KUNZMAN ASSOCIATES, INC.

LING YEN MOUNTAIN TEMPLE

TRAFFIC IMPACT ANALYSIS (REVISED)

February 6, 2015

Traffic Engineering | Transportation Planning | Parking | Noise/Vibration | Expert Witness
Air Quality | Global Climate Change | Health Risk Assessment

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February 6, 2015

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I. Introduction

The purpose of this revised report is to provide an assessment of the traffic impacts resulting from the development of the proposed Ling Yen Mountain Temple project and to identify the traffic mitigation measures necessary to maintain the established level of service standard for the elements of the impacted roadway system. The traffic issues related to the proposed land use and development have been evaluated in the context of the California Environmental Quality Act.

The County of San Bernardino is the lead agency responsible for preparation of the traffic impact analysis, in accordance with California Environmental Quality Act authorizing legislation. This report analyzes traffic impacts for the anticipated opening date with partial occupancy of the development in Opening Year 2017, at which time it will be generating trips at its full potential, and for the current traffic forecast year, which is the Year 2035.

Although this is a technical report, every effort has been made to write the report clearly and concisely. To assist the reader with those terms unique to transportation engineering, a glossary of terms is provided in Appendix A.

A. Project Description

The proposed development is located on Ambleside Place north of Colonbero Road in the County of San Bernardino. A vicinity map showing the project location is provided on Figure 1.

The project site is currently developed with a Buddhist Temple that will be expanded to be able to accommodate up to 500 patrons. Figure 2 illustrates the project site plan.

B. Study Area

Regional access to the project site is mainly provided by the I-15 Freeway. Local access is provided by various roadways in the vicinity of the site. The north-south roadways expected to provide local access include Wardman Bullock Road, Ambleside Place, San Sevaine Road, and Cherry Avenue. The east-west roadways which will be most affected by the project include Colonbero Road and Wilson Avenue/Beech Avenue.

A series of scoping discussions were conducted with the County of San Bernardino and the City of Rancho Cucamonga to define the desired analysis locations for each future analysis year (see Appendix B).

C. Analysis Methodology

The analysis of the traffic impacts from the proposed development and the assessment of the required mitigation measures were based on an evaluation of the existing and forecast traffic conditions in the vicinity of the site with and without the project. The following analysis years are considered in this report:

- Existing Conditions (2014)
- Existing Plus Project Conditions
- Project Opening Year Conditions (2017)
- Horizon Year Conditions (2035)

Existing intersection traffic conditions were established through morning and evening peak hour traffic counts obtained by Kunzman Associates, Inc. from June/July 2014 (see Appendix C). In addition, truck classification counts were conducted at the study area intersections. The existing percent of trucks was used in the conversion of trucks to Passenger Car Equivalent's (see Appendix D). Supplemental traffic data was available from the 2012 Traffic Volumes on California State Highways by the California Department of Transportation.

The traffic counts were conducted when school was not in session so the adjacent schools have been accounted for by adding their projected trip generation and trip distribution to the study area intersections for all scenarios. To remain conservative, the projected trip generation has an included 25 percent safety factor to compensate for the lack of school buses in the area per the City of Rancho Cucamonga. The trip generation and trip distributions are included in Appendix E.

Project traffic volumes for all future projections were estimated using a list of all special events and daily activities. This list provides the number of attendees, the duration of the event, and number of attendees that will stay overnight on site.

The distributions of the project trips were based on existing travel patterns calculated using existing traffic counts. This methodology was approved by the County of San Bernardino Transportation Department staff and City of Rancho Cucamonga Traffic Engineer.

The average daily traffic volume forecasts have been determined using the growth increment approach on the San Bernardino Transportation Analysis Model (SBTAM) Year 2008 and Year 2035 average daily traffic volume forecasts (see Appendix D). This difference defines the growth in traffic over the 27 year period. The incremental growth in average daily traffic volume has been factored to reflect the forecast growth between Year 2014 and Year 2035. For this purpose, linear growth between the Year 2008 base condition and the forecast Year 2035 condition was assumed. Since the increment between Year 2013 and Year 2035 is 21 years of the 27 year time frame, a factor of 0.77 (i.e., 21/27) was used.

The Year 2035 without project daily and peak hour directional roadway segment volume forecasts have been determined using the growth increment approach on the SBTAM traffic model Year 2008 and Year 2035 peak hour volumes. The growth increment calculation worksheets are shown in Appendix D. Current peak hour intersection approach/departure data is a necessary input to this approach. The existing traffic count data serves as both the starting point for the refinement process, and also provides important insight into current travel patterns and the relationship between peak hour and daily traffic conditions. The initial turning movement proportions are estimated based upon the relationship of each approach leg's forecast traffic volume to the other legs forecast volumes at the intersection. The initial estimate of turning movement proportions is then entered into a spreadsheet program consistent with the National Cooperative Highway Research Program Report 255. A linear programming algorithm is used to calculate individual turning movements that

match the known directional roadway segment volumes computed in the previous step. This program computes a likely set of intersection turning movements from intersection approach counts and the initial turning proportions from each approach leg.

The Opening Year (2017) traffic volumes have been interpolated from the Year 2035 traffic volumes based upon a portion of the future growth increment. The remaining un-built portion of the original project is then added to the projected volumes to create the new future base volumes.

The project is then added to the Year 2035 SBTAM traffic model volumes to create the new future base volumes. Project traffic is then added to the new future base volumes. Quality control checks and forecast adjustments were performed as necessary to ensure that all future traffic volume forecasts reflect a minimum of 10% growth over existing traffic volumes. The result of this traffic forecasting procedure is a series of traffic volumes suitable for traffic operations analysis.

The technique used to assess the capacity needs of an intersection is known as the Intersection Delay Method (see Appendix F) based on the Highway Capacity Manual – Transportation Research Board Special Report 209. To calculate delay, the volume of traffic using the intersection is compared with the capacity of the intersection. The signalized intersections are considered deficient (Level of Service F) if the overall intersection critical volume to capacity ratio equals or exceeds 1.0, even if the Level of Service defined by the delay value is below the defined Level of Service standard. The volume to capacity ratio is defined as the critical volumes divided by the intersection capacity. A volume to capacity ratio greater than 1.0 implies an infinite queue.

The Level of Service analysis for signalized intersections has been performed using optimized signal timing. This analysis has included an assumed lost time of two seconds per phase. Signal timing optimization has considered pedestrian safety and signal coordination requirements. Appropriate time for pedestrian crossings has also been considered in the signalized intersection analysis. The following formula has been used to calculate the pedestrian minimum times for all Highway Capacity Manual runs:

(Curb to curb distance) / (3.5 feet/second) + 7 seconds

For existing/existing plus project/Opening Year (2017) traffic conditions, saturation flow rates of 1,800 vehicles per hour of green for through and right turn lanes and 1,700 vehicles per lane for single left turn lanes, 1,600 vehicles per lane for dual left turn lanes and 1,500 vehicles per lane for triple left turn lanes have been assumed for the capacity analysis.

For Year 2035 traffic conditions, saturation flow rates of 1,900 vehicles per hour of green for through and right turn lanes and 1,800 vehicles per lane for single left turn lanes, 1,700 vehicles per lane for dual left turn lanes and 1,800 vehicles per lane for double right turn lanes have been assumed for the capacity analysis.

The peak hour traffic volumes have been adjusted to peak 15 minute volumes for analysis purposes using the existing observed peak 15 minute to peak hour factors for all scenarios analyzed. Where feasible improvements in accordance with the local jurisdiction's General Plan and which result in acceptable operations cannot be identified, the Year 2035 peak

hour factor has been adjusted upwards to 0.95. This is to account for the effects of congestion on peak spreading. Peak spreading refers to the tendency of traffic to spread more evenly across time as congestion increases.

The traffic mitigation needs anticipated at the time of the project opening with full occupancy and for the Year 2035 were combined into a summary of mitigation requirements and costs. The mitigation cost responsibility for the proposed development was estimated based on the percent of the increase in traffic from the existing condition to the Year 2035 that was attributed to the project generated trips.

D. Definition of Deficiency and Significant Impact

The following definitions of deficiencies and significant impacts have been developed in accordance with the County of San Bernardino requirements.

1. Definition of Deficiency

The definition of an intersection deficiency has been obtained from the County of San Bernardino General Plan. The General Plan states that peak hour intersection operations of Level of Service D or better are generally acceptable. Therefore, any intersection operating at Level of Service E or F will be considered deficient.

For freeway facilities, the Congestion Management Program controls the definition of deficiency for purposes of this study. The Congestion Management Program definition of deficiency is based on maintaining a Level of Service standard of Level of Service E or better, except where an existing Level of Service F condition is identified in the Congestion Management Program document (San Bernardino County Congestion Management Program Table 2-1). A Congestion Management Program deficiency is, therefore, defined as any freeway segment operating or projected to operate at Level of Service F, unless the segment is identified explicitly in the Congestion Management Program document.

The identification of a Congestion Management Program deficiency requires further analysis in satisfaction of Congestion Management Program requirements, including:

- Evaluation of the mitigation measures required to restore traffic operations to an acceptable level with respect to Congestion Management Program Level of Service standards.
- Calculation of the project share of new traffic on the impacted Congestion Management Program facility during peak hours of traffic.
- Estimation of the cost required to implement the improvements required to restore traffic operations to an acceptable Level of Service as described above.

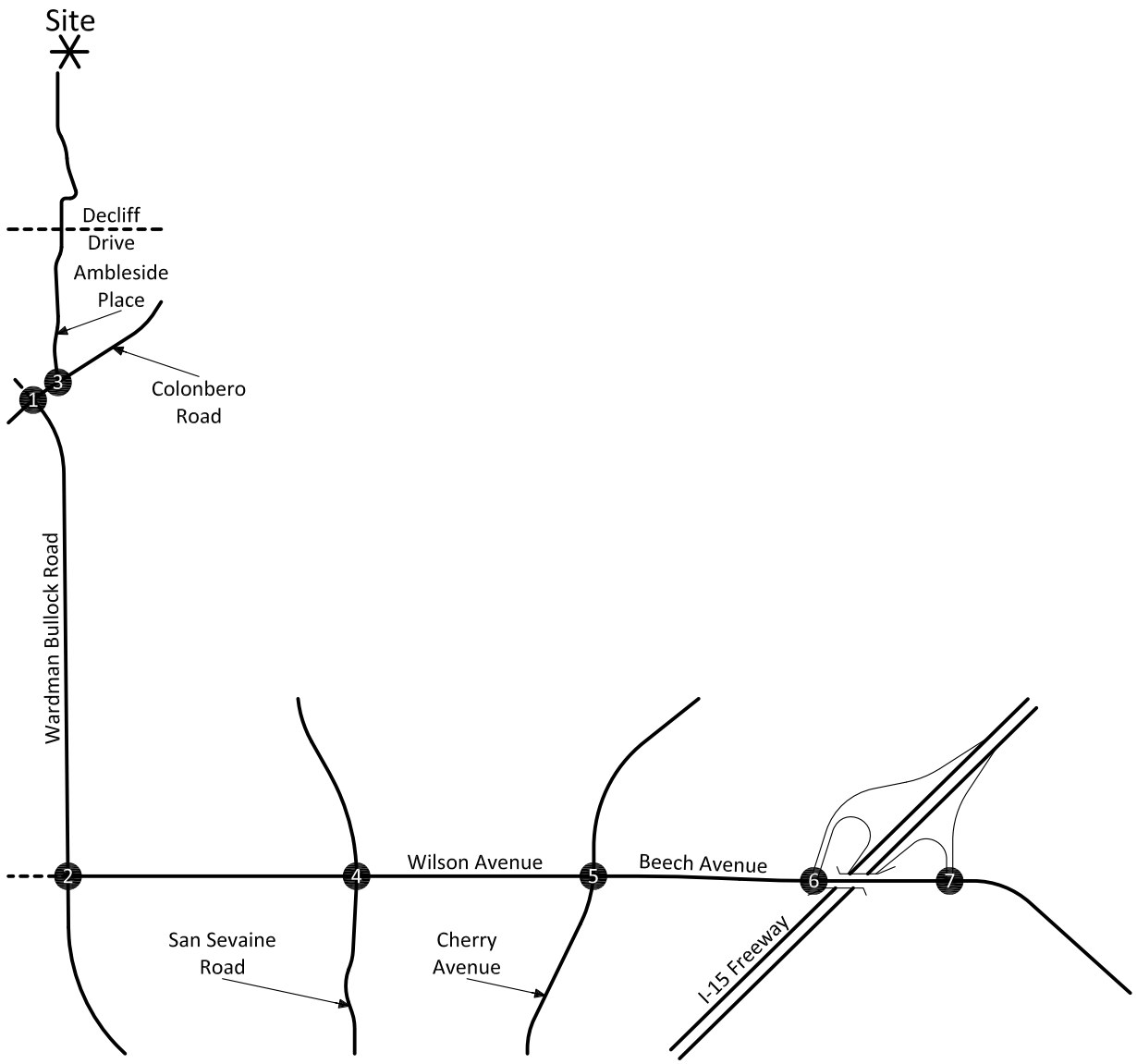
This study incorporates each of these aspects for all locations where a Congestion Management Program deficiency is identified.

2. Definition of Significant Impact

The identification of significant impacts is a requirement of the California Environmental Quality Act. The County of San Bernardino General Plan and Circulation Element have been adopted in accordance with California Environmental Quality Act requirements, and any roadway improvements within the County of San Bernardino that are consistent with these documents are not considered a significant impact, so long as the project contributes its "fair share" funding for improvements.

A traffic impact is considered significant if the project both: i) contributes measurable traffic to and ii) substantially and adversely changes the Level of Service at any off-site location projected to experience deficient operations under foreseeable cumulative conditions, where feasible improvements consistent with the County of San Bernardino General Plan cannot be constructed.

Figure 1
Project Location Map



Legend

1 = Intersection Reference Number

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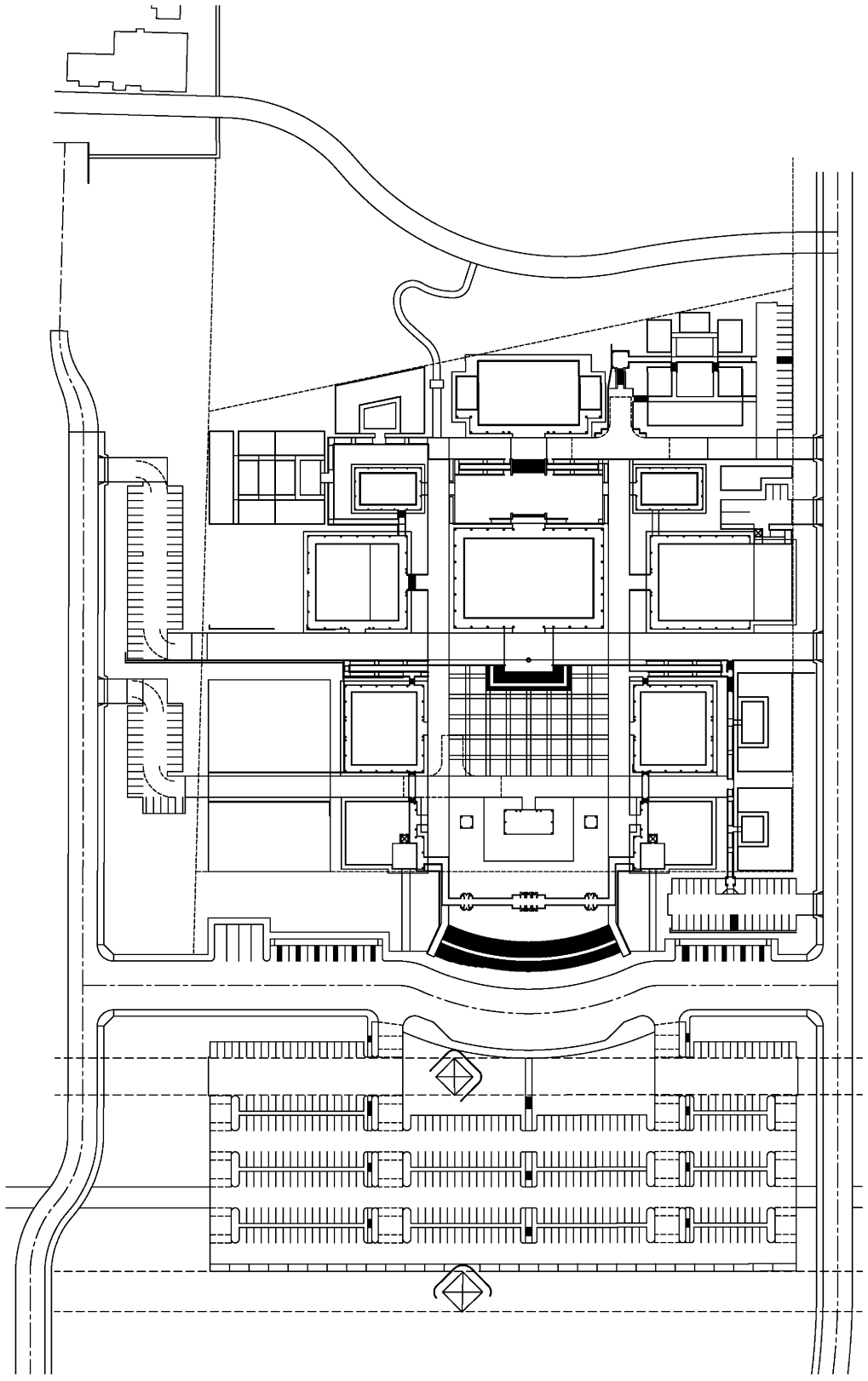
OVER 35 YEARS OF EXCELLENT SERVICE

Figure 2
Site Plan



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II. Existing Conditions

A. Existing Roadway System

Figure 3 identifies the existing conditions for the study area roadways. The number of through lanes for existing roadways and the existing intersection controls are identified.

Regional access to the project site is mainly provided by the I-15 Freeway. Local access is provided by various roadways in the vicinity of the site. The north-south roadways expected to provide local access include Wardman Bullock Road, Ambleside Place, San Sevaine Road, and Cherry Avenue. The east-west roadways which will be most affected by the project include Colonbero Road and Wilson Avenue/Beech Avenue.

B. Existing Volumes

Figure 4 depicts the existing average daily traffic volumes. The existing average daily traffic volumes were obtained from the 2012 Traffic Volumes on California State Highways by the California Department of Transportation and factored from peak hour counts (see Appendix C) obtained by Kunzman Associates, Inc. using the following formula for each intersection leg:

PM Peak Hour (Approach + Exit Volume) x 11.5 = Daily Leg Volume.

This is a conservative estimate and may over estimate the average daily traffic volumes.

Existing intersection traffic conditions were established through morning and evening peak hour traffic counts obtained by Kunzman Associates, Inc. from June/July 2014 (see Appendix C). The traffic counts were conducted when school was not in session so the adjacent schools have been accounted for by adding their projected trip generation and trip distribution to the study area intersections for all scenarios. To remain conservative, the projected trip generation has an included 25 percent safety factor to compensate for the lack of school buses in the area per the City of Rancho Cucamonga. The trip generation and trip distributions are included in Appendix E and the existing traffic volumes with the schools traffic added are shown on Figures 5 and 6, respectively. Explicit peak hour factors have been calculated using the data collected for this effort as well. The morning and evening peak hour traffic volumes were identified by counting the two-hour periods from 7:00 AM – 9:00 AM and 4:00 PM – 6:00 PM.

It should be noted that there is a small amount of vehicles utilizing the west leg of the intersection of Wardman Bullock Road and Wilson Avenue. The road is technically closed but vehicles were observed utilizing the roadway.

C. Existing Level of Service

The existing delay and Level of Service for the intersection in the vicinity of the project are shown in Table 1. The study area intersections currently operate within acceptable Levels

of Service during the peak hours for existing traffic conditions. Existing delay worksheets are provided in Appendix F.

D. Planned Transportation Improvements and Relationship to General Plan

The County of San Bernardino General Plan Circulation Element is shown on Figure 7. Existing and future roadways are included in the Circulation Element of the General Plan and are graphically depicted on Figure 7. This figure shows the nature and extent of arterial highways that are needed to adequately serve the ultimate development depicted by the Land Use Element of the General Plan. The County of San Bernardino General Plan roadway cross-sections are illustrated on Figure 8.

The City of Rancho Cucamonga General Plan Circulation Element is shown on Figure 9. Existing and future roadways are included in the Circulation Element of the General Plan and are graphically depicted on Figure 9. This figure shows the nature and extent of arterial highways that are needed to adequately serve the ultimate development depicted by the Land Use Element of the General Plan. The City of Rancho Cucamonga General Plan roadway cross-sections are illustrated on Figure 10.

The Year 2035 number of through travel lanes has been obtained from the Development Mitigation Nexus Study by the San Bernardino Associated Governments.

Table 1

Existing Intersection Delay and Level of Service

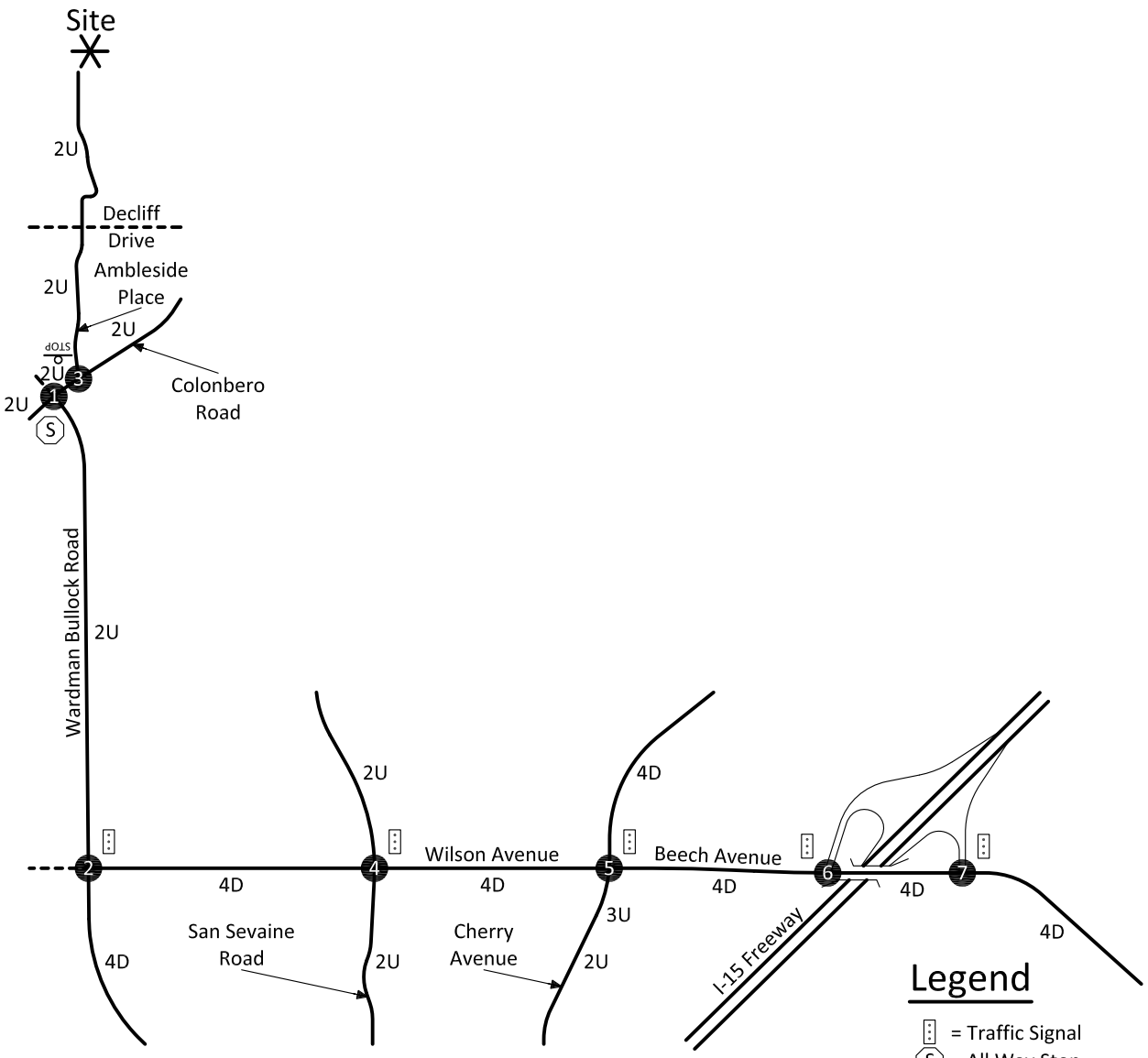
Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour Delay-LOS[2]		Jurisdiction
		Northbound			Southbound			Eastbound			Westbound					
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening	
Wardman Bullock Road (NS) at:																
Colonbero Road (EW) - #1	AWS	1	0.5	0.5	0	1	0	0	1	0	0	1	0	7.4-A	7.2-A	Rancho Cucamonga
Wilson Avenue (EW) - #2	TS	0	1	1>	1	1	0	0	0	0	1	0	1	31.5-C	17.5-B	Rancho Cucamonga
Ambleside Place (NS) at:																
Colonbero Road (EW) - #3	CSS	0	0	0	0.5	0	0.5	0.5	0.5	0	0	0.5	0.5	8.7-A	8.7-A	Rancho Cucamonga
San Sevaine Road (NS) at:																
Wilson Avenue (EW) - #4	TS	0.5	0.5	d	0	1	0	1	1.5	0.5	1	1.5	0.5	23.3-C	22.1-C	Rancho Cucamonga
Cherry Avenue (NS) at:																
Wilson Avenue/Beech Avenue (EW) - #5	TS	1	1	1	2	1	1	1	1.5	0.5	1	1	1	40.6-D	31.1-C	Rancho Cucamonga/Fontana
I-15 Freeway SB Ramps (NS) at:																
Beech Avenue (EW) - #6	TS	0	0	0	1	0	1	1	2	0	0	1.5	0.5	15.6-B	11.3-B	Rancho Cucamonga/Fontana/CALTRANS
I-15 Freeway NB Ramps (NS) at:																
Beech Avenue (EW) - #7	TS	0	0	0	1	0	1	1	2	0	0	2	1	12.8-B	19.6-B	Fontana/CALTRANS

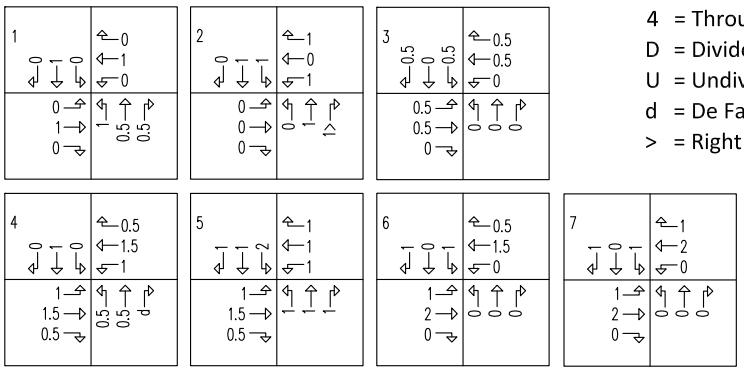
[1] When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.
L = Left; T = Through; R = Right; > = Right Turn Overlap; d = De Facto Right Turn

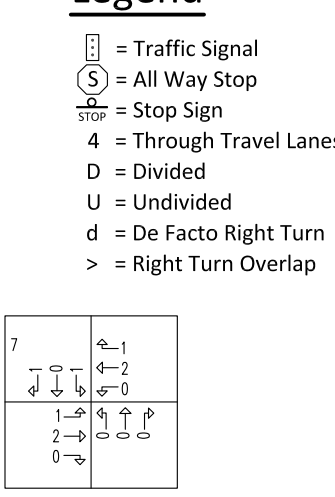
[2] Delay and level of service has been calculated using the following analysis software: Traffix, Version 7.9.0215. Per the Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] AWS = All Way Stop; TS = Traffic Signal; CSS = Cross Street Stop

Figure 3
Existing Through Travel Lanes and Intersection Controls







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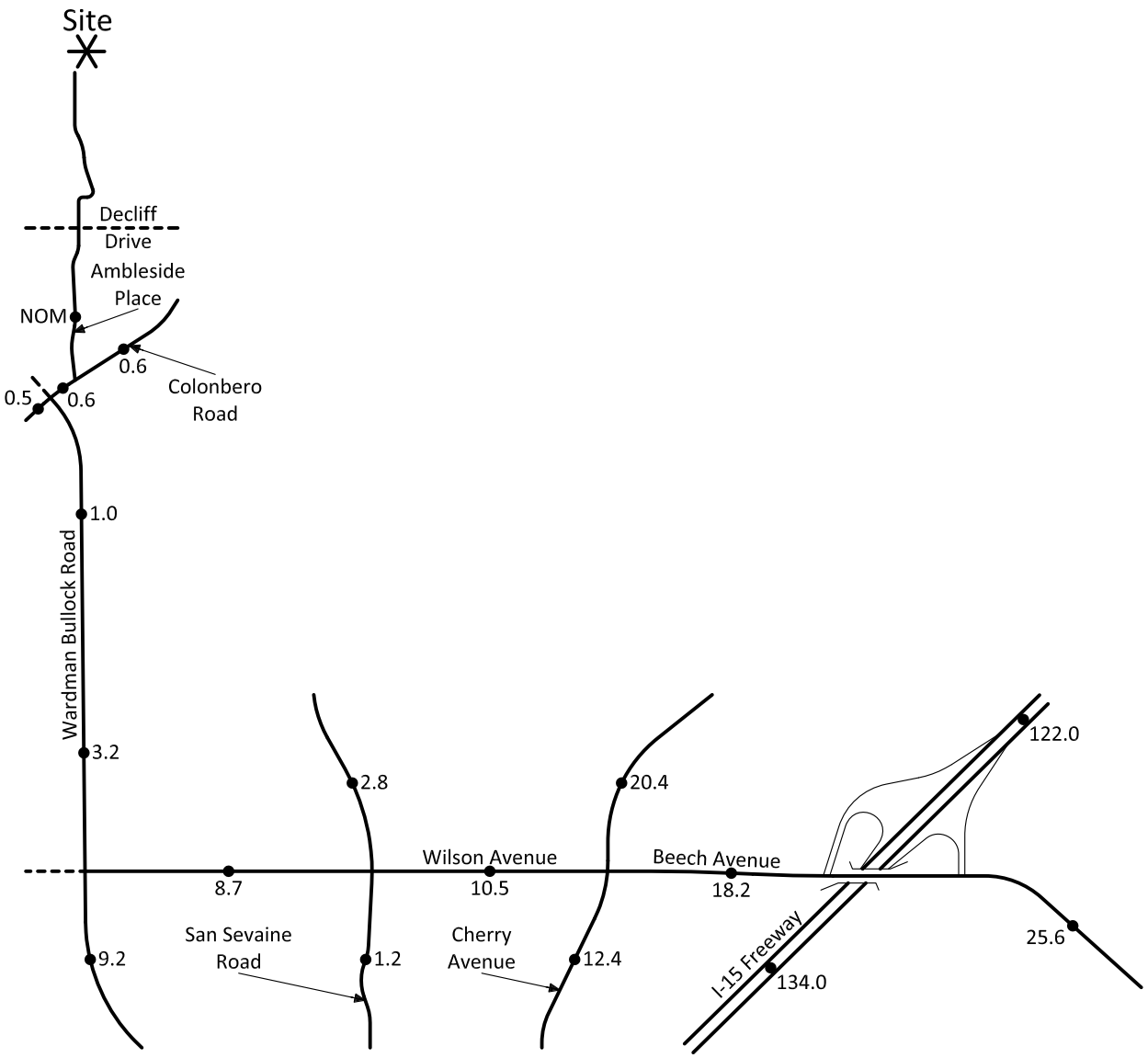
KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 4
Existing Average Daily Traffic Volumes



Legend

25.6 = Vehicles Per Day (1,000's)
NOM = Nominal, Less Than 50 Vehicles Per Day

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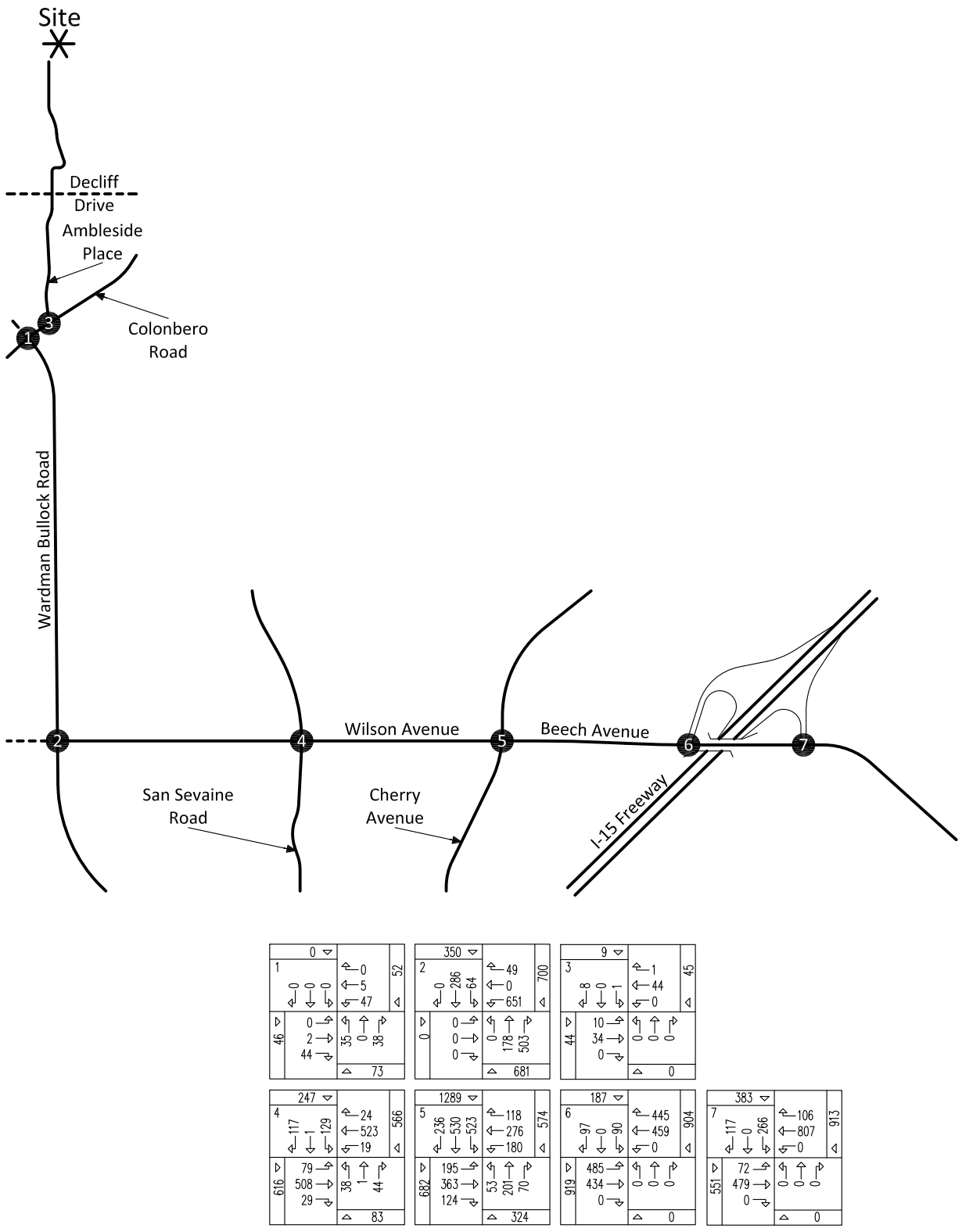
Figure 5
Existing Morning Peak Hour Intersection Turning Movement Volumes



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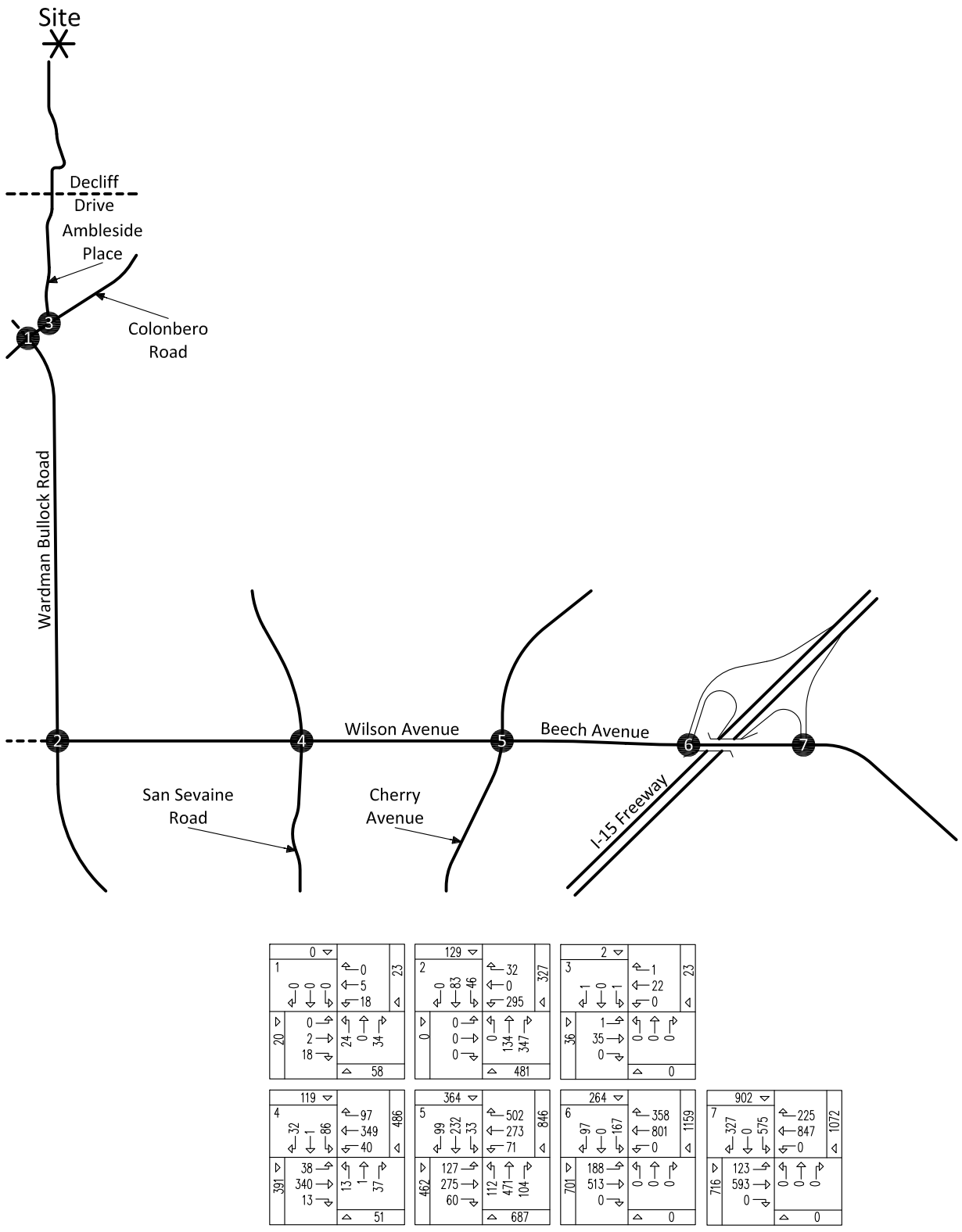
Intersection reference numbers are in upper left corner of turning movement boxes.

Figure 6
Existing Evening Peak Hour Intersection Turning Movement Volumes



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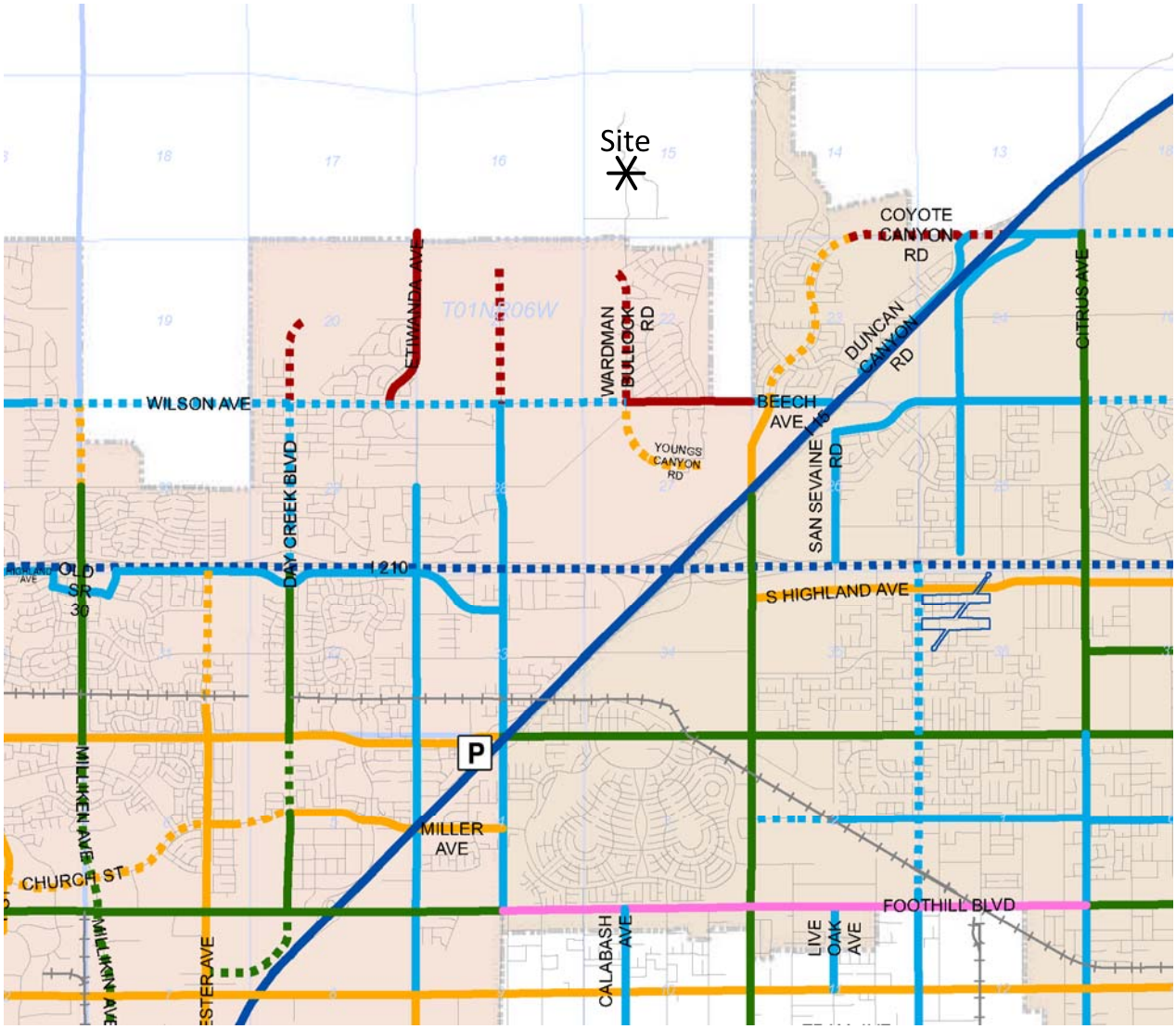
KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 7
County of San Bernardino General Plan Circulation Element



Legend

Existing	Proposed	
		Freeway
		Major Divided Highway
		Major Arterial Highway
		Major Highway
		Secondary Highway
		Controlled/Limited Access Collector
		Mountain Major Highway
		Mountain Secondary Highway
		State Highway (Special Standards or Conditions)

P Park & Ride — Railroad — Airport / Airfield

N

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Source: County of San Bernardino

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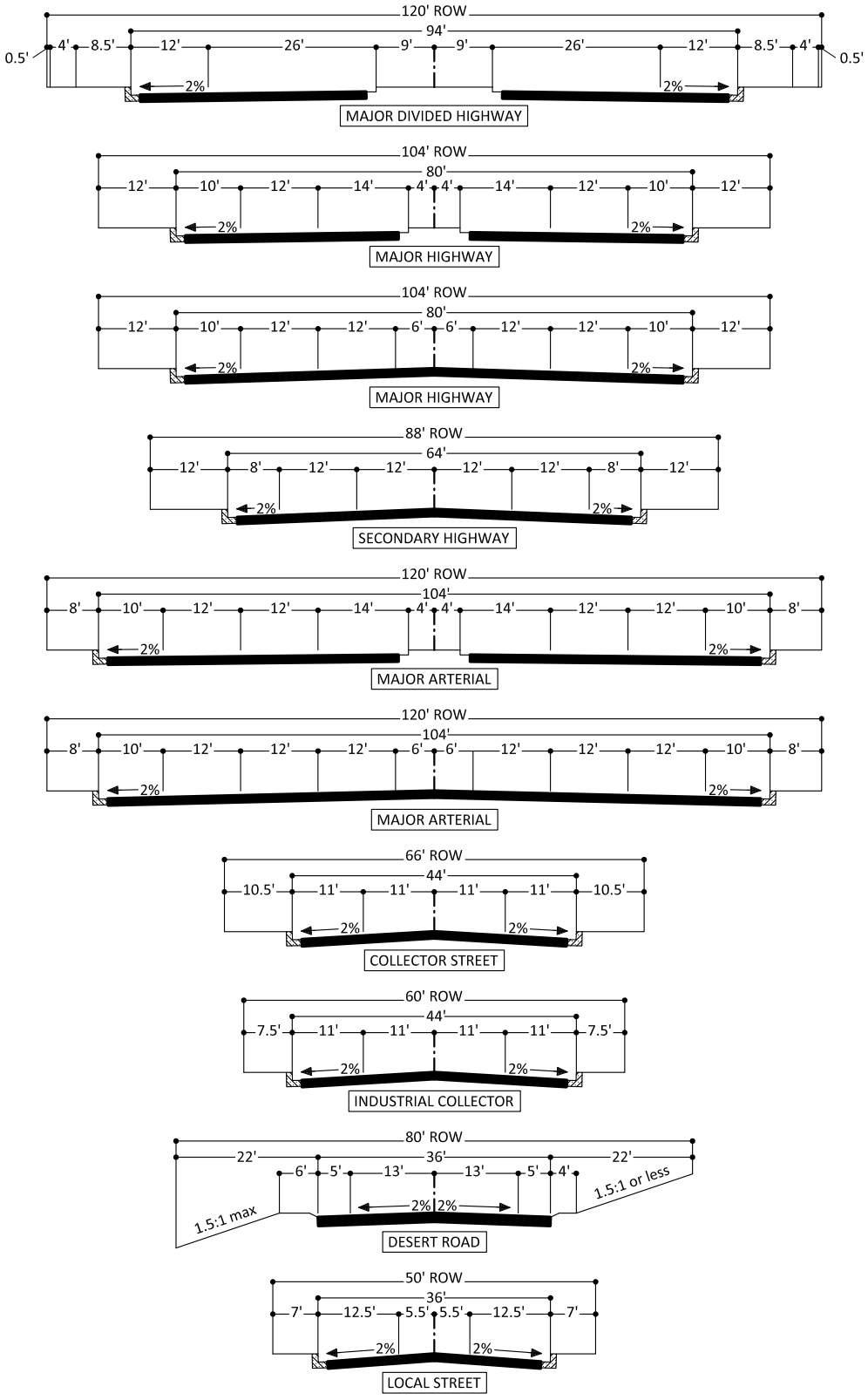
Figure 8
County of San Bernardino General Plan Roadway Cross-Sections



Source: County of San Bernardino

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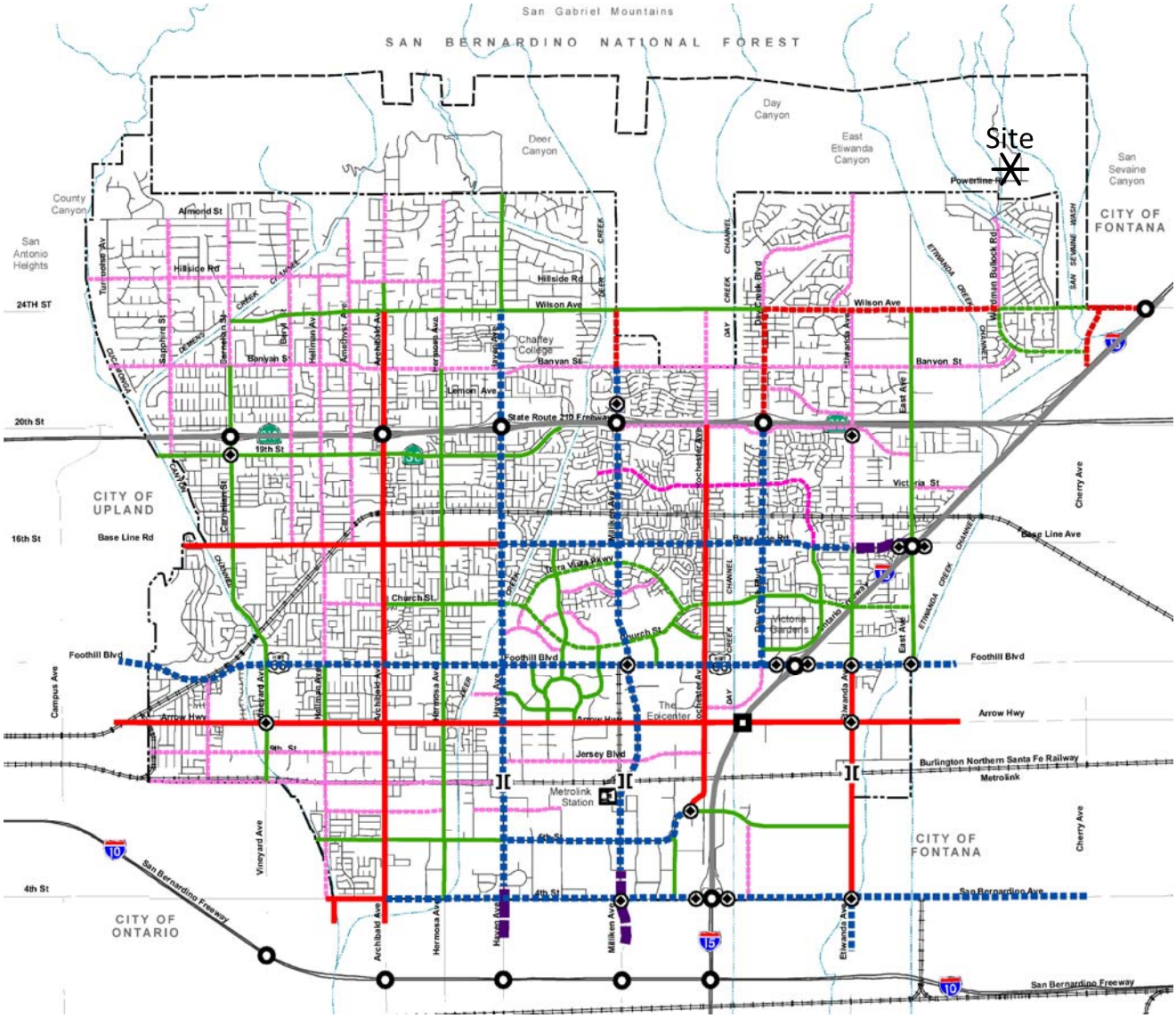
Figure 9
City of Rancho Cucamonga General Plan Circulation Element



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Source: City of Rancho Cucamonga

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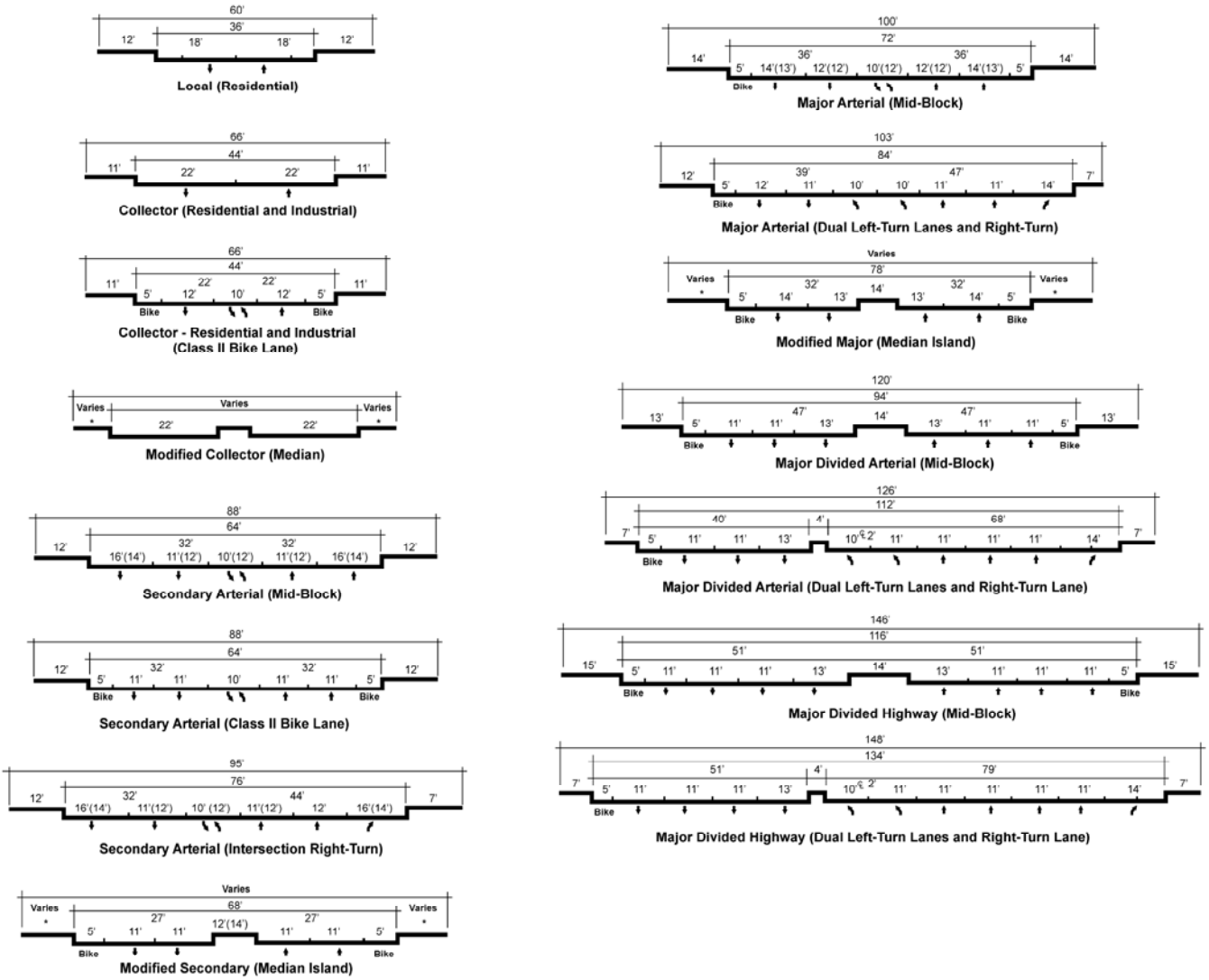
Figure 10
City of Rancho Cucamonga General Plan Roadway Cross-Sections



Source: City of Rancho Cucamonga

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III. Project Traffic

A. Project Description

The project site is currently developed with a Buddhist Temple that will be expanded to be able to accommodate up to 500 patrons. Figure 2 illustrates the project site plan.

