth Export Truck Haul
Existing Conditions
AM Peak Hour

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

Intersection #4 Valley Blvd / Temple Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.803
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	67	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
Volume Module:												
Base Vol:	245	387	24	63	557	240	103	288	85	78	985	115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	245	387	24	63	557	240	103	288	85	78	985	115
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:	245	387	24	63	557	240	103	288	85	78	985	115
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:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	277	438	27	71	631	272	117	326	96	88	1116	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	277	438	27	71	631	272	117	326	96	88	1116	130
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:	277	438	27	71	631	272	117	326	96	88	1116	130
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	2.32	0.68	1.00	2.69	0.31
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3706	1094	1600	4298	502
Capacity Analysis Module:												
Vol/Sat:	0.17	0.14	0.02	0.04	0.20	0.17	0.07	0.09	0.09	0.06	0.26	0.26
Crit Moves:	****				****		****				****	

Mt SAC PEP Earth Export Truck Haul
Existing Conditions
AM Peak Hour

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

Intersection #5 SR-57 SB Ramps / Temple Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.715
Loss Time (sec):	6	Average Delay (sec/veh):	21.5
Optimal Cycle:	44	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! 0 1	0	0	2 1 0	1	0	3 0 1
Volume Module:												
Base Vol:	0	0	2	771	4	808	0	563	11	36	950	33
Growth Adj:	1.00	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	771	4	808	0	563	11	36	950	33
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	771	4	808	0	563	11	36	950	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	0.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.00
PHF Volume:	0	0	2	802	4	841	0	586	11	37	989	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	2	802	4	841	0	586	11	37	989	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	802	4	841	0	586	11	37	989	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.87	0.90	0.90	0.90	1.00	0.91	0.91	0.95	0.91	1.00
Lanes:	0.00	0.00	1.00	1.48	0.01	1.51	0.00	2.94	0.06	1.00	3.00	1.00
Final Sat.:	0	0	1644	2546	9	2586	0	5072	99	1805	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.32	0.48	0.33	0.00	0.12	0.12	0.02	0.19	0.00
Crit Moves:					****			****			****	
Green/Cycle:	0.00	0.00	0.00	0.67	0.67	0.67	0.00	0.23	0.23	0.04	0.27	0.00
Volume/Cap:	0.00	0.00	xxxx	0.47	0.72	0.48	0.00	0.51	0.51	0.51	0.72	0.00
Delay/Veh:	0.0	0.0	0.0	7.9	11.4	8.0	0.0	34.3	34.3	52.9	35.1	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	7.9	11.4	8.0	0.0	34.3	34.3	52.9	35.1	0.0
LOS by Move:	A	A	A	A	B	A	A	C	C	D	D	A
HCM2kAvgQ:	0	0	0	11	2	7	0	6	6	2	11	0

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

Mt SAC PEP Earth Export Truck Haul
Existing Conditions
AM Peak Hour

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

Intersection #6 SR-57 NB Ramps / Temple Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.455
Loss Time (sec):	6	Average Delay (sec/veh):	11.8
Optimal Cycle:	25	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			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	0	0	0 0 0	1	0	2 1 1	0	0	3 0 0
Volume Module:												
Base Vol:	293	0	247	0	0	0	0	1063	306	0	1312	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:	293	0	247	0	0	0	0	1063	306	0	1312	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:	293	0	247	0	0	0	0	1063	306	0	1312	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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	345	0	291	0	0	0	0	1252	360	0	1545	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	345	0	291	0	0	0	0	1252	360	0	1545	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:	345	0	291	0	0	0	0	1252	360	0	1545	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	1.00	0.91	1.00	1.00	1.00	1.00	0.88	0.88	1.00	0.91	1.00
Lanes:	1.54	0.00	1.46	0.00	0.00	0.00	1.00	3.00	1.00	0.00	3.00	0.00
Final Sat.:	2658	0	2511	0	0	0	1900	5011	1670	0	5187	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.12	0.00	0.00	0.00	0.00	0.25	0.22	0.00	0.30	0.00
Crit Moves:	****										****	
Green/Cycle:	0.29	0.00	0.29	0.00	0.00	0.00	0.00	0.65	0.65	0.00	0.65	0.00
Volume/Cap:	0.46	0.00	0.41	0.00	0.00	0.00	0.00	0.38	0.33	0.00	0.46	0.00
Delay/Veh:	29.6	0.0	29.1	0.0	0.0	0.0	0.0	8.0	7.6	0.0	8.6	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:	29.6	0.0	29.1	0.0	0.0	0.0	0.0	8.0	7.6	0.0	8.6	0.0
LOS by Move:	C	A	C	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	6	0	5	0	0	0	0	6	5	0	9	0

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

Mt SAC PEP Earth Export Truck Haul
Existing Conditions
PM Peak Hour

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

Intersection #1 Bonita Ave / Temple Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.608
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:	79	14	115	258	6	119	112	937	24	17	798	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	14	115	258	6	119	112	937	24	17	798	129
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:	79	14	115	258	6	119	112	937	24	17	798	129
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:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	87	15	126	283	7	130	123	1026	26	19	874	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	15	126	283	7	130	123	1026	26	19	874	141
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:	87	15	126	283	7	130	123	1026	26	19	874	141
OvlAdjVol:						69						
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	1.95	0.05	1.00	2.00	1.00
Final Sat.:	1600	1600	1600	3200	1600	1600	3200	3120	80	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.01	0.08	0.09	0.00	0.08	0.04	0.33	0.33	0.01	0.27	0.09
OvlAdjV/S:						0.04						
Crit Moves:			****	****				****		****		

