Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	183	29	41	301	2	41
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	191	30	43	314	2	43

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	221	0	605	206
Stage 1	-	-	-	-	206	-
Stage 2	-	-	-	-	399	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1348	-	461	835
Stage 1	-	-	-	-	829	-
Stage 2	-	-	-	-	678	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1348	-	443	835
Mov Cap-2 Maneuver	-	-	-	-	443	-
Stage 1	-	-	-	-	829	-
Stage 2	-	-	-	-	652	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	9.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	802	-	-	1348	-
HCM Lane V/C Ratio	0.056	-	-	0.032	-
HCM Control Delay (s)	9.8	-	-	7.8	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	142	15	26	146	5	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	151	16	28	155	5	43

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	167	0	370	159
Stage 1	-	-	-	-	159	-
Stage 2	-	-	-	-	211	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1411	-	630	886
Stage 1	-	-	-	-	870	-
Stage 2	-	-	-	-	824	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1411	-	616	886
Mov Cap-2 Maneuver	-	-	-	-	616	-
Stage 1	-	-	-	-	870	-
Stage 2	-	-	-	-	806	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.1	9.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	845	-	-	1411	-
HCM Lane V/C Ratio	0.057	-	-	0.02	-
HCM Control Delay (s)	9.5	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	30	3	10	51	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	36	4	12	61	0	6

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	40	0	124	38
Stage 1	-	-	-	-	38	-
Stage 2	-	-	-	-	86	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1570	-	871	1034
Stage 1	-	-	-	-	984	-
Stage 2	-	-	-	-	937	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1570	-	864	1034
Mov Cap-2 Maneuver	-	-	-	-	864	-
Stage 1	-	-	-	-	984	-
Stage 2	-	-	-	-	930	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	8.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1034	-	-	1570	-
HCM Lane V/C Ratio	0.006	-	-	0.008	-
HCM Control Delay (s)	8.5	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	299	29	41	425	2	41
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	311	30	43	443	2	43

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	342	0	855	327
Stage 1	-	-	-	-	327	-
Stage 2	-	-	-	-	528	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1217	-	329	714
Stage 1	-	-	-	-	731	-
Stage 2	-	-	-	-	592	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1217	-	314	714
Mov Cap-2 Maneuver	-	-	-	-	314	-
Stage 1	-	-	-	-	731	-
Stage 2	-	-	-	-	564	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	10.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	674	-	-	1217	-
HCM Lane V/C Ratio	0.066	-	-	0.035	-
HCM Control Delay (s)	10.7	-	-	8.1	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	426	15	26	470	5	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	453	16	28	500	5	43

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	469	0	1016	461
Stage 1	-	-	-	-	461	-
Stage 2	-	-	-	-	555	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1093	-	264	600
Stage 1	-	-	-	-	635	-
Stage 2	-	-	-	-	575	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1093	-	255	600
Mov Cap-2 Maneuver	-	-	-	-	255	-
Stage 1	-	-	-	-	635	-
Stage 2	-	-	-	-	555	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	12.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	522	-	-	1093	-
HCM Lane V/C Ratio	0.092	-	-	0.025	-
HCM Control Delay (s)	12.6	-	-	8.4	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	456	3	10	520	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	549	4	12	627	0	6

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	553	0	1202	551
Stage 1	-	-	-	-	551	-
Stage 2	-	-	-	-	651	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1017	-	204	534
Stage 1	-	-	-	-	577	-
Stage 2	-	-	-	-	519	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1017	-	200	534
Mov Cap-2 Maneuver	-	-	-	-	200	-
Stage 1	-	-	-	-	577	-
Stage 2	-	-	-	-	510	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	11.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	534	-	-	1017	-
HCM Lane V/C Ratio	0.011	-	-	0.012	-
HCM Control Delay (s)	11.8	-	-	8.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	186	29	42	306	2	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	194	30	44	319	2	44

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	224	0	615	209
Stage 1	-	-	-	-	209	-
Stage 2	-	-	-	-	406	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1345	-	455	831
Stage 1	-	-	-	-	826	-
Stage 2	-	-	-	-	673	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1345	-	437	831
Mov Cap-2 Maneuver	-	-	-	-	437	-
Stage 1	-	-	-	-	826	-
Stage 2	-	-	-	-	646	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	9.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	798	-	-	1345	-
HCM Lane V/C Ratio	0.057	-	-	0.033	-
HCM Control Delay (s)	9.8	-	-	7.8	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	144	15	26	148	5	41
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	153	16	28	157	5	44

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	169	0	374	161
Stage 1	-	-	-	-	161	-
Stage 2	-	-	-	-	213	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1409	-	627	884
Stage 1	-	-	-	-	868	-
Stage 2	-	-	-	-	823	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1409	-	613	884
Mov Cap-2 Maneuver	-	-	-	-	613	-
Stage 1	-	-	-	-	868	-
Stage 2	-	-	-	-	805	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.1	9.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	843	-	-	1409	-
HCM Lane V/C Ratio	0.058	-	-	0.02	-
HCM Control Delay (s)	9.5	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	30	3	10	52	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	36	4	12	63	0	6

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	40	0	125	38
Stage 1	-	-	-	-	38	-
Stage 2	-	-	-	-	87	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1570	-	870	1034
Stage 1	-	-	-	-	984	-
Stage 2	-	-	-	-	936	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1570	-	863	1034
Mov Cap-2 Maneuver	-	-	-	-	863	-
Stage 1	-	-	-	-	984	-
Stage 2	-	-	-	-	929	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	8.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1034	-	-	1570	-
HCM Lane V/C Ratio	0.006	-	-	0.008	-
HCM Control Delay (s)	8.5	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	239	29	42	417	2	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	249	30	44	434	2	44

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	279	0	786	264
Stage 1	-	-	-	-	264	-
Stage 2	-	-	-	-	522	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1284	-	361	775
Stage 1	-	-	-	-	780	-
Stage 2	-	-	-	-	595	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1284	-	345	775
Mov Cap-2 Maneuver	-	-	-	-	345	-
Stage 1	-	-	-	-	780	-
Stage 2	-	-	-	-	568	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	10.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	733	-	-	1284	-
HCM Lane V/C Ratio	0.063	-	-	0.034	-
HCM Control Delay (s)	10.2	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	398	15	26	411	5	41
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	423	16	28	437	5	44

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	439	0	924	431
Stage 1	-	-	-	-	431	-
Stage 2	-	-	-	-	493	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1121	-	299	624
Stage 1	-	-	-	-	655	-
Stage 2	-	-	-	-	614	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1121	-	289	624
Mov Cap-2 Maneuver	-	-	-	-	289	-
Stage 1	-	-	-	-	655	-
Stage 2	-	-	-	-	594	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	12.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	554	-	-	1121	-
HCM Lane V/C Ratio	0.088	-	-	0.025	-
HCM Control Delay (s)	12.1	-	-	8.3	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	419	3	10	477	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	505	4	12	575	0	6

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	508	0	1106	507
Stage 1	-	-	-	-	507	-
Stage 2	-	-	-	-	599	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1057	-	233	566
Stage 1	-	-	-	-	605	-
Stage 2	-	-	-	-	549	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1057	-	229	566
Mov Cap-2 Maneuver	-	-	-	-	229	-
Stage 1	-	-	-	-	605	-
Stage 2	-	-	-	-	540	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	11.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	566	-	-	1057	-
HCM Lane V/C Ratio	0.011	-	-	0.011	-
HCM Control Delay (s)	11.4	-	-	8.4	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	191	30	43	314	2	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	199	31	45	327	2	45

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	230	0	632	215
Stage 1	-	-	-	-	215	-
Stage 2	-	-	-	-	417	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1338	-	444	825
Stage 1	-	-	-	-	821	-
Stage 2	-	-	-	-	665	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1338	-	426	825
Mov Cap-2 Maneuver	-	-	-	-	426	-
Stage 1	-	-	-	-	821	-
Stage 2	-	-	-	-	638	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	9.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	792	-	-	1338	-
HCM Lane V/C Ratio	0.059	-	-	0.033	-
HCM Control Delay (s)	9.8	-	-	7.8	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	148	16	27	152	5	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	157	17	29	162	5	45

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	174	0	385	166
Stage 1	-	-	-	-	166	-
Stage 2	-	-	-	-	219	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1403	-	618	878
Stage 1	-	-	-	-	863	-
Stage 2	-	-	-	-	817	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1403	-	604	878
Mov Cap-2 Maneuver	-	-	-	-	604	-
Stage 1	-	-	-	-	863	-
Stage 2	-	-	-	-	798	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.1	9.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	838	-	-	1403	-
HCM Lane V/C Ratio	0.06	-	-	0.02	-
HCM Control Delay (s)	9.6	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	31	3	10	53	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	37	4	12	64	0	6

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	41	0	127	39
Stage 1	-	-	-	-	39	-
Stage 2	-	-	-	-	88	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1568	-	868	1033
Stage 1	-	-	-	-	983	-
Stage 2	-	-	-	-	935	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1568	-	861	1033
Mov Cap-2 Maneuver	-	-	-	-	861	-
Stage 1	-	-	-	-	983	-
Stage 2	-	-	-	-	928	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	8.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1033	-	-	1568	-
HCM Lane V/C Ratio	0.006	-	-	0.008	-
HCM Control Delay (s)	8.5	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	307	30	43	438	2	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	320	31	45	456	2	45

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	351	0	881	335
Stage 1	-	-	-	-	335	-
Stage 2	-	-	-	-	546	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1208	-	317	707
Stage 1	-	-	-	-	725	-
Stage 2	-	-	-	-	580	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1208	-	301	707
Mov Cap-2 Maneuver	-	-	-	-	301	-
Stage 1	-	-	-	-	725	-
Stage 2	-	-	-	-	551	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	10.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	667	-	-	1208	-
HCM Lane V/C Ratio	0.07	-	-	0.037	-
HCM Control Delay (s)	10.8	-	-	8.1	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	432	16	27	476	5	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	460	17	29	506	5	45

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	477	0	1032	468
Stage 1	-	-	-	-	468	-
Stage 2	-	-	-	-	564	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1085	-	258	595
Stage 1	-	-	-	-	630	-
Stage 2	-	-	-	-	569	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1085	-	248	595
Mov Cap-2 Maneuver	-	-	-	-	248	-
Stage 1	-	-	-	-	630	-
Stage 2	-	-	-	-	548	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	12.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	518	-	-	1085	-
HCM Lane V/C Ratio	0.097	-	-	0.026	-
HCM Control Delay (s)	12.7	-	-	8.4	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	457	3	10	522	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	551	4	12	629	0	6

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	554	0	1205	552
Stage 1	-	-	-	-	552	-
Stage 2	-	-	-	-	653	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1016	-	203	533
Stage 1	-	-	-	-	577	-
Stage 2	-	-	-	-	518	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1016	-	199	533
Mov Cap-2 Maneuver	-	-	-	-	199	-
Stage 1	-	-	-	-	577	-
Stage 2	-	-	-	-	509	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	11.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	533	-	-	1016	-
HCM Lane V/C Ratio	0.011	-	-	0.012	-
HCM Control Delay (s)	11.8	-	-	8.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	204	32	46	336	2	46
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	212	33	48	350	2	48

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	246	0	675	229
Stage 1	-	-	-	-	229	-
Stage 2	-	-	-	-	446	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1320	-	419	810
Stage 1	-	-	-	-	809	-
Stage 2	-	-	-	-	645	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1320	-	400	810
Mov Cap-2 Maneuver	-	-	-	-	400	-
Stage 1	-	-	-	-	809	-
Stage 2	-	-	-	-	616	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	10
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	777	-	-	1320	-
HCM Lane V/C Ratio	0.064	-	-	0.036	-
HCM Control Delay (s)	10	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	158	17	29	163	6	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	168	18	31	173	6	48

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	186	0	412	177
Stage 1	-	-	-	-	177	-
Stage 2	-	-	-	-	235	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1388	-	596	866
Stage 1	-	-	-	-	854	-
Stage 2	-	-	-	-	804	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1388	-	581	866
Mov Cap-2 Maneuver	-	-	-	-	581	-
Stage 1	-	-	-	-	854	-
Stage 2	-	-	-	-	784	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	9.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	819	-	-	1388	-
HCM Lane V/C Ratio	0.066	-	-	0.022	-
HCM Control Delay (s)	9.7	-	-	7.7	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	33	3	11	57	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	40	4	13	69	0	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	43	0	137	42
Stage 1	-	-	-	-	42	-
Stage 2	-	-	-	-	95	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1566	-	856	1029
Stage 1	-	-	-	-	980	-
Stage 2	-	-	-	-	929	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1566	-	848	1029
Mov Cap-2 Maneuver	-	-	-	-	848	-
Stage 1	-	-	-	-	980	-
Stage 2	-	-	-	-	921	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	8.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1029	-	-	1566	-
HCM Lane V/C Ratio	0.007	-	-	0.008	-
HCM Control Delay (s)	8.5	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	320	32	46	460	2	46
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	333	33	48	479	2	48

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	367	0	925	350
Stage 1	-	-	-	-	350	-
Stage 2	-	-	-	-	575	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1192	-	299	693
Stage 1	-	-	-	-	713	-
Stage 2	-	-	-	-	563	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1192	-	283	693
Mov Cap-2 Maneuver	-	-	-	-	283	-
Stage 1	-	-	-	-	713	-
Stage 2	-	-	-	-	532	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	11
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	654	-	-	1192	-
HCM Lane V/C Ratio	0.076	-	-	0.04	-
HCM Control Delay (s)	11	-	-	8.1	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	442	17	29	487	6	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	470	18	31	518	6	48

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	488	0	1059	479
Stage 1	-	-	-	-	479	-
Stage 2	-	-	-	-	580	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1075	-	249	587
Stage 1	-	-	-	-	623	-
Stage 2	-	-	-	-	560	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1075	-	239	587
Mov Cap-2 Maneuver	-	-	-	-	239	-
Stage 1	-	-	-	-	623	-
Stage 2	-	-	-	-	538	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	13.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	501	-	-	1075	-
HCM Lane V/C Ratio	0.108	-	-	0.029	-
HCM Control Delay (s)	13.1	-	-	8.4	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	459	3	11	526	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	553	4	13	634	0	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	557	0	1215	555
Stage 1	-	-	-	-	555	-
Stage 2	-	-	-	-	660	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1014	-	200	531
Stage 1	-	-	-	-	575	-
Stage 2	-	-	-	-	514	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1014	-	196	531
Mov Cap-2 Maneuver	-	-	-	-	196	-
Stage 1	-	-	-	-	575	-
Stage 2	-	-	-	-	504	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	11.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	531	-	-	1014	-
HCM Lane V/C Ratio	0.014	-	-	0.013	-
HCM Control Delay (s)	11.9	-	-	8.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	59	77	25	12	257	11	6	0	5	5	14	39
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	68	89	29	14	295	13	7	0	6	6	16	45

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	308	0	0	117	0	0	599	575	103	570	582	302
Stage 1	-	-	-	-	-	-	239	239	-	329	329	-
Stage 2	-	-	-	-	-	-	360	336	-	241	253	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1253	-	-	1471	-	-	413	429	952	432	425	738
Stage 1	-	-	-	-	-	-	764	708	-	684	646	-
Stage 2	-	-	-	-	-	-	658	642	-	762	698	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1253	-	-	1471	-	-	356	399	952	407	396	738
Mov Cap-2 Maneuver	-	-	-	-	-	-	356	399	-	407	396	-
Stage 1	-	-	-	-	-	-	720	667	-	644	638	-
Stage 2	-	-	-	-	-	-	595	634	-	713	658	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.9	0.3	12.4	12.1
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	498	1253	-	-	1471	-	-	577
HCM Lane V/C Ratio	0.025	0.054	-	-	0.009	-	-	0.116
HCM Control Delay (s)	12.4	8	0	-	7.5	0	-	12.1
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0.2	-	-	0	-	-	0.4

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	7	223	0	1	152	3	15	0	7	3	0	60
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	253	0	1	173	3	17	0	8	3	0	68

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	176	0	0	253	0	0	480	447	253	450	446	174
Stage 1	-	-	-	-	-	-	269	269	-	177	177	-
Stage 2	-	-	-	-	-	-	211	178	-	273	269	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1400	-	-	1312	-	-	496	506	786	519	507	869
Stage 1	-	-	-	-	-	-	737	687	-	825	753	-
Stage 2	-	-	-	-	-	-	791	752	-	733	687	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1400	-	-	1312	-	-	454	502	786	511	503	869
Mov Cap-2 Maneuver	-	-	-	-	-	-	454	502	-	511	503	-
Stage 1	-	-	-	-	-	-	732	682	-	819	752	-
Stage 2	-	-	-	-	-	-	728	751	-	721	682	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0	12.2	9.7
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	524	1400	-	-	1312	-	-	841
HCM Lane V/C Ratio	0.048	0.006	-	-	0.001	-	-	0.085
HCM Control Delay (s)	12.2	7.6	0	-	7.7	0	-	9.7
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.3

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	6	41	0	0	42	0	0	0	0	0	0	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	51	0	0	52	0	0	0	0	0	0	15

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	52	0	0	51	0	0	124	117	51	117	117	52
Stage 1	-	-	-	-	-	-	65	65	-	52	52	-
Stage 2	-	-	-	-	-	-	59	52	-	65	65	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1554	-	-	1555	-	-	850	773	1017	859	773	1016
Stage 1	-	-	-	-	-	-	946	841	-	961	852	-
Stage 2	-	-	-	-	-	-	953	852	-	946	841	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1554	-	-	1555	-	-	834	769	1017	856	769	1016
Mov Cap-2 Maneuver	-	-	-	-	-	-	834	769	-	856	769	-
Stage 1	-	-	-	-	-	-	941	837	-	956	852	-
Stage 2	-	-	-	-	-	-	939	852	-	941	837	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	0	0	8.6
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1554	-	-	1555	-	-	1016
HCM Lane V/C Ratio	-	0.005	-	-	-	-	-	0.015
HCM Control Delay (s)	0	7.3	0	-	0	-	-	8.6
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	59	84	25	12	266	11	6	0	5	5	14	39
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	68	97	29	14	306	13	7	0	6	6	16	45

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	318	0	0	125	0	0	617	593	111	589	601	312
Stage 1	-	-	-	-	-	-	247	247	-	340	340	-
Stage 2	-	-	-	-	-	-	370	346	-	249	261	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1242	-	-	1462	-	-	402	418	942	420	414	728
Stage 1	-	-	-	-	-	-	757	702	-	675	639	-
Stage 2	-	-	-	-	-	-	650	635	-	755	692	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1242	-	-	1462	-	-	346	389	942	395	385	728
Mov Cap-2 Maneuver	-	-	-	-	-	-	346	389	-	395	385	-
Stage 1	-	-	-	-	-	-	712	661	-	635	631	-
Stage 2	-	-	-	-	-	-	587	627	-	706	651	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.8	0.3	12.6	12.2
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	486	1242	-	-	1462	-	-	565
HCM Lane V/C Ratio	0.026	0.055	-	-	0.009	-	-	0.118
HCM Control Delay (s)	12.6	8.1	0	-	7.5	0	-	12.2
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0.2	-	-	0	-	-	0.4

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	7	242	0	1	173	3	15	0	7	3	0	60
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	275	0	1	197	3	17	0	8	3	0	68

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	200	0	0	275	0	0	526	493	275	496	492	198
Stage 1	-	-	-	-	-	-	291	291	-	201	201	-
Stage 2	-	-	-	-	-	-	235	202	-	295	291	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1372	-	-	1288	-	-	462	477	764	484	478	843
Stage 1	-	-	-	-	-	-	717	672	-	801	735	-
Stage 2	-	-	-	-	-	-	768	734	-	713	672	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1372	-	-	1288	-	-	422	473	764	476	474	843
Mov Cap-2 Maneuver	-	-	-	-	-	-	422	473	-	476	474	-
Stage 1	-	-	-	-	-	-	712	667	-	795	734	-
Stage 2	-	-	-	-	-	-	705	733	-	701	667	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0	12.7	9.9
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	492	1372	-	-	1288	-	-	813
HCM Lane V/C Ratio	0.051	0.006	-	-	0.001	-	-	0.088
HCM Control Delay (s)	12.7	7.6	0	-	7.8	0	-	9.9
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.3

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	6	69	0	0	73	0	0	0	0	0	0	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	85	0	0	90	0	0	0	0	0	0	15

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	90	0	0	85	0	0	198	190	85	190	190	90
Stage 1	-	-	-	-	-	-	100	100	-	90	90	-
Stage 2	-	-	-	-	-	-	98	90	-	100	100	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1505	-	-	1512	-	-	761	705	974	770	705	968
Stage 1	-	-	-	-	-	-	906	812	-	917	820	-
Stage 2	-	-	-	-	-	-	908	820	-	906	812	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1505	-	-	1512	-	-	746	701	974	767	701	968
Mov Cap-2 Maneuver	-	-	-	-	-	-	746	701	-	767	701	-
Stage 1	-	-	-	-	-	-	901	808	-	912	820	-
Stage 2	-	-	-	-	-	-	894	820	-	901	808	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0	0	8.8
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1505	-	-	1512	-	-	968
HCM Lane V/C Ratio	-	0.005	-	-	-	-	-	0.015
HCM Control Delay (s)	0	7.4	0	-	0	-	-	8.8
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	60	87	25	12	265	11	6	0	5	5	14	40
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	69	100	29	14	305	13	7	0	6	6	16	46

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	317	0	0	129	0	0	622	597	114	594	606	311
Stage 1	-	-	-	-	-	-	252	252	-	339	339	-
Stage 2	-	-	-	-	-	-	370	345	-	255	267	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1243	-	-	1457	-	-	399	416	939	417	411	729
Stage 1	-	-	-	-	-	-	752	698	-	676	640	-
Stage 2	-	-	-	-	-	-	650	636	-	749	688	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1243	-	-	1457	-	-	342	386	939	392	382	729
Mov Cap-2 Maneuver	-	-	-	-	-	-	342	386	-	392	382	-
Stage 1	-	-	-	-	-	-	707	656	-	635	632	-
Stage 2	-	-	-	-	-	-	586	628	-	700	647	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.8	0.3	12.7	12.2
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	481	1243	-	-	1457	-	-	566
HCM Lane V/C Ratio	0.026	0.055	-	-	0.009	-	-	0.12
HCM Control Delay (s)	12.7	8.1	0	-	7.5	0	-	12.2
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0.2	-	-	0	-	-	0.4

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	7	240	0	1	158	3	15	0	7	3	0	61
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	273	0	1	180	3	17	0	8	3	0	69

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	183	0	0	273	0	0	507	474	273	477	473	181
Stage 1	-	-	-	-	-	-	289	289	-	184	184	-
Stage 2	-	-	-	-	-	-	218	185	-	293	289	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1392	-	-	1290	-	-	476	489	766	498	490	862
Stage 1	-	-	-	-	-	-	719	673	-	818	747	-
Stage 2	-	-	-	-	-	-	784	747	-	715	673	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1392	-	-	1290	-	-	435	485	766	490	486	862
Mov Cap-2 Maneuver	-	-	-	-	-	-	435	485	-	490	486	-
Stage 1	-	-	-	-	-	-	714	668	-	812	746	-
Stage 2	-	-	-	-	-	-	720	746	-	703	668	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0	12.5	9.7
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	504	1392	-	-	1290	-	-	832
HCM Lane V/C Ratio	0.05	0.006	-	-	0.001	-	-	0.087
HCM Control Delay (s)	12.5	7.6	0	-	7.8	0	-	9.7
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.3

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	6	50	0	0	45	0	0	0	0	0	0	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	62	0	0	56	0	0	0	0	0	0	15

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	56	0	0	62	0	0	140	133	62	133	133	56
Stage 1	-	-	-	-	-	-	77	77	-	56	56	-
Stage 2	-	-	-	-	-	-	63	56	-	77	77	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1549	-	-	1541	-	-	830	758	1003	839	758	1011
Stage 1	-	-	-	-	-	-	932	831	-	956	848	-
Stage 2	-	-	-	-	-	-	948	848	-	932	831	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1549	-	-	1541	-	-	815	754	1003	836	754	1011
Mov Cap-2 Maneuver	-	-	-	-	-	-	815	754	-	836	754	-
Stage 1	-	-	-	-	-	-	927	827	-	951	848	-
Stage 2	-	-	-	-	-	-	934	848	-	927	827	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0	0	8.6
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1549	-	-	1541	-	-	1011
HCM Lane V/C Ratio	-	0.005	-	-	-	-	-	0.015
HCM Control Delay (s)	0	7.3	0	-	0	-	-	8.6
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	60	90	25	12	273	11	6	0	5	5	14	40
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	69	103	29	14	314	13	7	0	6	6	16	46

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	326	0	0	132	0	0	635	610	118	607	618	320
Stage 1	-	-	-	-	-	-	256	256	-	348	348	-
Stage 2	-	-	-	-	-	-	379	354	-	259	270	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1234	-	-	1453	-	-	391	409	934	408	405	721
Stage 1	-	-	-	-	-	-	749	696	-	668	634	-
Stage 2	-	-	-	-	-	-	643	630	-	746	686	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1234	-	-	1453	-	-	335	379	934	383	376	721
Mov Cap-2 Maneuver	-	-	-	-	-	-	335	379	-	383	376	-
Stage 1	-	-	-	-	-	-	703	654	-	627	626	-
Stage 2	-	-	-	-	-	-	579	622	-	696	644	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.8	0.3	12.8	12.3
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	473	1234	-	-	1453	-	-	558
HCM Lane V/C Ratio	0.027	0.056	-	-	0.009	-	-	0.122
HCM Control Delay (s)	12.8	8.1	0	-	7.5	0	-	12.3
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0.2	-	-	0	-	-	0.4

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	7	257	0	1	175	3	15	0	7	3	0	61
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	292	0	1	199	3	17	0	8	3	0	69

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	202	0	0	292	0	0	546	513	292	515	511	201
Stage 1	-	-	-	-	-	-	308	308	-	203	203	-
Stage 2	-	-	-	-	-	-	238	205	-	312	308	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1370	-	-	1270	-	-	448	465	747	470	466	840
Stage 1	-	-	-	-	-	-	702	660	-	799	733	-
Stage 2	-	-	-	-	-	-	765	732	-	699	660	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1370	-	-	1270	-	-	409	461	747	462	462	840
Mov Cap-2 Maneuver	-	-	-	-	-	-	409	461	-	462	462	-
Stage 1	-	-	-	-	-	-	697	655	-	793	732	-
Stage 2	-	-	-	-	-	-	701	731	-	687	655	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0	12.9	9.9
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	478	1370	-	-	1270	-	-	809
HCM Lane V/C Ratio	0.052	0.006	-	-	0.001	-	-	0.09
HCM Control Delay (s)	12.9	7.6	0	-	7.8	0	-	9.9
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.3

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	6	76	0	0	73	0	0	0	0	0	0	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	94	0	0	90	0	0	0	0	0	0	15

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	90	0	0	94	0	0	207	199	94	199	199	90
Stage 1	-	-	-	-	-	-	109	109	-	90	90	-
Stage 2	-	-	-	-	-	-	98	90	-	109	109	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1505	-	-	1500	-	-	751	697	963	760	697	968
Stage 1	-	-	-	-	-	-	896	805	-	917	820	-
Stage 2	-	-	-	-	-	-	908	820	-	896	805	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1505	-	-	1500	-	-	737	694	963	757	694	968
Mov Cap-2 Maneuver	-	-	-	-	-	-	737	694	-	757	694	-
Stage 1	-	-	-	-	-	-	892	801	-	912	820	-
Stage 2	-	-	-	-	-	-	894	820	-	892	801	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0	0	8.8
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1505	-	-	1500	-	-	968
HCM Lane V/C Ratio	-	0.005	-	-	-	-	-	0.015
HCM Control Delay (s)	0	7.4	0	-	0	-	-	8.8
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	61	89	26	13	272	11	6	0	5	5	15	41
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	70	102	30	15	313	13	7	0	6	6	17	47

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	325	0	0	132	0	0	638	612	117	609	621	319
Stage 1	-	-	-	-	-	-	257	257	-	349	349	-
Stage 2	-	-	-	-	-	-	381	355	-	260	272	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1235	-	-	1453	-	-	389	408	935	407	403	722
Stage 1	-	-	-	-	-	-	748	695	-	667	633	-
Stage 2	-	-	-	-	-	-	641	630	-	745	685	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1235	-	-	1453	-	-	331	378	935	382	373	722
Mov Cap-2 Maneuver	-	-	-	-	-	-	331	378	-	382	373	-
Stage 1	-	-	-	-	-	-	702	653	-	626	625	-
Stage 2	-	-	-	-	-	-	575	622	-	695	643	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.8	0.3	12.9	12.4
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	469	1235	-	-	1453	-	-	554
HCM Lane V/C Ratio	0.027	0.057	-	-	0.01	-	-	0.127
HCM Control Delay (s)	12.9	8.1	0	-	7.5	0	-	12.4
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0.2	-	-	0	-	-	0.4

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	7	245	0	1	161	3	16	0	7	3	0	63
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	278	0	1	183	3	18	0	8	3	0	72

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	186	0	0	278	0	0	517	483	278	485	481	185
Stage 1	-	-	-	-	-	-	294	294	-	187	187	-
Stage 2	-	-	-	-	-	-	223	189	-	298	294	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1388	-	-	1285	-	-	469	483	761	492	485	857
Stage 1	-	-	-	-	-	-	714	670	-	815	745	-
Stage 2	-	-	-	-	-	-	780	744	-	711	670	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1388	-	-	1285	-	-	427	479	761	484	481	857
Mov Cap-2 Maneuver	-	-	-	-	-	-	427	479	-	484	481	-
Stage 1	-	-	-	-	-	-	709	665	-	809	744	-
Stage 2	-	-	-	-	-	-	714	743	-	699	665	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0	12.7	9.8
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	493	1388	-	-	1285	-	-	828
HCM Lane V/C Ratio	0.053	0.006	-	-	0.001	-	-	0.091
HCM Control Delay (s)	12.7	7.6	0	-	7.8	0	-	9.8
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.3

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	6	51	0	0	46	0	0	0	0	0	0	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	63	0	0	57	0	0	0	0	0	0	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	57	0	0	63	0	0	143	135	63	135	135	57
Stage 1	-	-	-	-	-	-	78	78	-	57	57	-
Stage 2	-	-	-	-	-	-	65	57	-	78	78	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1547	-	-	1540	-	-	826	756	1002	836	756	1009
Stage 1	-	-	-	-	-	-	931	830	-	955	847	-
Stage 2	-	-	-	-	-	-	946	847	-	931	830	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1547	-	-	1540	-	-	810	752	1002	833	752	1009
Mov Cap-2 Maneuver	-	-	-	-	-	-	810	752	-	833	752	-
Stage 1	-	-	-	-	-	-	926	826	-	950	847	-
Stage 2	-	-	-	-	-	-	931	847	-	926	826	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0	0	8.6
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1547	-	-	1540	-	-	1009
HCM Lane V/C Ratio	-	0.005	-	-	-	-	-	0.016
HCM Control Delay (s)	0	7.3	0	-	0	-	-	8.6
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	61	96	26	13	281	11	6	0	5	5	15	41
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	70	110	30	15	323	13	7	0	6	6	17	47

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	336	0	0	140	0	0	657	632	125	627	639	329
Stage 1	-	-	-	-	-	-	266	266	-	359	359	-
Stage 2	-	-	-	-	-	-	391	366	-	268	280	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1223	-	-	1443	-	-	378	398	926	396	394	712
Stage 1	-	-	-	-	-	-	739	689	-	659	627	-
Stage 2	-	-	-	-	-	-	633	623	-	738	679	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1223	-	-	1443	-	-	321	368	926	371	365	712
Mov Cap-2 Maneuver	-	-	-	-	-	-	321	368	-	371	365	-
Stage 1	-	-	-	-	-	-	693	646	-	618	619	-
Stage 2	-	-	-	-	-	-	567	615	-	688	637	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.7	0.3	13.1	12.6
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	457	1223	-	-	1443	-	-	544
HCM Lane V/C Ratio	0.028	0.057	-	-	0.01	-	-	0.129
HCM Control Delay (s)	13.1	8.1	0	-	7.5	0	-	12.6
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0.2	-	-	0	-	-	0.4

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	7	264	0	1	182	3	16	0	7	3	0	63
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	300	0	1	207	3	18	0	8	3	0	72

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	210	0	0	300	0	0	563	529	300	531	527	209
Stage 1	-	-	-	-	-	-	316	316	-	211	211	-
Stage 2	-	-	-	-	-	-	247	213	-	320	316	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1361	-	-	1261	-	-	437	455	740	459	456	831
Stage 1	-	-	-	-	-	-	695	655	-	791	728	-
Stage 2	-	-	-	-	-	-	757	726	-	692	655	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1361	-	-	1261	-	-	397	451	740	451	452	831
Mov Cap-2 Maneuver	-	-	-	-	-	-	397	451	-	451	452	-
Stage 1	-	-	-	-	-	-	690	650	-	785	727	-
Stage 2	-	-	-	-	-	-	691	725	-	680	650	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0	13.3	10
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	462	1361	-	-	1261	-	-	800
HCM Lane V/C Ratio	0.057	0.006	-	-	0.001	-	-	0.094
HCM Control Delay (s)	13.3	7.7	0	-	7.9	0	-	10
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.3

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	6	79	0	0	77	0	0	0	0	0	0	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	98	0	0	95	0	0	0	0	0	0	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	95	0	0	98	0	0	215	207	98	207	207	95
Stage 1	-	-	-	-	-	-	112	112	-	95	95	-
Stage 2	-	-	-	-	-	-	103	95	-	112	112	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1499	-	-	1495	-	-	742	690	958	751	690	962
Stage 1	-	-	-	-	-	-	893	803	-	912	816	-
Stage 2	-	-	-	-	-	-	903	816	-	893	803	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1499	-	-	1495	-	-	727	687	958	748	687	962
Mov Cap-2 Maneuver	-	-	-	-	-	-	727	687	-	748	687	-
Stage 1	-	-	-	-	-	-	889	799	-	907	816	-
Stage 2	-	-	-	-	-	-	888	816	-	889	799	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0	0	8.8
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1499	-	-	1495	-	-	962
HCM Lane V/C Ratio	-	0.005	-	-	-	-	-	0.017
HCM Control Delay (s)	0	7.4	0	-	0	-	-	8.8
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	66	95	28	13	291	12	7	0	6	6	16	43
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	76	109	32	15	334	14	8	0	7	7	18	49

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	348	0	0	141	0	0	682	655	125	651	664	341
Stage 1	-	-	-	-	-	-	277	277	-	371	371	-
Stage 2	-	-	-	-	-	-	405	378	-	280	293	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1211	-	-	1442	-	-	364	386	926	382	381	701
Stage 1	-	-	-	-	-	-	729	681	-	649	620	-
Stage 2	-	-	-	-	-	-	622	615	-	727	670	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1211	-	-	1442	-	-	305	355	926	356	350	701
Mov Cap-2 Maneuver	-	-	-	-	-	-	305	355	-	356	350	-
Stage 1	-	-	-	-	-	-	679	635	-	605	612	-
Stage 2	-	-	-	-	-	-	553	607	-	673	624	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.9	0.3	13.4	13
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	442	1211	-	-	1442	-	-	525
HCM Lane V/C Ratio	0.034	0.063	-	-	0.01	-	-	0.142
HCM Control Delay (s)	13.4	8.2	0	-	7.5	0	-	13
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0.2	-	-	0	-	-	0.5

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	8	262	0	1	172	3	17	0	8	3	0	67
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	298	0	1	195	3	19	0	9	3	0	76

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	199	0	0	298	0	0	554	517	298	519	515	197
Stage 1	-	-	-	-	-	-	316	316	-	199	199	-
Stage 2	-	-	-	-	-	-	238	201	-	320	316	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1373	-	-	1263	-	-	443	462	741	467	464	844
Stage 1	-	-	-	-	-	-	695	655	-	803	736	-
Stage 2	-	-	-	-	-	-	765	735	-	692	655	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1373	-	-	1263	-	-	400	458	741	458	460	844
Mov Cap-2 Maneuver	-	-	-	-	-	-	400	458	-	458	460	-
Stage 1	-	-	-	-	-	-	689	650	-	797	735	-
Stage 2	-	-	-	-	-	-	695	734	-	678	650	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0	13.2	9.9
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	469	1373	-	-	1263	-	-	815
HCM Lane V/C Ratio	0.061	0.007	-	-	0.001	-	-	0.098
HCM Control Delay (s)	13.2	7.6	0	-	7.9	0	-	9.9
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.3

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	7	54	0	0	49	0	0	0	0	0	0	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	67	0	0	60	0	0	0	0	0	0	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	60	0	0	67	0	0	153	144	67	144	144	60
Stage 1	-	-	-	-	-	-	84	84	-	60	60	-
Stage 2	-	-	-	-	-	-	69	60	-	84	84	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1544	-	-	1535	-	-	814	747	997	825	747	1005
Stage 1	-	-	-	-	-	-	924	825	-	951	845	-
Stage 2	-	-	-	-	-	-	941	845	-	924	825	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1544	-	-	1535	-	-	797	743	997	821	743	1005
Mov Cap-2 Maneuver	-	-	-	-	-	-	797	743	-	821	743	-
Stage 1	-	-	-	-	-	-	918	820	-	945	845	-
Stage 2	-	-	-	-	-	-	926	845	-	918	820	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0	0	8.6
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1544	-	-	1535	-	-	1005
HCM Lane V/C Ratio	-	0.006	-	-	-	-	-	0.016
HCM Control Delay (s)	0	7.3	0	-	0	-	-	8.6
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	66	102	28	13	300	12	7	0	6	6	16	43
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	76	117	32	15	345	14	8	0	7	7	18	49

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	359	0	0	149	0	0	701	674	133	671	683	352
Stage 1	-	-	-	-	-	-	285	285	-	382	382	-
Stage 2	-	-	-	-	-	-	416	389	-	289	301	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1200	-	-	1432	-	-	353	376	916	370	372	692
Stage 1	-	-	-	-	-	-	722	676	-	640	613	-
Stage 2	-	-	-	-	-	-	614	608	-	719	665	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1200	-	-	1432	-	-	295	346	916	344	342	692
Mov Cap-2 Maneuver	-	-	-	-	-	-	295	346	-	344	342	-
Stage 1	-	-	-	-	-	-	672	629	-	596	605	-
Stage 2	-	-	-	-	-	-	546	600	-	664	619	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.8	0.3	13.7	13.2
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	429	1200	-	-	1432	-	-	514
HCM Lane V/C Ratio	0.035	0.063	-	-	0.01	-	-	0.145
HCM Control Delay (s)	13.7	8.2	0	-	7.5	0	-	13.2
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0.2	-	-	0	-	-	0.5

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	8	281	0	1	193	3	17	0	8	3	0	67
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	319	0	1	219	3	19	0	9	3	0	76

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	223	0	0	319	0	0	599	563	319	565	561	221
Stage 1	-	-	-	-	-	-	338	338	-	223	223	-
Stage 2	-	-	-	-	-	-	261	225	-	342	338	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1346	-	-	1241	-	-	413	435	722	436	436	819
Stage 1	-	-	-	-	-	-	676	641	-	780	719	-
Stage 2	-	-	-	-	-	-	744	718	-	673	641	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1346	-	-	1241	-	-	372	431	722	428	432	819
Mov Cap-2 Maneuver	-	-	-	-	-	-	372	431	-	428	432	-
Stage 1	-	-	-	-	-	-	671	636	-	774	718	-
Stage 2	-	-	-	-	-	-	674	717	-	659	636	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0	13.7	10.1
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	440	1346	-	-	1241	-	-	788
HCM Lane V/C Ratio	0.065	0.007	-	-	0.001	-	-	0.101
HCM Control Delay (s)	13.7	7.7	0	-	7.9	0	-	10.1
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.3

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	7	82	0	0	80	0	0	0	0	0	0	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	101	0	0	99	0	0	0	0	0	0	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	99	0	0	101	0	0	226	218	101	218	218	99
Stage 1	-	-	-	-	-	-	119	119	-	99	99	-
Stage 2	-	-	-	-	-	-	107	99	-	119	119	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1494	-	-	1491	-	-	729	680	954	738	680	957
Stage 1	-	-	-	-	-	-	885	797	-	907	813	-
Stage 2	-	-	-	-	-	-	898	813	-	885	797	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1494	-	-	1491	-	-	713	676	954	735	676	957
Mov Cap-2 Maneuver	-	-	-	-	-	-	713	676	-	735	676	-
Stage 1	-	-	-	-	-	-	880	792	-	902	813	-
Stage 2	-	-	-	-	-	-	883	813	-	880	792	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0	0	8.8
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1494	-	-	1491	-	-	957
HCM Lane V/C Ratio	-	0.006	-	-	-	-	-	0.017
HCM Control Delay (s)	0	7.4	0	-	0	-	-	8.8
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0.1

Intersection	
Intersection Delay, s/veh	11.5
Intersection LOS	B

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBU	NBL	NBR
Vol, veh/h	0	73	24	0	233	387	0	10	56
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	78	26	0	251	416	0	11	60
Number of Lanes	0	1	0	0	0	2	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	2
HCM Control Delay	8.4	12.3	8.6
HCM LOS	A	B	A

Lane	NBLn1	EBLn1	WBLn1	WBLn2
Vol Left, %	15%	0%	64%	0%
Vol Thru, %	0%	75%	36%	100%
Vol Right, %	85%	25%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	66	97	362	258
LT Vol	0	73	129	258
Through Vol	56	24	0	0
RT Vol	10	0	233	0
Lane Flow Rate	71	104	389	277
Geometry Grp	2	5	7	7
Degree of Util (X)	0.099	0.135	0.545	0.363
Departure Headway (Hd)	5.011	4.674	5.036	4.713
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	718	769	708	752
Service Time	3.02	2.695	2.836	2.513
HCM Lane V/C Ratio	0.099	0.135	0.549	0.368
HCM Control Delay	8.6	8.4	13.8	10.2
HCM Lane LOS	A	A	B	B
HCM 95th-tile Q	0.3	0.5	3.3	1.7

Intersection	
Intersection Delay, s/veh	10.6
Intersection LOS	B

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBU	NBL	NBR
Vol, veh/h	0	233	15	0	93	93	0	8	235
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	274	18	0	109	109	0	9	276
Number of Lanes	0	1	0	0	0	2	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	2
HCM Control Delay	11.4	10	10.3
HCM LOS	B	A	B

Lane	NBLn1	EBLn1	WBLn1	WBLn2
Vol Left, %	3%	0%	75%	0%
Vol Thru, %	0%	94%	25%	100%
Vol Right, %	97%	6%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	243	248	124	62
LT Vol	0	233	31	62
Through Vol	235	15	0	0
RT Vol	8	0	93	0
Lane Flow Rate	286	292	146	73
Geometry Grp	2	5	7	7
Degree of Util (X)	0.366	0.402	0.238	0.111
Departure Headway (Hd)	4.608	4.957	5.867	5.488
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	775	718	605	646
Service Time	2.671	3.043	3.663	3.284
HCM Lane V/C Ratio	0.369	0.407	0.241	0.113
HCM Control Delay	10.3	11.4	10.5	9
HCM Lane LOS	B	B	B	A
HCM 95th-tile Q	1.7	1.9	0.9	0.4

Intersection	
Intersection Delay, s/veh	7.9
Intersection LOS	A

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBU	NBL	NBR
Vol, veh/h	0	62	3	0	44	61	0	2	45
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	83	4	0	59	81	0	3	60
Number of Lanes	0	1	0	0	0	2	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	2
HCM Control Delay	7.8	8.2	7.2
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	WBLn2
Vol Left, %	4%	0%	68%	0%
Vol Thru, %	0%	95%	32%	100%
Vol Right, %	96%	5%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	47	65	64	41
LT Vol	0	62	20	41
Through Vol	45	3	0	0
RT Vol	2	0	44	0
Lane Flow Rate	63	87	86	54
Geometry Grp	2	5	7	7
Degree of Util (X)	0.068	0.102	0.12	0.071
Departure Headway (Hd)	3.903	4.219	5.032	4.69
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	923	839	711	762
Service Time	1.903	2.297	2.772	2.429
HCM Lane V/C Ratio	0.068	0.104	0.121	0.071
HCM Control Delay	7.2	7.8	8.5	7.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.3	0.4	0.2

Intersection	
Intersection Delay, s/veh	13.5
Intersection LOS	B

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBU	NBL	NBR
Vol, veh/h	0	189	24	0	242	511	0	10	63
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	203	26	0	260	549	0	11	68
Number of Lanes	0	1	0	0	0	2	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	2
HCM Control Delay	10.1	14.9	9.2
HCM LOS	B	B	A

Lane	NBLn1	EBLn1	WBLn1	WBLn2
Vol Left, %	14%	0%	59%	0%
Vol Thru, %	0%	89%	41%	100%
Vol Right, %	86%	11%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	73	213	412	341
LT Vol	0	189	170	341
Through Vol	63	24	0	0
RT Vol	10	0	242	0
Lane Flow Rate	78	229	443	366
Geometry Grp	2	5	7	7
Degree of Util (X)	0.118	0.311	0.643	0.501
Departure Headway (Hd)	5.412	4.881	5.222	4.927
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	660	735	692	733
Service Time	3.46	2.918	2.957	2.662
HCM Lane V/C Ratio	0.118	0.312	0.64	0.499
HCM Control Delay	9.2	10.1	16.9	12.5
HCM Lane LOS	A	B	C	B
HCM 95th-tile Q	0.4	1.3	4.7	2.8

Intersection	
Intersection Delay, s/veh	34.6
Intersection LOS	D

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBU	NBL	NBR
Vol, veh/h	0	517	15	0	114	417	0	8	254
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	608	18	0	134	491	0	9	299
Number of Lanes	0	1	0	0	0	2	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	2
HCM Control Delay	60.7	17.6	16.2
HCM LOS	F	C	C

Lane	NBLn1	EBLn1	WBLn1	WBLn2
Vol Left, %	3%	0%	45%	0%
Vol Thru, %	0%	97%	55%	100%
Vol Right, %	97%	3%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	262	532	253	278
LT Vol	0	517	139	278
Through Vol	254	15	0	0
RT Vol	8	0	114	0
Lane Flow Rate	308	626	298	327
Geometry Grp	2	5	7	7
Degree of Util (X)	0.537	1	0.553	0.587
Departure Headway (Hd)	6.274	5.879	6.689	6.459
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	583	613	545	566
Service Time	4.231	3.95	4.358	4.133
HCM Lane V/C Ratio	0.528	1.021	0.547	0.578
HCM Control Delay	16.2	60.7	17.3	17.9
HCM Lane LOS	C	F	C	C
HCM 95th-tile Q	3.2	15.1	3.3	3.8

Intersection	
Intersection Delay, s/veh	26.6
Intersection LOS	D

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBU	NBL	NBR
Vol, veh/h	0	488	3	0	75	530	0	2	73
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	651	4	0	100	707	0	3	97
Number of Lanes	0	1	0	0	0	2	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	2
HCM Control Delay	39.9	17.7	10.6
HCM LOS	E	C	B

Lane	NBLn1	EBLn1	WBLn1	WBLn2
Vol Left, %	3%	0%	30%	0%
Vol Thru, %	0%	99%	70%	100%
Vol Right, %	97%	1%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	75	491	252	353
LT Vol	0	488	177	353
Through Vol	73	3	0	0
RT Vol	2	0	75	0
Lane Flow Rate	100	655	336	471
Geometry Grp	2	5	7	7
Degree of Util (X)	0.174	0.921	0.516	0.705
Departure Headway (Hd)	6.271	5.062	5.643	5.492
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	576	707	644	664
Service Time	4.271	3.146	3.343	3.192
HCM Lane V/C Ratio	0.174	0.926	0.522	0.709
HCM Control Delay	10.6	39.9	14.2	20.2
HCM Lane LOS	B	E	B	C
HCM 95th-tile Q	0.6	12.5	3	5.8

Intersection	
Intersection Delay, s/veh	11.8
Intersection LOS	B

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBU	NBL	NBR
Vol, veh/h	0	74	24	0	241	393	0	10	66
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	80	26	0	259	423	0	11	71
Number of Lanes	0	1	0	0	0	2	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	2
HCM Control Delay	8.5	12.7	8.7
HCM LOS	A	B	A

Lane	NBLn1	EBLn1	WBLn1	WBLn2
Vol Left, %	13%	0%	65%	0%
Vol Thru, %	0%	76%	35%	100%
Vol Right, %	87%	24%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	76	98	372	262
LT Vol	0	74	131	262
Through Vol	66	24	0	0
RT Vol	10	0	241	0
Lane Flow Rate	82	105	400	282
Geometry Grp	2	5	7	7
Degree of Util (X)	0.114	0.138	0.562	0.37
Departure Headway (Hd)	5.023	4.72	5.171	4.846
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	717	761	704	747
Service Time	3.034	2.743	2.871	2.546
HCM Lane V/C Ratio	0.114	0.138	0.568	0.378
HCM Control Delay	8.7	8.5	14.3	10.4
HCM Lane LOS	A	A	B	B
HCM 95th-tile Q	0.4	0.5	3.5	1.7

Intersection	
Intersection Delay, s/veh	11
Intersection LOS	B

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBU	NBL	NBR
Vol, veh/h	0	237	15	0	98	95	0	8	252
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	279	18	0	115	112	0	9	296
Number of Lanes	0	1	0	0	0	2	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	2
HCM Control Delay	11.7	10.2	10.8
HCM LOS	B	B	B

Lane	NBLn1	EBLn1	WBLn1	WBLn2
Vol Left, %	3%	0%	76%	0%
Vol Thru, %	0%	94%	24%	100%
Vol Right, %	97%	6%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	260	252	130	63
LT Vol	0	237	32	63
Through Vol	252	15	0	0
RT Vol	8	0	98	0
Lane Flow Rate	306	296	153	75
Geometry Grp	2	5	7	7
Degree of Util (X)	0.395	0.414	0.256	0.117
Departure Headway (Hd)	4.645	5.125	6.042	5.66
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	768	706	598	637
Service Time	2.723	3.125	3.742	3.36
HCM Lane V/C Ratio	0.398	0.419	0.256	0.118
HCM Control Delay	10.8	11.7	10.8	9.1
HCM Lane LOS	B	B	B	A
HCM 95th-tile Q	1.9	2	1	0.4

Intersection	
Intersection Delay, s/veh	7.9
Intersection LOS	A

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBU	NBL	NBR
Vol, veh/h	0	63	3	0	47	62	0	2	54
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	84	4	0	63	83	0	3	72
Number of Lanes	0	1	0	0	0	2	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	2
HCM Control Delay	7.8	8.2	7.3
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	WBLn2
Vol Left, %	4%	0%	69%	0%
Vol Thru, %	0%	95%	31%	100%
Vol Right, %	96%	5%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	56	66	68	41
LT Vol	0	63	21	41
Through Vol	54	3	0	0
RT Vol	2	0	47	0
Lane Flow Rate	75	88	90	55
Geometry Grp	2	5	7	7
Degree of Util (X)	0.081	0.104	0.127	0.072
Departure Headway (Hd)	3.915	4.244	5.059	4.711
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	921	832	706	758
Service Time	1.915	2.33	2.805	2.457
HCM Lane V/C Ratio	0.081	0.106	0.127	0.073
HCM Control Delay	7.3	7.8	8.5	7.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.3	0.4	0.2

Intersection	
Intersection Delay, s/veh	13.5
Intersection LOS	B

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBU	NBL	NBR
Vol, veh/h	0	127	24	0	249	504	0	10	69
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	137	26	0	268	542	0	11	74
Number of Lanes	0	1	0	0	0	2	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	2
HCM Control Delay	9.3	14.8	9.1
HCM LOS	A	B	A

Lane	NBLn1	EBLn1	WBLn1	WBLn2
Vol Left, %	13%	0%	60%	0%
Vol Thru, %	0%	84%	40%	100%
Vol Right, %	87%	16%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	79	151	417	336
LT Vol	0	127	168	336
Through Vol	69	24	0	0
RT Vol	10	0	249	0
Lane Flow Rate	85	162	448	361
Geometry Grp	2	5	7	7
Degree of Util (X)	0.125	0.219	0.646	0.49
Departure Headway (Hd)	5.28	4.866	5.186	4.887
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	678	737	695	737
Service Time	3.318	2.904	2.92	2.62
HCM Lane V/C Ratio	0.125	0.22	0.645	0.49
HCM Control Delay	9.1	9.3	16.9	12.3
HCM Lane LOS	A	A	C	B
HCM 95th-tile Q	0.4	0.8	4.7	2.7

Intersection	
Intersection Delay, s/veh	31.2
Intersection LOS	D

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBU	NBL	NBR
Vol, veh/h	0	491	15	0	115	358	0	8	269
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	578	18	0	135	421	0	9	316
Number of Lanes	0	1	0	0	0	2	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	2
HCM Control Delay	53.3	16.1	16.6
HCM LOS	F	C	C

Lane	NBLn1	EBLn1	WBLn1	WBLn2
Vol Left, %	3%	0%	49%	0%
Vol Thru, %	0%	97%	51%	100%
Vol Right, %	97%	3%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	277	506	234	239
LT Vol	0	491	119	239
Through Vol	269	15	0	0
RT Vol	8	0	115	0
Lane Flow Rate	326	595	276	281
Geometry Grp	2	5	7	7
Degree of Util (X)	0.554	0.969	0.514	0.504
Departure Headway (Hd)	6.124	5.858	6.707	6.456
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	583	613	535	553
Service Time	4.21	3.929	4.497	4.246
HCM Lane V/C Ratio	0.559	0.971	0.516	0.508
HCM Control Delay	16.6	53.3	16.5	15.7
HCM Lane LOS	C	F	C	C
HCM 95th-tile Q	3.4	13.7	2.9	2.8

Intersection	
Intersection Delay, s/veh	21.4
Intersection LOS	C

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBU	NBL	NBR
Vol, veh/h	0	452	3	0	75	487	0	2	80
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	603	4	0	100	649	0	3	107
Number of Lanes	0	1	0	0	0	2	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	2
HCM Control Delay	30.2	15.9	10.5
HCM LOS	D	C	B

Lane	NBLn1	EBLn1	WBLn1	WBLn2
Vol Left, %	2%	0%	32%	0%
Vol Thru, %	0%	99%	68%	100%
Vol Right, %	98%	1%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	82	455	237	325
LT Vol	0	452	162	325
Through Vol	80	3	0	0
RT Vol	2	0	75	0
Lane Flow Rate	109	607	316	433
Geometry Grp	2	5	7	7
Degree of Util (X)	0.186	0.851	0.486	0.646
Departure Headway (Hd)	6.118	5.05	5.636	5.476
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	590	710	642	662
Service Time	4.118	3.139	3.336	3.176
HCM Lane V/C Ratio	0.185	0.855	0.492	0.654
HCM Control Delay	10.5	30.2	13.5	17.6
HCM Lane LOS	B	D	B	C
HCM 95th-tile Q	0.7	9.8	2.7	4.7

Intersection	
Intersection Delay, s/veh	12.1
Intersection LOS	B

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBU	NBL	NBR
Vol, veh/h	0	76	25	0	247	403	0	10	67
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	82	27	0	266	433	0	11	72
Number of Lanes	0	1	0	0	0	2	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	2
HCM Control Delay	8.6	13	8.7
HCM LOS	A	B	A

Lane	NBLn1	EBLn1	WBLn1	WBLn2
Vol Left, %	13%	0%	65%	0%
Vol Thru, %	0%	75%	35%	100%
Vol Right, %	87%	25%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	77	101	381	269
LT Vol	0	76	134	269
Through Vol	67	25	0	0
RT Vol	10	0	247	0
Lane Flow Rate	83	109	410	289
Geometry Grp	2	5	7	7
Degree of Util (X)	0.116	0.143	0.577	0.38
Departure Headway (Hd)	5.053	4.735	5.178	4.853
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	712	758	701	745
Service Time	3.065	2.758	2.878	2.553
HCM Lane V/C Ratio	0.117	0.144	0.585	0.388
HCM Control Delay	8.7	8.6	14.7	10.5
HCM Lane LOS	A	A	B	B
HCM 95th-tile Q	0.4	0.5	3.7	1.8

Intersection	
Intersection Delay, s/veh	11.2
Intersection LOS	B

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBU	NBL	NBR
Vol, veh/h	0	243	16	0	100	97	0	8	258
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	286	19	0	118	114	0	9	304
Number of Lanes	0	1	0	0	0	2	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	2
HCM Control Delay	12.1	10.3	11
HCM LOS	B	B	B

Lane	NBLn1	EBLn1	WBLn1	WBLn2
Vol Left, %	3%	0%	76%	0%
Vol Thru, %	0%	94%	24%	100%
Vol Right, %	97%	6%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	266	259	132	65
LT Vol	0	243	32	65
Through Vol	258	16	0	0
RT Vol	8	0	100	0
Lane Flow Rate	313	305	156	76
Geometry Grp	2	5	7	7
Degree of Util (X)	0.407	0.436	0.263	0.12
Departure Headway (Hd)	4.678	5.152	6.081	5.699
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	757	704	593	632
Service Time	2.774	3.158	3.788	3.406
HCM Lane V/C Ratio	0.413	0.433	0.263	0.12
HCM Control Delay	11	12.1	10.9	9.2
HCM Lane LOS	B	B	B	A
HCM 95th-tile Q	2	2.2	1.1	0.4

Intersection	
Intersection Delay, s/veh	7.9
Intersection LOS	A

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBU	NBL	NBR
Vol, veh/h	0	65	3	0	48	64	0	2	55
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	87	4	0	64	85	0	3	73
Number of Lanes	0	1	0	0	0	2	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	2
HCM Control Delay	7.9	8.3	7.3
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	WBLn2
Vol Left, %	4%	0%	69%	0%
Vol Thru, %	0%	96%	31%	100%
Vol Right, %	96%	4%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	57	68	69	43
LT Vol	0	65	21	43
Through Vol	55	3	0	0
RT Vol	2	0	48	0
Lane Flow Rate	76	91	92	57
Geometry Grp	2	5	7	7
Degree of Util (X)	0.083	0.107	0.13	0.075
Departure Headway (Hd)	3.93	4.252	5.063	4.717
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	917	831	706	757
Service Time	1.93	2.34	2.81	2.463
HCM Lane V/C Ratio	0.083	0.11	0.13	0.075
HCM Control Delay	7.3	7.9	8.6	7.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.4	0.4	0.2

Intersection	
Intersection Delay, s/veh	14.3
Intersection LOS	B

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBU	NBL	NBR
Vol, veh/h	0	192	25	0	256	527	0	10	74
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	206	27	0	275	567	0	11	80
Number of Lanes	0	1	0	0	0	2	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	2
HCM Control Delay	10.3	16	9.4
HCM LOS	B	C	A

Lane	NBLn1	EBLn1	WBLn1	WBLn2
Vol Left, %	12%	0%	59%	0%
Vol Thru, %	0%	88%	41%	100%
Vol Right, %	88%	12%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	84	217	432	351
LT Vol	0	192	176	351
Through Vol	74	25	0	0
RT Vol	10	0	256	0
Lane Flow Rate	90	233	464	378
Geometry Grp	2	5	7	7
Degree of Util (X)	0.137	0.32	0.679	0.521
Departure Headway (Hd)	5.447	4.936	5.265	4.967
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	656	726	687	725
Service Time	3.5	2.982	3.008	2.71
HCM Lane V/C Ratio	0.137	0.321	0.675	0.521
HCM Control Delay	9.4	10.3	18.5	13
HCM Lane LOS	A	B	C	B
HCM 95th-tile Q	0.5	1.4	5.3	3

Intersection	
Intersection Delay, s/veh	35.2
Intersection LOS	E

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBU	NBL	NBR
Vol, veh/h	0	527	16	0	121	421	0	8	277
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	620	19	0	142	495	0	9	326
Number of Lanes	0	1	0	0	0	2	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	2
HCM Control Delay	61.3	18.4	17.5
HCM LOS	F	C	C

Lane	NBLn1	EBLn1	WBLn1	WBLn2
Vol Left, %	3%	0%	46%	0%
Vol Thru, %	0%	97%	54%	100%
Vol Right, %	97%	3%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	285	543	261	281
LT Vol	0	527	140	281
Through Vol	277	16	0	0
RT Vol	8	0	121	0
Lane Flow Rate	335	639	307	330
Geometry Grp	2	5	7	7
Degree of Util (X)	0.58	1	0.576	0.597
Departure Headway (Hd)	6.227	6.02	6.746	6.514
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	580	600	535	555
Service Time	4.246	4.065	4.477	4.246
HCM Lane V/C Ratio	0.578	1.065	0.574	0.595
HCM Control Delay	17.5	61.3	18.3	18.5
HCM Lane LOS	C	F	C	C
HCM 95th-tile Q	3.7	14.9	3.6	3.9

Intersection	
Intersection Delay, s/veh	28.3
Intersection LOS	D

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBU	NBL	NBR
Vol, veh/h	0	491	3	0	79	533	0	2	83
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	655	4	0	105	711	0	3	111
Number of Lanes	0	1	0	0	0	2	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	2
HCM Control Delay	42.9	19	10.9
HCM LOS	E	C	B

Lane	NBLn1	EBLn1	WBLn1	WBLn2
Vol Left, %	2%	0%	31%	0%
Vol Thru, %	0%	99%	69%	100%
Vol Right, %	98%	1%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	85	494	257	355
LT Vol	0	491	178	355
Through Vol	83	3	0	0
RT Vol	2	0	79	0
Lane Flow Rate	113	659	342	474
Geometry Grp	2	5	7	7
Degree of Util (X)	0.198	0.936	0.543	0.731
Departure Headway (Hd)	6.303	5.221	5.711	5.555
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	572	698	633	654
Service Time	4.315	3.221	3.422	3.266
HCM Lane V/C Ratio	0.198	0.944	0.54	0.725
HCM Control Delay	10.9	42.9	15	21.9
HCM Lane LOS	B	E	B	C
HCM 95th-tile Q	0.7	13	3.3	6.3

Intersection	
Intersection Delay, s/veh	13
Intersection LOS	B

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBU	NBL	NBR
Vol, veh/h	0	81	27	0	264	432	0	11	71
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	87	29	0	284	465	0	12	76
Number of Lanes	0	1	0	0	0	2	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	2
HCM Control Delay	8.7	14.2	8.9
HCM LOS	A	B	A

Lane	NBLn1	EBLn1	WBLn1	WBLn2
Vol Left, %	13%	0%	65%	0%
Vol Thru, %	0%	75%	35%	100%
Vol Right, %	87%	25%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	82	108	408	288
LT Vol	0	81	144	288
Through Vol	71	27	0	0
RT Vol	11	0	264	0
Lane Flow Rate	88	116	439	310
Geometry Grp	2	5	7	7
Degree of Util (X)	0.126	0.154	0.631	0.417
Departure Headway (Hd)	5.139	4.786	5.178	4.853
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	697	749	698	743
Service Time	3.17	2.821	2.906	2.581
HCM Lane V/C Ratio	0.126	0.155	0.629	0.417
HCM Control Delay	8.9	8.7	16.4	11
HCM Lane LOS	A	A	C	B
HCM 95th-tile Q	0.4	0.5	4.5	2.1

Intersection	
Intersection Delay, s/veh	11.9
Intersection LOS	B

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBU	NBL	NBR
Vol, veh/h	0	260	17	0	107	104	0	9	275
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	306	20	0	126	122	0	11	324
Number of Lanes	0	1	0	0	0	2	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	2
HCM Control Delay	13	10.7	11.7
HCM LOS	B	B	B

Lane	NBLn1	EBLn1	WBLn1	WBLn2
Vol Left, %	3%	0%	76%	0%
Vol Thru, %	0%	94%	24%	100%
Vol Right, %	97%	6%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	284	277	142	69
LT Vol	0	260	35	69
Through Vol	275	17	0	0
RT Vol	9	0	107	0
Lane Flow Rate	334	326	167	82
Geometry Grp	2	5	7	7
Degree of Util (X)	0.443	0.476	0.287	0.132
Departure Headway (Hd)	4.891	5.258	6.196	5.813
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	742	688	583	619
Service Time	2.891	3.266	3.906	3.523
HCM Lane V/C Ratio	0.45	0.474	0.286	0.132
HCM Control Delay	11.7	13	11.4	9.4
HCM Lane LOS	B	B	B	A
HCM 95th-tile Q	2.3	2.6	1.2	0.5

Intersection	
Intersection Delay, s/veh	7.9
Intersection LOS	A

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBU	NBL	NBR
Vol, veh/h	0	69	3	0	51	68	0	2	58
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	92	4	0	68	91	0	3	77
Number of Lanes	0	1	0	0	0	2	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	2
HCM Control Delay	7.9	8.3	7.3
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	WBLn2
Vol Left, %	3%	0%	69%	0%
Vol Thru, %	0%	96%	31%	100%
Vol Right, %	97%	4%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	60	72	74	45
LT Vol	0	69	23	45
Through Vol	58	3	0	0
RT Vol	2	0	51	0
Lane Flow Rate	80	96	98	60
Geometry Grp	2	5	7	7
Degree of Util (X)	0.088	0.114	0.138	0.079
Departure Headway (Hd)	3.961	4.266	5.072	4.725
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	910	827	704	754
Service Time	1.961	2.361	2.824	2.477
HCM Lane V/C Ratio	0.088	0.116	0.139	0.08
HCM Control Delay	7.3	7.9	8.6	7.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.4	0.5	0.3

Intersection	
Intersection Delay, s/veh	15.6
Intersection LOS	C

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBU	NBL	NBR
Vol, veh/h	0	197	27	0	273	556	0	11	78
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	212	29	0	294	598	0	12	84
Number of Lanes	0	1	0	0	0	2	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	2
HCM Control Delay	10.5	17.7	9.5
HCM LOS	B	C	A

Lane	NBLn1	EBLn1	WBLn1	WBLn2
Vol Left, %	12%	0%	60%	0%
Vol Thru, %	0%	88%	40%	100%
Vol Right, %	88%	12%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	89	224	458	371
LT Vol	0	197	185	371
Through Vol	78	27	0	0
RT Vol	11	0	273	0
Lane Flow Rate	96	241	493	399
Geometry Grp	2	5	7	7
Degree of Util (X)	0.147	0.333	0.725	0.553
Departure Headway (Hd)	5.52	4.981	5.294	4.994
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	647	720	680	721
Service Time	3.574	3.03	3.04	2.741
HCM Lane V/C Ratio	0.148	0.335	0.725	0.553
HCM Control Delay	9.5	10.5	20.8	13.8
HCM Lane LOS	A	B	C	B
HCM 95th-tile Q	0.5	1.5	6.2	3.4

Intersection	
Intersection Delay, s/veh	36
Intersection LOS	E

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBU	NBL	NBR
Vol, veh/h	0	544	17	0	128	428	0	9	294
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	640	20	0	151	504	0	11	346
Number of Lanes	0	1	0	0	0	2	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	2
HCM Control Delay	61.8	19.5	18.7
HCM LOS	F	C	C

Lane	NBLn1	EBLn1	WBLn1	WBLn2
Vol Left, %	3%	0%	47%	0%
Vol Thru, %	0%	97%	53%	100%
Vol Right, %	97%	3%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	303	561	271	285
LT Vol	0	544	143	285
Through Vol	294	17	0	0
RT Vol	9	0	128	0
Lane Flow Rate	356	660	318	336
Geometry Grp	2	5	7	7
Degree of Util (X)	0.612	1	0.607	0.618
Departure Headway (Hd)	6.183	6.147	6.866	6.629
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	581	594	529	547
Service Time	4.272	4.163	4.566	4.329
HCM Lane V/C Ratio	0.613	1.111	0.601	0.614
HCM Control Delay	18.7	61.8	19.6	19.5
HCM Lane LOS	C	F	C	C
HCM 95th-tile Q	4.1	14.8	4	4.2

Intersection	
Intersection Delay, s/veh	29.6
Intersection LOS	D

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBU	NBL	NBR
Vol, veh/h	0	495	3	0	82	537	0	2	86
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	660	4	0	109	716	0	3	115
Number of Lanes	0	1	0	0	0	2	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	2
HCM Control Delay	45.3	19.6	11
HCM LOS	E	C	B

Lane	NBLn1	EBLn1	WBLn1	WBLn2
Vol Left, %	2%	0%	31%	0%
Vol Thru, %	0%	99%	69%	100%
Vol Right, %	98%	1%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	88	498	261	358
LT Vol	0	495	179	358
Through Vol	86	3	0	0
RT Vol	2	0	82	0
Lane Flow Rate	117	664	348	477
Geometry Grp	2	5	7	7
Degree of Util (X)	0.206	0.948	0.555	0.741
Departure Headway (Hd)	6.328	5.247	5.744	5.585
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	569	697	630	649
Service Time	4.341	3.247	3.455	3.295
HCM Lane V/C Ratio	0.206	0.953	0.552	0.735
HCM Control Delay	11	45.3	15.4	22.6
HCM Lane LOS	B	E	C	C
HCM 95th-tile Q	0.8	13.5	3.4	6.5

Intersection	
Intersection Delay, s/veh	14.4
Intersection LOS	B

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBU	NBL	NBR
Vol, veh/h	0	192	25	0	256	527	0	10	74
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	206	27	0	275	567	0	11	80
Number of Lanes	0	2	0	0	0	2	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	2
HCM Control Delay	9.7	16.3	9.4
HCM LOS	A	C	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	12%	0%	0%	59%	0%
Vol Thru, %	0%	100%	72%	41%	100%
Vol Right, %	88%	0%	28%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	84	128	89	432	351
LT Vol	0	128	64	176	351
Through Vol	74	0	25	0	0
RT Vol	10	0	0	256	0
Lane Flow Rate	90	138	96	464	378
Geometry Grp	2	7	7	7	7
Degree of Util (X)	0.136	0.216	0.145	0.683	0.524
Departure Headway (Hd)	5.439	5.651	5.453	5.294	4.996
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	656	632	654	682	718
Service Time	3.502	3.417	3.219	3.043	2.745
HCM Lane V/C Ratio	0.137	0.218	0.147	0.68	0.526
HCM Control Delay	9.4	10	9.2	18.8	13.2
HCM Lane LOS	A	A	A	C	B
HCM 95th-tile Q	0.5	0.8	0.5	5.4	3.1

Intersection	
Intersection Delay, s/veh	20
Intersection LOS	C

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBU	NBL	NBR
Vol, veh/h	0	527	16	0	121	421	0	8	277
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	620	19	0	142	495	0	9	326
Number of Lanes	0	2	0	0	0	2	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	2
HCM Control Delay	22.6	19	16.9
HCM LOS	C	C	C

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	3%	0%	0%	46%	0%
Vol Thru, %	0%	100%	92%	54%	100%
Vol Right, %	97%	0%	8%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	285	351	192	261	281
LT Vol	0	351	176	140	281
Through Vol	277	0	16	0	0
RT Vol	8	0	0	121	0
Lane Flow Rate	335	413	225	307	330
Geometry Grp	2	7	7	7	7
Degree of Util (X)	0.566	0.758	0.41	0.584	0.605
Departure Headway (Hd)	6.08	6.606	6.546	6.835	6.598
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	590	546	548	526	545
Service Time	4.143	4.384	4.324	4.614	4.377
HCM Lane V/C Ratio	0.568	0.756	0.411	0.584	0.606
HCM Control Delay	16.9	27.4	13.8	18.9	19.1
HCM Lane LOS	C	D	B	C	C
HCM 95th-tile Q	3.5	6.7	2	3.7	4

Intersection	
Intersection Delay, s/veh	18.9
Intersection LOS	C

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBU	NBL	NBR
Vol, veh/h	0	491	3	0	79	533	0	2	83
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	655	4	0	105	711	0	3	111
Number of Lanes	0	2	0	0	0	2	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	2
HCM Control Delay	18.7	20.3	10.6
HCM LOS	C	C	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	2%	0%	0%	31%	0%
Vol Thru, %	0%	100%	98%	69%	100%
Vol Right, %	98%	0%	2%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	85	327	167	257	355
LT Vol	0	327	164	178	355
Through Vol	83	0	3	0	0
RT Vol	2	0	0	79	0
Lane Flow Rate	113	436	222	342	474
Geometry Grp	2	7	7	7	7
Degree of Util (X)	0.193	0.715	0.363	0.556	0.75
Departure Headway (Hd)	6.126	5.898	5.885	5.853	5.698
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	586	615	611	616	635
Service Time	4.16	3.634	3.621	3.584	3.428
HCM Lane V/C Ratio	0.193	0.709	0.363	0.555	0.746
HCM Control Delay	10.6	22.1	12	15.7	23.6
HCM Lane LOS	B	C	B	C	C
HCM 95th-tile Q	0.7	5.9	1.7	3.4	6.7

Intersection	
Intersection Delay, s/veh	15.7
Intersection LOS	C

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBU	NBL	NBR
Vol, veh/h	0	197	27	0	273	556	0	11	78
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	212	29	0	294	598	0	12	84
Number of Lanes	0	2	0	0	0	2	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	2
HCM Control Delay	9.8	17.9	9.5
HCM LOS	A	C	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	12%	0%	0%	60%	0%
Vol Thru, %	0%	100%	71%	40%	100%
Vol Right, %	88%	0%	29%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	89	131	93	458	371
LT Vol	0	131	66	185	371
Through Vol	78	0	27	0	0
RT Vol	11	0	0	273	0
Lane Flow Rate	96	141	100	493	399
Geometry Grp	2	7	7	7	7
Degree of Util (X)	0.146	0.225	0.153	0.729	0.556
Departure Headway (Hd)	5.51	5.736	5.53	5.325	5.026
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	647	621	644	675	713
Service Time	3.576	3.51	3.304	3.079	2.78
HCM Lane V/C Ratio	0.148	0.227	0.155	0.73	0.56
HCM Control Delay	9.5	10.2	9.3	21.1	14
HCM Lane LOS	A	B	A	C	B
HCM 95th-tile Q	0.5	0.9	0.5	6.3	3.5

Intersection	
Intersection Delay, s/veh	21.9
Intersection LOS	C

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBU	NBL	NBR
Vol, veh/h	0	544	17	0	128	428	0	9	294
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	640	20	0	151	504	0	11	346
Number of Lanes	0	2	0	0	0	2	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	2
HCM Control Delay	25.4	20.4	18.4
HCM LOS	D	C	C

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	3%	0%	0%	47%	0%
Vol Thru, %	0%	100%	91%	53%	100%
Vol Right, %	97%	0%	9%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	303	363	198	271	285
LT Vol	0	363	181	143	285
Through Vol	294	0	17	0	0
RT Vol	9	0	0	128	0
Lane Flow Rate	356	427	233	318	336
Geometry Grp	2	7	7	7	7
Degree of Util (X)	0.609	0.798	0.433	0.617	0.628
Departure Headway (Hd)	6.148	6.736	6.675	6.978	6.736
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	585	533	537	513	534
Service Time	4.213	4.523	4.462	4.768	4.526
HCM Lane V/C Ratio	0.609	0.801	0.434	0.62	0.629
HCM Control Delay	18.4	31.3	14.5	20.5	20.3
HCM Lane LOS	C	D	B	C	C
HCM 95th-tile Q	4.1	7.6	2.2	4.1	4.3

Intersection	
Intersection Delay, s/veh	19.4
Intersection LOS	C

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBU	NBL	NBR
Vol, veh/h	0	495	3	0	82	537	0	2	86
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	660	4	0	109	716	0	3	115
Number of Lanes	0	2	0	0	0	2	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	2
HCM Control Delay	19.2	20.8	10.7
HCM LOS	C	C	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	2%	0%	0%	31%	0%
Vol Thru, %	0%	100%	98%	69%	100%
Vol Right, %	98%	0%	2%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	88	330	168	261	358
LT Vol	0	330	165	179	358
Through Vol	86	0	3	0	0
RT Vol	2	0	0	82	0
Lane Flow Rate	117	440	224	348	477
Geometry Grp	2	7	7	7	7
Degree of Util (X)	0.2	0.725	0.368	0.569	0.759
Departure Headway (Hd)	6.145	5.932	5.919	5.884	5.725
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	584	612	607	612	635
Service Time	4.18	3.669	3.657	3.616	3.457
HCM Lane V/C Ratio	0.2	0.719	0.369	0.569	0.751
HCM Control Delay	10.7	22.8	12.1	16.1	24.3
HCM Lane LOS	B	C	B	C	C
HCM 95th-tile Q	0.7	6.1	1.7	3.6	6.9

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INTERSECTION CAPACITY UTILIZATION

N-S St: Chico Avenue
E-W St: Garvey Avenue
Project: Flair Spectrum Project/1-14-4074-1
File: ICU17

Chico Avenue @ Garvey Avenue
Peak hr: AM
Annual Growth: 0.82%

Phase I

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2016

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2016 FUTURE WITHOUT PROJECT				2016 FUTURE WITH PROJECT				2016 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	112	0	0.070	0	112	0	0.070	0	112	0	0.070	2	114	0	0.071	0	114	0	0.071	0	114	0	0.071
Nb Thru	1	1600	0.124 *	0	1	1600	0.124 *	0	1	1600	0.124 *	0	1	1600	0.126 *	0	1	1600	0.126 *	0	1	1600	0.126 *
Nb Right	85	0	-	0	85	0	-	0	85	0	-	1	86	0	-	0	86	0	-	0	86	0	-
Sb Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
Sb Thru	2	1600	0.002	0	2	1600	0.002	0	2	1600	0.002	0	2	1600	0.002	0	2	1600	0.002	0	2	1600	0.002
Sb Right	1	0	-	0	1	0	-	0	1	0	-	0	1	0	-	0	1	0	-	0	1	0	-
Eb Left	5	1600	0.003	0	5	1600	0.003	0	5	1600	0.003	0	5	1600	0.003 *	0	5	1600	0.003 *	0	5	1600	0.003 *
Eb Thru	594	3200	0.233 *	7	601	3200	0.235 *	0	601	3200	0.235 *	42	636	3200	0.246	7	643	3200	0.249	0	643	3200	0.249
Eb Right	150	0	-	0	150	0	-	0	150	0	-	2	152	0	-	0	152	0	-	0	152	0	-
Wb Left	152	1600	0.095 *	0	152	1600	0.095 *	0	152	1600	0.095 *	3	155	1600	0.097	0	155	1600	0.097	0	155	1600	0.097
Wb Thru	1010	3200	0.317	16	1026	3200	0.322	0	1026	3200	0.322	88	1098	3200	0.344 *	16	1114	3200	0.349 *	0	1114	3200	0.349 *
Wb Right	3	0	-	0	3	0	-	0	3	0	-	0	3	0	-	0	3	0	-	0	3	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.551				0.553				0.553				0.573				0.578				0.578
LOS			A				A				A				A				A				A

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Suite 500, Pasadena CA 91106
(626) 796.2322 Fax (626) 792-0941

INTERSECTION CAPACITY UTILIZATION

N-S St: Chico Avenue
E-W St: Garvey Avenue
Project: Flair Spectrum Project/1-14-4074-1
File: ICU17

Chico Avenue @ Garvey Avenue
Peak hr: PM
Annual Growth: 0.82%

Phase I

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2016

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2016 FUTURE WITHOUT PROJECT				2016 FUTURE WITH PROJECT				2016 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	166	0	0.104	0	166	0	0.104	0	166	0	0.104	3	169	0	0.105	0	169	0	0.105	0	169	0	0.105
Nb Thru	1	1600	0.175 *	0	1	1600	0.175 *	0	1	1600	0.175 *	0	1	1600	0.178 *	0	1	1600	0.178 *	0	1	1600	0.178 *
Nb Right	113	0	-	0	113	0	-	0	113	0	-	2	115	0	-	0	115	0	-	0	115	0	-
Sb Left	5	0	0.003 *	0	5	0	0.003 *	0	5	0	0.003 *	0	5	0	0.003 *	0	5	0	0.003 *	0	5	0	0.003 *
Sb Thru	0	1600	0.005	0	0	1600	0.005	0	0	1600	0.005	0	0	1600	0.005	0	0	1600	0.005	0	0	1600	0.005
Sb Right	3	0	-	0	3	0	-	0	3	0	-	0	3	0	-	0	3	0	-	0	3	0	-
Eb Left	11	1600	0.007	0	11	1600	0.007	0	11	1600	0.007	0	11	1600	0.007	0	11	1600	0.007	0	11	1600	0.007
Eb Thru	1042	3200	0.345 *	28	1070	3200	0.354 *	0	1070	3200	0.354 *	105	1147	3200	0.378 *	28	1175	3200	0.387 *	0	1175	3200	0.387 *
Eb Right	62	0	-	0	62	0	-	0	62	0	-	1	63	0	-	0	63	0	-	0	63	0	-
Wb Left	85	1600	0.053 *	0	85	1600	0.053 *	0	85	1600	0.053 *	1	86	1600	0.054 *	0	86	1600	0.054 *	0	86	1600	0.054 *
Wb Thru	890	3200	0.280	28	918	3200	0.289	0	918	3200	0.289	81	971	3200	0.305	28	999	3200	0.314	0	999	3200	0.314
Wb Right	6	0	-	0	6	0	-	0	6	0	-	0	6	0	-	0	6	0	-	0	6	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.676				0.685				0.685				0.713				0.722				0.722
LOS			B				B				B				C				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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(626) 796.2322 Fax (626) 792-0941

INTERSECTION CAPACITY UTILIZATION

N-S St: Chico Avenue
E-W St: Garvey Avenue
Project: Flair Spectrum Project/1-14-4074-1
File: ICU17

Chico Avenue @ Garvey Avenue
Peak hr: SAT MID-DAY
Annual Growth: 0.82%

Phase I

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2016

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2016 FUTURE WITHOUT PROJECT				2016 FUTURE WITH PROJECT				2016 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	112	0	0.070	0	112	0	0.070	0	112	0	0.070	2	114	0	0.071	0	114	0	0.071	0	114	0	0.071
Nb Thru	0	1600	0.165 *	0	0	1600	0.165 *	0	0	1600	0.165 *	0	0	1600	0.168 *	0	0	1600	0.168 *	0	0	1600	0.168 *
Nb Right	152	0	-	0	152	0	-	0	152	0	-	3	155	0	-	0	155	0	-	0	155	0	-
Sb Left	1	0	0.001 *	0	1	0	0.001 *	0	1	0	0.001 *	0	1	0	0.001 *	0	1	0	0.001 *	0	1	0	0.001 *
Sb Thru	0	1600	0.002	0	0	1600	0.002	0	0	1600	0.002	0	0	1600	0.002	0	0	1600	0.002	0	0	1600	0.002
Sb Right	2	0	-	0	2	0	-	0	2	0	-	0	2	0	-	0	2	0	-	0	2	0	-
Eb Left	2	1600	0.001	0	2	1600	0.001	0	2	1600	0.001	0	2	1600	0.001	0	2	1600	0.001	0	2	1600	0.001
Eb Thru	1130	3200	0.392 *	48	1178	3200	0.407 *	0	1178	3200	0.407 *	85	1215	3200	0.419 *	48	1263	3200	0.434 *	0	1263	3200	0.434 *
Eb Right	123	0	-	0	123	0	-	0	123	0	-	2	125	0	-	0	125	0	-	0	125	0	-
Wb Left	111	1600	0.069 *	0	111	1600	0.069 *	0	111	1600	0.069 *	2	113	1600	0.071 *	0	113	1600	0.071 *	0	113	1600	0.071 *
Wb Thru	952	3200	0.301	52	1004	3200	0.317	0	1004	3200	0.317	87	1039	3200	0.328	52	1091	3200	0.344	0	1091	3200	0.344
Wb Right	11	0	-	0	11	0	-	0	11	0	-	0	11	0	-	0	11	0	-	0	11	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.727				0.742				0.742				0.758				0.773				0.773
LOS			C				C				C				C				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

N-S St: Chico Avenue
E-W St: Garvey Avenue
Project: Flair Spectrum Project/1-14-4074-1
File: ICU17

Chico Avenue @ Garvey Avenue
Peak hr: AM
Annual Growth: 0.82%

Phases I & II

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2019

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2019 FUTURE WITHOUT PROJECT				2019 FUTURE WITH PROJECT				2019 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	112	0	0.070	0	112	0	0.070	0	112	0	0.070	5	117	0	0.073	0	117	0	0.073	0	117	0	0.073
Nb Thru	1	1600	0.124 *	0	1	1600	0.124 *	0	1	1600	0.124 *	0	1	1600	0.129 *	0	1	1600	0.129 *	0	1	1600	0.129 *
Nb Right	85	0	-	0	85	0	-	0	85	0	-	4	89	0	-	0	89	0	-	0	89	0	-
Sb Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
Sb Thru	2	1600	0.002	0	2	1600	0.002	0	2	1600	0.002	0	2	1600	0.002	0	2	1600	0.002	0	2	1600	0.002
Sb Right	1	0	-	0	1	0	-	0	1	0	-	0	1	0	-	0	1	0	-	0	1	0	-
Eb Left	5	1600	0.003	0	5	1600	0.003	0	5	1600	0.003	0	5	1600	0.003 *	0	5	1600	0.003 *	0	5	1600	0.003 *
Eb Thru	594	3200	0.233 *	20	614	3200	0.239 *	0	614	3200	0.239 *	57	651	3200	0.252	20	671	3200	0.258	0	671	3200	0.258
Eb Right	150	0	-	0	150	0	-	0	150	0	-	6	156	0	-	0	156	0	-	0	156	0	-
Wb Left	152	1600	0.095 *	0	152	1600	0.095 *	0	152	1600	0.095 *	6	158	1600	0.099	0	158	1600	0.099	0	158	1600	0.099
Wb Thru	1010	3200	0.317	19	1029	3200	0.323	0	1029	3200	0.323	113	1123	3200	0.352 *	19	1142	3200	0.358 *	0	1142	3200	0.358 *
Wb Right	3	0	-	0	3	0	-	0	3	0	-	0	3	0	-	0	3	0	-	0	3	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.551				0.558				0.558				0.584				0.590				0.590
LOS			A				A				A				A				A				A

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

N-S St: Chico Avenue
E-W St: Garvey Avenue
Project: Flair Spectrum Project/1-14-4074-1
File: ICU17

Chico Avenue @ Garvey Avenue
Peak hr: PM
Annual Growth: 0.82%

Phases I & II

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2019

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2019 FUTURE WITHOUT PROJECT				2019 FUTURE WITH PROJECT				2019 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	166	0	0.104	0	166	0	0.104	0	166	0	0.104	7	173	0	0.108	0	173	0	0.108	0	173	0	0.108
Nb Thru	1	1600	0.175 *	0	1	1600	0.175 *	0	1	1600	0.175 *	0	1	1600	0.182 *	0	1	1600	0.182 *	0	1	1600	0.182 *
Nb Right	113	0	-	0	113	0	-	0	113	0	-	5	118	0	-	0	118	0	-	0	118	0	-
Sb Left	5	0	0.003 *	0	5	0	0.003 *	0	5	0	0.003 *	0	5	0	0.003 *	0	5	0	0.003 *	0	5	0	0.003 *
Sb Thru	0	1600	0.005	0	0	1600	0.005	0	0	1600	0.005	0	0	1600	0.005	0	0	1600	0.005	0	0	1600	0.005
Sb Right	3	0	-	0	3	0	-	0	3	0	-	0	3	0	-	0	3	0	-	0	3	0	-
Eb Left	11	1600	0.007	0	11	1600	0.007	0	11	1600	0.007	0	11	1600	0.007	0	11	1600	0.007	0	11	1600	0.007
Eb Thru	1042	3200	0.345 *	34	1076	3200	0.356 *	0	1076	3200	0.356 *	131	1173	3200	0.387 *	34	1207	3200	0.398 *	0	1207	3200	0.398 *
Eb Right	62	0	-	0	62	0	-	0	62	0	-	3	65	0	-	0	65	0	-	0	65	0	-
Wb Left	85	1600	0.053 *	0	85	1600	0.053 *	0	85	1600	0.053 *	4	89	1600	0.055 *	0	89	1600	0.055 *	0	89	1600	0.055 *
Wb Thru	890	3200	0.280	40	930	3200	0.293	0	930	3200	0.293	103	993	3200	0.312	40	1033	3200	0.325	0	1033	3200	0.325
Wb Right	6	0	-	0	6	0	-	0	6	0	-	0	6	0	-	0	6	0	-	0	6	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.676				0.687				0.687				0.728				0.738				0.738
LOS			B				B				B				C				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

N-S St: Chico Avenue
E-W St: Garvey Avenue
Project: Flair Spectrum Project/1-14-4074-1
File: ICU17

Chico Avenue @ Garvey Avenue
Peak hr: SAT MID-DAY
Annual Growth: 0.82%

Phases I & II

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2019

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2019 FUTURE WITHOUT PROJECT				2019 FUTURE WITH PROJECT				2019 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	112	0	0.070	0	112	0	0.070	0	112	0	0.070	5	117	0	0.073	0	117	0	0.073	0	117	0	0.073
Nb Thru	0	1600	0.165 *	0	0	1600	0.165 *	0	0	1600	0.165 *	0	0	1600	0.172 *	0	0	1600	0.172 *	0	0	1600	0.172 *
Nb Right	152	0	-	0	152	0	-	0	152	0	-	6	158	0	-	0	158	0	-	0	158	0	-
Sb Left	1	0	0.001 *	0	1	0	0.001 *	0	1	0	0.001 *	0	1	0	0.001 *	0	1	0	0.001 *	0	1	0	0.001 *
Sb Thru	0	1600	0.002	0	0	1600	0.002	0	0	1600	0.002	0	0	1600	0.002	0	0	1600	0.002	0	0	1600	0.002
Sb Right	2	0	-	0	2	0	-	0	2	0	-	0	2	0	-	0	2	0	-	0	2	0	-
Eb Left	2	1600	0.001	0	2	1600	0.001	0	2	1600	0.001	0	2	1600	0.001	0	2	1600	0.001	0	2	1600	0.001
Eb Thru	1130	3200	0.392 *	56	1186	3200	0.409 *	0	1186	3200	0.409 *	113	1243	3200	0.429 *	56	1299	3200	0.446 *	0	1299	3200	0.446 *
Eb Right	123	0	-	0	123	0	-	0	123	0	-	5	128	0	-	0	128	0	-	0	128	0	-
Wb Left	111	1600	0.069 *	0	111	1600	0.069 *	0	111	1600	0.069 *	5	116	1600	0.072 *	0	116	1600	0.072 *	0	116	1600	0.072 *
Wb Thru	952	3200	0.301	61	1013	3200	0.320	0	1013	3200	0.320	111	1063	3200	0.336	61	1124	3200	0.355	0	1124	3200	0.355
Wb Right	11	0	-	0	11	0	-	0	11	0	-	0	11	0	-	0	11	0	-	0	11	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.727				0.744				0.744				0.773				0.791				0.791
LOS			C				C				C				C				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

N-S St: Chico Avenue
E-W St: Garvey Avenue
Project: Flair Spectrum Project/1-14-4074-1
File: ICU17

Chico Avenue @ Garvey Avenue
Peak hr: AM
Annual Growth: 0.52%

General Plan Buildout (Phases I & II)

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2035

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2035 FUTURE WITHOUT PROJECT				2035 FUTURE WITH PROJECT				2035 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	112	0	0.070	0	112	0	0.070	0	112	0	0.070	13	125	0	0.078	0	125	0	0.078	0	125	0	0.078
Nb Thru	1	1600	0.124 *	0	1	1600	0.124 *	0	1	1600	0.124 *	0	1	1600	0.138 *	0	1	1600	0.138 *	0	1	1600	0.138 *
Nb Right	85	0	-	0	85	0	-	0	85	0	-	10	95	0	-	0	95	0	-	0	95	0	-
Sb Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
Sb Thru	2	1600	0.002	0	2	1600	0.002	0	2	1600	0.002	0	2	1600	0.002	0	2	1600	0.002	0	2	1600	0.002
Sb Right	1	0	-	0	1	0	-	0	1	0	-	0	1	0	-	0	1	0	-	0	1	0	-
Eb Left	5	1600	0.003	0	5	1600	0.003	0	5	1600	0.003	1	6	1600	0.003 *	0	6	1600	0.003 *	0	6	1600	0.003 *
Eb Thru	594	3200	0.233 *	20	614	3200	0.239 *	0	614	3200	0.239 *	100	694	3200	0.269	20	714	3200	0.276	0	714	3200	0.276
Eb Right	150	0	-	0	150	0	-	0	150	0	-	17	167	0	-	0	167	0	-	0	167	0	-
Wb Left	152	1600	0.095 *	0	152	1600	0.095 *	0	152	1600	0.095 *	17	169	1600	0.106	0	169	1600	0.106	0	169	1600	0.106
Wb Thru	1010	3200	0.317	19	1029	3200	0.323	0	1029	3200	0.323	187	1197	3200	0.375 *	19	1216	3200	0.381 *	0	1216	3200	0.381 *
Wb Right	3	0	-	0	3	0	-	0	3	0	-	0	3	0	-	0	3	0	-	0	3	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.551				0.558				0.558				0.617				0.623				0.623
LOS			A				A				A				B				B				B

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

N-S St: Chico Avenue
E-W St: Garvey Avenue
Project: Flair Spectrum Project/1-14-4074-1
File: ICU17

Chico Avenue @ Garvey Avenue
Peak hr: PM
Annual Growth: 0.52%

General Plan Buildout (Phases I & II)

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2035

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2035 FUTURE WITHOUT PROJECT				2035 FUTURE WITH PROJECT				2035 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	166	0	0.104	0	166	0	0.104	0	166	0	0.104	19	185	0	0.116	0	185	0	0.116	0	185	0	0.116
Nb Thru	1	1600	0.175 *	0	1	1600	0.175 *	0	1	1600	0.175 *	0	1	1600	0.195 *	0	1	1600	0.195 *	0	1	1600	0.195 *
Nb Right	113	0	-	0	113	0	-	0	113	0	-	13	126	0	-	0	126	0	-	0	126	0	-
Sb Left	5	0	0.003 *	0	5	0	0.003 *	0	5	0	0.003 *	1	6	0	0.003 *	0	6	0	0.003 *	0	6	0	0.003 *
Sb Thru	0	1600	0.005	0	0	1600	0.005	0	0	1600	0.005	0	0	1600	0.006	0	0	1600	0.006	0	0	1600	0.006
Sb Right	3	0	-	0	3	0	-	0	3	0	-	0	3	0	-	0	3	0	-	0	3	0	-
Eb Left	11	1600	0.007	0	11	1600	0.007	0	11	1600	0.007	1	12	1600	0.008	0	12	1600	0.008	0	12	1600	0.008
Eb Thru	1042	3200	0.345 *	34	1076	3200	0.356 *	0	1076	3200	0.356 *	208	1250	3200	0.412 *	34	1284	3200	0.423 *	0	1284	3200	0.423 *
Eb Right	62	0	-	0	62	0	-	0	62	0	-	7	69	0	-	0	69	0	-	0	69	0	-
Wb Left	85	1600	0.053 *	0	85	1600	0.053 *	0	85	1600	0.053 *	10	95	1600	0.059 *	0	95	1600	0.059 *	0	95	1600	0.059 *
Wb Thru	890	3200	0.280	40	930	3200	0.293	0	930	3200	0.293	168	1058	3200	0.333	40	1098	3200	0.345	0	1098	3200	0.345
Wb Right	6	0	-	0	6	0	-	0	6	0	-	1	7	0	-	0	7	0	-	0	7	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.676				0.687				0.687				0.770				0.781				0.781
LOS			B				B				B				C				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
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INTERSECTION CAPACITY UTILIZATION

N-S St: Chico Avenue
E-W St: Garvey Avenue
Project: Flair Spectrum Project/1-14-4074-1
File: ICU17

Chico Avenue @ Garvey Avenue
Peak hr: SAT MID-DAY
Annual Growth: 0.52%

General Plan Buildout (Phases I & II)

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2035

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2035 FUTURE WITHOUT PROJECT				2035 FUTURE WITH PROJECT				2035 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	112	0	0.070	0	112	0	0.070	0	112	0	0.070	13	125	0	0.078	0	125	0	0.078	0	125	0	0.078
Nb Thru	0	1600	0.165 *	0	0	1600	0.165 *	0	0	1600	0.165 *	0	0	1600	0.184 *	0	0	1600	0.184 *	0	0	1600	0.184 *
Nb Right	152	0	-	0	152	0	-	0	152	0	-	17	169	0	-	0	169	0	-	0	169	0	-
Sb Left	1	0	0.001 *	0	1	0	0.001 *	0	1	0	0.001 *	0	1	0	0.001 *	0	1	0	0.001 *	0	1	0	0.001 *
Sb Thru	0	1600	0.002	0	0	1600	0.002	0	0	1600	0.002	0	0	1600	0.002	0	0	1600	0.002	0	0	1600	0.002
Sb Right	2	0	-	0	2	0	-	0	2	0	-	0	2	0	-	0	2	0	-	0	2	0	-
Eb Left	2	1600	0.001	0	2	1600	0.001	0	2	1600	0.001	0	2	1600	0.001	0	2	1600	0.001	0	2	1600	0.001
Eb Thru	1130	3200	0.392 *	56	1186	3200	0.409 *	0	1186	3200	0.409 *	196	1326	3200	0.457 *	56	1382	3200	0.475 *	0	1382	3200	0.475 *
Eb Right	123	0	-	0	123	0	-	0	123	0	-	14	137	0	-	0	137	0	-	0	137	0	-
Wb Left	111	1600	0.069 *	0	111	1600	0.069 *	0	111	1600	0.069 *	13	124	1600	0.077 *	0	124	1600	0.077 *	0	124	1600	0.077 *
Wb Thru	952	3200	0.301	61	1013	3200	0.320	0	1013	3200	0.320	181	1133	3200	0.358	61	1194	3200	0.377	0	1194	3200	0.377
Wb Right	11	0	-	0	11	0	-	0	11	0	-	1	12	0	-	0	12	0	-	0	12	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.727				0.744				0.744				0.819				0.837				0.837
LOS			C				C				C				D				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

Temple City Boulevard @ Lower Azusa Road

N-S St: Temple City Boulevard
E-W St: Lower Azusa Road
Project: Flair Spectrum Project/1-14-4074-1
File: ICU18T

Peak hr: AM
Annual Growth: 0.82%

Phase I

Date: 10/22/2014
Date of Count: 2014
Projection Year: 2016

	2014 EXIST. TRAFFIC			2016 W/AMBIENT GROWTH			2016 W/PROJECT SITE TRAFFIC				2016 W/PROJECT MITIGATION				2016 W/RELATED PROJECTS				2016 W/REGIONAL MITIGATION			
	1	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	89	1600	0.056 *	1	90	0.057 *	0	90	1600	0.057 *	0	90	1600	0.057 *	8	98	1600	0.062 *	0	98	1600	0.062 *
Nb Thru	610	3200	0.197	10	620	0.200	2	622	3200	0.200	0	622	3200	0.200	29	651	3200	0.212	0	651	3200	0.212
Nb Right	19	0	-	0	19	-	0	19	0	-	0	19	0	-	7	26	0	-	0	26	0	-
Sb Left	150	1600	0.094	2	152	0.095	0	152	1600	0.095	0	152	1600	0.095	0	152	1600	0.095	0	152	1600	0.095
Sb Thru	792	3200	0.266 *	13	805	0.270 *	4	809	3200	0.272 *	0	809	3200	0.272 *	94	903	3200	0.301 *	0	903	3200	0.301 *
Sb Right	59	0	-	1	60	-	0	60	0	-	0	60	0	-	0	60	0	-	0	60	0	-
Eb Left	72	1600	0.045 *	1	73	0.046 *	0	73	1600	0.046 *	0	73	1600	0.046 *	1	74	1600	0.046	0	74	1600	0.046
Eb Thru	433	3200	0.158	7	440	0.160	0	440	3200	0.160	0	440	3200	0.160	22	462	3200	0.178 *	0	462	3200	0.144 *
Eb Right	72	0	-	1	73	-	0	73	0	-	0	73	0	-	35	108	0	-	0	108	1600	0.068
Wb Left	218	1600	0.136	4	222	0.138	0	222	1600	0.138	0	222	1600	0.138	52	274	1600	0.171 *	0	274	1600	0.171 *
Wb Thru	725	3200	0.257 *	12	737	0.261 *	0	737	3200	0.261 *	0	737	3200	0.261 *	15	752	3200	0.266	0	752	3200	0.266
Wb Right	97	0	-	2	99	-	0	99	0	-	0	99	0	-	0	99	0	-	0	99	0	-
Yellow Allowance:			0.100 *			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.723			0.734				0.735				0.735				0.812				0.728
LOS			C			C				C				C				D				C

12:27 PM

** Key conflicting movement as a part of ICU*
1 Counts conducted by.City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

Temple City Boulevard @ Lower Azusa Road

N-S St: Temple City Boulevard
E-W St: Lower Azusa Road
Project: Flair Spectrum Project/1-14-4074-1
File: ICU18T

Peak hr: PM
Annual Growth: 0.82%

Phase I

Date: 10/22/2014
Date of Count: 2014
Projection Year: 2016

	2014 EXIST. TRAFFIC			2016 W/AMBIENT GROWTH			2016 W/PROJECT SITE TRAFFIC				2016 W/PROJECT MITIGATION				2016 W/RELATED PROJECTS				2016 W/REGIONAL MITIGATION			
	1	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	164	1600	0.103	3	167	0.104	0	167	1600	0.104	0	167	1600	0.104	37	204	1600	0.127	0	204	1600	0.127
Nb Thru	866	3200	0.297 *	14	880	0.302 *	6	886	3200	0.304 *	0	886	3200	0.304 *	115	1001	3200	0.357 *	0	1001	3200	0.357 *
Nb Right	85	0	-	1	86	-	0	86	0	-	0	86	0	-	55	141	0	-	0	141	0	-
Sb Left	229	1600	0.143 *	4	233	0.145 *	0	233	1600	0.145 *	0	233	1600	0.145 *	0	233	1600	0.145 *	0	233	1600	0.145 *
Sb Thru	529	3200	0.198	9	538	0.201	6	544	3200	0.203	0	544	3200	0.203	44	588	3200	0.217	0	588	3200	0.217
Sb Right	105	0	-	2	107	-	0	107	0	-	0	107	0	-	1	108	0	-	0	108	0	-
Eb Left	197	1600	0.123	3	200	0.125	0	200	1600	0.125	0	200	1600	0.125	1	201	1600	0.126	0	201	1600	0.126
Eb Thru	556	3200	0.186 *	9	565	0.189 *	0	565	3200	0.189 *	0	565	3200	0.189 *	35	600	3200	0.204 *	0	600	3200	0.188 *
Eb Right	39	0	-	1	40	-	0	40	0	-	0	40	0	-	12	52	0	-	0	52	1600	0.032
Wb Left	269	1600	0.168 *	4	273	0.171 *	0	273	1600	0.171 *	0	273	1600	0.171 *	7	280	1600	0.175 *	0	280	1600	0.175 *
Wb Thru	429	3200	0.167	7	436	0.169	0	436	3200	0.169	0	436	3200	0.169	40	476	3200	0.182	0	476	3200	0.182
Wb Right	104	0	-	2	106	-	0	106	0	-	0	106	0	-	0	106	0	-	0	106	0	-
Yellow Allowance:			0.100 *			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.894			0.907				0.909				0.909				0.982				0.915
LOS			D			E				E				E				E				E

12:27 PM

** Key conflicting movement as a part of ICU*
*1 Counts conducted by.*City Traffic Counters
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
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INTERSECTION CAPACITY UTILIZATION

Temple City Boulevard @ Lower Azusa Road
Peak hr: Sat Mid-Day
Annual Growth: 0.82%

Phase I

N-S St: Temple City Boulevard
E-W St: Lower Azusa Road
Project: Flair Spectrum Project/1-14-4074-1
File: ICU18T

Date: 10/22/2014
Date of Count: 2014
Projection Year: 2016

	2014 EXIST. TRAFFIC			2016 W/AMBIENT GROWTH			2016 W/PROJECT SITE TRAFFIC				2016 W/PROJECT MITIGATION				2016 W/RELATED PROJECTS				2016 W/REGIONAL MITIGATION			
	1	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	74	1600	0.046	1	75	0.047	0	75	1600	0.047	0	75	1600	0.047	12	87	1600	0.055	0	87	1600	0.055
Nb Thru	607	3200	0.208 *	10	617	0.212 *	10	627	3200	0.215 *	0	627	3200	0.215 *	41	668	3200	0.229 *	0	668	3200	0.229 *
Nb Right	59	0	-	1	60	-	0	60	0	-	0	60	0	-	5	65	0	-	0	65	0	-
Sb Left	161	1600	0.101 *	3	164	0.102 *	0	164	1600	0.102 *	0	164	1600	0.102 *	0	164	1600	0.102 *	0	164	1600	0.102 *
Sb Thru	502	3200	0.178	8	510	0.181	11	521	3200	0.184	0	521	3200	0.184	42	563	3200	0.198	0	563	3200	0.198
Sb Right	67	0	-	1	68	-	0	68	0	-	0	68	0	-	1	69	0	-	0	69	0	-
Eb Left	81	1600	0.051	1	82	0.051	0	82	1600	0.051	0	82	1600	0.051	1	83	1600	0.052	0	83	1600	0.052
Eb Thru	469	3200	0.158 *	8	477	0.161 *	0	477	3200	0.161 *	0	477	3200	0.161 *	44	521	3200	0.178 *	0	521	3200	0.163 *
Eb Right	37	0	-	1	38	-	0	38	0	-	0	38	0	-	11	49	0	-	0	49	1600	0.030
Wb Left	285	1600	0.178 *	5	290	0.181 *	0	290	1600	0.181 *	0	290	1600	0.181 *	4	294	1600	0.184 *	0	294	1600	0.184 *
Wb Thru	459	3200	0.191	8	467	0.194	0	467	3200	0.194	0	467	3200	0.194	45	512	3200	0.208	0	512	3200	0.208
Wb Right	152	0	-	3	155	-	0	155	0	-	0	155	0	-	0	155	0	-	0	155	0	-
Yellow Allowance:			0.100 *			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.745			0.756				0.759				0.759				0.793				0.728
LOS			C			C				C				C				C				C

12:27 PM

** Key conflicting movement as a part of ICU*
*1 Counts conducted by.*City Traffic Counters
2 Capacity expressed in veh/hour of green

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600 S. Lake Avenue, Ste 500, Pasadena 91106
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INTERSECTION CAPACITY UTILIZATION

Temple City Boulevard @ Lower Azusa Road

N-S St: Temple City Boulevard
E-W St: Lower Azusa Road
Project: Flair Spectrum Project/1-14-4074-1
File: ICU18T

Peak hr: AM
Annual Growth: 0.82%

Phases I & II

Date: 10/22/2014
Date of Count: 2014
Projection Year: 2019

	2014 EXIST. TRAFFIC			2019 W/AMBIENT GROWTH			2019 W/PROJECT SITE TRAFFIC				2019 W/PROJECT MITIGATION				2019 W/RELATED PROJECTS				2019 W/REGIONAL MITIGATION			
	1	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	89	1600	0.056 *	4	93	0.058 *	0	93	1600	0.058 *	0	93	1600	0.058 *	8	101	1600	0.063 *	0	101	1600	0.063 *
Nb Thru	610	3200	0.197	25	635	0.205	6	641	3200	0.207	0	641	3200	0.207	29	670	3200	0.218	0	670	3200	0.218
Nb Right	19	0	-	1	20	-	0	20	0	-	0	20	0	-	7	27	0	-	0	27	0	-
Sb Left	150	1600	0.094	6	156	0.098	0	156	1600	0.098	0	156	1600	0.098	0	156	1600	0.098	0	156	1600	0.098
Sb Thru	792	3200	0.266 *	33	825	0.277 *	5	830	3200	0.279 *	0	830	3200	0.279 *	94	924	3200	0.308 *	0	924	3200	0.308 *
Sb Right	59	0	-	2	61	-	0	61	0	-	0	61	0	-	0	61	0	-	0	61	0	-
Eb Left	72	1600	0.045 *	3	75	0.047 *	0	75	1600	0.047 *	0	75	1600	0.047 *	1	76	1600	0.048	0	76	1600	0.048
Eb Thru	433	3200	0.158	18	451	0.164	0	451	3200	0.164	0	451	3200	0.164	22	473	3200	0.182 *	0	473	3200	0.148 *
Eb Right	72	0	-	3	75	-	0	75	0	-	0	75	0	-	35	110	0	-	0	110	1600	0.069
Wb Left	218	1600	0.136	9	227	0.142	0	227	1600	0.142	0	227	1600	0.142	52	279	1600	0.174 *	0	279	1600	0.174 *
Wb Thru	725	3200	0.257 *	30	755	0.268 *	0	755	3200	0.268 *	0	755	3200	0.268 *	15	770	3200	0.272	0	770	3200	0.272
Wb Right	97	0	-	4	101	-	0	101	0	-	0	101	0	-	0	101	0	-	0	101	0	-
Yellow Allowance:			0.100 *			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.723			0.749				0.751				0.751				0.828				0.743
LOS			C			C				C				C				D				C

12:27 PM

** Key conflicting movement as a part of ICU*
1 Counts conducted by.City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

Temple City Boulevard @ Lower Azusa Road

N-S St: Temple City Boulevard
E-W St: Lower Azusa Road
Project: Flair Spectrum Project/1-14-4074-1
File: ICU18T

Peak hr: PM
Annual Growth: 0.82%

Phases I & II

Date: 10/22/2014
Date of Count: 2014
Projection Year: 2019

	2014 EXIST. TRAFFIC			2019 W/AMBIENT GROWTH			2019 W/PROJECT SITE TRAFFIC				2019 W/PROJECT MITIGATION				2019 W/RELATED PROJECTS				2019 W/REGIONAL MITIGATION			
	1	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	164	1600	0.103	7	171	0.107	0	171	1600	0.107	0	171	1600	0.107	37	208	1600	0.130	0	208	1600	0.130
Nb Thru	866	3200	0.297 *	36	902	0.310 *	8	910	3200	0.312 *	0	910	3200	0.312 *	115	1025	3200	0.365 *	0	1025	3200	0.365 *
Nb Right	85	0	-	4	89	-	0	89	0	-	0	89	0	-	55	144	0	-	0	144	0	-
Sb Left	229	1600	0.143 *	10	239	0.149 *	0	239	1600	0.149 *	0	239	1600	0.149 *	0	239	1600	0.149 *	0	239	1600	0.149 *
Sb Thru	529	3200	0.198	22	551	0.206	10	561	3200	0.210	0	561	3200	0.210	44	605	3200	0.224	0	605	3200	0.224
Sb Right	105	0	-	4	109	-	0	109	0	-	0	109	0	-	1	110	0	-	0	110	0	-
Eb Left	197	1600	0.123	8	205	0.128	0	205	1600	0.128	0	205	1600	0.128	1	206	1600	0.129	0	206	1600	0.129
Eb Thru	556	3200	0.186 *	23	579	0.194 *	0	579	3200	0.194 *	0	579	3200	0.194 *	35	614	3200	0.208 *	0	614	3200	0.192 *
Eb Right	39	0	-	2	41	-	0	41	0	-	0	41	0	-	12	53	0	-	0	53	1600	0.033
Wb Left	269	1600	0.168 *	11	280	0.175 *	0	280	1600	0.175 *	0	280	1600	0.175 *	7	287	1600	0.180 *	0	287	1600	0.180 *
Wb Thru	429	3200	0.167	18	447	0.174	0	447	3200	0.174	0	447	3200	0.174	40	487	3200	0.186	0	487	3200	0.186
Wb Right	104	0	-	4	108	-	0	108	0	-	0	108	0	-	0	108	0	-	0	108	0	-
Yellow Allowance:			0.100 *			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.894			0.927				0.930				0.930				1.002				0.936
LOS			D			E				E				E				F				E

12:27 PM

** Key conflicting movement as a part of ICU*
*1 Counts conducted by.*City Traffic Counters
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792-0941

INTERSECTION CAPACITY UTILIZATION

Temple City Boulevard @ Lower Azusa Road
Peak hr: Sat Mid-Day
Annual Growth: 0.82%

Phases I & II

N-S St: Temple City Boulevard
E-W St: Lower Azusa Road
Project: Flair Spectrum Project/1-14-4074-1
File: ICU18T

Date: 10/22/2014
Date of Count: 2014
Projection Year: 2019

	2014 EXIST. TRAFFIC			2019 W/AMBIENT GROWTH			2019 W/PROJECT SITE TRAFFIC				2019 W/PROJECT MITIGATION				2019 W/RELATED PROJECTS				2019 W/REGIONAL MITIGATION			
	1	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	74	1600	0.046	3	77	0.048	0	77	1600	0.048	0	77	1600	0.048	12	89	1600	0.056	0	89	1600	0.056
Nb Thru	607	3200	0.208 *	25	632	0.217 *	12	644	3200	0.221 *	0	644	3200	0.221 *	41	685	3200	0.235 *	0	685	3200	0.235 *
Nb Right	59	0	-	2	61	-	0	61	0	-	0	61	0	-	5	66	0	-	0	66	0	-
Sb Left	161	1600	0.101 *	7	168	0.105 *	0	168	1600	0.105 *	0	168	1600	0.105 *	0	168	1600	0.105 *	0	168	1600	0.105 *
Sb Thru	502	3200	0.178	21	523	0.185	14	537	3200	0.190	0	537	3200	0.190	42	579	3200	0.203	0	579	3200	0.203
Sb Right	67	0	-	3	70	-	0	70	0	-	0	70	0	-	1	71	0	-	0	71	0	-
Eb Left	81	1600	0.051	3	84	0.053	0	84	1600	0.053	0	84	1600	0.053	1	85	1600	0.053	0	85	1600	0.053
Eb Thru	469	3200	0.158 *	20	489	0.165 *	0	489	3200	0.165 *	0	489	3200	0.165 *	44	533	3200	0.182 *	0	533	3200	0.166 *
Eb Right	37	0	-	2	39	-	0	39	0	-	0	39	0	-	11	50	0	-	0	50	1600	0.031
Wb Left	285	1600	0.178 *	12	297	0.186 *	0	297	1600	0.186 *	0	297	1600	0.186 *	4	301	1600	0.188 *	0	301	1600	0.188 *
Wb Thru	459	3200	0.191	19	478	0.199	0	478	3200	0.199	0	478	3200	0.199	45	523	3200	0.213	0	523	3200	0.213
Wb Right	152	0	-	6	158	-	0	158	0	-	0	158	0	-	0	158	0	-	0	158	0	-
Yellow Allowance:			0.100 *			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.745			0.772				0.776				0.776				0.810				0.744
LOS			C			C				C				C				D				C

12:27 PM

** Key conflicting movement as a part of ICU*
*1 Counts conducted by.*City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

Temple City Boulevard @ Lower Azusa Road
Peak hr: AM
Annual Growth: 0.52%

General Plan Buildout (Phases I & II)

N-S St: Temple City Boulevard
E-W St: Lower Azusa Road
Project: Flair Spectrum Project/1-14-4074-1
File: ICU18T

Date: 10/22/2014
Date of Count: 2014
Projection Year: 2035

	2014 EXIST. TRAFFIC			2035 W/AMBIENT GROWTH			2035 W/PROJECT SITE TRAFFIC				2035 W/PROJECT MITIGATION				2035 W/RELATED PROJECTS				2035 W/REGIONAL MITIGATION			
	1	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	89	1600	0.056 *	10	99	0.062 *	0	99	1600	0.062 *	0	99	1600	0.062 *	8	107	1600	0.067 *	0	107	1600	0.067 *
Nb Thru	610	3200	0.197	70	680	0.219	6	686	3200	0.221	0	686	3200	0.221	29	715	3200	0.232	0	715	3200	0.232
Nb Right	19	0	-	2	21	-	0	21	0	-	0	21	0	-	7	28	0	-	0	28	0	-
Sb Left	150	1600	0.094	17	167	0.105	0	167	1600	0.105	0	167	1600	0.105	0	167	1600	0.105	0	167	1600	0.105
Sb Thru	792	3200	0.266 *	91	883	0.297 *	5	888	3200	0.298 *	0	888	3200	0.298 *	94	982	3200	0.327 *	0	982	3200	0.327 *
Sb Right	59	0	-	7	66	-	0	66	0	-	0	66	0	-	0	66	0	-	0	66	0	-
Eb Left	72	1600	0.045 *	8	80	0.050 *	0	80	1600	0.050 *	0	80	1600	0.050 *	1	81	1600	0.051	0	81	1600	0.051
Eb Thru	433	3200	0.158	50	483	0.176	0	483	3200	0.176	0	483	3200	0.176	22	505	3200	0.194 *	0	505	3200	0.158 *
Eb Right	72	0	-	8	80	-	0	80	0	-	0	80	0	-	35	115	0	-	0	115	1600	0.072
Wb Left	218	1600	0.136	25	243	0.152	0	243	1600	0.152	0	243	1600	0.152	52	295	1600	0.184 *	0	295	1600	0.184 *
Wb Thru	725	3200	0.257 *	83	808	0.286 *	0	808	3200	0.286 *	0	808	3200	0.286 *	15	823	3200	0.291	0	823	3200	0.291
Wb Right	97	0	-	11	108	-	0	108	0	-	0	108	0	-	0	108	0	-	0	108	0	-
Yellow Allowance:			0.100 *			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.723			0.795				0.797				0.797				0.873				0.787
LOS			C			C				C				C				D				C

12:27 PM

** Key conflicting movement as a part of ICU*
1 Counts conducted by.City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

Temple City Boulevard @ Lower Azusa Road
Peak hr: PM
Annual Growth: 0.52%

General Plan Buildout (Phases I & II)

N-S St: Temple City Boulevard
E-W St: Lower Azusa Road
Project: Flair Spectrum Project/1-14-4074-1
File: ICU18T

Date: 10/22/2014
Date of Count: 2014
Projection Year: 2035

	2014 EXIST. TRAFFIC			2035 W/AMBIENT GROWTH			2035 W/PROJECT SITE TRAFFIC				2035 W/PROJECT MITIGATION				2035 W/RELATED PROJECTS				2035 W/REGIONAL MITIGATION			
	1	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	164	1600	0.103	19	183	0.114	0	183	1600	0.114	0	183	1600	0.114	37	220	1600	0.137	0	220	1600	0.137
Nb Thru	866	3200	0.297 *	100	966	0.331 *	8	974	3200	0.334 *	0	974	3200	0.334 *	115	1089	3200	0.387 *	0	1089	3200	0.387 *
Nb Right	85	0	-	10	95	-	0	95	0	-	0	95	0	-	55	150	0	-	0	150	0	-
Sb Left	229	1600	0.143 *	26	255	0.160 *	0	255	1600	0.160 *	0	255	1600	0.160 *	0	255	1600	0.160 *	0	255	1600	0.160 *
Sb Thru	529	3200	0.198	61	590	0.221	10	600	3200	0.224	0	600	3200	0.224	44	644	3200	0.238	0	644	3200	0.238
Sb Right	105	0	-	12	117	-	0	117	0	-	0	117	0	-	1	118	0	-	0	118	0	-
Eb Left	197	1600	0.123	23	220	0.137	0	220	1600	0.137	0	220	1600	0.137	1	221	1600	0.138	0	221	1600	0.138
Eb Thru	556	3200	0.186 *	64	620	0.207 *	0	620	3200	0.207 *	0	620	3200	0.207 *	35	655	3200	0.222 *	0	655	3200	0.205 *
Eb Right	39	0	-	4	43	-	0	43	0	-	0	43	0	-	12	55	0	-	0	55	1600	0.035
Wb Left	269	1600	0.168 *	31	300	0.187 *	0	300	1600	0.187 *	0	300	1600	0.187 *	7	307	1600	0.192 *	0	307	1600	0.192 *
Wb Thru	429	3200	0.167	49	478	0.186	0	478	3200	0.186	0	478	3200	0.186	40	518	3200	0.198	0	518	3200	0.198
Wb Right	104	0	-	12	116	-	0	116	0	-	0	116	0	-	0	116	0	-	0	116	0	-
Yellow Allowance:			0.100 *			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.894			0.986				0.988				0.988				1.060				0.993
LOS			D			E				E				E				F				E

12:27 PM

** Key conflicting movement as a part of ICU*
*1 Counts conducted by.*City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

Temple City Boulevard @ Lower Azusa Road
Peak hr: Sat Mid-Day
Annual Growth: 0.52%

General Plan Buildout (Phases I & II)

N-S St: Temple City Boulevard
E-W St: Lower Azusa Road
Project: Flair Spectrum Project/1-14-4074-1
File: ICU18T

Date: 10/22/2014
Date of Count: 2014
Projection Year: 2035

	2014 EXIST. TRAFFIC			2035 W/AMBIENT GROWTH			2035 W/PROJECT SITE TRAFFIC				2035 W/PROJECT MITIGATION				2035 W/RELATED PROJECTS				2035 W/REGIONAL MITIGATION			
	1	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	74	1600	0.046	9	83	0.052	0	83	1600	0.052	0	83	1600	0.052	12	95	1600	0.059	0	95	1600	0.059
Nb Thru	607	3200	0.208 *	70	677	0.232 *	12	689	3200	0.236 *	0	689	3200	0.236 *	41	730	3200	0.250 *	0	730	3200	0.250 *
Nb Right	59	0	-	7	66	-	0	66	0	-	0	66	0	-	5	71	0	-	0	71	0	-
Sb Left	161	1600	0.101 *	19	180	0.112 *	0	180	1600	0.112 *	0	180	1600	0.112 *	0	180	1600	0.112 *	0	180	1600	0.112 *
Sb Thru	502	3200	0.178	58	560	0.198	14	574	3200	0.203	0	574	3200	0.203	42	616	3200	0.216	0	616	3200	0.216
Sb Right	67	0	-	8	75	-	0	75	0	-	0	75	0	-	1	76	0	-	0	76	0	-
Eb Left	81	1600	0.051	9	90	0.056	0	90	1600	0.056	0	90	1600	0.056	1	91	1600	0.057	0	91	1600	0.057
Eb Thru	469	3200	0.158 *	54	523	0.176 *	0	523	3200	0.176 *	0	523	3200	0.176 *	44	567	3200	0.194 *	0	567	3200	0.177 *
Eb Right	37	0	-	4	41	-	0	41	0	-	0	41	0	-	11	52	0	-	0	52	1600	0.033
Wb Left	285	1600	0.178 *	33	318	0.199 *	0	318	1600	0.199 *	0	318	1600	0.199 *	4	322	1600	0.201 *	0	322	1600	0.201 *
Wb Thru	459	3200	0.191	53	512	0.213	0	512	3200	0.213	0	512	3200	0.213	45	557	3200	0.227	0	557	3200	0.227
Wb Right	152	0	-	17	169	-	0	169	0	-	0	169	0	-	0	169	0	-	0	169	0	-
Yellow Allowance:			0.100 *			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.745			0.819				0.823				0.823				0.857				0.791
LOS			C			D				D				D				D				C

12:27 PM

** Key conflicting movement as a part of ICU*
*1 Counts conducted by.*City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

Temple City Boulevard @ Valley Boulevard
Peak hr: AM
Annual Growth: 0.82%

Phase I

N-S St: Temple City Boulevard
E-W St: Valley Boulevard
Project: Flair Spectrum Project/1-14-4074-1
File: ICU19

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2016

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2016 FUTURE WITHOUT PROJECT				2016 FUTURE WITH PROJECT				2016 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	272	1600	0.170 *	0	272	1600	0.170 *	0	272	1600	0.170 *	4	277	1600	0.173 *	0	277	1600	0.173 *	0	277	1600	0.173 *
Nb Thru	379	3200	0.137	2	381	3200	0.138	0	381	3200	0.138	189	569	3200	0.202	2	571	3200	0.202	0	571	3200	0.202
Nb Right	59	0	-	0	59	0	-	0	59	0	-	17	76	0	-	0	76	0	-	0	76	0	-
Sb Left	173	1600	0.108	0	173	1600	0.108	0	173	1600	0.108	37	210	1600	0.131	0	210	1600	0.131	0	210	1600	0.131
Sb Thru	576	3200	0.265 *	4	580	3200	0.266 *	0	580	3200	0.266 *	41	618	3200	0.281 *	4	622	3200	0.283 *	0	622	3200	0.283 *
Sb Right	270	0	-	0	270	0	-	0	270	0	-	12	283	0	-	0	283	0	-	0	283	0	-
Eb Left	134	1600	0.084 *	0	134	1600	0.084 *	0	134	1600	0.084 *	32	166	1600	0.104 *	0	166	1600	0.104 *	0	166	1600	0.104 *
Eb Thru	579	3200	0.181	0	579	3200	0.181	0	579	3200	0.181	47	626	3200	0.196	0	626	3200	0.196	0	626	3200	0.196
Eb Right [3]	55	1600	0.000	0	55	1600	0.000	0	55	1600	0.000	1	56	1600	0.000	0	56	1600	0.000	0	56	1600	0.000
Wb Left	94	1600	0.059	0	94	1600	0.059	0	94	1600	0.059	17	110	1600	0.069	0	110	1600	0.069	0	110	1600	0.069
Wb Thru	1093	3200	0.342 *	0	1093	3200	0.342 *	0	1093	3200	0.342 *	76	1169	3200	0.365 *	0	1169	3200	0.365 *	0	1169	3200	0.365 *
Wb Right [4	183	1600	0.006	0	183	1600	0.006	0	183	1600	0.006	178	361	1600	0.094	0	361	1600	0.094	0	361	1600	0.094
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.960				0.961				0.961				1.024				1.025				1.025
LOS			E				E				E				F				F				F

** Key conflicting movement as a part of ICU*
1 Counts conducted by:Counts Unlimited Inc. as provided by the City of El Monte
2 Capacity expressed in veh/hour of green
3 The eastbound right-turn lane has an overlapping phase with the northbound left-turn phase.
4 The westbound right-turn lane has an overlapping phase with the southbound left-turn phase.