B. Trip Generation

The trips generated by the project are determined by multiplying an appropriate trip generation rate by the quantity of land use. Trip generation rates are based on the assumption that energy costs, the availability of roadway capacity, the availability of vehicles to drive, and life styles remain similar to what are known today. A major change in these variables may affect trip generation rates.

Trip generation rates were determined for daily traffic and morning peak hour inbound and outbound traffic, and evening peak hour inbound and outbound traffic for the proposed land use.

The Ling Yen Mountain Temple has provided a list of all special events and daily activities. This list provides the number of attendees, the duration of the event, and number of attendees that will stay overnight on site. The site is gated and the gates typically open at 9:00 AM and close at 9:00 PM. The site is proposed to provide accommodations for 220 overnight guests. To remain conservative, the overnight accommodations are assumed to have a maximum occupancy of 50 percent. A conservative vehicle occupancy of 1.50 persons per vehicle has been assumed to convert the number of attendees to vehicles. The daily trip generation for the site assumes 100 percent of the attendees utilize the site for one day events and that 50 percent of the total attendees minus the number of overnight guests utilize the site for multi-day events each day. The morning peak hour trip generation assumes that 5 percent of the daily trips occur during the morning peak hour and that 90 percent of those trips are inbound and 10 percent are outbound. The evening peak hour trip generation assumes that 15 percent of the daily trips occur during the evening peak hour and that 50 percent of those trips are inbound and 50 percent are outbound. The site residence only have 1 vehicle that typically is only utilized once a day during off-peak times. To remain conservative, the residence vehicle has been assumed to make one inbound and outbound trip during both the morning and evening peak hours.

To calculate the factored maximum calculated project trip generation, 500 patrons are assumed to visit the site in one day. No patrons are assumed to spend the night so no reduction in vehicles trips is taken. The maximum of 500 patrons is then divided by the conservative vehicle occupancy of 1.50 persons per car to yield 334 vehicles arriving and departing each day (667 daily vehicles). The project site doesn't open until the morning peak hour ends but 5 percent (33 vehicles) of the daily traffic has been assumed to arrive before the facility opens. Of the 5 percent (33 vehicles) 90 percent (30 vehicles) are assumed to arrive and 10 percent (3 vehicles) are assumed to depart. The project site is open during the evening peak hour so 15 percent (100 vehicles) of the daily traffic has been

assumed to arrive. This high percentage of the daily traffic assumed in the evening peak hour is to account for patrons departing just before the evening peak hour and for patrons arriving after work. Of the 15 percent (100 vehicles) 50 percent (50 vehicles) are assumed to arrive and 50 percent (50 vehicles) are assumed to depart. The proposed project is projected to generate a total of approximately 667 daily vehicle trips, 33 trips during the morning peak hour (30 inbound and 3 outbound) and 100 trips during the evening peak hour (50 inbound and 50 outbound). The site residence only have 1 vehicle that typically is only utilized once a day during off-peak times. To remain conservative, the residence vehicle has been assumed to make one inbound and outbound trip during both the morning and evening peak hours. The proposed project is now projected to generate a total of approximately 671 daily vehicle trips, 35 trips during the morning peak hour (31 inbound and 2 outbound) and 102 trips during the evening peak hour (51 inbound and 51 outbound). To remain extremely conservative the project trip generation is now multiplied by a safety factor of 50 percent. The factored maximum calculated project trip generation is projected to be approximately 1,007 daily vehicle trips, 53 trips during the morning peak hour (47 inbound and 6 outbound) and 154 trips during the evening peak hour (77 inbound and 77 outbound).

As shown in Table 2, the proposed development is assumed to generate approximately 1,007 daily vehicle trips, 53 of which will occur during the morning peak hour and 154 of which will occur during the evening peak hour.

C. Trip Distribution

The distributions of the project trips were based on existing travel patterns calculated using existing traffic counts. This methodology was approved by the County of San Bernardino Transportation Department staff and the City of Rancho Cucamonga Traffic Engineer. Figures 11 and 12 contain the directional distributions of the project trips for the proposed land use.

D. Trip Assignment

Based on the identified trip generation and distributions, project average daily traffic volumes have been calculated and shown on Figure 13. Morning and evening peak hour intersection turning movement volumes expected from the project are shown on Figures 14 and 15, respectively.

Table 2

Project Trip Generation

Calculated Project Trip Generation[1]								
		Peak Hour						
		Morning			Evening			
Description	Days Per Year	Inbound	Outbound	Total	Inbound	Outbound	Total	Daily
Major Special Event	2	31	4	35	51	51	102	671
	1	19	3	22	31	31	62	404
Special Event	3	15	3	18	24	24	48	317
	11	13	2	15	21	21	42	271
Minor Special Event	9	7	2	9	11	11	22	137
	7	6	2	8	9	9	18	117
	7	6	2	8	9	9	18	111
	21	5	1	6	8	8	16	97
	9	5	1	6	8	8	16	91
	6	4	1	5	6	6	12	71
Daily Operations	289	3	1	4	5	5	10	57

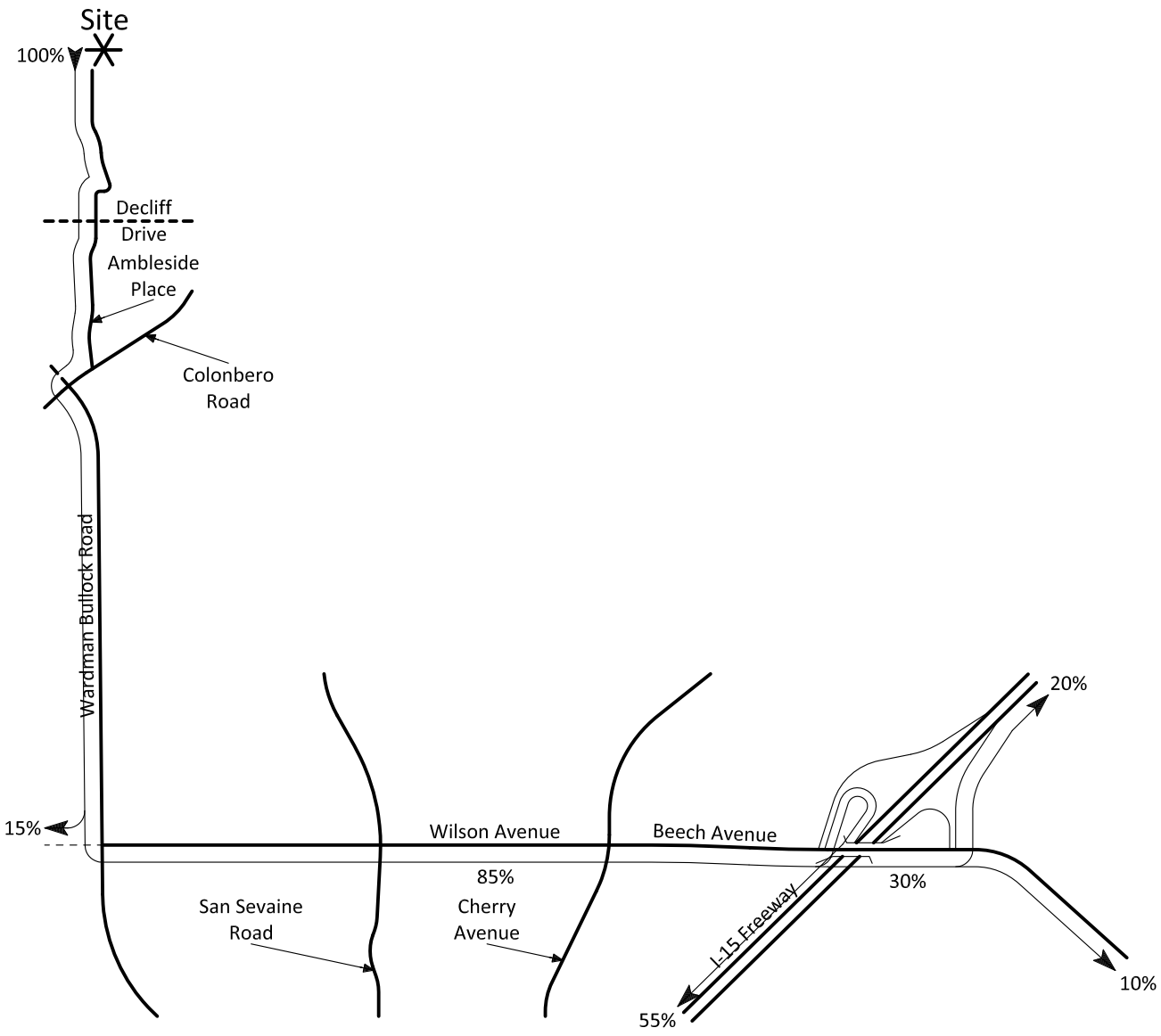
Factored Maximum Calculated Project Trip Generation (50 Percent Factor of Safety)[2]								
		Peak Hour						
		Morning			Evening			
Description	Days Per Year	Inbound	Outbound	Total	Inbound	Outbound	Total	Daily
Factored Major Special Event[3]	NA	47	6	53	77	77	154	1,007

1 The Ling Yen Mountain Temple has provided a list of all special events and daily activities. This list provides the number of attendees, the duration of the event, and number of attendees that will stay overnight on site. The site is gated and the gates typically open at 9:00 AM and close at 9:00 PM. The site is proposed to provide accommodations for 220 overnight guests. To remain conservative, the overnight accommodations are assumed to have a maximum occupancy of 50 percent. A conservative vehicle occupancy of 1.50 persons per vehicle has been assumed to convert the number of attendees to vehicles. The daily trip generation for the site assumes 100 percent of the attendees utilize the site for one day events and that 50 percent of the total attendees minus the number of overnight guests utilize the site for multi-day events each day. The morning peak hour trip generation assumes that 5 percent of the daily trips occur during the morning peak hour and that 90 percent of those trips are inbound and 10 percent are outbound. The evening peak hour trip generation assumes that 15 percent of the daily trips occur during the evening peak hour and that 50 percent of those trips are inbound and 50 percent are outbound. The site residence only have 1 vehicle that typically is only utilized once a day during off-peak times. To remain conservative, the residence vehicle has been assumed to make one inbound and outbound trip during both the morning and evening peak hours.

2 To calculate the factored maximum calculated project trip generation, 500 patrons are assumed to visit the site in one day. No patrons are assumed to spend the night so no reduction in vehicles trips is taken. The maximum of 500 patrons is then divided by the conservative vehicle occupancy of 1.50 persons per car to yield 334 vehicles arriving and departing each day (667 daily vehicles). The project site doesn't open until the morning peak hour ends but 5 percent (33 vehicles) of the daily traffic has been assumed to arrive before the facility opens. Of the 5 percent (33 vehicles) 90 percent (30 vehicles) are assumed to arrive and 10 percent (3 vehicles) are assumed to depart. The project site is open during the evening peak hour so 15 percent (100 vehicles) of the daily traffic has been assumed to arrive. This high percentage of the daily traffic assumed in the evening peak hour is to account for patrons departing just before the evening peak hour and for patrons arriving after work. Of the 15 percent (100 vehicles) 50 percent (50 vehicles) are assumed to arrive and 50 percent (50 vehicles) are assumed to depart. The proposed project is projected to generate a total of approximately 667 daily vehicle trips, 33 trips during the morning peak hour (30 inbound and 3 outbound) and 100 trips during the evening peak hour (50 inbound and 50 outbound). The site residence only have 1 vehicle that typically is only utilized once a day during off-peak times. To remain conservative, the residence vehicle has been assumed to make one inbound and outbound trip during both the morning and evening peak hours. The proposed project is now projected to generate a total of approximately 671 daily vehicle trips, 35 trips during the morning peak hour (31 inbound and 2 outbound) and 102 trips during the evening peak hour (51 inbound and 51 outbound). To remain extremely conservative the project trip generation is now multiplied by a safety factor of 50 percent. The factored maximum calculated project trip generation is projected to be approximately 1,007 daily vehicle trips, 53 trips during the morning peak hour (47 inbound and 6 outbound) and 154 trips during the evening peak hour (77 inbound and 77 outbound).

3 It is recommended that the factored maximum "major special event" traffic be utilized in the traffic impact analysis.

Figure 11
Project Outbound Trip Distribution



Legend

10% = Percent From Project

N

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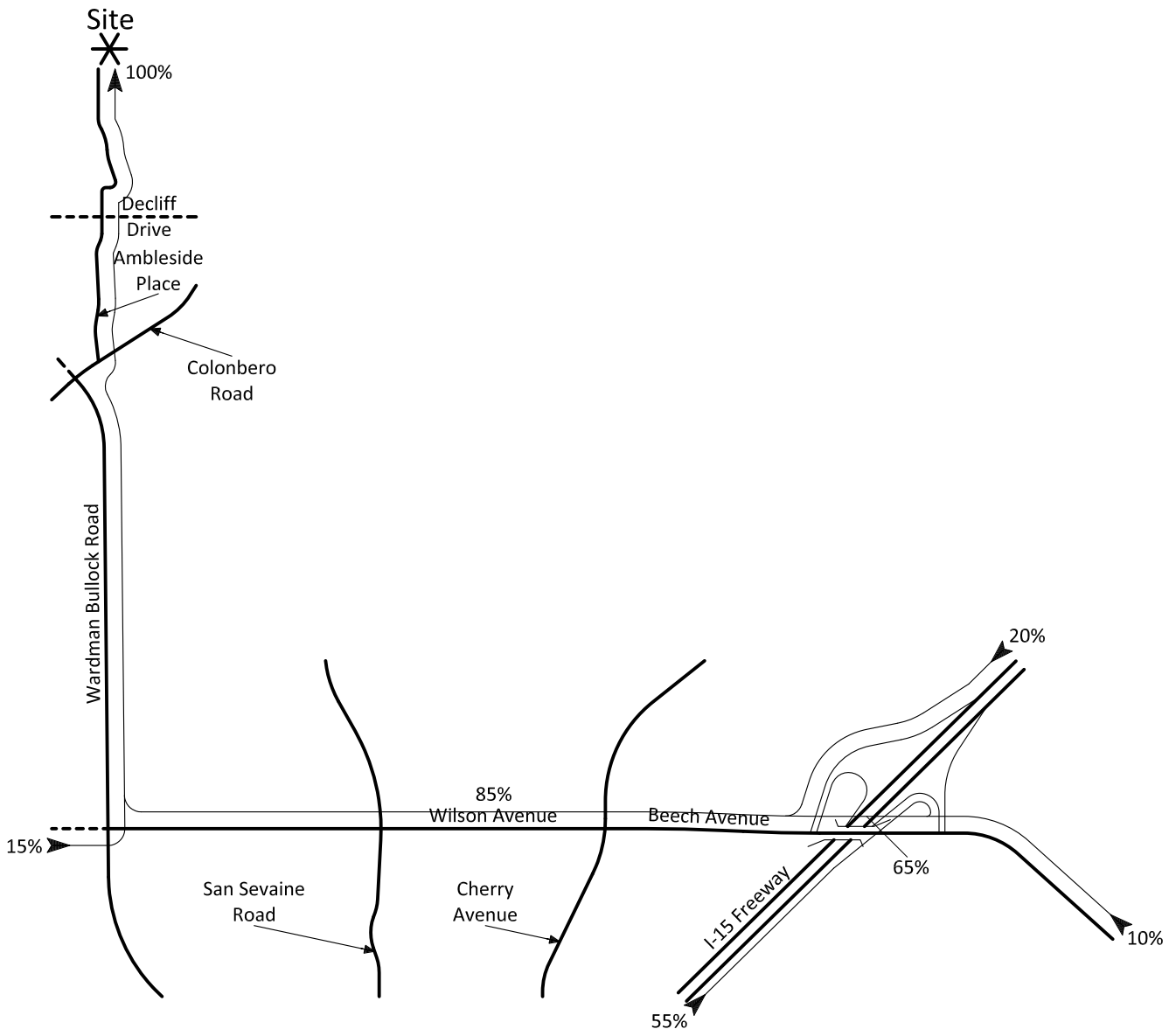
OVER 35 YEARS OF EXCELLENT SERVICE

Figure 12
Project Inbound Trip Distribution



Legend

10% = Percent To Project

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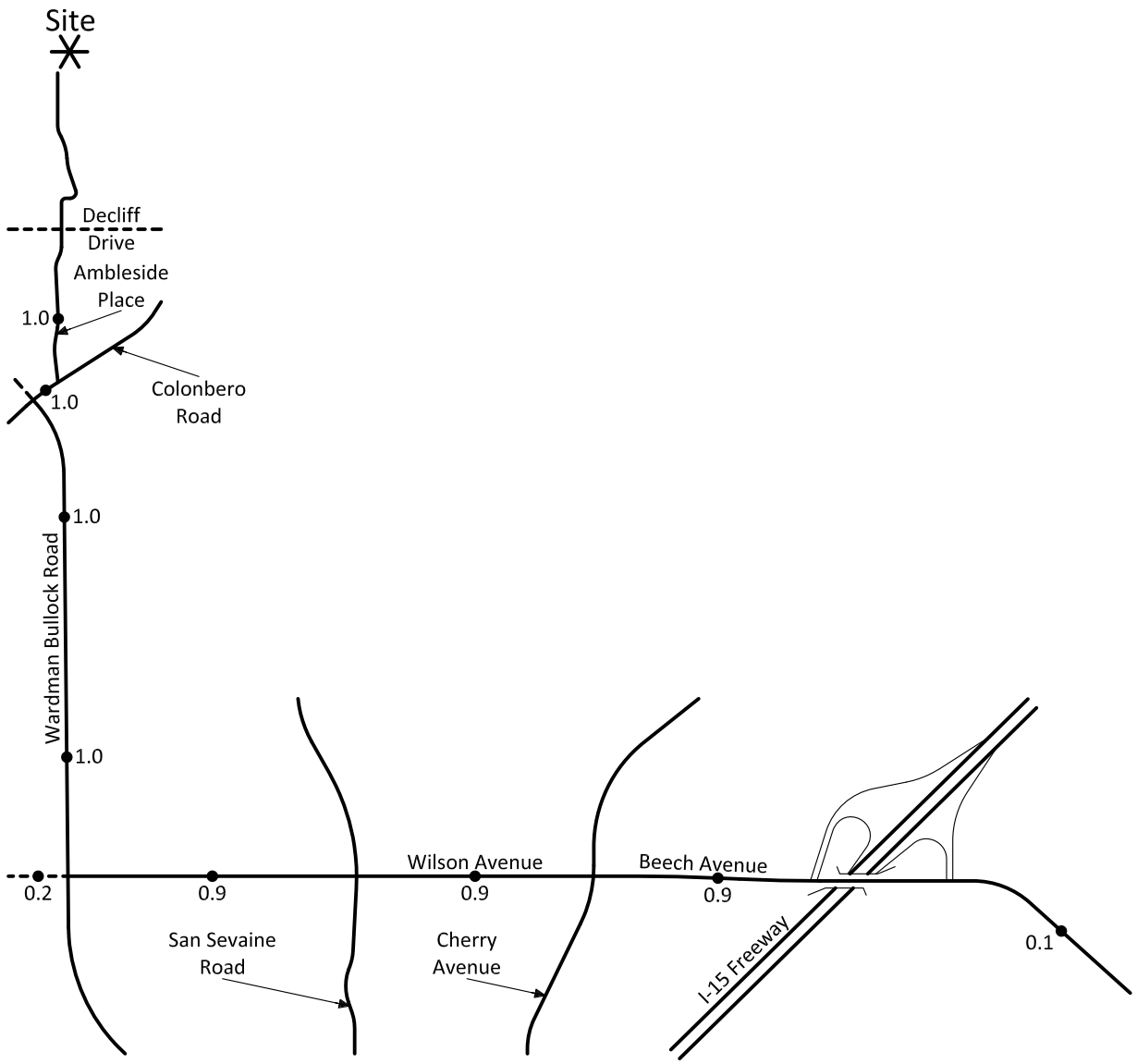
OVER 35 YEARS OF EXCELLENT SERVICE

5226c/12

Figure 13
Project Average Daily Traffic Volumes



Legend

0.1 = Vehicles Per Day (1,000's)

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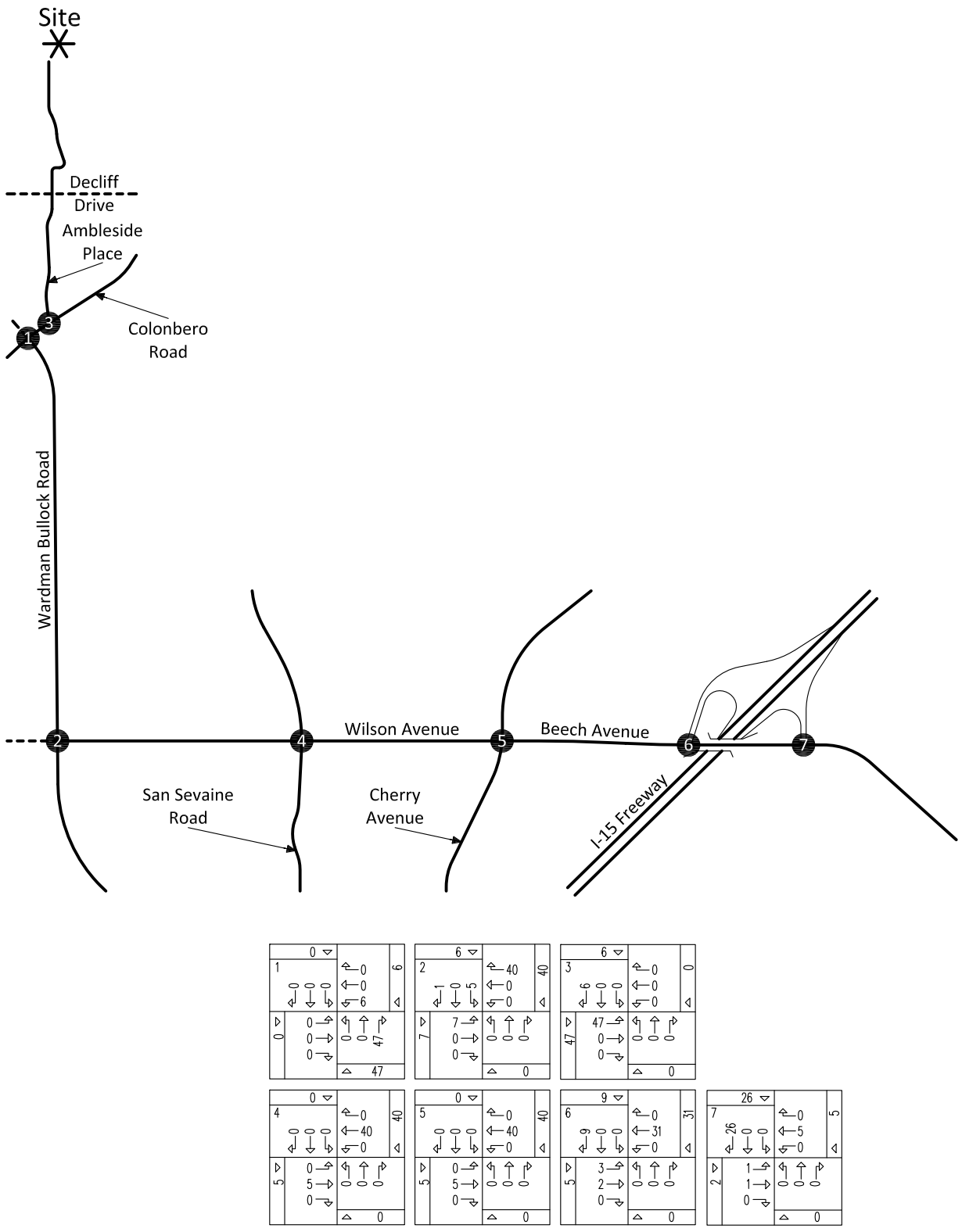
OVER 35 YEARS OF EXCELLENT SERVICE

Figure 14
Project Morning Peak Hour Intersection Turning Movement Volumes

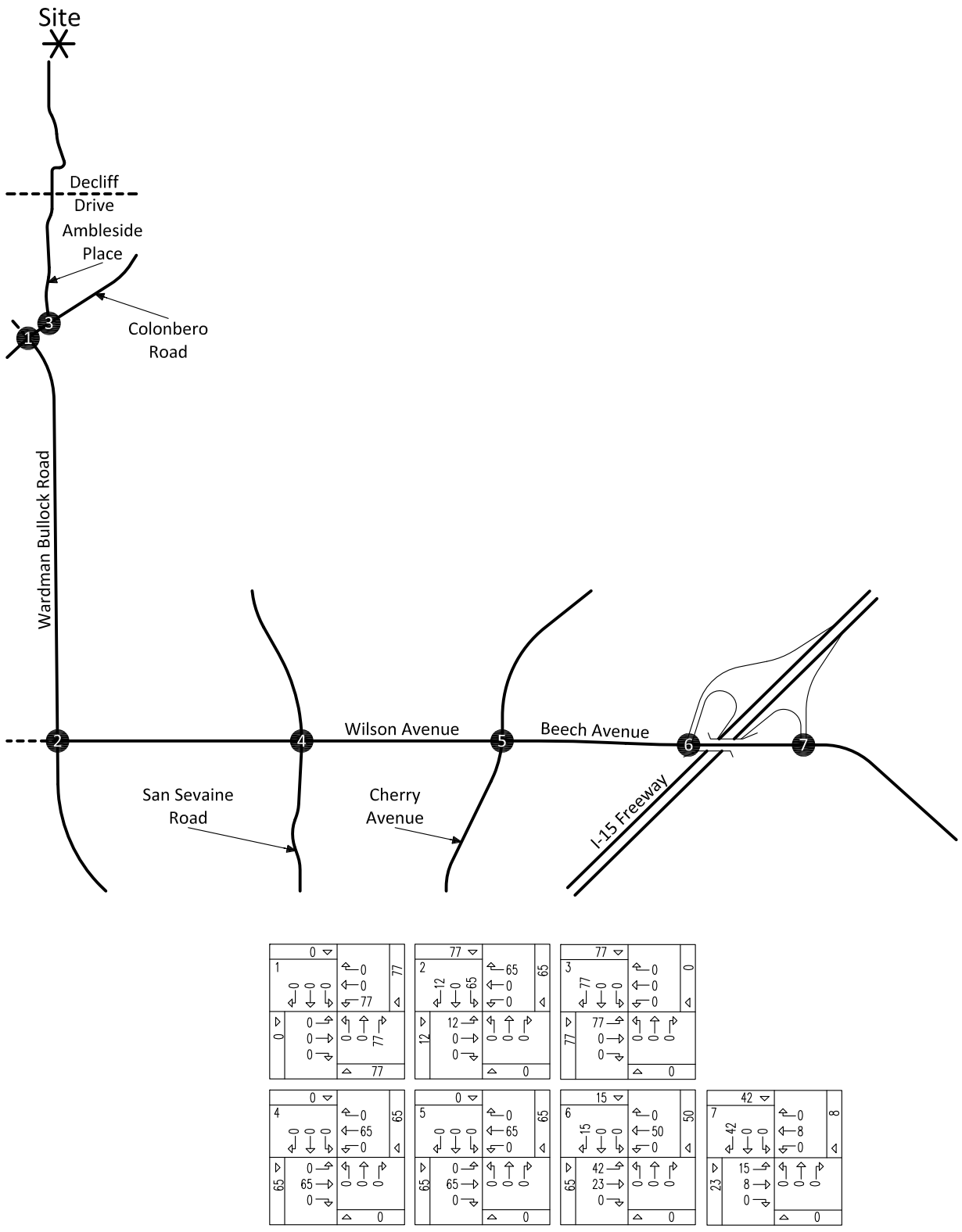


5226c/14

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 15
Project Evening Peak Hour Intersection Turning Movement Volumes



5226c/15

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

IV. Future Conditions

A. Future Volumes

As described within Section I.C., the Year 2035 average daily traffic volume forecasts with the project are developed using a growth increment process based on volumes predicted by the SBTAM traffic model Year 2008 and Year 2035 traffic models. The growth increment for Year 2035 on each roadway segment is the increase in SBTAM traffic model volumes from existing Year 2014 to Year 2035. The final Year 2035 roadway segment volume used for analysis purposes is then determined by adding the Year 2035 growth increment volume to the existing counted volume. No additional other developments were provided by the City of Rancho Cucamonga.

The Opening Year (2017) traffic projections have been interpolated between Year 2035 traffic volumes and existing traffic volumes utilizing a portion of the growth increment (see Section I.C.). Project traffic volumes for all future projections were estimated using the manual approach.

B. Average Daily Traffic Volumes

1. Existing Plus Project

   The average daily traffic volumes for Existing Plus Project traffic conditions have been determined. Existing Plus Project average daily traffic volumes are shown on Figure 16.

2. Opening Year (2017) Without Project

   The average daily traffic volumes for Opening Year (2017) Without Project traffic conditions have been determined as described above using the growth interpolation process and then the original project remaining development is added (see Section I.C). Opening Year (2017) Without Project average daily traffic volumes are shown on Figure 17.

3. Opening Year (2017) With Project

   The average daily traffic volumes for Opening Year (2017) With Project traffic conditions have been determined as described above using the volume addition process and then the original project remaining development is added (see Section I.C). Opening Year (2017) With Project average daily traffic volumes are shown on Figure 18.

4. Year 2035 Without Project

   The average daily traffic volumes for Year 2035 Without Project traffic conditions have been determined as described above using the growth increment process and then the

original project remaining development is added (see Section I.C). Year 2035 Without Project average daily traffic volumes are shown on Figure 19.

5. Year 2035 With Project

The average daily traffic volumes for Year 2035 With Project traffic conditions have been determined as described above using the volume addition process and then the original project remaining development is added (see Section I.C). Year 2035 With Project average daily traffic volumes are shown on Figure 20.

C. Future Level of Service

1. Existing Plus Project

The Existing Plus Project delay and Level of Service for the study area roadway network are shown in Table 3. Existing Plus Project delay calculation worksheets are provided in Appendix F. Existing Plus Project morning and evening peak hour intersection turning movement volumes are shown on Figures 21 and 22, respectively.

For Existing Plus Project traffic conditions the study area intersections are projected to operate at an acceptable Levels of Service during the peak hours.

2. Opening Year (2017) Without Project

The Opening Year (2017) without project delay and Level of Service for the study area roadway network without the proposed project are shown in Table. Opening Year (2017) Without Project delay calculation worksheets are provided in Appendix F. Opening Year (2017) Without Project morning and evening peak hour intersection turning movement volumes are shown on Figures 23 and 24, respectively.

For Opening Year (2017) Without Project traffic conditions, the study area intersections are projected to operate at an acceptable Levels of Service during the peak hours.

3. Opening Year (2017) With Project

The Opening Year (2017) with project delay and Level of Service for the study area roadway network are shown in Table 5. Opening Year (2017) With Project delay calculation worksheets are provided in Appendix F. Opening Year (2017) With Project morning and evening peak hour intersection turning movement volumes are shown on Figures 25 and 26, respectively.

For Opening Year (2017) With Project traffic conditions, the study area intersections are projected to operate at an acceptable Levels of Service during the peak hours.

4. Year 2035 Without Project

The Year 2035 without project delay and Level of Service for the study area roadway network without the proposed project are shown in Table 6. Year 2035 Without Project delay calculation worksheets are provided in Appendix F. Year 2035 Without Project morning and evening peak hour intersection turning movement volumes are shown on Figures 21 and 22, respectively.

For Year 2035 Without Project traffic conditions, the study area intersections are projected to operate at an acceptable Levels of Service during the peak hours.

5. Year 2035 With Project

The Year 2035 with project delay and Level of Service for the study area roadway network are shown in Table 7. Year 2035 With Project delay calculation worksheets are provided in Appendix F. Year 2035 With Project morning and evening peak hour intersection turning movement volumes are shown on Figures 23 and 24, respectively.

For Year 2035 With Project traffic conditions, the study area intersections are projected to operate at an acceptable Levels of Service during the peak hours.

D Additional Future Conditions

1. Wardman Bullock Road and Wilson Avenue

It should be noted that based on discussions with the City of Rancho Cucamonga Staff, the west leg of the Wardman Bullock Road and Wilson Avenue intersection will be constructed at some point in the near future and assumed intersection geometrics have been used in this study. The project does not significantly impact this study area intersection.

2. Intersection Analysis Software Limitations

It should be noted that there are limitations to the intersection analysis software. In some cases an intersection may improve because of vehicles being added to an underutilized and non critical movement. When this happens more vehicles utilize the intersection in the same amount of time so the overall average Delay decreases. It is also possible that the buildout assumptions that increase intersection capacity will add more capacity than the increase in traffic at that intersection which will decrease the overall average Delay.

3. Significant Impacts

This project is not projected to significantly impact any of the study area intersections within the County of San Bernardino, the City of Rancho Cucamonga, or the City of Fontana.

Table 3

Existing Plus Project Intersection Delay and Level of Service

Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour Delay-LOS[2]		Jurisdiction
		Northbound			Southbound			Eastbound			Westbound					
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening	
Wardman Bullock Road (NS) at:																
Colonbero Road (EW) - #1	AWS	1	0.5	0.5	0	1	0	0	1	0	0	1	0	7.6-A	8.1-A	Rancho Cucamonga
Wilson Avenue (EW) - #2	TS	0	1	1>	1	1	0	0	0	0	1	0	1	31.7-C	18.4-B	Rancho Cucamonga
Ambleside Place (NS) at:																
Colonbero Road (EW) - #3	CSS	0	0	0	0.5	0	0.5	0.5	0.5	0	0	0.5	0.5	8.8-A	8.9-A	Rancho Cucamonga
San Sevaine Road (NS) at:																
Wilson Avenue (EW) - #4	TS	0.5	0.5	d	0	1	0	1	1.5	0.5	1	1.5	0.5	23.5-C	22.7-C	Rancho Cucamonga
Cherry Avenue (NS) at:																
Wilson Avenue/Beech Avenue (EW) - #5	TS	1	1	1	2	1	1	1	1.5	0.5	1	1	1	40.7-D	31.5-C	Rancho Cucamonga/Fontana
I-15 Freeway SB Ramps (NS) at:																
Beech Avenue (EW) - #6	TS	0	0	0	1	0	1	1	2	0	0	1.5	0.5	16.0-B	12.8-B	Rancho Cucamonga/Fontana/CALTRANS
I-15 Freeway NB Ramps (NS) at:																
Beech Avenue (EW) - #7	TS	0	0	0	1	0	1	1	2	0	0	2	1	12.9-B	19.7-B	Fontana/CALTRANS

[1] When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.
L = Left; T = Through; R = Right; > = Right Turn Overlap; d = De Facto Right Turn

[2] Delay and level of service has been calculated using the following analysis software: Traffix, Version 7.9.0215. Per the Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] AWS = All Way Stop; TS = Traffic Signal; CSS = Cross Street Stop

[4] Future geomtrics based on discussions with the City of Rancho Cucamonga Staff.

Table 4

Opening Year (2017) Without Project Intersection Delay and Level of Service

Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour Delay-LOS[2]		Jurisdiction
		Northbound			Southbound			Eastbound			Westbound					
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening	
Wardman Bullock Road (NS) at:																
Colonbero Road (EW) - #1	AWS	1	0.5	0.5	0	1	0	0	1	0	0	1	0	7.5-A	7.3-A	Rancho Cucamonga
Wilson Avenue (EW) - #2	TS	**1**	1	1>	1	0.5	0.5	**1**	**1**	**1**	1	**1**	1	30.5-C	17.8-B	Rancho Cucamonga
Ambleside Place (NS) at:																
Colonbero Road (EW) - #3	CSS	0	0	0	0.5	0	0.5	0.5	0.5	0	0	0.5	0.5	8.7-A	8.7-A	Rancho Cucamonga
San Sevaine Road (NS) at:																
Wilson Avenue (EW) - #4	TS	0.5	0.5	d	0	1	0	1	1.5	0.5	1	1.5	0.5	23.5-C	22.1-C	Rancho Cucamonga
Cherry Avenue (NS) at:																
Wilson Avenue/Beech Avenue (EW) - #5	TS	1	1	1	2	1	1	1	1.5	0.5	1	1	1	41.1-D	37.6-D	Rancho Cucamonga/Fontana
I-15 Freeway SB Ramps (NS) at:																
Beech Avenue (EW) - #6	TS	0	0	0	1	0	1	1	2	0	0	1.5	0.5	16.4-B	11.7-B	Rancho Cucamonga/Fontana/CALTRANS
I-15 Freeway NB Ramps (NS) at:																
Beech Avenue (EW) - #7	TS	0	0	0	1	0	1	1	2	0	0	2	1	13.0-B	19.9-B	Fontana/CALTRANS

[1] When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.
L = Left; T = Through; R = Right; > = Right Turn Overlap; d = De Facto Right Turn;**1** = Improvement

[2] Delay and level of service has been calculated using the following analysis software: Traffix, Version 7.9.0215. Per the Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] AWS = All Way Stop; TS = Traffic Signal; CSS = Cross Street Stop

[4] Future geomtrics based on discussions with the City of Rancho Cucamonga Staff.

Table 5

Opening Year (2017) With Project Intersection Delay and Level of Service

Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour Delay-LOS[2]		Jurisdiction
		Northbound			Southbound			Eastbound			Westbound					
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening	
Wardman Bullock Road (NS) at:																
Colonbero Road (EW) - #1	AWS	1	0.5	0.5	0	1	0	0	1	0	0	1	0	7.6-A	8.1-A	Rancho Cucamonga
Wilson Avenue (EW) - #2	TS	**1**	1	1>	1	0.5	0.5	**1**	**1**	**1**	1	**1**	1	30.5-C	18.7-B	Rancho Cucamonga
Ambleside Place (NS) at:																
Colonbero Road (EW) - #3	CSS	0	0	0	0.5	0	0.5	0.5	0.5	0	0	0.5	0.5	8.8-A	8.9-A	Rancho Cucamonga
San Sevaine Road (NS) at:																
Wilson Avenue (EW) - #4	TS	0.5	0.5	d	0	1	0	1	1.5	0.5	1	1.5	0.5	23.5-C	22.7-C	Rancho Cucamonga
Cherry Avenue (NS) at:																
Wilson Avenue/Beech Avenue (EW) - #5	TS	1	1	1	2	1	1	1	1.5	0.5	1	1	1	41.3-D	38.3-D	Rancho Cucamonga/Fontana
I-15 Freeway SB Ramps (NS) at:																
Beech Avenue (EW) - #6	TS	0	0	0	1	0	1	1	2	0	0	1.5	0.5	16.8-B	13.4-B	Rancho Cucamonga/Fontana/CALTRANS
I-15 Freeway NB Ramps (NS) at:																
Beech Avenue (EW) - #7	TS	0	0	0	1	0	1	1	2	0	0	2	1	13.0-B	20.1-C	Fontana/CALTRANS

[1] When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.
L = Left; T = Through; R = Right; > = Right Turn Overlap; d = De Facto Right Turn;**1** = Improvement

[2] Delay and level of service has been calculated using the following analysis software: Traffix, Version 7.9.0215. Per the Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] AWS = All Way Stop; TS = Traffic Signal; CSS = Cross Street Stop

[4] Future geomtrics based on discussions with the City of Rancho Cucamonga Staff.

Table 6

Year 2035 Without Project Intersection Delay and Level of Service

Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour Delay-LOS[2]		Jurisdiction
		Northbound			Southbound			Eastbound			Westbound					
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening	
Wardman Bullock Road (NS) at:																
Colonbero Road (EW) - #1	AWS	1	0.5	0.5	0	1	0	0	1	0	0	1	0	7.4-A	7.3-A	Rancho Cucamonga
Wilson Avenue (EW) - #2	TS	**1**	1	1>	1	0.5	0.5	**1**	**1**	**1**	1	**1**	1	25.1-C	16.6-B	Rancho Cucamonga
Ambleside Place (NS) at:																
Colonbero Road (EW) - #3	CSS	0	0	0	0.5	0	0.5	0.5	0.5	0	0	0.5	0.5	8.7-A	8.7-A	Rancho Cucamonga
San Sevaine Road (NS) at:																
Wilson Avenue (EW) - #4	TS	0.5	0.5	d	0	1	0	1	1.5	0.5	1	1.5	0.5	23.8-C	21.8-C	Rancho Cucamonga
Cherry Avenue (NS) at:																
Wilson Avenue/Beech Avenue (EW) - #5	TS	1	1	1	2	1	1	1	1.5	0.5	1	1	1	42.9-D	48.0-D	Rancho Cucamonga/Fontana
I-15 Freeway SB Ramps (NS) at:																
Beech Avenue (EW) - #6	TS	0	0	0	1	0	1	1	2	0	0	1.5	0.5	21.1-C	12.5-B	Rancho Cucamonga/Fontana/CALTRANS
I-15 Freeway NB Ramps (NS) at:																
Beech Avenue (EW) - #7	TS	0	0	0	1	0	1	1	2	0	0	2	1	13.8-B	21.4-C	Fontana/CALTRANS

[1] When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.
L = Left; T = Through; R = Right; > = Right Turn Overlap; d = De Facto Right Turn;**1** = Improvement

[2] Delay and level of service has been calculated using the following analysis software: Traffix, Version 7.9.0215. Per the Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] AWS = All Way Stop; TS = Traffic Signal; CSS = Cross Street Stop

[4] Future geomtrics based on discussions with the City of Rancho Cucamonga Staff.

Table 7

Year 2035 With Project Intersection Delay and Level of Service

Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour Delay-LOS[2]		Jurisdiction
		Northbound			Southbound			Eastbound			Westbound					
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening	
Wardman Bullock Road (NS) at:																
Colonbero Road (EW) - #1	AWS	1	0.5	0.5	0	1	0	0	1	0	0	1	0	7.5-A	8.1-A	Rancho Cucamonga
Wilson Avenue (EW) - #2[4]	TS	**1**	1	1>	1	0.5	0.5	**1**	**1**	**1**	1	**1**	1	25.5-C	18.1-B	Rancho Cucamonga
Ambleside Place (NS) at:																
Colonbero Road (EW) - #3	CSS	0	0	0	0.5	0	0.5	0.5	0.5	0	0	0.5	0.5	8.8-A	8.9-A	Rancho Cucamonga
San Sevaine Road (NS) at:																
Wilson Avenue (EW) - #4	TS	0.5	0.5	d	0	1	0	1	1.5	0.5	1	1.5	0.5	23.9-C	22.2-C	Rancho Cucamonga
Cherry Avenue (NS) at:																
Wilson Avenue/Beech Avenue (EW) - #5	TS	1	1	1	2	1	1	1	1.5	0.5	1	1	1	43.1-D	48.0-D	Rancho Cucamonga/Fontana
I-15 Freeway SB Ramps (NS) at:																
Beech Avenue (EW) - #6	TS	0	0	0	1	0	1	1	2	0	0	1.5	0.5	21.5-C	13.6-B	Rancho Cucamonga/Fontana/CALTRANS
I-15 Freeway NB Ramps (NS) at:																
Beech Avenue (EW) - #7	TS	0	0	0	1	0	1	1	2	0	0	2	1	13.8-B	21.7-C	Fontana/CALTRANS

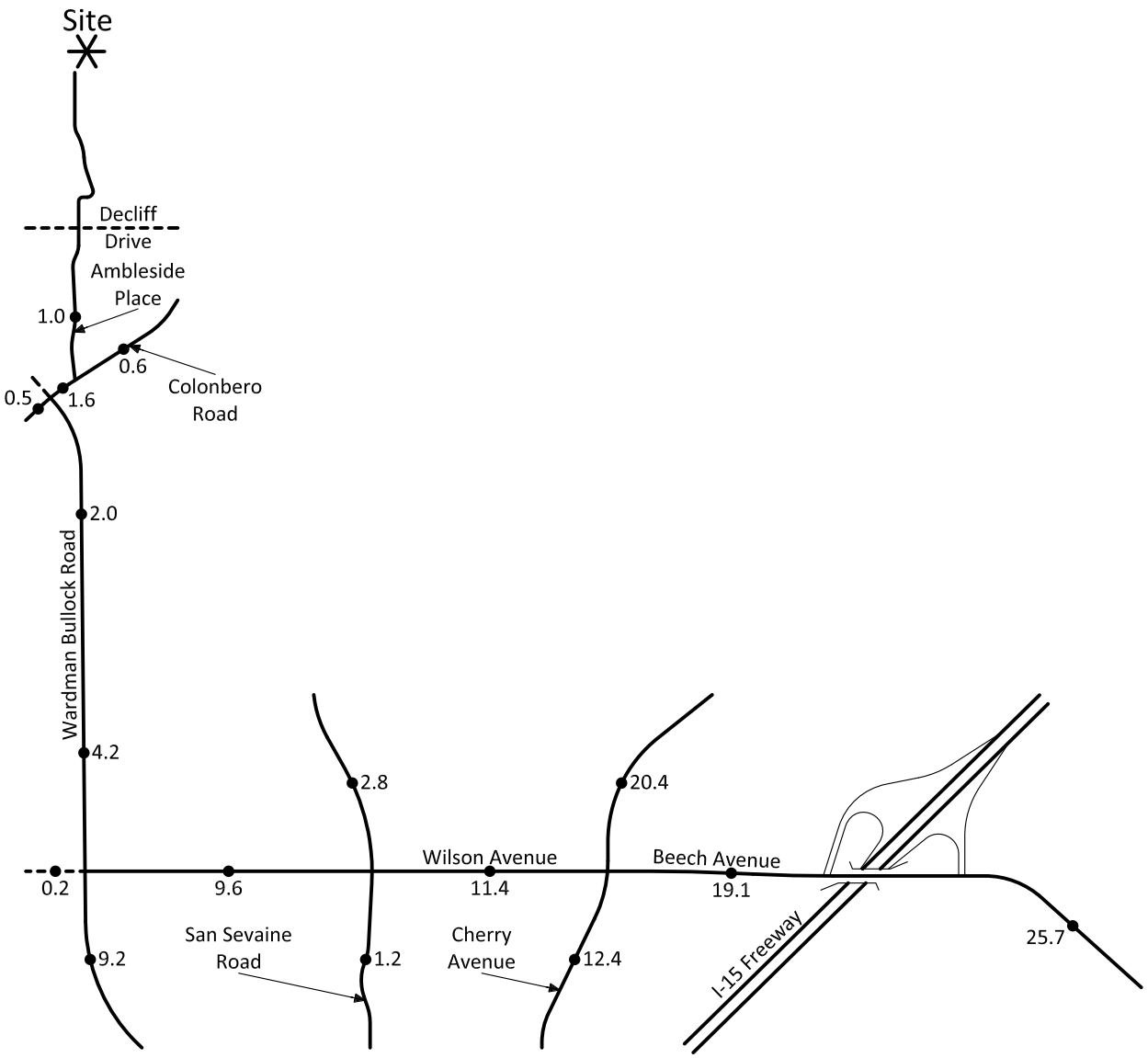
[1] When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.
L = Left; T = Through; R = Right; > = Right Turn Overlap; d = De Facto Right Turn; **1** = Improvement

[2] Delay and level of service has been calculated using the following analysis software: Traffix, Version 7.9.0215. Per the Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] AWS = All Way Stop; TS = Traffic Signal; CSS = Cross Street Stop

[4] Future geomtrics based on discussions with the City of Rancho Cucamonga Staff.