Mt SAC PEP Earth Export Truck Haul
Existing Conditions
PM Peak Hour

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

Intersection #2 University Dr / Temple Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.715
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:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			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	0	0	1	0	1	1	0	0	1	2	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	4	8	9	518	14	174	112	1202	4	48	811	246
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	8	9	518	14	174	112	1202	4	48	811	246
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:	4	8	9	518	14	174	112	1202	4	48	811	246
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:	4	8	10	547	15	184	118	1269	4	51	856	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	8	10	547	15	184	118	1269	4	51	856	260
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:	4	8	10	547	15	184	118	1269	4	51	856	260
OvlAdjVol:						125			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	0.47	0.53	1.95	0.05	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	753	847	3116	84	1600	3200	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.01	0.18	0.18	0.11	0.04	0.40	0.00	0.03	0.27	0.16
OvlAdjV/S:						0.08			0.00			
Crit Moves:		****		****				****		****		

Mt SAC PEP Earth Export Truck Haul
Existing Conditions
PM Peak Hour

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

Intersection #3 Campus Dr / Temple Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.708
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	1	0	1	1	0	0	2	2	0
Volume Module:												
Base Vol:	24	38	49	319	21	364	689	1043	26	35	726	304
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	38	49	319	21	364	689	1043	26	35	726	304
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:	24	38	49	319	21	364	689	1043	26	35	726	304
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:	25	40	51	335	22	382	723	1094	27	37	762	319
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	40	51	335	22	382	723	1094	27	37	762	319
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:	25	40	51	335	22	382	723	1094	27	37	762	319
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	1.88	0.12	2.00	2.00	2.93	0.07	1.00	2.00	1.00
Final Sat.:	1600	1600	1600	3002	198	3200	3200	4683	117	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.03	0.11	0.11	0.12	0.23	0.23	0.23	0.02	0.24	0.20
OvlAdjV/S:						0.00						
Crit Moves:			****	****			****				****	

Mt SAC PEP Earth Export Truck Haul
Existing Conditions
PM Peak Hour

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

Intersection #4 Valley Blvd / Temple Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.699
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			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
Volume Module:												
Base Vol:	236	615	73	205	400	150	170	865	204	73	641	120
Growth Adj:	1.00	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	615	73	205	400	150	170	865	204	73	641	120
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	615	73	205	400	150	170	865	204	73	641	120
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:	240	626	74	209	407	153	173	881	208	74	653	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	626	74	209	407	153	173	881	208	74	653	122
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:	240	626	74	209	407	153	173	881	208	74	653	122
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	2.53	0.47
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3884	916	1600	4043	757
Capacity Analysis Module:												
Vol/Sat:	0.15	0.20	0.05	0.13	0.13	0.10	0.11	0.23	0.23	0.05	0.16	0.16
Crit Moves:		****		****				****			****	

Mt SAC PEP Earth Export Truck Haul
Existing Conditions
PM Peak Hour

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

Intersection #5 SR-57 SB Ramps / Temple Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.839
Loss Time (sec):	6	Average Delay (sec/veh):	24.4
Optimal Cycle:	68	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! 0 1	0	0	2 1 0	1	0	3 0 1
Volume Module:												
Base Vol:	0	0	7	981	13	484	0	1621	23	32	532	65
Growth Adj:	1.00	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	7	981	13	484	0	1621	23	32	532	65
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	7	981	13	484	0	1621	23	32	532	65
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:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.00
PHF Volume:	0	0	7	1016	13	501	0	1678	24	33	551	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	7	1016	13	501	0	1678	24	33	551	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	7	1016	13	501	0	1678	24	33	551	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.87	0.92	0.92	0.92	1.00	0.91	0.91	0.95	0.91	1.00
Lanes:	0.00	0.00	1.00	1.66	0.02	1.32	0.00	2.96	0.04	1.00	3.00	1.00
Final Sat.:	0	0	1644	2900	31	2317	0	5104	72	1805	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.35	0.44	0.22	0.00	0.33	0.33	0.02	0.11	0.00
Crit Moves:					****			****		****		
Green/Cycle:	0.00	0.00	0.00	0.53	0.53	0.53	0.00	0.39	0.39	0.02	0.41	0.00
Volume/Cap:	0.00	0.00	xxxx	0.67	0.84	0.41	0.00	0.84	0.84	0.84	0.26	0.00
Delay/Veh:	0.0	0.0	0.0	18.0	23.7	14.4	0.0	30.8	30.8	130.8	19.3	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	18.0	23.7	14.4	0.0	30.8	30.8	130.8	19.3	0.0
LOS by Move:	A	A	A	B	C	B	A	C	C	F	B	A
HCM2kAvgQ:	0	0	0	23	1	9	0	18	18	3	4	0