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INTERSECTION CAPACITY UTILIZATION

N-S St: Temple City Boulevard
E-W St: Valley Boulevard
Project: Flair Spectrum Project/1-14-4074-1
File: ICU19

Temple City Boulevard @ Valley Boulevard
Peak hr: PM
Annual Growth: 0.82%

Phase I

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2016

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2016 FUTURE WITHOUT PROJECT				2016 FUTURE WITH PROJECT				2016 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	119	1600	0.075	0	119	1600	0.075	0	119	1600	0.075	2	121	1600	0.076	0	121	1600	0.076	0	121	1600	0.076
Nb Thru	659	3200	0.228 *	6	665	3200	0.230 *	0	665	3200	0.230 *	43	702	3200	0.249 *	6	708	3200	0.251 *	0	708	3200	0.251 *
Nb Right	71	0	-	0	71	0	-	0	71	0	-	23	95	0	-	0	95	0	-	0	95	0	-
Sb Left	145	1600	0.091 *	0	145	1600	0.091 *	0	145	1600	0.091 *	201	346	1600	0.216 *	0	346	1600	0.216 *	0	346	1600	0.216 *
Sb Thru	440	3200	0.172	6	446	3200	0.174	0	446	3200	0.174	202	642	3200	0.246	6	648	3200	0.248	0	648	3200	0.248
Sb Right	111	0	-	0	111	0	-	0	111	0	-	35	146	0	-	0	146	0	-	0	146	0	-
Eb Left	214	1600	0.134	0	214	1600	0.134	0	214	1600	0.134	14	228	1600	0.142	0	228	1600	0.142	0	228	1600	0.142
Eb Thru	985	3200	0.308 *	0	985	3200	0.308 *	0	985	3200	0.308 *	99	1085	3200	0.339 *	0	1085	3200	0.339 *	0	1085	3200	0.339 *
Eb Right [3]	70	1600	0.000	0	70	1600	0.000	0	70	1600	0.000	1	72	1600	0.000	0	72	1600	0.000	0	72	1600	0.000
Wb Left	95	1600	0.059 *	0	95	1600	0.059 *	0	95	1600	0.059 *	22	116	1600	0.073 *	0	116	1600	0.073 *	0	116	1600	0.073 *
Wb Thru	545	3200	0.170	0	545	3200	0.170	0	545	3200	0.170	84	629	3200	0.196	0	629	3200	0.196	0	629	3200	0.196
Wb Right [4	105	1600	0.000	0	105	1600	0.000	0	105	1600	0.000	56	161	1600	0.000	0	161	1600	0.000	0	161	1600	0.000
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.786				0.788				0.788				0.977				0.979				0.979
LOS			C				C				C				E				E				E

** Key conflicting movement as a part of ICU*
1 Counts conducted by:Counts Unlimited Inc. as provided by the City of El Monte
2 Capacity expressed in veh/hour of green
3 The eastbound right-turn lane has an overlapping phase with the northbound left-turn phase.
4 The westbound right-turn lane has an overlapping phase with the southbound left-turn phase.

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INTERSECTION CAPACITY UTILIZATION

Temple City Boulevard @ Valley Boulevard
Peak hr: SAT MID-DAY
Annual Growth: 0.82%

Phase I

N-S St: Temple City Boulevard
E-W St: Valley Boulevard
Project: Flair Spectrum Project/1-14-4074-1
File: ICU19

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2016

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2016 FUTURE WITHOUT PROJECT				2016 FUTURE WITH PROJECT				2016 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	93	1600	0.058 *	0	93	1600	0.058 *	0	93	1600	0.058 *	2	94	1600	0.059 *	0	94	1600	0.059 *	0	94	1600	0.059 *
Nb Thru	347	3200	0.130	10	357	3200	0.133	0	357	3200	0.133	26	373	3200	0.147	10	383	3200	0.150	0	383	3200	0.150
Nb Right	68	0	-	0	68	0	-	0	68	0	-	28	96	0	-	0	96	0	-	0	96	0	-
Sb Left	114	1600	0.071	0	114	1600	0.071	0	114	1600	0.071	56	170	1600	0.106	0	170	1600	0.106	0	170	1600	0.106
Sb Thru	478	3200	0.187 *	11	489	3200	0.191 *	0	489	3200	0.191 *	28	506	3200	0.199 *	11	517	3200	0.203 *	0	517	3200	0.203 *
Sb Right	120	0	-	0	120	0	-	0	120	0	-	11	131	0	-	0	131	0	-	0	131	0	-
Eb Left	221	1600	0.138 *	0	221	1600	0.138 *	0	221	1600	0.138 *	13	234	1600	0.146 *	0	234	1600	0.146 *	0	234	1600	0.146 *
Eb Thru	721	3200	0.225	0	721	3200	0.225	0	721	3200	0.225	104	825	3200	0.258	0	825	3200	0.258	0	825	3200	0.258
Eb Right [3]	53	1600	0.000	0	53	1600	0.000	0	53	1600	0.000	1	54	1600	0.000	0	54	1600	0.000	0	54	1600	0.000
Wb Left	96	1600	0.060	0	96	1600	0.060	0	96	1600	0.060	26	121	1600	0.076	0	121	1600	0.076	0	121	1600	0.076
Wb Thru	540	3200	0.169 *	0	540	3200	0.169 *	0	540	3200	0.169 *	101	640	3200	0.200 *	0	640	3200	0.200 *	0	640	3200	0.200 *
Wb Right [4	87	1600	0.000	0	87	1600	0.000	0	87	1600	0.000	52	139	1600	0.000	0	139	1600	0.000	0	139	1600	0.000
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.652				0.656				0.656				0.705				0.708				0.708
LOS			B				B				B				C				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by:Counts Unlimited Inc. as provided by the City of El Monte
2 Capacity expressed in veh/hour of green
3 The eastbound right-turn lane has an overlapping phase with the northbound left-turn phase.
4 The westbound right-turn lane has an overlapping phase with the southbound left-turn phase.

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INTERSECTION CAPACITY UTILIZATION

N-S St: Temple City Boulevard
E-W St: Valley Boulevard
Project: Flair Spectrum Project/1-14-4074-1
File: ICU19

Temple City Boulevard @ Valley Boulevard
Peak hr: AM
Annual Growth: 0.82%

Phases I & II

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2019

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2019 FUTURE WITHOUT PROJECT				2019 FUTURE WITH PROJECT				2019 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	272	1600	0.170 *	0	272	1600	0.170 *	0	272	1600	0.170 *	11	284	1600	0.177 *	0	284	1600	0.177 *	0	284	1600	0.177 *
Nb Thru	379	3200	0.137	6	385	3200	0.139	0	385	3200	0.139	199	578	3200	0.205	6	584	3200	0.207	0	584	3200	0.207
Nb Right	59	0	-	0	59	0	-	0	59	0	-	18	78	0	-	0	78	0	-	0	78	0	-
Sb Left	173	1600	0.108	0	173	1600	0.108	0	173	1600	0.108	41	215	1600	0.134	0	215	1600	0.134	0	215	1600	0.134
Sb Thru	576	3200	0.265 *	5	581	3200	0.266 *	0	581	3200	0.266 *	56	632	3200	0.288 *	5	637	3200	0.290 *	0	637	3200	0.290 *
Sb Right	270	0	-	0	270	0	-	0	270	0	-	19	290	0	-	0	290	0	-	0	290	0	-
Eb Left	134	1600	0.084 *	0	134	1600	0.084 *	0	134	1600	0.084 *	36	169	1600	0.106 *	0	169	1600	0.106 *	0	169	1600	0.106 *
Eb Thru	579	3200	0.181	0	579	3200	0.181	0	579	3200	0.181	61	641	3200	0.200	0	641	3200	0.200	0	641	3200	0.200
Eb Right [3]	55	1600	0.000	0	55	1600	0.000	0	55	1600	0.000	2	57	1600	0.000	0	57	1600	0.000	0	57	1600	0.000
Wb Left	94	1600	0.059	0	94	1600	0.059	0	94	1600	0.059	19	113	1600	0.070	0	113	1600	0.070	0	113	1600	0.070
Wb Thru	1093	3200	0.342 *	0	1093	3200	0.342 *	0	1093	3200	0.342 *	104	1197	3200	0.374 *	0	1197	3200	0.374 *	0	1197	3200	0.374 *
Wb Right [4	183	1600	0.006	0	183	1600	0.006	0	183	1600	0.006	183	365	1600	0.094	0	365	1600	0.094	0	365	1600	0.094
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.960				0.962				0.962				1.045				1.047				1.047
LOS			E				E				E				F				F				F

** Key conflicting movement as a part of ICU*
1 Counts conducted by:Counts Unlimited Inc. as provided by the City of El Monte
2 Capacity expressed in veh/hour of green
3 The eastbound right-turn lane has an overlapping phase with the northbound left-turn phase.
4 The westbound right-turn lane has an overlapping phase with the southbound left-turn phase.

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INTERSECTION CAPACITY UTILIZATION

N-S St: Temple City Boulevard
E-W St: Valley Boulevard
Project: Flair Spectrum Project/1-14-4074-1
File: ICU19

Temple City Boulevard @ Valley Boulevard
Peak hr: PM
Annual Growth: 0.82%

Phases I & II

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2019

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2019 FUTURE WITHOUT PROJECT				2019 FUTURE WITH PROJECT				2019 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	119	1600	0.075	0	119	1600	0.075	0	119	1600	0.075	5	124	1600	0.078	0	124	1600	0.078	0	124	1600	0.078
Nb Thru	659	3200	0.228 *	8	667	3200	0.231 *	0	667	3200	0.231 *	59	718	3200	0.255 *	8	726	3200	0.257 *	0	726	3200	0.257 *
Nb Right	71	0	-	0	71	0	-	0	71	0	-	25	96	0	-	0	96	0	-	0	96	0	-
Sb Left	145	1600	0.091 *	0	145	1600	0.091 *	0	145	1600	0.091 *	205	350	1600	0.219 *	0	350	1600	0.219 *	0	350	1600	0.219 *
Sb Thru	440	3200	0.172	10	450	3200	0.175	0	450	3200	0.175	213	653	3200	0.251	10	663	3200	0.254	0	663	3200	0.254
Sb Right	111	0	-	0	111	0	-	0	111	0	-	38	149	0	-	0	149	0	-	0	149	0	-
Eb Left	214	1600	0.134	0	214	1600	0.134	0	214	1600	0.134	19	233	1600	0.146	0	233	1600	0.146	0	233	1600	0.146
Eb Thru	985	3200	0.308 *	0	985	3200	0.308 *	0	985	3200	0.308 *	124	1109	3200	0.347 *	0	1109	3200	0.347 *	0	1109	3200	0.347 *
Eb Right [3]	70	1600	0.000	0	70	1600	0.000	0	70	1600	0.000	3	73	1600	0.000	0	73	1600	0.000	0	73	1600	0.000
Wb Left	95	1600	0.059 *	0	95	1600	0.059 *	0	95	1600	0.059 *	24	119	1600	0.074 *	0	119	1600	0.074 *	0	119	1600	0.074 *
Wb Thru	545	3200	0.170	0	545	3200	0.170	0	545	3200	0.170	98	642	3200	0.201	0	642	3200	0.201	0	642	3200	0.201
Wb Right [4	105	1600	0.000	0	105	1600	0.000	0	105	1600	0.000	58	163	1600	0.000	0	163	1600	0.000	0	163	1600	0.000
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.786				0.788				0.788				0.994				0.997				0.997
LOS			C				C				C				E				E				E

** Key conflicting movement as a part of ICU*
1 Counts conducted by:Counts Unlimited Inc. as provided by the City of El Monte
2 Capacity expressed in veh/hour of green
3 The eastbound right-turn lane has an overlapping phase with the northbound left-turn phase.
4 The westbound right-turn lane has an overlapping phase with the southbound left-turn phase.

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INTERSECTION CAPACITY UTILIZATION

N-S St: Temple City Boulevard
E-W St: Valley Boulevard
Project: Flair Spectrum Project/1-14-4074-1
File: ICU19

Temple City Boulevard @ Valley Boulevard
Peak hr: SAT MID-DAY
Annual Growth: 0.82%

Phases I & II

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2019

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2019 FUTURE WITHOUT PROJECT				2019 FUTURE WITH PROJECT				2019 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	93	1600	0.058 *	0	93	1600	0.058 *	0	93	1600	0.058 *	4	97	1600	0.060 *	0	97	1600	0.060 *	0	97	1600	0.060 *
Nb Thru	347	3200	0.130	12	359	3200	0.133	0	359	3200	0.133	34	381	3200	0.150	12	393	3200	0.154	0	393	3200	0.154
Nb Right	68	0	-	0	68	0	-	0	68	0	-	30	98	0	-	0	98	0	-	0	98	0	-
Sb Left	114	1600	0.071	0	114	1600	0.071	0	114	1600	0.071	59	173	1600	0.108	0	173	1600	0.108	0	173	1600	0.108
Sb Thru	478	3200	0.187 *	14	492	3200	0.191 *	0	492	3200	0.191 *	40	518	3200	0.204 *	14	532	3200	0.208 *	0	532	3200	0.208 *
Sb Right	120	0	-	0	120	0	-	0	120	0	-	14	134	0	-	0	134	0	-	0	134	0	-
Eb Left	221	1600	0.138 *	0	221	1600	0.138 *	0	221	1600	0.138 *	18	240	1600	0.150 *	0	240	1600	0.150 *	0	240	1600	0.150 *
Eb Thru	721	3200	0.225	0	721	3200	0.225	0	721	3200	0.225	122	843	3200	0.263	0	843	3200	0.263	0	843	3200	0.263
Eb Right [3]	53	1600	0.000	0	53	1600	0.000	0	53	1600	0.000	2	55	1600	0.000	0	55	1600	0.000	0	55	1600	0.000
Wb Left	96	1600	0.060	0	96	1600	0.060	0	96	1600	0.060	28	124	1600	0.077	0	124	1600	0.077	0	124	1600	0.077
Wb Thru	540	3200	0.169 *	0	540	3200	0.169 *	0	540	3200	0.169 *	114	654	3200	0.204 *	0	654	3200	0.204 *	0	654	3200	0.204 *
Wb Right [4	87	1600	0.000	0	87	1600	0.000	0	87	1600	0.000	55	141	1600	0.000	0	141	1600	0.000	0	141	1600	0.000
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.652				0.656				0.656				0.719				0.723				0.723
LOS			B				B				B				C				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by:Counts Unlimited Inc. as provided by the City of El Monte
2 Capacity expressed in veh/hour of green
3 The eastbound right-turn lane has an overlapping phase with the northbound left-turn phase.
4 The westbound right-turn lane has an overlapping phase with the southbound left-turn phase.

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INTERSECTION CAPACITY UTILIZATION

N-S St: Temple City Boulevard
E-W St: Valley Boulevard
Project: Flair Spectrum Project/1-14-4074-1
File: ICU19

Temple City Boulevard @ Valley Boulevard
Peak hr: AM
Annual Growth: 0.52%

General Plan Buildout (Phases I & II)

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2035

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2035 FUTURE WITHOUT PROJECT				2035 FUTURE WITH PROJECT				2035 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	272	1600	0.170 *	0	272	1600	0.170 *	0	272	1600	0.170 *	31	304	1600	0.190 *	0	304	1600	0.190 *	0	304	1600	0.190 *
Nb Thru	379	3200	0.137	6	385	3200	0.139	0	385	3200	0.139	227	606	3200	0.215	6	612	3200	0.217	0	612	3200	0.217
Nb Right	59	0	-	0	59	0	-	0	59	0	-	23	82	0	-	0	82	0	-	0	82	0	-
Sb Left	173	1600	0.108	0	173	1600	0.108	0	173	1600	0.108	54	227	1600	0.142	0	227	1600	0.142	0	227	1600	0.142
Sb Thru	576	3200	0.265 *	5	581	3200	0.266 *	0	581	3200	0.266 *	98	675	3200	0.308 *	5	680	3200	0.309 *	0	680	3200	0.309 *
Sb Right	270	0	-	0	270	0	-	0	270	0	-	39	309	0	-	0	309	0	-	0	309	0	-
Eb Left	134	1600	0.084 *	0	134	1600	0.084 *	0	134	1600	0.084 *	45	179	1600	0.112 *	0	179	1600	0.112 *	0	179	1600	0.112 *
Eb Thru	579	3200	0.181	0	579	3200	0.181	0	579	3200	0.181	104	683	3200	0.213	0	683	3200	0.213	0	683	3200	0.213
Eb Right [3]	55	1600	0.000	0	55	1600	0.000	0	55	1600	0.000	6	61	1600	0.000	0	61	1600	0.000	0	61	1600	0.000
Wb Left	94	1600	0.059	0	94	1600	0.059	0	94	1600	0.059	26	120	1600	0.075	0	120	1600	0.075	0	120	1600	0.075
Wb Thru	1093	3200	0.342 *	0	1093	3200	0.342 *	0	1093	3200	0.342 *	184	1277	3200	0.399 *	0	1277	3200	0.399 *	0	1277	3200	0.399 *
Wb Right [4	183	1600	0.006	0	183	1600	0.006	0	183	1600	0.006	196	379	1600	0.095	0	379	1600	0.095	0	379	1600	0.095
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.960				0.962				0.962				1.108				1.110				1.110
LOS			E				E				E				F				F				F

** Key conflicting movement as a part of ICU*
1 Counts conducted by:Counts Unlimited Inc. as provided by the City of El Monte
2 Capacity expressed in veh/hour of green
3 The eastbound right-turn lane has an overlapping phase with the northbound left-turn phase.
4 The westbound right-turn lane has an overlapping phase with the southbound left-turn phase.

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INTERSECTION CAPACITY UTILIZATION

N-S St: Temple City Boulevard
E-W St: Valley Boulevard
Project: Flair Spectrum Project/1-14-4074-1
File: ICU19

Temple City Boulevard @ Valley Boulevard
Peak hr: PM
Annual Growth: 0.52%

General Plan Buildout (Phases I & II)

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2035

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2035 FUTURE WITHOUT PROJECT				2035 FUTURE WITH PROJECT				2035 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	119	1600	0.075	0	119	1600	0.075	0	119	1600	0.075	14	133	1600	0.083	0	133	1600	0.083	0	133	1600	0.083
Nb Thru	659	3200	0.228 *	8	667	3200	0.231 *	0	667	3200	0.231 *	108	767	3200	0.271 *	8	775	3200	0.274 *	0	775	3200	0.274 *
Nb Right	71	0	-	0	71	0	-	0	71	0	-	30	102	0	-	0	102	0	-	0	102	0	-
Sb Left	145	1600	0.091 *	0	145	1600	0.091 *	0	145	1600	0.091 *	216	361	1600	0.225 *	0	361	1600	0.225 *	0	361	1600	0.225 *
Sb Thru	440	3200	0.172	10	450	3200	0.175	0	450	3200	0.175	246	685	3200	0.263	10	695	3200	0.266	0	695	3200	0.266
Sb Right	111	0	-	0	111	0	-	0	111	0	-	46	157	0	-	0	157	0	-	0	157	0	-
Eb Left	214	1600	0.134	0	214	1600	0.134	0	214	1600	0.134	35	249	1600	0.156	0	249	1600	0.156	0	249	1600	0.156
Eb Thru	985	3200	0.308 *	0	985	3200	0.308 *	0	985	3200	0.308 *	196	1182	3200	0.369 *	0	1182	3200	0.369 *	0	1182	3200	0.369 *
Eb Right [3]	70	1600	0.000	0	70	1600	0.000	0	70	1600	0.000	8	78	1600	0.000	0	78	1600	0.000	0	78	1600	0.000
Wb Left	95	1600	0.059 *	0	95	1600	0.059 *	0	95	1600	0.059 *	31	126	1600	0.079 *	0	126	1600	0.079 *	0	126	1600	0.079 *
Wb Thru	545	3200	0.170	0	545	3200	0.170	0	545	3200	0.170	138	682	3200	0.213	0	682	3200	0.213	0	682	3200	0.213
Wb Right [4	105	1600	0.000	0	105	1600	0.000	0	105	1600	0.000	66	171	1600	0.000	0	171	1600	0.000	0	171	1600	0.000
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.786				0.788				0.788				1.045				1.047				1.047
LOS			C				C				C				F				F				F

** Key conflicting movement as a part of ICU*
1 Counts conducted by:Counts Unlimited Inc. as provided by the City of El Monte
2 Capacity expressed in veh/hour of green
3 The eastbound right-turn lane has an overlapping phase with the northbound left-turn phase.
4 The westbound right-turn lane has an overlapping phase with the southbound left-turn phase.

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INTERSECTION CAPACITY UTILIZATION

N-S St: Temple City Boulevard
E-W St: Valley Boulevard
Project: Flair Spectrum Project/1-14-4074-1
File: ICU19

Temple City Boulevard @ Valley Boulevard
Peak hr: SAT MID-DAY
Annual Growth: 0.52%

General Plan Buildout (Phases I & II)

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2035

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2035 FUTURE WITHOUT PROJECT				2035 FUTURE WITH PROJECT				2035 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	93	1600	0.058 *	0	93	1600	0.058 *	0	93	1600	0.058 *	11	104	1600	0.065 *	0	104	1600	0.065 *	0	104	1600	0.065 *
Nb Thru	347	3200	0.130	12	359	3200	0.133	0	359	3200	0.133	60	407	3200	0.159	12	419	3200	0.163	0	419	3200	0.163
Nb Right	68	0	-	0	68	0	-	0	68	0	-	35	103	0	-	0	103	0	-	0	103	0	-
Sb Left	114	1600	0.071	0	114	1600	0.071	0	114	1600	0.071	67	181	1600	0.113	0	181	1600	0.113	0	181	1600	0.113
Sb Thru	478	3200	0.187 *	14	492	3200	0.191 *	0	492	3200	0.191 *	75	553	3200	0.218 *	14	567	3200	0.222 *	0	567	3200	0.222 *
Sb Right	120	0	-	0	120	0	-	0	120	0	-	23	143	0	-	0	143	0	-	0	143	0	-
Eb Left	221	1600	0.138 *	0	221	1600	0.138 *	0	221	1600	0.138 *	34	256	1600	0.160 *	0	256	1600	0.160 *	0	256	1600	0.160 *
Eb Thru	721	3200	0.225	0	721	3200	0.225	0	721	3200	0.225	175	896	3200	0.280	0	896	3200	0.280	0	896	3200	0.280
Eb Right [3]	53	1600	0.000	0	53	1600	0.000	0	53	1600	0.000	6	59	1600	0.000	0	59	1600	0.000	0	59	1600	0.000
Wb Left	96	1600	0.060	0	96	1600	0.060	0	96	1600	0.060	35	131	1600	0.082	0	131	1600	0.082	0	131	1600	0.082
Wb Thru	540	3200	0.169 *	0	540	3200	0.169 *	0	540	3200	0.169 *	154	694	3200	0.217 *	0	694	3200	0.217 *	0	694	3200	0.217 *
Wb Right [4	87	1600	0.000	0	87	1600	0.000	0	87	1600	0.000	61	148	1600	0.000	0	148	1600	0.000	0	148	1600	0.000
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.652				0.656				0.656				0.759				0.763				0.763
LOS			B				B				B				C				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by:Counts Unlimited Inc. as provided by the City of El Monte
2 Capacity expressed in veh/hour of green
3 The eastbound right-turn lane has an overlapping phase with the northbound left-turn phase.
4 The westbound right-turn lane has an overlapping phase with the southbound left-turn phase.

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INTERSECTION CAPACITY UTILIZATION

N-S St: Temple City Boulevard
E-W St: Loftus Drive
Project: Flair Spectrum Project/1-14-4074-1
File: ICU20

Temple City Boulevard @ Loftus Drive
Peak hr: AM
Annual Growth: 0.82%

Phase I

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2016

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2016 FUTURE WITHOUT PROJECT				2016 FUTURE WITH PROJECT				2016 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Nb Thru	741	1600	0.463 *	0	741	1600	0.463 *	0	741	1600	0.463 *	156	897	1600	0.561 *	0	897	1600	0.561 *	0	897	1600	0.561 *
Nb Right	139	1600	0.087	73	212	1600	0.133	0	212	1600	0.133	2	141	1600	0.088	73	214	1600	0.134	0	214	1600	0.134
Sb Left	204	1600	0.128 *	6	210	1600	0.131 *	0	210	1600	0.131 *	3	207	1600	0.130 *	6	213	1600	0.133 *	0	213	1600	0.133 *
Sb Thru	589	3200	0.184	0	589	3200	0.184	0	589	3200	0.184	55	644	3200	0.201	0	644	3200	0.201	0	644	3200	0.201
Sb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Eb Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Eb Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Eb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Wb Left	124	2880	0.043	0	124	2880	0.043	0	124	2880	0.043	12	136	2880	0.047	0	136	2880	0.047	0	136	2880	0.047
Wb Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Wb Right [3	67	1600	0.000	3	70	1600	0.000	0	70	1600	0.000	53	120	1600	0.000	3	123	1600	0.000	0	123	1600	0.000
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.734				0.737				0.737				0.838				0.841				0.841
LOS			C				C				C				D				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 The westbound right-turn lane has an overlapping phase with the southbound left-turn phase.

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INTERSECTION CAPACITY UTILIZATION

N-S St: Temple City Boulevard
E-W St: Loftus Drive
Project: Flair Spectrum Project/1-14-4074-1
File: ICU20

Temple City Boulevard @ Loftus Drive
Peak hr: PM
Annual Growth: 0.82%

Phase I

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2016

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2016 FUTURE WITHOUT PROJECT				2016 FUTURE WITH PROJECT				2016 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Nb Thru	877	1600	0.548 *	0	877	1600	0.548 *	0	877	1600	0.548 *	55	932	1600	0.583 *	0	932	1600	0.583 *	0	932	1600	0.583 *
Nb Right	107	1600	0.067	121	228	1600	0.143	0	228	1600	0.143	2	109	1600	0.068	121	230	1600	0.144	0	230	1600	0.144
Sb Left	185	1600	0.116 *	11	196	1600	0.123 *	0	196	1600	0.123 *	3	188	1600	0.118 *	11	199	1600	0.124 *	0	199	1600	0.124 *
Sb Thru	762	3200	0.238	0	762	3200	0.238	0	762	3200	0.238	222	984	3200	0.307	0	984	3200	0.307	0	984	3200	0.307
Sb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Eb Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Eb Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Eb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Wb Left	203	2880	0.070	0	203	2880	0.070	0	203	2880	0.070	26	229	2880	0.080	0	229	2880	0.080	0	229	2880	0.080
Wb Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Wb Right [3	177	1600	0.000	11	188	1600	0.000	0	188	1600	0.000	10	187	1600	0.000	11	198	1600	0.000	0	198	1600	0.000
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.834				0.841				0.841				0.880				0.887				0.887
LOS			D				D				D				D				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 The westbound right-turn lane has an overlapping phase with the southbound left-turn phase.

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INTERSECTION CAPACITY UTILIZATION

N-S St: Temple City Boulevard
E-W St: Loftus Drive
Project: Flair Spectrum Project/1-14-4074-1
File: ICU20

Temple City Boulevard @ Loftus Drive
Peak hr: SAT MID-DAY
Annual Growth: 0.82%

Phase I

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2016

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2016 FUTURE WITHOUT PROJECT				2016 FUTURE WITH PROJECT				2016 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Nb Thru	613	1600	0.383 *	0	613	1600	0.383 *	0	613	1600	0.383 *	45	658	1600	0.411 *	0	658	1600	0.411 *	0	658	1600	0.411 *
Nb Right	148	1600	0.093	216	364	1600	0.228	0	364	1600	0.228	2	150	1600	0.094	216	366	1600	0.229	0	366	1600	0.229
Sb Left	188	1600	0.118 *	20	208	1600	0.130 *	0	208	1600	0.130 *	3	191	1600	0.119 *	20	211	1600	0.132 *	0	211	1600	0.132 *
Sb Thru	627	3200	0.196	0	627	3200	0.196	0	627	3200	0.196	46	673	3200	0.210	0	673	3200	0.210	0	673	3200	0.210
Sb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Eb Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Eb Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Eb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Wb Left	174	2880	0.060	0	174	2880	0.060	0	174	2880	0.060	35	209	2880	0.073	0	209	2880	0.073	0	209	2880	0.073
Wb Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Wb Right [3	90	1600	0.000	18	108	1600	0.000	0	108	1600	0.000	5	95	1600	0.000	18	113	1600	0.000	0	113	1600	0.000
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.661				0.674				0.674				0.703				0.716				0.716
LOS			B				B				B				C				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 The westbound right-turn lane has an overlapping phase with the southbound left-turn phase.

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INTERSECTION CAPACITY UTILIZATION

N-S St: Temple City Boulevard
E-W St: Loftus Drive
Project: Flair Spectrum Project/1-14-4074-1
File: ICU20

Temple City Boulevard @ Loftus Drive
Peak hr: AM
Annual Growth: 0.82%

Phases I & II

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2019

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2019 FUTURE WITHOUT PROJECT				2019 FUTURE WITH PROJECT				2019 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Nb Thru	741	1600	0.463 *	0	741	1600	0.463 *	0	741	1600	0.463 *	175	916	1600	0.572 *	0	916	1600	0.572 *	0	916	1600	0.572 *
Nb Right	139	1600	0.087	81	220	1600	0.138	0	220	1600	0.138	6	145	1600	0.090	81	226	1600	0.141	0	226	1600	0.141
Sb Left	204	1600	0.128 *	7	211	1600	0.132 *	0	211	1600	0.132 *	9	213	1600	0.133 *	7	220	1600	0.137 *	0	220	1600	0.137 *
Sb Thru	589	3200	0.184	0	589	3200	0.184	0	589	3200	0.184	70	659	3200	0.206	0	659	3200	0.206	0	659	3200	0.206
Sb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Eb Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Eb Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Eb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Wb Left	124	2880	0.043	0	124	2880	0.043	0	124	2880	0.043	15	139	2880	0.048	0	139	2880	0.048	0	139	2880	0.048
Wb Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Wb Right [3	67	1600	0.000	7	74	1600	0.000	0	74	1600	0.000	55	122	1600	0.000	7	129	1600	0.000	0	129	1600	0.000
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.734				0.738				0.738				0.854				0.858				0.858
LOS			C				C				C				D				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 The westbound right-turn lane has an overlapping phase with the southbound left-turn phase.

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INTERSECTION CAPACITY UTILIZATION

N-S St: Temple City Boulevard
E-W St: Loftus Drive
Project: Flair Spectrum Project/1-14-4074-1
File: ICU20

Temple City Boulevard @ Loftus Drive
Peak hr: PM
Annual Growth: 0.82%

Phases I & II

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2019

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2019 FUTURE WITHOUT PROJECT				2019 FUTURE WITH PROJECT				2019 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Nb Thru	877	1600	0.548 *	0	877	1600	0.548 *	0	877	1600	0.548 *	78	955	1600	0.597 *	0	955	1600	0.597 *	0	955	1600	0.597 *
Nb Right	107	1600	0.067	157	264	1600	0.165	0	264	1600	0.165	4	111	1600	0.070	157	268	1600	0.168	0	268	1600	0.168
Sb Left	185	1600	0.116 *	15	200	1600	0.125 *	0	200	1600	0.125 *	8	193	1600	0.120 *	15	208	1600	0.130 *	0	208	1600	0.130 *
Sb Thru	762	3200	0.238	0	762	3200	0.238	0	762	3200	0.238	241	1003	3200	0.313	0	1003	3200	0.313	0	1003	3200	0.313
Sb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Eb Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Eb Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Eb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Wb Left	203	2880	0.070	0	203	2880	0.070	0	203	2880	0.070	31	234	2880	0.081	0	234	2880	0.081	0	234	2880	0.081
Wb Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Wb Right [3	177	1600	0.000	13	190	1600	0.000	0	190	1600	0.000	14	191	1600	0.000	13	204	1600	0.000	0	204	1600	0.000
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.834				0.844				0.844				0.898				0.908				0.908
LOS			D				D				D				D				E				E

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 The westbound right-turn lane has an overlapping phase with the southbound left-turn phase.

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INTERSECTION CAPACITY UTILIZATION

N-S St: Temple City Boulevard
E-W St: Loftus Drive
Project: Flair Spectrum Project/1-14-4074-1
File: ICU20

Temple City Boulevard @ Loftus Drive
Peak hr: SAT MID-DAY
Annual Growth: 0.82%

Phases I & II

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2019

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2019 FUTURE WITHOUT PROJECT				2019 FUTURE WITH PROJECT				2019 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Nb Thru	613	1600	0.383 *	0	613	1600	0.383 *	0	613	1600	0.383 *	61	674	1600	0.421 *	0	674	1600	0.421 *	0	674	1600	0.421 *
Nb Right	148	1600	0.093	242	390	1600	0.244	0	390	1600	0.244	6	154	1600	0.096	242	396	1600	0.248	0	396	1600	0.248
Sb Left	188	1600	0.118 *	23	211	1600	0.132 *	0	211	1600	0.132 *	8	196	1600	0.122 *	23	219	1600	0.137 *	0	219	1600	0.137 *
Sb Thru	627	3200	0.196	0	627	3200	0.196	0	627	3200	0.196	62	689	3200	0.215	0	689	3200	0.215	0	689	3200	0.215
Sb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Eb Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Eb Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Eb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Wb Left	174	2880	0.060	0	174	2880	0.060	0	174	2880	0.060	39	213	2880	0.074	0	213	2880	0.074	0	213	2880	0.074
Wb Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Wb Right [3	90	1600	0.000	20	110	1600	0.000	0	110	1600	0.000	8	98	1600	0.000	20	118	1600	0.000	0	118	1600	0.000
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.661				0.675				0.675				0.717				0.732				0.732
LOS			B				B				B				C				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 The westbound right-turn lane has an overlapping phase with the southbound left-turn phase.

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INTERSECTION CAPACITY UTILIZATION

N-S St: Temple City Boulevard
E-W St: Loftus Drive
Project: Flair Spectrum Project/1-14-4074-1
File: ICU20

Temple City Boulevard @ Loftus Drive
Peak hr: AM
Annual Growth: 0.52%

General Plan Buildout (Phases I & II)

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2035

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2035 FUTURE WITHOUT PROJECT				2035 FUTURE WITH PROJECT				2035 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Nb Thru	741	1600	0.463 *	0	741	1600	0.463 *	0	741	1600	0.463 *	229	970	1600	0.606 *	0	970	1600	0.606 *	0	970	1600	0.606 *
Nb Right	139	1600	0.087	81	220	1600	0.138	0	220	1600	0.138	16	155	1600	0.097	81	236	1600	0.147	0	236	1600	0.147
Sb Left	204	1600	0.128 *	7	211	1600	0.132 *	0	211	1600	0.132 *	23	227	1600	0.142 *	7	234	1600	0.147 *	0	234	1600	0.147 *
Sb Thru	589	3200	0.184	0	589	3200	0.184	0	589	3200	0.184	113	702	3200	0.219	0	702	3200	0.219	0	702	3200	0.219
Sb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Eb Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Eb Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Eb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Wb Left	124	2880	0.043	0	124	2880	0.043	0	124	2880	0.043	24	148	2880	0.051	0	148	2880	0.051	0	148	2880	0.051
Wb Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Wb Right [3	67	1600	0.000	7	74	1600	0.000	0	74	1600	0.000	60	127	1600	0.000	7	134	1600	0.000	0	134	1600	0.000
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.734				0.738				0.738				0.900				0.904				0.904
LOS			C				C				C				D				E				E

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
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3 The westbound right-turn lane has an overlapping phase with the southbound left-turn phase.

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INTERSECTION CAPACITY UTILIZATION

N-S St: Temple City Boulevard
E-W St: Loftus Drive
Project: Flair Spectrum Project/1-14-4074-1
File: ICU20

Temple City Boulevard @ Loftus Drive
Peak hr: PM
Annual Growth: 0.52%

General Plan Buildout (Phases I & II)

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2035

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2035 FUTURE WITHOUT PROJECT				2035 FUTURE WITH PROJECT				2035 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Nb Thru	877	1600	0.548 *	0	877	1600	0.548 *	0	877	1600	0.548 *	142	1019	1600	0.637 *	0	1019	1600	0.637 *	0	1019	1600	0.637 *
Nb Right	107	1600	0.067	157	264	1600	0.165	0	264	1600	0.165	12	119	1600	0.075	157	276	1600	0.173	0	276	1600	0.173
Sb Left	185	1600	0.116 *	15	200	1600	0.125 *	0	200	1600	0.125 *	21	206	1600	0.129 *	15	221	1600	0.138 *	0	221	1600	0.138 *
Sb Thru	762	3200	0.238	0	762	3200	0.238	0	762	3200	0.238	297	1059	3200	0.331	0	1059	3200	0.331	0	1059	3200	0.331
Sb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Eb Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Eb Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Eb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Wb Left	203	2880	0.070	0	203	2880	0.070	0	203	2880	0.070	46	249	2880	0.087	0	249	2880	0.087	0	249	2880	0.087
Wb Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Wb Right [3	177	1600	0.000	13	190	1600	0.000	0	190	1600	0.000	27	204	1600	0.000	13	217	1600	0.000	0	217	1600	0.000
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.834				0.844				0.844				0.952				0.962				0.962
LOS			D				D				D				E				E				E

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
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3 The westbound right-turn lane has an overlapping phase with the southbound left-turn phase.

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INTERSECTION CAPACITY UTILIZATION

N-S St: Temple City Boulevard
E-W St: Loftus Drive
Project: Flair Spectrum Project/1-14-4074-1
File: ICU20

Temple City Boulevard @ Loftus Drive
Peak hr: SAT MID-DAY
Annual Growth: 0.52%

General Plan Buildout (Phases I & II)

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2035

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2035 FUTURE WITHOUT PROJECT				2035 FUTURE WITH PROJECT				2035 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Nb Thru	613	1600	0.383 *	0	613	1600	0.383 *	0	613	1600	0.383 *	106	719	1600	0.449 *	0	719	1600	0.449 *	0	719	1600	0.449 *
Nb Right	148	1600	0.093	242	390	1600	0.244	0	390	1600	0.244	17	165	1600	0.103	242	407	1600	0.254	0	407	1600	0.254
Sb Left	188	1600	0.118 *	23	211	1600	0.132 *	0	211	1600	0.132 *	22	210	1600	0.131 *	23	233	1600	0.145 *	0	233	1600	0.145 *
Sb Thru	627	3200	0.196	0	627	3200	0.196	0	627	3200	0.196	108	735	3200	0.230	0	735	3200	0.230	0	735	3200	0.230
Sb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Eb Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Eb Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Eb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Wb Left	174	2880	0.060	0	174	2880	0.060	0	174	2880	0.060	52	226	2880	0.078	0	226	2880	0.078	0	226	2880	0.078
Wb Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Wb Right [3	90	1600	0.000	20	110	1600	0.000	0	110	1600	0.000	14	104	1600	0.000	20	124	1600	0.000	0	124	1600	0.000
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.661				0.675				0.675				0.759				0.773				0.773
LOS			B				B				B				C				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 The westbound right-turn lane has an overlapping phase with the southbound left-turn phase.

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	28	0	917	591	98
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	Free
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	29	0	936	603	100

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1539	603	603	0	-	0
Stage 1	603	-	-	-	-	-
Stage 2	936	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	127	499	975	-	-	0
Stage 1	546	-	-	-	-	0
Stage 2	382	-	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	127	499	975	-	-	-
Mov Cap-2 Maneuver	127	-	-	-	-	-
Stage 1	546	-	-	-	-	-
Stage 2	382	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.7	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	975	-	499	-
HCM Lane V/C Ratio	-	-	0.057	-
HCM Control Delay (s)	0	-	12.7	-
HCM Lane LOS	A	-	B	-
HCM 95th %tile Q(veh)	0	-	0.2	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	17	0	985	945	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	Free
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	18	0	1048	1005	21

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2053	1005	1005	0	-	0
Stage 1	1005	-	-	-	-	-
Stage 2	1048	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	61	293	689	-	-	0
Stage 1	354	-	-	-	-	0
Stage 2	338	-	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	61	293	689	-	-	-
Mov Cap-2 Maneuver	61	-	-	-	-	-
Stage 1	354	-	-	-	-	-
Stage 2	338	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.1	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	689	-	293	-
HCM Lane V/C Ratio	-	-	0.062	-
HCM Control Delay (s)	0	-	18.1	-
HCM Lane LOS	A	-	C	-
HCM 95th %tile Q(veh)	0	-	0.2	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	19	0	783	767	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	Free
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	21	0	860	843	54

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1703	843	843	0	-	0
Stage 1	843	-	-	-	-	-
Stage 2	860	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	101	364	793	-	-	0
Stage 1	422	-	-	-	-	0
Stage 2	414	-	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	101	364	793	-	-	-
Mov Cap-2 Maneuver	101	-	-	-	-	-
Stage 1	422	-	-	-	-	-
Stage 2	414	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.5	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	793	-	364	-
HCM Lane V/C Ratio	-	-	0.057	-
HCM Control Delay (s)	0	-	15.5	-
HCM Lane LOS	A	-	C	-
HCM 95th %tile Q(veh)	0	-	0.2	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	28	0	998	591	98
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	Free
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	29	0	1018	603	100

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1621	603	603	0	-	0
Stage 1	603	-	-	-	-	-
Stage 2	1018	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	113	499	975	-	-	0
Stage 1	546	-	-	-	-	0
Stage 2	349	-	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	113	499	975	-	-	-
Mov Cap-2 Maneuver	113	-	-	-	-	-
Stage 1	546	-	-	-	-	-
Stage 2	349	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.7	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	975	-	499	-
HCM Lane V/C Ratio	-	-	0.057	-
HCM Control Delay (s)	0	-	12.7	-
HCM Lane LOS	A	-	B	-
HCM 95th %tile Q(veh)	0	-	0.2	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	17	0	1142	945	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	Free
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	18	0	1215	1005	21

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2220	1005	1005	0	-	0
Stage 1	1005	-	-	-	-	-
Stage 2	1215	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	48	293	689	-	-	0
Stage 1	354	-	-	-	-	0
Stage 2	281	-	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	48	293	689	-	-	-
Mov Cap-2 Maneuver	48	-	-	-	-	-
Stage 1	354	-	-	-	-	-
Stage 2	281	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.1	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	689	-	293	-
HCM Lane V/C Ratio	-	-	0.062	-
HCM Control Delay (s)	0	-	18.1	-
HCM Lane LOS	A	-	C	-
HCM 95th %tile Q(veh)	0	-	0.2	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	19	0	1025	767	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	Free
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	21	0	1126	843	54

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1969	843	843	0	-	0
Stage 1	843	-	-	-	-	-
Stage 2	1126	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	69	364	793	-	-	0
Stage 1	422	-	-	-	-	0
Stage 2	310	-	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	69	364	793	-	-	-
Mov Cap-2 Maneuver	69	-	-	-	-	-
Stage 1	422	-	-	-	-	-
Stage 2	310	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.5	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	793	-	364	-
HCM Lane V/C Ratio	-	-	0.057	-
HCM Control Delay (s)	0	-	15.5	-
HCM Lane LOS	A	-	C	-
HCM 95th %tile Q(veh)	0	-	0.2	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	28	0	1076	656	100
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	Free
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	29	0	1098	669	102

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1767	669	669	0	-	0
Stage 1	669	-	-	-	-	-
Stage 2	1098	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	92	458	921	-	-	0
Stage 1	509	-	-	-	-	0
Stage 2	319	-	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	92	458	921	-	-	-
Mov Cap-2 Maneuver	92	-	-	-	-	-
Stage 1	509	-	-	-	-	-
Stage 2	319	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	921	-	458	-
HCM Lane V/C Ratio	-	-	0.062	-
HCM Control Delay (s)	0	-	13.4	-
HCM Lane LOS	A	-	B	-
HCM 95th %tile Q(veh)	0	-	0.2	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	17	0	1042	1193	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	Free
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	18	0	1109	1269	21

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2378	1269	1269	0	-	0
Stage 1	1269	-	-	-	-	-
Stage 2	1109	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	38	205	548	-	-	0
Stage 1	264	-	-	-	-	0
Stage 2	316	-	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	38	205	548	-	-	-
Mov Cap-2 Maneuver	38	-	-	-	-	-
Stage 1	264	-	-	-	-	-
Stage 2	316	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	24.3	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	548	-	205	-
HCM Lane V/C Ratio	-	-	0.088	-
HCM Control Delay (s)	0	-	24.3	-
HCM Lane LOS	A	-	C	-
HCM 95th %tile Q(veh)	0	-	0.3	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	19	0	831	848	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	Free
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	21	0	913	932	55

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1845	932	932	0	-	0
Stage 1	932	-	-	-	-	-
Stage 2	913	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	82	323	734	-	-	0
Stage 1	383	-	-	-	-	0
Stage 2	391	-	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	82	323	734	-	-	-
Mov Cap-2 Maneuver	82	-	-	-	-	-
Stage 1	383	-	-	-	-	-
Stage 2	391	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.9	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	734	-	323	-
HCM Lane V/C Ratio	-	-	0.065	-
HCM Control Delay (s)	0	-	16.9	-
HCM Lane LOS	A	-	C	-
HCM 95th %tile Q(veh)	0	-	0.2	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	28	0	1149	656	100
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	Free
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	29	0	1172	669	102

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1841	669	669	0	-	0
Stage 1	669	-	-	-	-	-
Stage 2	1172	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	83	458	921	-	-	0
Stage 1	509	-	-	-	-	0
Stage 2	294	-	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	83	458	921	-	-	-
Mov Cap-2 Maneuver	83	-	-	-	-	-
Stage 1	509	-	-	-	-	-
Stage 2	294	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	921	-	458	-
HCM Lane V/C Ratio	-	-	0.062	-
HCM Control Delay (s)	0	-	13.4	-
HCM Lane LOS	A	-	B	-
HCM 95th %tile Q(veh)	0	-	0.2	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	17	0	1163	1193	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	Free
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	18	0	1237	1269	21

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2506	1269	1269	0	-	0
Stage 1	1269	-	-	-	-	-
Stage 2	1237	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	31	205	548	-	-	0
Stage 1	264	-	-	-	-	0
Stage 2	274	-	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	31	205	548	-	-	-
Mov Cap-2 Maneuver	31	-	-	-	-	-
Stage 1	264	-	-	-	-	-
Stage 2	274	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	24.3	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	548	-	205	-
HCM Lane V/C Ratio	-	-	0.088	-
HCM Control Delay (s)	0	-	24.3	-
HCM Lane LOS	A	-	C	-
HCM 95th %tile Q(veh)	0	-	0.3	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	19	0	1047	848	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	Free
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	21	0	1151	932	55

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2083	932	932	0	-	0
Stage 1	932	-	-	-	-	-
Stage 2	1151	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	58	323	734	-	-	0
Stage 1	383	-	-	-	-	0
Stage 2	301	-	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	58	323	734	-	-	-
Mov Cap-2 Maneuver	58	-	-	-	-	-
Stage 1	383	-	-	-	-	-
Stage 2	301	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.9	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	734	-	323	-
HCM Lane V/C Ratio	-	-	0.065	-
HCM Control Delay (s)	0	-	16.9	-
HCM Lane LOS	A	-	C	-
HCM 95th %tile Q(veh)	0	-	0.2	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	29	0	1099	671	102
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	Free
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	30	0	1121	685	104

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1806	685	685	0	-	0
Stage 1	685	-	-	-	-	-
Stage 2	1121	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	87	448	908	-	-	0
Stage 1	500	-	-	-	-	0
Stage 2	311	-	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	87	448	908	-	-	-
Mov Cap-2 Maneuver	87	-	-	-	-	-
Stage 1	500	-	-	-	-	-
Stage 2	311	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.6	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	908	-	448	-
HCM Lane V/C Ratio	-	-	0.066	-
HCM Control Delay (s)	0	-	13.6	-
HCM Lane LOS	A	-	B	-
HCM 95th %tile Q(veh)	0	-	0.2	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	18	0	1067	1216	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	Free
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	19	0	1135	1294	22

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2429	1294	1294	0	-	0
Stage 1	1294	-	-	-	-	-
Stage 2	1135	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	35	199	536	-	-	0
Stage 1	257	-	-	-	-	0
Stage 2	307	-	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	35	199	536	-	-	-
Mov Cap-2 Maneuver	35	-	-	-	-	-
Stage 1	257	-	-	-	-	-
Stage 2	307	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	25	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	536	-	199	-
HCM Lane V/C Ratio	-	-	0.096	-
HCM Control Delay (s)	0	-	25	-
HCM Lane LOS	A	-	D	-
HCM 95th %tile Q(veh)	0	-	0.3	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	20	0	851	867	51
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	Free
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	22	0	935	953	56

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1888	953	953	0	-	0
Stage 1	953	-	-	-	-	-
Stage 2	935	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	77	314	721	-	-	0
Stage 1	375	-	-	-	-	0
Stage 2	382	-	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	77	314	721	-	-	-
Mov Cap-2 Maneuver	77	-	-	-	-	-
Stage 1	375	-	-	-	-	-
Stage 2	382	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17.3	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	721	-	314	-
HCM Lane V/C Ratio	-	-	0.07	-
HCM Control Delay (s)	0	-	17.3	-
HCM Lane LOS	A	-	C	-
HCM 95th %tile Q(veh)	0	-	0.2	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	29	0	1180	671	102
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	Free
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	30	0	1204	685	104

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1889	685	685	0	-	0
Stage 1	685	-	-	-	-	-
Stage 2	1204	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	77	448	908	-	-	0
Stage 1	500	-	-	-	-	0
Stage 2	284	-	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	77	448	908	-	-	-
Mov Cap-2 Maneuver	77	-	-	-	-	-
Stage 1	500	-	-	-	-	-
Stage 2	284	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.6	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	908	-	448	-
HCM Lane V/C Ratio	-	-	0.066	-
HCM Control Delay (s)	0	-	13.6	-
HCM Lane LOS	A	-	B	-
HCM 95th %tile Q(veh)	0	-	0.2	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	18	0	1224	1216	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	Free
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	19	0	1302	1294	22

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2596	1294	1294	0	-	0
Stage 1	1294	-	-	-	-	-
Stage 2	1302	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	28	199	536	-	-	0
Stage 1	257	-	-	-	-	0
Stage 2	255	-	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	28	199	536	-	-	-
Mov Cap-2 Maneuver	28	-	-	-	-	-
Stage 1	257	-	-	-	-	-
Stage 2	255	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	25	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	536	-	199	-
HCM Lane V/C Ratio	-	-	0.096	-
HCM Control Delay (s)	0	-	25	-
HCM Lane LOS	A	-	D	-
HCM 95th %tile Q(veh)	0	-	0.3	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	20	0	1093	867	51
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	Free
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	22	0	1201	953	56

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2154	953	953	0	-	0
Stage 1	953	-	-	-	-	-
Stage 2	1201	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	53	314	721	-	-	0
Stage 1	375	-	-	-	-	0
Stage 2	285	-	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	53	314	721	-	-	-
Mov Cap-2 Maneuver	53	-	-	-	-	-
Stage 1	375	-	-	-	-	-
Stage 2	285	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17.3	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	721	-	314	-
HCM Lane V/C Ratio	-	-	0.07	-
HCM Control Delay (s)	0	-	17.3	-
HCM Lane LOS	A	-	C	-
HCM 95th %tile Q(veh)	0	-	0.2	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	31	0	1167	714	109
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	Free
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	32	0	1191	729	111

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1920	729	729	0	-	0
Stage 1	729	-	-	-	-	-
Stage 2	1191	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	74	423	875	-	-	0
Stage 1	477	-	-	-	-	0
Stage 2	288	-	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	74	423	875	-	-	-
Mov Cap-2 Maneuver	74	-	-	-	-	-
Stage 1	477	-	-	-	-	-
Stage 2	288	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.2	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	875	-	423	-
HCM Lane V/C Ratio	-	-	0.075	-
HCM Control Delay (s)	0	-	14.2	-
HCM Lane LOS	A	-	B	-
HCM 95th %tile Q(veh)	0	-	0.2	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	19	0	1139	1286	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	Free
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	20	0	1212	1368	23

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2580	1368	1368	0	-	0
Stage 1	1368	-	-	-	-	-
Stage 2	1212	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	28	180	502	-	-	0
Stage 1	237	-	-	-	-	0
Stage 2	282	-	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	28	180	502	-	-	-
Mov Cap-2 Maneuver	28	-	-	-	-	-
Stage 1	237	-	-	-	-	-
Stage 2	282	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	27.5	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	502	-	180	-
HCM Lane V/C Ratio	-	-	0.112	-
HCM Control Delay (s)	0	-	27.5	-
HCM Lane LOS	A	-	D	-
HCM 95th %tile Q(veh)	0	-	0.4	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	21	0	908	923	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	Free
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	23	0	998	1014	60

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2012	1014	1014	0	-	0
Stage 1	1014	-	-	-	-	-
Stage 2	998	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	65	290	684	-	-	0
Stage 1	350	-	-	-	-	0
Stage 2	357	-	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	65	290	684	-	-	-
Mov Cap-2 Maneuver	65	-	-	-	-	-
Stage 1	350	-	-	-	-	-
Stage 2	357	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.5	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	684	-	290	-
HCM Lane V/C Ratio	-	-	0.08	-
HCM Control Delay (s)	0	-	18.5	-
HCM Lane LOS	A	-	C	-
HCM 95th %tile Q(veh)	0	-	0.3	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	31	0	1248	714	109
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	Free
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	32	0	1273	729	111

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2002	729	729	0	-	0
Stage 1	729	-	-	-	-	-
Stage 2	1273	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	66	423	875	-	-	0
Stage 1	477	-	-	-	-	0
Stage 2	263	-	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	66	423	875	-	-	-
Mov Cap-2 Maneuver	66	-	-	-	-	-
Stage 1	477	-	-	-	-	-
Stage 2	263	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.2	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	875	-	423	-
HCM Lane V/C Ratio	-	-	0.075	-
HCM Control Delay (s)	0	-	14.2	-
HCM Lane LOS	A	-	B	-
HCM 95th %tile Q(veh)	0	-	0.2	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	19	0	1296	1286	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	Free
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	20	0	1379	1368	23

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2747	1368	1368	0	-	0
Stage 1	1368	-	-	-	-	-
Stage 2	1379	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	22	180	502	-	-	0
Stage 1	237	-	-	-	-	0
Stage 2	234	-	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	22	180	502	-	-	-
Mov Cap-2 Maneuver	22	-	-	-	-	-
Stage 1	237	-	-	-	-	-
Stage 2	234	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	27.5	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	502	-	180	-
HCM Lane V/C Ratio	-	-	0.112	-
HCM Control Delay (s)	0	-	27.5	-
HCM Lane LOS	A	-	D	-
HCM 95th %tile Q(veh)	0	-	0.4	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	21	0	1150	923	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	Free
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	23	0	1264	1014	60

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2278	1014	1014	0	-	0
Stage 1	1014	-	-	-	-	-
Stage 2	1264	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	44	290	684	-	-	0
Stage 1	350	-	-	-	-	0
Stage 2	266	-	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	44	290	684	-	-	-
Mov Cap-2 Maneuver	44	-	-	-	-	-
Stage 1	350	-	-	-	-	-
Stage 2	266	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.5	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	684	-	290	-
HCM Lane V/C Ratio	-	-	0.08	-
HCM Control Delay (s)	0	-	18.5	-
HCM Lane LOS	A	-	C	-
HCM 95th %tile Q(veh)	0	-	0.3	-

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INTERSECTION CAPACITY UTILIZATION

N-S St: Baldwin Avenue
E-W St: Valley Boulevard
Project: Flair Spectrum Project/1-14-4074-1
File: ICU22

Baldwin Avenue @ Valley Boulevard
Peak hr: AM
Annual Growth: 0.82%

Phase I

Date: 09/27/2014
Date of Count: 2014
Projection Year: 2016

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2016 FUTURE WITHOUT PROJECT				2016 FUTURE WITH PROJECT				2016 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	108	1600	0.068 *	0	108	1600	0.068 *	0	108	1600	0.068 *	144	252	1600	0.157 *	0	252	1600	0.157 *	0	252	1600	0.157 *
Nb Thru	460	3200	0.144	6	466	3200	0.146	0	466	3200	0.146	12	472	3200	0.147	6	478	3200	0.149	0	478	3200	0.149
Nb Right	135	1600	0.084	7	142	1600	0.089	0	142	1600	0.089	10	145	1600	0.091	7	152	1600	0.095	0	152	1600	0.095
Sb Left	87	1600	0.054	0	87	1600	0.054	0	87	1600	0.054	10	97	1600	0.061	0	97	1600	0.061	0	97	1600	0.061
Sb Thru	733	3200	0.248 *	12	745	3200	0.252 *	0	745	3200	0.252 *	23	756	3200	0.259 *	12	768	3200	0.262 *	0	768	3200	0.262 *
Sb Right	61	0	-	0	61	0	-	0	61	0	-	10	71	0	-	0	71	0	-	0	71	0	-
Eb Left	55	1600	0.034 *	0	55	1600	0.034 *	0	55	1600	0.034 *	9	64	1600	0.040 *	0	64	1600	0.040 *	0	64	1600	0.040 *
Eb Thru	408	3200	0.177	0	408	3200	0.177	0	408	3200	0.177	66	474	3200	0.208	0	474	3200	0.208	0	474	3200	0.208
Eb Right	158	0	-	0	158	0	-	0	158	0	-	34	192	0	-	0	192	0	-	0	192	0	-
Wb Left	175	2880	0.061	17	192	2880	0.067	0	192	2880	0.067	9	184	2880	0.064	17	201	2880	0.070	0	201	2880	0.070
Wb Thru	1022	3200	0.353 *	0	1022	3200	0.353 *	0	1022	3200	0.353 *	118	1140	3200	0.395 *	0	1140	3200	0.395 *	0	1140	3200	0.395 *
Wb Right	107	0	-	0	107	0	-	0	107	0	-	17	124	0	-	0	124	0	-	0	124	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.803				0.807				0.807				0.951				0.955				0.955
LOS			D				D				D				E				E				E

** Key conflicting movement as a part of ICU*
1 Counts conducted by:Counts Unlimited Inc. as provided by the City of El Monte
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

Baldwin Avenue @ Valley Boulevard
Peak hr: PM
Annual Growth: 0.82%

Phase I

N-S St: Baldwin Avenue
E-W St: Valley Boulevard
Project: Flair Spectrum Project/1-14-4074-1
File: ICU22

Date: 09/27/2014
Date of Count: 2014
Projection Year: 2016

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2016 FUTURE WITHOUT PROJECT				2016 FUTURE WITH PROJECT				2016 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	95	1600	0.059	0	95	1600	0.059	0	95	1600	0.059	37	131	1600	0.082	0	131	1600	0.082	0	131	1600	0.082
Nb Thru	849	3200	0.265 *	22	871	3200	0.272 *	0	871	3200	0.272 *	22	871	3200	0.272 *	22	893	3200	0.279 *	0	893	3200	0.279 *
Nb Right	185	1600	0.115	32	217	1600	0.135	0	217	1600	0.135	17	202	1600	0.126	32	234	1600	0.146	0	234	1600	0.146
Sb Left	134	1600	0.084 *	0	134	1600	0.084 *	0	134	1600	0.084 *	31	165	1600	0.103 *	0	165	1600	0.103 *	0	165	1600	0.103 *
Sb Thru	506	3200	0.193	22	528	3200	0.200	0	528	3200	0.200	15	521	3200	0.202	22	543	3200	0.209	0	543	3200	0.209
Sb Right	113	0	-	0	113	0	-	0	113	0	-	13	126	0	-	0	126	0	-	0	126	0	-
Eb Left	112	1600	0.070	0	112	1600	0.070	0	112	1600	0.070	12	124	1600	0.078	0	124	1600	0.078	0	124	1600	0.078
Eb Thru	925	3200	0.323 *	0	925	3200	0.323 *	0	925	3200	0.323 *	160	1085	3200	0.420 *	0	1085	3200	0.420 *	0	1085	3200	0.420 *
Eb Right	108	0	-	0	108	0	-	0	108	0	-	152	260	0	-	0	260	0	-	0	260	0	-
Wb Left	135	2880	0.047 *	31	166	2880	0.058 *	0	166	2880	0.058 *	17	152	2880	0.053 *	31	183	2880	0.063 *	0	183	2880	0.063 *
Wb Thru	563	3200	0.218	0	563	3200	0.218	0	563	3200	0.218	121	684	3200	0.265	0	684	3200	0.265	0	684	3200	0.265
Wb Right	136	0	-	0	136	0	-	0	136	0	-	27	163	0	-	0	163	0	-	0	163	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.818				0.836				0.836				0.948				0.966				0.966
LOS			D				D				D				E				E				E

** Key conflicting movement as a part of ICU*
1 Counts conducted by:Counts Unlimited Inc. as provided by the City of El Monte
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

Baldwin Avenue @ Valley Boulevard
Peak hr: SAT MID-DAY
Annual Growth: 0.82%

Phase I

N-S St: Baldwin Avenue
E-W St: Valley Boulevard
Project: Flair Spectrum Project/1-14-4074-1
File: ICU22

Date: 09/27/2014
Date of Count: 2014
Projection Year: 2016

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2016 FUTURE WITHOUT PROJECT				2016 FUTURE WITH PROJECT				2016 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	59	1600	0.037	0	59	1600	0.037	0	59	1600	0.037	31	90	1600	0.056	0	90	1600	0.056	0	90	1600	0.056
Nb Thru	680	3200	0.213 *	38	718	3200	0.224 *	0	718	3200	0.224 *	17	698	3200	0.218 *	38	736	3200	0.230 *	0	736	3200	0.230 *
Nb Right	148	1600	0.092	54	202	1600	0.126	0	202	1600	0.126	22	170	1600	0.106	54	224	1600	0.140	0	224	1600	0.140
Sb Left	120	1600	0.075 *	0	120	1600	0.075 *	0	120	1600	0.075 *	34	154	1600	0.096 *	0	154	1600	0.096 *	0	154	1600	0.096 *
Sb Thru	588	3200	0.227	41	629	3200	0.240	0	629	3200	0.240	16	603	3200	0.237	41	644	3200	0.250	0	644	3200	0.250
Sb Right	139	0	-	0	139	0	-	0	139	0	-	16	155	0	-	0	155	0	-	0	155	0	-
Eb Left	145	1600	0.091 *	0	145	1600	0.091 *	0	145	1600	0.091 *	14	159	1600	0.100 *	0	159	1600	0.100 *	0	159	1600	0.100 *
Eb Thru	551	3200	0.208	0	551	3200	0.208	0	551	3200	0.208	143	694	3200	0.262	0	694	3200	0.262	0	694	3200	0.262
Eb Right	113	0	-	0	113	0	-	0	113	0	-	30	143	0	-	0	143	0	-	0	143	0	-
Wb Left	143	2880	0.050	59	202	2880	0.070	0	202	2880	0.070	22	165	2880	0.057	59	224	2880	0.078	0	224	2880	0.078
Wb Thru	560	3200	0.211 *	0	560	3200	0.211 *	0	560	3200	0.211 *	147	707	3200	0.267 *	0	707	3200	0.267 *	0	707	3200	0.267 *
Wb Right	115	0	-	0	115	0	-	0	115	0	-	33	148	0	-	0	148	0	-	0	148	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.689				0.701				0.701				0.781				0.793				0.793
LOS			B				C				C				C				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by:Counts Unlimited Inc. as provided by the City of El Monte
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Suite 500, Pasadena CA 91106
(626) 796.2322 Fax (626) 792-0941

INTERSECTION CAPACITY UTILIZATION

N-S St: Baldwin Avenue
E-W St: Valley Boulevard
Project: Flair Spectrum Project/1-14-4074-1
File: ICU22

Baldwin Avenue @ Valley Boulevard
Peak hr: AM
Annual Growth: 0.82%

Phases I & II

Date: 09/27/2014
Date of Count: 2014
Projection Year: 2019

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2019 FUTURE WITHOUT PROJECT				2019 FUTURE WITH PROJECT				2019 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	108	1600	0.068 *	0	108	1600	0.068 *	0	108	1600	0.068 *	147	255	1600	0.159 *	0	255	1600	0.159 *	0	255	1600	0.159 *
Nb Thru	460	3200	0.144	19	479	3200	0.150	0	479	3200	0.150	23	483	3200	0.151	19	502	3200	0.157	0	502	3200	0.157
Nb Right	135	1600	0.084	20	155	1600	0.097	0	155	1600	0.097	14	148	1600	0.093	20	168	1600	0.105	0	168	1600	0.105
Sb Left	87	1600	0.054	0	87	1600	0.054	0	87	1600	0.054	13	99	1600	0.062	0	99	1600	0.062	0	99	1600	0.062
Sb Thru	733	3200	0.248 *	15	748	3200	0.253 *	0	748	3200	0.253 *	42	775	3200	0.265 *	15	790	3200	0.270 *	0	790	3200	0.270 *
Sb Right	61	0	-	0	61	0	-	0	61	0	-	12	73	0	-	0	73	0	-	0	73	0	-
Eb Left	55	1600	0.034 *	0	55	1600	0.034 *	0	55	1600	0.034 *	10	65	1600	0.041 *	0	65	1600	0.041 *	0	65	1600	0.041 *
Eb Thru	408	3200	0.177	0	408	3200	0.177	0	408	3200	0.177	76	484	3200	0.212	0	484	3200	0.212	0	484	3200	0.212
Eb Right	158	0	-	0	158	0	-	0	158	0	-	38	196	0	-	0	196	0	-	0	196	0	-
Wb Left	175	2880	0.061	20	195	2880	0.068	0	195	2880	0.068	13	189	2880	0.066	20	209	2880	0.072	0	209	2880	0.072
Wb Thru	1022	3200	0.353 *	0	1022	3200	0.353 *	0	1022	3200	0.353 *	144	1166	3200	0.404 *	0	1166	3200	0.404 *	0	1166	3200	0.404 *
Wb Right	107	0	-	0	107	0	-	0	107	0	-	19	127	0	-	0	127	0	-	0	127	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.803				0.808				0.808				0.969				0.973				0.973
LOS			D				D				D				E				E				E

** Key conflicting movement as a part of ICU*
1 Counts conducted by:Counts Unlimited Inc. as provided by the City of El Monte
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

Baldwin Avenue @ Valley Boulevard
Peak hr: PM
Annual Growth: 0.82%

Phases I & II

N-S St: Baldwin Avenue
E-W St: Valley Boulevard
Project: Flair Spectrum Project/1-14-4074-1
File: ICU22

Date: 09/27/2014
Date of Count: 2014
Projection Year: 2019

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2019 FUTURE WITHOUT PROJECT				2019 FUTURE WITH PROJECT				2019 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	95	1600	0.059	0	95	1600	0.059	0	95	1600	0.059	39	134	1600	0.084	0	134	1600	0.084	0	134	1600	0.084
Nb Thru	849	3200	0.265 *	28	877	3200	0.274 *	0	877	3200	0.274 *	43	892	3200	0.279 *	28	920	3200	0.288 *	0	920	3200	0.288 *
Nb Right	185	1600	0.115	38	223	1600	0.139	0	223	1600	0.139	22	206	1600	0.129	38	244	1600	0.153	0	244	1600	0.153
Sb Left	134	1600	0.084 *	0	134	1600	0.084 *	0	134	1600	0.084 *	35	168	1600	0.105 *	0	168	1600	0.105 *	0	168	1600	0.105 *
Sb Thru	506	3200	0.193	34	540	3200	0.204	0	540	3200	0.204	28	534	3200	0.207	34	568	3200	0.218	0	568	3200	0.218
Sb Right	113	0	-	0	113	0	-	0	113	0	-	16	129	0	-	0	129	0	-	0	129	0	-
Eb Left	112	1600	0.070	0	112	1600	0.070	0	112	1600	0.070	15	127	1600	0.079	0	127	1600	0.079	0	127	1600	0.079
Eb Thru	925	3200	0.323 *	0	925	3200	0.323 *	0	925	3200	0.323 *	184	1109	3200	0.429 *	0	1109	3200	0.429 *	0	1109	3200	0.429 *
Eb Right	108	0	-	0	108	0	-	0	108	0	-	155	263	0	-	0	263	0	-	0	263	0	-
Wb Left	135	2880	0.047 *	43	178	2880	0.062 *	0	178	2880	0.062 *	21	155	2880	0.054 *	43	198	2880	0.069 *	0	198	2880	0.069 *
Wb Thru	563	3200	0.218	0	563	3200	0.218	0	563	3200	0.218	135	699	3200	0.270	0	699	3200	0.270	0	699	3200	0.270
Wb Right	136	0	-	0	136	0	-	0	136	0	-	31	166	0	-	0	166	0	-	0	166	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.818				0.842				0.842				0.966				0.990				0.990
LOS			D				D				D				E				E				E

** Key conflicting movement as a part of ICU*
1 Counts conducted by:Counts Unlimited Inc. as provided by the City of El Monte
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

Baldwin Avenue @ Valley Boulevard
Peak hr: SAT MID-DAY
Annual Growth: 0.82%

Phases I & II

N-S St: Baldwin Avenue
E-W St: Valley Boulevard
Project: Flair Spectrum Project/1-14-4074-1
File: ICU22

Date: 09/27/2014
Date of Count: 2014
Projection Year: 2019

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2019 FUTURE WITHOUT PROJECT				2019 FUTURE WITH PROJECT				2019 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	59	1600	0.037	0	59	1600	0.037	0	59	1600	0.037	32	92	1600	0.057	0	92	1600	0.057	0	92	1600	0.057
Nb Thru	680	3200	0.213 *	46	726	3200	0.227 *	0	726	3200	0.227 *	34	715	3200	0.223 *	46	761	3200	0.238 *	0	761	3200	0.238 *
Nb Right	148	1600	0.092	62	210	1600	0.131	0	210	1600	0.131	26	174	1600	0.109	62	236	1600	0.148	0	236	1600	0.148
Sb Left	120	1600	0.075 *	0	120	1600	0.075 *	0	120	1600	0.075 *	37	157	1600	0.098 *	0	157	1600	0.098 *	0	157	1600	0.098 *
Sb Thru	588	3200	0.227	50	638	3200	0.243	0	638	3200	0.243	30	618	3200	0.243	50	668	3200	0.258	0	668	3200	0.258
Sb Right	139	0	-	0	139	0	-	0	139	0	-	20	159	0	-	0	159	0	-	0	159	0	-
Eb Left	145	1600	0.091 *	0	145	1600	0.091 *	0	145	1600	0.091 *	18	163	1600	0.102 *	0	163	1600	0.102 *	0	163	1600	0.102 *
Eb Thru	551	3200	0.208	0	551	3200	0.208	0	551	3200	0.208	157	708	3200	0.267	0	708	3200	0.267	0	708	3200	0.267
Eb Right	113	0	-	0	113	0	-	0	113	0	-	33	146	0	-	0	146	0	-	0	146	0	-
Wb Left	143	2880	0.050	68	211	2880	0.073	0	211	2880	0.073	26	169	2880	0.059	68	237	2880	0.082	0	237	2880	0.082
Wb Thru	560	3200	0.211 *	0	560	3200	0.211 *	0	560	3200	0.211 *	161	721	3200	0.273 *	0	721	3200	0.273 *	0	721	3200	0.273 *
Wb Right	115	0	-	0	115	0	-	0	115	0	-	36	151	0	-	0	151	0	-	0	151	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.689				0.704				0.704				0.796				0.810				0.810
LOS			B				C				C				C				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by:Counts Unlimited Inc. as provided by the City of El Monte
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

N-S St: Baldwin Avenue
E-W St: Valley Boulevard
Project: Flair Spectrum Project/1-14-4074-1
File: ICU22

Baldwin Avenue @ Valley Boulevard
Peak hr: AM
Annual Growth: 0.52%

General Plan Buildout (Phases I & II)

Date: 09/27/2014
Date of Count: 2014
Projection Year: 2035

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2035 FUTURE WITHOUT PROJECT				2035 FUTURE WITH PROJECT				2035 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	108	1600	0.068 *	0	108	1600	0.068 *	0	108	1600	0.068 *	154	263	1600	0.164 *	0	263	1600	0.164 *	0	263	1600	0.164 *
Nb Thru	460	3200	0.144	19	479	3200	0.150	0	479	3200	0.150	57	517	3200	0.162	19	536	3200	0.167	0	536	3200	0.167
Nb Right	135	1600	0.084	20	155	1600	0.097	0	155	1600	0.097	23	158	1600	0.099	20	178	1600	0.111	0	178	1600	0.111
Sb Left	87	1600	0.054	0	87	1600	0.054	0	87	1600	0.054	19	106	1600	0.066	0	106	1600	0.066	0	106	1600	0.066
Sb Thru	733	3200	0.248 *	15	748	3200	0.253 *	0	748	3200	0.253 *	95	829	3200	0.283 *	15	844	3200	0.288 *	0	844	3200	0.288 *
Sb Right	61	0	-	0	61	0	-	0	61	0	-	16	77	0	-	0	77	0	-	0	77	0	-
Eb Left	55	1600	0.034 *	0	55	1600	0.034 *	0	55	1600	0.034 *	14	69	1600	0.043 *	0	69	1600	0.043 *	0	69	1600	0.043 *
Eb Thru	408	3200	0.177	0	408	3200	0.177	0	408	3200	0.177	106	514	3200	0.225	0	514	3200	0.225	0	514	3200	0.225
Eb Right	158	0	-	0	158	0	-	0	158	0	-	49	207	0	-	0	207	0	-	0	207	0	-
Wb Left	175	2880	0.061	20	195	2880	0.068	0	195	2880	0.068	26	202	2880	0.070	20	222	2880	0.077	0	222	2880	0.077
Wb Thru	1022	3200	0.353 *	0	1022	3200	0.353 *	0	1022	3200	0.353 *	219	1241	3200	0.430 *	0	1241	3200	0.430 *	0	1241	3200	0.430 *
Wb Right	107	0	-	0	107	0	-	0	107	0	-	27	134	0	-	0	134	0	-	0	134	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.803				0.808				0.808				1.020				1.025				1.025
LOS			D				D				D				F				F				F

** Key conflicting movement as a part of ICU*
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2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

N-S St: Baldwin Avenue
E-W St: Valley Boulevard
Project: Flair Spectrum Project/1-14-4074-1
File: ICU22

Baldwin Avenue @ Valley Boulevard
Peak hr: PM
Annual Growth: 0.52%

General Plan Buildout (Phases I & II)

Date: 09/27/2014
Date of Count: 2014
Projection Year: 2035

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2035 FUTURE WITHOUT PROJECT				2035 FUTURE WITH PROJECT				2035 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	95	1600	0.059	0	95	1600	0.059	0	95	1600	0.059	46	141	1600	0.088	0	141	1600	0.088	0	141	1600	0.088
Nb Thru	849	3200	0.265 *	28	877	3200	0.274 *	0	877	3200	0.274 *	106	954	3200	0.298 *	28	982	3200	0.307 *	0	982	3200	0.307 *
Nb Right	185	1600	0.115	38	223	1600	0.139	0	223	1600	0.139	35	220	1600	0.137	38	258	1600	0.161	0	258	1600	0.161
Sb Left	134	1600	0.084 *	0	134	1600	0.084 *	0	134	1600	0.084 *	44	178	1600	0.111 *	0	178	1600	0.111 *	0	178	1600	0.111 *
Sb Thru	506	3200	0.193	34	540	3200	0.204	0	540	3200	0.204	65	571	3200	0.221	34	605	3200	0.232	0	605	3200	0.232
Sb Right	113	0	-	0	113	0	-	0	113	0	-	24	137	0	-	0	137	0	-	0	137	0	-
Eb Left	112	1600	0.070	0	112	1600	0.070	0	112	1600	0.070	23	135	1600	0.084	0	135	1600	0.084	0	135	1600	0.084
Eb Thru	925	3200	0.323 *	0	925	3200	0.323 *	0	925	3200	0.323 *	251	1177	3200	0.452 *	0	1177	3200	0.452 *	0	1177	4800	0.301 *
Eb Right	108	0	-	0	108	0	-	0	108	0	-	162	271	0	-	0	271	0	-	0	271	0	-
Wb Left	135	2880	0.047 *	43	178	2880	0.062 *	0	178	2880	0.062 *	30	165	2880	0.057 *	43	208	2880	0.072 *	0	208	2880	0.072 *
Wb Thru	563	3200	0.218	0	563	3200	0.218	0	563	3200	0.218	177	740	3200	0.286	0	740	3200	0.286	0	740	3200	0.286
Wb Right	136	0	-	0	136	0	-	0	136	0	-	41	176	0	-	0	176	0	-	0	176	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.818				0.842				0.842				1.019				1.043				0.892
LOS			D				D				D				F				F				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by:Counts Unlimited Inc. as provided by the City of El Monte
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

Baldwin Avenue @ Valley Boulevard
Peak hr: SAT MID-DAY
Annual Growth: 0.52%

General Plan Buildout (Phases I & II)

N-S St: Baldwin Avenue
E-W St: Valley Boulevard
Project: Flair Spectrum Project/1-14-4074-1
File: ICU22

Date: 09/27/2014
Date of Count: 2014
Projection Year: 2035

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2035 FUTURE WITHOUT PROJECT				2035 FUTURE WITH PROJECT				2035 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	59	1600	0.037	0	59	1600	0.037	0	59	1600	0.037	37	96	1600	0.060	0	96	1600	0.060	0	96	1600	0.060
Nb Thru	680	3200	0.213 *	46	726	3200	0.227 *	0	726	3200	0.227 *	84	765	3200	0.239 *	46	811	3200	0.253 *	0	811	3200	0.253 *
Nb Right	148	1600	0.092	62	210	1600	0.131	0	210	1600	0.131	37	185	1600	0.116	62	247	1600	0.154	0	247	1600	0.154
Sb Left	120	1600	0.075 *	0	120	1600	0.075 *	0	120	1600	0.075 *	46	166	1600	0.104 *	0	166	1600	0.104 *	0	166	1600	0.104 *
Sb Thru	588	3200	0.227	50	638	3200	0.243	0	638	3200	0.243	74	661	3200	0.259	50	711	3200	0.275	0	711	3200	0.275
Sb Right	139	0	-	0	139	0	-	0	139	0	-	30	169	0	-	0	169	0	-	0	169	0	-
Eb Left	145	1600	0.091 *	0	145	1600	0.091 *	0	145	1600	0.091 *	29	174	1600	0.108 *	0	174	1600	0.108 *	0	174	1600	0.108 *
Eb Thru	551	3200	0.208	0	551	3200	0.208	0	551	3200	0.208	197	748	3200	0.282	0	748	3200	0.282	0	748	4800	0.188
Eb Right	113	0	-	0	113	0	-	0	113	0	-	41	154	0	-	0	154	0	-	0	154	0	-
Wb Left	143	2880	0.050	68	211	2880	0.073	0	211	2880	0.073	36	179	2880	0.062	68	247	2880	0.086	0	247	2880	0.086
Wb Thru	560	3200	0.211 *	0	560	3200	0.211 *	0	560	3200	0.211 *	202	762	3200	0.288 *	0	762	3200	0.288 *	0	762	3200	0.288 *
Wb Right	115	0	-	0	115	0	-	0	115	0	-	44	160	0	-	0	160	0	-	0	160	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.689				0.704				0.704				0.839				0.854				0.854
LOS			B				C				C				D				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by:Counts Unlimited Inc. as provided by the City of El Monte
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Suite 500, Pasadena CA 91106
(626) 796.2322 Fax (626) 792-0941

INTERSECTION CAPACITY UTILIZATION

Baldwin Avenue @ Loftus Drive
Peak hr: AM
Annual Growth: 0.52%

Phase I

N-S St: Baldwin Avenue
E-W St: Loftus Drive
Project: Flair Spectrum Project/1-14-4074-1
File: ICU23

Date: 09/27/2014
Date of Count: 2014
Projection Year: 2016

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2016 FUTURE WITHOUT PROJECT				2016 FUTURE WITH PROJECT				2016 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	63	1600	0.039	3	66	1600	0.041	0	66	1600	0.041	53	116	1600	0.072	3	119	1600	0.074	0	119	1600	0.074
Nb Thru	564	3200	0.195	13	577	3200	0.199	0	577	3200	0.199	160	724	3200	0.246	13	737	3200	0.250	0	737	3200	0.250
Nb Right	59	0	-	0	59	0	-	0	59	0	-	5	64	0	-	0	64	0	-	0	64	0	-
Sb Left	0	1600	0.000	0	0	1600	0.000	0	0	1600	0.000	0	0	1600	0.000	0	0	1600	0.000	0	0	1600	0.000
Sb Thru	890	1600	0.556 *	30	920	1600	0.575 *	0	920	1600	0.575 *	51	941	1600	0.588 *	30	971	1600	0.607 *	0	971	3200	0.304 *
Sb Right	215	1600	0.134	0	215	1600	0.134	0	215	1600	0.134	8	223	1600	0.140	0	223	1600	0.140	0	223	1600	0.140
Eb Left [3]	63	0	0.039	0	63	0	0.039	0	63	0	0.039	1	64	0	0.040	0	64	0	0.040	0	64	0	0.040
Eb Thru [3]	38	1600	0.063	0	38	1600	0.063	0	38	1600	0.063	0	38	1600	0.064	0	38	1600	0.064	0	38	1600	0.064
Eb Right [3]	418	1600	0.261 *	80	498	1600	0.311 *	0	498	1600	0.311 *	4	422	1600	0.264 *	80	502	1600	0.314 *	0	502	1600	0.314 *
Wb Left [3]	262	0	0.164	0	262	0	0.164	0	262	0	0.164	3	265	0	0.165	0	265	0	0.165	0	265	0	0.165
Wb Thru [3]	63	1600	0.208 *	0	63	1600	0.208 *	0	63	1600	0.208 *	5	68	1600	0.212 *	0	68	1600	0.212 *	0	68	1600	0.212 *
Wb Right [3	7	0	-	0	7	0	-	0	7	0	-	0	7	0	-	0	7	0	-	0	7	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			1.164				1.235				1.235				1.237				1.307				1.004
LOS			F				F				F				F				F				F

** Key conflicting movement as a part of ICU*
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2 Capacity expressed in veh/hour of green
3 Split-phase operation.

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INTERSECTION CAPACITY UTILIZATION

Baldwin Avenue @ Loftus Drive
Peak hr: PM
Annual Growth: 0.52%

Phase I

N-S St: Baldwin Avenue
E-W St: Loftus Drive
Project: Flair Spectrum Project/1-14-4074-1
File: ICU23

Date: 09/27/2014
Date of Count: 2014
Projection Year: 2016

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2016 FUTURE WITHOUT PROJECT				2016 FUTURE WITH PROJECT				2016 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	238	1600	0.149 *	11	249	1600	0.156	0	249	1600	0.156	9	247	1600	0.155 *	11	258	1600	0.162	0	258	1600	0.162
Nb Thru	796	3200	0.294	54	850	3200	0.311	0	850	3200	0.311	65	861	3200	0.318	54	915	3200	0.335	0	915	3200	0.335
Nb Right	146	0	-	0	146	0	-	0	146	0	-	10	156	0	-	0	156	0	-	0	156	0	-
Sb Left	7	1600	0.004	0	7	1600	0.004	0	7	1600	0.004	0	7	1600	0.004	0	7	1600	0.004	0	7	1600	0.004
Sb Thru	352	1600	0.220	55	407	1600	0.254 *	0	407	1600	0.254 *	161	513	1600	0.320 *	55	568	1600	0.355 *	0	568	3200	0.177
Sb Right	356	1600	0.223 *	0	356	1600	0.223	0	356	1600	0.223	19	375	1600	0.234	0	375	1600	0.234	0	375	1600	0.234 *
Eb Left [3]	224	0	0.140	0	224	0	0.140	0	224	0	0.140	2	226	0	0.141	0	226	0	0.141	0	226	0	0.141
Eb Thru [3]	54	1600	0.174 *	0	54	1600	0.174	0	54	1600	0.174	1	55	1600	0.176 *	0	55	1600	0.176	0	55	1600	0.176
Eb Right [3]	226	1600	0.141	131	357	1600	0.223 *	0	357	1600	0.223 *	2	228	1600	0.143	131	359	1600	0.225 *	0	359	1600	0.225 *
Wb Left [3]	56	0	0.035	0	56	0	0.035	0	56	0	0.035	1	57	0	0.035	0	57	0	0.035	0	57	0	0.035
Wb Thru [3]	89	1600	0.134 *	0	89	1600	0.134 *	0	89	1600	0.134 *	13	102	1600	0.143 *	0	102	1600	0.143 *	0	102	1600	0.143 *
Wb Right [3	69	0	-	0	69	0	-	0	69	0	-	1	70	0	-	0	70	0	-	0	70	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.779				0.867				0.867				0.893				0.984				0.863
LOS			C				D				D				D				E				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 Split-phase operation.

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INTERSECTION CAPACITY UTILIZATION

Baldwin Avenue @ Loftus Drive
Peak hr: SAT MID-DAY
Annual Growth: 0.52%

Phase I

N-S St: Baldwin Avenue
E-W St: Loftus Drive
Project: Flair Spectrum Project/1-14-4074-1
File: ICU23

Date: 09/27/2014
Date of Count: 2014
Projection Year: 2016

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2016 FUTURE WITHOUT PROJECT				2016 FUTURE WITH PROJECT				2016 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	146	1600	0.091	18	164	1600	0.103	0	164	1600	0.103	6	152	1600	0.095	18	170	1600	0.106	0	170	1600	0.106
Nb Thru	738	3200	0.245	92	830	3200	0.273	0	830	3200	0.273	64	802	3200	0.268	92	894	3200	0.297	0	894	3200	0.297
Nb Right	45	0	-	0	45	0	-	0	45	0	-	12	57	0	-	0	57	0	-	0	57	0	-
Sb Left	8	1600	0.005	0	8	1600	0.005	0	8	1600	0.005	0	8	1600	0.005	0	8	1600	0.005	0	8	1600	0.005
Sb Thru	405	1600	0.253 *	101	506	1600	0.316 *	0	506	1600	0.316 *	38	443	1600	0.277 *	101	544	1600	0.340 *	0	544	3200	0.170
Sb Right	319	1600	0.199	0	319	1600	0.199	0	319	1600	0.199	23	342	1600	0.214	0	342	1600	0.214	0	342	1600	0.214 *
Eb Left [3]	59	0	0.037	0	59	0	0.037	0	59	0	0.037	1	60	0	0.037	0	60	0	0.037	0	60	0	0.037
Eb Thru [3]	39	1600	0.061	0	39	1600	0.061	0	39	1600	0.061	0	39	1600	0.062	0	39	1600	0.062	0	39	1600	0.062
Eb Right [3]	261	1600	0.163 *	236	497	1600	0.311 *	0	497	1600	0.311 *	3	264	1600	0.165 *	236	500	1600	0.312 *	0	500	1600	0.312 *
Wb Left [3]	61	0	0.038	0	61	0	0.038	0	61	0	0.038	1	62	0	0.039	0	62	0	0.039	0	62	0	0.039
Wb Thru [3]	54	1600	0.086 *	0	54	1600	0.086 *	0	54	1600	0.086 *	13	67	1600	0.094 *	0	67	1600	0.094 *	0	67	1600	0.094 *
Wb Right [3	22	0	-	0	22	0	-	0	22	0	-	0	22	0	-	0	22	0	-	0	22	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.693				0.915				0.915				0.731				0.952				0.826
LOS			B				E				E				C				E				D

** Key conflicting movement as a part of ICU*
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3 Split-phase operation.

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INTERSECTION CAPACITY UTILIZATION

Baldwin Avenue @ Loftus Drive
Peak hr: AM
Annual Growth: 0.52%

Phases I & II

N-S St: Baldwin Avenue
E-W St: Loftus Drive
Project: Flair Spectrum Project/1-14-4074-1
File: ICU23

Date: 09/27/2014
Date of Count: 2014
Projection Year: 2019

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2019 FUTURE WITHOUT PROJECT				2019 FUTURE WITH PROJECT				2019 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	63	1600	0.039	7	70	1600	0.044	0	70	1600	0.044	54	117	1600	0.073	7	124	1600	0.077	0	124	1600	0.077
Nb Thru	564	3200	0.195	39	603	3200	0.207	0	603	3200	0.207	169	733	3200	0.249	39	772	3200	0.261	0	772	3200	0.261
Nb Right	59	0	-	0	59	0	-	0	59	0	-	6	65	0	-	0	65	0	-	0	65	0	-
Sb Left	0	1600	0.000	0	0	1600	0.000	0	0	1600	0.000	0	0	1600	0.000	0	0	1600	0.000	0	0	1600	0.000
Sb Thru	890	1600	0.556 *	35	925	1600	0.578 *	0	925	1600	0.578 *	65	955	1600	0.597 *	35	990	1600	0.619 *	0	990	3200	0.309 *
Sb Right	215	1600	0.134	0	215	1600	0.134	0	215	1600	0.134	12	227	1600	0.142	0	227	1600	0.142	0	227	1600	0.142
Eb Left [3]	63	0	0.039	0	63	0	0.039	0	63	0	0.039	2	65	0	0.040	0	65	0	0.040	0	65	0	0.040
Eb Thru [3]	38	1600	0.063	0	38	1600	0.063	0	38	1600	0.063	1	39	1600	0.065	0	39	1600	0.065	0	39	1600	0.065
Eb Right [3]	418	1600	0.261 *	88	506	1600	0.316 *	0	506	1600	0.316 *	11	429	1600	0.268 *	88	517	1600	0.323 *	0	517	1600	0.323 *
Wb Left [3]	262	0	0.164	0	262	0	0.164	0	262	0	0.164	7	269	0	0.168	0	269	0	0.168	0	269	0	0.168
Wb Thru [3]	63	1600	0.208 *	0	63	1600	0.208 *	0	63	1600	0.208 *	6	69	1600	0.215 *	0	69	1600	0.215 *	0	69	1600	0.215 *
Wb Right [3	7	0	-	0	7	0	-	0	7	0	-	0	7	0	-	0	7	0	-	0	7	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			1.164				1.246				1.246				1.254				1.335				1.025
LOS			F				F				F				F				F				F

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 Split-phase operation.

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INTERSECTION CAPACITY UTILIZATION

Baldwin Avenue @ Loftus Drive
Peak hr: PM
Annual Growth: 0.52%

Phases I & II

N-S St: Baldwin Avenue
E-W St: Loftus Drive
Project: Flair Spectrum Project/1-14-4074-1
File: ICU23

Date: 09/27/2014
Date of Count: 2014
Projection Year: 2019

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2019 FUTURE WITHOUT PROJECT				2019 FUTURE WITH PROJECT				2019 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	238	1600	0.149 *	13	251	1600	0.157	0	251	1600	0.157	13	251	1600	0.157 *	13	264	1600	0.165	0	264	1600	0.165
Nb Thru	796	3200	0.294	66	862	3200	0.315	0	862	3200	0.315	78	874	3200	0.322	66	940	3200	0.343	0	940	3200	0.343
Nb Right	146	0	-	0	146	0	-	0	146	0	-	12	158	0	-	0	158	0	-	0	158	0	-
Sb Left	7	1600	0.004	0	7	1600	0.004	0	7	1600	0.004	0	7	1600	0.004	0	7	1600	0.004	0	7	1600	0.004
Sb Thru	352	1600	0.220	80	432	1600	0.270 *	0	432	1600	0.270 *	166	518	1600	0.324 *	80	598	1600	0.374 *	0	598	3200	0.187
Sb Right	356	1600	0.223 *	0	356	1600	0.223	0	356	1600	0.223	24	380	1600	0.238	0	380	1600	0.238	0	380	1600	0.238 *
Eb Left [3]	224	0	0.140	0	224	0	0.140	0	224	0	0.140	6	230	0	0.144	0	230	0	0.144	0	230	0	0.144
Eb Thru [3]	54	1600	0.174 *	0	54	1600	0.174	0	54	1600	0.174	1	55	1600	0.178 *	0	55	1600	0.178	0	55	1600	0.178
Eb Right [3]	226	1600	0.141	170	396	1600	0.248 *	0	396	1600	0.248 *	6	232	1600	0.145	170	402	1600	0.251 *	0	402	1600	0.251 *
Wb Left [3]	56	0	0.035	0	56	0	0.035	0	56	0	0.035	1	57	0	0.036	0	57	0	0.036	0	57	0	0.036
Wb Thru [3]	89	1600	0.134 *	0	89	1600	0.134 *	0	89	1600	0.134 *	14	103	1600	0.145 *	0	103	1600	0.145 *	0	103	1600	0.145 *
Wb Right [3	69	0	-	0	69	0	-	0	69	0	-	2	71	0	-	0	71	0	-	0	71	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.779				0.908				0.908				0.904				1.035				0.899
LOS			C				E				E				E				F				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 Split-phase operation.

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INTERSECTION CAPACITY UTILIZATION

Baldwin Avenue @ Loftus Drive
Peak hr: SAT MID-DAY
Annual Growth: 0.52%

Phases I & II

N-S St: Baldwin Avenue
E-W St: Loftus Drive
Project: Flair Spectrum Project/1-14-4074-1
File: ICU23

Date: 09/27/2014
Date of Count: 2014
Projection Year: 2019

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2019 FUTURE WITHOUT PROJECT				2019 FUTURE WITH PROJECT				2019 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	146	1600	0.091	20	166	1600	0.104	0	166	1600	0.104	8	154	1600	0.096	20	174	1600	0.109	0	174	1600	0.109
Nb Thru	738	3200	0.245	107	845	3200	0.278	0	845	3200	0.278	75	813	3200	0.272	107	920	3200	0.306	0	920	3200	0.306
Nb Right	45	0	-	0	45	0	-	0	45	0	-	13	58	0	-	0	58	0	-	0	58	0	-
Sb Left	8	1600	0.005	0	8	1600	0.005	0	8	1600	0.005	0	8	1600	0.005	0	8	1600	0.005	0	8	1600	0.005
Sb Thru	405	1600	0.253 *	119	524	1600	0.328 *	0	524	1600	0.328 *	45	450	1600	0.281 *	119	569	1600	0.355 *	0	569	3200	0.178
Sb Right	319	1600	0.199	0	319	1600	0.199	0	319	1600	0.199	28	347	1600	0.217	0	347	1600	0.217	0	347	1600	0.217 *
Eb Left [3]	59	0	0.037	0	59	0	0.037	0	59	0	0.037	2	61	0	0.038	0	61	0	0.038	0	61	0	0.038
Eb Thru [3]	39	1600	0.061	0	39	1600	0.061	0	39	1600	0.061	1	40	1600	0.063	0	40	1600	0.063	0	40	1600	0.063
Eb Right [3]	261	1600	0.163 *	264	525	1600	0.328 *	0	525	1600	0.328 *	7	268	1600	0.167 *	264	532	1600	0.332 *	0	532	1600	0.332 *
Wb Left [3]	61	0	0.038	0	61	0	0.038	0	61	0	0.038	2	63	0	0.039	0	63	0	0.039	0	63	0	0.039
Wb Thru [3]	54	1600	0.086 *	0	54	1600	0.086 *	0	54	1600	0.086 *	13	67	1600	0.095 *	0	67	1600	0.095 *	0	67	1600	0.095 *
Wb Right [3	22	0	-	0	22	0	-	0	22	0	-	1	23	0	-	0	23	0	-	0	23	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.693				0.945				0.945				0.740				0.992				0.854
LOS			B				E				E				C				E				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 Split-phase operation.

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INTERSECTION CAPACITY UTILIZATION

N-S St: Baldwin Avenue
E-W St: Loftus Drive
Project: Flair Spectrum Project/1-14-4074-1
File: ICU23

Baldwin Avenue @ Loftus Drive
Peak hr: AM
Annual Growth: 0.52%

General Plan Buildout (Phases I & II)

Date: 09/27/2014
Date of Count: 2014
Projection Year: 2035

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2035 FUTURE WITHOUT PROJECT				2035 FUTURE WITH PROJECT				2035 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	63	1600	0.039	7	70	1600	0.044	0	70	1600	0.044	59	122	1600	0.076	7	129	1600	0.081	0	129	1600	0.081
Nb Thru	564	3200	0.195	39	603	3200	0.207	0	603	3200	0.207	219	783	3200	0.266	39	822	3200	0.279	0	822	3200	0.279
Nb Right	59	0	-	0	59	0	-	0	59	0	-	11	70	0	-	0	70	0	-	0	70	0	-
Sb Left	0	1600	0.000	0	0	1600	0.000	0	0	1600	0.000	0	0	1600	0.000	0	0	1600	0.000	0	0	1600	0.000
Sb Thru	890	1600	0.556 *	35	925	1600	0.578 *	0	925	1600	0.578 *	144	1034	1600	0.647 *	35	1069	1600	0.668 *	0	1069	3200	0.334 *
Sb Right	215	1600	0.134	0	215	1600	0.134	0	215	1600	0.134	31	246	1600	0.154	0	246	1600	0.154	0	246	1600	0.154
Eb Left [3]	63	0	0.039	0	63	0	0.039	0	63	0	0.039	7	70	0	0.044	0	70	0	0.044	0	70	0	0.044
Eb Thru [3]	38	1600	0.063	0	38	1600	0.063	0	38	1600	0.063	4	42	1600	0.070	0	42	1600	0.070	0	42	1600	0.070
Eb Right [3]	418	1600	0.261 *	88	506	1600	0.316 *	0	506	1600	0.316 *	48	466	1600	0.291 *	88	554	1600	0.346 *	0	554	1600	0.346 *
Wb Left [3]	262	0	0.164	0	262	0	0.164	0	262	0	0.164	30	292	0	0.183	0	292	0	0.183	0	292	0	0.183
Wb Thru [3]	63	1600	0.208 *	0	63	1600	0.208 *	0	63	1600	0.208 *	11	74	1600	0.234 *	0	74	1600	0.234 *	0	74	1600	0.234 *
Wb Right [3	7	0	-	0	7	0	-	0	7	0	-	1	8	0	-	0	8	0	-	0	8	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			1.164				1.246				1.246				1.348				1.429				1.095
LOS			F				F				F				F				F				F

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 Split-phase operation.

LINSCOTT, LAW & GREENSPAN, ENGINEERS
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INTERSECTION CAPACITY UTILIZATION

N-S St: Baldwin Avenue
E-W St: Loftus Drive
Project: Flair Spectrum Project/1-14-4074-1
File: ICU23

Baldwin Avenue @ Loftus Drive
Peak hr: PM
Annual Growth: 0.52%

General Plan Buildout (Phases I & II)

Date: 09/27/2014
Date of Count: 2014
Projection Year: 2035

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2035 FUTURE WITHOUT PROJECT				2035 FUTURE WITH PROJECT				2035 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	238	1600	0.149 *	13	251	1600	0.157	0	251	1600	0.157	34	272	1600	0.170 *	13	285	1600	0.178	0	285	1600	0.178
Nb Thru	796	3200	0.294	66	862	3200	0.315	0	862	3200	0.315	149	945	3200	0.349	66	1011	3200	0.369	0	1011	3200	0.369
Nb Right	146	0	-	0	146	0	-	0	146	0	-	25	171	0	-	0	171	0	-	0	171	0	-
Sb Left	7	1600	0.004	0	7	1600	0.004	0	7	1600	0.004	1	8	1600	0.005	0	8	1600	0.005	0	8	1600	0.005
Sb Thru	352	1600	0.220	80	432	1600	0.270 *	0	432	1600	0.270 *	198	550	1600	0.343 *	80	630	1600	0.393 *	0	630	3200	0.197
Sb Right	356	1600	0.223 *	0	356	1600	0.223	0	356	1600	0.223	56	412	1600	0.257	0	412	1600	0.257	0	412	1600	0.257 *
Eb Left [3]	224	0	0.140	0	224	0	0.140	0	224	0	0.140	26	250	0	0.156	0	250	0	0.156	0	250	0	0.156
Eb Thru [3]	54	1600	0.174 *	0	54	1600	0.174	0	54	1600	0.174	6	60	1600	0.194 *	0	60	1600	0.194	0	60	1600	0.194
Eb Right [3]	226	1600	0.141	170	396	1600	0.248 *	0	396	1600	0.248 *	26	252	1600	0.158	170	422	1600	0.264 *	0	422	1600	0.264 *
Wb Left [3]	56	0	0.035	0	56	0	0.035	0	56	0	0.035	6	62	0	0.039	0	62	0	0.039	0	62	0	0.039
Wb Thru [3]	89	1600	0.134 *	0	89	1600	0.134 *	0	89	1600	0.134 *	22	111	1600	0.157 *	0	111	1600	0.157 *	0	111	1600	0.157 *
Wb Right [3	69	0	-	0	69	0	-	0	69	0	-	8	77	0	-	0	77	0	-	0	77	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.779				0.908				0.908				0.964				1.092				0.956
LOS			C				E				E				E				F				E

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 Split-phase operation.

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INTERSECTION CAPACITY UTILIZATION

N-S St: Baldwin Avenue
E-W St: Loftus Drive
Project: Flair Spectrum Project/1-14-4074-1
File: ICU23

Baldwin Avenue @ Loftus Drive
Peak hr: SAT MID-DAY
Annual Growth: 0.52%

General Plan Buildout (Phases I & II)

Date: 09/27/2014
Date of Count: 2014
Projection Year: 2035

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2035 FUTURE WITHOUT PROJECT				2035 FUTURE WITH PROJECT				2035 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	146	1600	0.091	20	166	1600	0.104	0	166	1600	0.104	21	167	1600	0.104	20	187	1600	0.117	0	187	1600	0.117
Nb Thru	738	3200	0.245	107	845	3200	0.278	0	845	3200	0.278	141	879	3200	0.294	107	986	3200	0.328	0	986	3200	0.328
Nb Right	45	0	-	0	45	0	-	0	45	0	-	17	62	0	-	0	62	0	-	0	62	0	-
Sb Left	8	1600	0.005	0	8	1600	0.005	0	8	1600	0.005	1	9	1600	0.006	0	9	1600	0.006	0	9	1600	0.006
Sb Thru	405	1600	0.253 *	119	524	1600	0.328 *	0	524	1600	0.328 *	81	486	1600	0.304 *	119	605	1600	0.378 *	0	605	3200	0.189
Sb Right	319	1600	0.199	0	319	1600	0.199	0	319	1600	0.199	57	376	1600	0.235	0	376	1600	0.235	0	376	1600	0.235 *
Eb Left [3]	59	0	0.037	0	59	0	0.037	0	59	0	0.037	7	66	0	0.041	0	66	0	0.041	0	66	0	0.041
Eb Thru [3]	39	1600	0.061	0	39	1600	0.061	0	39	1600	0.061	4	43	1600	0.068	0	43	1600	0.068	0	43	1600	0.068
Eb Right [3]	261	1600	0.163 *	264	525	1600	0.328 *	0	525	1600	0.328 *	30	291	1600	0.182 *	264	555	1600	0.347 *	0	555	1600	0.347 *
Wb Left [3]	61	0	0.038	0	61	0	0.038	0	61	0	0.038	7	68	0	0.043	0	68	0	0.043	0	68	0	0.043
Wb Thru [3]	54	1600	0.086 *	0	54	1600	0.086 *	0	54	1600	0.086 *	18	72	1600	0.103 *	0	72	1600	0.103 *	0	72	1600	0.103 *
Wb Right [3	22	0	-	0	22	0	-	0	22	0	-	3	25	0	-	0	25	0	-	0	25	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.693				0.945				0.945				0.793				1.045				0.901
LOS			B				E				E				C				F				E

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 Split-phase operation.