Figure 16
Existing Plus Project Average Daily Traffic Volumes



Legend

25.7 = Vehicles Per Day (1,000's)

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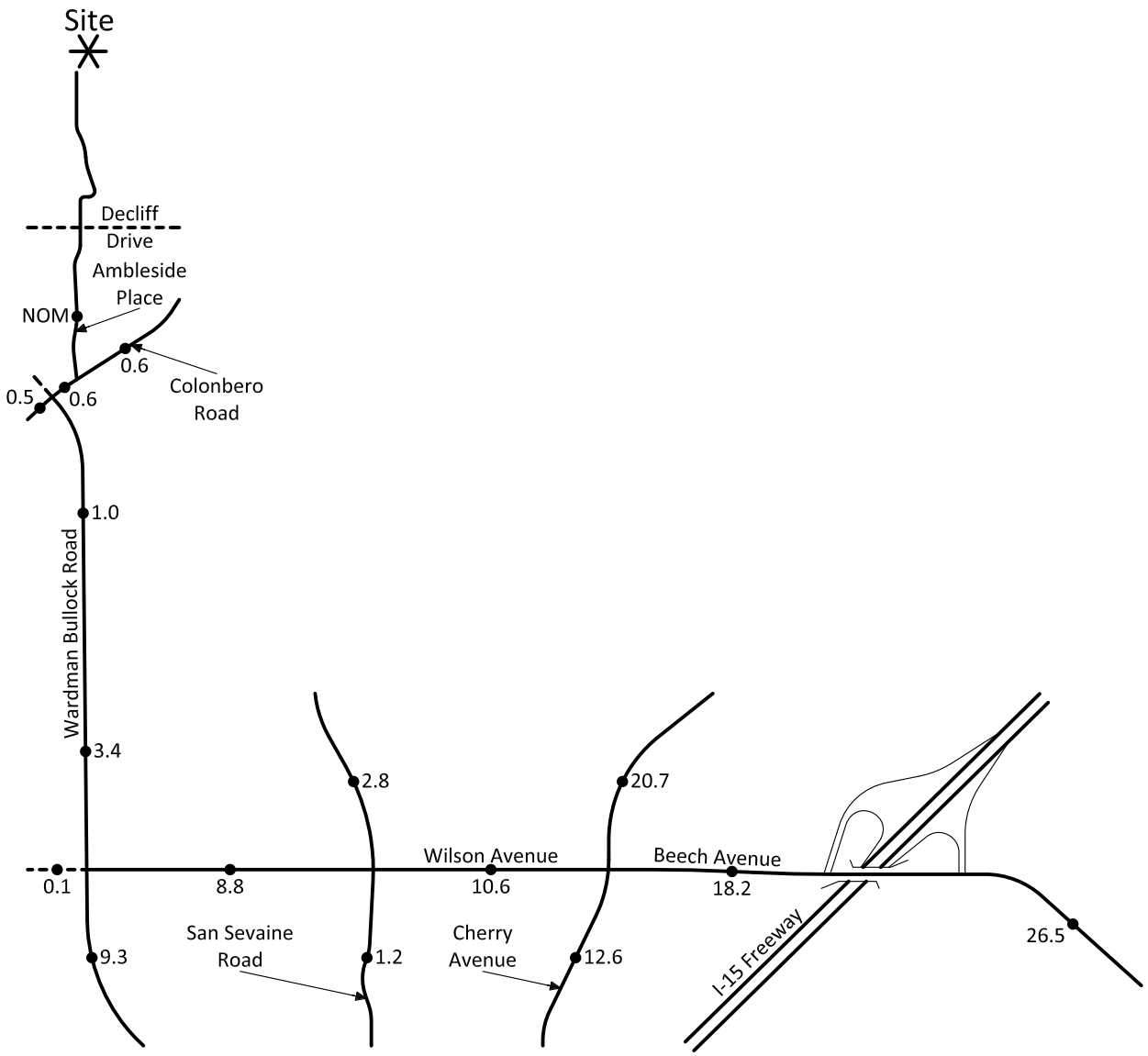
Figure 17
Opening Year (2017) Without Project Average Daily Traffic Volumes



Legend

26.5 = Vehicles Per Day (1,000's)
NOM = Nominal, Less Than 50 Vehicles Per Day

N

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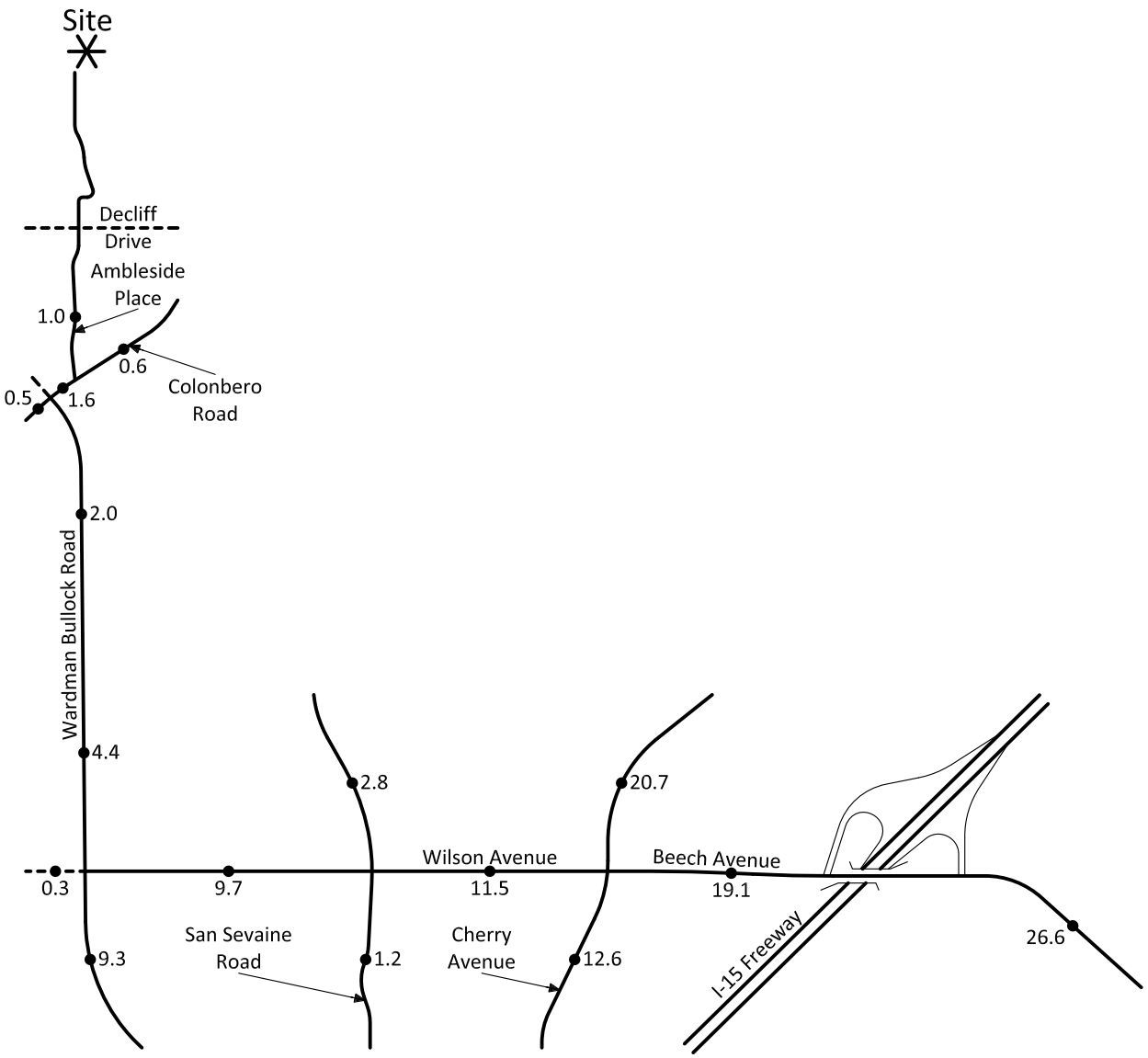
Figure 18
Opening Year (2017) With Project Average Daily Traffic Volumes



Legend

26.6 = Vehicles Per Day (1,000's)

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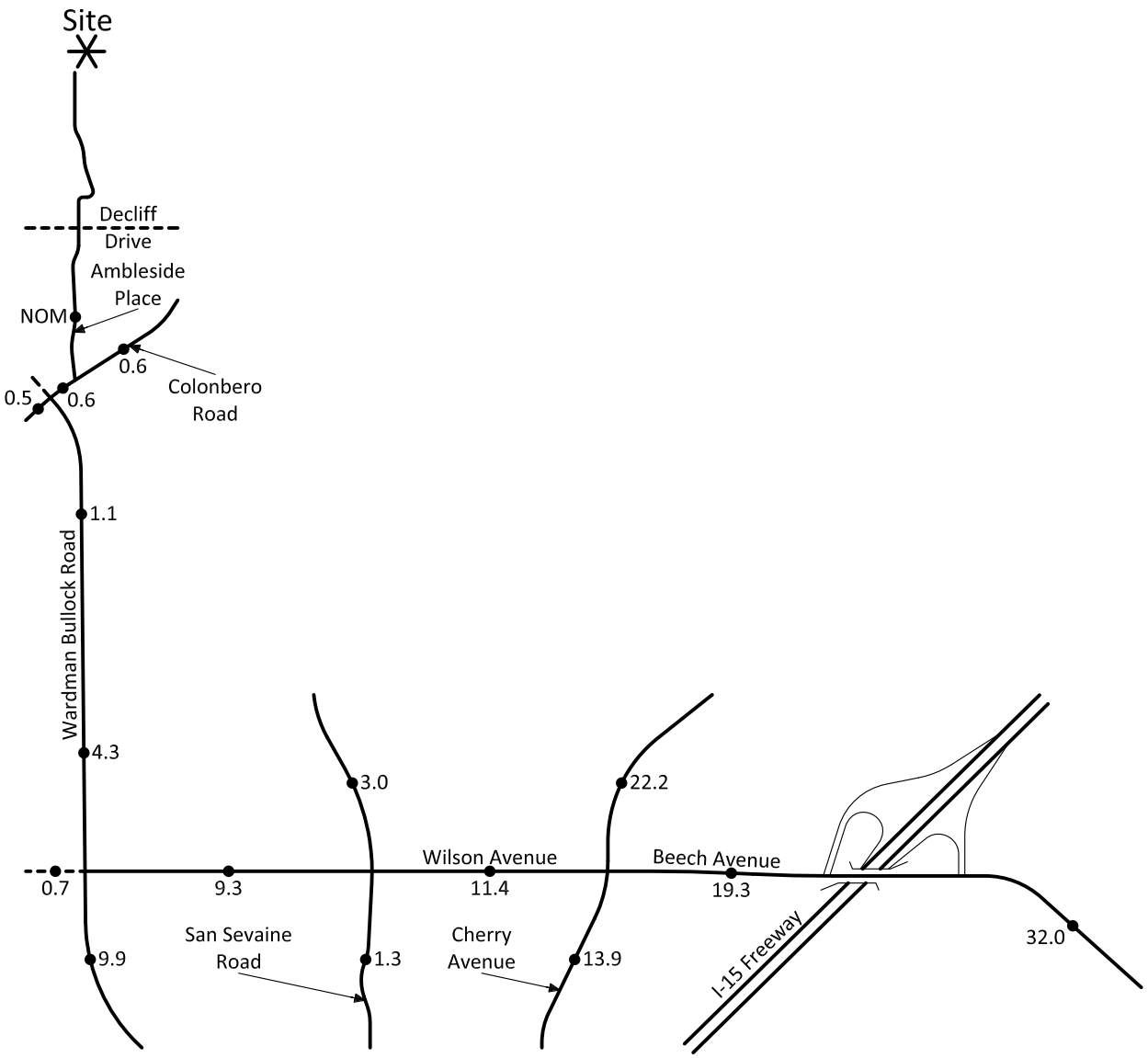
Figure 19
Year 2035 Without Project Average Daily Traffic Volumes



Legend

32.0 = Vehicles Per Day (1,000's)
NOM = Nominal, Less Than 50 Vehicles Per Day

N

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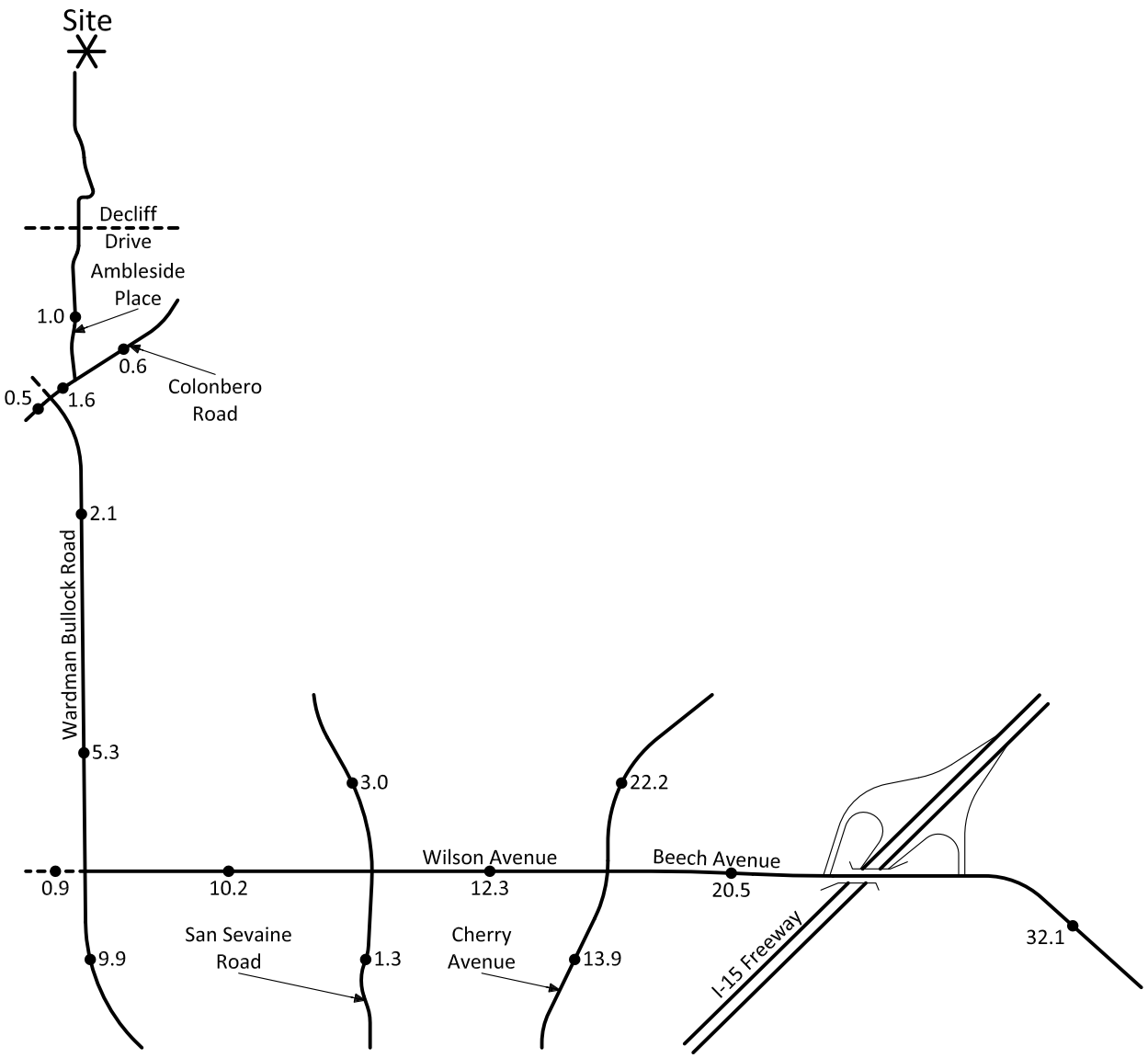
5226c/19

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 20
Year 2035 With Project Average Daily Traffic Volumes



Legend

32.1 = Vehicles Per Day (1,000's)

N

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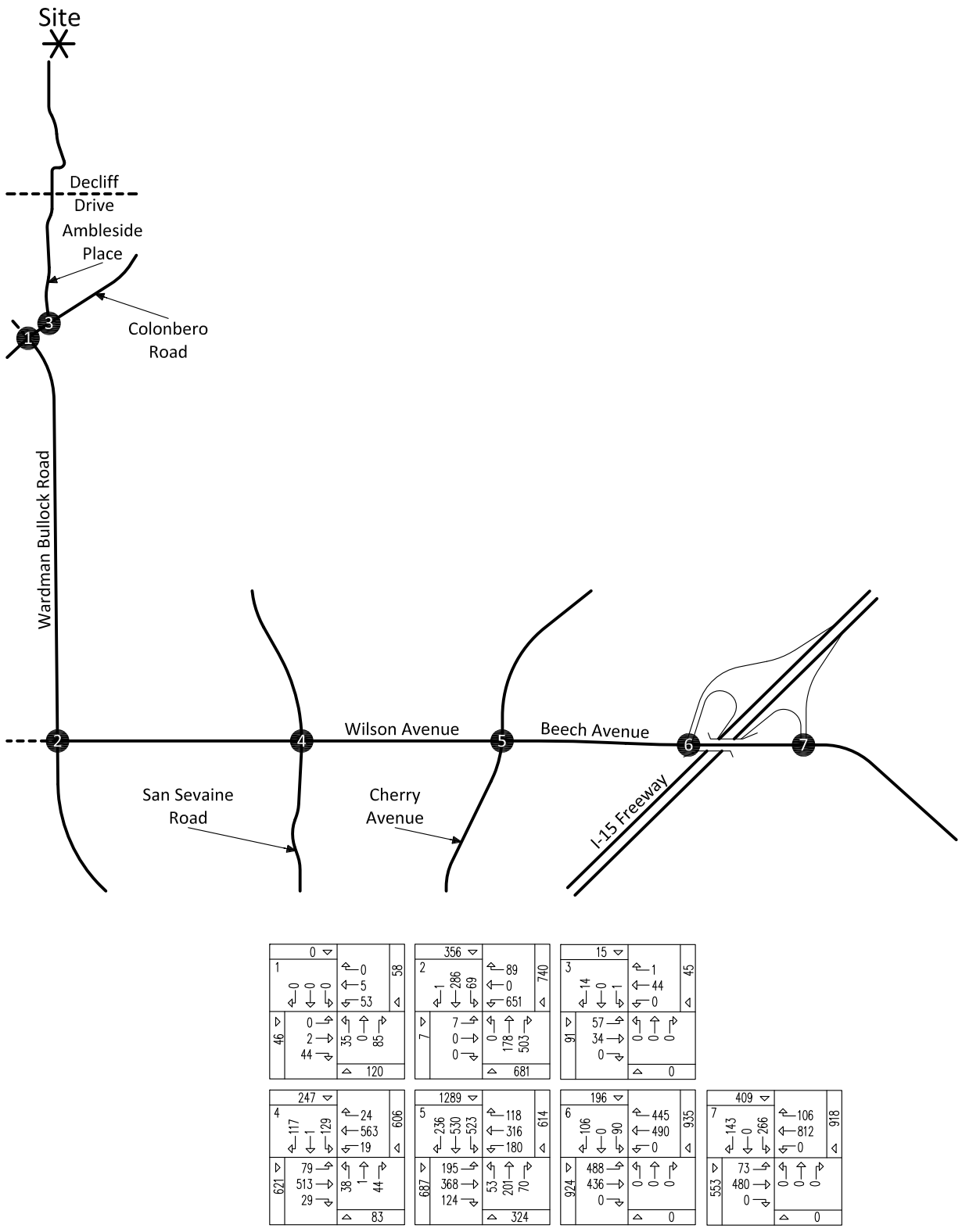
KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 21
Existing Plus Project
Morning Peak Hour Intersection Turning Movement Volumes



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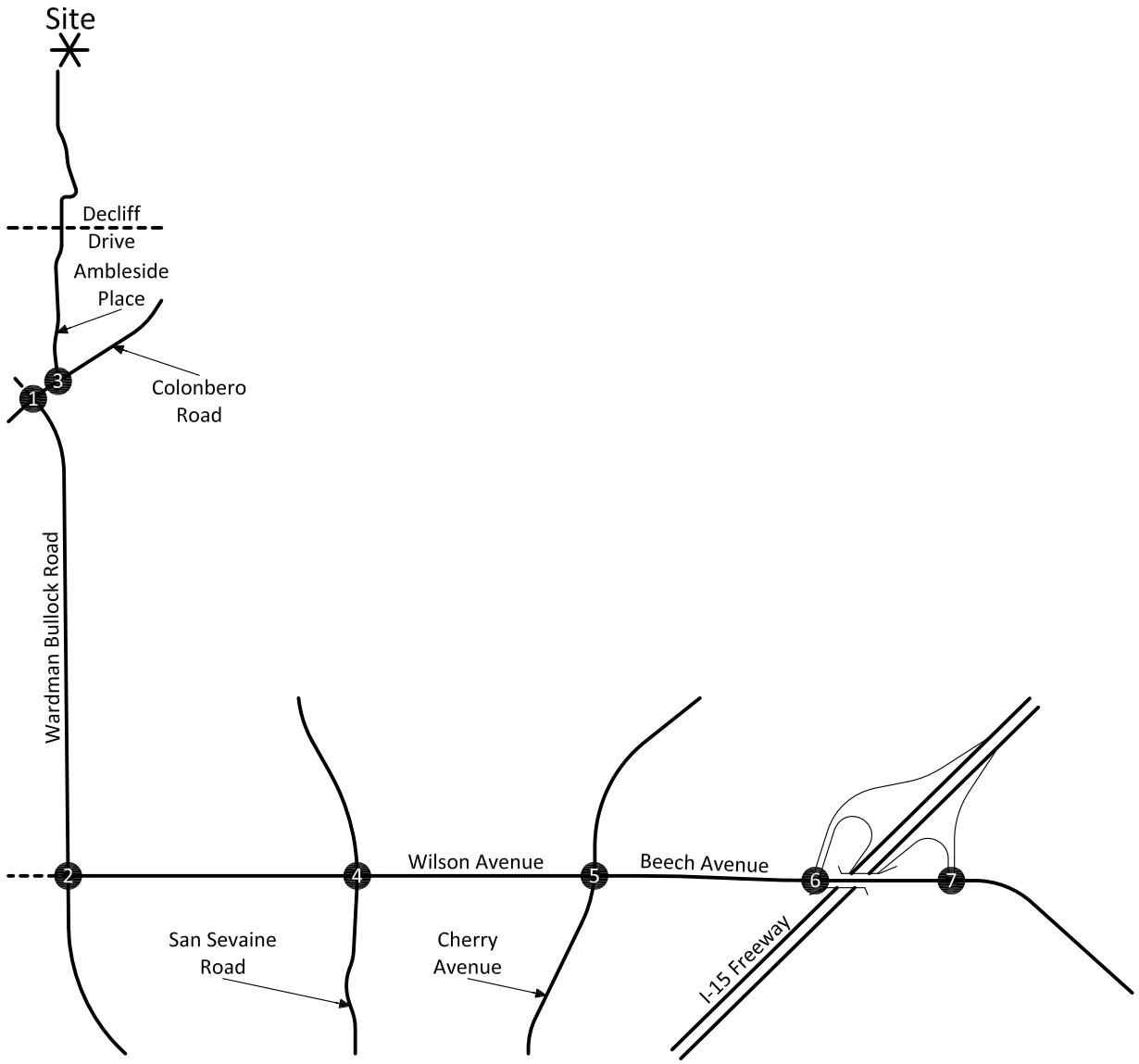
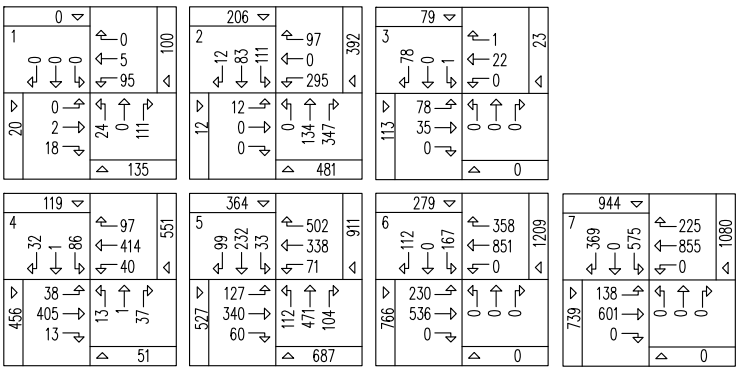
5226c/21

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 22
Existing Plus Project
Evening Peak Hour Intersection Turning Movement Volumes





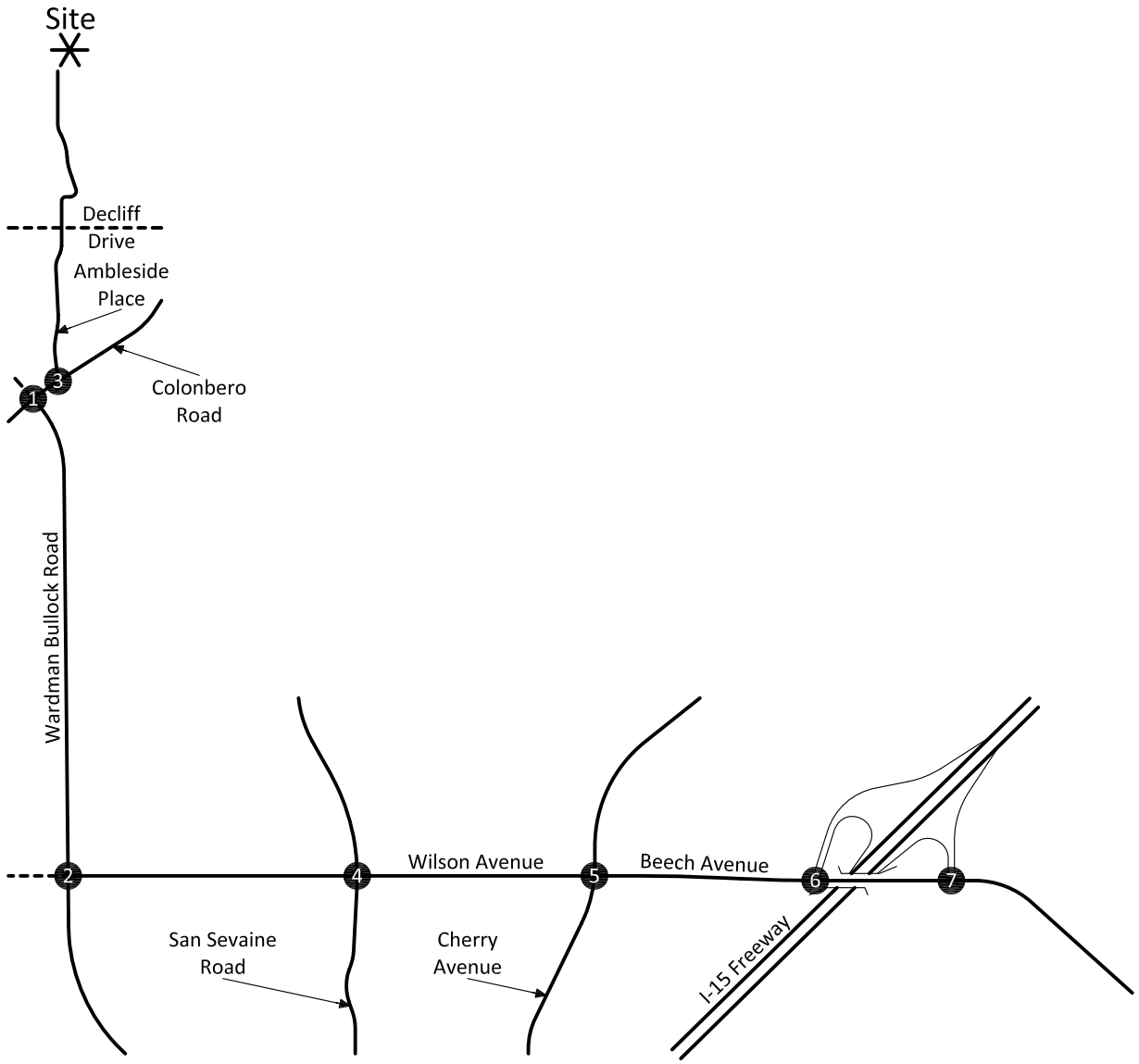
NTS

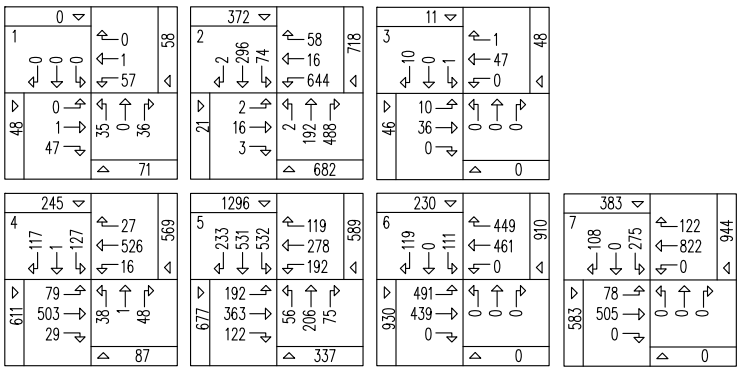
5226c/22

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 23
Opening Year (2017) Without Project
Morning Peak Hour Intersection Turning Movement Volumes





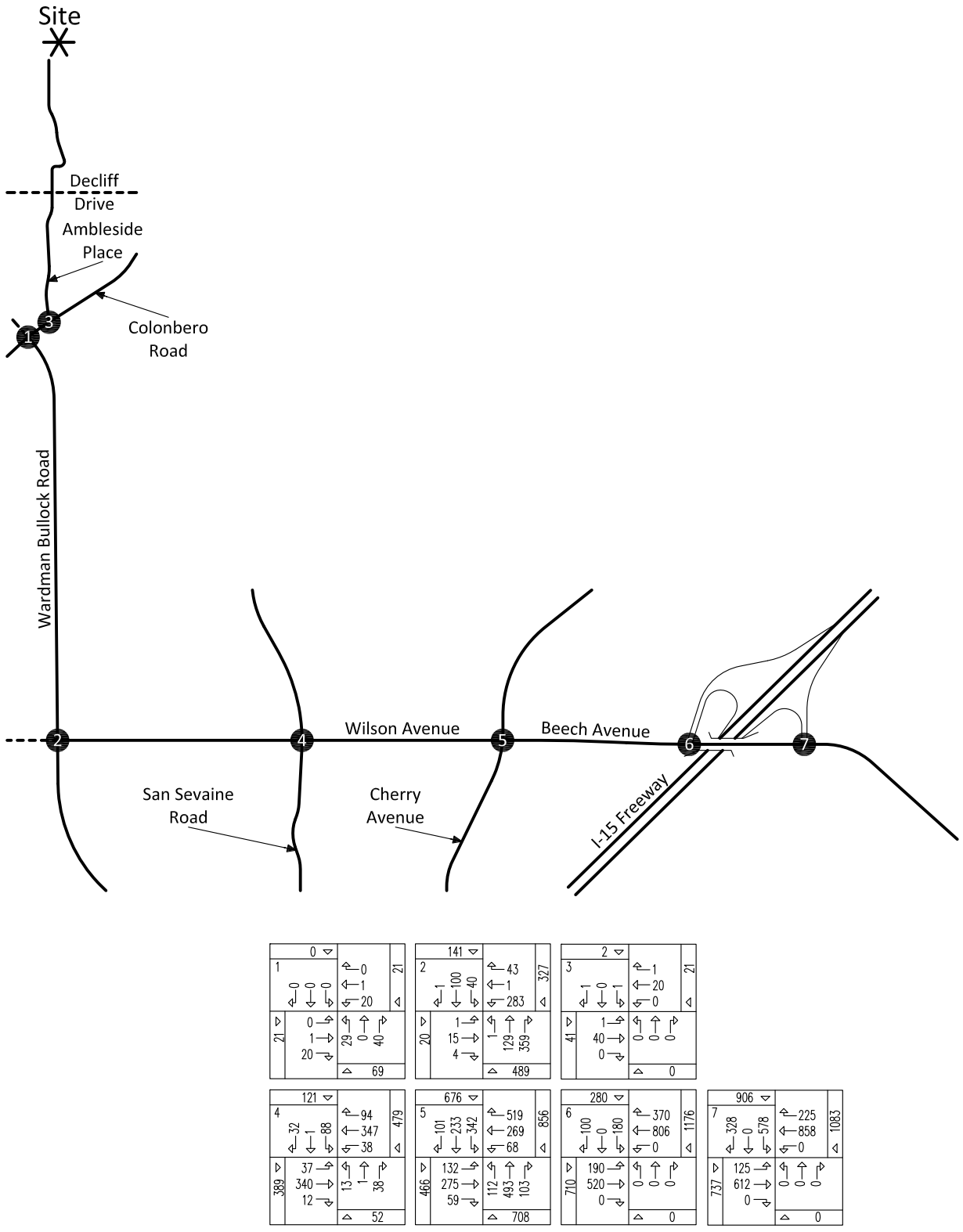
NTS

5226c/23

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 24
Opening Year (2017) Without Project
Evening Peak Hour Intersection Turning Movement Volumes

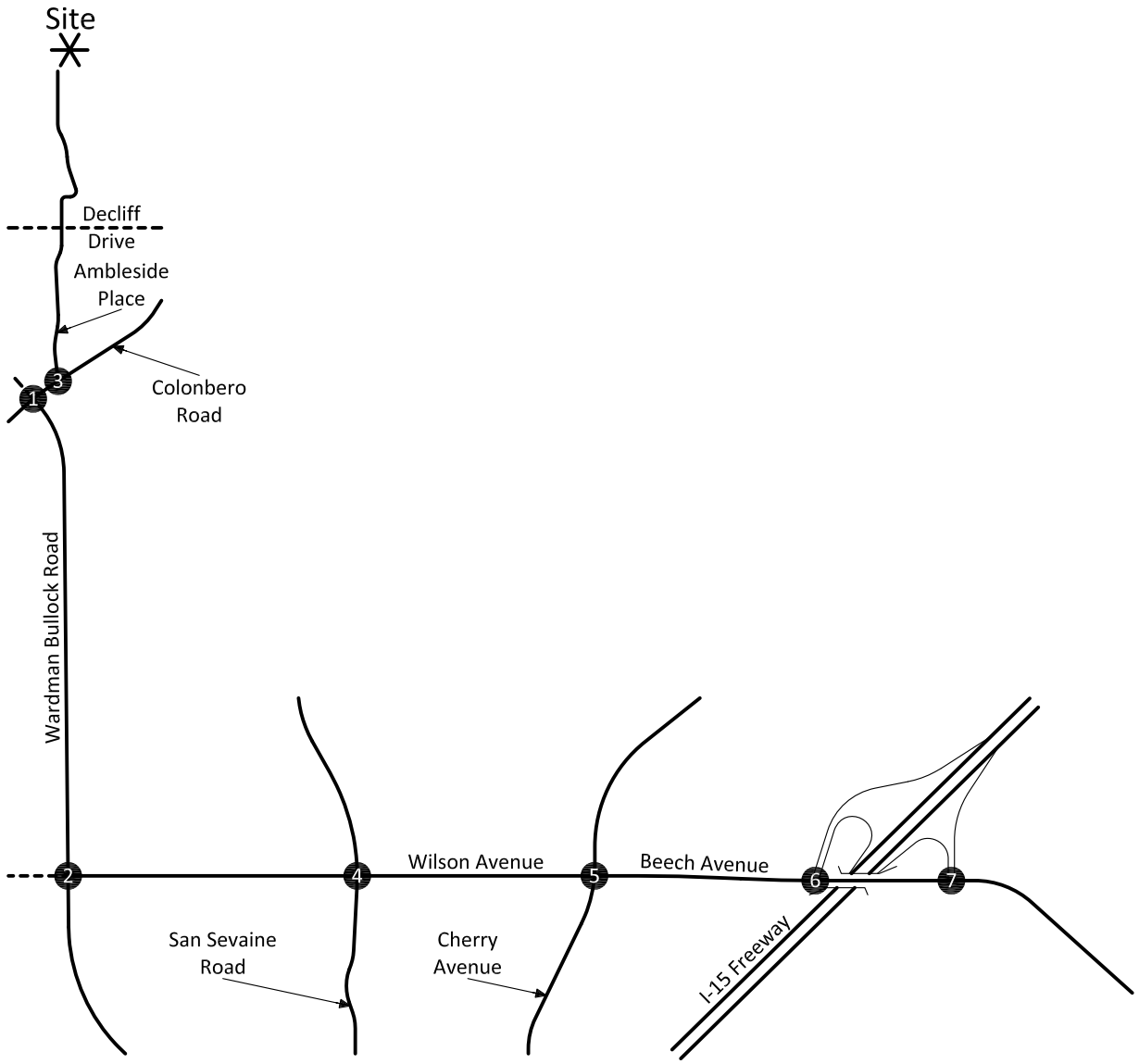


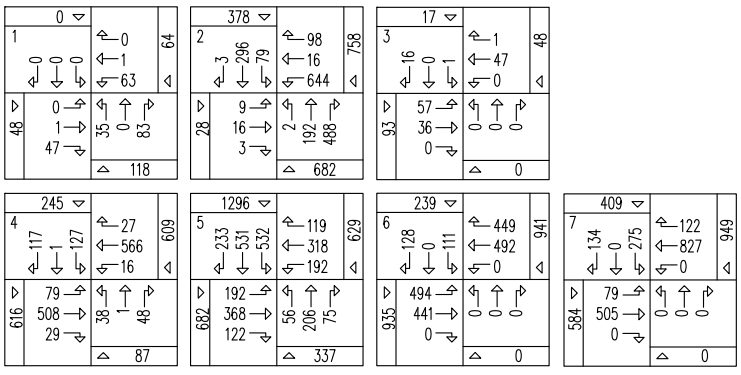
5226c/24

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 25
Opening Year (2017) With Project
Morning Peak Hour Intersection Turning Movement Volumes





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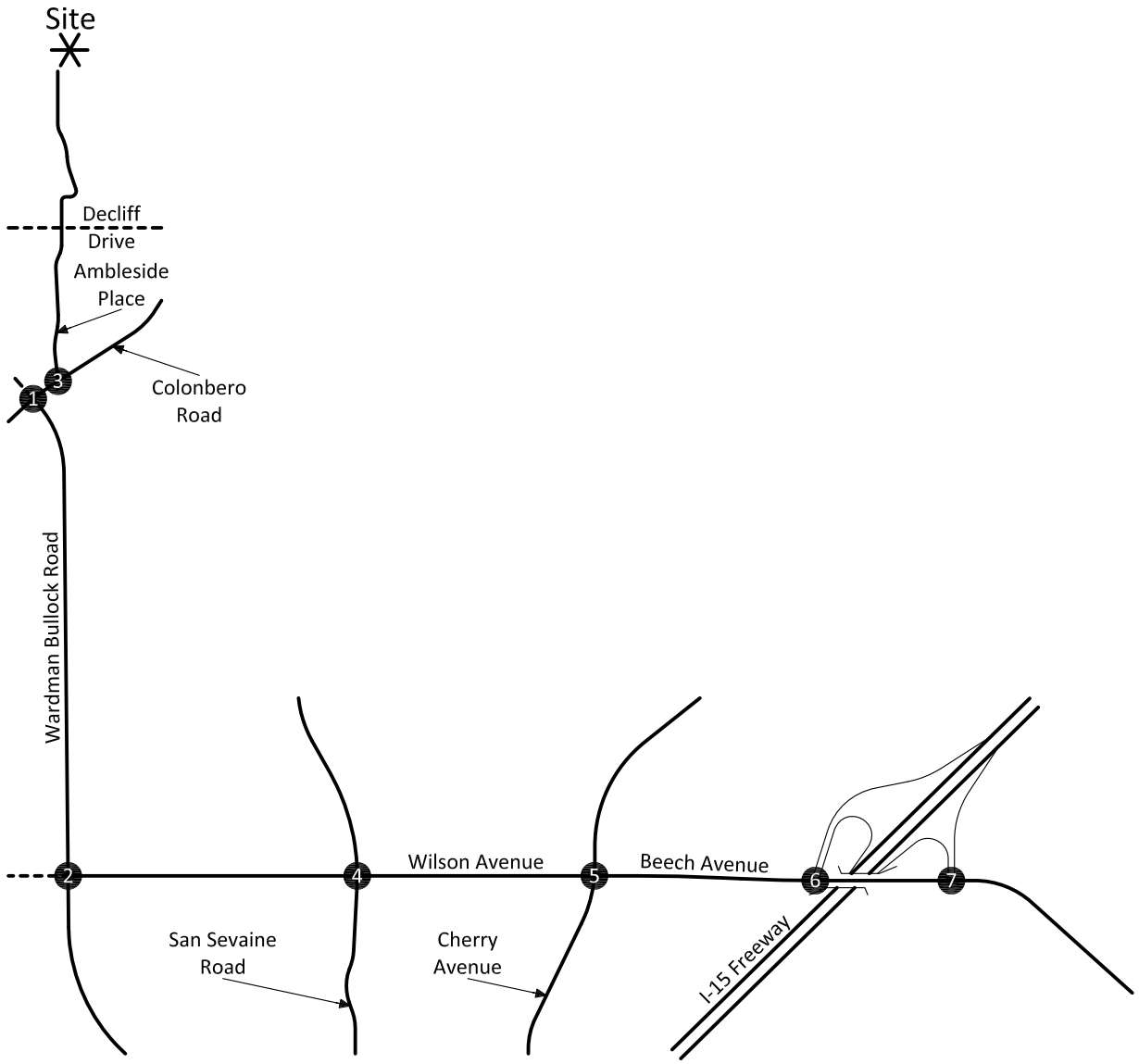
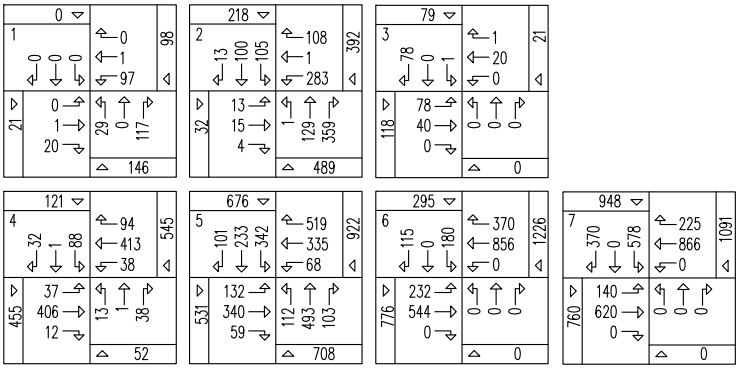
KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 26
Opening Year (2017) With Project
Evening Peak Hour Intersection Turning Movement Volumes





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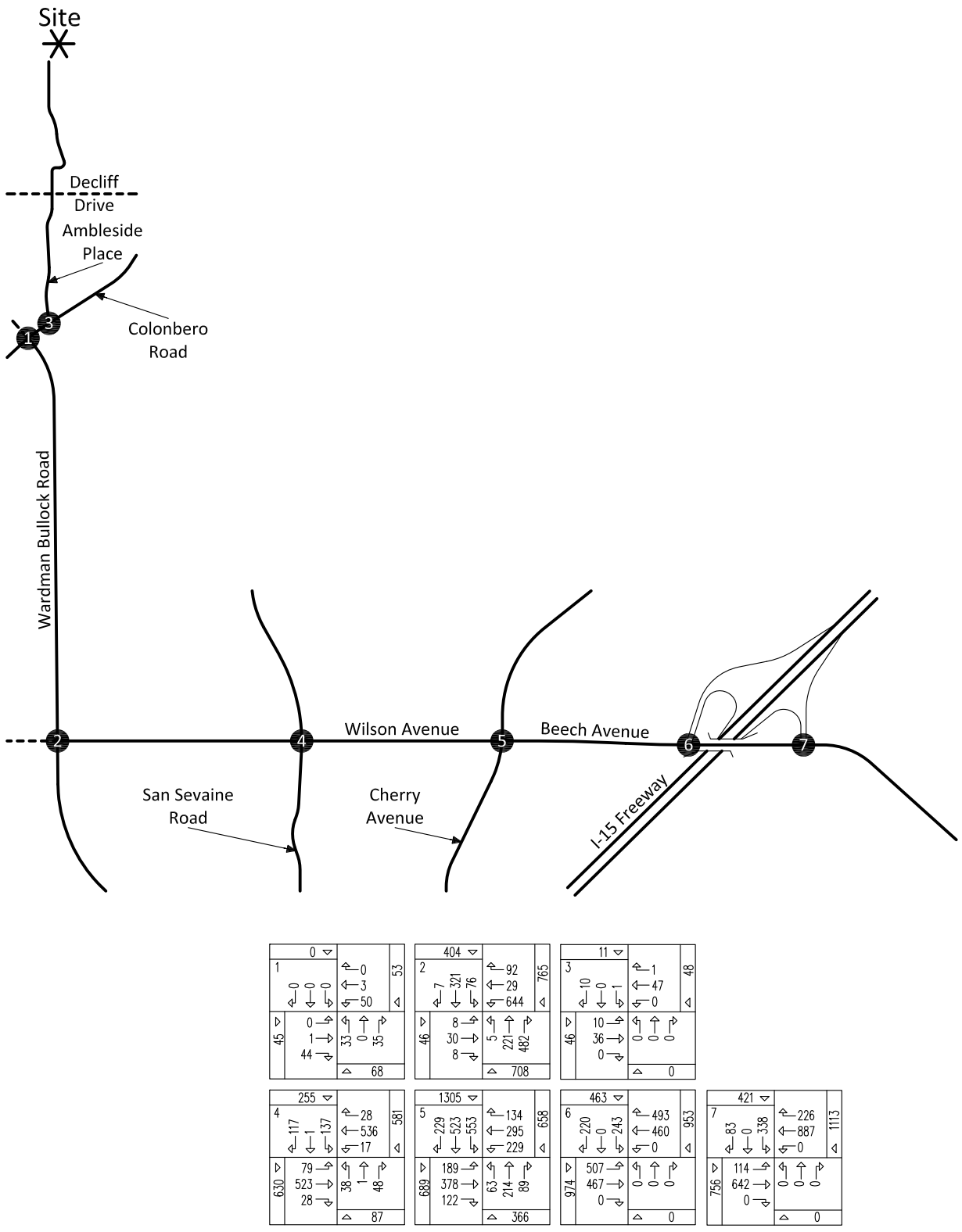
KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 27
Year 2035 Without Project
Morning Peak Hour Intersection Turning Movement Volumes

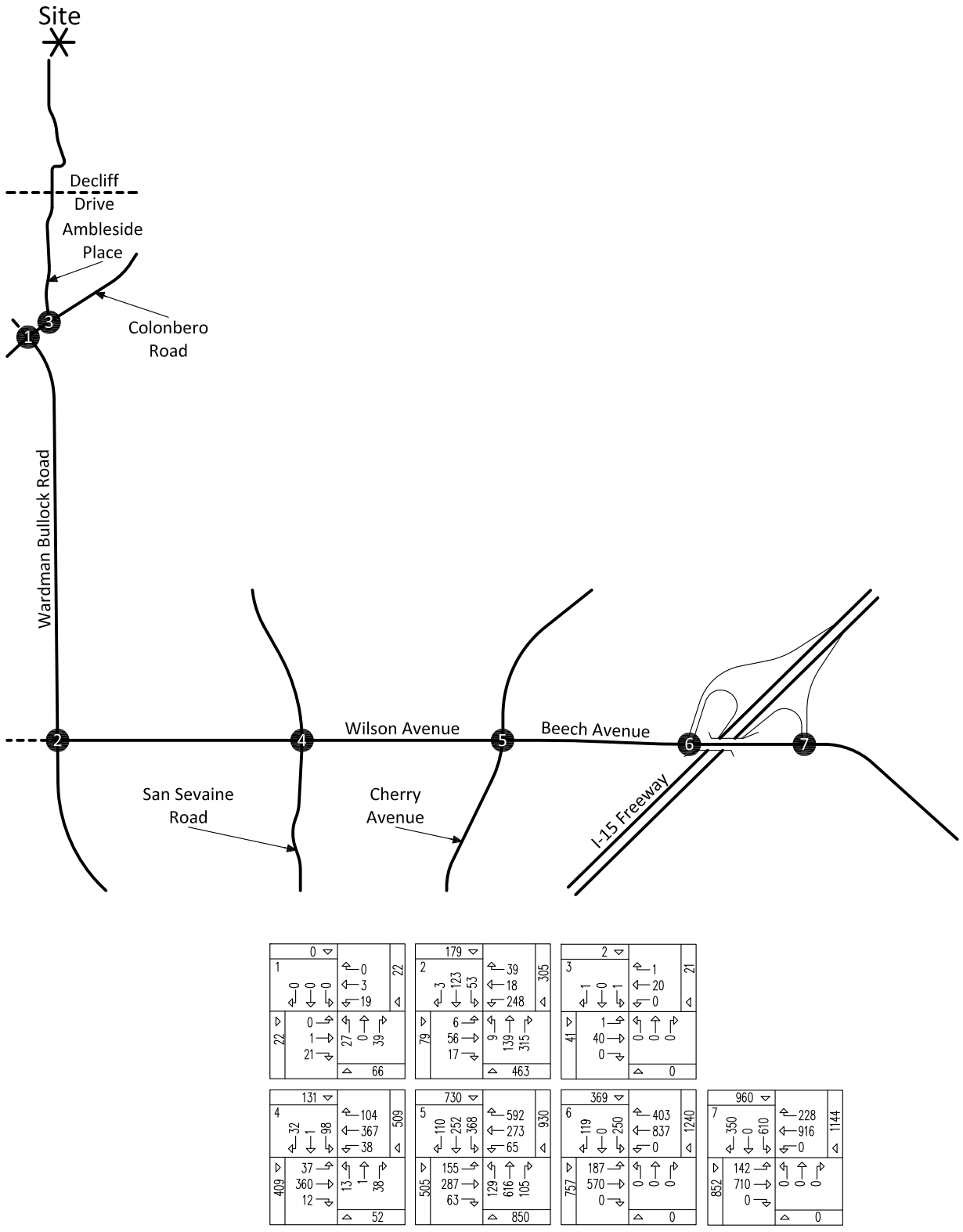


5226c/27

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 28
Year 2035 Without Project
Evening Peak Hour Intersection Turning Movement Volumes



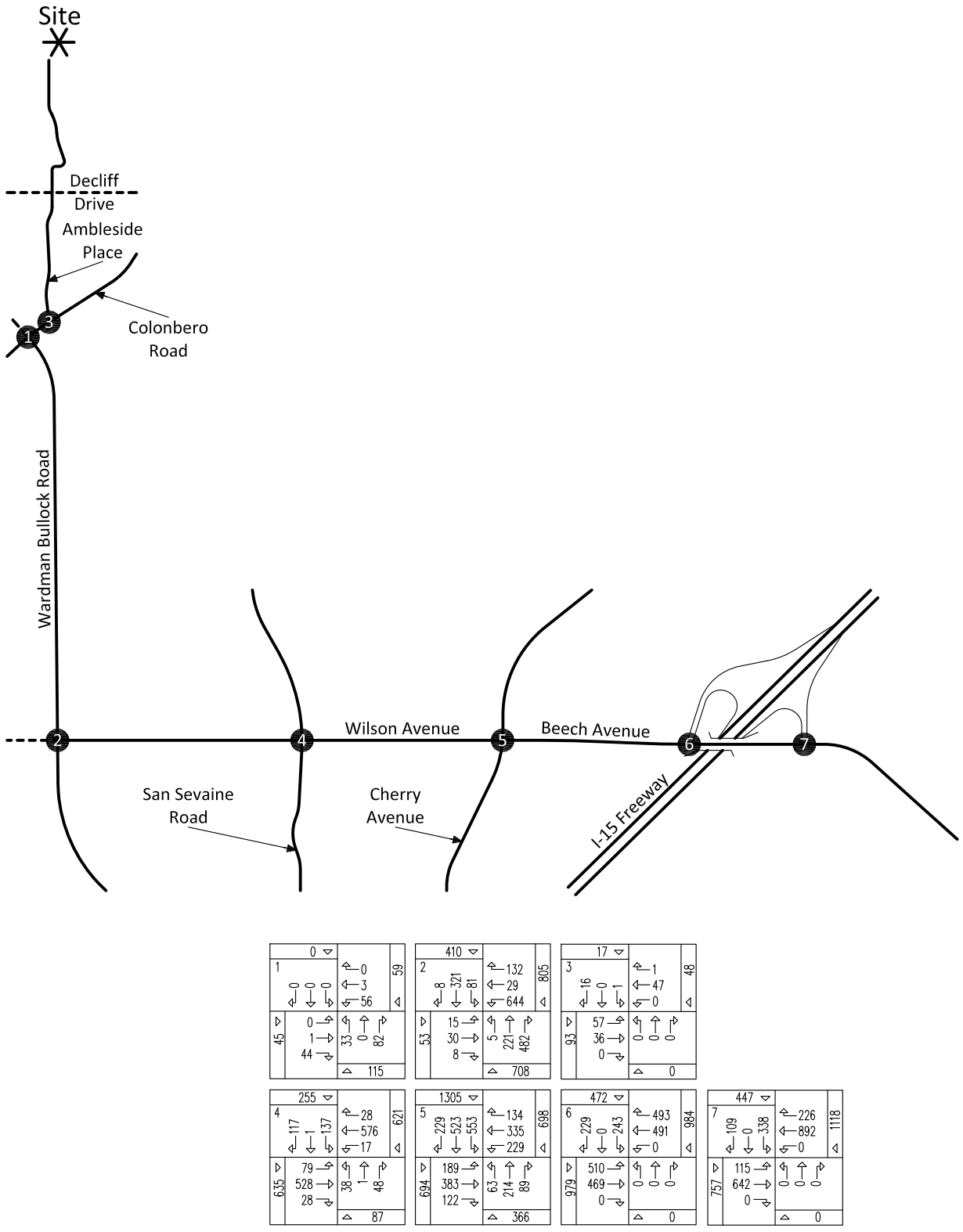
NTS

5226c/28

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 29
Year 2035 With Project
Morning Peak Hour Intersection Turning Movement Volumes

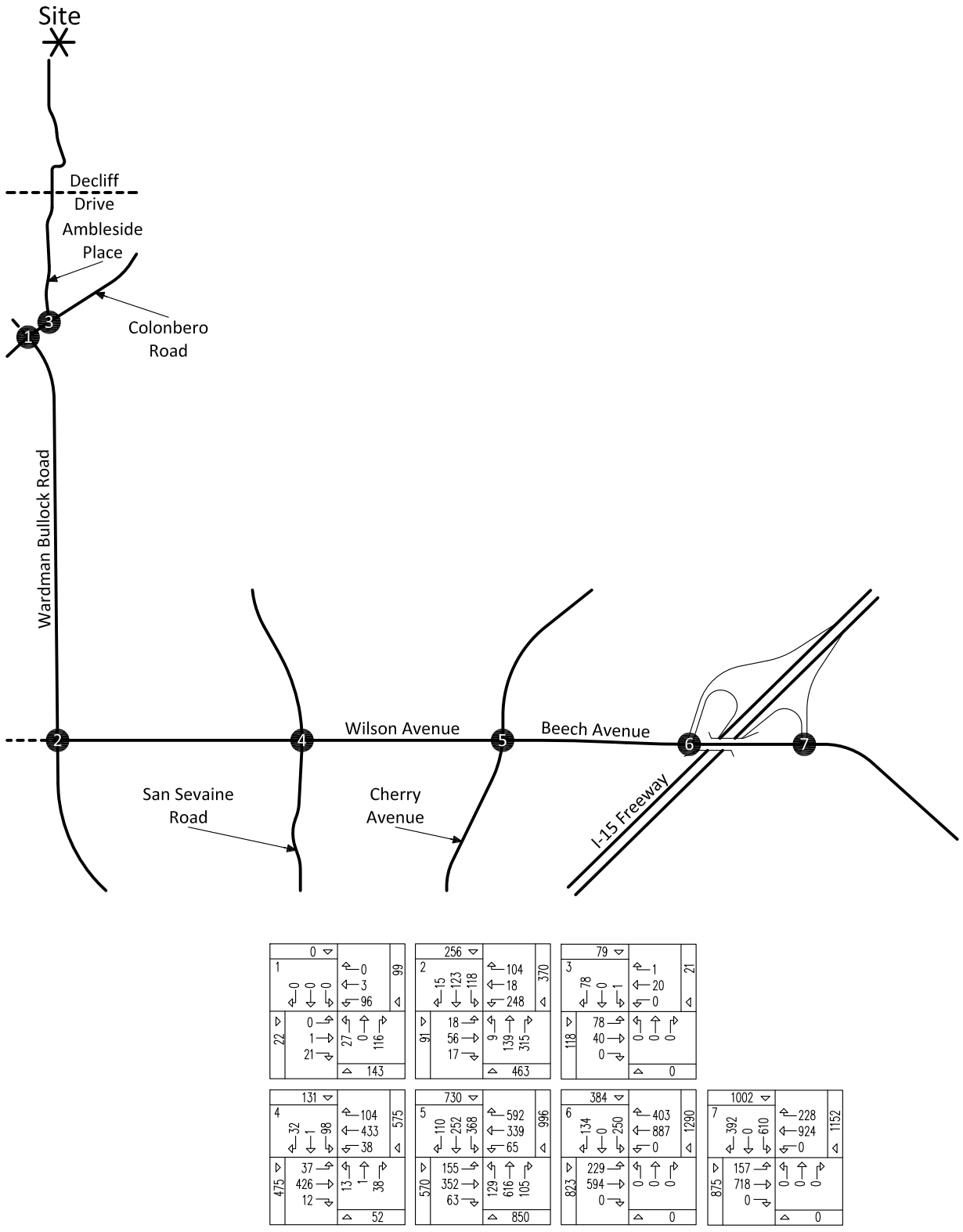


5226c/29

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 30
Year 2035 With Project
Evening Peak Hour Intersection Turning Movement Volumes



Intersection reference numbers are in upper left corner of turning movement boxes.