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

Mt SAC PEP Earth Export Truck Haul
Existing Conditions
PM Peak Hour

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

Intersection #6 SR-57 NB Ramps / Temple Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.487
Loss Time (sec):	6	Average Delay (sec/veh):	7.3
Optimal Cycle:	27	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			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	0	0	0 0 0	1	0	2 1 1	0	0	3 0 0
Volume Module:												
Base Vol:	116	0	229	0	0	0	0	1805	582	0	883	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	0	229	0	0	0	0	1805	582	0	883	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	0	229	0	0	0	0	1805	582	0	883	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:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	120	0	237	0	0	0	0	1865	601	0	912	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	0	237	0	0	0	0	1865	601	0	912	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:	120	0	237	0	0	0	0	1865	601	0	912	0
Saturation Flow Module:												
Sat/Lane:	1900	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	0.88	0.88	1.00	0.91	1.00
Lanes:	1.34	0.00	1.66	0.00	0.00	0.00	1.00	3.00	1.00	0.00	3.00	0.00
Final Sat.:	2246	0	2797	0	0	0	1900	4995	1665	0	5187	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.08	0.00	0.00	0.00	0.00	0.37	0.36	0.00	0.18	0.00
Crit Moves:			****					****				
Green/Cycle:	0.17	0.00	0.17	0.00	0.00	0.00	0.00	0.77	0.77	0.00	0.77	0.00
Volume/Cap:	0.31	0.00	0.49	0.00	0.00	0.00	0.00	0.49	0.47	0.00	0.23	0.00
Delay/Veh:	36.2	0.0	37.8	0.0	0.0	0.0	0.0	4.4	4.3	0.0	3.3	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:	36.2	0.0	37.8	0.0	0.0	0.0	0.0	4.4	4.3	0.0	3.3	0.0
LOS by Move:	D	A	D	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	3	0	4	0	0	0	0	8	8	0	3	0

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

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EXISTING PLUS CONSTRUCTION CONDITIONS

Mt SAC PEP Earth Export Truck Haul
Existing + Haul Conditions
AM Peak Hour

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

Intersection #1 Bonita Ave / Temple Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.490
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
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			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:	23	18	18	80	32	99	351	599	136	133	638	303
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	18	18	80	32	99	351	599	136	133	638	303
Added Vol:	0	0	45	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	18	63	80	32	99	351	599	136	133	638	303
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:	24	19	65	83	33	102	363	620	141	138	660	314
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	19	65	83	33	102	363	620	141	138	660	314
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	19	65	83	33	102	363	620	141	138	660	314
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	2608	592	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.04	0.03	0.02	0.06	0.11	0.24	0.24	0.09	0.21	0.20
OvlAdjV/S:						0.00						
Crit Moves:			****	****				****		****		

Mt SAC PEP Earth Export Truck Haul
Existing + Haul Conditions
AM Peak Hour

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

Intersection #2 University Dr / Temple Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.567
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			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	0	0 1 0	1	1	0 0 1	2	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	0	2	3	117	4	63	159	545	2	8	1144	484
Growth Adj:	1.00	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	2	3	117	4	63	159	545	2	8	1144	484
Added Vol:	0	0	0	0	0	0	0	45	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2	3	117	4	63	159	590	2	8	1144	484
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:	0	2	3	122	4	66	166	615	2	8	1192	504
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2	3	122	4	66	166	615	2	8	1192	504
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	2	3	122	4	66	166	615	2	8	1192	504
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	0.40	0.60	1.93	0.07	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	640	960	3094	106	1600	3200	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.04	0.04	0.05	0.19	0.00	0.01	0.37	0.32
OvlAdjV/S:						0.00						
Crit Moves:		****		****				****			****	

Mt SAC PEP Earth Export Truck Haul
Existing + Haul Conditions
AM Peak Hour

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

Intersection #3 Campus Dr / Temple Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.686
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	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	1	0	1	1	0	0	2	2	0
Volume Module:												
Base Vol:	26	15	15	99	26	633	275	364	13	16	1133	307
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	15	15	99	26	633	275	364	13	16	1133	307
Added Vol:	0	0	0	0	0	0	0	45	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	15	15	99	26	633	275	409	13	16	1133	307
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:	27	15	15	102	27	653	284	422	13	17	1169	317
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	15	15	102	27	653	284	422	13	17	1169	317
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	15	15	102	27	653	284	422	13	17	1169	317
OvlAdjVol:						369						
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	1.58	0.42	2.00	2.00	2.91	0.09	1.00	2.00	1.00
Final Sat.:	1600	1600	1600	2534	666	3200	3200	4652	148	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.01	0.04	0.04	0.20	0.09	0.09	0.09	0.01	0.37	0.20
OvlAdjV/S:						0.12						
Crit Moves:	****					****	****				****	

Mt SAC PEP Earth Export Truck Haul
Existing + Haul Conditions
AM Peak Hour

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

Intersection #4 Valley Blvd / Temple Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.803
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	67	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
Volume Module:												
Base Vol:	245	387	24	63	557	240	103	288	85	78	985	115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	245	387	24	63	557	240	103	288	85	78	985	115
Added Vol:	0	0	0	0	0	0	0	45	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	245	387	24	63	557	240	103	333	85	78	985	115
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:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	277	438	27	71	631	272	117	377	96	88	1116	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	277	438	27	71	631	272	117	377	96	88	1116	130
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:	277	438	27	71	631	272	117	377	96	88	1116	130
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	2.39	0.61	1.00	2.69	0.31
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3824	976	1600	4298	502
Capacity Analysis Module:												
Vol/Sat:	0.17	0.14	0.02	0.04	0.20	0.17	0.07	0.10	0.10	0.06	0.26	0.26
Crit Moves:	****				****		****				****	