Intersection	
Int Delay, s/veh	3.8

Movement	NBL	NBT	SBT	SBR	NEL	NER
Vol, veh/h	54	652	752	816	35	78
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	230	-	-	-	0	30
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	57	694	800	868	37	83

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1668	0	-	0	2043	1234
Stage 1	-	-	-	-	1234	-
Stage 2	-	-	-	-	809	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	385	-	-	-	62	215
Stage 1	-	-	-	-	275	-
Stage 2	-	-	-	-	438	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	385	-	-	-	53	215
Mov Cap-2 Maneuver	-	-	-	-	53	-
Stage 1	-	-	-	-	275	-
Stage 2	-	-	-	-	373	-

Approach	NB	SB	NE
HCM Control Delay, s	1.2	0	73.8
HCM LOS			F

Minor Lane/Major Mvmt	NELn1	NELn2	NBL	NBT	SBT	SBR
Capacity (veh/h)	53	215	385	-	-	-
HCM Lane V/C Ratio	0.703	0.386	0.149	-	-	-
HCM Control Delay (s)	167.1	31.9	16	-	-	-
HCM Lane LOS	F	D	C	-	-	-
HCM 95th %tile Q(veh)	2.9	1.7	0.5	-	-	-

Intersection	
Int Delay, s/veh	46

Movement	NBL	NBT	SBT	SBR	NEL	NER
Vol, veh/h	27	938	454	162	211	399
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	230	-	-	-	0	30
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	947	459	164	213	403

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	622	0	-	0	1542	540
Stage 1	-	-	-	-	540	-
Stage 2	-	-	-	-	1002	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	959	-	-	-	~ 127	542
Stage 1	-	-	-	-	584	-
Stage 2	-	-	-	-	355	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	959	-	-	-	~ 123	542
Mov Cap-2 Maneuver	-	-	-	-	~ 123	-
Stage 1	-	-	-	-	584	-
Stage 2	-	-	-	-	345	-

Approach	NB	SB	NE
HCM Control Delay, s	0.2	0	164.9
HCM LOS			F

Minor Lane/Major Mvmt	NELn1	NELn2	NBL	NBT	SBT	SBR
Capacity (veh/h)	123	542	959	-	-	-
HCM Lane V/C Ratio	1.733	0.744	0.028	-	-	-
HCM Control Delay (s)	$ 422.8	28.5	8.9	-	-	-
HCM Lane LOS	F	D	A	-	-	-
HCM 95th %tile Q(veh)	16.2	6.4	0.1	-	-	-

Notes

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

Intersection	
Int Delay, s/veh	9.7

Movement	NBL	NBT	SBT	SBR	NEL	NER
Vol, veh/h	66	818	587	136	89	110
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	230	-	-	-	0	30
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	69	861	618	143	94	116

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	761	0	-	0	1689	689
Stage 1	-	-	-	-	689	-
Stage 2	-	-	-	-	1000	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	851	-	-	-	103	446
Stage 1	-	-	-	-	498	-
Stage 2	-	-	-	-	356	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	851	-	-	-	95	446
Mov Cap-2 Maneuver	-	-	-	-	95	-
Stage 1	-	-	-	-	498	-
Stage 2	-	-	-	-	327	-

Approach	NB	SB	NE
HCM Control Delay, s	0.7	0	84.6
HCM LOS			F

Minor Lane/Major Mvmt	NELn1	NELn2	NBL	NBT	SBT	SBR
Capacity (veh/h)	95	446	851	-	-	-
HCM Lane V/C Ratio	0.986	0.26	0.082	-	-	-
HCM Control Delay (s)	169.5	15.9	9.6	-	-	-
HCM Lane LOS	F	C	A	-	-	-
HCM 95th %tile Q(veh)	5.8	1	0.3	-	-	-

Intersection	
Int Delay, s/veh	23.8

Movement	NBL	NBT	SBT	SBR	NEL	NER
Vol, veh/h	54	652	752	949	83	154
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	230	-	-	-	0	30
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	57	694	800	1010	88	164

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1810	0	-	0	2114	1305
Stage 1	-	-	-	-	1305	-
Stage 2	-	-	-	-	809	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	339	-	-	-	~ 56	196
Stage 1	-	-	-	-	254	-
Stage 2	-	-	-	-	438	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	339	-	-	-	~ 47	196
Mov Cap-2 Maneuver	-	-	-	-	~ 47	-
Stage 1	-	-	-	-	254	-
Stage 2	-	-	-	-	364	-

Approach	NB	SB	NE
HCM Control Delay, s	1.4	0	260.9
HCM LOS			F

Minor Lane/Major Mvmt	NELn1	NELn2	NBL	NBT	SBT	SBR
Capacity (veh/h)	47	196	339	-	-	-
HCM Lane V/C Ratio	1.879	0.836	0.169	-	-	-
HCM Control Delay (s)	$ 601.5	77.4	17.8	-	-	-
HCM Lane LOS	F	F	C	-	-	-
HCM 95th %tile Q(veh)	8.9	6.1	0.6	-	-	-

Notes

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

Intersection	
Int Delay, s/veh	178.8

Movement	NBL	NBT	SBT	SBR	NEL	NER
Vol, veh/h	27	938	454	506	322	591
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	230	-	-	-	0	30
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	947	459	511	325	597

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	970	0	-	0	1716	714
Stage 1	-	-	-	-	714	-
Stage 2	-	-	-	-	1002	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	710	-	-	-	~ 99	~ 431
Stage 1	-	-	-	-	485	-
Stage 2	-	-	-	-	355	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	710	-	-	-	~ 95	~ 431
Mov Cap-2 Maneuver	-	-	-	-	~ 95	-
Stage 1	-	-	-	-	485	-
Stage 2	-	-	-	-	342	-

Approach	NB	SB	NE
HCM Control Delay, s	0.3	0	$ 555.5
HCM LOS			F

Minor Lane/Major Mvmt	NELn1	NELn2	NBL	NBT	SBT	SBR
Capacity (veh/h)	95	431	710	-	-	-
HCM Lane V/C Ratio	3.424	1.385	0.038	-	-	-
HCM Control Delay (s)	$ 1184.7	212.7	10.3	-	-	-
HCM Lane LOS	F	F	B	-	-	-
HCM 95th %tile Q(veh)	32.5	28.6	0.1	-	-	-

Notes

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

Intersection	
Int Delay, s/veh	182.6

Movement	NBL	NBT	SBT	SBR	NEL	NER
Vol, veh/h	66	818	587	635	257	397
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	230	-	-	-	0	30
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	69	861	618	668	271	418

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1286	0	-	0	1952	952
Stage 1	-	-	-	-	952	-
Stage 2	-	-	-	-	1000	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	539	-	-	-	~ 71	~ 315
Stage 1	-	-	-	-	375	-
Stage 2	-	-	-	-	356	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	539	-	-	-	~ 62	~ 315
Mov Cap-2 Maneuver	-	-	-	-	~ 62	-
Stage 1	-	-	-	-	375	-
Stage 2	-	-	-	-	310	-

Approach	NB	SB	NE
HCM Control Delay, s	0.9	0	$ 769.5
HCM LOS			F

Minor Lane/Major Mvmt	NELn1	NELn2	NBL	NBT	SBT	SBR
Capacity (veh/h)	62	315	539	-	-	-
HCM Lane V/C Ratio	4.363	1.327	0.129	-	-	-
HCM Control Delay (s)	$ 1648.5	200.5	12.7	-	-	-
HCM Lane LOS	F	F	B	-	-	-
HCM 95th %tile Q(veh)	29.5	20.5	0.4	-	-	-

Notes

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

Intersection	
Int Delay, s/veh	7.1

Movement	NBL	NBT	SBT	SBR	NEL	NER
Vol, veh/h	55	871	802	833	37	87
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	230	-	-	-	0	30
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	59	927	853	886	39	93

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1739	0	-	0	2340	1296
Stage 1	-	-	-	-	1296	-
Stage 2	-	-	-	-	1044	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	361	-	-	-	40	198
Stage 1	-	-	-	-	256	-
Stage 2	-	-	-	-	339	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	361	-	-	-	~ 33	198
Mov Cap-2 Maneuver	-	-	-	-	~ 33	-
Stage 1	-	-	-	-	256	-
Stage 2	-	-	-	-	284	-

Approach	NB	SB	NE
HCM Control Delay, s	1	0	147.1
HCM LOS			F

Minor Lane/Major Mvmt	NELn1	NELn2	NBL	NBT	SBT	SBR
Capacity (veh/h)	33	198	361	-	-	-
HCM Lane V/C Ratio	1.193	0.467	0.162	-	-	-
HCM Control Delay (s)	$ 403.3	38.2	16.9	-	-	-
HCM Lane LOS	F	E	C	-	-	-
HCM 95th %tile Q(veh)	4.3	2.2	0.6	-	-	-

Notes

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

Intersection	
Int Delay, s/veh	83.4

Movement	NBL	NBT	SBT	SBR	NEL	NER
Vol, veh/h	27	1024	615	168	217	416
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	230	-	-	-	0	30
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	1034	621	170	219	420

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	791	0	-	0	1795	706
Stage 1	-	-	-	-	706	-
Stage 2	-	-	-	-	1089	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	829	-	-	-	~ 88	436
Stage 1	-	-	-	-	489	-
Stage 2	-	-	-	-	323	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	829	-	-	-	~ 85	436
Mov Cap-2 Maneuver	-	-	-	-	~ 85	-
Stage 1	-	-	-	-	489	-
Stage 2	-	-	-	-	312	-

Approach	NB	SB	NE
HCM Control Delay, s	0.2	0	$ 324.6
HCM LOS			F

Minor Lane/Major Mvmt	NELn1	NELn2	NBL	NBT	SBT	SBR
Capacity (veh/h)	85	436	829	-	-	-
HCM Lane V/C Ratio	2.579	0.964	0.033	-	-	-
HCM Control Delay (s)	$ 821.3	65.5	9.5	-	-	-
HCM Lane LOS	F	F	A	-	-	-
HCM 95th %tile Q(veh)	20.7	11.6	0.1	-	-	-

Notes

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

Intersection	
Int Delay, s/veh	14.4

Movement	NBL	NBT	SBT	SBR	NEL	NER
Vol, veh/h	67	903	628	140	91	118
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	230	-	-	-	0	30
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	71	951	661	147	96	124

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	808	0	-	0	1827	735
Stage 1	-	-	-	-	735	-
Stage 2	-	-	-	-	1092	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	817	-	-	-	~ 84	420
Stage 1	-	-	-	-	474	-
Stage 2	-	-	-	-	322	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	817	-	-	-	~ 77	420
Mov Cap-2 Maneuver	-	-	-	-	~ 77	-
Stage 1	-	-	-	-	474	-
Stage 2	-	-	-	-	294	-

Approach	NB	SB	NE
HCM Control Delay, s	0.7	0	130.5
HCM LOS			F

Minor Lane/Major Mvmt	NELn1	NELn2	NBL	NBT	SBT	SBR
Capacity (veh/h)	77	420	817	-	-	-
HCM Lane V/C Ratio	1.244	0.296	0.086	-	-	-
HCM Control Delay (s)	277.5	17.1	9.8	-	-	-
HCM Lane LOS	F	C	A	-	-	-
HCM 95th %tile Q(veh)	7.3	1.2	0.3	-	-	-

Notes

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

Intersection	
Int Delay, s/veh	17.2

Movement	NBL	NBT	SBT	SBR	NEL	NER
Vol, veh/h	55	871	802	952	55	126
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	230	-	-	-	0	30
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	59	927	853	1013	59	134

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1866	0	-	0	2404	1360
Stage 1	-	-	-	-	1360	-
Stage 2	-	-	-	-	1044	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	323	-	-	-	~ 37	182
Stage 1	-	-	-	-	239	-
Stage 2	-	-	-	-	339	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	323	-	-	-	~ 30	182
Mov Cap-2 Maneuver	-	-	-	-	~ 30	-
Stage 1	-	-	-	-	239	-
Stage 2	-	-	-	-	277	-

Approach	NB	SB	NE
HCM Control Delay, s	1.1	0	266.9
HCM LOS			F

Minor Lane/Major Mvmt	NELn1	NELn2	NBL	NBT	SBT	SBR
Capacity (veh/h)	30	182	323	-	-	-
HCM Lane V/C Ratio	1.95	0.736	0.181	-	-	-
HCM Control Delay (s)	$ 727.5	65.8	18.6	-	-	-
HCM Lane LOS	F	F	C	-	-	-
HCM 95th %tile Q(veh)	6.8	4.7	0.7	-	-	-

Notes

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

Intersection	
Int Delay, s/veh	245.5

Movement	NBL	NBT	SBT	SBR	NEL	NER
Vol, veh/h	27	1024	615	448	314	590
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	230	-	-	-	0	30
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	1034	621	453	317	596

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1074	0	-	0	1936	847
Stage 1	-	-	-	-	847	-
Stage 2	-	-	-	-	1089	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	649	-	-	-	~ 72	~ 362
Stage 1	-	-	-	-	420	-
Stage 2	-	-	-	-	323	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	649	-	-	-	~ 69	~ 362
Mov Cap-2 Maneuver	-	-	-	-	~ 69	-
Stage 1	-	-	-	-	420	-
Stage 2	-	-	-	-	~ 310	-

Approach	NB	SB	NE
HCM Control Delay, s	0.3	0	$ 819.2
HCM LOS			F

Minor Lane/Major Mvmt	NELn1	NELn2	NBL	NBT	SBT	SBR
Capacity (veh/h)	69	362	649	-	-	-
HCM Lane V/C Ratio	4.597	1.646	0.042	-	-	-
HCM Control Delay (s)	$ 1739.8	$ 329.2	10.8	-	-	-
HCM Lane LOS	F	F	B	-	-	-
HCM 95th %tile Q(veh)	34.5	35.5	0.1	-	-	-

Notes

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

Intersection	
Int Delay, s/veh	190.1

Movement	NBL	NBT	SBT	SBR	NEL	NER
Vol, veh/h	67	903	628	593	241	383
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	230	-	-	-	0	30
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	71	951	661	624	254	403

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1285	0	-	0	2065	973
Stage 1	-	-	-	-	973	-
Stage 2	-	-	-	-	1092	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	540	-	-	-	~ 60	~ 306
Stage 1	-	-	-	-	366	-
Stage 2	-	-	-	-	322	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	540	-	-	-	~ 52	~ 306
Mov Cap-2 Maneuver	-	-	-	-	~ 52	-
Stage 1	-	-	-	-	366	-
Stage 2	-	-	-	-	280	-

Approach	NB	SB	NE
HCM Control Delay, s	0.9	0	$ 856.4
HCM LOS			F

Minor Lane/Major Mvmt	NELn1	NELn2	NBL	NBT	SBT	SBR
Capacity (veh/h)	52	306	540	-	-	-
HCM Lane V/C Ratio	4.879	1.318	0.131	-	-	-
HCM Control Delay (s)	$ 1902.7	198.1	12.7	-	-	-
HCM Lane LOS	F	F	B	-	-	-
HCM 95th %tile Q(veh)	28.5	19.8	0.4	-	-	-

Notes

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

Intersection	
Int Delay, s/veh	8

Movement	NBL	NBT	SBT	SBR	NEL	NER
Vol, veh/h	56	887	821	854	38	89
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	230	-	-	-	0	30
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	60	944	873	909	40	95

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1782	0	-	0	2391	1328
Stage 1	-	-	-	-	1328	-
Stage 2	-	-	-	-	1063	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	348	-	-	-	~ 37	190
Stage 1	-	-	-	-	247	-
Stage 2	-	-	-	-	332	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	348	-	-	-	~ 31	190
Mov Cap-2 Maneuver	-	-	-	-	~ 31	-
Stage 1	-	-	-	-	247	-
Stage 2	-	-	-	-	275	-

Approach	NB	SB	NE
HCM Control Delay, s	1	0	166.5
HCM LOS			F

Minor Lane/Major Mvmt	NELn1	NELn2	NBL	NBT	SBT	SBR
Capacity (veh/h)	31	190	348	-	-	-
HCM Lane V/C Ratio	1.304	0.498	0.171	-	-	-
HCM Control Delay (s)	$ 459.4	41.4	17.5	-	-	-
HCM Lane LOS	F	E	C	-	-	-
HCM 95th %tile Q(veh)	4.5	2.5	0.6	-	-	-

Notes

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

Intersection	
Int Delay, s/veh	94.4

Movement	NBL	NBT	SBT	SBR	NEL	NER
Vol, veh/h	28	1048	627	172	222	426
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	230	-	-	-	0	30
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	28	1059	633	174	224	430

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	807	0	-	0	1835	720
Stage 1	-	-	-	-	720	-
Stage 2	-	-	-	-	1115	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	818	-	-	-	~ 83	~ 428
Stage 1	-	-	-	-	482	-
Stage 2	-	-	-	-	314	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	818	-	-	-	~ 80	~ 428
Mov Cap-2 Maneuver	-	-	-	-	~ 80	-
Stage 1	-	-	-	-	482	-
Stage 2	-	-	-	-	303	-

Approach	NB	SB	NE
HCM Control Delay, s	0.2	0	$ 367.4
HCM LOS			F

Minor Lane/Major Mvmt	NELn1	NELn2	NBL	NBT	SBT	SBR
Capacity (veh/h)	80	428	818	-	-	-
HCM Lane V/C Ratio	2.803	1.005	0.035	-	-	-
HCM Control Delay (s)	$ 926.1	76.3	9.6	-	-	-
HCM Lane LOS	F	F	A	-	-	-
HCM 95th %tile Q(veh)	21.9	12.8	0.1	-	-	-

Notes

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

Intersection	
Int Delay, s/veh	16.8

Movement	NBL	NBT	SBT	SBR	NEL	NER
Vol, veh/h	69	923	643	143	93	121
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	230	-	-	-	0	30
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	73	972	677	151	98	127

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	827	0	-	0	1869	752
Stage 1	-	-	-	-	752	-
Stage 2	-	-	-	-	1117	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	804	-	-	-	~ 79	410
Stage 1	-	-	-	-	466	-
Stage 2	-	-	-	-	313	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	804	-	-	-	~ 72	410
Mov Cap-2 Maneuver	-	-	-	-	~ 72	-
Stage 1	-	-	-	-	466	-
Stage 2	-	-	-	-	285	-

Approach	NB	SB	NE
HCM Control Delay, s	0.7	0	152.8
HCM LOS			F

Minor Lane/Major Mvmt	NELn1	NELn2	NBL	NBT	SBT	SBR
Capacity (veh/h)	72	410	804	-	-	-
HCM Lane V/C Ratio	1.36	0.311	0.09	-	-	-
HCM Control Delay (s)	$ 328.6	17.7	9.9	-	-	-
HCM Lane LOS	F	C	A	-	-	-
HCM 95th %tile Q(veh)	7.9	1.3	0.3	-	-	-

Notes

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

Intersection	
Int Delay, s/veh	46.9

Movement	NBL	NBT	SBT	SBR	NEL	NER
Vol, veh/h	56	887	821	987	86	165
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	230	-	-	-	0	30
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	60	944	873	1050	91	176

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1923	0	-	0	2461	1398
Stage 1	-	-	-	-	1398	-
Stage 2	-	-	-	-	1063	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	307	-	-	-	~ 34	~ 172
Stage 1	-	-	-	-	229	-
Stage 2	-	-	-	-	332	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	307	-	-	-	~ 27	~ 172
Mov Cap-2 Maneuver	-	-	-	-	~ 27	-
Stage 1	-	-	-	-	229	-
Stage 2	-	-	-	-	267	-

Approach	NB	SB	NE
HCM Control Delay, s	1.2	0	$ 556.5
HCM LOS			F

Minor Lane/Major Mvmt	NELn1	NELn2	NBL	NBT	SBT	SBR
Capacity (veh/h)	27	172	307	-	-	-
HCM Lane V/C Ratio	3.388	1.021	0.194	-	-	-
HCM Control Delay (s)	$ 1377.3	128.7	19.5	-	-	-
HCM Lane LOS	F	F	C	-	-	-
HCM 95th %tile Q(veh)	11.1	8.3	0.7	-	-	-

Notes

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

Intersection	
Int Delay, s/veh	303.8

Movement	NBL	NBT	SBT	SBR	NEL	NER
Vol, veh/h	28	1048	627	516	333	618
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	230	-	-	-	0	30
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	28	1059	633	521	336	624

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1155	0	-	0	2009	894
Stage 1	-	-	-	-	894	-
Stage 2	-	-	-	-	1115	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	605	-	-	-	~ 65	~ 340
Stage 1	-	-	-	-	399	-
Stage 2	-	-	-	-	~ 314	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	605	-	-	-	~ 62	~ 340
Mov Cap-2 Maneuver	-	-	-	-	~ 62	-
Stage 1	-	-	-	-	399	-
Stage 2	-	-	-	-	~ 299	-

Approach	NB	SB	NE
HCM Control Delay, s	0.3	0	$ 1012.4
HCM LOS			F

Minor Lane/Major Mvmt	NELn1	NELn2	NBL	NBT	SBT	SBR
Capacity (veh/h)	62	340	605	-	-	-
HCM Lane V/C Ratio	5.425	1.836	0.047	-	-	-
HCM Control Delay (s)	$ 2123.2	$ 413.8	11.2	-	-	-
HCM Lane LOS	F	F	B	-	-	-
HCM 95th %tile Q(veh)	37.6	41.2	0.1	-	-	-

Notes

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

Intersection	
Int Delay, s/veh	251.2

Movement	NBL	NBT	SBT	SBR	NEL	NER
Vol, veh/h	69	923	643	642	261	408
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	230	-	-	-	0	30
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	73	972	677	676	275	429

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1353	0	-	0	2132	1015
Stage 1	-	-	-	-	1015	-
Stage 2	-	-	-	-	1117	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	509	-	-	-	~ 54	~ 289
Stage 1	-	-	-	-	350	-
Stage 2	-	-	-	-	313	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	509	-	-	-	~ 46	~ 289
Mov Cap-2 Maneuver	-	-	-	-	~ 46	-
Stage 1	-	-	-	-	350	-
Stage 2	-	-	-	-	~ 268	-

Approach	NB	SB	NE
HCM Control Delay, s	0.9	0	$ 1105
HCM LOS			F

Minor Lane/Major Mvmt	NELn1	NELn2	NBL	NBT	SBT	SBR
Capacity (veh/h)	46	289	509	-	-	-
HCM Lane V/C Ratio	5.973	1.486	0.143	-	-	-
HCM Control Delay (s)	$ 2411.3	269.3	13.2	-	-	-
HCM Lane LOS	F	F	B	-	-	-
HCM 95th %tile Q(veh)	31.8	24.2	0.5	-	-	-

Notes

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

Intersection	
Int Delay, s/veh	12.5

Movement	NBL	NBT	SBT	SBR	NEL	NER
Vol, veh/h	60	935	876	914	41	94
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	230	-	-	-	0	30
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	64	995	932	972	44	100

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1904	0	-	0	2540	1418
Stage 1	-	-	-	-	1418	-
Stage 2	-	-	-	-	1122	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	312	-	-	-	~ 30	168
Stage 1	-	-	-	-	224	-
Stage 2	-	-	-	-	311	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	312	-	-	-	~ 24	168
Mov Cap-2 Maneuver	-	-	-	-	~ 24	-
Stage 1	-	-	-	-	224	-
Stage 2	-	-	-	-	247	-

Approach	NB	SB	NE
HCM Control Delay, s	1.2	0	260.5
HCM LOS			F

Minor Lane/Major Mvmt	NELn1	NELn2	NBL	NBT	SBT	SBR
Capacity (veh/h)	24	168	312	-	-	-
HCM Lane V/C Ratio	1.817	0.595	0.205	-	-	-
HCM Control Delay (s)	$ 734.5	53.8	19.5	-	-	-
HCM Lane LOS	F	F	C	-	-	-
HCM 95th %tile Q(veh)	5.5	3.2	0.8	-	-	-

Notes

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

Intersection	
Int Delay, s/veh	131.6

Movement	NBL	NBT	SBT	SBR	NEL	NER
Vol, veh/h	30	1116	660	184	237	456
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	230	-	-	-	0	30
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	30	1127	667	186	239	461

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	853	0	-	0	1948	760
Stage 1	-	-	-	-	760	-
Stage 2	-	-	-	-	1188	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	786	-	-	-	~ 71	~ 406
Stage 1	-	-	-	-	462	-
Stage 2	-	-	-	-	289	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	786	-	-	-	~ 68	~ 406
Mov Cap-2 Maneuver	-	-	-	-	~ 68	-
Stage 1	-	-	-	-	462	-
Stage 2	-	-	-	-	278	-

Approach	NB	SB	NE
HCM Control Delay, s	0.3	0	$ 509.1
HCM LOS			F

Minor Lane/Major Mvmt	NELn1	NELn2	NBL	NBT	SBT	SBR
Capacity (veh/h)	68	406	786	-	-	-
HCM Lane V/C Ratio	3.52	1.134	0.039	-	-	-
HCM Control Delay (s)	$ 1261.8	117.9	9.8	-	-	-
HCM Lane LOS	F	F	A	-	-	-
HCM 95th %tile Q(veh)	25	17	0.1	-	-	-

Notes

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

Intersection	
Int Delay, s/veh	26.3

Movement	NBL	NBT	SBT	SBR	NEL	NER
Vol, veh/h	74	983	686	153	100	129
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	230	-	-	-	0	30
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	78	1035	722	161	105	136

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	883	0	-	0	1994	803
Stage 1	-	-	-	-	803	-
Stage 2	-	-	-	-	1191	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	766	-	-	-	~ 66	383
Stage 1	-	-	-	-	441	-
Stage 2	-	-	-	-	288	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	766	-	-	-	~ 59	383
Mov Cap-2 Maneuver	-	-	-	-	~ 59	-
Stage 1	-	-	-	-	441	-
Stage 2	-	-	-	-	259	-

Approach	NB	SB	NE
HCM Control Delay, s	0.7	0	240.5
HCM LOS			F

Minor Lane/Major Mvmt	NELn1	NELn2	NBL	NBT	SBT	SBR
Capacity (veh/h)	59	383	766	-	-	-
HCM Lane V/C Ratio	1.784	0.355	0.102	-	-	-
HCM Control Delay (s)	$ 525.5	19.5	10.2	-	-	-
HCM Lane LOS	F	C	B	-	-	-
HCM 95th %tile Q(veh)	9.8	1.6	0.3	-	-	-

Notes

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

Intersection	
Int Delay, s/veh	65.3

Movement	NBL	NBT	SBT	SBR	NEL	NER
Vol, veh/h	60	935	876	1047	89	170
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	230	-	-	-	0	30
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	64	995	932	1114	95	181

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	2046	0	-	0	2611	1489
Stage 1	-	-	-	-	1489	-
Stage 2	-	-	-	-	1122	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	275	-	-	-	~ 27	~ 152
Stage 1	-	-	-	-	206	-
Stage 2	-	-	-	-	311	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	275	-	-	-	~ 21	~ 152
Mov Cap-2 Maneuver	-	-	-	-	~ 21	-
Stage 1	-	-	-	-	206	-
Stage 2	-	-	-	-	239	-

Approach	NB	SB	NE
HCM Control Delay, s	1.3	0	$ 796.4
HCM LOS			F

Minor Lane/Major Mvmt	NELn1	NELn2	NBL	NBT	SBT	SBR
Capacity (veh/h)	21	152	275	-	-	-
HCM Lane V/C Ratio	4.509	1.19	0.232	-	-	-
HCM Control Delay (s)	$ 1951.3	191.8	22	-	-	-
HCM Lane LOS	F	F	C	-	-	-
HCM 95th %tile Q(veh)	12.1	10.2	0.9	-	-	-

Notes

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

Intersection	
Int Delay, s/veh	384.1

Movement	NBL	NBT	SBT	SBR	NEL	NER
Vol, veh/h	30	1116	660	528	348	648
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	230	-	-	-	0	30
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	30	1127	667	533	352	655

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1200	0	-	0	2121	933
Stage 1	-	-	-	-	933	-
Stage 2	-	-	-	-	1188	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	582	-	-	-	~ 55	~ 323
Stage 1	-	-	-	-	383	-
Stage 2	-	-	-	-	~ 289	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	582	-	-	-	~ 52	~ 323
Mov Cap-2 Maneuver	-	-	-	-	~ 52	-
Stage 1	-	-	-	-	383	-
Stage 2	-	-	-	-	~ 274	-

Approach	NB	SB	NE
HCM Control Delay, s	0.3	0	$ 1283.8
HCM LOS			F

Minor Lane/Major Mvmt	NELn1	NELn2	NBL	NBT	SBT	SBR
Capacity (veh/h)	52	323	582	-	-	-
HCM Lane V/C Ratio	6.76	2.026	0.052	-	-	-
HCM Control Delay (s)	$ 274$	$ 499.1	11.5	-	-	-
HCM Lane LOS	F	F	B	-	-	-
HCM 95th %tile Q(veh)	40.7	46.7	0.2	-	-	-

Notes

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

Intersection	
Int Delay, s/veh	314.3

Movement	NBL	NBT	SBT	SBR	NEL	NER
Vol, veh/h	74	983	686	652	268	416
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	230	-	-	-	0	30
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	78	1035	722	686	282	438

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1408	0	-	0	2256	1065
Stage 1	-	-	-	-	1065	-
Stage 2	-	-	-	-	1191	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	485	-	-	-	~ 45	~ 270
Stage 1	-	-	-	-	331	-
Stage 2	-	-	-	-	288	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	485	-	-	-	~ 38	~ 270
Mov Cap-2 Maneuver	-	-	-	-	~ 38	-
Stage 1	-	-	-	-	331	-
Stage 2	-	-	-	-	~ 242	-

Approach	NB	SB	NE
HCM Control Delay, s	1	0	$ 1413.4
HCM LOS			F

Minor Lane/Major Mvmt	NELn1	NELn2	NBL	NBT	SBT	SBR
Capacity (veh/h)	38	270	485	-	-	-
HCM Lane V/C Ratio	7.424	1.622	0.161	-	-	-
HCM Control Delay (s)	$ 3096.$	$ 329.4	13.8	-	-	-
HCM Lane LOS	F	F	B	-	-	-
HCM 95th %tile Q(veh)	33.7	27.1	0.6	-	-	-

Notes

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

Movement	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations						
Volume (veh/h)	55	871	802	952	55	126
Number	5	2	6	16	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.99	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	59	927	853	1013	59	134
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	253	1299	1299	1279	214	191
Arrive On Green	0.70	0.70	0.70	0.70	0.12	0.12
Sat Flow, veh/h	244	1863	1863	1561	1774	1583
Grp Volume(v), veh/h	59	927	853	1013	59	134
Grp Sat Flow(s),veh/h/ln	244	1863	1863	1561	1774	1583
Q Serve(g_s), s	8.8	14.8	12.7	16.6	1.5	4.0
Cycle Q Clear(g_c), s	21.4	14.8	12.7	16.6	1.5	4.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	253	1299	1299	1279	214	191
V/C Ratio(X)	0.23	0.71	0.66	0.79	0.28	0.70
Avail Cap(c_a), veh/h	253	1299	1299	1279	592	528
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.2	4.5	4.2	2.3	19.8	20.9
Incr Delay (d2), s/veh	2.1	3.4	2.6	5.1	0.7	4.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.3	13.2	11.5	19.0	1.4	3.6
LnGrp Delay(d),s/veh	12.3	7.9	6.8	7.4	20.5	25.5
LnGrp LOS	B	A	A	A	C	C
Approach Vol, veh/h		986	1866		193	
Approach Delay, s/veh		8.1	7.1		24.0	
Approach LOS		A	A		C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		49.5		10.5		49.5		
Change Period (Y+Rc), s		4.5		4.5		4.5		
Max Green Setting (Gmax), s		34.5		16.5		34.5		
Max Q Clear Time (g_c+I1), s		23.4		6.0		18.6		
Green Ext Time (p_c), s		10.1		0.4		14.2		

Intersection Summary	
HCM 2010 Ctrl Delay	8.5
HCM 2010 LOS	A

Movement	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations						
Volume (veh/h)	27	1024	615	448	314	590
Number	5	2	6	16	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.98	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	27	1034	621	453	317	596
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	310	1130	1130	1378	485	433
Arrive On Green	0.61	0.61	0.61	0.61	0.27	0.27
Sat Flow, veh/h	523	1863	1863	1557	1774	1583
Grp Volume(v), veh/h	27	1034	621	453	317	596
Grp Sat Flow(s),veh/h/ln	523	1863	1863	1557	1774	1583
Q Serve(g_s), s	2.4	36.8	14.8	3.7	11.9	20.5
Cycle Q Clear(g_c), s	17.2	36.8	14.8	3.7	11.9	20.5
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	310	1130	1130	1378	485	433
V/C Ratio(X)	0.09	0.91	0.55	0.33	0.65	1.38
Avail Cap(c_a), veh/h	310	1130	1130	1378	485	433
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.8	13.0	8.7	0.8	24.1	27.3
Incr Delay (d2), s/veh	0.6	12.8	1.9	0.6	3.1	183.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.7	30.5	12.7	9.2	10.3	55.8
LnGrp Delay(d),s/veh	14.3	25.9	10.6	1.4	27.2	211.0
LnGrp LOS	B	C	B	A	C	F
Approach Vol, veh/h		1061	1074		913	
Approach Delay, s/veh		25.6	6.7		147.2	
Approach LOS		C	A		F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		50.0		25.0		50.0		
Change Period (Y+Rc), s		4.5		4.5		4.5		
Max Green Setting (Gmax), s		45.5		20.5		45.5		
Max Q Clear Time (g_c+I1), s		38.8		22.5		16.8		
Green Ext Time (p_c), s		5.7		0.0		18.7		

Intersection Summary	
HCM 2010 Ctrl Delay	55.4
HCM 2010 LOS	E

Movement	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations						
Volume (veh/h)	67	903	628	593	241	383
Number	5	2	6	16	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.98	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	71	951	661	624	254	403
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	288	1133	1133	1330	429	383
Arrive On Green	0.61	0.61	0.61	0.61	0.24	0.24
Sat Flow, veh/h	428	1863	1863	1557	1774	1583
Grp Volume(v), veh/h	71	951	661	624	254	403
Grp Sat Flow(s),veh/h/ln	428	1863	1863	1557	1774	1583
Q Serve(g_s), s	7.2	24.5	12.9	6.0	7.6	14.5
Cycle Q Clear(g_c), s	20.2	24.5	12.9	6.0	7.6	14.5
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	288	1133	1133	1330	429	383
V/C Ratio(X)	0.25	0.84	0.58	0.47	0.59	1.05
Avail Cap(c_a), veh/h	288	1133	1133	1330	429	383
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.3	9.4	7.1	1.1	20.1	22.8
Incr Delay (d2), s/veh	2.0	7.5	2.2	1.2	2.2	60.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.8	20.8	11.5	11.4	7.1	22.9
LnGrp Delay(d),s/veh	15.3	16.9	9.3	2.3	22.3	83.4
LnGrp LOS	B	B	A	A	C	F
Approach Vol, veh/h		1022	1285		657	
Approach Delay, s/veh		16.8	5.9		59.8	
Approach LOS		B	A		E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		41.0		19.0		41.0		
Change Period (Y+Rc), s		4.5		4.5		4.5		
Max Green Setting (Gmax), s		36.5		14.5		36.5		
Max Q Clear Time (g_c+I1), s		26.5		16.5		14.9		
Green Ext Time (p_c), s		8.4		0.0		16.0		

Intersection Summary	
HCM 2010 Ctrl Delay	21.6
HCM 2010 LOS	C

Movement	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations						
Volume (veh/h)	56	887	821	987	86	165
Number	5	2	6	16	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.99	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	60	944	873	1050	91	176
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	225	1283	1283	1313	266	238
Arrive On Green	0.69	0.69	0.69	0.69	0.15	0.15
Sat Flow, veh/h	231	1863	1863	1560	1774	1583
Grp Volume(v), veh/h	60	944	873	1050	91	176
Grp Sat Flow(s),veh/h/ln	231	1863	1863	1560	1774	1583
Q Serve(g_s), s	11.5	17.9	15.3	18.5	2.6	5.9
Cycle Q Clear(g_c), s	26.8	17.9	15.3	18.5	2.6	5.9
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	225	1283	1283	1313	266	238
V/C Ratio(X)	0.27	0.74	0.68	0.80	0.34	0.74
Avail Cap(c_a), veh/h	225	1283	1283	1313	555	496
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.9	5.5	5.1	2.2	21.3	22.7
Incr Delay (d2), s/veh	2.9	3.8	2.9	5.2	0.8	4.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.6	15.5	13.4	23.5	2.4	5.2
LnGrp Delay(d),s/veh	15.8	9.3	8.0	7.4	22.0	27.2
LnGrp LOS	B	A	A	A	C	C
Approach Vol, veh/h		1004	1923		267	
Approach Delay, s/veh		9.7	7.7		25.4	
Approach LOS		A	A		C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		52.1		12.9		52.1		
Change Period (Y+Rc), s		4.5		4.5		4.5		
Max Green Setting (Gmax), s		38.5		17.5		38.5		
Max Q Clear Time (g_c+I1), s		28.8		7.9		20.5		
Green Ext Time (p_c), s		9.1		0.6		16.1		

Intersection Summary	
HCM 2010 Ctrl Delay	9.8
HCM 2010 LOS	A

Movement	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations						
Volume (veh/h)	28	1048	627	516	333	618
Number	5	2	6	16	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.98	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	28	1059	633	521	336	624
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	277	1106	1106	1389	521	465
Arrive On Green	0.59	0.59	0.59	0.59	0.29	0.29
Sat Flow, veh/h	485	1863	1863	1557	1774	1583
Grp Volume(v), veh/h	28	1059	633	521	336	624
Grp Sat Flow(s),veh/h/ln	485	1863	1863	1557	1774	1583
Q Serve(g_s), s	3.0	42.8	16.7	4.5	13.2	23.5
Cycle Q Clear(g_c), s	19.7	42.8	16.7	4.5	13.2	23.5
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	277	1106	1106	1389	521	465
V/C Ratio(X)	0.10	0.96	0.57	0.37	0.64	1.34
Avail Cap(c_a), veh/h	277	1106	1106	1389	521	465
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.1	15.3	10.0	0.8	24.6	28.3
Incr Delay (d2), s/veh	0.7	18.6	2.2	0.8	2.7	167.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.8	36.1	14.0	11.7	11.1	57.4
LnGrp Delay(d),s/veh	16.8	33.9	12.2	1.5	27.3	195.9
LnGrp LOS	B	C	B	A	C	F
Approach Vol, veh/h		1087	1154		960	
Approach Delay, s/veh		33.5	7.4		136.9	
Approach LOS		C	A		F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		52.0		28.0		52.0		
Change Period (Y+Rc), s		4.5		4.5		4.5		
Max Green Setting (Gmax), s		47.5		23.5		47.5		
Max Q Clear Time (g_c+I1), s		44.8		25.5		18.7		
Green Ext Time (p_c), s		2.4		0.0		19.6		

Intersection Summary	
HCM 2010 Ctrl Delay	55.1
HCM 2010 LOS	E

Movement	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations						
Volume (veh/h)	69	923	643	642	261	408
Number	5	2	6	16	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.98	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	73	972	677	676	275	429
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	265	1132	1132	1348	450	402
Arrive On Green	0.61	0.61	0.61	0.61	0.25	0.25
Sat Flow, veh/h	401	1863	1863	1557	1774	1583
Grp Volume(v), veh/h	73	972	677	676	275	429
Grp Sat Flow(s),veh/h/ln	401	1863	1863	1557	1774	1583
Q Serve(g_s), s	8.9	27.8	14.6	6.9	8.9	16.5
Cycle Q Clear(g_c), s	23.5	27.8	14.6	6.9	8.9	16.5
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	265	1132	1132	1348	450	402
V/C Ratio(X)	0.28	0.86	0.60	0.50	0.61	1.07
Avail Cap(c_a), veh/h	265	1132	1132	1348	450	402
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.1	10.5	7.9	1.1	21.4	24.3
Incr Delay (d2), s/veh	2.6	8.5	2.3	1.3	2.4	64.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.1	23.4	12.7	13.6	8.2	25.7
LnGrp Delay(d),s/veh	17.7	19.0	10.2	2.4	23.8	88.2
LnGrp LOS	B	B	B	A	C	F
Approach Vol, veh/h		1045	1353		704	
Approach Delay, s/veh		18.9	6.3		63.1	
Approach LOS		B	A		E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		44.0		21.0		44.0		
Change Period (Y+Rc), s		4.5		4.5		4.5		
Max Green Setting (Gmax), s		39.5		16.5		39.5		
Max Q Clear Time (g_c+I1), s		29.8		18.5		16.6		
Green Ext Time (p_c), s		8.3		0.0		17.4		

Intersection Summary	
HCM 2010 Ctrl Delay	23.4
HCM 2010 LOS	C

Movement	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations						
Volume (veh/h)	60	935	876	1047	89	170
Number	5	2	6	16	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.99	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	64	995	932	1114	95	181
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	192	1364	1364	1376	261	233
Arrive On Green	0.73	0.73	0.73	0.73	0.15	0.15
Sat Flow, veh/h	205	1863	1863	1562	1774	1583
Grp Volume(v), veh/h	64	995	932	1114	95	181
Grp Sat Flow(s),veh/h/ln	205	1863	1863	1562	1774	1583
Q Serve(g_s), s	18.1	22.9	20.0	22.4	3.6	8.2
Cycle Q Clear(g_c), s	38.1	22.9	20.0	22.4	3.6	8.2
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	192	1364	1364	1376	261	233
V/C Ratio(X)	0.33	0.73	0.68	0.81	0.36	0.78
Avail Cap(c_a), veh/h	192	1364	1364	1376	632	564
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.6	5.7	5.3	1.9	28.6	30.6
Incr Delay (d2), s/veh	4.6	3.5	2.8	5.2	0.9	5.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.3	18.5	16.6	30.6	3.3	7.1
LnGrp Delay(d),s/veh	20.2	9.2	8.1	7.1	29.5	36.1
LnGrp LOS	C	A	A	A	C	D
Approach Vol, veh/h		1059	2046		276	
Approach Delay, s/veh		9.9	7.6		33.8	
Approach LOS		A	A		C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		74.6		15.4		74.6		
Change Period (Y+Rc), s		4.5		4.5		4.5		
Max Green Setting (Gmax), s		54.5		26.5		54.5		
Max Q Clear Time (g_c+I1), s		40.1		10.2		24.4		
Green Ext Time (p_c), s		13.5		0.8		26.7		

Intersection Summary	
HCM 2010 Ctrl Delay	10.4
HCM 2010 LOS	B

Movement	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations						
Volume (veh/h)	30	1116	660	528	348	648
Number	5	2	6	16	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.98	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	30	1127	667	533	352	655
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	259	1128	1128	1409	522	466
Arrive On Green	0.61	0.61	0.61	0.61	0.29	0.29
Sat Flow, veh/h	464	1863	1863	1557	1774	1583
Grp Volume(v), veh/h	30	1127	667	533	352	655
Grp Sat Flow(s),veh/h/ln	464	1863	1863	1557	1774	1583
Q Serve(g_s), s	3.8	54.4	19.8	4.7	15.7	26.5
Cycle Q Clear(g_c), s	23.6	54.4	19.8	4.7	15.7	26.5
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	259	1128	1128	1409	522	466
V/C Ratio(X)	0.12	1.00	0.59	0.38	0.67	1.40
Avail Cap(c_a), veh/h	259	1128	1128	1409	522	466
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.2	17.7	10.9	0.7	27.9	31.8
Incr Delay (d2), s/veh	0.9	26.6	2.3	0.8	3.4	194.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.0	45.7	16.1	12.8	12.8	66.1
LnGrp Delay(d),s/veh	19.1	44.3	13.2	1.5	31.3	226.5
LnGrp LOS	B	D	B	A	C	F
Approach Vol, veh/h		1157	1200		1007	
Approach Delay, s/veh		43.7	8.0		158.3	
Approach LOS		D	A		F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		59.0		31.0		59.0		
Change Period (Y+Rc), s		4.5		4.5		4.5		
Max Green Setting (Gmax), s		54.5		26.5		54.5		
Max Q Clear Time (g_c+I1), s		56.4		28.5		21.8		
Green Ext Time (p_c), s		0.0		0.0		23.1		

Intersection Summary	
HCM 2010 Ctrl Delay	65.2
HCM 2010 LOS	E

Movement	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations						
Volume (veh/h)	74	983	686	652	268	416
Number	5	2	6	16	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.98	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	78	1035	722	686	282	438
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	267	1189	1189	1348	396	353
Arrive On Green	0.64	0.64	0.64	0.64	0.22	0.22
Sat Flow, veh/h	381	1863	1863	1559	1774	1583
Grp Volume(v), veh/h	78	1035	722	686	282	438
Grp Sat Flow(s),veh/h/ln	381	1863	1863	1559	1774	1583
Q Serve(g_s), s	9.9	29.4	14.9	7.1	9.5	14.5
Cycle Q Clear(g_c), s	24.8	29.4	14.9	7.1	9.5	14.5
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	267	1189	1189	1348	396	353
V/C Ratio(X)	0.29	0.87	0.61	0.51	0.71	1.24
Avail Cap(c_a), veh/h	267	1189	1189	1348	396	353
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.2	9.6	6.9	1.1	23.3	25.3
Incr Delay (d2), s/veh	2.8	8.8	2.3	1.4	5.9	129.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.2	24.5	12.9	13.1	9.0	34.2
LnGrp Delay(d),s/veh	17.0	18.4	9.2	2.5	29.2	155.2
LnGrp LOS	B	B	A	A	C	F
Approach Vol, veh/h		1113	1408		720	
Approach Delay, s/veh		18.3	6.0		105.9	
Approach LOS		B	A		F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		46.0		19.0		46.0		
Change Period (Y+Rc), s		4.5		4.5		4.5		
Max Green Setting (Gmax), s		41.5		14.5		41.5		
Max Q Clear Time (g_c+I1), s		31.4		16.5		16.9		
Green Ext Time (p_c), s		9.0		0.0		19.4		

Intersection Summary	
HCM 2010 Ctrl Delay	32.4
HCM 2010 LOS	C

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INTERSECTION CAPACITY UTILIZATION

Baldwin Avenue @ Flair Drive-I-10 Fwy EB Ramps
Peak hr: AM
Annual Growth: 0.82%

Phase I

N-S St: Baldwin Avenue
E-W St: Flair Drive-I-10 Fwy EB Ramps
Project: Flair Spectrum Project/1-14-4074-1
File: ICU24

Date: 09/27/2014
Date of Count: 2014
Projection Year: 2016

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2016 FUTURE WITHOUT PROJECT				2016 FUTURE WITH PROJECT				2016 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	54	1600	0.034	0	54	1600	0.034	0	54	1600	0.034	1	55	1600	0.034	0	55	1600	0.034	0	55	1600	0.034
Nb Thru [3]	652	1600	0.407	0	652	1600	0.407	0	652	1600	0.407	219	871	1600	0.544	0	871	1600	0.544	0	871	1600	0.544
Nb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Sb Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Sb Thru [3]	752	1600	0.980 *	0	752	1600	1.054 *	0	752	1600	1.054 *	50	802	1600	1.022 *	0	802	1600	1.097 *	0	802	1600	0.501
Sb Right [3]	816	0	-	119	935	0	-	0	935	0	-	17	833	0	-	119	952	0	-	0	952	1600	0.595 *
Eb Left	35	1600	0.022	18	53	1600	0.033	0	53	1600	0.033	3	37	1600	0.023	18	55	1600	0.035	0	55	1600	0.035
Eb Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Eb Right	78	1600	0.048 *	39	117	1600	0.073 *	0	117	1600	0.073 *	9	87	1600	0.054 *	39	126	1600	0.079 *	0	126	1600	0.079 *
Wb Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
Wb Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Wb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
(Existing Two-Way Stop Control Intersection)																							
ICU			1.162				1.261				1.261				1.211				1.310				0.808
LOS			F				F				F				F				F				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by:Counts Unlimited Inc. as provided by the City of El Monte
2 Capacity expressed in veh/hour of green
3 Free-flow movement.

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INTERSECTION CAPACITY UTILIZATION

Baldwin Avenue @ Flair Drive-I-10 Fwy EB Ramps
Peak hr: PM
Annual Growth: 0.82%

Phase I

N-S St: Baldwin Avenue
E-W St: Flair Drive-I-10 Fwy EB Ramps
Project: Flair Spectrum Project/1-14-4074-1
File: ICU24

Date: 09/27/2014
Date of Count: 2014
Projection Year: 2016

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2016 FUTURE WITHOUT PROJECT				2016 FUTURE WITH PROJECT				2016 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	27	1600	0.017	0	27	1600	0.017	0	27	1600	0.017	0	27	1600	0.017	0	27	1600	0.017	0	27	1600	0.017
Nb Thru [3]	938	1600	0.587 *	0	938	1600	0.587 *	0	938	1600	0.587 *	85	1024	1600	0.640 *	0	1024	1600	0.640	0	1024	1600	0.640 *
Nb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Sb Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000	0	0	0	0.000 *
Sb Thru [3]	454	1600	0.385	0	454	1600	0.560	0	454	1600	0.560	161	615	1600	0.490	0	615	1600	0.665 *	0	615	1600	0.385
Sb Right [3]	162	0	-	280	442	0	-	0	442	0	-	6	168	0	-	280	448	0	-	0	448	1600	0.280
Eb Left	211	1600	0.132	97	308	1600	0.193	0	308	1600	0.193	5	217	1600	0.135	97	314	1600	0.196	0	314	1600	0.196
Eb Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Eb Right	399	1600	0.249 *	174	573	1600	0.358 *	0	573	1600	0.358 *	18	416	1600	0.260 *	174	590	1600	0.369 *	0	590	1600	0.369 *
Wb Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
Wb Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Wb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
(Existing Two-Way Stop Control Intersection)																							
ICU			0.936				1.045				1.045				1.000				1.150				1.109
LOS			E				F				F				E				F				F

** Key conflicting movement as a part of ICU*
1 Counts conducted by:Counts Unlimited Inc. as provided by the City of El Monte
2 Capacity expressed in veh/hour of green
3 Free-flow movement.

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INTERSECTION CAPACITY UTILIZATION

Baldwin Avenue @ Flair Drive-I-10 Fwy EB Ramps
Peak hr: SAT MID-DAY
Annual Growth: 0.82%

Phase I

N-S St: Baldwin Avenue
E-W St: Flair Drive-I-10 Fwy EB Ramps
Project: Flair Spectrum Project/1-14-4074-1
File: ICU24

Date: 09/27/2014
Date of Count: 2014
Projection Year: 2016

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2016 FUTURE WITHOUT PROJECT				2016 FUTURE WITH PROJECT				2016 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	66	1600	0.041	0	66	1600	0.041	0	66	1600	0.041	1	67	1600	0.042	0	67	1600	0.042	0	67	1600	0.042
Nb Thru [3]	818	1600	0.511 *	0	818	1600	0.511	0	818	1600	0.511	84	903	1600	0.564 *	0	903	1600	0.564	0	903	1600	0.564 *
Nb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Sb Left	0	0	0.000 *	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000 *	0	0	0	0.000	0	0	0	0.000 *
Sb Thru [3]	587	1600	0.451	0	587	1600	0.734 *	0	587	1600	0.734 *	42	628	1600	0.480	0	628	1600	0.763 *	0	628	1600	0.393
Sb Right [3]	136	0	-	453	589	0	-	0	589	0	-	4	140	0	-	453	593	0	-	0	593	1600	0.371
Eb Left	89	1600	0.055	150	239	1600	0.149	0	239	1600	0.149	2	91	1600	0.057	150	241	1600	0.151	0	241	1600	0.151
Eb Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Eb Right	110	1600	0.069 *	265	375	1600	0.234 *	0	375	1600	0.234 *	8	118	1600	0.074 *	265	383	1600	0.239 *	0	383	1600	0.239 *
Wb Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
Wb Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Wb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
(Existing Two-Way Stop Control Intersection)																							
ICU			0.680				1.110				1.110				0.738				1.145				0.903
LOS			B				F				F				C				F				E

** Key conflicting movement as a part of ICU*
1 Counts conducted by:Counts Unlimited Inc. as provided by the City of El Monte
2 Capacity expressed in veh/hour of green
3 Free-flow movement.

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INTERSECTION CAPACITY UTILIZATION

Baldwin Avenue @ Flair Drive-I-10 Fwy EB Ramps
Peak hr: AM
Annual Growth: 0.82%

Phases I & II

N-S St: Baldwin Avenue
E-W St: Flair Drive-I-10 Fwy EB Ramps
Project: Flair Spectrum Project/1-14-4074-1
File: ICU24

Date: 09/27/2014
Date of Count: 2014
Projection Year: 2019

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2019 FUTURE WITHOUT PROJECT				2019 FUTURE WITH PROJECT				2019 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	54	1600	0.034	0	54	1600	0.034	0	54	1600	0.034	2	56	1600	0.035	0	56	1600	0.035	0	56	1600	0.035
Nb Thru [3]	652	1600	0.407	0	652	1600	0.407	0	652	1600	0.407	235	887	1600	0.554	0	887	1600	0.554	0	887	1600	0.554
Nb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Sb Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Sb Thru [3]	752	1600	0.980 *	0	752	1600	1.063 *	0	752	1600	1.063 *	69	821	1600	1.047 *	0	821	1600	1.130 *	0	821	1600	0.513
Sb Right [3]	816	0	-	133	949	0	-	0	949	0	-	38	854	0	-	133	987	0	-	0	987	1600	0.617 *
Eb Left	35	1600	0.022	48	83	1600	0.052	0	83	1600	0.052	3	38	1600	0.024	48	86	1600	0.054	0	86	1600	0.054
Eb Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Eb Right	78	1600	0.048 *	76	154	1600	0.096 *	0	154	1600	0.096 *	11	89	1600	0.055 *	76	165	1600	0.103 *	0	165	1600	0.103 *
Wb Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
Wb Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Wb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
(Existing Two-Way Stop Control Intersection)																							
ICU			1.162				1.293				1.293				1.238				1.368				0.855
LOS			F				F				F				F				F				D

** Key conflicting movement as a part of ICU*
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3 Free-flow movement.

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INTERSECTION CAPACITY UTILIZATION

Baldwin Avenue @ Flair Drive-I-10 Fwy EB Ramps
Peak hr: PM
Annual Growth: 0.82%

Phases I & II

N-S St: Baldwin Avenue
E-W St: Flair Drive-I-10 Fwy EB Ramps
Project: Flair Spectrum Project/1-14-4074-1
File: ICU24

Date: 09/27/2014
Date of Count: 2014
Projection Year: 2019

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2019 FUTURE WITHOUT PROJECT				2019 FUTURE WITH PROJECT				2019 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	27	1600	0.017	0	27	1600	0.017	0	27	1600	0.017	1	28	1600	0.017	0	28	1600	0.017	0	28	1600	0.017
Nb Thru [3]	938	1600	0.587 *	0	938	1600	0.587	0	938	1600	0.587	109	1048	1600	0.655 *	0	1048	1600	0.655	0	1048	1600	0.655 *
Nb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Sb Left	0	0	0.000 *	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000 *	0	0	0	0.000	0	0	0	0.000 *
Sb Thru [3]	454	1600	0.385	0	454	1600	0.600 *	0	454	1600	0.600 *	173	627	1600	0.499	0	627	1600	0.714 *	0	627	1600	0.392
Sb Right [3]	162	0	-	344	506	0	-	0	506	0	-	10	172	0	-	344	516	0	-	0	516	1600	0.322
Eb Left	211	1600	0.132	111	322	1600	0.201	0	322	1600	0.201	11	222	1600	0.139	111	333	1600	0.208	0	333	1600	0.208
Eb Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Eb Right	399	1600	0.249 *	192	591	1600	0.369 *	0	591	1600	0.369 *	28	426	1600	0.267 *	192	618	1600	0.387 *	0	618	1600	0.387 *
Wb Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
Wb Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Wb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
(Existing Two-Way Stop Control Intersection)																							
ICU			0.936				1.086				1.086				1.021				1.218				1.141
LOS			E				F				F				F				F				F

** Key conflicting movement as a part of ICU*
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2 Capacity expressed in veh/hour of green
3 Free-flow movement.

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INTERSECTION CAPACITY UTILIZATION

Baldwin Avenue @ Flair Drive-I-10 Fwy EB Ramps
Peak hr: SAT MID-DAY
Annual Growth: 0.82%

Phases I & II

N-S St: Baldwin Avenue
E-W St: Flair Drive-I-10 Fwy EB Ramps
Project: Flair Spectrum Project/1-14-4074-1
File: ICU24

Date: 09/27/2014
Date of Count: 2014
Projection Year: 2019

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2019 FUTURE WITHOUT PROJECT				2019 FUTURE WITH PROJECT				2019 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	66	1600	0.041	0	66	1600	0.041	0	66	1600	0.041	3	69	1600	0.043	0	69	1600	0.043	0	69	1600	0.043
Nb Thru [3]	818	1600	0.511 *	0	818	1600	0.511	0	818	1600	0.511	105	923	1600	0.577 *	0	923	1600	0.577	0	923	1600	0.577 *
Nb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Sb Left	0	0	0.000 *	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000 *	0	0	0	0.000	0	0	0	0.000 *
Sb Thru [3]	587	1600	0.451	0	587	1600	0.763 *	0	587	1600	0.763 *	56	643	1600	0.491	0	643	1600	0.803 *	0	643	1600	0.402
Sb Right [3]	136	0	-	499	635	0	-	0	635	0	-	8	143	0	-	499	642	0	-	0	642	1600	0.401
Eb Left	89	1600	0.055	168	257	1600	0.160	0	257	1600	0.160	5	93	1600	0.058	168	261	1600	0.163	0	261	1600	0.163
Eb Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Eb Right	110	1600	0.069 *	287	397	1600	0.248 *	0	397	1600	0.248 *	11	121	1600	0.075 *	287	408	1600	0.255 *	0	408	1600	0.255 *
Wb Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
Wb Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Wb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
(Existing Two-Way Stop Control Intersection)																							
ICU			0.680				1.153				1.153				0.752				1.201				0.932
LOS			B				F				F				C				F				E

** Key conflicting movement as a part of ICU*
1 Counts conducted by:Counts Unlimited Inc. as provided by the City of El Monte
2 Capacity expressed in veh/hour of green
3 Free-flow movement.

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INTERSECTION CAPACITY UTILIZATION

Baldwin Avenue @ Flair Drive-I-10 Fwy EB Ramps
Peak hr: AM
Annual Growth: 0.52%

General Plan Buildout (Phases I & II)

N-S St: Baldwin Avenue
E-W St: Flair Drive-I-10 Fwy EB Ramps
Project: Flair Spectrum Project/1-14-4074-1
File: ICU24

Date: 09/27/2014
Date of Count: 2014
Projection Year: 2035

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2035 FUTURE WITHOUT PROJECT				2035 FUTURE WITH PROJECT				2035 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	54	1600	0.034	0	54	1600	0.034	0	54	1600	0.034	6	60	1600	0.038	0	60	1600	0.038	0	60	1600	0.038
Nb Thru [3]	652	1600	0.407	0	652	1600	0.407	0	652	1600	0.407	283	935	1600	0.584	0	935	1600	0.584	0	935	1600	0.584
Nb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Sb Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Sb Thru [3]	752	1600	0.980 *	0	752	1600	1.063 *	0	752	1600	1.063 *	125	876	1600	1.119 *	0	876	1600	1.202 *	0	876	1600	0.548
Sb Right [3]	816	0	-	133	949	0	-	0	949	0	-	98	914	0	-	133	1047	0	-	0	1047	1600	0.654 *
Eb Left	35	1600	0.022	48	83	1600	0.052	0	83	1600	0.052	6	41	1600	0.025	48	89	1600	0.055	0	89	1600	0.055
Eb Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Eb Right	78	1600	0.048 *	76	154	1600	0.096 *	0	154	1600	0.096 *	17	94	1600	0.059 *	76	170	1600	0.107 *	0	170	1600	0.107 *
Wb Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
Wb Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Wb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
(Existing Two-Way Stop Control Intersection)																							
ICU			1.162				1.293				1.293				1.316				1.446				0.899
LOS			F				F				F				F				F				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by:Counts Unlimited Inc. as provided by the City of El Monte
2 Capacity expressed in veh/hour of green
3 Free-flow movement.

LINSCOTT, LAW & GREENSPAN, ENGINEERS
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INTERSECTION CAPACITY UTILIZATION

Baldwin Avenue @ Flair Drive-I-10 Fwy EB Ramps
Peak hr: PM
Annual Growth: 0.52%

General Plan Buildout (Phases I & II)

N-S St: Baldwin Avenue
E-W St: Flair Drive-I-10 Fwy EB Ramps
Project: Flair Spectrum Project/1-14-4074-1
File: ICU24

Date: 09/27/2014
Date of Count: 2014
Projection Year: 2035

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2035 FUTURE WITHOUT PROJECT				2035 FUTURE WITH PROJECT				2035 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	27	1600	0.017	0	27	1600	0.017	0	27	1600	0.017	3	30	1600	0.018	0	30	1600	0.018	0	30	1600	0.018
Nb Thru [3]	938	1600	0.587 *	0	938	1600	0.587	0	938	1600	0.587	178	1116	1600	0.698 *	0	1116	1600	0.698	0	1116	1600	0.698 *
Nb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Sb Left	0	0	0.000 *	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000 *	0	0	0	0.000	0	0	0	0.000 *
Sb Thru [3]	454	1600	0.385	0	454	1600	0.600 *	0	454	1600	0.600 *	206	660	1600	0.527	0	660	1600	0.742 *	0	660	1600	0.413
Sb Right [3]	162	0	-	344	506	0	-	0	506	0	-	22	184	0	-	344	528	0	-	0	528	1600	0.330
Eb Left	211	1600	0.132	111	322	1600	0.201	0	322	1600	0.201	26	237	1600	0.148	111	348	1600	0.218	0	348	1600	0.218
Eb Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Eb Right	399	1600	0.249 *	192	591	1600	0.369 *	0	591	1600	0.369 *	57	456	1600	0.285 *	192	648	1600	0.405 *	0	648	1600	0.405 *
Wb Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
Wb Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Wb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
(Existing Two-Way Stop Control Intersection)																							
ICU			0.936				1.086				1.086				1.083				1.266				1.203
LOS			E				F				F				F				F				F

** Key conflicting movement as a part of ICU*
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3 Free-flow movement.

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INTERSECTION CAPACITY UTILIZATION

Baldwin Avenue @ Flair Drive-I-10 Fwy EB Ramps
Peak hr: SAT MID-DAY
Annual Growth: 0.52%

General Plan Buildout (Phases I & II)

N-S St: Baldwin Avenue
E-W St: Flair Drive-I-10 Fwy EB Ramps
Project: Flair Spectrum Project/1-14-4074-1
File: ICU24

Date: 09/27/2014
Date of Count: 2014
Projection Year: 2035

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2035 FUTURE WITHOUT PROJECT				2035 FUTURE WITH PROJECT				2035 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	66	1600	0.041	0	66	1600	0.041	0	66	1600	0.041	8	74	1600	0.046	0	74	1600	0.046	0	74	1600	0.046
Nb Thru [3]	818	1600	0.511 *	0	818	1600	0.511	0	818	1600	0.511	165	983	1600	0.614 *	0	983	1600	0.614	0	983	1600	0.614 *
Nb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Sb Left	0	0	0.000 *	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000 *	0	0	0	0.000	0	0	0	0.000 *
Sb Thru [3]	587	1600	0.451	0	587	1600	0.763 *	0	587	1600	0.763 *	99	686	1600	0.525	0	686	1600	0.836 *	0	686	1600	0.429
Sb Right [3]	136	0	-	499	635	0	-	0	635	0	-	18	153	0	-	499	652	0	-	0	652	1600	0.408
Eb Left	89	1600	0.055	168	257	1600	0.160	0	257	1600	0.160	11	100	1600	0.062	168	268	1600	0.167	0	268	1600	0.167
Eb Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Eb Right	110	1600	0.069 *	287	397	1600	0.248 *	0	397	1600	0.248 *	19	129	1600	0.081 *	287	416	1600	0.260 *	0	416	1600	0.260 *
Wb Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
Wb Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Wb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
(Existing Two-Way Stop Control Intersection)																							
ICU			0.680				1.153				1.153				0.795				1.243				0.974
LOS			B				F				F				C				F				E

** Key conflicting movement as a part of ICU*
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3 Free-flow movement.

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INTERSECTION CAPACITY UTILIZATION

N-S St: Merced Avenue
E-W St: Garvey Avenue
Project: Flair Spectrum Project/1-14-4074-1
File: ICU25

Merced Avenue @ Garvey Avenue
Peak hr: AM
Annual Growth: 0.82%

Phase I

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2016

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2016 FUTURE WITHOUT PROJECT				2016 FUTURE WITH PROJECT				2016 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	115	1600	0.072 *	0	115	1600	0.072 *	0	115	1600	0.072 *	10	125	1600	0.078 *	0	125	1600	0.078 *	0	125	1600	0.078 *
Nb Thru	70	1600	0.099	0	70	1600	0.099	0	70	1600	0.099	1	71	1600	0.101	0	71	1600	0.101	0	71	1600	0.101
Nb Right	89	0	-	0	89	0	-	0	89	0	-	1	90	0	-	0	90	0	-	0	90	0	-
Sb Left	55	1600	0.034	0	55	1600	0.034	0	55	1600	0.034	1	56	1600	0.035	0	56	1600	0.035	0	56	1600	0.035
Sb Thru	207	1600	0.241 *	0	207	1600	0.241 *	0	207	1600	0.241 *	3	210	1600	0.245 *	0	210	1600	0.245 *	0	210	1600	0.245 *
Sb Right	179	0	-	0	179	0	-	0	179	0	-	3	182	0	-	0	182	0	-	0	182	0	-
Eb Left	38	1600	0.024 *	0	38	1600	0.024 *	0	38	1600	0.024 *	1	39	1600	0.024 *	0	39	1600	0.024 *	0	39	1600	0.024 *
Eb Thru	527	3200	0.208	6	533	3200	0.210	0	533	3200	0.210	38	565	3200	0.223	6	571	3200	0.225	0	571	3200	0.225
Eb Right	139	0	-	0	139	0	-	0	139	0	-	9	148	0	-	0	148	0	-	0	148	0	-
Wb Left	126	1600	0.079	0	126	1600	0.079	0	126	1600	0.079	2	128	1600	0.080	0	128	1600	0.080	0	128	1600	0.080
Wb Thru	1012	3200	0.328 *	13	1025	3200	0.332 *	0	1025	3200	0.332 *	83	1095	3200	0.354 *	13	1108	3200	0.358 *	0	1108	3200	0.358 *
Wb Right	38	0	-	0	38	0	-	0	38	0	-	1	39	0	-	0	39	0	-	0	39	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.765				0.769				0.769				0.802				0.806				0.806
LOS			C				C				C				D				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

N-S St: Merced Avenue
E-W St: Garvey Avenue
Project: Flair Spectrum Project/1-14-4074-1
File: ICU25

Merced Avenue @ Garvey Avenue
Peak hr: PM
Annual Growth: 0.82%

Phase I

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2016

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2016 FUTURE WITHOUT PROJECT				2016 FUTURE WITH PROJECT				2016 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	156	1600	0.098	0	156	1600	0.098	0	156	1600	0.098	18	174	1600	0.108	0	174	1600	0.108	0	174	1600	0.108
Nb Thru	172	1600	0.197 *	0	172	1600	0.197 *	0	172	1600	0.197 *	3	175	1600	0.200 *	0	175	1600	0.200 *	0	175	1600	0.200 *
Nb Right	143	0	-	0	143	0	-	0	143	0	-	2	145	0	-	0	145	0	-	0	145	0	-
Sb Left	48	1600	0.030 *	0	48	1600	0.030 *	0	48	1600	0.030 *	1	49	1600	0.030 *	0	49	1600	0.030 *	0	49	1600	0.030 *
Sb Thru	124	1600	0.119	0	124	1600	0.119	0	124	1600	0.119	2	126	1600	0.121	0	126	1600	0.121	0	126	1600	0.121
Sb Right	67	0	-	0	67	0	-	0	67	0	-	1	68	0	-	0	68	0	-	0	68	0	-
Eb Left	86	1600	0.054	0	86	1600	0.054	0	86	1600	0.054	1	87	1600	0.055	0	87	1600	0.055	0	87	1600	0.055
Eb Thru	994	3200	0.333 *	23	1017	3200	0.340 *	0	1017	3200	0.340 *	105	1099	3200	0.370 *	23	1122	3200	0.377 *	0	1122	3200	0.377 *
Eb Right	71	0	-	0	71	0	-	0	71	0	-	14	85	0	-	0	85	0	-	0	85	0	-
Wb Left	83	1600	0.052 *	0	83	1600	0.052 *	0	83	1600	0.052 *	1	84	1600	0.053 *	0	84	1600	0.053 *	0	84	1600	0.053 *
Wb Thru	667	3200	0.220	23	690	3200	0.228	0	690	3200	0.228	74	741	3200	0.244	23	764	3200	0.251	0	764	3200	0.251
Wb Right	38	0	-	0	38	0	-	0	38	0	-	1	39	0	-	0	39	0	-	0	39	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.712				0.719				0.719				0.754				0.761				0.761
LOS			C				C				C				C				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

N-S St: Merced Avenue
E-W St: Garvey Avenue
Project: Flair Spectrum Project/1-14-4074-1
File: ICU25

Merced Avenue @ Garvey Avenue
Peak hr: SAT MID-DAY
Annual Growth: 0.82%

Phase I

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2016

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2016 FUTURE WITHOUT PROJECT				2016 FUTURE WITH PROJECT				2016 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	120	1600	0.075 *	0	120	1600	0.075 *	0	120	1600	0.075 *	19	139	1600	0.087 *	0	139	1600	0.087 *	0	139	1600	0.087 *
Nb Thru	113	1600	0.135	0	113	1600	0.135	0	113	1600	0.135	2	115	1600	0.137	0	115	1600	0.137	0	115	1600	0.137
Nb Right	103	0	-	0	103	0	-	0	103	0	-	2	105	0	-	0	105	0	-	0	105	0	-
Sb Left	39	1600	0.024	0	39	1600	0.024	0	39	1600	0.024	1	40	1600	0.025	0	40	1600	0.025	0	40	1600	0.025
Sb Thru	108	1600	0.122 *	0	108	1600	0.122 *	0	108	1600	0.122 *	2	110	1600	0.124 *	0	110	1600	0.124 *	0	110	1600	0.124 *
Sb Right	87	0	-	0	87	0	-	0	87	0	-	1	88	0	-	0	88	0	-	0	88	0	-
Eb Left	89	1600	0.056	0	89	1600	0.056	0	89	1600	0.056	1	90	1600	0.057	0	90	1600	0.057	0	90	1600	0.057
Eb Thru	993	3200	0.341 *	39	1032	3200	0.353 *	0	1032	3200	0.353 *	84	1077	3200	0.373 *	39	1116	3200	0.385 *	0	1116	3200	0.385 *
Eb Right	98	0	-	0	98	0	-	0	98	0	-	18	116	0	-	0	116	0	-	0	116	0	-
Wb Left	76	1600	0.048 *	0	76	1600	0.048 *	0	76	1600	0.048 *	1	77	1600	0.048 *	0	77	1600	0.048 *	0	77	1600	0.048 *
Wb Thru	802	3200	0.259	42	844	3200	0.272	0	844	3200	0.272	80	882	3200	0.284	42	924	3200	0.297	0	924	3200	0.297
Wb Right	26	0	-	0	26	0	-	0	26	0	-	0	26	0	-	0	26	0	-	0	26	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.685				0.698				0.698				0.732				0.744				0.744
LOS			B				B				B				C				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

N-S St: Merced Avenue
E-W St: Garvey Avenue
Project: Flair Spectrum Project/1-14-4074-1
File: ICU25

Merced Avenue @ Garvey Avenue
Peak hr: AM
Annual Growth: 0.82%

Phases I & II

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2019

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2019 FUTURE WITHOUT PROJECT				2019 FUTURE WITH PROJECT				2019 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	115	1600	0.072 *	0	115	1600	0.072 *	0	115	1600	0.072 *	13	128	1600	0.080 *	0	128	1600	0.080 *	0	128	1600	0.080 *
Nb Thru	70	1600	0.099	0	70	1600	0.099	0	70	1600	0.099	3	73	1600	0.104	0	73	1600	0.104	0	73	1600	0.104
Nb Right	89	0	-	0	89	0	-	0	89	0	-	4	93	0	-	0	93	0	-	0	93	0	-
Sb Left	55	1600	0.034	0	55	1600	0.034	0	55	1600	0.034	2	57	1600	0.036	0	57	1600	0.036	0	57	1600	0.036
Sb Thru	207	1600	0.241 *	0	207	1600	0.241 *	0	207	1600	0.241 *	9	216	1600	0.251 *	0	216	1600	0.251 *	0	216	1600	0.251 *
Sb Right	179	0	-	0	179	0	-	0	179	0	-	7	186	0	-	0	186	0	-	0	186	0	-
Eb Left	38	1600	0.024 *	0	38	1600	0.024 *	0	38	1600	0.024 *	2	40	1600	0.025 *	0	40	1600	0.025 *	0	40	1600	0.025 *
Eb Thru	527	3200	0.208	19	546	3200	0.214	0	546	3200	0.214	51	578	3200	0.228	19	597	3200	0.234	0	597	3200	0.234
Eb Right	139	0	-	0	139	0	-	0	139	0	-	13	152	0	-	0	152	0	-	0	152	0	-
Wb Left	126	1600	0.079	0	126	1600	0.079	0	126	1600	0.079	5	131	1600	0.082	0	131	1600	0.082	0	131	1600	0.082
Wb Thru	1012	3200	0.328 *	16	1028	3200	0.333 *	0	1028	3200	0.333 *	108	1120	3200	0.362 *	16	1136	3200	0.367 *	0	1136	3200	0.367 *
Wb Right	38	0	-	0	38	0	-	0	38	0	-	2	40	0	-	0	40	0	-	0	40	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.765				0.770				0.770				0.818				0.823				0.823
LOS			C				C				C				D				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

N-S St: Merced Avenue
E-W St: Garvey Avenue
Project: Flair Spectrum Project/1-14-4074-1
File: ICU25

Merced Avenue @ Garvey Avenue
Peak hr: PM
Annual Growth: 0.82%

Phases I & II

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2019

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2019 FUTURE WITHOUT PROJECT				2019 FUTURE WITH PROJECT				2019 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	156	1600	0.098	0	156	1600	0.098	0	156	1600	0.098	22	178	1600	0.111	0	178	1600	0.111	0	178	1600	0.111
Nb Thru	172	1600	0.197 *	0	172	1600	0.197 *	0	172	1600	0.197 *	7	179	1600	0.205 *	0	179	1600	0.205 *	0	179	1600	0.205 *
Nb Right	143	0	-	0	143	0	-	0	143	0	-	6	149	0	-	0	149	0	-	0	149	0	-
Sb Left	48	1600	0.030 *	0	48	1600	0.030 *	0	48	1600	0.030 *	2	50	1600	0.031 *	0	50	1600	0.031 *	0	50	1600	0.031 *
Sb Thru	124	1600	0.119	0	124	1600	0.119	0	124	1600	0.119	5	129	1600	0.124	0	129	1600	0.124	0	129	1600	0.124
Sb Right	67	0	-	0	67	0	-	0	67	0	-	3	70	0	-	0	70	0	-	0	70	0	-
Eb Left	86	1600	0.054	0	86	1600	0.054	0	86	1600	0.054	4	90	1600	0.056	0	90	1600	0.056	0	90	1600	0.056
Eb Thru	994	3200	0.333 *	29	1023	3200	0.342 *	0	1023	3200	0.342 *	130	1124	3200	0.379 *	29	1153	3200	0.388 *	0	1153	3200	0.388 *
Eb Right	71	0	-	0	71	0	-	0	71	0	-	16	87	0	-	0	87	0	-	0	87	0	-
Wb Left	83	1600	0.052 *	0	83	1600	0.052 *	0	83	1600	0.052 *	3	86	1600	0.054 *	0	86	1600	0.054 *	0	86	1600	0.054 *
Wb Thru	667	3200	0.220	35	702	3200	0.231	0	702	3200	0.231	91	758	3200	0.249	35	793	3200	0.260	0	793	3200	0.260
Wb Right	38	0	-	0	38	0	-	0	38	0	-	2	40	0	-	0	40	0	-	0	40	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.712				0.721				0.721				0.769				0.778				0.778
LOS			C				C				C				C				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
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INTERSECTION CAPACITY UTILIZATION

N-S St: Merced Avenue
E-W St: Garvey Avenue
Project: Flair Spectrum Project/1-14-4074-1
File: ICU25

Merced Avenue @ Garvey Avenue
Peak hr: SAT MID-DAY
Annual Growth: 0.82%

Phases I & II

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2019

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2019 FUTURE WITHOUT PROJECT				2019 FUTURE WITH PROJECT				2019 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	120	1600	0.075 *	0	120	1600	0.075 *	0	120	1600	0.075 *	22	142	1600	0.089 *	0	142	1600	0.089 *	0	142	1600	0.089 *
Nb Thru	113	1600	0.135	0	113	1600	0.135	0	113	1600	0.135	5	118	1600	0.141	0	118	1600	0.141	0	118	1600	0.141
Nb Right	103	0	-	0	103	0	-	0	103	0	-	4	107	0	-	0	107	0	-	0	107	0	-
Sb Left	39	1600	0.024	0	39	1600	0.024	0	39	1600	0.024	2	41	1600	0.025	0	41	1600	0.025	0	41	1600	0.025
Sb Thru	108	1600	0.122 *	0	108	1600	0.122 *	0	108	1600	0.122 *	5	113	1600	0.127 *	0	113	1600	0.127 *	0	113	1600	0.127 *
Sb Right	87	0	-	0	87	0	-	0	87	0	-	4	91	0	-	0	91	0	-	0	91	0	-
Eb Left	89	1600	0.056	0	89	1600	0.056	0	89	1600	0.056	4	93	1600	0.058	0	93	1600	0.058	0	93	1600	0.058
Eb Thru	993	3200	0.341 *	47	1040	3200	0.356 *	0	1040	3200	0.356 *	109	1102	3200	0.381 *	47	1149	3200	0.396 *	0	1149	3200	0.396 *
Eb Right	98	0	-	0	98	0	-	0	98	0	-	20	118	0	-	0	118	0	-	0	118	0	-
Wb Left	76	1600	0.048 *	0	76	1600	0.048 *	0	76	1600	0.048 *	3	79	1600	0.049 *	0	79	1600	0.049 *	0	79	1600	0.049 *
Wb Thru	802	3200	0.259	51	853	3200	0.275	0	853	3200	0.275	100	902	3200	0.290	51	953	3200	0.306	0	953	3200	0.306
Wb Right	26	0	-	0	26	0	-	0	26	0	-	1	27	0	-	0	27	0	-	0	27	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.685				0.700				0.700				0.747				0.761				0.761
LOS			B				B				B				C				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

N-S St: Merced Avenue
E-W St: Garvey Avenue
Project: Flair Spectrum Project/1-14-4074-1
File: ICU25

Merced Avenue @ Garvey Avenue
Peak hr: AM
Annual Growth: 0.52%

General Plan Buildout (Phases I & II)

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2035

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2035 FUTURE WITHOUT PROJECT				2035 FUTURE WITH PROJECT				2035 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	115	1600	0.072 *	0	115	1600	0.072 *	0	115	1600	0.072 *	21	136	1600	0.085 *	0	136	1600	0.085 *	0	136	1600	0.085 *
Nb Thru	70	1600	0.099	0	70	1600	0.099	0	70	1600	0.099	8	78	1600	0.111	0	78	1600	0.111	0	78	1600	0.111
Nb Right	89	0	-	0	89	0	-	0	89	0	-	10	99	0	-	0	99	0	-	0	99	0	-
Sb Left	55	1600	0.034	0	55	1600	0.034	0	55	1600	0.034	6	61	1600	0.038	0	61	1600	0.038	0	61	1600	0.038
Sb Thru	207	1600	0.241 *	0	207	1600	0.241 *	0	207	1600	0.241 *	24	231	1600	0.269 *	0	231	1600	0.269 *	0	231	1600	0.269 *
Sb Right	179	0	-	0	179	0	-	0	179	0	-	21	200	0	-	0	200	0	-	0	200	0	-
Eb Left	38	1600	0.024 *	0	38	1600	0.024 *	0	38	1600	0.024 *	4	42	1600	0.026 *	0	42	1600	0.026 *	0	42	1600	0.026 *
Eb Thru	527	3200	0.208	19	546	3200	0.214	0	546	3200	0.214	90	617	3200	0.243	19	636	3200	0.249	0	636	3200	0.249
Eb Right	139	0	-	0	139	0	-	0	139	0	-	23	162	0	-	0	162	0	-	0	162	0	-
Wb Left	126	1600	0.079	0	126	1600	0.079	0	126	1600	0.079	14	140	1600	0.088	0	140	1600	0.088	0	140	1600	0.088
Wb Thru	1012	3200	0.328 *	16	1028	3200	0.333 *	0	1028	3200	0.333 *	182	1194	3200	0.387 *	16	1210	3200	0.392 *	0	1210	3200	0.392 *
Wb Right	38	0	-	0	38	0	-	0	38	0	-	4	42	0	-	0	42	0	-	0	42	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.765				0.770				0.770				0.867				0.872				0.872
LOS			C				C				C				D				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

N-S St: Merced Avenue
E-W St: Garvey Avenue
Project: Flair Spectrum Project/1-14-4074-1
File: ICU25

Merced Avenue @ Garvey Avenue
Peak hr: PM
Annual Growth: 0.52%

General Plan Buildout (Phases I & II)

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2035

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2035 FUTURE WITHOUT PROJECT				2035 FUTURE WITH PROJECT				2035 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	156	1600	0.098	0	156	1600	0.098	0	156	1600	0.098	33	189	1600	0.118	0	189	1600	0.118	0	189	1600	0.118
Nb Thru	172	1600	0.197 *	0	172	1600	0.197 *	0	172	1600	0.197 *	20	192	1600	0.220 *	0	192	1600	0.220 *	0	192	1600	0.220 *
Nb Right	143	0	-	0	143	0	-	0	143	0	-	16	159	0	-	0	159	0	-	0	159	0	-
Sb Left	48	1600	0.030 *	0	48	1600	0.030 *	0	48	1600	0.030 *	6	54	1600	0.033 *	0	54	1600	0.033 *	0	54	1600	0.033 *
Sb Thru	124	1600	0.119	0	124	1600	0.119	0	124	1600	0.119	14	138	1600	0.133	0	138	1600	0.133	0	138	1600	0.133
Sb Right	67	0	-	0	67	0	-	0	67	0	-	8	75	0	-	0	75	0	-	0	75	0	-
Eb Left	86	1600	0.054	0	86	1600	0.054	0	86	1600	0.054	10	96	1600	0.060	0	96	1600	0.060	0	96	1600	0.060
Eb Thru	994	3200	0.333 *	29	1023	3200	0.342 *	0	1023	3200	0.342 *	203	1197	3200	0.403 *	29	1226	3200	0.412 *	0	1226	3200	0.412 *
Eb Right	71	0	-	0	71	0	-	0	71	0	-	21	92	0	-	0	92	0	-	0	92	0	-
Wb Left	83	1600	0.052 *	0	83	1600	0.052 *	0	83	1600	0.052 *	10	93	1600	0.058 *	0	93	1600	0.058 *	0	93	1600	0.058 *
Wb Thru	667	3200	0.220	35	702	3200	0.231	0	702	3200	0.231	140	807	3200	0.265	35	842	3200	0.276	0	842	3200	0.276
Wb Right	38	0	-	0	38	0	-	0	38	0	-	4	42	0	-	0	42	0	-	0	42	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.712				0.721				0.721				0.814				0.823				0.823
LOS			C				C				C				D				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

N-S St: Merced Avenue
E-W St: Garvey Avenue
Project: Flair Spectrum Project/1-14-4074-1
File: ICU25

Merced Avenue @ Garvey Avenue
Peak hr: SAT MID-DAY
Annual Growth: 0.52%

General Plan Buildout (Phases I & II)

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2035

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2035 FUTURE WITHOUT PROJECT				2035 FUTURE WITH PROJECT				2035 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	120	1600	0.075 *	0	120	1600	0.075 *	0	120	1600	0.075 *	31	151	1600	0.094 *	0	151	1600	0.094 *	0	151	1600	0.094 *
Nb Thru	113	1600	0.135	0	113	1600	0.135	0	113	1600	0.135	13	126	1600	0.151	0	126	1600	0.151	0	126	1600	0.151
Nb Right	103	0	-	0	103	0	-	0	103	0	-	12	115	0	-	0	115	0	-	0	115	0	-
Sb Left	39	1600	0.024	0	39	1600	0.024	0	39	1600	0.024	4	43	1600	0.027	0	43	1600	0.027	0	43	1600	0.027
Sb Thru	108	1600	0.122 *	0	108	1600	0.122 *	0	108	1600	0.122 *	12	120	1600	0.136 *	0	120	1600	0.136 *	0	120	1600	0.136 *
Sb Right	87	0	-	0	87	0	-	0	87	0	-	10	97	0	-	0	97	0	-	0	97	0	-
Eb Left	89	1600	0.056	0	89	1600	0.056	0	89	1600	0.056	10	99	1600	0.062	0	99	1600	0.062	0	99	1600	0.062
Eb Thru	993	3200	0.341 *	47	1040	3200	0.356 *	0	1040	3200	0.356 *	182	1175	3200	0.406 *	47	1222	3200	0.421 *	0	1222	3200	0.421 *
Eb Right	98	0	-	0	98	0	-	0	98	0	-	27	125	0	-	0	125	0	-	0	125	0	-
Wb Left	76	1600	0.048 *	0	76	1600	0.048 *	0	76	1600	0.048 *	9	85	1600	0.053 *	0	85	1600	0.053 *	0	85	1600	0.053 *
Wb Thru	802	3200	0.259	51	853	3200	0.275	0	853	3200	0.275	159	961	3200	0.309	51	1012	3200	0.325	0	1012	3200	0.325
Wb Right	26	0	-	0	26	0	-	0	26	0	-	3	29	0	-	0	29	0	-	0	29	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.685				0.700				0.700				0.790				0.804				0.804
LOS			B				B				B				C				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

Santa Anita Avenue @ Lower Azusa Road
Peak hr: AM
Annual Growth: 0.82%

Phase I

N-S St: Santa Anita Avenue
E-W St: Lower Azusa Road
Project: Flair Spectrum Project/1-14-4074-1
File: ICU26

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2016

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2016 FUTURE WITHOUT PROJECT				2016 FUTURE WITH PROJECT				2016 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	146	1600	0.091	0	146	1600	0.091	0	146	1600	0.091	6	152	1600	0.095	0	152	1600	0.095	0	152	1600	0.095
Nb Thru	928	3200	0.290 *	1	929	3200	0.290 *	0	929	3200	0.290 *	72	1000	3200	0.313 *	1	1001	3200	0.313 *	0	1001	3200	0.313 *
Nb Right	106	1600	0.066	0	106	1600	0.066	0	106	1600	0.066	6	112	1600	0.070	0	112	1600	0.070	0	112	1600	0.070
Sb Left	266	1600	0.166 *	0	266	1600	0.166 *	0	266	1600	0.166 *	4	270	1600	0.169 *	0	270	1600	0.169 *	0	270	1600	0.169 *
Sb Thru	769	3200	0.276	1	770	3200	0.278	0	770	3200	0.278	46	815	3200	0.293	1	816	3200	0.294	0	816	3200	0.294
Sb Right	115	0	-	3	118	0	-	0	118	0	-	8	123	0	-	3	126	0	-	0	126	0	-
Eb Left	113	1600	0.071 *	1	114	1600	0.071 *	0	114	1600	0.071 *	10	123	1600	0.077 *	1	124	1600	0.077 *	0	124	1600	0.077 *
Eb Thru	437	3200	0.176	4	441	3200	0.178	0	441	3200	0.178	17	454	3200	0.184	4	458	3200	0.186	0	458	3200	0.186
Eb Right	127	0	-	0	127	0	-	0	127	0	-	9	136	0	-	0	136	0	-	0	136	0	-
Wb Left	124	1600	0.078	0	124	1600	0.078	0	124	1600	0.078	8	132	1600	0.083	0	132	1600	0.083	0	132	1600	0.083
Wb Thru	546	3200	0.238 *	9	555	3200	0.241 *	0	555	3200	0.241 *	42	588	3200	0.253 *	9	597	3200	0.256 *	0	597	3200	0.256 *
Wb Right	217	0	-	0	217	0	-	0	217	0	-	5	222	0	-	0	222	0	-	0	222	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.865				0.869				0.869				0.911				0.915				0.915
LOS			D				D				D				E				E				E

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

Santa Anita Avenue @ Lower Azusa Road
Peak hr: PM
Annual Growth: 0.82%

Phase I

N-S St: Santa Anita Avenue
E-W St: Lower Azusa Road
Project: Flair Spectrum Project/1-14-4074-1
File: ICU26

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2016

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2016 FUTURE WITHOUT PROJECT				2016 FUTURE WITH PROJECT				2016 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	165	1600	0.103	0	165	1600	0.103	0	165	1600	0.103	25	190	1600	0.119	0	190	1600	0.119	0	190	1600	0.119
Nb Thru	956	3200	0.299 *	1	957	3200	0.299 *	0	957	3200	0.299 *	100	1056	3200	0.330 *	1	1057	3200	0.330 *	0	1057	3200	0.330 *
Nb Right	161	1600	0.101	0	161	1600	0.101	0	161	1600	0.101	20	181	1600	0.113	0	181	1600	0.113	0	181	1600	0.113
Sb Left	316	1600	0.198 *	0	316	1600	0.198 *	0	316	1600	0.198 *	6	322	1600	0.201 *	0	322	1600	0.201 *	0	322	1600	0.201 *
Sb Thru	888	3200	0.317	1	889	3200	0.319	0	889	3200	0.319	115	1003	3200	0.357	1	1004	3200	0.359	0	1004	3200	0.359
Sb Right	127	0	-	5	132	0	-	0	132	0	-	12	139	0	-	5	144	0	-	0	144	0	-
Eb Left	76	1600	0.048	5	81	1600	0.051 *	0	81	1600	0.051 *	9	85	1600	0.053	5	90	1600	0.056	0	90	1600	0.056
Eb Thru	612	3200	0.223 *	16	628	3200	0.228	0	628	3200	0.228	48	660	3200	0.245 *	16	676	3200	0.250 *	0	676	3200	0.250 *
Eb Right	101	0	-	0	101	0	-	0	101	0	-	23	124	0	-	0	124	0	-	0	124	0	-
Wb Left	136	1600	0.085 *	0	136	1600	0.085	0	136	1600	0.085	18	154	1600	0.096 *	0	154	1600	0.096 *	0	154	1600	0.096 *
Wb Thru	557	3200	0.258	16	573	3200	0.263 *	0	573	3200	0.263 *	24	581	3200	0.268	16	597	3200	0.273	0	597	3200	0.273
Wb Right	270	0	-	0	270	0	-	0	270	0	-	5	275	0	-	0	275	0	-	0	275	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.904				0.911				0.911				0.973				0.978				0.978
LOS			E				E				E				E				E				E

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Suite 500, Pasadena CA 91106
(626) 796.2322 Fax (626) 792-0941

INTERSECTION CAPACITY UTILIZATION

Santa Anita Avenue @ Lower Azusa Road
Peak hr: SAT MID-DAY
Annual Growth: 0.82%

N-S St: Santa Anita Avenue
E-W St: Lower Azusa Road
Project: Flair Spectrum Project/1-14-4074-1
File: ICU26

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2016

Phase I

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2016 FUTURE WITHOUT PROJECT				2016 FUTURE WITH PROJECT				2016 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	212	1600	0.133	0	212	1600	0.133	0	212	1600	0.133	30	242	1600	0.152	0	242	1600	0.152	0	242	1600	0.152
Nb Thru	780	3200	0.244 *	1	781	3200	0.244 *	0	781	3200	0.244 *	113	893	3200	0.279 *	1	894	3200	0.279 *	0	894	3200	0.279 *
Nb Right	116	1600	0.073	0	116	1600	0.073	0	116	1600	0.073	23	139	1600	0.087	0	139	1600	0.087	0	139	1600	0.087
Sb Left	287	1600	0.179 *	0	287	1600	0.179 *	0	287	1600	0.179 *	6	293	1600	0.183 *	0	293	1600	0.183 *	0	293	1600	0.183 *
Sb Thru	706	3200	0.254	1	707	3200	0.258	0	707	3200	0.258	119	825	3200	0.295	1	826	3200	0.299	0	826	3200	0.299
Sb Right	107	0	-	10	117	0	-	0	117	0	-	13	120	0	-	10	130	0	-	0	130	0	-
Eb Left	118	1600	0.074 *	9	127	1600	0.079 *	0	127	1600	0.079 *	12	130	1600	0.081 *	9	139	1600	0.087 *	0	139	1600	0.087 *
Eb Thru	552	3200	0.218	27	579	3200	0.227	0	579	3200	0.227	22	574	3200	0.235	27	601	3200	0.244	0	601	3200	0.244
Eb Right	147	0	-	0	147	0	-	0	147	0	-	31	178	0	-	0	178	0	-	0	178	0	-
Wb Left	155	1600	0.097	0	155	1600	0.097	0	155	1600	0.097	25	180	1600	0.112	0	180	1600	0.112	0	180	1600	0.112
Wb Thru	663	3200	0.288 *	30	693	3200	0.297 *	0	693	3200	0.297 *	24	687	3200	0.297 *	30	717	3200	0.306 *	0	717	3200	0.306 *
Wb Right	258	0	-	0	258	0	-	0	258	0	-	5	263	0	-	0	263	0	-	0	263	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.885				0.900				0.900				0.940				0.955				0.955
LOS			D				D				D				E				E				E

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

Santa Anita Avenue @ Lower Azusa Road
Peak hr: AM
Annual Growth: 0.82%

Phases I & II

N-S St: Santa Anita Avenue
E-W St: Lower Azusa Road
Project: Flair Spectrum Project/1-14-4074-1
File: ICU26

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2019

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2019 FUTURE WITHOUT PROJECT				2019 FUTURE WITH PROJECT				2019 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	146	1600	0.091	0	146	1600	0.091	0	146	1600	0.091	10	156	1600	0.098	0	156	1600	0.098	0	156	1600	0.098
Nb Thru	928	3200	0.290 *	7	935	3200	0.292 *	0	935	3200	0.292 *	96	1024	3200	0.320 *	7	1031	3200	0.322 *	0	1031	3200	0.322 *
Nb Right	106	1600	0.066	0	106	1600	0.066	0	106	1600	0.066	8	114	1600	0.072	0	114	1600	0.072	0	114	1600	0.072
Sb Left	266	1600	0.166 *	0	266	1600	0.166 *	0	266	1600	0.166 *	11	277	1600	0.173 *	0	277	1600	0.173 *	0	277	1600	0.173 *
Sb Thru	769	3200	0.276	2	771	3200	0.278	0	771	3200	0.278	65	834	3200	0.300	2	836	3200	0.302	0	836	3200	0.302
Sb Right	115	0	-	3	118	0	-	0	118	0	-	11	126	0	-	3	129	0	-	0	129	0	-
Eb Left	113	1600	0.071 *	1	114	1600	0.071 *	0	114	1600	0.071 *	13	126	1600	0.079 *	1	127	1600	0.079 *	0	127	1600	0.079 *
Eb Thru	437	3200	0.176	8	445	3200	0.179	0	445	3200	0.179	28	465	3200	0.189	8	473	3200	0.191	0	473	3200	0.191
Eb Right	127	0	-	0	127	0	-	0	127	0	-	12	139	0	-	0	139	0	-	0	139	0	-
Wb Left	124	1600	0.078	0	124	1600	0.078	0	124	1600	0.078	11	135	1600	0.084	0	135	1600	0.084	0	135	1600	0.084
Wb Thru	546	3200	0.238 *	10	556	3200	0.242 *	0	556	3200	0.242 *	56	602	3200	0.259 *	10	612	3200	0.262 *	0	612	3200	0.262 *
Wb Right	217	0	-	0	217	0	-	0	217	0	-	10	227	0	-	0	227	0	-	0	227	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.865				0.871				0.871				0.931				0.937				0.937
LOS			D				D				D				E				E				E

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

Santa Anita Avenue @ Lower Azusa Road
Peak hr: PM
Annual Growth: 0.82%

Phases I & II

N-S St: Santa Anita Avenue
E-W St: Lower Azusa Road
Project: Flair Spectrum Project/1-14-4074-1
File: ICU26

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2019

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2019 FUTURE WITHOUT PROJECT				2019 FUTURE WITH PROJECT				2019 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	165	1600	0.103	0	165	1600	0.103	0	165	1600	0.103	29	194	1600	0.121	0	194	1600	0.121	0	194	1600	0.121
Nb Thru	956	3200	0.299 *	4	960	3200	0.300 *	0	960	3200	0.300 *	124	1080	3200	0.337 *	4	1084	3200	0.339 *	0	1084	3200	0.339 *
Nb Right	161	1600	0.101	0	161	1600	0.101	0	161	1600	0.101	24	185	1600	0.115	0	185	1600	0.115	0	185	1600	0.115
Sb Left	316	1600	0.198 *	0	316	1600	0.198 *	0	316	1600	0.198 *	14	330	1600	0.206 *	0	330	1600	0.206 *	0	330	1600	0.206 *
Sb Thru	888	3200	0.317	6	894	3200	0.321	0	894	3200	0.321	137	1025	3200	0.365	6	1031	3200	0.368	0	1031	3200	0.368
Sb Right	127	0	-	5	132	0	-	0	132	0	-	15	142	0	-	5	147	0	-	0	147	0	-
Eb Left	76	1600	0.048	5	81	1600	0.051 *	0	81	1600	0.051 *	11	87	1600	0.054	5	92	1600	0.058	0	92	1600	0.058
Eb Thru	612	3200	0.223 *	18	630	3200	0.228	0	630	3200	0.228	64	676	3200	0.251 *	18	694	3200	0.256 *	0	694	3200	0.256 *
Eb Right	101	0	-	0	101	0	-	0	101	0	-	25	126	0	-	0	126	0	-	0	126	0	-
Wb Left	136	1600	0.085 *	0	136	1600	0.085	0	136	1600	0.085	22	158	1600	0.099 *	0	158	1600	0.099 *	0	158	1600	0.099 *
Wb Thru	557	3200	0.258	20	577	3200	0.265 *	0	577	3200	0.265 *	38	595	3200	0.274	20	615	3200	0.280	0	615	3200	0.280
Wb Right	270	0	-	0	270	0	-	0	270	0	-	12	282	0	-	0	282	0	-	0	282	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.904				0.913				0.913				0.993				1.000				1.000
LOS			E				E				E				E				E				E

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

Santa Anita Avenue @ Lower Azusa Road
Peak hr: SAT MID-DAY
Annual Growth: 0.82%

Phases I & II

N-S St: Santa Anita Avenue
E-W St: Lower Azusa Road
Project: Flair Spectrum Project/1-14-4074-1
File: ICU26

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2019

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2019 FUTURE WITHOUT PROJECT				2019 FUTURE WITH PROJECT				2019 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	212	1600	0.133	0	212	1600	0.133	0	212	1600	0.133	36	248	1600	0.155	0	248	1600	0.155	0	248	1600	0.155
Nb Thru	780	3200	0.244 *	4	784	3200	0.245 *	0	784	3200	0.245 *	133	913	3200	0.285 *	4	917	3200	0.286 *	0	917	3200	0.286 *
Nb Right	116	1600	0.073	0	116	1600	0.073	0	116	1600	0.073	26	142	1600	0.089	0	142	1600	0.089	0	142	1600	0.089
Sb Left	287	1600	0.179 *	0	287	1600	0.179 *	0	287	1600	0.179 *	13	300	1600	0.187 *	0	300	1600	0.187 *	0	300	1600	0.187 *
Sb Thru	706	3200	0.254	5	711	3200	0.259	0	711	3200	0.259	136	842	3200	0.302	5	847	3200	0.306	0	847	3200	0.306
Sb Right	107	0	-	10	117	0	-	0	117	0	-	15	122	0	-	10	132	0	-	0	132	0	-
Eb Left	118	1600	0.074 *	9	127	1600	0.079 *	0	127	1600	0.079 *	15	133	1600	0.083 *	9	142	1600	0.089 *	0	142	1600	0.089 *
Eb Thru	552	3200	0.218	29	581	3200	0.228	0	581	3200	0.228	36	588	3200	0.241	29	617	3200	0.250	0	617	3200	0.250
Eb Right	147	0	-	0	147	0	-	0	147	0	-	35	182	0	-	0	182	0	-	0	182	0	-
Wb Left	155	1600	0.097	0	155	1600	0.097	0	155	1600	0.097	28	183	1600	0.115	0	183	1600	0.115	0	183	1600	0.115
Wb Thru	663	3200	0.288 *	33	696	3200	0.298 *	0	696	3200	0.298 *	41	704	3200	0.304 *	33	737	3200	0.314 *	0	737	3200	0.314 *
Wb Right	258	0	-	0	258	0	-	0	258	0	-	12	270	0	-	0	270	0	-	0	270	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.885				0.902				0.902				0.960				0.977				0.977
LOS		D				E				E				E				E				E	

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

Santa Anita Avenue @ Lower Azusa Road
Peak hr: AM
Annual Growth: 0.52%

General Plan Buildout (Phases I & II)

N-S St: Santa Anita Avenue
E-W St: Lower Azusa Road
Project: Flair Spectrum Project/1-14-4074-1
File: ICU26

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2035

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2035 FUTURE WITHOUT PROJECT				2035 FUTURE WITH PROJECT				2035 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	146	1600	0.091	0	146	1600	0.091	0	146	1600	0.091	21	167	1600	0.104	0	167	1600	0.104	0	167	1600	0.104
Nb Thru	928	3200	0.290 *	7	935	3200	0.292 *	0	935	3200	0.292 *	164	1092	3200	0.341 *	7	1099	3200	0.343 *	0	1099	3200	0.343 *
Nb Right	106	1600	0.066	0	106	1600	0.066	0	106	1600	0.066	16	122	1600	0.076	0	122	1600	0.076	0	122	1600	0.076
Sb Left	266	1600	0.166 *	0	266	1600	0.166 *	0	266	1600	0.166 *	31	297	1600	0.185 *	0	297	1600	0.185 *	0	297	1600	0.185 *
Sb Thru	769	3200	0.276	2	771	3200	0.278	0	771	3200	0.278	121	890	3200	0.320	2	892	3200	0.322	0	892	3200	0.322
Sb Right	115	0	-	3	118	0	-	0	118	0	-	19	134	0	-	3	137	0	-	0	137	0	-
Eb Left	113	1600	0.071 *	1	114	1600	0.071 *	0	114	1600	0.071 *	21	134	1600	0.084 *	1	135	1600	0.084 *	0	135	1600	0.084 *
Eb Thru	437	3200	0.176	8	445	3200	0.179	0	445	3200	0.179	60	497	3200	0.202	8	505	3200	0.204	0	505	3200	0.204
Eb Right	127	0	-	0	127	0	-	0	127	0	-	22	149	0	-	0	149	0	-	0	149	0	-
Wb Left	124	1600	0.078	0	124	1600	0.078	0	124	1600	0.078	20	144	1600	0.090	0	144	1600	0.090	0	144	1600	0.090
Wb Thru	546	3200	0.238 *	10	556	3200	0.242 *	0	556	3200	0.242 *	96	642	3200	0.276 *	10	652	3200	0.280 *	0	652	3200	0.280 *
Wb Right	217	0	-	0	217	0	-	0	217	0	-	26	243	0	-	0	243	0	-	0	243	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.865				0.871				0.871				0.987				0.993				0.993
LOS			D				D				D				E				E				E

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

Santa Anita Avenue @ Lower Azusa Road
Peak hr: PM
Annual Growth: 0.52%

General Plan Buildout (Phases I & II)

N-S St: Santa Anita Avenue
E-W St: Lower Azusa Road
Project: Flair Spectrum Project/1-14-4074-1
File: ICU26

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2035

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2035 FUTURE WITHOUT PROJECT				2035 FUTURE WITH PROJECT				2035 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	165	1600	0.103	0	165	1600	0.103	0	165	1600	0.103	41	206	1600	0.129	0	206	1600	0.129	0	206	1600	0.129
Nb Thru	956	3200	0.299 *	4	960	3200	0.300 *	0	960	3200	0.300 *	194	1150	3200	0.359 *	4	1154	3200	0.361 *	0	1154	3200	0.361 *
Nb Right	161	1600	0.101	0	161	1600	0.101	0	161	1600	0.101	36	197	1600	0.123	0	197	1600	0.123	0	197	1600	0.123
Sb Left	316	1600	0.198 *	0	316	1600	0.198 *	0	316	1600	0.198 *	37	353	1600	0.221 *	0	353	1600	0.221 *	0	353	1600	0.221 *
Sb Thru	888	3200	0.317	6	894	3200	0.321	0	894	3200	0.321	202	1090	3200	0.388	6	1096	3200	0.391	0	1096	3200	0.391
Sb Right	127	0	-	5	132	0	-	0	132	0	-	25	152	0	-	5	157	0	-	0	157	0	-
Eb Left	76	1600	0.048	5	81	1600	0.051 *	0	81	1600	0.051 *	17	93	1600	0.058	5	98	1600	0.061	0	98	1600	0.061
Eb Thru	612	3200	0.223 *	18	630	3200	0.228	0	630	3200	0.228	108	720	3200	0.267 *	18	738	3200	0.273 *	0	738	3200	0.273 *
Eb Right	101	0	-	0	101	0	-	0	101	0	-	33	134	0	-	0	134	0	-	0	134	0	-
Wb Left	136	1600	0.085 *	0	136	1600	0.085	0	136	1600	0.085	32	168	1600	0.105 *	0	168	1600	0.105 *	0	168	1600	0.105 *
Wb Thru	557	3200	0.258	20	577	3200	0.265 *	0	577	3200	0.265 *	79	636	3200	0.293	20	656	3200	0.299	0	656	3200	0.299
Wb Right	270	0	-	0	270	0	-	0	270	0	-	32	302	0	-	0	302	0	-	0	302	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.904				0.913				0.913				1.052				1.059				1.059
LOS			E				E				E				F				F				F

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

Santa Anita Avenue @ Lower Azusa Road
Peak hr: SAT MID-DAY
Annual Growth: 0.52%

General Plan Buildout (Phases I & II)

N-S St: Santa Anita Avenue
E-W St: Lower Azusa Road
Project: Flair Spectrum Project/1-14-4074-1
File: ICU26

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2035

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2035 FUTURE WITHOUT PROJECT				2035 FUTURE WITH PROJECT				2035 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	212	1600	0.133	0	212	1600	0.133	0	212	1600	0.133	51	263	1600	0.165	0	263	1600	0.165	0	263	1600	0.165
Nb Thru	780	3200	0.244 *	4	784	3200	0.245 *	0	784	3200	0.245 *	190	970	3200	0.303 *	4	974	3200	0.304 *	0	974	3200	0.304 *
Nb Right	116	1600	0.073	0	116	1600	0.073	0	116	1600	0.073	34	150	1600	0.094	0	150	1600	0.094	0	150	1600	0.094
Sb Left	287	1600	0.179 *	0	287	1600	0.179 *	0	287	1600	0.179 *	34	321	1600	0.201 *	0	321	1600	0.201 *	0	321	1600	0.201 *
Sb Thru	706	3200	0.254	5	711	3200	0.259	0	711	3200	0.259	188	894	3200	0.320	5	899	3200	0.325	0	899	3200	0.325
Sb Right	107	0	-	10	117	0	-	0	117	0	-	23	130	0	-	10	140	0	-	0	140	0	-
Eb Left	118	1600	0.074 *	9	127	1600	0.079 *	0	127	1600	0.079 *	24	142	1600	0.088 *	9	151	1600	0.094 *	0	151	1600	0.094 *
Eb Thru	552	3200	0.218	29	581	3200	0.228	0	581	3200	0.228	77	629	3200	0.257	29	658	3200	0.266	0	658	3200	0.266
Eb Right	147	0	-	0	147	0	-	0	147	0	-	46	193	0	-	0	193	0	-	0	193	0	-
Wb Left	155	1600	0.097	0	155	1600	0.097	0	155	1600	0.097	40	195	1600	0.122	0	195	1600	0.122	0	195	1600	0.122
Wb Thru	663	3200	0.288 *	33	696	3200	0.298 *	0	696	3200	0.298 *	89	752	3200	0.325 *	33	785	3200	0.336 *	0	785	3200	0.336 *
Wb Right	258	0	-	0	258	0	-	0	258	0	-	31	289	0	-	0	289	0	-	0	289	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.885				0.902				0.902				1.017				1.035				1.035
LOS			D				E				E				F				F				F

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Suite 500, Pasadena CA 91106
(626) 796.2322 Fax (626) 792-0941

INTERSECTION CAPACITY UTILIZATION

Santa Anita Avenue @ Valley Boulevard
Peak hr: AM
Annual Growth: 0.82%

Phase I

N-S St: Santa Anita Avenue
E-W St: Valley Boulevard
Project: Flair Spectrum Project/1-14-4074-1
File: ICU27

Date: 09/27/2014
Date of Count: 2014
Projection Year: 2016

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2016 FUTURE WITHOUT PROJECT				2016 FUTURE WITH PROJECT				2016 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	334	2880	0.116 *	4	338	2880	0.117 *	0	338	2880	0.117 *	95	429	2880	0.149 *	4	433	2880	0.150 *	0	433	2880	0.150 *
Nb Thru	639	4800	0.141	4	643	4800	0.141	0	643	4800	0.141	53	692	4800	0.154	4	696	4800	0.155	0	696	4800	0.155
Nb Right	36	0	-	0	36	0	-	0	36	0	-	11	47	0	-	0	47	0	-	0	47	0	-
Sb Left	50	1600	0.031	0	50	1600	0.031	0	50	1600	0.031	2	52	1600	0.032	0	52	1600	0.032	0	52	1600	0.032
Sb Thru	1034	3200	0.323 *	7	1041	3200	0.325 *	0	1041	3200	0.325 *	33	1067	3200	0.333 *	7	1074	3200	0.336 *	0	1074	3200	0.336 *
Sb Right	325	1600	0.203	0	325	1600	0.203	0	325	1600	0.203	25	350	1600	0.219	0	350	1600	0.219	0	350	1600	0.219
Eb Left	129	1600	0.081 *	0	129	1600	0.081 *	0	129	1600	0.081 *	23	152	1600	0.095 *	0	152	1600	0.095 *	0	152	1600	0.095 *
Eb Thru	466	3200	0.146	6	472	3200	0.149	0	472	3200	0.149	62	528	3200	0.176	6	534	3200	0.178	0	534	3200	0.178
Eb Right	2	0	-	2	4	0	-	0	4	0	-	33	35	0	-	2	37	0	-	0	37	0	-
Wb Left	65	2880	0.023	0	65	2880	0.023	0	65	2880	0.023	4	69	2880	0.024	0	69	2880	0.024	0	69	2880	0.024
Wb Thru	910	3200	0.297 *	14	924	3200	0.301 *	0	924	3200	0.301 *	83	993	3200	0.323 *	14	1007	3200	0.328 *	0	1007	3200	0.328 *
Wb Right	39	0	-	0	39	0	-	0	39	0	-	3	42	0	-	0	42	0	-	0	42	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.916				0.924				0.924				1.001				1.009				1.009
LOS			E				E				E				F				F				F

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INTERSECTION CAPACITY UTILIZATION

Santa Anita Avenue @ Valley Boulevard
Peak hr: PM
Annual Growth: 0.82%

Phase I

N-S St: Santa Anita Avenue
E-W St: Valley Boulevard
Project: Flair Spectrum Project/1-14-4074-1
File: ICU27

Date: 09/27/2014
Date of Count: 2014
Projection Year: 2016

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2016 FUTURE WITHOUT PROJECT				2016 FUTURE WITH PROJECT				2016 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	388	2880	0.135 *	6	394	2880	0.137 *	0	394	2880	0.137 *	77	465	2880	0.162 *	6	471	2880	0.164 *	0	471	2880	0.164 *
Nb Thru	992	4800	0.218	13	1005	4800	0.221	0	1005	4800	0.221	70	1062	4800	0.234	13	1075	4800	0.237	0	1075	4800	0.237
Nb Right	54	0	-	0	54	0	-	0	54	0	-	9	63	0	-	0	63	0	-	0	63	0	-
Sb Left	69	1600	0.043	0	69	1600	0.043	0	69	1600	0.043	5	74	1600	0.046	0	74	1600	0.046	0	74	1600	0.046
Sb Thru	648	3200	0.203 *	14	662	3200	0.207 *	0	662	3200	0.207 *	81	729	3200	0.228 *	14	743	3200	0.232 *	0	743	3200	0.232 *
Sb Right	159	1600	0.099	0	159	1600	0.099	0	159	1600	0.099	57	216	1600	0.135	0	216	1600	0.135	0	216	1600	0.135
Eb Left	315	1600	0.197 *	0	315	1600	0.197 *	0	315	1600	0.197 *	57	372	1600	0.233 *	0	372	1600	0.233 *	0	372	1600	0.233 *
Eb Thru	794	3200	0.248	26	820	3200	0.258	0	820	3200	0.258	134	928	3200	0.325	26	954	3200	0.335	0	954	3200	0.335
Eb Right	0	0	-	6	6	0	-	0	6	0	-	113	113	0	-	6	119	0	-	0	119	0	-
Wb Left	83	2880	0.029	0	83	2880	0.029	0	83	2880	0.029	13	96	2880	0.033	0	96	2880	0.033	0	96	2880	0.033
Wb Thru	606	3200	0.193 *	26	632	3200	0.201 *	0	632	3200	0.201 *	125	731	3200	0.233 *	26	757	3200	0.242 *	0	757	3200	0.242 *
Wb Right	12	0	-	0	12	0	-	0	12	0	-	4	16	0	-	0	16	0	-	0	16	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.827				0.842				0.842				0.955				0.970				0.970
LOS			D				D				D				E				E				E

** Key conflicting movement as a part of ICU*
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INTERSECTION CAPACITY UTILIZATION

Santa Anita Avenue @ Valley Boulevard
Peak hr: SAT MID-DAY
Annual Growth: 0.82%

Phase I

N-S St: Santa Anita Avenue
E-W St: Valley Boulevard
Project: Flair Spectrum Project/1-14-4074-1
File: ICU27

Date: 09/27/2014
Date of Count: 2014
Projection Year: 2016

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2016 FUTURE WITHOUT PROJECT				2016 FUTURE WITH PROJECT				2016 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	322	2880	0.112 *	11	333	2880	0.116 *	0	333	2880	0.116 *	94	416	2880	0.145 *	11	427	2880	0.148 *	0	427	2880	0.148 *
Nb Thru	733	4800	0.164	23	756	4800	0.169	0	756	4800	0.169	84	817	4800	0.184	23	840	4800	0.189	0	840	4800	0.189
Nb Right	55	0	-	0	55	0	-	0	55	0	-	10	65	0	-	0	65	0	-	0	65	0	-
Sb Left	72	1600	0.045	0	72	1600	0.045	0	72	1600	0.045	6	78	1600	0.049	0	78	1600	0.049	0	78	1600	0.049
Sb Thru	721	3200	0.225 *	25	746	3200	0.233 *	0	746	3200	0.233 *	81	802	3200	0.251 *	25	827	3200	0.258 *	0	827	3200	0.258 *
Sb Right	117	1600	0.073	0	117	1600	0.073	0	117	1600	0.073	71	188	1600	0.117	0	188	1600	0.117	0	188	1600	0.117
Eb Left	179	1600	0.112 *	0	179	1600	0.112 *	0	179	1600	0.112 *	73	252	1600	0.157 *	0	252	1600	0.157 *	0	252	1600	0.157 *
Eb Thru	476	3200	0.149	45	521	3200	0.166	0	521	3200	0.166	164	640	3200	0.228	45	685	3200	0.245	0	685	3200	0.245
Eb Right	0	0	-	10	10	0	-	0	10	0	-	89	89	0	-	10	99	0	-	0	99	0	-
Wb Left	139	2880	0.048	0	139	2880	0.048	0	139	2880	0.048	11	150	2880	0.052	0	150	2880	0.052	0	150	2880	0.052
Wb Thru	475	3200	0.164 *	49	524	3200	0.180 *	0	524	3200	0.180 *	167	642	3200	0.218 *	49	691	3200	0.234 *	0	691	3200	0.234 *
Wb Right	51	0	-	0	51	0	-	0	51	0	-	6	57	0	-	0	57	0	-	0	57	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.713				0.740				0.740				0.871				0.898				0.898
LOS			C				C				C				D				D				D

** Key conflicting movement as a part of ICU*
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INTERSECTION CAPACITY UTILIZATION

Santa Anita Avenue @ Valley Boulevard
Peak hr: AM
Annual Growth: 0.82%

Phases I & II

N-S St: Santa Anita Avenue
E-W St: Valley Boulevard
Project: Flair Spectrum Project/1-14-4074-1
File: ICU27

Date: 09/27/2014
Date of Count: 2014
Projection Year: 2019

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2019 FUTURE WITHOUT PROJECT				2019 FUTURE WITH PROJECT				2019 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	334	2880	0.116 *	4	338	2880	0.117 *	0	338	2880	0.117 *	103	437	2880	0.152 *	4	441	2880	0.153 *	0	441	2880	0.153 *
Nb Thru	639	4800	0.141	11	650	4800	0.143	0	650	4800	0.143	69	708	4800	0.157	11	719	4800	0.160	0	719	4800	0.160
Nb Right	36	0	-	0	36	0	-	0	36	0	-	12	48	0	-	0	48	0	-	0	48	0	-
Sb Left	50	1600	0.031	0	50	1600	0.031	0	50	1600	0.031	3	53	1600	0.033	0	53	1600	0.033	0	53	1600	0.033
Sb Thru	1034	3200	0.323 *	8	1042	3200	0.326 *	0	1042	3200	0.326 *	59	1093	3200	0.342 *	8	1101	3200	0.344 *	0	1101	3200	0.344 *
Sb Right	325	1600	0.203	1	326	1600	0.204	0	326	1600	0.204	34	359	1600	0.224	1	360	1600	0.225	0	360	1600	0.225
Eb Left	129	1600	0.081 *	4	133	1600	0.083 *	0	133	1600	0.083 *	26	155	1600	0.097 *	4	159	1600	0.100 *	0	159	1600	0.100 *
Eb Thru	466	3200	0.146	13	479	3200	0.152	0	479	3200	0.152	73	539	3200	0.180	13	552	3200	0.185	0	552	3200	0.185
Eb Right	2	0	-	4	6	0	-	0	6	0	-	33	35	0	-	4	39	0	-	0	39	0	-
Wb Left	65	2880	0.023	0	65	2880	0.023	0	65	2880	0.023	6	71	2880	0.025	0	71	2880	0.025	0	71	2880	0.025
Wb Thru	910	3200	0.297 *	16	926	3200	0.302 *	0	926	3200	0.302 *	106	1016	3200	0.331 *	16	1032	3200	0.336 *	0	1032	3200	0.336 *
Wb Right	39	0	-	0	39	0	-	0	39	0	-	4	43	0	-	0	43	0	-	0	43	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.916				0.928				0.928				1.021				1.033				1.033
LOS			E				E				E				F				F				F

** Key conflicting movement as a part of ICU*
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INTERSECTION CAPACITY UTILIZATION

Santa Anita Avenue @ Valley Boulevard
Peak hr: PM
Annual Growth: 0.82%

Phases I & II

N-S St: Santa Anita Avenue
E-W St: Valley Boulevard
Project: Flair Spectrum Project/1-14-4074-1
File: ICU27

Date: 09/27/2014
Date of Count: 2014
Projection Year: 2019

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2019 FUTURE WITHOUT PROJECT				2019 FUTURE WITH PROJECT				2019 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	388	2880	0.135 *	8	396	2880	0.138 *	0	396	2880	0.138 *	87	475	2880	0.165 *	8	483	2880	0.168 *	0	483	2880	0.168 *
Nb Thru	992	4800	0.218	16	1008	4800	0.221	0	1008	4800	0.221	95	1087	4800	0.240	16	1103	4800	0.243	0	1103	4800	0.243
Nb Right	54	0	-	0	54	0	-	0	54	0	-	10	64	0	-	0	64	0	-	0	64	0	-
Sb Left	69	1600	0.043	0	69	1600	0.043	0	69	1600	0.043	7	76	1600	0.047	0	76	1600	0.047	0	76	1600	0.047
Sb Thru	648	3200	0.203 *	20	668	3200	0.209 *	0	668	3200	0.209 *	97	745	3200	0.233 *	20	765	3200	0.239 *	0	765	3200	0.239 *
Sb Right	159	1600	0.099	4	163	1600	0.102	0	163	1600	0.102	61	220	1600	0.137	4	224	1600	0.140	0	224	1600	0.140
Eb Left	315	1600	0.197 *	2	317	1600	0.198 *	0	317	1600	0.198 *	65	380	1600	0.238 *	2	382	1600	0.239 *	0	382	1600	0.239 *
Eb Thru	794	3200	0.248	30	824	3200	0.260	0	824	3200	0.260	154	948	3200	0.332	30	978	3200	0.343	0	978	3200	0.343
Eb Right	0	0	-	7	7	0	-	0	7	0	-	113	113	0	-	7	120	0	-	0	120	0	-
Wb Left	83	2880	0.029	0	83	2880	0.029	0	83	2880	0.029	15	98	2880	0.034	0	98	2880	0.034	0	98	2880	0.034
Wb Thru	606	3200	0.193 *	33	639	3200	0.203 *	0	639	3200	0.203 *	140	746	3200	0.238 *	33	779	3200	0.249 *	0	779	3200	0.249 *
Wb Right	12	0	-	0	12	0	-	0	12	0	-	5	17	0	-	0	17	0	-	0	17	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.827				0.848				0.848				0.974				0.994				0.994
LOS			D				D				D				E				E				E