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V. Conclusions and Recommendations

A. Summary

The traffic issues related to the proposed land uses and development have been evaluated in the context of the California Environmental Quality Act.

The County of San Bernardino is the lead agency responsible for preparation of the traffic impact analysis, in accordance with California Environmental Quality Act authorizing legislation. This report analyzes traffic impacts for the anticipated opening date with full occupancy of the development in Year 2017, at which time it will be generating trips at its full potential, and for the current traffic forecast year, which is the Year 2035.

A series of scoping discussions were conducted with the County of San Bernardino and the City of Rancho Cucamonga to define the desired analysis locations for each future analysis year. In addition, the San Bernardino Associated Governments staff has also been contacted to discuss the project.

The average daily traffic volume forecasts have been determined using the growth increment approach on the SBTAM traffic model Year 2008 and Year 2035 average daily traffic volume forecasts (see Appendix D). Traffic model plots are included in Appendix F. This difference defines the growth in traffic over the 27 year period. The incremental growth in average daily traffic volume has been factored to reflect the forecast growth between Year 2013 and Year 2035. For this purpose, linear growth between the Year 2008 base condition and the forecast Year 2035 condition was assumed. Since the increment between Year 2014 and Year 2035 is 21 years of the 27 year time frame, a factor of 0.77 (i.e., 21/27) was used.

The Year 2035 without project daily and peak hour directional roadway segment volume forecasts have been determined using the growth increment approach on the SBTAM traffic model Year 2008 and Year 2035 peak hour volumes. The growth increment calculation worksheets are shown in Appendix D. Current peak hour intersection approach/departure data is a necessary input to this approach. The existing traffic count data serves as both the starting point for the refinement process, and also provides important insight into current travel patterns and the relationship between peak hour and daily traffic conditions. The initial turning movement proportions are estimated based upon the relationship of each approach leg's forecast traffic volume to the other legs forecast volumes at the intersection. The initial estimate of turning movement proportions is then entered into a spreadsheet program consistent with the National Cooperative Highway Research Program Report 255. A linear programming algorithm is used to calculate individual turning movements that match the known directional roadway segment volumes computed in the previous step. This program computes a likely set of intersection turning movements from intersection approach counts and the initial turning proportions from each approach leg.

Project traffic volumes were then added to the Year 2035 SBTAM traffic model volumes. Quality control checks and forecast adjustments were performed as necessary to ensure

that all future traffic volume forecasts reflect a minimum of 10% growth over existing traffic volumes. The result of this traffic forecasting procedure is a series of traffic volumes suitable for traffic operations analysis.

B. Existing Conditions

Regional access to the project site is mainly provided by the I-15 Freeway. Local access is provided by various roadways in the vicinity of the site. The north-south roadways expected to provide local access include Wardman Bullock Road, Ambleside Place, San Sevaine Road, and Cherry Avenue. The east-west roadways which will be most affected by the project include Colonbero Road and Wilson Avenue/Beech Avenue.

The existing delay and Level of Service for the intersection in the vicinity of the project are shown in Table 1. The study area intersections currently operate within acceptable Levels of Service during the peak hours for existing traffic conditions. Existing delay worksheets are provided in Appendix F.

C. Project Traffic

The trips generated by the project are determined by multiplying an appropriate trip generation rate by the quantity of land use. Trip generation rates are based on the assumption that energy costs, the availability of roadway capacity, the availability of vehicles to drive, and life styles remain similar to what are known today. A major change in these variables may affect trip generation rates.

Trip generation rates were determined for daily traffic and morning peak hour inbound and outbound traffic, and evening peak hour inbound and outbound traffic for the proposed land use.

The Ling Yen Mountain Temple has provided a list of all special events and daily activities. This list provides the number of attendees, the duration of the event, and number of attendees that will stay overnight on site. The site is gated and the gates typically open at 9:00 AM and close at 9:00 PM. The site is proposed to provide accommodations for 220 overnight guests. To remain conservative, the overnight accommodations are assumed to have a maximum occupancy of 50 percent. A conservative vehicle occupancy of 1.50 persons per vehicle has been assumed to convert the number of attendees to vehicles. The daily trip generation for the site assumes 100 percent of the attendees utilize the site for one day events and that 50 percent of the total attendees minus the number of overnight guests utilize the site for multi-day events each day. The morning peak hour trip generation assumes that 5 percent of the daily trips occur during the morning peak hour and that 90 percent of those trips are inbound and 10 percent are outbound. The evening peak hour trip generation assumes that 15 percent of the daily trips occur during the evening peak hour and that 50 percent of those trips are inbound and 50 percent are outbound. The site residence only have 1 vehicle that typically is only utilized once a day during off-peak times. To remain conservative, the residence vehicle has been assumed to make one inbound and outbound trip during both the morning and evening peak hours.

To calculate the factored maximum calculated project trip generation, 500 patrons are assumed to visit the site in one day. No patrons are assumed to spend the night so no reduction in vehicles trips is taken. The maximum of 500 patrons is then divided by the conservative vehicle occupancy of 1.50 persons per car to yield 334 vehicles arriving and departing each day (667 daily vehicles). The project site doesn't open until the morning peak hour ends but 5 percent (33 vehicles) of the daily traffic has been assumed to arrive before the facility opens. Of the 5 percent (33 vehicles) 90 percent (30 vehicles) are assumed to arrive and 10 percent (3 vehicles) are assumed to depart. The project site is open during the evening peak hour so 15 percent (100 vehicles) of the daily traffic has been assumed to arrive. This high percentage of the daily traffic assumed in the evening peak hour is to account for patrons departing just before the evening peak hour and for patrons arriving after work. Of the 15 percent (100 vehicles) 50 percent (50 vehicles) are assumed to arrive and 50 percent (50 vehicles) are assumed to depart. The proposed project is projected to generate a total of approximately 667 daily vehicle trips, 33 trips during the morning peak hour (30 inbound and 3 outbound) and 100 trips during the evening peak hour (50 inbound and 50 outbound). The site residence only have 1 vehicle that typically is only utilized once a day during off-peak times. To remain conservative, the residence vehicle has been assumed to make one inbound and outbound trip during both the morning and evening peak hours. The proposed project is now projected to generate a total of approximately 671 daily vehicle trips, 35 trips during the morning peak hour (31 inbound and 2 outbound) and 102 trips during the evening peak hour (51 inbound and 51 outbound). To remain extremely conservative the project trip generation is now multiplied by a safety factor of 50 percent. The factored maximum calculated project trip generation is projected to be approximately 1,007 daily vehicle trips, 53 trips during the morning peak hour (47 inbound and 6 outbound) and 154 trips during the evening peak hour (77 inbound and 77 outbound).

As shown in Table 2, the proposed development is assumed to generate approximately 1,007 daily vehicle trips, 53 of which will occur during the morning peak hour and 154 of which will occur during the evening peak hour.

The distributions of the project trips were based on existing travel patterns calculated using existing traffic counts. This methodology was approved by the County of San Bernardino Transportation Department staff and the City of Rancho Cucamonga Traffic Engineer. Figures 9 and 10 contain the directional distributions of the project trips for the proposed land uses.

D. Future Conditions

An Existing Plus Project, Opening Year (2017) analysis, and Year 2035 analysis are included in this report. Existing Plus Project traffic operations analysis have been completed for the morning and evening peak hour and are shown in Table 3. Opening Year (2017) traffic operations analysis have been completed for the morning and evening peak hour and are shown in Tables 4 and 5. Morning and evening peak hour traffic operations analysis are summarized in Tables 6 and 7 for Year 2035.

For Existing Plus Project traffic conditions, the study area intersections are projected to operate at an acceptable Levels of Service during the peak hours.

For Opening Year (2017) Without Project traffic conditions, the study area intersections are projected to operate at an acceptable Levels of Service during the peak hours.

For Opening Year (2017) With Project traffic conditions, the study area intersections are projected to operate at an acceptable Levels of Service during the peak hours.

For Year 2035 Without Project traffic conditions, the study area intersections are projected to operate at an acceptable Levels of Service during the peak hours.

For Year 2035 With Project traffic conditions, the study area intersections are projected to operate at an acceptable Levels of Service during the peak hours.

E. Recommendations

Site-specific circulation and access recommendations are depicted on Figure 31.

1. On-Site Improvements

The project site should provide sufficient parking spaces to meet County of San Bernardino parking code requirements in order to service on-site parking demand.

On-site traffic signing and striping should be implemented in conjunction with detailed construction plans for the project.

Sight distance at each project access should be reviewed with respect to California Department of Transportation/County of San Bernardino standards in conjunction with the preparation of final grading, landscaping, and street improvement plans.

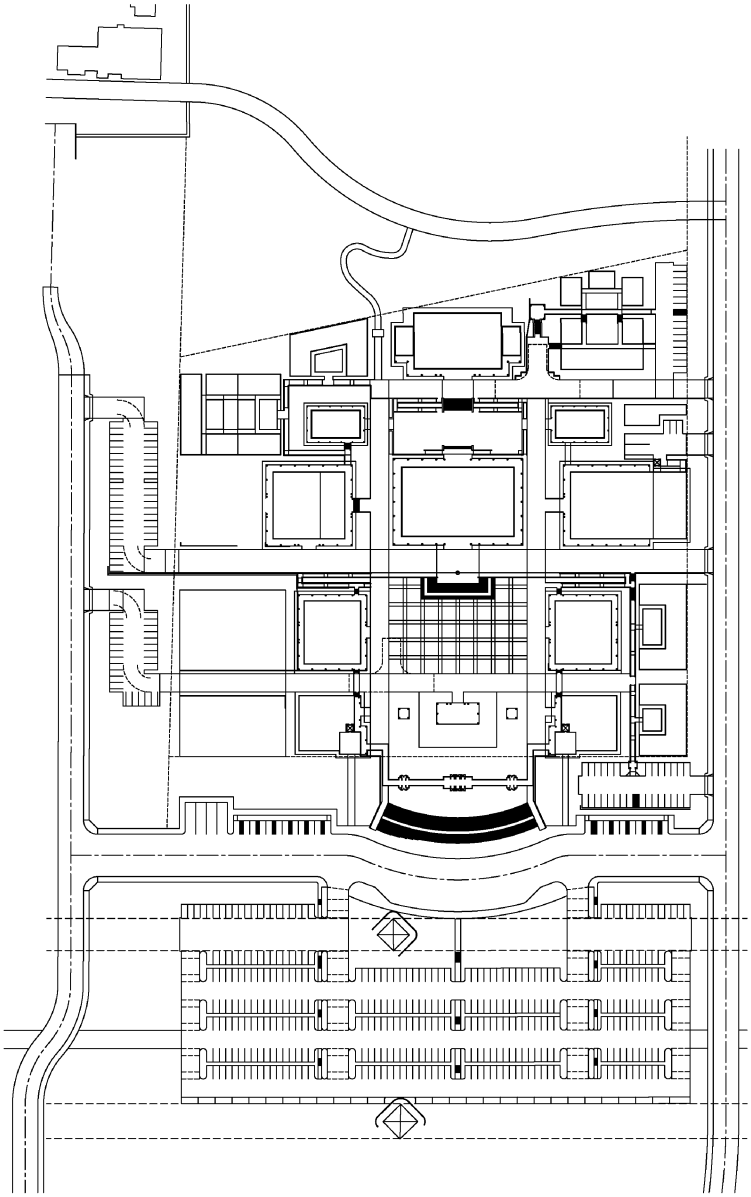
2. Off-Site Improvements

As is the case for any roadway design, the County of San Bernardino should periodically review traffic operations in the vicinity of the project once the project is constructed to assure that the traffic operations are satisfactory.

It should be noted that based on discussions with the City of Rancho Cucamonga Staff, the west leg of the Wardman Bullock Road and Wilson Avenue intersection will be constructed at some point in the near future and assumed intersection geometrics have been used in this study. The project does not significantly impact this study area intersection.

This project is not projected to significantly impact any of the study area intersections within the County of San Bernardino, the City of Rancho Cucamonga, or the City of Fontana.

Figure 31
Circulation Recommendations



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As is the case for any roadway design, the County of San Bernardino should periodically review traffic operations in the vicinity of the project once the project is constructed to assure that the traffic operations are satisfactory.

This project is not projected to significantly impact any of the study area intersections within the County of San Bernardino, the City of Rancho Cucamonga, or the City of Fontana.

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Appendices

Appendix A – Glossary of Transportation Terms

Appendix B – Approved Scoping Packet

Appendix C – Traffic Count Worksheets

Appendix D – Future Growth Increment Calculation Worksheets

Appendix E – Adjacent Schools Trip Generation and Trip Distributions

Appendix F – Explanation and Calculation of Intersection Delay

APPENDIX A

Glossary of Transportation Terms

GLOSSARY OF TRANSPORTATION TERMS

COMMON ABBREVIATIONS

AC:	Acres
ADT:	Average Daily Traffic
Caltrans:	California Department of Transportation
DU:	Dwelling Unit
ICU:	Intersection Capacity Utilization
LOS:	Level of Service
TSF:	Thousand Square Feet
V/C:	Volume/Capacity
VMT:	Vehicle Miles Traveled

TERMS

AVERAGE DAILY TRAFFIC: The total volume during a year divided by the number of days in a year. Usually only weekdays are included.

BANDWIDTH: The number of seconds of green time available for through traffic in a signal progression.

BOTTLENECK: A constriction along a travelway that limits the amount of traffic that can proceed downstream from its location.

CAPACITY: The maximum number of vehicles that can be reasonably expected to pass over a given section of a lane or a roadway in a given time period.

CHANNELIZATION: The separation or regulation of conflicting traffic movements into definite paths of travel by the use of pavement markings, raised islands, or other suitable means to facilitate the safe and orderly movements of both vehicles and pedestrians.

CLEARANCE INTERVAL: Nearly same as yellow time. If there is an all red interval after the end of a yellow, then that is also added into the clearance interval.

CORDON: An imaginary line around an area across which vehicles, persons, or other items are counted (in and out).

CYCLE LENGTH: The time period in seconds required for one complete signal cycle.

CUL-DE-SAC STREET: A local street open at one end only, and with special provisions for turning around.

DAILY CAPACITY: The daily volume of traffic that will result in a volume during the peak hour equal to the capacity of the roadway.

DELAY: The time consumed while traffic is impeded in its movement by some element over which it has no control, usually expressed in seconds per vehicle.

DEMAND RESPONSIVE SIGNAL: Same as traffic-actuated signal.

DENSITY: The number of vehicles occupying in a unit length of the through traffic lanes of a roadway at any given instant. Usually expressed in vehicles per mile.

DETECTOR: A device that responds to a physical stimulus and transmits a resulting impulse to the signal controller.

DESIGN SPEED: A speed selected for purposes of design. Features of a highway, such as curvature, superelevation, and sight distance (upon which the safe operation of vehicles is dependent) are correlated to design speed.

DIRECTIONAL SPLIT: The percent of traffic in the peak direction at any point in time.

DIVERSION: The rerouting of peak hour traffic to avoid congestion.

FORCED FLOW: Opposite of free flow.

FREE FLOW: Volumes are well below capacity. Vehicles can maneuver freely and travel is unimpeded by other traffic.

GAP: Time or distance between successive vehicles in a traffic stream, rear bumper to front bumper.

HEADWAY: Time or distance spacing between successive vehicles in a traffic stream, front bumper to front bumper.

INTERCONNECTED SIGNAL SYSTEM: A number of intersections that are connected to achieve signal progression.

LEVEL OF SERVICE: A qualitative measure of a number of factors, which include speed and travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience, and operating costs.

LOOP DETECTOR: A vehicle detector consisting of a loop of wire embedded in the roadway, energized by alternating current and producing an output circuit closure when passed over by a vehicle.

MINIMUM ACCEPTABLE GAP: Smallest time headway between successive vehicles in a traffic stream into which another vehicle is willing and able to cross or merge.

MULTI-MODAL: More than one mode; such as automobile, bus transit, rail rapid transit, and bicycle transportation modes.

OFFSET: The time interval in seconds between the beginning of green at one intersection and the beginning of green at an adjacent intersection.

PLATOON: A closely grouped component of traffic that is composed of several vehicles moving, or standing ready to move, with clear spaces ahead and behind.

PASSENGER CAR EQUIVALENTS (PCE): One car is one Passenger Car Equivalent. A truck is equal to 2 or 3 Passenger Car Equivalents in that a truck requires longer to start, goes slower, and accelerates slower. Loaded trucks have a higher Passenger Car Equivalent than empty trucks.

PEAK HOUR: The 60 consecutive minutes with the highest number of vehicles.

PRETIMED SIGNAL: A type of traffic signal that directs traffic to stop and go on a predetermined time schedule without regard to traffic conditions. Also, fixed time signal.

PROGRESSION: A term used to describe the progressive movement of traffic through several signalized intersections.

SCREEN-LINE: An imaginary line or physical feature across which all trips are counted, normally to verify the validity of mathematical traffic models.

SIGNAL CYCLE: The time period in seconds required for one complete sequence of signal indications.

SIGNAL PHASE: The part of the signal cycle allocated to one or more traffic movements.

STARTING DELAY: The delay experienced in initiating the movement of queued traffic from a stop to an average running speed through a signalized intersection.

TRAFFIC-ACTUATED SIGNAL: A type of traffic signal that directs traffic to stop and go in accordance with the demands of traffic, as registered by the actuation of detectors.

TRIP: The movement of a person or vehicle from one location (origin) to another (destination). For example, from home to store to home is two trips, not one.

TRIP-END: One end of a trip at either the origin or destination; i.e. each trip has two trip-ends. A trip-end occurs when a person, object, or message is transferred to or from a vehicle.

TRIP GENERATION RATE: The quantity of trips produced and/or attracted by a specific land use stated in terms of units such as per dwelling, per acre, and per 1,000 square feet of floor space.

TRUCK: A vehicle having dual tires on one or more axles, or having more than two axles.

UNBALANCED FLOW: Heavier traffic flow in one direction than the other. On a daily basis, most facilities have balanced flow. During the peak hours, flow is seldom balanced in an urban area.

VEHICLE MILES OF TRAVEL: A measure of the amount of usage of a section of highway, obtained by multiplying the average daily traffic by length of facility in miles.

APPENDIX B

Approved Scoping Packet

Robert Kunzman

From: Cruz, Craig [Craig.Cruz@cityofrc.us]
Sent: Monday, July 07, 2014 8:35 AM
To: 'Robert Kunzman'
Cc: Welday, Jason
Subject: RE: Ling Yen

Good morning, Robert.

Your latest scoping packet dated 7-1-2014 is acceptable. You may proceed with the analysis.

Thank you,

Craig Cruz
(909) 477-2740 extension 4057

From: Robert Kunzman [mailto:Robert@Traffic-Engineer.com]
Sent: Thursday, July 03, 2014 9:05 AM
To: Cruz, Craig
Cc: Welday, Jason
Subject: Ling Yen

Craig,

How does the updated scoping packet look to you?

KUNZMAN ASSOCIATES, INC.
OVER 35 YEARS OF EXCELLENT SERVICE

Robert Kunzman | Senior Associate
Kunzman Associates, Inc. | CBE / DBE / MBE / RBE / SBE / UDBE
1111 Town & Country Road, Suite 34
Orange, California 92868
P: (714) 973-8383 x 204
C: (714) 321-4863
robert@traffic-engineer.com

"We are proud to announce that we now conduct Air Quality/Global Climate Change/Health Risk Assessments."

Table 1

Project Trip Generation

Calculated Project Trip Generation[1]								
		Peak Hour						
		Morning			Evening			
Description	Days Per Year	Inbound	Outbound	Total	Inbound	Outbound	Total	Daily
Major Special Event	2	31	4	35	51	51	102	671
	1	19	3	22	31	31	62	404
Special Event	3	15	3	18	24	24	48	317
	11	13	2	15	21	21	42	271
Minor Special Event	9	7	2	9	11	11	22	137
	7	6	2	8	9	9	18	117
	7	6	2	8	9	9	18	111
	21	5	1	6	8	8	16	97
	9	5	1	6	8	8	16	91
	6	4	1	5	6	6	12	71
Daily Operations	289	3	1	4	5	5	10	57

Factored Maximum Calculated Project Trip Generation (50 Percent Factor of Safety)[2]								
		Peak Hour						
		Morning			Evening			
Description	Days Per Year	Inbound	Outbound	Total	Inbound	Outbound	Total	Daily
Factored Major Special Event[3]	NA	47	6	53	77	77	154	1,007

1

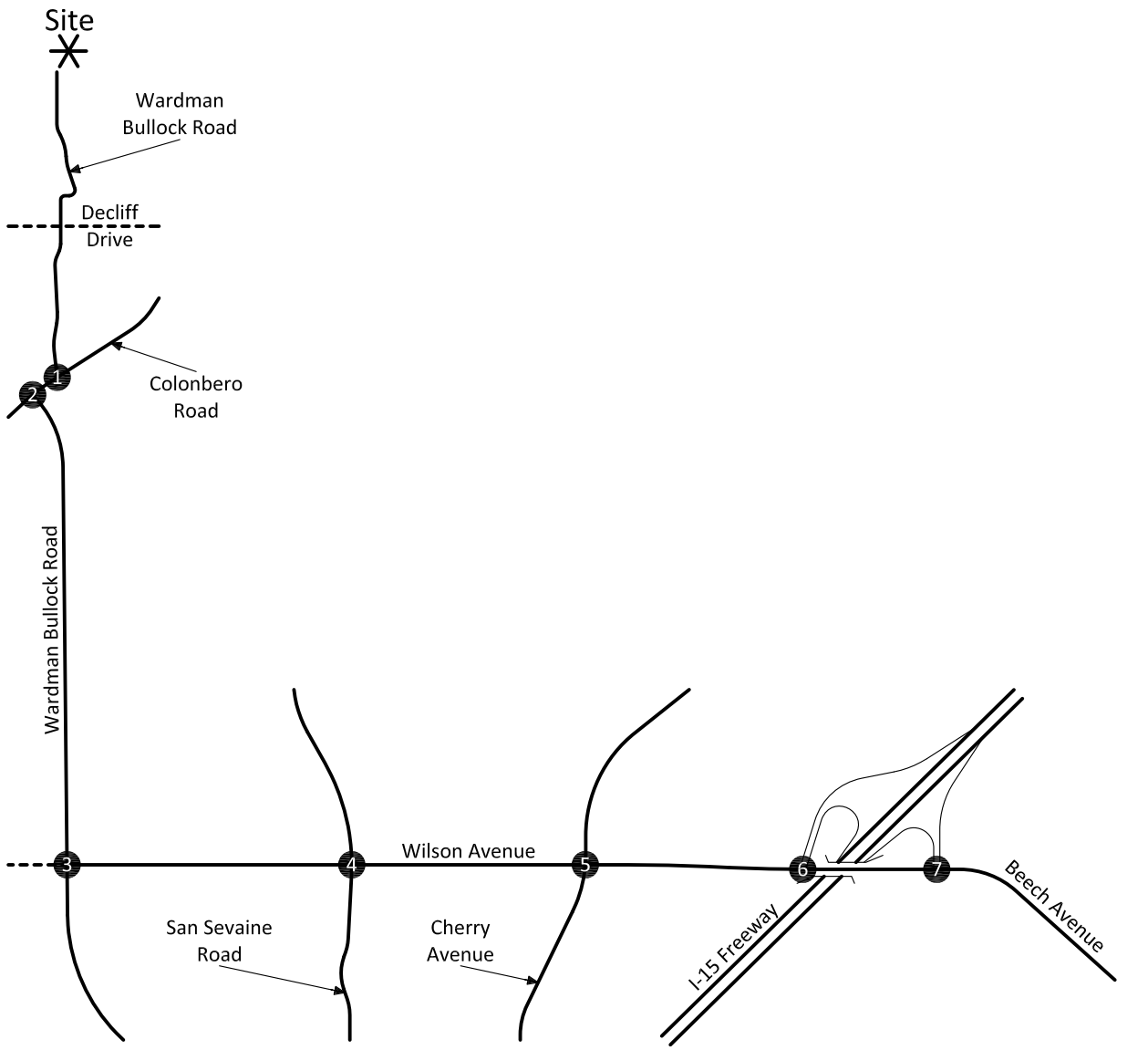
The Ling Yen Mountain Temple has provided a list of all special events and daily activities. This list provides the number of attendees, the duration of the event, and number of attendees that will stay overnight on site. The site is gated and the gates typically open at 9:00 AM and close at 9:00 PM. The site is proposed to provide accommodations for 220 overnight guests. To remain conservative, the overnight accommodations are assumed to have a maximum occupancy of 50 percent. A conservative vehicle occupancy of 1.50 persons per vehicle has been assumed to convert the number of attendees to vehicles. The daily trip generation for the site assumes 100 percent of the attendees utilize the site for one day events and that 50 percent of the total attendees minus the number of overnight guests utilize the site for multi-day events each day. The morning peak hour trip generation assumes that 5 percent of the daily trips occur during the morning peak hour and that 90 percent of those trips are inbound and 10 percent are outbound. The evening peak hour trip generation assumes that 15 percent of the daily trips occur during the evening peak hour and that 50 percent of those trips are inbound and 50 percent are outbound. The site residence only have 1 vehicle that typically is only utilized once a day during off-peak times. To remain conservative, the residence vehicle has been assumed to make one inbound and outbound trip during both the morning and evening peak hours.

2

To calculate the factored maximum calculated project trip generation, 500 patrons are assumed to visit the site in one day. No patrons are assumed to spend the night so no reduction in vehicles trips is taken. The maximum of 500 patrons is then divided by the conservative vehicle occupancy of 1.50 persons per car to yield 334 vehicles arriving and departing each day (667 daily vehicles). The project site doesn't open until the morning peak hour ends but 5 percent (33 vehicles) of the daily traffic has been assumed to arrive before the facility opens. Of the 5 percent (33 vehicles) 90 percent (30 vehicles) are assumed to arrive and 10 percent (3 vehicles) are assumed to depart. The project site is open during the evening peak hour so 15 percent (100 vehicles) of the daily traffic has been assumed to arrive. This high percentage of the daily traffic assumed in the evening peak hour is to account for patrons departing just before the evening peak hour and for patrons arriving after work. Of the 15 percent (100 vehicles) 50 percent (50 vehicles) are assumed to arrive and 50 percent (50 vehicles) are assumed to depart. The proposed project is projected to generate a total of approximately 667 daily vehicle trips, 33 trips during the morning peak hour (30 inbound and 3 outbound) and 100 trips during the evening peak hour (50 inbound and 50 outbound). The site residence only have 1 vehicle that typically is only utilized once a day during off-peak times. To remain conservative, the residence vehicle has been assumed to make one inbound and outbound trip during both the morning and evening peak hours. The proposed project is now projected to generate a total of approximately 671 daily vehicle trips, 35 trips during the morning peak hour (31 inbound and 2 outbound) and 102 trips during the evening peak hour (51 inbound and 51 outbound). To remain extremely conservative the project trip generation is now multiplied by a safety factor of 50 percent. The factored maximum calculated project trip generation is projected to be approximately 1,007 daily vehicle trips, 53 trips during the morning peak hour (47 inbound and 6 outbound) and 154 trips during the evening peak hour (77 inbound and 77 outbound).

3 It is recommended that the factored maximum "major special event" traffic be utilized in the traffic impact analysis.

Figure 1
Project Location Map



Legend

1 = Intersection Reference Number

N

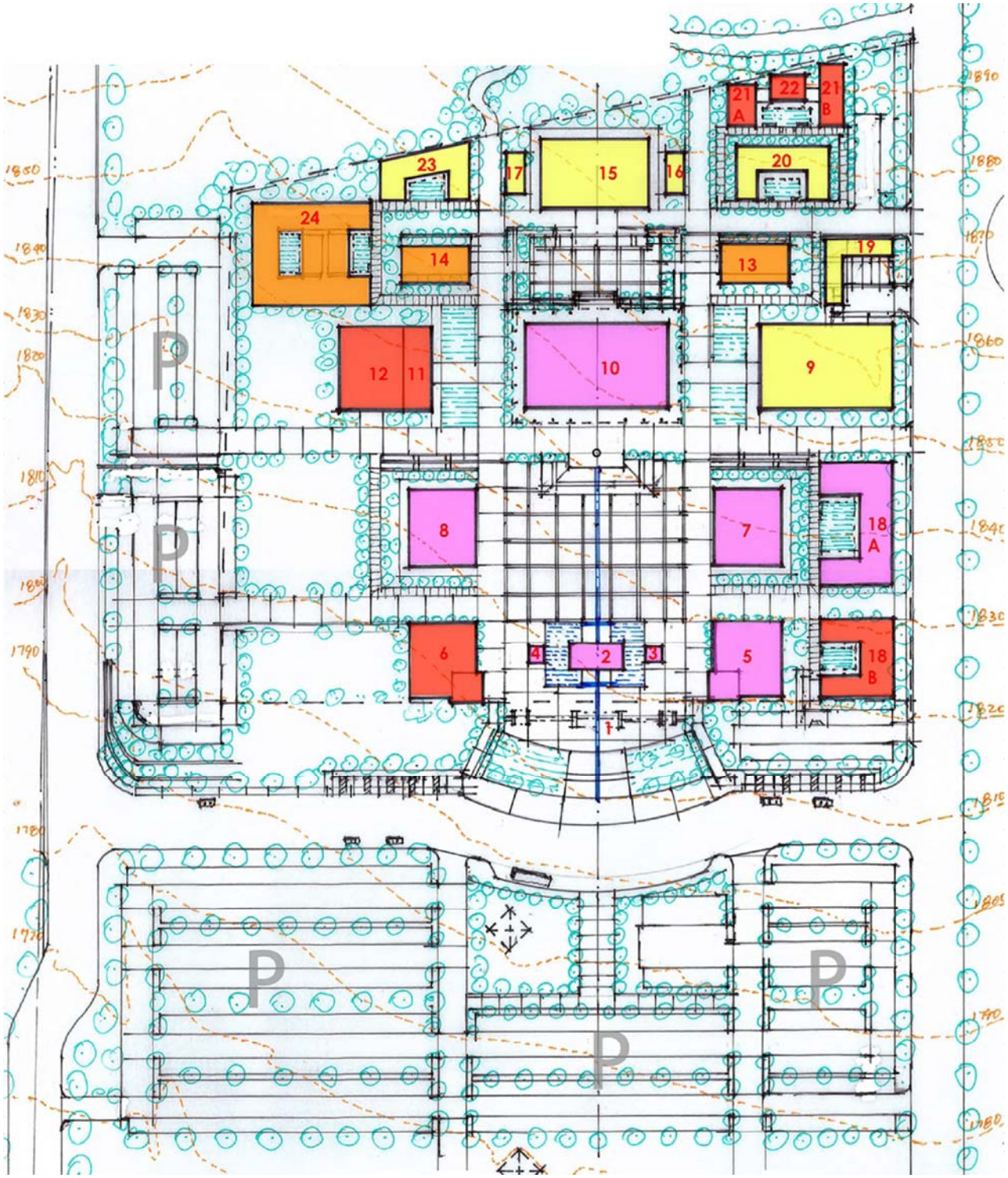
NTS

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

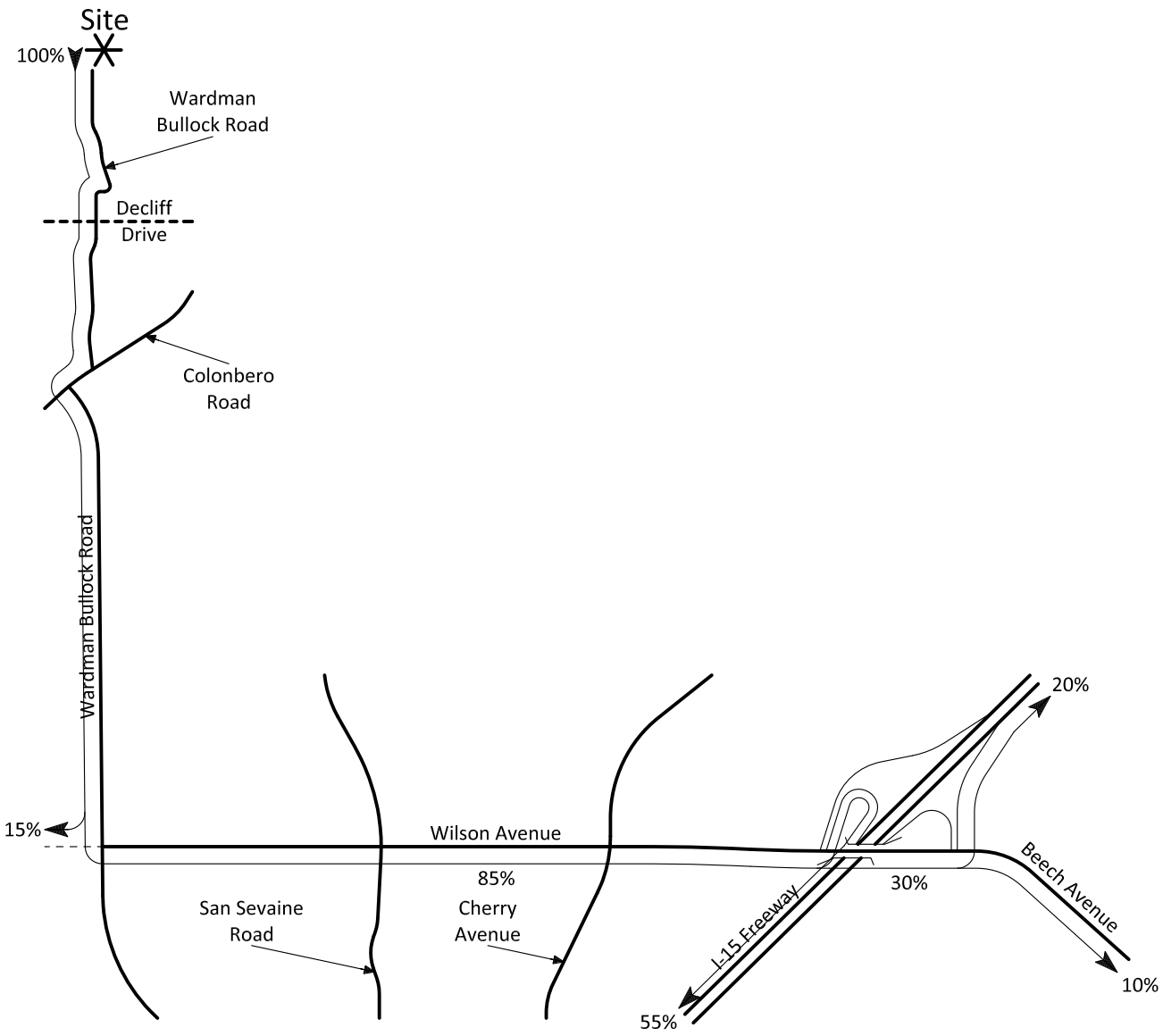
5226/1

Figure 2
Site Plan



5226/2

Figure 3
Project Outbound trip Distribution



Legend

10% = Percent From Project

N

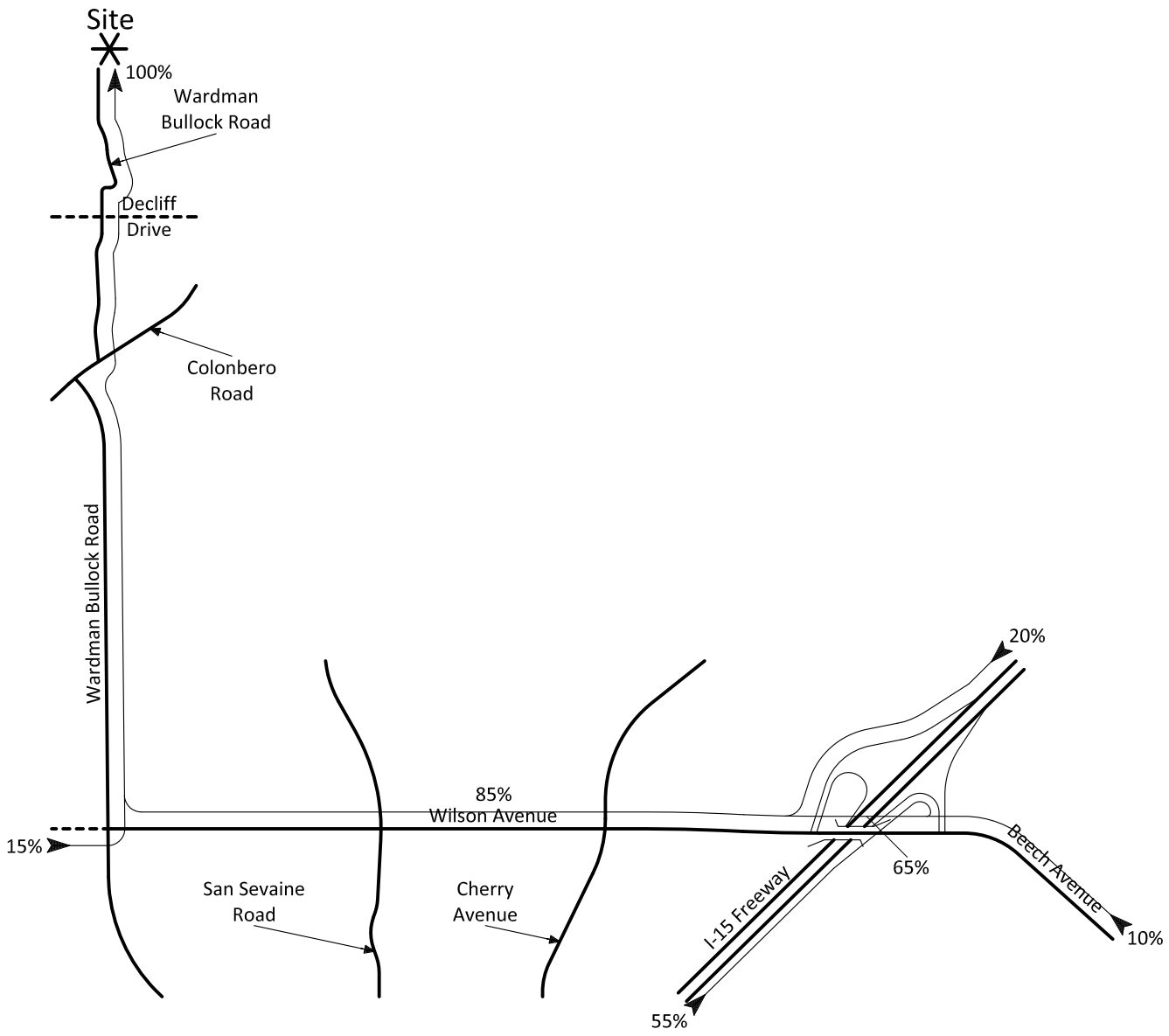
NTS

5226/3

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 4
Project Inbound trip Distribution



Legend

10% = Percent To Project

N

NTS

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

5226/4

Table C-1

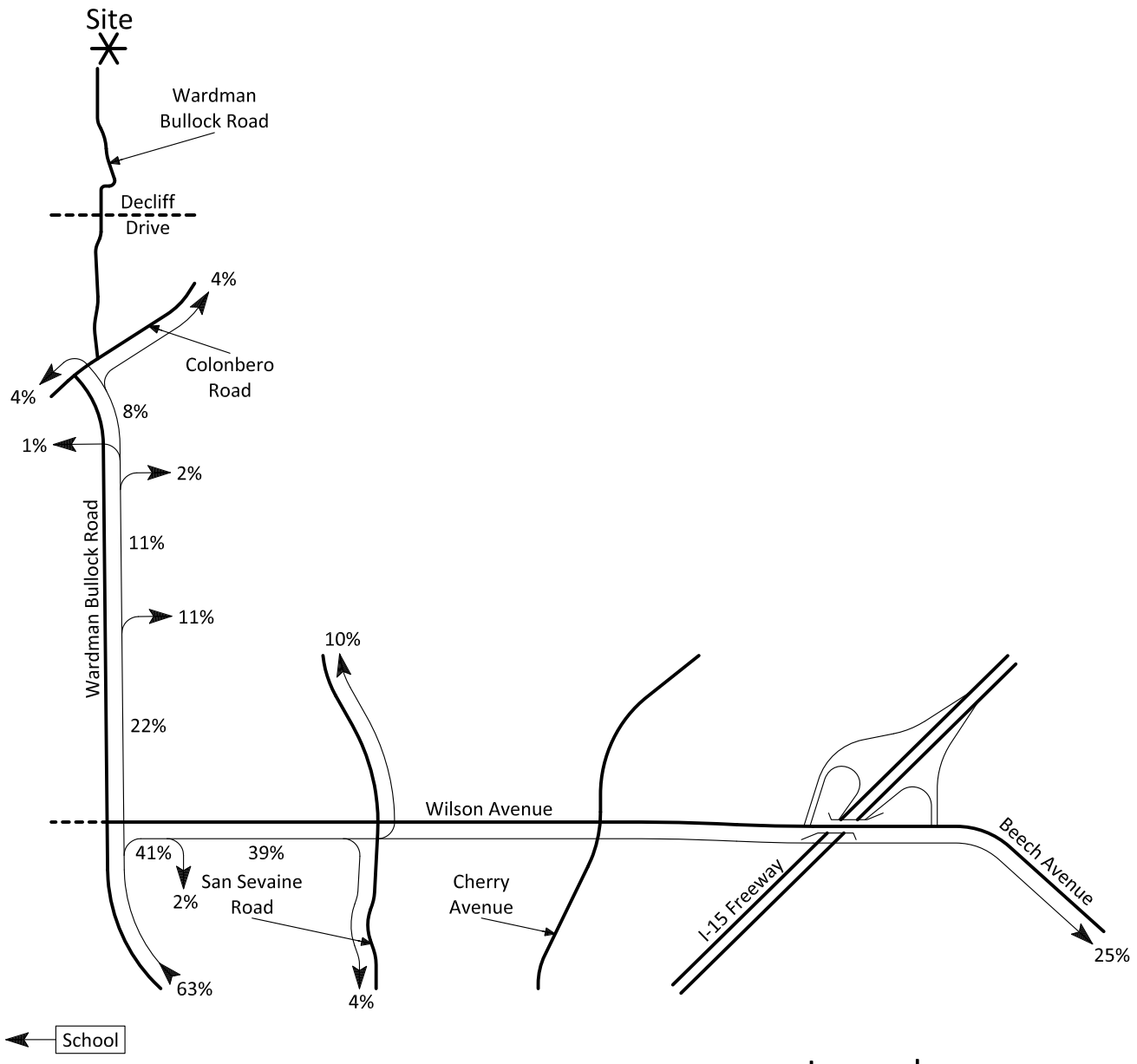
Project Trip Generation[1]

Land Use	Quantity	Units[2]	Peak Hour						Daily
			Morning			Evening			
			Inbound	Outbound	Total	Inbound	Outbound	Total	
Trip Generation Rates									
Elementary School		ST	0.25	0.20	0.45	0.07	0.08	0.15	1.29
Middle School		ST	0.30	0.24	0.54	0.08	0.08	0.16	1.62
High School		ST	0.29	0.14	0.43	0.06	0.07	0.13	1.71
Trips Generated									
Etiwanda Colony Elementary School	1,030	ST	255	209	464	76	79	155	1,329
No Bussing Factor (+25%)			64	52	116	19	20	39	332
Summit Intermediate School	1,632	ST	485	397	882	128	133	261	2,644
No Bussing Factor (+25%)			121	99	221	32	33	65	661
Etiwanda High School	3,271	ST	956	450	1,406	200	225	425	5,593
No Bussing Factor (+25%)			239	113	352	50	56	106	1,398
Total			2,120	1,320	3,440	505	546	1,051	11,958

[1] Source: Institute of Transportation Engineers, Trip Generation, 9th Edition, 2012, Land Use Categories 520, 522, & 530.