Mt SAC PEP Earth Export Truck Haul
Existing + Haul Conditions
AM Peak Hour

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

Intersection #5 SR-57 SB Ramps / Temple Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.715
Loss Time (sec):	6	Average Delay (sec/veh):	21.7
Optimal Cycle:	44	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! 0 1	0	0	2 1 0	1	0	3 0 1
Volume Module:												
Base Vol:	0	0	2	771	4	808	0	563	11	36	950	33
Growth Adj:	1.00	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	771	4	808	0	563	11	36	950	33
Added Vol:	0	0	0	0	0	0	0	45	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	2	771	4	808	0	608	11	36	950	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	0.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.00
PHF Volume:	0	0	2	802	4	841	0	633	11	37	989	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	2	802	4	841	0	633	11	37	989	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	802	4	841	0	633	11	37	989	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.87	0.90	0.90	0.90	1.00	0.91	0.91	0.95	0.91	1.00
Lanes:	0.00	0.00	1.00	1.48	0.01	1.51	0.00	2.95	0.05	1.00	3.00	1.00
Final Sat.:	0	0	1644	2546	9	2586	0	5080	92	1805	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.32	0.48	0.33	0.00	0.12	0.12	0.02	0.19	0.00
Crit Moves:					****			****			****	
Green/Cycle:	0.00	0.00	0.00	0.67	0.67	0.67	0.00	0.23	0.23	0.04	0.27	0.00
Volume/Cap:	0.00	0.00	xxxx	0.47	0.72	0.48	0.00	0.55	0.55	0.55	0.72	0.00
Delay/Veh:	0.0	0.0	0.0	7.9	11.4	8.0	0.0	34.5	34.5	56.1	35.1	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	7.9	11.4	8.0	0.0	34.5	34.5	56.1	35.1	0.0
LOS by Move:	A	A	A	A	B	A	A	C	C	E	D	A
HCM2kAvgQ:	0	0	0	11	2	7	0	6	6	2	11	0

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

Mt SAC PEP Earth Export Truck Haul
Existing + Haul Conditions
AM Peak Hour

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

Intersection #6 SR-57 NB Ramps / Temple Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.455
Loss Time (sec):	6	Average Delay (sec/veh):	11.8
Optimal Cycle:	25	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			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	0	0	0 0 0	1	0	2 1 1	0	0	3 0 0
Volume Module:												
Base Vol:	293	0	247	0	0	0	0	1063	306	0	1312	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:	293	0	247	0	0	0	0	1063	306	0	1312	0
Added Vol:	0	0	0	0	0	0	0	45	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	293	0	247	0	0	0	0	1108	306	0	1312	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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	345	0	291	0	0	0	0	1305	360	0	1545	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	345	0	291	0	0	0	0	1305	360	0	1545	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:	345	0	291	0	0	0	0	1305	360	0	1545	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	1.00	0.91	1.00	1.00	1.00	1.00	0.88	0.88	1.00	0.91	1.00
Lanes:	1.54	0.00	1.46	0.00	0.00	0.00	1.00	3.00	1.00	0.00	3.00	0.00
Final Sat.:	2658	0	2511	0	0	0	1900	5021	1674	0	5187	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.12	0.00	0.00	0.00	0.00	0.26	0.22	0.00	0.30	0.00
Crit Moves:	****										****	
Green/Cycle:	0.29	0.00	0.29	0.00	0.00	0.00	0.00	0.65	0.65	0.00	0.65	0.00
Volume/Cap:	0.46	0.00	0.41	0.00	0.00	0.00	0.00	0.40	0.33	0.00	0.46	0.00
Delay/Veh:	29.6	0.0	29.1	0.0	0.0	0.0	0.0	8.1	7.6	0.0	8.6	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:	29.6	0.0	29.1	0.0	0.0	0.0	0.0	8.1	7.6	0.0	8.6	0.0
LOS by Move:	C	A	C	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	6	0	5	0	0	0	0	7	5	0	9	0

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

Mt SAC PEP Earth Export Truck Haul
Existing + Haul Conditions
PM Peak Hour

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

Intersection #1 Bonita Ave / Temple Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.638
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:	79	14	115	258	6	119	112	937	24	17	798	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	14	115	258	6	119	112	937	24	17	798	129
Added Vol:	0	0	45	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	79	14	160	258	6	119	112	937	24	17	798	129
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:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	87	15	175	283	7	130	123	1026	26	19	874	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	15	175	283	7	130	123	1026	26	19	874	141
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:	87	15	175	283	7	130	123	1026	26	19	874	141
OvlAdjVol:						69						
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	1.95	0.05	1.00	2.00	1.00
Final Sat.:	1600	1600	1600	3200	1600	1600	3200	3120	80	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.01	0.11	0.09	0.00	0.08	0.04	0.33	0.33	0.01	0.27	0.09
OvlAdjV/S:						0.04						
Crit Moves:			****	****				****		****		