** Key conflicting movement as a part of ICU*
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INTERSECTION CAPACITY UTILIZATION

Santa Anita Avenue @ Valley Boulevard
Peak hr: SAT MID-DAY
Annual Growth: 0.82%

Phases I & II

N-S St: Santa Anita Avenue
E-W St: Valley Boulevard
Project: Flair Spectrum Project/1-14-4074-1
File: ICU27

Date: 09/27/2014
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Projection Year: 2019

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2019 FUTURE WITHOUT PROJECT				2019 FUTURE WITH PROJECT				2019 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	322	2880	0.112 *	12	334	2880	0.116 *	0	334	2880	0.116 *	102	424	2880	0.147 *	12	436	2880	0.152 *	0	436	2880	0.152 *
Nb Thru	733	4800	0.164	27	760	4800	0.170	0	760	4800	0.170	103	836	4800	0.188	27	863	4800	0.194	0	863	4800	0.194
Nb Right	55	0	-	0	55	0	-	0	55	0	-	11	66	0	-	0	66	0	-	0	66	0	-
Sb Left	72	1600	0.045	0	72	1600	0.045	0	72	1600	0.045	8	80	1600	0.050	0	80	1600	0.050	0	80	1600	0.050
Sb Thru	721	3200	0.225 *	30	751	3200	0.235 *	0	751	3200	0.235 *	99	820	3200	0.256 *	30	850	3200	0.266 *	0	850	3200	0.266 *
Sb Right	117	1600	0.073	3	120	1600	0.075	0	120	1600	0.075	74	191	1600	0.119	3	194	1600	0.121	0	194	1600	0.121
Eb Left	179	1600	0.112 *	2	181	1600	0.113 *	0	181	1600	0.113 *	77	256	1600	0.160 *	2	258	1600	0.162 *	0	258	1600	0.162 *
Eb Thru	476	3200	0.149	49	525	3200	0.168	0	525	3200	0.168	176	652	3200	0.232	49	701	3200	0.250	0	701	3200	0.250
Eb Right	0	0	-	11	11	0	-	0	11	0	-	89	89	0	-	11	100	0	-	0	100	0	-
Wb Left	139	2880	0.048	0	139	2880	0.048	0	139	2880	0.048	15	154	2880	0.053	0	154	2880	0.053	0	154	2880	0.053
Wb Thru	475	3200	0.164 *	54	529	3200	0.181 *	0	529	3200	0.181 *	179	654	3200	0.222 *	54	708	3200	0.239 *	0	708	3200	0.239 *
Wb Right	51	0	-	0	51	0	-	0	51	0	-	7	58	0	-	0	58	0	-	0	58	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.713				0.745				0.745				0.886				0.918				0.918
LOS			C				C				C				D				E				E

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

N-S St: Santa Anita Avenue
E-W St: Valley Boulevard
Project: Flair Spectrum Project/1-14-4074-1
File: ICU27

Santa Anita Avenue @ Valley Boulevard
Peak hr: AM
Annual Growth: 0.52%

General Plan Buildout (Phases I & II)

Date: 09/27/2014
Date of Count: 2014
Projection Year: 2035

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2035 FUTURE WITHOUT PROJECT				2035 FUTURE WITH PROJECT				2035 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	334	2880	0.116 *	4	338	2880	0.117 *	0	338	2880	0.117 *	127	461	2880	0.160 *	4	465	2880	0.162 *	0	465	2880	0.162 *
Nb Thru	639	4800	0.141	11	650	4800	0.143	0	650	4800	0.143	116	755	4800	0.168	11	766	4800	0.170	0	766	4800	0.170
Nb Right	36	0	-	0	36	0	-	0	36	0	-	14	50	0	-	0	50	0	-	0	50	0	-
Sb Left	50	1600	0.031	0	50	1600	0.031	0	50	1600	0.031	7	57	1600	0.035	0	57	1600	0.035	0	57	1600	0.035
Sb Thru	1034	3200	0.323 *	8	1042	3200	0.326 *	0	1042	3200	0.326 *	135	1169	3200	0.365 *	8	1177	3200	0.368 *	0	1177	4800	0.325 *
Sb Right	325	1600	0.203	1	326	1600	0.204	0	326	1600	0.204	57	382	1600	0.239	1	383	1600	0.240	0	383	0	-
Eb Left	129	1600	0.081 *	4	133	1600	0.083 *	0	133	1600	0.083 *	36	165	1600	0.103 *	4	169	1600	0.106 *	0	169	1600	0.106 *
Eb Thru	466	3200	0.146	13	479	3200	0.152	0	479	3200	0.152	108	574	3200	0.190	13	587	3200	0.196	0	587	3200	0.196
Eb Right	2	0	-	4	6	0	-	0	6	0	-	33	35	0	-	4	39	0	-	0	39	0	-
Wb Left	65	2880	0.023	0	65	2880	0.023	0	65	2880	0.023	10	75	2880	0.026	0	75	2880	0.026	0	75	2880	0.026
Wb Thru	910	3200	0.297 *	16	926	3200	0.302 *	0	926	3200	0.302 *	173	1083	3200	0.353 *	16	1099	3200	0.358 *	0	1099	3200	0.358 *
Wb Right	39	0	-	0	39	0	-	0	39	0	-	6	45	0	-	0	45	0	-	0	45	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.916				0.928				0.928				1.081				1.093				1.050
LOS			E				E				E				F				F				F

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INTERSECTION CAPACITY UTILIZATION

Santa Anita Avenue @ Valley Boulevard
Peak hr: PM
Annual Growth: 0.52%

General Plan Buildout (Phases I & II)

N-S St: Santa Anita Avenue
E-W St: Valley Boulevard
Project: Flair Spectrum Project/1-14-4074-1
File: ICU27

Date: 09/27/2014
Date of Count: 2014
Projection Year: 2035

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2035 FUTURE WITHOUT PROJECT				2035 FUTURE WITH PROJECT				2035 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	388	2880	0.135 *	8	396	2880	0.138 *	0	396	2880	0.138 *	116	504	2880	0.175 *	8	512	2880	0.178 *	0	512	2880	0.178 *
Nb Thru	992	4800	0.218	16	1008	4800	0.221	0	1008	4800	0.221	168	1160	4800	0.256	16	1176	4800	0.259	0	1176	4800	0.259
Nb Right	54	0	-	0	54	0	-	0	54	0	-	14	68	0	-	0	68	0	-	0	68	0	-
Sb Left	69	1600	0.043	0	69	1600	0.043	0	69	1600	0.043	12	81	1600	0.051	0	81	1600	0.051	0	81	1600	0.051
Sb Thru	648	3200	0.203 *	20	668	3200	0.209 *	0	668	3200	0.209 *	145	793	3200	0.248 *	20	813	3200	0.254 *	0	813	4800	0.218 *
Sb Right	159	1600	0.099	4	163	1600	0.102	0	163	1600	0.102	72	231	1600	0.145	4	235	1600	0.147	0	235	0	-
Eb Left	315	1600	0.197 *	2	317	1600	0.198 *	0	317	1600	0.198 *	88	403	1600	0.252 *	2	405	1600	0.253 *	0	405	1600	0.253 *
Eb Thru	794	3200	0.248	30	824	3200	0.260	0	824	3200	0.260	212	1006	3200	0.350	30	1036	3200	0.361	0	1036	3200	0.361
Eb Right	0	0	-	7	7	0	-	0	7	0	-	113	113	0	-	7	120	0	-	0	120	0	-
Wb Left	83	2880	0.029	0	83	2880	0.029	0	83	2880	0.029	22	105	2880	0.036	0	105	2880	0.036	0	105	2880	0.036
Wb Thru	606	3200	0.193 *	33	639	3200	0.203 *	0	639	3200	0.203 *	185	791	3200	0.253 *	33	824	3200	0.263 *	0	824	3200	0.263 *
Wb Right	12	0	-	0	12	0	-	0	12	0	-	5	17	0	-	0	17	0	-	0	17	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.827				0.848				0.848				1.027				1.048				1.012
LOS			D				D				D				F				F				F

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INTERSECTION CAPACITY UTILIZATION

N-S St: Santa Anita Avenue
E-W St: Valley Boulevard
Project: Flair Spectrum Project/1-14-4074-1
File: ICU27

Santa Anita Avenue @ Valley Boulevard
Peak hr: SAT MID-DAY
Annual Growth: 0.52%

General Plan Buildout (Phases I & II)

Date: 09/27/2014
Date of Count: 2014
Projection Year: 2035

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2035 FUTURE WITHOUT PROJECT				2035 FUTURE WITH PROJECT				2035 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	322	2880	0.112 *	12	334	2880	0.116 *	0	334	2880	0.116 *	126	448	2880	0.156 *	12	460	2880	0.160 *	0	460	2880	0.160 *
Nb Thru	733	4800	0.164	27	760	4800	0.170	0	760	4800	0.170	156	889	4800	0.200	27	916	4800	0.206	0	916	4800	0.206
Nb Right	55	0	-	0	55	0	-	0	55	0	-	15	70	0	-	0	70	0	-	0	70	0	-
Sb Left	72	1600	0.045	0	72	1600	0.045	0	72	1600	0.045	13	85	1600	0.053	0	85	1600	0.053	0	85	1600	0.053
Sb Thru	721	3200	0.225 *	30	751	3200	0.235 *	0	751	3200	0.235 *	152	873	3200	0.273 *	30	903	3200	0.282 *	0	903	4800	0.230 *
Sb Right	117	1600	0.073	3	120	1600	0.075	0	120	1600	0.075	82	199	1600	0.125	3	202	1600	0.127	0	202	0	-
Eb Left	179	1600	0.112 *	2	181	1600	0.113 *	0	181	1600	0.113 *	91	270	1600	0.168 *	2	272	1600	0.170 *	0	272	1600	0.170 *
Eb Thru	476	3200	0.149	49	525	3200	0.168	0	525	3200	0.168	211	687	3200	0.242	49	736	3200	0.261	0	736	3200	0.261
Eb Right	0	0	-	11	11	0	-	0	11	0	-	89	89	0	-	11	100	0	-	0	100	0	-
Wb Left	139	2880	0.048	0	139	2880	0.048	0	139	2880	0.048	25	164	2880	0.057	0	164	2880	0.057	0	164	2880	0.057
Wb Thru	475	3200	0.164 *	54	529	3200	0.181 *	0	529	3200	0.181 *	214	689	3200	0.235 *	54	743	3200	0.251 *	0	743	3200	0.251 *
Wb Right	51	0	-	0	51	0	-	0	51	0	-	11	62	0	-	0	62	0	-	0	62	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.713				0.745				0.745				0.931				0.963				0.911
LOS			C				C				C				E				E				E

** Key conflicting movement as a part of ICU*
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INTERSECTION CAPACITY UTILIZATION

Santa Anita Avenue @ Ramona Boulevard
Peak hr: AM
Annual Growth: 0.82%

Phase I

N-S St: Santa Anita Avenue
E-W St: Ramona Boulevard
Project: Flair Spectrum Project/1-14-4074-1
File: ICU28

Date: 09/18/2014
Date of Count: 2014
Projection Year: 2016

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2016 FUTURE WITHOUT PROJECT				2016 FUTURE WITH PROJECT				2016 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	110	1600	0.069 *	0	110	1600	0.069 *	0	110	1600	0.069 *	24	134	1600	0.084 *	0	134	1600	0.084 *	0	134	1600	0.084 *
Nb Thru	951	4800	0.254	6	957	4800	0.256	0	957	4800	0.256	71	1022	4800	0.270	6	1028	4800	0.272	0	1028	4800	0.272
Nb Right	270	0	-	0	270	0	-	0	270	0	-	6	276	0	-	0	276	0	-	0	276	0	-
Sb Left	59	1600	0.037	1	60	1600	0.038	0	60	1600	0.038	2	61	1600	0.038	1	62	1600	0.039	0	62	1600	0.039
Sb Thru	1076	4800	0.256 *	8	1084	4800	0.258 *	0	1084	4800	0.258 *	43	1119	4800	0.271 *	8	1127	4800	0.272 *	0	1127	4800	0.272 *
Sb Right	152	0	-	0	152	0	-	0	152	0	-	29	181	0	-	0	181	0	-	0	181	0	-
Eb Left	33	1600	0.021	0	33	1600	0.021	0	33	1600	0.021	84	117	1600	0.073	0	117	1600	0.073	0	117	1600	0.073
Eb Thru	34	1600	0.076 *	0	34	1600	0.076 *	0	34	1600	0.076 *	53	87	1600	0.154 *	0	87	1600	0.154 *	0	87	1600	0.154 *
Eb Right	87	0	-	0	87	0	-	0	87	0	-	73	160	0	-	0	160	0	-	0	160	0	-
Wb Left	208	0	0.072 *	0	208	0	0.072 *	0	208	0	0.072 *	9	217	0	0.075 *	0	217	0	0.075 *	0	217	0	0.075 *
Wb Thru	108	4800	0.082	0	108	4800	0.083	0	108	4800	0.083	18	126	4800	0.089	0	126	4800	0.089	0	126	4800	0.089
Wb Right	79	0	-	1	80	0	-	0	80	0	-	5	84	0	-	1	85	0	-	0	85	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.572				0.574				0.574				0.684				0.686				0.686
LOS			A				A				A				B				B				B

** Key conflicting movement as a part of ICU*
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INTERSECTION CAPACITY UTILIZATION

Santa Anita Avenue @ Ramona Boulevard
Peak hr: PM
Annual Growth: 0.82%

Phase I

N-S St: Santa Anita Avenue
E-W St: Ramona Boulevard
Project: Flair Spectrum Project/1-14-4074-1
File: ICU28

Date: 09/18/2014
Date of Count: 2014
Projection Year: 2016

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2016 FUTURE WITHOUT PROJECT				2016 FUTURE WITH PROJECT				2016 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	83	1600	0.052	0	83	1600	0.052	0	83	1600	0.052	85	168	1600	0.105	0	168	1600	0.105	0	168	1600	0.105
Nb Thru	1234	4800	0.302 *	18	1252	4800	0.306 *	0	1252	4800	0.306 *	89	1323	4800	0.323 *	18	1341	4800	0.327 *	0	1341	4800	0.327 *
Nb Right	217	0	-	0	217	0	-	0	217	0	-	10	227	0	-	0	227	0	-	0	227	0	-
Sb Left	74	1600	0.046 *	1	75	1600	0.047 *	0	75	1600	0.047 *	5	79	1600	0.050 *	1	80	1600	0.050 *	0	80	1600	0.050 *
Sb Thru	884	4800	0.195	19	903	4800	0.199	0	903	4800	0.199	110	994	4800	0.238	19	1013	4800	0.242	0	1013	4800	0.242
Sb Right	52	0	-	0	52	0	-	0	52	0	-	97	149	0	-	0	149	0	-	0	149	0	-
Eb Left	119	1600	0.074	0	119	1600	0.074	0	119	1600	0.074	63	182	1600	0.114	0	182	1600	0.114	0	182	1600	0.114
Eb Thru	170	1600	0.213 *	0	170	1600	0.213 *	0	170	1600	0.213 *	41	211	1600	0.274 *	0	211	1600	0.274 *	0	211	1600	0.274 *
Eb Right	171	0	-	0	171	0	-	0	171	0	-	57	228	0	-	0	228	0	-	0	228	0	-
Wb Left	142	0	0.049 *	0	142	0	0.049 *	0	142	0	0.049 *	6	148	0	0.052 *	0	148	0	0.052 *	0	148	0	0.052 *
Wb Thru	47	4800	0.054	0	47	4800	0.054	0	47	4800	0.054	61	108	4800	0.069	0	108	4800	0.069	0	108	4800	0.069
Wb Right	70	0	-	1	71	0	-	0	71	0	-	3	73	0	-	1	74	0	-	0	74	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.711				0.715				0.715				0.798				0.802				0.802
LOS			C				C				C				C				D				D

** Key conflicting movement as a part of ICU*
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INTERSECTION CAPACITY UTILIZATION

Santa Anita Avenue @ Ramona Boulevard
Peak hr: SAT MID-DAY
Annual Growth: 0.82%

Phase I

N-S St: Santa Anita Avenue
E-W St: Ramona Boulevard
Project: Flair Spectrum Project/1-14-4074-1
File: ICU28

Date: 09/18/2014
Date of Count: 2014
Projection Year: 2016

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2016 FUTURE WITHOUT PROJECT				2016 FUTURE WITH PROJECT				2016 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	45	1600	0.028	0	45	1600	0.028	0	45	1600	0.028	67	112	1600	0.070 *	0	112	1600	0.070 *	0	112	1600	0.070 *
Nb Thru	1121	4800	0.264 *	32	1153	4800	0.271 *	0	1153	4800	0.271 *	111	1232	4800	0.289	32	1264	4800	0.296	0	1264	4800	0.296
Nb Right	148	0	-	0	148	0	-	0	148	0	-	6	154	0	-	0	154	0	-	0	154	0	-
Sb Left	33	1600	0.021 *	1	34	1600	0.021 *	0	34	1600	0.021 *	4	37	1600	0.023	1	38	1600	0.023	0	38	1600	0.023
Sb Thru	998	4800	0.216	34	1032	4800	0.223	0	1032	4800	0.223	105	1103	4800	0.254 *	34	1137	4800	0.261 *	0	1137	4800	0.261 *
Sb Right	39	0	-	0	39	0	-	0	39	0	-	77	116	0	-	0	116	0	-	0	116	0	-
Eb Left	32	1600	0.020	0	32	1600	0.020	0	32	1600	0.020	75	107	1600	0.067	0	107	1600	0.067	0	107	1600	0.067
Eb Thru	24	1600	0.039 *	0	24	1600	0.039 *	0	24	1600	0.039 *	46	70	1600	0.109 *	0	70	1600	0.109 *	0	70	1600	0.109 *
Eb Right	39	0	-	0	39	0	-	0	39	0	-	65	104	0	-	0	104	0	-	0	104	0	-
Wb Left	154	0	0.053 *	0	154	0	0.053 *	0	154	0	0.053 *	7	161	0	0.056 *	0	161	0	0.056 *	0	161	0	0.056 *
Wb Thru	29	4800	0.051	0	29	4800	0.051	0	29	4800	0.051	47	76	4800	0.063	0	76	4800	0.063	0	76	4800	0.063
Wb Right	62	0	-	1	63	0	-	0	63	0	-	4	66	0	-	1	67	0	-	0	67	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.478				0.485				0.485				0.588				0.595				0.595
LOS			A				A				A				A				A				A

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Suite 500, Pasadena CA 91106
(626) 796.2322 Fax (626) 792-0941

INTERSECTION CAPACITY UTILIZATION

Santa Anita Avenue @ Ramona Boulevard
Peak hr: AM
Annual Growth: 0.82%

Phases I & II

N-S St: Santa Anita Avenue
E-W St: Ramona Boulevard
Project: Flair Spectrum Project/1-14-4074-1
File: ICU28

Date: 09/18/2014
Date of Count: 2014
Projection Year: 2019

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2019 FUTURE WITHOUT PROJECT				2019 FUTURE WITH PROJECT				2019 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	110	1600	0.069 *	0	110	1600	0.069 *	0	110	1600	0.069 *	27	137	1600	0.085 *	0	137	1600	0.085 *	0	137	1600	0.085 *
Nb Thru	951	4800	0.254	13	964	4800	0.257	0	964	4800	0.257	95	1046	4800	0.277	13	1059	4800	0.280	0	1059	4800	0.280
Nb Right	270	0	-	0	270	0	-	0	270	0	-	13	283	0	-	0	283	0	-	0	283	0	-
Sb Left	59	1600	0.037	3	62	1600	0.039	0	62	1600	0.039	3	62	1600	0.039	3	65	1600	0.041	0	65	1600	0.041
Sb Thru	1076	4800	0.256 *	9	1085	4800	0.258 *	0	1085	4800	0.258 *	70	1146	4800	0.277 *	9	1155	4800	0.279 *	0	1155	4800	0.279 *
Sb Right	152	0	-	0	152	0	-	0	152	0	-	32	184	0	-	0	184	0	-	0	184	0	-
Eb Left	33	1600	0.021	0	33	1600	0.021	0	33	1600	0.021	84	117	1600	0.073	0	117	1600	0.073	0	117	1600	0.073
Eb Thru	34	1600	0.076 *	0	34	1600	0.076 *	0	34	1600	0.076 *	53	87	1600	0.156 *	0	87	1600	0.156 *	0	87	1600	0.156 *
Eb Right	87	0	-	0	87	0	-	0	87	0	-	76	163	0	-	0	163	0	-	0	163	0	-
Wb Left	208	0	0.072 *	0	208	0	0.072 *	0	208	0	0.072 *	15	223	0	0.077 *	0	223	0	0.077 *	0	223	0	0.077 *
Wb Thru	108	4800	0.082	0	108	4800	0.083	0	108	4800	0.083	21	129	4800	0.091	0	129	4800	0.091	0	129	4800	0.091
Wb Right	79	0	-	1	80	0	-	0	80	0	-	7	86	0	-	1	87	0	-	0	87	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.572				0.574				0.574				0.696				0.698				0.698
LOS			A				A				A				B				B				B

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

Santa Anita Avenue @ Ramona Boulevard
Peak hr: PM
Annual Growth: 0.82%

Phases I & II

N-S St: Santa Anita Avenue
E-W St: Ramona Boulevard
Project: Flair Spectrum Project/1-14-4074-1
File: ICU28

Date: 09/18/2014
Date of Count: 2014
Projection Year: 2019

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2019 FUTURE WITHOUT PROJECT				2019 FUTURE WITH PROJECT				2019 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	83	1600	0.052	0	83	1600	0.052	0	83	1600	0.052	87	170	1600	0.107	0	170	1600	0.107	0	170	1600	0.107
Nb Thru	1234	4800	0.302 *	21	1255	4800	0.307 *	0	1255	4800	0.307 *	120	1354	4800	0.331 *	21	1375	4800	0.335 *	0	1375	4800	0.335 *
Nb Right	217	0	-	0	217	0	-	0	217	0	-	15	232	0	-	0	232	0	-	0	232	0	-
Sb Left	74	1600	0.046 *	2	76	1600	0.048 *	0	76	1600	0.048 *	7	81	1600	0.051 *	2	83	1600	0.052 *	0	83	1600	0.052 *
Sb Thru	884	4800	0.195	25	909	4800	0.200	0	909	4800	0.200	132	1016	4800	0.243	25	1041	4800	0.248	0	1041	4800	0.248
Sb Right	52	0	-	0	52	0	-	0	52	0	-	98	150	0	-	0	150	0	-	0	150	0	-
Eb Left	119	1600	0.074	0	119	1600	0.074	0	119	1600	0.074	66	185	1600	0.116	0	185	1600	0.116	0	185	1600	0.116
Eb Thru	170	1600	0.213 *	0	170	1600	0.213 *	0	170	1600	0.213 *	45	215	1600	0.280 *	0	215	1600	0.280 *	0	215	1600	0.280 *
Eb Right	171	0	-	0	171	0	-	0	171	0	-	61	232	0	-	0	232	0	-	0	232	0	-
Wb Left	142	0	0.049 *	0	142	0	0.049 *	0	142	0	0.049 *	10	152	0	0.053 *	0	152	0	0.053 *	0	152	0	0.053 *
Wb Thru	47	4800	0.054	0	47	4800	0.055	0	47	4800	0.055	62	109	4800	0.070	0	109	4800	0.071	0	109	4800	0.071
Wb Right	70	0	-	3	73	0	-	0	73	0	-	5	75	0	-	3	78	0	-	0	78	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.711				0.717				0.717				0.813				0.819				0.819
LOS			C				C				C				D				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

Santa Anita Avenue @ Ramona Boulevard
Peak hr: SAT MID-DAY
Annual Growth: 0.82%

Phases I & II

N-S St: Santa Anita Avenue
E-W St: Ramona Boulevard
Project: Flair Spectrum Project/1-14-4074-1
File: ICU28

Date: 09/18/2014
Date of Count: 2014
Projection Year: 2019

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2019 FUTURE WITHOUT PROJECT				2019 FUTURE WITH PROJECT				2019 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	45	1600	0.028	0	45	1600	0.028	0	45	1600	0.028	68	113	1600	0.071 *	0	113	1600	0.071 *	0	113	1600	0.071 *
Nb Thru	1121	4800	0.264 *	36	1157	4800	0.272 *	0	1157	4800	0.272 *	140	1261	4800	0.296	36	1297	4800	0.303	0	1297	4800	0.303
Nb Right	148	0	-	0	148	0	-	0	148	0	-	10	158	0	-	0	158	0	-	0	158	0	-
Sb Left	33	1600	0.021 *	2	35	1600	0.022 *	0	35	1600	0.022 *	4	37	1600	0.023	2	39	1600	0.025	0	39	1600	0.025
Sb Thru	998	4800	0.216	39	1037	4800	0.224	0	1037	4800	0.224	131	1129	4800	0.259 *	39	1168	4800	0.268 *	0	1168	4800	0.268 *
Sb Right	39	0	-	0	39	0	-	0	39	0	-	78	117	0	-	0	117	0	-	0	117	0	-
Eb Left	32	1600	0.020	0	32	1600	0.020	0	32	1600	0.020	75	107	1600	0.067	0	107	1600	0.067	0	107	1600	0.067
Eb Thru	24	1600	0.039 *	0	24	1600	0.039 *	0	24	1600	0.039 *	47	71	1600	0.110 *	0	71	1600	0.110 *	0	71	1600	0.110 *
Eb Right	39	0	-	0	39	0	-	0	39	0	-	66	105	0	-	0	105	0	-	0	105	0	-
Wb Left	154	0	0.053 *	0	154	0	0.053 *	0	154	0	0.053 *	10	164	0	0.057 *	0	164	0	0.057 *	0	164	0	0.057 *
Wb Thru	29	4800	0.051	0	29	4800	0.051	0	29	4800	0.051	48	77	4800	0.064	0	77	4800	0.065	0	77	4800	0.065
Wb Right	62	0	-	2	64	0	-	0	64	0	-	6	68	0	-	2	70	0	-	0	70	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.478				0.487				0.487				0.597				0.605				0.605
LOS			A				A				A				A				B				B

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

Santa Anita Avenue @ Ramona Boulevard
Peak hr: AM
Annual Growth: 0.52%

General Plan Buildout (Phases I & II)

N-S St: Santa Anita Avenue
E-W St: Ramona Boulevard
Project: Flair Spectrum Project/1-14-4074-1
File: ICU28

Date: 09/18/2014
Date of Count: 2014
Projection Year: 2035

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2035 FUTURE WITHOUT PROJECT				2035 FUTURE WITH PROJECT				2035 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	110	1600	0.069 *	0	110	1600	0.069 *	0	110	1600	0.069 *	35	145	1600	0.090 *	0	145	1600	0.090 *	0	145	1600	0.090 *
Nb Thru	951	4800	0.254	13	964	4800	0.257	0	964	4800	0.257	164	1115	4800	0.296	13	1128	4800	0.298	0	1128	4800	0.298
Nb Right	270	0	-	0	270	0	-	0	270	0	-	33	303	0	-	0	303	0	-	0	303	0	-
Sb Left	59	1600	0.037	3	62	1600	0.039	0	62	1600	0.039	8	67	1600	0.042	3	70	1600	0.044	0	70	1600	0.044
Sb Thru	1076	4800	0.256 *	9	1085	4800	0.258 *	0	1085	4800	0.258 *	149	1225	4800	0.296 *	9	1234	4800	0.298 *	0	1234	4800	0.298 *
Sb Right	152	0	-	0	152	0	-	0	152	0	-	43	195	0	-	0	195	0	-	0	195	0	-
Eb Left	33	1600	0.021	0	33	1600	0.021	0	33	1600	0.021	87	120	1600	0.075	0	120	1600	0.075	0	120	1600	0.075
Eb Thru	34	1600	0.076 *	0	34	1600	0.076 *	0	34	1600	0.076 *	56	90	1600	0.162 *	0	90	1600	0.162 *	0	90	1600	0.162 *
Eb Right	87	0	-	0	87	0	-	0	87	0	-	82	169	0	-	0	169	0	-	0	169	0	-
Wb Left	208	0	0.072 *	0	208	0	0.072 *	0	208	0	0.072 *	30	238	0	0.083 *	0	238	0	0.083 *	0	238	0	0.083 *
Wb Thru	108	4800	0.082	0	108	4800	0.083	0	108	4800	0.083	28	136	4800	0.097	0	136	4800	0.097	0	136	4800	0.097
Wb Right	79	0	-	1	80	0	-	0	80	0	-	13	92	0	-	1	93	0	-	0	93	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.572				0.574				0.574				0.731				0.733				0.733
LOS			A				A				A				C				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

Santa Anita Avenue @ Ramona Boulevard
Peak hr: PM
Annual Growth: 0.52%

General Plan Buildout (Phases I & II)

N-S St: Santa Anita Avenue
E-W St: Ramona Boulevard
Project: Flair Spectrum Project/1-14-4074-1
File: ICU28

Date: 09/18/2014
Date of Count: 2014
Projection Year: 2035

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2035 FUTURE WITHOUT PROJECT				2035 FUTURE WITH PROJECT				2035 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	83	1600	0.052	0	83	1600	0.052	0	83	1600	0.052	94	177	1600	0.110	0	177	1600	0.110	0	177	1600	0.110
Nb Thru	1234	4800	0.302 *	21	1255	4800	0.307 *	0	1255	4800	0.307 *	211	1445	4800	0.353 *	21	1466	4800	0.357 *	0	1466	4800	0.357 *
Nb Right	217	0	-	0	217	0	-	0	217	0	-	31	248	0	-	0	248	0	-	0	248	0	-
Sb Left	74	1600	0.046 *	2	76	1600	0.048 *	0	76	1600	0.048 *	13	87	1600	0.054 *	2	89	1600	0.055 *	0	89	1600	0.055 *
Sb Thru	884	4800	0.195	25	909	4800	0.200	0	909	4800	0.200	197	1081	4800	0.257	25	1106	4800	0.262	0	1106	4800	0.262
Sb Right	52	0	-	0	52	0	-	0	52	0	-	102	154	0	-	0	154	0	-	0	154	0	-
Eb Left	119	1600	0.074	0	119	1600	0.074	0	119	1600	0.074	75	194	1600	0.121	0	194	1600	0.121	0	194	1600	0.121
Eb Thru	170	1600	0.213 *	0	170	1600	0.213 *	0	170	1600	0.213 *	58	228	1600	0.295 *	0	228	1600	0.295 *	0	228	1600	0.295 *
Eb Right	171	0	-	0	171	0	-	0	171	0	-	74	245	0	-	0	245	0	-	0	245	0	-
Wb Left	142	0	0.049 *	0	142	0	0.049 *	0	142	0	0.049 *	20	162	0	0.056 *	0	162	0	0.056 *	0	162	0	0.056 *
Wb Thru	47	4800	0.054	0	47	4800	0.055	0	47	4800	0.055	65	112	4800	0.074	0	112	4800	0.075	0	112	4800	0.075
Wb Right	70	0	-	3	73	0	-	0	73	0	-	10	80	0	-	3	83	0	-	0	83	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.711				0.717				0.717				0.858				0.864				0.864
LOS			C				C				C				D				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

Santa Anita Avenue @ Ramona Boulevard
Peak hr: SAT MID-DAY
Annual Growth: 0.52%

General Plan Buildout (Phases I & II)

N-S St: Santa Anita Avenue
E-W St: Ramona Boulevard
Project: Flair Spectrum Project/1-14-4074-1
File: ICU28

Date: 09/18/2014
Date of Count: 2014
Projection Year: 2035

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2035 FUTURE WITHOUT PROJECT				2035 FUTURE WITH PROJECT				2035 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	45	1600	0.028	0	45	1600	0.028	0	45	1600	0.028	71	116	1600	0.073 *	0	116	1600	0.073 *	0	116	1600	0.073 *
Nb Thru	1121	4800	0.264 *	36	1157	4800	0.272 *	0	1157	4800	0.272 *	222	1343	4800	0.315	36	1379	4800	0.323	0	1379	4800	0.323
Nb Right	148	0	-	0	148	0	-	0	148	0	-	21	169	0	-	0	169	0	-	0	169	0	-
Sb Left	33	1600	0.021 *	2	35	1600	0.022 *	0	35	1600	0.022 *	7	40	1600	0.025	2	42	1600	0.026	0	42	1600	0.026
Sb Thru	998	4800	0.216	39	1037	4800	0.224	0	1037	4800	0.224	204	1202	4800	0.275 *	39	1241	4800	0.283 *	0	1241	4800	0.283 *
Sb Right	39	0	-	0	39	0	-	0	39	0	-	80	119	0	-	0	119	0	-	0	119	0	-
Eb Left	32	1600	0.020	0	32	1600	0.020	0	32	1600	0.020	78	110	1600	0.069	0	110	1600	0.069	0	110	1600	0.069
Eb Thru	24	1600	0.039 *	0	24	1600	0.039 *	0	24	1600	0.039 *	49	73	1600	0.113 *	0	73	1600	0.113 *	0	73	1600	0.113 *
Eb Right	39	0	-	0	39	0	-	0	39	0	-	68	107	0	-	0	107	0	-	0	107	0	-
Wb Left	154	0	0.053 *	0	154	0	0.053 *	0	154	0	0.053 *	22	176	0	0.061 *	0	176	0	0.061 *	0	176	0	0.061 *
Wb Thru	29	4800	0.051	0	29	4800	0.051	0	29	4800	0.051	50	79	4800	0.068	0	79	4800	0.069	0	79	4800	0.069
Wb Right	62	0	-	2	64	0	-	0	64	0	-	10	72	0	-	2	74	0	-	0	74	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.478				0.487				0.487				0.622				0.630				0.630
LOS			A				A				A				B				B				B

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

Santa Anita Avenue @ Garvey Avenue
Peak hr: AM
Annual Growth: 0.82%

Phase I

N-S St: Santa Anita Avenue
E-W St: Garvey Avenue
Project: Flair Spectrum Project/1-14-4074-1
File: ICU29

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2016

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2016 FUTURE WITHOUT PROJECT				2016 FUTURE WITH PROJECT				2016 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	61	1600	0.038 *	5	66	1600	0.041 *	0	66	1600	0.041 *	18	79	1600	0.049 *	5	84	1600	0.053 *	0	84	1600	0.053 *
Nb Thru	648	3200	0.216	0	648	3200	0.216	0	648	3200	0.216	56	704	3200	0.233	0	704	3200	0.233	0	704	3200	0.233
Nb Right	42	0	-	0	42	0	-	0	42	0	-	1	43	0	-	0	43	0	-	0	43	0	-
Sb Left	50	1600	0.031	0	50	1600	0.031	0	50	1600	0.031	13	63	1600	0.039	0	63	1600	0.039	0	63	1600	0.039
Sb Thru	913	3200	0.349 *	0	913	3200	0.349 *	0	913	3200	0.349 *	52	965	3200	0.370 *	0	965	3200	0.371 *	0	965	3200	0.371 *
Sb Right	203	0	-	1	204	0	-	0	204	0	-	17	220	0	-	1	221	0	-	0	221	0	-
Eb Left	193	1600	0.121 *	1	194	1600	0.121 *	0	194	1600	0.121 *	12	205	1600	0.128 *	1	206	1600	0.129 *	0	206	1600	0.129 *
Eb Thru	512	3200	0.182	3	515	3200	0.183	0	515	3200	0.183	23	535	3200	0.192	3	538	3200	0.194	0	538	3200	0.194
Eb Right	69	0	-	2	71	0	-	0	71	0	-	11	80	0	-	2	82	0	-	0	82	0	-
Wb Left	101	1600	0.063	0	101	1600	0.063	0	101	1600	0.063	2	103	1600	0.064	0	103	1600	0.064	0	103	1600	0.064
Wb Thru	939	3200	0.315 *	6	945	3200	0.317 *	0	945	3200	0.317 *	55	994	3200	0.336 *	6	1000	3200	0.338 *	0	1000	3200	0.338 *
Wb Right	70	0	-	0	70	0	-	0	70	0	-	10	80	0	-	0	80	0	-	0	80	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.923				0.929				0.929				0.984				0.990				0.990
LOS			E				E				E				E				E				E

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Suite 500, Pasadena CA 91106
(626) 796.2322 Fax (626) 792-0941

INTERSECTION CAPACITY UTILIZATION

Santa Anita Avenue @ Garvey Avenue
Peak hr: PM
Annual Growth: 0.82%

Phase I

N-S St: Santa Anita Avenue
E-W St: Garvey Avenue
Project: Flair Spectrum Project/1-14-4074-1
File: ICU29

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2016

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2016 FUTURE WITHOUT PROJECT				2016 FUTURE WITH PROJECT				2016 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	48	1600	0.030 *	6	54	1600	0.034 *	0	54	1600	0.034 *	19	67	1600	0.042 *	6	73	1600	0.045 *	0	73	1600	0.045 *
Nb Thru	760	3200	0.254	0	760	3200	0.254	0	760	3200	0.254	70	830	3200	0.276	0	830	3200	0.276	0	830	3200	0.276
Nb Right	54	0	-	0	54	0	-	0	54	0	-	1	55	0	-	0	55	0	-	0	55	0	-
Sb Left	59	1600	0.037	0	59	1600	0.037	0	59	1600	0.037	15	74	1600	0.046	0	74	1600	0.046	0	74	1600	0.046
Sb Thru	951	3200	0.345 *	0	951	3200	0.345 *	0	951	3200	0.345 *	88	1039	3200	0.381 *	0	1039	3200	0.381 *	0	1039	3200	0.381 *
Sb Right	153	0	-	1	154	0	-	0	154	0	-	28	181	0	-	1	182	0	-	0	182	0	-
Eb Left	243	1600	0.152 *	1	244	1600	0.153 *	0	244	1600	0.153 *	32	275	1600	0.172 *	1	276	1600	0.173 *	0	276	1600	0.173 *
Eb Thru	915	3200	0.305	11	926	3200	0.310	0	926	3200	0.310	64	979	3200	0.332	11	990	3200	0.338	0	990	3200	0.338
Eb Right	60	0	-	7	67	0	-	0	67	0	-	24	84	0	-	7	91	0	-	0	91	0	-
Wb Left	86	1600	0.054	0	86	1600	0.054	0	86	1600	0.054	1	87	1600	0.055	0	87	1600	0.055	0	87	1600	0.055
Wb Thru	595	3200	0.213 *	11	606	3200	0.217 *	0	606	3200	0.217 *	45	640	3200	0.233 *	11	651	3200	0.236 *	0	651	3200	0.236 *
Wb Right	88	0	-	0	88	0	-	0	88	0	-	17	105	0	-	0	105	0	-	0	105	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.840				0.848				0.848				0.928				0.936				0.936
LOS			D				D				D				E				E				E

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

Santa Anita Avenue @ Garvey Avenue
Peak hr: SAT MID-DAY
Annual Growth: 0.82%

Phase I

N-S St: Santa Anita Avenue
E-W St: Garvey Avenue
Project: Flair Spectrum Project/1-14-4074-1
File: ICU29

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2016

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2016 FUTURE WITHOUT PROJECT				2016 FUTURE WITH PROJECT				2016 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	105	1600	0.066 *	12	117	1600	0.073 *	0	117	1600	0.073 *	22	127	1600	0.079 *	12	139	1600	0.087 *	0	139	1600	0.087 *
Nb Thru	303	3200	0.113	0	303	3200	0.113	0	303	3200	0.113	65	368	3200	0.134	0	368	3200	0.134	0	368	3200	0.134
Nb Right	59	0	-	0	59	0	-	0	59	0	-	1	60	0	-	0	60	0	-	0	60	0	-
Sb Left	109	1600	0.068	0	109	1600	0.068	0	109	1600	0.068	16	125	1600	0.078	0	125	1600	0.078	0	125	1600	0.078
Sb Thru	487	3200	0.246 *	0	487	3200	0.247 *	0	487	3200	0.247 *	65	552	3200	0.277 *	0	552	3200	0.278 *	0	552	3200	0.278 *
Sb Right	301	0	-	1	302	0	-	0	302	0	-	35	336	0	-	1	337	0	-	0	337	0	-
Eb Left	232	1600	0.145 *	1	233	1600	0.146 *	0	233	1600	0.146 *	35	267	1600	0.167 *	1	268	1600	0.167 *	0	268	1600	0.167 *
Eb Thru	866	3200	0.288	18	884	3200	0.297	0	884	3200	0.297	48	914	3200	0.309	18	932	3200	0.318	0	932	3200	0.318
Eb Right	56	0	-	11	67	0	-	0	67	0	-	20	76	0	-	11	87	0	-	0	87	0	-
Wb Left	79	1600	0.049	0	79	1600	0.049	0	79	1600	0.049	1	80	1600	0.050	0	80	1600	0.050	0	80	1600	0.050
Wb Thru	721	3200	0.277 *	20	741	3200	0.283 *	0	741	3200	0.283 *	46	767	3200	0.296 *	20	787	3200	0.302 *	0	787	3200	0.302 *
Wb Right	164	0	-	0	164	0	-	0	164	0	-	17	181	0	-	0	181	0	-	0	181	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.833				0.848				0.848				0.920				0.934				0.934
LOS			D				D				D				E				E				E

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

N-S St: Santa Anita Avenue
E-W St: Garvey Avenue
Project: Flair Spectrum Project/1-14-4074-1
File: ICU29

Santa Anita Avenue @ Garvey Avenue
Peak hr: AM
Annual Growth: 0.82%

Phases I & II

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2019

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2019 FUTURE WITHOUT PROJECT				2019 FUTURE WITH PROJECT				2019 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	61	1600	0.038 *	6	67	1600	0.042 *	0	67	1600	0.042 *	20	81	1600	0.050 *	6	87	1600	0.054 *	0	87	1600	0.054 *
Nb Thru	648	3200	0.216	0	648	3200	0.216	0	648	3200	0.216	72	720	3200	0.239	0	720	3200	0.239	0	720	3200	0.239
Nb Right	42	0	-	0	42	0	-	0	42	0	-	2	44	0	-	0	44	0	-	0	44	0	-
Sb Left	50	1600	0.031	0	50	1600	0.031	0	50	1600	0.031	14	64	1600	0.040	0	64	1600	0.040	0	64	1600	0.040
Sb Thru	913	3200	0.349 *	0	913	3200	0.349 *	0	913	3200	0.349 *	75	988	3200	0.379 *	0	988	3200	0.380 *	0	988	3200	0.380 *
Sb Right	203	0	-	1	204	0	-	0	204	0	-	22	225	0	-	1	226	0	-	0	226	0	-
Eb Left	193	1600	0.121 *	3	196	1600	0.123 *	0	196	1600	0.123 *	17	210	1600	0.131 *	3	213	1600	0.133 *	0	213	1600	0.133 *
Eb Thru	512	3200	0.182	9	521	3200	0.187	0	521	3200	0.187	36	548	3200	0.197	9	557	3200	0.202	0	557	3200	0.202
Eb Right	69	0	-	8	77	0	-	0	77	0	-	13	82	0	-	8	90	0	-	0	90	0	-
Wb Left	101	1600	0.063	0	101	1600	0.063	0	101	1600	0.063	4	105	1600	0.066	0	105	1600	0.066	0	105	1600	0.066
Wb Thru	939	3200	0.315 *	7	946	3200	0.318 *	0	946	3200	0.318 *	79	1018	3200	0.344 *	7	1025	3200	0.346 *	0	1025	3200	0.346 *
Wb Right	70	0	-	0	70	0	-	0	70	0	-	12	82	0	-	0	82	0	-	0	82	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.923				0.931				0.931				1.005				1.013				1.013
LOS			E				E				E				F				F				F

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

Santa Anita Avenue @ Garvey Avenue
Peak hr: PM
Annual Growth: 0.82%

Phases I & II

N-S St: Santa Anita Avenue
E-W St: Garvey Avenue
Project: Flair Spectrum Project/1-14-4074-1
File: ICU29

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2019

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2019 FUTURE WITHOUT PROJECT				2019 FUTURE WITH PROJECT				2019 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	48	1600	0.030 *	11	59	1600	0.037 *	0	59	1600	0.037 *	20	68	1600	0.043 *	11	79	1600	0.049 *	0	79	1600	0.049 *
Nb Thru	760	3200	0.254	0	760	3200	0.254	0	760	3200	0.254	89	849	3200	0.283	0	849	3200	0.283	0	849	3200	0.283
Nb Right	54	0	-	0	54	0	-	0	54	0	-	2	56	0	-	0	56	0	-	0	56	0	-
Sb Left	59	1600	0.037	0	59	1600	0.037	0	59	1600	0.037	16	75	1600	0.047	0	75	1600	0.047	0	75	1600	0.047
Sb Thru	951	3200	0.345 *	0	951	3200	0.346 *	0	951	3200	0.346 *	112	1063	3200	0.390 *	0	1063	3200	0.391 *	0	1063	3200	0.391 *
Sb Right	153	0	-	3	156	0	-	0	156	0	-	31	184	0	-	3	187	0	-	0	187	0	-
Eb Left	243	1600	0.152 *	2	245	1600	0.153 *	0	245	1600	0.153 *	38	281	1600	0.176 *	2	283	1600	0.177 *	0	283	1600	0.177 *
Eb Thru	915	3200	0.305	14	929	3200	0.312	0	929	3200	0.312	87	1002	3200	0.340	14	1016	3200	0.347	0	1016	3200	0.347
Eb Right	60	0	-	10	70	0	-	0	70	0	-	26	86	0	-	10	96	0	-	0	96	0	-
Wb Left	86	1600	0.054	0	86	1600	0.054	0	86	1600	0.054	4	90	1600	0.056	0	90	1600	0.056	0	90	1600	0.056
Wb Thru	595	3200	0.213 *	16	611	3200	0.218 *	0	611	3200	0.218 *	60	655	3200	0.238 *	16	671	3200	0.243 *	0	671	3200	0.243 *
Wb Right	88	0	-	0	88	0	-	0	88	0	-	20	108	0	-	0	108	0	-	0	108	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.840				0.854				0.854				0.946				0.960				0.960
LOS			D				D				D				E				E				E

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
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(626) 796.2322 Fax (626) 792-0941

INTERSECTION CAPACITY UTILIZATION

Santa Anita Avenue @ Garvey Avenue
Peak hr: SAT MID-DAY
Annual Growth: 0.82%

Phases I & II

N-S St: Santa Anita Avenue
E-W St: Garvey Avenue
Project: Flair Spectrum Project/1-14-4074-1
File: ICU29

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2019

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2019 FUTURE WITHOUT PROJECT				2019 FUTURE WITH PROJECT				2019 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	105	1600	0.066 *	16	121	1600	0.076 *	0	121	1600	0.076 *	24	129	1600	0.081 *	16	145	1600	0.091 *	0	145	1600	0.091 *
Nb Thru	303	3200	0.113	0	303	3200	0.113	0	303	3200	0.113	73	376	3200	0.137	0	376	3200	0.137	0	376	3200	0.137
Nb Right	59	0	-	0	59	0	-	0	59	0	-	2	61	0	-	0	61	0	-	0	61	0	-
Sb Left	109	1600	0.068	0	109	1600	0.068	0	109	1600	0.068	19	128	1600	0.080	0	128	1600	0.080	0	128	1600	0.080
Sb Thru	487	3200	0.246 *	0	487	3200	0.247 *	0	487	3200	0.247 *	77	564	3200	0.284 *	0	564	3200	0.284 *	0	564	3200	0.284 *
Sb Right	301	0	-	2	303	0	-	0	303	0	-	43	344	0	-	2	346	0	-	0	346	0	-
Eb Left	232	1600	0.145 *	2	234	1600	0.146 *	0	234	1600	0.146 *	41	273	1600	0.170 *	2	275	1600	0.172 *	0	275	1600	0.172 *
Eb Thru	866	3200	0.288	21	887	3200	0.299	0	887	3200	0.299	70	936	3200	0.317	21	957	3200	0.328	0	957	3200	0.328
Eb Right	56	0	-	14	70	0	-	0	70	0	-	21	77	0	-	14	91	0	-	0	91	0	-
Wb Left	79	1600	0.049	0	79	1600	0.049	0	79	1600	0.049	3	82	1600	0.051	0	82	1600	0.051	0	82	1600	0.051
Wb Thru	721	3200	0.277 *	24	745	3200	0.284 *	0	745	3200	0.284 *	64	785	3200	0.303 *	24	809	3200	0.311 *	0	809	3200	0.311 *
Wb Right	164	0	-	0	164	0	-	0	164	0	-	21	185	0	-	0	185	0	-	0	185	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.833				0.853				0.853				0.938				0.957				0.957
LOS			D				D				D				E				E				E

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

Santa Anita Avenue @ Garvey Avenue
Peak hr: AM
Annual Growth: 0.52%

General Plan Buildout (Phases I & II)

N-S St: Santa Anita Avenue
E-W St: Garvey Avenue
Project: Flair Spectrum Project/1-14-4074-1
File: ICU29

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2035

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2035 FUTURE WITHOUT PROJECT				2035 FUTURE WITH PROJECT				2035 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	61	1600	0.038 *	6	67	1600	0.042 *	0	67	1600	0.042 *	24	85	1600	0.053 *	6	91	1600	0.057 *	0	91	1600	0.057 *
Nb Thru	648	3200	0.216	0	648	3200	0.216	0	648	3200	0.216	120	768	3200	0.254	0	768	3200	0.254	0	768	3200	0.254
Nb Right	42	0	-	0	42	0	-	0	42	0	-	5	47	0	-	0	47	0	-	0	47	0	-
Sb Left	50	1600	0.031	0	50	1600	0.031	0	50	1600	0.031	18	68	1600	0.042	0	68	1600	0.042	0	68	1600	0.042
Sb Thru	913	3200	0.349 *	0	913	3200	0.349 *	0	913	3200	0.349 *	142	1055	3200	0.405 *	0	1055	3200	0.405 *	0	1055	3200	0.405 *
Sb Right	203	0	-	1	204	0	-	0	204	0	-	37	240	0	-	1	241	0	-	0	241	0	-
Eb Left	193	1600	0.121 *	3	196	1600	0.123 *	0	196	1600	0.123 *	31	224	1600	0.140 *	3	227	1600	0.142 *	0	227	1600	0.142 *
Eb Thru	512	3200	0.182	9	521	3200	0.187	0	521	3200	0.187	74	586	3200	0.210	9	595	3200	0.216	0	595	3200	0.216
Eb Right	69	0	-	8	77	0	-	0	77	0	-	18	87	0	-	8	95	0	-	0	95	0	-
Wb Left	101	1600	0.063	0	101	1600	0.063	0	101	1600	0.063	12	113	1600	0.070	0	113	1600	0.070	0	113	1600	0.070
Wb Thru	939	3200	0.315 *	7	946	3200	0.318 *	0	946	3200	0.318 *	148	1087	3200	0.367 *	7	1094	3200	0.369 *	0	1094	3200	0.369 *
Wb Right	70	0	-	0	70	0	-	0	70	0	-	17	87	0	-	0	87	0	-	0	87	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.923				0.931				0.931				1.065				1.073				1.073
LOS			E				E				E				F				F				F

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Suite 500, Pasadena CA 91106
(626) 796.2322 Fax (626) 792-0941

INTERSECTION CAPACITY UTILIZATION

Santa Anita Avenue @ Garvey Avenue
Peak hr: PM
Annual Growth: 0.52%

General Plan Buildout (Phases I & II)

N-S St: Santa Anita Avenue
E-W St: Garvey Avenue
Project: Flair Spectrum Project/1-14-4074-1
File: ICU29

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2035

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2035 FUTURE WITHOUT PROJECT				2035 FUTURE WITH PROJECT				2035 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	48	1600	0.030 *	11	59	1600	0.037 *	0	59	1600	0.037 *	24	72	1600	0.045 *	11	83	1600	0.052 *	0	83	1600	0.052 *
Nb Thru	760	3200	0.254	0	760	3200	0.254	0	760	3200	0.254	144	904	3200	0.301	0	904	3200	0.301	0	904	3200	0.301
Nb Right	54	0	-	0	54	0	-	0	54	0	-	6	60	0	-	0	60	0	-	0	60	0	-
Sb Left	59	1600	0.037	0	59	1600	0.037	0	59	1600	0.037	21	80	1600	0.050	0	80	1600	0.050	0	80	1600	0.050
Sb Thru	951	3200	0.345 *	0	951	3200	0.346 *	0	951	3200	0.346 *	181	1132	3200	0.415 *	0	1132	3200	0.416 *	0	1132	3200	0.416 *
Sb Right	153	0	-	3	156	0	-	0	156	0	-	43	196	0	-	3	199	0	-	0	199	0	-
Eb Left	243	1600	0.152 *	2	245	1600	0.153 *	0	245	1600	0.153 *	56	299	1600	0.187 *	2	301	1600	0.188 *	0	301	1600	0.188 *
Eb Thru	915	3200	0.305	14	929	3200	0.312	0	929	3200	0.312	154	1069	3200	0.362	14	1083	3200	0.370	0	1083	3200	0.370
Eb Right	60	0	-	10	70	0	-	0	70	0	-	30	90	0	-	10	100	0	-	0	100	0	-
Wb Left	86	1600	0.054	0	86	1600	0.054	0	86	1600	0.054	10	96	1600	0.060	0	96	1600	0.060	0	96	1600	0.060
Wb Thru	595	3200	0.213 *	16	611	3200	0.218 *	0	611	3200	0.218 *	103	698	3200	0.254 *	16	714	3200	0.259 *	0	714	3200	0.259 *
Wb Right	88	0	-	0	88	0	-	0	88	0	-	26	114	0	-	0	114	0	-	0	114	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.840				0.854				0.854				1.001				1.015				1.015
LOS			D				D				D				F				F				F

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

N-S St: Santa Anita Avenue
E-W St: Garvey Avenue
Project: Flair Spectrum Project/1-14-4074-1
File: ICU29

Santa Anita Avenue @ Garvey Avenue
Peak hr: SAT MID-DAY
Annual Growth: 0.52%

General Plan Buildout (Phases I & II)

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2035

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2035 FUTURE WITHOUT PROJECT				2035 FUTURE WITH PROJECT				2035 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	105	1600	0.066 *	16	121	1600	0.076 *	0	121	1600	0.076 *	32	137	1600	0.086 *	16	153	1600	0.096 *	0	153	1600	0.096 *
Nb Thru	303	3200	0.113	0	303	3200	0.113	0	303	3200	0.113	95	398	3200	0.145	0	398	3200	0.145	0	398	3200	0.145
Nb Right	59	0	-	0	59	0	-	0	59	0	-	7	66	0	-	0	66	0	-	0	66	0	-
Sb Left	109	1600	0.068	0	109	1600	0.068	0	109	1600	0.068	27	136	1600	0.085	0	136	1600	0.085	0	136	1600	0.085
Sb Thru	487	3200	0.246 *	0	487	3200	0.247 *	0	487	3200	0.247 *	113	600	3200	0.302 *	0	600	3200	0.302 *	0	600	3200	0.302 *
Sb Right	301	0	-	2	303	0	-	0	303	0	-	65	366	0	-	2	368	0	-	0	368	0	-
Eb Left	232	1600	0.145 *	2	234	1600	0.146 *	0	234	1600	0.146 *	58	290	1600	0.181 *	2	292	1600	0.182 *	0	292	1600	0.182 *
Eb Thru	866	3200	0.288	21	887	3200	0.299	0	887	3200	0.299	134	1000	3200	0.338	21	1021	3200	0.349	0	1021	3200	0.349
Eb Right	56	0	-	14	70	0	-	0	70	0	-	25	81	0	-	14	95	0	-	0	95	0	-
Wb Left	79	1600	0.049	0	79	1600	0.049	0	79	1600	0.049	9	88	1600	0.055	0	88	1600	0.055	0	88	1600	0.055
Wb Thru	721	3200	0.277 *	24	745	3200	0.284 *	0	745	3200	0.284 *	117	838	3200	0.323 *	24	862	3200	0.331 *	0	862	3200	0.331 *
Wb Right	164	0	-	0	164	0	-	0	164	0	-	33	197	0	-	0	197	0	-	0	197	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.833				0.853				0.853				0.992				1.011				1.011
LOS			D				D				D				E				F				F

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

Tyler Avenue @ Valley Boulevard
Peak hr: AM
Annual Growth: 0.82%

Phase I

N-S St: Tyler Avenue
E-W St: Valley Boulevard
Project: Flair Spectrum Project/1-14-4074-1
File: ICU30

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2016

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2016 FUTURE WITHOUT PROJECT				2016 FUTURE WITH PROJECT				2016 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	75	1600	0.047 *	3	78	1600	0.049 *	0	78	1600	0.049 *	17	92	1600	0.058 *	3	95	1600	0.060 *	0	95	1600	0.060 *
Nb Thru	196	3200	0.067	0	196	3200	0.067	0	196	3200	0.067	18	214	3200	0.073	0	214	3200	0.073	0	214	3200	0.073
Nb Right	18	0	-	0	18	0	-	0	18	0	-	0	18	0	-	0	18	0	-	0	18	0	-
Sb Left	163	1600	0.102	0	163	1600	0.102	0	163	1600	0.102	1	164	1600	0.102	0	164	1600	0.102	0	164	1600	0.102
Sb Thru	368	3200	0.148 *	0	368	3200	0.148 *	0	368	3200	0.148 *	12	380	3200	0.155 *	0	380	3200	0.155 *	0	380	3200	0.155 *
Sb Right	104	0	-	0	104	0	-	0	104	0	-	11	115	0	-	0	115	0	-	0	115	0	-
Eb Left	54	1600	0.034 *	0	54	1600	0.034 *	0	54	1600	0.034 *	8	62	1600	0.039 *	0	62	1600	0.039 *	0	62	1600	0.039 *
Eb Thru	410	3200	0.140	5	415	3200	0.142	0	415	3200	0.142	52	462	3200	0.160	5	467	3200	0.162	0	467	3200	0.162
Eb Right	39	0	-	1	40	0	-	0	40	0	-	12	51	0	-	1	52	0	-	0	52	0	-
Wb Left	40	1600	0.025	0	40	1600	0.025	0	40	1600	0.025	1	41	1600	0.025	0	41	1600	0.025	0	41	1600	0.025
Wb Thru	830	3200	0.302 *	11	841	3200	0.306 *	0	841	3200	0.306 *	77	907	3200	0.327 *	11	918	3200	0.331 *	0	918	3200	0.331 *
Wb Right	137	0	-	0	137	0	-	0	137	0	-	3	140	0	-	0	140	0	-	0	140	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.630				0.636				0.636				0.678				0.683				0.683
LOS			B				B				B				B				B				B

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

N-S St: Tyler Avenue
E-W St: Valley Boulevard
Project: Flair Spectrum Project/1-14-4074-1
File: ICU30

Tyler Avenue @ Valley Boulevard
Peak hr: PM
Annual Growth: 0.82%

Phase I

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2016

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2016 FUTURE WITHOUT PROJECT				2016 FUTURE WITH PROJECT				2016 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	117	1600	0.073	5	122	1600	0.076	0	122	1600	0.076	40	157	1600	0.098 *	5	162	1600	0.101 *	0	162	1600	0.101 *
Nb Thru	291	3200	0.111 *	0	291	3200	0.111 *	0	291	3200	0.111 *	17	308	3200	0.116	0	308	3200	0.116	0	308	3200	0.116
Nb Right	63	0	-	0	63	0	-	0	63	0	-	1	64	0	-	0	64	0	-	0	64	0	-
Sb Left	126	1600	0.079 *	0	126	1600	0.079 *	0	126	1600	0.079 *	3	129	1600	0.081	0	129	1600	0.081	0	129	1600	0.081
Sb Thru	231	3200	0.092	0	231	3200	0.092	0	231	3200	0.092	22	253	3200	0.106 *	0	253	3200	0.106 *	0	253	3200	0.106 *
Sb Right	63	0	-	0	63	0	-	0	63	0	-	22	85	0	-	0	85	0	-	0	85	0	-
Eb Left	77	1600	0.048	0	77	1600	0.048	0	77	1600	0.048	24	101	1600	0.063	0	101	1600	0.063	0	101	1600	0.063
Eb Thru	839	3200	0.276 *	21	860	3200	0.284 *	0	860	3200	0.284 *	147	986	3200	0.335 *	21	1007	3200	0.343 *	0	1007	3200	0.343 *
Eb Right	45	0	-	5	50	0	-	0	50	0	-	41	86	0	-	5	91	0	-	0	91	0	-
Wb Left	60	1600	0.038 *	0	60	1600	0.038 *	0	60	1600	0.038 *	1	61	1600	0.038 *	0	61	1600	0.038 *	0	61	1600	0.038 *
Wb Thru	527	3200	0.203	21	548	3200	0.210	0	548	3200	0.210	133	660	3200	0.245	21	681	3200	0.251	0	681	3200	0.251
Wb Right	123	0	-	0	123	0	-	0	123	0	-	0	123	0	-	0	123	0	-	0	123	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.603				0.611				0.611				0.677				0.688				0.688
LOS			B				B				B				B				B				B

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

N-S St: Tyler Avenue
E-W St: Valley Boulevard
Project: Flair Spectrum Project/1-14-4074-1
File: ICU30

Tyler Avenue @ Valley Boulevard
Peak hr: SAT MID-DAY
Annual Growth: 0.82%

Phase I

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2016

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2016 FUTURE WITHOUT PROJECT				2016 FUTURE WITH PROJECT				2016 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	81	1600	0.051	10	91	1600	0.057	0	91	1600	0.057	54	135	1600	0.085 *	10	145	1600	0.091 *	0	145	1600	0.091 *
Nb Thru	166	3200	0.069 *	0	166	3200	0.069 *	0	166	3200	0.069 *	17	183	3200	0.075	0	183	3200	0.075	0	183	3200	0.075
Nb Right	55	0	-	0	55	0	-	0	55	0	-	1	56	0	-	0	56	0	-	0	56	0	-
Sb Left	118	1600	0.074 *	0	118	1600	0.074 *	0	118	1600	0.074 *	-0	118	1600	0.074	0	118	1600	0.074	0	118	1600	0.074
Sb Thru	163	3200	0.067	0	163	3200	0.067	0	163	3200	0.067	17	180	3200	0.082 *	0	180	3200	0.082 *	0	180	3200	0.082 *
Sb Right	52	0	-	0	52	0	-	0	52	0	-	31	83	0	-	0	83	0	-	0	83	0	-
Eb Left	78	1600	0.049 *	0	78	1600	0.049 *	0	78	1600	0.049 *	30	108	1600	0.068 *	0	108	1600	0.068 *	0	108	1600	0.068 *
Eb Thru	549	3200	0.185	36	585	3200	0.199	0	585	3200	0.199	175	724	3200	0.256	36	760	3200	0.270	0	760	3200	0.270
Eb Right	44	0	-	9	53	0	-	0	53	0	-	52	96	0	-	9	105	0	-	0	105	0	-
Wb Left	55	1600	0.034	0	55	1600	0.034	0	55	1600	0.034	1	56	1600	0.035	0	56	1600	0.035	0	56	1600	0.035
Wb Thru	527	3200	0.193 *	39	566	3200	0.206 *	0	566	3200	0.206 *	180	707	3200	0.249 *	39	746	3200	0.262 *	0	746	3200	0.262 *
Wb Right	92	0	-	0	92	0	-	0	92	0	-	-0	92	0	-	0	92	0	-	0	92	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.485				0.497				0.497				0.584				0.602				0.602
LOS			A				A				A				A				B				B

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

Tyler Avenue @ Valley Boulevard
Peak hr: AM
Annual Growth: 0.82%

Phases I & II

N-S St: Tyler Avenue
E-W St: Valley Boulevard
Project: Flair Spectrum Project/1-14-4074-1
File: ICU30

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2019

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2019 FUTURE WITHOUT PROJECT				2019 FUTURE WITH PROJECT				2019 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	75	1600	0.047 *	3	78	1600	0.049 *	0	78	1600	0.049 *	19	94	1600	0.059 *	3	97	1600	0.061 *	0	97	1600	0.061 *
Nb Thru	196	3200	0.067	0	196	3200	0.067	0	196	3200	0.067	23	219	3200	0.074	0	219	3200	0.074	0	219	3200	0.074
Nb Right	18	0	-	0	18	0	-	0	18	0	-	1	19	0	-	0	19	0	-	0	19	0	-
Sb Left	163	1600	0.102	0	163	1600	0.102	0	163	1600	0.102	5	168	1600	0.105	0	168	1600	0.105	0	168	1600	0.105
Sb Thru	368	3200	0.148 *	0	368	3200	0.148 *	0	368	3200	0.148 *	21	389	3200	0.158 *	0	389	3200	0.158 *	0	389	3200	0.158 *
Sb Right	104	0	-	0	104	0	-	0	104	0	-	13	117	0	-	0	117	0	-	0	117	0	-
Eb Left	54	1600	0.034 *	0	54	1600	0.034 *	0	54	1600	0.034 *	9	63	1600	0.040 *	0	63	1600	0.040 *	0	63	1600	0.040 *
Eb Thru	410	3200	0.140	12	422	3200	0.144	0	422	3200	0.144	62	472	3200	0.164	12	484	3200	0.168	0	484	3200	0.168
Eb Right	39	0	-	1	40	0	-	0	40	0	-	13	52	0	-	1	53	0	-	0	53	0	-
Wb Left	40	1600	0.025	0	40	1600	0.025	0	40	1600	0.025	2	42	1600	0.026	0	42	1600	0.026	0	42	1600	0.026
Wb Thru	830	3200	0.302 *	13	843	3200	0.306 *	0	843	3200	0.306 *	98	928	3200	0.335 *	13	941	3200	0.339 *	0	941	3200	0.339 *
Wb Right	137	0	-	0	137	0	-	0	137	0	-	7	144	0	-	0	144	0	-	0	144	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.630				0.636				0.636				0.691				0.697				0.697
LOS			B				B				B				B				B				B

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

N-S St: Tyler Avenue
E-W St: Valley Boulevard
Project: Flair Spectrum Project/1-14-4074-1
File: ICU30

Tyler Avenue @ Valley Boulevard
Peak hr: PM
Annual Growth: 0.82%

Phases I & II

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2019

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2019 FUTURE WITHOUT PROJECT				2019 FUTURE WITH PROJECT				2019 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	117	1600	0.073	5	122	1600	0.076	0	122	1600	0.076	43	160	1600	0.100 *	5	165	1600	0.103 *	0	165	1600	0.103 *
Nb Thru	291	3200	0.111 *	0	291	3200	0.111 *	0	291	3200	0.111 *	24	315	3200	0.119	0	315	3200	0.119	0	315	3200	0.119
Nb Right	63	0	-	0	63	0	-	0	63	0	-	3	66	0	-	0	66	0	-	0	66	0	-
Sb Left	126	1600	0.079 *	0	126	1600	0.079 *	0	126	1600	0.079 *	6	132	1600	0.083	0	132	1600	0.083	0	132	1600	0.083
Sb Thru	231	3200	0.092	0	231	3200	0.092	0	231	3200	0.092	28	259	3200	0.108 *	0	259	3200	0.108 *	0	259	3200	0.108 *
Sb Right	63	0	-	0	63	0	-	0	63	0	-	24	87	0	-	0	87	0	-	0	87	0	-
Eb Left	77	1600	0.048	0	77	1600	0.048	0	77	1600	0.048	26	103	1600	0.065	0	103	1600	0.065	0	103	1600	0.065
Eb Thru	839	3200	0.276 *	25	864	3200	0.286 *	0	864	3200	0.286 *	168	1007	3200	0.342 *	25	1032	3200	0.351 *	0	1032	3200	0.351 *
Eb Right	45	0	-	5	50	0	-	0	50	0	-	42	87	0	-	5	92	0	-	0	92	0	-
Wb Left	60	1600	0.038 *	0	60	1600	0.038 *	0	60	1600	0.038 *	3	63	1600	0.039 *	0	63	1600	0.039 *	0	63	1600	0.039 *
Wb Thru	527	3200	0.203	28	555	3200	0.212	0	555	3200	0.212	146	673	3200	0.250	28	701	3200	0.258	0	701	3200	0.258
Wb Right	123	0	-	0	123	0	-	0	123	0	-	3	126	0	-	0	126	0	-	0	126	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.603				0.613				0.613				0.689				0.701				0.701
LOS			B				B				B				B				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Suite 500, Pasadena CA 91106
(626) 796.2322 Fax (626) 792-0941

INTERSECTION CAPACITY UTILIZATION

N-S St: Tyler Avenue
E-W St: Valley Boulevard
Project: Flair Spectrum Project/1-14-4074-1
File: ICU30

Tyler Avenue @ Valley Boulevard
Peak hr: SAT MID-DAY
Annual Growth: 0.82%

Phases I & II

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2019

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2019 FUTURE WITHOUT PROJECT				2019 FUTURE WITH PROJECT				2019 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	81	1600	0.051	10	91	1600	0.057	0	91	1600	0.057	56	137	1600	0.086 *	10	147	1600	0.092 *	0	147	1600	0.092 *
Nb Thru	166	3200	0.069 *	0	166	3200	0.069 *	0	166	3200	0.069 *	21	187	3200	0.076	0	187	3200	0.076	0	187	3200	0.076
Nb Right	55	0	-	0	55	0	-	0	55	0	-	2	57	0	-	0	57	0	-	0	57	0	-
Sb Left	118	1600	0.074 *	0	118	1600	0.074 *	0	118	1600	0.074 *	3	121	1600	0.076	0	121	1600	0.076	0	121	1600	0.076
Sb Thru	163	3200	0.067	0	163	3200	0.067	0	163	3200	0.067	21	184	3200	0.084 *	0	184	3200	0.084 *	0	184	3200	0.084 *
Sb Right	52	0	-	0	52	0	-	0	52	0	-	32	84	0	-	0	84	0	-	0	84	0	-
Eb Left	78	1600	0.049 *	0	78	1600	0.049 *	0	78	1600	0.049 *	32	110	1600	0.069 *	0	110	1600	0.069 *	0	110	1600	0.069 *
Eb Thru	549	3200	0.185	40	589	3200	0.201	0	589	3200	0.201	189	738	3200	0.261	40	778	3200	0.276	0	778	3200	0.276
Eb Right	44	0	-	9	53	0	-	0	53	0	-	53	97	0	-	9	106	0	-	0	106	0	-
Wb Left	55	1600	0.034	0	55	1600	0.034	0	55	1600	0.034	2	57	1600	0.036	0	57	1600	0.036	0	57	1600	0.036
Wb Thru	527	3200	0.193 *	44	571	3200	0.207 *	0	571	3200	0.207 *	193	720	3200	0.254 *	44	764	3200	0.268 *	0	764	3200	0.268 *
Wb Right	92	0	-	0	92	0	-	0	92	0	-	2	94	0	-	0	94	0	-	0	94	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.485				0.499				0.499				0.593				0.613				0.613
LOS			A				A				A				A				B				B

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

N-S St: Tyler Avenue
E-W St: Valley Boulevard
Project: Flair Spectrum Project/1-14-4074-1
File: ICU30

Tyler Avenue @ Valley Boulevard
Peak hr: AM
Annual Growth: 0.52%

General Plan Buildout (Phases I & II)

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2035

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2035 FUTURE WITHOUT PROJECT				2035 FUTURE WITH PROJECT				2035 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	75	1600	0.047 *	3	78	1600	0.049 *	0	78	1600	0.049 *	25	100	1600	0.062 *	3	103	1600	0.064 *	0	103	1600	0.064 *
Nb Thru	196	3200	0.067	0	196	3200	0.067	0	196	3200	0.067	38	234	3200	0.079	0	234	3200	0.079	0	234	3200	0.079
Nb Right	18	0	-	0	18	0	-	0	18	0	-	2	20	0	-	0	20	0	-	0	20	0	-
Sb Left	163	1600	0.102	0	163	1600	0.102	0	163	1600	0.102	17	180	1600	0.112	0	180	1600	0.112	0	180	1600	0.112
Sb Thru	368	3200	0.148 *	0	368	3200	0.148 *	0	368	3200	0.148 *	48	416	3200	0.169 *	0	416	3200	0.169 *	0	416	3200	0.169 *
Sb Right	104	0	-	0	104	0	-	0	104	0	-	21	125	0	-	0	125	0	-	0	125	0	-
Eb Left	54	1600	0.034 *	0	54	1600	0.034 *	0	54	1600	0.034 *	13	67	1600	0.042 *	0	67	1600	0.042 *	0	67	1600	0.042 *
Eb Thru	410	3200	0.140	12	422	3200	0.144	0	422	3200	0.144	92	502	3200	0.174	12	514	3200	0.178	0	514	3200	0.178
Eb Right	39	0	-	1	40	0	-	0	40	0	-	15	54	0	-	1	55	0	-	0	55	0	-
Wb Left	40	1600	0.025	0	40	1600	0.025	0	40	1600	0.025	5	45	1600	0.028	0	45	1600	0.028	0	45	1600	0.028
Wb Thru	830	3200	0.302 *	13	843	3200	0.306 *	0	843	3200	0.306 *	159	989	3200	0.357 *	13	1002	3200	0.361 *	0	1002	3200	0.361 *
Wb Right	137	0	-	0	137	0	-	0	137	0	-	17	154	0	-	0	154	0	-	0	154	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.630				0.636				0.636				0.730				0.736				0.736
LOS			B				B				B				C				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

N-S St: Tyler Avenue
E-W St: Valley Boulevard
Project: Flair Spectrum Project/1-14-4074-1
File: ICU30

Tyler Avenue @ Valley Boulevard
Peak hr: PM
Annual Growth: 0.52%

General Plan Buildout (Phases I & II)

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2035

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2035 FUTURE WITHOUT PROJECT				2035 FUTURE WITH PROJECT				2035 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	117	1600	0.073	5	122	1600	0.076	0	122	1600	0.076	51	168	1600	0.105 *	5	173	1600	0.108 *	0	173	1600	0.108 *
Nb Thru	291	3200	0.111 *	0	291	3200	0.111 *	0	291	3200	0.111 *	45	336	3200	0.127	0	336	3200	0.127	0	336	3200	0.127
Nb Right	63	0	-	0	63	0	-	0	63	0	-	7	70	0	-	0	70	0	-	0	70	0	-
Sb Left	126	1600	0.079 *	0	126	1600	0.079 *	0	126	1600	0.079 *	15	141	1600	0.088	0	141	1600	0.088	0	141	1600	0.088
Sb Thru	231	3200	0.092	0	231	3200	0.092	0	231	3200	0.092	45	276	3200	0.115 *	0	276	3200	0.115 *	0	276	3200	0.115 *
Sb Right	63	0	-	0	63	0	-	0	63	0	-	28	91	0	-	0	91	0	-	0	91	0	-
Eb Left	77	1600	0.048	0	77	1600	0.048	0	77	1600	0.048	32	109	1600	0.068	0	109	1600	0.068	0	109	1600	0.068
Eb Thru	839	3200	0.276 *	25	864	3200	0.286 *	0	864	3200	0.286 *	230	1069	3200	0.362 *	25	1094	3200	0.371 *	0	1094	3200	0.371 *
Eb Right	45	0	-	5	50	0	-	0	50	0	-	45	90	0	-	5	95	0	-	0	95	0	-
Wb Left	60	1600	0.038 *	0	60	1600	0.038 *	0	60	1600	0.038 *	7	67	1600	0.042 *	0	67	1600	0.042 *	0	67	1600	0.042 *
Wb Thru	527	3200	0.203	28	555	3200	0.212	0	555	3200	0.212	185	712	3200	0.265	28	740	3200	0.273	0	740	3200	0.273
Wb Right	123	0	-	0	123	0	-	0	123	0	-	12	135	0	-	0	135	0	-	0	135	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.603				0.613				0.613				0.724				0.736				0.736
LOS			B				B				B				C				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

N-S St: Tyler Avenue
E-W St: Valley Boulevard
Project: Flair Spectrum Project/1-14-4074-1
File: ICU30

Tyler Avenue @ Valley Boulevard
Peak hr: SAT MID-DAY
Annual Growth: 0.52%

General Plan Buildout (Phases I & II)

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2035

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2035 FUTURE WITHOUT PROJECT				2035 FUTURE WITH PROJECT				2035 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	81	1600	0.051	10	91	1600	0.057	0	91	1600	0.057	62	143	1600	0.090 *	10	153	1600	0.096 *	0	153	1600	0.096 *
Nb Thru	166	3200	0.069 *	0	166	3200	0.069 *	0	166	3200	0.069 *	33	199	3200	0.081	0	199	3200	0.081	0	199	3200	0.081
Nb Right	55	0	-	0	55	0	-	0	55	0	-	6	61	0	-	0	61	0	-	0	61	0	-
Sb Left	118	1600	0.074 *	0	118	1600	0.074 *	0	118	1600	0.074 *	12	130	1600	0.081	0	130	1600	0.081	0	130	1600	0.081
Sb Thru	163	3200	0.067	0	163	3200	0.067	0	163	3200	0.067	33	196	3200	0.089 *	0	196	3200	0.089 *	0	196	3200	0.089 *
Sb Right	52	0	-	0	52	0	-	0	52	0	-	36	88	0	-	0	88	0	-	0	88	0	-
Eb Left	78	1600	0.049 *	0	78	1600	0.049 *	0	78	1600	0.049 *	38	116	1600	0.072 *	0	116	1600	0.072 *	0	116	1600	0.072 *
Eb Thru	549	3200	0.185	40	589	3200	0.201	0	589	3200	0.201	229	778	3200	0.274	40	818	3200	0.290	0	818	3200	0.290
Eb Right	44	0	-	9	53	0	-	0	53	0	-	56	100	0	-	9	109	0	-	0	109	0	-
Wb Left	55	1600	0.034	0	55	1600	0.034	0	55	1600	0.034	6	61	1600	0.038	0	61	1600	0.038	0	61	1600	0.038
Wb Thru	527	3200	0.193 *	44	571	3200	0.207 *	0	571	3200	0.207 *	232	759	3200	0.269 *	44	803	3200	0.282 *	0	803	3200	0.282 *
Wb Right	92	0	-	0	92	0	-	0	92	0	-	9	101	0	-	0	101	0	-	0	101	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.485				0.499				0.499				0.619				0.639				0.639
LOS			A				A				A				B				B				B

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

Tyler Avenue @ Ramona Boulevard
Peak hr: AM
Annual Growth: 0.82%

Phase I

N-S St: Tyler Avenue
E-W St: Ramona Boulevard
Project: Flair Spectrum Project/1-14-4074-1
File: ICU31

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2016

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2016 FUTURE WITHOUT PROJECT				2016 FUTURE WITH PROJECT				2016 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	50	1600	0.031 *	0	50	1600	0.031 *	0	50	1600	0.031 *	4	54	1600	0.034 *	0	54	1600	0.034 *	0	54	1600	0.034 *
Nb Thru	178	1600	0.111	3	181	1600	0.113	0	181	1600	0.113	22	200	1600	0.125	3	203	1600	0.127	0	203	1600	0.127
Nb Right	42	1600	0.026	0	42	1600	0.026	0	42	1600	0.026	2	44	1600	0.027	0	44	1600	0.027	0	44	1600	0.027
Sb Left	69	1600	0.043	0	69	1600	0.043	0	69	1600	0.043	1	70	1600	0.044	0	70	1600	0.044	0	70	1600	0.044
Sb Thru	265	1600	0.166 *	1	266	1600	0.166 *	0	266	1600	0.166 *	17	282	1600	0.176 *	1	283	1600	0.177 *	0	283	1600	0.177 *
Sb Right	112	1600	0.070	0	112	1600	0.070	0	112	1600	0.070	6	118	1600	0.074	0	118	1600	0.074	0	118	1600	0.074
Eb Left	53	1600	0.033 *	0	53	1600	0.033 *	0	53	1600	0.033 *	13	66	1600	0.041 *	0	66	1600	0.041 *	0	66	1600	0.041 *
Eb Thru	238	3200	0.079	1	239	3200	0.079	0	239	3200	0.079	37	275	3200	0.094	1	276	3200	0.094	0	276	3200	0.094
Eb Right	14	0	-	0	14	0	-	0	14	0	-	11	25	0	-	0	25	0	-	0	25	0	-
Wb Left	51	1600	0.032	0	51	1600	0.032	0	51	1600	0.032	2	53	1600	0.033	0	53	1600	0.033	0	53	1600	0.033
Wb Thru	398	3200	0.137 *	1	399	3200	0.137 *	0	399	3200	0.137 *	18	416	3200	0.143 *	1	417	3200	0.143 *	0	417	3200	0.143 *
Wb Right	40	0	-	0	40	0	-	0	40	0	-	1	41	0	-	0	41	0	-	0	41	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.467				0.468				0.468				0.494				0.495				0.495
LOS			A				A				A				A				A				A

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

Tyler Avenue @ Ramona Boulevard
Peak hr: PM
Annual Growth: 0.82%

Phase I

N-S St: Tyler Avenue
E-W St: Ramona Boulevard
Project: Flair Spectrum Project/1-14-4074-1
File: ICU31

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2016

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2016 FUTURE WITHOUT PROJECT				2016 FUTURE WITH PROJECT				2016 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	44	1600	0.028 *	0	44	1600	0.028 *	0	44	1600	0.028 *	14	58	1600	0.036 *	0	58	1600	0.036 *	0	58	1600	0.036 *
Nb Thru	252	1600	0.158	5	257	1600	0.161	0	257	1600	0.161	45	297	1600	0.186	5	302	1600	0.189	0	302	1600	0.189
Nb Right	74	1600	0.046	0	74	1600	0.046	0	74	1600	0.046	3	77	1600	0.048	0	77	1600	0.048	0	77	1600	0.048
Sb Left	34	1600	0.021	0	34	1600	0.021	0	34	1600	0.021	1	35	1600	0.022	0	35	1600	0.022	0	35	1600	0.022
Sb Thru	280	1600	0.175 *	5	285	1600	0.178 *	0	285	1600	0.178 *	49	329	1600	0.205 *	5	334	1600	0.209 *	0	334	1600	0.209 *
Sb Right	50	1600	0.031	0	50	1600	0.031	0	50	1600	0.031	15	65	1600	0.041	0	65	1600	0.041	0	65	1600	0.041
Eb Left	95	1600	0.059	0	95	1600	0.059	0	95	1600	0.059	11	106	1600	0.066	0	106	1600	0.066	0	106	1600	0.066
Eb Thru	367	3200	0.123 *	1	368	3200	0.123 *	0	368	3200	0.123 *	30	397	3200	0.135 *	1	398	3200	0.135 *	0	398	3200	0.135 *
Eb Right	25	0	-	0	25	0	-	0	25	0	-	8	33	0	-	0	33	0	-	0	33	0	-
Wb Left	84	1600	0.053 *	0	84	1600	0.053 *	0	84	1600	0.053 *	3	87	1600	0.055 *	0	87	1600	0.055 *	0	87	1600	0.055 *
Wb Thru	275	3200	0.099	1	276	3200	0.100	0	276	3200	0.100	43	318	3200	0.113	1	319	3200	0.113	0	319	3200	0.113
Wb Right	43	0	-	0	43	0	-	0	43	0	-	1	44	0	-	0	44	0	-	0	44	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.478				0.481				0.481				0.531				0.534				0.534
LOS			A				A				A				A				A				A

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

Tyler Avenue @ Ramona Boulevard
Peak hr: SAT MID-DAY
Annual Growth: 0.82%

Phase I

N-S St: Tyler Avenue
E-W St: Ramona Boulevard
Project: Flair Spectrum Project/1-14-4074-1
File: ICU31

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2016

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2016 FUTURE WITHOUT PROJECT				2016 FUTURE WITH PROJECT				2016 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	16	1600	0.010	0	16	1600	0.010	0	16	1600	0.010	10	26	1600	0.016	0	26	1600	0.016	0	26	1600	0.016
Nb Thru	269	1600	0.168 *	10	279	1600	0.174 *	0	279	1600	0.174 *	60	329	1600	0.206 *	10	339	1600	0.212 *	0	339	1600	0.212 *
Nb Right	116	1600	0.073	0	116	1600	0.073	0	116	1600	0.073	3	119	1600	0.074	0	119	1600	0.074	0	119	1600	0.074
Sb Left	32	1600	0.020 *	0	32	1600	0.020 *	0	32	1600	0.020 *	1	33	1600	0.020 *	0	33	1600	0.020 *	0	33	1600	0.020 *
Sb Thru	238	1600	0.149	9	247	1600	0.154	0	247	1600	0.154	58	296	1600	0.185	9	305	1600	0.191	0	305	1600	0.191
Sb Right	61	1600	0.038	0	61	1600	0.038	0	61	1600	0.038	12	73	1600	0.046	0	73	1600	0.046	0	73	1600	0.046
Eb Left	50	1600	0.031	0	50	1600	0.031	0	50	1600	0.031	12	62	1600	0.039	0	62	1600	0.039	0	62	1600	0.039
Eb Thru	196	3200	0.072 *	1	197	3200	0.072 *	0	197	3200	0.072 *	33	229	3200	0.086 *	1	230	3200	0.086 *	0	230	3200	0.086 *
Eb Right	34	0	-	0	34	0	-	0	34	0	-	11	45	0	-	0	45	0	-	0	45	0	-
Wb Left	92	1600	0.058 *	0	92	1600	0.058 *	0	92	1600	0.058 *	3	95	1600	0.059 *	0	95	1600	0.059 *	0	95	1600	0.059 *
Wb Thru	247	3200	0.090	1	248	3200	0.090	0	248	3200	0.090	34	281	3200	0.101	1	282	3200	0.101	0	282	3200	0.101
Wb Right	40	0	-	0	40	0	-	0	40	0	-	1	41	0	-	0	41	0	-	0	41	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.418				0.424				0.424				0.471				0.477				0.477
LOS			A				A				A				A				A				A

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Suite 500, Pasadena CA 91106
(626) 796.2322 Fax (626) 792-0941

INTERSECTION CAPACITY UTILIZATION

Tyler Avenue @ Ramona Boulevard
Peak hr: AM
Annual Growth: 0.82%

Phases I & II

N-S St: Tyler Avenue
E-W St: Ramona Boulevard
Project: Flair Spectrum Project/1-14-4074-1
File: ICU31

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2019

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2019 FUTURE WITHOUT PROJECT				2019 FUTURE WITH PROJECT				2019 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	50	1600	0.031 *	0	50	1600	0.031 *	0	50	1600	0.031 *	5	55	1600	0.034 *	0	55	1600	0.034 *	0	55	1600	0.034 *
Nb Thru	178	1600	0.111	3	181	1600	0.113	0	181	1600	0.113	26	204	1600	0.128	3	207	1600	0.130	0	207	1600	0.130
Nb Right	42	1600	0.026	0	42	1600	0.026	0	42	1600	0.026	3	45	1600	0.028	0	45	1600	0.028	0	45	1600	0.028
Sb Left	69	1600	0.043	0	69	1600	0.043	0	69	1600	0.043	3	72	1600	0.045	0	72	1600	0.045	0	72	1600	0.045
Sb Thru	265	1600	0.166 *	1	266	1600	0.166 *	0	266	1600	0.166 *	24	289	1600	0.181 *	1	290	1600	0.181 *	0	290	1600	0.181 *
Sb Right	112	1600	0.070	0	112	1600	0.070	0	112	1600	0.070	9	121	1600	0.075	0	121	1600	0.075	0	121	1600	0.075
Eb Left	53	1600	0.033 *	0	53	1600	0.033 *	0	53	1600	0.033 *	14	67	1600	0.042 *	0	67	1600	0.042 *	0	67	1600	0.042 *
Eb Thru	238	3200	0.079	3	241	3200	0.080	0	241	3200	0.080	43	281	3200	0.096	3	284	3200	0.097	0	284	3200	0.097
Eb Right	14	0	-	0	14	0	-	0	14	0	-	12	26	0	-	0	26	0	-	0	26	0	-
Wb Left	51	1600	0.032	0	51	1600	0.032	0	51	1600	0.032	3	54	1600	0.034	0	54	1600	0.034	0	54	1600	0.034
Wb Thru	398	3200	0.137 *	1	399	3200	0.137 *	0	399	3200	0.137 *	28	426	3200	0.146 *	1	427	3200	0.146 *	0	427	3200	0.146 *
Wb Right	40	0	-	0	40	0	-	0	40	0	-	2	42	0	-	0	42	0	-	0	42	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.467				0.468				0.468				0.503				0.504				0.504
LOS			A				A				A				A				A				A

** Key conflicting movement as a part of ICU*
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INTERSECTION CAPACITY UTILIZATION

Tyler Avenue @ Ramona Boulevard
Peak hr: PM
Annual Growth: 0.82%

Phases I & II

N-S St: Tyler Avenue
E-W St: Ramona Boulevard
Project: Flair Spectrum Project/1-14-4074-1
File: ICU31

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2019

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2019 FUTURE WITHOUT PROJECT				2019 FUTURE WITH PROJECT				2019 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	44	1600	0.028 *	0	44	1600	0.028 *	0	44	1600	0.028 *	15	59	1600	0.037 *	0	59	1600	0.037 *	0	59	1600	0.037 *
Nb Thru	252	1600	0.158	5	257	1600	0.161	0	257	1600	0.161	52	304	1600	0.190	5	309	1600	0.193	0	309	1600	0.193
Nb Right	74	1600	0.046	0	74	1600	0.046	0	74	1600	0.046	5	79	1600	0.049	0	79	1600	0.049	0	79	1600	0.049
Sb Left	34	1600	0.021	0	34	1600	0.021	0	34	1600	0.021	1	35	1600	0.022	0	35	1600	0.022	0	35	1600	0.022
Sb Thru	280	1600	0.175 *	5	285	1600	0.178 *	0	285	1600	0.178 *	56	336	1600	0.210 *	5	341	1600	0.213 *	0	341	1600	0.213 *
Sb Right	50	1600	0.031	0	50	1600	0.031	0	50	1600	0.031	16	66	1600	0.041	0	66	1600	0.041	0	66	1600	0.041
Eb Left	95	1600	0.059	0	95	1600	0.059	0	95	1600	0.059	13	108	1600	0.067	0	108	1600	0.067	0	108	1600	0.067
Eb Thru	367	3200	0.123 *	2	369	3200	0.123 *	0	369	3200	0.123 *	39	406	3200	0.138 *	2	408	3200	0.138 *	0	408	3200	0.138 *
Eb Right	25	0	-	0	25	0	-	0	25	0	-	9	34	0	-	0	34	0	-	0	34	0	-
Wb Left	84	1600	0.053 *	0	84	1600	0.053 *	0	84	1600	0.053 *	6	90	1600	0.056 *	0	90	1600	0.056 *	0	90	1600	0.056 *
Wb Thru	275	3200	0.099	3	278	3200	0.100	0	278	3200	0.100	49	324	3200	0.115	3	327	3200	0.116	0	327	3200	0.116
Wb Right	43	0	-	0	43	0	-	0	43	0	-	2	45	0	-	0	45	0	-	0	45	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.478				0.481				0.481				0.540				0.544				0.544
LOS			A				A				A				A				A				A

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

Tyler Avenue @ Ramona Boulevard
Peak hr: SAT MID-DAY
Annual Growth: 0.82%

Phases I & II

N-S St: Tyler Avenue
E-W St: Ramona Boulevard
Project: Flair Spectrum Project/1-14-4074-1
File: ICU31

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2019

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2019 FUTURE WITHOUT PROJECT				2019 FUTURE WITH PROJECT				2019 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	16	1600	0.010	0	16	1600	0.010	0	16	1600	0.010	11	27	1600	0.017	0	27	1600	0.017	0	27	1600	0.017
Nb Thru	269	1600	0.168 *	10	279	1600	0.174 *	0	279	1600	0.174 *	67	336	1600	0.210 *	10	346	1600	0.216 *	0	346	1600	0.216 *
Nb Right	116	1600	0.073	0	116	1600	0.073	0	116	1600	0.073	6	122	1600	0.076	0	122	1600	0.076	0	122	1600	0.076
Sb Left	32	1600	0.020 *	0	32	1600	0.020 *	0	32	1600	0.020 *	1	33	1600	0.021 *	0	33	1600	0.021 *	0	33	1600	0.021 *
Sb Thru	238	1600	0.149	9	247	1600	0.154	0	247	1600	0.154	64	302	1600	0.189	9	311	1600	0.194	0	311	1600	0.194
Sb Right	61	1600	0.038	0	61	1600	0.038	0	61	1600	0.038	14	75	1600	0.047	0	75	1600	0.047	0	75	1600	0.047
Eb Left	50	1600	0.031	0	50	1600	0.031	0	50	1600	0.031	13	63	1600	0.039	0	63	1600	0.039	0	63	1600	0.039
Eb Thru	196	3200	0.072 *	2	198	3200	0.073 *	0	198	3200	0.073 *	38	234	3200	0.087 *	2	236	3200	0.088 *	0	236	3200	0.088 *
Eb Right	34	0	-	0	34	0	-	0	34	0	-	11	45	0	-	0	45	0	-	0	45	0	-
Wb Left	92	1600	0.058 *	0	92	1600	0.058 *	0	92	1600	0.058 *	5	97	1600	0.061 *	0	97	1600	0.061 *	0	97	1600	0.061 *
Wb Thru	247	3200	0.090	2	249	3200	0.090	0	249	3200	0.090	40	287	3200	0.103	2	289	3200	0.103	0	289	3200	0.103
Wb Right	40	0	-	0	40	0	-	0	40	0	-	2	42	0	-	0	42	0	-	0	42	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.418				0.424				0.424				0.479				0.486				0.486
LOS			A				A				A				A				A				A

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

N-S St: Tyler Avenue
E-W St: Ramona Boulevard
Project: Flair Spectrum Project/1-14-4074-1
File: ICU31

Tyler Avenue @ Ramona Boulevard
Peak hr: AM
Annual Growth: 0.52%

General Plan Buildout (Phases I & II)

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2035

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2035 FUTURE WITHOUT PROJECT				2035 FUTURE WITH PROJECT				2035 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	50	1600	0.031 *	0	50	1600	0.031 *	0	50	1600	0.031 *	9	59	1600	0.037 *	0	59	1600	0.037 *	0	59	1600	0.037 *
Nb Thru	178	1600	0.111	3	181	1600	0.113	0	181	1600	0.113	39	217	1600	0.136	3	220	1600	0.138	0	220	1600	0.138
Nb Right	42	1600	0.026	0	42	1600	0.026	0	42	1600	0.026	6	48	1600	0.030	0	48	1600	0.030	0	48	1600	0.030
Sb Left	69	1600	0.043	0	69	1600	0.043	0	69	1600	0.043	8	77	1600	0.048	0	77	1600	0.048	0	77	1600	0.048
Sb Thru	265	1600	0.166 *	1	266	1600	0.166 *	0	266	1600	0.166 *	43	308	1600	0.193 *	1	309	1600	0.193 *	0	309	1600	0.193 *
Sb Right	112	1600	0.070	0	112	1600	0.070	0	112	1600	0.070	17	129	1600	0.081	0	129	1600	0.081	0	129	1600	0.081
Eb Left	53	1600	0.033 *	0	53	1600	0.033 *	0	53	1600	0.033 *	18	71	1600	0.044 *	0	71	1600	0.044 *	0	71	1600	0.044 *
Eb Thru	238	3200	0.079	3	241	3200	0.080	0	241	3200	0.080	60	298	3200	0.102	3	301	3200	0.102	0	301	3200	0.102
Eb Right	14	0	-	0	14	0	-	0	14	0	-	13	27	0	-	0	27	0	-	0	27	0	-
Wb Left	51	1600	0.032	0	51	1600	0.032	0	51	1600	0.032	7	58	1600	0.036	0	58	1600	0.036	0	58	1600	0.036
Wb Thru	398	3200	0.137 *	1	399	3200	0.137 *	0	399	3200	0.137 *	57	455	3200	0.156 *	1	456	3200	0.156 *	0	456	3200	0.156 *
Wb Right	40	0	-	0	40	0	-	0	40	0	-	5	45	0	-	0	45	0	-	0	45	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.467				0.468				0.468				0.530				0.531				0.531
LOS			A				A				A				A				A				A

** Key conflicting movement as a part of ICU*
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2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

Tyler Avenue @ Ramona Boulevard
Peak hr: PM
Annual Growth: 0.52%

General Plan Buildout (Phases I & II)

N-S St: Tyler Avenue
E-W St: Ramona Boulevard
Project: Flair Spectrum Project/1-14-4074-1
File: ICU31

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2035

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2035 FUTURE WITHOUT PROJECT				2035 FUTURE WITH PROJECT				2035 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	44	1600	0.028 *	0	44	1600	0.028 *	0	44	1600	0.028 *	18	62	1600	0.039 *	0	62	1600	0.039 *	0	62	1600	0.039 *
Nb Thru	252	1600	0.158	5	257	1600	0.161	0	257	1600	0.161	70	322	1600	0.201	5	327	1600	0.204	0	327	1600	0.204
Nb Right	74	1600	0.046	0	74	1600	0.046	0	74	1600	0.046	11	85	1600	0.053	0	85	1600	0.053	0	85	1600	0.053
Sb Left	34	1600	0.021	0	34	1600	0.021	0	34	1600	0.021	4	38	1600	0.024	0	38	1600	0.024	0	38	1600	0.024
Sb Thru	280	1600	0.175 *	5	285	1600	0.178 *	0	285	1600	0.178 *	76	356	1600	0.223 *	5	361	1600	0.226 *	0	361	1600	0.226 *
Sb Right	50	1600	0.031	0	50	1600	0.031	0	50	1600	0.031	20	70	1600	0.044	0	70	1600	0.044	0	70	1600	0.044
Eb Left	95	1600	0.059	0	95	1600	0.059	0	95	1600	0.059	20	115	1600	0.072	0	115	1600	0.072	0	115	1600	0.072
Eb Thru	367	3200	0.123 *	2	369	3200	0.123 *	0	369	3200	0.123 *	66	433	3200	0.147 *	2	435	3200	0.147 *	0	435	3200	0.147 *
Eb Right	25	0	-	0	25	0	-	0	25	0	-	11	36	0	-	0	36	0	-	0	36	0	-
Wb Left	84	1600	0.053 *	0	84	1600	0.053 *	0	84	1600	0.053 *	12	96	1600	0.060 *	0	96	1600	0.060 *	0	96	1600	0.060 *
Wb Thru	275	3200	0.099	3	278	3200	0.100	0	278	3200	0.100	70	345	3200	0.123	3	348	3200	0.124	0	348	3200	0.124
Wb Right	43	0	-	0	43	0	-	0	43	0	-	5	48	0	-	0	48	0	-	0	48	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.478				0.481				0.481				0.568				0.572				0.572
LOS			A				A				A				A				A				A

** Key conflicting movement as a part of ICU*
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INTERSECTION CAPACITY UTILIZATION

N-S St: Tyler Avenue
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Project: Flair Spectrum Project/1-14-4074-1
File: ICU31

Tyler Avenue @ Ramona Boulevard
Peak hr: SAT MID-DAY
Annual Growth: 0.52%

General Plan Buildout (Phases I & II)

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2035

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2035 FUTURE WITHOUT PROJECT				2035 FUTURE WITH PROJECT				2035 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	16	1600	0.010	0	16	1600	0.010	0	16	1600	0.010	12	28	1600	0.017	0	28	1600	0.017	0	28	1600	0.017
Nb Thru	269	1600	0.168 *	10	279	1600	0.174 *	0	279	1600	0.174 *	87	356	1600	0.222 *	10	366	1600	0.229 *	0	366	1600	0.229 *
Nb Right	116	1600	0.073	0	116	1600	0.073	0	116	1600	0.073	14	130	1600	0.081	0	130	1600	0.081	0	130	1600	0.081
Sb Left	32	1600	0.020 *	0	32	1600	0.020 *	0	32	1600	0.020 *	4	36	1600	0.022 *	0	36	1600	0.022 *	0	36	1600	0.022 *
Sb Thru	238	1600	0.149	9	247	1600	0.154	0	247	1600	0.154	81	319	1600	0.200	9	328	1600	0.205	0	328	1600	0.205
Sb Right	61	1600	0.038	0	61	1600	0.038	0	61	1600	0.038	18	79	1600	0.049	0	79	1600	0.049	0	79	1600	0.049
Eb Left	50	1600	0.031	0	50	1600	0.031	0	50	1600	0.031	17	67	1600	0.042	0	67	1600	0.042	0	67	1600	0.042
Eb Thru	196	3200	0.072 *	2	198	3200	0.073 *	0	198	3200	0.073 *	53	249	3200	0.093 *	2	251	3200	0.093 *	0	251	3200	0.093 *
Eb Right	34	0	-	0	34	0	-	0	34	0	-	14	48	0	-	0	48	0	-	0	48	0	-
Wb Left	92	1600	0.058 *	0	92	1600	0.058 *	0	92	1600	0.058 *	12	104	1600	0.065 *	0	104	1600	0.065 *	0	104	1600	0.065 *
Wb Thru	247	3200	0.090	2	249	3200	0.090	0	249	3200	0.090	58	305	3200	0.109	2	307	3200	0.110	0	307	3200	0.110
Wb Right	40	0	-	0	40	0	-	0	40	0	-	5	45	0	-	0	45	0	-	0	45	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.418				0.424				0.424				0.502				0.509				0.509
LOS			A				A				A				A				A				A

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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600 S. Lake Avenue, Suite 500, Pasadena CA 91106
(626) 796.2322 Fax (626) 792-0941

INTERSECTION CAPACITY UTILIZATION

N-S St: Tyler Avenue
E-W St: Garvey Avenue
Project: Flair Spectrum Project/1-14-4074-1
File: ICU32

Tyler Avenue @ Garvey Avenue
Peak hr: AM
Annual Growth: 0.82%

Phase I

Date: 09/18/2014
Date of Count: 2014
Projection Year: 2016

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2016 FUTURE WITHOUT PROJECT				2016 FUTURE WITH PROJECT				2016 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	73	1600	0.046 *	0	73	1600	0.046 *	0	73	1600	0.046 *	1	74	1600	0.046 *	0	74	1600	0.046 *	0	74	1600	0.046 *
Nb Thru	187	1600	0.166	6	193	1600	0.169	0	193	1600	0.169	12	199	1600	0.173	6	205	1600	0.177	0	205	1600	0.177
Nb Right	78	0	-	0	78	0	-	0	78	0	-	0	78	0	-	0	78	0	-	0	78	0	-
Sb Left	39	1600	0.024	0	39	1600	0.024	0	39	1600	0.024	2	41	1600	0.025	0	41	1600	0.025	0	41	1600	0.025
Sb Thru	182	1600	0.153 *	3	185	1600	0.154 *	0	185	1600	0.154 *	19	201	1600	0.165 *	3	204	1600	0.167 *	0	204	1600	0.167 *
Sb Right	62	0	-	0	62	0	-	0	62	0	-	1	63	0	-	0	63	0	-	0	63	0	-
Eb Left	36	1600	0.023 *	0	36	1600	0.023 *	0	36	1600	0.023 *	1	37	1600	0.023 *	0	37	1600	0.023 *	0	37	1600	0.023 *
Eb Thru	442	3200	0.157	3	445	3200	0.158	0	445	3200	0.158	34	476	3200	0.168	3	479	3200	0.169	0	479	3200	0.169
Eb Right	60	0	-	0	60	0	-	0	60	0	-	1	61	0	-	0	61	0	-	0	61	0	-
Wb Left	156	1600	0.098	0	156	1600	0.098	0	156	1600	0.098	8	164	1600	0.102	0	164	1600	0.102	0	164	1600	0.102
Wb Thru	855	3200	0.281 *	6	861	3200	0.283 *	0	861	3200	0.283 *	63	918	3200	0.302 *	6	924	3200	0.304 *	0	924	3200	0.304 *
Wb Right	45	0	-	0	45	0	-	0	45	0	-	5	50	0	-	0	50	0	-	0	50	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.602				0.606				0.606				0.637				0.640				0.640
LOS			B				B				B				B				B				B

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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600 S. Lake Avenue, Suite 500, Pasadena CA 91106
(626) 796.2322 Fax (626) 792-0941

INTERSECTION CAPACITY UTILIZATION

N-S St: Tyler Avenue
E-W St: Garvey Avenue
Project: Flair Spectrum Project/1-14-4074-1
File: ICU32

Tyler Avenue @ Garvey Avenue
Peak hr: PM
Annual Growth: 0.82%

Phase I

Date: 09/18/2014
Date of Count: 2014
Projection Year: 2016

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2016 FUTURE WITHOUT PROJECT				2016 FUTURE WITH PROJECT				2016 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	117	1600	0.073 *	0	117	1600	0.073 *	0	117	1600	0.073 *	2	119	1600	0.074 *	0	119	1600	0.074 *	0	119	1600	0.074 *
Nb Thru	651	1600	0.449	13	664	1600	0.458	0	664	1600	0.458	42	693	1600	0.480	13	706	1600	0.488	0	706	1600	0.488
Nb Right	68	0	-	0	68	0	-	0	68	0	-	7	75	0	-	0	75	0	-	0	75	0	-
Sb Left	84	1600	0.053	0	84	1600	0.053	0	84	1600	0.053	6	90	1600	0.056	0	90	1600	0.056	0	90	1600	0.056
Sb Thru	642	1600	0.449 *	12	654	1600	0.456 *	0	654	1600	0.456 *	39	681	1600	0.474 *	12	693	1600	0.481 *	0	693	1600	0.481 *
Sb Right	76	0	-	0	76	0	-	0	76	0	-	1	77	0	-	0	77	0	-	0	77	0	-
Eb Left	111	1600	0.069	0	111	1600	0.069	0	111	1600	0.069	2	113	1600	0.071	0	113	1600	0.071	0	113	1600	0.071
Eb Thru	1066	3200	0.340 *	11	1077	3200	0.344 *	0	1077	3200	0.344 *	81	1147	3200	0.366 *	11	1158	3200	0.369 *	0	1158	3200	0.369 *
Eb Right	23	0	-	0	23	0	-	0	23	0	-	0	23	0	-	0	23	0	-	0	23	0	-
Wb Left	74	1600	0.046 *	0	74	1600	0.046 *	0	74	1600	0.046 *	2	76	1600	0.048 *	0	76	1600	0.048 *	0	76	1600	0.048 *
Wb Thru	653	3200	0.227	11	664	3200	0.230	0	664	3200	0.230	62	715	3200	0.247	11	726	3200	0.251	0	726	3200	0.251
Wb Right	72	0	-	0	72	0	-	0	72	0	-	4	76	0	-	0	76	0	-	0	76	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			1.008				1.019				1.019				1.061				1.072				1.072
LOS			F				F				F				F				F				F

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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600 S. Lake Avenue, Suite 500, Pasadena CA 91106
(626) 796.2322 Fax (626) 792-0941

INTERSECTION CAPACITY UTILIZATION

N-S St: Tyler Avenue
E-W St: Garvey Avenue
Project: Flair Spectrum Project/1-14-4074-1
File: ICU32

Tyler Avenue @ Garvey Avenue
Peak hr: SAT MID-DAY
Annual Growth: 0.82%

Phase I

Date: 09/18/2014
Date of Count: 2014
Projection Year: 2016

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2016 FUTURE WITHOUT PROJECT				2016 FUTURE WITH PROJECT				2016 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	95	1600	0.059	0	95	1600	0.059	0	95	1600	0.059	2	97	1600	0.060	0	97	1600	0.060	0	97	1600	0.060
Nb Thru	236	1600	0.223 *	24	260	1600	0.238 *	0	260	1600	0.238 *	40	276	1600	0.249 *	24	300	1600	0.264 *	0	300	1600	0.264 *
Nb Right	120	0	-	0	120	0	-	0	120	0	-	3	123	0	-	0	123	0	-	0	123	0	-
Sb Left	58	1600	0.036 *	0	58	1600	0.036 *	0	58	1600	0.036 *	4	62	1600	0.039 *	0	62	1600	0.039 *	0	62	1600	0.039 *
Sb Thru	174	1600	0.163	22	196	1600	0.177	0	196	1600	0.177	38	212	1600	0.188	22	234	1600	0.201	0	234	1600	0.201
Sb Right	87	0	-	0	87	0	-	0	87	0	-	1	88	0	-	0	88	0	-	0	88	0	-
Eb Left	78	1600	0.049	0	78	1600	0.049	0	78	1600	0.049	1	79	1600	0.050	0	79	1600	0.050	0	79	1600	0.050
Eb Thru	857	3200	0.290 *	18	875	3200	0.296 *	0	875	3200	0.296 *	62	919	3200	0.310 *	18	937	3200	0.315 *	0	937	3200	0.315 *
Eb Right	71	0	-	0	71	0	-	0	71	0	-	1	72	0	-	0	72	0	-	0	72	0	-
Wb Left	100	1600	0.063 *	0	100	1600	0.063 *	0	100	1600	0.063 *	3	103	1600	0.064 *	0	103	1600	0.064 *	0	103	1600	0.064 *
Wb Thru	904	3200	0.296	20	924	3200	0.302	0	924	3200	0.302	63	967	3200	0.316	20	987	3200	0.323	0	987	3200	0.323
Wb Right	42	0	-	0	42	0	-	0	42	0	-	4	46	0	-	0	46	0	-	0	46	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.711				0.732				0.732				0.762				0.783				0.783
LOS			C				C				C				C				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Suite 500, Pasadena CA 91106
(626) 796.2322 Fax (626) 792-0941

INTERSECTION CAPACITY UTILIZATION

N-S St: Tyler Avenue
E-W St: Garvey Avenue
Project: Flair Spectrum Project/1-14-4074-1
File: ICU32

Tyler Avenue @ Garvey Avenue
Peak hr: AM
Annual Growth: 0.82%

Phases I & II

Date: 09/18/2014
Date of Count: 2014
Projection Year: 2019

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2019 FUTURE WITHOUT PROJECT				2019 FUTURE WITH PROJECT				2019 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	73	1600	0.046 *	0	73	1600	0.046 *	0	73	1600	0.046 *	3	76	1600	0.048 *	0	76	1600	0.048 *	0	76	1600	0.048 *
Nb Thru	187	1600	0.166	7	194	1600	0.170	0	194	1600	0.170	17	204	1600	0.178	7	211	1600	0.182	0	211	1600	0.182
Nb Right	78	0	-	0	78	0	-	0	78	0	-	2	80	0	-	0	80	0	-	0	80	0	-
Sb Left	39	1600	0.024	0	39	1600	0.024	0	39	1600	0.024	3	42	1600	0.026	0	42	1600	0.026	0	42	1600	0.026
Sb Thru	182	1600	0.153 *	8	190	1600	0.158 *	0	190	1600	0.158 *	24	206	1600	0.169 *	8	214	1600	0.174 *	0	214	1600	0.174 *
Sb Right	62	0	-	0	62	0	-	0	62	0	-	3	65	0	-	0	65	0	-	0	65	0	-
Eb Left	36	1600	0.023 *	0	36	1600	0.023 *	0	36	1600	0.023 *	2	38	1600	0.023 *	0	38	1600	0.023 *	0	38	1600	0.023 *
Eb Thru	442	3200	0.157	9	451	3200	0.160	0	451	3200	0.160	45	487	3200	0.172	9	496	3200	0.175	0	496	3200	0.175
Eb Right	60	0	-	0	60	0	-	0	60	0	-	3	63	0	-	0	63	0	-	0	63	0	-
Wb Left	156	1600	0.098	0	156	1600	0.098	0	156	1600	0.098	12	168	1600	0.105	0	168	1600	0.105	0	168	1600	0.105
Wb Thru	855	3200	0.281 *	7	862	3200	0.283 *	0	862	3200	0.283 *	85	940	3200	0.310 *	7	947	3200	0.312 *	0	947	3200	0.312 *
Wb Right	45	0	-	0	45	0	-	0	45	0	-	6	51	0	-	0	51	0	-	0	51	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.602				0.609				0.609				0.649				0.657				0.657
LOS			B				B				B				B				B				B

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Suite 500, Pasadena CA 91106
(626) 796.2322 Fax (626) 792-0941

INTERSECTION CAPACITY UTILIZATION

N-S St: Tyler Avenue
E-W St: Garvey Avenue
Project: Flair Spectrum Project/1-14-4074-1
File: ICU32

Tyler Avenue @ Garvey Avenue
Peak hr: PM
Annual Growth: 0.82%

Phases I & II

Date: 09/18/2014
Date of Count: 2014
Projection Year: 2019

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2019 FUTURE WITHOUT PROJECT				2019 FUTURE WITH PROJECT				2019 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	117	1600	0.073 *	0	117	1600	0.073 *	0	117	1600	0.073 *	5	122	1600	0.076 *	0	122	1600	0.076 *	0	122	1600	0.076 *
Nb Thru	651	1600	0.449	17	668	1600	0.460	0	668	1600	0.460	58	709	1600	0.491	17	726	1600	0.502	0	726	1600	0.502
Nb Right	68	0	-	0	68	0	-	0	68	0	-	9	77	0	-	0	77	0	-	0	77	0	-
Sb Left	84	1600	0.053	0	84	1600	0.053	0	84	1600	0.053	9	93	1600	0.058	0	93	1600	0.058	0	93	1600	0.058
Sb Thru	642	1600	0.449 *	14	656	1600	0.458 *	0	656	1600	0.458 *	55	697	1600	0.485 *	14	711	1600	0.494 *	0	711	1600	0.494 *
Sb Right	76	0	-	0	76	0	-	0	76	0	-	3	79	0	-	0	79	0	-	0	79	0	-
Eb Left	111	1600	0.069	0	111	1600	0.069	0	111	1600	0.069	5	116	1600	0.072	0	116	1600	0.072	0	116	1600	0.072
Eb Thru	1066	3200	0.340 *	14	1080	3200	0.345 *	0	1080	3200	0.345 *	107	1173	3200	0.374 *	14	1187	3200	0.379 *	0	1187	3200	0.379 *
Eb Right	23	0	-	0	23	0	-	0	23	0	-	1	24	0	-	0	24	0	-	0	24	0	-
Wb Left	74	1600	0.046 *	0	74	1600	0.046 *	0	74	1600	0.046 *	4	78	1600	0.049 *	0	78	1600	0.049 *	0	78	1600	0.049 *
Wb Thru	653	3200	0.227	16	669	3200	0.232	0	669	3200	0.232	78	731	3200	0.253	16	747	3200	0.258	0	747	3200	0.258
Wb Right	72	0	-	0	72	0	-	0	72	0	-	6	78	0	-	0	78	0	-	0	78	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			1.008				1.022				1.022				1.084				1.097				1.097
LOS			F				F				F				F				F				F

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Suite 500, Pasadena CA 91106
(626) 796.2322 Fax (626) 792-0941

INTERSECTION CAPACITY UTILIZATION

Tyler Avenue @ Garvey Avenue
Peak hr: SAT MID-DAY
Annual Growth: 0.82%

Phases I & II

N-S St: Tyler Avenue
E-W St: Garvey Avenue
Project: Flair Spectrum Project/1-14-4074-1
File: ICU32

Date: 09/18/2014
Date of Count: 2014
Projection Year: 2019

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2019 FUTURE WITHOUT PROJECT				2019 FUTURE WITH PROJECT				2019 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	95	1600	0.059	0	95	1600	0.059	0	95	1600	0.059	4	99	1600	0.062	0	99	1600	0.062	0	99	1600	0.062
Nb Thru	236	1600	0.223 *	27	263	1600	0.239 *	0	263	1600	0.239 *	46	282	1600	0.255 *	27	309	1600	0.272 *	0	309	1600	0.272 *
Nb Right	120	0	-	0	120	0	-	0	120	0	-	6	126	0	-	0	126	0	-	0	126	0	-
Sb Left	58	1600	0.036 *	0	58	1600	0.036 *	0	58	1600	0.036 *	5	63	1600	0.040 *	0	63	1600	0.040 *	0	63	1600	0.040 *
Sb Thru	174	1600	0.163	25	199	1600	0.179	0	199	1600	0.179	42	216	1600	0.192	25	241	1600	0.207	0	241	1600	0.207
Sb Right	87	0	-	0	87	0	-	0	87	0	-	4	91	0	-	0	91	0	-	0	91	0	-
Eb Left	78	1600	0.049	0	78	1600	0.049	0	78	1600	0.049	3	81	1600	0.051	0	81	1600	0.051	0	81	1600	0.051
Eb Thru	857	3200	0.290 *	21	878	3200	0.297 *	0	878	3200	0.297 *	84	941	3200	0.317 *	21	962	3200	0.324 *	0	962	3200	0.324 *
Eb Right	71	0	-	0	71	0	-	0	71	0	-	3	74	0	-	0	74	0	-	0	74	0	-
Wb Left	100	1600	0.063 *	0	100	1600	0.063 *	0	100	1600	0.063 *	5	105	1600	0.066 *	0	105	1600	0.066 *	0	105	1600	0.066 *
Wb Thru	904	3200	0.296	24	928	3200	0.303	0	928	3200	0.303	86	990	3200	0.324	24	1014	3200	0.331	0	1014	3200	0.331
Wb Right	42	0	-	0	42	0	-	0	42	0	-	5	47	0	-	0	47	0	-	0	47	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.711				0.735				0.735				0.777				0.801				0.801
LOS			C				C				C				C				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Suite 500, Pasadena CA 91106
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INTERSECTION CAPACITY UTILIZATION

N-S St: Tyler Avenue
E-W St: Garvey Avenue
Project: Flair Spectrum Project/1-14-4074-1
File: ICU32

Tyler Avenue @ Garvey Avenue
Peak hr: AM
Annual Growth: 0.52%

General Plan Buildout (Phases I & II)

Date: 09/18/2014
Date of Count: 2014
Projection Year: 2035

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2035 FUTURE WITHOUT PROJECT				2035 FUTURE WITH PROJECT				2035 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	73	1600	0.046 *	0	73	1600	0.046 *	0	73	1600	0.046 *	8	81	1600	0.051 *	0	81	1600	0.051 *	0	81	1600	0.051 *
Nb Thru	187	1600	0.166	7	194	1600	0.170	0	194	1600	0.170	31	218	1600	0.190	7	225	1600	0.194	0	225	1600	0.194
Nb Right	78	0	-	0	78	0	-	0	78	0	-	8	86	0	-	0	86	0	-	0	86	0	-
Sb Left	39	1600	0.024	0	39	1600	0.024	0	39	1600	0.024	5	44	1600	0.028	0	44	1600	0.028	0	44	1600	0.028
Sb Thru	182	1600	0.153 *	8	190	1600	0.158 *	0	190	1600	0.158 *	37	219	1600	0.180 *	8	227	1600	0.185 *	0	227	1600	0.185 *
Sb Right	62	0	-	0	62	0	-	0	62	0	-	7	69	0	-	0	69	0	-	0	69	0	-
Eb Left	36	1600	0.023 *	0	36	1600	0.023 *	0	36	1600	0.023 *	4	40	1600	0.025 *	0	40	1600	0.025 *	0	40	1600	0.025 *
Eb Thru	442	3200	0.157	9	451	3200	0.160	0	451	3200	0.160	78	520	3200	0.183	9	529	3200	0.186	0	529	3200	0.186
Eb Right	60	0	-	0	60	0	-	0	60	0	-	7	67	0	-	0	67	0	-	0	67	0	-
Wb Left	156	1600	0.098	0	156	1600	0.098	0	156	1600	0.098	23	179	1600	0.112	0	179	1600	0.112	0	179	1600	0.112
Wb Thru	855	3200	0.281 *	7	862	3200	0.283 *	0	862	3200	0.283 *	147	1002	3200	0.330 *	7	1009	3200	0.332 *	0	1009	3200	0.332 *
Wb Right	45	0	-	0	45	0	-	0	45	0	-	9	54	0	-	0	54	0	-	0	54	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.602				0.609				0.609				0.686				0.693				0.693
LOS			B				B				B				B				B				B

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

N-S St: Tyler Avenue
E-W St: Garvey Avenue
Project: Flair Spectrum Project/1-14-4074-1
File: ICU32

Tyler Avenue @ Garvey Avenue
Peak hr: PM
Annual Growth: 0.52%

General Plan Buildout (Phases I & II)

Date: 09/18/2014
Date of Count: 2014
Projection Year: 2035

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2035 FUTURE WITHOUT PROJECT				2035 FUTURE WITH PROJECT				2035 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	117	1600	0.073 *	0	117	1600	0.073 *	0	117	1600	0.073 *	13	130	1600	0.082 *	0	130	1600	0.082 *	0	130	1600	0.082 *
Nb Thru	651	1600	0.449	17	668	1600	0.460	0	668	1600	0.460	106	757	1600	0.524	17	774	1600	0.535	0	774	1600	0.535
Nb Right	68	0	-	0	68	0	-	0	68	0	-	14	82	0	-	0	82	0	-	0	82	0	-
Sb Left	84	1600	0.053	0	84	1600	0.053	0	84	1600	0.053	15	99	1600	0.062	0	99	1600	0.062	0	99	1600	0.062
Sb Thru	642	1600	0.449 *	14	656	1600	0.458 *	0	656	1600	0.458 *	102	744	1600	0.518 *	14	758	1600	0.527 *	0	758	1600	0.527 *
Sb Right	76	0	-	0	76	0	-	0	76	0	-	9	85	0	-	0	85	0	-	0	85	0	-
Eb Left	111	1600	0.069	0	111	1600	0.069	0	111	1600	0.069	13	124	1600	0.077	0	124	1600	0.077	0	124	1600	0.077
Eb Thru	1066	3200	0.340 *	14	1080	3200	0.345 *	0	1080	3200	0.345 *	186	1252	3200	0.399 *	14	1266	3200	0.404 *	0	1266	3200	0.404 *
Eb Right	23	0	-	0	23	0	-	0	23	0	-	3	26	0	-	0	26	0	-	0	26	0	-
Wb Left	74	1600	0.046 *	0	74	1600	0.046 *	0	74	1600	0.046 *	10	84	1600	0.052 *	0	84	1600	0.052 *	0	84	1600	0.052 *
Wb Thru	653	3200	0.227	16	669	3200	0.232	0	669	3200	0.232	126	779	3200	0.270	16	795	3200	0.275	0	795	3200	0.275
Wb Right	72	0	-	0	72	0	-	0	72	0	-	11	83	0	-	0	83	0	-	0	83	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			1.008				1.022				1.022				1.151				1.164				1.164
LOS			F				F				F				F				F				F

** Key conflicting movement as a part of ICU*
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2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

N-S St: Tyler Avenue
E-W St: Garvey Avenue
Project: Flair Spectrum Project/1-14-4074-1
File: ICU32

Tyler Avenue @ Garvey Avenue
Peak hr: SAT MID-DAY
Annual Growth: 0.52%

General Plan Buildout (Phases I & II)

Date: 09/18/2014
Date of Count: 2014
Projection Year: 2035

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2035 FUTURE WITHOUT PROJECT				2035 FUTURE WITH PROJECT				2035 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	95	1600	0.059	0	95	1600	0.059	0	95	1600	0.059	11	106	1600	0.066	0	106	1600	0.066	0	106	1600	0.066
Nb Thru	236	1600	0.223 *	27	263	1600	0.239 *	0	263	1600	0.239 *	63	299	1600	0.271 *	27	326	1600	0.288 *	0	326	1600	0.288 *
Nb Right	120	0	-	0	120	0	-	0	120	0	-	15	135	0	-	0	135	0	-	0	135	0	-
Sb Left	58	1600	0.036 *	0	58	1600	0.036 *	0	58	1600	0.036 *	10	68	1600	0.042 *	0	68	1600	0.042 *	0	68	1600	0.042 *
Sb Thru	174	1600	0.163	25	199	1600	0.179	0	199	1600	0.179	55	229	1600	0.204	25	254	1600	0.219	0	254	1600	0.219
Sb Right	87	0	-	0	87	0	-	0	87	0	-	10	97	0	-	0	97	0	-	0	97	0	-
Eb Left	78	1600	0.049	0	78	1600	0.049	0	78	1600	0.049	9	87	1600	0.054	0	87	1600	0.054	0	87	1600	0.054
Eb Thru	857	3200	0.290 *	21	878	3200	0.297 *	0	878	3200	0.297 *	147	1004	3200	0.338 *	21	1025	3200	0.345 *	0	1025	3200	0.345 *
Eb Right	71	0	-	0	71	0	-	0	71	0	-	8	79	0	-	0	79	0	-	0	79	0	-
Wb Left	100	1600	0.063 *	0	100	1600	0.063 *	0	100	1600	0.063 *	13	113	1600	0.070 *	0	113	1600	0.070 *	0	113	1600	0.070 *
Wb Thru	904	3200	0.296	24	928	3200	0.303	0	928	3200	0.303	152	1056	3200	0.346	24	1080	3200	0.353	0	1080	3200	0.353
Wb Right	42	0	-	0	42	0	-	0	42	0	-	8	50	0	-	0	50	0	-	0	50	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.711				0.735				0.735				0.822				0.846				0.846
LOS			C				C				C				D				D				D

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INTERSECTION CAPACITY UTILIZATION

Valley Boulevard-Valley Mall @ Ramona Boulevard

N-S St: Valley Boulevard-Valley Mall
E-W St: Ramona Boulevard
Project: Flair Spectrum Project/1-14-4074-1
File: ICU33

Peak hr: AM
Annual Growth: 0.82%

Date: 10/08/2014
Date of Count: 2014
Projection Year: 2016

Phase I

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2016 FUTURE W/O PROJECT + A.G.				2016 FUTURE WITH PROJECT				2016 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total		V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left [3]	162	1600	0.101	0	162	1600	0.101	0	162	1600	0.101	6	168	1600	0.105	0	168	1600	0.105	0	168	1600	0.105
Nb Thru [3]	503	3200	0.157 *	3	506	3200	0.158 *	0	506	3200	0.158 *	31	534	3200	0.167 *	3	537	3200	0.168 *	0	537	3200	0.168 *
Nb Right [3]	19	1600	0.012	0	19	1600	0.012	0	19	1600	0.012	0	19	1600	0.012	0	19	1600	0.012	0	19	1600	0.012
Sb Left [3]	131	1600	0.082	3	134	1600	0.084	0	134	1600	0.084	15	146	1600	0.091	3	149	1600	0.093	0	149	1600	0.093
Sb Thru [3]	350	3200	0.109 *	1	351	3200	0.110 *	0	351	3200	0.110 *	18	368	3200	0.115 *	1	369	3200	0.115 *	0	369	3200	0.115 *
Sb Right [3]	1	1600	0.001	0	1	1600	0.001	0	1	1600	0.001	0	1	1600	0.001	0	1	1600	0.001	0	1	1600	0.001
Eb Left	5	1600	0.003 *	0	5	1600	0.003 *	0	5	1600	0.003 *	0	5	1600	0.003 *	0	5	1600	0.003 *	0	5	1600	0.003 *
Eb Thru	89	3200	0.028	1	90	3200	0.028	0	90	3200	0.028	25	114	3200	0.036	1	115	3200	0.036	0	115	3200	0.036
Eb Right	78	1600	0.049	0	78	1600	0.049	0	78	1600	0.049	12	90	1600	0.056	0	90	1600	0.056	0	90	1600	0.056
Wb Left	50	1600	0.031	0	50	1600	0.031	0	50	1600	0.031	3	53	1600	0.033	0	53	1600	0.033	0	53	1600	0.033
Wb Thru	336	3200	0.190 *	1	337	3200	0.193 *	0	337	3200	0.193 *	12	348	3200	0.201 *	1	349	3200	0.204 *	0	349	3200	0.204 *
Wb Right	272	0	-	8	280	0	-	0	280	0	-	24	296	0	-	8	304	0	-	0	304	0	-
SEb Left [3]	17	1600	0.011	0	17	1600	0.011	0	17	1600	0.011	0	17	1600	0.011	0	17	1600	0.011	0	17	1600	0.011
SEb Thru [3	31	1600	0.022 *	0	31	1600	0.022 *	0	31	1600	0.022 *	1	32	1600	0.022 *	0	32	1600	0.022 *	0	32	1600	0.022 *
SEb Right [3	4	0	-	0	4	0	-	0	4	0	-	0	4	0	-	0	4	0	-	0	4	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.582				0.586				0.586				0.609				0.613				0.613
LOS			A				A				A				B				B				B

** Key conflicting movement as a part of ICU*
1 Counts conducted by.City Traffic Counters
2 Capacity expressed in veh/hour of green
3 Split-phase operation.