[2] ST = Students

Figure C-1
Etiwanda Colony Elementary School Trip Distribution



Legend

10% = Percent To/From Project

N

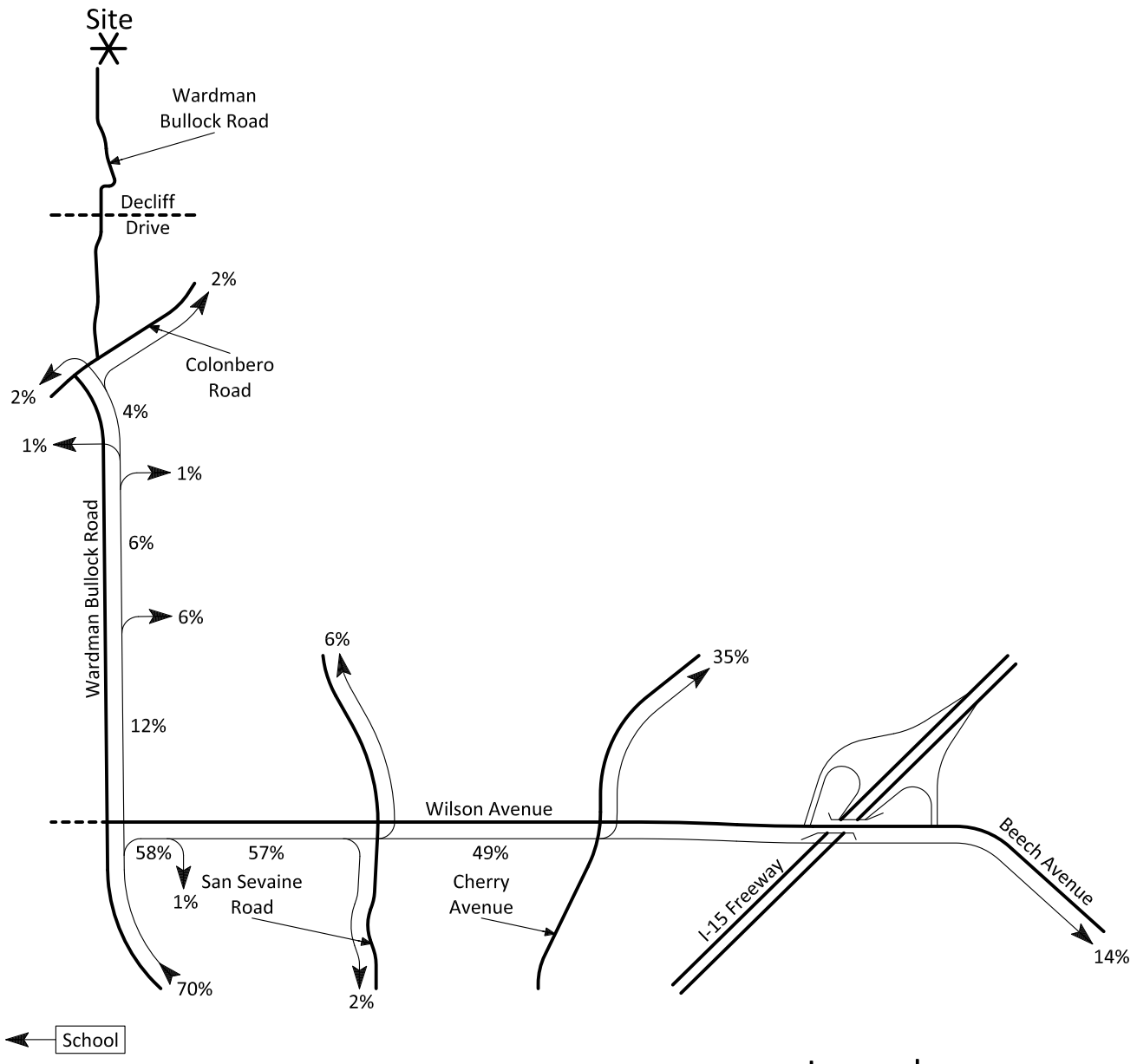
NTS

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

5226/C-1

Figure C-2
Summit Intermediate School Trip Distribution



Legend

10% = Percent To/From Project

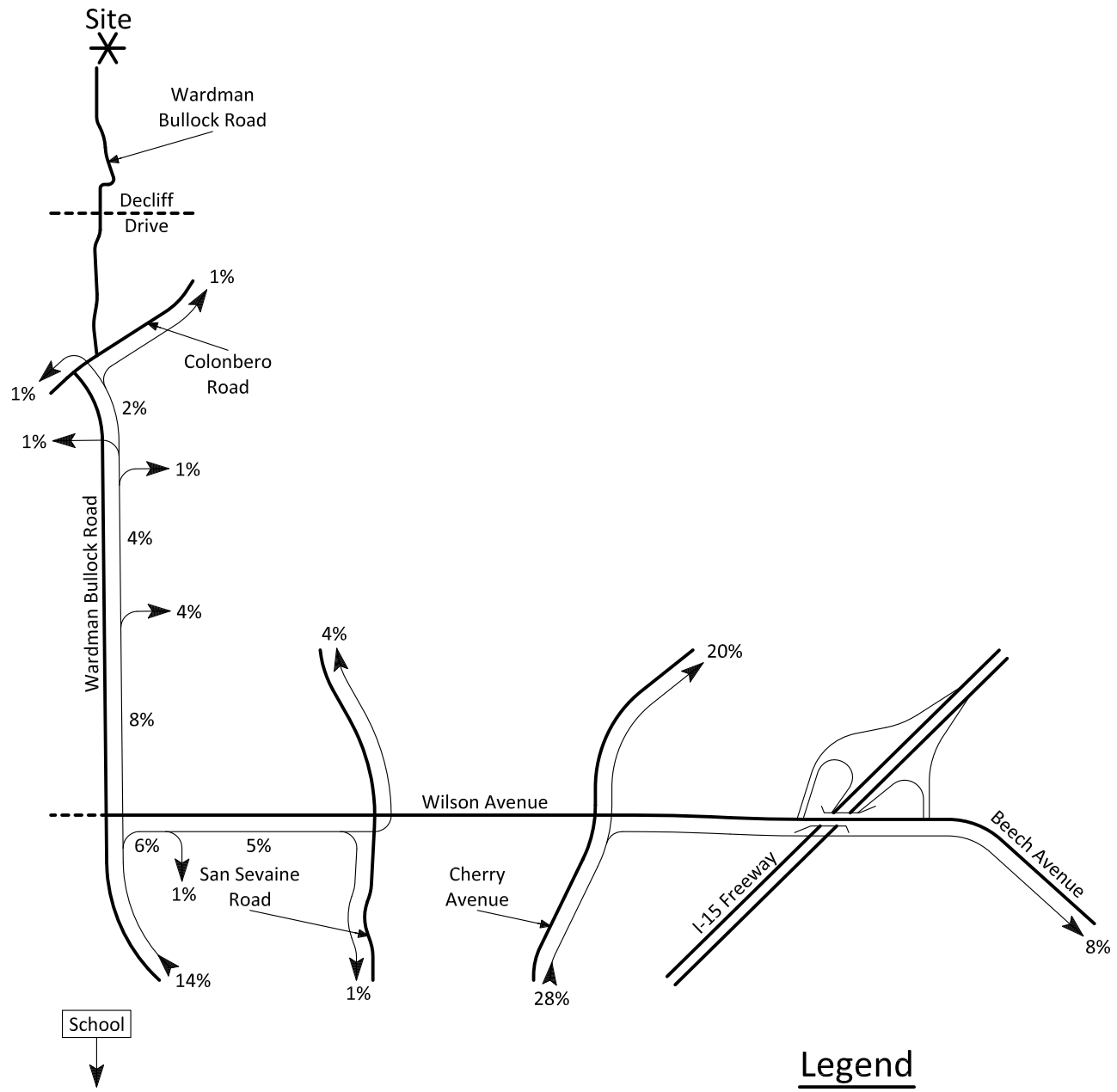
NTS

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

5226/C-2

Figure C-3
Etiwanda High School Trip Distribution



5226/C-3

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

APPENDIX C

Traffic Count Worksheets

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC tel: 951 249 3226 pacific@aimtd.com

DATE: Tue, Jun 3, 14

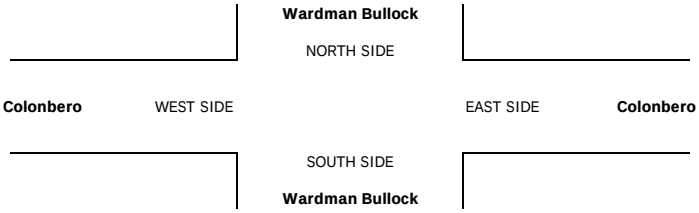
LOCATION: Rancho Cucamongo
NORTH & SOUTH: Wardman Bullock
EAST & WEST: Colonbero

PROJECT #:
LOCATION #: 1
CONTROL: Stop all way

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

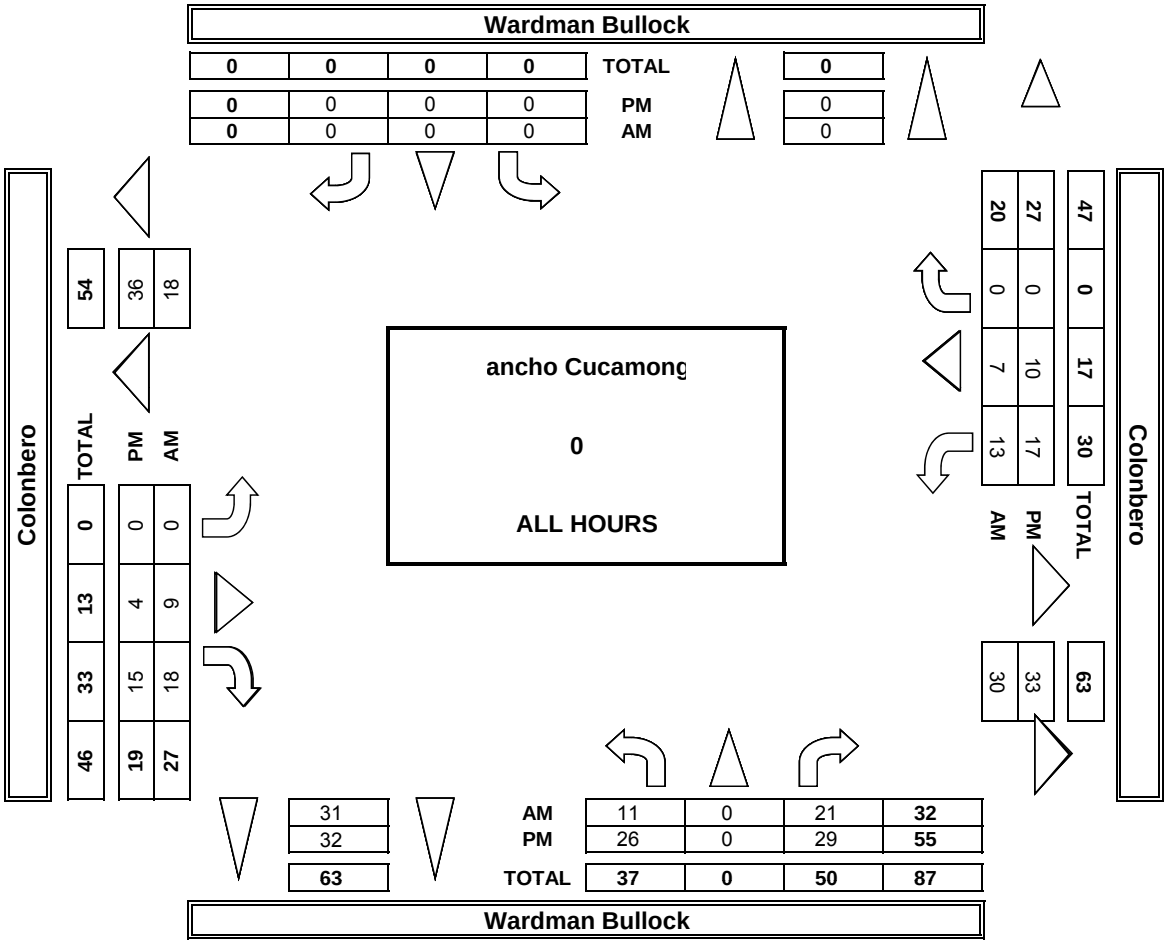
		NORTHBOUND Wardman Bullock			SOUTHBOUND Wardman Bullock			EASTBOUND Colonbero			WESTBOUND Colonbero				U-TURNS				
	LANES:	NL 1	NT X	NR 1	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 0	WT 1	WR X	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	0	0	2	0	0	0	0	0	3	2	0	0	7	0	0	0	0	0
	7:15 AM	1	0	3	0	0	0	0	0	4	0	0	0	8	0	0	0	0	0
	7:30 AM	0	0	1	0	0	0	0	5	2	0	2	0	10	0	0	0	0	0
	7:45 AM	3	0	3	0	0	0	0	1	2	3	1	0	13	0	0	0	0	0
	8:00 AM	1	0	2	0	0	0	0	0	3	1	0	0	7	0	0	0	0	0
	8:15 AM	1	0	1	0	0	0	0	0	2	3	1	0	8	0	0	0	0	0
	8:30 AM	3	0	5	0	0	0	0	1	0	2	2	0	13	0	0	0	0	0
	8:45 AM	2	0	4	0	0	0	0	2	2	2	1	0	13	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	11	0	21	0	0	0	0	9	18	13	7	0	79	0	0	0	0	0
	APPROACH %	34%	0%	66%	0%	0%	0%	0%	33%	67%	65%	35%	0%						
	APP/DEPART	32	/	0	0	/	31	27	/	30	20	/	18	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	7	0	12	0	0	0	0	3	7	8	4	0	41					
	APPROACH %	37%	0%	63%	0%	0%	0%	0%	30%	70%	67%	33%	0%						
	PEAK HR FACTOR		0.594			0.000			0.625			0.750		0.788					
	APP/DEPART	19	/	0	0	/	15	10	/	15	12	/	11	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	2	0	3	0	0	0	0	0	0	3	0	0	8	0	0	0	0	0
	4:15 PM	4	0	0	0	0	0	0	2	1	4	1	0	12	0	0	0	0	0
	4:30 PM	4	0	1	0	0	0	0	0	2	2	4	0	13	0	0	0	0	0
	4:45 PM	2	0	2	0	0	0	0	0	5	0	0	0	9	0	0	0	0	0
	5:00 PM	3	0	3	0	0	0	0	1	2	3	0	0	12	0	0	0	0	0
	5:15 PM	0	0	6	0	0	0	0	0	3	1	1	0	11	0	0	0	0	0
	5:30 PM	5	0	5	0	0	0	0	0	1	0	4	0	15	0	0	0	0	0
	5:45 PM	6	0	9	0	0	0	0	1	1	4	0	0	21	0	0	0	0	0
	VOLUMES	26	0	29	0	0	0	0	4	15	17	10	0	101	0	0	0	0	0
	APPROACH %	47%	0%	53%	0%	0%	0%	0%	21%	79%	63%	37%	0%						
	APP/DEPART	55	/	0	0	/	32	19	/	33	27	/	36	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	14	0	23	0	0	0	0	2	7	8	5	0	59					
	APPROACH %	38%	0%	62%	0%	0%	0%	0%	22%	78%	62%	38%	0%						
	PEAK HR FACTOR		0.617			0.000			0.750			0.813		0.702					
	APP/DEPART	37	/	0	0	/	15	9	/	25	13	/	19	0					

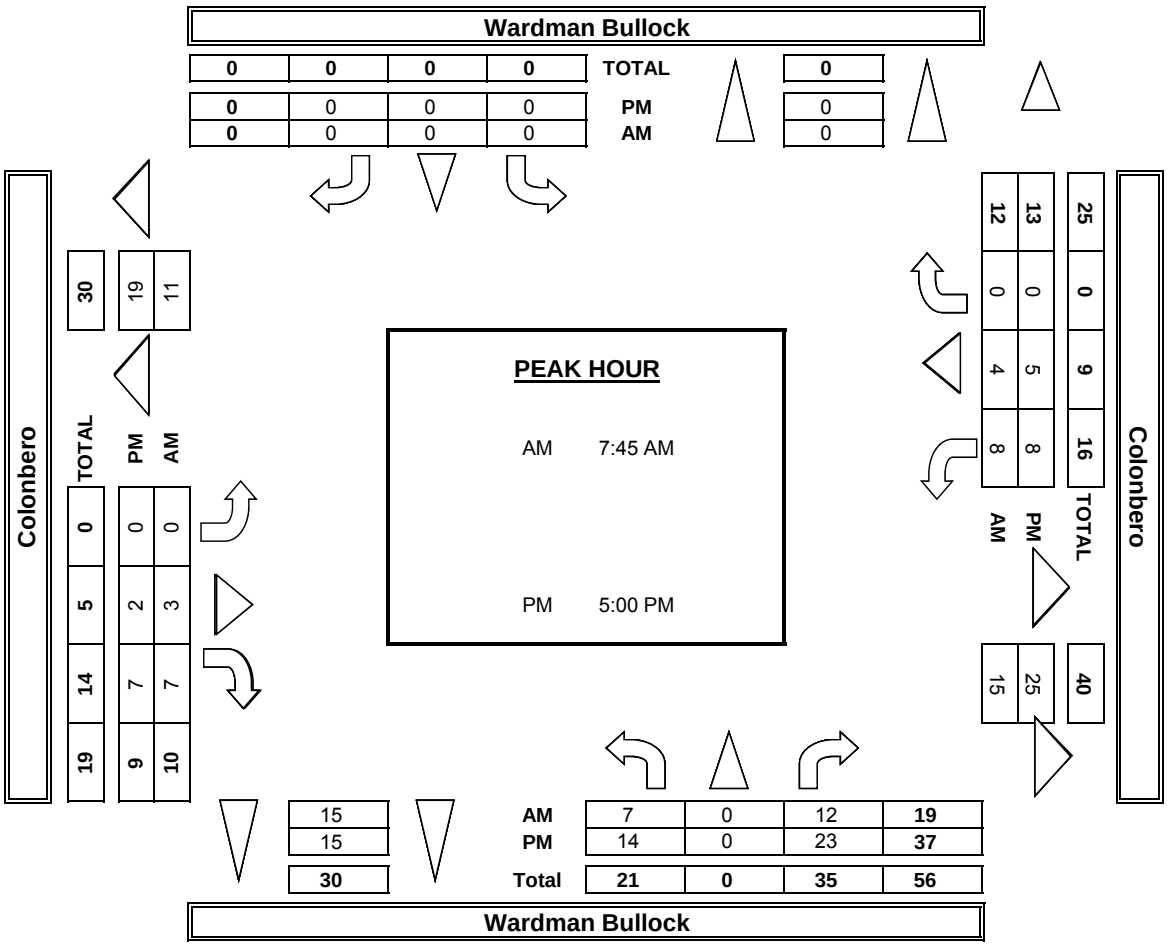


		ALL PED AND BIKE					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS					SCHOOL AGE PED		
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL	ES	WS	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PACIFIC TRAFFIC DATA SERVICES

TURNING MOVEMENT COUNTS





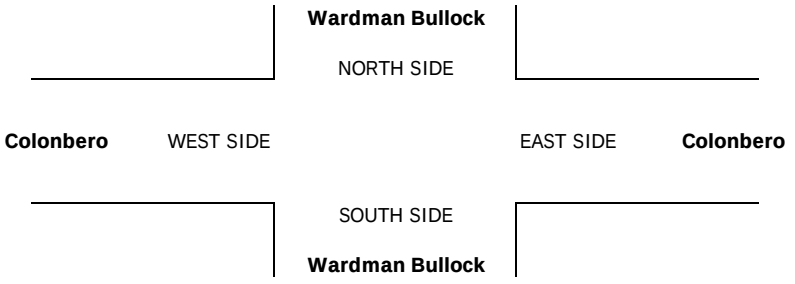
INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:					
6/3/14	LOCATION:	Rancho Cucamongo	PROJECT #:	#####
TUESDAY	NORTH & SOUTH:	Wardman Bullock	LOCATION #:	1
	EAST & WEST:	Colonbero	CONTROL:	Stop all way

CLASS 1:	NOTES:	AM / PM / MD / OTHER / OTHER	▲ N / ◄ W / E ► / S ▼
PASSENGER VEHICLES			

		NORTHBOUND Wardman Bullock			SOUTHBOUND Wardman Bullock			EASTBOUND Colonbero			WESTBOUND Colonbero				U-TURNS				
	LANES:	NL 1	NT X	NR 1	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 0	WT 1	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	2	0	0	0	0	0	2	2	0	0	6					0
	7:15 AM	1	0	3	0	0	0	0	0	4	0	0	0	8					0
	7:30 AM	0	0	1	0	0	0	0	5	2	0	2	0	10					0
	7:45 AM	2	0	3	0	0	0	0	1	2	3	1	0	12					0
	8:00 AM	1	0	2	0	0	0	0	0	3	1	0	0	7					0
	8:15 AM	1	0	1	0	0	0	0	0	2	3	1	0	8					0
	8:30 AM	3	0	4	0	0	0	0	1	0	1	1	0	10					0
	8:45 AM	2	0	3	0	0	0	0	1	2	1	1	0	10					0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	10	0	19	0	0	0	0	8	17	11	6	0	71	0	0	0	0	0
	APPROACH %	34%	0%	66%	0%	0%	0%	0%	32%	68%	65%	35%	0%						
	APP/DEPART	29	/	0	0	/	28	25	/	27	17	/	16	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	7	0	10	0	0	0	0	2	7	8	3	0	37					
	APPROACH %	41%	0%	59%	0%	0%	0%	0%	22%	78%	73%	27%	0%						
	PEAK HR FACTOR		0.607			0.000			0.321			0.688		0.771					
	APP/DEPART	17	/	0	0	/	15	9	/	12	11	/	10	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:00 PM	2	0	3	0	0	0	0	0	0	3	0	0	8					0
	4:15 PM	4	0	0	0	0	0	0	2	1	3	0	0	10					0
	4:30 PM	4	0	1	0	0	0	0	0	2	2	4	0	13					0
	4:45 PM	2	0	2	0	0	0	0	0	5	0	0	0	9					0
	5:00 PM	3	0	3	0	0	0	0	1	1	3	0	0	11					0
	5:15 PM	0	0	5	0	0	0	0	0	3	1	1	0	10					0
	5:30 PM	5	0	5	0	0	0	0	0	1	0	4	0	15					0
	5:45 PM	6	0	9	0	0	0	0	1	1	4	0	0	21					0
	VOLUMES	26	0	28	0	0	0	0	4	14	16	9	0	97	0	0	0	0	0
	APPROACH %	48%	0%	52%	0%	0%	0%	0%	22%	78%	64%	36%	0%						
	APP/DEPART	54	/	0	0	/	30	18	/	32	25	/	35	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	14	0	22	0	0	0	0	2	6	8	5	0	57					
	APPROACH %	39%	0%	61%	0%	0%	0%	0%	25%	75%	62%	38%	0%						
	PEAK HR FACTOR		0.600			0.000			0.667			0.813		0.679					
	APP/DEPART	36	/	0	0	/	14	8	/	24	13	/	19	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

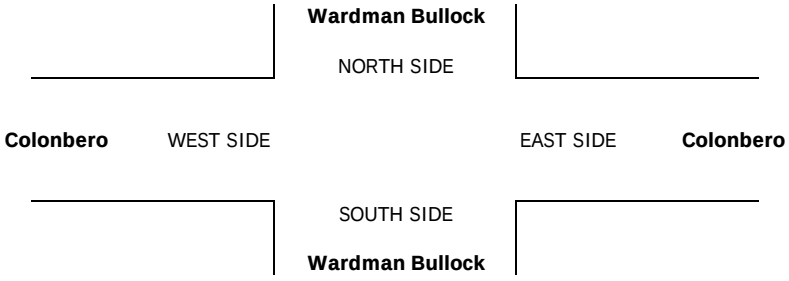
DATE:	LOCATION:	Rancho Cucamongo	PROJECT #:	#####
6/3/14	NORTH & SOUTH:	Wardman Bullock	LOCATION #:	1
TUESDAY	EAST & WEST:	Colonbero	CONTROL:	Stop all way

CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND (Wardman Bullock)			SOUTHBOUND (Wardman Bullock)			EASTBOUND (Colonbero)			WESTBOUND (Colonbero)				U-TURNS				
	LANES:	NL 1	NT X	NR 1	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 0	WT 1	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	1					0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:30 AM	0	0	1	0	0	0	0	0	0	1	1	0	3					0
	8:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	1					0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	0	0	2	0	0	0	0	0	1	1	1	0	5	0	0	0	0	0
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	100%	50%	50%	0%						
	APP/DEPART	2	/	0	0	/	2	1	/	2	2	/	1	0					
	BEGIN PEAK HR		8:30 AM																
	VOLUMES	0	0	2	0	0	0	0	0	0	1	1	0	4					
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	0%	50%	50%	0%						
	PEAK HR FACTOR		0.500			0.000			0.000			0.250		0.333					
	APP/DEPART	2	/	0	0	/	1	0	/	2	2	/	1	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:15 PM	0	0	0	0	0	0	0	0	0	1	1	0	2					0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	1					0
	5:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	1					0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	0	0	1	0	0	0	0	0	1	1	1	0	4	0	0	0	0	0
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	100%	50%	50%	0%						
	APP/DEPART	1	/	0	0	/	2	1	/	1	2	/	1	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	0	0	0	0	0	0	0	0	1	1	1	0	3					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	100%	50%	50%	0%						
	PEAK HR FACTOR		0.000			0.000			0.250			0.250		0.375					
	APP/DEPART	0	/	0	0	/	2	1	/	0	2	/	1	0					



INTERSECTION TURNING MOVEMENT COUNTS

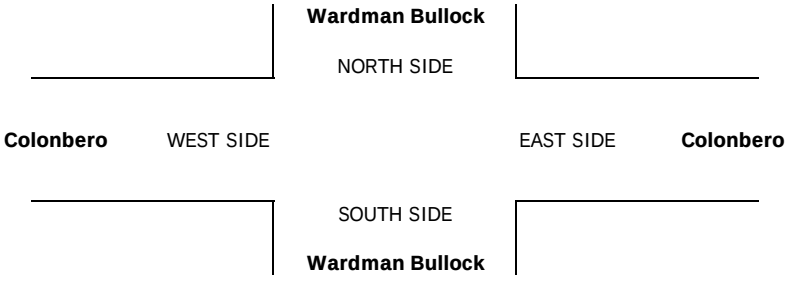
PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	Rancho Cucamongo	PROJECT #:	#####
6/3/14	NORTH & SOUTH:	Wardman Bullock	LOCATION #:	1
TUESDAY	EAST & WEST:	Colonbero	CONTROL:	Stop all way

CLASS 3:	NOTES:
3-AXLE TRUCKS	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

	NORTHBOUND Wardman Bullock			SOUTHBOUND Wardman Bullock			EASTBOUND Colonbero			WESTBOUND Colonbero				U-TURNS				
LANES:	NL 1	NT X	NR 1	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 0	WT 1	WR X	TOTAL	NB	SB	EB	WB	TTL
AM 7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
7:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	1					0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
8:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	2					0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
VOLUMES	1	0	0	0	0	0	0	1	0	1	0	0	3	0	0	0	0	0
APPROACH %	100%	0%	0%	0%	0%	0%	0%	100%	0%	100%	0%	0%						
APP/DEPART	1	/	0	0	/	1	1	/	1	1	/	1	0					
BEGIN PEAK HR		8:45 AM																
VOLUMES	0	0	0	0	0	0	0	1	0	1	0	0	2					
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	100%	0%	0%						
PEAK HR FACTOR		0.000			0.000			0.250			0.250		0.250					
APP/DEPART	0	/	0	0	/	1	1	/	1	1	/	0	0					
PM 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
BEGIN PEAK HR		5:45 PM																
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	Rancho Cucamongo	PROJECT #:	#####
6/3/14	NORTH & SOUTH:	Wardman Bullock	LOCATION #:	1
TUESDAY	EAST & WEST:	Colonbero	CONTROL:	Stop all way

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Wardman Bullock			SOUTHBOUND Wardman Bullock			EASTBOUND Colonbero			WESTBOUND Colonbero				U-TURNS				
	LANES:	NL 1	NT X	NR 1	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 0	WT 1	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		9:45 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		5:45 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					

Wardman Bullock

NORTH SIDE

Colonbero WEST SIDE EAST SIDE **Colonbero**

SOUTH SIDE

Wardman Bullock

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	Rancho Cucamongo	PROJECT #:	#####
6/3/14	NORTH & SOUTH:	Wardman Bullock	LOCATION #:	1
TUESDAY	EAST & WEST:	Colonbero	CONTROL:	Stop all way

CLASS 5: RV

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Wardman Bullock			SOUTHBOUND Wardman Bullock			EASTBOUND Colonbero			WESTBOUND Colonbero				U-TURNS				
	LANES:	NL 1	NT X	NR 1	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 0	WT 1	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		9:45 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		5:45 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					

Wardman Bullock

NORTH SIDE

Colonbero WEST SIDE EAST SIDE **Colonbero**

SOUTH SIDE

Wardman Bullock

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	Rancho Cucamongo	PROJECT #:	#####
6/3/14	NORTH & SOUTH:	Wardman Bullock	LOCATION #:	1
TUESDAY	EAST & WEST:	Colonbero	CONTROL:	Stop all way

CLASS 6:	NOTES:
BUSES	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Wardman Bullock			SOUTHBOUND Wardman Bullock			EASTBOUND Colonbero			WESTBOUND Colonbero				U-TURNS				
	LANES:	NL 1	NT X	NR 1	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 0	WT 1	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		9:45 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		5:45 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					

Wardman Bullock

NORTH SIDE

Colonbero WEST SIDE EAST SIDE **Colonbero**

SOUTH SIDE

Wardman Bullock

INTERSECTION TURNING MOVEMENT COUNTS

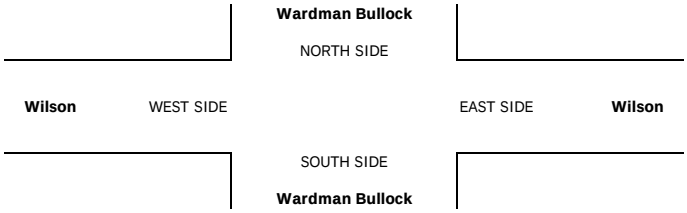
PREPARED BY: AimTD LLC tel: 951 249 3226 pacific@aimtd.com

DATE:	LOCATION:	Rancho Cucamongo	PROJECT #:	
Tue, Jun 3, 14	NORTH & SOUTH:	Wardman Bullock	LOCATION #:	2
	EAST & WEST:	Wilson	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

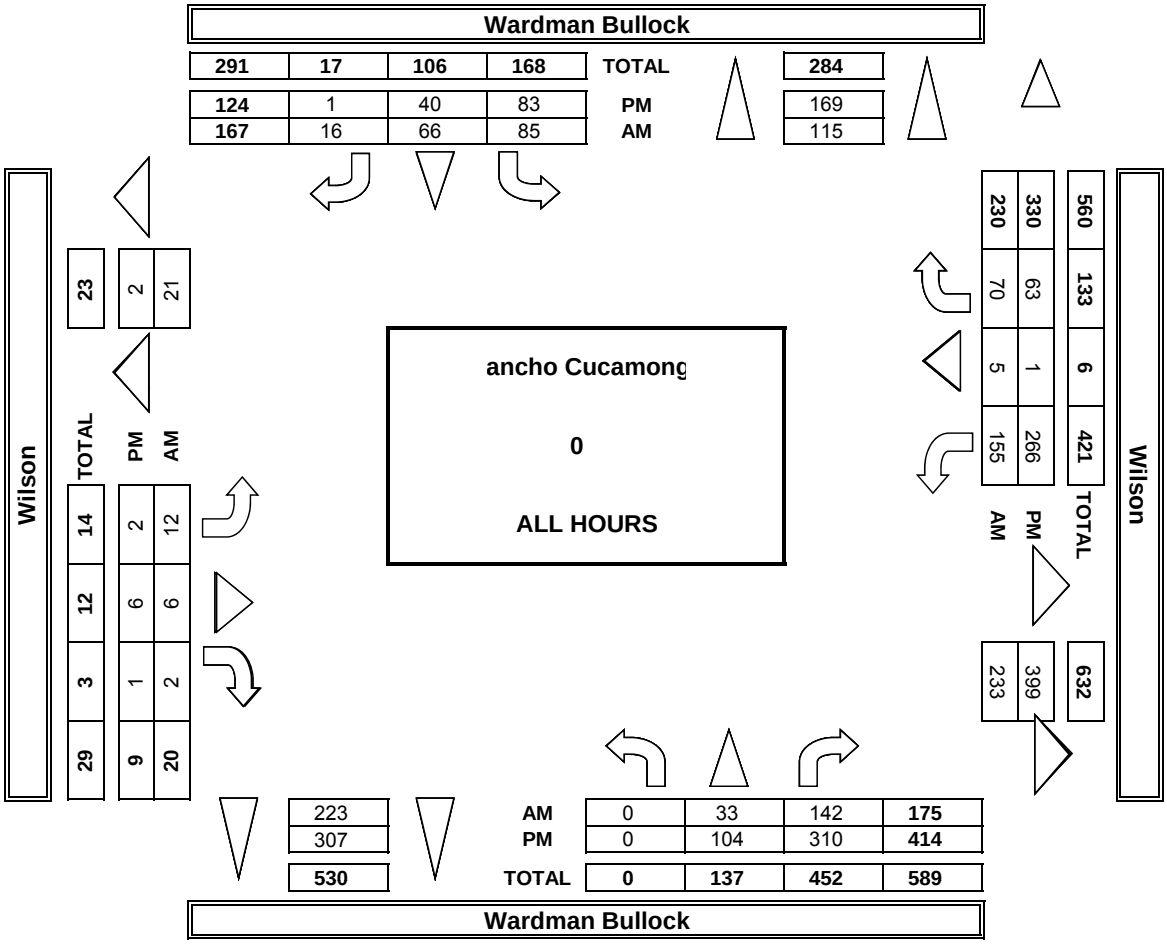
		NORTHBOUND (Wardman Bullock)			SOUTHBOUND (Wardman Bullock)			EASTBOUND (Wilson)			WESTBOUND (Wilson)				U-TURNS				
	LANES:	NL X	NT 1	NR 1	SL 1	ST 1	SR X	EL X	ET X	ER X	WL 1	WT X	WR 1	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	0	5	11	10	4	2	1	0	0	19	1	20	73	0	2	0	0	2
	7:15 AM	0	1	19	17	9	3	0	1	1	13	1	6	71	0	0	0	0	0
	7:30 AM	0	1	23	7	10	2	2	1	0	24	1	8	79	0	0	0	0	0
	7:45 AM	0	2	13	12	7	1	2	1	0	24	0	12	74	0	1	0	1	2
	8:00 AM	0	1	17	12	6	5	1	0	0	24	2	2	70	0	1	0	0	1
	8:15 AM	0	7	20	11	14	0	2	2	0	20	0	8	84	0	0	0	0	0
	8:30 AM	0	10	17	7	8	1	2	1	0	11	0	4	61	0	0	0	0	0
	8:45 AM	0	6	22	9	8	2	2	0	1	20	0	10	80	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	33	142	85	66	16	12	6	2	155	5	70	592	0	4	0	1	5
	APPROACH %	0%	19%	81%	51%	40%	10%	60%	30%	10%	67%	2%	30%						
	APP/DEPART	175	/	115	167	/	223	20	/	233	230	/	21	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	11	73	42	37	8	7	4	0	92	3	30	307					
	APPROACH %	0%	13%	87%	48%	43%	9%	64%	36%	0%	74%	2%	24%						
	PEAK HR FACTOR		0.778			0.870			0.688			0.868		0.914					
	APP/DEPART	84	/	48	87	/	129	11	/	119	125	/	11	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	10	30	13	4	0	0	0	0	27	0	11	95	0	0	0	0	0
	4:15 PM	0	8	23	11	3	0	0	0	1	31	0	9	86	0	0	0	0	0
	4:30 PM	0	8	30	10	8	0	1	0	0	32	1	12	102	0	0	0	0	0
	4:45 PM	0	9	36	9	3	1	0	0	0	31	0	1	90	0	0	0	0	0
	5:00 PM	0	16	57	10	4	0	1	6	0	32	0	7	133	0	0	0	0	0
	5:15 PM	0	18	43	11	5	0	0	0	0	38	0	4	119	0	0	0	0	0
	5:30 PM	0	18	44	9	8	0	0	0	0	38	0	6	123	0	0	0	0	0
	5:45 PM	0	17	47	10	5	0	0	0	0	37	0	13	129	0	0	0	0	0
	VOLUMES	0	104	310	83	40	1	2	6	1	266	1	63	877	0	0	0	0	0
	APPROACH %	0%	25%	75%	67%	32%	1%	22%	67%	11%	81%	0%	19%						
	APP/DEPART	414	/	169	124	/	307	9	/	399	330	/	2	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	0	69	191	40	22	0	1	6	0	145	0	30	504					
	APPROACH %	0%	27%	73%	65%	35%	0%	14%	86%	0%	83%	0%	17%						
	PEAK HR FACTOR		0.890			0.912			0.250			0.875		0.947					
	APP/DEPART	260	/	100	62	/	167	7	/	237	175	/	0	0					

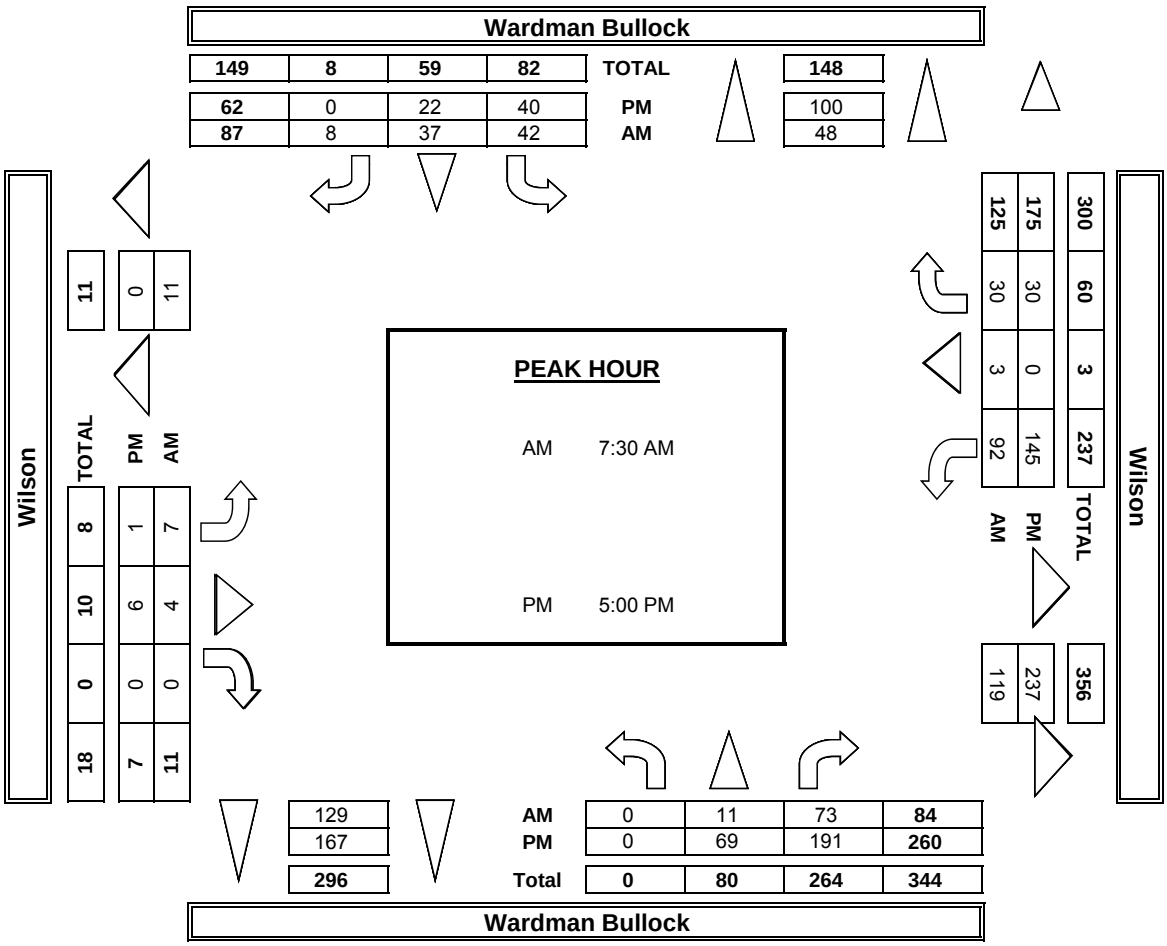


		ALL PED AND BIKE					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS					SCHOOL AGE PED		
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL	ES	WS	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PACIFIC TRAFFIC DATA SERVICES

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:					
6/3/14	LOCATION:	Rancho Cucamongo	PROJECT #:	#####	
TUESDAY	NORTH & SOUTH:	Wardman Bullock	LOCATION #:	2	
	EAST & WEST:	Wilson	CONTROL:	SIGNAL	

CLASS 1:	NOTES:	AM		▲ N	
PASSENGER VEHICLES		PM			
		MD	◄ W		E ►
		OTHER		S ▼	
		OTHER			

		NORTHBOUND Wardman Bullock			SOUTHBOUND Wardman Bullock			EASTBOUND Wilson			WESTBOUND Wilson				U-TURNS				
	LANES:	NL X	NT 1	NR 1	SL 1	ST 1	SR X	EL X	ET X	ER X	WL 1	WT X	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	5	8	8	4	1	0	0	0	17	0	12	55					0
	7:15 AM	0	0	18	14	9	0	0	1	1	13	0	4	60					0
	7:30 AM	0	1	23	3	6	0	0	0	0	22	0	5	60					0
	7:45 AM	0	1	12	8	7	0	0	0	0	23	0	7	58					0
	8:00 AM	0	1	16	6	5	0	0	0	0	21	0	1	50					0
	8:15 AM	0	2	19	7	10	0	0	1	0	18	0	4	61					0
	8:30 AM	0	7	16	6	6	1	0	0	0	10	0	2	48					0
	8:45 AM	0	4	21	8	6	0	1	0	1	19	0	7	67					0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	0	21	133	60	53	2	1	2	2	143	0	42	459	0	0	0	0	0
	APPROACH %	0%	14%	86%	52%	46%	2%	20%	40%	40%	77%	0%	23%						
	APP/DEPART	154	/	64	115	/	198	5	/	195	185	/	2	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	7	61	33	26	1	0	1	1	75	0	28	233					
	APPROACH %	0%	10%	90%	55%	43%	2%	0%	50%	50%	73%	0%	27%						
	PEAK HR FACTOR		0.708			0.652			0.250			0.858		0.971					
	APP/DEPART	68	/	35	60	/	102	2	/	95	103	/	1	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:00 PM	0	10	27	9	4	0	0	0	0	25	0	10	85					0
	4:15 PM	0	8	22	8	3	0	0	0	1	31	0	9	82					0
	4:30 PM	0	8	27	9	7	0	1	0	0	32	0	11	95					0
	4:45 PM	0	9	34	6	3	1	0	0	0	29	0	1	83					0
	5:00 PM	0	16	56	8	3	0	0	4	0	32	0	7	126					0
	5:15 PM	0	18	43	9	5	0	0	0	0	38	0	3	116					0
	5:30 PM	0	18	43	6	8	0	0	0	0	37	0	5	117					0
	5:45 PM	0	15	46	7	5	0	0	0	0	35	0	11	119					0
	VOLUMES	0	102	298	62	38	1	1	4	1	259	0	57	823	0	0	0	0	0
	APPROACH %	0%	26%	75%	61%	38%	1%	17%	67%	17%	82%	0%	18%						
	APP/DEPART	400	/	160	101	/	298	6	/	364	316	/	1	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	0	67	188	30	21	0	0	4	0	142	0	26	478					
	APPROACH %	0%	26%	74%	59%	41%	0%	0%	100%	0%	85%	0%	15%						
	PEAK HR FACTOR		0.885			0.911			0.250			0.913		0.948					
	APP/DEPART	255	/	93	51	/	163	4	/	222	168	/	0	0					

Wardman Bullock

NORTH SIDE

Wilson WEST SIDE EAST SIDE **Wilson**

SOUTH SIDE

Wardman Bullock

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

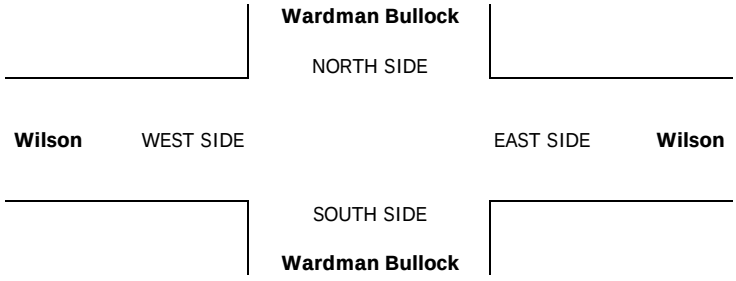
DATE:	LOCATION:	Rancho Cucamongo	PROJECT #:	#####
6/3/14	NORTH & SOUTH:	Wardman Bullock	LOCATION #:	2
TUESDAY	EAST & WEST:	Wilson	CONTROL:	SIGNAL

CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND (Wardman Bullock)			SOUTHBOUND (Wardman Bullock)			EASTBOUND (Wilson)			WESTBOUND (Wilson)				U-TURNS				
	LANES:	NL X	NT 1	NR 1	SL 1	ST 1	SR X	EL X	ET X	ER X	WL 1	WT X	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	2	2	0	1	1	0	0	1	1	5	13					0
	7:15 AM	0	1	0	1	0	3	0	0	0	0	0	0	5					0
	7:30 AM	0	0	0	1	0	2	2	0	0	2	0	0	7					0
	7:45 AM	0	1	0	0	0	0	2	0	0	1	0	2	6					0
	8:00 AM	0	0	1	2	1	4	1	0	0	3	0	0	12					0
	8:15 AM	0	3	1	1	1	0	0	0	0	1	0	2	9					0
	8:30 AM	0	3	0	0	1	0	2	0	0	1	0	1	8					0
	8:45 AM	0	2	0	0	1	1	1	0	0	1	0	0	6					0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	0	10	4	7	4	11	9	0	0	10	1	10	66	0	0	0	0	0
	APPROACH %	0%	71%	29%	32%	18%	50%	100%	0%	0%	48%	5%	48%						
	APP/DEPART	14	/	29	22	/	14	9	/	11	21	/	12	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	0	8	2	3	4	5	4	0	0	6	0	3	35					
	APPROACH %	0%	80%	20%	25%	33%	42%	100%	0%	0%	67%	0%	33%						
	PEAK HR FACTOR		0.625			0.429			0.500			0.750		0.729					
	APP/DEPART	10	/	15	12	/	10	4	/	5	9	/	5	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:00 PM	0	0	3	4	0	0	0	0	0	2	0	1	10					0
	4:15 PM	0	0	1	2	0	0	0	0	0	0	0	0	3					0
	4:30 PM	0	0	2	1	1	0	0	0	0	0	1	1	6					0
	4:45 PM	0	0	2	3	0	0	0	0	0	2	0	0	7					0
	5:00 PM	0	0	1	1	1	0	1	1	0	0	0	0	5					0
	5:15 PM	0	0	0	2	0	0	0	0	0	0	0	1	3					0
	5:30 PM	0	0	1	3	0	0	0	0	0	1	0	1	6					0
	5:45 PM	0	2	1	3	0	0	0	0	0	1	0	2	9					0
	VOLUMES	0	2	11	19	2	0	1	1	0	6	1	6	49	0	0	0	0	0
	APPROACH %	0%	15%	85%	90%	10%	0%	50%	50%	0%	46%	8%	46%						
	APP/DEPART	13	/	9	21	/	8	2	/	31	13	/	1	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	0	8	10	1	0	0	0	0	4	1	2	26					
	APPROACH %	0%	0%	100%	91%	9%	0%	0%	0%	0%	57%	14%	29%						
	PEAK HR FACTOR		0.667			0.688			0.000			0.583		0.650					
	APP/DEPART	8	/	2	11	/	5	0	/	18	7	/	1	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	Rancho Cucamongo	PROJECT #:	#####
6/3/14	NORTH & SOUTH:	Wardman Bullock	LOCATION #:	2
TUESDAY	EAST & WEST:	Wilson	CONTROL:	SIGNAL

CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Wardman Bullock			SOUTHBOUND Wardman Bullock			EASTBOUND Wilson			WESTBOUND Wilson				U-TURNS				
	LANES:	NL X	NT 1	NR 1	SL 1	ST 1	SR X	EL X	ET X	ER X	WL 1	WT X	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	1	0	2	3					0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	1					0
	7:30 AM	0	0	0	2	3	0	0	0	0	0	0	1	6					0
	7:45 AM	0	0	1	2	0	0	0	0	0	0	0	0	3					0
	8:00 AM	0	0	0	2	0	1	0	0	0	0	0	0	3					0
	8:15 AM	0	1	0	2	2	0	1	0	0	1	0	0	7					0
	8:30 AM	0	0	1	1	1	0	0	0	0	0	0	1	4					0
	8:45 AM	0	0	1	0	1	1	0	0	0	0	0	3	6					0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	0	1	3	9	7	2	1	0	0	2	0	8	33	0	0	0	0	0
	APPROACH %	0%	25%	75%	50%	39%	11%	100%	0%	0%	20%	0%	80%						
	APP/DEPART	4	/	10	18	/	9	1	/	12	10	/	2	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	0	1	2	5	4	2	1	0	0	1	0	4	20					
	APPROACH %	0%	33%	67%	45%	36%	18%	100%	0%	0%	20%	0%	80%						
	PEAK HR FACTOR		0.750			0.688			0.250			0.417		0.714					
	APP/DEPART	3	/	6	11	/	5	1	/	7	5	/	2	0					
PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	1					0
	4:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	1					0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:00 PM	0	0	0	1	0	0	0	1	0	0	0	0	2					0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	0	0	1	2	0	0	0	1	0	0	0	0	4	0	0	0	0	0
	APPROACH %	0%	0%	100%	100%	0%	0%	0%	100%	0%	0%	0%	0%						
	APP/DEPART	1	/	0	2	/	0	1	/	4	0	/	0	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	0	0	1	2	0	0	0	1	0	0	0	0	4					
	APPROACH %	0%	0%	100%	100%	0%	0%	0%	100%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.250			0.500			0.250			0.000		0.500					
	APP/DEPART	1	/	0	2	/	0	1	/	4	0	/	0	0					

Wardman Bullock

NORTH SIDE

Wilson WEST SIDE EAST SIDE **Wilson**

SOUTH SIDE

Wardman Bullock

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

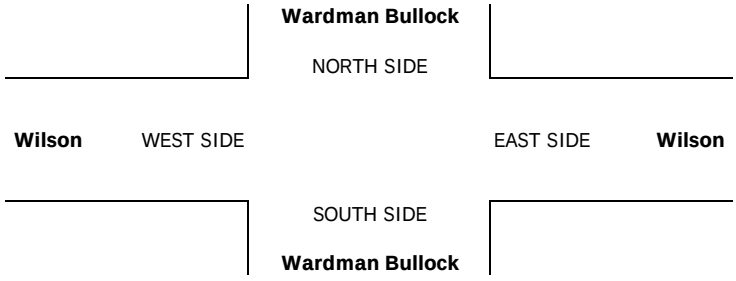
DATE:	LOCATION:	Rancho Cucamongo	PROJECT #:	#####
6/3/14	NORTH & SOUTH:	Wardman Bullock	LOCATION #:	2
TUESDAY	EAST & WEST:	Wilson	CONTROL:	SIGNAL

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Wardman Bullock			SOUTHBOUND Wardman Bullock			EASTBOUND Wilson			WESTBOUND Wilson				U-TURNS				
	LANES:	NL X	NT 1	NR 1	SL 1	ST 1	SR X	EL X	ET X	ER X	WL 1	WT X	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	1					0
	7:15 AM	0	0	0	2	0	0	0	0	0	0	1	1	4					0
	7:30 AM	0	0	0	1	1	0	0	1	0	0	1	2	6					0
	7:45 AM	0	0	0	2	0	1	0	1	0	0	0	3	7					0
	8:00 AM	0	0	0	2	0	0	0	0	0	0	2	1	5					0
	8:15 AM	0	1	0	1	1	0	1	1	0	0	0	2	7					0
	8:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1					0
	8:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	1					0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	0	1	0	9	2	1	1	4	0	0	4	10	32	0	0	0	0	0
	APPROACH %	0%	100%	0%	75%	17%	8%	20%	80%	0%	0%	29%	71%						
	APP/DEPART	1	/	12	12	/	2	5	/	13	14	/	5	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	1	0	6	2	1	1	3	0	0	3	8	25					
	APPROACH %	0%	100%	0%	67%	22%	11%	25%	75%	0%	0%	27%	73%						
	PEAK HR FACTOR		0.250			0.750			0.500			0.917		0.893					
	APP/DEPART	1	/	10	9	/	2	4	/	9	11	/	4	0					
PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	1					0
	VOLUMES	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%						
	APP/DEPART	0	/	0	0	/	1	0	/	0	1	/	0	0					
	BEGIN PEAK HR		5:45 PM																
	VOLUMES	0	0	0	0	0	1	0	0	0	4	0	0	5					
	APPROACH %	0%	0%	0%	0%	0%	100%	0%	0%	0%	100%	0%	0%						
	PEAK HR FACTOR		0.000			#DIV/0!			0.000			1.000		1.250					
	APP/DEPART	0	/	0	1	/	4	0	/	0	4	/	1	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	Rancho Cucamongo	PROJECT #:	#####
6/3/14	NORTH & SOUTH:	Wardman Bullock	LOCATION #:	2
TUESDAY	EAST & WEST:	Wilson	CONTROL:	SIGNAL

CLASS 5: RV

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Wardman Bullock			SOUTHBOUND Wardman Bullock			EASTBOUND Wilson			WESTBOUND Wilson				U-TURNS				
	LANES:	NL X	NT 1	NR 1	SL 1	ST 1	SR X	EL X	ET X	ER X	WL 1	WT X	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		9:45 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		5:45 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					