Mt SAC PEP Earth Export Truck Haul
Existing + Haul Conditions
PM Peak Hour

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

Intersection #2 University Dr / Temple Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.730
Loss Time (sec): 10 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:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			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	0	0 1 0	1	1	0 0 1	2	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	4	8	9	518	14	174	112	1202	4	48	811	246
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	8	9	518	14	174	112	1202	4	48	811	246
Added Vol:	0	0	0	0	0	0	0	45	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	8	9	518	14	174	112	1247	4	48	811	246
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:	4	8	10	547	15	184	118	1317	4	51	856	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	8	10	547	15	184	118	1317	4	51	856	260
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:	4	8	10	547	15	184	118	1317	4	51	856	260
OvlAdjVol:						125			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	0.47	0.53	1.95	0.05	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	753	847	3116	84	1600	3200	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.01	0.18	0.18	0.11	0.04	0.41	0.00	0.03	0.27	0.16
OvlAdjV/S:						0.08			0.00			
Crit Moves:		****		****				****		****		

Mt SAC PEP Earth Export Truck Haul
Existing + Haul Conditions
PM Peak Hour

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

Intersection #3 Campus Dr / Temple Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.708
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	1	0	1	1	0	0	2	2	0
Volume Module:												
Base Vol:	24	38	49	319	21	364	689	1043	26	35	726	304
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	38	49	319	21	364	689	1043	26	35	726	304
Added Vol:	0	0	0	0	0	0	0	45	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	38	49	319	21	364	689	1088	26	35	726	304
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:	25	40	51	335	22	382	723	1142	27	37	762	319
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	40	51	335	22	382	723	1142	27	37	762	319
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:	25	40	51	335	22	382	723	1142	27	37	762	319
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	1.88	0.12	2.00	2.00	2.93	0.07	1.00	2.00	1.00
Final Sat.:	1600	1600	1600	3002	198	3200	3200	4688	112	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.03	0.11	0.11	0.12	0.23	0.24	0.24	0.02	0.24	0.20
OvlAdjV/S:						0.00						
Crit Moves:			****	****			****				****	

Mt SAC PEP Earth Export Truck Haul
Existing + Haul Conditions
PM Peak Hour

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

Intersection #4 Valley Blvd / Temple Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.709
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			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
Volume Module:												
Base Vol:	236	615	73	205	400	150	170	865	204	73	641	120
Growth Adj:	1.00	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	615	73	205	400	150	170	865	204	73	641	120
Added Vol:	0	0	0	0	0	0	0	45	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	236	615	73	205	400	150	170	910	204	73	641	120
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:	240	626	74	209	407	153	173	927	208	74	653	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	626	74	209	407	153	173	927	208	74	653	122
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:	240	626	74	209	407	153	173	927	208	74	653	122
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.45	0.55	1.00	2.53	0.47
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3921	879	1600	4043	757
Capacity Analysis Module:												
Vol/Sat:	0.15	0.20	0.05	0.13	0.13	0.10	0.11	0.24	0.24	0.05	0.16	0.16
Crit Moves:		****		****				****			****	

Mt SAC PEP Earth Export Truck Haul
Existing + Haul Conditions
PM Peak Hour

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

Intersection #5 SR-57 SB Ramps / Temple Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.848
Loss Time (sec):	6	Average Delay (sec/veh):	24.6
Optimal Cycle:	71	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! 0 1	0	0	2 1 0	1	0	3 0 1
Volume Module:												
Base Vol:	0	0	7	981	13	484	0	1621	23	32	532	65
Growth Adj:	1.00	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	7	981	13	484	0	1621	23	32	532	65
Added Vol:	0	0	0	0	0	0	0	45	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	7	981	13	484	0	1666	23	32	532	65
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:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.00
PHF Volume:	0	0	7	1016	13	501	0	1725	24	33	551	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	7	1016	13	501	0	1725	24	33	551	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	7	1016	13	501	0	1725	24	33	551	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.87	0.92	0.92	0.92	1.00	0.91	0.91	0.95	0.91	1.00
Lanes:	0.00	0.00	1.00	1.66	0.02	1.32	0.00	2.96	0.04	1.00	3.00	1.00
Final Sat.:	0	0	1644	2900	31	2317	0	5106	70	1805	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.35	0.44	0.22	0.00	0.34	0.34	0.02	0.11	0.00
Crit Moves:					****			****		****		
Green/Cycle:	0.00	0.00	0.00	0.52	0.52	0.52	0.00	0.40	0.40	0.02	0.42	0.00
Volume/Cap:	0.00	0.00	xxxx	0.67	0.85	0.42	0.00	0.85	0.85	0.85	0.25	0.00
Delay/Veh:	0.0	0.0	0.0	18.5	24.6	14.8	0.0	30.9	30.9	135.6	18.9	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	18.5	24.6	14.8	0.0	30.9	30.9	135.6	18.9	0.0
LOS by Move:	A	A	A	B	C	B	A	C	C	F	B	A
HCM2kAvgQ:	0	0	0	23	1	9	0	18	18	3	4	0