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INTERSECTION CAPACITY UTILIZATION

Valley Boulevard-Valley Mall @ Ramona Boulevard

N-S St: Valley Boulevard-Valley Mall
E-W St: Ramona Boulevard
Project: Flair Spectrum Project/1-14-4074-1
File: ICU33

Peak hr: PM
Annual Growth: 0.82%

Phase I

Date: 10/08/2014
Date of Count: 2014
Projection Year: 2016

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2016 FUTURE W/O PROJECT + A.G.				2016 FUTURE WITH PROJECT				2016 FUTURE W/PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
Nb Left [3]	208	1600	0.130	0	208	1600	0.130	0	208	1600	0.130	16	224	1600	0.140	0	224	1600	0.140	0	224	1600	0.140
Nb Thru [3]	482	3200	0.151 *	5	487	3200	0.152 *	0	487	3200	0.152 *	46	528	3200	0.165 *	5	533	3200	0.167 *	0	533	3200	0.167 *
Nb Right [3]	57	1600	0.036	0	57	1600	0.036	0	57	1600	0.036	3	60	1600	0.037	0	60	1600	0.037	0	60	1600	0.037
Sb Left [3]	357	1600	0.223 *	15	372	1600	0.233 *	0	372	1600	0.233 *	56	413	1600	0.258 *	15	428	1600	0.267 *	0	428	1600	0.267 *
Sb Thru [3]	572	3200	0.179	5	577	3200	0.180	0	577	3200	0.180	53	625	3200	0.195	5	630	3200	0.197	0	630	3200	0.197
Sb Right [3]	12	1600	0.008	0	12	1600	0.008	0	12	1600	0.008	0	12	1600	0.008	0	12	1600	0.008	0	12	1600	0.008
Eb Left	17	1600	0.011	0	17	1600	0.011 *	0	17	1600	0.011 *	0	17	1600	0.011 *	0	17	1600	0.011 *	0	17	1600	0.011 *
Eb Thru	361	3200	0.113 *	1	362	3200	0.113	0	362	3200	0.113	23	384	3200	0.120	1	385	3200	0.120	0	385	3200	0.120
Eb Right	135	1600	0.084	0	135	1600	0.084	0	135	1600	0.084	10	145	1600	0.091	0	145	1600	0.091	0	145	1600	0.091
Wb Left	34	1600	0.021 *	0	34	1600	0.021	0	34	1600	0.021	2	36	1600	0.022	0	36	1600	0.022	0	36	1600	0.022
Wb Thru	205	3200	0.121	1	206	3200	0.126 *	0	206	3200	0.126 *	31	236	3200	0.146 *	1	237	3200	0.151 *	0	237	3200	0.151 *
Wb Right	181	0	-	15	196	0	-	0	196	0	-	49	230	0	-	15	245	0	-	0	245	0	-
SEb Left [3]	78	1600	0.049	0	78	1600	0.049	0	78	1600	0.049	1	79	1600	0.050	0	79	1600	0.050	0	79	1600	0.050
SEb Thru [3	111	1600	0.076 *	0	111	1600	0.076 *	0	111	1600	0.076 *	2	113	1600	0.078 *	0	113	1600	0.078 *	0	113	1600	0.078 *
SEb Right [3	11	0	-	0	11	0	-	0	11	0	-	0	11	0	-	0	11	0	-	0	11	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.684				0.697				0.697				0.757				0.773				0.773
LOS			B				B				B				C				C				C

** Key conflicting movement as a part of ICU*
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INTERSECTION CAPACITY UTILIZATION

Valley Boulevard-Valley Mall @ Ramona Boulevard

N-S St: Valley Boulevard-Valley Mall
E-W St: Ramona Boulevard
Project: Flair Spectrum Project/1-14-4074-1
File: ICU33

Peak hr: SAT MID-DAY
Annual Growth: 0.82%

Date: 10/08/2014
Date of Count: 2014
Projection Year: 2016

Phase I

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2016 FUTURE W/O PROJECT + A.G.				2016 FUTURE WITH PROJECT				2016 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total		V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left [3]	248	1600	0.155 *	0	248	1600	0.155 *	0	248	1600	0.155 *	14	262	1600	0.164	0	262	1600	0.164	0	262	1600	0.164
Nb Thru [3]	478	3200	0.149	10	488	3200	0.153	0	488	3200	0.153	56	534	3200	0.167 *	10	544	3200	0.170 *	0	544	3200	0.170 *
Nb Right [3]	35	1600	0.022	0	35	1600	0.022	0	35	1600	0.022	2	37	1600	0.023	0	37	1600	0.023	0	37	1600	0.023
Sb Left [3]	313	1600	0.196 *	26	339	1600	0.212 *	0	339	1600	0.212 *	67	380	1600	0.238 *	26	406	1600	0.254 *	0	406	1600	0.254 *
Sb Thru [3]	459	3200	0.143	9	468	3200	0.146	0	468	3200	0.146	56	515	3200	0.161	9	524	3200	0.164	0	524	3200	0.164
Sb Right [3]	16	1600	0.010	0	16	1600	0.010	0	16	1600	0.010	0	16	1600	0.010	0	16	1600	0.010	0	16	1600	0.010
Eb Left	6	1600	0.004 *	0	6	1600	0.004 *	0	6	1600	0.004 *	0	6	1600	0.004 *	0	6	1600	0.004 *	0	6	1600	0.004 *
Eb Thru	186	3200	0.058	1	187	3200	0.058	0	187	3200	0.058	23	209	3200	0.065	1	210	3200	0.066	0	210	3200	0.066
Eb Right	81	1600	0.051	0	81	1600	0.051	0	81	1600	0.051	11	92	1600	0.058	0	92	1600	0.058	0	92	1600	0.058
Wb Left	41	1600	0.026	0	41	1600	0.026	0	41	1600	0.026	2	43	1600	0.027	0	43	1600	0.027	0	43	1600	0.027
Wb Thru	238	3200	0.134 *	1	239	3200	0.143 *	0	239	3200	0.143 *	25	263	3200	0.163 *	1	264	3200	0.173 *	0	264	3200	0.173 *
Wb Right	191	0	-	29	220	0	-	0	220	0	-	68	259	0	-	29	288	0	-	0	288	0	-
SEb Left [3]	86	1600	0.054	0	86	1600	0.054	0	86	1600	0.054	1	87	1600	0.055	0	87	1600	0.055	0	87	1600	0.055
SEb Thru [3	130	1600	0.087 *	0	130	1600	0.087 *	0	130	1600	0.087 *	2	132	1600	0.088 *	0	132	1600	0.088 *	0	132	1600	0.088 *
SEb Right [3	9	0	-	0	9	0	-	0	9	0	-	0	9	0	-	0	9	0	-	0	9	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.675				0.701				0.701				0.760				0.788				0.788
LOS			B				C				C				C				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by.City Traffic Counters
2 Capacity expressed in veh/hour of green
3 Split-phase operation.

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INTERSECTION CAPACITY UTILIZATION

Valley Boulevard-Valley Mall @ Ramona Boulevard

N-S St: Valley Boulevard-Valley Mall
E-W St: Ramona Boulevard
Project: Flair Spectrum Project/1-14-4074-1
File: ICU33

Peak hr: AM
Annual Growth: 0.82%

Phases I & II

Date: 10/08/2014
Date of Count: 2014
Projection Year: 2019

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2019 FUTURE W/O PROJECT + A.G.				2019 FUTURE WITH PROJECT				2019 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total		V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left [3]	162	1600	0.101	0	162	1600	0.101	0	162	1600	0.101	10	172	1600	0.107	0	172	1600	0.107	0	172	1600	0.107
Nb Thru [3]	503	3200	0.157 *	4	507	3200	0.158 *	0	507	3200	0.158 *	44	547	3200	0.171 *	4	551	3200	0.172 *	0	551	3200	0.172 *
Nb Right [3]	19	1600	0.012	0	19	1600	0.012	0	19	1600	0.012	1	20	1600	0.012	0	20	1600	0.012	0	20	1600	0.012
Sb Left [3]	131	1600	0.082	7	138	1600	0.086	0	138	1600	0.086	18	149	1600	0.093	7	156	1600	0.098	0	156	1600	0.098
Sb Thru [3]	350	3200	0.109 *	5	355	3200	0.111 *	0	355	3200	0.111 *	27	377	3200	0.118 *	5	382	3200	0.119 *	0	382	3200	0.119 *
Sb Right [3]	1	1600	0.001	0	1	1600	0.001	0	1	1600	0.001	0	1	1600	0.001	0	1	1600	0.001	0	1	1600	0.001
Eb Left	5	1600	0.003 *	0	5	1600	0.003 *	0	5	1600	0.003 *	0	5	1600	0.003 *	0	5	1600	0.003 *	0	5	1600	0.003 *
Eb Thru	89	3200	0.028	3	92	3200	0.029	0	92	3200	0.029	28	117	3200	0.036	3	120	3200	0.037	0	120	3200	0.037
Eb Right	78	1600	0.049	0	78	1600	0.049	0	78	1600	0.049	14	92	1600	0.058	0	92	1600	0.058	0	92	1600	0.058
Wb Left	50	1600	0.031	0	50	1600	0.031	0	50	1600	0.031	4	54	1600	0.034	0	54	1600	0.034	0	54	1600	0.034
Wb Thru	336	3200	0.190 *	1	337	3200	0.193 *	0	337	3200	0.193 *	20	356	3200	0.206 *	1	357	3200	0.209 *	0	357	3200	0.209 *
Wb Right	272	0	-	9	281	0	-	0	281	0	-	31	303	0	-	9	312	0	-	0	312	0	-
SEb Left [3]	17	1600	0.011	0	17	1600	0.011	0	17	1600	0.011	1	18	1600	0.011	0	18	1600	0.011	0	18	1600	0.011
SEb Thru [3	31	1600	0.022 *	0	31	1600	0.022 *	0	31	1600	0.022 *	1	32	1600	0.023 *	0	32	1600	0.023 *	0	32	1600	0.023 *
SEb Right [3	4	0	-	0	4	0	-	0	4	0	-	0	4	0	-	0	4	0	-	0	4	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.582				0.588				0.588				0.621				0.627				0.627
LOS			A				A				A				B				B				B

** Key conflicting movement as a part of ICU*
1 Counts conducted by.City Traffic Counters
2 Capacity expressed in veh/hour of green
3 Split-phase operation.

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INTERSECTION CAPACITY UTILIZATION

Valley Boulevard-Valley Mall @ Ramona Boulevard

N-S St: Valley Boulevard-Valley Mall
E-W St: Ramona Boulevard
Project: Flair Spectrum Project/1-14-4074-1
File: ICU33

Peak hr: PM
Annual Growth: 0.82%

Phases I & II

Date: 10/08/2014
Date of Count: 2014
Projection Year: 2019

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2019 FUTURE W/O PROJECT + A.G.				2019 FUTURE WITH PROJECT				2019 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total		V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left [3]	208	1600	0.130	0	208	1600	0.130	0	208	1600	0.130	22	230	1600	0.144	0	230	1600	0.144	0	230	1600	0.144
Nb Thru [3]	482	3200	0.151 *	9	491	3200	0.153 *	0	491	3200	0.153 *	58	540	3200	0.169 *	9	549	3200	0.172 *	0	549	3200	0.172 *
Nb Right [3]	57	1600	0.036	0	57	1600	0.036	0	57	1600	0.036	4	61	1600	0.038	0	61	1600	0.038	0	61	1600	0.038
Sb Left [3]	357	1600	0.223 *	17	374	1600	0.234 *	0	374	1600	0.234 *	65	422	1600	0.264 *	17	439	1600	0.274 *	0	439	1600	0.274 *
Sb Thru [3]	572	3200	0.179	7	579	3200	0.181	0	579	3200	0.181	68	640	3200	0.200	7	647	3200	0.202	0	647	3200	0.202
Sb Right [3]	12	1600	0.008	0	12	1600	0.008	0	12	1600	0.008	1	13	1600	0.008	0	13	1600	0.008	0	13	1600	0.008
Eb Left	17	1600	0.011	0	17	1600	0.011 *	0	17	1600	0.011 *	1	18	1600	0.011 *	0	18	1600	0.011 *	0	18	1600	0.011 *
Eb Thru	361	3200	0.113 *	2	363	3200	0.113	0	363	3200	0.113	32	393	3200	0.123	2	395	3200	0.123	0	395	3200	0.123
Eb Right	135	1600	0.084	0	135	1600	0.084	0	135	1600	0.084	14	149	1600	0.093	0	149	1600	0.093	0	149	1600	0.093
Wb Left	34	1600	0.021 *	0	34	1600	0.021	0	34	1600	0.021	2	36	1600	0.023	0	36	1600	0.023	0	36	1600	0.023
Wb Thru	205	3200	0.121	3	208	3200	0.128 *	0	208	3200	0.128 *	37	242	3200	0.149 *	3	245	3200	0.156 *	0	245	3200	0.156 *
Wb Right	181	0	-	19	200	0	-	0	200	0	-	54	235	0	-	19	254	0	-	0	254	0	-
SEb Left [3]	78	1600	0.049	0	78	1600	0.049	0	78	1600	0.049	3	81	1600	0.051	0	81	1600	0.051	0	81	1600	0.051
SEb Thru [3	111	1600	0.076 *	0	111	1600	0.076 *	0	111	1600	0.076 *	5	116	1600	0.079 *	0	116	1600	0.079 *	0	116	1600	0.079 *
SEb Right [3	11	0	-	0	11	0	-	0	11	0	-	0	11	0	-	0	11	0	-	0	11	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.684				0.702				0.702				0.772				0.792				0.792
LOS			B				C				C				C				C				C

** Key conflicting movement as a part of ICU*
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3 Split-phase operation.

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INTERSECTION CAPACITY UTILIZATION

N-S St: Valley Boulevard-Valley Mall
E-W St: Ramona Boulevard
Project: Flair Spectrum Project/1-14-4074-1
File: ICU33

Valley Boulevard-Valley Mall @ Ramona Boulevard
Peak hr: SAT MID-DAY
Annual Growth: 0.82%

Phases I & II

Date: 10/08/2014
Date of Count: 2014
Projection Year: 2019

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2019 FUTURE W/O PROJECT + A.G.				2019 FUTURE WITH PROJECT				2019 FUTURE W/PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
Nb Left [3]	248	1600	0.155 *	0	248	1600	0.155 *	0	248	1600	0.155 *	20	268	1600	0.168	0	268	1600	0.168	0	268	1600	0.168
Nb Thru [3]	478	3200	0.149	13	491	3200	0.153	0	491	3200	0.153	68	546	3200	0.171 *	13	559	3200	0.175 *	0	559	3200	0.175 *
Nb Right [3]	35	1600	0.022	0	35	1600	0.022	0	35	1600	0.022	2	37	1600	0.023	0	37	1600	0.023	0	37	1600	0.023
Sb Left [3]	313	1600	0.196 *	28	341	1600	0.213 *	0	341	1600	0.213 *	75	388	1600	0.243 *	28	416	1600	0.260 *	0	416	1600	0.260 *
Sb Thru [3]	459	3200	0.143	11	470	3200	0.147	0	470	3200	0.147	67	526	3200	0.164	11	537	3200	0.168	0	537	3200	0.168
Sb Right [3]	16	1600	0.010	0	16	1600	0.010	0	16	1600	0.010	1	17	1600	0.010	0	17	1600	0.010	0	17	1600	0.010
Eb Left	6	1600	0.004 *	0	6	1600	0.004 *	0	6	1600	0.004 *	0	6	1600	0.004 *	0	6	1600	0.004 *	0	6	1600	0.004 *
Eb Thru	186	3200	0.058	2	188	3200	0.059	0	188	3200	0.059	28	214	3200	0.067	2	216	3200	0.067	0	216	3200	0.067
Eb Right	81	1600	0.051	0	81	1600	0.051	0	81	1600	0.051	13	94	1600	0.059	0	94	1600	0.059	0	94	1600	0.059
Wb Left	41	1600	0.026	0	41	1600	0.026	0	41	1600	0.026	3	44	1600	0.027	0	44	1600	0.027	0	44	1600	0.027
Wb Thru	238	3200	0.134 *	2	240	3200	0.145 *	0	240	3200	0.145 *	31	269	3200	0.167 *	2	271	3200	0.177 *	0	271	3200	0.177 *
Wb Right	191	0	-	32	223	0	-	0	223	0	-	73	264	0	-	32	296	0	-	0	296	0	-
SEb Left [3]	86	1600	0.054	0	86	1600	0.054	0	86	1600	0.054	4	90	1600	0.056	0	90	1600	0.056	0	90	1600	0.056
SEb Thru [3	130	1600	0.087 *	0	130	1600	0.087 *	0	130	1600	0.087 *	5	135	1600	0.090 *	0	135	1600	0.090 *	0	135	1600	0.090 *
SEb Right [3	9	0	-	0	9	0	-	0	9	0	-	0	9	0	-	0	9	0	-	0	9	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.675				0.703				0.703				0.774				0.806				0.806
LOS			B				C				C				C				D				D

** Key conflicting movement as a part of ICU*
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INTERSECTION CAPACITY UTILIZATION

Valley Boulevard-Valley Mall @ Ramona Boulevard
Peak hr: AM
Annual Growth: 0.52%

General Plan Buildout (Phases I & II)

N-S St: Valley Boulevard-Valley Mall
E-W St: Ramona Boulevard
Project: Flair Spectrum Project/1-14-4074-1
File: ICU33

Date: 10/08/2014
Date of Count: 2014
Projection Year: 2035

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2035 FUTURE W/O PROJECT + A.G.				2035 FUTURE WITH PROJECT				2035 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total		V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left [3]	162	1600	0.101	0	162	1600	0.101	0	162	1600	0.101	22	184	1600	0.115	0	184	1600	0.115	0	184	1600	0.115
Nb Thru [3]	503	3200	0.157 *	4	507	3200	0.158 *	0	507	3200	0.158 *	81	584	3200	0.182 *	4	588	3200	0.184 *	0	588	3200	0.184 *
Nb Right [3]	19	1600	0.012	0	19	1600	0.012	0	19	1600	0.012	2	21	1600	0.013	0	21	1600	0.013	0	21	1600	0.013
Sb Left [3]	131	1600	0.082	7	138	1600	0.086	0	138	1600	0.086	28	159	1600	0.099	7	166	1600	0.104	0	166	1600	0.104
Sb Thru [3]	350	3200	0.109 *	5	355	3200	0.111 *	0	355	3200	0.111 *	52	402	3200	0.126 *	5	407	3200	0.127 *	0	407	3200	0.127 *
Sb Right [3]	1	1600	0.001	0	1	1600	0.001	0	1	1600	0.001	0	1	1600	0.001	0	1	1600	0.001	0	1	1600	0.001
Eb Left	5	1600	0.003 *	0	5	1600	0.003 *	0	5	1600	0.003 *	1	6	1600	0.003 *	0	6	1600	0.003 *	0	6	1600	0.003 *
Eb Thru	89	3200	0.028	3	92	3200	0.029	0	92	3200	0.029	34	123	3200	0.039	3	126	3200	0.039	0	126	3200	0.039
Eb Right	78	1600	0.049	0	78	1600	0.049	0	78	1600	0.049	20	98	1600	0.061	0	98	1600	0.061	0	98	1600	0.061
Wb Left	50	1600	0.031	0	50	1600	0.031	0	50	1600	0.031	8	58	1600	0.036	0	58	1600	0.036	0	58	1600	0.036
Wb Thru	336	3200	0.190 *	1	337	3200	0.193 *	0	337	3200	0.193 *	45	381	3200	0.220 *	1	382	3200	0.223 *	0	382	3200	0.223 *
Wb Right	272	0	-	9	281	0	-	0	281	0	-	51	323	0	-	9	332	0	-	0	332	0	-
SEb Left [3]	17	1600	0.011	0	17	1600	0.011	0	17	1600	0.011	2	19	1600	0.012	0	19	1600	0.012	0	19	1600	0.012
SEb Thru [3	31	1600	0.022 *	0	31	1600	0.022 *	0	31	1600	0.022 *	4	35	1600	0.024 *	0	35	1600	0.024 *	0	35	1600	0.024 *
SEb Right [3	4	0	-	0	4	0	-	0	4	0	-	0	4	0	-	0	4	0	-	0	4	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.582				0.588				0.588				0.656				0.662				0.662
LOS			A				A				A				B				B				B

** Key conflicting movement as a part of ICU*
1 Counts conducted by.City Traffic Counters
2 Capacity expressed in veh/hour of green
3 Split-phase operation.

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INTERSECTION CAPACITY UTILIZATION

N-S St: Valley Boulevard-Valley Mall
E-W St: Ramona Boulevard
Project: Flair Spectrum Project/1-14-4074-1
File: ICU33

Valley Boulevard-Valley Mall @ Ramona Boulevard
Peak hr: PM
Annual Growth: 0.52%

General Plan Buildout (Phases I & II)

Date: 10/08/2014
Date of Count: 2014
Projection Year: 2035

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2035 FUTURE W/O PROJECT + A.G.				2035 FUTURE WITH PROJECT				2035 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total		V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left [3]	208	1600	0.130	0	208	1600	0.130	0	208	1600	0.130	37	245	1600	0.153	0	245	1600	0.153	0	245	1600	0.153
Nb Thru [3]	482	3200	0.151 *	9	491	3200	0.153 *	0	491	3200	0.153 *	93	575	3200	0.180 *	9	584	3200	0.183 *	0	584	3200	0.183 *
Nb Right [3]	57	1600	0.036	0	57	1600	0.036	0	57	1600	0.036	9	66	1600	0.041	0	66	1600	0.041	0	66	1600	0.041
Sb Left [3]	357	1600	0.223 *	17	374	1600	0.234 *	0	374	1600	0.234 *	91	448	1600	0.280 *	17	465	1600	0.291 *	0	465	1600	0.291 *
Sb Thru [3]	572	3200	0.179	7	579	3200	0.181	0	579	3200	0.181	110	682	3200	0.213	7	689	3200	0.215	0	689	3200	0.215
Sb Right [3]	12	1600	0.008	0	12	1600	0.008	0	12	1600	0.008	1	13	1600	0.008	0	13	1600	0.008	0	13	1600	0.008
Eb Left	17	1600	0.011	0	17	1600	0.011 *	0	17	1600	0.011 *	2	19	1600	0.012 *	0	19	1600	0.012 *	0	19	1600	0.012 *
Eb Thru	361	3200	0.113 *	2	363	3200	0.113	0	363	3200	0.113	59	420	3200	0.131	2	422	3200	0.132	0	422	3200	0.132
Eb Right	135	1600	0.084	0	135	1600	0.084	0	135	1600	0.084	24	159	1600	0.099	0	159	1600	0.099	0	159	1600	0.099
Wb Left	34	1600	0.021 *	0	34	1600	0.021	0	34	1600	0.021	5	39	1600	0.024	0	39	1600	0.024	0	39	1600	0.024
Wb Thru	205	3200	0.121	3	208	3200	0.128 *	0	208	3200	0.128 *	52	257	3200	0.158 *	3	260	3200	0.165 *	0	260	3200	0.165 *
Wb Right	181	0	-	19	200	0	-	0	200	0	-	67	248	0	-	19	267	0	-	0	267	0	-
SEb Left [3]	78	1600	0.049	0	78	1600	0.049	0	78	1600	0.049	9	87	1600	0.054	0	87	1600	0.054	0	87	1600	0.054
SEb Thru [3	111	1600	0.076 *	0	111	1600	0.076 *	0	111	1600	0.076 *	13	124	1600	0.085 *	0	124	1600	0.085 *	0	124	1600	0.085 *
SEb Right [3	11	0	-	0	11	0	-	0	11	0	-	1	12	0	-	0	12	0	-	0	12	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.684				0.702				0.702				0.814				0.835				0.835
LOS			B				C				C				D				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by.City Traffic Counters
2 Capacity expressed in veh/hour of green
3 Split-phase operation.

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INTERSECTION CAPACITY UTILIZATION

Valley Boulevard-Valley Mall @ Ramona Boulevard
Peak hr: SAT MID-DAY
Annual Growth: 0.52%

General Plan Buildout (Phases I & II)

N-S St: Valley Boulevard-Valley Mall
E-W St: Ramona Boulevard
Project: Flair Spectrum Project/1-14-4074-1
File: ICU33

Date: 10/08/2014
Date of Count: 2014
Projection Year: 2035

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2035 FUTURE W/O PROJECT + A.G.				2035 FUTURE WITH PROJECT				2035 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total		V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left [3]	248	1600	0.155 *	0	248	1600	0.155 *	0	248	1600	0.155 *	39	287	1600	0.179	0	287	1600	0.179	0	287	1600	0.179
Nb Thru [3]	478	3200	0.149	13	491	3200	0.153	0	491	3200	0.153	103	581	3200	0.182 *	13	594	3200	0.186 *	0	594	3200	0.186 *
Nb Right [3]	35	1600	0.022	0	35	1600	0.022	0	35	1600	0.022	5	40	1600	0.025	0	40	1600	0.025	0	40	1600	0.025
Sb Left [3]	313	1600	0.196 *	28	341	1600	0.213 *	0	341	1600	0.213 *	98	411	1600	0.257 *	28	439	1600	0.274 *	0	439	1600	0.274 *
Sb Thru [3]	459	3200	0.143	11	470	3200	0.147	0	470	3200	0.147	101	560	3200	0.175	11	571	3200	0.178	0	571	3200	0.178
Sb Right [3]	16	1600	0.010	0	16	1600	0.010	0	16	1600	0.010	2	18	1600	0.011	0	18	1600	0.011	0	18	1600	0.011
Eb Left	6	1600	0.004 *	0	6	1600	0.004 *	0	6	1600	0.004 *	1	7	1600	0.004 *	0	7	1600	0.004 *	0	7	1600	0.004 *
Eb Thru	186	3200	0.058	2	188	3200	0.059	0	188	3200	0.059	41	227	3200	0.071	2	229	3200	0.072	0	229	3200	0.072
Eb Right	81	1600	0.051	0	81	1600	0.051	0	81	1600	0.051	19	100	1600	0.063	0	100	1600	0.063	0	100	1600	0.063
Wb Left	41	1600	0.026	0	41	1600	0.026	0	41	1600	0.026	6	47	1600	0.029	0	47	1600	0.029	0	47	1600	0.029
Wb Thru	238	3200	0.134 *	2	240	3200	0.145 *	0	240	3200	0.145 *	48	286	3200	0.176 *	2	288	3200	0.187 *	0	288	3200	0.187 *
Wb Right	191	0	-	32	223	0	-	0	223	0	-	87	278	0	-	32	310	0	-	0	310	0	-
SEb Left [3]	86	1600	0.054	0	86	1600	0.054	0	86	1600	0.054	10	96	1600	0.060	0	96	1600	0.060	0	96	1600	0.060
SEb Thru [3	130	1600	0.087 *	0	130	1600	0.087 *	0	130	1600	0.087 *	15	145	1600	0.097 *	0	145	1600	0.097 *	0	145	1600	0.097 *
SEb Right [3	9	0	-	0	9	0	-	0	9	0	-	1	10	0	-	0	10	0	-	0	10	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.675				0.703				0.703				0.816				0.848				0.848
LOS			B				C				C				D				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by.City Traffic Counters
2 Capacity expressed in veh/hour of green
3 Split-phase operation.

LINSCOTT, LAW & GREENSPAN, ENGINEERS
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INTERSECTION CAPACITY UTILIZATION

N-S St: Peck Road
E-W St: Lower Azusa Road
Project: Flair Spectrum Project/1-14-4074-1
File: ICU34

Peck Road @ Lower Azusa Road
Peak hr: AM
Annual Growth: 0.82%

Phase I

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2016

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2016 FUTURE WITHOUT PROJECT				2016 FUTURE WITH PROJECT				2016 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	207	1600	0.129	0	207	1600	0.129	0	207	1600	0.129	6	213	1600	0.133	0	213	1600	0.133	0	213	1600	0.133
Nb Thru	942	3200	0.319 *	1	943	3200	0.319 *	0	943	3200	0.319 *	28	970	3200	0.329 *	1	971	3200	0.329 *	0	971	3200	0.329 *
Nb Right	78	0	-	0	78	0	-	0	78	0	-	5	83	0	-	0	83	0	-	0	83	0	-
Sb Left	106	1600	0.066 *	0	106	1600	0.066 *	0	106	1600	0.066 *	2	108	1600	0.067 *	0	108	1600	0.067 *	0	108	1600	0.067 *
Sb Thru	773	3200	0.242	3	776	3200	0.243	0	776	3200	0.243	19	792	3200	0.247	3	795	3200	0.248	0	795	3200	0.248
Sb Right	149	1600	0.093	0	149	1600	0.093	0	149	1600	0.093	2	151	1600	0.095	0	151	1600	0.095	0	151	1600	0.095
Eb Left	121	1600	0.076 *	0	121	1600	0.076 *	0	121	1600	0.076 *	3	124	1600	0.077 *	0	124	1600	0.077 *	0	124	1600	0.077 *
Eb Thru	391	3200	0.166	3	394	3200	0.167	0	394	3200	0.167	16	407	3200	0.172	3	410	3200	0.173	0	410	3200	0.173
Eb Right	141	0	-	0	141	0	-	0	141	0	-	3	144	0	-	0	144	0	-	0	144	0	-
Wb Left	215	1600	0.134	0	215	1600	0.134	0	215	1600	0.134	7	222	1600	0.138	0	222	1600	0.138	0	222	1600	0.138
Wb Thru	638	3200	0.228 *	6	644	3200	0.230 *	0	644	3200	0.230 *	44	682	3200	0.243 *	6	688	3200	0.245 *	0	688	3200	0.245 *
Wb Right	93	0	-	0	93	0	-	0	93	0	-	3	96	0	-	0	96	0	-	0	96	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.789				0.791				0.791				0.817				0.819				0.819
LOS			C				C				C				D				D				D

** Key conflicting movement as a part of ICU*
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INTERSECTION CAPACITY UTILIZATION

N-S St: Peck Road
E-W St: Lower Azusa Road
Project: Flair Spectrum Project/1-14-4074-1
File: ICU34

Peck Road @ Lower Azusa Road
Peak hr: PM
Annual Growth: 0.82%

Phase I

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2016

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2016 FUTURE WITHOUT PROJECT				2016 FUTURE WITH PROJECT				2016 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	206	1600	0.129	0	206	1600	0.129	0	206	1600	0.129	4	210	1600	0.131	0	210	1600	0.131	0	210	1600	0.131
Nb Thru	822	3200	0.328 *	5	827	3200	0.330 *	0	827	3200	0.330 *	32	854	3200	0.341 *	5	859	3200	0.342 *	0	859	3200	0.342 *
Nb Right	229	0	-	0	229	0	-	0	229	0	-	8	237	0	-	0	237	0	-	0	237	0	-
Sb Left	113	1600	0.071 *	0	113	1600	0.071 *	0	113	1600	0.071 *	3	116	1600	0.072 *	0	116	1600	0.072 *	0	116	1600	0.072 *
Sb Thru	653	3200	0.204	5	658	3200	0.206	0	658	3200	0.206	33	686	3200	0.214	5	691	3200	0.216	0	691	3200	0.216
Sb Right	138	1600	0.086	0	138	1600	0.086	0	138	1600	0.086	3	141	1600	0.088	0	141	1600	0.088	0	141	1600	0.088
Eb Left	175	1600	0.109	0	175	1600	0.109	0	175	1600	0.109	4	179	1600	0.112	0	179	1600	0.112	0	179	1600	0.112
Eb Thru	822	3200	0.303 *	11	833	3200	0.307 *	0	833	3200	0.307 *	60	882	3200	0.324 *	11	893	3200	0.327 *	0	893	3200	0.327 *
Eb Right	149	0	-	0	149	0	-	0	149	0	-	5	154	0	-	0	154	0	-	0	154	0	-
Wb Left	169	1600	0.106 *	0	169	1600	0.106 *	0	169	1600	0.106 *	9	178	1600	0.111 *	0	178	1600	0.111 *	0	178	1600	0.111 *
Wb Thru	542	3200	0.194	11	553	3200	0.198	0	553	3200	0.198	31	573	3200	0.205	11	584	3200	0.208	0	584	3200	0.208
Wb Right	80	0	-	0	80	0	-	0	80	0	-	2	82	0	-	0	82	0	-	0	82	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.908				0.913				0.913				0.948				0.953				0.953
LOS			E				E				E				E				E				E

** Key conflicting movement as a part of ICU*
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INTERSECTION CAPACITY UTILIZATION

N-S St: Peck Road
E-W St: Lower Azusa Road
Project: Flair Spectrum Project/1-14-4074-1
File: ICU34

Peck Road @ Lower Azusa Road
Peak hr: SAT MID-DAY
Annual Growth: 0.82%

Phase I

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2016

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2016 FUTURE WITHOUT PROJECT				2016 FUTURE WITH PROJECT				2016 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	239	1600	0.149 *	0	239	1600	0.149 *	0	239	1600	0.149 *	6	245	1600	0.153 *	0	245	1600	0.153 *	0	245	1600	0.153 *
Nb Thru	617	3200	0.230	9	626	3200	0.233	0	626	3200	0.233	33	650	3200	0.243	9	659	3200	0.246	0	659	3200	0.246
Nb Right	119	0	-	0	119	0	-	0	119	0	-	8	127	0	-	0	127	0	-	0	127	0	-
Sb Left	104	1600	0.065	0	104	1600	0.065	0	104	1600	0.065	3	107	1600	0.067	0	107	1600	0.067	0	107	1600	0.067
Sb Thru	531	3200	0.166 *	10	541	3200	0.169 *	0	541	3200	0.169 *	33	564	3200	0.176 *	10	574	3200	0.179 *	0	574	3200	0.179 *
Sb Right	127	1600	0.079	0	127	1600	0.079	0	127	1600	0.079	3	130	1600	0.081	0	130	1600	0.081	0	130	1600	0.081
Eb Left	209	1600	0.131	0	209	1600	0.131	0	209	1600	0.131	4	213	1600	0.133	0	213	1600	0.133	0	213	1600	0.133
Eb Thru	525	3200	0.227 *	18	543	3200	0.233 *	0	543	3200	0.233 *	33	558	3200	0.239 *	18	576	3200	0.245 *	0	576	3200	0.245 *
Eb Right	202	0	-	0	202	0	-	0	202	0	-	5	207	0	-	0	207	0	-	0	207	0	-
Wb Left	183	1600	0.114 *	0	183	1600	0.114 *	0	183	1600	0.114 *	9	192	1600	0.120 *	0	192	1600	0.120 *	0	192	1600	0.120 *
Wb Thru	541	3200	0.191	20	561	3200	0.197	0	561	3200	0.197	34	575	3200	0.202	20	595	3200	0.208	0	595	3200	0.208
Wb Right	69	0	-	0	69	0	-	0	69	0	-	2	71	0	-	0	71	0	-	0	71	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.757				0.766				0.766				0.788				0.797				0.797
LOS			C				C				C				C				C				C

** Key conflicting movement as a part of ICU*
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INTERSECTION CAPACITY UTILIZATION

N-S St: Peck Road
E-W St: Lower Azusa Road
Project: Flair Spectrum Project/1-14-4074-1
File: ICU34

Peck Road @ Lower Azusa Road
Peak hr: AM
Annual Growth: 0.82%

Phases I & II

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2019

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2019 FUTURE WITHOUT PROJECT				2019 FUTURE WITH PROJECT				2019 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	207	1600	0.129	0	207	1600	0.129	0	207	1600	0.129	12	219	1600	0.137	0	219	1600	0.137	0	219	1600	0.137
Nb Thru	942	3200	0.319 *	1	943	3200	0.319 *	0	943	3200	0.319 *	51	993	3200	0.337 *	1	994	3200	0.337 *	0	994	3200	0.337 *
Nb Right	78	0	-	0	78	0	-	0	78	0	-	7	85	0	-	0	85	0	-	0	85	0	-
Sb Left	106	1600	0.066 *	0	106	1600	0.066 *	0	106	1600	0.066 *	4	110	1600	0.069 *	0	110	1600	0.069 *	0	110	1600	0.069 *
Sb Thru	773	3200	0.242	3	776	3200	0.243	0	776	3200	0.243	38	811	3200	0.254	3	814	3200	0.254	0	814	3200	0.254
Sb Right	149	1600	0.093	0	149	1600	0.093	0	149	1600	0.093	6	155	1600	0.097	0	155	1600	0.097	0	155	1600	0.097
Eb Left	121	1600	0.076 *	0	121	1600	0.076 *	0	121	1600	0.076 *	6	127	1600	0.079 *	0	127	1600	0.079 *	0	127	1600	0.079 *
Eb Thru	391	3200	0.166	7	398	3200	0.168	0	398	3200	0.168	26	417	3200	0.177	7	424	3200	0.179	0	424	3200	0.179
Eb Right	141	0	-	0	141	0	-	0	141	0	-	7	148	0	-	0	148	0	-	0	148	0	-
Wb Left	215	1600	0.134	0	215	1600	0.134	0	215	1600	0.134	12	227	1600	0.142	0	227	1600	0.142	0	227	1600	0.142
Wb Thru	638	3200	0.228 *	7	645	3200	0.231 *	0	645	3200	0.231 *	60	698	3200	0.249 *	7	705	3200	0.251 *	0	705	3200	0.251 *
Wb Right	93	0	-	0	93	0	-	0	93	0	-	5	98	0	-	0	98	0	-	0	98	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.789				0.792				0.792				0.834				0.837				0.837
LOS			C				C				C				D				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

N-S St: Peck Road
E-W St: Lower Azusa Road
Project: Flair Spectrum Project/1-14-4074-1
File: ICU34

Peck Road @ Lower Azusa Road
Peak hr: PM
Annual Growth: 0.82%

Phases I & II

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2019

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2019 FUTURE WITHOUT PROJECT				2019 FUTURE WITH PROJECT				2019 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	206	1600	0.129	0	206	1600	0.129	0	206	1600	0.129	10	216	1600	0.135	0	216	1600	0.135	0	216	1600	0.135
Nb Thru	822	3200	0.328 *	5	827	3200	0.330 *	0	827	3200	0.330 *	52	874	3200	0.349 *	5	879	3200	0.351 *	0	879	3200	0.351 *
Nb Right	229	0	-	0	229	0	-	0	229	0	-	14	243	0	-	0	243	0	-	0	243	0	-
Sb Left	113	1600	0.071 *	0	113	1600	0.071 *	0	113	1600	0.071 *	6	119	1600	0.074 *	0	119	1600	0.074 *	0	119	1600	0.074 *
Sb Thru	653	3200	0.204	5	658	3200	0.206	0	658	3200	0.206	49	702	3200	0.219	5	707	3200	0.221	0	707	3200	0.221
Sb Right	138	1600	0.086	0	138	1600	0.086	0	138	1600	0.086	7	145	1600	0.090	0	145	1600	0.090	0	145	1600	0.090
Eb Left	175	1600	0.109	0	175	1600	0.109	0	175	1600	0.109	8	183	1600	0.115	0	183	1600	0.115	0	183	1600	0.115
Eb Thru	822	3200	0.303 *	13	835	3200	0.308 *	0	835	3200	0.308 *	80	902	3200	0.331 *	13	915	3200	0.335 *	0	915	3200	0.335 *
Eb Right	149	0	-	0	149	0	-	0	149	0	-	9	158	0	-	0	158	0	-	0	158	0	-
Wb Left	169	1600	0.106 *	0	169	1600	0.106 *	0	169	1600	0.106 *	13	182	1600	0.114 *	0	182	1600	0.114 *	0	182	1600	0.114 *
Wb Thru	542	3200	0.194	15	557	3200	0.199	0	557	3200	0.199	45	587	3200	0.210	15	602	3200	0.214	0	602	3200	0.214
Wb Right	80	0	-	0	80	0	-	0	80	0	-	4	84	0	-	0	84	0	-	0	84	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.908				0.914				0.914				0.968				0.974				0.974
LOS			E				E				E				E				E				E

** Key conflicting movement as a part of ICU*
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INTERSECTION CAPACITY UTILIZATION

N-S St: Peck Road
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Project: Flair Spectrum Project/1-14-4074-1
File: ICU34

Peck Road @ Lower Azusa Road
Peak hr: SAT MID-DAY
Annual Growth: 0.82%

Phases I & II

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2019

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2019 FUTURE WITHOUT PROJECT				2019 FUTURE WITH PROJECT				2019 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	239	1600	0.149 *	0	239	1600	0.149 *	0	239	1600	0.149 *	12	251	1600	0.157 *	0	251	1600	0.157 *	0	251	1600	0.157 *
Nb Thru	617	3200	0.230	9	626	3200	0.233	0	626	3200	0.233	49	666	3200	0.249	9	675	3200	0.251	0	675	3200	0.251
Nb Right	119	0	-	0	119	0	-	0	119	0	-	11	130	0	-	0	130	0	-	0	130	0	-
Sb Left	104	1600	0.065	0	104	1600	0.065	0	104	1600	0.065	5	109	1600	0.068	0	109	1600	0.068	0	109	1600	0.068
Sb Thru	531	3200	0.166 *	10	541	3200	0.169 *	0	541	3200	0.169 *	46	577	3200	0.180 *	10	587	3200	0.183 *	0	587	3200	0.183 *
Sb Right	127	1600	0.079	0	127	1600	0.079	0	127	1600	0.079	6	133	1600	0.083	0	133	1600	0.083	0	133	1600	0.083
Eb Left	209	1600	0.131	0	209	1600	0.131	0	209	1600	0.131	10	219	1600	0.137	0	219	1600	0.137	0	219	1600	0.137
Eb Thru	525	3200	0.227 *	20	545	3200	0.233 *	0	545	3200	0.233 *	46	571	3200	0.245 *	20	591	3200	0.251 *	0	591	3200	0.251 *
Eb Right	202	0	-	0	202	0	-	0	202	0	-	10	212	0	-	0	212	0	-	0	212	0	-
Wb Left	183	1600	0.114 *	0	183	1600	0.114 *	0	183	1600	0.114 *	14	197	1600	0.123 *	0	197	1600	0.123 *	0	197	1600	0.123 *
Wb Thru	541	3200	0.191	23	564	3200	0.198	0	564	3200	0.198	48	589	3200	0.207	23	612	3200	0.214	0	612	3200	0.214
Wb Right	69	0	-	0	69	0	-	0	69	0	-	4	73	0	-	0	73	0	-	0	73	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.757				0.766				0.766				0.805				0.814				0.814
LOS			C				C				C				D				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Suite 500, Pasadena CA 91106
(626) 796.2322 Fax (626) 792-0941

INTERSECTION CAPACITY UTILIZATION

N-S St: Peck Road
E-W St: Lower Azusa Road
Project: Flair Spectrum Project/1-14-4074-1
File: ICU34

Peck Road @ Lower Azusa Road
Peak hr: AM
Annual Growth: 0.52%

General Plan Buildout (Phases I & II)

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2035

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2035 FUTURE WITHOUT PROJECT				2035 FUTURE WITH PROJECT				2035 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	207	1600	0.129	0	207	1600	0.129	0	207	1600	0.129	27	234	1600	0.146	0	234	1600	0.146	0	234	1600	0.146
Nb Thru	942	3200	0.319 *	1	943	3200	0.319 *	0	943	3200	0.319 *	120	1062	3200	0.360 *	1	1063	3200	0.361 *	0	1063	3200	0.361 *
Nb Right	78	0	-	0	78	0	-	0	78	0	-	13	91	0	-	0	91	0	-	0	91	0	-
Sb Left	106	1600	0.066 *	0	106	1600	0.066 *	0	106	1600	0.066 *	12	118	1600	0.074 *	0	118	1600	0.074 *	0	118	1600	0.074 *
Sb Thru	773	3200	0.242	3	776	3200	0.243	0	776	3200	0.243	95	868	3200	0.271	3	871	3200	0.272	0	871	3200	0.272
Sb Right	149	1600	0.093	0	149	1600	0.093	0	149	1600	0.093	17	166	1600	0.104	0	166	1600	0.104	0	166	1600	0.104
Eb Left	121	1600	0.076 *	0	121	1600	0.076 *	0	121	1600	0.076 *	15	136	1600	0.085 *	0	136	1600	0.085 *	0	136	1600	0.085 *
Eb Thru	391	3200	0.166	7	398	3200	0.168	0	398	3200	0.168	55	446	3200	0.189	7	453	3200	0.191	0	453	3200	0.191
Eb Right	141	0	-	0	141	0	-	0	141	0	-	17	158	0	-	0	158	0	-	0	158	0	-
Wb Left	215	1600	0.134	0	215	1600	0.134	0	215	1600	0.134	28	243	1600	0.152	0	243	1600	0.152	0	243	1600	0.152
Wb Thru	638	3200	0.228 *	7	645	3200	0.231 *	0	645	3200	0.231 *	106	744	3200	0.265 *	7	751	3200	0.268 *	0	751	3200	0.268 *
Wb Right	93	0	-	0	93	0	-	0	93	0	-	12	105	0	-	0	105	0	-	0	105	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.789				0.792				0.792				0.885				0.887				0.887
LOS			C				C				C				D				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

N-S St: Peck Road
E-W St: Lower Azusa Road
Project: Flair Spectrum Project/1-14-4074-1
File: ICU34

Peck Road @ Lower Azusa Road
Peak hr: PM
Annual Growth: 0.52%

General Plan Buildout (Phases I & II)

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2035

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2035 FUTURE WITHOUT PROJECT				2035 FUTURE WITH PROJECT				2035 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	206	1600	0.129	0	206	1600	0.129	0	206	1600	0.129	25	231	1600	0.144	0	231	1600	0.144	0	231	1600	0.144
Nb Thru	822	3200	0.328 *	5	827	3200	0.330 *	0	827	3200	0.330 *	113	935	3200	0.373 *	5	940	3200	0.375 *	0	940	3200	0.375 *
Nb Right	229	0	-	0	229	0	-	0	229	0	-	30	259	0	-	0	259	0	-	0	259	0	-
Sb Left	113	1600	0.071 *	0	113	1600	0.071 *	0	113	1600	0.071 *	14	127	1600	0.079 *	0	127	1600	0.079 *	0	127	1600	0.079 *
Sb Thru	653	3200	0.204	5	658	3200	0.206	0	658	3200	0.206	97	750	3200	0.234	5	755	3200	0.236	0	755	3200	0.236
Sb Right	138	1600	0.086	0	138	1600	0.086	0	138	1600	0.086	17	155	1600	0.097	0	155	1600	0.097	0	155	1600	0.097
Eb Left	175	1600	0.109	0	175	1600	0.109	0	175	1600	0.109	21	196	1600	0.123	0	196	1600	0.123	0	196	1600	0.123
Eb Thru	822	3200	0.303 *	13	835	3200	0.308 *	0	835	3200	0.308 *	141	963	3200	0.354 *	13	976	3200	0.358 *	0	976	3200	0.358 *
Eb Right	149	0	-	0	149	0	-	0	149	0	-	20	169	0	-	0	169	0	-	0	169	0	-
Wb Left	169	1600	0.106 *	0	169	1600	0.106 *	0	169	1600	0.106 *	25	194	1600	0.122 *	0	194	1600	0.122 *	0	194	1600	0.122 *
Wb Thru	542	3200	0.194	15	557	3200	0.199	0	557	3200	0.199	84	626	3200	0.224	15	641	3200	0.229	0	641	3200	0.229
Wb Right	80	0	-	0	80	0	-	0	80	0	-	10	90	0	-	0	90	0	-	0	90	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.908				0.914				0.914				1.028				1.033				1.033
LOS			E				E				E				F				F				F

** Key conflicting movement as a part of ICU*
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INTERSECTION CAPACITY UTILIZATION

N-S St: Peck Road
E-W St: Lower Azusa Road
Project: Flair Spectrum Project/1-14-4074-1
File: ICU34

Peck Road @ Lower Azusa Road
Peak hr: SAT MID-DAY
Annual Growth: 0.52%

General Plan Buildout (Phases I & II)

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2035

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2035 FUTURE WITHOUT PROJECT				2035 FUTURE WITH PROJECT				2035 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	239	1600	0.149 *	0	239	1600	0.149 *	0	239	1600	0.149 *	30	269	1600	0.168 *	0	269	1600	0.168 *	0	269	1600	0.168 *
Nb Thru	617	3200	0.230	9	626	3200	0.233	0	626	3200	0.233	94	711	3200	0.266	9	720	3200	0.268	0	720	3200	0.268
Nb Right	119	0	-	0	119	0	-	0	119	0	-	20	139	0	-	0	139	0	-	0	139	0	-
Sb Left	104	1600	0.065	0	104	1600	0.065	0	104	1600	0.065	13	117	1600	0.073	0	117	1600	0.073	0	117	1600	0.073
Sb Thru	531	3200	0.166 *	10	541	3200	0.169 *	0	541	3200	0.169 *	85	616	3200	0.193 *	10	626	3200	0.196 *	0	626	3200	0.196 *
Sb Right	127	1600	0.079	0	127	1600	0.079	0	127	1600	0.079	16	143	1600	0.089	0	143	1600	0.089	0	143	1600	0.089
Eb Left	209	1600	0.131	0	209	1600	0.131	0	209	1600	0.131	25	234	1600	0.146	0	234	1600	0.146	0	234	1600	0.146
Eb Thru	525	3200	0.227 *	20	545	3200	0.233 *	0	545	3200	0.233 *	84	609	3200	0.261 *	20	629	3200	0.268 *	0	629	3200	0.268 *
Eb Right	202	0	-	0	202	0	-	0	202	0	-	25	227	0	-	0	227	0	-	0	227	0	-
Wb Left	183	1600	0.114 *	0	183	1600	0.114 *	0	183	1600	0.114 *	27	210	1600	0.131 *	0	210	1600	0.131 *	0	210	1600	0.131 *
Wb Thru	541	3200	0.191	23	564	3200	0.198	0	564	3200	0.198	87	628	3200	0.221	23	651	3200	0.228	0	651	3200	0.228
Wb Right	69	0	-	0	69	0	-	0	69	0	-	9	78	0	-	0	78	0	-	0	78	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.757				0.766				0.766				0.853				0.862				0.862
LOS			C				C				C				D				D				D

** Key conflicting movement as a part of ICU*
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2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

N-S St: Peck Road
E-W St: Ramona Boulevard
Project: Flair Spectrum Project/1-14-4074-1
File: ICU35

Peck Road @ Ramona Boulevard
Peak hr: AM
Annual Growth: 0.82%

Phase I

Date: 09/18/2014
Date of Count: 2014
Projection Year: 2016

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2016 FUTURE WITHOUT PROJECT				2016 FUTURE WITH PROJECT				2016 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	39	1600	0.024	0	39	1600	0.024	0	39	1600	0.024	1	40	1600	0.025	0	40	1600	0.025	0	40	1600	0.025
Nb Thru	610	3200	0.191 *	3	613	3200	0.192 *	0	613	3200	0.192 *	15	625	3200	0.195 *	3	628	3200	0.196 *	0	628	3200	0.196 *
Nb Right	143	1600	0.089	0	143	1600	0.089	0	143	1600	0.089	5	148	1600	0.093	0	148	1600	0.093	0	148	1600	0.093
Sb Left	141	1600	0.088 *	0	141	1600	0.088 *	0	141	1600	0.088 *	5	146	1600	0.091 *	0	146	1600	0.091 *	0	146	1600	0.091 *
Sb Thru	1032	4800	0.247	6	1038	4800	0.249	0	1038	4800	0.249	19	1051	4800	0.254	6	1057	4800	0.256	0	1057	4800	0.256
Sb Right	155	0	-	3	158	0	-	0	158	0	-	15	170	0	-	3	173	0	-	0	173	0	-
Eb Left	101	1600	0.063 *	1	102	1600	0.064 *	0	102	1600	0.064 *	21	122	1600	0.076 *	1	123	1600	0.077 *	0	123	1600	0.077 *
Eb Thru	224	3200	0.070	3	227	3200	0.071	0	227	3200	0.071	32	256	3200	0.080	3	259	3200	0.081	0	259	3200	0.081
Eb Right	26	1600	0.016	0	26	1600	0.016	0	26	1600	0.016	0	26	1600	0.017	0	26	1600	0.017	0	26	1600	0.017
Wb Left	224	1600	0.140	0	224	1600	0.140	0	224	1600	0.140	7	231	1600	0.144	0	231	1600	0.144	0	231	1600	0.144
Wb Thru	574	3200	0.179 *	6	580	3200	0.181 *	0	580	3200	0.181 *	33	607	3200	0.190 *	6	613	3200	0.192 *	0	613	3200	0.192 *
Wb Right	169	1600	0.106	0	169	1600	0.106	0	169	1600	0.106	4	173	1600	0.108	0	173	1600	0.108	0	173	1600	0.108
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.621				0.625				0.625				0.653				0.656				0.656
LOS			B				B				B				B				B				B

** Key conflicting movement as a part of ICU*
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2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

N-S St: Peck Road
E-W St: Ramona Boulevard
Project: Flair Spectrum Project/1-14-4074-1
File: ICU35

Peck Road @ Ramona Boulevard
Peak hr: PM
Annual Growth: 0.82%

Phase I

Date: 09/18/2014
Date of Count: 2014
Projection Year: 2016

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2016 FUTURE WITHOUT PROJECT				2016 FUTURE WITH PROJECT				2016 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	78	1600	0.049	0	78	1600	0.049	0	78	1600	0.049	1	79	1600	0.050	0	79	1600	0.050	0	79	1600	0.050
Nb Thru	1196	3200	0.374 *	12	1208	3200	0.378 *	0	1208	3200	0.378 *	26	1222	3200	0.382 *	12	1234	3200	0.386 *	0	1234	3200	0.386 *
Nb Right	244	1600	0.153	0	244	1600	0.153	0	244	1600	0.153	10	254	1600	0.159	0	254	1600	0.159	0	254	1600	0.159
Sb Left	270	1600	0.169 *	0	270	1600	0.169 *	0	270	1600	0.169 *	5	275	1600	0.172 *	0	275	1600	0.172 *	0	275	1600	0.172 *
Sb Thru	922	4800	0.208	13	935	4800	0.212	0	935	4800	0.212	22	944	4800	0.221	13	957	4800	0.224	0	957	4800	0.224
Sb Right	78	0	-	5	83	0	-	0	83	0	-	36	114	0	-	5	119	0	-	0	119	0	-
Eb Left	271	1600	0.169	5	276	1600	0.173	0	276	1600	0.173	35	306	1600	0.192	5	311	1600	0.195	0	311	1600	0.195
Eb Thru	628	3200	0.196 *	11	639	3200	0.200 *	0	639	3200	0.200 *	67	695	3200	0.217 *	11	706	3200	0.221 *	0	706	3200	0.221 *
Eb Right	36	1600	0.023	0	36	1600	0.023	0	36	1600	0.023	1	37	1600	0.023	0	37	1600	0.023	0	37	1600	0.023
Wb Left	194	1600	0.121 *	0	194	1600	0.121 *	0	194	1600	0.121 *	10	204	1600	0.128 *	0	204	1600	0.128 *	0	204	1600	0.128 *
Wb Thru	354	3200	0.111	11	365	3200	0.114	0	365	3200	0.114	67	421	3200	0.132	11	432	3200	0.135	0	432	3200	0.135
Wb Right	166	1600	0.104	0	166	1600	0.104	0	166	1600	0.104	6	172	1600	0.107	0	172	1600	0.107	0	172	1600	0.107
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.960				0.967				0.967				0.999				1.006				1.006
LOS			E				E				E				E				F				F

** Key conflicting movement as a part of ICU*
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2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

Peck Road @ Ramona Boulevard
Peak hr: SAT MID-DAY
Annual Growth: 0.82%

Phase I

N-S St: Peck Road
E-W St: Ramona Boulevard
Project: Flair Spectrum Project/1-14-4074-1
File: ICU35

Date: 09/18/2014
Date of Count: 2014
Projection Year: 2016

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2016 FUTURE WITHOUT PROJECT				2016 FUTURE WITH PROJECT				2016 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	82	1600	0.051	0	82	1600	0.051	0	82	1600	0.051	1	83	1600	0.052	0	83	1600	0.052	0	83	1600	0.052
Nb Thru	807	3200	0.252 *	22	829	3200	0.259 *	0	829	3200	0.259 *	20	827	3200	0.259 *	22	849	3200	0.265 *	0	849	3200	0.265 *
Nb Right	250	1600	0.156	0	250	1600	0.156	0	250	1600	0.156	11	261	1600	0.163	0	261	1600	0.163	0	261	1600	0.163
Sb Left	150	1600	0.094 *	0	150	1600	0.094 *	0	150	1600	0.094 *	4	154	1600	0.097 *	0	154	1600	0.097 *	0	154	1600	0.097 *
Sb Thru	868	4800	0.199	24	892	4800	0.206	0	892	4800	0.206	21	889	4800	0.212	24	913	4800	0.219	0	913	4800	0.219
Sb Right	88	0	-	10	98	0	-	0	98	0	-	41	129	0	-	10	139	0	-	0	139	0	-
Eb Left	159	1600	0.099	9	168	1600	0.105	0	168	1600	0.105	42	201	1600	0.125	9	210	1600	0.131	0	210	1600	0.131
Eb Thru	358	3200	0.112 *	18	376	3200	0.118 *	0	376	3200	0.118 *	80	438	3200	0.137 *	18	456	3200	0.142 *	0	456	3200	0.142 *
Eb Right	33	1600	0.021	0	33	1600	0.021	0	33	1600	0.021	1	34	1600	0.021	0	34	1600	0.021	0	34	1600	0.021
Wb Left	224	1600	0.140 *	0	224	1600	0.140 *	0	224	1600	0.140 *	11	235	1600	0.147 *	0	235	1600	0.147 *	0	235	1600	0.147 *
Wb Thru	307	3200	0.096	20	327	3200	0.102	0	327	3200	0.102	81	388	3200	0.121	20	408	3200	0.128	0	408	3200	0.128
Wb Right	136	1600	0.085	0	136	1600	0.085	0	136	1600	0.085	4	140	1600	0.088	0	140	1600	0.088	0	140	1600	0.088
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.698				0.710				0.710				0.739				0.751				0.751
LOS			B				C				C				C				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

N-S St: Peck Road
E-W St: Ramona Boulevard
Project: Flair Spectrum Project/1-14-4074-1
File: ICU35

Peck Road @ Ramona Boulevard
Peak hr: AM
Annual Growth: 0.82%

Phases I & II

Date: 09/18/2014
Date of Count: 2014
Projection Year: 2019

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2019 FUTURE WITHOUT PROJECT				2019 FUTURE WITH PROJECT				2019 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	39	1600	0.024	0	39	1600	0.024	0	39	1600	0.024	2	41	1600	0.025	0	41	1600	0.025	0	41	1600	0.025
Nb Thru	610	3200	0.191 *	8	618	3200	0.193 *	0	618	3200	0.193 *	30	640	3200	0.200 *	8	648	3200	0.203 *	0	648	3200	0.203 *
Nb Right	143	1600	0.089	0	143	1600	0.089	0	143	1600	0.089	9	152	1600	0.095	0	152	1600	0.095	0	152	1600	0.095
Sb Left	141	1600	0.088 *	0	141	1600	0.088 *	0	141	1600	0.088 *	9	150	1600	0.094 *	0	150	1600	0.094 *	0	150	1600	0.094 *
Sb Thru	1032	4800	0.247	7	1039	4800	0.249	0	1039	4800	0.249	45	1077	4800	0.261	7	1084	4800	0.263	0	1084	4800	0.263
Sb Right	155	0	-	3	158	0	-	0	158	0	-	18	173	0	-	3	176	0	-	0	176	0	-
Eb Left	101	1600	0.063 *	1	102	1600	0.064 *	0	102	1600	0.064 *	23	124	1600	0.078 *	1	125	1600	0.078 *	0	125	1600	0.078 *
Eb Thru	224	3200	0.070	9	233	3200	0.073	0	233	3200	0.073	37	261	3200	0.082	9	270	3200	0.084	0	270	3200	0.084
Eb Right	26	1600	0.016	0	26	1600	0.016	0	26	1600	0.016	1	27	1600	0.017	0	27	1600	0.017	0	27	1600	0.017
Wb Left	224	1600	0.140	0	224	1600	0.140	0	224	1600	0.140	12	236	1600	0.148	0	236	1600	0.148	0	236	1600	0.148
Wb Thru	574	3200	0.179 *	7	581	3200	0.182 *	0	581	3200	0.182 *	48	622	3200	0.194 *	7	629	3200	0.197 *	0	629	3200	0.197 *
Wb Right	169	1600	0.106	0	169	1600	0.106	0	169	1600	0.106	8	177	1600	0.111	0	177	1600	0.111	0	177	1600	0.111
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.621				0.627				0.627				0.666				0.671				0.671
LOS			B				B				B				B				B				B

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
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INTERSECTION CAPACITY UTILIZATION

N-S St: Peck Road
E-W St: Ramona Boulevard
Project: Flair Spectrum Project/1-14-4074-1
File: ICU35

Peck Road @ Ramona Boulevard
Peak hr: PM
Annual Growth: 0.82%

Phases I & II

Date: 09/18/2014
Date of Count: 2014
Projection Year: 2019

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2019 FUTURE WITHOUT PROJECT				2019 FUTURE WITH PROJECT				2019 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	78	1600	0.049	0	78	1600	0.049	0	78	1600	0.049	3	81	1600	0.051	0	81	1600	0.051	0	81	1600	0.051
Nb Thru	1196	3200	0.374 *	14	1210	3200	0.378 *	0	1210	3200	0.378 *	56	1252	3200	0.391 *	14	1266	3200	0.396 *	0	1266	3200	0.396 *
Nb Right	244	1600	0.153	0	244	1600	0.153	0	244	1600	0.153	16	260	1600	0.163	0	260	1600	0.163	0	260	1600	0.163
Sb Left	270	1600	0.169 *	0	270	1600	0.169 *	0	270	1600	0.169 *	12	282	1600	0.176 *	0	282	1600	0.176 *	0	282	1600	0.176 *
Sb Thru	922	4800	0.208	17	939	4800	0.213	0	939	4800	0.213	45	967	4800	0.226	17	984	4800	0.230	0	984	4800	0.230
Sb Right	78	0	-	5	83	0	-	0	83	0	-	38	116	0	-	5	121	0	-	0	121	0	-
Eb Left	271	1600	0.169	5	276	1600	0.173	0	276	1600	0.173	42	313	1600	0.196	5	318	1600	0.199	0	318	1600	0.199
Eb Thru	628	3200	0.196 *	14	642	3200	0.201 *	0	642	3200	0.201 *	83	711	3200	0.222 *	14	725	3200	0.227 *	0	725	3200	0.227 *
Eb Right	36	1600	0.023	0	36	1600	0.023	0	36	1600	0.023	2	38	1600	0.023	0	38	1600	0.023	0	38	1600	0.023
Wb Left	194	1600	0.121 *	0	194	1600	0.121 *	0	194	1600	0.121 *	15	209	1600	0.131 *	0	209	1600	0.131 *	0	209	1600	0.131 *
Wb Thru	354	3200	0.111	16	370	3200	0.116	0	370	3200	0.116	76	430	3200	0.134	16	446	3200	0.139	0	446	3200	0.139
Wb Right	166	1600	0.104	0	166	1600	0.104	0	166	1600	0.104	10	176	1600	0.110	0	176	1600	0.110	0	176	1600	0.110
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.960				0.969				0.969				1.021				1.029				1.029
LOS			E				E				E				F				F				F

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

N-S St: Peck Road
E-W St: Ramona Boulevard
Project: Flair Spectrum Project/1-14-4074-1
File: ICU35

Peck Road @ Ramona Boulevard
Peak hr: SAT MID-DAY
Annual Growth: 0.82%

Phases I & II

Date: 09/18/2014
Date of Count: 2014
Projection Year: 2019

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2019 FUTURE WITHOUT PROJECT				2019 FUTURE WITH PROJECT				2019 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	82	1600	0.051	0	82	1600	0.051	0	82	1600	0.051	3	85	1600	0.053	0	85	1600	0.053	0	85	1600	0.053
Nb Thru	807	3200	0.252 *	25	832	3200	0.260 *	0	832	3200	0.260 *	41	848	3200	0.265 *	25	873	3200	0.273 *	0	873	3200	0.273 *
Nb Right	250	1600	0.156	0	250	1600	0.156	0	250	1600	0.156	17	267	1600	0.167	0	267	1600	0.167	0	267	1600	0.167
Sb Left	150	1600	0.094 *	0	150	1600	0.094 *	0	150	1600	0.094 *	8	158	1600	0.099 *	0	158	1600	0.099 *	0	158	1600	0.099 *
Sb Thru	868	4800	0.199	27	895	4800	0.207	0	895	4800	0.207	43	911	4800	0.217	27	938	4800	0.225	0	938	4800	0.225
Sb Right	88	0	-	10	98	0	-	0	98	0	-	44	132	0	-	10	142	0	-	0	142	0	-
Eb Left	159	1600	0.099	9	168	1600	0.105	0	168	1600	0.105	46	205	1600	0.128	9	214	1600	0.134	0	214	1600	0.134
Eb Thru	358	3200	0.112 *	21	379	3200	0.118 *	0	379	3200	0.118 *	89	447	3200	0.140 *	21	468	3200	0.146 *	0	468	3200	0.146 *
Eb Right	33	1600	0.021	0	33	1600	0.021	0	33	1600	0.021	1	34	1600	0.021	0	34	1600	0.021	0	34	1600	0.021
Wb Left	224	1600	0.140 *	0	224	1600	0.140 *	0	224	1600	0.140 *	16	240	1600	0.150 *	0	240	1600	0.150 *	0	240	1600	0.150 *
Wb Thru	307	3200	0.096	24	331	3200	0.103	0	331	3200	0.103	89	396	3200	0.124	24	420	3200	0.131	0	420	3200	0.131
Wb Right	136	1600	0.085	0	136	1600	0.085	0	136	1600	0.085	8	144	1600	0.090	0	144	1600	0.090	0	144	1600	0.090
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.698				0.712				0.712				0.754				0.768				0.768
LOS		B				C				C				C				C				C	

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

N-S St: Peck Road
E-W St: Ramona Boulevard
Project: Flair Spectrum Project/1-14-4074-1
File: ICU35

Peck Road @ Ramona Boulevard
Peak hr: AM
Annual Growth: 0.52%

General Plan Buildout (Phases I & II)

Date: 09/18/2014
Date of Count: 2014
Projection Year: 2035

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2035 FUTURE WITHOUT PROJECT				2035 FUTURE WITH PROJECT				2035 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	39	1600	0.024	0	39	1600	0.024	0	39	1600	0.024	4	43	1600	0.027	0	43	1600	0.027	0	43	1600	0.027
Nb Thru	610	3200	0.191 *	8	618	3200	0.193 *	0	618	3200	0.193 *	75	685	3200	0.214 *	8	693	3200	0.217 *	0	693	3200	0.217 *
Nb Right	143	1600	0.089	0	143	1600	0.089	0	143	1600	0.089	19	162	1600	0.102	0	162	1600	0.102	0	162	1600	0.102
Sb Left	141	1600	0.088 *	0	141	1600	0.088 *	0	141	1600	0.088 *	19	160	1600	0.100 *	0	160	1600	0.100 *	0	160	1600	0.100 *
Sb Thru	1032	4800	0.247	7	1039	4800	0.249	0	1039	4800	0.249	121	1153	4800	0.279	7	1160	4800	0.281	0	1160	4800	0.281
Sb Right	155	0	-	3	158	0	-	0	158	0	-	30	185	0	-	3	188	0	-	0	188	0	-
Eb Left	101	1600	0.063 *	1	102	1600	0.064 *	0	102	1600	0.064 *	31	132	1600	0.082 *	1	133	1600	0.083 *	0	133	1600	0.083 *
Eb Thru	224	3200	0.070	9	233	3200	0.073	0	233	3200	0.073	54	278	3200	0.087	9	287	3200	0.090	0	287	3200	0.090
Eb Right	26	1600	0.016	0	26	1600	0.016	0	26	1600	0.016	3	29	1600	0.018	0	29	1600	0.018	0	29	1600	0.018
Wb Left	224	1600	0.140	0	224	1600	0.140	0	224	1600	0.140	29	253	1600	0.158	0	253	1600	0.158	0	253	1600	0.158
Wb Thru	574	3200	0.179 *	7	581	3200	0.182 *	0	581	3200	0.182 *	90	664	3200	0.208 *	7	671	3200	0.210 *	0	671	3200	0.210 *
Wb Right	169	1600	0.106	0	169	1600	0.106	0	169	1600	0.106	20	189	1600	0.118	0	189	1600	0.118	0	189	1600	0.118
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.621				0.627				0.627				0.704				0.709				0.709
LOS			B				B				B				C				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

N-S St: Peck Road
E-W St: Ramona Boulevard
Project: Flair Spectrum Project/1-14-4074-1
File: ICU35

Peck Road @ Ramona Boulevard
Peak hr: PM
Annual Growth: 0.52%

General Plan Buildout (Phases I & II)

Date: 09/18/2014
Date of Count: 2014
Projection Year: 2035

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2035 FUTURE WITHOUT PROJECT				2035 FUTURE WITH PROJECT				2035 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	78	1600	0.049	0	78	1600	0.049	0	78	1600	0.049	9	87	1600	0.054	0	87	1600	0.054	0	87	1600	0.054
Nb Thru	1196	3200	0.374 *	14	1210	3200	0.378 *	0	1210	3200	0.378 *	144	1340	3200	0.419 *	14	1354	3200	0.423 *	0	1354	3200	0.423 *
Nb Right	244	1600	0.153	0	244	1600	0.153	0	244	1600	0.153	34	278	1600	0.174	0	278	1600	0.174	0	278	1600	0.174
Sb Left	270	1600	0.169 *	0	270	1600	0.169 *	0	270	1600	0.169 *	32	302	1600	0.189 *	0	302	1600	0.189 *	0	302	1600	0.189 *
Sb Thru	922	4800	0.208	17	939	4800	0.213	0	939	4800	0.213	113	1035	4800	0.241	17	1052	4800	0.246	0	1052	4800	0.246
Sb Right	78	0	-	5	83	0	-	0	83	0	-	44	122	0	-	5	127	0	-	0	127	0	-
Eb Left	271	1600	0.169	5	276	1600	0.173	0	276	1600	0.173	62	333	1600	0.208	5	338	1600	0.211	0	338	1600	0.211
Eb Thru	628	3200	0.196 *	14	642	3200	0.201 *	0	642	3200	0.201 *	129	757	3200	0.237 *	14	771	3200	0.241 *	0	771	3200	0.241 *
Eb Right	36	1600	0.023	0	36	1600	0.023	0	36	1600	0.023	4	40	1600	0.025	0	40	1600	0.025	0	40	1600	0.025
Wb Left	194	1600	0.121 *	0	194	1600	0.121 *	0	194	1600	0.121 *	29	223	1600	0.140 *	0	223	1600	0.140 *	0	223	1600	0.140 *
Wb Thru	354	3200	0.111	16	370	3200	0.116	0	370	3200	0.116	102	456	3200	0.142	16	472	3200	0.147	0	472	3200	0.147
Wb Right	166	1600	0.104	0	166	1600	0.104	0	166	1600	0.104	22	188	1600	0.118	0	188	1600	0.118	0	188	1600	0.118
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.960				0.969				0.969				1.084				1.092				1.092
LOS			E				E				E				F				F				F

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

N-S St: Peck Road
E-W St: Ramona Boulevard
Project: Flair Spectrum Project/1-14-4074-1
File: ICU35

Peck Road @ Ramona Boulevard
Peak hr: SAT MID-DAY
Annual Growth: 0.52%

General Plan Buildout (Phases I & II)

Date: 09/18/2014
Date of Count: 2014
Projection Year: 2035

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2035 FUTURE WITHOUT PROJECT				2035 FUTURE WITH PROJECT				2035 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	82	1600	0.051	0	82	1600	0.051	0	82	1600	0.051	9	91	1600	0.057	0	91	1600	0.057	0	91	1600	0.057
Nb Thru	807	3200	0.252 *	25	832	3200	0.260 *	0	832	3200	0.260 *	100	907	3200	0.283 *	25	932	3200	0.291 *	0	932	3200	0.291 *
Nb Right	250	1600	0.156	0	250	1600	0.156	0	250	1600	0.156	36	286	1600	0.179	0	286	1600	0.179	0	286	1600	0.179
Sb Left	150	1600	0.094 *	0	150	1600	0.094 *	0	150	1600	0.094 *	19	169	1600	0.106 *	0	169	1600	0.106 *	0	169	1600	0.106 *
Sb Thru	868	4800	0.199	27	895	4800	0.207	0	895	4800	0.207	107	975	4800	0.232	27	1002	4800	0.240	0	1002	4800	0.240
Sb Right	88	0	-	10	98	0	-	0	98	0	-	50	138	0	-	10	148	0	-	0	148	0	-
Eb Left	159	1600	0.099	9	168	1600	0.105	0	168	1600	0.105	57	216	1600	0.135	9	225	1600	0.141	0	225	1600	0.141
Eb Thru	358	3200	0.112 *	21	379	3200	0.118 *	0	379	3200	0.118 *	115	473	3200	0.148 *	21	494	3200	0.154 *	0	494	3200	0.154 *
Eb Right	33	1600	0.021	0	33	1600	0.021	0	33	1600	0.021	4	37	1600	0.023	0	37	1600	0.023	0	37	1600	0.023
Wb Left	224	1600	0.140 *	0	224	1600	0.140 *	0	224	1600	0.140 *	33	257	1600	0.160 *	0	257	1600	0.160 *	0	257	1600	0.160 *
Wb Thru	307	3200	0.096	24	331	3200	0.103	0	331	3200	0.103	111	418	3200	0.131	24	442	3200	0.138	0	442	3200	0.138
Wb Right	136	1600	0.085	0	136	1600	0.085	0	136	1600	0.085	18	154	1600	0.096	0	154	1600	0.096	0	154	1600	0.096
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.698				0.712				0.712				0.798				0.812				0.812
LOS			B				C				C				C				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

N-S St: Peck Road
E-W St: Valley Boulevard
Project: Flair Spectrum Project/1-14-4074-1
File: ICU36

Peck Road @ Valley Boulevard
Peak hr: AM
Annual Growth: 0.82%

Phase I

Date: 09/18/2014
Date of Count: 2014
Projection Year: 2016

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2016 FUTURE WITHOUT PROJECT				2016 FUTURE WITH PROJECT				2016 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	353	1600	0.221 *	6	359	1600	0.224 *	0	359	1600	0.224 *	12	365	1600	0.228 *	6	371	1600	0.232 *	0	371	1600	0.232 *
Nb Thru	726	4800	0.217	3	729	4800	0.218	0	729	4800	0.218	18	744	4800	0.224	3	747	4800	0.225	0	747	4800	0.225
Nb Right	314	0	-	2	316	0	-	0	316	0	-	15	329	0	-	2	331	0	-	0	331	0	-
Sb Left	332	1600	0.208	0	332	1600	0.208	0	332	1600	0.208	16	348	1600	0.218	0	348	1600	0.218	0	348	1600	0.218
Sb Thru	1078	3200	0.337 *	6	1084	3200	0.339 *	0	1084	3200	0.339 *	27	1105	3200	0.345 *	6	1111	3200	0.347 *	0	1111	3200	0.347 *
Sb Right	197	1600	0.123	0	197	1600	0.123	0	197	1600	0.123	3	200	1600	0.125	0	200	1600	0.125	0	200	1600	0.125
Eb Left	107	1600	0.067 *	0	107	1600	0.067 *	0	107	1600	0.067 *	2	109	1600	0.068 *	0	109	1600	0.068 *	0	109	1600	0.068 *
Eb Thru	284	3200	0.089	1	285	3200	0.089	0	285	3200	0.089	35	319	3200	0.100	1	320	3200	0.100	0	320	3200	0.100
Eb Right	84	1600	0.053	1	85	1600	0.053	0	85	1600	0.053	3	87	1600	0.055	1	88	1600	0.055	0	88	1600	0.055
Wb Left	86	1600	0.054	0	86	1600	0.054	0	86	1600	0.054	1	87	1600	0.055	0	87	1600	0.055	0	87	1600	0.055
Wb Thru	452	3200	0.192 *	1	453	3200	0.192 *	0	453	3200	0.192 *	33	485	3200	0.205 *	1	486	3200	0.205 *	0	486	3200	0.205 *
Wb Right	162	0	-	0	162	0	-	0	162	0	-	9	171	0	-	0	171	0	-	0	171	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.916				0.922				0.922				0.946				0.952				0.952
LOS			E				E				E				E				E				E

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Suite 500, Pasadena CA 91106
(626) 796.2322 Fax (626) 792-0941

INTERSECTION CAPACITY UTILIZATION

N-S St: Peck Road
E-W St: Valley Boulevard
Project: Flair Spectrum Project/1-14-4074-1
File: ICU36

Peck Road @ Valley Boulevard
Peak hr: PM
Annual Growth: 0.82%

Phase I

Date: 09/18/2014
Date of Count: 2014
Projection Year: 2016

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2016 FUTURE WITHOUT PROJECT				2016 FUTURE WITH PROJECT				2016 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	322	1600	0.201 *	13	335	1600	0.209 *	0	335	1600	0.209 *	17	339	1600	0.212 *	13	352	1600	0.220 *	0	352	1600	0.220 *
Nb Thru	1072	4800	0.286	12	1084	4800	0.291	0	1084	4800	0.291	28	1100	4800	0.295	12	1112	4800	0.300	0	1112	4800	0.300
Nb Right	303	0	-	10	313	0	-	0	313	0	-	15	318	0	-	10	328	0	-	0	328	0	-
Sb Left	364	1600	0.228	0	364	1600	0.228	0	364	1600	0.228	19	383	1600	0.239	0	383	1600	0.239	0	383	1600	0.239
Sb Thru	1061	3200	0.332 *	13	1074	3200	0.336 *	0	1074	3200	0.336 *	26	1087	3200	0.340 *	13	1100	3200	0.344 *	0	1100	3200	0.344 *
Sb Right	109	1600	0.068	0	109	1600	0.068	0	109	1600	0.068	2	111	1600	0.069	0	111	1600	0.069	0	111	1600	0.069
Eb Left	285	1600	0.178 *	0	285	1600	0.178 *	0	285	1600	0.178 *	5	290	1600	0.181 *	0	290	1600	0.181 *	0	290	1600	0.181 *
Eb Thru	828	3200	0.259	1	829	3200	0.259	0	829	3200	0.259	69	897	3200	0.280	1	898	3200	0.281	0	898	3200	0.281
Eb Right	139	1600	0.087	5	144	1600	0.090	0	144	1600	0.090	16	155	1600	0.097	5	160	1600	0.100	0	160	1600	0.100
Wb Left	100	1600	0.063	0	100	1600	0.063	0	100	1600	0.063	2	102	1600	0.064	0	102	1600	0.064	0	102	1600	0.064
Wb Thru	380	3200	0.179 *	1	381	3200	0.179 *	0	381	3200	0.179 *	67	447	3200	0.206 *	1	448	3200	0.206 *	0	448	3200	0.206 *
Wb Right	193	0	-	0	193	0	-	0	193	0	-	19	212	0	-	0	212	0	-	0	212	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.990				1.003				1.003				1.039				1.052				1.052
LOS			E				F				F				F				F				F

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

N-S St: Peck Road
E-W St: Valley Boulevard
Project: Flair Spectrum Project/1-14-4074-1
File: ICU36

Peck Road @ Valley Boulevard
Peak hr: SAT MID-DAY
Annual Growth: 0.82%

Phase I

Date: 09/18/2014
Date of Count: 2014
Projection Year: 2016

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2016 FUTURE WITHOUT PROJECT				2016 FUTURE WITH PROJECT				2016 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	115	1600	0.072	24	139	1600	0.087	0	139	1600	0.087	19	134	1600	0.084	24	158	1600	0.099	0	158	1600	0.099
Nb Thru	915	4800	0.254 *	22	937	4800	0.262 *	0	937	4800	0.262 *	23	938	4800	0.262 *	22	960	4800	0.270 *	0	960	4800	0.270 *
Nb Right	304	0	-	17	321	0	-	0	321	0	-	15	319	0	-	17	336	0	-	0	336	0	-
Sb Left	254	1600	0.159 *	0	254	1600	0.159 *	0	254	1600	0.159 *	19	273	1600	0.171 *	0	273	1600	0.171 *	0	273	1600	0.171 *
Sb Thru	840	3200	0.263	24	864	3200	0.270	0	864	3200	0.270	21	861	3200	0.269	24	885	3200	0.277	0	885	3200	0.277
Sb Right	172	1600	0.108	0	172	1600	0.108	0	172	1600	0.108	3	175	1600	0.109	0	175	1600	0.109	0	175	1600	0.109
Eb Left	120	1600	0.075 *	0	120	1600	0.075 *	0	120	1600	0.075 *	2	122	1600	0.076 *	0	122	1600	0.076 *	0	122	1600	0.076 *
Eb Thru	594	3200	0.186	1	595	3200	0.186	0	595	3200	0.186	80	674	3200	0.211	1	675	3200	0.211	0	675	3200	0.211
Eb Right	130	1600	0.081	9	139	1600	0.087	0	139	1600	0.087	16	146	1600	0.091	9	155	1600	0.097	0	155	1600	0.097
Wb Left	76	1600	0.048	0	76	1600	0.048	0	76	1600	0.048	1	77	1600	0.048	0	77	1600	0.048	0	77	1600	0.048
Wb Thru	536	3200	0.238 *	1	537	3200	0.238 *	0	537	3200	0.238 *	81	617	3200	0.269 *	1	618	3200	0.269 *	0	618	3200	0.269 *
Wb Right	224	0	-	0	224	0	-	0	224	0	-	19	243	0	-	0	243	0	-	0	243	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.825				0.834				0.834				0.877				0.886				0.886
LOS			D				D				D				D				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

N-S St: Peck Road
E-W St: Valley Boulevard
Project: Flair Spectrum Project/1-14-4074-1
File: ICU36

Peck Road @ Valley Boulevard
Peak hr: AM
Annual Growth: 0.82%

Phases I & II

Date: 09/18/2014
Date of Count: 2014
Projection Year: 2019

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2019 FUTURE WITHOUT PROJECT				2019 FUTURE WITH PROJECT				2019 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	353	1600	0.221 *	7	360	1600	0.225 *	0	360	1600	0.225 *	21	374	1600	0.234 *	7	381	1600	0.238 *	0	381	1600	0.238 *
Nb Thru	726	4800	0.217	8	734	4800	0.220	0	734	4800	0.220	36	762	4800	0.229	8	770	4800	0.232	0	770	4800	0.232
Nb Right	314	0	-	6	320	0	-	0	320	0	-	23	337	0	-	6	343	0	-	0	343	0	-
Sb Left	332	1600	0.208	0	332	1600	0.208	0	332	1600	0.208	25	357	1600	0.223	0	357	1600	0.223	0	357	1600	0.223
Sb Thru	1078	3200	0.337 *	7	1085	3200	0.339 *	0	1085	3200	0.339 *	54	1132	3200	0.354 *	7	1139	3200	0.356 *	0	1139	3200	0.356 *
Sb Right	197	1600	0.123	0	197	1600	0.123	0	197	1600	0.123	8	205	1600	0.128	0	205	1600	0.128	0	205	1600	0.128
Eb Left	107	1600	0.067 *	0	107	1600	0.067 *	0	107	1600	0.067 *	4	111	1600	0.070 *	0	111	1600	0.070 *	0	111	1600	0.070 *
Eb Thru	284	3200	0.089	5	289	3200	0.090	0	289	3200	0.090	42	326	3200	0.102	5	331	3200	0.103	0	331	3200	0.103
Eb Right	84	1600	0.053	1	85	1600	0.053	0	85	1600	0.053	6	90	1600	0.056	1	91	1600	0.057	0	91	1600	0.057
Wb Left	86	1600	0.054	0	86	1600	0.054	0	86	1600	0.054	4	90	1600	0.056	0	90	1600	0.056	0	90	1600	0.056
Wb Thru	452	3200	0.192 *	2	454	3200	0.193 *	0	454	3200	0.193 *	45	497	3200	0.210 *	2	499	3200	0.210 *	0	499	3200	0.210 *
Wb Right	162	0	-	0	162	0	-	0	162	0	-	13	175	0	-	0	175	0	-	0	175	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.916				0.923				0.923				0.967				0.974				0.974
LOS			E				E				E				E				E				E

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

N-S St: Peck Road
E-W St: Valley Boulevard
Project: Flair Spectrum Project/1-14-4074-1
File: ICU36

Peck Road @ Valley Boulevard
Peak hr: PM
Annual Growth: 0.82%

Phases I & II

Date: 09/18/2014
Date of Count: 2014
Projection Year: 2019

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2019 FUTURE WITHOUT PROJECT				2019 FUTURE WITH PROJECT				2019 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	322	1600	0.201 *	16	338	1600	0.211 *	0	338	1600	0.211 *	25	347	1600	0.217 *	16	363	1600	0.227 *	0	363	1600	0.227 *
Nb Thru	1072	4800	0.286	14	1086	4800	0.292	0	1086	4800	0.292	55	1127	4800	0.303	14	1141	4800	0.308	0	1141	4800	0.308
Nb Right	303	0	-	12	315	0	-	0	315	0	-	23	326	0	-	12	338	0	-	0	338	0	-
Sb Left	364	1600	0.228	0	364	1600	0.228	0	364	1600	0.228	28	392	1600	0.245	0	392	1600	0.245	0	392	1600	0.245
Sb Thru	1061	3200	0.332 *	17	1078	3200	0.337 *	0	1078	3200	0.337 *	53	1114	3200	0.348 *	17	1131	3200	0.354 *	0	1131	3200	0.354 *
Sb Right	109	1600	0.068	0	109	1600	0.068	0	109	1600	0.068	5	114	1600	0.071	0	114	1600	0.071	0	114	1600	0.071
Eb Left	285	1600	0.178 *	0	285	1600	0.178 *	0	285	1600	0.178 *	12	297	1600	0.186 *	0	297	1600	0.186 *	0	297	1600	0.186 *
Eb Thru	828	3200	0.259	3	831	3200	0.260	0	831	3200	0.260	90	918	3200	0.287	3	921	3200	0.288	0	921	3200	0.288
Eb Right	139	1600	0.087	5	144	1600	0.090	0	144	1600	0.090	20	159	1600	0.099	5	164	1600	0.102	0	164	1600	0.102
Wb Left	100	1600	0.063	0	100	1600	0.063	0	100	1600	0.063	4	104	1600	0.065	0	104	1600	0.065	0	104	1600	0.065
Wb Thru	380	3200	0.179 *	5	385	3200	0.181 *	0	385	3200	0.181 *	77	457	3200	0.211 *	5	462	3200	0.212 *	0	462	3200	0.212 *
Wb Right	193	0	-	0	193	0	-	0	193	0	-	24	217	0	-	0	217	0	-	0	217	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.990				1.007				1.007				1.061				1.078				1.078
LOS			E				F				F				F				F				F

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

N-S St: Peck Road
E-W St: Valley Boulevard
Project: Flair Spectrum Project/1-14-4074-1
File: ICU36

Peck Road @ Valley Boulevard
Peak hr: SAT MID-DAY
Annual Growth: 0.82%

Phases I & II

Date: 09/18/2014
Date of Count: 2014
Projection Year: 2019

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2019 FUTURE WITHOUT PROJECT				2019 FUTURE WITH PROJECT				2019 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	115	1600	0.072	26	141	1600	0.088	0	141	1600	0.088	22	137	1600	0.085	26	163	1600	0.102	0	163	1600	0.102
Nb Thru	915	4800	0.254 *	25	940	4800	0.263 *	0	940	4800	0.263 *	46	961	4800	0.268 *	25	986	4800	0.277 *	0	986	4800	0.277 *
Nb Right	304	0	-	19	323	0	-	0	323	0	-	23	327	0	-	19	346	0	-	0	346	0	-
Sb Left	254	1600	0.159 *	0	254	1600	0.159 *	0	254	1600	0.159 *	26	280	1600	0.175 *	0	280	1600	0.175 *	0	280	1600	0.175 *
Sb Thru	840	3200	0.263	27	867	3200	0.271	0	867	3200	0.271	42	882	3200	0.276	27	909	3200	0.284	0	909	3200	0.284
Sb Right	172	1600	0.108	0	172	1600	0.108	0	172	1600	0.108	7	179	1600	0.112	0	179	1600	0.112	0	179	1600	0.112
Eb Left	120	1600	0.075 *	0	120	1600	0.075 *	0	120	1600	0.075 *	5	125	1600	0.078 *	0	125	1600	0.078 *	0	125	1600	0.078 *
Eb Thru	594	3200	0.186	3	597	3200	0.187	0	597	3200	0.187	95	689	3200	0.215	3	692	3200	0.216	0	692	3200	0.216
Eb Right	130	1600	0.081	9	139	1600	0.087	0	139	1600	0.087	19	149	1600	0.093	9	158	1600	0.099	0	158	1600	0.099
Wb Left	76	1600	0.048	0	76	1600	0.048	0	76	1600	0.048	3	79	1600	0.049	0	79	1600	0.049	0	79	1600	0.049
Wb Thru	536	3200	0.238 *	4	540	3200	0.239 *	0	540	3200	0.239 *	94	630	3200	0.275 *	4	634	3200	0.276 *	0	634	3200	0.276 *
Wb Right	224	0	-	0	224	0	-	0	224	0	-	24	248	0	-	0	248	0	-	0	248	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.825				0.836				0.836				0.896				0.906				0.906
LOS			D				D				D				D				E				E

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

N-S St: Peck Road
E-W St: Valley Boulevard
Project: Flair Spectrum Project/1-14-4074-1
File: ICU36

Peck Road @ Valley Boulevard
Peak hr: AM
Annual Growth: 0.52%

General Plan Buildout (Phases I & II)

Date: 09/18/2014
Date of Count: 2014
Projection Year: 2035

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2035 FUTURE WITHOUT PROJECT				2035 FUTURE WITH PROJECT				2035 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	353	1600	0.221 *	7	360	1600	0.225 *	0	360	1600	0.225 *	47	400	1600	0.250 *	7	407	1600	0.254 *	0	407	1600	0.254 *
Nb Thru	726	4800	0.217	8	734	4800	0.220	0	734	4800	0.220	90	816	4800	0.245	8	824	4800	0.248	0	824	4800	0.248
Nb Right	314	0	-	6	320	0	-	0	320	0	-	46	360	0	-	6	366	0	-	0	366	0	-
Sb Left	332	1600	0.208	0	332	1600	0.208	0	332	1600	0.208	49	381	1600	0.238	0	381	1600	0.238	0	381	1600	0.238
Sb Thru	1078	3200	0.337 *	7	1085	3200	0.339 *	0	1085	3200	0.339 *	133	1211	3200	0.378 *	7	1218	3200	0.381 *	0	1218	3200	0.381 *
Sb Right	197	1600	0.123	0	197	1600	0.123	0	197	1600	0.123	23	220	1600	0.137	0	220	1600	0.137	0	220	1600	0.137
Eb Left	107	1600	0.067 *	0	107	1600	0.067 *	0	107	1600	0.067 *	12	119	1600	0.075 *	0	119	1600	0.075 *	0	119	1600	0.075 *
Eb Thru	284	3200	0.089	5	289	3200	0.090	0	289	3200	0.090	63	347	3200	0.108	5	352	3200	0.110	0	352	3200	0.110
Eb Right	84	1600	0.053	1	85	1600	0.053	0	85	1600	0.053	12	96	1600	0.060	1	97	1600	0.060	0	97	1600	0.060
Wb Left	86	1600	0.054	0	86	1600	0.054	0	86	1600	0.054	10	96	1600	0.060	0	96	1600	0.060	0	96	1600	0.060
Wb Thru	452	3200	0.192 *	2	454	3200	0.193 *	0	454	3200	0.193 *	78	530	3200	0.224 *	2	532	3200	0.225 *	0	532	3200	0.225 *
Wb Right	162	0	-	0	162	0	-	0	162	0	-	25	187	0	-	0	187	0	-	0	187	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.916				0.923				0.923				1.027				1.034				1.034
LOS			E				E				E				F				F				F

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Suite 500, Pasadena CA 91106
(626) 796.2322 Fax (626) 792-0941

INTERSECTION CAPACITY UTILIZATION

N-S St: Peck Road
E-W St: Valley Boulevard
Project: Flair Spectrum Project/1-14-4074-1
File: ICU36

Peck Road @ Valley Boulevard
Peak hr: PM
Annual Growth: 0.52%

General Plan Buildout (Phases I & II)

Date: 09/18/2014
Date of Count: 2014
Projection Year: 2035

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2035 FUTURE WITHOUT PROJECT				2035 FUTURE WITH PROJECT				2035 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	322	1600	0.201 *	16	338	1600	0.211 *	0	338	1600	0.211 *	49	371	1600	0.232 *	16	387	1600	0.242 *	0	387	1600	0.242 *
Nb Thru	1072	4800	0.286	14	1086	4800	0.292	0	1086	4800	0.292	133	1205	4800	0.324	14	1219	4800	0.329	0	1219	4800	0.329
Nb Right	303	0	-	12	315	0	-	0	315	0	-	45	348	0	-	12	360	0	-	0	360	0	-
Sb Left	364	1600	0.228	0	364	1600	0.228	0	364	1600	0.228	55	419	1600	0.262	0	419	1600	0.262	0	419	1600	0.262
Sb Thru	1061	3200	0.332 *	17	1078	3200	0.337 *	0	1078	3200	0.337 *	131	1192	3200	0.373 *	17	1209	3200	0.378 *	0	1209	3200	0.378 *
Sb Right	109	1600	0.068	0	109	1600	0.068	0	109	1600	0.068	13	122	1600	0.076	0	122	1600	0.076	0	122	1600	0.076
Eb Left	285	1600	0.178 *	0	285	1600	0.178 *	0	285	1600	0.178 *	33	318	1600	0.199 *	0	318	1600	0.199 *	0	318	1600	0.199 *
Eb Thru	828	3200	0.259	3	831	3200	0.260	0	831	3200	0.260	150	978	3200	0.306	3	981	3200	0.307	0	981	3200	0.307
Eb Right	139	1600	0.087	5	144	1600	0.090	0	144	1600	0.090	30	169	1600	0.106	5	174	1600	0.109	0	174	1600	0.109
Wb Left	100	1600	0.063	0	100	1600	0.063	0	100	1600	0.063	12	112	1600	0.070	0	112	1600	0.070	0	112	1600	0.070
Wb Thru	380	3200	0.179 *	5	385	3200	0.181 *	0	385	3200	0.181 *	105	485	3200	0.224 *	5	490	3200	0.225 *	0	490	3200	0.225 *
Wb Right	193	0	-	0	193	0	-	0	193	0	-	38	231	0	-	0	231	0	-	0	231	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.990				1.007				1.007				1.127				1.144				1.144
LOS			E				F				F				F				F				F

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INTERSECTION CAPACITY UTILIZATION

N-S St: Peck Road
E-W St: Valley Boulevard
Project: Flair Spectrum Project/1-14-4074-1
File: ICU36

Peck Road @ Valley Boulevard
Peak hr: SAT MID-DAY
Annual Growth: 0.52%

General Plan Buildout (Phases I & II)

Date: 09/18/2014
Date of Count: 2014
Projection Year: 2035

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2035 FUTURE WITHOUT PROJECT				2035 FUTURE WITH PROJECT				2035 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	115	1600	0.072	26	141	1600	0.088	0	141	1600	0.088	30	145	1600	0.091	26	171	1600	0.107	0	171	1600	0.107
Nb Thru	915	4800	0.254 *	25	940	4800	0.263 *	0	940	4800	0.263 *	113	1028	4800	0.287 *	25	1053	4800	0.296 *	0	1053	4800	0.296 *
Nb Right	304	0	-	19	323	0	-	0	323	0	-	45	349	0	-	19	368	0	-	0	368	0	-
Sb Left	254	1600	0.159 *	0	254	1600	0.159 *	0	254	1600	0.159 *	44	298	1600	0.186 *	0	298	1600	0.186 *	0	298	1600	0.186 *
Sb Thru	840	3200	0.263	27	867	3200	0.271	0	867	3200	0.271	104	944	3200	0.295	27	971	3200	0.303	0	971	3200	0.303
Sb Right	172	1600	0.108	0	172	1600	0.108	0	172	1600	0.108	20	192	1600	0.120	0	192	1600	0.120	0	192	1600	0.120
Eb Left	120	1600	0.075 *	0	120	1600	0.075 *	0	120	1600	0.075 *	14	134	1600	0.084 *	0	134	1600	0.084 *	0	134	1600	0.084 *
Eb Thru	594	3200	0.186	3	597	3200	0.187	0	597	3200	0.187	138	732	3200	0.229	3	735	3200	0.230	0	735	3200	0.230
Eb Right	130	1600	0.081	9	139	1600	0.087	0	139	1600	0.087	29	159	1600	0.099	9	168	1600	0.105	0	168	1600	0.105
Wb Left	76	1600	0.048	0	76	1600	0.048	0	76	1600	0.048	9	85	1600	0.053	0	85	1600	0.053	0	85	1600	0.053
Wb Thru	536	3200	0.238 *	4	540	3200	0.239 *	0	540	3200	0.239 *	134	670	3200	0.292 *	4	674	3200	0.293 *	0	674	3200	0.293 *
Wb Right	224	0	-	0	224	0	-	0	224	0	-	41	265	0	-	0	265	0	-	0	265	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.825				0.836				0.836				0.949				0.959				0.959
LOS			D				D				D				E				E				E

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INTERSECTION CAPACITY UTILIZATION

N-S St: Peck Road
E-W St: Garvey Avenue
Project: Flair Spectrum Project/1-14-4074-1
File: ICU37

Peck Road @ Garvey Avenue
Peak hr: AM
Annual Growth: 0.82%

Phase I

Date: 09/18/2014
Date of Count: 2014
Projection Year: 2016

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2016 FUTURE WITHOUT PROJECT				2016 FUTURE WITH PROJECT				2016 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	106	1600	0.066 *	3	109	1600	0.068 *	0	109	1600	0.068 *	3	109	1600	0.068 *	3	112	1600	0.070 *	0	112	1600	0.070 *
Nb Thru	593	3200	0.200	4	597	3200	0.201	0	597	3200	0.201	16	609	3200	0.203	4	613	3200	0.205	0	613	3200	0.205
Nb Right	47	0	-	0	47	0	-	0	47	0	-	-5	42	0	-	0	42	0	-	0	42	0	-
Sb Left	45	1600	0.028	0	45	1600	0.028	0	45	1600	0.028	-20	25	1600	0.015	0	25	1600	0.015	0	25	1600	0.015
Sb Thru	757	3200	0.340 *	2	759	3200	0.341 *	0	759	3200	0.341 *	22	779	3200	0.349 *	2	781	3200	0.350 *	0	781	3200	0.350 *
Sb Right	332	0	-	0	332	0	-	0	332	0	-	6	338	0	-	0	338	0	-	0	338	0	-
Eb Left	143	1600	0.089 *	0	143	1600	0.089 *	0	143	1600	0.089 *	6	149	1600	0.093 *	0	149	1600	0.093 *	0	149	1600	0.093 *
Eb Thru	399	3200	0.151	2	401	3200	0.152	0	401	3200	0.152	35	434	3200	0.163	2	436	3200	0.164	0	436	3200	0.164
Eb Right	84	0	-	1	85	0	-	0	85	0	-	3	87	0	-	1	88	0	-	0	88	0	-
Wb Left	56	1600	0.035	0	56	1600	0.035	0	56	1600	0.035	12	68	1600	0.042	0	68	1600	0.042	0	68	1600	0.042
Wb Thru	631	3200	0.213 *	4	635	3200	0.214 *	0	635	3200	0.214 *	50	681	3200	0.233 *	4	685	3200	0.234 *	0	685	3200	0.234 *
Wb Right	49	0	-	0	49	0	-	0	49	0	-	15	64	0	-	0	64	0	-	0	64	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.808				0.812				0.812				0.844				0.847				0.847
LOS			D				D				D				D				D				D

** Key conflicting movement as a part of ICU*
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INTERSECTION CAPACITY UTILIZATION

N-S St: Peck Road
E-W St: Garvey Avenue
Project: Flair Spectrum Project/1-14-4074-1
File: ICU37

Peck Road @ Garvey Avenue
Peak hr: PM
Annual Growth: 0.82%

Phase I

Date: 09/18/2014
Date of Count: 2014
Projection Year: 2016

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2016 FUTURE WITHOUT PROJECT				2016 FUTURE WITH PROJECT				2016 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	109	1600	0.068 *	5	114	1600	0.071 *	0	114	1600	0.071 *	3	112	1600	0.070 *	5	117	1600	0.073 *	0	117	1600	0.073 *
Nb Thru	566	3200	0.196	8	574	3200	0.198	0	574	3200	0.198	22	588	3200	0.208	8	596	3200	0.210	0	596	3200	0.210
Nb Right	60	0	-	0	60	0	-	0	60	0	-	16	76	0	-	0	76	0	-	0	76	0	-
Sb Left	108	1600	0.068	0	108	1600	0.068	0	108	1600	0.068	10	118	1600	0.074	0	118	1600	0.074	0	118	1600	0.074
Sb Thru	698	3200	0.284 *	7	705	3200	0.287 *	0	705	3200	0.287 *	23	721	3200	0.294 *	7	728	3200	0.297 *	0	728	3200	0.297 *
Sb Right	212	0	-	0	212	0	-	0	212	0	-	8	220	0	-	0	220	0	-	0	220	0	-
Eb Left	419	1600	0.262 *	0	419	1600	0.262 *	0	419	1600	0.262 *	10	429	1600	0.268 *	0	429	1600	0.268 *	0	429	1600	0.268 *
Eb Thru	875	3200	0.292	6	881	3200	0.295	0	881	3200	0.295	69	944	3200	0.314	6	950	3200	0.317	0	950	3200	0.317
Eb Right	58	0	-	5	63	0	-	0	63	0	-	2	60	0	-	5	65	0	-	0	65	0	-
Wb Left	88	1600	0.055	0	88	1600	0.055	0	88	1600	0.055	5	93	1600	0.058	0	93	1600	0.058	0	93	1600	0.058
Wb Thru	491	3200	0.164 *	6	497	3200	0.166 *	0	497	3200	0.166 *	57	548	3200	0.179 *	6	554	3200	0.181 *	0	554	3200	0.181 *
Wb Right	35	0	-	0	35	0	-	0	35	0	-	-11	24	0	-	0	24	0	-	0	24	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.879				0.886				0.886				0.911				0.918				0.918
LOS			D				D				D				E				E				E

** Key conflicting movement as a part of ICU*
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INTERSECTION CAPACITY UTILIZATION

N-S St: Peck Road
E-W St: Garvey Avenue
Project: Flair Spectrum Project/1-14-4074-1
File: ICU37

Peck Road @ Garvey Avenue
Peak hr: SAT MID-DAY
Annual Growth: 0.82%

Phase I

Date: 09/18/2014
Date of Count: 2014
Projection Year: 2016

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2016 FUTURE WITHOUT PROJECT				2016 FUTURE WITH PROJECT				2016 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	115	1600	0.072 *	10	125	1600	0.078 *	0	125	1600	0.078 *	2	117	1600	0.073 *	10	127	1600	0.079 *	0	127	1600	0.079 *
Nb Thru	496	3200	0.171	14	510	3200	0.175	0	510	3200	0.175	22	518	3200	0.180	14	532	3200	0.184	0	532	3200	0.184
Nb Right	51	0	-	0	51	0	-	0	51	0	-	6	57	0	-	0	57	0	-	0	57	0	-
Sb Left	71	1600	0.044	0	71	1600	0.044	0	71	1600	0.044	-15	56	1600	0.035	0	56	1600	0.035	0	56	1600	0.035
Sb Thru	567	3200	0.251 *	13	580	3200	0.255 *	0	580	3200	0.255 *	23	590	3200	0.261 *	13	603	3200	0.265 *	0	603	3200	0.265 *
Sb Right	237	0	-	0	237	0	-	0	237	0	-	7	244	0	-	0	244	0	-	0	244	0	-
Eb Left	266	1600	0.166 *	0	266	1600	0.166 *	0	266	1600	0.166 *	7	273	1600	0.171 *	0	273	1600	0.171 *	0	273	1600	0.171 *
Eb Thru	601	3200	0.217	10	611	3200	0.223	0	611	3200	0.223	55	656	3200	0.235	10	666	3200	0.241	0	666	3200	0.241
Eb Right	94	0	-	9	103	0	-	0	103	0	-	2	96	0	-	9	105	0	-	0	105	0	-
Wb Left	57	1600	0.036	0	57	1600	0.036	0	57	1600	0.036	6	63	1600	0.039	0	63	1600	0.039	0	63	1600	0.039
Wb Thru	561	3200	0.188 *	11	572	3200	0.192 *	0	572	3200	0.192 *	54	615	3200	0.200 *	11	626	3200	0.203 *	0	626	3200	0.203 *
Wb Right	41	0	-	0	41	0	-	0	41	0	-	-16	25	0	-	0	25	0	-	0	25	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.778				0.791				0.791				0.805				0.818				0.818
LOS			C				C				C				D				D				D

** Key conflicting movement as a part of ICU*
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INTERSECTION CAPACITY UTILIZATION

N-S St: Peck Road
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Project: Flair Spectrum Project/1-14-4074-1
File: ICU37