Wardman Bullock

NORTH SIDE

Wilson WEST SIDE EAST SIDE **Wilson**

SOUTH SIDE

Wardman Bullock

INTERSECTION TURNING MOVEMENT COUNTS

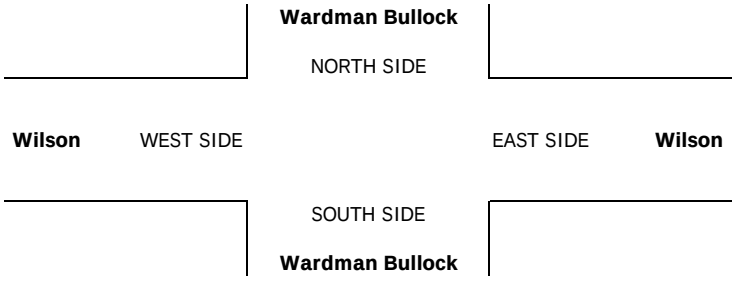
PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	Rancho Cucamongo	PROJECT #:	#####
6/3/14	NORTH & SOUTH:	Wardman Bullock	LOCATION #:	2
TUESDAY	EAST & WEST:	Wilson	CONTROL:	SIGNAL

CLASS 6:	NOTES:
BUSES	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Wardman Bullock			SOUTHBOUND Wardman Bullock			EASTBOUND Wilson			WESTBOUND Wilson				U-TURNS				
	LANES:	NL X	NT 1	NR 1	SL 1	ST 1	SR X	EL X	ET X	ER X	WL 1	WT X	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	1					0
	7:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	1					0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	2	/	0	0	/	0	0	/	2	0	/	0	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	2	0	0	0	0	0	0	0	0	0	2					
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.500			0.000			0.000			0.000		0.500					
	APP/DEPART	2	/	0	0	/	0	0	/	2	0	/	0	0					
PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		5:45 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC tel: 951 249 3226 pacific@aimtd.com

DATE: Tue, Jun 3, 14

LOCATION: Rancho Cucamongo
NORTH & SOUTH: Project Access
EAST & WEST: Colonbero

PROJECT #:
LOCATION #: 3
CONTROL: Stop 1way S

NOTES:

AM / PM / MD / OTHER / OTHER

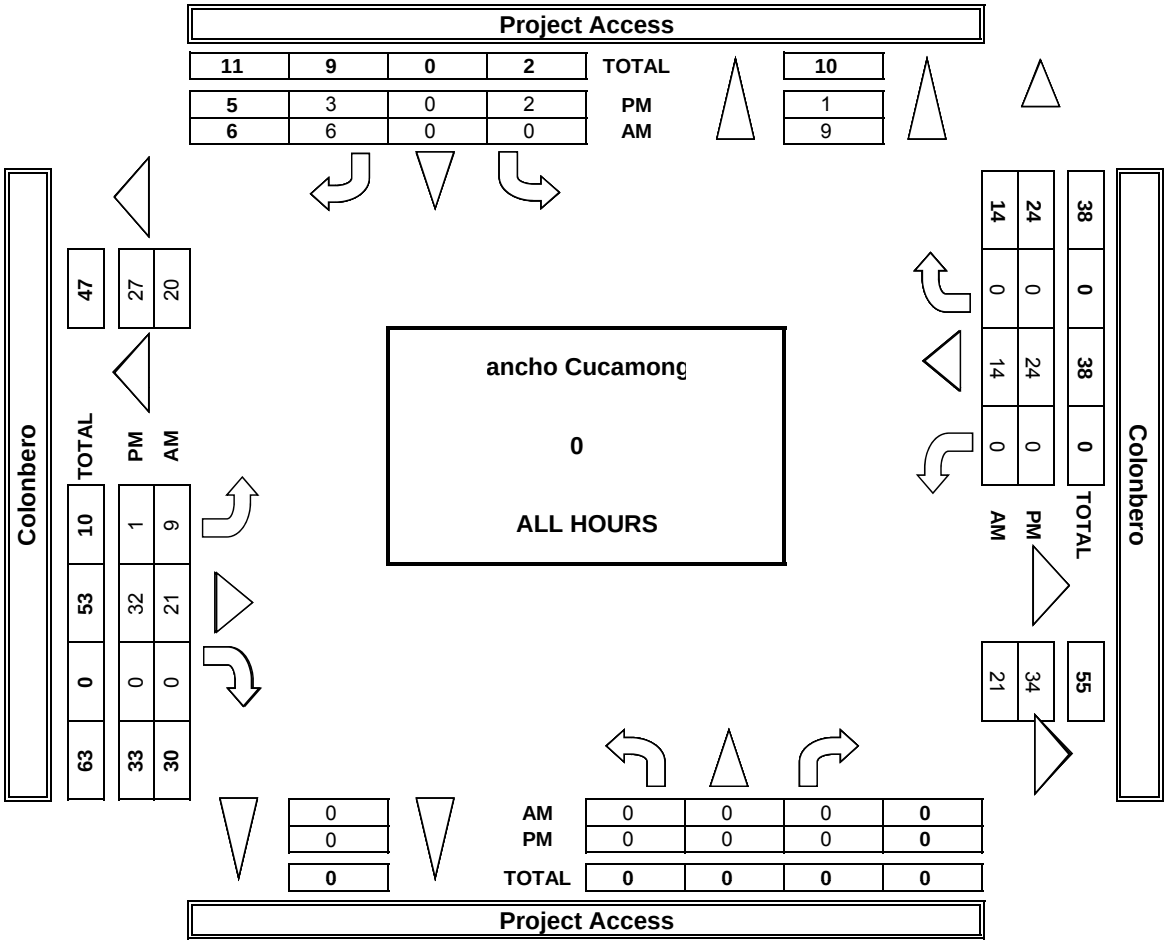
▲ N
◄ W E ►
S ▼

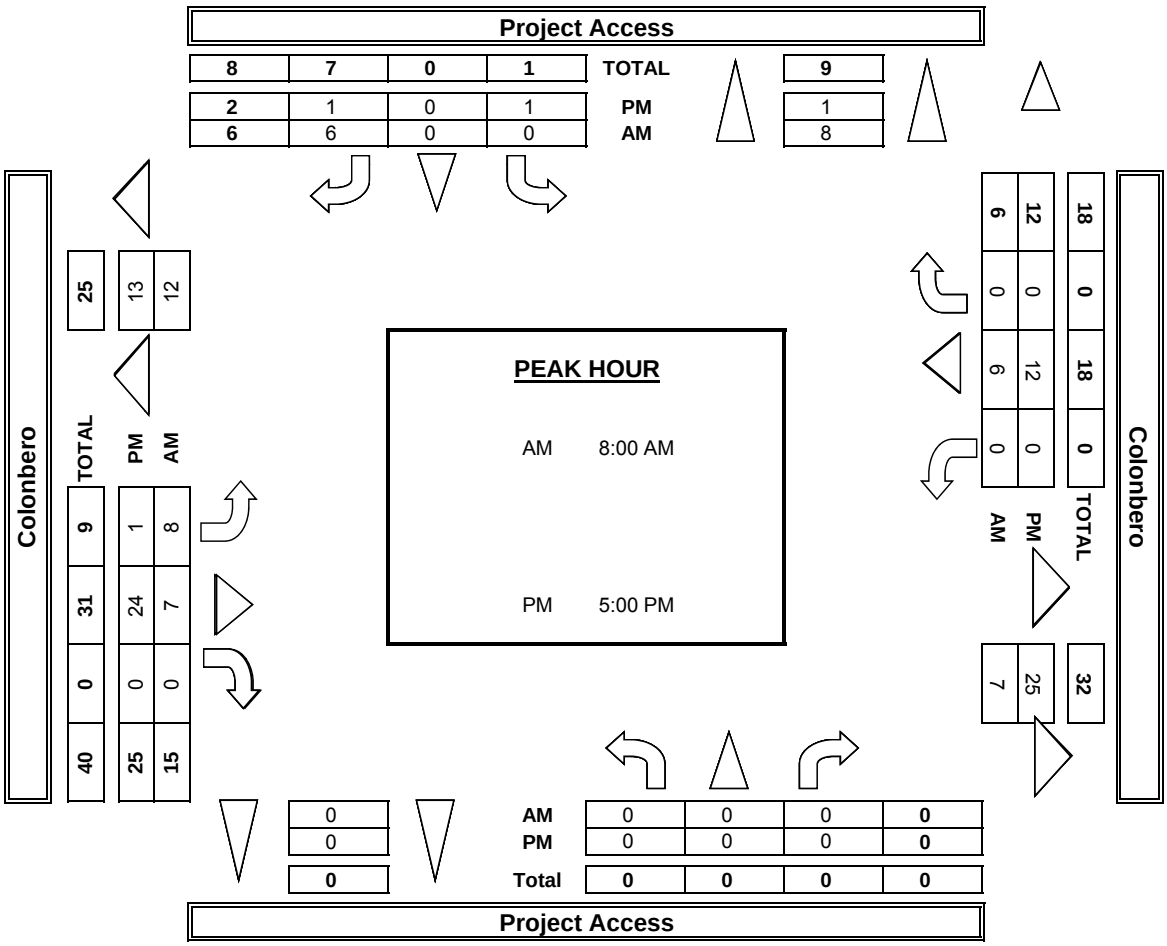
		NORTHBOUND Project Access			SOUTHBOUND Project Access			EASTBOUND Colonbero			WESTBOUND Colonbero				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 0.5	ST X	SR 0.5	EL 0	ET 1	ER X	WL X	WT 1	WR 0	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	0	0	0	0	0	0	0	2	0	0	2	0	4	0	0	2	0	2
	7:15 AM	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	6	0	0	2	0	8	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	1	3	0	0	4	0	8	0	0	0	0	0
	8:00 AM	0	0	0	0	0	1	1	1	0	0	0	0	3	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	1	0	0	4	0	5	0	0	0	0	0
	8:30 AM	0	0	0	0	0	2	2	4	0	0	2	0	10	0	0	0	0	0
	8:45 AM	0	0	0	0	0	3	5	1	0	0	0	0	9	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	6	9	21	0	0	14	0	50	0	0	2	0	2
	APPROACH %	0%	0%	0%	0%	0%	100%	30%	70%	0%	0%	100%	0%						
	APP/DEPART	0	/	9	6	/	0	30	/	21	14	/	20	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	0	0	0	0	0	6	8	7	0	0	6	0	27					
	APPROACH %	0%	0%	0%	0%	0%	100%	53%	47%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.500			0.625			0.375		0.675					
	APP/DEPART	0	/	8	6	/	0	15	/	7	6	/	12	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	1	0	1	0	3	0	0	2	0	7	0	0	0	0	0
	4:15 PM	0	0	0	0	0	1	0	2	0	0	4	0	7	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	1	0	0	6	0	7	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	1	3	0	0	3	0	7	0	0	0	0	0
	5:15 PM	0	0	0	1	0	0	0	6	0	0	2	0	9	0	0	0	0	0
	5:30 PM	0	0	0	0	0	1	0	5	0	0	3	0	9	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	10	0	0	4	0	14	0	0	0	0	0
	VOLUMES	0	0	0	2	0	3	1	32	0	0	24	0	62	0	0	0	0	0
	APPROACH %	0%	0%	0%	40%	0%	60%	3%	97%	0%	0%	100%	0%						
	APP/DEPART	0	/	1	5	/	0	33	/	34	24	/	27	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	0	0	0	1	0	1	1	24	0	0	12	0	39					
	APPROACH %	0%	0%	0%	50%	0%	50%	4%	96%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.500			0.625			0.750		0.696					
	APP/DEPART	0	/	1	2	/	0	25	/	25	12	/	13	0					

		ALL PED AND BIKE					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS					SCHOOL AGE PED		
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL	ES	WS	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PACIFIC TRAFFIC DATA SERVICES

TURNING MOVEMENT COUNTS





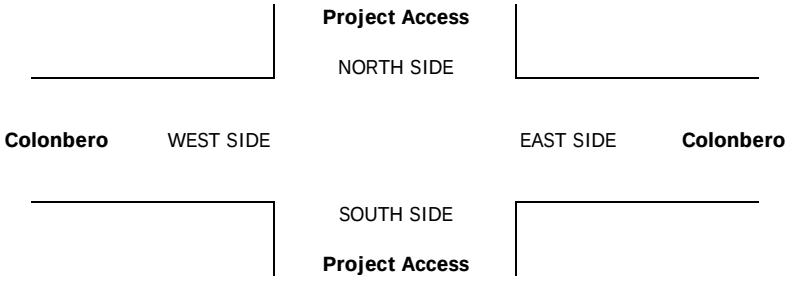
INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:					
6/3/14	LOCATION:	Rancho Cucamongo	PROJECT #:	#####	
TUESDAY	NORTH & SOUTH:	Project Access	LOCATION #:	3	
	EAST & WEST:	Colonbero	CONTROL:	Stop 1way S	

CLASS 1:	NOTES:	AM		▲ N	
PASSENGER VEHICLES		PM			
		MD	◄ W		E ►
		OTHER		S ▼	
		OTHER			

	NORTHBOUND Project Access			SOUTHBOUND Project Access			EASTBOUND Colonbero			WESTBOUND Colonbero				U-TURNS				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
LANES:	X	X	X	0.5	X	0.5	0	1	X	X	1	0						
AM																		
7:00 AM	0	0	0	0	0	0	0	2	0	0	2	0	4					0
7:15 AM	0	0	0	0	0	0	0	3	0	0	0	0	3					0
7:30 AM	0	0	0	0	0	0	0	6	0	0	2	0	8					0
7:45 AM	0	0	0	0	0	0	1	3	0	0	4	0	8					0
8:00 AM	0	0	0	0	0	1	1	1	0	0	0	0	3					0
8:15 AM	0	0	0	0	0	0	0	1	0	0	4	0	5					0
8:30 AM	0	0	0	0	0	1	2	3	0	0	1	0	7					0
8:45 AM	0	0	0	0	0	2	3	1	0	0	0	0	6					0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
VOLUMES	0	0	0	0	0	4	7	20	0	0	13	0	44	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	100%	26%	74%	0%	0%	100%	0%						
APP/DEPART	0	/	7	4	/	0	27	/	20	13	/	17	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	0	0	0	0	0	1	2	11	0	0	10	0	24					
APPROACH %	0%	0%	0%	0%	0%	100%	15%	85%	0%	0%	100%	0%						
PEAK HR FACTOR		0.000			0.250			0.542			0.625		0.750					
APP/DEPART	0	/	2	1	/	0	13	/	11	10	/	11	0					
PM																		
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
4:00 PM	0	0	0	1	0	1	0	3	0	0	2	0	7					0
4:15 PM	0	0	0	0	0	1	0	2	0	0	2	0	5					0
4:30 PM	0	0	0	0	0	0	0	1	0	0	6	0	7					0
4:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	2					0
5:00 PM	0	0	0	0	0	0	1	3	0	0	3	0	7					0
5:15 PM	0	0	0	1	0	0	0	5	0	0	2	0	8					0
5:30 PM	0	0	0	0	0	1	0	5	0	0	3	0	9					0
5:45 PM	0	0	0	0	0	0	0	10	0	0	4	0	14					0
VOLUMES	0	0	0	2	0	3	1	31	0	0	22	0	59	0	0	0	0	0
APPROACH %	0%	0%	0%	40%	0%	60%	3%	97%	0%	0%	100%	0%						
APP/DEPART	0	/	1	5	/	0	32	/	33	22	/	25	0					
BEGIN PEAK HR		5:00 PM																
VOLUMES	0	0	0	1	0	1	1	23	0	0	12	0	38					
APPROACH %	0%	0%	0%	50%	0%	50%	4%	96%	0%	0%	100%	0%						
PEAK HR FACTOR		0.000			0.500			0.600			0.750		0.679					
APP/DEPART	0	/	1	2	/	0	24	/	24	12	/	13	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

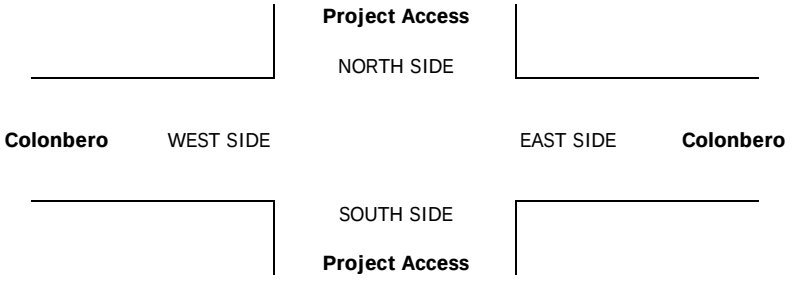
DATE:	LOCATION:	Rancho Cucamongo	PROJECT #:	#####
6/3/14	NORTH & SOUTH:	Project Access	LOCATION #:	3
TUESDAY	EAST & WEST:	Colonbero	CONTROL:	Stop 1way S

CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

	NORTHBOUND Project Access			SOUTHBOUND Project Access			EASTBOUND Colonbero			WESTBOUND Colonbero				U-TURNS				
LANES:	NL X	NT X	NR X	SL 0.5	ST X	SR 0.5	EL 0	ET 1	ER X	WL X	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM																		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
8:30 AM	0	0	0	0	0	1	0	1	0	0	1	0	3					0
8:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	1					0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
VOLUMES	0	0	0	0	0	1	1	1	0	0	1	0	4	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	100%	50%	50%	0%	0%	100%	0%						
APP/DEPART	0	/	1	1	/	0	2	/	1	1	/	2	0					
BEGIN PEAK HR		8:30 AM																
VOLUMES	0	0	0	0	0	1	1	1	0	0	1	0	4					
APPROACH %	0%	0%	0%	0%	0%	100%	50%	50%	0%	0%	100%	0%						
PEAK HR FACTOR		0.000			0.250			0.500			0.250		0.333					
APP/DEPART	0	/	1	1	/	0	2	/	1	1	/	2	0					
PM																		
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
4:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	2					0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
5:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1					0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
VOLUMES	0	0	0	0	0	0	0	1	0	0	2	0	3	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
APP/DEPART	0	/	0	0	/	0	1	/	1	2	/	2	0					
BEGIN PEAK HR		4:15 PM																
VOLUMES	0	0	0	0	0	0	0	0	0	0	2	0	2					
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%						
PEAK HR FACTOR		0.000			0.000			0.000			0.250		0.250					
APP/DEPART	0	/	0	0	/	0	0	/	0	2	/	2	0					



INTERSECTION TURNING MOVEMENT COUNTS

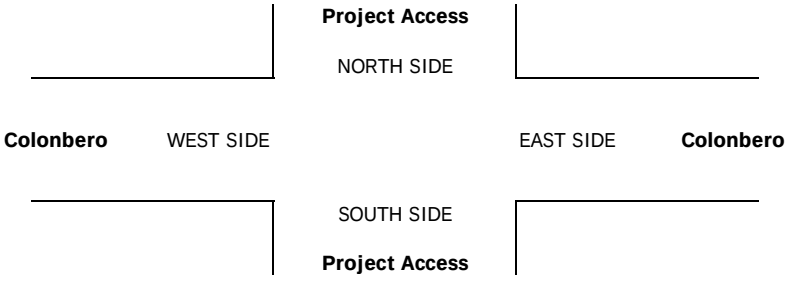
PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	Rancho Cucamongo	PROJECT #:	#####
6/3/14	NORTH & SOUTH:	Project Access	LOCATION #:	3
TUESDAY	EAST & WEST:	Colonbero	CONTROL:	Stop 1way S

CLASS 3:	NOTES:
3-AXLE TRUCKS	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

	NORTHBOUND Project Access			SOUTHBOUND Project Access			EASTBOUND Colonbero			WESTBOUND Colonbero				U-TURNS				
LANES:	NL X	NT X	NR X	SL 0.5	ST X	SR 0.5	EL 0	ET 1	ER X	WL X	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM																		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
8:45 AM	0	0	0	0	0	1	1	0	0	0	0	0	2					0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
VOLUMES	0	0	0	0	0	1	1	0	0	0	0	0	2	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	100%	100%	0%	0%	0%	0%	0%						
APP/DEPART	0	/	1	1	/	0	1	/	0	0	/	1	0					
BEGIN PEAK HR		8:45 AM																
VOLUMES	0	0	0	0	0	1	1	0	0	0	0	0	2					
APPROACH %	0%	0%	0%	0%	0%	100%	100%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.000			0.250			0.250			0.000		0.250					
APP/DEPART	0	/	1	1	/	0	1	/	0	0	/	1	0					
PM																		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
BEGIN PEAK HR		5:45 PM																
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	Rancho Cucamongo	PROJECT #:	#####
6/3/14	NORTH & SOUTH:	Project Access	LOCATION #:	3
TUESDAY	EAST & WEST:	Colonbero	CONTROL:	Stop 1way S

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Project Access			SOUTHBOUND Project Access			EASTBOUND Colonbero			WESTBOUND Colonbero				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 0.5	ST X	SR 0.5	EL 0	ET 1	ER X	WL X	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		9:45 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		5:45 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					

Project Access

NORTH SIDE

Colonbero WEST SIDE EAST SIDE **Colonbero**

SOUTH SIDE

Project Access

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	Rancho Cucamongo	PROJECT #:	#####
6/3/14	NORTH & SOUTH:	Project Access	LOCATION #:	3
TUESDAY	EAST & WEST:	Colonbero	CONTROL:	Stop 1way S

CLASS 5: RV

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Project Access			SOUTHBOUND Project Access			EASTBOUND Colonbero			WESTBOUND Colonbero				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 0.5	ST X	SR 0.5	EL 0	ET 1	ER X	WL X	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		9:45 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		5:45 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					

Project Access

NORTH SIDE

Colonbero WEST SIDE EAST SIDE **Colonbero**

SOUTH SIDE

Project Access

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:					
6/3/14	LOCATION:	Rancho Cucamongo	PROJECT #:	#####	
TUESDAY	NORTH & SOUTH:	Project Access	LOCATION #:	3	
	EAST & WEST:	Colonbero	CONTROL:	Stop 1way S	

CLASS 6:	NOTES:	AM / PM / MD / OTHER / OTHER	▲ N / ◄ W / E ► / S ▼
BUSES			

		NORTHBOUND Project Access			SOUTHBOUND Project Access			EASTBOUND Colonbero			WESTBOUND Colonbero				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 0.5	ST X	SR 0.5	EL 0	ET 1	ER X	WL X	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		9:45 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		5:45 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					

Project Access

NORTH SIDE

Colonbero WEST SIDE EAST SIDE **Colonbero**

SOUTH SIDE

Project Access

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC tel: 951 249 3226 pacific@aimtd.com

DATE:	LOCATION:	Rancho Cucamongo	PROJECT #:	
Tue, Jun 3, 14	NORTH & SOUTH:	San Sevaine	LOCATION #:	4
	EAST & WEST:	Wilson	CONTROL:	SIGNAL

NOTES:

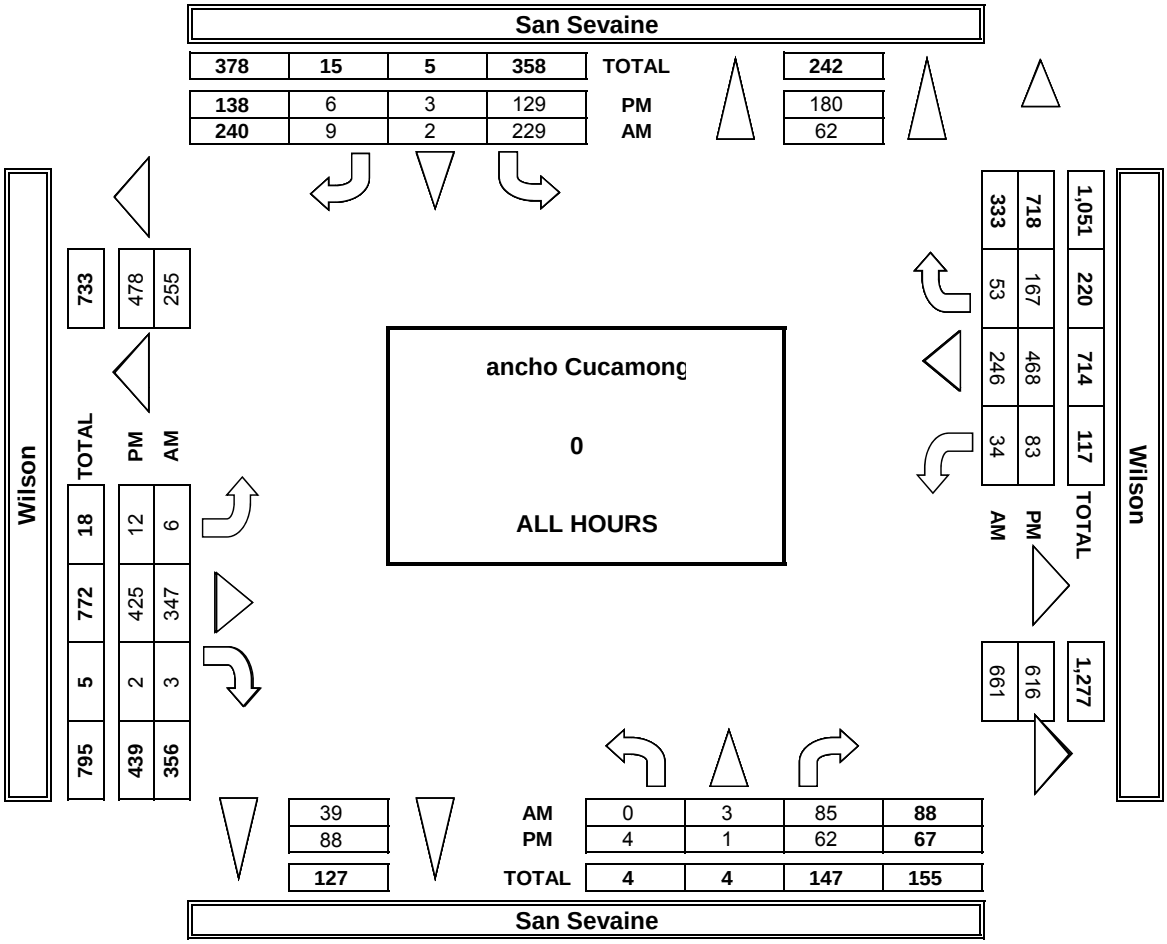
AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

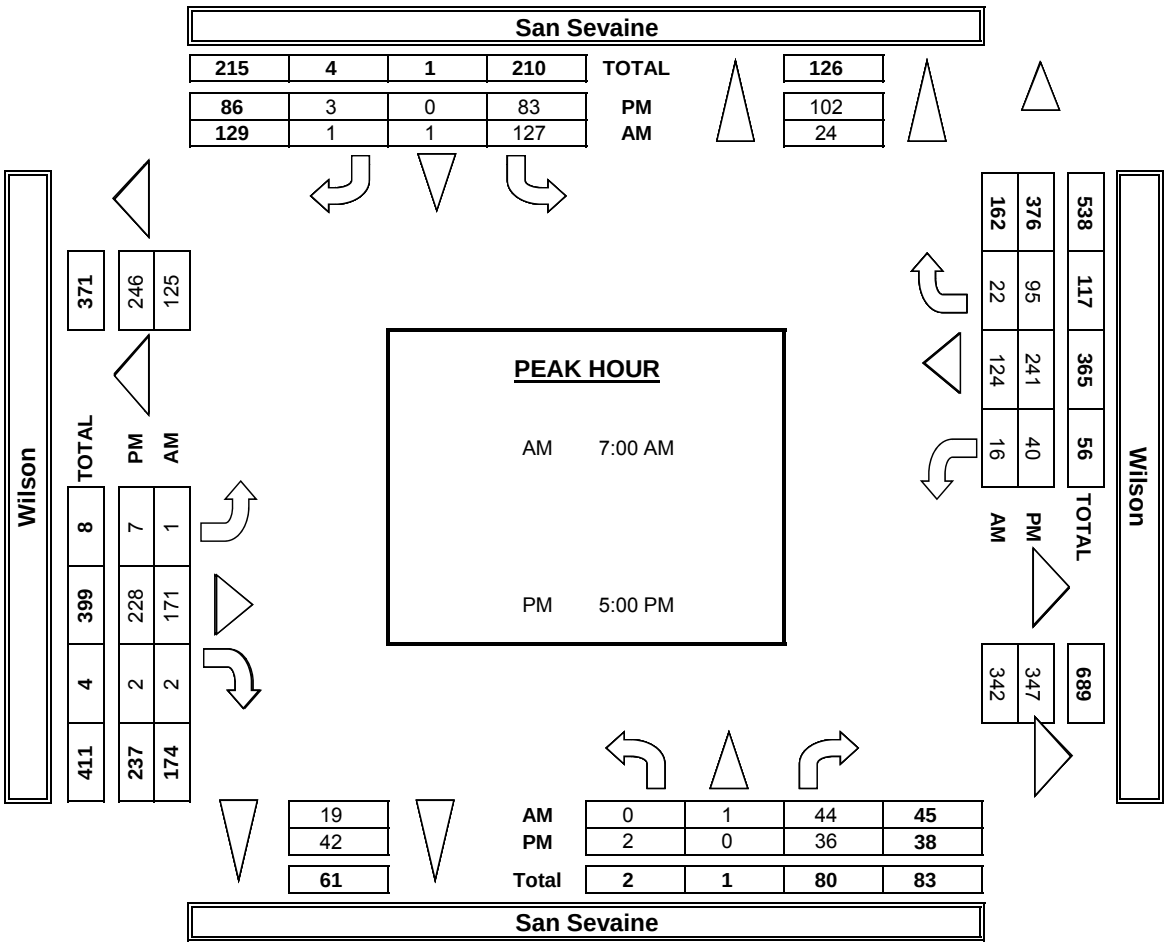
		NORTHBOUND (San Sevaine)			SOUTHBOUND (San Sevaine)			EASTBOUND (Wilson)			WESTBOUND (Wilson)				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	0	0	10	32	0	0	0	40	0	5	35	6	128	0	0	0	0	0
	7:15 AM	0	0	15	39	0	1	1	50	0	2	20	5	133	0	0	0	0	0
	7:30 AM	0	1	8	28	0	0	0	41	1	2	33	3	117	0	0	0	0	0
	7:45 AM	0	0	11	28	1	0	0	40	1	7	36	8	132	0	0	0	0	0
	8:00 AM	0	0	9	29	0	2	0	33	0	3	20	9	105	0	0	0	0	0
	8:15 AM	0	0	15	23	0	4	1	52	0	2	40	7	144	0	0	0	0	0
	8:30 AM	0	1	6	19	1	2	3	45	0	6	21	8	112	0	0	0	0	0
	8:45 AM	0	1	11	31	0	0	1	46	1	7	41	7	146	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	3	85	229	2	9	6	347	3	34	246	53	1,017	0	0	0	0	0
	APPROACH %	0%	3%	97%	95%	1%	4%	2%	97%	1%	10%	74%	16%						
	APP/DEPART	88	/	62	240	/	39	356	/	661	333	/	255	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	1	44	127	1	1	1	171	2	16	124	22	510					
	APPROACH %	0%	2%	98%	98%	1%	1%	1%	98%	1%	10%	77%	14%						
	PEAK HR FACTOR		0.750			0.806			0.853			0.794		0.959					
	APP/DEPART	45	/	24	129	/	19	174	/	342	162	/	125	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	1	0	1	14	2	1	0	60	0	17	51	12	159	0	0	0	0	0
	4:15 PM	0	1	11	5	1	1	1	45	0	8	60	28	161	0	0	0	0	0
	4:30 PM	1	0	7	14	0	0	2	43	0	7	58	17	149	0	0	0	0	0
	4:45 PM	0	0	7	13	0	1	2	49	0	11	58	15	156	0	0	0	0	0
	5:00 PM	1	0	11	24	0	0	3	61	1	6	48	27	182	0	0	0	0	0
	5:15 PM	1	0	12	22	0	1	3	52	0	8	64	20	183	0	0	0	0	0
	5:30 PM	0	0	11	20	0	2	1	48	1	14	57	29	183	0	0	0	0	0
	5:45 PM	0	0	2	17	0	0	0	67	0	12	72	19	189	0	0	0	0	0
	VOLUMES	4	1	62	129	3	6	12	425	2	83	468	167	1,362	0	0	0	0	0
	APPROACH %	6%	1%	93%	93%	2%	4%	3%	97%	0%	12%	65%	23%						
	APP/DEPART	67	/	180	138	/	88	439	/	616	718	/	478	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	2	0	36	83	0	3	7	228	2	40	241	95	737					
	APPROACH %	5%	0%	95%	97%	0%	3%	3%	96%	1%	11%	64%	25%						
	PEAK HR FACTOR		0.731			0.896			0.884			0.913		0.975					
	APP/DEPART	38	/	102	86	/	42	237	/	347	376	/	246	0					

		ALL PED AND BIKE					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS					SCHOOL AGE PED		
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL	ES	WS	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PACIFIC TRAFFIC DATA SERVICES

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

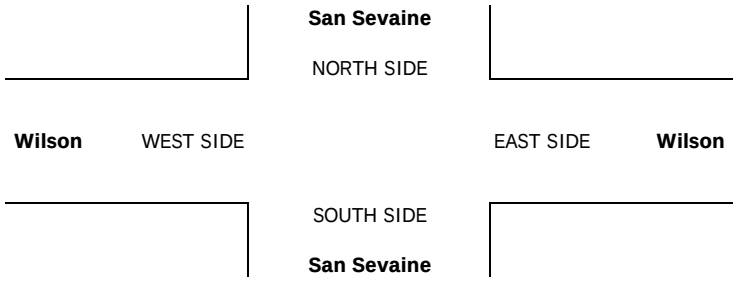
DATE:	LOCATION:	Rancho Cucamongo	PROJECT #:	#####
6/3/14	NORTH & SOUTH:	San Sevaine	LOCATION #:	4
TUESDAY	EAST & WEST:	Wilson	CONTROL:	SIGNAL

CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

	NORTHBOUND San Sevaine			SOUTHBOUND San Sevaine			EASTBOUND Wilson			WESTBOUND Wilson				U-TURNS				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
LANES:	0	1	0	0	1	0	1	2	0	1	2	0						
AM																		
7:00 AM	0	0	10	32	0	0	0	38	0	4	31	4	119					0
7:15 AM	0	0	15	38	0	1	1	45	0	1	15	5	121					0
7:30 AM	0	1	8	27	0	0	0	36	0	1	29	3	105					0
7:45 AM	0	0	11	27	1	0	0	32	1	6	30	7	115					0
8:00 AM	0	0	9	28	0	2	0	32	0	3	17	9	100					0
8:15 AM	0	0	15	22	0	4	0	41	0	2	33	7	124					0
8:30 AM	0	1	6	17	1	1	3	42	0	6	16	7	100					0
8:45 AM	0	1	11	29	0	0	1	45	1	4	38	6	136					0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
VOLUMES	0	3	85	220	2	8	5	311	2	27	209	48	920	0	0	0	0	0
APPROACH %	0%	3%	97%	96%	1%	3%	2%	98%	1%	10%	74%	17%						
APP/DEPART	88	/	56	230	/	31	318	/	616	284	/	217	0					
BEGIN PEAK HR		8:00 AM																
VOLUMES	0	2	41	96	1	7	4	160	1	15	104	29	460					
APPROACH %	0%	5%	95%	92%	1%	7%	2%	97%	1%	10%	70%	20%						
PEAK HR FACTOR		0.717			0.667			0.878			0.771		0.846					
APP/DEPART	43	/	35	104	/	17	165	/	297	148	/	111	0					
PM																		
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
4:00 PM	1	0	1	14	2	1	0	55	0	17	49	12	152					0
4:15 PM	0	1	11	5	1	1	1	40	0	8	60	28	156					0
4:30 PM	0	0	7	13	0	0	2	40	0	7	56	17	142					0
4:45 PM	0	0	7	11	0	1	2	46	0	11	57	15	150					0
5:00 PM	0	0	10	23	0	0	3	56	0	6	48	26	172					0
5:15 PM	1	0	12	20	0	1	3	52	0	8	63	20	180					0
5:30 PM	0	0	11	20	0	2	1	45	1	14	55	27	176					0
5:45 PM	0	0	2	17	0	0	0	67	0	12	69	18	185					0
VOLUMES	2	1	61	123	3	6	12	401	1	83	457	163	1,313	0	0	0	0	0
APPROACH %	3%	2%	95%	93%	2%	5%	3%	97%	0%	12%	65%	23%						
APP/DEPART	64	/	176	132	/	87	414	/	585	703	/	465	0					
BEGIN PEAK HR		5:00 PM																
VOLUMES	1	0	35	80	0	3	7	220	1	40	235	91	713					
APPROACH %	3%	0%	97%	96%	0%	4%	3%	96%	0%	11%	64%	25%						
PEAK HR FACTOR		0.692			0.902			0.851			0.924		0.964					
APP/DEPART	36	/	98	83	/	41	228	/	335	366	/	239	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	Rancho Cucamongo	PROJECT #:	#####
6/3/14	NORTH & SOUTH:	San Sevaine	LOCATION #:	4
TUESDAY	EAST & WEST:	Wilson	CONTROL:	SIGNAL

CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND San Sevaine			SOUTHBOUND San Sevaine			EASTBOUND Wilson			WESTBOUND Wilson				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	1	0	1	3	2	7					0
	7:15 AM	0	0	0	1	0	0	0	2	0	1	2	0	6					0
	7:30 AM	0	0	0	1	0	0	0	0	1	1	2	0	5					0
	7:45 AM	0	0	0	1	0	0	0	2	0	0	4	1	8					0
	8:00 AM	0	0	0	1	0	0	0	0	0	0	1	0	2					0
	8:15 AM	0	0	0	1	0	0	1	3	0	0	4	0	9					0
	8:30 AM	0	0	0	2	0	0	0	0	0	0	2	1	5					0
	8:45 AM	0	0	0	2	0	0	0	0	0	3	0	1	6					0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	0	0	0	9	0	0	1	8	1	6	18	5	48	0	0	0	0	0
	APPROACH %	0%	0%	0%	100%	0%	0%	10%	80%	10%	21%	62%	17%						
	APP/DEPART	0	/	6	9	/	7	10	/	17	29	/	18	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	0	3	0	0	0	5	1	3	11	3	26					
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	83%	17%	18%	65%	18%						
	PEAK HR FACTOR		0.000			0.750			0.750			0.708		0.813					
	APP/DEPART	0	/	3	3	/	4	6	/	8	17	/	11	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:00 PM	0	0	0	0	0	0	0	5	0	0	1	0	6					0
	4:15 PM	0	0	0	0	0	0	0	3	0	0	0	0	3					0
	4:30 PM	1	0	0	1	0	0	0	3	0	0	2	0	7					0
	4:45 PM	0	0	0	2	0	0	0	3	0	0	1	0	6					0
	5:00 PM	1	0	1	0	0	0	0	4	0	0	0	1	7					0
	5:15 PM	0	0	0	1	0	0	0	0	0	0	1	0	2					0
	5:30 PM	0	0	0	0	0	0	0	3	0	0	2	2	7					0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	2					0
	VOLUMES	2	0	1	4	0	0	0	21	0	0	8	4	40	0	0	0	0	0
	APPROACH %	67%	0%	33%	100%	0%	0%	0%	100%	0%	0%	67%	33%						
	APP/DEPART	3	/	4	4	/	0	21	/	26	12	/	10	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	2	0	1	3	0	0	0	13	0	0	3	1	23					
	APPROACH %	67%	0%	33%	100%	0%	0%	0%	100%	0%	0%	75%	25%						
	PEAK HR FACTOR		0.375			0.375			0.813			0.500		0.821					
	APP/DEPART	3	/	1	3	/	0	13	/	17	4	/	5	0					

San Sevaine

NORTH SIDE

Wilson WEST SIDE EAST SIDE **Wilson**

SOUTH SIDE

San Sevaine

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	Rancho Cucamongo	PROJECT #:	#####
6/3/14	NORTH & SOUTH:	San Sevaine	LOCATION #:	4
TUESDAY	EAST & WEST:	Wilson	CONTROL:	SIGNAL

CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND (San Sevaine)			SOUTHBOUND (San Sevaine)			EASTBOUND (Wilson)			WESTBOUND (Wilson)				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	7:45 AM	0	0	0	0	0	0	0	2	0	1	0	0	3					0
	8:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1					0
	8:15 AM	0	0	0	0	0	0	0	6	0	0	1	0	7					0
	8:30 AM	0	0	0	0	0	1	0	1	0	0	2	0	4					0
	8:45 AM	0	0	0	0	0	0	0	1	0	0	1	0	2					0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	0	0	0	0	0	1	0	11	0	1	4	0	17	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	100%	0%	100%	0%	20%	80%	0%						
	APP/DEPART	0	/	0	1	/	1	11	/	11	5	/	5	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	0	0	0	0	0	1	0	10	0	1	3	0	15					
	APPROACH %	0%	0%	0%	0%	0%	100%	0%	100%	0%	25%	75%	0%						
	PEAK HR FACTOR		0.000			0.250			0.417			0.500		0.536					
	APP/DEPART	0	/	0	1	/	1	10	/	10	4	/	4	0					
PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1					0
	4:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1					0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:00 PM	0	0	0	1	0	0	0	1	1	0	0	0	3					0
	5:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	1					0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1					0
	VOLUMES	0	0	0	2	0	0	0	2	1	0	2	0	7	0	0	0	0	0
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	67%	33%	0%	100%	0%						
	APP/DEPART	0	/	0	2	/	1	3	/	4	2	/	2	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	0	0	0	2	0	0	0	1	1	0	1	0	5					
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	50%	50%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.500			0.250			0.250		0.417					
	APP/DEPART	0	/	0	2	/	1	2	/	3	1	/	1	0					

San Sevaine

NORTH SIDE

Wilson WEST SIDE EAST SIDE **Wilson**

SOUTH SIDE

San Sevaine

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	Rancho Cucamongo	PROJECT #:	#####
6/3/14	NORTH & SOUTH:	San Sevaine	LOCATION #:	4
TUESDAY	EAST & WEST:	Wilson	CONTROL:	SIGNAL

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND (San Sevaine)			SOUTHBOUND (San Sevaine)			EASTBOUND (Wilson)			WESTBOUND (Wilson)				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1					0
	7:15 AM	0	0	0	0	0	0	0	2	0	0	3	0	5					0
	7:30 AM	0	0	0	0	0	0	0	5	0	0	2	0	7					0
	7:45 AM	0	0	0	0	0	0	0	4	0	0	2	0	6					0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	2					0
	8:15 AM	0	0	0	0	0	0	0	1	0	0	2	0	3					0
	8:30 AM	0	0	0	0	0	0	0	2	0	0	1	0	3					0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	2					0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	0	0	0	0	0	0	0	14	0	0	15	0	29	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
	APP/DEPART	0	/	0	0	/	0	14	/	14	15	/	15	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	0	0	0	0	0	0	0	11	0	0	9	0	20					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.000			0.550			0.750		0.714					
	APP/DEPART	0	/	0	0	/	0	11	/	11	9	/	9	0					
PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1					0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1					0
	VOLUMES	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
	APP/DEPART	0	/	0	0	/	0	1	/	1	1	/	1	0					
	BEGIN PEAK HR		5:45 PM																
	VOLUMES	0	0	0	0	0	0	1	2	1	1	3	1	9					
	APPROACH %	0%	0%	0%	0%	0%	0%	25%	50%	25%	20%	60%	20%						
	PEAK HR FACTOR		0.000			0.000			1.000			1.250		2.250					
	APP/DEPART	0	/	2	0	/	2	4	/	2	5	/	3	0					

San Sevaine — NORTH SIDE

Wilson — WEST SIDE — EAST SIDE — **Wilson**

SOUTH SIDE — **San Sevaine**

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	Rancho Cucamongo	PROJECT #:	#####
6/3/14	NORTH & SOUTH:	San Sevaine	LOCATION #:	4
TUESDAY	EAST & WEST:	Wilson	CONTROL:	SIGNAL

CLASS 5: RV

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND San Sevaine			SOUTHBOUND San Sevaine			EASTBOUND Wilson			WESTBOUND Wilson				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		9:45 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		5:45 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					

San Sevaine — NORTH SIDE

Wilson — WEST SIDE — EAST SIDE — **Wilson**

SOUTH SIDE — **San Sevaine**

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	Rancho Cucamongo	PROJECT #:	#####
6/3/14	NORTH & SOUTH:	San Sevaine	LOCATION #:	4
TUESDAY	EAST & WEST:	Wilson	CONTROL:	SIGNAL

CLASS 6: BUSES

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND San Sevaine			SOUTHBOUND San Sevaine			EASTBOUND Wilson			WESTBOUND Wilson				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1					0
	7:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1					0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1					0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	3	/	3	0	/	0	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	0	0	0	0	0	2	0	0	0	0	2					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.500			0.000		0.500					
	APP/DEPART	0	/	0	0	/	0	2	/	2	0	/	0	0					
PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		5:45 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					

San Sevaine NORTH SIDE

Wilson WEST SIDE — EAST SIDE **Wilson**

SOUTH SIDE **San Sevaine**

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC tel: 951 249 3226 pacific@aimtd.com

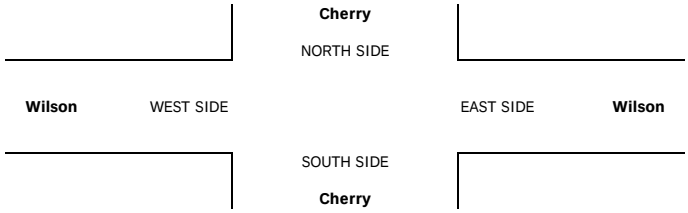
DATE:	LOCATION:	Rancho Cucamongo	PROJECT #:	
Tue, Jun 3, 14	NORTH & SOUTH:	Cherry	LOCATION #:	5
	EAST & WEST:	Wilson	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

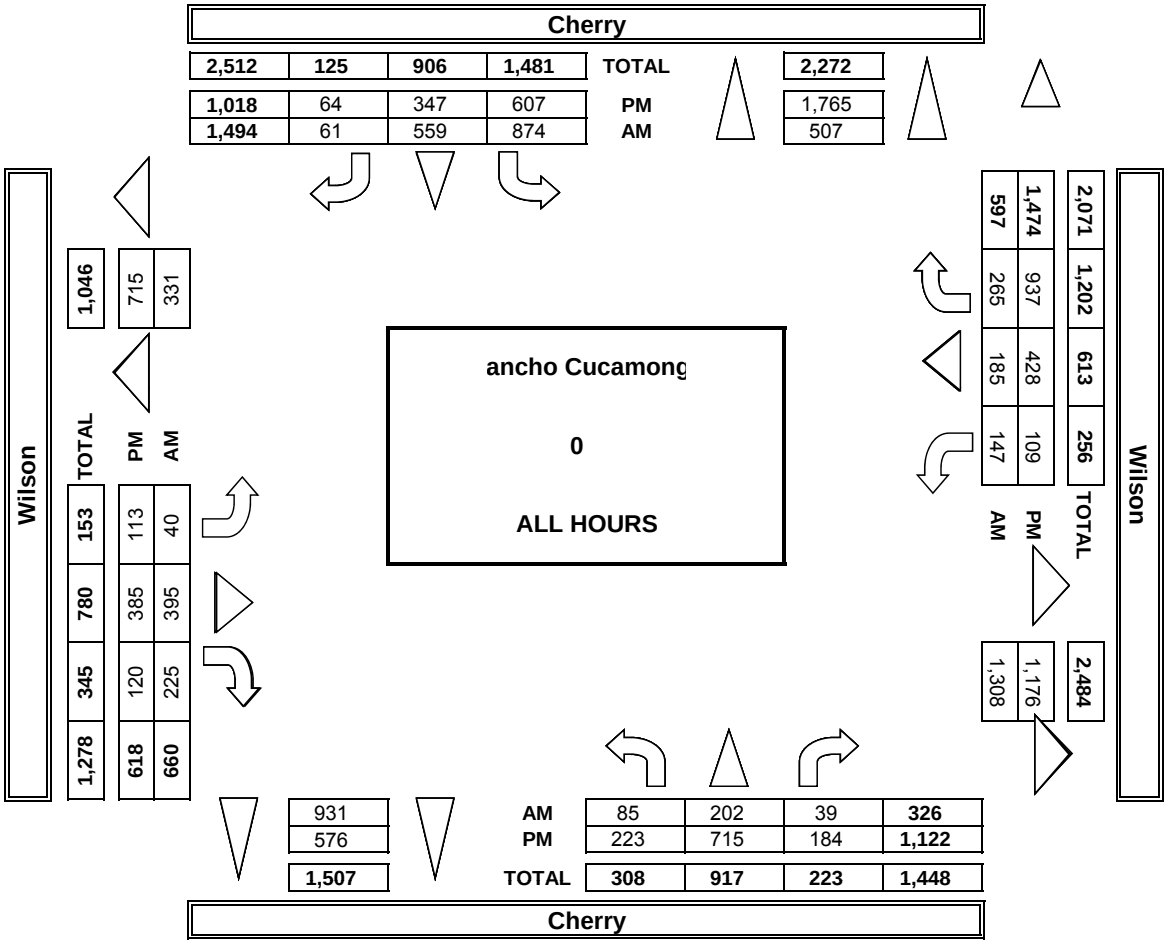
		NORTHBOUND (Cherry)			SOUTHBOUND (Cherry)			EASTBOUND (Wilson)			WESTBOUND (Wilson)				U-TURNS				
	LANES:	NL 1	NT 1	NR 1	SL 2	ST 1	SR 1	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB 0	SB X	EB X	WB 0	TTL
AM	7:00 AM	7	18	4	116	90	3	5	52	25	25	36	31	412	0	0	0	0	0
	7:15 AM	8	16	5	137	67	3	6	62	37	20	17	22	400	0	0	0	0	0
	7:30 AM	6	16	7	149	68	11	4	47	26	17	22	22	395	0	0	0	0	0
	7:45 AM	16	31	4	110	61	6	3	47	28	15	28	39	388	0	0	0	0	0
	8:00 AM	5	29	3	108	76	11	1	47	22	17	15	43	377	0	0	0	0	0
	8:15 AM	18	40	5	94	71	12	7	53	29	11	18	32	390	0	0	0	0	0
	8:30 AM	6	31	9	73	56	9	6	38	27	19	19	39	332	0	1	0	0	1
	8:45 AM	19	21	2	87	70	6	8	49	31	23	30	37	383	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	85	202	39	874	559	61	40	395	225	147	185	265	3,077	0	1	0	0	1
	APPROACH %	26%	62%	12%	59%	37%	4%	6%	60%	34%	25%	31%	44%						
	APP/DEPART	326	/	507	1,494	/	931	660	/	1,308	597	/	331	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	37	81	20	512	286	23	18	208	116	77	103	114	1,595					
	APPROACH %	27%	59%	14%	62%	35%	3%	5%	61%	34%	26%	35%	39%						
	PEAK HR FACTOR		0.676			0.900			0.814			0.799		0.968					
	APP/DEPART	138	/	213	821	/	479	342	/	740	294	/	163	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	19	69	24	69	39	5	10	47	18	18	56	98	472	0	0	0	1	1
	4:15 PM	38	101	26	60	40	3	12	33	17	14	54	102	500	0	0	0	0	0
	4:30 PM	29	69	24	80	52	8	7	44	12	18	46	113	502	0	0	0	1	1
	4:45 PM	28	68	33	73	37	6	16	40	14	12	50	127	504	0	0	0	1	1
	5:00 PM	26	96	19	75	41	10	19	62	14	14	44	124	544	0	0	0	0	0
	5:15 PM	27	94	23	103	52	11	13	57	17	15	53	125	590	0	0	0	0	0
	5:30 PM	33	126	19	81	55	14	15	50	14	10	52	114	583	0	0	0	1	1
	5:45 PM	23	92	16	66	31	7	21	52	14	8	73	134	537	0	0	0	3	3
	VOLUMES	223	715	184	607	347	64	113	385	120	109	428	937	4,232	0	0	0	7	7
	APPROACH %	20%	64%	16%	60%	34%	6%	18%	62%	19%	7%	29%	64%						
	APP/DEPART	1,122	/	1,765	1,018	/	576	618	/	1,176	1,474	/	715	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	109	408	77	325	179	42	68	221	59	47	222	497	2,254					
	APPROACH %	18%	69%	13%	60%	33%	8%	20%	64%	17%	6%	29%	65%						
	PEAK HR FACTOR		0.834			0.822			0.916			0.891		0.955					
	APP/DEPART	594	/	973	546	/	285	348	/	623	766	/	373	0					