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

Mt SAC PEP Earth Export Truck Haul
Existing + Haul Conditions
PM Peak Hour

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

Intersection #6 SR-57 NB Ramps / Temple Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.497
Loss Time (sec):	6	Average Delay (sec/veh):	7.2
Optimal Cycle:	27	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			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	0	0	0 0 0	1	0	2 1 1	0	0	3 0 0
Volume Module:												
Base Vol:	116	0	229	0	0	0	0	1805	582	0	883	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	0	229	0	0	0	0	1805	582	0	883	0
Added Vol:	0	0	0	0	0	0	0	45	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	116	0	229	0	0	0	0	1850	582	0	883	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:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	120	0	237	0	0	0	0	1911	601	0	912	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	0	237	0	0	0	0	1911	601	0	912	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:	120	0	237	0	0	0	0	1911	601	0	912	0
Saturation Flow Module:												
Sat/Lane:	1900	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	0.88	0.88	1.00	0.91	1.00
Lanes:	1.34	0.00	1.66	0.00	0.00	0.00	1.00	3.00	1.00	0.00	3.00	0.00
Final Sat.:	2246	0	2797	0	0	0	1900	5000	1667	0	5187	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.08	0.00	0.00	0.00	0.00	0.38	0.36	0.00	0.18	0.00
Crit Moves:			****					****				
Green/Cycle:	0.17	0.00	0.17	0.00	0.00	0.00	0.00	0.77	0.77	0.00	0.77	0.00
Volume/Cap:	0.31	0.00	0.50	0.00	0.00	0.00	0.00	0.50	0.47	0.00	0.23	0.00
Delay/Veh:	36.5	0.0	38.1	0.0	0.0	0.0	0.0	4.4	4.2	0.0	3.2	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:	36.5	0.0	38.1	0.0	0.0	0.0	0.0	4.4	4.2	0.0	3.2	0.0
LOS by Move:	D	A	D	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	3	0	5	0	0	0	0	8	7	0	3	0

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

APPENDIX C – MINISTERIAL PERMIT APPLICATIONS AND AGENCY CONTACT INFORMATION

CITY OF CHINO HILLS
14000 City Center Drive
Chino Hills, CA 91709
(909) 364-2758 Fax (909) 364-2791

PERMIT #

WIDE/OVERWEIGHT PERMIT

Name/Company:		Address:	
City/State/Zip:		Phone:	Fax:
☐ Haul ☐ Drive ☐ Tow	Load or Equipment and Model No.		Permit Valid Between: _____ am/pm until _____ am/pm **Moving Authorized** Yes No Saturday ☐ ☐ Sunday ☐ ☐ Sunset to Sunrise ☐ ☐
Type Vehicle			
King Pin to Last Axle	Comb. Vehicle Length		

LOADED DIMENSIONS DIFFERENT THAN OR WEIGHTS EXCEEDING THOSE SHOWN BELOW ARE NOT AUTHORIZED

Max. Height:	Max. Width:	Max. Overall Length:	Max. Overhang:

Axle Number	1	2	3	4	5	6	7	8	9
Number Tires									
Axle Spacing									
Axle Width									
Weight									

Pilot Car: ☐ Yes ☐ None Required	Insurance: ☐ On-file with City _____ Expiration Date

Origin:	Destination:	No. of Trips:

Authorized Route:

Conditions of Permit:

_____
Authorized Agent (Applicant) Signature

***********CITY USE ONLY************

Date Application Received: _____	FEE: $ _____
Date Application Approved: _____	☐ Cash ☐ Charge ☐ Check Ck# _____
Approved by: _____	Receipt No: _____ Date Paid: _____
	Pay Code: J6 **001-0000-335-5010**

Updated 10/28/08

City of
Chino Hills

Oversize and Overweight Load Permit Guidelines

1. Oversize and Overweight Loads are only permitted on Major Arterials and Major Highways as defined in the City's General Plan Circulation Element, within the City of Chino Hills.

2. The following are maximum weights for the Major Arterials and Highways within the City of Chino Hills (as defined in the General Plan's Circulation Element):

    a. 80,000 pounds gross vehicle weight
    b. 20,000 pounds single axle weight
    c. 34,000 pounds tandem axle weight

3. Per the California Vehicle Code, loads in excess of any of the following limits are considered to be oversized or overweight loads and require a permit issued by the City of Chino Hills to travel on the City's Major Arterials and Major Highways:

    Height: 14 feet, except as specified in CVC
    Length: 40 feet, except as specified in CVC
    Width: 8.5 feet
    Weight: Per CVC weight limits for that vehicle

    The California Vehicle Code notes allowable exceptions for specific vehicle types or configurations.

4. Normal hours for transporting loads shall not occur between 5:00 A.M. and 9:30 A.M.; 3:00 P.M. and 7:00 P.M. Normal hours shall be between 9:30 A.M. and 3:00 P.M.