Peck Road @ Garvey Avenue
Peak hr: AM
Annual Growth: 0.82%

Phases I & II

Date: 09/18/2014
Date of Count: 2014
Projection Year: 2019

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2019 FUTURE WITHOUT PROJECT				2019 FUTURE WITH PROJECT				2019 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	106	1600	0.066 *	3	109	1600	0.068 *	0	109	1600	0.068 *	5	111	1600	0.070 *	3	114	1600	0.072 *	0	114	1600	0.072 *
Nb Thru	593	3200	0.200	5	598	3200	0.202	0	598	3200	0.202	31	624	3200	0.208	5	629	3200	0.210	0	629	3200	0.210
Nb Right	47	0	-	0	47	0	-	0	47	0	-	-4	43	0	-	0	43	0	-	0	43	0	-
Sb Left	45	1600	0.028	0	45	1600	0.028	0	45	1600	0.028	-19	26	1600	0.016	0	26	1600	0.016	0	26	1600	0.016
Sb Thru	757	3200	0.340 *	5	762	3200	0.342 *	0	762	3200	0.342 *	42	799	3200	0.358 *	5	804	3200	0.359 *	0	804	3200	0.359 *
Sb Right	332	0	-	0	332	0	-	0	332	0	-	15	347	0	-	0	347	0	-	0	347	0	-
Eb Left	143	1600	0.089 *	0	143	1600	0.089 *	0	143	1600	0.089 *	10	153	1600	0.096 *	0	153	1600	0.096 *	0	153	1600	0.096 *
Eb Thru	399	3200	0.151	8	407	3200	0.154	0	407	3200	0.154	45	444	3200	0.167	8	452	3200	0.169	0	452	3200	0.169
Eb Right	84	0	-	1	85	0	-	0	85	0	-	6	90	0	-	1	91	0	-	0	91	0	-
Wb Left	56	1600	0.035	0	56	1600	0.035	0	56	1600	0.035	13	69	1600	0.043	0	69	1600	0.043	0	69	1600	0.043
Wb Thru	631	3200	0.213 *	5	636	3200	0.214 *	0	636	3200	0.214 *	66	697	3200	0.238 *	5	702	3200	0.240 *	0	702	3200	0.240 *
Wb Right	49	0	-	0	49	0	-	0	49	0	-	16	65	0	-	0	65	0	-	0	65	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.808				0.813				0.813				0.861				0.866				0.866
LOS			D				D				D				D				D				D

** Key conflicting movement as a part of ICU*
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INTERSECTION CAPACITY UTILIZATION

N-S St: Peck Road
E-W St: Garvey Avenue
Project: Flair Spectrum Project/1-14-4074-1
File: ICU37

Peck Road @ Garvey Avenue
Peak hr: PM
Annual Growth: 0.82%

Phases I & II

Date: 09/18/2014
Date of Count: 2014
Projection Year: 2019

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2019 FUTURE WITHOUT PROJECT				2019 FUTURE WITH PROJECT				2019 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	109	1600	0.068 *	5	114	1600	0.071 *	0	114	1600	0.071 *	6	115	1600	0.072 *	5	120	1600	0.075 *	0	120	1600	0.075 *
Nb Thru	566	3200	0.196	11	577	3200	0.199	0	577	3200	0.199	37	603	3200	0.213	11	614	3200	0.216	0	614	3200	0.216
Nb Right	60	0	-	0	60	0	-	0	60	0	-	18	78	0	-	0	78	0	-	0	78	0	-
Sb Left	108	1600	0.068	0	108	1600	0.068	0	108	1600	0.068	13	121	1600	0.075	0	121	1600	0.075	0	121	1600	0.075
Sb Thru	698	3200	0.284 *	8	706	3200	0.287 *	0	706	3200	0.287 *	41	739	3200	0.302 *	8	747	3200	0.304 *	0	747	3200	0.304 *
Sb Right	212	0	-	0	212	0	-	0	212	0	-	14	226	0	-	0	226	0	-	0	226	0	-
Eb Left	419	1600	0.262 *	0	419	1600	0.262 *	0	419	1600	0.262 *	20	439	1600	0.275 *	0	439	1600	0.275 *	0	439	1600	0.275 *
Eb Thru	875	3200	0.292	9	884	3200	0.296	0	884	3200	0.296	91	966	3200	0.321	9	975	3200	0.326	0	975	3200	0.326
Eb Right	58	0	-	5	63	0	-	0	63	0	-	3	61	0	-	5	66	0	-	0	66	0	-
Wb Left	88	1600	0.055	0	88	1600	0.055	0	88	1600	0.055	8	96	1600	0.060	0	96	1600	0.060	0	96	1600	0.060
Wb Thru	491	3200	0.164 *	11	502	3200	0.168 *	0	502	3200	0.168 *	69	560	3200	0.183 *	11	571	3200	0.186 *	0	571	3200	0.186 *
Wb Right	35	0	-	0	35	0	-	0	35	0	-	-11	24	0	-	0	24	0	-	0	24	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.879				0.888				0.888				0.931				0.940				0.940
LOS			D				D				D				E				E				E

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
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(626) 796.2322 Fax (626) 792-0941

INTERSECTION CAPACITY UTILIZATION

N-S St: Peck Road
E-W St: Garvey Avenue
Project: Flair Spectrum Project/1-14-4074-1
File: ICU37

Peck Road @ Garvey Avenue
Peak hr: SAT MID-DAY
Annual Growth: 0.82%

Phases I & II

Date: 09/18/2014
Date of Count: 2014
Projection Year: 2019

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2019 FUTURE WITHOUT PROJECT				2019 FUTURE WITH PROJECT				2019 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	115	1600	0.072 *	10	125	1600	0.078 *	0	125	1600	0.078 *	5	120	1600	0.075 *	10	130	1600	0.081 *	0	130	1600	0.081 *
Nb Thru	496	3200	0.171	16	512	3200	0.176	0	512	3200	0.176	35	531	3200	0.184	16	547	3200	0.189	0	547	3200	0.189
Nb Right	51	0	-	0	51	0	-	0	51	0	-	7	58	0	-	0	58	0	-	0	58	0	-
Sb Left	71	1600	0.044	0	71	1600	0.044	0	71	1600	0.044	-13	58	1600	0.036	0	58	1600	0.036	0	58	1600	0.036
Sb Thru	567	3200	0.251 *	15	582	3200	0.256 *	0	582	3200	0.256 *	38	605	3200	0.267 *	15	620	3200	0.272 *	0	620	3200	0.272 *
Sb Right	237	0	-	0	237	0	-	0	237	0	-	13	250	0	-	0	250	0	-	0	250	0	-
Eb Left	266	1600	0.166 *	0	266	1600	0.166 *	0	266	1600	0.166 *	14	280	1600	0.175 *	0	280	1600	0.175 *	0	280	1600	0.175 *
Eb Thru	601	3200	0.217	13	614	3200	0.224	0	614	3200	0.224	70	671	3200	0.240	13	684	3200	0.247	0	684	3200	0.247
Eb Right	94	0	-	9	103	0	-	0	103	0	-	4	98	0	-	9	107	0	-	0	107	0	-
Wb Left	57	1600	0.036	0	57	1600	0.036	0	57	1600	0.036	7	64	1600	0.040	0	64	1600	0.040	0	64	1600	0.040
Wb Thru	561	3200	0.188 *	15	576	3200	0.193 *	0	576	3200	0.193 *	68	629	3200	0.205 *	15	644	3200	0.209 *	0	644	3200	0.209 *
Wb Right	41	0	-	0	41	0	-	0	41	0	-	-15	26	0	-	0	26	0	-	0	26	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.778				0.793				0.793				0.822				0.837				0.837
LOS			C				C				C				D				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

N-S St: Peck Road
E-W St: Garvey Avenue
Project: Flair Spectrum Project/1-14-4074-1
File: ICU37

Peck Road @ Garvey Avenue
Peak hr: AM
Annual Growth: 0.52%

General Plan Buildout (Phases I & II)

Date: 09/18/2014
Date of Count: 2014
Projection Year: 2035

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2035 FUTURE WITHOUT PROJECT				2035 FUTURE WITH PROJECT				2035 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	106	1600	0.066 *	3	109	1600	0.068 *	0	109	1600	0.068 *	13	119	1600	0.074 *	3	122	1600	0.076 *	0	122	1600	0.076 *
Nb Thru	593	3200	0.200	5	598	3200	0.202	0	598	3200	0.202	74	667	3200	0.223	5	672	3200	0.225	0	672	3200	0.225
Nb Right	47	0	-	0	47	0	-	0	47	0	-	-1	46	0	-	0	46	0	-	0	46	0	-
Sb Left	45	1600	0.028	0	45	1600	0.028	0	45	1600	0.028	-16	29	1600	0.018	0	29	1600	0.018	0	29	1600	0.018
Sb Thru	757	3200	0.340 *	5	762	3200	0.342 *	0	762	3200	0.342 *	97	854	3200	0.383 *	5	859	3200	0.384 *	0	859	3200	0.384 *
Sb Right	332	0	-	0	332	0	-	0	332	0	-	39	371	0	-	0	371	0	-	0	371	0	-
Eb Left	143	1600	0.089 *	0	143	1600	0.089 *	0	143	1600	0.089 *	20	163	1600	0.102 *	0	163	1600	0.102 *	0	163	1600	0.102 *
Eb Thru	399	3200	0.151	8	407	3200	0.154	0	407	3200	0.154	74	473	3200	0.178	8	481	3200	0.180	0	481	3200	0.180
Eb Right	84	0	-	1	85	0	-	0	85	0	-	12	96	0	-	1	97	0	-	0	97	0	-
Wb Left	56	1600	0.035	0	56	1600	0.035	0	56	1600	0.035	17	73	1600	0.046	0	73	1600	0.046	0	73	1600	0.046
Wb Thru	631	3200	0.213 *	5	636	3200	0.214 *	0	636	3200	0.214 *	113	744	3200	0.254 *	5	749	3200	0.255 *	0	749	3200	0.255 *
Wb Right	49	0	-	0	49	0	-	0	49	0	-	20	69	0	-	0	69	0	-	0	69	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.808				0.813				0.813				0.913				0.918				0.918
LOS			D				D				D				E				E				E

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

N-S St: Peck Road
E-W St: Garvey Avenue
Project: Flair Spectrum Project/1-14-4074-1
File: ICU37

Peck Road @ Garvey Avenue
Peak hr: PM
Annual Growth: 0.52%

General Plan Buildout (Phases I & II)

Date: 09/18/2014
Date of Count: 2014
Projection Year: 2035

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2035 FUTURE WITHOUT PROJECT				2035 FUTURE WITH PROJECT				2035 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	109	1600	0.068 *	5	114	1600	0.071 *	0	114	1600	0.071 *	14	123	1600	0.077 *	5	128	1600	0.080 *	0	128	1600	0.080 *
Nb Thru	566	3200	0.196	11	577	3200	0.199	0	577	3200	0.199	78	644	3200	0.227	11	655	3200	0.230	0	655	3200	0.230
Nb Right	60	0	-	0	60	0	-	0	60	0	-	22	82	0	-	0	82	0	-	0	82	0	-
Sb Left	108	1600	0.068	0	108	1600	0.068	0	108	1600	0.068	20	128	1600	0.080	0	128	1600	0.080	0	128	1600	0.080
Sb Thru	698	3200	0.284 *	8	706	3200	0.287 *	0	706	3200	0.287 *	92	790	3200	0.322 *	8	798	3200	0.325 *	0	798	3200	0.325 *
Sb Right	212	0	-	0	212	0	-	0	212	0	-	29	241	0	-	0	241	0	-	0	241	0	-
Eb Left	419	1600	0.262 *	0	419	1600	0.262 *	0	419	1600	0.262 *	51	470	1600	0.294 *	0	470	1600	0.294 *	0	470	1600	0.294 *
Eb Thru	875	3200	0.292	9	884	3200	0.296	0	884	3200	0.296	156	1031	3200	0.343	9	1040	3200	0.347	0	1040	3200	0.347
Eb Right	58	0	-	5	63	0	-	0	63	0	-	8	66	0	-	5	71	0	-	0	71	0	-
Wb Left	88	1600	0.055	0	88	1600	0.055	0	88	1600	0.055	14	102	1600	0.064	0	102	1600	0.064	0	102	1600	0.064
Wb Thru	491	3200	0.164 *	11	502	3200	0.168 *	0	502	3200	0.168 *	105	596	3200	0.195 *	11	607	3200	0.198 *	0	607	3200	0.198 *
Wb Right	35	0	-	0	35	0	-	0	35	0	-	-8	27	0	-	0	27	0	-	0	27	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.879				0.888				0.888				0.988				0.997				0.997
LOS			D				D				D				E				E				E

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

N-S St: Peck Road
E-W St: Garvey Avenue
Project: Flair Spectrum Project/1-14-4074-1
File: ICU37

Peck Road @ Garvey Avenue
Peak hr: SAT MID-DAY
Annual Growth: 0.52%

General Plan Buildout (Phases I & II)

Date: 09/18/2014
Date of Count: 2014
Projection Year: 2035

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2035 FUTURE WITHOUT PROJECT				2035 FUTURE WITH PROJECT				2035 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	115	1600	0.072 *	10	125	1600	0.078 *	0	125	1600	0.078 *	13	128	1600	0.080 *	10	138	1600	0.086 *	0	138	1600	0.086 *
Nb Thru	496	3200	0.171	16	512	3200	0.176	0	512	3200	0.176	71	567	3200	0.197	16	583	3200	0.202	0	583	3200	0.202
Nb Right	51	0	-	0	51	0	-	0	51	0	-	11	62	0	-	0	62	0	-	0	62	0	-
Sb Left	71	1600	0.044	0	71	1600	0.044	0	71	1600	0.044	-8	63	1600	0.039	0	63	1600	0.039	0	63	1600	0.039
Sb Thru	567	3200	0.251 *	15	582	3200	0.256 *	0	582	3200	0.256 *	79	646	3200	0.285 *	15	661	3200	0.290 *	0	661	3200	0.290 *
Sb Right	237	0	-	0	237	0	-	0	237	0	-	30	267	0	-	0	267	0	-	0	267	0	-
Eb Left	266	1600	0.166 *	0	266	1600	0.166 *	0	266	1600	0.166 *	34	300	1600	0.187 *	0	300	1600	0.187 *	0	300	1600	0.187 *
Eb Thru	601	3200	0.217	13	614	3200	0.224	0	614	3200	0.224	114	715	3200	0.256	13	728	3200	0.263	0	728	3200	0.263
Eb Right	94	0	-	9	103	0	-	0	103	0	-	11	105	0	-	9	114	0	-	0	114	0	-
Wb Left	57	1600	0.036	0	57	1600	0.036	0	57	1600	0.036	12	69	1600	0.043	0	69	1600	0.043	0	69	1600	0.043
Wb Thru	561	3200	0.188 *	15	576	3200	0.193 *	0	576	3200	0.193 *	110	671	3200	0.219 *	15	686	3200	0.223 *	0	686	3200	0.223 *
Wb Right	41	0	-	0	41	0	-	0	41	0	-	-12	29	0	-	0	29	0	-	0	29	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.778				0.793				0.793				0.871				0.887				0.887
LOS			C				C				C				D				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

N-S St: Valley Boulevard
E-W St: Garvey Avenue
Project: Flair Spectrum Project/1-14-4074-1
File: ICU38

Valley Boulevard @ Garvey Avenue
Peak hr: AM
Annual Growth: 0.82%

Phase I

Date: 09/18/2014
Date of Count: 2014
Projection Year: 2016

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2016 FUTURE WITHOUT PROJECT				2016 FUTURE WITH PROJECT				2016 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	233	1600	0.146	4	237	1600	0.148	0	237	1600	0.148	-0	233	1600	0.146	4	237	1600	0.148	0	237	1600	0.148
Nb Thru	799	3200	0.253 *	6	805	3200	0.254 *	0	805	3200	0.254 *	39	838	3200	0.265 *	6	844	3200	0.267 *	0	844	3200	0.267 *
Nb Right	9	0	-	0	9	0	-	0	9	0	-	0	9	0	-	0	9	0	-	0	9	0	-
Sb Left	78	1600	0.049 *	0	78	1600	0.049 *	0	78	1600	0.049 *	10	88	1600	0.055 *	0	88	1600	0.055 *	0	88	1600	0.055 *
Sb Thru	472	3200	0.150	3	475	3200	0.151	0	475	3200	0.151	39	511	3200	0.162	3	514	3200	0.163	0	514	3200	0.163
Sb Right	7	0	-	0	7	0	-	0	7	0	-	0	7	0	-	0	7	0	-	0	7	0	-
Eb Left	24	1600	0.015	0	24	1600	0.015	0	24	1600	0.015	0	24	1600	0.015	0	24	1600	0.015	0	24	1600	0.015
Eb Thru	227	3200	0.150 *	0	227	3200	0.151 *	0	227	3200	0.151 *	32	259	3200	0.164 *	0	259	3200	0.165 *	0	259	3200	0.165 *
Eb Right	253	0	-	2	255	0	-	0	255	0	-	13	266	0	-	2	268	0	-	0	268	0	-
Wb Left	93	1600	0.058 *	0	93	1600	0.058 *	0	93	1600	0.058 *	2	95	1600	0.059 *	0	95	1600	0.059 *	0	95	1600	0.059 *
Wb Thru	415	3200	0.179	0	415	3200	0.179	0	415	3200	0.179	32	447	3200	0.192	0	447	3200	0.192	0	447	3200	0.192
Wb Right	159	0	-	0	159	0	-	0	159	0	-	8	167	0	-	0	167	0	-	0	167	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.609				0.612				0.612				0.643				0.646				0.646
LOS			B				B				B				B				B				B

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

Valley Boulevard @ Garvey Avenue
Peak hr: PM
Annual Growth: 0.82%

Phase I

N-S St: Valley Boulevard
E-W St: Garvey Avenue
Project: Flair Spectrum Project/1-14-4074-1
File: ICU38

Date: 09/18/2014
Date of Count: 2014
Projection Year: 2016

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2016 FUTURE WITHOUT PROJECT				2016 FUTURE WITH PROJECT				2016 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	188	1600	0.118 *	6	194	1600	0.121 *	0	194	1600	0.121 *	12	200	1600	0.125 *	6	206	1600	0.129 *	0	206	1600	0.129 *
Nb Thru	636	3200	0.209	11	647	3200	0.213	0	647	3200	0.213	69	705	3200	0.231	11	716	3200	0.235	0	716	3200	0.235
Nb Right	34	0	-	0	34	0	-	0	34	0	-	1	35	0	-	0	35	0	-	0	35	0	-
Sb Left	143	1600	0.089	0	143	1600	0.089	0	143	1600	0.089	17	160	1600	0.100	0	160	1600	0.100	0	160	1600	0.100
Sb Thru	810	3200	0.258 *	11	821	3200	0.262 *	0	821	3200	0.262 *	69	879	3200	0.280 *	11	890	3200	0.283 *	0	890	3200	0.283 *
Sb Right	16	0	-	0	16	0	-	0	16	0	-	0	16	0	-	0	16	0	-	0	16	0	-
Eb Left	43	1600	0.027	0	43	1600	0.027	0	43	1600	0.027	1	44	1600	0.027	0	44	1600	0.027	0	44	1600	0.027
Eb Thru	606	3200	0.288 *	0	606	3200	0.290 *	0	606	3200	0.290 *	46	652	3200	0.305 *	0	652	3200	0.307 *	0	652	3200	0.307 *
Eb Right	316	0	-	6	322	0	-	0	322	0	-	7	323	0	-	6	329	0	-	0	329	0	-
Wb Left	50	1600	0.031 *	0	50	1600	0.031 *	0	50	1600	0.031 *	1	51	1600	0.032 *	0	51	1600	0.032 *	0	51	1600	0.032 *
Wb Thru	300	3200	0.137	0	300	3200	0.137	0	300	3200	0.137	43	343	3200	0.156	0	343	3200	0.156	0	343	3200	0.156
Wb Right	138	0	-	0	138	0	-	0	138	0	-	19	157	0	-	0	157	0	-	0	157	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.795				0.804				0.804				0.841				0.851				0.851
LOS			C				D				D				D				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Suite 500, Pasadena CA 91106
(626) 796.2322 Fax (626) 792-0941

INTERSECTION CAPACITY UTILIZATION

Valley Boulevard @ Garvey Avenue
Peak hr: SAT MID-DAY
Annual Growth: 0.82%

Phase I

N-S St: Valley Boulevard
E-W St: Garvey Avenue
Project: Flair Spectrum Project/1-14-4074-1
File: ICU38

Date: 09/18/2014
Date of Count: 2014
Projection Year: 2016

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2016 FUTURE WITHOUT PROJECT				2016 FUTURE WITH PROJECT				2016 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	85	1600	0.053 *	11	96	1600	0.060 *	0	96	1600	0.060 *	1	86	1600	0.054 *	11	97	1600	0.061 *	0	97	1600	0.061 *
Nb Thru	274	3200	0.141	20	294	3200	0.147	0	294	3200	0.147	70	344	3200	0.163	20	364	3200	0.170	0	364	3200	0.170
Nb Right	176	0	-	0	176	0	-	0	176	0	-	3	179	0	-	0	179	0	-	0	179	0	-
Sb Left	47	1600	0.029	0	47	1600	0.029	0	47	1600	0.029	19	66	1600	0.041	0	66	1600	0.041	0	66	1600	0.041
Sb Thru	358	3200	0.216 *	18	376	3200	0.222 *	0	376	3200	0.222 *	74	432	3200	0.241 *	18	450	3200	0.247 *	0	450	3200	0.247 *
Sb Right	334	0	-	0	334	0	-	0	334	0	-	6	340	0	-	0	340	0	-	0	340	0	-
Eb Left	203	1600	0.127 *	0	203	1600	0.127 *	0	203	1600	0.127 *	3	206	1600	0.129 *	0	206	1600	0.129 *	0	206	1600	0.129 *
Eb Thru	607	3200	0.190	0	607	3200	0.193	0	607	3200	0.193	36	643	3200	0.202	0	643	3200	0.205	0	643	3200	0.205
Eb Right	2	0	-	10	12	0	-	0	12	0	-	0	2	0	-	10	12	0	-	0	12	0	-
Wb Left	134	1600	0.084	0	134	1600	0.084	0	134	1600	0.084	2	136	1600	0.085	0	136	1600	0.085	0	136	1600	0.085
Wb Thru	636	3200	0.200 *	0	636	3200	0.200 *	0	636	3200	0.200 *	39	675	3200	0.218 *	0	675	3200	0.218 *	0	675	3200	0.218 *
Wb Right	4	0	-	0	4	0	-	0	4	0	-	19	23	0	-	0	23	0	-	0	23	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.696				0.709				0.709				0.742				0.755				0.755
LOS			B				C				C				C				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

N-S St: Valley Boulevard
E-W St: Garvey Avenue
Project: Flair Spectrum Project/1-14-4074-1
File: ICU38

Valley Boulevard @ Garvey Avenue
Peak hr: AM
Annual Growth: 0.82%

Phases I & II

Date: 09/18/2014
Date of Count: 2014
Projection Year: 2019

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2019 FUTURE WITHOUT PROJECT				2019 FUTURE WITH PROJECT				2019 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	233	1600	0.146	5	238	1600	0.149	0	238	1600	0.149	6	239	1600	0.149	5	244	1600	0.152	0	244	1600	0.152
Nb Thru	799	3200	0.253 *	8	807	3200	0.255 *	0	807	3200	0.255 *	59	858	3200	0.271 *	8	866	3200	0.274 *	0	866	3200	0.274 *
Nb Right	9	0	-	0	9	0	-	0	9	0	-	0	9	0	-	0	9	0	-	0	9	0	-
Sb Left	78	1600	0.049 *	0	78	1600	0.049 *	0	78	1600	0.049 *	12	90	1600	0.056 *	0	90	1600	0.056 *	0	90	1600	0.056 *
Sb Thru	472	3200	0.150	10	482	3200	0.153	0	482	3200	0.153	51	523	3200	0.166	10	533	3200	0.169	0	533	3200	0.169
Sb Right	7	0	-	0	7	0	-	0	7	0	-	0	7	0	-	0	7	0	-	0	7	0	-
Eb Left	24	1600	0.015	0	24	1600	0.015	0	24	1600	0.015	1	25	1600	0.016	0	25	1600	0.016	0	25	1600	0.016
Eb Thru	227	3200	0.150 *	2	229	3200	0.153 *	0	229	3200	0.153 *	37	264	3200	0.168 *	2	266	3200	0.170 *	0	266	3200	0.170 *
Eb Right	253	0	-	6	259	0	-	0	259	0	-	20	273	0	-	6	279	0	-	0	279	0	-
Wb Left	93	1600	0.058 *	0	93	1600	0.058 *	0	93	1600	0.058 *	4	97	1600	0.061 *	0	97	1600	0.061 *	0	97	1600	0.061 *
Wb Thru	415	3200	0.179	0	415	3200	0.179	0	415	3200	0.179	42	457	3200	0.196	0	457	3200	0.196	0	457	3200	0.196
Wb Right	159	0	-	0	159	0	-	0	159	0	-	12	171	0	-	0	171	0	-	0	171	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.609				0.614				0.614				0.656				0.661				0.661
LOS			B				B				B				B				B				B

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

N-S St: Valley Boulevard
E-W St: Garvey Avenue
Project: Flair Spectrum Project/1-14-4074-1
File: ICU38

Valley Boulevard @ Garvey Avenue
Peak hr: PM
Annual Growth: 0.82%

Phases I & II

Date: 09/18/2014
Date of Count: 2014
Projection Year: 2019

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2019 FUTURE WITHOUT PROJECT				2019 FUTURE WITH PROJECT				2019 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	188	1600	0.118 *	10	198	1600	0.124 *	0	198	1600	0.124 *	17	205	1600	0.128 *	10	215	1600	0.134 *	0	215	1600	0.134 *
Nb Thru	636	3200	0.209	18	654	3200	0.215	0	654	3200	0.215	86	722	3200	0.237	18	740	3200	0.242	0	740	3200	0.242
Nb Right	34	0	-	0	34	0	-	0	34	0	-	1	35	0	-	0	35	0	-	0	35	0	-
Sb Left	143	1600	0.089	0	143	1600	0.089	0	143	1600	0.089	21	164	1600	0.102	0	164	1600	0.102	0	164	1600	0.102
Sb Thru	810	3200	0.258 *	15	825	3200	0.263 *	0	825	3200	0.263 *	90	900	3200	0.286 *	15	915	3200	0.291 *	0	915	3200	0.291 *
Sb Right	16	0	-	0	16	0	-	0	16	0	-	1	17	0	-	0	17	0	-	0	17	0	-
Eb Left	43	1600	0.027	0	43	1600	0.027	0	43	1600	0.027	2	45	1600	0.028	0	45	1600	0.028	0	45	1600	0.028
Eb Thru	606	3200	0.288 *	1	607	3200	0.291 *	0	607	3200	0.291 *	61	667	3200	0.312 *	1	668	3200	0.315 *	0	668	3200	0.315 *
Eb Right	316	0	-	8	324	0	-	0	324	0	-	15	331	0	-	8	339	0	-	0	339	0	-
Wb Left	50	1600	0.031 *	0	50	1600	0.031 *	0	50	1600	0.031 *	2	52	1600	0.033 *	0	52	1600	0.033 *	0	52	1600	0.033 *
Wb Thru	300	3200	0.137	2	302	3200	0.138	0	302	3200	0.138	51	351	3200	0.160	2	353	3200	0.160	0	353	3200	0.160
Wb Right	138	0	-	0	138	0	-	0	138	0	-	23	161	0	-	0	161	0	-	0	161	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.795				0.809				0.809				0.859				0.873				0.873
LOS			C				D				D				D				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

Valley Boulevard @ Garvey Avenue
Peak hr: SAT MID-DAY
Annual Growth: 0.82%

Phases I & II

N-S St: Valley Boulevard
E-W St: Garvey Avenue
Project: Flair Spectrum Project/1-14-4074-1
File: ICU38

Date: 09/18/2014
Date of Count: 2014
Projection Year: 2019

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2019 FUTURE WITHOUT PROJECT				2019 FUTURE WITH PROJECT				2019 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	85	1600	0.053 *	14	99	1600	0.062 *	0	99	1600	0.062 *	4	89	1600	0.055 *	14	103	1600	0.064 *	0	103	1600	0.064 *
Nb Thru	274	3200	0.141	25	299	3200	0.148	0	299	3200	0.148	76	350	3200	0.167	25	375	3200	0.175	0	375	3200	0.175
Nb Right	176	0	-	0	176	0	-	0	176	0	-	7	183	0	-	0	183	0	-	0	183	0	-
Sb Left	47	1600	0.029	0	47	1600	0.029	0	47	1600	0.029	20	67	1600	0.042	0	67	1600	0.042	0	67	1600	0.042
Sb Thru	358	3200	0.216 *	22	380	3200	0.223 *	0	380	3200	0.223 *	83	441	3200	0.247 *	22	463	3200	0.253 *	0	463	3200	0.253 *
Sb Right	334	0	-	0	334	0	-	0	334	0	-	14	348	0	-	0	348	0	-	0	348	0	-
Eb Left	203	1600	0.127 *	0	203	1600	0.127 *	0	203	1600	0.127 *	8	211	1600	0.132 *	0	211	1600	0.132 *	0	211	1600	0.132 *
Eb Thru	607	3200	0.190	1	608	3200	0.194	0	608	3200	0.194	51	658	3200	0.206	1	659	3200	0.210	0	659	3200	0.210
Eb Right	2	0	-	12	14	0	-	0	14	0	-	0	2	0	-	12	14	0	-	0	14	0	-
Wb Left	134	1600	0.084	0	134	1600	0.084	0	134	1600	0.084	6	140	1600	0.087	0	140	1600	0.087	0	140	1600	0.087
Wb Thru	636	3200	0.200 *	1	637	3200	0.200 *	0	637	3200	0.200 *	56	692	3200	0.223 *	1	693	3200	0.224 *	0	693	3200	0.224 *
Wb Right	4	0	-	0	4	0	-	0	4	0	-	19	23	0	-	0	23	0	-	0	23	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.696				0.712				0.712				0.757				0.773				0.773
LOS			B				C				C				C				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

N-S St: Valley Boulevard
E-W St: Garvey Avenue
Project: Flair Spectrum Project/1-14-4074-1
File: ICU38

Valley Boulevard @ Garvey Avenue
Peak hr: AM
Annual Growth: 0.52%

General Plan Buildout (Phases I & II)

Date: 09/18/2014
Date of Count: 2014
Projection Year: 2035

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2035 FUTURE WITHOUT PROJECT				2035 FUTURE WITH PROJECT				2035 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	233	1600	0.146	5	238	1600	0.149	0	238	1600	0.149	23	256	1600	0.160	5	261	1600	0.163	0	261	1600	0.163
Nb Thru	799	3200	0.253 *	8	807	3200	0.255 *	0	807	3200	0.255 *	118	917	3200	0.290 *	8	925	3200	0.292 *	0	925	3200	0.292 *
Nb Right	9	0	-	0	9	0	-	0	9	0	-	1	10	0	-	0	10	0	-	0	10	0	-
Sb Left	78	1600	0.049 *	0	78	1600	0.049 *	0	78	1600	0.049 *	18	96	1600	0.060 *	0	96	1600	0.060 *	0	96	1600	0.060 *
Sb Thru	472	3200	0.150	10	482	3200	0.153	0	482	3200	0.153	85	557	3200	0.177	10	567	3200	0.180	0	567	3200	0.180
Sb Right	7	0	-	0	7	0	-	0	7	0	-	1	8	0	-	0	8	0	-	0	8	0	-
Eb Left	24	1600	0.015	0	24	1600	0.015	0	24	1600	0.015	3	27	1600	0.017	0	27	1600	0.017	0	27	1600	0.017
Eb Thru	227	3200	0.150 *	2	229	3200	0.153 *	0	229	3200	0.153 *	54	281	3200	0.179 *	2	283	3200	0.181 *	0	283	3200	0.181 *
Eb Right	253	0	-	6	259	0	-	0	259	0	-	38	291	0	-	6	297	0	-	0	297	0	-
Wb Left	93	1600	0.058 *	0	93	1600	0.058 *	0	93	1600	0.058 *	11	104	1600	0.065 *	0	104	1600	0.065 *	0	104	1600	0.065 *
Wb Thru	415	3200	0.179	0	415	3200	0.179	0	415	3200	0.179	73	488	3200	0.209	0	488	3200	0.209	0	488	3200	0.209
Wb Right	159	0	-	0	159	0	-	0	159	0	-	23	182	0	-	0	182	0	-	0	182	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.609				0.614				0.614				0.693				0.698				0.698
LOS			B				B				B				B				B				B

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

N-S St: Valley Boulevard
E-W St: Garvey Avenue
Project: Flair Spectrum Project/1-14-4074-1
File: ICU38

Valley Boulevard @ Garvey Avenue
Peak hr: PM
Annual Growth: 0.52%

General Plan Buildout (Phases I & II)

Date: 09/18/2014
Date of Count: 2014
Projection Year: 2035

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2035 FUTURE WITHOUT PROJECT				2035 FUTURE WITH PROJECT				2035 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	188	1600	0.118 *	10	198	1600	0.124 *	0	198	1600	0.124 *	31	219	1600	0.137 *	10	229	1600	0.143 *	0	229	1600	0.143 *
Nb Thru	636	3200	0.209	18	654	3200	0.215	0	654	3200	0.215	132	768	3200	0.252	18	786	3200	0.258	0	786	3200	0.258
Nb Right	34	0	-	0	34	0	-	0	34	0	-	4	38	0	-	0	38	0	-	0	38	0	-
Sb Left	143	1600	0.089	0	143	1600	0.089	0	143	1600	0.089	31	174	1600	0.109	0	174	1600	0.109	0	174	1600	0.109
Sb Thru	810	3200	0.258 *	15	825	3200	0.263 *	0	825	3200	0.263 *	149	959	3200	0.305 *	15	974	3200	0.310 *	0	974	3200	0.310 *
Sb Right	16	0	-	0	16	0	-	0	16	0	-	2	18	0	-	0	18	0	-	0	18	0	-
Eb Left	43	1600	0.027	0	43	1600	0.027	0	43	1600	0.027	5	48	1600	0.030	0	48	1600	0.030	0	48	1600	0.030
Eb Thru	606	3200	0.288 *	1	607	3200	0.291 *	0	607	3200	0.291 *	106	712	3200	0.333 *	1	713	3200	0.336 *	0	713	3200	0.336 *
Eb Right	316	0	-	8	324	0	-	0	324	0	-	38	354	0	-	8	362	0	-	0	362	0	-
Wb Left	50	1600	0.031 *	0	50	1600	0.031 *	0	50	1600	0.031 *	6	56	1600	0.035 *	0	56	1600	0.035 *	0	56	1600	0.035 *
Wb Thru	300	3200	0.137	2	302	3200	0.138	0	302	3200	0.138	73	373	3200	0.170	2	375	3200	0.170	0	375	3200	0.170
Wb Right	138	0	-	0	138	0	-	0	138	0	-	33	171	0	-	0	171	0	-	0	171	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.795				0.809				0.809				0.910				0.924				0.924
LOS			C				D				D				E				E				E

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

N-S St: Valley Boulevard
E-W St: Garvey Avenue
Project: Flair Spectrum Project/1-14-4074-1
File: ICU38

Valley Boulevard @ Garvey Avenue
Peak hr: SAT MID-DAY
Annual Growth: 0.52%

General Plan Buildout (Phases I & II)

Date: 09/18/2014
Date of Count: 2014
Projection Year: 2035

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2035 FUTURE WITHOUT PROJECT				2035 FUTURE WITH PROJECT				2035 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	85	1600	0.053 *	14	99	1600	0.062 *	0	99	1600	0.062 *	10	95	1600	0.059 *	14	109	1600	0.068 *	0	109	1600	0.068 *
Nb Thru	274	3200	0.141	25	299	3200	0.148	0	299	3200	0.148	97	371	3200	0.177	25	396	3200	0.185	0	396	3200	0.185
Nb Right	176	0	-	0	176	0	-	0	176	0	-	20	196	0	-	0	196	0	-	0	196	0	-
Sb Left	47	1600	0.029	0	47	1600	0.029	0	47	1600	0.029	23	70	1600	0.044	0	70	1600	0.044	0	70	1600	0.044
Sb Thru	358	3200	0.216 *	22	380	3200	0.223 *	0	380	3200	0.223 *	109	467	3200	0.262 *	22	489	3200	0.269 *	0	489	3200	0.269 *
Sb Right	334	0	-	0	334	0	-	0	334	0	-	38	372	0	-	0	372	0	-	0	372	0	-
Eb Left	203	1600	0.127 *	0	203	1600	0.127 *	0	203	1600	0.127 *	23	226	1600	0.141 *	0	226	1600	0.141 *	0	226	1600	0.141 *
Eb Thru	607	3200	0.190	1	608	3200	0.194	0	608	3200	0.194	96	703	3200	0.220	1	704	3200	0.224	0	704	3200	0.224
Eb Right	2	0	-	12	14	0	-	0	14	0	-	0	2	0	-	12	14	0	-	0	14	0	-
Wb Left	134	1600	0.084	0	134	1600	0.084	0	134	1600	0.084	15	149	1600	0.093	0	149	1600	0.093	0	149	1600	0.093
Wb Thru	636	3200	0.200 *	1	637	3200	0.200 *	0	637	3200	0.200 *	102	738	3200	0.238 *	1	739	3200	0.238 *	0	739	3200	0.238 *
Wb Right	4	0	-	0	4	0	-	0	4	0	-	19	23	0	-	0	23	0	-	0	23	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.696				0.712				0.712				0.801				0.817				0.817
LOS			B				C				C				D				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

Roseglen Street-Durfee Avenue @ Lower Azusa Road
Peak hr: AM
Annual Growth: 0.82%

Phase I

N-S St: Roseglen Street-Durfee Avenue
E-W St: Lower Azusa Road
Project: Flair Spectrum Project/1-14-4074-1
File: ICU39

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2016

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2016 FUTURE WITHOUT PROJECT				2016 FUTURE WITH PROJECT				2016 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left [3]	26	0	0.016	0	26	0	0.016	0	26	0	0.016	0	26	0	0.017	0	26	0	0.017	0	26	0	0.017
Nb Thru [3]	19	1600	0.042 *	0	19	1600	0.042 *	0	19	1600	0.042 *	0	19	1600	0.043 *	0	19	1600	0.043 *	0	19	1600	0.043 *
Nb Right [3]	22	0	-	0	22	0	-	0	22	0	-	0	22	0	-	0	22	0	-	0	22	0	-
Sb Left [3]	142	0	0.089	0	142	0	0.089	0	142	0	0.089	2	144	0	0.090	0	144	0	0.090	0	144	0	0.090
Sb Thru [3]	9	1600	0.106 *	0	9	1600	0.106 *	0	9	1600	0.106 *	0	9	1600	0.108 *	0	9	1600	0.108 *	0	9	1600	0.108 *
Sb Right [3]	19	0	-	0	19	0	-	0	19	0	-	0	19	0	-	0	19	0	-	0	19	0	-
Eb Left	15	1600	0.009 *	0	15	1600	0.009 *	0	15	1600	0.009 *	0	15	1600	0.010 *	0	15	1600	0.010 *	0	15	1600	0.010 *
Eb Thru	565	3200	0.183	2	567	3200	0.184	0	567	3200	0.184	22	587	3200	0.191	2	589	3200	0.191	0	589	3200	0.191
Eb Right	22	0	-	0	22	0	-	0	22	0	-	0	22	0	-	0	22	0	-	0	22	0	-
Wb Left	18	1600	0.011	0	18	1600	0.011	0	18	1600	0.011	0	18	1600	0.011	0	18	1600	0.011	0	18	1600	0.011
Wb Thru	1007	3200	0.320 *	4	1011	3200	0.322 *	0	1011	3200	0.322 *	49	1056	3200	0.336 *	4	1060	3200	0.337 *	0	1060	3200	0.337 *
Wb Right	18	0	-	0	18	0	-	0	18	0	-	0	18	0	-	0	18	0	-	0	18	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.578				0.579				0.579				0.596				0.597				0.597
LOS			A				A				A				A				A				A

** Key conflicting movement as a part of ICU*
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3 Split-phase operation.

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INTERSECTION CAPACITY UTILIZATION

N-S St: Roseglen Street-Durfee Avenue
E-W St: Lower Azusa Road
Project: Flair Spectrum Project/1-14-4074-1
File: ICU39

Roseglen Street-Durfee Avenue @ Lower Azusa Road
Peak hr: PM
Annual Growth: 0.82%

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2016

Phase I

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2016 FUTURE WITHOUT PROJECT				2016 FUTURE WITH PROJECT				2016 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left [3]	20	0	0.013	0	20	0	0.013	0	20	0	0.013	0	20	0	0.013	0	20	0	0.013	0	20	0	0.013
Nb Thru [3]	5	1600	0.031 *	0	5	1600	0.031 *	0	5	1600	0.031 *	0	5	1600	0.032 *	0	5	1600	0.032 *	0	5	1600	0.032 *
Nb Right [3]	25	0	-	0	25	0	-	0	25	0	-	0	25	0	-	0	25	0	-	0	25	0	-
Sb Left [3]	147	0	0.092	0	147	0	0.092	0	147	0	0.092	2	149	0	0.093	0	149	0	0.093	0	149	0	0.093
Sb Thru [3]	4	1600	0.099 *	0	4	1600	0.099 *	0	4	1600	0.099 *	0	4	1600	0.100 *	0	4	1600	0.100 *	0	4	1600	0.100 *
Sb Right [3]	7	0	-	0	7	0	-	0	7	0	-	0	7	0	-	0	7	0	-	0	7	0	-
Eb Left	11	1600	0.007	0	11	1600	0.007	0	11	1600	0.007	0	11	1600	0.007	0	11	1600	0.007	0	11	1600	0.007
Eb Thru	1213	3200	0.387 *	6	1219	3200	0.389 *	0	1219	3200	0.389 *	62	1275	3200	0.406 *	6	1281	3200	0.408 *	0	1281	3200	0.408 *
Eb Right	25	0	-	0	25	0	-	0	25	0	-	0	25	0	-	0	25	0	-	0	25	0	-
Wb Left	27	1600	0.017 *	0	27	1600	0.017 *	0	27	1600	0.017 *	0	27	1600	0.017 *	0	27	1600	0.017 *	0	27	1600	0.017 *
Wb Thru	735	3200	0.283	6	741	3200	0.285	0	741	3200	0.285	32	767	3200	0.294	6	773	3200	0.296	0	773	3200	0.296
Wb Right	172	0	-	0	172	0	-	0	172	0	-	3	175	0	-	0	175	0	-	0	175	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.634				0.636				0.636				0.656				0.658				0.658
LOS			B				B				B				B				B				B

** Key conflicting movement as a part of ICU*
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2 Capacity expressed in veh/hour of green
3 Split-phase operation.

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INTERSECTION CAPACITY UTILIZATION

N-S St: Roseglen Street-Durfee Avenue
E-W St: Lower Azusa Road
Project: Flair Spectrum Project/1-14-4074-1
File: ICU39

Roseglen Street-Durfee Avenue @ Lower Azusa Road
Peak hr: SAT MID-DAY
Annual Growth: 0.82%

Phase I

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2016

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2016 FUTURE WITHOUT PROJECT				2016 FUTURE WITH PROJECT				2016 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left [3]	18	0	0.011	0	18	0	0.011	0	18	0	0.011	0	18	0	0.011	0	18	0	0.011	0	18	0	0.011
Nb Thru [3]	15	1600	0.031 *	0	15	1600	0.031 *	0	15	1600	0.031 *	0	15	1600	0.031 *	0	15	1600	0.031 *	0	15	1600	0.031 *
Nb Right [3]	16	0	-	0	16	0	-	0	16	0	-	0	16	0	-	0	16	0	-	0	16	0	-
Sb Left [3]	130	0	0.081	0	130	0	0.081	0	130	0	0.081	2	132	0	0.083	0	132	0	0.083	0	132	0	0.083
Sb Thru [3]	21	1600	0.108 *	0	21	1600	0.108 *	0	21	1600	0.108 *	0	21	1600	0.110 *	0	21	1600	0.110 *	0	21	1600	0.110 *
Sb Right [3]	22	0	-	0	22	0	-	0	22	0	-	0	22	0	-	0	22	0	-	0	22	0	-
Eb Left	23	1600	0.014 *	0	23	1600	0.014 *	0	23	1600	0.014 *	0	23	1600	0.015 *	0	23	1600	0.015 *	0	23	1600	0.015 *
Eb Thru	737	3200	0.233	10	747	3200	0.237	0	747	3200	0.237	32	769	3200	0.244	10	779	3200	0.247	0	779	3200	0.247
Eb Right	10	0	-	0	10	0	-	0	10	0	-	0	10	0	-	0	10	0	-	0	10	0	-
Wb Left	24	1600	0.015	0	24	1600	0.015	0	24	1600	0.015	0	24	1600	0.015	0	24	1600	0.015	0	24	1600	0.015
Wb Thru	662	3200	0.235 *	11	673	3200	0.238 *	0	673	3200	0.238 *	32	694	3200	0.245 *	11	705	3200	0.249 *	0	705	3200	0.249 *
Wb Right	89	0	-	0	89	0	-	0	89	0	-	1	90	0	-	0	90	0	-	0	90	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.488				0.491				0.491				0.501				0.504				0.504
LOS			A				A				A				A				A				A

** Key conflicting movement as a part of ICU*
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3 Split-phase operation.

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INTERSECTION CAPACITY UTILIZATION

N-S St: Roseglen Street-Durfee Avenue
E-W St: Lower Azusa Road
Project: Flair Spectrum Project/1-14-4074-1
File: ICU39

Roseglen Street-Durfee Avenue @ Lower Azusa Road
Peak hr: AM
Annual Growth: 0.82%

Phases I & II

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2019

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2019 FUTURE WITHOUT PROJECT				2019 FUTURE WITH PROJECT				2019 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left [3]	26	0	0.016	0	26	0	0.016	0	26	0	0.016	1	27	0	0.017	0	27	0	0.017	0	27	0	0.017
Nb Thru [3]	19	1600	0.042 *	0	19	1600	0.042 *	0	19	1600	0.042 *	1	20	1600	0.044 *	0	20	1600	0.044 *	0	20	1600	0.044 *
Nb Right [3]	22	0	-	0	22	0	-	0	22	0	-	1	23	0	-	0	23	0	-	0	23	0	-
Sb Left [3]	142	0	0.089	0	142	0	0.089	0	142	0	0.089	6	148	0	0.092	0	148	0	0.092	0	148	0	0.092
Sb Thru [3]	9	1600	0.106 *	0	9	1600	0.106 *	0	9	1600	0.106 *	0	9	1600	0.111 *	0	9	1600	0.111 *	0	9	1600	0.111 *
Sb Right [3]	19	0	-	0	19	0	-	0	19	0	-	1	20	0	-	0	20	0	-	0	20	0	-
Eb Left	15	1600	0.009 *	0	15	1600	0.009 *	0	15	1600	0.009 *	1	16	1600	0.010 *	0	16	1600	0.010 *	0	16	1600	0.010 *
Eb Thru	565	3200	0.183	6	571	3200	0.185	0	571	3200	0.185	37	602	3200	0.195	6	608	3200	0.197	0	608	3200	0.197
Eb Right	22	0	-	0	22	0	-	0	22	0	-	1	23	0	-	0	23	0	-	0	23	0	-
Wb Left	18	1600	0.011	0	18	1600	0.011	0	18	1600	0.011	1	19	1600	0.012	0	19	1600	0.012	0	19	1600	0.012
Wb Thru	1007	3200	0.320 *	5	1012	3200	0.322 *	0	1012	3200	0.322 *	74	1081	3200	0.344 *	5	1086	3200	0.345 *	0	1086	3200	0.345 *
Wb Right	18	0	-	0	18	0	-	0	18	0	-	1	19	0	-	0	19	0	-	0	19	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.578				0.579				0.579				0.608				0.609				0.609
LOS			A				A				A				B				B				B

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
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INTERSECTION CAPACITY UTILIZATION

Roseglen Street-Durfee Avenue @ Lower Azusa Road
Peak hr: PM
Annual Growth: 0.82%

Phases I & II

N-S St: Roseglen Street-Durfee Avenue
E-W St: Lower Azusa Road
Project: Flair Spectrum Project/1-14-4074-1
File: ICU39

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2019

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2019 FUTURE WITHOUT PROJECT				2019 FUTURE WITH PROJECT				2019 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left [3]	20	0	0.013	0	20	0	0.013	0	20	0	0.013	1	21	0	0.013	0	21	0	0.013	0	21	0	0.013
Nb Thru [3]	5	1600	0.031 *	0	5	1600	0.031 *	0	5	1600	0.031 *	0	5	1600	0.033 *	0	5	1600	0.033 *	0	5	1600	0.033 *
Nb Right [3]	25	0	-	0	25	0	-	0	25	0	-	1	26	0	-	0	26	0	-	0	26	0	-
Sb Left [3]	147	0	0.092	0	147	0	0.092	0	147	0	0.092	6	153	0	0.096	0	153	0	0.096	0	153	0	0.096
Sb Thru [3]	4	1600	0.099 *	0	4	1600	0.099 *	0	4	1600	0.099 *	0	4	1600	0.103 *	0	4	1600	0.103 *	0	4	1600	0.103 *
Sb Right [3]	7	0	-	0	7	0	-	0	7	0	-	0	7	0	-	0	7	0	-	0	7	0	-
Eb Left	11	1600	0.007	0	11	1600	0.007	0	11	1600	0.007	0	11	1600	0.007	0	11	1600	0.007	0	11	1600	0.007
Eb Thru	1213	3200	0.387 *	8	1221	3200	0.389 *	0	1221	3200	0.389 *	93	1306	3200	0.416 *	8	1314	3200	0.419 *	0	1314	3200	0.419 *
Eb Right	25	0	-	0	25	0	-	0	25	0	-	1	26	0	-	0	26	0	-	0	26	0	-
Wb Left	27	1600	0.017 *	0	27	1600	0.017 *	0	27	1600	0.017 *	1	28	1600	0.018 *	0	28	1600	0.018 *	0	28	1600	0.018 *
Wb Thru	735	3200	0.283	10	745	3200	0.287	0	745	3200	0.287	51	786	3200	0.302	10	796	3200	0.305	0	796	3200	0.305
Wb Right	172	0	-	0	172	0	-	0	172	0	-	7	179	0	-	0	179	0	-	0	179	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.634				0.636				0.636				0.669				0.672				0.672
LOS			B				B				B				B				B				B

** Key conflicting movement as a part of ICU*
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3 Split-phase operation.

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INTERSECTION CAPACITY UTILIZATION

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E-W St: Lower Azusa Road
Project: Flair Spectrum Project/1-14-4074-1
File: ICU39

Roseglen Street-Durfee Avenue @ Lower Azusa Road
Peak hr: SAT MID-DAY
Annual Growth: 0.82%

Phases I & II

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2019

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2019 FUTURE WITHOUT PROJECT				2019 FUTURE WITH PROJECT				2019 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left [3]	18	0	0.011	0	18	0	0.011	0	18	0	0.011	1	19	0	0.012	0	19	0	0.012	0	19	0	0.012
Nb Thru [3]	15	1600	0.031 *	0	15	1600	0.031 *	0	15	1600	0.031 *	1	16	1600	0.032 *	0	16	1600	0.032 *	0	16	1600	0.032 *
Nb Right [3]	16	0	-	0	16	0	-	0	16	0	-	1	17	0	-	0	17	0	-	0	17	0	-
Sb Left [3]	130	0	0.081	0	130	0	0.081	0	130	0	0.081	5	135	0	0.085	0	135	0	0.085	0	135	0	0.085
Sb Thru [3]	21	1600	0.108 *	0	21	1600	0.108 *	0	21	1600	0.108 *	1	22	1600	0.113 *	0	22	1600	0.113 *	0	22	1600	0.113 *
Sb Right [3]	22	0	-	0	22	0	-	0	22	0	-	1	23	0	-	0	23	0	-	0	23	0	-
Eb Left	23	1600	0.014 *	0	23	1600	0.014 *	0	23	1600	0.014 *	1	24	1600	0.015 *	0	24	1600	0.015 *	0	24	1600	0.015 *
Eb Thru	737	3200	0.233	12	749	3200	0.237	0	749	3200	0.237	51	788	3200	0.249	12	800	3200	0.253	0	800	3200	0.253
Eb Right	10	0	-	0	10	0	-	0	10	0	-	0	10	0	-	0	10	0	-	0	10	0	-
Wb Left	24	1600	0.015	0	24	1600	0.015	0	24	1600	0.015	1	25	1600	0.016	0	25	1600	0.016	0	25	1600	0.016
Wb Thru	662	3200	0.235 *	14	676	3200	0.239 *	0	676	3200	0.239 *	49	711	3200	0.251 *	14	725	3200	0.255 *	0	725	3200	0.255 *
Wb Right	89	0	-	0	89	0	-	0	89	0	-	4	93	0	-	0	93	0	-	0	93	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.488				0.492				0.492				0.511				0.515				0.515
LOS			A				A				A				A				A				A

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 Split-phase operation.

LINSCOTT, LAW & GREENSPAN, ENGINEERS
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INTERSECTION CAPACITY UTILIZATION

N-S St: Roseglen Street-Durfee Avenue
E-W St: Lower Azusa Road
Project: Flair Spectrum Project/1-14-4074-1
File: ICU39

Roseglen Street-Durfee Avenue @ Lower Azusa Road
Peak hr: AM
Annual Growth: 0.52%

General Plan Buildout (Phases I & II)

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2035

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2035 FUTURE WITHOUT PROJECT				2035 FUTURE WITH PROJECT				2035 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left [3]	26	0	0.016	0	26	0	0.016	0	26	0	0.016	3	29	0	0.018	0	29	0	0.018	0	29	0	0.018
Nb Thru [3]	19	1600	0.042 *	0	19	1600	0.042 *	0	19	1600	0.042 *	2	21	1600	0.047 *	0	21	1600	0.047 *	0	21	1600	0.047 *
Nb Right [3]	22	0	-	0	22	0	-	0	22	0	-	3	25	0	-	0	25	0	-	0	25	0	-
Sb Left [3]	142	0	0.089	0	142	0	0.089	0	142	0	0.089	16	158	0	0.099	0	158	0	0.099	0	158	0	0.099
Sb Thru [3]	9	1600	0.106 *	0	9	1600	0.106 *	0	9	1600	0.106 *	1	10	1600	0.118 *	0	10	1600	0.118 *	0	10	1600	0.118 *
Sb Right [3]	19	0	-	0	19	0	-	0	19	0	-	2	21	0	-	0	21	0	-	0	21	0	-
Eb Left	15	1600	0.009 *	0	15	1600	0.009 *	0	15	1600	0.009 *	2	17	1600	0.010 *	0	17	1600	0.010 *	0	17	1600	0.010 *
Eb Thru	565	3200	0.183	6	571	3200	0.185	0	571	3200	0.185	78	643	3200	0.209	6	649	3200	0.210	0	649	3200	0.210
Eb Right	22	0	-	0	22	0	-	0	22	0	-	3	25	0	-	0	25	0	-	0	25	0	-
Wb Left	18	1600	0.011	0	18	1600	0.011	0	18	1600	0.011	2	20	1600	0.013	0	20	1600	0.013	0	20	1600	0.013
Wb Thru	1007	3200	0.320 *	5	1012	3200	0.322 *	0	1012	3200	0.322 *	148	1155	3200	0.367 *	5	1160	3200	0.369 *	0	1160	3200	0.369 *
Wb Right	18	0	-	0	18	0	-	0	18	0	-	2	20	0	-	0	20	0	-	0	20	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.578				0.579				0.579				0.643				0.644				0.644
LOS			A				A				A				B				B				B

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INTERSECTION CAPACITY UTILIZATION

N-S St: Roseglen Street-Durfee Avenue
E-W St: Lower Azusa Road
Project: Flair Spectrum Project/1-14-4074-1
File: ICU39

Roseglen Street-Durfee Avenue @ Lower Azusa Road
Peak hr: PM
Annual Growth: 0.52%

General Plan Buildout (Phases I & II)

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2035

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2035 FUTURE WITHOUT PROJECT				2035 FUTURE WITH PROJECT				2035 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left [3]	20	0	0.013	0	20	0	0.013	0	20	0	0.013	2	22	0	0.014	0	22	0	0.014	0	22	0	0.014
Nb Thru [3]	5	1600	0.031 *	0	5	1600	0.031 *	0	5	1600	0.031 *	1	6	1600	0.035 *	0	6	1600	0.035 *	0	6	1600	0.035 *
Nb Right [3]	25	0	-	0	25	0	-	0	25	0	-	3	28	0	-	0	28	0	-	0	28	0	-
Sb Left [3]	147	0	0.092	0	147	0	0.092	0	147	0	0.092	17	164	0	0.102	0	164	0	0.102	0	164	0	0.102
Sb Thru [3]	4	1600	0.099 *	0	4	1600	0.099 *	0	4	1600	0.099 *	0	4	1600	0.110 *	0	4	1600	0.110 *	0	4	1600	0.110 *
Sb Right [3]	7	0	-	0	7	0	-	0	7	0	-	1	8	0	-	0	8	0	-	0	8	0	-
Eb Left	11	1600	0.007	0	11	1600	0.007	0	11	1600	0.007	1	12	1600	0.008	0	12	1600	0.008	0	12	1600	0.008
Eb Thru	1213	3200	0.387 *	8	1221	3200	0.389 *	0	1221	3200	0.389 *	182	1395	3200	0.445 *	8	1403	3200	0.447 *	0	1403	3200	0.447 *
Eb Right	25	0	-	0	25	0	-	0	25	0	-	3	28	0	-	0	28	0	-	0	28	0	-
Wb Left	27	1600	0.017 *	0	27	1600	0.017 *	0	27	1600	0.017 *	3	30	1600	0.019 *	0	30	1600	0.019 *	0	30	1600	0.019 *
Wb Thru	735	3200	0.283	10	745	3200	0.287	0	745	3200	0.287	105	840	3200	0.322	10	850	3200	0.325	0	850	3200	0.325
Wb Right	172	0	-	0	172	0	-	0	172	0	-	20	192	0	-	0	192	0	-	0	192	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.634				0.636				0.636				0.708				0.711				0.711
LOS			B				B				B				C				C				C

** Key conflicting movement as a part of ICU*
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INTERSECTION CAPACITY UTILIZATION

N-S St: Roseglen Street-Durfee Avenue
E-W St: Lower Azusa Road
Project: Flair Spectrum Project/1-14-4074-1
File: ICU39

Roseglen Street-Durfee Avenue @ Lower Azusa Road
Peak hr: SAT MID-DAY
Annual Growth: 0.52%

General Plan Buildout (Phases I & II)

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2035

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2035 FUTURE WITHOUT PROJECT				2035 FUTURE WITH PROJECT				2035 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left [3]	18	0	0.011	0	18	0	0.011	0	18	0	0.011	2	20	0	0.013	0	20	0	0.013	0	20	0	0.013
Nb Thru [3]	15	1600	0.031 *	0	15	1600	0.031 *	0	15	1600	0.031 *	2	17	1600	0.034 *	0	17	1600	0.034 *	0	17	1600	0.034 *
Nb Right [3]	16	0	-	0	16	0	-	0	16	0	-	2	18	0	-	0	18	0	-	0	18	0	-
Sb Left [3]	130	0	0.081	0	130	0	0.081	0	130	0	0.081	15	145	0	0.091	0	145	0	0.091	0	145	0	0.091
Sb Thru [3]	21	1600	0.108 *	0	21	1600	0.108 *	0	21	1600	0.108 *	2	23	1600	0.121 *	0	23	1600	0.121 *	0	23	1600	0.121 *
Sb Right [3]	22	0	-	0	22	0	-	0	22	0	-	3	25	0	-	0	25	0	-	0	25	0	-
Eb Left	23	1600	0.014 *	0	23	1600	0.014 *	0	23	1600	0.014 *	3	26	1600	0.016 *	0	26	1600	0.016 *	0	26	1600	0.016 *
Eb Thru	737	3200	0.233	12	749	3200	0.237	0	749	3200	0.237	105	842	3200	0.267	12	854	3200	0.270	0	854	3200	0.270
Eb Right	10	0	-	0	10	0	-	0	10	0	-	1	11	0	-	0	11	0	-	0	11	0	-
Wb Left	24	1600	0.015	0	24	1600	0.015	0	24	1600	0.015	3	27	1600	0.017	0	27	1600	0.017	0	27	1600	0.017
Wb Thru	662	3200	0.235 *	14	676	3200	0.239 *	0	676	3200	0.239 *	97	759	3200	0.268 *	14	773	3200	0.273 *	0	773	3200	0.273 *
Wb Right	89	0	-	0	89	0	-	0	89	0	-	10	99	0	-	0	99	0	-	0	99	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.488				0.492				0.492				0.539				0.543				0.543
LOS			A				A				A				A				A				A

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 Split-phase operation.

Intersection	
Int Delay, s/veh	4.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	648	77	177	1164	49	134
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	668	79	182	1200	51	138

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	747	0	1673	374
Stage 1	-	-	-	-	708	-
Stage 2	-	-	-	-	965	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	857	-	87	623
Stage 1	-	-	-	-	449	-
Stage 2	-	-	-	-	330	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	857	-	69	623
Mov Cap-2 Maneuver	-	-	-	-	69	-
Stage 1	-	-	-	-	449	-
Stage 2	-	-	-	-	260	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	46.9
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	69	623	-	-	857	-
HCM Lane V/C Ratio	0.732	0.222	-	-	0.213	-
HCM Control Delay (s)	141.2	12.4	-	-	10.3	-
HCM Lane LOS	F	B	-	-	B	-
HCM 95th %tile Q(veh)	3.3	0.8	-	-	0.8	-

Intersection	
Int Delay, s/veh	4.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	868	60	127	645	35	199
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	964	67	141	717	39	221

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1031	0	1639	516
Stage 1	-	-	-	-	998	-
Stage 2	-	-	-	-	641	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	670	-	91	504
Stage 1	-	-	-	-	317	-
Stage 2	-	-	-	-	487	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	670	-	72	504
Mov Cap-2 Maneuver	-	-	-	-	72	-
Stage 1	-	-	-	-	317	-
Stage 2	-	-	-	-	385	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.9	30.3
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	72	504	-	-	670	-
HCM Lane V/C Ratio	0.54	0.439	-	-	0.211	-
HCM Control Delay (s)	102.7	17.6	-	-	11.8	-
HCM Lane LOS	F	C	-	-	B	-
HCM 95th %tile Q(veh)	2.3	2.2	-	-	0.8	-

Intersection	
Int Delay, s/veh	2.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	762	74	67	581	45	117
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	770	75	68	587	45	118

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	844	0	1236	422
Stage 1	-	-	-	-	807	-
Stage 2	-	-	-	-	429	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	788	-	168	580
Stage 1	-	-	-	-	399	-
Stage 2	-	-	-	-	624	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	788	-	154	580
Mov Cap-2 Maneuver	-	-	-	-	154	-
Stage 1	-	-	-	-	399	-
Stage 2	-	-	-	-	570	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1	19.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	154	580	-	-	788	-
HCM Lane V/C Ratio	0.295	0.204	-	-	0.086	-
HCM Control Delay (s)	37.9	12.8	-	-	10	-
HCM Lane LOS	E	B	-	-	A	-
HCM 95th %tile Q(veh)	1.2	0.8	-	-	0.3	-

Intersection	
Int Delay, s/veh	4.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	656	77	177	1169	49	134
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	676	79	182	1205	51	138

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	756	0	1684	378
Stage 1	-	-	-	-	716	-
Stage 2	-	-	-	-	968	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	851	-	85	620
Stage 1	-	-	-	-	445	-
Stage 2	-	-	-	-	329	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	851	-	67	620
Mov Cap-2 Maneuver	-	-	-	-	67	-
Stage 1	-	-	-	-	445	-
Stage 2	-	-	-	-	259	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	49.1
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	67	620	-	-	851	-
HCM Lane V/C Ratio	0.754	0.223	-	-	0.214	-
HCM Control Delay (s)	149.3	12.5	-	-	10.4	-
HCM Lane LOS	F	B	-	-	B	-
HCM 95th %tile Q(veh)	3.4	0.8	-	-	0.8	-

Intersection	
Int Delay, s/veh	4.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	877	60	127	656	35	199
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	974	67	141	729	39	221

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1041	0	1655	521
Stage 1	-	-	-	-	1008	-
Stage 2	-	-	-	-	647	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	664	-	89	500
Stage 1	-	-	-	-	313	-
Stage 2	-	-	-	-	483	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	664	-	70	500
Mov Cap-2 Maneuver	-	-	-	-	70	-
Stage 1	-	-	-	-	313	-
Stage 2	-	-	-	-	380	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.9	31.2
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	70	500	-	-	664	-
HCM Lane V/C Ratio	0.556	0.442	-	-	0.213	-
HCM Control Delay (s)	107.6	17.8	-	-	11.9	-
HCM Lane LOS	F	C	-	-	B	-
HCM 95th %tile Q(veh)	2.3	2.2	-	-	0.8	-

Intersection	
Int Delay, s/veh	2.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	775	74	67	596	45	117
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	783	75	68	602	45	118

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	858	0	1256	429
Stage 1	-	-	-	-	820	-
Stage 2	-	-	-	-	436	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	779	-	163	574
Stage 1	-	-	-	-	393	-
Stage 2	-	-	-	-	619	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	779	-	149	574
Mov Cap-2 Maneuver	-	-	-	-	149	-
Stage 1	-	-	-	-	393	-
Stage 2	-	-	-	-	565	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1	20.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	149	574	-	-	779	-
HCM Lane V/C Ratio	0.305	0.206	-	-	0.087	-
HCM Control Delay (s)	39.4	12.9	-	-	10.1	-
HCM Lane LOS	E	B	-	-	B	-
HCM 95th %tile Q(veh)	1.2	0.8	-	-	0.3	-

Intersection	
Int Delay, s/veh	5.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	682	78	185	1191	50	143
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	703	80	191	1228	52	147

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	784	0	1738	392
Stage 1	-	-	-	-	743	-
Stage 2	-	-	-	-	995	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	830	-	78	607
Stage 1	-	-	-	-	431	-
Stage 2	-	-	-	-	318	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	830	-	60	607
Mov Cap-2 Maneuver	-	-	-	-	60	-
Stage 1	-	-	-	-	431	-
Stage 2	-	-	-	-	245	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	58.4
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	60	607	-	-	830	-
HCM Lane V/C Ratio	0.859	0.243	-	-	0.23	-
HCM Control Delay (s)	188.9	12.8	-	-	10.6	-
HCM Lane LOS	F	B	-	-	B	-
HCM 95th %tile Q(veh)	3.9	0.9	-	-	0.9	-

Intersection	
Int Delay, s/veh	5.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	906	61	143	690	36	214
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1007	68	159	767	40	238

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1074	0	1742	537
Stage 1	-	-	-	-	1041	-
Stage 2	-	-	-	-	701	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	645	-	78	488
Stage 1	-	-	-	-	301	-
Stage 2	-	-	-	-	453	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	645	-	59	488
Mov Cap-2 Maneuver	-	-	-	-	59	-
Stage 1	-	-	-	-	301	-
Stage 2	-	-	-	-	341	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.1	37.7
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	59	488	-	-	645	-
HCM Lane V/C Ratio	0.678	0.487	-	-	0.246	-
HCM Control Delay (s)	148	19.2	-	-	12.4	-
HCM Lane LOS	F	C	-	-	B	-
HCM 95th %tile Q(veh)	2.9	2.6	-	-	1	-

Intersection	
Int Delay, s/veh	2.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	804	75	84	621	46	133
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	812	76	85	627	46	134

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	888	0	1333	444
Stage 1	-	-	-	-	850	-
Stage 2	-	-	-	-	483	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	758	-	145	561
Stage 1	-	-	-	-	379	-
Stage 2	-	-	-	-	586	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	758	-	129	561
Mov Cap-2 Maneuver	-	-	-	-	129	-
Stage 1	-	-	-	-	379	-
Stage 2	-	-	-	-	520	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	22.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	129	561	-	-	758	-
HCM Lane V/C Ratio	0.36	0.239	-	-	0.112	-
HCM Control Delay (s)	47.8	13.4	-	-	10.3	-
HCM Lane LOS	E	B	-	-	B	-
HCM 95th %tile Q(veh)	1.5	0.9	-	-	0.4	-

Intersection	
Int Delay, s/veh	5.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	684	78	185	1195	50	143
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	705	80	191	1232	52	147

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	786	0	1742	393
Stage 1	-	-	-	-	745	-
Stage 2	-	-	-	-	997	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	829	-	78	606
Stage 1	-	-	-	-	430	-
Stage 2	-	-	-	-	318	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	829	-	60	606
Mov Cap-2 Maneuver	-	-	-	-	60	-
Stage 1	-	-	-	-	430	-
Stage 2	-	-	-	-	245	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	58.4
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	60	606	-	-	829	-
HCM Lane V/C Ratio	0.859	0.243	-	-	0.23	-
HCM Control Delay (s)	188.9	12.8	-	-	10.6	-
HCM Lane LOS	F	B	-	-	B	-
HCM 95th %tile Q(veh)	3.9	0.9	-	-	0.9	-

Intersection	
Int Delay, s/veh	5.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	912	61	143	696	36	214
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1013	68	159	773	40	238

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1081	0	1751	541
Stage 1	-	-	-	-	1047	-
Stage 2	-	-	-	-	704	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	641	-	77	485
Stage 1	-	-	-	-	299	-
Stage 2	-	-	-	-	452	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	641	-	58	485
Mov Cap-2 Maneuver	-	-	-	-	58	-
Stage 1	-	-	-	-	299	-
Stage 2	-	-	-	-	340	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.1	38.6
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	58	485	-	-	641	-
HCM Lane V/C Ratio	0.69	0.49	-	-	0.248	-
HCM Control Delay (s)	152.6	19.4	-	-	12.5	-
HCM Lane LOS	F	C	-	-	B	-
HCM 95th %tile Q(veh)	2.9	2.7	-	-	1	-

Intersection	
Int Delay, s/veh	2.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	814	75	84	632	46	133
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	822	76	85	638	46	134

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	898	0	1349	449
Stage 1	-	-	-	-	860	-
Stage 2	-	-	-	-	489	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	752	-	142	557
Stage 1	-	-	-	-	375	-
Stage 2	-	-	-	-	582	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	752	-	126	557
Mov Cap-2 Maneuver	-	-	-	-	126	-
Stage 1	-	-	-	-	375	-
Stage 2	-	-	-	-	516	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	22.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	126	557	-	-	752	-
HCM Lane V/C Ratio	0.369	0.241	-	-	0.113	-
HCM Control Delay (s)	49.4	13.5	-	-	10.4	-
HCM Lane LOS	E	B	-	-	B	-
HCM 95th %tile Q(veh)	1.5	0.9	-	-	0.4	-

Intersection	
Int Delay, s/veh	6.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	698	80	189	1221	51	147
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	720	82	195	1259	53	152

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	802	0	1780	401
Stage 1	-	-	-	-	761	-
Stage 2	-	-	-	-	1019	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	817	-	73	599
Stage 1	-	-	-	-	422	-
Stage 2	-	-	-	-	309	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	817	-	56	599
Mov Cap-2 Maneuver	-	-	-	-	56	-
Stage 1	-	-	-	-	422	-
Stage 2	-	-	-	-	235	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	66.6
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	56	599	-	-	817	-
HCM Lane V/C Ratio	0.939	0.253	-	-	0.238	-
HCM Control Delay (s)	220.9	13	-	-	10.8	-
HCM Lane LOS	F	B	-	-	B	-
HCM 95th %tile Q(veh)	4.2	1	-	-	0.9	-

Intersection	
Int Delay, s/veh	6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	928	63	146	706	36	219
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1031	70	162	784	40	243

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1101	0	1783	551
Stage 1	-	-	-	-	1066	-
Stage 2	-	-	-	-	717	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	630	-	73	478
Stage 1	-	-	-	-	292	-
Stage 2	-	-	-	-	445	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	630	-	54	478
Mov Cap-2 Maneuver	-	-	-	-	54	-
Stage 1	-	-	-	-	292	-
Stage 2	-	-	-	-	331	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.2	41.7
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	54	478	-	-	630	-
HCM Lane V/C Ratio	0.741	0.509	-	-	0.257	-
HCM Control Delay (s)	173.4	20.1	-	-	12.7	-
HCM Lane LOS	F	C	-	-	B	-
HCM 95th %tile Q(veh)	3.1	2.8	-	-	1	-

Intersection	
Int Delay, s/veh	2.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	823	77	86	635	47	136
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	831	78	87	641	47	137

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	909	0	1364	455
Stage 1	-	-	-	-	870	-
Stage 2	-	-	-	-	494	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	745	-	139	552
Stage 1	-	-	-	-	370	-
Stage 2	-	-	-	-	579	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	745	-	123	552
Mov Cap-2 Maneuver	-	-	-	-	123	-
Stage 1	-	-	-	-	370	-
Stage 2	-	-	-	-	511	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	23.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	123	552	-	-	745	-
HCM Lane V/C Ratio	0.386	0.249	-	-	0.117	-
HCM Control Delay (s)	51.6	13.7	-	-	10.5	-
HCM Lane LOS	F	B	-	-	B	-
HCM 95th %tile Q(veh)	1.6	1	-	-	0.4	-

Intersection	
Int Delay, s/veh	6.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	706	80	189	1226	51	147
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	728	82	195	1264	53	152

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	810	0	1791	405
Stage 1	-	-	-	-	769	-
Stage 2	-	-	-	-	1022	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	812	-	72	595
Stage 1	-	-	-	-	418	-
Stage 2	-	-	-	-	308	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	812	-	55	595
Mov Cap-2 Maneuver	-	-	-	-	55	-
Stage 1	-	-	-	-	418	-
Stage 2	-	-	-	-	234	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	68.6
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	55	595	-	-	812	-
HCM Lane V/C Ratio	0.956	0.255	-	-	0.24	-
HCM Control Delay (s)	228.6	13.1	-	-	10.8	-
HCM Lane LOS	F	B	-	-	B	-
HCM 95th %tile Q(veh)	4.3	1	-	-	0.9	-

Intersection	
Int Delay, s/veh	6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	937	63	146	717	36	219
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1041	70	162	797	40	243

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1111	0	1799	556
Stage 1	-	-	-	-	1076	-
Stage 2	-	-	-	-	723	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	624	-	71	475
Stage 1	-	-	-	-	289	-
Stage 2	-	-	-	-	441	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	624	-	53	475
Mov Cap-2 Maneuver	-	-	-	-	53	-
Stage 1	-	-	-	-	289	-
Stage 2	-	-	-	-	327	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.2	42.7
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	53	475	-	-	624	-
HCM Lane V/C Ratio	0.755	0.512	-	-	0.26	-
HCM Control Delay (s)	179.3	20.3	-	-	12.8	-
HCM Lane LOS	F	C	-	-	B	-
HCM 95th %tile Q(veh)	3.1	2.9	-	-	1	-

Intersection	
Int Delay, s/veh	2.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	836	77	86	650	47	136
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	844	78	87	657	47	137

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	922	0	1385	461
Stage 1	-	-	-	-	883	-
Stage 2	-	-	-	-	502	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	736	-	134	547
Stage 1	-	-	-	-	365	-
Stage 2	-	-	-	-	573	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	736	-	118	547
Mov Cap-2 Maneuver	-	-	-	-	118	-
Stage 1	-	-	-	-	365	-
Stage 2	-	-	-	-	505	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	24.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	118	547	-	-	736	-
HCM Lane V/C Ratio	0.402	0.251	-	-	0.118	-
HCM Control Delay (s)	54.7	13.8	-	-	10.5	-
HCM Lane LOS	F	B	-	-	B	-
HCM 95th %tile Q(veh)	1.7	1	-	-	0.4	-

Intersection	
Int Delay, s/veh	9.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	746	86	202	1306	55	156
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	769	89	208	1346	57	161

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	858	0	1903	429
Stage 1	-	-	-	-	813	-
Stage 2	-	-	-	-	1090	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	779	-	61	574
Stage 1	-	-	-	-	396	-
Stage 2	-	-	-	-	284	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	779	-	~ 45	574
Mov Cap-2 Maneuver	-	-	-	-	~ 45	-
Stage 1	-	-	-	-	396	-
Stage 2	-	-	-	-	208	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.5	105.1
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	45	574	-	-	779	-
HCM Lane V/C Ratio	1.26	0.28	-	-	0.267	-
HCM Control Delay (s)	$ 364.4	13.7	-	-	11.3	-
HCM Lane LOS	F	B	-	-	B	-
HCM 95th %tile Q(veh)	5.4	1.1	-	-	1.1	-

Notes

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

Intersection	
Int Delay, s/veh	8.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	992	67	156	753	39	234
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1102	74	173	837	43	260

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1177	0	1904	588
Stage 1	-	-	-	-	1139	-
Stage 2	-	-	-	-	765	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	589	-	61	452
Stage 1	-	-	-	-	267	-
Stage 2	-	-	-	-	420	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	589	-	~ 43	452
Mov Cap-2 Maneuver	-	-	-	-	~ 43	-
Stage 1	-	-	-	-	267	-
Stage 2	-	-	-	-	297	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.3	60.6
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	43	452	-	-	589	-
HCM Lane V/C Ratio	1.008	0.575	-	-	0.294	-
HCM Control Delay (s)	285.3	23.2	-	-	13.6	-
HCM Lane LOS	F	C	-	-	B	-
HCM 95th %tile Q(veh)	4.1	3.5	-	-	1.2	-

Notes

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

Intersection	
Int Delay, s/veh	3.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	879	83	91	678	50	144
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	888	84	92	685	51	145

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	972	0	1456	486
Stage 1	-	-	-	-	930	-
Stage 2	-	-	-	-	526	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	705	-	121	527
Stage 1	-	-	-	-	344	-
Stage 2	-	-	-	-	557	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	705	-	105	527
Mov Cap-2 Maneuver	-	-	-	-	105	-
Stage 1	-	-	-	-	344	-
Stage 2	-	-	-	-	484	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.3	28.1
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	105	527	-	-	705	-
HCM Lane V/C Ratio	0.481	0.276	-	-	0.13	-
HCM Control Delay (s)	67.6	14.4	-	-	10.9	-
HCM Lane LOS	F	B	-	-	B	-
HCM 95th %tile Q(veh)	2.1	1.1	-	-	0.4	-

Intersection	
Int Delay, s/veh	9.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	754	86	202	1311	55	156
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	777	89	208	1352	57	161

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	866	0	1914	433
Stage 1	-	-	-	-	822	-
Stage 2	-	-	-	-	1092	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	773	-	60	571
Stage 1	-	-	-	-	392	-
Stage 2	-	-	-	-	283	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	773	-	~ 44	571
Mov Cap-2 Maneuver	-	-	-	-	~ 44	-
Stage 1	-	-	-	-	392	-
Stage 2	-	-	-	-	207	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.5	109
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	44	571	-	-	773	-
HCM Lane V/C Ratio	1.289	0.282	-	-	0.269	-
HCM Control Delay (s)	$ 379.1	13.8	-	-	11.4	-
HCM Lane LOS	F	B	-	-	B	-
HCM 95th %tile Q(veh)	5.5	1.2	-	-	1.1	-

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

Intersection	
Int Delay, s/veh	8.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	1001	67	156	764	39	234
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1112	74	173	849	43	260

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1187	0	1920	593
Stage 1	-	-	-	-	1149	-
Stage 2	-	-	-	-	771	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	584	-	59	449
Stage 1	-	-	-	-	264	-
Stage 2	-	-	-	-	417	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	584	-	~ 42	449
Mov Cap-2 Maneuver	-	-	-	-	~ 42	-
Stage 1	-	-	-	-	264	-
Stage 2	-	-	-	-	293	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.3	62.6
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	42	449	-	-	584	-
HCM Lane V/C Ratio	1.032	0.579	-	-	0.297	-
HCM Control Delay (s)	297.5	23.5	-	-	13.7	-
HCM Lane LOS	F	C	-	-	B	-
HCM 95th %tile Q(veh)	4.1	3.6	-	-	1.2	-

Notes

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

Intersection	
Int Delay, s/veh	3.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	892	83	91	693	50	144
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	901	84	92	700	51	145

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	985	0	1477	492
Stage 1	-	-	-	-	943	-
Stage 2	-	-	-	-	534	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	697	-	117	522
Stage 1	-	-	-	-	339	-
Stage 2	-	-	-	-	552	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	697	-	102	522
Mov Cap-2 Maneuver	-	-	-	-	102	-
Stage 1	-	-	-	-	339	-
Stage 2	-	-	-	-	479	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.3	29
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	102	522	-	-	697	-
HCM Lane V/C Ratio	0.495	0.279	-	-	0.132	-
HCM Control Delay (s)	70.8	14.5	-	-	10.9	-
HCM Lane LOS	F	B	-	-	B	-
HCM 95th %tile Q(veh)	2.2	1.1	-	-	0.5	-

Intersection	
Int Delay, s/veh	2.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	684	78	185	1195	50	143
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	705	80	191	1232	52	147

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	786	0	1742	393
Stage 1	-	-	-	-	745	-
Stage 2	-	-	-	-	997	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	829	-	78	606
Stage 1	-	-	-	-	430	-
Stage 2	-	-	-	-	318	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	829	-	60	606
Mov Cap-2 Maneuver	-	-	-	-	167	-
Stage 1	-	-	-	-	430	-
Stage 2	-	-	-	-	245	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	18.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	167	606	-	-	829	-
HCM Lane V/C Ratio	0.309	0.243	-	-	0.23	-
HCM Control Delay (s)	35.9	12.8	-	-	10.6	-
HCM Lane LOS	E	B	-	-	B	-
HCM 95th %tile Q(veh)	1.2	0.9	-	-	0.9	-

Intersection	
Int Delay, s/veh	3.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	912	61	143	696	36	214
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1013	68	159	773	40	238

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1081	0	1751	541
Stage 1	-	-	-	-	1047	-
Stage 2	-	-	-	-	704	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	641	-	77	485
Stage 1	-	-	-	-	299	-
Stage 2	-	-	-	-	452	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	641	-	58	485
Mov Cap-2 Maneuver	-	-	-	-	172	-
Stage 1	-	-	-	-	299	-
Stage 2	-	-	-	-	340	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.1	21.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	172	485	-	-	641	-
HCM Lane V/C Ratio	0.233	0.49	-	-	0.248	-
HCM Control Delay (s)	32.2	19.4	-	-	12.5	-
HCM Lane LOS	D	C	-	-	B	-
HCM 95th %tile Q(veh)	0.9	2.7	-	-	1	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	814	75	84	632	46	133
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	822	76	85	638	46	134

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	898	0	1349	449
Stage 1	-	-	-	-	860	-
Stage 2	-	-	-	-	489	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	752	-	142	557
Stage 1	-	-	-	-	375	-
Stage 2	-	-	-	-	582	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	752	-	126	557
Mov Cap-2 Maneuver	-	-	-	-	254	-
Stage 1	-	-	-	-	375	-
Stage 2	-	-	-	-	516	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	15.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	254	557	-	-	752	-
HCM Lane V/C Ratio	0.183	0.241	-	-	0.113	-
HCM Control Delay (s)	22.3	13.5	-	-	10.4	-
HCM Lane LOS	C	B	-	-	B	-
HCM 95th %tile Q(veh)	0.7	0.9	-	-	0.4	-

Intersection	
Int Delay, s/veh	2.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	706	80	189	1226	51	147
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	728	82	195	1264	53	152

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	810	0	1791	405
Stage 1	-	-	-	-	769	-
Stage 2	-	-	-	-	1022	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	812	-	72	595
Stage 1	-	-	-	-	418	-
Stage 2	-	-	-	-	308	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	812	-	55	595
Mov Cap-2 Maneuver	-	-	-	-	160	-
Stage 1	-	-	-	-	418	-
Stage 2	-	-	-	-	234	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	19.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	160	595	-	-	812	-
HCM Lane V/C Ratio	0.329	0.255	-	-	0.24	-
HCM Control Delay (s)	38.1	13.1	-	-	10.8	-
HCM Lane LOS	E	B	-	-	B	-
HCM 95th %tile Q(veh)	1.3	1	-	-	0.9	-

Intersection	
Int Delay, s/veh	3.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	937	63	146	717	36	219
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1041	70	162	797	40	243

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1111	0	1799	556
Stage 1	-	-	-	-	1076	-
Stage 2	-	-	-	-	723	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	624	-	71	475
Stage 1	-	-	-	-	289	-
Stage 2	-	-	-	-	441	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	624	-	53	475
Mov Cap-2 Maneuver	-	-	-	-	164	-
Stage 1	-	-	-	-	289	-
Stage 2	-	-	-	-	327	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.2	22.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	164	475	-	-	624	-
HCM Lane V/C Ratio	0.244	0.512	-	-	0.26	-
HCM Control Delay (s)	33.9	20.3	-	-	12.8	-
HCM Lane LOS	D	C	-	-	B	-
HCM 95th %tile Q(veh)	0.9	2.9	-	-	1	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	836	77	86	650	47	136
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	844	78	87	657	47	137

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	922	0	1385	461
Stage 1	-	-	-	-	883	-
Stage 2	-	-	-	-	502	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	736	-	134	547
Stage 1	-	-	-	-	365	-
Stage 2	-	-	-	-	573	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	736	-	118	547
Mov Cap-2 Maneuver	-	-	-	-	245	-
Stage 1	-	-	-	-	365	-
Stage 2	-	-	-	-	505	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	16.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	245	547	-	-	736	-
HCM Lane V/C Ratio	0.194	0.251	-	-	0.118	-
HCM Control Delay (s)	23.2	13.8	-	-	10.5	-
HCM Lane LOS	C	B	-	-	B	-
HCM 95th %tile Q(veh)	0.7	1	-	-	0.4	-

Intersection	
Int Delay, s/veh	2.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	754	86	202	1311	55	156
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	777	89	208	1352	57	161

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	866	0	1914	433
Stage 1	-	-	-	-	822	-
Stage 2	-	-	-	-	1092	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	773	-	60	571
Stage 1	-	-	-	-	392	-
Stage 2	-	-	-	-	283	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	773	-	~ 44	571
Mov Cap-2 Maneuver	-	-	-	-	141	-
Stage 1	-	-	-	-	392	-
Stage 2	-	-	-	-	207	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.5	22.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	141	571	-	-	773	-
HCM Lane V/C Ratio	0.402	0.282	-	-	0.269	-
HCM Control Delay (s)	46.7	13.8	-	-	11.4	-
HCM Lane LOS	E	B	-	-	B	-
HCM 95th %tile Q(veh)	1.7	1.2	-	-	1.1	-

Notes

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

Intersection	
Int Delay, s/veh	4.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	1001	67	156	764	39	234
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1112	74	173	849	43	260

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1187	0	1920	593
Stage 1	-	-	-	-	1149	-
Stage 2	-	-	-	-	771	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	584	-	59	449
Stage 1	-	-	-	-	264	-
Stage 2	-	-	-	-	417	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	584	-	~ 42	449
Mov Cap-2 Maneuver	-	-	-	-	146	-
Stage 1	-	-	-	-	264	-
Stage 2	-	-	-	-	293	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.3	25.8
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	146	449	-	-	584	-
HCM Lane V/C Ratio	0.297	0.579	-	-	0.297	-
HCM Control Delay (s)	39.7	23.5	-	-	13.7	-
HCM Lane LOS	E	C	-	-	B	-
HCM 95th %tile Q(veh)	1.2	3.6	-	-	1.2	-

Notes

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

Intersection	
Int Delay, s/veh	2.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	892	83	91	693	50	144
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	901	84	92	700	51	145

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	985	0	1477	492
Stage 1	-	-	-	-	943	-
Stage 2	-	-	-	-	534	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	697	-	117	522
Stage 1	-	-	-	-	339	-
Stage 2	-	-	-	-	552	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	697	-	102	522
Mov Cap-2 Maneuver	-	-	-	-	226	-
Stage 1	-	-	-	-	339	-
Stage 2	-	-	-	-	479	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.3	17.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	226	522	-	-	697	-
HCM Lane V/C Ratio	0.223	0.279	-	-	0.132	-
HCM Control Delay (s)	25.5	14.5	-	-	10.9	-
HCM Lane LOS	D	B	-	-	B	-
HCM 95th %tile Q(veh)	0.8	1.1	-	-	0.5	-

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INTERSECTION CAPACITY UTILIZATION

Rosemead Boulevard (SR-164) @ Las Tunas Drive

N-S St: Rosemead Boulevard (SR-164)
E-W St: Las Tunas Drive
Project: Flair Spectrum Project/1-14-4074-1
File: ICU41T

Peak hr: AM
Annual Growth: 0.82%

Phase I

Date: 10/22/2014
Date of Count: 2014
Projection Year: 2016

	2014 EXIST. TRAFFIC			2016 W/AMBIENT GROWTH			2016 W/PROJECT SITE TRAFFIC				2016 W/PROJECT MITIGATION				2016 W/RELATED PROJECTS				2016 W/REGIONAL MITIGATION			
	1	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	208	2880	0.072 *	3	211	0.073 *	0	211	2880	0.073 *	0	211	2880	0.073 *	0	211	2880	0.073 *	0	211	2880	0.073 *
Nb Thru	894	3200	0.297	15	909	0.301	6	915	3200	0.303	0	915	3200	0.303	72	987	3200	0.329	0	987	3200	0.329
Nb Right	55	0	-	1	56	-	0	56	0	-	0	56	0	-	11	67	0	-	0	67	0	-
Sb Left	139	2880	0.048	2	141	0.049	0	141	2880	0.049	0	141	2880	0.049	8	149	2880	0.052	0	149	2880	0.052
Sb Thru	979	3200	0.342 *	16	995	0.348 *	12	1007	3200	0.351 *	0	1007	3200	0.351 *	104	1111	3200	0.388 *	0	1111	3200	0.388 *
Sb Right	115	0	-	2	117	-	0	117	0	-	0	117	0	-	14	131	0	-	0	131	0	-
Eb Left	133	2880	0.046 *	2	135	0.047 *	0	135	2880	0.047 *	0	135	2880	0.047 *	27	162	2880	0.056 *	0	162	2880	0.056 *
Eb Thru	458	3200	0.143	8	466	0.145	0	466	3200	0.145	0	466	3200	0.145	15	481	3200	0.150	0	481	3200	0.150
Eb Right	96	1600	0.060	2	98	0.061	0	98	1600	0.061	0	98	1600	0.061	0	98	1600	0.061	0	98	1600	0.061
Wb Left	113	2880	0.039	2	115	0.040	0	115	2880	0.040	0	115	2880	0.040	20	135	2880	0.047	0	135	2880	0.047
Wb Thru	1176	4800	0.267 *	19	1195	0.271 *	0	1195	4800	0.271 *	0	1195	4800	0.271 *	17	1212	4800	0.275 *	0	1212	4800	0.275 *
Wb Right	105	0	-	2	107	-	0	107	0	-	0	107	0	-	0	107	0	-	0	107	0	-
Yellow Allowance:			0.100 *			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.827			0.839				0.843				0.843				0.893				0.843
LOS			D			D				D				D				D				D

12:26 PM

** Key conflicting movement as a part of ICU*
1 Counts conducted by.City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

Rosemead Boulevard (SR-164) @ Las Tunas Drive

N-S St: Rosemead Boulevard (SR-164)
E-W St: Las Tunas Drive
Project: Flair Spectrum Project/1-14-4074-1
File: ICU41T

Peak hr: PM
Annual Growth: 0.82%

Phase I

Date: 10/22/2014
Date of Count: 2014
Projection Year: 2016

	2014 EXIST. TRAFFIC			2016 W/AMBIENT GROWTH			2016 W/PROJECT SITE TRAFFIC				2016 W/PROJECT MITIGATION				2016 W/RELATED PROJECTS				2016 W/REGIONAL MITIGATION			
	1	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	214	2880	0.074 *	4	218	0.076 *	0	218	2880	0.076 *	0	218	2880	0.076 *	0	218	2880	0.076 *	0	218	2880	0.076 *
Nb Thru	845	3200	0.303	14	859	0.307	22	881	3200	0.314	0	881	3200	0.314	147	1028	3200	0.367	0	1028	3200	0.367
Nb Right	123	0	-	2	125	-	0	125	0	-	0	125	0	-	20	145	0	-	0	145	0	-
Sb Left	313	2880	0.109	5	318	0.110	0	318	2880	0.110	0	318	2880	0.110	14	332	2880	0.115	0	332	2880	0.115
Sb Thru	1248	3200	0.419 *	21	1269	0.426 *	22	1291	3200	0.433 *	0	1291	3200	0.433 *	91	1382	3200	0.462 *	0	1382	3200	0.462 *
Sb Right	92	0	-	2	94	-	0	94	0	-	0	94	0	-	2	96	0	-	0	96	0	-
Eb Left	189	2880	0.066	3	192	0.067	0	192	2880	0.067	0	192	2880	0.067	17	209	2880	0.073	0	209	2880	0.073
Eb Thru	849	3200	0.265 *	14	863	0.270 *	0	863	3200	0.270 *	0	863	3200	0.270 *	27	890	3200	0.278 *	0	890	3200	0.278 *
Eb Right	187	1600	0.117	3	190	0.119	0	190	1600	0.119	0	190	1600	0.119	0	190	1600	0.119	0	190	1600	0.119
Wb Left	165	2880	0.057 *	3	168	0.058 *	0	168	2880	0.058 *	0	168	2880	0.058 *	46	214	2880	0.074 *	0	214	2880	0.074 *
Wb Thru	709	4800	0.169	12	721	0.172	0	721	4800	0.172	0	721	4800	0.172	39	760	4800	0.180	0	760	4800	0.180
Wb Right	103	0	-	2	105	-	0	105	0	-	0	105	0	-	0	105	0	-	0	105	0	-
Yellow Allowance:			0.100 *			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.916			0.929				0.936				0.936				0.989				0.939
LOS			E			E				E				E				E				E

12:26 PM

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INTERSECTION CAPACITY UTILIZATION

Rosemead Boulevard (SR-164) @ Las Tunas Drive

N-S St: Rosemead Boulevard (SR-164)
E-W St: Las Tunas Drive
Project: Flair Spectrum Project/1-14-4074-1
File: ICU41T

Peak hr: Sat Mid-Day
Annual Growth: 0.82%

Phase I

Date: 10/22/2014
Date of Count: 2014
Projection Year: 2016

	2014 EXIST. TRAFFIC			2016 W/AMBIENT GROWTH			2016 W/PROJECT SITE TRAFFIC				2016 W/PROJECT MITIGATION				2016 W/RELATED PROJECTS				2016 W/REGIONAL MITIGATION			
	1	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	278	2880	0.097	5	283	0.098	0	283	2880	0.098	0	283	2880	0.098	0	283	2880	0.098	0	283	2880	0.098
Nb Thru	922	3200	0.334 *	15	937	0.339 *	38	975	3200	0.351 *	0	975	3200	0.351 *	130	1105	3200	0.400 *	0	1105	3200	0.400 *
Nb Right	146	0	-	2	148	-	0	148	0	-	0	148	0	-	27	175	0	-	0	175	0	-
Sb Left	229	2880	0.080 *	4	233	0.081 *	0	233	2880	0.081 *	0	233	2880	0.081 *	19	252	2880	0.087 *	0	252	2880	0.087 *
Sb Thru	856	3200	0.304	14	870	0.309	41	911	3200	0.322	0	911	3200	0.322	99	1010	3200	0.353	0	1010	3200	0.353
Sb Right	117	0	-	2	119	-	0	119	0	-	0	119	0	-	1	120	0	-	0	120	0	-
Eb Left	251	2880	0.087	4	255	0.089	0	255	2880	0.089	0	255	2880	0.089	19	274	2880	0.095	0	274	2880	0.095
Eb Thru	703	3200	0.220 *	12	715	0.223 *	0	715	3200	0.223 *	0	715	3200	0.223 *	37	752	3200	0.235 *	0	752	3200	0.235 *
Eb Right	143	1600	0.089	2	145	0.091	0	145	1600	0.091	0	145	1600	0.091	0	145	1600	0.091	0	145	1600	0.091
Wb Left	200	2880	0.069 *	3	203	0.071 *	0	203	2880	0.071 *	0	203	2880	0.071 *	61	264	2880	0.092 *	0	264	2880	0.092 *
Wb Thru	694	4800	0.158	11	705	0.161	0	705	4800	0.161	0	705	4800	0.161	51	756	4800	0.171	0	756	4800	0.171
Wb Right	64	0	-	1	65	-	0	65	0	-	0	65	0	-	0	65	0	-	0	65	0	-
Yellow Allowance:			0.100 *			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.802			0.814				0.826				0.826				0.914				0.864
LOS			D			D				D				D				E				D

12:26 PM

** Key conflicting movement as a part of ICU*
*1 Counts conducted by.*City Traffic Counters
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792-0941

INTERSECTION CAPACITY UTILIZATION

Rosemead Boulevard (SR-164) @ Las Tunas Drive

N-S St: Rosemead Boulevard (SR-164)
E-W St: Las Tunas Drive
Project: Flair Spectrum Project/1-14-4074-1
File: ICU41T

Peak hr: AM
Annual Growth: 0.82%

Phases I & II

Date: 10/22/2014
Date of Count: 2014
Projection Year: 2019

	2014 EXIST. TRAFFIC			2019 W/AMBIENT GROWTH			2019 W/PROJECT SITE TRAFFIC				2019 W/PROJECT MITIGATION				2019 W/RELATED PROJECTS				2019 W/REGIONAL MITIGATION			
	1	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	208	2880	0.072 *	9	217	0.075 *	0	217	2880	0.075 *	0	217	2880	0.075 *	0	217	2880	0.075 *	0	217	2880	0.075 *
Nb Thru	894	3200	0.297	37	931	0.309	15	946	3200	0.314	0	946	3200	0.314	72	1018	3200	0.340	0	1018	3200	0.340
Nb Right	55	0	-	2	57	-	0	57	0	-	0	57	0	-	11	68	0	-	0	68	0	-
Sb Left	139	2880	0.048	6	145	0.050	0	145	2880	0.050	0	145	2880	0.050	8	153	2880	0.053	0	153	2880	0.053
Sb Thru	979	3200	0.342 *	41	1020	0.356 *	14	1034	3200	0.360 *	0	1034	3200	0.360 *	104	1138	3200	0.397 *	0	1138	3200	0.397 *
Sb Right	115	0	-	5	120	-	0	120	0	-	0	120	0	-	14	134	0	-	0	134	0	-
Eb Left	133	2880	0.046 *	6	139	0.048 *	0	139	2880	0.048 *	0	139	2880	0.048 *	27	166	2880	0.057 *	0	166	2880	0.057 *
Eb Thru	458	3200	0.143	19	477	0.149	0	477	3200	0.149	0	477	3200	0.149	15	492	3200	0.154	0	492	3200	0.154
Eb Right	96	1600	0.060	4	100	0.063	0	100	1600	0.063	0	100	1600	0.063	0	100	1600	0.063	0	100	1600	0.063
Wb Left	113	2880	0.039	5	118	0.041	0	118	2880	0.041	0	118	2880	0.041	20	138	2880	0.048	0	138	2880	0.048
Wb Thru	1176	4800	0.267 *	49	1225	0.278 *	0	1225	4800	0.278 *	0	1225	4800	0.278 *	17	1242	4800	0.282 *	0	1242	4800	0.282 *
Wb Right	105	0	-	4	109	-	0	109	0	-	0	109	0	-	0	109	0	-	0	109	0	-
Yellow Allowance:			0.100 *			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.827			0.857				0.862				0.862				0.912				0.862
LOS			D			D				D				D				E				D

12:26 PM

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INTERSECTION CAPACITY UTILIZATION

Rosemead Boulevard (SR-164) @ Las Tunas Drive

N-S St: Rosemead Boulevard (SR-164)
E-W St: Las Tunas Drive
Project: Flair Spectrum Project/1-14-4074-1
File: ICU41T

Peak hr: PM
Annual Growth: 0.82%

Phases I & II

Date: 10/22/2014
Date of Count: 2014
Projection Year: 2019

	2014 EXIST. TRAFFIC			2019 W/AMBIENT GROWTH			2019 W/PROJECT SITE TRAFFIC				2019 W/PROJECT MITIGATION				2019 W/RELATED PROJECTS				2019 W/REGIONAL MITIGATION			
	1	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	214	2880	0.074 *	9	223	0.077 *	0	223	2880	0.077 *	0	223	2880	0.077 *	0	223	2880	0.077 *	0	223	2880	0.077 *
Nb Thru	845	3200	0.303	35	880	0.315	26	906	3200	0.323	0	906	3200	0.323	147	1053	3200	0.375	0	1053	3200	0.375
Nb Right	123	0	-	5	128	-	0	128	0	-	0	128	0	-	20	148	0	-	0	148	0	-
Sb Left	313	2880	0.109	13	326	0.113	0	326	2880	0.113	0	326	2880	0.113	14	340	2880	0.118	0	340	2880	0.118
Sb Thru	1248	3200	0.419 *	52	1300	0.436 *	31	1331	3200	0.446 *	0	1331	3200	0.446 *	91	1422	3200	0.475 *	0	1422	3200	0.475 *
Sb Right	92	0	-	4	96	-	0	96	0	-	0	96	0	-	2	98	0	-	0	98	0	-
Eb Left	189	2880	0.066	8	197	0.068	0	197	2880	0.068	0	197	2880	0.068	17	214	2880	0.074	0	214	2880	0.074
Eb Thru	849	3200	0.265 *	35	884	0.276 *	0	884	3200	0.276 *	0	884	3200	0.276 *	27	911	3200	0.285 *	0	911	3200	0.285 *
Eb Right	187	1600	0.117	8	195	0.122	0	195	1600	0.122	0	195	1600	0.122	0	195	1600	0.122	0	195	1600	0.122
Wb Left	165	2880	0.057 *	7	172	0.060 *	0	172	2880	0.060 *	0	172	2880	0.060 *	46	218	2880	0.076 *	0	218	2880	0.076 *
Wb Thru	709	4800	0.169	30	739	0.176	0	739	4800	0.176	0	739	4800	0.176	39	778	4800	0.184	0	778	4800	0.184
Wb Right	103	0	-	4	107	-	0	107	0	-	0	107	0	-	0	107	0	-	0	107	0	-
Yellow Allowance:			0.100 *			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.916			0.950				0.959				0.959				1.013				0.963
LOS			E			E				E				E				F				E

12:26 PM

** Key conflicting movement as a part of ICU*
*1 Counts conducted by.*City Traffic Counters
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INTERSECTION CAPACITY UTILIZATION

Rosemead Boulevard (SR-164) @ Las Tunas Drive

N-S St: Rosemead Boulevard (SR-164)
E-W St: Las Tunas Drive
Project: Flair Spectrum Project/1-14-4074-1
File: ICU41T

Peak hr: Sat Mid-Day
Annual Growth: 0.82%

Phases I & II

Date: 10/22/2014
Date of Count: 2014
Projection Year: 2019

	2014 EXIST. TRAFFIC			2019 W/AMBIENT GROWTH			2019 W/PROJECT SITE TRAFFIC				2019 W/PROJECT MITIGATION				2019 W/RELATED PROJECTS				2019 W/REGIONAL MITIGATION			
	1	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	278	2880	0.097	12	290	0.101	0	290	2880	0.101	0	290	2880	0.101	0	290	2880	0.101	0	290	2880	0.101
Nb Thru	922	3200	0.334 *	38	960	0.348 *	44	1004	3200	0.361 *	0	1004	3200	0.361 *	130	1134	3200	0.410 *	0	1134	3200	0.410 *
Nb Right	146	0	-	6	152	-	0	152	0	-	0	152	0	-	27	179	0	-	0	179	0	-
Sb Left	229	2880	0.080 *	10	239	0.083 *	0	239	2880	0.083 *	0	239	2880	0.083 *	19	258	2880	0.089 *	0	258	2880	0.089 *
Sb Thru	856	3200	0.304	36	892	0.317	47	939	3200	0.331	0	939	3200	0.331	99	1038	3200	0.363	0	1038	3200	0.363
Sb Right	117	0	-	5	122	-	0	122	0	-	0	122	0	-	1	123	0	-	0	123	0	-
Eb Left	251	2880	0.087	10	261	0.091	0	261	2880	0.091	0	261	2880	0.091	19	280	2880	0.097	0	280	2880	0.097
Eb Thru	703	3200	0.220 *	29	732	0.229 *	0	732	3200	0.229 *	0	732	3200	0.229 *	37	769	3200	0.240 *	0	769	3200	0.240 *
Eb Right	143	1600	0.089	6	149	0.093	0	149	1600	0.093	0	149	1600	0.093	0	149	1600	0.093	0	149	1600	0.093
Wb Left	200	2880	0.069 *	8	208	0.072 *	0	208	2880	0.072 *	0	208	2880	0.072 *	61	269	2880	0.094 *	0	269	2880	0.094 *
Wb Thru	694	4800	0.158	29	723	0.164	0	723	4800	0.164	0	723	4800	0.164	51	774	4800	0.175	0	774	4800	0.175
Wb Right	64	0	-	3	67	-	0	67	0	-	0	67	0	-	0	67	0	-	0	67	0	-
Yellow Allowance:			0.100 *			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.802			0.832				0.845				0.845				0.934				0.884
LOS			D			D				D				D				E				D

12:26 PM

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INTERSECTION CAPACITY UTILIZATION

Rosemead Boulevard (SR-164) @ Las Tunas Drive

N-S St: Rosemead Boulevard (SR-164)
E-W St: Las Tunas Drive
Project: Flair Spectrum Project/1-14-4074-1
File: ICU41T

Peak hr: AM
Annual Growth: 0.52%

General Plan Buildout (Phases I & II)

Date: 10/22/2014
Date of Count: 2014
Projection Year: 2035

	2014 EXIST. TRAFFIC			2035 W/AMBIENT GROWTH			2035 W/PROJECT SITE TRAFFIC				2035 W/PROJECT MITIGATION				2035 W/RELATED PROJECTS				2035 W/REGIONAL MITIGATION			
	1	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	208	2880	0.072 *	24	232	0.081 *	0	232	2880	0.081 *	0	232	2880	0.081 *	0	232	2880	0.081 *	0	232	2880	0.081 *
Nb Thru	894	3200	0.297	103	997	0.331	15	1012	3200	0.335	0	1012	3200	0.335	72	1084	3200	0.361	0	1084	3200	0.361
Nb Right	55	0	-	6	61	-	0	61	0	-	0	61	0	-	11	72	0	-	0	72	0	-
Sb Left	139	2880	0.048	16	155	0.054	0	155	2880	0.054	0	155	2880	0.054	8	163	2880	0.057	0	163	2880	0.057
Sb Thru	979	3200	0.342 *	113	1092	0.381 *	14	1106	3200	0.386 *	0	1106	3200	0.386 *	104	1210	3200	0.422 *	0	1210	3200	0.422 *
Sb Right	115	0	-	13	128	-	0	128	0	-	0	128	0	-	14	142	0	-	0	142	0	-
Eb Left	133	2880	0.046 *	15	148	0.051 *	0	148	2880	0.051 *	0	148	2880	0.051 *	27	175	2880	0.061 *	0	175	2880	0.061 *
Eb Thru	458	3200	0.143	53	511	0.160	0	511	3200	0.160	0	511	3200	0.160	15	526	3200	0.164	0	526	3200	0.164
Eb Right	96	1600	0.060	11	107	0.067	0	107	1600	0.067	0	107	1600	0.067	0	107	1600	0.067	0	107	1600	0.067
Wb Left	113	2880	0.039	13	126	0.044	0	126	2880	0.044	0	126	2880	0.044	20	146	2880	0.051	0	146	2880	0.051
Wb Thru	1176	4800	0.267 *	135	1311	0.298 *	0	1311	4800	0.298 *	0	1311	4800	0.298 *	17	1328	4800	0.301 *	0	1328	4800	0.301 *
Wb Right	105	0	-	12	117	-	0	117	0	-	0	117	0	-	0	117	0	-	0	117	0	-
Yellow Allowance:			0.100 *			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.827			0.911				0.915				0.915				0.965				0.915
LOS			D			E				E				E				E				E

12:26 PM

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1 Counts conducted by.City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

Rosemead Boulevard (SR-164) @ Las Tunas Drive

N-S St: Rosemead Boulevard (SR-164)
E-W St: Las Tunas Drive
Project: Flair Spectrum Project/1-14-4074-1
File: ICU41T

Peak hr: PM
Annual Growth: 0.52%

General Plan Buildout (Phases I & II)

Date: 10/22/2014
Date of Count: 2014
Projection Year: 2035

	2014 EXIST. TRAFFIC			2035 W/AMBIENT GROWTH			2035 W/PROJECT SITE TRAFFIC				2035 W/PROJECT MITIGATION				2035 W/RELATED PROJECTS				2035 W/REGIONAL MITIGATION			
	1	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	214	2880	0.074 *	25	239	0.083 *	0	239	2880	0.083 *	0	239	2880	0.083 *	0	239	2880	0.083 *	0	239	2880	0.083 *
Nb Thru	845	3200	0.303	97	942	0.337	26	968	3200	0.345	0	968	3200	0.345	147	1115	3200	0.398	0	1115	3200	0.398
Nb Right	123	0	-	14	137	-	0	137	0	-	0	137	0	-	20	157	0	-	0	157	0	-
Sb Left	313	2880	0.109	36	349	0.121	0	349	2880	0.121	0	349	2880	0.121	14	363	2880	0.126	0	363	2880	0.126
Sb Thru	1248	3200	0.419 *	144	1392	0.467 *	31	1423	3200	0.477 *	0	1423	3200	0.477 *	91	1514	3200	0.506 *	0	1514	3200	0.506 *
Sb Right	92	0	-	11	103	-	0	103	0	-	0	103	0	-	2	105	0	-	0	105	0	-
Eb Left	189	2880	0.066	22	211	0.073	0	211	2880	0.073	0	211	2880	0.073	17	228	2880	0.079	0	228	2880	0.079
Eb Thru	849	3200	0.265 *	98	947	0.296 *	0	947	3200	0.296 *	0	947	3200	0.296 *	27	974	3200	0.304 *	0	974	3200	0.304 *
Eb Right	187	1600	0.117	22	209	0.130	0	209	1600	0.130	0	209	1600	0.130	0	209	1600	0.130	0	209	1600	0.130
Wb Left	165	2880	0.057 *	19	184	0.064 *	0	184	2880	0.064 *	0	184	2880	0.064 *	46	230	2880	0.080 *	0	230	2880	0.080 *
Wb Thru	709	4800	0.169	82	791	0.189	0	791	4800	0.189	0	791	4800	0.189	39	830	4800	0.197	0	830	4800	0.197
Wb Right	103	0	-	12	115	-	0	115	0	-	0	115	0	-	0	115	0	-	0	115	0	-
Yellow Allowance:			0.100 *			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.916			1.010				1.019				1.019				1.073				1.023
LOS			E			F				F				F				F				F

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INTERSECTION CAPACITY UTILIZATION

Rosemead Boulevard (SR-164) @ Las Tunas Drive

N-S St: Rosemead Boulevard (SR-164)
E-W St: Las Tunas Drive
Project: Flair Spectrum Project/1-14-4074-1
File: ICU41T

Peak hr: Sat Mid-Day
Annual Growth: 0.52%

Date: 10/22/2014
Date of Count: 2014
Projection Year: 2035

General Plan Buildout (Phases I & II)

	2014 EXIST. TRAFFIC			2035 W/AMBIENT GROWTH			2035 W/PROJECT SITE TRAFFIC				2035 W/PROJECT MITIGATION				2035 W/RELATED PROJECTS				2035 W/REGIONAL MITIGATION			
	1	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	278	2880	0.097	32	310	0.108	0	310	2880	0.108	0	310	2880	0.108	0	310	2880	0.108	0	310	2880	0.108
Nb Thru	922	3200	0.334 *	106	1028	0.372 *	44	1072	3200	0.386 *	0	1072	3200	0.386 *	130	1202	3200	0.435 *	0	1202	3200	0.435 *
Nb Right	146	0	-	17	163	-	0	163	0	-	0	163	0	-	27	190	0	-	0	190	0	-
Sb Left	229	2880	0.080 *	26	255	0.089 *	0	255	2880	0.089 *	0	255	2880	0.089 *	19	274	2880	0.095 *	0	274	2880	0.095 *
Sb Thru	856	3200	0.304	98	954	0.339	47	1001	3200	0.354	0	1001	3200	0.354	99	1100	3200	0.385	0	1100	3200	0.385
Sb Right	117	0	-	13	130	-	0	130	0	-	0	130	0	-	1	131	0	-	0	131	0	-
Eb Left	251	2880	0.087	29	280	0.097	0	280	2880	0.097	0	280	2880	0.097	19	299	2880	0.104	0	299	2880	0.104
Eb Thru	703	3200	0.220 *	81	784	0.245 *	0	784	3200	0.245 *	0	784	3200	0.245 *	37	821	3200	0.257 *	0	821	3200	0.257 *
Eb Right	143	1600	0.089	16	159	0.100	0	159	1600	0.100	0	159	1600	0.100	0	159	1600	0.100	0	159	1600	0.100
Wb Left	200	2880	0.069 *	23	223	0.077 *	0	223	2880	0.077 *	0	223	2880	0.077 *	61	284	2880	0.099 *	0	284	2880	0.099 *
Wb Thru	694	4800	0.158	80	774	0.176	0	774	4800	0.176	0	774	4800	0.176	51	825	4800	0.187	0	825	4800	0.187
Wb Right	64	0	-	7	71	-	0	71	0	-	0	71	0	-	0	71	0	-	0	71	0	-
Yellow Allowance:			0.100 *			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.802			0.883				0.897				0.897				0.985				0.935
LOS			D			D				D				D				E				E

12:26 PM

** Key conflicting movement as a part of ICU*
*1 Counts conducted by.*City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

Rosemead Boulevard (SR-164) @ Lower Azusa Road
Peak hr: AM
Annual Growth: 0.82%

Phase I

N-S St: Rosemead Boulevard (SR-164)
E-W St: Lower Azusa Road
Project: Flair Spectrum Project/1-14-4074-1
File: ICU42

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2016

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2016 FUTURE WITHOUT PROJECT				2016 FUTURE WITH PROJECT				2016 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	3	1600	0.002	0	3	1600	0.002	0	3	1600	0.002	0	3	1600	0.002	0	3	1600	0.002	0	3	1600	0.002
Nb Thru	1068	3200	0.334 *	6	1074	3200	0.336 *	0	1074	3200	0.336 *	83	1151	3200	0.360 *	6	1157	3200	0.361 *	0	1157	3200	0.361 *
Nb Right	221	1600	0.000	0	221	1600	0.000	0	221	1600	0.000	6	227	1600	0.000	0	227	1600	0.000	0	227	1600	0.000
Sb Left	106	1600	0.066 *	0	106	1600	0.066 *	0	106	1600	0.066 *	48	154	1600	0.096 *	0	154	1600	0.096 *	0	154	1600	0.096 *
Sb Thru	1066	3200	0.333	12	1078	3200	0.337	0	1078	3200	0.337	116	1182	3200	0.369	12	1194	3200	0.373	0	1194	3200	0.373
Sb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Eb Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Eb Thru	0	1600	0.000	0	0	1600	0.000	0	0	1600	0.000	0	0	1600	0.000	0	0	1600	0.000	0	0	1600	0.000
Eb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Wb Left	819	2280	0.359	0	819	2280	0.359	0	819	2280	0.359	20	839	2280	0.368	0	839	2280	0.368	0	839	2280	0.368
Wb Thru	2	0	0.000	0	2	0	0.000	0	2	0	0.000	0	2	0	0.000	0	2	0	0.000	0	2	0	0.000
Wb Right	199	1600	0.124	0	199	1600	0.124	0	199	1600	0.124	32	231	1600	0.145	0	231	1600	0.145	0	231	1600	0.145
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.859				0.861				0.861				0.924				0.926				0.926
LOS			D				D				D				E				E				E

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 The northbound right-turn lane has an overlapping phase with the westbound left-turn phase.

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INTERSECTION CAPACITY UTILIZATION

Rosemead Boulevard (SR-164) @ Lower Azusa Road
Peak hr: PM
Annual Growth: 0.82%

Phase I

N-S St: Rosemead Boulevard (SR-164)
E-W St: Lower Azusa Road
Project: Flair Spectrum Project/1-14-4074-1
File: ICU42

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2016

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2016 FUTURE WITHOUT PROJECT				2016 FUTURE WITH PROJECT				2016 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	15	1600	0.009	0	15	1600	0.009	0	15	1600	0.009	0	15	1600	0.010	0	15	1600	0.010	0	15	1600	0.010
Nb Thru	1222	3200	0.382 *	22	1244	3200	0.389 *	0	1244	3200	0.389 *	118	1340	3200	0.419 *	22	1362	3200	0.426 *	0	1362	3200	0.426 *
Nb Right	261	1600	0.000	0	261	1600	0.000	0	261	1600	0.000	10	271	1600	0.000	0	271	1600	0.000	0	271	1600	0.000
Sb Left	191	1600	0.119 *	0	191	1600	0.119 *	0	191	1600	0.119 *	48	239	1600	0.149 *	0	239	1600	0.149 *	0	239	1600	0.149 *
Sb Thru	1379	3200	0.432	22	1401	3200	0.439	0	1401	3200	0.439	115	1494	3200	0.468	22	1516	3200	0.475	0	1516	3200	0.475
Sb Right	4	0	-	0	4	0	-	0	4	0	-	0	4	0	-	0	4	0	-	0	4	0	-
Eb Left	5	0	0.003	0	5	0	0.003	0	5	0	0.003	0	5	0	0.003	0	5	0	0.003	0	5	0	0.003
Eb Thru	10	1600	0.013 *	0	10	1600	0.013 *	0	10	1600	0.013 *	0	10	1600	0.013 *	0	10	1600	0.013 *	0	10	1600	0.013 *
Eb Right	6	0	-	0	6	0	-	0	6	0	-	0	6	0	-	0	6	0	-	0	6	0	-
Wb Left	519	2280	0.228 *	0	519	2280	0.228 *	0	519	2280	0.228 *	13	532	2280	0.233 *	0	532	2280	0.233 *	0	532	2280	0.233 *
Wb Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Wb Right	142	1600	0.089	0	142	1600	0.089	0	142	1600	0.089	69	211	1600	0.132	0	211	1600	0.132	0	211	1600	0.132
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.842				0.849				0.849				0.915				0.922				0.922
LOS			D				D				D				E				E				E

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 The northbound right-turn lane has an overlapping phase with the westbound left-turn phase.