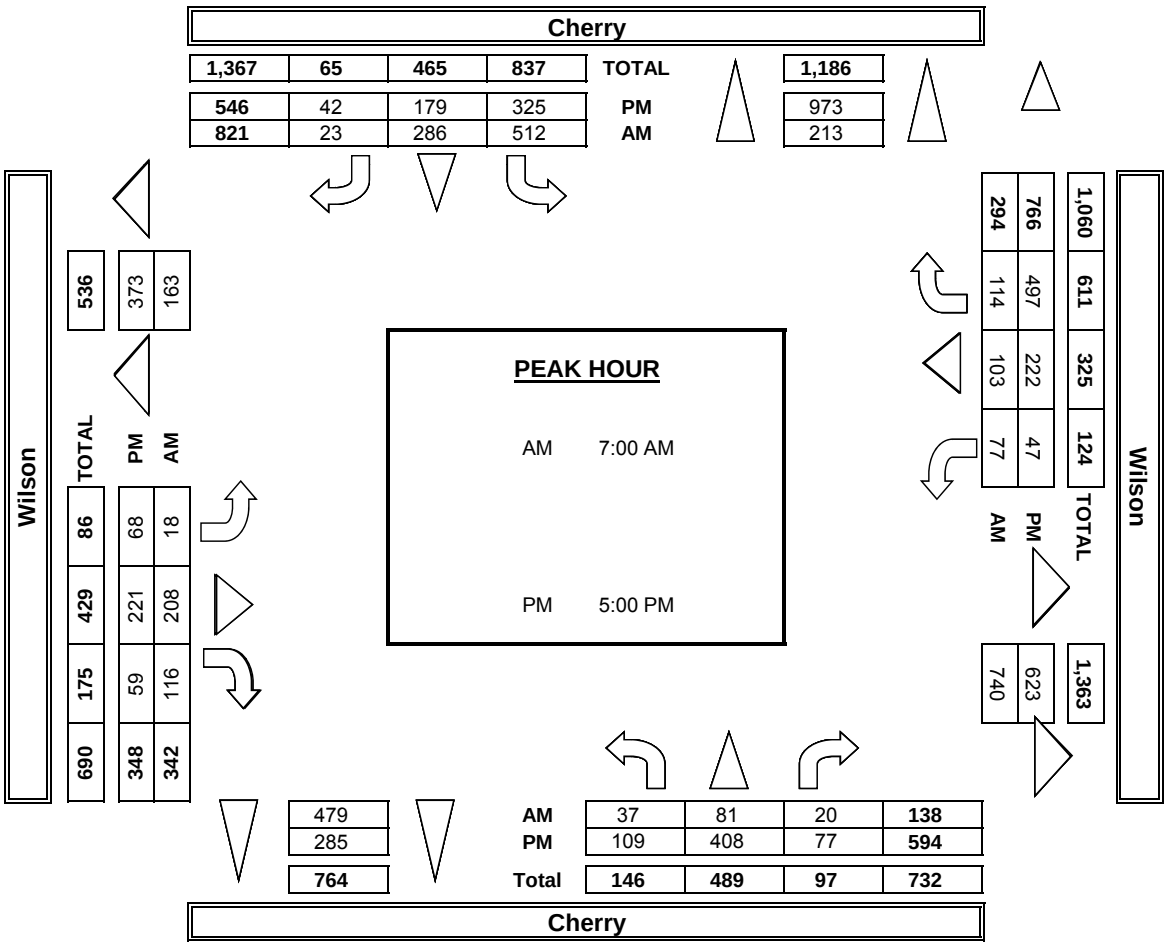


		ALL PED AND BIKE					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS					SCHOOL AGE PED		
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL	ES	WS	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PACIFIC TRAFFIC DATA SERVICES

TURNING MOVEMENT COUNTS





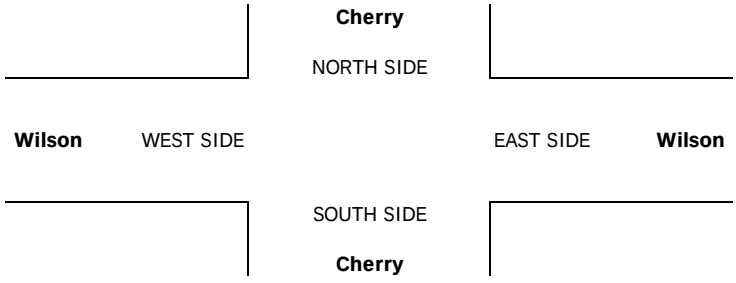
INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:					
6/3/14	LOCATION:	Rancho Cucamongo	PROJECT #:	#####	
TUESDAY	NORTH & SOUTH:	Cherry	LOCATION #:	5	
	EAST & WEST:	Wilson	CONTROL:	SIGNAL	

CLASS 1:	NOTES:	AM		▲ N	
PASSENGER VEHICLES		PM			
		MD	◄ W		E ►
		OTHER		S ▼	
		OTHER			

		NORTHBOUND Cherry			SOUTHBOUND Cherry			EASTBOUND Wilson			WESTBOUND Wilson				U-TURNS				
	LANES:	NL 1	NT 1	NR 1	SL 2	ST 1	SR 1	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	4	16	3	111	87	3	4	51	25	24	32	29	389					0
	7:15 AM	4	14	5	132	66	3	4	60	35	18	15	22	378					0
	7:30 AM	5	13	4	144	66	10	4	43	25	12	19	21	366					0
	7:45 AM	11	29	2	106	60	5	3	40	26	15	27	37	361					0
	8:00 AM	5	27	2	104	74	11	1	46	21	15	12	41	359					0
	8:15 AM	14	38	5	86	70	12	6	48	23	9	15	30	356					0
	8:30 AM	5	31	7	67	54	7	6	34	26	15	16	35	303					0
	8:45 AM	15	19	2	84	67	6	8	48	30	23	27	34	363					0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	63	187	30	834	544	57	36	370	211	131	163	249	2,875	0	0	0	0	0
	APPROACH %	23%	67%	11%	58%	38%	4%	6%	60%	34%	24%	30%	46%						
	APP/DEPART	280	/	472	1,435	/	886	617	/	1,234	543	/	283	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	24	72	14	493	279	21	15	194	111	69	93	109	1,494					
	APPROACH %	22%	65%	13%	62%	35%	3%	5%	61%	35%	25%	34%	40%						
	PEAK HR FACTOR		0.655			0.901			0.808			0.797		0.960					
	APP/DEPART	110	/	196	793	/	459	320	/	701	271	/	138	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:00 PM	18	64	20	69	37	5	10	44	16	16	55	95	449					0
	4:15 PM	38	98	25	57	40	3	12	30	15	13	54	100	485					0
	4:30 PM	29	65	24	79	50	8	7	40	12	13	44	111	482					0
	4:45 PM	28	65	31	72	35	6	15	37	13	10	49	123	484					0
	5:00 PM	25	92	18	68	40	10	18	57	13	14	44	122	521					0
	5:15 PM	26	90	18	99	50	11	13	56	16	14	53	124	570					0
	5:30 PM	31	124	19	79	54	12	15	47	14	8	52	112	567					0
	5:45 PM	22	89	15	65	31	7	21	52	14	7	70	130	523					0
	VOLUMES	217	687	170	588	337	62	111	363	113	95	421	917	4,081	0	0	0	0	0
	APPROACH %	20%	64%	16%	60%	34%	6%	19%	62%	19%	7%	29%	64%						
	APP/DEPART	1,074	/	1,715	987	/	545	587	/	1,121	1,433	/	700	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	104	395	70	311	175	40	67	212	57	43	219	488	2,181					
	APPROACH %	18%	69%	12%	59%	33%	8%	20%	63%	17%	6%	29%	65%						
	PEAK HR FACTOR		0.818			0.822			0.955			0.906		0.957					
	APP/DEPART	569	/	950	526	/	275	336	/	593	750	/	363	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	Rancho Cucamongo	PROJECT #:	#####
6/3/14	NORTH & SOUTH:	Cherry	LOCATION #:	5
TUESDAY	EAST & WEST:	Wilson	CONTROL:	SIGNAL

CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND (Cherry)			SOUTHBOUND (Cherry)			EASTBOUND (Wilson)			WESTBOUND (Wilson)				U-TURNS				
	LANES:	NL 1	NT 1	NR 1	SL 2	ST 1	SR 1	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	2	1	0	4	2	0	0	1	0	1	4	2	17					0
	7:15 AM	2	2	0	5	0	0	1	1	1	1	1	0	14					0
	7:30 AM	0	2	3	5	2	1	0	0	0	2	2	1	18					0
	7:45 AM	3	1	1	3	1	1	0	3	0	0	1	0	14					0
	8:00 AM	0	2	0	3	2	0	0	1	0	1	1	2	12					0
	8:15 AM	2	2	0	7	1	0	1	2	1	2	2	2	22					0
	8:30 AM	1	0	2	4	2	2	0	1	1	1	0	2	16					0
	8:45 AM	2	2	0	2	3	0	0	0	1	0	2	2	14					0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	12	12	6	33	13	4	2	9	4	8	13	11	127	0	0	0	0	0
	APPROACH %	40%	40%	20%	66%	26%	8%	13%	60%	27%	25%	41%	34%						
	APP/DEPART	30	/	25	50	/	25	15	/	48	32	/	29	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	5	7	4	18	6	2	1	6	1	5	6	5	66					
	APPROACH %	31%	44%	25%	69%	23%	8%	13%	75%	13%	31%	38%	31%						
	PEAK HR FACTOR		0.800			0.813			0.500			0.667		0.750					
	APP/DEPART	16	/	13	26	/	12	8	/	28	16	/	13	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:00 PM	0	4	1	0	1	0	0	3	2	1	1	3	16					0
	4:15 PM	0	2	1	1	0	0	0	2	1	0	0	2	9					0
	4:30 PM	0	3	0	1	1	0	0	4	0	2	2	2	15					0
	4:45 PM	0	3	0	1	1	0	1	3	1	2	1	4	17					0
	5:00 PM	1	4	1	6	1	0	1	3	1	0	0	1	19					0
	5:15 PM	1	4	4	3	1	0	0	0	1	0	0	1	15					0
	5:30 PM	2	2	0	2	1	2	0	3	0	1	0	2	15					0
	5:45 PM	1	3	1	1	0	0	0	0	0	1	1	4	12					0
	VOLUMES	5	25	8	15	6	2	2	18	6	7	5	19	118	0	0	0	0	0
	APPROACH %	13%	66%	21%	65%	26%	9%	8%	69%	23%	23%	16%	61%						
	APP/DEPART	38	/	46	23	/	19	26	/	41	31	/	12	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	4	13	5	12	4	2	2	9	3	3	1	8	66					
	APPROACH %	18%	59%	23%	67%	22%	11%	14%	64%	21%	25%	8%	67%						
	PEAK HR FACTOR		0.611			0.643			0.700			0.429		0.868					
	APP/DEPART	22	/	23	18	/	10	14	/	26	12	/	7	0					

Cherry

NORTH SIDE

Wilson WEST SIDE EAST SIDE **Wilson**

SOUTH SIDE

Cherry

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	Rancho Cucamongo	PROJECT #:	#####
6/3/14	NORTH & SOUTH:	Cherry	LOCATION #:	5
TUESDAY	EAST & WEST:	Wilson	CONTROL:	SIGNAL

CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

	NORTHBOUND Cherry			SOUTHBOUND Cherry			EASTBOUND Wilson			WESTBOUND Wilson				U-TURNS				
LANES:	NL 1	NT 1	NR 1	SL 2	ST 1	SR 1	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM																		
7:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	2					0
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	1					0
7:30 AM	0	1	0	0	0	0	0	0	0	2	0	0	3					0
7:45 AM	0	0	0	0	0	0	0	1	1	0	0	1	3					0
8:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	1					0
8:15 AM	1	0	0	0	0	0	0	2	4	0	0	0	7					0
8:30 AM	0	0	0	2	0	0	0	1	0	0	2	1	6					0
8:45 AM	0	0	0	0	0	0	0	1	0	0	1	0	2					0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
VOLUMES	1	1	1	3	0	0	0	5	6	3	3	2	25	0	0	0	0	0
APPROACH %	33%	33%	33%	100%	0%	0%	0%	45%	55%	38%	38%	25%						
APP/DEPART	3	/	3	3	/	9	11	/	9	8	/	4	0					
BEGIN PEAK HR	7:45 AM																	
VOLUMES	1	0	0	2	0	0	0	4	6	0	2	2	17					
APPROACH %	100%	0%	0%	100%	0%	0%	0%	40%	60%	0%	50%	50%						
PEAK HR FACTOR	0.250			0.250			0.417			0.333			0.607					
APP/DEPART	1	/	2	2	/	6	10	/	6	4	/	3	0					
PM																		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
4:00 PM	1	1	1	0	1	0	0	0	0	0	0	0	4					0
4:15 PM	0	0	0	1	0	0	0	1	0	1	0	0	3					0
4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1					0
4:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	2					0
5:00 PM	0	0	0	1	0	0	0	2	0	0	0	1	4					0
5:15 PM	0	0	0	1	1	0	0	1	0	0	0	0	3					0
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	1					0
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1					0
VOLUMES	1	2	2	3	3	0	0	4	0	2	1	1	19	0	0	0	0	0
APPROACH %	20%	40%	40%	50%	50%	0%	0%	100%	0%	50%	25%	25%						
APP/DEPART	5	/	3	6	/	5	4	/	9	4	/	2	0					
BEGIN PEAK HR	4:45 PM																	
VOLUMES	0	0	1	2	2	0	0	3	0	1	0	1	10					
APPROACH %	0%	0%	100%	50%	50%	0%	0%	100%	0%	50%	0%	50%						
PEAK HR FACTOR	0.083			0.500			0.375			0.500			0.625					
APP/DEPART	1	/	1	4	/	3	3	/	6	2	/	0	0					

Cherry

NORTH SIDE

Wilson WEST SIDE EAST SIDE **Wilson**

SOUTH SIDE

Cherry

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

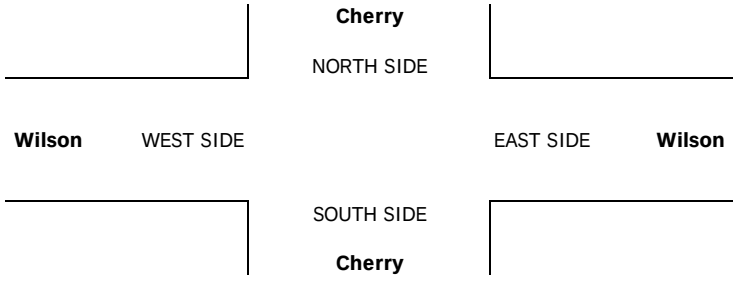
DATE:	LOCATION:	Rancho Cucamongo	PROJECT #:	#####
6/3/14	NORTH & SOUTH:	Cherry	LOCATION #:	5
TUESDAY	EAST & WEST:	Wilson	CONTROL:	SIGNAL

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND (Cherry)			SOUTHBOUND (Cherry)			EASTBOUND (Wilson)			WESTBOUND (Wilson)				U-TURNS				
	LANES:	NL 1	NT 1	NR 1	SL 2	ST 1	SR 1	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	1	1	0	0	0	0	0	0	0	0	0	0	2					0
	7:15 AM	2	0	0	0	0	0	0	1	1	0	1	0	5					0
	7:30 AM	1	0	0	0	0	0	0	4	1	1	1	0	8					0
	7:45 AM	2	0	1	0	0	0	0	3	1	0	0	0	7					0
	8:00 AM	0	0	1	0	0	0	0	0	0	1	2	0	4					0
	8:15 AM	1	0	0	0	0	0	0	1	0	0	1	0	3					0
	8:30 AM	0	0	0	0	0	0	0	2	0	3	1	1	7					0
	8:45 AM	2	0	0	0	0	0	0	0	0	0	0	0	2					0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	9	1	2	0	0	0	0	11	3	5	6	1	38	0	0	0	0	0
	APPROACH %	75%	8%	17%	0%	0%	0%	0%	79%	21%	42%	50%	8%						
	APP/DEPART	12	/	2	0	/	8	14	/	13	12	/	15	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	5	0	2	0	0	0	0	8	3	2	4	0	24					
	APPROACH %	71%	0%	29%	0%	0%	0%	0%	73%	27%	33%	67%	0%						
	PEAK HR FACTOR		0.583			0.000			0.550			0.500		0.750					
	APP/DEPART	7	/	0	0	/	5	11	/	10	6	/	9	0					
PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:00 PM	0	0	2	0	0	0	0	0	0	1	0	0	3					0
	4:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	1					0
	4:30 PM	0	0	0	0	0	0	0	0	0	3	0	0	3					0
	4:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	1					0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:15 PM	0	0	1	0	0	0	0	0	0	1	0	0	2					0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1					0
	VOLUMES	0	0	4	0	0	0	0	0	1	5	1	0	11	0	0	0	0	0
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	100%	83%	17%	0%						
	APP/DEPART	4	/	0	0	/	6	1	/	4	6	/	1	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	0	3	0	0	0	0	0	1	4	0	0	8					
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	100%	100%	0%	0%						
	PEAK HR FACTOR		0.375			0.000			0.250			0.333		0.667					
	APP/DEPART	3	/	0	0	/	5	1	/	3	4	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

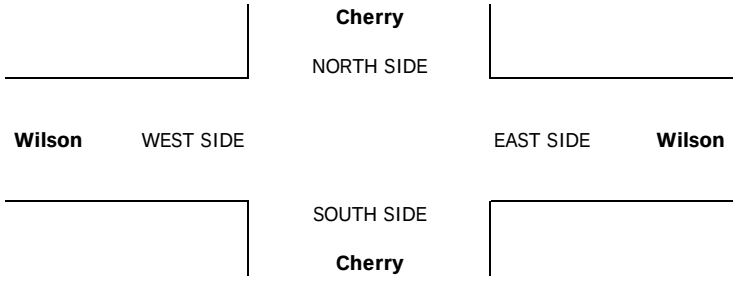
DATE:	LOCATION:	Rancho Cucamongo	PROJECT #:	#####
6/3/14	NORTH & SOUTH:	Cherry	LOCATION #:	5
TUESDAY	EAST & WEST:	Wilson	CONTROL:	SIGNAL

CLASS 5: RV

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Cherry			SOUTHBOUND Cherry			EASTBOUND Wilson			WESTBOUND Wilson				U-TURNS				
	LANES:	NL 1	NT 1	NR 1	SL 2	ST 1	SR 1	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		9:45 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		5:45 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

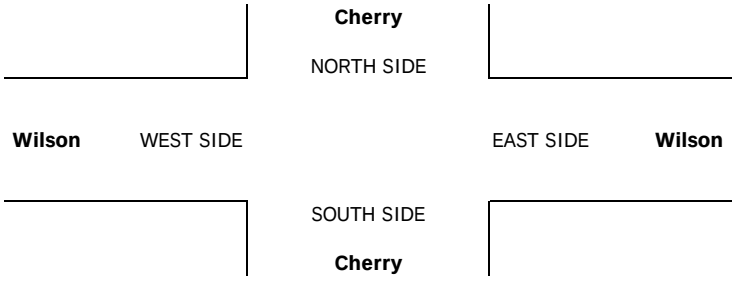
DATE:	LOCATION:	Rancho Cucamongo	PROJECT #:	#####
6/3/14	NORTH & SOUTH:	Cherry	LOCATION #:	5
TUESDAY	EAST & WEST:	Wilson	CONTROL:	SIGNAL

CLASS 6: BUSES

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Cherry			SOUTHBOUND Cherry			EASTBOUND Wilson			WESTBOUND Wilson				U-TURNS				
	LANES:	NL 1	NT 1	NR 1	SL 2	ST 1	SR 1	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	1	0	1	0	0	0	0	0	2					0
	7:15 AM	0	0	0	0	1	0	1	0	0	0	0	0	2					0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	7:45 AM	0	1	0	1	0	0	0	0	0	0	0	1	3					0
	8:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	1					0
	8:15 AM	0	0	0	1	0	0	0	0	1	0	0	0	2					0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:45 AM	0	0	0	1	0	0	0	0	0	0	0	1	2					0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	0	1	0	4	2	0	2	0	1	0	0	2	12	0	0	0	0	0
	APPROACH %	0%	100%	0%	67%	33%	0%	67%	0%	33%	0%	0%	100%						
	APP/DEPART	1	/	5	6	/	3	3	/	4	2	/	0	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	1	0	1	2	0	2	0	0	0	0	1	7					
	APPROACH %	0%	100%	0%	33%	67%	0%	100%	0%	0%	0%	0%	100%						
	PEAK HR FACTOR		0.250			0.750			0.500			0.250		0.583					
	APP/DEPART	1	/	4	3	/	2	2	/	1	1	/	0	0					
PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	2					0
	4:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1					0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	0	1	0	1	1	0	0	0	0	0	0	0	3	0	0	0	0	0
	APPROACH %	0%	100%	0%	50%	50%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	1	/	1	2	/	1	0	/	1	0	/	0	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	0	1	0	1	1	0	0	0	0	0	0	0	3					
	APPROACH %	0%	100%	0%	50%	50%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.250			0.500			0.000			0.000		0.375					
	APP/DEPART	1	/	1	2	/	1	0	/	1	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

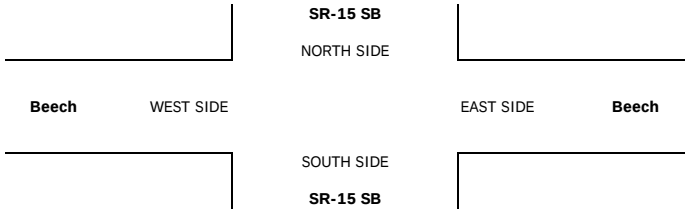
PREPARED BY: AimTD LLC tel: 951 249 3226 pacific@aimtd.com

DATE:	LOCATION:	Rancho Cucamonga	PROJECT #:	sc0393
Wed, Jul 9, 14	NORTH & SOUTH:	SR-15 SB	LOCATION #:	6
	EAST & WEST:	Beech	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

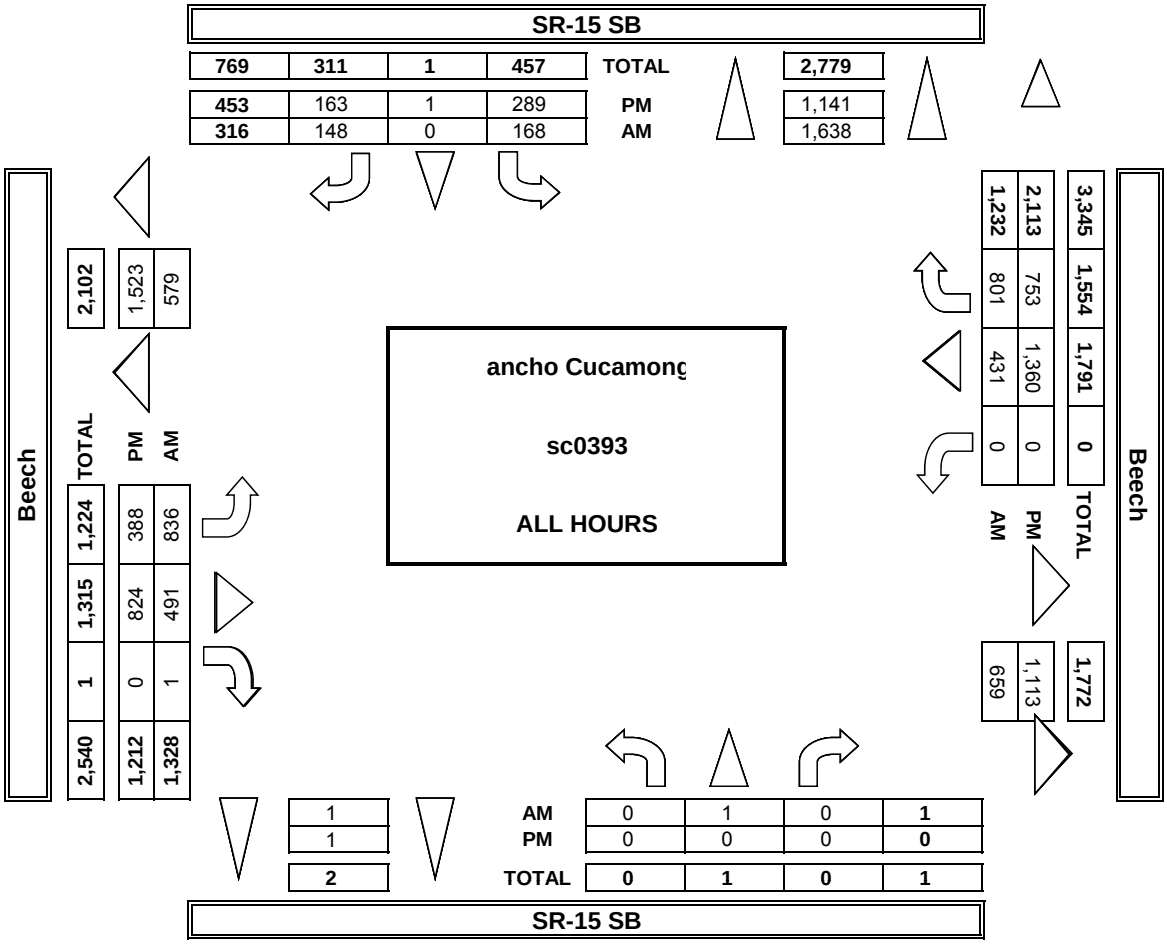
		NORTHBOUND (SR-15 SB)			SOUTHBOUND (SR-15 SB)			EASTBOUND (Beech)			WESTBOUND (Beech)				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 1	ST X	SR 1	EL 1	ET 2	ER X	WL X	WT 2	WR 0	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	0	0	0	13	0	23	112	47	0	0	49	76	320	0	0	0	0	0
	7:15 AM	0	0	0	20	0	28	130	62	1	0	45	116	402	0	0	0	0	0
	7:30 AM	0	1	0	20	0	23	131	58	0	0	36	131	400	0	0	0	0	0
	7:45 AM	0	0	0	25	0	19	134	61	0	0	57	85	381	0	0	0	0	0
	8:00 AM	0	0	0	21	0	19	81	63	0	0	46	99	329	0	0	0	0	0
	8:15 AM	0	0	0	29	0	10	83	66	0	0	56	98	342	0	0	0	0	0
	8:30 AM	0	0	0	19	0	19	81	65	0	0	67	105	356	0	0	0	0	0
	8:45 AM	0	0	0	21	0	7	84	69	0	0	75	91	347	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	1	0	168	0	148	836	491	1	0	431	801	2,877	0	0	0	0	0
	APPROACH %	0%	100%	0%	53%	0%	47%	63%	37%	0%	0%	35%	65%						
	APP/DEPART	1	/	1,638	316	/	1	1,328	/	659	1,232	/	579	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	0	1	0	86	0	89	476	244	1	0	184	431	1,512					
	APPROACH %	0%	100%	0%	49%	0%	51%	66%	34%	0%	0%	30%	70%						
	PEAK HR FACTOR		0.250			0.911			0.924			0.921		0.940					
	APP/DEPART	1	/	908	175	/	1	721	/	330	615	/	273	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	37	0	20	45	93	0	0	148	110	453	0	0	0	0	0
	4:15 PM	0	0	0	25	0	23	44	116	0	0	159	110	477	0	0	0	0	0
	4:30 PM	0	0	0	38	0	16	60	95	0	0	143	90	442	0	0	0	0	0
	4:45 PM	0	0	0	45	0	20	46	112	0	0	177	85	485	0	0	0	0	0
	5:00 PM	0	0	0	34	0	19	42	103	0	0	176	99	473	0	0	0	0	0
	5:15 PM	0	0	0	32	0	24	39	118	0	0	193	88	494	0	0	0	0	0
	5:30 PM	0	0	0	49	1	21	56	98	0	0	183	76	484	0	1	0	0	1
	5:45 PM	0	0	0	29	0	20	56	89	0	0	181	95	470	0	0	0	0	0
	VOLUMES	0	0	0	289	1	163	388	824	0	0	1,360	753	3,778	0	1	0	0	1
	APPROACH %	0%	0%	0%	64%	0%	36%	32%	68%	0%	0%	64%	36%						
	APP/DEPART	0	/	1,141	453	/	1	1,212	/	1,113	2,113	/	1,523	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	0	0	160	1	84	183	431	0	0	729	348	1,936					
	APPROACH %	0%	0%	0%	65%	0%	34%	30%	70%	0%	0%	68%	32%						
	PEAK HR FACTOR		0.000			0.863			0.972			0.958		0.980					
	APP/DEPART	0	/	531	245	/	1	614	/	591	1,077	/	813	0					

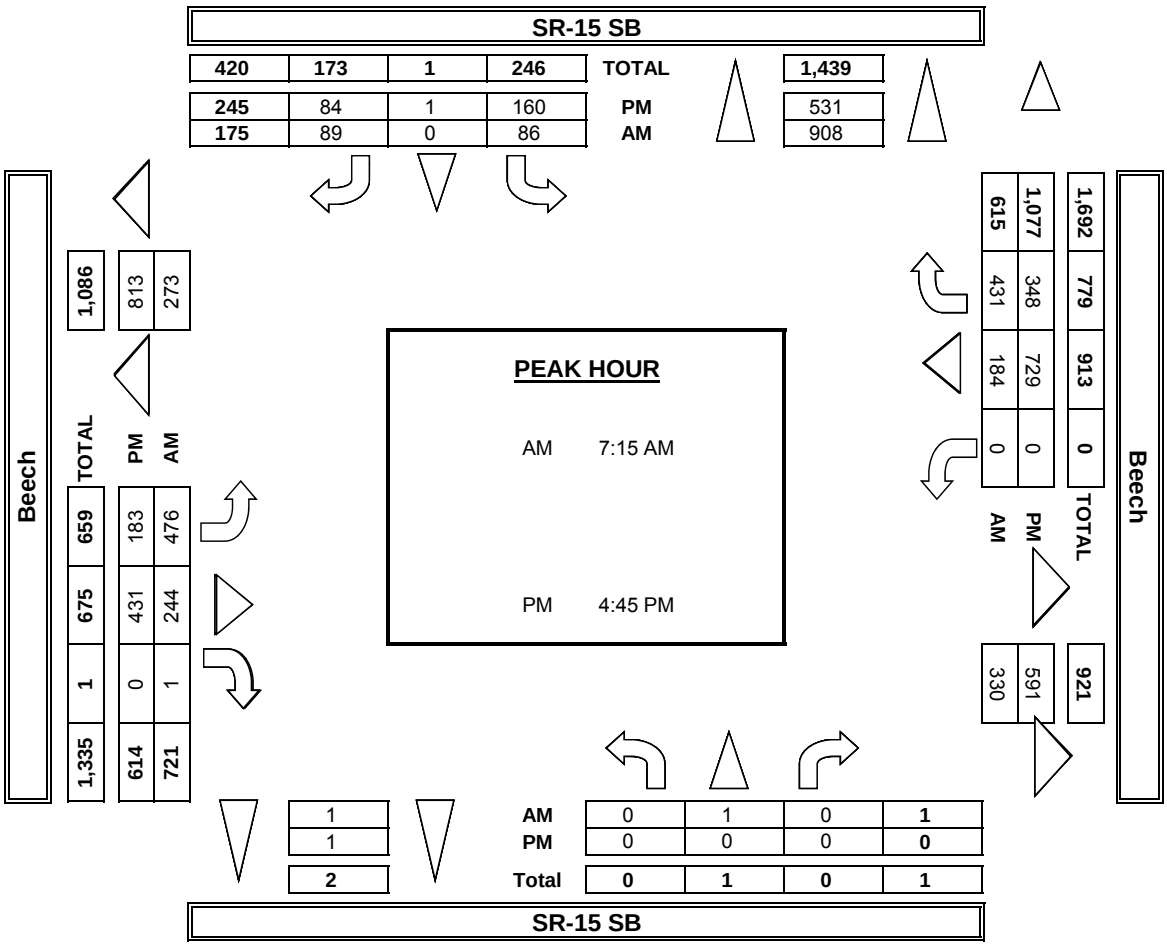


		ALL PED AND BIKE					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS					SCHOOL AGE PED		
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL	ES	WS	TOTAL
AM	7:00 AM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0
PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PACIFIC TRAFFIC DATA SERVICES

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

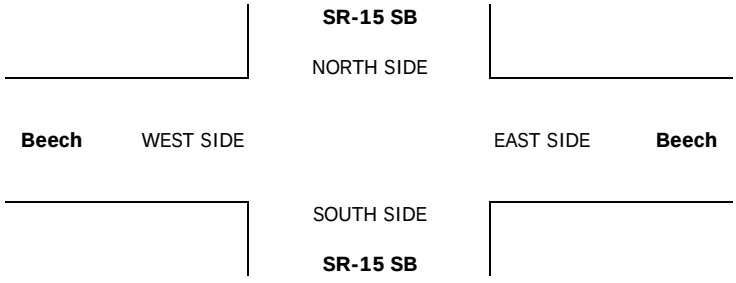
DATE:	LOCATION:	Rancho Cucamonga	PROJECT #:	sc0393
7/9/14	NORTH & SOUTH:	SR-15 SB	LOCATION #:	6
WEDNESDAY	EAST & WEST:	Beech	CONTROL:	SIGNAL

CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND SR-15 SB			SOUTHBOUND SR-15 SB			EASTBOUND Beech			WESTBOUND Beech				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 1	ST X	SR 1	EL 1	ET 2	ER X	WL X	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	13	0	18	106	44	0	0	46	73	300					0
	7:15 AM	0	0	0	20	0	24	129	59	0	0	40	109	381					0
	7:30 AM	0	1	0	18	0	22	127	56	0	0	34	128	386					0
	7:45 AM	0	0	0	23	0	18	133	57	0	0	52	82	365					0
	8:00 AM	0	0	0	19	0	15	80	58	0	0	41	96	309					0
	8:15 AM	0	0	0	28	0	9	82	62	0	0	52	95	328					0
	8:30 AM	0	0	0	15	0	16	76	57	0	0	64	102	330					0
	8:45 AM	0	0	0	20	0	6	83	65	0	0	66	84	324					0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	0	1	0	156	0	128	816	458	0	0	395	769	2,723	0	0	0	0	0
	APPROACH %	0%	100%	0%	55%	0%	45%	64%	36%	0%	0%	34%	66%						
	APP/DEPART	1	/	1,586	284	/	0	1,274	/	614	1,164	/	523	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	0	1	0	80	0	79	469	230	0	0	167	415	1,441					
	APPROACH %	0%	100%	0%	50%	0%	50%	67%	33%	0%	0%	29%	71%						
	PEAK HR FACTOR		0.250			0.903			0.920			0.898		0.933					
	APP/DEPART	1	/	885	159	/	0	699	/	310	582	/	246	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:00 PM	0	0	0	33	0	20	41	91	0	0	144	101	430					0
	4:15 PM	0	0	0	22	0	17	43	111	0	0	156	103	452					0
	4:30 PM	0	0	0	37	0	16	57	89	0	0	139	86	424					0
	4:45 PM	0	0	0	41	0	17	42	108	0	0	171	85	464					0
	5:00 PM	0	0	0	34	0	17	41	96	0	0	173	95	456					0
	5:15 PM	0	0	0	31	0	21	39	113	0	0	192	83	479					0
	5:30 PM	0	0	0	44	1	19	52	98	0	0	182	75	471					0
	5:45 PM	0	0	0	28	0	18	55	86	0	0	177	90	454					0
	VOLUMES	0	0	0	270	1	145	370	792	0	0	1,334	718	3,630	0	0	0	0	0
	APPROACH %	0%	0%	0%	65%	0%	35%	32%	68%	0%	0%	65%	35%						
	APP/DEPART	0	/	1,088	416	/	1	1,162	/	1,062	2,052	/	1,479	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	0	0	150	1	74	174	415	0	0	718	338	1,870					
	APPROACH %	0%	0%	0%	67%	0%	33%	30%	70%	0%	0%	68%	32%						
	PEAK HR FACTOR		0.000			0.879			0.969			0.960		0.976					
	APP/DEPART	0	/	512	225	/	1	589	/	565	1,056	/	792	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	Rancho Cucamonga	PROJECT #:	sc0393
7/9/14	NORTH & SOUTH:	SR-15 SB	LOCATION #:	6
WEDNESDAY	EAST & WEST:	Beech	CONTROL:	SIGNAL

CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND SR-15 SB			SOUTHBOUND SR-15 SB			EASTBOUND Beech			WESTBOUND Beech				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 1	ST X	SR 1	EL 1	ET 2	ER X	WL X	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	1	6	3	0	0	3	2	15					0
	7:15 AM	0	0	0	0	0	3	1	2	1	0	3	3	13					0
	7:30 AM	0	0	0	2	0	1	2	2	0	0	1	3	11					0
	7:45 AM	0	0	0	1	0	1	0	3	0	0	2	2	9					0
	8:00 AM	0	0	0	2	0	2	0	3	0	0	4	2	13					0
	8:15 AM	0	0	0	1	0	1	1	3	0	0	3	3	12					0
	8:30 AM	0	0	0	3	0	2	3	6	0	0	2	3	19					0
	8:45 AM	0	0	0	1	0	0	1	3	0	0	7	5	17					0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	0	0	0	10	0	11	14	25	1	0	25	23	109	0	0	0	0	0
	APPROACH %	0%	0%	0%	48%	0%	52%	35%	63%	3%	0%	52%	48%						
	APP/DEPART	0	/	37	21	/	1	40	/	35	48	/	36	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	0	0	0	7	0	5	5	15	0	0	16	13	61					
	APPROACH %	0%	0%	0%	58%	0%	42%	25%	75%	0%	0%	55%	45%						
	PEAK HR FACTOR		0.000			0.600			0.556			0.604		0.803					
	APP/DEPART	0	/	18	12	/	0	20	/	22	29	/	21	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:00 PM	0	0	0	4	0	0	4	1	0	0	4	6	19					0
	4:15 PM	0	0	0	2	0	5	0	4	0	0	3	6	20					0
	4:30 PM	0	0	0	1	0	0	2	4	0	0	4	3	14					0
	4:45 PM	0	0	0	4	0	0	3	4	0	0	5	0	16					0
	5:00 PM	0	0	0	0	0	1	1	5	0	0	3	3	13					0
	5:15 PM	0	0	0	1	0	1	0	4	0	0	1	3	10					0
	5:30 PM	0	0	0	4	0	1	4	0	0	0	1	1	11					0
	5:45 PM	0	0	0	0	0	1	1	2	0	0	3	5	12					0
	VOLUMES	0	0	0	16	0	9	15	24	0	0	24	27	115	0	0	0	0	0
	APPROACH %	0%	0%	0%	64%	0%	36%	38%	62%	0%	0%	47%	53%						
	APP/DEPART	0	/	42	25	/	0	39	/	40	51	/	33	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	0	0	11	0	5	9	13	0	0	16	15	69					
	APPROACH %	0%	0%	0%	69%	0%	31%	41%	59%	0%	0%	52%	48%						
	PEAK HR FACTOR		0.000			0.571			0.786			0.775		0.863					
	APP/DEPART	0	/	24	16	/	0	22	/	24	31	/	21	0					

SR-15 SB

NORTH SIDE

Beech WEST SIDE EAST SIDE **Beech**

SOUTH SIDE

SR-15 SB

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

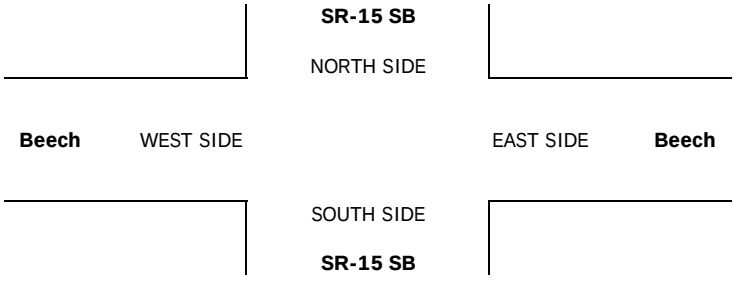
DATE:	LOCATION:	Rancho Cucamonga	PROJECT #:	sc0393
7/9/14	NORTH & SOUTH:	SR-15 SB	LOCATION #:	6
WEDNESDAY	EAST & WEST:	Beech	CONTROL:	SIGNAL

CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND (SR-15 SB)			SOUTHBOUND (SR-15 SB)			EASTBOUND (Beech)			WESTBOUND (Beech)				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 1	ST X	SR 1	EL 1	ET 2	ER X	WL X	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	1					0
	7:15 AM	0	0	0	0	0	1	0	0	0	0	1	1	3					0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1					0
	7:45 AM	0	0	0	1	0	0	0	1	0	0	2	1	5					0
	8:00 AM	0	0	0	0	0	1	0	1	0	0	0	1	3					0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1					0
	8:30 AM	0	0	0	1	0	1	2	1	0	0	1	0	6					0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	2					0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	0	0	0	2	0	4	2	3	0	0	7	4	22	0	0	0	0	0
	APPROACH %	0%	0%	0%	33%	0%	67%	40%	60%	0%	0%	64%	36%						
	APP/DEPART	0	/	6	6	/	0	5	/	5	11	/	11	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	0	0	0	2	0	2	2	3	0	0	4	2	15					
	APPROACH %	0%	0%	0%	50%	0%	50%	40%	60%	0%	0%	67%	33%						
	PEAK HR FACTOR		0.000			0.500			0.417			0.500		0.625					
	APP/DEPART	0	/	4	4	/	0	5	/	5	6	/	6	0					
PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:00 PM	0	0	0	0	0	0	0	1	0	0	0	3	4					0
	4:15 PM	0	0	0	1	0	1	1	0	0	0	0	1	4					0
	4:30 PM	0	0	0	0	0	0	1	2	0	0	0	0	3					0
	4:45 PM	0	0	0	0	0	1	1	0	0	0	1	0	3					0
	5:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	2					0
	5:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	2					0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:45 PM	0	0	0	1	0	0	0	0	0	0	1	0	2					0
	VOLUMES	0	0	0	2	0	4	3	5	0	0	2	4	20	0	0	0	0	0
	APPROACH %	0%	0%	0%	33%	0%	67%	38%	63%	0%	0%	33%	67%						
	APP/DEPART	0	/	7	6	/	0	8	/	7	6	/	6	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	0	0	1	0	2	3	3	0	0	1	4	14					
	APPROACH %	0%	0%	0%	33%	0%	67%	50%	50%	0%	0%	20%	80%						
	PEAK HR FACTOR		0.000			0.375			0.500			0.417		0.875					
	APP/DEPART	0	/	7	3	/	0	6	/	4	5	/	3	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	Rancho Cucamonga	PROJECT #:	sc0393
7/9/14	NORTH & SOUTH:	SR-15 SB	LOCATION #:	6
WEDNESDAY	EAST & WEST:	Beech	CONTROL:	SIGNAL

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND SR-15 SB			SOUTHBOUND SR-15 SB			EASTBOUND Beech			WESTBOUND Beech				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 1	ST X	SR 1	EL 1	ET 2	ER X	WL X	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	3	0	0	0	0	0	1	4					0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	1	3	4					0
	7:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	1					0
	7:45 AM	0	0	0	0	0	0	1	0	0	0	1	0	2					0
	8:00 AM	0	0	0	0	0	1	1	1	0	0	1	0	4					0
	8:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1					0
	8:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1					0
	8:45 AM	0	0	0	0	0	1	0	0	0	0	1	1	3					0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	0	0	0	0	0	5	3	3	0	0	4	5	20	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	100%	50%	50%	0%	0%	44%	56%						
	APP/DEPART	0	/	8	5	/	0	6	/	3	9	/	9	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	0	0	0	0	0	1	3	1	0	0	3	3	11					
	APPROACH %	0%	0%	0%	0%	0%	100%	75%	25%	0%	0%	50%	50%						
	PEAK HR FACTOR		0.000			0.083			0.500			0.375		0.688					
	APP/DEPART	0	/	6	1	/	0	4	/	1	6	/	4	0					
PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1					0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	2					0
	5:00 PM	0	0	0	0	0	1	0	0	0	0	0	1	2					0
	5:15 PM	0	0	0	0	0	0	0	1	0	0	0	2	3					0
	5:30 PM	0	0	0	1	0	1	0	0	0	0	0	0	2					0
	5:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	2					0
	VOLUMES	0	0	0	1	0	5	0	3	0	0	0	3	12	0	0	0	0	0
	APPROACH %	0%	0%	0%	17%	0%	83%	0%	100%	0%	0%	0%	100%						
	APP/DEPART	0	/	3	6	/	0	3	/	4	3	/	5	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	0	0	0	1	0	3	0	2	0	0	0	3	9					
	APPROACH %	0%	0%	0%	25%	0%	75%	0%	100%	0%	0%	0%	100%						
	PEAK HR FACTOR		0.000			0.500			0.500			0.375		0.750					
	APP/DEPART	0	/	3	4	/	0	2	/	3	3	/	3	0					

SR-15 SB

NORTH SIDE

Beech WEST SIDE EAST SIDE **Beech**

SOUTH SIDE

SR-15 SB

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	Rancho Cucamonga	PROJECT #:	sc0393
7/9/14	NORTH & SOUTH:	SR-15 SB	LOCATION #:	6
WEDNESDAY	EAST & WEST:	Beech	CONTROL:	SIGNAL

CLASS 5: RV

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND SR-15 SB			SOUTHBOUND SR-15 SB			EASTBOUND Beech			WESTBOUND Beech				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 1	ST X	SR 1	EL 1	ET 2	ER X	WL X	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		9:45 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		5:45 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					

SR-15 SB

NORTH SIDE

Beech WEST SIDE EAST SIDE **Beech**

SOUTH SIDE

SR-15 SB

INTERSECTION TURNING MOVEMENT COUNTS

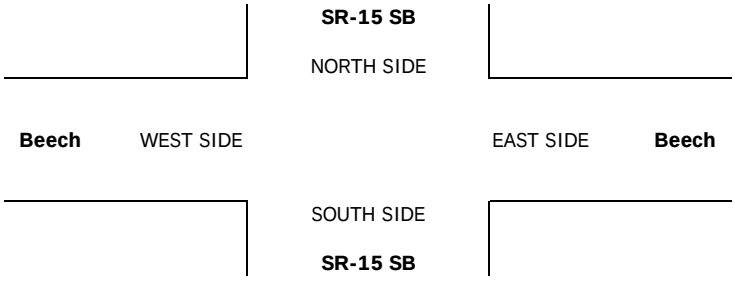
PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	Rancho Cucamonga	PROJECT #:	sc0393
7/9/14	NORTH & SOUTH:	SR-15 SB	LOCATION #:	6
WEDNESDAY	EAST & WEST:	Beech	CONTROL:	SIGNAL

CLASS 6:	NOTES:
BUSES	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND SR-15 SB			SOUTHBOUND SR-15 SB			EASTBOUND Beech			WESTBOUND Beech				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 1	ST X	SR 1	EL 1	ET 2	ER X	WL X	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	7:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1					0
	7:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	1					0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1					0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	0	0	0	0	0	0	1	2	0	0	0	0	3	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	33%	67%	0%	0%	0%	0%						
	APP/DEPART	0	/	1	0	/	0	3	/	2	0	/	0	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	0	0	0	0	0	0	1	1	0	0	0	0	2					
	APPROACH %	0%	0%	0%	0%	0%	0%	50%	50%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.500			0.000		0.500					
	APP/DEPART	0	/	1	0	/	0	2	/	1	0	/	0	0					
PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	1					0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%						
	APP/DEPART	0	/	1	0	/	0	0	/	0	1	/	0	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	1	1					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.250		0.250					
	APP/DEPART	0	/	1	0	/	0	0	/	0	1	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

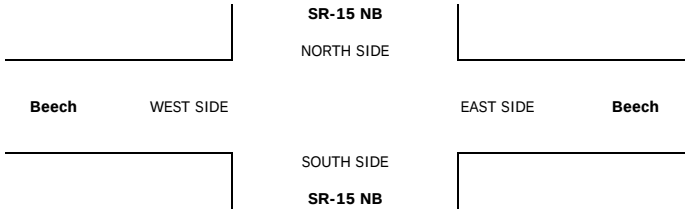
PREPARED BY: AimTD LLC tel: 951 249 3226 pacific@aimtd.com

DATE:	LOCATION:	Rancho Cucamonga	PROJECT #:	sc0393
Wed, Jul 9, 14	NORTH & SOUTH:	SR-15 NB	LOCATION #:	7
	EAST & WEST:	Beech	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