5. Loads of unusual sizes may be restricted to night time hours, between 10:00 P.M. and 4:00 A.M.

6. Loads in excess of 14 feet in height, 12 feet in width, or 75 feet in length require the use of a pilot car.

7. Permits will not be issued for loads exceeding any of the following:

    Height: 16 feet
    Width: 18 feet
    Length: 135 feet
    Weight: As indicated under #2 above

Public Works Department
13220 Central Avenue
Chino, CA 91710
(909) 334-3265

www.cityofchino.org

CITY *of* CHINO

WIDE/OVERWEIGHT LOAD PERMIT

IN COMPLIANCE WITH YOUR REQUEST AND SUBJECT TO ALL THE TERMS, CONDITIONS AND RESTRICTIONS WRITTEN BELOW AND THE ATTACHMENTS, PERMISSION IS GRANTED TO:

TRANSPORTER:	PHONE NUMBER:
ADDRESS:	
CITY/STATE/ZIP:	FAX NUMBER:
CONTACT NAME:	E-MAIL:

HAUL ☐	LOAD OR EQUIPMENT AND MODEL NO:	SINGLE TRIP	
DRIVE ☐		SINGLE TRIP & RETURN	
TOW ☐		MULTIPLE TRIPS	

VEHICLE TYPE	KING PIN LAST AXLE	AMOUNT $	RECEIPT NO.

LOADED DIMENSIONS DIFFERENT THAN OR WEIGHTS EXCEEDING THOSE SHOWN BELOW ARE NOT AUTHORIZED

MAX HEIGHT:	MAX WIDTH:	MAX OVERALL LENGTH:	MAX OVERHANG:

AXLE NUMBER	1	2	3	4	5	6	7	8	9
NUMBER TIRES									
AXLE SPACING									
AXLE WIDTH									
MAX ALLOWABLE WEIGHT									

ORIGIN:	DESTINATION:

AUTHORIZED ROADS/STREETS/HIGHWAYS:

PERMIT NUMBER

PERMIT VALID BETWEEN

DATE:_____/_____/_____

DATE:_____/_____/_____

PILOT CAR(S) REQUIRED 1 ☐ 2 ☐ NO ☐

APPLICANT SIGNATURE _____ DATE: _____

APPROVED BY _____ DATE: _____

DISTRIBUTION: PERMITEE, PW-STREETS DIVISION, PD-TRAFFIC DIVISION

AGENCY CONTACT INFORMATION

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Ontario
Mauricio Diaz
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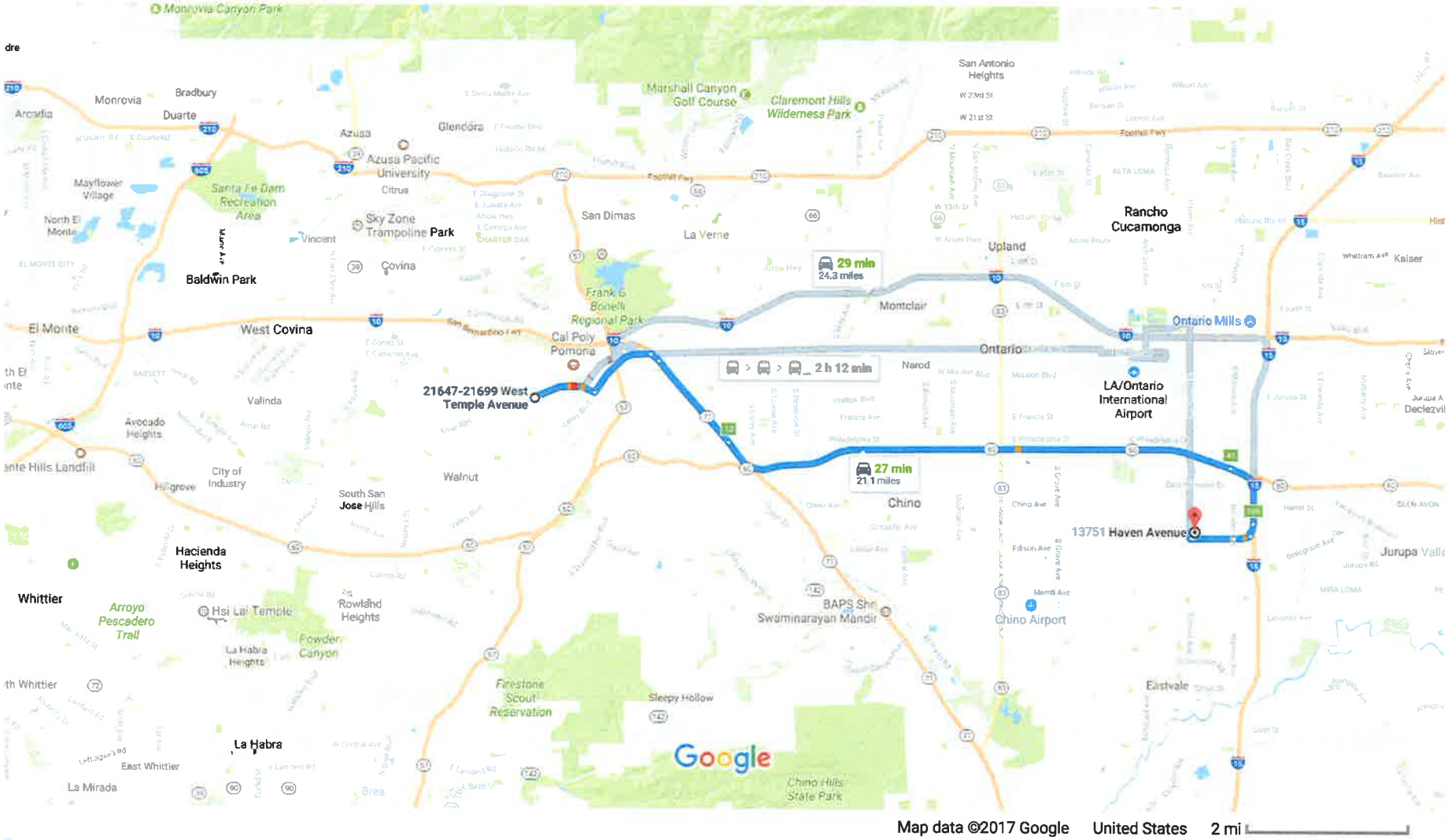
909.395.2025