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INTERSECTION CAPACITY UTILIZATION

Rosemead Boulevard (SR-164) @ Lower Azusa Road
Peak hr: SAT MID-DAY
Annual Growth: 0.82%

Phase I

N-S St: Rosemead Boulevard (SR-164)
E-W St: Lower Azusa Road
Project: Flair Spectrum Project/1-14-4074-1
File: ICU42

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2016

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2016 FUTURE WITHOUT PROJECT				2016 FUTURE WITH PROJECT				2016 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	2	1600	0.001	0	2	1600	0.001	0	2	1600	0.001	0	2	1600	0.001	0	2	1600	0.001	0	2	1600	0.001
Nb Thru	1296	3200	0.405 *	38	1334	3200	0.417 *	0	1334	3200	0.417 *	119	1415	3200	0.442 *	38	1453	3200	0.454 *	0	1453	3200	0.454 *
Nb Right	299	1600	0.000	0	299	1600	0.000	0	299	1600	0.000	10	309	1600	0.000	0	309	1600	0.000	0	309	1600	0.000
Sb Left	134	1600	0.084 *	0	134	1600	0.084 *	0	134	1600	0.084 *	54	188	1600	0.118 *	0	188	1600	0.118 *	0	188	1600	0.118 *
Sb Thru	1192	3200	0.373	41	1233	3200	0.385	0	1233	3200	0.385	122	1314	3200	0.411	41	1355	3200	0.423	0	1355	3200	0.423
Sb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Eb Left	1	0	0.001	0	1	0	0.001	0	1	0	0.001	0	1	0	0.001	0	1	0	0.001	0	1	0	0.001
Eb Thru	0	1600	0.001 *	0	0	1600	0.001 *	0	0	1600	0.001 *	0	0	1600	0.001 *	0	0	1600	0.001 *	0	0	1600	0.001 *
Eb Right	1	0	-	0	1	0	-	0	1	0	-	0	1	0	-	0	1	0	-	0	1	0	-
Wb Left	436	2280	0.191 *	0	436	2280	0.191 *	0	436	2280	0.191 *	11	447	2280	0.196 *	0	447	2280	0.196 *	0	447	2280	0.196 *
Wb Thru	3	0	0.000	0	3	0	0.000	0	3	0	0.000	0	3	0	0.000	0	3	0	0.000	0	3	0	0.000
Wb Right	147	1600	0.092	0	147	1600	0.092	0	147	1600	0.092	56	203	1600	0.127	0	203	1600	0.127	0	203	1600	0.127
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.781				0.793				0.793				0.857				0.869				0.869
LOS			C				C				C				D				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 The northbound right-turn lane has an overlapping phase with the westbound left-turn phase.

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INTERSECTION CAPACITY UTILIZATION

Rosemead Boulevard (SR-164) @ Lower Azusa Road
Peak hr: AM
Annual Growth: 0.82%

Phases I & II

N-S St: Rosemead Boulevard (SR-164)
E-W St: Lower Azusa Road
Project: Flair Spectrum Project/1-14-4074-1
File: ICU42

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2019

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2019 FUTURE WITHOUT PROJECT				2019 FUTURE WITH PROJECT				2019 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	3	1600	0.002	0	3	1600	0.002	0	3	1600	0.002	0	3	1600	0.002	0	3	1600	0.002	0	3	1600	0.002
Nb Thru	1068	3200	0.334 *	15	1083	3200	0.338 *	0	1083	3200	0.338 *	110	1178	3200	0.368 *	15	1193	3200	0.373 *	0	1193	3200	0.373 *
Nb Right	221	1600	0.000	0	221	1600	0.000	0	221	1600	0.000	11	232	1600	0.000	0	232	1600	0.000	0	232	1600	0.000
Sb Left	106	1600	0.066 *	0	106	1600	0.066 *	0	106	1600	0.066 *	50	156	1600	0.098 *	0	156	1600	0.098 *	0	156	1600	0.098 *
Sb Thru	1066	3200	0.333	14	1080	3200	0.338	0	1080	3200	0.338	142	1208	3200	0.378	14	1222	3200	0.382	0	1222	3200	0.382
Sb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Eb Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Eb Thru	0	1600	0.000	0	0	1600	0.000	0	0	1600	0.000	0	0	1600	0.000	0	0	1600	0.000	0	0	1600	0.000
Eb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Wb Left	819	2280	0.359	0	819	2280	0.359	0	819	2280	0.359	41	860	2280	0.377	0	860	2280	0.377	0	860	2280	0.377
Wb Thru	2	0	0.000	0	2	0	0.000	0	2	0	0.000	0	2	0	0.000	0	2	0	0.000	0	2	0	0.000
Wb Right	199	1600	0.124	0	199	1600	0.124	0	199	1600	0.124	37	236	1600	0.148	0	236	1600	0.148	0	236	1600	0.148
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.859				0.864				0.864				0.943				0.948				0.948
LOS			D				D				D				E				E				E

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 The northbound right-turn lane has an overlapping phase with the westbound left-turn phase.

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INTERSECTION CAPACITY UTILIZATION

Rosemead Boulevard (SR-164) @ Lower Azusa Road
Peak hr: PM
Annual Growth: 0.82%

Phases I & II

N-S St: Rosemead Boulevard (SR-164)
E-W St: Lower Azusa Road
Project: Flair Spectrum Project/1-14-4074-1
File: ICU42

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2019

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2019 FUTURE WITHOUT PROJECT				2019 FUTURE WITH PROJECT				2019 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	15	1600	0.009	0	15	1600	0.009	0	15	1600	0.009	1	16	1600	0.010	0	16	1600	0.010	0	16	1600	0.010
Nb Thru	1222	3200	0.382 *	26	1248	3200	0.390 *	0	1248	3200	0.390 *	149	1371	3200	0.428 *	26	1397	3200	0.437 *	0	1397	3200	0.437 *
Nb Right	261	1600	0.000	0	261	1600	0.000	0	261	1600	0.000	17	278	1600	0.000	0	278	1600	0.000	0	278	1600	0.000
Sb Left	191	1600	0.119 *	0	191	1600	0.119 *	0	191	1600	0.119 *	53	244	1600	0.152 *	0	244	1600	0.152 *	0	244	1600	0.152 *
Sb Thru	1379	3200	0.432	31	1410	3200	0.442	0	1410	3200	0.442	149	1528	3200	0.479	31	1559	3200	0.489	0	1559	3200	0.489
Sb Right	4	0	-	0	4	0	-	0	4	0	-	0	4	0	-	0	4	0	-	0	4	0	-
Eb Left	5	0	0.003	0	5	0	0.003	0	5	0	0.003	0	5	0	0.003	0	5	0	0.003	0	5	0	0.003
Eb Thru	10	1600	0.013 *	0	10	1600	0.013 *	0	10	1600	0.013 *	0	10	1600	0.014 *	0	10	1600	0.014 *	0	10	1600	0.014 *
Eb Right	6	0	-	0	6	0	-	0	6	0	-	0	6	0	-	0	6	0	-	0	6	0	-
Wb Left	519	2280	0.228 *	0	519	2280	0.228 *	0	519	2280	0.228 *	26	545	2280	0.239 *	0	545	2280	0.239 *	0	545	2280	0.239 *
Wb Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Wb Right	142	1600	0.089	0	142	1600	0.089	0	142	1600	0.089	73	215	1600	0.134	0	215	1600	0.134	0	215	1600	0.134
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.842				0.850				0.850				0.933				0.942				0.942
LOS			D				D				D				E				E				E

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 The northbound right-turn lane has an overlapping phase with the westbound left-turn phase.

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INTERSECTION CAPACITY UTILIZATION

Rosemead Boulevard (SR-164) @ Lower Azusa Road
Peak hr: SAT MID-DAY
Annual Growth: 0.82%

Phases I & II

N-S St: Rosemead Boulevard (SR-164)
E-W St: Lower Azusa Road
Project: Flair Spectrum Project/1-14-4074-1
File: ICU42

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2019

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2019 FUTURE WITHOUT PROJECT				2019 FUTURE WITH PROJECT				2019 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	2	1600	0.001	0	2	1600	0.001	0	2	1600	0.001	0	2	1600	0.001	0	2	1600	0.001	0	2	1600	0.001
Nb Thru	1296	3200	0.405 *	44	1340	3200	0.419 *	0	1340	3200	0.419 *	152	1448	3200	0.453 *	44	1492	3200	0.466 *	0	1492	3200	0.466 *
Nb Right	299	1600	0.000	0	299	1600	0.000	0	299	1600	0.000	17	316	1600	0.000	0	316	1600	0.000	0	316	1600	0.000
Sb Left	134	1600	0.084 *	0	134	1600	0.084 *	0	134	1600	0.084 *	58	192	1600	0.120 *	0	192	1600	0.120 *	0	192	1600	0.120 *
Sb Thru	1192	3200	0.373	47	1239	3200	0.387	0	1239	3200	0.387	152	1344	3200	0.420	47	1391	3200	0.435	0	1391	3200	0.435
Sb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Eb Left	1	0	0.001	0	1	0	0.001	0	1	0	0.001	0	1	0	0.001	0	1	0	0.001	0	1	0	0.001
Eb Thru	0	1600	0.001 *	0	0	1600	0.001 *	0	0	1600	0.001 *	0	0	1600	0.001 *	0	0	1600	0.001 *	0	0	1600	0.001 *
Eb Right	1	0	-	0	1	0	-	0	1	0	-	0	1	0	-	0	1	0	-	0	1	0	-
Wb Left	436	2280	0.191 *	0	436	2280	0.191 *	0	436	2280	0.191 *	22	458	2280	0.201 *	0	458	2280	0.201 *	0	458	2280	0.201 *
Wb Thru	3	0	0.000	0	3	0	0.000	0	3	0	0.000	0	3	0	0.000	0	3	0	0.000	0	3	0	0.000
Wb Right	147	1600	0.092	0	147	1600	0.092	0	147	1600	0.092	60	207	1600	0.129	0	207	1600	0.129	0	207	1600	0.129
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.781				0.795				0.795				0.874				0.888				0.888
LOS			C				C				C				D				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 The northbound right-turn lane has an overlapping phase with the westbound left-turn phase.

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INTERSECTION CAPACITY UTILIZATION

N-S St: Rosemead Boulevard (SR-164)
E-W St: Lower Azusa Road
Project: Flair Spectrum Project/1-14-4074-1
File: ICU42

Rosemead Boulevard (SR-164) @ Lower Azusa Road
Peak hr: AM
Annual Growth: 0.52%

General Plan Buildout (Phases I & II)

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2035

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2035 FUTURE WITHOUT PROJECT				2035 FUTURE WITH PROJECT				2035 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	3	1600	0.002	0	3	1600	0.002	0	3	1600	0.002	0	3	1600	0.002	0	3	1600	0.002	0	3	1600	0.002
Nb Thru	1068	3200	0.334 *	15	1083	3200	0.338 *	0	1083	3200	0.338 *	188	1256	3200	0.392 *	15	1271	3200	0.397 *	0	1271	3200	0.397 *
Nb Right	221	1600	0.000	0	221	1600	0.000	0	221	1600	0.000	27	248	1600	0.000	0	248	1600	0.000	0	248	1600	0.000
Sb Left	106	1600	0.066 *	0	106	1600	0.066 *	0	106	1600	0.066 *	58	164	1600	0.103 *	0	164	1600	0.103 *	0	164	1600	0.103 *
Sb Thru	1066	3200	0.333	14	1080	3200	0.338	0	1080	3200	0.338	221	1287	3200	0.402	14	1301	3200	0.406	0	1301	3200	0.406
Sb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Eb Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Eb Thru	0	1600	0.000	0	0	1600	0.000	0	0	1600	0.000	0	0	1600	0.000	0	0	1600	0.000	0	0	1600	0.000
Eb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Wb Left	819	2280	0.359	0	819	2280	0.359	0	819	2280	0.359	101	920	2280	0.404	0	920	2280	0.404	0	920	2280	0.404
Wb Thru	2	0	0.000	0	2	0	0.000	0	2	0	0.000	0	2	0	0.000	0	2	0	0.000	0	2	0	0.000
Wb Right	199	1600	0.124	0	199	1600	0.124	0	199	1600	0.124	52	251	1600	0.157	0	251	1600	0.157	0	251	1600	0.157
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.859				0.864				0.864				0.999				1.003				1.003
LOS			D				D				D				E				F				F

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 The northbound right-turn lane has an overlapping phase with the westbound left-turn phase.

LINSCOTT, LAW & GREENSPAN, ENGINEERS
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INTERSECTION CAPACITY UTILIZATION

N-S St: Rosemead Boulevard (SR-164)
E-W St: Lower Azusa Road
Project: Flair Spectrum Project/1-14-4074-1
File: ICU42

Rosemead Boulevard (SR-164) @ Lower Azusa Road
Peak hr: PM
Annual Growth: 0.52%

General Plan Buildout (Phases I & II)

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2035

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2035 FUTURE WITHOUT PROJECT				2035 FUTURE WITH PROJECT				2035 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	15	1600	0.009	0	15	1600	0.009	0	15	1600	0.009	2	17	1600	0.010	0	17	1600	0.010	0	17	1600	0.010
Nb Thru	1222	3200	0.382 *	26	1248	3200	0.390 *	0	1248	3200	0.390 *	239	1461	3200	0.456 *	26	1487	3200	0.465 *	0	1487	3200	0.465 *
Nb Right	261	1600	0.000	0	261	1600	0.000	0	261	1600	0.000	36	297	1600	0.000	0	297	1600	0.000	0	297	1600	0.000
Sb Left	191	1600	0.119 *	0	191	1600	0.119 *	0	191	1600	0.119 *	67	258	1600	0.161 *	0	258	1600	0.161 *	0	258	1600	0.161 *
Sb Thru	1379	3200	0.432	31	1410	3200	0.442	0	1410	3200	0.442	251	1630	3200	0.511	31	1661	3200	0.520	0	1661	3200	0.520
Sb Right	4	0	-	0	4	0	-	0	4	0	-	0	4	0	-	0	4	0	-	0	4	0	-
Eb Left	5	0	0.003	0	5	0	0.003	0	5	0	0.003	1	6	0	0.003	0	6	0	0.003	0	6	0	0.003
Eb Thru	10	1600	0.013 *	0	10	1600	0.013 *	0	10	1600	0.013 *	1	11	1600	0.015 *	0	11	1600	0.015 *	0	11	1600	0.015 *
Eb Right	6	0	-	0	6	0	-	0	6	0	-	1	7	0	-	0	7	0	-	0	7	0	-
Wb Left	519	2280	0.228 *	0	519	2280	0.228 *	0	519	2280	0.228 *	64	583	2280	0.256 *	0	583	2280	0.256 *	0	583	2280	0.256 *
Wb Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Wb Right	142	1600	0.089	0	142	1600	0.089	0	142	1600	0.089	83	225	1600	0.141	0	225	1600	0.141	0	225	1600	0.141
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.842				0.850				0.850				0.988				0.996				0.996
LOS			D				D				D				E				E				E

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 The northbound right-turn lane has an overlapping phase with the westbound left-turn phase.

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INTERSECTION CAPACITY UTILIZATION

Rosemead Boulevard (SR-164) @ Lower Azusa Road
Peak hr: SAT MID-DAY
Annual Growth: 0.52%

General Plan Buildout (Phases I & II)

N-S St: Rosemead Boulevard (SR-164)
E-W St: Lower Azusa Road
Project: Flair Spectrum Project/1-14-4074-1
File: ICU42

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2035

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2035 FUTURE WITHOUT PROJECT				2035 FUTURE WITH PROJECT				2035 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	2	1600	0.001	0	2	1600	0.001	0	2	1600	0.001	0	2	1600	0.001	0	2	1600	0.001	0	2	1600	0.001
Nb Thru	1296	3200	0.405 *	44	1340	3200	0.419 *	0	1340	3200	0.419 *	247	1543	3200	0.482 *	44	1587	3200	0.496 *	0	1587	3200	0.496 *
Nb Right	299	1600	0.000	0	299	1600	0.000	0	299	1600	0.000	39	338	1600	0.000	0	338	1600	0.000	0	338	1600	0.000
Sb Left	134	1600	0.084 *	0	134	1600	0.084 *	0	134	1600	0.084 *	67	201	1600	0.126 *	0	201	1600	0.126 *	0	201	1600	0.126 *
Sb Thru	1192	3200	0.373	47	1239	3200	0.387	0	1239	3200	0.387	239	1431	3200	0.447	47	1478	3200	0.462	0	1478	3200	0.462
Sb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Eb Left	1	0	0.001	0	1	0	0.001	0	1	0	0.001	0	1	0	0.001	0	1	0	0.001	0	1	0	0.001
Eb Thru	0	1600	0.001 *	0	0	1600	0.001 *	0	0	1600	0.001 *	0	0	1600	0.001 *	0	0	1600	0.001 *	0	0	1600	0.001 *
Eb Right	1	0	-	0	1	0	-	0	1	0	-	0	1	0	-	0	1	0	-	0	1	0	-
Wb Left	436	2280	0.191 *	0	436	2280	0.191 *	0	436	2280	0.191 *	54	490	2280	0.215 *	0	490	2280	0.215 *	0	490	2280	0.215 *
Wb Thru	3	0	0.000	0	3	0	0.000	0	3	0	0.000	0	3	0	0.000	0	3	0	0.000	0	3	0	0.000
Wb Right	147	1600	0.092	0	147	1600	0.092	0	147	1600	0.092	71	218	1600	0.136	0	218	1600	0.136	0	218	1600	0.136
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.781				0.795				0.795				0.924				0.938				0.938
LOS			C				C				C				E				E				E

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 The northbound right-turn lane has an overlapping phase with the westbound left-turn phase.

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INTERSECTION CAPACITY UTILIZATION

N-S St: Rosemead Boulevard (SR-164)
E-W St: Rush Street
Project: Flair Spectrum Project/1-14-4074-1
File: ICU43

Rosemead Boulevard (SR-164) @ Rush Street
Peak hr: AM
Annual Growth: 0.82%

Phase I

Date: 09/27/2014
Date of Count: 2014
Projection Year: 2016

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2016 FUTURE WITHOUT PROJECT				2016 FUTURE WITH PROJECT				2016 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	148	1600	0.093	0	148	1600	0.093	0	148	1600	0.093	2	150	1600	0.094	0	150	1600	0.094	0	150	1600	0.094
Nb Thru	1619	4800	0.390 *	7	1626	4800	0.392 *	0	1626	4800	0.392 *	88	1707	4800	0.409 *	7	1714	4800	0.411 *	0	1714	4800	0.411 *
Nb Right	254	0	-	0	254	0	-	0	254	0	-	4	258	0	-	0	258	0	-	0	258	0	-
Sb Left	411	2880	0.143 *	0	411	2880	0.143 *	0	411	2880	0.143 *	7	418	2880	0.145 *	0	418	2880	0.145 *	0	418	2880	0.145 *
Sb Thru	1416	4800	0.298	4	1420	4800	0.298	0	1420	4800	0.298	59	1475	4800	0.310	4	1479	4800	0.311	0	1479	4800	0.311
Sb Right	12	0	-	0	12	0	-	0	12	0	-	0	12	0	-	0	12	0	-	0	12	0	-
Eb Left [3]	27	1600	0.017 *	0	27	1600	0.017 *	0	27	1600	0.017 *	0	27	1600	0.017 *	0	27	1600	0.017 *	0	27	1600	0.017 *
Eb Thru [3]	80	3200	0.043	0	80	3200	0.043	0	80	3200	0.043	1	81	3200	0.044	0	81	3200	0.044	0	81	3200	0.044
Eb Right [3]	58	0	-	0	58	0	-	0	58	0	-	1	59	0	-	0	59	0	-	0	59	0	-
Wb Left [3]	305	0	0.095	0	305	0	0.095	0	305	0	0.095	5	310	0	0.097	0	310	0	0.097	0	310	0	0.097
Wb Thru [3]	143	3200	0.140 *	0	143	3200	0.140 *	0	143	3200	0.140 *	2	145	3200	0.142 *	0	145	3200	0.142 *	0	145	3200	0.142 *
Wb Right [3	193	1600	0.121	0	193	1600	0.121	0	193	1600	0.121	3	196	1600	0.123	0	196	1600	0.123	0	196	1600	0.123
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.816				0.818				0.818				0.841				0.842				0.842
LOS			D				D				D				D				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 Split phase operation.

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INTERSECTION CAPACITY UTILIZATION

N-S St: Rosemead Boulevard (SR-164)
E-W St: Rush Street
Project: Flair Spectrum Project/1-14-4074-1
File: ICU43

Rosemead Boulevard (SR-164) @ Rush Street
Peak hr: PM
Annual Growth: 0.82%

Phase I

Date: 09/27/2014
Date of Count: 2014
Projection Year: 2016

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2016 FUTURE WITHOUT PROJECT				2016 FUTURE WITH PROJECT				2016 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	77	1600	0.048	0	77	1600	0.048	0	77	1600	0.048	1	78	1600	0.049	0	78	1600	0.049	0	78	1600	0.049
Nb Thru	1266	4800	0.309 *	12	1278	4800	0.312 *	0	1278	4800	0.312 *	62	1328	4800	0.323 *	12	1340	4800	0.326 *	0	1340	4800	0.326 *
Nb Right	219	0	-	0	219	0	-	0	219	0	-	4	223	0	-	0	223	0	-	0	223	0	-
Sb Left	421	2880	0.146 *	0	421	2880	0.146 *	0	421	2880	0.146 *	7	428	2880	0.149 *	0	428	2880	0.149 *	0	428	2880	0.149 *
Sb Thru	1761	4800	0.371	12	1773	4800	0.373	0	1773	4800	0.373	93	1854	4800	0.390	12	1866	4800	0.393	0	1866	4800	0.393
Sb Right	18	0	-	0	18	0	-	0	18	0	-	0	18	0	-	0	18	0	-	0	18	0	-
Eb Left [3]	49	1600	0.031	0	49	1600	0.031	0	49	1600	0.031	1	50	1600	0.031	0	50	1600	0.031	0	50	1600	0.031
Eb Thru [3]	163	3200	0.085 *	0	163	3200	0.085 *	0	163	3200	0.085 *	3	166	3200	0.086 *	0	166	3200	0.086 *	0	166	3200	0.086 *
Eb Right [3]	108	0	-	0	108	0	-	0	108	0	-	2	110	0	-	0	110	0	-	0	110	0	-
Wb Left [3]	456	0	0.143 *	0	456	0	0.143 *	0	456	0	0.143 *	8	464	0	0.145 *	0	464	0	0.145 *	0	464	0	0.145 *
Wb Thru [3]	84	3200	0.169	0	84	3200	0.169	0	84	3200	0.169	1	85	3200	0.172	0	85	3200	0.172	0	85	3200	0.172
Wb Right [3	289	1600	0.181	0	289	1600	0.181	0	289	1600	0.181	5	294	1600	0.184	0	294	1600	0.184	0	294	1600	0.184
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.821				0.823				0.823				0.841				0.844				0.844
LOS			D				D				D				D				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 Split phase operation.

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INTERSECTION CAPACITY UTILIZATION

Rosemead Boulevard (SR-164) @ Rush Street
Peak hr: SAT MID-DAY
Annual Growth: 0.82%

Phase I

N-S St: Rosemead Boulevard (SR-164)
E-W St: Rush Street
Project: Flair Spectrum Project/1-14-4074-1
File: ICU43

Date: 09/27/2014
Date of Count: 2014
Projection Year: 2016

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2016 FUTURE WITHOUT PROJECT				2016 FUTURE WITH PROJECT				2016 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	150	1600	0.094	0	150	1600	0.094	0	150	1600	0.094	2	152	1600	0.095	0	152	1600	0.095	0	152	1600	0.095
Nb Thru	1194	4800	0.283 *	22	1216	4800	0.288 *	0	1216	4800	0.288 *	60	1254	4800	0.296 *	22	1276	4800	0.300 *	0	1276	4800	0.300 *
Nb Right	164	0	-	0	164	0	-	0	164	0	-	3	167	0	-	0	167	0	-	0	167	0	-
Sb Left	201	2880	0.070	0	201	2880	0.070	0	201	2880	0.070	3	204	2880	0.071	0	204	2880	0.071	0	204	2880	0.071
Sb Thru	1148	4800	0.245	20	1168	4800	0.249	0	1168	4800	0.249	56	1204	4800	0.257	20	1224	4800	0.261	0	1224	4800	0.261
Sb Right	29	0	-	0	29	0	-	0	29	0	-	0	29	0	-	0	29	0	-	0	29	0	-
Eb Left [3]	53	1600	0.033 *	0	53	1600	0.033 *	0	53	1600	0.033 *	1	54	1600	0.034 *	0	54	1600	0.034 *	0	54	1600	0.034 *
Eb Thru [3]	95	3200	0.069	0	95	3200	0.069	0	95	3200	0.069	2	97	3200	0.070	0	97	3200	0.070	0	97	3200	0.070
Eb Right [3]	125	0	-	0	125	0	-	0	125	0	-	2	127	0	-	0	127	0	-	0	127	0	-
Wb Left [3]	243	0	0.076	0	243	0	0.076	0	243	0	0.076	4	247	0	0.077	0	247	0	0.077	0	247	0	0.077
Wb Thru [3]	56	3200	0.093	0	56	3200	0.093	0	56	3200	0.093	1	57	3200	0.095	0	57	3200	0.095	0	57	3200	0.095
Wb Right [3	192	1600	0.120 *	0	192	1600	0.120 *	0	192	1600	0.120 *	3	195	1600	0.122 *	0	195	1600	0.122 *	0	195	1600	0.122 *
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.641				0.646				0.646				0.659				0.663				0.663
LOS			B				B				B				B				B				B

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 Split phase operation.

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INTERSECTION CAPACITY UTILIZATION

Rosemead Boulevard (SR-164) @ Rush Street
Peak hr: AM
Annual Growth: 0.82%

Phases I & II

N-S St: Rosemead Boulevard (SR-164)
E-W St: Rush Street
Project: Flair Spectrum Project/1-14-4074-1
File: ICU43

Date: 09/27/2014
Date of Count: 2014
Projection Year: 2019

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2019 FUTURE WITHOUT PROJECT				2019 FUTURE WITH PROJECT				2019 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	148	1600	0.093	0	148	1600	0.093	0	148	1600	0.093	6	154	1600	0.096	0	154	1600	0.096	0	154	1600	0.096
Nb Thru	1619	4800	0.390 *	9	1628	4800	0.392 *	0	1628	4800	0.392 *	128	1747	4800	0.419 *	9	1756	4800	0.421 *	0	1756	4800	0.421 *
Nb Right	254	0	-	0	254	0	-	0	254	0	-	11	265	0	-	0	265	0	-	0	265	0	-
Sb Left	411	2880	0.143 *	0	411	2880	0.143 *	0	411	2880	0.143 *	17	428	2880	0.149 *	0	428	2880	0.149 *	0	428	2880	0.149 *
Sb Thru	1416	4800	0.298	13	1429	4800	0.300	0	1429	4800	0.300	95	1511	4800	0.317	13	1524	4800	0.320	0	1524	4800	0.320
Sb Right	12	0	-	0	12	0	-	0	12	0	-	1	13	0	-	0	13	0	-	0	13	0	-
Eb Left [3]	27	1600	0.017 *	0	27	1600	0.017 *	0	27	1600	0.017 *	1	28	1600	0.018 *	0	28	1600	0.018 *	0	28	1600	0.018 *
Eb Thru [3]	80	3200	0.043	0	80	3200	0.043	0	80	3200	0.043	3	83	3200	0.045	0	83	3200	0.045	0	83	3200	0.045
Eb Right [3]	58	0	-	0	58	0	-	0	58	0	-	2	60	0	-	0	60	0	-	0	60	0	-
Wb Left [3]	305	0	0.095	0	305	0	0.095	0	305	0	0.095	13	318	0	0.099	0	318	0	0.099	0	318	0	0.099
Wb Thru [3]	143	3200	0.140 *	0	143	3200	0.140 *	0	143	3200	0.140 *	6	149	3200	0.146 *	0	149	3200	0.146 *	0	149	3200	0.146 *
Wb Right [3	193	1600	0.121	0	193	1600	0.121	0	193	1600	0.121	8	201	1600	0.126	0	201	1600	0.126	0	201	1600	0.126
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.816				0.818				0.818				0.859				0.860				0.860
LOS			D				D				D				D				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 Split phase operation.

LINSCOTT, LAW & GREENSPAN, ENGINEERS
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INTERSECTION CAPACITY UTILIZATION

Rosemead Boulevard (SR-164) @ Rush Street
Peak hr: PM
Annual Growth: 0.82%

Phases I & II

N-S St: Rosemead Boulevard (SR-164)
E-W St: Rush Street
Project: Flair Spectrum Project/1-14-4074-1
File: ICU43

Date: 09/27/2014
Date of Count: 2014
Projection Year: 2019

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2019 FUTURE WITHOUT PROJECT				2019 FUTURE WITH PROJECT				2019 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	77	1600	0.048	0	77	1600	0.048	0	77	1600	0.048	3	80	1600	0.050	0	80	1600	0.050	0	80	1600	0.050
Nb Thru	1266	4800	0.309 *	21	1287	4800	0.314 *	0	1287	4800	0.314 *	94	1360	4800	0.331 *	21	1381	4800	0.335 *	0	1381	4800	0.335 *
Nb Right	219	0	-	0	219	0	-	0	219	0	-	9	228	0	-	0	228	0	-	0	228	0	-
Sb Left	421	2880	0.146 *	0	421	2880	0.146 *	0	421	2880	0.146 *	18	439	2880	0.152 *	0	439	2880	0.152 *	0	439	2880	0.152 *
Sb Thru	1761	4800	0.371	16	1777	4800	0.374	0	1777	4800	0.374	137	1898	4800	0.399	16	1914	4800	0.403	0	1914	4800	0.403
Sb Right	18	0	-	0	18	0	-	0	18	0	-	1	19	0	-	0	19	0	-	0	19	0	-
Eb Left [3]	49	1600	0.031	0	49	1600	0.031	0	49	1600	0.031	2	51	1600	0.032	0	51	1600	0.032	0	51	1600	0.032
Eb Thru [3]	163	3200	0.085 *	0	163	3200	0.085 *	0	163	3200	0.085 *	7	170	3200	0.088 *	0	170	3200	0.088 *	0	170	3200	0.088 *
Eb Right [3]	108	0	-	0	108	0	-	0	108	0	-	5	113	0	-	0	113	0	-	0	113	0	-
Wb Left [3]	456	0	0.143 *	0	456	0	0.143 *	0	456	0	0.143 *	19	475	0	0.148 *	0	475	0	0.148 *	0	475	0	0.148 *
Wb Thru [3]	84	3200	0.169	0	84	3200	0.169	0	84	3200	0.169	4	88	3200	0.176	0	88	3200	0.176	0	88	3200	0.176
Wb Right [3	289	1600	0.181	0	289	1600	0.181	0	289	1600	0.181	12	301	1600	0.188	0	301	1600	0.188	0	301	1600	0.188
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.821				0.825				0.825				0.859				0.864				0.864
LOS			D				D				D				D				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 Split phase operation.

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INTERSECTION CAPACITY UTILIZATION

Rosemead Boulevard (SR-164) @ Rush Street
Peak hr: SAT MID-DAY
Annual Growth: 0.82%

Phases I & II

N-S St: Rosemead Boulevard (SR-164)
E-W St: Rush Street
Project: Flair Spectrum Project/1-14-4074-1
File: ICU43

Date: 09/27/2014
Date of Count: 2014
Projection Year: 2019

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2019 FUTURE WITHOUT PROJECT				2019 FUTURE WITH PROJECT				2019 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	150	1600	0.094	0	150	1600	0.094	0	150	1600	0.094	6	156	1600	0.098	0	156	1600	0.098	0	156	1600	0.098
Nb Thru	1194	4800	0.283 *	28	1222	4800	0.289 *	0	1222	4800	0.289 *	90	1284	4800	0.303 *	28	1312	4800	0.309 *	0	1312	4800	0.309 *
Nb Right	164	0	-	0	164	0	-	0	164	0	-	7	171	0	-	0	171	0	-	0	171	0	-
Sb Left	201	2880	0.070	0	201	2880	0.070	0	201	2880	0.070	8	209	2880	0.073	0	209	2880	0.073	0	209	2880	0.073
Sb Thru	1148	4800	0.245	26	1174	4800	0.251	0	1174	4800	0.251	85	1233	4800	0.263	26	1259	4800	0.269	0	1259	4800	0.269
Sb Right	29	0	-	0	29	0	-	0	29	0	-	1	30	0	-	0	30	0	-	0	30	0	-
Eb Left [3]	53	1600	0.033 *	0	53	1600	0.033 *	0	53	1600	0.033 *	2	55	1600	0.035 *	0	55	1600	0.035 *	0	55	1600	0.035 *
Eb Thru [3]	95	3200	0.069	0	95	3200	0.069	0	95	3200	0.069	4	99	3200	0.072	0	99	3200	0.072	0	99	3200	0.072
Eb Right [3]	125	0	-	0	125	0	-	0	125	0	-	5	130	0	-	0	130	0	-	0	130	0	-
Wb Left [3]	243	0	0.076	0	243	0	0.076	0	243	0	0.076	10	253	0	0.079	0	253	0	0.079	0	253	0	0.079
Wb Thru [3]	56	3200	0.093	0	56	3200	0.093	0	56	3200	0.093	2	58	3200	0.097	0	58	3200	0.097	0	58	3200	0.097
Wb Right [3	192	1600	0.120 *	0	192	1600	0.120 *	0	192	1600	0.120 *	8	200	1600	0.125 *	0	200	1600	0.125 *	0	200	1600	0.125 *
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.641				0.647				0.647				0.672				0.678				0.678
LOS			B				B				B				B				B				B

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 Split phase operation.

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INTERSECTION CAPACITY UTILIZATION

N-S St: Rosemead Boulevard (SR-164)
E-W St: Rush Street
Project: Flair Spectrum Project/1-14-4074-1
File: ICU43

Rosemead Boulevard (SR-164) @ Rush Street
Peak hr: AM
Annual Growth: 0.52%

General Plan Buildout (Phases I & II)

Date: 09/27/2014
Date of Count: 2014
Projection Year: 2035

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2035 FUTURE WITHOUT PROJECT				2035 FUTURE WITH PROJECT				2035 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	148	1600	0.093	0	148	1600	0.093	0	148	1600	0.093	17	165	1600	0.103	0	165	1600	0.103	0	165	1600	0.103
Nb Thru	1619	4800	0.390 *	9	1628	4800	0.392 *	0	1628	4800	0.392 *	247	1866	4800	0.448 *	9	1875	4800	0.450 *	0	1875	4800	0.450 *
Nb Right	254	0	-	0	254	0	-	0	254	0	-	29	283	0	-	0	283	0	-	0	283	0	-
Sb Left	411	2880	0.143 *	0	411	2880	0.143 *	0	411	2880	0.143 *	47	458	2880	0.159 *	0	458	2880	0.159 *	0	458	2880	0.159 *
Sb Thru	1416	4800	0.298	13	1429	4800	0.300	0	1429	4800	0.300	199	1615	4800	0.339	13	1628	4800	0.342	0	1628	4800	0.342
Sb Right	12	0	-	0	12	0	-	0	12	0	-	1	13	0	-	0	13	0	-	0	13	0	-
Eb Left [3]	27	1600	0.017 *	0	27	1600	0.017 *	0	27	1600	0.017 *	3	30	1600	0.019 *	0	30	1600	0.019 *	0	30	1600	0.019 *
Eb Thru [3]	80	3200	0.043	0	80	3200	0.043	0	80	3200	0.043	9	89	3200	0.048	0	89	3200	0.048	0	89	3200	0.048
Eb Right [3]	58	0	-	0	58	0	-	0	58	0	-	7	65	0	-	0	65	0	-	0	65	0	-
Wb Left [3]	305	0	0.095	0	305	0	0.095	0	305	0	0.095	35	340	0	0.106	0	340	0	0.106	0	340	0	0.106
Wb Thru [3]	143	3200	0.140 *	0	143	3200	0.140 *	0	143	3200	0.140 *	16	159	3200	0.156 *	0	159	3200	0.156 *	0	159	3200	0.156 *
Wb Right [3	193	1600	0.121	0	193	1600	0.121	0	193	1600	0.121	22	215	1600	0.135	0	215	1600	0.135	0	215	1600	0.135
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.816				0.818				0.818				0.881				0.883				0.883
LOS			D				D				D				D				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 Split phase operation.

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INTERSECTION CAPACITY UTILIZATION

N-S St: Rosemead Boulevard (SR-164)
E-W St: Rush Street
Project: Flair Spectrum Project/1-14-4074-1
File: ICU43

Rosemead Boulevard (SR-164) @ Rush Street
Peak hr: PM
Annual Growth: 0.52%

General Plan Buildout (Phases I & II)

Date: 09/27/2014
Date of Count: 2014
Projection Year: 2035

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2035 FUTURE WITHOUT PROJECT				2035 FUTURE WITH PROJECT				2035 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	77	1600	0.048	0	77	1600	0.048	0	77	1600	0.048	9	86	1600	0.054	0	86	1600	0.054	0	86	1600	0.054
Nb Thru	1266	4800	0.309 *	21	1287	4800	0.314 *	0	1287	4800	0.314 *	187	1453	4800	0.354 *	21	1474	4800	0.358 *	0	1474	4800	0.358 *
Nb Right	219	0	-	0	219	0	-	0	219	0	-	25	244	0	-	0	244	0	-	0	244	0	-
Sb Left	421	2880	0.146 *	0	421	2880	0.146 *	0	421	2880	0.146 *	48	469	2880	0.163 *	0	469	2880	0.163 *	0	469	2880	0.163 *
Sb Thru	1761	4800	0.371	16	1777	4800	0.374	0	1777	4800	0.374	267	2028	4800	0.427	16	2044	4800	0.430	0	2044	4800	0.430
Sb Right	18	0	-	0	18	0	-	0	18	0	-	2	20	0	-	0	20	0	-	0	20	0	-
Eb Left [3]	49	1600	0.031	0	49	1600	0.031	0	49	1600	0.031	6	55	1600	0.034	0	55	1600	0.034	0	55	1600	0.034
Eb Thru [3]	163	3200	0.085 *	0	163	3200	0.085 *	0	163	3200	0.085 *	19	182	3200	0.094 *	0	182	3200	0.094 *	0	182	3200	0.094 *
Eb Right [3]	108	0	-	0	108	0	-	0	108	0	-	12	120	0	-	0	120	0	-	0	120	0	-
Wb Left [3]	456	0	0.143 *	0	456	0	0.143 *	0	456	0	0.143 *	52	508	0	0.159 *	0	508	0	0.159 *	0	508	0	0.159 *
Wb Thru [3]	84	3200	0.169	0	84	3200	0.169	0	84	3200	0.169	10	94	3200	0.188	0	94	3200	0.188	0	94	3200	0.188
Wb Right [3	289	1600	0.181	0	289	1600	0.181	0	289	1600	0.181	33	322	1600	0.201	0	322	1600	0.201	0	322	1600	0.201
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.821				0.825				0.825				0.882				0.887				0.887
LOS			D				D				D				D				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 Split phase operation.

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INTERSECTION CAPACITY UTILIZATION

N-S St: Rosemead Boulevard (SR-164)
E-W St: Rush Street
Project: Flair Spectrum Project/1-14-4074-1
File: ICU43

Rosemead Boulevard (SR-164) @ Rush Street
Peak hr: SAT MID-DAY
Annual Growth: 0.52%

General Plan Buildout (Phases I & II)

Date: 09/27/2014
Date of Count: 2014
Projection Year: 2035

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2035 FUTURE WITHOUT PROJECT				2035 FUTURE WITH PROJECT				2035 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	150	1600	0.094	0	150	1600	0.094	0	150	1600	0.094	17	167	1600	0.105	0	167	1600	0.105	0	167	1600	0.105
Nb Thru	1194	4800	0.283 *	28	1222	4800	0.289 *	0	1222	4800	0.289 *	177	1371	4800	0.324 *	28	1399	4800	0.330 *	0	1399	4800	0.330 *
Nb Right	164	0	-	0	164	0	-	0	164	0	-	19	183	0	-	0	183	0	-	0	183	0	-
Sb Left	201	2880	0.070	0	201	2880	0.070	0	201	2880	0.070	23	224	2880	0.078	0	224	2880	0.078	0	224	2880	0.078
Sb Thru	1148	4800	0.245	26	1174	4800	0.251	0	1174	4800	0.251	169	1317	4800	0.281	26	1343	4800	0.287	0	1343	4800	0.287
Sb Right	29	0	-	0	29	0	-	0	29	0	-	3	32	0	-	0	32	0	-	0	32	0	-
Eb Left [3]	53	1600	0.033 *	0	53	1600	0.033 *	0	53	1600	0.033 *	6	59	1600	0.037 *	0	59	1600	0.037 *	0	59	1600	0.037 *
Eb Thru [3]	95	3200	0.069	0	95	3200	0.069	0	95	3200	0.069	11	106	3200	0.077	0	106	3200	0.077	0	106	3200	0.077
Eb Right [3]	125	0	-	0	125	0	-	0	125	0	-	14	139	0	-	0	139	0	-	0	139	0	-
Wb Left [3]	243	0	0.076	0	243	0	0.076	0	243	0	0.076	28	271	0	0.085	0	271	0	0.085	0	271	0	0.085
Wb Thru [3]	56	3200	0.093	0	56	3200	0.093	0	56	3200	0.093	6	62	3200	0.104	0	62	3200	0.104	0	62	3200	0.104
Wb Right [3	192	1600	0.120 *	0	192	1600	0.120 *	0	192	1600	0.120 *	22	214	1600	0.134 *	0	214	1600	0.134 *	0	214	1600	0.134 *
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.641				0.647				0.647				0.682				0.688				0.688
LOS			B				B				B				B				B				B

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 Split phase operation.

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INTERSECTION CAPACITY UTILIZATION

Baldwin Avenue @ Olive Street
Peak hr: AM
Annual Growth: 0.82%

Phase I

N-S St: Baldwin Avenue
E-W St: Olive Street
Project: Flair Spectrum Project/1-14-4074-1
File: ICU44T

Date: 10/22/2014
Date of Count: 2014
Projection Year: 2016

	2014 EXIST. TRAFFIC			2016 W/AMBIENT GROWTH			2016 W/PROJECT SITE TRAFFIC				2016 W/PROJECT MITIGATION				2016 W/RELATED PROJECTS				2016 W/REGIONAL MITIGATION			
	1	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	18	1600	0.011 *	0	18	0.011 *	0	18	1600	0.011 *	0	18	1600	0.011 *	0	18	1600	0.011 *	0	18	1600	0.011 *
Nb Thru	469	3200	0.150	8	477	0.152	1	478	3200	0.153	0	478	3200	0.153	36	514	3200	0.164	0	514	3200	0.164
Nb Right	11	0	-	0	11	-	0	11	0	-	0	11	0	-	0	11	0	-	0	11	0	-
Sb Left	38	1600	0.024	1	39	0.024	0	39	1600	0.024	0	39	1600	0.024	0	39	1600	0.024	0	39	1600	0.024
Sb Thru	571	3200	0.187 *	9	580	0.190 *	2	582	3200	0.190 *	0	582	3200	0.190 *	53	635	3200	0.207 *	0	635	3200	0.207 *
Sb Right	26	0	-	0	26	-	0	26	0	-	0	26	0	-	0	26	0	-	0	26	0	-
Eb Left	60	0	0.038 *	1	61	0.038 *	0	61	0	0.038 *	0	61	0	0.038 *	0	61	0	0.038 *	0	61	0	0.038 *
Eb Thru	64	1600	0.091	1	65	0.093	0	65	1600	0.093	0	65	1600	0.093	0	65	1600	0.093	0	65	1600	0.093
Eb Right	22	0	-	0	22	-	0	22	0	-	0	22	0	-	0	22	0	-	0	22	0	-
Wb Left	15	0	0.009	0	15	0.010	0	15	0	0.010	0	15	0	0.010	0	15	0	0.010	0	15	0	0.010
Wb Thru	84	1600	0.110 *	1	85	0.112 *	0	85	1600	0.112 *	0	85	1600	0.112 *	0	85	1600	0.112 *	0	85	1600	0.112 *
Wb Right	77	0	-	1	78	-	0	78	0	-	0	78	0	-	0	78	0	-	0	78	0	-
Yellow Allowance:			0.100 *			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.445			0.451				0.452				0.452				0.468				0.468
LOS			A			A				A				A				A				A

12:24 PM

** Key conflicting movement as a part of ICU*
1 Counts conducted by.City Traffic Counters
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792-0941

INTERSECTION CAPACITY UTILIZATION

Baldwin Avenue @ Olive Street
Peak hr: PM
Annual Growth: 0.82%

Phase I

N-S St: Baldwin Avenue
E-W St: Olive Street
Project: Flair Spectrum Project/1-14-4074-1
File: ICU44T

Date: 10/22/2014
Date of Count: 2014
Projection Year: 2016

	2014 EXIST. TRAFFIC			2016 W/AMBIENT GROWTH			2016 W/PROJECT SITE TRAFFIC				2016 W/PROJECT MITIGATION				2016 W/RELATED PROJECTS				2016 W/REGIONAL MITIGATION			
	1	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	23	1600	0.014	0	23	0.015	0	23	1600	0.015	0	23	1600	0.015	0	23	1600	0.015	0	23	1600	0.015
Nb Thru	675	3200	0.215 *	11	686	0.219 *	2	688	3200	0.219 *	0	688	3200	0.219 *	72	760	3200	0.242 *	0	760	3200	0.242 *
Nb Right	13	0	-	0	13	-	0	13	0	-	0	13	0	-	0	13	0	-	0	13	0	-
Sb Left	63	1600	0.039 *	1	64	0.040 *	0	64	1600	0.040 *	0	64	1600	0.040 *	0	64	1600	0.040 *	0	64	1600	0.040 *
Sb Thru	678	3200	0.221	11	689	0.225	1	690	3200	0.225	0	690	3200	0.225	56	746	3200	0.242	0	746	3200	0.242
Sb Right	29	0	-	0	29	-	0	29	0	-	0	29	0	-	0	29	0	-	0	29	0	-
Eb Left	37	0	0.023	1	38	0.024	0	38	0	0.024	0	38	0	0.024	0	38	0	0.024	0	38	0	0.024
Eb Thru	104	1600	0.108 *	2	106	0.109 *	0	106	1600	0.109 *	0	106	1600	0.109 *	0	106	1600	0.109 *	0	106	1600	0.109 *
Eb Right	31	0	-	1	32	-	0	32	0	-	0	32	0	-	0	32	0	-	0	32	0	-
Wb Left	10	0	0.006 *	0	10	0.006 *	0	10	0	0.006 *	0	10	0	0.006 *	0	10	0	0.006 *	0	10	0	0.006 *
Wb Thru	51	1600	0.078	1	52	0.079	0	52	1600	0.079	0	52	1600	0.079	0	52	1600	0.079	0	52	1600	0.079
Wb Right	64	0	-	1	65	-	0	65	0	-	0	65	0	-	0	65	0	-	0	65	0	-
Yellow Allowance:			0.100 *			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.468			0.474				0.475				0.475				0.497				0.497
LOS			A			A				A				A				A				A

12:24 PM

** Key conflicting movement as a part of ICU*
*1 Counts conducted by.*City Traffic Counters
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
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INTERSECTION CAPACITY UTILIZATION

Baldwin Avenue @ Olive Street
Peak hr: Sat Mid-Day
Annual Growth: 0.82%

Phase I

N-S St: Baldwin Avenue
E-W St: Olive Street
Project: Flair Spectrum Project/1-14-4074-1
File: ICU44T

Date: 10/22/2014
Date of Count: 2014
Projection Year: 2016

	2014 EXIST. TRAFFIC			2016 W/AMBIENT GROWTH			2016 W/PROJECT SITE TRAFFIC				2016 W/PROJECT MITIGATION				2016 W/RELATED PROJECTS				2016 W/REGIONAL MITIGATION			
	1	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	21	1600	0.013	0	21	0.013	0	21	1600	0.013	0	21	1600	0.013	0	21	1600	0.013	0	21	1600	0.013
Nb Thru	630	3200	0.202 *	10	640	0.205 *	2	642	3200	0.206 *	0	642	3200	0.206 *	56	698	3200	0.223 *	0	698	3200	0.223 *
Nb Right	16	0	-	0	16	-	0	16	0	-	0	16	0	-	0	16	0	-	0	16	0	-
Sb Left	66	1600	0.041 *	1	67	0.042 *	0	67	1600	0.042 *	0	67	1600	0.042 *	0	67	1600	0.042 *	0	67	1600	0.042 *
Sb Thru	683	3200	0.227	11	694	0.231	2	696	3200	0.231	0	696	3200	0.231	60	756	3200	0.250	0	756	3200	0.250
Sb Right	43	0	-	1	44	-	0	44	0	-	0	44	0	-	0	44	0	-	0	44	0	-
Eb Left	80	0	0.050 *	1	81	0.051 *	0	81	0	0.051 *	0	81	0	0.051 *	0	81	0	0.051 *	0	81	0	0.051 *
Eb Thru	51	1600	0.104	1	52	0.106	0	52	1600	0.106	0	52	1600	0.106	0	52	1600	0.106	0	52	1600	0.106
Eb Right	36	0	-	1	37	-	0	37	0	-	0	37	0	-	0	37	0	-	0	37	0	-
Wb Left	19	0	0.012	0	19	0.012	0	19	0	0.012	0	19	0	0.012	0	19	0	0.012	0	19	0	0.012
Wb Thru	46	1600	0.086 *	1	47	0.087 *	0	47	1600	0.087 *	0	47	1600	0.087 *	0	47	1600	0.087 *	0	47	1600	0.087 *
Wb Right	72	0	-	1	73	-	0	73	0	-	0	73	0	-	0	73	0	-	0	73	0	-
Yellow Allowance:			0.100 *			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.479			0.485				0.486				0.486				0.503				0.503
LOS			A			A				A				A				A				A

12:24 PM

** Key conflicting movement as a part of ICU*
*1 Counts conducted by.*City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

Baldwin Avenue @ Olive Street
Peak hr: AM
Annual Growth: 0.82%

Phases I & II

N-S St: Baldwin Avenue
E-W St: Olive Street
Project: Flair Spectrum Project/1-14-4074-1
File: ICU44T

Date: 10/22/2014
Date of Count: 2014
Projection Year: 2019

	2014 EXIST. TRAFFIC			2019 W/AMBIENT GROWTH			2019 W/PROJECT SITE TRAFFIC				2019 W/PROJECT MITIGATION				2019 W/RELATED PROJECTS				2019 W/REGIONAL MITIGATION			
	1	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	18	1600	0.011 *	1	19	0.012 *	0	19	1600	0.012 *	0	19	1600	0.012 *	0	19	1600	0.012 *	0	19	1600	0.012 *
Nb Thru	469	3200	0.150	20	489	0.156	10	499	3200	0.159	0	499	3200	0.159	36	535	3200	0.171	0	535	3200	0.171
Nb Right	11	0	-	0	11	-	0	11	0	-	0	11	0	-	0	11	0	-	0	11	0	-
Sb Left	38	1600	0.024	2	40	0.025	0	40	1600	0.025	0	40	1600	0.025	0	40	1600	0.025	0	40	1600	0.025
Sb Thru	571	3200	0.187 *	24	595	0.194 *	4	599	3200	0.196 *	0	599	3200	0.196 *	53	652	3200	0.212 *	0	652	3200	0.212 *
Sb Right	26	0	-	1	27	-	0	27	0	-	0	27	0	-	0	27	0	-	0	27	0	-
Eb Left	60	0	0.038 *	3	63	0.039 *	0	63	0	0.039 *	0	63	0	0.039 *	0	63	0	0.039 *	0	63	0	0.039 *
Eb Thru	64	1600	0.091	3	67	0.095	0	67	1600	0.095	0	67	1600	0.095	0	67	1600	0.095	0	67	1600	0.095
Eb Right	22	0	-	1	23	-	0	23	0	-	0	23	0	-	0	23	0	-	0	23	0	-
Wb Left	15	0	0.009	1	16	0.010	0	16	0	0.010	0	16	0	0.010	0	16	0	0.010	0	16	0	0.010
Wb Thru	84	1600	0.110 *	4	88	0.115 *	0	88	1600	0.115 *	0	88	1600	0.115 *	0	88	1600	0.115 *	0	88	1600	0.115 *
Wb Right	77	0	-	3	80	-	0	80	0	-	0	80	0	-	0	80	0	-	0	80	0	-
Yellow Allowance:			0.100 *			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.445			0.460				0.461				0.461				0.478				0.478
LOS			A			A				A				A				A				A

12:24 PM

** Key conflicting movement as a part of ICU*
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2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

Baldwin Avenue @ Olive Street
Peak hr: PM
Annual Growth: 0.82%

Phases I & II

N-S St: Baldwin Avenue
E-W St: Olive Street
Project: Flair Spectrum Project/1-14-4074-1
File: ICU44T

Date: 10/22/2014
Date of Count: 2014
Projection Year: 2019

	2014 EXIST. TRAFFIC			2019 W/AMBIENT GROWTH			2019 W/PROJECT SITE TRAFFIC				2019 W/PROJECT MITIGATION				2019 W/RELATED PROJECTS				2019 W/REGIONAL MITIGATION			
	1	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	23	1600	0.014	1	24	0.015	0	24	1600	0.015	0	24	1600	0.015	0	24	1600	0.015	0	24	1600	0.015
Nb Thru	675	3200	0.215 *	28	703	0.224 *	6	709	3200	0.226 *	0	709	3200	0.226 *	72	781	3200	0.248 *	0	781	3200	0.248 *
Nb Right	13	0	-	1	14	-	0	14	0	-	0	14	0	-	0	14	0	-	0	14	0	-
Sb Left	63	1600	0.039 *	3	66	0.041 *	0	66	1600	0.041 *	0	66	1600	0.041 *	0	66	1600	0.041 *	0	66	1600	0.041 *
Sb Thru	678	3200	0.221	28	706	0.230	10	716	3200	0.233	0	716	3200	0.233	56	772	3200	0.251	0	772	3200	0.251
Sb Right	29	0	-	1	30	-	0	30	0	-	0	30	0	-	0	30	0	-	0	30	0	-
Eb Left	37	0	0.023	2	39	0.024	0	39	0	0.024	0	39	0	0.024	0	39	0	0.024	0	39	0	0.024
Eb Thru	104	1600	0.108 *	4	108	0.112 *	0	108	1600	0.112 *	0	108	1600	0.112 *	0	108	1600	0.112 *	0	108	1600	0.112 *
Eb Right	31	0	-	1	32	-	0	32	0	-	0	32	0	-	0	32	0	-	0	32	0	-
Wb Left	10	0	0.006 *	0	10	0.007 *	0	10	0	0.007 *	0	10	0	0.007 *	0	10	0	0.007 *	0	10	0	0.007 *
Wb Thru	51	1600	0.078	2	53	0.081	0	53	1600	0.081	0	53	1600	0.081	0	53	1600	0.081	0	53	1600	0.081
Wb Right	64	0	-	3	67	-	0	67	0	-	0	67	0	-	0	67	0	-	0	67	0	-
Yellow Allowance:			0.100 *			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.468			0.483				0.485				0.485				0.508				0.508
LOS			A			A				A				A				A				A

12:24 PM

** Key conflicting movement as a part of ICU*
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2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

Baldwin Avenue @ Olive Street
Peak hr: Sat Mid-Day
Annual Growth: 0.82%

Phases I & II

N-S St: Baldwin Avenue
E-W St: Olive Street
Project: Flair Spectrum Project/1-14-4074-1
File: ICU44T

Date: 10/22/2014
Date of Count: 2014
Projection Year: 2019

	2014 EXIST. TRAFFIC			2019 W/AMBIENT GROWTH			2019 W/PROJECT SITE TRAFFIC				2019 W/PROJECT MITIGATION				2019 W/RELATED PROJECTS				2019 W/REGIONAL MITIGATION			
	1	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	21	1600	0.013	1	22	0.014	0	22	1600	0.014	0	22	1600	0.014	0	22	1600	0.014	0	22	1600	0.014
Nb Thru	630	3200	0.202 *	26	656	0.210 *	8	664	3200	0.213 *	0	664	3200	0.213 *	56	720	3200	0.230 *	0	720	3200	0.230 *
Nb Right	16	0	-	1	17	-	0	17	0	-	0	17	0	-	0	17	0	-	0	17	0	-
Sb Left	66	1600	0.041 *	3	69	0.043 *	0	69	1600	0.043 *	0	69	1600	0.043 *	0	69	1600	0.043 *	0	69	1600	0.043 *
Sb Thru	683	3200	0.227	28	711	0.236	8	719	3200	0.239	0	719	3200	0.239	60	779	3200	0.258	0	779	3200	0.258
Sb Right	43	0	-	2	45	-	0	45	0	-	0	45	0	-	0	45	0	-	0	45	0	-
Eb Left	80	0	0.050 *	3	83	0.052 *	0	83	0	0.052 *	0	83	0	0.052 *	0	83	0	0.052 *	0	83	0	0.052 *
Eb Thru	51	1600	0.104	2	53	0.109	0	53	1600	0.109	0	53	1600	0.109	0	53	1600	0.109	0	53	1600	0.109
Eb Right	36	0	-	2	38	-	0	38	0	-	0	38	0	-	0	38	0	-	0	38	0	-
Wb Left	19	0	0.012	1	20	0.012	0	20	0	0.012	0	20	0	0.012	0	20	0	0.012	0	20	0	0.012
Wb Thru	46	1600	0.086 *	2	48	0.089 *	0	48	1600	0.089 *	0	48	1600	0.089 *	0	48	1600	0.089 *	0	48	1600	0.089 *
Wb Right	72	0	-	3	75	-	0	75	0	-	0	75	0	-	0	75	0	-	0	75	0	-
Yellow Allowance:			0.100 *			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.479			0.495				0.497				0.497				0.515				0.515
LOS			A			A				A				A				A				A

12:24 PM

** Key conflicting movement as a part of ICU*
*1 Counts conducted by.*City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

N-S St: Baldwin Avenue
E-W St: Olive Street
Project: Flair Spectrum Project/1-14-4074-1
File: ICU44T

Baldwin Avenue @ Olive Street
Peak hr: AM
Annual Growth: 0.52%

General Plan Buildout (Phases I & II)

Date: 10/22/2014
Date of Count: 2014
Projection Year: 2035

	2014 EXIST. TRAFFIC			2035 W/AMBIENT GROWTH			2035 W/PROJECT SITE TRAFFIC				2035 W/PROJECT MITIGATION				2035 W/RELATED PROJECTS				2035 W/REGIONAL MITIGATION			
	1	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	18	1600	0.011 *	2	20	0.013 *	0	20	1600	0.013 *	0	20	1600	0.013 *	0	20	1600	0.013 *	0	20	1600	0.013 *
Nb Thru	469	3200	0.150	54	523	0.167	10	533	3200	0.170	0	533	3200	0.170	36	569	3200	0.182	0	569	3200	0.182
Nb Right	11	0	-	1	12	-	0	12	0	-	0	12	0	-	0	12	0	-	0	12	0	-
Sb Left	38	1600	0.024	4	42	0.026	0	42	1600	0.026	0	42	1600	0.026	0	42	1600	0.026	0	42	1600	0.026
Sb Thru	571	3200	0.187 *	66	637	0.208 *	4	641	3200	0.209 *	0	641	3200	0.209 *	53	694	3200	0.226 *	0	694	3200	0.226 *
Sb Right	26	0	-	3	29	-	0	29	0	-	0	29	0	-	0	29	0	-	0	29	0	-
Eb Left	60	0	0.038 *	7	67	0.042 *	0	67	0	0.042 *	0	67	0	0.042 *	0	67	0	0.042 *	0	67	0	0.042 *
Eb Thru	64	1600	0.091	7	71	0.102	0	71	1600	0.102	0	71	1600	0.102	0	71	1600	0.102	0	71	1600	0.102
Eb Right	22	0	-	3	25	-	0	25	0	-	0	25	0	-	0	25	0	-	0	25	0	-
Wb Left	15	0	0.009	2	17	0.010	0	17	0	0.010	0	17	0	0.010	0	17	0	0.010	0	17	0	0.010
Wb Thru	84	1600	0.110 *	10	94	0.123 *	0	94	1600	0.123 *	0	94	1600	0.123 *	0	94	1600	0.123 *	0	94	1600	0.123 *
Wb Right	77	0	-	9	86	-	0	86	0	-	0	86	0	-	0	86	0	-	0	86	0	-
Yellow Allowance:			0.100 *			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.445			0.485				0.486				0.486				0.503				0.503
LOS			A			A				A				A				A				A

12:24 PM

** Key conflicting movement as a part of ICU*
1 Counts conducted by.City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

Baldwin Avenue @ Olive Street
Peak hr: PM
Annual Growth: 0.52%

General Plan Buildout (Phases I & II)

N-S St: Baldwin Avenue
E-W St: Olive Street
Project: Flair Spectrum Project/1-14-4074-1
File: ICU44T

Date: 10/22/2014
Date of Count: 2014
Projection Year: 2035

	2014 EXIST. TRAFFIC			2035 W/AMBIENT GROWTH			2035 W/PROJECT SITE TRAFFIC				2035 W/PROJECT MITIGATION				2035 W/RELATED PROJECTS				2035 W/REGIONAL MITIGATION			
	1	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	23	1600	0.014	3	26	0.016	0	26	1600	0.016	0	26	1600	0.016	0	26	1600	0.016	0	26	1600	0.016
Nb Thru	675	3200	0.215 *	78	753	0.240 *	6	759	3200	0.242 *	0	759	3200	0.242 *	72	831	3200	0.264 *	0	831	3200	0.264 *
Nb Right	13	0	-	1	14	-	0	14	0	-	0	14	0	-	0	14	0	-	0	14	0	-
Sb Left	63	1600	0.039 *	7	70	0.044 *	0	70	1600	0.044 *	0	70	1600	0.044 *	0	70	1600	0.044 *	0	70	1600	0.044 *
Sb Thru	678	3200	0.221	78	756	0.246	10	766	3200	0.249	0	766	3200	0.249	56	822	3200	0.267	0	822	3200	0.267
Sb Right	29	0	-	3	32	-	0	32	0	-	0	32	0	-	0	32	0	-	0	32	0	-
Eb Left	37	0	0.023	4	41	0.026	0	41	0	0.026	0	41	0	0.026	0	41	0	0.026	0	41	0	0.026
Eb Thru	104	1600	0.108 *	12	116	0.120 *	0	116	1600	0.120 *	0	116	1600	0.120 *	0	116	1600	0.120 *	0	116	1600	0.120 *
Eb Right	31	0	-	4	35	-	0	35	0	-	0	35	0	-	0	35	0	-	0	35	0	-
Wb Left	10	0	0.006 *	1	11	0.007 *	0	11	0	0.007 *	0	11	0	0.007 *	0	11	0	0.007 *	0	11	0	0.007 *
Wb Thru	51	1600	0.078	6	57	0.087	0	57	1600	0.087	0	57	1600	0.087	0	57	1600	0.087	0	57	1600	0.087
Wb Right	64	0	-	7	71	-	0	71	0	-	0	71	0	-	0	71	0	-	0	71	0	-
Yellow Allowance:			0.100 *			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.468			0.510				0.512				0.512				0.535				0.535
LOS			A			A				A				A				A				A

12:24 PM

** Key conflicting movement as a part of ICU*
*1 Counts conducted by.*City Traffic Counters
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792-0941

INTERSECTION CAPACITY UTILIZATION

Baldwin Avenue @ Olive Street
Peak hr: Sat Mid-Day
Annual Growth: 0.52%

General Plan Buildout (Phases I & II)

N-S St: Baldwin Avenue
E-W St: Olive Street
Project: Flair Spectrum Project/1-14-4074-1
File: ICU44T

Date: 10/22/2014
Date of Count: 2014
Projection Year: 2035

	2014 EXIST. TRAFFIC			2035 W/AMBIENT GROWTH			2035 W/PROJECT SITE TRAFFIC				2035 W/PROJECT MITIGATION				2035 W/RELATED PROJECTS				2035 W/REGIONAL MITIGATION			
	1	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	21	1600	0.013	2	23	0.015	0	23	1600	0.015	0	23	1600	0.015	0	23	1600	0.015	0	23	1600	0.015
Nb Thru	630	3200	0.202 *	72	702	0.225 *	8	710	3200	0.228 *	0	710	3200	0.228 *	56	766	3200	0.245 *	0	766	3200	0.245 *
Nb Right	16	0	-	2	18	-	0	18	0	-	0	18	0	-	0	18	0	-	0	18	0	-
Sb Left	66	1600	0.041 *	8	74	0.046 *	0	74	1600	0.046 *	0	74	1600	0.046 *	0	74	1600	0.046 *	0	74	1600	0.046 *
Sb Thru	683	3200	0.227	79	762	0.253	8	770	3200	0.255	0	770	3200	0.255	60	830	3200	0.274	0	830	3200	0.274
Sb Right	43	0	-	5	48	-	0	48	0	-	0	48	0	-	0	48	0	-	0	48	0	-
Eb Left	80	0	0.050 *	9	89	0.056 *	0	89	0	0.056 *	0	89	0	0.056 *	0	89	0	0.056 *	0	89	0	0.056 *
Eb Thru	51	1600	0.104	6	57	0.116	0	57	1600	0.116	0	57	1600	0.116	0	57	1600	0.116	0	57	1600	0.116
Eb Right	36	0	-	4	40	-	0	40	0	-	0	40	0	-	0	40	0	-	0	40	0	-
Wb Left	19	0	0.012	2	21	0.013	0	21	0	0.013	0	21	0	0.013	0	21	0	0.013	0	21	0	0.013
Wb Thru	46	1600	0.086 *	5	51	0.095 *	0	51	1600	0.095 *	0	51	1600	0.095 *	0	51	1600	0.095 *	0	51	1600	0.095 *
Wb Right	72	0	-	8	80	-	0	80	0	-	0	80	0	-	0	80	0	-	0	80	0	-
Yellow Allowance:			0.100 *			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.479			0.522				0.525				0.525				0.542				0.542
LOS			A			A				A				A				A				A

12:24 PM

** Key conflicting movement as a part of ICU*
*1 Counts conducted by.*City Traffic Counters
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792-0941

INTERSECTION CAPACITY UTILIZATION

Baldwin Avenue @ Lower Azusa Road
Peak hr: AM
Annual Growth: 0.82%

Phase I

N-S St: Baldwin Avenue
E-W St: Lower Azusa Road
Project: Flair Spectrum Project/1-14-4074-1
File: ICU45T

Date: 10/22/2014
Date of Count: 2014
Projection Year: 2016

	2014 EXIST. TRAFFIC			2016 W/AMBIENT GROWTH			2016 W/PROJECT SITE TRAFFIC				2016 W/PROJECT MITIGATION				2016 W/RELATED PROJECTS				2016 W/REGIONAL MITIGATION			
	1	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left [3]	96	1600	0.060 *	2	97	0.061 *	0	97	1600	0.061 *	0	97	1600	0.061 *	3	100	1600	0.063 *	0	100	1600	0.063 *
Nb Thru [3]	472	3200	0.148	8	480	0.150	1	481	3200	0.150	0	481	3200	0.150	30	511	3200	0.160	0	511	3200	0.160
Nb Right [3]	153	1600	0.096	3	156	0.097	5	161	1600	0.100	0	161	1600	0.100	6	167	1600	0.104	0	167	1600	0.104
Sb Left [3]	114	1600	0.071	2	116	0.073	0	116	1600	0.073	0	116	1600	0.073	3	119	1600	0.074	0	119	1600	0.074
Sb Thru [3]	786	3200	0.246 *	13	799	0.250 *	2	801	3200	0.250 *	0	801	3200	0.250 *	24	825	3200	0.258 *	0	825	3200	0.258 *
Sb Right [3]	216	1600	0.135	4	220	0.137	0	220	1600	0.137	0	220	1600	0.137	26	246	1600	0.154	0	246	1600	0.154
Eb Left	94	1600	0.059 *	2	95	0.060 *	0	95	1600	0.060 *	0	95	1600	0.060 *	5	100	1600	0.063 *	0	100	1600	0.063 *
Eb Thru	487	3200	0.191	8	495	0.194	0	495	3200	0.194	0	495	3200	0.194	31	526	3200	0.207	0	526	3200	0.207
Eb Right	125	0	-	2	128	-	0	128	0	-	0	128	0	-	9	137	0	-	0	137	0	-
Wb Left	194	1600	0.121	3	197	0.123	11	208	1600	0.130	0	208	1600	0.130	1	209	1600	0.131	0	209	1600	0.131
Wb Thru	1029	3200	0.322 *	17	1046	0.327 *	0	1046	3200	0.327 *	0	1046	3200	0.327 *	53	1099	3200	0.343 *	0	1099	3200	0.343 *
Wb Right	152	1600	0.095	3	154	0.097	0	154	1600	0.097	0	154	1600	0.097	2	156	1600	0.098	0	156	1600	0.098
Yellow Allowance:			0.100 *			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.874			0.886				0.887				0.837				0.874				0.874
LOS			D			D				D				D				D				D

11:55 AM

** Key conflicting movement as a part of ICU*
1 Counts conducted by.City Traffic Counters
2 Capacity expressed in veh/hour of green
3 Split phase operation.

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792-0941

INTERSECTION CAPACITY UTILIZATION

Baldwin Avenue @ Lower Azusa Road
Peak hr: PM
Annual Growth: 0.82%

Phase I

N-S St: Baldwin Avenue
E-W St: Lower Azusa Road
Project: Flair Spectrum Project/1-14-4074-1
File: ICU45T

Date: 10/22/2014
Date of Count: 2014
Projection Year: 2016

	2014 EXIST. TRAFFIC			2016 W/AMBIENT GROWTH			2016 W/PROJECT SITE TRAFFIC				2016 W/PROJECT MITIGATION				2016 W/RELATED PROJECTS				2016 W/REGIONAL MITIGATION			
	1	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left [3]	82	1600	0.051	1	83	0.052	0	83	1600	0.052	0	83	1600	0.052	9	92	1600	0.057	0	92	1600	0.057
Nb Thru [3]	864	3200	0.270 *	14	878	0.274 *	2	880	3200	0.275 *	0	880	3200	0.275 *	39	919	3200	0.287 *	0	919	3200	0.287 *
Nb Right [3]	260	1600	0.163	4	264	0.165	21	285	1600	0.178	0	285	1600	0.178	3	288	1600	0.180	0	288	1600	0.180
Sb Left [3]	174	1600	0.109 *	3	177	0.111 *	0	177	1600	0.111 *	0	177	1600	0.111 *	6	183	1600	0.115 *	0	183	1600	0.115 *
Sb Thru [3]	502	3200	0.157	8	510	0.159	1	511	3200	0.160	0	511	3200	0.160	46	557	3200	0.174	0	557	3200	0.174
Sb Right [3]	134	1600	0.084	2	136	0.085	0	136	1600	0.085	0	136	1600	0.085	5	141	1600	0.088	0	141	1600	0.088
Eb Left	218	1600	0.136 *	4	222	0.139 *	0	222	1600	0.139	0	222	1600	0.139	28	250	1600	0.156	0	250	1600	0.156
Eb Thru	738	3200	0.249	12	751	0.253	0	751	3200	0.253 *	0	751	3200	0.253 *	82	833	3200	0.281 *	0	833	3200	0.281 *
Eb Right	57	0	-	1	58	-	0	58	0	-	0	58	0	-	7	65	0	-	0	65	0	-
Wb Left	124	1600	0.078	2	126	0.079	21	147	1600	0.092 *	0	147	1600	0.092 *	5	152	1600	0.095 *	0	152	1600	0.095 *
Wb Thru	625	3200	0.195 *	10	636	0.199 *	0	636	3200	0.199	0	636	3200	0.199	61	697	3200	0.218	0	697	3200	0.218
Wb Right	151	1600	0.094	2	153	0.096	0	153	1600	0.096	0	153	1600	0.096	6	159	1600	0.100	0	159	1600	0.100
Yellow Allowance:			0.100 *			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.859			0.871				0.880				0.830				0.887				0.887
LOS			D			D				D				D				D				D

11:55 AM

** Key conflicting movement as a part of ICU*
*1 Counts conducted by.*City Traffic Counters
2 Capacity expressed in veh/hour of green
3 Split phase operation.

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792-0941

INTERSECTION CAPACITY UTILIZATION

Baldwin Avenue @ Lower Azusa Road
Peak hr: Sat Mid-Day
Annual Growth: 0.82%

N-S St: Baldwin Avenue
E-W St: Lower Azusa Road
Project: Flair Spectrum Project/1-14-4074-1
File: ICU45T

Date: 10/22/2014
Date of Count: 2014
Projection Year: 2016

Phase I

	2014 EXIST. TRAFFIC			2016 W/AMBIENT GROWTH			2016 W/PROJECT SITE TRAFFIC				2016 W/PROJECT MITIGATION				2016 W/RELATED PROJECTS				2016 W/REGIONAL MITIGATION			
	1	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left [3]	86	1600	0.054	1	87	0.054	0	87	1600	0.054	0	87	1600	0.054	9	96	1600	0.060	0	96	1600	0.060
Nb Thru [3]	689	3200	0.215 *	11	700	0.219 *	2	702	3200	0.219 *	0	702	3200	0.219 *	45	747	3200	0.233 *	0	747	3200	0.233 *
Nb Right [3]	168	1600	0.105	3	171	0.107	36	207	1600	0.129	0	207	1600	0.129	3	210	1600	0.131	0	210	1600	0.131
Sb Left [3]	152	1600	0.095 *	3	154	0.097 *	0	154	1600	0.097 *	0	154	1600	0.097 *	8	162	1600	0.102 *	0	162	1600	0.102 *
Sb Thru [3]	584	3200	0.183	10	594	0.186	2	596	3200	0.186	0	596	3200	0.186	49	645	3200	0.202	0	645	3200	0.202
Sb Right [3]	174	1600	0.109	3	177	0.111	0	177	1600	0.111	0	177	1600	0.111	3	180	1600	0.113	0	180	1600	0.113
Eb Left	172	1600	0.108	3	175	0.110	0	175	1600	0.110	0	175	1600	0.110	3	178	1600	0.111	0	178	1600	0.111
Eb Thru	602	3200	0.224 *	10	612	0.227 *	0	612	3200	0.227 *	0	612	3200	0.227 *	74	686	3200	0.253 *	0	686	3200	0.253 *
Eb Right	114	0	-	2	116	-	0	116	0	-	0	116	0	-	8	124	0	-	0	124	0	-
Wb Left	136	1600	0.085 *	2	138	0.086 *	39	177	1600	0.111 *	0	177	1600	0.111 *	4	181	1600	0.113 *	0	181	1600	0.113 *
Wb Thru	584	3200	0.183	10	594	0.186	0	594	3200	0.186	0	594	3200	0.186	75	669	3200	0.209	0	669	3200	0.209
Wb Right	153	1600	0.096	3	156	0.097	0	156	1600	0.097	0	156	1600	0.097	8	164	1600	0.102	0	164	1600	0.102
Yellow Allowance:			0.100 *			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.806			0.818				0.844				0.794				0.851				0.851
LOS			D			D				D				C				D				D

11:55 AM

** Key conflicting movement as a part of ICU*
*1 Counts conducted by.*City Traffic Counters
2 Capacity expressed in veh/hour of green
3 Split phase operation.

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INTERSECTION CAPACITY UTILIZATION

Baldwin Avenue @ Lower Azusa Road

N-S St: Baldwin Avenue
E-W St: Lower Azusa Road
Project: Flair Spectrum Project/1-14-4074-1
File: ICU45T

Peak hr: AM
Annual Growth: 0.82%

Phases I & II

Date: 10/22/2014
Date of Count: 2014
Projection Year: 2019

	2014 EXIST. TRAFFIC			2019 W/AMBIENT GROWTH			2019 W/PROJECT SITE TRAFFIC				2019 W/PROJECT MITIGATION				2019 W/RELATED PROJECTS				2019 W/REGIONAL MITIGATION			
	1	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left [3]	96	1600	0.060 *	4	100	0.062 *	0	100	1600	0.062 *	0	100	1600	0.062 *	3	103	1600	0.064 *	0	103	1600	0.064 *
Nb Thru [3]	472	3200	0.148	20	492	0.154	10	502	3200	0.157	0	502	3200	0.157	30	532	3200	0.166	0	532	3200	0.166
Nb Right [3]	153	1600	0.096	6	159	0.100	9	168	1600	0.105	0	168	1600	0.105	6	174	1600	0.109	0	174	1600	0.109
Sb Left [3]	114	1600	0.071	5	119	0.074	0	119	1600	0.074	0	119	1600	0.074	3	122	1600	0.076	0	122	1600	0.076
Sb Thru [3]	786	3200	0.246 *	33	819	0.256 *	4	823	3200	0.257 *	0	823	3200	0.257 *	24	847	3200	0.265 *	0	847	3200	0.265 *
Sb Right [3]	216	1600	0.135	9	225	0.141	0	225	1600	0.141	0	225	1600	0.141	26	251	1600	0.157	0	251	1600	0.157
Eb Left	94	1600	0.059 *	4	98	0.061 *	0	98	1600	0.061 *	0	98	1600	0.061 *	5	103	1600	0.064 *	0	103	1600	0.064 *
Eb Thru	487	3200	0.191	20	507	0.199	0	507	3200	0.199	0	507	3200	0.199	31	538	3200	0.212	0	538	3200	0.212
Eb Right	125	0	-	5	131	-	0	131	0	-	0	131	0	-	9	140	0	-	0	140	0	-
Wb Left	194	1600	0.121	8	202	0.126	12	214	1600	0.134	0	214	1600	0.134	1	215	1600	0.134	0	215	1600	0.134
Wb Thru	1029	3200	0.322 *	43	1072	0.335 *	0	1072	3200	0.335 *	0	1072	3200	0.335 *	53	1125	3200	0.352 *	0	1125	3200	0.352 *
Wb Right	152	1600	0.095	6	158	0.099	0	158	1600	0.099	0	158	1600	0.099	2	160	1600	0.100	0	160	1600	0.100
Yellow Allowance:			0.100 *			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.874			0.906				0.910				0.860				0.897				0.897
LOS			D			E				E				D				D				D

11:55 AM

** Key conflicting movement as a part of ICU*
1 Counts conducted by.City Traffic Counters
2 Capacity expressed in veh/hour of green
3 Split phase operation.

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(626) 796.2322 Fax (626) 792-0941

INTERSECTION CAPACITY UTILIZATION

Baldwin Avenue @ Lower Azusa Road
Peak hr: PM
Annual Growth: 0.82%

Phases I & II

N-S St: Baldwin Avenue
E-W St: Lower Azusa Road
Project: Flair Spectrum Project/1-14-4074-1
File: ICU45T

Date: 10/22/2014
Date of Count: 2014
Projection Year: 2019

	2014 EXIST. TRAFFIC			2019 W/AMBIENT GROWTH			2019 W/PROJECT SITE TRAFFIC				2019 W/PROJECT MITIGATION				2019 W/RELATED PROJECTS				2019 W/REGIONAL MITIGATION			
	1	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left [3]	82	1600	0.051	3	85	0.053	0	85	1600	0.053	0	85	1600	0.053	9	94	1600	0.059	0	94	1600	0.059
Nb Thru [3]	864	3200	0.270 *	36	900	0.281 *	6	906	3200	0.283 *	0	906	3200	0.283 *	39	945	3200	0.295 *	0	945	3200	0.295 *
Nb Right [3]	260	1600	0.163	11	271	0.169	23	294	1600	0.184	0	294	1600	0.184	3	297	1600	0.186	0	297	1600	0.186
Sb Left [3]	174	1600	0.109 *	7	182	0.114 *	0	182	1600	0.114 *	0	182	1600	0.114 *	6	188	1600	0.117 *	0	188	1600	0.117 *
Sb Thru [3]	502	3200	0.157	21	523	0.163	10	533	3200	0.166	0	533	3200	0.166	46	579	3200	0.181	0	579	3200	0.181
Sb Right [3]	134	1600	0.084	6	139	0.087	0	139	1600	0.087	0	139	1600	0.087	5	144	1600	0.090	0	144	1600	0.090
Eb Left	218	1600	0.136 *	9	227	0.142 *	0	227	1600	0.142	0	227	1600	0.142	28	255	1600	0.160	0	255	1600	0.160
Eb Thru	738	3200	0.249	31	769	0.259	0	769	3200	0.259 *	0	769	3200	0.259 *	82	851	3200	0.287 *	0	851	3200	0.287 *
Eb Right	57	0	-	2	60	-	0	60	0	-	0	60	0	-	7	67	0	-	0	67	0	-
Wb Left	124	1600	0.078	5	130	0.081	25	155	1600	0.097 *	0	155	1600	0.097 *	5	160	1600	0.100 *	0	160	1600	0.100 *
Wb Thru	625	3200	0.195 *	26	651	0.204 *	0	651	3200	0.204	0	651	3200	0.204	61	712	3200	0.223	0	712	3200	0.223
Wb Right	151	1600	0.094	6	157	0.098	0	157	1600	0.098	0	157	1600	0.098	6	163	1600	0.102	0	163	1600	0.102
Yellow Allowance:			0.100 *			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.859			0.890				0.905				0.855				0.913				0.913
LOS			D			D				E				D				E				E

11:55 AM

** Key conflicting movement as a part of ICU*
*1 Counts conducted by.*City Traffic Counters
2 Capacity expressed in veh/hour of green
3 Split phase operation.

LINSCOTT, LAW & GREENSPAN, ENGINEERS
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INTERSECTION CAPACITY UTILIZATION

Baldwin Avenue @ Lower Azusa Road
Peak hr: Sat Mid-Day
Annual Growth: 0.82%

Phases I & II

N-S St: Baldwin Avenue
E-W St: Lower Azusa Road
Project: Flair Spectrum Project/1-14-4074-1
File: ICU45T

Date: 10/22/2014
Date of Count: 2014
Projection Year: 2019

	2014 EXIST. TRAFFIC			2019 W/AMBIENT GROWTH			2019 W/PROJECT SITE TRAFFIC				2019 W/PROJECT MITIGATION				2019 W/RELATED PROJECTS				2019 W/REGIONAL MITIGATION			
	1	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left [3]	86	1600	0.054	4	89	0.056	0	89	1600	0.056	0	89	1600	0.056	9	98	1600	0.061	0	98	1600	0.061
Nb Thru [3]	689	3200	0.215 *	29	717	0.224 *	8	725	3200	0.227 *	0	725	3200	0.227 *	45	770	3200	0.241 *	0	770	3200	0.241 *
Nb Right [3]	168	1600	0.105	7	175	0.110	38	213	1600	0.133	0	213	1600	0.133	3	216	1600	0.135	0	216	1600	0.135
Sb Left [3]	152	1600	0.095 *	6	158	0.099 *	0	158	1600	0.099 *	0	158	1600	0.099 *	8	166	1600	0.104 *	0	166	1600	0.104 *
Sb Thru [3]	584	3200	0.183	24	609	0.190	8	617	3200	0.193	0	617	3200	0.193	49	666	3200	0.208	0	666	3200	0.208
Sb Right [3]	174	1600	0.109	7	182	0.114	0	182	1600	0.114	0	182	1600	0.114	3	185	1600	0.115	0	185	1600	0.115
Eb Left	172	1600	0.108	7	180	0.112	0	180	1600	0.112	0	180	1600	0.112	3	183	1600	0.114	0	183	1600	0.114
Eb Thru	602	3200	0.224 *	25	627	0.233 *	0	627	3200	0.233 *	0	627	3200	0.233 *	74	701	3200	0.259 *	0	701	3200	0.259 *
Eb Right	114	0	-	5	119	-	0	119	0	-	0	119	0	-	8	127	0	-	0	127	0	-
Wb Left	136	1600	0.085 *	6	141	0.088 *	42	183	1600	0.115 *	0	183	1600	0.115 *	4	187	1600	0.117 *	0	187	1600	0.117 *
Wb Thru	584	3200	0.183	24	609	0.190	0	609	3200	0.190	0	609	3200	0.190	75	684	3200	0.214	0	684	3200	0.214
Wb Right	153	1600	0.096	6	159	0.100	0	159	1600	0.100	0	159	1600	0.100	8	167	1600	0.105	0	167	1600	0.105
Yellow Allowance:			0.100 *			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.806			0.836				0.867				0.817				0.875				0.875
LOS			D			D				D				D				D				D

11:55 AM

** Key conflicting movement as a part of ICU*
*1 Counts conducted by.*City Traffic Counters
2 Capacity expressed in veh/hour of green
3 Split phase operation.

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792-0941

INTERSECTION CAPACITY UTILIZATION

Baldwin Avenue @ Lower Azusa Road
Peak hr: AM
Annual Growth: 0.52%

General Plan Buildout (Phases I & II)

N-S St: Baldwin Avenue
E-W St: Lower Azusa Road
Project: Flair Spectrum Project/1-14-4074-1
File: ICU45T

Date: 10/22/2014
Date of Count: 2014
Projection Year: 2035

	2014 EXIST. TRAFFIC			2035 W/AMBIENT GROWTH			2035 W/PROJECT SITE TRAFFIC				2035 W/PROJECT MITIGATION				2035 W/RELATED PROJECTS				2035 W/REGIONAL MITIGATION			
	1	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left [3]	96	1600	0.060 *	11	107	0.067 *	0	107	1600	0.067 *	0	107	1600	0.067 *	3	110	1600	0.069 *	0	110	1600	0.069 *
Nb Thru [3]	472	3200	0.148	54	527	0.165	10	537	3200	0.168	0	537	3200	0.168	30	567	3200	0.177	0	567	3200	0.177
Nb Right [3]	153	1600	0.096	18	171	0.107	9	180	1600	0.112	0	180	1600	0.112	6	186	1600	0.116	0	186	1600	0.116
Sb Left [3]	114	1600	0.071	13	127	0.080	0	127	1600	0.080	0	127	1600	0.080	3	130	1600	0.081	0	130	1600	0.081
Sb Thru [3]	786	3200	0.246 *	90	877	0.274 *	4	881	3200	0.275 *	0	881	3200	0.275 *	24	905	3200	0.283 *	0	905	3200	0.283 *
Sb Right [3]	216	1600	0.135	25	241	0.151	0	241	1600	0.151	0	241	1600	0.151	26	267	1600	0.167	0	267	1600	0.167
Eb Left	94	1600	0.059 *	11	105	0.065 *	0	105	1600	0.065 *	0	105	1600	0.065 *	5	110	1600	0.069 *	0	110	1600	0.069 *
Eb Thru	487	3200	0.191	56	543	0.213	0	543	3200	0.213	0	543	3200	0.213	31	574	3200	0.226	0	574	3200	0.226
Eb Right	125	0	-	14	140	-	0	140	0	-	0	140	0	-	9	149	0	-	0	149	0	-
Wb Left	194	1600	0.121	22	216	0.135	12	228	1600	0.143	0	228	1600	0.143	1	229	1600	0.143	0	229	1600	0.143
Wb Thru	1029	3200	0.322 *	118	1148	0.359 *	0	1148	3200	0.359 *	0	1148	3200	0.359 *	53	1201	3200	0.375 *	0	1201	3200	0.375 *
Wb Right	152	1600	0.095	17	169	0.106	0	169	1600	0.106	0	169	1600	0.106	2	171	1600	0.107	0	171	1600	0.107
Yellow Allowance:			0.100 *			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.874			0.963				0.967				0.917				0.954				0.954
LOS			D			E				E				E				E				E

11:55 AM

** Key conflicting movement as a part of ICU*
1 Counts conducted by.City Traffic Counters
2 Capacity expressed in veh/hour of green
3 Split phase operation.

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792-0941

INTERSECTION CAPACITY UTILIZATION

Baldwin Avenue @ Lower Azusa Road
Peak hr: PM
Annual Growth: 0.52%

General Plan Buildout (Phases I & II)

N-S St: Baldwin Avenue
E-W St: Lower Azusa Road
Project: Flair Spectrum Project/1-14-4074-1
File: ICU45T

Date: 10/22/2014
Date of Count: 2014
Projection Year: 2035

	2014 EXIST. TRAFFIC			2035 W/AMBIENT GROWTH			2035 W/PROJECT SITE TRAFFIC				2035 W/PROJECT MITIGATION				2035 W/RELATED PROJECTS				2035 W/REGIONAL MITIGATION			
	1	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left [3]	82	1600	0.051	9	91	0.057	0	91	1600	0.057	0	91	1600	0.057	9	100	1600	0.062	0	100	1600	0.062
Nb Thru [3]	864	3200	0.270 *	99	963	0.301 *	6	969	3200	0.303 *	0	969	3200	0.303 *	39	1008	3200	0.315 *	0	1008	3200	0.315 *
Nb Right [3]	260	1600	0.163	30	290	0.181	23	313	1600	0.196	0	313	1600	0.196	3	316	1600	0.198	0	316	1600	0.198
Sb Left [3]	174	1600	0.109 *	20	194	0.122 *	0	194	1600	0.122 *	0	194	1600	0.122 *	6	200	1600	0.125 *	0	200	1600	0.125 *
Sb Thru [3]	502	3200	0.157	58	560	0.175	10	570	3200	0.178	0	570	3200	0.178	46	616	3200	0.192	0	616	3200	0.192
Sb Right [3]	134	1600	0.084	15	149	0.093	0	149	1600	0.093	0	149	1600	0.093	5	154	1600	0.096	0	154	1600	0.096
Eb Left	218	1600	0.136 *	25	243	0.152 *	0	243	1600	0.152	0	243	1600	0.152	28	271	1600	0.170	0	271	1600	0.170
Eb Thru	738	3200	0.249	85	823	0.277	0	823	3200	0.277 *	0	823	3200	0.277 *	82	905	3200	0.305 *	0	905	3200	0.305 *
Eb Right	57	0	-	7	64	-	0	64	0	-	0	64	0	-	7	71	0	-	0	71	0	-
Wb Left	124	1600	0.078	14	139	0.087	25	164	1600	0.102 *	0	164	1600	0.102 *	5	169	1600	0.105 *	0	169	1600	0.105 *
Wb Thru	625	3200	0.195 *	72	697	0.218 *	0	697	3200	0.218	0	697	3200	0.218	61	758	3200	0.237	0	758	3200	0.237
Wb Right	151	1600	0.094	17	168	0.105	0	168	1600	0.105	0	168	1600	0.105	6	174	1600	0.109	0	174	1600	0.109
Yellow Allowance:			0.100 *			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.859			0.946				0.961				0.911				0.968				0.968
LOS			D			E				E				E				E				E

11:55 AM

** Key conflicting movement as a part of ICU*
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2 Capacity expressed in veh/hour of green
3 Split phase operation.

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INTERSECTION CAPACITY UTILIZATION

Baldwin Avenue @ Lower Azusa Road
Peak hr: Sat Mid-Day
Annual Growth: 0.52%

General Plan Buildout (Phases I & II)

N-S St: Baldwin Avenue
E-W St: Lower Azusa Road
Project: Flair Spectrum Project/1-14-4074-1
File: ICU45T

Date: 10/22/2014
Date of Count: 2014
Projection Year: 2035

	2014 EXIST. TRAFFIC			2035 W/AMBIENT GROWTH			2035 W/PROJECT SITE TRAFFIC				2035 W/PROJECT MITIGATION				2035 W/RELATED PROJECTS				2035 W/REGIONAL MITIGATION			
	1	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left [3]	86	1600	0.054	10	96	0.060	0	96	1600	0.060	0	96	1600	0.060	9	105	1600	0.065	0	105	1600	0.065
Nb Thru [3]	689	3200	0.215 *	79	768	0.240 *	8	776	3200	0.242 *	0	776	3200	0.242 *	45	821	3200	0.256 *	0	821	3200	0.256 *
Nb Right [3]	168	1600	0.105	19	188	0.117	38	226	1600	0.141	0	226	1600	0.141	3	229	1600	0.143	0	229	1600	0.143
Sb Left [3]	152	1600	0.095 *	17	169	0.106 *	0	169	1600	0.106 *	0	169	1600	0.106 *	8	177	1600	0.111 *	0	177	1600	0.111 *
Sb Thru [3]	584	3200	0.183	67	652	0.204	8	660	3200	0.206	0	660	3200	0.206	49	709	3200	0.221	0	709	3200	0.221
Sb Right [3]	174	1600	0.109	20	194	0.122	0	194	1600	0.122	0	194	1600	0.122	3	197	1600	0.123	0	197	1600	0.123
Eb Left	172	1600	0.108	20	192	0.120	0	192	1600	0.120	0	192	1600	0.120	3	195	1600	0.122	0	195	1600	0.122
Eb Thru	602	3200	0.224 *	69	671	0.250 *	0	671	3200	0.250 *	0	671	3200	0.250 *	74	745	3200	0.275 *	0	745	3200	0.275 *
Eb Right	114	0	-	13	127	-	0	127	0	-	0	127	0	-	8	135	0	-	0	135	0	-
Wb Left	136	1600	0.085 *	16	151	0.095 *	42	193	1600	0.121 *	0	193	1600	0.121 *	4	197	1600	0.123 *	0	197	1600	0.123 *
Wb Thru	584	3200	0.183	67	652	0.204	0	652	3200	0.204	0	652	3200	0.204	75	727	3200	0.227	0	727	3200	0.227
Wb Right	153	1600	0.096	18	171	0.107	0	171	1600	0.107	0	171	1600	0.107	8	179	1600	0.112	0	179	1600	0.112
Yellow Allowance:			0.100 *			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.806			0.888				0.919				0.869				0.926				0.926
LOS			D			D				E				D				E				E

11:55 AM

** Key conflicting movement as a part of ICU*
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2 Capacity expressed in veh/hour of green
3 Split phase operation.

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INTERSECTION CAPACITY UTILIZATION

N-S St: Gilman Road
E-W St: Ramona Boulevard
Project: Flair Spectrum Project/1-14-4074-1
File: ICU46

Gilman Road @ Ramona Boulevard
Peak hr: AM
Annual Growth: 0.82%

Phase I

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2016

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2016 FUTURE WITHOUT PROJECT				2016 FUTURE WITH PROJECT				2016 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	81	0	0.051	0	81	0	0.051	0	81	0	0.051	1	82	0	0.051	0	82	0	0.051	0	82	0	0.051
Nb Thru	6	1600	0.119 *	0	6	1600	0.119 *	0	6	1600	0.119 *	0	6	1600	0.121 *	0	6	1600	0.121 *	0	6	1600	0.121 *
Nb Right	103	0	-	0	103	0	-	0	103	0	-	2	105	0	-	0	105	0	-	0	105	0	-
Sb Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
Sb Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Sb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Eb Left	98	1600	0.061 *	0	98	1600	0.061 *	0	98	1600	0.061 *	2	100	1600	0.062 *	0	100	1600	0.062 *	0	100	1600	0.062 *
Eb Thru	675	3200	0.235	2	677	3200	0.235	0	677	3200	0.235	43	718	3200	0.249	2	720	3200	0.249	0	720	3200	0.249
Eb Right	76	0	-	0	76	0	-	0	76	0	-	1	77	0	-	0	77	0	-	0	77	0	-
Wb Left	153	1600	0.096	0	153	1600	0.096	0	153	1600	0.096	3	156	1600	0.097	0	156	1600	0.097	0	156	1600	0.097
Wb Thru	1014	3200	0.327 *	4	1018	3200	0.328 *	0	1018	3200	0.328 *	32	1046	3200	0.337 *	4	1050	3200	0.338 *	0	1050	3200	0.338 *
Wb Right	32	0	-	0	32	0	-	0	32	0	-	1	33	0	-	0	33	0	-	0	33	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.607				0.608				0.608				0.620				0.621				0.621
LOS			B				B				B				B				B				B

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

N-S St: Gilman Road
E-W St: Ramona Boulevard
Project: Flair Spectrum Project/1-14-4074-1
File: ICU46

Gilman Road @ Ramona Boulevard
Peak hr: PM
Annual Growth: 0.82%

Phase I

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2016

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2016 FUTURE WITHOUT PROJECT				2016 FUTURE WITH PROJECT				2016 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	30	0	0.019	0	30	0	0.019	0	30	0	0.019	0	30	0	0.019	0	30	0	0.019	0	30	0	0.019
Nb Thru	0	1600	0.144 *	0	0	1600	0.144 *	0	0	1600	0.144 *	0	0	1600	0.146 *	0	0	1600	0.146 *	0	0	1600	0.146 *
Nb Right	200	0	-	0	200	0	-	0	200	0	-	3	203	0	-	0	203	0	-	0	203	0	-
Sb Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
Sb Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Sb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Eb Left	3	1600	0.002	0	3	1600	0.002	0	3	1600	0.002	0	3	1600	0.002	0	3	1600	0.002	0	3	1600	0.002
Eb Thru	972	3200	0.316 *	6	978	3200	0.318 *	0	978	3200	0.318 *	54	1026	3200	0.333 *	6	1032	3200	0.335 *	0	1032	3200	0.335 *
Eb Right	38	0	-	0	38	0	-	0	38	0	-	1	39	0	-	0	39	0	-	0	39	0	-
Wb Left	80	1600	0.050 *	0	80	1600	0.050 *	0	80	1600	0.050 *	1	81	1600	0.051 *	0	81	1600	0.051 *	0	81	1600	0.051 *
Wb Thru	629	3200	0.197	6	635	3200	0.199	0	635	3200	0.199	60	689	3200	0.216	6	695	3200	0.218	0	695	3200	0.218
Wb Right	1	0	-	0	1	0	-	0	1	0	-	0	1	0	-	0	1	0	-	0	1	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.609				0.611				0.611				0.630				0.632				0.632
LOS			B				B				B				B				B				B

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

N-S St: Gilman Road
E-W St: Ramona Boulevard
Project: Flair Spectrum Project/1-14-4074-1
File: ICU46

Gilman Road @ Ramona Boulevard
Peak hr: SAT MID-DAY
Annual Growth: 0.82%

Phase I

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2016

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2016 FUTURE WITHOUT PROJECT				2016 FUTURE WITH PROJECT				2016 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	16	0	0.010	0	16	0	0.010	0	16	0	0.010	0	16	0	0.010	0	16	0	0.010	0	16	0	0.010
Nb Thru	0	1600	0.059 *	0	0	1600	0.059 *	0	0	1600	0.059 *	0	0	1600	0.060 *	0	0	1600	0.060 *	0	0	1600	0.060 *
Nb Right	79	0	-	0	79	0	-	0	79	0	-	1	80	0	-	0	80	0	-	0	80	0	-
Sb Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
Sb Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Sb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Eb Left	0	1600	0.000	0	0	1600	0.000	0	0	1600	0.000	0	0	1600	0.000	0	0	1600	0.000	0	0	1600	0.000
Eb Thru	1173	3200	0.374 *	10	1183	3200	0.378 *	0	1183	3200	0.378 *	65	1238	3200	0.395 *	10	1248	3200	0.398 *	0	1248	3200	0.398 *
Eb Right	25	0	-	0	25	0	-	0	25	0	-	0	25	0	-	0	25	0	-	0	25	0	-
Wb Left	61	1600	0.038 *	0	61	1600	0.038 *	0	61	1600	0.038 *	1	62	1600	0.039 *	0	62	1600	0.039 *	0	62	1600	0.039 *
Wb Thru	737	3200	0.230	11	748	3200	0.234	0	748	3200	0.234	61	798	3200	0.249	11	809	3200	0.253	0	809	3200	0.253
Wb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.572				0.575				0.575				0.594				0.597				0.597
LOS			A				A				A				A				A				A

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
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(626) 796.2322 Fax (626) 792-0941

INTERSECTION CAPACITY UTILIZATION

N-S St: Gilman Road
E-W St: Ramona Boulevard
Project: Flair Spectrum Project/1-14-4074-1
File: ICU46

Gilman Road @ Ramona Boulevard
Peak hr: AM
Annual Growth: 0.82%

Phases I & II

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2019

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2019 FUTURE WITHOUT PROJECT				2019 FUTURE WITH PROJECT				2019 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	81	0	0.051	0	81	0	0.051	0	81	0	0.051	3	84	0	0.053	0	84	0	0.053	0	84	0	0.053
Nb Thru	6	1600	0.119 *	0	6	1600	0.119 *	0	6	1600	0.119 *	0	6	1600	0.124 *	0	6	1600	0.124 *	0	6	1600	0.124 *
Nb Right	103	0	-	0	103	0	-	0	103	0	-	4	107	0	-	0	107	0	-	0	107	0	-
Sb Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
Sb Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Sb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Eb Left	98	1600	0.061 *	0	98	1600	0.061 *	0	98	1600	0.061 *	4	102	1600	0.064 *	0	102	1600	0.064 *	0	102	1600	0.064 *
Eb Thru	675	3200	0.235	8	683	3200	0.237	0	683	3200	0.237	60	735	3200	0.254	8	743	3200	0.257	0	743	3200	0.257
Eb Right	76	0	-	0	76	0	-	0	76	0	-	3	79	0	-	0	79	0	-	0	79	0	-
Wb Left	153	1600	0.096	0	153	1600	0.096	0	153	1600	0.096	6	159	1600	0.100	0	159	1600	0.100	0	159	1600	0.100
Wb Thru	1014	3200	0.327 *	5	1019	3200	0.328 *	0	1019	3200	0.328 *	57	1071	3200	0.345 *	5	1076	3200	0.347 *	0	1076	3200	0.347 *
Wb Right	32	0	-	0	32	0	-	0	32	0	-	1	33	0	-	0	33	0	-	0	33	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.607				0.608				0.608				0.633				0.634				0.634
LOS			B				B				B				B				B				B

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

N-S St: Gilman Road
E-W St: Ramona Boulevard
Project: Flair Spectrum Project/1-14-4074-1
File: ICU46

Gilman Road @ Ramona Boulevard
Peak hr: PM
Annual Growth: 0.82%

Phases I & II

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2019

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2019 FUTURE WITHOUT PROJECT				2019 FUTURE WITH PROJECT				2019 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	30	0	0.019	0	30	0	0.019	0	30	0	0.019	1	31	0	0.020	0	31	0	0.020	0	31	0	0.020
Nb Thru	0	1600	0.144 *	0	0	1600	0.144 *	0	0	1600	0.144 *	0	0	1600	0.150 *	0	0	1600	0.150 *	0	0	1600	0.150 *
Nb Right	200	0	-	0	200	0	-	0	200	0	-	8	208	0	-	0	208	0	-	0	208	0	-
Sb Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
Sb Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Sb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Eb Left	3	1600	0.002	0	3	1600	0.002	0	3	1600	0.002	0	3	1600	0.002	0	3	1600	0.002	0	3	1600	0.002
Eb Thru	972	3200	0.316 *	9	981	3200	0.318 *	0	981	3200	0.318 *	79	1051	3200	0.341 *	9	1060	3200	0.343 *	0	1060	3200	0.343 *
Eb Right	38	0	-	0	38	0	-	0	38	0	-	2	40	0	-	0	40	0	-	0	40	0	-
Wb Left	80	1600	0.050 *	0	80	1600	0.050 *	0	80	1600	0.050 *	3	83	1600	0.052 *	0	83	1600	0.052 *	0	83	1600	0.052 *
Wb Thru	629	3200	0.197	11	640	3200	0.200	0	640	3200	0.200	76	705	3200	0.221	11	716	3200	0.224	0	716	3200	0.224
Wb Right	1	0	-	0	1	0	-	0	1	0	-	0	1	0	-	0	1	0	-	0	1	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.609				0.612				0.612				0.642				0.645				0.645
LOS			B				B				B				B				B				B

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

Gilman Road @ Ramona Boulevard
Peak hr: SAT MID-DAY
Annual Growth: 0.82%

Phases I & II

N-S St: Gilman Road
E-W St: Ramona Boulevard
Project: Flair Spectrum Project/1-14-4074-1
File: ICU46

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2019

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2019 FUTURE WITHOUT PROJECT				2019 FUTURE WITH PROJECT				2019 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	16	0	0.010	0	16	0	0.010	0	16	0	0.010	1	17	0	0.010	0	17	0	0.010	0	17	0	0.010
Nb Thru	0	1600	0.059 *	0	0	1600	0.059 *	0	0	1600	0.059 *	0	0	1600	0.062 *	0	0	1600	0.062 *	0	0	1600	0.062 *
Nb Right	79	0	-	0	79	0	-	0	79	0	-	3	82	0	-	0	82	0	-	0	82	0	-
Sb Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
Sb Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Sb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Eb Left	0	1600	0.000	0	0	1600	0.000	0	0	1600	0.000	0	0	1600	0.000	0	0	1600	0.000	0	0	1600	0.000
Eb Thru	1173	3200	0.374 *	13	1186	3200	0.378 *	0	1186	3200	0.378 *	95	1268	3200	0.404 *	13	1281	3200	0.408 *	0	1281	3200	0.408 *
Eb Right	25	0	-	0	25	0	-	0	25	0	-	1	26	0	-	0	26	0	-	0	26	0	-
Wb Left	61	1600	0.038 *	0	61	1600	0.038 *	0	61	1600	0.038 *	3	64	1600	0.040 *	0	64	1600	0.040 *	0	64	1600	0.040 *
Wb Thru	737	3200	0.230	15	752	3200	0.235	0	752	3200	0.235	80	817	3200	0.255	15	832	3200	0.260	0	832	3200	0.260
Wb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.572				0.576				0.576				0.606				0.610				0.610
LOS			A				A				A				B				B				B

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

N-S St: Gilman Road
E-W St: Ramona Boulevard
Project: Flair Spectrum Project/1-14-4074-1
File: ICU46

Gilman Road @ Ramona Boulevard
Peak hr: AM
Annual Growth: 0.52%

General Plan Buildout (Phases I & II)

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2035

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2035 FUTURE WITHOUT PROJECT				2035 FUTURE WITH PROJECT				2035 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	81	0	0.051	0	81	0	0.051	0	81	0	0.051	9	90	0	0.056	0	90	0	0.056	0	90	0	0.056
Nb Thru	6	1600	0.119 *	0	6	1600	0.119 *	0	6	1600	0.119 *	1	7	1600	0.132 *	0	7	1600	0.132 *	0	7	1600	0.132 *
Nb Right	103	0	-	0	103	0	-	0	103	0	-	12	115	0	-	0	115	0	-	0	115	0	-
Sb Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
Sb Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Sb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Eb Left	98	1600	0.061 *	0	98	1600	0.061 *	0	98	1600	0.061 *	11	109	1600	0.068 *	0	109	1600	0.068 *	0	109	1600	0.068 *
Eb Thru	675	3200	0.235	8	683	3200	0.237	0	683	3200	0.237	110	785	3200	0.272	8	793	3200	0.274	0	793	3200	0.274
Eb Right	76	0	-	0	76	0	-	0	76	0	-	9	85	0	-	0	85	0	-	0	85	0	-
Wb Left	153	1600	0.096	0	153	1600	0.096	0	153	1600	0.096	18	171	1600	0.107	0	171	1600	0.107	0	171	1600	0.107
Wb Thru	1014	3200	0.327 *	5	1019	3200	0.328 *	0	1019	3200	0.328 *	132	1146	3200	0.369 *	5	1151	3200	0.371 *	0	1151	3200	0.371 *
Wb Right	32	0	-	0	32	0	-	0	32	0	-	4	36	0	-	0	36	0	-	0	36	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.607				0.608				0.608				0.670				0.671				0.671
LOS			B				B				B				B				B				B

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

N-S St: Gilman Road
E-W St: Ramona Boulevard
Project: Flair Spectrum Project/1-14-4074-1
File: ICU46

Gilman Road @ Ramona Boulevard
Peak hr: PM
Annual Growth: 0.52%

General Plan Buildout (Phases I & II)

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2035

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2035 FUTURE WITHOUT PROJECT				2035 FUTURE WITH PROJECT				2035 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	30	0	0.019	0	30	0	0.019	0	30	0	0.019	3	33	0	0.021	0	33	0	0.021	0	33	0	0.021
Nb Thru	0	1600	0.144 *	0	0	1600	0.144 *	0	0	1600	0.144 *	0	0	1600	0.160 *	0	0	1600	0.160 *	0	0	1600	0.160 *
Nb Right	200	0	-	0	200	0	-	0	200	0	-	23	223	0	-	0	223	0	-	0	223	0	-
Sb Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
Sb Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Sb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Eb Left	3	1600	0.002	0	3	1600	0.002	0	3	1600	0.002	0	3	1600	0.002	0	3	1600	0.002	0	3	1600	0.002
Eb Thru	972	3200	0.316 *	9	981	3200	0.318 *	0	981	3200	0.318 *	150	1122	3200	0.364 *	9	1131	3200	0.367 *	0	1131	3200	0.367 *
Eb Right	38	0	-	0	38	0	-	0	38	0	-	4	42	0	-	0	42	0	-	0	42	0	-
Wb Left	80	1600	0.050 *	0	80	1600	0.050 *	0	80	1600	0.050 *	9	89	1600	0.056 *	0	89	1600	0.056 *	0	89	1600	0.056 *
Wb Thru	629	3200	0.197	11	640	3200	0.200	0	640	3200	0.200	122	751	3200	0.235	11	762	3200	0.239	0	762	3200	0.239
Wb Right	1	0	-	0	1	0	-	0	1	0	-	0	1	0	-	0	1	0	-	0	1	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.609				0.612				0.612				0.680				0.683				0.683
LOS			B				B				B				B				B				B

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

Gilman Road @ Ramona Boulevard
Peak hr: SAT MID-DAY
Annual Growth: 0.52%

General Plan Buildout (Phases I & II)

N-S St: Gilman Road
E-W St: Ramona Boulevard
Project: Flair Spectrum Project/1-14-4074-1
File: ICU46

Date: 09/15/2014
Date of Count: 2014
Projection Year: 2035

	2014 EXIST. TRAFFIC			2014 EXISTING WITH PROJECT				2014 EXIST. W/PROJECT + MITIGATION				2035 FUTURE WITHOUT PROJECT				2035 FUTURE WITH PROJECT				2035 FUTURE W/PROJECT + MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	16	0	0.010	0	16	0	0.010	0	16	0	0.010	2	18	0	0.011	0	18	0	0.011	0	18	0	0.011
Nb Thru	0	1600	0.059 *	0	0	1600	0.059 *	0	0	1600	0.059 *	0	0	1600	0.066 *	0	0	1600	0.066 *	0	0	1600	0.066 *
Nb Right	79	0	-	0	79	0	-	0	79	0	-	9	88	0	-	0	88	0	-	0	88	0	-
Sb Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
Sb Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Sb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Eb Left	0	1600	0.000	0	0	1600	0.000	0	0	1600	0.000	0	0	1600	0.000	0	0	1600	0.000	0	0	1600	0.000
Eb Thru	1173	3200	0.374 *	13	1186	3200	0.378 *	0	1186	3200	0.378 *	181	1354	3200	0.432 *	13	1367	3200	0.436 *	0	1367	3200	0.436 *
Eb Right	25	0	-	0	25	0	-	0	25	0	-	3	28	0	-	0	28	0	-	0	28	0	-
Wb Left	61	1600	0.038 *	0	61	1600	0.038 *	0	61	1600	0.038 *	7	68	1600	0.043 *	0	68	1600	0.043 *	0	68	1600	0.043 *
Wb Thru	737	3200	0.230	15	752	3200	0.235	0	752	3200	0.235	134	871	3200	0.272	15	886	3200	0.277	0	886	3200	0.277
Wb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.572				0.576				0.576				0.641				0.645				0.645
LOS			A				A				A				B				B				B

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

APPENDIX C

TRAFFIC SIGNAL WARRANTS

Future Year 2019 With Project Buildout Conditions

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 1 of 5)

COUNT DATE 6/4/14
CALC CST DATE 9/29/14
CHK _____ DATE _____

DIST ____ CO ____ RTE ____ PM ____

Major St: Aerojet Avenue/I-10 Eastbound Ramps
Minor St: Flair Drive

Critical Approach Speed _____ mph
Critical Approach Speed 25 mph

Speed limit or critical speed on major street traffic > 40 mph..... ☐ or
In built up area of isolated community of < 10,000 population..... ☐ } **RURAL (R)**
☑ **URBAN (U)**

WARRANT 1 - Eight Hour Vehicular Volume **SATISFIED YES ☐ NO ☐**
(Condition A or Condition B or combination of A and B must be satisfied)

Condition A - Minimum Vehicle Volume **100% SATISFIED YES ☐ NO ☐**
80% SATISFIED YES ☐ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)												Hour
	U	R	U	R									
APPROACH LANES	1		2 or More										
Both Approaches Major Street	500 (400)	350 (280)	600 (480)	420 (336)									
Highest Approach Minor Street	150 (120)	105 (84)	200 (160)	140 (112)									

Condition B - Interruption of Continuous Traffic **100% SATISFIED YES ☐ NO ☐**
80% SATISFIED YES ☐ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)												Hour
	U	R	U	R									
APPROACH LANES	1		2 or More										
Both Approaches Major Street	750 (600)	525 (420)	900 (720)	630 (504)									
Highest Approach Minor Street	75 (60)	53 (42)	100 (80)	70 (56)									

Combination of Conditions A & B **SATISFIED YES ☐ NO ☐**

REQUIREMENT	CONDITION	✓	FULFILLED
TWO CONDITIONS SATISFIED 80%	A. MINIMUM VEHICULAR VOLUME		Yes ☐ No ☐
	AND, B. INTERRUPTION OF CONTINUOUS TRAFFIC		
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS			Yes ☐ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Future Year 2019 With Project Buildout Conditions

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

WARRANT 2 - Four Hour Vehicular Volume **SATISFIED* YES ☐ NO ☐**

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More					Hour
Both Approaches - Major Street							
Higher Approach - Minor Street							

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes ☐	No ☐
OR, All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes ☐	No ☐

WARRANT 3 - Peak Hour **SATISFIED YES ☑ NO ☐**
(Part A or Part B must be satisfied)

PART A **SATISFIED YES ☐ NO ☐**

(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	Yes ☐	No ☐
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	Yes ☐	No ☐
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☐	No ☐

PART B **SATISFIED YES ☑ NO ☐**

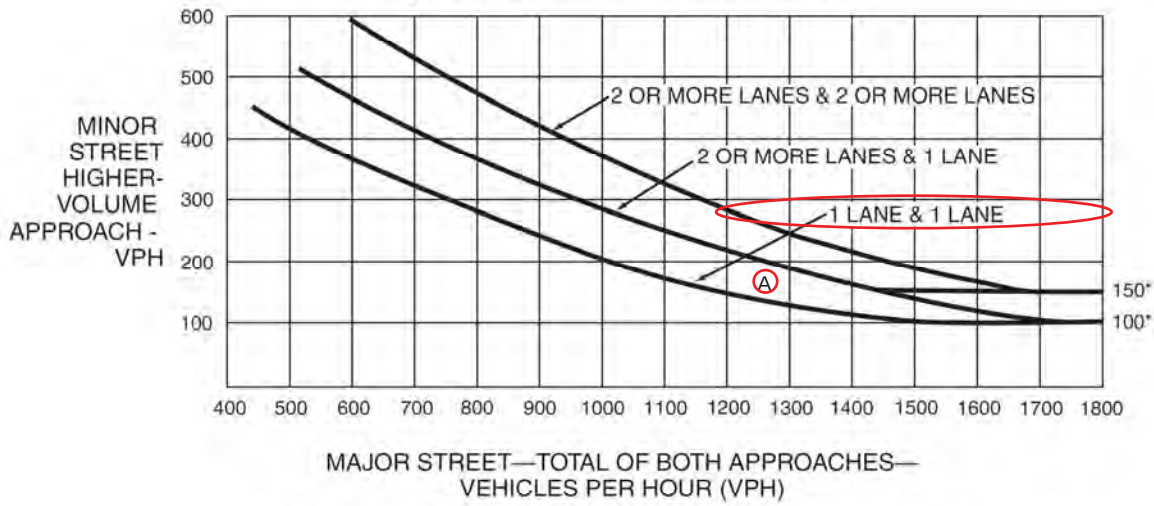
APPROACH LANES	One	2 or More	7:45 AM (A)	Hour
Both Approaches - Major Street	✓		1287	
Higher Approach - Minor Street	✓		173	

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes ☑	No ☐
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes ☐	No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Future Year 2019 With Project Buildout Conditions

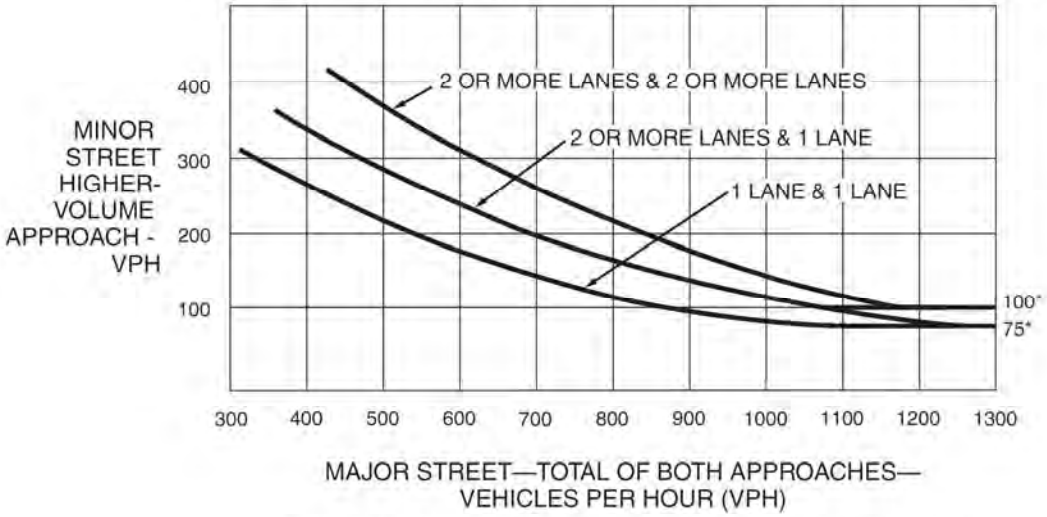
Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Future Year 2019 With Project Buildout Conditions

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 1 of 5)

COUNT DATE 6/4/2014
CALC GT DATE 10/2014
CHK _____ DATE _____

DIST ____ CO ____ RTE ____ PM ____

Major St: Aerojet Avenue
Minor St: Telstar Avenue

Critical Approach Speed _____ mph
Critical Approach Speed 35 mph

Speed limit or critical speed on major street traffic > 40 mph..... ☐
or
In built up area of isolated community of < 10,000 population..... ☐
} **RURAL (R)**

☑ **URBAN (U)**

WARRANT 1 - Eight Hour Vehicular Volume **SATISFIED YES ☐ NO ☐**
(Condition A or Condition B or combination of A and B must be satisfied)

Condition A - Minimum Vehicle Volume **100% SATISFIED YES ☐ NO ☐**
80% SATISFIED YES ☐ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)												Hour
	U	R	U	R									
APPROACH LANES	1		2 or More										
Both Approaches Major Street	500 (400)	350 (280)	600 (480)	420 (336)									
Highest Approach Minor Street	150 (120)	105 (84)	200 (160)	140 (112)									

Condition B - Interruption of Continuous Traffic **100% SATISFIED YES ☐ NO ☐**
80% SATISFIED YES ☐ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)												Hour
	U	R	U	R									
APPROACH LANES	1		2 or More										
Both Approaches Major Street	750 (600)	525 (420)	900 (720)	630 (504)									
Highest Approach Minor Street	75 (60)	53 (42)	100 (80)	70 (56)									

Combination of Conditions A & B **SATISFIED YES ☐ NO ☐**

REQUIREMENT	CONDITION	✓	FULFILLED
TWO CONDITIONS SATISFIED 80%	A. MINIMUM VEHICULAR VOLUME		Yes ☐ No ☐
	AND, B. INTERRUPTION OF CONTINUOUS TRAFFIC		
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS			Yes ☐ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Future Year 2019 With Project Buildout Conditions

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

WARRANT 2 - Four Hour Vehicular Volume **SATISFIED* YES ☐ NO ☐**

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More					Hour
Both Approaches - Major Street							
Higher Approach - Minor Street							

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes ☐	No ☐
OR, All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes ☐	No ☐

WARRANT 3 - Peak Hour **SATISFIED YES ☑ NO ☐**
(Part A or Part B must be satisfied)

PART A **SATISFIED YES ☑ NO ☐**
(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	Yes ☑	No ☐
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	Yes ☑	No ☐
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☑	No ☐

PART B **SATISFIED YES ☑ NO ☐**

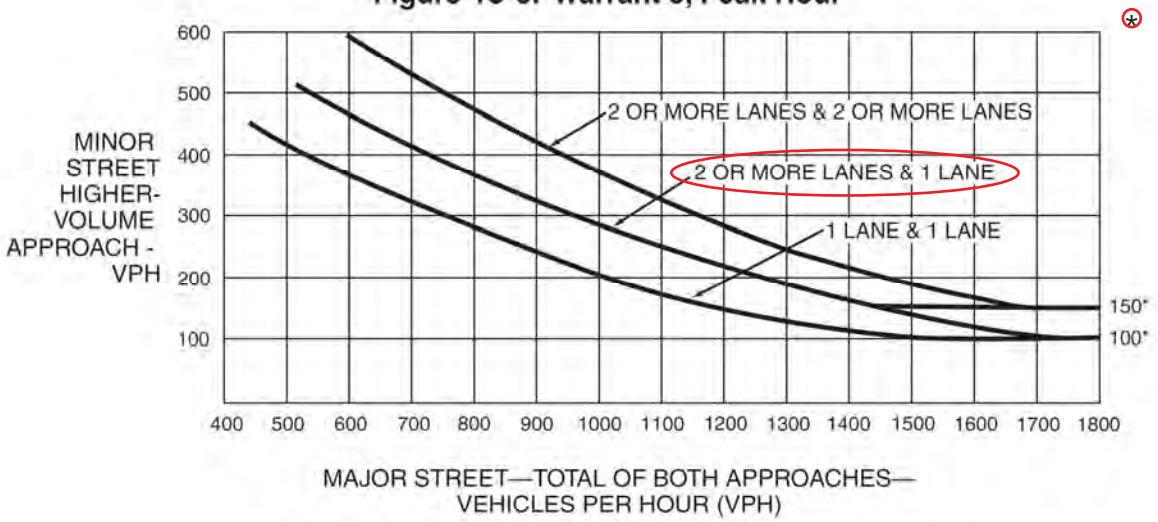
APPROACH LANES	One	2 or More	4:30 PM	Hour
Both Approaches - Major Street		✓	1875	
Higher Approach - Minor Street	✓		621	

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes ☑	No ☐
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes ☐	No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Future Year 2019 With Project Buildout Conditions

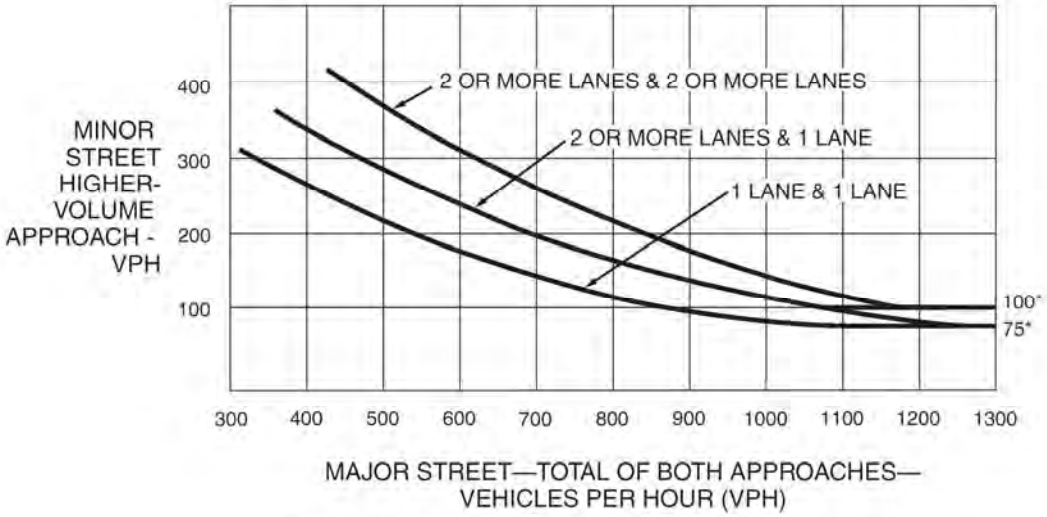
Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Future Year 2019 With Project Buildout Conditions

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 1 of 5)

COUNT DATE 6/4/2014
CALC GT DATE 10/2014
CHK _____ DATE _____

DIST ____ CO ____ RTE ____ PM ____

Major St: Rio Hondo Avenue
Minor St: Telstar Avenue

Critical Approach Speed _____ mph
Critical Approach Speed 35 mph

Speed limit or critical speed on major street traffic > 40 mph..... ☐
or
In built up area of isolated community of < 10,000 population..... ☐
} **RURAL (R)**

☑ **URBAN (U)**

WARRANT 1 - Eight Hour Vehicular Volume **SATISFIED YES ☐ NO ☐**
(Condition A or Condition B or combination of A and B must be satisfied)

Condition A - Minimum Vehicle Volume **100% SATISFIED YES ☐ NO ☐**
80% SATISFIED YES ☐ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)												Hour
	U	R	U	R									
APPROACH LANES	1		2 or More										
Both Approaches Major Street	500 (400)	350 (280)	600 (480)	420 (336)									
Highest Approach Minor Street	150 (120)	105 (84)	200 (160)	140 (112)									

Condition B - Interruption of Continuous Traffic **100% SATISFIED YES ☐ NO ☐**
80% SATISFIED YES ☐ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)												Hour
	U	R	U	R									
APPROACH LANES	1		2 or More										
Both Approaches Major Street	750 (600)	525 (420)	900 (720)	630 (504)									
Highest Approach Minor Street	75 (60)	53 (42)	100 (80)	70 (56)									

Combination of Conditions A & B **SATISFIED YES ☐ NO ☐**

REQUIREMENT	CONDITION	✓	FULFILLED
TWO CONDITIONS SATISFIED 80%	A. MINIMUM VEHICULAR VOLUME		Yes ☐ No ☐
	AND, B. INTERRUPTION OF CONTINUOUS TRAFFIC		
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS			Yes ☐ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Future Year 2019 With Project Buildout Conditions

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

WARRANT 2 - Four Hour Vehicular Volume **SATISFIED* YES ☐ NO ☐**

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More					Hour
Both Approaches - Major Street							
Higher Approach - Minor Street							

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes ☐	No ☐
OR, All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes ☐	No ☐

WARRANT 3 - Peak Hour **SATISFIED YES ☑ NO ☐**
(Part A or Part B must be satisfied)

PART A **SATISFIED YES ☑ NO ☐**

(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	Yes ☑	No ☐
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	Yes ☑	No ☐
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☑	No ☐

PART B **SATISFIED YES ☑ NO ☐**

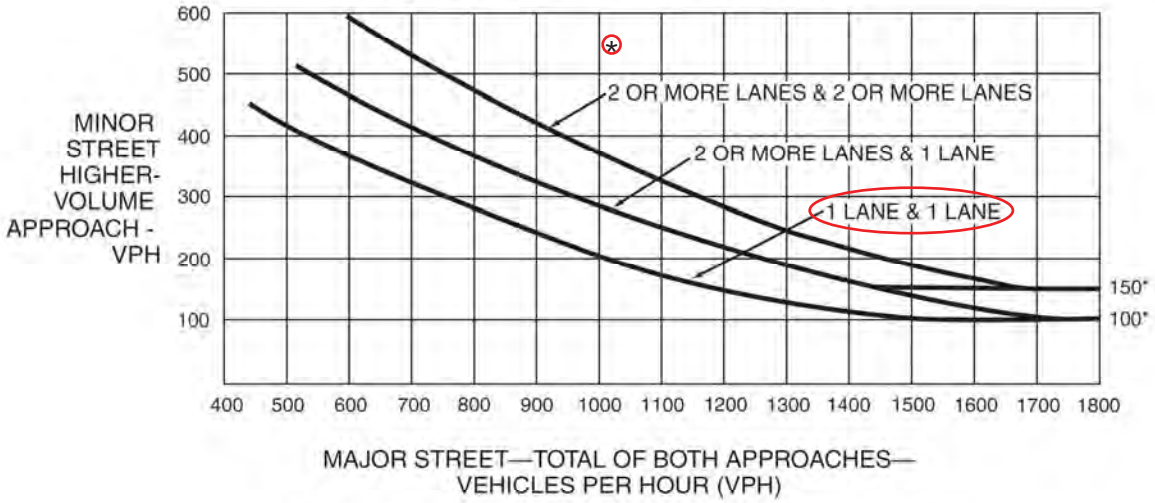
APPROACH LANES	One	2 or More	4:45 PM	Hour
Both Approaches - Major Street	✓		1020	
Higher Approach - Minor Street	✓		549	

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes ☑	No ☐
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes ☐	No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Future Year 2019 With Project Buildout Conditions

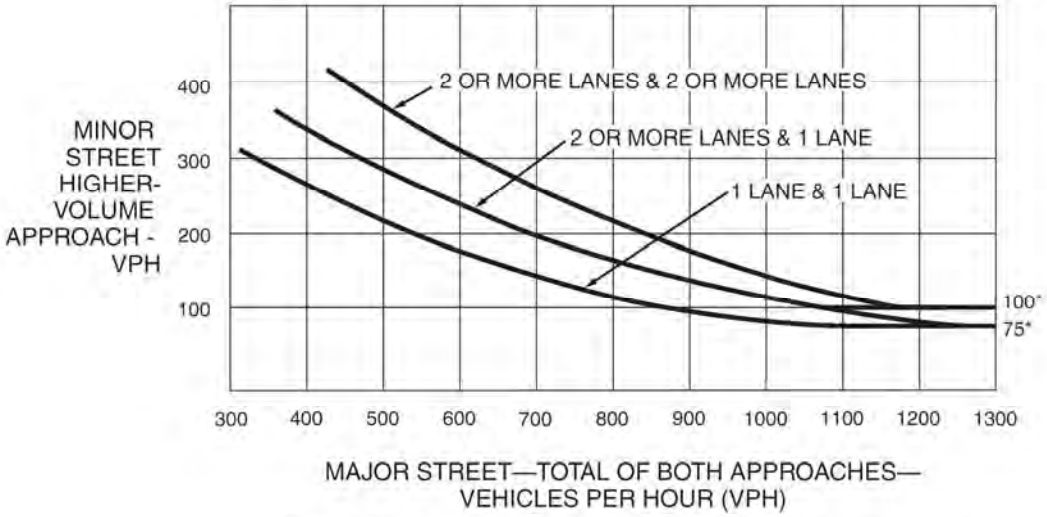
Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Future Year 2019 With Project Buildout Conditions

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 1 of 5)

COUNT DATE 9/12/12*
CALC CST DATE 9/29/14
CHK _____ DATE _____

DIST ____ CO ____ RTE ____ PM ____

Major St: Baldwin Avenue/I-10 Eastbound Ramps — Critical Approach Speed 35 mph
Minor St: Flair Drive — Critical Approach Speed 25 mph

Speed limit or critical speed on major street traffic > 40 mph..... ☐
or
In built up area of isolated community of < 10,000 population..... ☐
} RURAL (R)
☑ URBAN (U)

WARRANT 1 - Eight Hour Vehicular Volume SATISFIED YES ☐ NO ☐
(Condition A or Condition B or combination of A and B must be satisfied)

Condition A - Minimum Vehicle Volume 100% SATISFIED YES ☐ NO ☐
80% SATISFIED YES ☐ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)												Hour
	U	R	U	R									
APPROACH LANES	1		2 or More										
Both Approaches Major Street	500 (400)	350 (280)	600 (480)	420 (336)									
Highest Approach Minor Street	150 (120)	105 (84)	200 (160)	140 (112)									

Condition B - Interruption of Continuous Traffic 100% SATISFIED YES ☐ NO ☐
80% SATISFIED YES ☐ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)												Hour
	U	R	U	R									
APPROACH LANES	1		2 or More										
Both Approaches Major Street	750 (600)	525 (420)	900 (720)	630 (504)									
Highest Approach Minor Street	75 (60)	53 (42)	100 (80)	70 (56)									

Combination of Conditions A & B SATISFIED YES ☐ NO ☐

REQUIREMENT	CONDITION	✓	FULFILLED
TWO CONDITIONS SATISFIED 80%	A. MINIMUM VEHICULAR VOLUME		Yes ☐ No ☐
	AND, B. INTERRUPTION OF CONTINUOUS TRAFFIC		
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS			Yes ☐ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

*Traffic counts conducted in year 2012 have been utilized to reflect normal traffic patterns prior to the Alameda Corridor East Construction Authority grade separation project.

Future Year 2019 With Project Buildout Conditions

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

WARRANT 2 - Four Hour Vehicular Volume **SATISFIED* YES ☐ NO ☐**

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More					Hour
Both Approaches - Major Street							
Higher Approach - Minor Street							

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes ☐	No ☐
OR, All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes ☐	No ☐

WARRANT 3 - Peak Hour **SATISFIED YES ☑ NO ☐**
(Part A or Part B must be satisfied)

PART A **SATISFIED YES ☐ NO ☐**

(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	Yes ☐	No ☐
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	Yes ☐	No ☐
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☐	No ☐

PART B **SATISFIED YES ☑ NO ☐**

APPROACH LANES	One	2 or More	4:30 PM (A)	Hour
Both Approaches - Major Street		✓	2219	
Higher Approach - Minor Street	✓		333	

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes ☑	No ☐
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes ☐	No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Future Year 2019 With Project Buildout Conditions

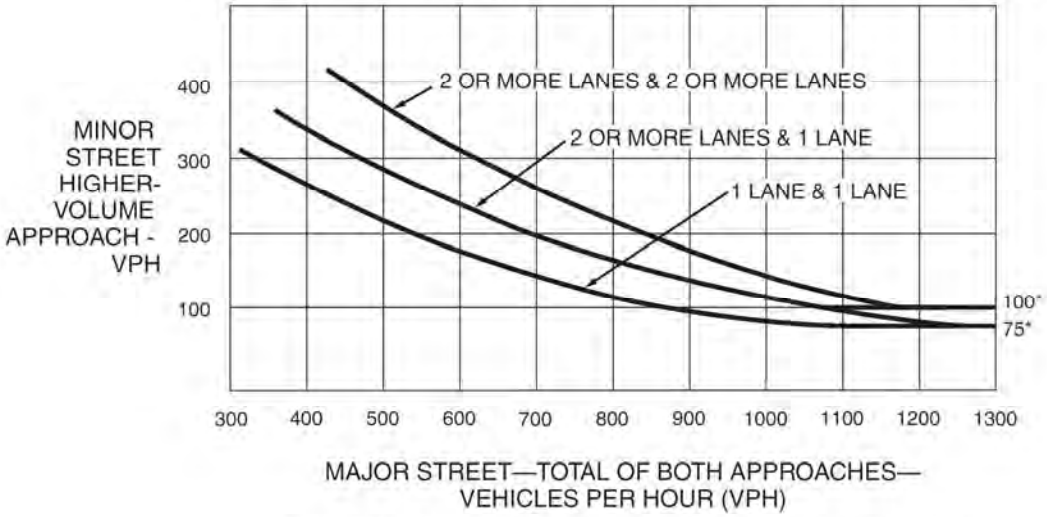
Figure 4C-3. Warrant 3, Peak Hour

A

*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

APPENDIX D

CALTRANS HCM FREEWAY SEGMENT ANALYSIS WORKSHEETS

BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Eastbound*
Agency or Company	*LLG Engineers*	From/To	*West of Soto Street*
Date Performed	*9/22/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday AM Peak Hour*	Analysis Year	*Existing 2014*

Project Description *Flair Spectrum Project (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*5590*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*3.17*	ramps/mi	TRD Adjustment	*8.5*	mph
FFS (measured)		mph	FFS	*66.9*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1524*	pc/h/ln	Design LOS		
S	*64.8*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*23.5*	pc/mi/ln	S		mph
LOS	*C*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Westbound*
Agency or Company	*LLG Engineers*	From/To	*West of Soto Street*
Date Performed	*9/22/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday AM Peak Hour*	Analysis Year	*Existing 2014*

Project Description *Flair Spectrum Project (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*9167*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*3.17*	ramps/mi	TRD Adjustment	*8.5*	mph
FFS (measured)		mph	FFS	*66.9*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2499*	pc/h/ln	Design LOS		
S	*47.9*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*52.2*	pc/mi/ln	S		mph
LOS	*F*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Eastbound*
Agency or Company	*LLG Engineers*	From/To	*West of Soto Street*
Date Performed	*9/22/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday PM Peak Hour*	Analysis Year	*Existing 2014*

Project Description *Flair Spectrum Project (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*8421*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*3.17*	ramps/mi	TRD Adjustment	*8.5*	mph
FFS (measured)		mph	FFS	*66.9*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2296*	pc/h/ln	Design LOS		
S	*53.6*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*42.8*	pc/mi/ln	S		mph
LOS	*E*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Westbound*
Agency or Company	*LLG Engineers*	From/To	*West of Soto Street*
Date Performed	*9/22/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday PM Peak Hour*	Analysis Year	*Existing 2014*

Project Description *Flair Spectrum Project (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*5553*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*3.17*	ramps/mi	TRD Adjustment	*8.5*	mph
FFS (measured)		mph	FFS	*66.9*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1514*	pc/h/ln	Design LOS		
S	*64.8*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*23.4*	pc/mi/ln	S		mph
LOS	*C*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Eastbound*
Agency or Company	*LLG Engineers*	From/To	*West of Soto Street*
Date Performed	*9/22/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Saturday Mid-day Peak Hour*	Analysis Year	*Existing 2014*

Project Description *Flair Spectrum Project (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs				
Volume, V	*6907*	veh/h	Peak-Hour Factor, PHF	*0.94*
AADT		veh/day	%Trucks and Buses, P_T	*5*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*3.17*	ramps/mi	TRD Adjustment	*8.5*	mph
FFS (measured)		mph	FFS	*66.9*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)	
Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1883*	pc/h/ln	Design LOS	
S	*61.7*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
D = v_p / S	*30.5*	pc/mi/ln	S	mph
LOS	*D*		D = v_p / S	pc/mi/ln
			Required Number of Lanes, N	

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Westbound*
Agency or Company	*LLG Engineers*	From/To	*West of Soto Street*
Date Performed	*9/22/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Saturday Mid-day Peak Hour*	Analysis Year	*Existing 2014*

Project Description *Flair Spectrum Project (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs				
Volume, V	*7837*	veh/h	Peak-Hour Factor, PHF	*0.94*
AADT		veh/day	%Trucks and Buses, P_T	*5*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*3.17*	ramps/mi	TRD Adjustment	*8.5*	mph
FFS (measured)		mph	FFS	*66.9*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)	
Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2136*	pc/h/ln	Design LOS	
S	*57.3*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
D = v_p / S	*37.3*	pc/mi/ln	S	mph
LOS	*E*		D = v_p / S	pc/mi/ln
			Required Number of Lanes, N	

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Eastbound*
Agency or Company	*LLG Engineers*	From/To	*West of Soto Street*
Date Performed	*9/22/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday AM Peak Hour*	Analysis Year	*2014 Existing with Project*

Project Description *Flair Spectrum Project (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*5611*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*3.17*	ramps/mi	TRD Adjustment	*8.5*	mph
FFS (measured)		mph	FFS	*66.9*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1530*	pc/h/ln	Design LOS		
S	*64.8*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*23.6*	pc/mi/ln	S		mph
LOS	*C*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Westbound*
Agency or Company	*LLG Engineers*	From/To	*West of Soto Street*
Date Performed	*9/22/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday AM Peak Hour*	Analysis Year	*2014 Existing with Project*

Project Description *Flair Spectrum Project (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*9186*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*3.17*	ramps/mi	TRD Adjustment	*8.5*	mph
FFS (measured)		mph	FFS	*66.9*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2504*	pc/h/ln	Design LOS		
S	*47.7*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*52.5*	pc/mi/ln	S		mph
LOS	*F*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Eastbound*
Agency or Company	*LLG Engineers*	From/To	*West of Soto Street*
Date Performed	*9/22/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday PM Peak Hour*	Analysis Year	*2014 Existing with Project*

Project Description *Flair Spectrum Project (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*8450*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*3.17*	ramps/mi	TRD Adjustment	*8.5*	mph
FFS (measured)		mph	FFS	*66.9*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2304*	pc/h/ln	Design LOS		
S	*53.4*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*43.1*	pc/mi/ln	S		mph
LOS	*E*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Westbound*
Agency or Company	*LLG Engineers*	From/To	*West of Soto Street*
Date Performed	*9/22/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday PM Peak Hour*	Analysis Year	*2014 Existing with Project*

Project Description *Flair Spectrum Project (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*5580*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*3.17*	ramps/mi	TRD Adjustment	*8.5*	mph
FFS (measured)		mph	FFS	*66.9*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1521*	pc/h/ln	Design LOS		
S	*64.8*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*23.5*	pc/mi/ln	S		mph
LOS	*C*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Eastbound*
Agency or Company	*LLG Engineers*	From/To	*West of Soto Street*
Date Performed	*9/22/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Saturday Mid-day Peak Hour*	Analysis Year	*2014 Existing with Project*

Project Description *Flair Spectrum Project (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs				
Volume, V	*6946*	veh/h	Peak-Hour Factor, PHF	*0.94*
AADT		veh/day	%Trucks and Buses, P_T	*5*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*3.17*	ramps/mi	TRD Adjustment	*8.5*	mph
FFS (measured)		mph	FFS	*66.9*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1894*	pc/h/ln	Design LOS		
S	*61.5*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*30.8*	pc/mi/ln	S		mph
LOS	*D*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Westbound*
Agency or Company	*LLG Engineers*	From/To	*West of Soto Street*
Date Performed	*9/22/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Saturday Mid-day Peak Hour*	Analysis Year	*2014 Existing with Project*

Project Description *Flair Spectrum Project (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs				
Volume, V	*7874*	veh/h	Peak-Hour Factor, PHF	*0.94*
AADT		veh/day	%Trucks and Buses, P_T	*5*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*3.17*	ramps/mi	TRD Adjustment	*8.5*	mph
FFS (measured)		mph	FFS	*66.9*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2147*	pc/h/ln	Design LOS		
S	*57.1*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*37.6*	pc/mi/ln	S		mph
LOS	*E*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Eastbound*
Agency or Company	*LLG Engineers*	From/To	*West of Soto Street*
Date Performed	*9/30/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday AM Peak Hour*	Analysis Year	*2016 Future Pre-Project*

Project Description *Flair Spectrum Specific Plan (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*5815*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*3.17*	ramps/mi	TRD Adjustment	*8.5*	mph
FFS (measured)		mph	FFS	*66.9*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1585*	pc/h/ln	Design LOS		
S	*64.5*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*24.6*	pc/mi/ln	S		mph
LOS	*C*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Westbound*
Agency or Company	*LLG Engineers*	From/To	*West of Soto Street*
Date Performed	*9/30/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday AM Peak Hour*	Analysis Year	*2016 Future Pre-Project*

Project Description *Flair Spectrum Specific Plan (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*9385*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*3.17*	ramps/mi	TRD Adjustment	*8.5*	mph
FFS (measured)		mph	FFS	*66.9*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2558*	pc/h/ln	Design LOS		
S	*46.0*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*55.6*	pc/mi/ln	S		mph
LOS	*F*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Eastbound*
Agency or Company	*LLG Engineers*	From/To	*West of Soto Street*
Date Performed	*9/30/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday PM Peak Hour*	Analysis Year	*2016 Future Pre-Project*

Project Description *Flair Spectrum Specific Plan (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*8646*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*3.17*	ramps/mi	TRD Adjustment	*8.5*	mph
FFS (measured)		mph	FFS	*66.9*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2357*	pc/h/ln	Design LOS		
S	*52.0*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*45.3*	pc/mi/ln	S		mph
LOS	*F*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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Page 1 of 1

BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Westbound*
Agency or Company	*LLG Engineers*	From/To	*West of Soto Street*
Date Performed	*9/30/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday PM Peak Hour*	Analysis Year	*2016 Future Pre-Project*

Project Description *Flair Spectrum Specific Plan (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*5794*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*3.17*	ramps/mi	TRD Adjustment	*8.5*	mph
FFS (measured)		mph	FFS	*66.9*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1579*	pc/h/ln	Design LOS		
S	*64.5*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*24.5*	pc/mi/ln	S		mph
LOS	*C*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Eastbound*
Agency or Company	*LLG Engineers*	From/To	*West of Soto Street*
Date Performed	*9/30/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Saturday Mid-day Peak Hour*	Analysis Year	*2016 Future Pre-Project*

Project Description *Flair Spectrum Specific Plan (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs				
Volume, V	*7170*	veh/h	Peak-Hour Factor, PHF	*0.94*
AADT		veh/day	%Trucks and Buses, P_T	*5*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*3.17*	ramps/mi	TRD Adjustment	*8.5*	mph
FFS (measured)		mph	FFS	*66.9*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)	
Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1955*	pc/h/ln	Design LOS	
S	*60.6*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
D = v_p / S	*32.2*	pc/mi/ln	S	mph
LOS	*D*		D = v_p / S	pc/mi/ln
			Required Number of Lanes, N	

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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Page 1 of 1

BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Westbound*
Agency or Company	*LLG Engineers*	From/To	*West of Soto Street*
Date Performed	*9/30/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Saturday Mid-day Peak Hour*	Analysis Year	*2016 Future Pre-Project*

Project Description *Flair Spectrum Specific Plan (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs				
Volume, V	*8031*	veh/h	Peak-Hour Factor, PHF	*0.94*
AADT		veh/day	%Trucks and Buses, P_T	*5*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*3.17*	ramps/mi	TRD Adjustment	*8.5*	mph
FFS (measured)		mph	FFS	*66.9*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)	
Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2189*	pc/h/ln	Design LOS	
S	*56.2*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
D = v_p / S	*39.0*	pc/mi/ln	S	mph
LOS	*E*		D = v_p / S	pc/mi/ln
			Required Number of Lanes, N	

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Eastbound*
Agency or Company	*LLG Engineers*	From/To	*West of Soto Street*
Date Performed	*9/30/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday AM Peak Hour*	Analysis Year	*2016 Future with Project*

Project Description *Flair Spectrum Specific Plan (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*5834*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*3.17*	ramps/mi	TRD Adjustment	*8.5*	mph
FFS (measured)		mph	FFS	*66.9*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1590*	pc/h/ln	Design LOS		
S	*64.5*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*24.7*	pc/mi/ln	S		mph
LOS	*C*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Westbound*
Agency or Company	*LLG Engineers*	From/To	*West of Soto Street*
Date Performed	*9/30/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday AM Peak Hour*	Analysis Year	*2016 Future with Project*

Project Description *Flair Spectrum Specific Plan (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*9397*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*3.17*	ramps/mi	TRD Adjustment	*8.5*	mph
FFS (measured)		mph	FFS	*66.9*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2562*	pc/h/ln	Design LOS		
S	*45.9*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*55.9*	pc/mi/ln	S		mph
LOS	*F*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Eastbound*
Agency or Company	*LLG Engineers*	From/To	*West of Soto Street*
Date Performed	*9/30/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday PM Peak Hour*	Analysis Year	*2016 Future with Project*

Project Description *Flair Spectrum Specific Plan (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*8668*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*3.17*	ramps/mi	TRD Adjustment	*8.5*	mph
FFS (measured)		mph	FFS	*66.9*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2363*	pc/h/ln	Design LOS		
S	*51.8*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*45.6*	pc/mi/ln	S		mph
LOS	*F*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Westbound*
Agency or Company	*LLG Engineers*	From/To	*West of Soto Street*
Date Performed	*9/30/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday PM Peak Hour*	Analysis Year	*2016 Future with Project*

Project Description *Flair Spectrum Specific Plan (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*5817*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*3.17*	ramps/mi	TRD Adjustment	*8.5*	mph
FFS (measured)		mph	FFS	*66.9*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1586*	pc/h/ln	Design LOS		
S	*64.5*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*24.6*	pc/mi/ln	S		mph
LOS	*C*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Eastbound*
Agency or Company	*LLG Engineers*	From/To	*West of Soto Street*
Date Performed	*9/30/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Saturday Mid-day Peak Hour*	Analysis Year	*2016 Future with Project*

Project Description *Flair Spectrum Specific Plan (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs				
Volume, V	*7204*	veh/h	Peak-Hour Factor, PHF	*0.94*
AADT		veh/day	%Trucks and Buses, P_T	*5*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*3.17*	ramps/mi	TRD Adjustment	*8.5*	mph
FFS (measured)		mph	FFS	*66.9*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)	
Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1964*	pc/h/ln	Design LOS	
S	*60.5*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
D = v_p / S	*32.5*	pc/mi/ln	S	mph
LOS	*D*		D = v_p / S	pc/mi/ln
			Required Number of Lanes, N	

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Westbound*
Agency or Company	*LLG Engineers*	From/To	*West of Soto Street*
Date Performed	*9/30/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Saturday Mid-day Peak Hour*	Analysis Year	*2016 Future with Project*

Project Description *Flair Spectrum Specific Plan (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs				
Volume, V	*8064*	veh/h	Peak-Hour Factor, PHF	*0.94*
AADT		veh/day	%Trucks and Buses, P_T	*5*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*3.17*	ramps/mi	TRD Adjustment	*8.5*	mph
FFS (measured)		mph	FFS	*66.9*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)	
Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2198*	pc/h/ln	Design LOS	
S	*56.0*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
D = v_p / S	*39.3*	pc/mi/ln	S	mph
LOS	*E*		D = v_p / S	pc/mi/ln
			Required Number of Lanes, N	

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Eastbound*
Agency or Company	*LLG Engineers*	From/To	*West of Soto Street*
Date Performed	*9/30/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday AM Peak Hour*	Analysis Year	*2019 Future Pre-Project*

Project Description *Flair Spectrum Specific Plan (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*5952*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*3.17*	ramps/mi	TRD Adjustment	*8.5*	mph
FFS (measured)		mph	FFS	*66.9*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1623*	pc/h/ln	Design LOS		
S	*64.3*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*25.2*	pc/mi/ln	S		mph
LOS	*C*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Westbound*
Agency or Company	*LLG Engineers*	From/To	*West of Soto Street*
Date Performed	*9/30/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday AM Peak Hour*	Analysis Year	*2019 Future Pre-Project*

Project Description *Flair Spectrum Specific Plan (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*9611*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*3.17*	ramps/mi	TRD Adjustment	*8.5*	mph
FFS (measured)		mph	FFS	*66.9*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2620*	pc/h/ln	Design LOS		
S	*43.9*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*59.7*	pc/mi/ln	S		mph
LOS	*F*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Eastbound*
Agency or Company	*LLG Engineers*	From/To	*West of Soto Street*
Date Performed	*9/30/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday PM Peak Hour*	Analysis Year	*2019 Future Pre-Project*

Project Description *Flair Spectrum Specific Plan (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*8853*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*3.17*	ramps/mi	TRD Adjustment	*8.5*	mph
FFS (measured)		mph	FFS	*66.9*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2413*	pc/h/ln	Design LOS		
S	*50.4*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*47.8*	pc/mi/ln	S		mph
LOS	*F*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Westbound*
Agency or Company	*LLG Engineers*	From/To	*West of Soto Street*
Date Performed	*9/30/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday PM Peak Hour*	Analysis Year	*2019 Future Pre-Project*

Project Description *Flair Spectrum Specific Plan (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*5931*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*3.17*	ramps/mi	TRD Adjustment	*8.5*	mph
FFS (measured)		mph	FFS	*66.9*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1617*	pc/h/ln	Design LOS		
S	*64.3*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*25.1*	pc/mi/ln	S		mph
LOS	*C*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Eastbound*
Agency or Company	*LLG Engineers*	From/To	*West of Soto Street*
Date Performed	*9/30/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Saturday Mid-day Peak Hour*	Analysis Year	*2019 Future Pre-Project*

Project Description *Flair Spectrum Specific Plan (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs				
Volume, V	*7340*	veh/h	Peak-Hour Factor, PHF	*0.94*
AADT		veh/day	%Trucks and Buses, P_T	*5*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*3.17*	ramps/mi	TRD Adjustment	*8.5*	mph
FFS (measured)		mph	FFS	*66.9*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2001*	pc/h/ln	Design LOS		
S	*59.9*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*33.4*	pc/mi/ln	S		mph
LOS	*D*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Westbound*
Agency or Company	*LLG Engineers*	From/To	*West of Soto Street*
Date Performed	*9/30/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Saturday Mid-day Peak Hour*	Analysis Year	*2019 Future Pre-Project*

Project Description *Flair Spectrum Specific Plan (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs				
Volume, V	*8224*	veh/h	Peak-Hour Factor, PHF	*0.94*
AADT		veh/day	%Trucks and Buses, P_T	*5*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*3.17*	ramps/mi	TRD Adjustment	*8.5*	mph
FFS (measured)		mph	FFS	*66.9*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2242*	pc/h/ln	Design LOS		
S	*54.9*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*40.8*	pc/mi/ln	S		mph
LOS	*E*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Eastbound*
Agency or Company	*LLG Engineers*	From/To	*West of Soto Street*
Date Performed	*9/30/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday AM Peak Hour*	Analysis Year	*2019 Future with Project*

Project Description *Flair Spectrum Specific Plan (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*5973*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*3.17*	ramps/mi	TRD Adjustment	*8.5*	mph
FFS (measured)		mph	FFS	*66.9*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1628*	pc/h/ln	Design LOS		
S	*64.3*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*25.3*	pc/mi/ln	S		mph
LOS	*C*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Westbound*
Agency or Company	*LLG Engineers*	From/To	*West of Soto Street*
Date Performed	*9/30/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday AM Peak Hour*	Analysis Year	*2019 Future with Project*

Project Description *Flair Spectrum Specific Plan (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*9630*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*3.17*	ramps/mi	TRD Adjustment	*8.5*	mph
FFS (measured)		mph	FFS	*66.9*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2625*	pc/h/ln	Design LOS		
S	*43.7*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*60.0*	pc/mi/ln	S		mph
LOS	*F*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Eastbound*
Agency or Company	*LLG Engineers*	From/To	*West of Soto Street*
Date Performed	*9/30/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday PM Peak Hour*	Analysis Year	*2019 Future with Project*

Project Description *Flair Spectrum Specific Plan (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*8882*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*3.17*	ramps/mi	TRD Adjustment	*8.5*	mph
FFS (measured)		mph	FFS	*66.9*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2421*	pc/h/ln	Design LOS		
S	*50.2*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*48.2*	pc/mi/ln	S		mph
LOS	*F*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Westbound*
Agency or Company	*LLG Engineers*	From/To	*West of Soto Street*
Date Performed	*9/30/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday PM Peak Hour*	Analysis Year	*2019 Future with Project*

Project Description *Flair Spectrum Specific Plan (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*5958*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*3.17*	ramps/mi	TRD Adjustment	*8.5*	mph
FFS (measured)		mph	FFS	*66.9*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1624*	pc/h/ln	Design LOS		
S	*64.3*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*25.3*	pc/mi/ln	S		mph
LOS	*C*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Eastbound*
Agency or Company	*LLG Engineers*	From/To	*West of Soto Street*
Date Performed	*9/30/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Saturday Mid-day Peak Hour*	Analysis Year	*2019 Future with Project*

Project Description *Flair Spectrum Specific Plan (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs				
Volume, V	*7379*	veh/h	Peak-Hour Factor, PHF	*0.94*
AADT		veh/day	%Trucks and Buses, P_T	*5*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*3.17*	ramps/mi	TRD Adjustment	*8.5*	mph
FFS (measured)		mph	FFS	*66.9*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)	
Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2012*	pc/h/ln	Design LOS	
			v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	*59.7*	mph	S	mph
D = v_p / S	*33.7*	pc/mi/ln	D = v_p / S	pc/mi/ln
LOS	*D*		Required Number of Lanes, N	

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Westbound*
Agency or Company	*LLG Engineers*	From/To	*West of Soto Street*
Date Performed	*9/30/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Saturday Mid-day Peak Hour*	Analysis Year	*2019 Future with Project*

Project Description *Flair Spectrum Specific Plan (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs				
Volume, V	*8261*	veh/h	Peak-Hour Factor, PHF	*0.94*
AADT		veh/day	%Trucks and Buses, P_T	*5*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*3.17*	ramps/mi	TRD Adjustment	*8.5*	mph
FFS (measured)		mph	FFS	*66.9*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)	
Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2252*	pc/h/ln	Design LOS	
			v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	*54.7*	mph	S	mph
D = v_p / S	*41.2*	pc/mi/ln	D = v_p / S	pc/mi/ln
LOS	*E*		Required Number of Lanes, N	

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Eastbound*
Agency or Company	*LLG Engineers*	From/To	*West of Soto Street*
Date Performed	*9/22/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday AM Peak Hour*	Analysis Year	*2035 Future Pre-Project*

Project Description *Flair Spectrum Project (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*6686*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*3.17*	ramps/mi	TRD Adjustment	*8.5*	mph
FFS (measured)		mph	FFS	*66.9*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1823*	pc/h/ln	Design LOS		
S	*62.5*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*29.2*	pc/mi/ln	S		mph
LOS	*D*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Westbound*
Agency or Company	*LLG Engineers*	From/To	*West of Soto Street*
Date Performed	*9/22/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday AM Peak Hour*	Analysis Year	*2035 Future Pre-Project*

Project Description *Flair Spectrum Project (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*10814*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*3.17*	ramps/mi	TRD Adjustment	*8.5*	mph
FFS (measured)		mph	FFS	*66.9*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2948*	pc/h/ln	Design LOS		
S	*31.0*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*95.0*	pc/mi/ln	S		mph
LOS	*F*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Eastbound*
Agency or Company	*LLG Engineers*	From/To	*West of Soto Street*
Date Performed	*9/22/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday PM Peak Hour*	Analysis Year	*2035 Future Pre-Project*

Project Description *Flair Spectrum Project (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*9958*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*3.17*	ramps/mi	TRD Adjustment	*8.5*	mph
FFS (measured)		mph	FFS	*66.9*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2715*	pc/h/ln	Design LOS		
S	*40.5*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*67.1*	pc/mi/ln	S		mph
LOS	*F*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Westbound*
Agency or Company	*LLG Engineers*	From/To	*West of Soto Street*
Date Performed	*9/22/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday PM Peak Hour*	Analysis Year	*2035 Future Pre-Project*

Project Description *Flair Spectrum Project (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*6659*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*3.17*	ramps/mi	TRD Adjustment	*8.5*	mph
FFS (measured)		mph	FFS	*66.9*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1815*	pc/h/ln	Design LOS		
S	*62.6*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*29.0*	pc/mi/ln	S		mph
LOS	*D*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Eastbound*
Agency or Company	*LLG Engineers*	From/To	*West of Soto Street*
Date Performed	*9/22/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Saturday Mid-day Peak Hour*	Analysis Year	*2035 Future Pre-Project*

Project Description *Flair Spectrum Project (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs				
Volume, V	*8246*	veh/h	Peak-Hour Factor, PHF	*0.94*
AADT		veh/day	%Trucks and Buses, P_T	*5*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*3.17*	ramps/mi	TRD Adjustment	*8.5*	mph
FFS (measured)		mph	FFS	*66.9*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2248*	pc/h/ln	Design LOS		
S	*54.8*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*41.0*	pc/mi/ln	S		mph
LOS	*E*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Westbound*
Agency or Company	*LLG Engineers*	From/To	*West of Soto Street*
Date Performed	*9/22/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Saturday Mid-day Peak Hour*	Analysis Year	*2035 Future Pre-Project*

Project Description *Flair Spectrum Project (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs				
Volume, V	*9252*	veh/h	Peak-Hour Factor, PHF	*0.94*
AADT		veh/day	%Trucks and Buses, P_T	*5*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*3.17*	ramps/mi	TRD Adjustment	*8.5*	mph
FFS (measured)		mph	FFS	*66.9*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2522*	pc/h/ln	Design LOS		
S	*47.1*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*53.5*	pc/mi/ln	S		mph
LOS	*F*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Eastbound*
Agency or Company	*LLG Engineers*	From/To	*West of Soto Street*
Date Performed	*9/22/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday AM Peak Hour*	Analysis Year	*2035 Future with Project*

Project Description *Flair Spectrum Project (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*6707*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*3.17*	ramps/mi	TRD Adjustment	*8.5*	mph
FFS (measured)		mph	FFS	*66.9*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1828*	pc/h/ln	Design LOS		
S	*62.4*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*29.3*	pc/mi/ln	S		mph
LOS	*D*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Westbound*
Agency or Company	*LLG Engineers*	From/To	*West of Soto Street*
Date Performed	*9/22/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday AM Peak Hour*	Analysis Year	*2035 Future with Project*

Project Description *Flair Spectrum Project (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*10833*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*3.17*	ramps/mi	TRD Adjustment	*8.5*	mph
FFS (measured)		mph	FFS	*66.9*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2953*	pc/h/ln	Design LOS		
S	*30.8*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*95.9*	pc/mi/ln	S		mph
LOS	*F*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Eastbound*
Agency or Company	*LLG Engineers*	From/To	*West of Soto Street*
Date Performed	*9/22/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday PM Peak Hour*	Analysis Year	*2035 Future with Project*

Project Description *Flair Spectrum Project (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*9987*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*3.17*	ramps/mi	TRD Adjustment	*8.5*	mph
FFS (measured)		mph	FFS	*66.9*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2723*	pc/h/ln	Design LOS		
S	*40.2*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*67.8*	pc/mi/ln	S		mph
LOS	*F*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Westbound*
Agency or Company	*LLG Engineers*	From/To	*West of Soto Street*
Date Performed	*9/22/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday PM Peak Hour*	Analysis Year	*2035 Future with Project*

Project Description *Flair Spectrum Project (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*6686*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*3.17*	ramps/mi	TRD Adjustment	*8.5*	mph
FFS (measured)		mph	FFS	*66.9*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1823*	pc/h/ln	Design LOS		
S	*62.5*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*29.2*	pc/mi/ln	S		mph
LOS	*D*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Eastbound*
Agency or Company	*LLG Engineers*	From/To	*West of Soto Street*
Date Performed	*9/22/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Saturday Mid-day Peak Hour*	Analysis Year	*2035 Future with Project*

Project Description *Flair Spectrum Project (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs				
Volume, V	*8285*	veh/h	Peak-Hour Factor, PHF	*0.94*
AADT		veh/day	%Trucks and Buses, P_T	*5*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*3.17*	ramps/mi	TRD Adjustment	*8.5*	mph
FFS (measured)		mph	FFS	*66.9*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2259*	pc/h/ln	Design LOS		
S	*54.5*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*41.4*	pc/mi/ln	S		mph
LOS	*E*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Westbound*
Agency or Company	*LLG Engineers*	From/To	*West of Soto Street*
Date Performed	*9/22/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Saturday Mid-day Peak Hour*	Analysis Year	*2035 Future with Project*

Project Description *Flair Spectrum Project (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs				
Volume, V	*9289*	veh/h	Peak-Hour Factor, PHF	*0.94*
AADT		veh/day	%Trucks and Buses, P_T	*5*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*3.17*	ramps/mi	TRD Adjustment	*8.5*	mph
FFS (measured)		mph	FFS	*66.9*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2532*	pc/h/ln	Design LOS		
S	*46.8*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*54.1*	pc/mi/ln	S		mph
LOS	*F*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Eastbound*
Agency or Company	*LLG Engineers*	From/To	*West of I-710*
Date Performed	*9/18/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday AM Peak Hour*	Analysis Year	*Existing 2014*

Project Description *Flair Spectrum Project (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*5809*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*2.50*	ramps/mi	TRD Adjustment	*7.0*	mph
FFS (measured)		mph	FFS	*68.4*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1584*	pc/h/ln	Design LOS		
S	*68.3*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*23.2*	pc/mi/ln	S		mph
LOS	*C*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Westbound*
Agency or Company	*LLG Engineers*	From/To	*West of I-710*
Date Performed	*9/18/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday AM Peak Hour*	Analysis Year	*Existing 2014*

Project Description *Flair Spectrum Project (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*9526*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*2.17*	ramps/mi	TRD Adjustment	*6.2*	mph
FFS (measured)		mph	FFS	*69.2*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2597*	pc/h/ln	Design LOS		
S	*47.4*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*54.8*	pc/mi/ln	S		mph
LOS	*F*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Eastbound*
Agency or Company	*LLG Engineers*	From/To	*West of I-710*
Date Performed	*9/18/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday PM Peak Hour*	Analysis Year	*Existing 2014*

Project Description *Flair Spectrum Project (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*8982*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*2.50*	ramps/mi	TRD Adjustment	*7.0*	mph
FFS (measured)		mph	FFS	*68.4*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2449*	pc/h/ln	Design LOS		
S	*51.9*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*47.2*	pc/mi/ln	S		mph
LOS	*F*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Westbound*
Agency or Company	*LLG Engineers*	From/To	*West of I-710*
Date Performed	*9/18/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday PM Peak Hour*	Analysis Year	*Existing 2014*

Project Description *Flair Spectrum Project (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*5923*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*2.17*	ramps/mi	TRD Adjustment	*6.2*	mph
FFS (measured)		mph	FFS	*69.2*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1615*	pc/h/ln	Design LOS		
S	*68.0*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*23.7*	pc/mi/ln	S		mph
LOS	*C*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Eastbound*
Agency or Company	*LLG Engineers*	From/To	*West of I-710*
Date Performed	*9/18/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Saturday Mid-day Peak Hour*	Analysis Year	*Existing 2014*

Project Description *Flair Spectrum Project (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs				
Volume, V	*8598*	veh/h	Peak-Hour Factor, PHF	*0.94*
AADT		veh/day	%Trucks and Buses, P_T	*5*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*2.50*	ramps/mi	TRD Adjustment	*7.0*	mph
FFS (measured)		mph	FFS	*68.4*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)	
Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2344*	pc/h/ln	Design LOS	
			v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	*54.8*	mph	S	mph
D = v_p / S	*42.8*	pc/mi/ln	D = v_p / S	pc/mi/ln
LOS	*E*		Required Number of Lanes, N	

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Westbound*
Agency or Company	*LLG Engineers*	From/To	*West of I-710*
Date Performed	*9/18/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Saturday Mid-day Peak Hour*	Analysis Year	*Existing 2014*

Project Description *Flair Spectrum Project (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs				
Volume, V	*8045*	veh/h	Peak-Hour Factor, PHF	*0.94*
AADT		veh/day	%Trucks and Buses, P_T	*5*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*2.17*	ramps/mi	TRD Adjustment	*6.2*	mph
FFS (measured)		mph	FFS	*69.2*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)	
Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2193*	pc/h/ln	Design LOS	
			v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	*58.6*	mph	S	mph
D = v_p / S	*37.4*	pc/mi/ln	D = v_p / S	pc/mi/ln
LOS	*E*		Required Number of Lanes, N	

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Eastbound*
Agency or Company	*LLG Engineers*	From/To	*West of I-710*
Date Performed	*9/18/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday AM Peak Hour*	Analysis Year	*2014 Existing with Project*

Project Description *Flair Spectrum Project (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*5838*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*2.50*	ramps/mi	TRD Adjustment	*7.0*	mph
FFS (measured)		mph	FFS	*68.4*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1591*	pc/h/ln	Design LOS		
S	*68.2*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*23.3*	pc/mi/ln	S		mph
LOS	*C*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Westbound*
Agency or Company	*LLG Engineers*	From/To	*West of I-710*
Date Performed	*9/18/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday AM Peak Hour*	Analysis Year	*2014 Existing with Project*

Project Description *Flair Spectrum Project (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*9548*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*2.17*	ramps/mi	TRD Adjustment	*6.2*	mph
FFS (measured)		mph	FFS	*69.2*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2603*	pc/h/ln	Design LOS		
S	*47.2*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*55.2*	pc/mi/ln	S		mph
LOS	*F*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Eastbound*
Agency or Company	*LLG Engineers*	From/To	*West of I-710*
Date Performed	*9/18/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday PM Peak Hour*	Analysis Year	*2014 Existing with Project*

Project Description *Flair Spectrum Project (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*9026*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*2.50*	ramps/mi	TRD Adjustment	*7.0*	mph
FFS (measured)		mph	FFS	*68.4*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2461*	pc/h/ln	Design LOS		
S	*51.6*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*47.7*	pc/mi/ln	S		mph
LOS	*F*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Westbound*
Agency or Company	*LLG Engineers*	From/To	*West of I-710*
Date Performed	*9/18/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday PM Peak Hour*	Analysis Year	*2014 Existing with Project*

Project Description *Flair Spectrum Project (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*5965*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*2.17*	ramps/mi	TRD Adjustment	*6.2*	mph
FFS (measured)		mph	FFS	*69.2*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1626*	pc/h/ln	Design LOS		
S	*67.9*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*23.9*	pc/mi/ln	S		mph
LOS	*C*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Eastbound*
Agency or Company	*LLG Engineers*	From/To	*West of I-710*
Date Performed	*9/18/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Saturday Mid-day Peak Hour*	Analysis Year	*2014 Existing with Project*

Project Description *Flair Spectrum Project (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs				
Volume, V	*8666*	veh/h	Peak-Hour Factor, PHF	*0.94*
AADT		veh/day	%Trucks and Buses, P_T	*5*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*2.50*	ramps/mi	TRD Adjustment	*7.0*	mph
FFS (measured)		mph	FFS	*68.4*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)	
Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2362*	pc/h/ln	Design LOS	
S	*54.3*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
D = v_p / S	*43.5*	pc/mi/ln	S	mph
LOS	*E*		D = v_p / S	pc/mi/ln
			Required Number of Lanes, N	

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Westbound*
Agency or Company	*LLG Engineers*	From/To	*West of I-710*
Date Performed	*9/19/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Saturday Mid-day Peak Hour*	Analysis Year	*2014 Existing with Project*

Project Description *Flair Spectrum Project (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs				
Volume, V	*8109*	veh/h	Peak-Hour Factor, PHF	*0.94*
AADT		veh/day	%Trucks and Buses, P_T	*5*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*2.17*	ramps/mi	TRD Adjustment	*6.2*	mph
FFS (measured)		mph	FFS	*69.2*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)	
Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2211*	pc/h/ln	Design LOS	
S	*58.1*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
D = v_p / S	*38.0*	pc/mi/ln	S	mph
LOS	*E*		D = v_p / S	pc/mi/ln
			Required Number of Lanes, N	

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Eastbound*
Agency or Company	*LLG Engineers*	From/To	*West of I-710*
Date Performed	*9/30/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday AM Peak Hour*	Analysis Year	*2016 Future Pre-Project*

Project Description *Flair Spectrum Specific Plan (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*6037*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*2.50*	ramps/mi	TRD Adjustment	*7.0*	mph
FFS (measured)		mph	FFS	*68.4*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1646*	pc/h/ln	Design LOS		
S	*67.7*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*24.3*	pc/mi/ln	S		mph
LOS	*C*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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Page 1 of 1

BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Westbound*
Agency or Company	*LLG Engineers*	From/To	*West of I-710*
Date Performed	*9/30/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday AM Peak Hour*	Analysis Year	*2016 Future Pre-Project*

Project Description *Flair Spectrum Specific Plan (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*9750*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*2.17*	ramps/mi	TRD Adjustment	*6.2*	mph
FFS (measured)		mph	FFS	*69.2*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2658*	pc/h/ln	Design LOS		
S	*45.3*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*58.6*	pc/mi/ln	S		mph
LOS	*F*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Eastbound*
Agency or Company	*LLG Engineers*	From/To	*West of I-710*
Date Performed	*9/30/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday PM Peak Hour*	Analysis Year	*2016 Future Pre-Project*

Project Description *Flair Spectrum Specific Plan (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*9216*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*2.50*	ramps/mi	TRD Adjustment	*7.0*	mph
FFS (measured)		mph	FFS	*68.4*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2512*	pc/h/ln	Design LOS		
S	*50.0*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*50.2*	pc/mi/ln	S		mph
LOS	*F*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Westbound*
Agency or Company	*LLG Engineers*	From/To	*West of I-710*
Date Performed	*9/30/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday PM Peak Hour*	Analysis Year	*2016 Future Pre-Project*

Project Description *Flair Spectrum Specific Plan (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*6170*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*2.17*	ramps/mi	TRD Adjustment	*6.2*	mph
FFS (measured)		mph	FFS	*69.2*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1682*	pc/h/ln	Design LOS		
S	*67.3*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*25.0*	pc/mi/ln	S		mph
LOS	*C*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Eastbound*
Agency or Company	*LLG Engineers*	From/To	*West of I-710*
Date Performed	*9/30/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Saturday Mid-day Peak Hour*	Analysis Year	*2016 Future Pre-Project*

Project Description *Flair Spectrum Specific Plan (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs				
Volume, V	*8889*	veh/h	Peak-Hour Factor, PHF	*0.94*
AADT		veh/day	%Trucks and Buses, P_T	*5*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*2.50*	ramps/mi	TRD Adjustment	*7.0*	mph
FFS (measured)		mph	FFS	*68.4*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2423*	pc/h/ln	Design LOS		
S	*52.6*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*46.0*	pc/mi/ln	S		mph
LOS	*F*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Westbound*
Agency or Company	*LLG Engineers*	From/To	*West of I-710*
Date Performed	*9/30/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Saturday Mid-day Peak Hour*	Analysis Year	*2016 Future Pre-Project*

Project Description *Flair Spectrum Specific Plan (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs				
Volume, V	*8243*	veh/h	Peak-Hour Factor, PHF	*0.94*
AADT		veh/day	%Trucks and Buses, P_T	*5*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*2.17*	ramps/mi	TRD Adjustment	*6.2*	mph
FFS (measured)		mph	FFS	*69.2*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2247*	pc/h/ln	Design LOS		
S	*57.3*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*39.2*	pc/mi/ln	S		mph
LOS	*E*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Eastbound*
Agency or Company	*LLG Engineers*	From/To	*West of I-710*
Date Performed	*9/30/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday AM Peak Hour*	Analysis Year	*2016 Future with Project*

Project Description *Flair Spectrum Specific Plan (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*6064*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*2.50*	ramps/mi	TRD Adjustment	*7.0*	mph
FFS (measured)		mph	FFS	*68.4*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1653*	pc/h/ln	Design LOS		
S	*67.6*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*24.4*	pc/mi/ln	S		mph
LOS	*C*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Westbound*
Agency or Company	*LLG Engineers*	From/To	*West of I-710*
Date Performed	*9/30/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday AM Peak Hour*	Analysis Year	*2016 Future with Project*

Project Description *Flair Spectrum Specific Plan (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*9765*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*2.17*	ramps/mi	TRD Adjustment	*6.2*	mph
FFS (measured)		mph	FFS	*69.2*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2662*	pc/h/ln	Design LOS		
S	*45.2*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*58.9*	pc/mi/ln	S		mph
LOS	*F*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Eastbound*
Agency or Company	*LLG Engineers*	From/To	*West of I-710*
Date Performed	*9/30/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday PM Peak Hour*	Analysis Year	*2016 Future with Project*

Project Description *Flair Spectrum Specific Plan (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*9253*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*2.50*	ramps/mi	TRD Adjustment	*7.0*	mph
FFS (measured)		mph	FFS	*68.4*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2522*	pc/h/ln	Design LOS		
S	*49.7*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*50.7*	pc/mi/ln	S		mph
LOS	*F*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Westbound*
Agency or Company	*LLG Engineers*	From/To	*West of I-710*
Date Performed	*9/30/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday PM Peak Hour*	Analysis Year	*2016 Future with Project*

Project Description *Flair Spectrum Specific Plan (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*6208*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*2.17*	ramps/mi	TRD Adjustment	*6.2*	mph
FFS (measured)		mph	FFS	*69.2*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1692*	pc/h/ln	Design LOS		
S	*67.2*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*25.2*	pc/mi/ln	S		mph
LOS	*C*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Eastbound*
Agency or Company	*LLG Engineers*	From/To	*West of I-710*
Date Performed	*9/30/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Saturday Mid-day Peak Hour*	Analysis Year	*2016 Future with Project*

Project Description *Flair Spectrum Specific Plan (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs				
Volume, V	*8952*	veh/h	Peak-Hour Factor, PHF	*0.94*
AADT		veh/day	%Trucks and Buses, P_T	*5*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*2.50*	ramps/mi	TRD Adjustment	*7.0*	mph
FFS (measured)		mph	FFS	*68.4*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)	
Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2440*	pc/h/ln	Design LOS	
S	*52.2*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
D = v_p / S	*46.8*	pc/mi/ln	S	mph
LOS	*F*		D = v_p / S	pc/mi/ln
			Required Number of Lanes, N	

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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Page 1 of 1

BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Westbound*
Agency or Company	*LLG Engineers*	From/To	*West of I-710*
Date Performed	*9/30/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Saturday Mid-day Peak Hour*	Analysis Year	*2016 Future with Project*

Project Description *Flair Spectrum Specific Plan (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs				
Volume, V	*8303*	veh/h	Peak-Hour Factor, PHF	*0.94*
AADT		veh/day	%Trucks and Buses, P_T	*5*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*2.17*	ramps/mi	TRD Adjustment	*6.2*	mph
FFS (measured)		mph	FFS	*69.2*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)	
Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2263*	pc/h/ln	Design LOS	
S	*56.9*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
D = v_p / S	*39.8*	pc/mi/ln	S	mph
LOS	*E*		D = v_p / S	pc/mi/ln
			Required Number of Lanes, N	

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Eastbound*
Agency or Company	*LLG Engineers*	From/To	*West of I-710*
Date Performed	*9/30/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday AM Peak Hour*	Analysis Year	*2019 Future Pre-Project*

Project Description *Flair Spectrum Specific Plan (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*6180*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*2.50*	ramps/mi	TRD Adjustment	*7.0*	mph
FFS (measured)		mph	FFS	*68.4*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1685*	pc/h/ln	Design LOS		
S	*67.3*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*25.0*	pc/mi/ln	S		mph
LOS	*C*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Westbound*
Agency or Company	*LLG Engineers*	From/To	*West of I-710*
Date Performed	*9/30/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday AM Peak Hour*	Analysis Year	*2019 Future Pre-Project*

Project Description *Flair Spectrum Specific Plan (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*9985*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*2.17*	ramps/mi	TRD Adjustment	*6.2*	mph
FFS (measured)		mph	FFS	*69.2*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2722*	pc/h/ln	Design LOS		
S	*43.1*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*63.1*	pc/mi/ln	S		mph
LOS	*F*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Eastbound*
Agency or Company	*LLG Engineers*	From/To	*West of I-710*
Date Performed	*9/30/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday PM Peak Hour*	Analysis Year	*2019 Future Pre-Project*

Project Description *Flair Spectrum Specific Plan (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*9437*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*2.50*	ramps/mi	TRD Adjustment	*7.0*	mph
FFS (measured)		mph	FFS	*68.4*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2573*	pc/h/ln	Design LOS		
S	*48.1*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*53.5*	pc/mi/ln	S		mph
LOS	*F*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Westbound*
Agency or Company	*LLG Engineers*	From/To	*West of I-710*
Date Performed	*9/30/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday PM Peak Hour*	Analysis Year	*2019 Future Pre-Project*

Project Description *Flair Spectrum Specific Plan (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*6316*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*2.17*	ramps/mi	TRD Adjustment	*6.2*	mph
FFS (measured)		mph	FFS	*69.2*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1722*	pc/h/ln	Design LOS		
S	*66.8*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*25.8*	pc/mi/ln	S		mph
LOS	*C*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Eastbound*
Agency or Company	*LLG Engineers*	From/To	*West of I-710*
Date Performed	*9/30/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Saturday Mid-day Peak Hour*	Analysis Year	*2019 Future Pre-Project*

Project Description *Flair Spectrum Specific Plan (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs				
Volume, V	*9101*	veh/h	Peak-Hour Factor, PHF	*0.94*
AADT		veh/day	%Trucks and Buses, P_T	*5*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*2.50*	ramps/mi	TRD Adjustment	*7.0*	mph
FFS (measured)		mph	FFS	*68.4*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)	
Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2481*	pc/h/ln	Design LOS	
S	*51.0*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
D = v_p / S	*48.7*	pc/mi/ln	S	mph
LOS	*F*		D = v_p / S	pc/mi/ln
			Required Number of Lanes, N	

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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Page 1 of 1

BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Westbound*
Agency or Company	*LLG Engineers*	From/To	*West of I-710*
Date Performed	*9/30/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Saturday Mid-day Peak Hour*	Analysis Year	*2019 Future Pre-Project*

Project Description *Flair Spectrum Specific Plan (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs				
Volume, V	*8441*	veh/h	Peak-Hour Factor, PHF	*0.94*
AADT		veh/day	%Trucks and Buses, P_T	*5*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*2.17*	ramps/mi	TRD Adjustment	*6.2*	mph
FFS (measured)		mph	FFS	*69.2*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)	
Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2301*	pc/h/ln	Design LOS	
S	*55.9*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
D = v_p / S	*41.1*	pc/mi/ln	S	mph
LOS	*E*		D = v_p / S	pc/mi/ln
			Required Number of Lanes, N	

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Eastbound*
Agency or Company	*LLG Engineers*	From/To	*West of I-710*
Date Performed	*9/30/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday AM Peak Hour*	Analysis Year	*2019 Future with Project*

Project Description *Flair Spectrum Specific Plan (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*6209*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*2.50*	ramps/mi	TRD Adjustment	*7.0*	mph
FFS (measured)		mph	FFS	*68.4*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1693*	pc/h/ln	Design LOS		
S	*67.2*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*25.2*	pc/mi/ln	S		mph
LOS	*C*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Westbound*
Agency or Company	*LLG Engineers*	From/To	*West of I-710*
Date Performed	*9/30/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday AM Peak Hour*	Analysis Year	*2019 Future with Project*

Project Description *Flair Spectrum Specific Plan (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*10007*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*2.17*	ramps/mi	TRD Adjustment	*6.2*	mph
FFS (measured)		mph	FFS	*69.2*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2728*	pc/h/ln	Design LOS		
S	*42.9*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*63.6*	pc/mi/ln	S		mph
LOS	*F*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Eastbound*
Agency or Company	*LLG Engineers*	From/To	*West of I-710*
Date Performed	*9/30/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday PM Peak Hour*	Analysis Year	*2019 Future with Project*

Project Description *Flair Spectrum Specific Plan (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*9481*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*2.50*	ramps/mi	TRD Adjustment	*7.0*	mph
FFS (measured)		mph	FFS	*68.4*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2585*	pc/h/ln	Design LOS		
S	*47.7*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*54.1*	pc/mi/ln	S		mph
LOS	*F*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Westbound*
Agency or Company	*LLG Engineers*	From/To	*West of I-710*
Date Performed	*9/30/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday PM Peak Hour*	Analysis Year	*2019 Future with Project*

Project Description *Flair Spectrum Specific Plan (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*6358*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*2.17*	ramps/mi	TRD Adjustment	*6.2*	mph
FFS (measured)		mph	FFS	*69.2*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1733*	pc/h/ln	Design LOS		
S	*66.7*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*26.0*	pc/mi/ln	S		mph
LOS	*C*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Eastbound*
Agency or Company	*LLG Engineers*	From/To	*West of I-710*
Date Performed	*9/30/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Saturday Mid-day Peak Hour*	Analysis Year	*2019 Future with Project*

Project Description *Flair Spectrum Specific Plan (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs				
Volume, V	*9169*	veh/h	Peak-Hour Factor, PHF	*0.94*
AADT		veh/day	%Trucks and Buses, P_T	*5*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*2.50*	ramps/mi	TRD Adjustment	*7.0*	mph
FFS (measured)		mph	FFS	*68.4*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)	
Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2500*	pc/h/ln	Design LOS	
S	*50.4*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
D = v_p / S	*49.6*	pc/mi/ln	S	mph
LOS	*F*		D = v_p / S	pc/mi/ln
			Required Number of Lanes, N	

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Westbound*
Agency or Company	*LLG Engineers*	From/To	*West of I-710*
Date Performed	*9/30/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Saturday Mid-day Peak Hour*	Analysis Year	*2019 Future with Project*

Project Description *Flair Spectrum Specific Plan (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs				
Volume, V	*8505*	veh/h	Peak-Hour Factor, PHF	*0.94*
AADT		veh/day	%Trucks and Buses, P_T	*5*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*2.17*	ramps/mi	TRD Adjustment	*6.2*	mph
FFS (measured)		mph	FFS	*69.2*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)	
Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2319*	pc/h/ln	Design LOS	
S	*55.5*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
D = v_p / S	*41.8*	pc/mi/ln	S	mph
LOS	*E*		D = v_p / S	pc/mi/ln
			Required Number of Lanes, N	

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Eastbound*
Agency or Company	*LLG Engineers*	From/To	*West of I-710*
Date Performed	*9/18/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday AM Peak Hour*	Analysis Year	*2035 Future Pre-Project*

Project Description *Flair Spectrum Project (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*6942*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*2.50*	ramps/mi	TRD Adjustment	*7.0*	mph
FFS (measured)		mph	FFS	*68.4*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1892*	pc/h/ln	Design LOS		
S	*64.4*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*29.4*	pc/mi/ln	S		mph
LOS	*D*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Westbound*
Agency or Company	*LLG Engineers*	From/To	*West of I-710*
Date Performed	*9/18/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday AM Peak Hour*	Analysis Year	*2035 Future Pre-Project*

Project Description *Flair Spectrum Project (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*11234*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*2.17*	ramps/mi	TRD Adjustment	*6.2*	mph
FFS (measured)		mph	FFS	*69.2*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*3062*	pc/h/ln	Design LOS		
S	*29.8*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*102.8*	pc/mi/ln	S		mph
LOS	*F*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Eastbound*
Agency or Company	*LLG Engineers*	From/To	*West of I-710*
Date Performed	*9/18/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday PM Peak Hour*	Analysis Year	*2035 Future Pre-Project*

Project Description *Flair Spectrum Project (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*10616*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*2.50*	ramps/mi	TRD Adjustment	*7.0*	mph
FFS (measured)		mph	FFS	*68.4*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2894*	pc/h/ln	Design LOS		
S	*36.7*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*78.8*	pc/mi/ln	S		mph
LOS	*F*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Westbound*
Agency or Company	*LLG Engineers*	From/To	*West of I-710*
Date Performed	*9/18/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday PM Peak Hour*	Analysis Year	*2035 Future Pre-Project*

Project Description *Flair Spectrum Project (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*7093*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*2.17*	ramps/mi	TRD Adjustment	*6.2*	mph
FFS (measured)		mph	FFS	*69.2*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1934*	pc/h/ln	Design LOS		
S	*63.8*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*30.3*	pc/mi/ln	S		mph
LOS	*D*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Eastbound*
Agency or Company	*LLG Engineers*	From/To	*West of I-710*
Date Performed	*9/18/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Saturday Mid-day Peak Hour*	Analysis Year	*2035 Future Pre-Project*

Project Description *Flair Spectrum Project (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs				
Volume, V	*10229*	veh/h	Peak-Hour Factor, PHF	*0.94*
AADT		veh/day	%Trucks and Buses, P_T	*5*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*2.50*	ramps/mi	TRD Adjustment	*7.0*	mph
FFS (measured)		mph	FFS	*68.4*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)	
Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2788*	pc/h/ln	Design LOS	
S	*40.7*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
D = v_p / S	*68.4*	pc/mi/ln	S	mph
LOS	*F*		D = v_p / S	pc/mi/ln
			Required Number of Lanes, N	

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Westbound*
Agency or Company	*LLG Engineers*	From/To	*West of I-710*
Date Performed	*9/18/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Saturday Mid-day Peak Hour*	Analysis Year	*2035 Future Pre-Project*

Project Description *Flair Spectrum Project (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs				
Volume, V	*9497*	veh/h	Peak-Hour Factor, PHF	*0.94*
AADT		veh/day	%Trucks and Buses, P_T	*5*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*2.17*	ramps/mi	TRD Adjustment	*6.2*	mph
FFS (measured)		mph	FFS	*69.2*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)	
Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2589*	pc/h/ln	Design LOS	
S	*47.6*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
D = v_p / S	*54.4*	pc/mi/ln	S	mph
LOS	*F*		D = v_p / S	pc/mi/ln
			Required Number of Lanes, N	

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Eastbound*
Agency or Company	*LLG Engineers*	From/To	*West of I-710*
Date Performed	*9/19/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday AM Peak Hour*	Analysis Year	*2035 Future with Project*

Project Description *Flair Spectrum Project (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*6971*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*2.50*	ramps/mi	TRD Adjustment	*7.0*	mph
FFS (measured)		mph	FFS	*68.4*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1900*	pc/h/ln	Design LOS		
S	*64.3*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*29.5*	pc/mi/ln	S		mph
LOS	*D*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Westbound*
Agency or Company	*LLG Engineers*	From/To	*West of I-710*
Date Performed	*9/19/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday AM Peak Hour*	Analysis Year	*2035 Future with Project*

Project Description *Flair Spectrum Project (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*11256*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*2.17*	ramps/mi	TRD Adjustment	*6.2*	mph
FFS (measured)		mph	FFS	*69.2*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*3068*	pc/h/ln	Design LOS		
S	*29.5*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*103.9*	pc/mi/ln	S		mph
LOS	*F*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Eastbound*
Agency or Company	*LLG Engineers*	From/To	*West of I-710*
Date Performed	*9/19/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday PM Peak Hour*	Analysis Year	*2035 Future with Project*

Project Description *Flair Spectrum Project (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*10660*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*2.50*	ramps/mi	TRD Adjustment	*7.0*	mph
FFS (measured)		mph	FFS	*68.4*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2906*	pc/h/ln	Design LOS		
S	*36.2*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*80.2*	pc/mi/ln	S		mph
LOS	*F*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Westbound*
Agency or Company	*LLG Engineers*	From/To	*West of I-710*
Date Performed	*9/19/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday PM Peak Hour*	Analysis Year	*2035 Future with Project*

Project Description *Flair Spectrum Project (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*7135*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*2.17*	ramps/mi	TRD Adjustment	*6.2*	mph
FFS (measured)		mph	FFS	*69.2*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1945*	pc/h/ln	Design LOS		
S	*63.6*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*30.6*	pc/mi/ln	S		mph
LOS	*D*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Eastbound*
Agency or Company	*LLG Engineers*	From/To	*West of I-710*
Date Performed	*9/19/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Saturday Mid-day Peak Hour*	Analysis Year	*2035 Future with Project*

Project Description *Flair Spectrum Project (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs				
Volume, V	*10297*	veh/h	Peak-Hour Factor, PHF	*0.94*
AADT		veh/day	%Trucks and Buses, P_T	*5*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*2.50*	ramps/mi	TRD Adjustment	*7.0*	mph
FFS (measured)		mph	FFS	*68.4*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)	
Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2807*	pc/h/ln	Design LOS	
S	*40.0*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
D = v_p / S	*70.1*	pc/mi/ln	S	mph
LOS	*F*		D = v_p / S	pc/mi/ln
			Required Number of Lanes, N	

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Westbound*
Agency or Company	*LLG Engineers*	From/To	*West of I-710*
Date Performed	*9/19/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Saturday Mid-day Peak Hour*	Analysis Year	*2035 Future with Project*

Project Description *Flair Spectrum Project (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs				
Volume, V	*9561*	veh/h	Peak-Hour Factor, PHF	*0.94*
AADT		veh/day	%Trucks and Buses, P_T	*5*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*2.17*	ramps/mi	TRD Adjustment	*6.2*	mph
FFS (measured)		mph	FFS	*69.2*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)	
Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2606*	pc/h/ln	Design LOS	
S	*47.1*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
D = v_p / S	*55.4*	pc/mi/ln	S	mph
LOS	*F*		D = v_p / S	pc/mi/ln
			Required Number of Lanes, N	

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Eastbound*
Agency or Company	*LLG Engineers*	From/To	*West of New Avenue*
Date Performed	*9/18/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday AM Peak Hour*	Analysis Year	*Existing 2014*

Project Description *Flair Spectrum Project (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*6586*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*2.83*	ramps/mi	TRD Adjustment	*7.7*	mph
FFS (measured)		mph	FFS	*67.7*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1795*	pc/h/ln	Design LOS		
S	*65.9*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*27.2*	pc/mi/ln	S		mph
LOS	*D*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Westbound*
Agency or Company	*LLG Engineers*	From/To	*West of New Avenue*
Date Performed	*9/18/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday AM Peak Hour*	Analysis Year	*Existing 2014*

Project Description *Flair Spectrum Project (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*7126*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*3.17*	ramps/mi	TRD Adjustment	*8.5*	mph
FFS (measured)		mph	FFS	*66.9*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1943*	pc/h/ln	Design LOS		
S	*60.8*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*31.9*	pc/mi/ln	S		mph
LOS	*D*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Eastbound*
Agency or Company	*LLG Engineers*	From/To	*West of New Avenue*
Date Performed	*9/18/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday PM Peak Hour*	Analysis Year	*Existing 2014*

Project Description *Flair Spectrum Project (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*7235*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*2.83*	ramps/mi	TRD Adjustment	*7.7*	mph
FFS (measured)		mph	FFS	*67.7*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1972*	pc/h/ln	Design LOS		
S	*63.1*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*31.3*	pc/mi/ln	S		mph
LOS	*D*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Westbound*
Agency or Company	*LLG Engineers*	From/To	*West of New Avenue*
Date Performed	*9/18/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday PM Peak Hour*	Analysis Year	*Existing 2014*

Project Description *Flair Spectrum Project (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*6344*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*3.17*	ramps/mi	TRD Adjustment	*8.5*	mph
FFS (measured)		mph	FFS	*66.9*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1729*	pc/h/ln	Design LOS		
S	*63.5*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*27.2*	pc/mi/ln	S		mph
LOS	*D*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Eastbound*
Agency or Company	*LLG Engineers*	From/To	*West of New Avenue*
Date Performed	*9/18/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Saturday Mid-day Peak Hour*	Analysis Year	*Existing 2014*

Project Description *Flair Spectrum Project (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs				
Volume, V	*7218*	veh/h	Peak-Hour Factor, PHF	*0.94*
AADT		veh/day	%Trucks and Buses, P_T	*5*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*2.83*	ramps/mi	TRD Adjustment	*7.7*	mph
FFS (measured)		mph	FFS	*67.7*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)	
Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1968*	pc/h/ln	Design LOS	
S	*63.2*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
D = v_p / S	*31.2*	pc/mi/ln	S	mph
LOS	*D*		D = v_p / S	pc/mi/ln
			Required Number of Lanes, N	

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Westbound*
Agency or Company	*LLG Engineers*	From/To	*West of New Avenue*
Date Performed	*9/18/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Saturday Mid-day Peak Hour*	Analysis Year	*Existing 2014*

Project Description *Flair Spectrum Project (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs				
Volume, V	*6900*	veh/h	Peak-Hour Factor, PHF	*0.94*
AADT		veh/day	%Trucks and Buses, P_T	*5*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*3.17*	ramps/mi	TRD Adjustment	*8.5*	mph
FFS (measured)		mph	FFS	*66.9*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)	
Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1881*	pc/h/ln	Design LOS	
S	*61.7*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
D = v_p / S	*30.5*	pc/mi/ln	S	mph
LOS	*D*		D = v_p / S	pc/mi/ln
			Required Number of Lanes, N	

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Eastbound*
Agency or Company	*LLG Engineers*	From/To	*West of New Avenue*
Date Performed	*9/19/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday AM Peak Hour*	Analysis Year	*2014 Existing with Project*

Project Description *Flair Spectrum Project (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*6694*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*2.83*	ramps/mi	TRD Adjustment	*7.7*	mph
FFS (measured)		mph	FFS	*67.7*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1825*	pc/h/ln	Design LOS		
S	*65.5*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*27.9*	pc/mi/ln	S		mph
LOS	*D*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Westbound*
Agency or Company	*LLG Engineers*	From/To	*West of New Avenue*
Date Performed	*9/19/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday AM Peak Hour*	Analysis Year	*2014 Existing with Project*

Project Description *Flair Spectrum Project (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*7216*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*3.17*	ramps/mi	TRD Adjustment	*8.5*	mph
FFS (measured)		mph	FFS	*66.9*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1967*	pc/h/ln	Design LOS		
S	*60.4*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*32.5*	pc/mi/ln	S		mph
LOS	*D*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Eastbound*
Agency or Company	*LLG Engineers*	From/To	*West of New Avenue*
Date Performed	*9/19/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday PM Peak Hour*	Analysis Year	*2014 Existing with Project*

Project Description *Flair Spectrum Project (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*7433*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*2.83*	ramps/mi	TRD Adjustment	*7.7*	mph
FFS (measured)		mph	FFS	*67.7*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2026*	pc/h/ln	Design LOS		
S	*62.1*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*32.6*	pc/mi/ln	S		mph
LOS	*D*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Westbound*
Agency or Company	*LLG Engineers*	From/To	*West of New Avenue*
Date Performed	*9/19/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday PM Peak Hour*	Analysis Year	*2014 Existing with Project*

Project Description *Flair Spectrum Project (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*6521*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*3.17*	ramps/mi	TRD Adjustment	*8.5*	mph
FFS (measured)		mph	FFS	*66.9*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1778*	pc/h/ln	Design LOS		
S	*63.0*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*28.2*	pc/mi/ln	S		mph
LOS	*D*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Eastbound*
Agency or Company	*LLG Engineers*	From/To	*West of New Avenue*
Date Performed	*9/19/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Saturday Mid-day Peak Hour*	Analysis Year	*2014 Existing with Project*

Project Description *Flair Spectrum Project (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs				
Volume, V	*7530*	veh/h	Peak-Hour Factor, PHF	*0.94*
AADT		veh/day	%Trucks and Buses, P_T	*5*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*2.83*	ramps/mi	TRD Adjustment	*7.7*	mph
FFS (measured)		mph	FFS	*67.7*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)	
Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2053*	pc/h/ln	Design LOS	
			v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	*61.6*	mph	S	mph
D = v_p / S	*33.3*	pc/mi/ln	D = v_p / S	pc/mi/ln
LOS	*D*		Required Number of Lanes, N	

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Westbound*
Agency or Company	*LLG Engineers*	From/To	*West of New Avenue*
Date Performed	*9/19/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Saturday Mid-day Peak Hour*	Analysis Year	*2014 Existing with Project*

Project Description *Flair Spectrum Project (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs				
Volume, V	*7188*	veh/h	Peak-Hour Factor, PHF	*0.94*
AADT		veh/day	%Trucks and Buses, P_T	*5*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*3.17*	ramps/mi	TRD Adjustment	*8.5*	mph
FFS (measured)		mph	FFS	*66.9*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)	
Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1959*	pc/h/ln	Design LOS	
			v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	*60.6*	mph	S	mph
D = v_p / S	*32.3*	pc/mi/ln	D = v_p / S	pc/mi/ln
LOS	*D*		Required Number of Lanes, N	

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Eastbound*
Agency or Company	*LLG Engineers*	From/To	*West of New Avenue*
Date Performed	*9/30/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday AM Peak Hour*	Analysis Year	*2016 Future Pre-Project*

Project Description *Flair Spectrum Specific Plan (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*6977*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*2.83*	ramps/mi	TRD Adjustment	*7.7*	mph
FFS (measured)		mph	FFS	*67.7*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1902*	pc/h/ln	Design LOS		
S	*64.3*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*29.6*	pc/mi/ln	S		mph
LOS	*D*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Westbound*
Agency or Company	*LLG Engineers*	From/To	*West of New Avenue*
Date Performed	*9/30/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday AM Peak Hour*	Analysis Year	*2016 Future Pre-Project*

Project Description *Flair Spectrum Specific Plan (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*7376*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*3.17*	ramps/mi	TRD Adjustment	*8.5*	mph
FFS (measured)		mph	FFS	*66.9*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2011*	pc/h/ln	Design LOS		
S	*59.7*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*33.7*	pc/mi/ln	S		mph
LOS	*D*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Eastbound*
Agency or Company	*LLG Engineers*	From/To	*West of New Avenue*
Date Performed	*9/30/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday PM Peak Hour*	Analysis Year	*2016 Future Pre-Project*

Project Description *Flair Spectrum Specific Plan (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*7523*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*2.83*	ramps/mi	TRD Adjustment	*7.7*	mph
FFS (measured)		mph	FFS	*67.7*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2051*	pc/h/ln	Design LOS		
S	*61.6*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*33.3*	pc/mi/ln	S		mph
LOS	*D*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Westbound*
Agency or Company	*LLG Engineers*	From/To	*West of New Avenue*
Date Performed	*9/30/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday PM Peak Hour*	Analysis Year	*2016 Future Pre-Project*

Project Description *Flair Spectrum Specific Plan (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*6766*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*3.17*	ramps/mi	TRD Adjustment	*8.5*	mph
FFS (measured)		mph	FFS	*66.9*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1844*	pc/h/ln	Design LOS		
S	*62.2*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*29.6*	pc/mi/ln	S		mph
LOS	*D*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Eastbound*
Agency or Company	*LLG Engineers*	From/To	*West of New Avenue*
Date Performed	*9/30/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Saturday Mid-day Peak Hour*	Analysis Year	*2016 Future Pre-Project*

Project Description *Flair Spectrum Specific Plan (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs				
Volume, V	*7655*	veh/h	Peak-Hour Factor, PHF	*0.94*
AADT		veh/day	%Trucks and Buses, P_T	*5*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*2.83*	ramps/mi	TRD Adjustment	*7.7*	mph
FFS (measured)		mph	FFS	*67.7*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)	
Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2087*	pc/h/ln	Design LOS	
S	*60.9*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
D = v_p / S	*34.3*	pc/mi/ln	S	mph
LOS	*D*		D = v_p / S	pc/mi/ln
			Required Number of Lanes, N	

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Westbound*
Agency or Company	*LLG Engineers*	From/To	*West of New Avenue*
Date Performed	*9/30/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Saturday Mid-day Peak Hour*	Analysis Year	*2016 Future Pre-Project*

Project Description *Flair Spectrum Specific Plan (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs				
Volume, V	*7153*	veh/h	Peak-Hour Factor, PHF	*0.94*
AADT		veh/day	%Trucks and Buses, P_T	*5*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*3.17*	ramps/mi	TRD Adjustment	*8.5*	mph
FFS (measured)		mph	FFS	*66.9*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)	
Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1950*	pc/h/ln	Design LOS	
S	*60.7*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
D = v_p / S	*32.1*	pc/mi/ln	S	mph
LOS	*D*		D = v_p / S	pc/mi/ln
			Required Number of Lanes, N	

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Eastbound*
Agency or Company	*LLG Engineers*	From/To	*West of New Avenue*
Date Performed	*9/30/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday AM Peak Hour*	Analysis Year	*2016 Future with Project*

Project Description *Flair Spectrum Specific Plan (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*7077*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*2.83*	ramps/mi	TRD Adjustment	*7.7*	mph
FFS (measured)		mph	FFS	*67.7*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1929*	pc/h/ln	Design LOS		
S	*63.8*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*30.2*	pc/mi/ln	S		mph
LOS	*D*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Westbound*
Agency or Company	*LLG Engineers*	From/To	*West of New Avenue*
Date Performed	*9/30/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday AM Peak Hour*	Analysis Year	*2016 Future with Project*

Project Description *Flair Spectrum Specific Plan (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*7427*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*3.17*	ramps/mi	TRD Adjustment	*8.5*	mph
FFS (measured)		mph	FFS	*66.9*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2025*	pc/h/ln	Design LOS		
S	*59.5*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*34.1*	pc/mi/ln	S		mph
LOS	*D*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Eastbound*
Agency or Company	*LLG Engineers*	From/To	*West of New Avenue*
Date Performed	*9/30/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday PM Peak Hour*	Analysis Year	*2016 Future with Project*

Project Description *Flair Spectrum Specific Plan (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*7684*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*2.83*	ramps/mi	TRD Adjustment	*7.7*	mph
FFS (measured)		mph	FFS	*67.7*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2095*	pc/h/ln	Design LOS		
S	*60.7*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*34.5*	pc/mi/ln	S		mph
LOS	*D*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Westbound*
Agency or Company	*LLG Engineers*	From/To	*West of New Avenue*
Date Performed	*9/30/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday PM Peak Hour*	Analysis Year	*2016 Future with Project*

Project Description *Flair Spectrum Specific Plan (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*6925*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*3.17*	ramps/mi	TRD Adjustment	*8.5*	mph
FFS (measured)		mph	FFS	*66.9*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1888*	pc/h/ln	Design LOS		
S	*61.6*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*30.6*	pc/mi/ln	S		mph
LOS	*D*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Eastbound*
Agency or Company	*LLG Engineers*	From/To	*West of New Avenue*
Date Performed	*9/30/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Saturday Mid-day Peak Hour*	Analysis Year	*2016 Future with Project*

Project Description *Flair Spectrum Specific Plan (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs				
Volume, V	*7940*	veh/h	Peak-Hour Factor, PHF	*0.94*
AADT		veh/day	%Trucks and Buses, P_T	*5*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*2.83*	ramps/mi	TRD Adjustment	*7.7*	mph
FFS (measured)		mph	FFS	*67.7*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2164*	pc/h/ln	Design LOS		
S	*59.2*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*36.5*	pc/mi/ln	S		mph
LOS	*E*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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Page 1 of 1

BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Westbound*
Agency or Company	*LLG Engineers*	From/To	*West of New Avenue*
Date Performed	*9/30/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Saturday Mid-day Peak Hour*	Analysis Year	*2016 Future with Project*

Project Description *Flair Spectrum Specific Plan (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs				
Volume, V	*7418*	veh/h	Peak-Hour Factor, PHF	*0.94*
AADT		veh/day	%Trucks and Buses, P_T	*5*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*3.17*	ramps/mi	TRD Adjustment	*8.5*	mph
FFS (measured)		mph	FFS	*66.9*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2022*	pc/h/ln	Design LOS		
S	*59.5*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*34.0*	pc/mi/ln	S		mph
LOS	*D*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Eastbound*
Agency or Company	*LLG Engineers*	From/To	*West of New Avenue*
Date Performed	*9/30/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday AM Peak Hour*	Analysis Year	*2019 Future Pre-Project*

Project Description *Flair Spectrum Specific Plan (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*7139*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*2.83*	ramps/mi	TRD Adjustment	*7.7*	mph
FFS (measured)		mph	FFS	*67.7*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1946*	pc/h/ln	Design LOS		
S	*63.5*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*30.6*	pc/mi/ln	S		mph
LOS	*D*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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Page 1 of 1

BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Westbound*
Agency or Company	*LLG Engineers*	From/To	*West of New Avenue*
Date Performed	*9/30/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday AM Peak Hour*	Analysis Year	*2019 Future Pre-Project*

Project Description *Flair Spectrum Specific Plan (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*7551*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*3.17*	ramps/mi	TRD Adjustment	*8.5*	mph
FFS (measured)		mph	FFS	*66.9*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2058*	pc/h/ln	Design LOS		
S	*58.9*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*35.0*	pc/mi/ln	S		mph
LOS	*D*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Eastbound*
Agency or Company	*LLG Engineers*	From/To	*West of New Avenue*
Date Performed	*9/30/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday PM Peak Hour*	Analysis Year	*2019 Future Pre-Project*

Project Description *Flair Spectrum Specific Plan (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*7701*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*2.83*	ramps/mi	TRD Adjustment	*7.7*	mph
FFS (measured)		mph	FFS	*67.7*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2099*	pc/h/ln	Design LOS		
S	*60.6*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*34.6*	pc/mi/ln	S		mph
LOS	*D*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Westbound*
Agency or Company	*LLG Engineers*	From/To	*West of New Avenue*
Date Performed	*9/30/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday PM Peak Hour*	Analysis Year	*2019 Future Pre-Project*

Project Description *Flair Spectrum Specific Plan (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*6922*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*3.17*	ramps/mi	TRD Adjustment	*8.5*	mph
FFS (measured)		mph	FFS	*66.9*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1887*	pc/h/ln	Design LOS		
S	*61.6*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*30.6*	pc/mi/ln	S		mph
LOS	*D*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Eastbound*
Agency or Company	*LLG Engineers*	From/To	*West of New Avenue*
Date Performed	*9/30/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Saturday Mid-day Peak Hour*	Analysis Year	*2019 Future Pre-Project*

Project Description *Flair Spectrum Specific Plan (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs				
Volume, V	*7832*	veh/h	Peak-Hour Factor, PHF	*0.94*
AADT		veh/day	%Trucks and Buses, P_T	*5*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*2.83*	ramps/mi	TRD Adjustment	*7.7*	mph
FFS (measured)		mph	FFS	*67.7*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)	
Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2135*	pc/h/ln	Design LOS	
			v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	*59.9*	mph	S	mph
D = v_p / S	*35.7*	pc/mi/ln	D = v_p / S	pc/mi/ln
LOS	*E*		Required Number of Lanes, N	

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Westbound*
Agency or Company	*LLG Engineers*	From/To	*West of New Avenue*
Date Performed	*9/30/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Saturday Mid-day Peak Hour*	Analysis Year	*2019 Future Pre-Project*

Project Description *Flair Spectrum Specific Plan (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs				
Volume, V	*7323*	veh/h	Peak-Hour Factor, PHF	*0.94*
AADT		veh/day	%Trucks and Buses, P_T	*5*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*3.17*	ramps/mi	TRD Adjustment	*8.5*	mph
FFS (measured)		mph	FFS	*66.9*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)	
Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1996*	pc/h/ln	Design LOS	
			v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	*60.0*	mph	S	mph
D = v_p / S	*33.3*	pc/mi/ln	D = v_p / S	pc/mi/ln
LOS	*D*		Required Number of Lanes, N	

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Eastbound*
Agency or Company	*LLG Engineers*	From/To	*West of New Avenue*
Date Performed	*9/30/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday AM Peak Hour*	Analysis Year	*2019 Future with Project*

Project Description *Flair Spectrum Specific Plan (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*7247*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*2.83*	ramps/mi	TRD Adjustment	*7.7*	mph
FFS (measured)		mph	FFS	*67.7*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1976*	pc/h/ln	Design LOS		
S	*63.0*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*31.4*	pc/mi/ln	S		mph
LOS	*D*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Westbound*
Agency or Company	*LLG Engineers*	From/To	*West of New Avenue*
Date Performed	*9/30/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday AM Peak Hour*	Analysis Year	*2019 Future with Project*

Project Description *Flair Spectrum Specific Plan (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*7641*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*3.17*	ramps/mi	TRD Adjustment	*8.5*	mph
FFS (measured)		mph	FFS	*66.9*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2083*	pc/h/ln	Design LOS		
S	*58.4*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*35.7*	pc/mi/ln	S		mph
LOS	*E*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Eastbound*
Agency or Company	*LLG Engineers*	From/To	*West of New Avenue*
Date Performed	*9/30/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday PM Peak Hour*	Analysis Year	*2019 Future with Project*

Project Description *Flair Spectrum Specific Plan (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*7899*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*2.83*	ramps/mi	TRD Adjustment	*7.7*	mph
FFS (measured)		mph	FFS	*67.7*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2153*	pc/h/ln	Design LOS		
S	*59.5*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*36.2*	pc/mi/ln	S		mph
LOS	*E*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Westbound*
Agency or Company	*LLG Engineers*	From/To	*West of New Avenue*
Date Performed	*9/30/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday PM Peak Hour*	Analysis Year	*2019 Future with Project*

Project Description *Flair Spectrum Specific Plan (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*7099*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*3.17*	ramps/mi	TRD Adjustment	*8.5*	mph
FFS (measured)		mph	FFS	*66.9*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1935*	pc/h/ln	Design LOS		
S	*60.9*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*31.8*	pc/mi/ln	S		mph
LOS	*D*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Eastbound*
Agency or Company	*LLG Engineers*	From/To	*West of New Avenue*
Date Performed	*9/30/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Saturday Mid-day Peak Hour*	Analysis Year	*2019 Future with Project*

Project Description *Flair Spectrum Specific Plan (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs				
Volume, V	*8144*	veh/h	Peak-Hour Factor, PHF	*0.94*
AADT		veh/day	%Trucks and Buses, P_T	*5*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*2.83*	ramps/mi	TRD Adjustment	*7.7*	mph
FFS (measured)		mph	FFS	*67.7*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)	
Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2220*	pc/h/ln	Design LOS	
			v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	*57.9*	mph	S	mph
D = v_p / S	*38.3*	pc/mi/ln	D = v_p / S	pc/mi/ln
LOS	*E*		Required Number of Lanes, N	

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Westbound*
Agency or Company	*LLG Engineers*	From/To	*West of New Avenue*
Date Performed	*9/30/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Saturday Mid-day Peak Hour*	Analysis Year	*2019 Future with Project*

Project Description *Flair Spectrum Specific Plan (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs				
Volume, V	*7611*	veh/h	Peak-Hour Factor, PHF	*0.94*
AADT		veh/day	%Trucks and Buses, P_T	*5*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*3.17*	ramps/mi	TRD Adjustment	*8.5*	mph
FFS (measured)		mph	FFS	*66.9*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)	
Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2075*	pc/h/ln	Design LOS	
			v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	*58.5*	mph	S	mph
D = v_p / S	*35.4*	pc/mi/ln	D = v_p / S	pc/mi/ln
LOS	*E*		Required Number of Lanes, N	

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Eastbound*
Agency or Company	*LLG Engineers*	From/To	*West of New Avenue*
Date Performed	*9/18/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday AM Peak Hour*	Analysis Year	*2035 Future Pre-Project*

Project Description *Flair Spectrum Project (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*8003*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*2.83*	ramps/mi	TRD Adjustment	*7.7*	mph
FFS (measured)		mph	FFS	*67.7*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2182*	pc/h/ln	Design LOS		
S	*58.8*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*37.1*	pc/mi/ln	S		mph
LOS	*E*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Westbound*
Agency or Company	*LLG Engineers*	From/To	*West of New Avenue*
Date Performed	*9/18/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday AM Peak Hour*	Analysis Year	*2035 Future Pre-Project*

Project Description *Flair Spectrum Project (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*8486*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*3.17*	ramps/mi	TRD Adjustment	*8.5*	mph
FFS (measured)		mph	FFS	*66.9*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2313*	pc/h/ln	Design LOS		
S	*53.2*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*43.5*	pc/mi/ln	S		mph
LOS	*E*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Eastbound*
Agency or Company	*LLG Engineers*	From/To	*West of New Avenue*
Date Performed	*9/18/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday PM Peak Hour*	Analysis Year	*2035 Future Pre-Project*

Project Description *Flair Spectrum Project (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*8650*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*2.83*	ramps/mi	TRD Adjustment	*7.7*	mph
FFS (measured)		mph	FFS	*67.7*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2358*	pc/h/ln	Design LOS		
S	*54.4*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*43.3*	pc/mi/ln	S		mph
LOS	*E*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Westbound*
Agency or Company	*LLG Engineers*	From/To	*West of New Avenue*
Date Performed	*9/18/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday PM Peak Hour*	Analysis Year	*2035 Future Pre-Project*

Project Description *Flair Spectrum Project (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*7754*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*3.17*	ramps/mi	TRD Adjustment	*8.5*	mph
FFS (measured)		mph	FFS	*66.9*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2114*	pc/h/ln	Design LOS		
S	*57.8*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*36.6*	pc/mi/ln	S		mph
LOS	*E*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Eastbound*
Agency or Company	*LLG Engineers*	From/To	*West of New Avenue*
Date Performed	*9/18/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Saturday Mid-day Peak Hour*	Analysis Year	*2035 Future Pre-Project*

Project Description *Flair Spectrum Project (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs				
Volume, V	*8779*	veh/h	Peak-Hour Factor, PHF	*0.94*
AADT		veh/day	%Trucks and Buses, P_T	*5*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*2.83*	ramps/mi	TRD Adjustment	*7.7*	mph
FFS (measured)		mph	FFS	*67.7*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)	
Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2393*	pc/h/ln	Design LOS	
			v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	*53.5*	mph	S	mph
D = v_p / S	*44.7*	pc/mi/ln	D = v_p / S	pc/mi/ln
LOS	*E*		Required Number of Lanes, N	

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Westbound*
Agency or Company	*LLG Engineers*	From/To	*West of New Avenue*
Date Performed	*9/18/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Saturday Mid-day Peak Hour*	Analysis Year	*2035 Future Pre-Project*

Project Description *Flair Spectrum Project (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs				
Volume, V	*8228*	veh/h	Peak-Hour Factor, PHF	*0.94*
AADT		veh/day	%Trucks and Buses, P_T	*5*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*3.17*	ramps/mi	TRD Adjustment	*8.5*	mph
FFS (measured)		mph	FFS	*66.9*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)	
Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2243*	pc/h/ln	Design LOS	
			v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	*54.9*	mph	S	mph
D = v_p / S	*40.8*	pc/mi/ln	D = v_p / S	pc/mi/ln
LOS	*E*		Required Number of Lanes, N	

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Eastbound*
Agency or Company	*LLG Engineers*	From/To	*West of New Avenue*
Date Performed	*9/18/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday AM Peak Hour*	Analysis Year	*2035 Future with Project*

Project Description *Flair Spectrum Project (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*8111*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*2.83*	ramps/mi	TRD Adjustment	*7.7*	mph
FFS (measured)		mph	FFS	*67.7*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2211*	pc/h/ln	Design LOS		
S	*58.1*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*38.0*	pc/mi/ln	S		mph
LOS	*E*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Westbound*
Agency or Company	*LLG Engineers*	From/To	*West of New Avenue*
Date Performed	*9/18/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday AM Peak Hour*	Analysis Year	*2035 Future with Project*

Project Description *Flair Spectrum Project (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*8576*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*3.17*	ramps/mi	TRD Adjustment	*8.5*	mph
FFS (measured)		mph	FFS	*66.9*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2338*	pc/h/ln	Design LOS		
S	*52.5*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*44.5*	pc/mi/ln	S		mph
LOS	*E*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Eastbound*
Agency or Company	*LLG Engineers*	From/To	*West of New Avenue*
Date Performed	*9/18/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday PM Peak Hour*	Analysis Year	*2035 Future with Project*

Project Description *Flair Spectrum Project (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*8848*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*2.83*	ramps/mi	TRD Adjustment	*7.7*	mph
FFS (measured)		mph	FFS	*67.7*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2412*	pc/h/ln	Design LOS		
S	*53.0*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*45.5*	pc/mi/ln	S		mph
LOS	*F*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Westbound*
Agency or Company	*LLG Engineers*	From/To	*West of New Avenue*
Date Performed	*9/18/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday PM Peak Hour*	Analysis Year	*2035 Future with Project*

Project Description *Flair Spectrum Project (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*7931*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*3.17*	ramps/mi	TRD Adjustment	*8.5*	mph
FFS (measured)		mph	FFS	*66.9*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2162*	pc/h/ln	Design LOS		
S	*56.8*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*38.1*	pc/mi/ln	S		mph
LOS	*E*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Eastbound*
Agency or Company	*LLG Engineers*	From/To	*West of New Avenue*
Date Performed	*9/18/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Saturday Mid-day Peak Hour*	Analysis Year	*2035 Future with Project*

Project Description *Flair Spectrum Project (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs				
Volume, V	*9091*	veh/h	Peak-Hour Factor, PHF	*0.94*
AADT		veh/day	%Trucks and Buses, P_T	*5*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*2.83*	ramps/mi	TRD Adjustment	*7.7*	mph
FFS (measured)		mph	FFS	*67.7*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)	
Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2478*	pc/h/ln	Design LOS	
S	*51.1*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
D = v_p / S	*48.5*	pc/mi/ln	S	mph
LOS	*F*		D = v_p / S	pc/mi/ln
			Required Number of Lanes, N	

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Westbound*
Agency or Company	*LLG Engineers*	From/To	*West of New Avenue*
Date Performed	*9/18/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Saturday Mid-day Peak Hour*	Analysis Year	*2035 Future with Project*

Project Description *Flair Spectrum Project (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs				
Volume, V	*8516*	veh/h	Peak-Hour Factor, PHF	*0.94*
AADT		veh/day	%Trucks and Buses, P_T	*5*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*3.17*	ramps/mi	TRD Adjustment	*8.5*	mph
FFS (measured)		mph	FFS	*66.9*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)	
Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2322*	pc/h/ln	Design LOS	
S	*52.9*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
D = v_p / S	*43.9*	pc/mi/ln	S	mph
LOS	*E*		D = v_p / S	pc/mi/ln
			Required Number of Lanes, N	

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Eastbound*
Agency or Company	*LLG Engineers*	From/To	*West of Rosemead Blvd (SR-164)*
Date Performed	*9/18/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday AM Peak Hour*	Analysis Year	*Existing 2014*
Project Description	*Flair Spectrum Project (1-14-4074-1)*		

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs				
Volume, V	*6706*	veh/h	Peak-Hour Factor, PHF	*0.94*
AADT		veh/day	%Trucks and Buses, P_T	*5*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*3.17*	ramps/mi	TRD Adjustment	*8.5*	mph
FFS (measured)		mph	FFS	*66.9*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1828*	pc/h/ln	Design LOS		
S	*62.4*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*29.3*	pc/mi/ln	S		mph
LOS	*D*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Westbound*
Agency or Company	*LLG Engineers*	From/To	*West of Rosemead Blvd (SR-164)*
Date Performed	*9/18/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday AM Peak Hour*	Analysis Year	*Existing 2014*
Project Description	*Flair Spectrum Project (1-14-4074-1)*		

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs				
Volume, V	*7256*	veh/h	Peak-Hour Factor, PHF	*0.94*
AADT		veh/day	%Trucks and Buses, P_T	*5*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*3.33*	ramps/mi	TRD Adjustment	*8.8*	mph
FFS (measured)		mph	FFS	*66.6*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1978*	pc/h/ln	Design LOS		
S	*60.3*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*32.8*	pc/mi/ln	S		mph
LOS	*D*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Eastbound*
Agency or Company	*LLG Engineers*	From/To	*West of Rosemead Blvd (SR-164)*
Date Performed	*9/18/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday PM Peak Hour*	Analysis Year	*Existing 2014*
Project Description	*Flair Spectrum Project (1-14-4074-1)*		

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs				
Volume, V	*7367*	veh/h	Peak-Hour Factor, PHF	*0.94*
AADT		veh/day	%Trucks and Buses, P_T	*5*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*3.17*	ramps/mi	TRD Adjustment	*8.5*	mph
FFS (measured)		mph	FFS	*66.9*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2008*	pc/h/ln	Design LOS		
S	*59.8*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*33.6*	pc/mi/ln	S		mph
LOS	*D*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Westbound*
Agency or Company	*LLG Engineers*	From/To	*West of Rosemead Blvd (SR-164)*
Date Performed	*9/18/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday PM Peak Hour*	Analysis Year	*Existing 2014*
Project Description	*Flair Spectrum Project (1-14-4074-1)*		

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs				
Volume, V	*6460*	veh/h	Peak-Hour Factor, PHF	*0.94*
AADT		veh/day	%Trucks and Buses, P_T	*5*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*3.33*	ramps/mi	TRD Adjustment	*8.8*	mph
FFS (measured)		mph	FFS	*66.6*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1761*	pc/h/ln	Design LOS		
S	*63.2*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*27.9*	pc/mi/ln	S		mph
LOS	*D*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Eastbound*
Agency or Company	*LLG Engineers*	From/To	*West of Rosemead Blvd (SR-164)*
Date Performed	*9/18/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Saturday Mid-day Peak Hour*	Analysis Year	*Existing 2014*

Project Description *Flair Spectrum Project (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*7009*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*3.17*	ramps/mi	TRD Adjustment	*8.5*	mph
FFS (measured)		mph	FFS	*66.9*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)	
Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1911*	pc/h/ln	Design LOS	
S	*61.3*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
D = v_p / S	*31.2*	pc/mi/ln	S	mph
LOS	*D*		D = v_p / S	pc/mi/ln
			Required Number of Lanes, N	

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Westbound*
Agency or Company	*LLG Engineers*	From/To	*West of Rosemead Blvd (SR-164)*
Date Performed	*9/18/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Saturday Mid-day Peak Hour*	Analysis Year	*Existing 2014*

Project Description *Flair Spectrum Project (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*6160*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*3.33*	ramps/mi	TRD Adjustment	*8.8*	mph
FFS (measured)		mph	FFS	*66.6*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)	
Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1679*	pc/h/ln	Design LOS	
S	*63.9*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
D = v_p / S	*26.3*	pc/mi/ln	S	mph
LOS	*D*		D = v_p / S	pc/mi/ln
			Required Number of Lanes, N	

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Eastbound*
Agency or Company	*LLG Engineers*	From/To	*West of Rosemead Blvd (SR-164)*
Date Performed	*9/18/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday AM Peak Hour*	Analysis Year	*2014 Existing with Project*
Project Description	*Flair Spectrum Project (1-14-4074-1)*		

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs				
Volume, V	*6840*	veh/h	Peak-Hour Factor, PHF	*0.94*
AADT		veh/day	%Trucks and Buses, P_T	*5*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*3.17*	ramps/mi	TRD Adjustment	*8.5*	mph
FFS (measured)		mph	FFS	*66.9*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1865*	pc/h/ln	Design LOS		
S	*61.9*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*30.1*	pc/mi/ln	S		mph
LOS	*D*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Westbound*
Agency or Company	*LLG Engineers*	From/To	*West of Rosemead Blvd (SR-164)*
Date Performed	*9/19/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday AM Peak Hour*	Analysis Year	*2014 Existing with Project*
Project Description	*Flair Spectrum Project (1-14-4074-1)*		

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs				
Volume, V	*7372*	veh/h	Peak-Hour Factor, PHF	*0.94*
AADT		veh/day	%Trucks and Buses, P_T	*5*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*3.33*	ramps/mi	TRD Adjustment	*8.8*	mph
FFS (measured)		mph	FFS	*66.6*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2010*	pc/h/ln	Design LOS		
S	*59.7*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*33.7*	pc/mi/ln	S		mph
LOS	*D*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Eastbound*
Agency or Company	*LLG Engineers*	From/To	*West of Rosemead Blvd (SR-164)*
Date Performed	*9/19/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday PM Peak Hour*	Analysis Year	*2014 Existing with Project*
Project Description	*Flair Spectrum Project (1-14-4074-1)*		

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs				
Volume, V	*7626*	veh/h	Peak-Hour Factor, PHF	*0.94*
AADT		veh/day	%Trucks and Buses, P_T	*5*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*3.17*	ramps/mi	TRD Adjustment	*8.5*	mph
FFS (measured)		mph	FFS	*66.9*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2079*	pc/h/ln	Design LOS		
S	*58.5*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*35.6*	pc/mi/ln	S		mph
LOS	*E*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Westbound*
Agency or Company	*LLG Engineers*	From/To	*West of Rosemead Blvd (SR-164)*
Date Performed	*9/19/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday PM Peak Hour*	Analysis Year	*2014 Existing with Project*
Project Description	*Flair Spectrum Project (1-14-4074-1)*		

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs				
Volume, V	*6689*	veh/h	Peak-Hour Factor, PHF	*0.94*
AADT		veh/day	%Trucks and Buses, P_T	*5*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*3.33*	ramps/mi	TRD Adjustment	*8.8*	mph
FFS (measured)		mph	FFS	*66.6*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1823*	pc/h/ln	Design LOS		
S	*62.5*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*29.2*	pc/mi/ln	S		mph
LOS	*D*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Eastbound*
Agency or Company	*LLG Engineers*	From/To	*West of Rosemead Blvd (SR-164)*
Date Performed	*9/19/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Saturday Mid-day Peak Hour*	Analysis Year	*2014 Existing with Project*

Project Description *Flair Spectrum Project (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*7419*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*3.17*	ramps/mi	TRD Adjustment	*8.5*	mph
FFS (measured)		mph	FFS	*66.9*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)	
Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2022*	pc/h/ln	Design LOS	
S	*59.5*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
D = v_p / S	*34.0*	pc/mi/ln	S	mph
LOS	*D*		D = v_p / S	pc/mi/ln
			Required Number of Lanes, N	

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Westbound*
Agency or Company	*LLG Engineers*	From/To	*West of Rosemead Blvd (SR-164)*
Date Performed	*9/19/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Saturday Mid-day Peak Hour*	Analysis Year	*2014 Existing with Project*

Project Description *Flair Spectrum Project (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*6537*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*3.33*	ramps/mi	TRD Adjustment	*8.8*	mph
FFS (measured)		mph	FFS	*66.6*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)	
Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1782*	pc/h/ln	Design LOS	
S	*62.9*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
D = v_p / S	*28.3*	pc/mi/ln	S	mph
LOS	*D*		D = v_p / S	pc/mi/ln
			Required Number of Lanes, N	

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Eastbound*
Agency or Company	*LLG Engineers*	From/To	*West of Rosemead Blvd (SR-164)*
Date Performed	*9/30/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday AM Peak Hour*	Analysis Year	*2016 Future Pre-Project*
Project Description	*Flair Spectrum Specific Plan (1-14-4074-1)*		

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs				
Volume, V	*7115*	veh/h	Peak-Hour Factor, PHF	*0.94*
AADT		veh/day	%Trucks and Buses, P_T	*5*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*3.17*	ramps/mi	TRD Adjustment	*8.5*	mph
FFS (measured)		mph	FFS	*66.9*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1940*	pc/h/ln	Design LOS		
S	*60.9*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*31.9*	pc/mi/ln	S		mph
LOS	*D*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Westbound*
Agency or Company	*LLG Engineers*	From/To	*West of Rosemead Blvd (SR-164)*
Date Performed	*9/30/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday AM Peak Hour*	Analysis Year	*2016 Future Pre-Project*
Project Description	*Flair Spectrum Specific Plan (1-14-4074-1)*		

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs				
Volume, V	*7508*	veh/h	Peak-Hour Factor, PHF	*0.94*
AADT		veh/day	%Trucks and Buses, P_T	*5*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*3.33*	ramps/mi	TRD Adjustment	*8.8*	mph
FFS (measured)		mph	FFS	*66.6*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2047*	pc/h/ln	Design LOS		
S	*59.1*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*34.7*	pc/mi/ln	S		mph
LOS	*D*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Eastbound*
Agency or Company	*LLG Engineers*	From/To	*West of Rosemead Blvd (SR-164)*
Date Performed	*9/30/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday PM Peak Hour*	Analysis Year	*2016 Future Pre-Project*
Project Description	*Flair Spectrum Specific Plan (1-14-4074-1)*		

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs				
Volume, V	*7664*	veh/h	Peak-Hour Factor, PHF	*0.94*
AADT		veh/day	%Trucks and Buses, P_T	*5*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*3.17*	ramps/mi	TRD Adjustment	*8.5*	mph
FFS (measured)		mph	FFS	*66.9*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2089*	pc/h/ln	Design LOS		
S	*58.3*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*35.9*	pc/mi/ln	S		mph
LOS	*E*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Westbound*
Agency or Company	*LLG Engineers*	From/To	*West of Rosemead Blvd (SR-164)*
Date Performed	*9/30/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Weekday PM Peak Hour*	Analysis Year	*2016 Future Pre-Project*
Project Description	*Flair Spectrum Specific Plan (1-14-4074-1)*		

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs				
Volume, V	*6904*	veh/h	Peak-Hour Factor, PHF	*0.94*
AADT		veh/day	%Trucks and Buses, P_T	*5*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*3.33*	ramps/mi	TRD Adjustment	*8.8*	mph
FFS (measured)		mph	FFS	*66.6*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1882*	pc/h/ln	Design LOS		
S	*61.7*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*30.5*	pc/mi/ln	S		mph
LOS	*D*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Eastbound*
Agency or Company	*LLG Engineers*	From/To	*West of Rosemead Blvd (SR-164)*
Date Performed	*9/30/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Saturday Mid-day Peak Hour*	Analysis Year	*2016 Future Pre-Project*

Project Description *Flair Spectrum Specific Plan (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*7474*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*3.17*	ramps/mi	TRD Adjustment	*8.5*	mph
FFS (measured)		mph	FFS	*66.9*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)	
Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2037*	pc/h/ln	Design LOS	
S	*59.2*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
D = v_p / S	*34.4*	pc/mi/ln	S	mph
LOS	*D*		D = v_p / S	pc/mi/ln
			Required Number of Lanes, N	

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst	*GT*	Highway/Direction of Travel	*I-10 Westbound*
Agency or Company	*LLG Engineers*	From/To	*West of Rosemead Blvd (SR-164)*
Date Performed	*9/30/2014*	Jurisdiction	*Caltrans*
Analysis Time Period	*Saturday Mid-day Peak Hour*	Analysis Year	*2016 Future Pre-Project*

Project Description *Flair Spectrum Specific Plan (1-14-4074-1)*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs					
Volume, V	*6401*	veh/h	Peak-Hour Factor, PHF	*0.94*	
AADT		veh/day	%Trucks and Buses, P_T	*5*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.976*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft			
Rt-Side Lat. Clearance	*6.0*	ft	f_{LW}	*0.0*	mph
Number of Lanes, N	*4*		f_{LC}	*0.0*	mph
Total Ramp Density, TRD	*3.33*	ramps/mi	TRD Adjustment	*8.8*	mph
FFS (measured)		mph	FFS	*66.6*	mph
Base free-flow Speed, BFFS	*75.4*	mph			

LOS and Performance Measures			Design (N)	
Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1745*	pc/h/ln	Design LOS	
S	*63.3*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
D = v_p / S	*27.6*	pc/mi/ln	S	mph
LOS	*D*		D = v_p / S	pc/mi/ln
			Required Number of Lanes, N	

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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