APPENDIX D – POTENTIAL TRUCK HAUL ROUTE MAPS

Google Maps

21647-21699 W Temple Ave, Walnut, CA 91789 to 13751 Haven Ave, Ontario, CA 91761

Drive 21.1 miles, 27 min



via CA-60 E

Fastest route, the usual traffic

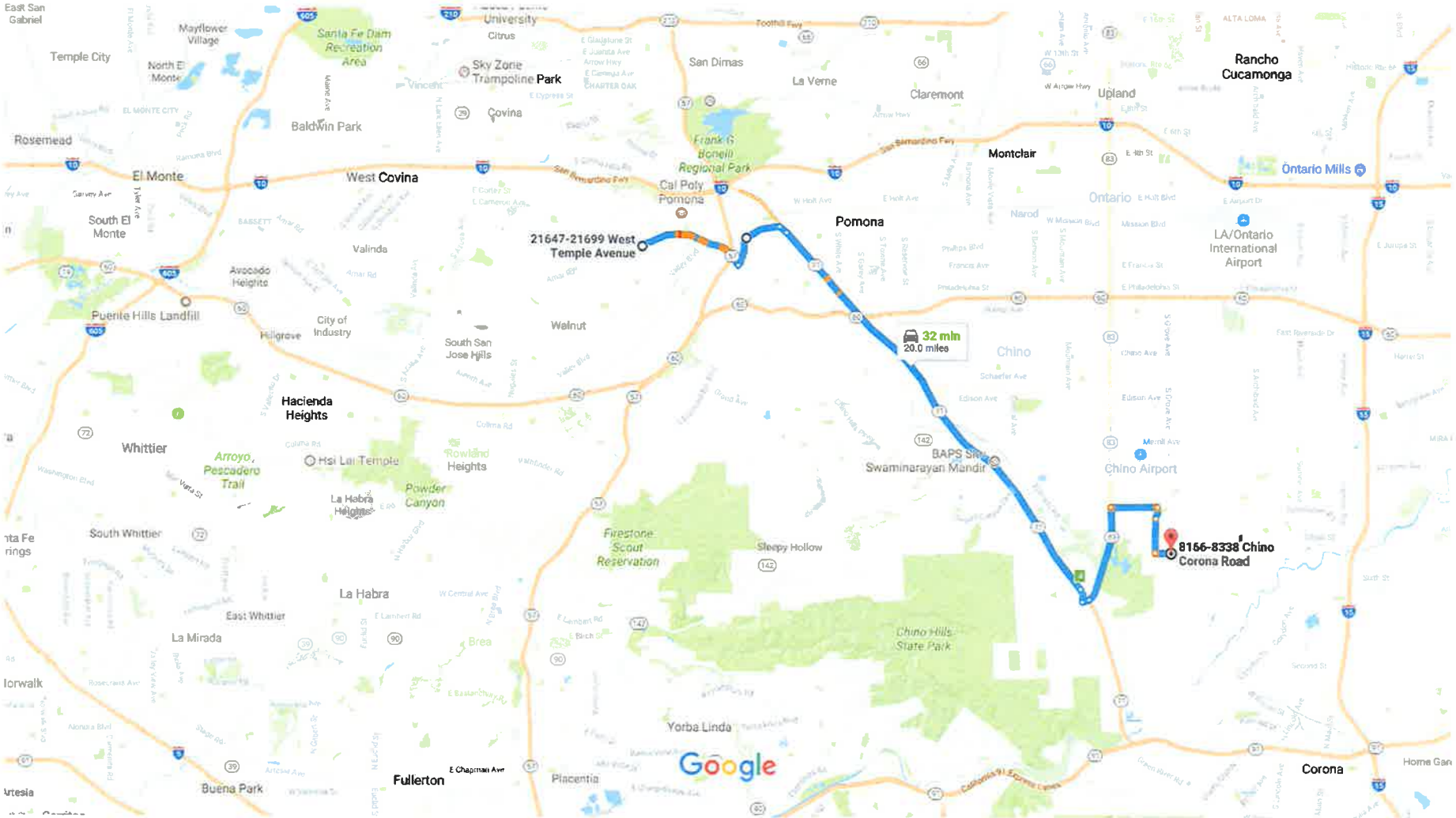
27 min

21.1 miles

Google Maps

21647-21699 W Temple Ave, Walnut, CA 91789 to 8166-8338 Chino Corona Rd, Corona, CA 92880

Drive 20.0 miles, 32 min



Map data ©2017 Google United States 2 mi

via CA-71 S

27 min without traffic

32 min

20.0 miles