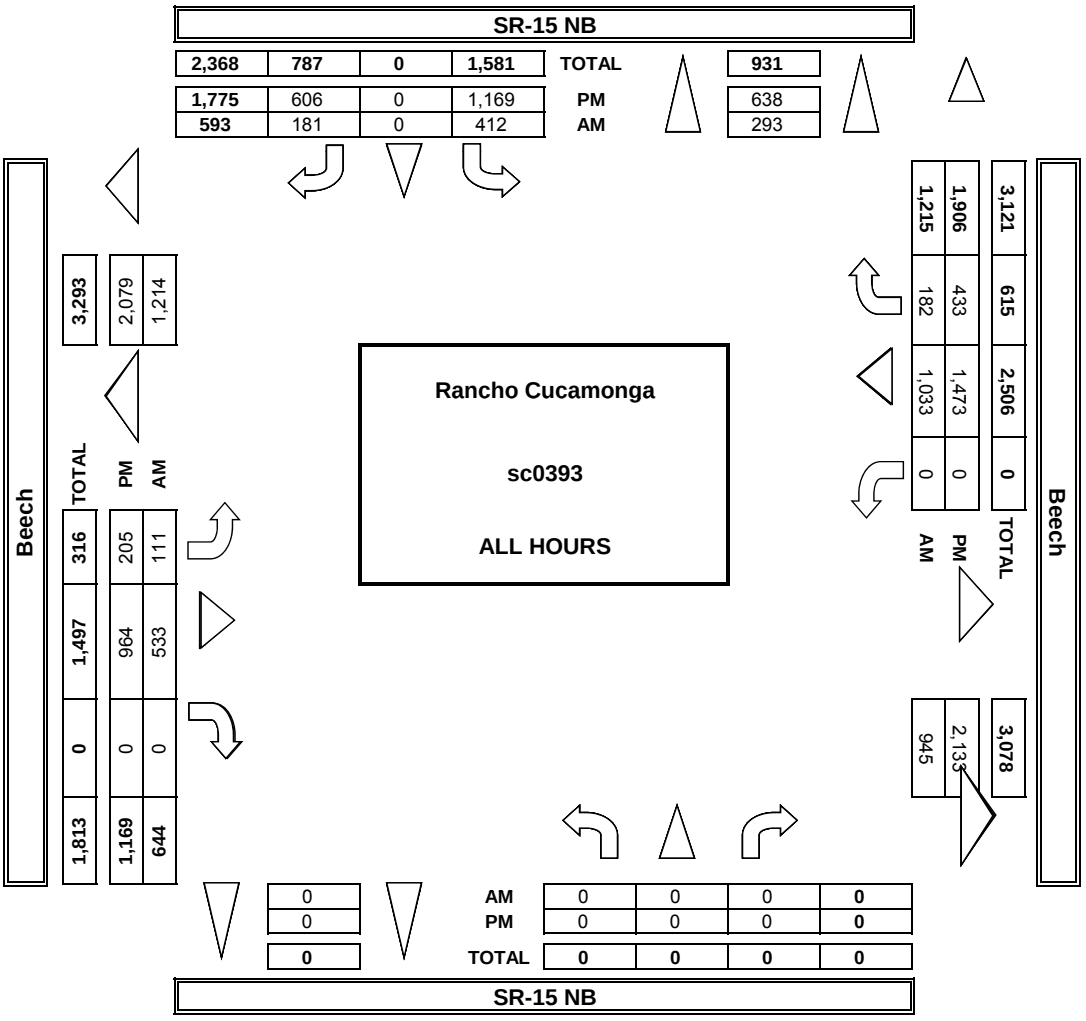
		NORTHBOUND SR-15 NB			SOUTHBOUND SR-15 NB			EASTBOUND Beech			WESTBOUND Beech				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 1	ST X	SR 1	EL 1	ET 2	ER X	WL X	WT 2	WR 1	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	0	0	0	30	0	27	10	47	0	0	97	15	226	0	0	0	0	0
	7:15 AM	0	0	0	49	0	13	13	65	0	0	142	20	302	0	0	0	0	0
	7:30 AM	0	0	0	29	0	16	15	59	0	0	141	24	284	0	0	0	0	0
	7:45 AM	0	0	0	53	0	20	12	75	0	0	129	20	309	0	0	0	0	0
	8:00 AM	0	0	0	68	0	23	17	62	0	0	135	24	329	0	0	0	0	0
	8:15 AM	0	0	0	55	0	20	10	76	0	0	118	32	311	0	0	0	0	0
	8:30 AM	0	0	0	58	0	28	14	78	0	0	137	21	336	0	0	0	0	0
	8:45 AM	0	0	0	70	0	34	20	71	0	0	134	26	355	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	412	0	181	111	533	0	0	1,033	182	2,452	0	0	0	0	0
	APPROACH %	0%	0%	0%	69%	0%	31%	17%	83%	0%	0%	85%	15%						
	APP/DEPART	0	/	293	593	/	0	644	/	945	1,215	/	1,214	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	0	0	0	251	0	105	61	287	0	0	524	103	1,331					
	APPROACH %	0%	0%	0%	71%	0%	29%	18%	82%	0%	0%	84%	16%						
	PEAK HR FACTOR		0.000			0.856			0.946			0.980		0.937					
	APP/DEPART	0	/	164	356	/	0	348	/	538	627	/	629	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	130	0	67	16	111	0	0	176	43	543	0	0	0	0	0
	4:15 PM	0	0	0	181	0	69	31	116	0	0	179	52	628	0	0	0	0	0
	4:30 PM	0	0	0	142	0	57	23	106	0	0	159	57	544	0	0	0	0	0
	4:45 PM	0	0	0	149	0	76	30	126	0	0	194	65	640	0	0	0	0	0
	5:00 PM	0	0	0	115	0	74	32	130	0	0	197	56	604	0	0	0	0	0
	5:15 PM	0	0	0	154	0	83	26	112	0	0	189	46	610	0	0	0	0	0
	5:30 PM	0	0	0	144	0	91	26	148	0	0	187	56	652	0	0	0	0	0
	5:45 PM	0	0	0	154	0	89	21	115	0	0	192	58	629	0	0	0	0	0
	VOLUMES	0	0	0	1,169	0	606	205	964	0	0	1,473	433	4,850	0	0	0	0	0
	APPROACH %	0%	0%	0%	66%	0%	34%	18%	82%	0%	0%	77%	23%						
	APP/DEPART	0	/	638	1,775	/	0	1,169	/	2,133	1,906	/	2,079	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	0	0	562	0	324	114	516	0	0	767	223	2,506					
	APPROACH %	0%	0%	0%	63%	0%	37%	18%	82%	0%	0%	77%	23%						
	PEAK HR FACTOR		0.000			0.935			0.905			0.956		0.961					
	APP/DEPART	0	/	337	886	/	0	630	/	1,078	990	/	1,091	0					

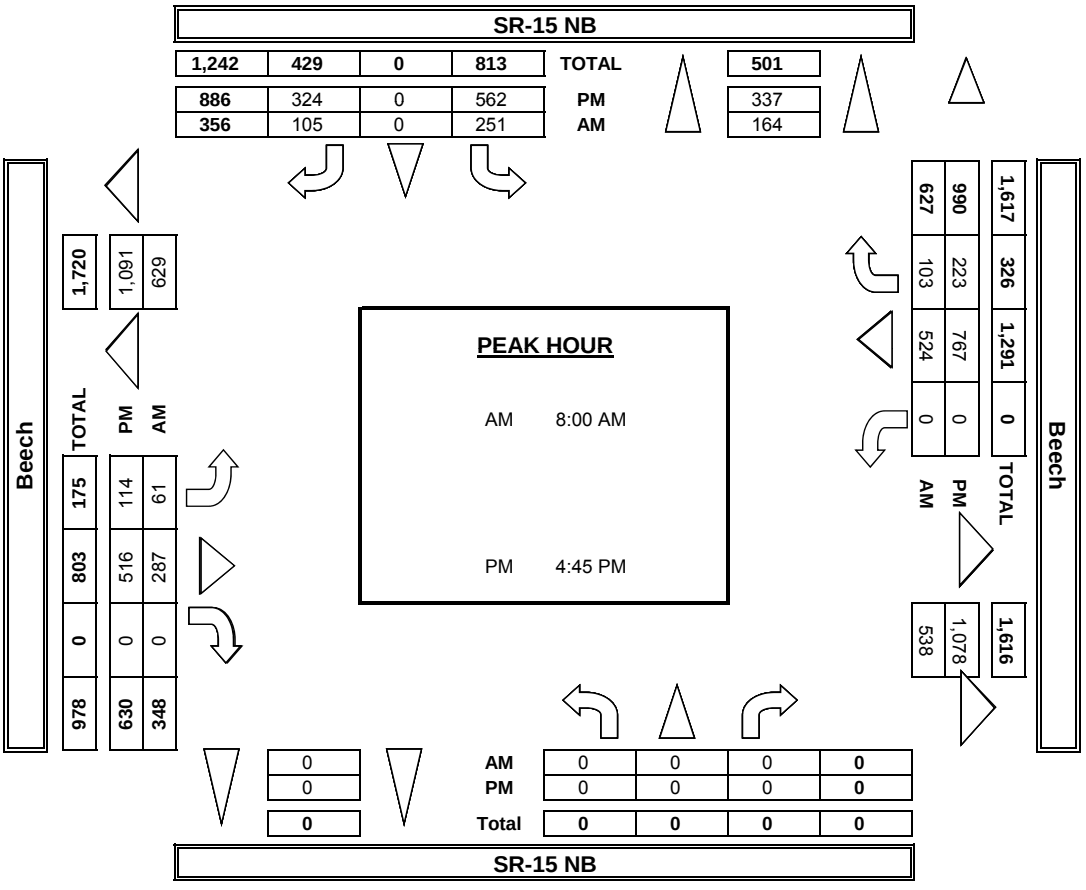


		ALL PED AND BIKE					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS					SCHOOL AGE PED		
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL	ES	WS	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PACIFIC TRAFFIC DATA SERVICES

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

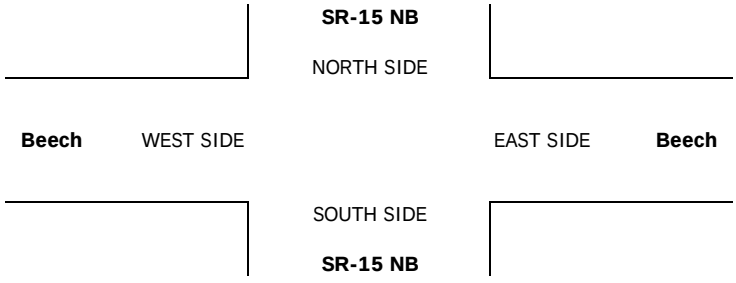
DATE:	LOCATION:	Rancho Cucamonga	PROJECT #:	sc0393
7/9/14	NORTH & SOUTH:	SR-15 NB	LOCATION #:	7
WEDNESDAY	EAST & WEST:	Beech	CONTROL:	SIGNAL

CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND SR-15 NB			SOUTHBOUND SR-15 NB			EASTBOUND Beech			WESTBOUND Beech				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 1	ST X	SR 1	EL 1	ET 2	ER X	WL X	WT 2	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	29	0	24	8	47	0	0	92	14	214					0
	7:15 AM	0	0	0	44	0	9	11	61	0	0	130	20	275					0
	7:30 AM	0	0	0	27	0	12	14	58	0	0	136	21	268					0
	7:45 AM	0	0	0	48	0	16	10	70	0	0	121	18	283					0
	8:00 AM	0	0	0	58	0	17	14	57	0	0	121	22	289					0
	8:15 AM	0	0	0	51	0	18	7	72	0	0	109	31	288					0
	8:30 AM	0	0	0	56	0	27	10	69	0	0	131	20	313					0
	8:45 AM	0	0	0	66	0	27	18	68	0	0	125	26	330					0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	0	0	0	379	0	150	92	502	0	0	965	172	2,260	0	0	0	0	0
	APPROACH %	0%	0%	0%	72%	0%	28%	15%	85%	0%	0%	85%	15%						
	APP/DEPART	0	/	264	529	/	0	594	/	881	1,137	/	1,115	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	0	0	0	231	0	89	49	266	0	0	486	99	1,220					
	APPROACH %	0%	0%	0%	72%	0%	28%	16%	84%	0%	0%	83%	17%						
	PEAK HR FACTOR		0.000			0.860			0.916			0.969		0.924					
	APP/DEPART	0	/	148	320	/	0	315	/	497	585	/	575	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:00 PM	0	0	0	122	0	65	15	108	0	0	165	43	518					0
	4:15 PM	0	0	0	176	0	65	29	111	0	0	172	51	604					0
	4:30 PM	0	0	0	140	0	52	22	101	0	0	153	57	525					0
	4:45 PM	0	0	0	145	0	76	27	123	0	0	190	65	626					0
	5:00 PM	0	0	0	112	0	73	28	127	0	0	192	54	586					0
	5:15 PM	0	0	0	151	0	81	23	109	0	0	184	45	593					0
	5:30 PM	0	0	0	138	0	89	26	145	0	0	183	56	637					0
	5:45 PM	0	0	0	151	0	87	19	112	0	0	186	54	609					0
	VOLUMES	0	0	0	1,135	0	588	189	936	0	0	1,425	425	4,698	0	0	0	0	0
	APPROACH %	0%	0%	0%	66%	0%	34%	17%	83%	0%	0%	77%	23%						
	APP/DEPART	0	/	614	1,723	/	0	1,125	/	2,071	1,850	/	2,013	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	0	0	546	0	319	104	504	0	0	749	220	2,442					
	APPROACH %	0%	0%	0%	63%	0%	37%	17%	83%	0%	0%	77%	23%						
	PEAK HR FACTOR		0.000			0.932			0.889			0.950		0.958					
	APP/DEPART	0	/	324	865	/	0	608	/	1,050	969	/	1,068	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	Rancho Cucamonga	PROJECT #:	sc0393
7/9/14	NORTH & SOUTH:	SR-15 NB	LOCATION #:	7
WEDNESDAY	EAST & WEST:	Beech	CONTROL:	SIGNAL

CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND SR-15 NB			SOUTHBOUND SR-15 NB			EASTBOUND Beech			WESTBOUND Beech				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 1	ST X	SR 1	EL 1	ET 2	ER X	WL X	WT 2	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	1	0	2	2	0	0	0	4	1	10					0
	7:15 AM	0	0	0	4	0	4	1	3	0	0	8	0	20					0
	7:30 AM	0	0	0	0	0	3	1	1	0	0	5	1	11					0
	7:45 AM	0	0	0	5	0	1	1	5	0	0	7	2	21					0
	8:00 AM	0	0	0	9	0	4	2	4	0	0	13	1	33					0
	8:15 AM	0	0	0	2	0	2	2	4	0	0	8	1	19					0
	8:30 AM	0	0	0	1	0	1	3	7	0	0	5	1	18					0
	8:45 AM	0	0	0	3	0	6	2	2	0	0	6	0	19					0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	0	0	0	25	0	23	14	26	0	0	56	7	151	0	0	0	0	0
	APPROACH %	0%	0%	0%	52%	0%	48%	35%	65%	0%	0%	89%	11%						
	APP/DEPART	0	/	21	48	/	0	40	/	51	63	/	79	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	0	0	0	17	0	8	8	20	0	0	33	5	91					
	APPROACH %	0%	0%	0%	68%	0%	32%	29%	71%	0%	0%	87%	13%						
	PEAK HR FACTOR		0.000			0.481			0.700			0.679		0.689					
	APP/DEPART	0	/	13	25	/	0	28	/	37	38	/	41	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:00 PM	0	0	0	7	0	1	1	2	0	0	9	0	20					0
	4:15 PM	0	0	0	3	0	4	0	5	0	0	6	1	19					0
	4:30 PM	0	0	0	1	0	5	1	3	0	0	5	0	15					0
	4:45 PM	0	0	0	3	0	0	3	2	0	0	3	0	11					0
	5:00 PM	0	0	0	2	0	1	2	3	0	0	5	1	14					0
	5:15 PM	0	0	0	3	0	2	2	3	0	0	3	1	14					0
	5:30 PM	0	0	0	5	0	2	0	2	0	0	4	0	13					0
	5:45 PM	0	0	0	3	0	2	1	2	0	0	4	3	15					0
	VOLUMES	0	0	0	27	0	17	10	22	0	0	39	6	121	0	0	0	0	0
	APPROACH %	0%	0%	0%	61%	0%	39%	31%	69%	0%	0%	87%	13%						
	APP/DEPART	0	/	16	44	/	0	32	/	49	45	/	56	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	0	0	14	0	10	5	12	0	0	23	1	65					
	APPROACH %	0%	0%	0%	58%	0%	42%	29%	71%	0%	0%	96%	4%						
	PEAK HR FACTOR		0.000			0.750			0.850			0.667		0.813					
	APP/DEPART	0	/	6	24	/	0	17	/	26	24	/	33	0					

SR-15 NB

NORTH SIDE

Beech WEST SIDE EAST SIDE **Beech**

SOUTH SIDE

SR-15 NB

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	Rancho Cucamonga	PROJECT #:	sc0393
7/9/14	NORTH & SOUTH:	SR-15 NB	LOCATION #:	7
WEDNESDAY	EAST & WEST:	Beech	CONTROL:	SIGNAL

CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND SR-15 NB			SOUTHBOUND SR-15 NB			EASTBOUND Beech			WESTBOUND Beech				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 1	ST X	SR 1	EL 1	ET 2	ER X	WL X	WT 2	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	1					0
	7:15 AM	0	0	0	1	0	0	0	0	0	0	2	0	3					0
	7:30 AM	0	0	0	1	0	1	0	0	0	0	0	1	3					0
	7:45 AM	0	0	0	0	0	2	1	0	0	0	1	0	4					0
	8:00 AM	0	0	0	1	0	1	0	1	0	0	1	1	5					0
	8:15 AM	0	0	0	2	0	0	0	0	0	0	1	0	3					0
	8:30 AM	0	0	0	0	0	0	0	2	0	0	1	0	3					0
	8:45 AM	0	0	0	0	0	0	0	1	0	0	2	0	3					0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	0	0	0	5	0	5	1	4	0	0	8	2	25	0	0	0	0	0
	APPROACH %	0%	0%	0%	50%	0%	50%	20%	80%	0%	0%	80%	20%						
	APP/DEPART	0	/	3	10	/	0	5	/	9	10	/	13	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	0	0	0	3	0	3	1	3	0	0	4	1	15					
	APPROACH %	0%	0%	0%	50%	0%	50%	25%	75%	0%	0%	80%	20%						
	PEAK HR FACTOR		0.000			0.750			0.500			0.625		0.750					
	APP/DEPART	0	/	2	6	/	0	4	/	6	5	/	7	0					
PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:00 PM	0	0	0	1	0	1	0	0	0	0	2	0	4					0
	4:15 PM	0	0	0	0	0	0	1	0	0	0	1	0	2					0
	4:30 PM	0	0	0	0	0	0	0	2	0	0	0	0	2					0
	4:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1					0
	5:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	1					0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1					0
	5:45 PM	0	0	0	0	0	0	0	1	0	0	2	0	3					0
	VOLUMES	0	0	0	1	0	1	2	5	0	0	5	0	14	0	0	0	0	0
	APPROACH %	0%	0%	0%	50%	0%	50%	29%	71%	0%	0%	100%	0%						
	APP/DEPART	0	/	2	2	/	0	7	/	6	5	/	6	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	0	0	1	0	1	1	3	0	0	3	0	9					
	APPROACH %	0%	0%	0%	50%	0%	50%	25%	75%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.250			0.500			0.375		0.563					
	APP/DEPART	0	/	1	2	/	0	4	/	4	3	/	4	0					

SR-15 NB

NORTH SIDE

Beech WEST SIDE EAST SIDE **Beech**

SOUTH SIDE

SR-15 NB

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

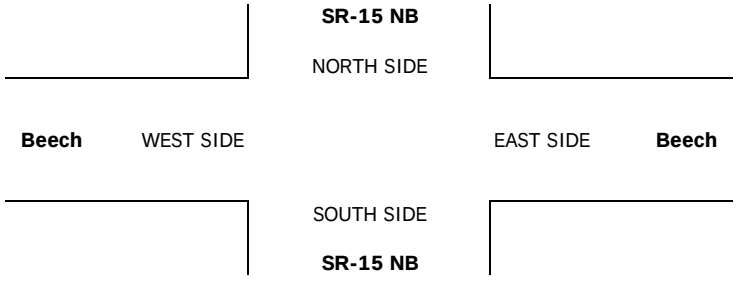
DATE:	LOCATION:	Rancho Cucamonga	PROJECT #:	sc0393
7/9/14	NORTH & SOUTH:	SR-15 NB	LOCATION #:	7
WEDNESDAY	EAST & WEST:	Beech	CONTROL:	SIGNAL

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND SR-15 NB			SOUTHBOUND SR-15 NB			EASTBOUND Beech			WESTBOUND Beech				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 1	ST X	SR 1	EL 1	ET 2	ER X	WL X	WT 2	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1					0
	7:15 AM	0	0	0	0	0	0	0	1	0	0	2	0	3					0
	7:30 AM	0	0	0	1	0	0	0	0	0	0	0	1	2					0
	7:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	1					0
	8:00 AM	0	0	0	0	0	1	1	0	0	0	0	0	2					0
	8:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	1					0
	8:30 AM	0	0	0	1	0	0	1	0	0	0	0	0	2					0
	8:45 AM	0	0	0	1	0	1	0	0	0	0	1	0	3					0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	0	0	0	3	0	3	3	1	0	0	4	1	15	0	0	0	0	0
	APPROACH %	0%	0%	0%	50%	0%	50%	75%	25%	0%	0%	80%	20%						
	APP/DEPART	0	/	4	6	/	0	4	/	4	5	/	7	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	0	0	0	2	0	2	3	0	0	0	1	0	8					
	APPROACH %	0%	0%	0%	50%	0%	50%	100%	0%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.500			0.750			0.125		0.667					
	APP/DEPART	0	/	3	4	/	0	3	/	2	1	/	3	0					
PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:15 PM	0	0	0	2	0	0	1	0	0	0	0	0	3					0
	4:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	1					0
	4:45 PM	0	0	0	1	0	0	0	0	0	0	1	0	2					0
	5:00 PM	0	0	0	1	0	0	1	0	0	0	0	0	2					0
	5:15 PM	0	0	0	0	0	0	1	0	0	0	2	0	3					0
	5:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	1					0
	5:45 PM	0	0	0	0	0	0	1	0	0	0	0	1	2					0
	VOLUMES	0	0	0	6	0	0	4	0	0	0	3	1	14	0	0	0	0	0
	APPROACH %	0%	0%	0%	100%	0%	0%	100%	0%	0%	0%	75%	25%						
	APP/DEPART	0	/	5	6	/	0	4	/	6	4	/	3	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	0	0	0	2	0	0	3	0	0	0	2	1	8					
	APPROACH %	0%	0%	0%	100%	0%	0%	100%	0%	0%	0%	67%	33%						
	PEAK HR FACTOR		0.000			0.250			0.750			0.375		0.667					
	APP/DEPART	0	/	4	2	/	0	3	/	2	3	/	2	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	Rancho Cucamonga	PROJECT #:	sc0393
7/9/14	NORTH & SOUTH:	SR-15 NB	LOCATION #:	7
WEDNESDAY	EAST & WEST:	Beech	CONTROL:	SIGNAL

CLASS 5: RV

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND SR-15 NB			SOUTHBOUND SR-15 NB			EASTBOUND Beech			WESTBOUND Beech				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 1	ST X	SR 1	EL 1	ET 2	ER X	WL X	WT 2	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	7:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	1					0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	1	0	/	0	1	/	0	0	/	0	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	0	0	0	0	0	0	1	0	0	0	0	0	1					
	APPROACH %	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.250			0.000		0.250					
	APP/DEPART	0	/	1	0	/	0	1	/	0	0	/	0	0					
PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		5:45 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					

SR-15 NB

NORTH SIDE

Beech WEST SIDE EAST SIDE **Beech**

SOUTH SIDE

SR-15 NB

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	Rancho Cucamonga	PROJECT #:	sc0393
7/9/14	NORTH & SOUTH:	SR-15 NB	LOCATION #:	7
WEDNESDAY	EAST & WEST:	Beech	CONTROL:	SIGNAL

CLASS 6:	NOTES:	AM / PM / MD / OTHER / OTHER
BUSES		▲ N, ◄ W, E ►, S ▼

		NORTHBOUND SR-15 NB			SOUTHBOUND SR-15 NB			EASTBOUND Beech			WESTBOUND Beech				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 1	ST X	SR 1	EL 1	ET 2	ER X	WL X	WT 2	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		9:45 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1					0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1					0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1					0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	0	0	0	0	0	0	0	1	0	0	1	1	3	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	50%	50%						
	APP/DEPART	0	/	1	0	/	0	1	/	1	2	/	1	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	1	1	2					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	50%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.500		0.500					
	APP/DEPART	0	/	1	0	/	0	0	/	0	2	/	1	0					

SR-15 NB

NORTH SIDE

Beech WEST SIDE EAST SIDE **Beech**

SOUTH SIDE

SR-15 NB

APPENDIX D

Future Growth Increment Calculation Worksheets

INTERSECTION	LEG	MODEL 2008 ADT	EXISTING 2014 ADT	MODEL 2035 ADT	FUTURE 2035 ADT[1]	OPENING 2017 ADT
Wardman Bullock Road (NS) at Colonbero Road (EW)	North	-	-	-	-	-
	South	-	600	-	700	600
	East	-	400	-	400	400
	West	-	300	-	300	300
Wardman Bullock Road (NS) at Wilson Avenue (EW)	North	5,143	1,900	6,501	3,000	2,100
	South	1,579	4,900	2,467	5,600	5,000
	East	4,852	4,700	2,304	5,200	4,800
	West	3,795		4,676	700	100
Ambleside Place (NS) at Colonbero Road (EW)	North	-	-	-	-	-
	South	-	-	-	-	-
	East	-	400	-	400	400
	West	-	400	-	400	400
San Sevaine Road (NS) at Wilso Avenue (EW)	North	-	2,200	-	2,400	2,200
	South	-	1,000	-	1,100	1,000
	East	4,852	8,500	2,304	9,400	8,600
	West	4,852	5,700	2,304	6,300	5,800
Cherry Avenue (NS) at Wilson Avenue (EW)	North	9,377	17,800	10,656	19,600	18,100
	South	10,063	10,400	11,952	11,900	10,600
	East	9,415	16,300	10,497	17,900	16,500
	West	4,852	8,500	2,304	9,400	8,600
SR-15 Freeway SB Ramps (NS) at Beech Avenue (EW)	North	9,171	9,300	11,881	11,400	9,600
	South	-	-	-	-	-
	East	9,986	20,200	13,293	22,800	20,600
	West	10,304	16,800	12,052	18,500	17,000
SR-15 Freeway NB Ramps (NS) at Beech Avenue (EW)	North	10,900	14,400	14,252	17,000	14,800
	South	-	-	-	-	-
	East	10,051	24,200	18,325	30,600	25,100
	West	12,972	20,200	13,293	22,200	20,500

[1] Adjusted for minimum 10% growth over existing average daily traffic volumes for year 2035.

WARDMAN BULLOCK ROAD (NS) / COLONBERO ROAD (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):
2014
0 0 0
< v >
0 ^ ^ 0
2 > < 3
7 v v 8
< ^ >
7 0 10

EXISTING PEAK HOUR COUNT YEAR (AUTOS):
2014
0 0
v ^
10 < IN = 37 < 11
9 > OUT = 37 > 12
v ^
15 17

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):
0 0 0
< v >
0 ^ ^ 0
0 > < 2
0 v v 2
PCE FACTORS BY AXLE: < ^ >
2: 1.5 3: 2.0 4+: 3.0 2 0 2

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):
2014
0 0 0
< v >
0 ^ ^ 0
2 > < 5
7 v v 10
< ^ >
9 0 12

EXISTING PEAK PERIOD MODEL YEAR (AUTO):
2008
0 0
v ^
0 < IN = 0 < 0
0 > OUT = 0 > 0
v ^
0 0

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2008
0 0
v ^
0 < IN = 0 < 0
0 > OUT = 0 > 0
v ^
0 0

EXISTING PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333
0 0
v ^
0 < IN = 0 < 0
0 > OUT = 0 > 0
v ^
0 0

FUTURE PEAK PERIOD MODEL YEAR (AUTO):
2035
0 0
v ^
0 < IN = 0 < 0
0 > OUT = 0 > 0
v ^
0 0

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2035
0 0
v ^
0 < IN = 0 < 0
0 > OUT = 0 > 0
v ^
0 0

FUTURE PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333
0 0
v ^
0 < IN = 0 < 0
0 > OUT = 0 > 0
v ^
0 0

RAW GROWTH (PCE'S): 2008 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.50
0 0
v ^
0 < < 0
0 > > 0
v ^
0 0

ADJUSTED GROWTH (PCE'S): 2008 TO 2035
10 MINIMUM GROWTH %
0 0
v ^
0 < IN = 0 < 0
0 > OUT = 0 > 0
v ^
0 0

PRORATED GROWTH (PCE'S): 2014 TO 2035
21 YEARS
0 0
v ^
0 < < 0
0 > > 0
v ^
0 0

NEW PROJECTED VOLUMES (PCE'S): 2035
0 0
v ^
10 < < 20
10 > > 10
v ^
20 20

YEAR 2017 GROWTH: 2014 TO 2017
3 YEARS
0 0
v ^
0 < < 0
0 > > 0
v ^
0 0

INITIAL YEAR 2017 VOLUMES:
2017
0 0
v ^
10 < IN = 50 < 20
10 > OUT = 40 > 10
v ^
20 20

BALANCED YEAR 2017 VOLUMES:
2017
0 0
v ^
10 < IN = 50 < 20
10 > OUT = 50 > 10
v ^
30 20

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):
2014
0 0 0
< v >
0 ^ ^ 0
2 > < 5
6 v v 8
< ^ >
14 0 22

EXISTING PEAK HOUR COUNT YEAR (AUTOS):
2014
0 0
v ^
19 < IN = 57 < 13
8 > OUT = 57 > 24
v ^
14 36

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):
0 0 0
< v >
0 ^ ^ 0
0 > < 0
2 v v 0
PCE FACTORS BY AXLE: < ^ >
2: 1.5 3: 2 4+: 3.0 0 0 2

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):
2014
0 0 0
< v >
0 ^ ^ 0
2 > < 5
8 v v 8
< ^ >
14 0 24

EXISTING PEAK PERIOD MODEL YEAR (AUTO):
2008
0 0
v ^
0 < IN = 0 < 0
0 > OUT = 0 > 0
v ^
0 0

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2008
0 0
v ^
0 < IN = 0 < 0
0 > OUT = 0 > 0
v ^
0 0

EXISTING PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25
0 0
v ^
0 < IN = 0 < 0
0 > OUT = 0 > 0
v ^
0 0

FUTURE PEAK PERIOD MODEL YEAR (AUTO):
2035
0 0
v ^
0 < IN = 0 < 0
0 > OUT = 0 > 0
v ^
0 0

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2035
0 0
v ^
0 < IN = 0 < 0
0 > OUT = 0 > 0
v ^
0 0

FUTURE PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25
0 0
v ^
0 < IN = 0 < 0
0 > OUT = 0 > 0
v ^
0 0

RAW GROWTH (PCE'S): 2008 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.50
0 0
v ^
0 < < 0
0 > > 0
v ^
0 0

ADJUSTED GROWTH (PCE'S): 2008 TO 2035
10 MINIMUM GROWTH %
0 0
v ^
0 < IN = 0 < 0
0 > OUT = 0 > 0
v ^
0 0

PRORATED GROWTH (PCE'S): 2014 TO 2035
21 YEARS
0 0
v ^
0 < < 0
0 > > 0
v ^
0 0

NEW PROJECTED VOLUMES (PCE'S): 2035
0 0
v ^
20 < < 10
10 > > 30
v ^
20 40

YEAR 2017 GROWTH: 2014 TO 2017
3 YEARS
0 0
v ^
0 < < 0
0 > > 0
v ^
0 0

INITIAL YEAR 2017 VOLUMES:
2017
0 0
v ^
20 < IN = 60 < 10
10 > OUT = 70 > 30
v ^
20 40

BALANCED YEAR 2017 VOLUMES:
2017
0 0
v ^
20 < IN = 70 < 10
10 > OUT = 70 > 30
v ^
20 50

WARDMAN BULLOCK ROAD (NS) / COLONBERO ROAD (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL
NORTH	LEFT	**9**	SOUTH LEG		NORTH	LEFT	**14**	SOUTH LEG	
BOUND	THRU	**0**	IN ...	**20**	BOUND	THRU	**0**	IN ...	**40**
	RIGHT	**12**	OUT ...	**20**		RIGHT	**24**	OUT ...	**20**
SOUTH	LEFT	**0**	NORTH LEG		SOUTH	LEFT	**0**	NORTH LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**0**		RIGHT	**0**	OUT ...	**0**
EAST	LEFT	**0**	WEST LEG		EAST	LEFT	**0**	WEST LEG	
BOUND	THRU	**2**	IN ...	**10**	BOUND	THRU	**2**	IN ...	**10**
	RIGHT	**7**	OUT ...	**10**		RIGHT	**8**	OUT ...	**20**
WEST	LEFT	**10**	EAST LEG		WEST	LEFT	**8**	EAST LEG	
BOUND	THRU	**5**	IN ...	**20**	BOUND	THRU	**5**	IN ...	**10**
	RIGHT	**0**	OUT ...	**10**		RIGHT	**0**	OUT ...	**30**

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**9**	**7**	NORTH LEG	NORTH	LEFT	**14**	**17**	NORTH LEG
BOUND	THRU	**0**	**0**	RATIO **#DIV/0!**	BOUND	THRU	**0**	**0**	RATIO **#DIV/0!**
	RIGHT	**12**	**9**	ADT 0		RIGHT	**24**	**29**	ADT 0
SOUTH	LEFT	**0**	**0**	SOUTH LEG	SOUTH	LEFT	**0**	**0**	SOUTH LEG
BOUND	THRU	**0**	**0**	RATIO **5.1%**	BOUND	THRU	**0**	**0**	RATIO **9.4%**
	RIGHT	**0**	**0**	ADT 700		RIGHT	**0**	**0**	ADT 700
EAST	LEFT	**0**	**0**	EAST LEG	EAST	LEFT	**0**	**0**	EAST LEG
BOUND	THRU	**2**	**1**	RATIO **6.5%**	BOUND	THRU	**2**	**1**	RATIO **10.5%**
	RIGHT	**7**	**7**	ADT 400		RIGHT	**8**	**11**	ADT 400
WEST	LEFT	**10**	**13**	WEST LEG	WEST	LEFT	**8**	**9**	WEST LEG
BOUND	THRU	**5**	**3**	RATIO **6.0%**	BOUND	THRU	**5**	**3**	RATIO **10.7%**
	RIGHT	**0**	**0**	ADT 300		RIGHT	**0**	**0**	ADT 300

WARDMAN BULLOCK ROAD (NS) / COLONBERO ROAD (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2017 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2017 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2017 TOTAL
NORTH	LEFT	**9**	SOUTH LEG		NORTH	LEFT	**14**	SOUTH LEG	
BOUND	THRU	**0**	IN ...	**20**	BOUND	THRU	**0**	IN ...	**50**
	RIGHT	**12**	OUT ...	**30**		RIGHT	**24**	OUT ...	**20**
SOUTH	LEFT	**0**	NORTH LEG		SOUTH	LEFT	**0**	NORTH LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**0**		RIGHT	**0**	OUT ...	**0**
EAST	LEFT	**0**	WEST LEG		EAST	LEFT	**0**	WEST LEG	
BOUND	THRU	**2**	IN ...	**10**	BOUND	THRU	**2**	IN ...	**10**
	RIGHT	**7**	OUT ...	**10**		RIGHT	**8**	OUT ...	**20**
WEST	LEFT	**10**	EAST LEG		WEST	LEFT	**8**	EAST LEG	
BOUND	THRU	**5**	IN ...	**20**	BOUND	THRU	**5**	IN ...	**10**
	RIGHT	**0**	OUT ...	**10**		RIGHT	**0**	OUT ...	**30**

YEAR 2017 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2017 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2017 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**9**	**9**	NORTH LEG	NORTH	LEFT	**14**	**19**	NORTH LEG
BOUND	THRU	**0**	**0**	RATIO **#DIV/0!**	BOUND	THRU	**0**	**0**	RATIO **#DIV/0!**
	RIGHT	**12**	**10**	ADT 0		RIGHT	**24**	**30**	ADT 0
SOUTH	LEFT	**0**	**0**	SOUTH LEG	SOUTH	LEFT	**0**	**0**	SOUTH LEG
BOUND	THRU	**0**	**0**	RATIO **8.1%**	BOUND	THRU	**0**	**0**	RATIO **11.4%**
	RIGHT	**0**	**0**	ADT 600		RIGHT	**0**	**0**	ADT 600
EAST	LEFT	**0**	**0**	EAST LEG	EAST	LEFT	**0**	**0**	EAST LEG
BOUND	THRU	**2**	**0**	RATIO **7.8%**	BOUND	THRU	**2**	**0**	RATIO **10.2%**
	RIGHT	**7**	**10**	ADT 400		RIGHT	**8**	**10**	ADT 400
WEST	LEFT	**10**	**20**	WEST LEG	WEST	LEFT	**8**	**10**	WEST LEG
BOUND	THRU	**5**	**1**	RATIO **6.9%**	BOUND	THRU	**5**	**1**	RATIO **10.3%**
	RIGHT	**0**	**0**	ADT 300		RIGHT	**0**	**0**	ADT 300

WARDMAN BULLOCK ROAD (NS) / WILSON AVENUE (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2014				0	28	24			
				<	v	>			
		0	^				^	17	
		1	>				<	0	
		0	v				v	84	
				<	^	>			
				0	5	70			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2014					52	22			
					v	^			
			0	<	IN	=	229	<	101
			1	>	OUT	=	229	>	95
					v	^			
					112	75			

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				14	19	40			
				<	v	>			
		13	^				^	32	
		9	>				<	9	
		0	v				v	13	
PCE FACTORS BY AXLE:				<	^	>			
2: **1.5** 3: **2.0** 4+: **3.0**				0	11	5			

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2014				14	47	64			
				<	v	>			
		13	^				^	49	
		10	>				<	9	
		0	v				v	97	
				<	^	>			
				0	16	75			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008					**810**	**233**			
					v	^			
		599	<	IN	=	1555	<	**345**	
		205	>	OUT	=	1553	>	**588**	
					v	^			
					133	**195**			

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008					**6**	**6**			
					v	^			
		4	<	IN	=	14	<	**3**	
		4	>	OUT	=	15	>	**4**	
					v	^			
					1	**1**			

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: **0.38**					310	91			
PHF FOR TRUCKS: **0.333**					v	^			
		229	<	IN	=	596	<	132	
		79	>	OUT	=	595	>	225	
					v	^			
					51	74			

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035					**827**	**505**			
					v	^			
		674	<	IN	=	1619	<	**290**	
		283	>	OUT	=	1620	>	**175**	
					v	^			
					266	**219**			

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035					**6**	**6**			
					v	^			
		4	<	IN	=	14	<	**2**	
		4	>	OUT	=	13	>	**1**	
					v	^			
					2	**2**			

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38					316	194			
PHF FOR TRUCKS: 0.333					v	^			
		257	<	IN	=	620	<	111	
		109	>	OUT	=	620	>	67	
					v	^			
					102	84			

RAW GROWTH (PCE'S): 2008 TO 2035

CONVERSION OF TRUCKS TO: **2035**					6	103			
FACTOR = **1.50**					v	^			
		29	<			<		-21	
		30	>			>		-158	
					v	^			
					51	10			

ADJUSTED GROWTH (PCE'S): 2008 TO 2035

10 MINIMUM GROWTH %					10	100			
					v	^			
		30	<	IN	=	70	<	20	
		30	>	OUT	=	190	>	10	
					v	^			
					50	10			

PRORATED GROWTH (PCE'S): 2014 TO 2035

21 YEARS					10	80			
					v	^			
		20	<			<		20	
		20	>			>		10	
					v	^			
					40	10			

NEW PROJECTED VOLUMES (PCE'S): 2035

					140	160			
					v	^			
		40	<			<		180	
		40	>			>		160	
					v	^			
					180	100			

YEAR 2017 GROWTH: 2014 TO **2017**

3 YEARS					0	10			
					v	^			
		0	<			<		0	
		0	>			>		0	
					v	^			
					10	0			

INITIAL YEAR 2017 VOLUMES:

2017					130	90			
					v	^			
		20	<	IN	=	400	<	160	
		20	>	OUT	=	410	>	150	
					v	^			
					150	90			

BALANCED YEAR 2017 VOLUMES:

2017					130	90			
					v	^			
		20	<	IN	=	400	<	160	
		20	>	OUT	=	410	>	150	
					v	^			
					150	90			

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2014				0	21	30			
				<	v	>			
		0	^				^	26	
		4	>				<	0	
		0	v				v	142	
				<	^	>			
				0	67	188			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2014					51	93			
					v	^			
			0	<	IN	=	478	<	168
			4	>	OUT	=	478	>	222
					v	^			
					163	255			

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				0	2	16			
				<	v	>			
		2	^				^	6	
		4	>				<	0	
		0	v				v	6	
PCE FACTORS BY AXLE:				<	^	>			
2: 1.5 3: 2 4+: 3.0				0	3	5			

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2014				0	23	46			
				<	v	>			
		2	^				^	32	
		8	>				<	0	
		0	v				v	148	
				<	^	>			
				0	70	193			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008					**509**	**1128**			
					v	^			
		448	<	IN	=	2504	<	**1088**	
		698	>	OUT	=	2504	>	**630**	
					v	^			
					298	**209**			

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008					**8**	**8**			
					v	^			
		6	<	IN	=	20	<	**7**	
		4	>	OUT	=	20	>	**5**	
					v	^			
					1	**1**			

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: **0.28**					145	318			
PHF FOR TRUCKS: **0.25**					v	^			
		127	<	IN	=	706	<	306	
		196	>	OUT	=	706	>	178	
					v	^			
					84	59			

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035					**854**	**1216**			
					v	^			
		602	<	IN	=	2784	<	**342**	
		1130	>	OUT	=	2784	>	**624**	
					v	^			
					342	**458**			

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035					**8**	**8**			
					v	^			
		5	<	IN	=	20	<	**2**	
		7	>	OUT	=	19	>	**3**	
					v	^			
					3	**3**			

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28					241	342			
PHF FOR TRUCKS: 0.25					v	^			
		170	<	IN	=	785	<	96	
		318	>	OUT	=	784	>	175	
					v	^			
					97	129			

RAW GROWTH (PCE'S): 2008 TO 2035

CONVERSION OF TRUCKS TO: 2035					97	25			
FACTOR = 1.50					v	^			
		43	<			<		-211	
		122	>			>		-2	
					v	^			
					13	70			

ADJUSTED GROWTH (PCE'S): 2008 TO 2035

10 MINIMUM GROWTH %					100	20			
					v	^			
		40	<	IN	=	310	<	20	
		120	>	OUT	=	90	>	20	
					v	^			
					10	70			

PRORATED GROWTH (PCE'S): 2014 TO 2035

21 YEARS					80	20			
					v	^			
		30	<			<		20	
		90	>			>		20	
					v	^			
					10	50			

NEW PROJECTED VOLUMES (PCE'S): 2035

					150	120			
					v	^			
		30	<			<		200	
		100	>			>		270	
					v	^			
					180	310			

YEAR 2017 GROWTH: 2014 TO 2017

3 YEARS					10	0			
					v	^			
		0	<			<		0	
		10	>			>		0	
					v	^			
					0	10			

INITIAL YEAR 2017 VOLUMES:

2017					80	100			
					v	^			
		0	<	IN	=	550	<	180	
		20	>	OUT	=	520	>	250	
					v	^			
					170	270			

BALANCED YEAR 2017 VOLUMES:

2017					80	110			
					v	^			
		0	<	IN	=	550	<	180	
		20	>	OUT	=	550	>	260	
					v	^			
					180	270			

WARDMAN BULLOCK ROAD (NS) / WILSON AVENUE (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL
NORTH	LEFT	**8**	SOUTH LEG		NORTH	LEFT	**6**	SOUTH LEG	
BOUND	THRU	**62**	IN ...	**100**	BOUND	THRU	**44**	IN ...	**310**
	RIGHT	**31**	OUT ...	**180**		RIGHT	**50**	OUT ...	**180**
SOUTH	LEFT	**29**	NORTH LEG		SOUTH	LEFT	**41**	NORTH LEG	
BOUND	THRU	**64**	IN ...	**140**	BOUND	THRU	**55**	IN ...	**150**
	RIGHT	**7**	OUT ...	**160**		RIGHT	**5**	OUT ...	**120**
EAST	LEFT	**24**	WEST LEG		EAST	LEFT	**14**	WEST LEG	
BOUND	THRU	**48**	IN ...	**40**	BOUND	THRU	**64**	IN ...	**100**
	RIGHT	**27**	OUT ...	**40**		RIGHT	**21**	OUT ...	**30**
WEST	LEFT	**43**	EAST LEG		WEST	LEFT	**50**	EAST LEG	
BOUND	THRU	**19**	IN ...	**180**	BOUND	THRU	**17**	IN ...	**200**
	RIGHT	**38**	OUT ...	**160**		RIGHT	**33**	OUT ...	**270**

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**8**	**5**	NORTH LEG	NORTH	LEFT	**6**	**9**	NORTH LEG
BOUND	THRU	**62**	**59**	RATIO **10.8%**	BOUND	THRU	**44**	**75**	RATIO **7.9%**
	RIGHT	**31**	**54**	ADT 3,000		RIGHT	**50**	**161**	ADT 3,000
SOUTH	LEFT	**29**	**76**	SOUTH LEG	SOUTH	LEFT	**41**	**53**	SOUTH LEG
BOUND	THRU	**64**	**82**	RATIO **5.3%**	BOUND	THRU	**55**	**63**	RATIO **7.6%**
	RIGHT	**7**	**7**	ADT 5,600		RIGHT	**5**	**3**	ADT 5,600
EAST	LEFT	**24**	**8**	EAST LEG	EAST	LEFT	**14**	**6**	EAST LEG
BOUND	THRU	**48**	**30**	RATIO **7.1%**	BOUND	THRU	**64**	**56**	RATIO **8.2%**
	RIGHT	**27**	**8**	ADT 5,200		RIGHT	**21**	**17**	ADT 5,200
WEST	LEFT	**43**	**90**	WEST LEG	WEST	LEFT	**50**	**101**	WEST LEG
BOUND	THRU	**19**	**29**	RATIO **12.4%**	BOUND	THRU	**17**	**18**	RATIO **15.6%**
	RIGHT	**38**	**92**	ADT 700		RIGHT	**33**	**39**	ADT 700

WARDMAN BULLOCK ROAD (NS) / WILSON AVENUE (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2017 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2017 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2017 TOTAL
NORTH	LEFT	**8**	SOUTH LEG		NORTH	LEFT	**6**	SOUTH LEG	
BOUND	THRU	**62**	IN ...	**90**	BOUND	THRU	**44**	IN ...	**270**
	RIGHT	**31**	OUT ...	**150**		RIGHT	**50**	OUT ...	**180**
SOUTH	LEFT	**29**	NORTH LEG		SOUTH	LEFT	**41**	NORTH LEG	
BOUND	THRU	**64**	IN ...	**130**	BOUND	THRU	**55**	IN ...	**80**
	RIGHT	**7**	OUT ...	**90**		RIGHT	**5**	OUT ...	**110**
EAST	LEFT	**24**	WEST LEG		EAST	LEFT	**14**	WEST LEG	
BOUND	THRU	**48**	IN ...	**20**	BOUND	THRU	**64**	IN ...	**20**
	RIGHT	**27**	OUT ...	**20**		RIGHT	**21**	OUT ...	**0**
WEST	LEFT	**43**	EAST LEG		WEST	LEFT	**50**	EAST LEG	
BOUND	THRU	**19**	IN ...	**160**	BOUND	THRU	**17**	IN ...	**180**
	RIGHT	**38**	OUT ...	**150**		RIGHT	**33**	OUT ...	**260**

YEAR 2017 TRAFFIC CONDITIONS										
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS					
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2017 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2017 FORECAST	PEAK - DAILY RELATIONSHIP	
NORTH	LEFT	**8**	**2**	NORTH LEG	NORTH	LEFT	**6**	**0**	NORTH LEG	
BOUND	THRU	**62**	**30**	RATIO **10.6%**	BOUND	THRU	**44**	**65**	RATIO **9.0%**	
	RIGHT	**31**	**60**	ADT 2,100		RIGHT	**50**	**205**	ADT 2,100	
SOUTH	LEFT	**29**	**74**	SOUTH LEG	SOUTH	LEFT	**41**	**40**	SOUTH LEG	
BOUND	THRU	**64**	**57**	RATIO **4.8%**	BOUND	THRU	**55**	**40**	RATIO **9.0%**	
	RIGHT	**7**	**2**	ADT 5,000		RIGHT	**5**	**0**	ADT 5,000	
EAST	LEFT	**24**	**2**	EAST LEG	EAST	LEFT	**14**	**1**	EAST LEG	
BOUND	THRU	**48**	**16**	RATIO **6.5%**	BOUND	THRU	**64**	**15**	RATIO **9.2%**	
	RIGHT	**27**	**3**	ADT 4,800		RIGHT	**21**	**4**	ADT 4,800	
WEST	LEFT	**43**	**90**	WEST LEG	WEST	LEFT	**50**	**136**	WEST LEG	
BOUND	THRU	**19**	**16**	RATIO **40.5%**	BOUND	THRU	**17**	**0**	RATIO **20.0%**	
	RIGHT	**38**	**58**	ADT 100		RIGHT	**33**	**43**	ADT 100	

AMBLESIDE PLACE (NS) / COLONBERO ROAD (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2014

		4	0	0	
		<	v	>	
6	^			^	0
6	>			<	5
0	v			v	0
		<	^	>	
		0	0	0	

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2014

			4	6	
			v	^	
9	<	IN =		21	< 5
12	>	OUT =		21	> 6
			v	^	
			0	0	

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

		4	0	0	
		<	v	>	
4	^			^	0
2	>			<	2
0	v			v	0
		<	^	>	
		0	0	0	

PCE FACTORS BY AXLE:

2: **1.5** 3: **2.0** 4+: **3.0**

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2014

		8	0	0	
		<	v	>	
10	^			^	0
8	>			<	7
0	v			v	0
		<	^	>	
		0	0	0	

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008

			0	**0**	
			v	^	
0	<	IN =		0	< **0**
0	>	OUT =		0	> **0**
			v	^	
			0	**0**	

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008

			0	**0**	
			v	^	
0	<	IN =		0	< **0**
0	>	OUT =		0	> **0**
			v	^	
			0	**0**	

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: **0.38**

PHF FOR TRUCKS: **0.333**

			0	0	
			v	^	
0	<	IN =		0	< 0
0	>	OUT =		0	> 0
			v	^	
			0	0	

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

			0	**0**	
			v	^	
0	<	IN =		0	< **0**
0	>	OUT =		0	> **0**
			v	^	
			0	**0**	

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

			0	**0**	
			v	^	
0	<	IN =		0	< **0**
0	>	OUT =		0	> **0**
			v	^	
			0	**0**	

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38

PHF FOR TRUCKS: 0.333

			0	0	
			v	^	
0	<	IN =		0	< 0
0	>	OUT =		0	> 0
			v	^	
			0	0	

RAW GROWTH (PCE'S): 2008 TO 2035

CONVERSION OF TRUCKS TO: **2035**

FACTOR = **1.50**

			0	0	
			v	^	
0	<			<	0
0	>			>	0
			v	^	
			0	0	

ADJUSTED GROWTH (PCE'S): 2008 TO 2035

10 MINIMUM GROWTH %

			0	0	
			v	^	
0	<	IN =		0	< 0
0	>	OUT =		0	> 0
			v	^	
			0	0	

PRORATED GROWTH (PCE'S): 2014 TO 2035

21 YEARS

			0	0	
			v	^	
0	<			<	0
0	>			>	0
			v	^	
			0	0	

NEW PROJECTED VOLUMES (PCE'S): 2035

			10	10	
			v	^	
20	<			<	10
20	>			>	10
			v	^	
			0	0	

YEAR 2017 GROWTH: 2014 TO **2017**

3 YEARS

			0	0	
			v	^	
0	<			<	0
0	>			>	0
			v	^	
			0	0	

INITIAL YEAR 2017 VOLUMES:

2017

			10	10	
			v	^	
20	<	IN =		40	< 10
20	>	OUT =		40	> 10
			v	^	
			0	0	

BALANCED YEAR 2017 VOLUMES:

2017

			10	10	
			v	^	
20	<	IN =		40	< 10
20	>	OUT =		40	> 10
			v	^	
			0	0	

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2014

		1	0	1	
		<	v	>	
1	^			^	0
23	>			<	12
0	v			v	0
		<	^	>	
		0	0	0	

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2014

			2	1	
			v	^	
13	<	IN =		38	< 12
24	>	OUT =		38	> 24
			v	^	
			0	0	

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

		0	0	0	
		<	v	>	
0	^			^	0
2	>			<	0
0	v			v	0
		<	^	>	
		0	0	0	

PCE FACTORS BY AXLE:

2: 1.5 3: 2 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2014

		1	0	1	
		<	v	>	
1	^			^	0
25	>			<	12
0	v			v	0
		<	^	>	
		0	0	0	

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008

			0	**0**	
			v	^	
0	<	IN =		0	< **0**
0	>	OUT =		0	> **0**
			v	^	
			0	**0**	

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008

			0	**0**	
			v	^	
0	<	IN =		0	< **0**
0	>	OUT =		0	> **0**
			v	^	
			0	**0**	

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: **0.28**

PHF FOR TRUCKS: **0.25**

			0	0	
			v	^	
0	<	IN =		0	< 0
0	>	OUT =		0	> 0
			v	^	
			0	0	

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

			0	**0**	
			v	^	
0	<	IN =		0	< **0**
0	>	OUT =		0	> **0**
			v	^	
			0	**0**	

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

			0	**0**	
			v	^	
0	<	IN =		0	< **0**
0	>	OUT =		0	> **0**
			v	^	
			0	**0**	

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28

PHF FOR TRUCKS: 0.25

			0	0	
			v	^	
0	<	IN =		0	< 0
0	>	OUT =		0	> 0
			v	^	
			0	0	

RAW GROWTH (PCE'S): 2008 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.50

			0	0	
			v	^	
0	<			<	0
0	>			>	0
			v	^	
			0	0	

ADJUSTED GROWTH (PCE'S): 2008 TO 2035

10 MINIMUM GROWTH %

			0	0	
			v	^	
0	<	IN =		0	< 0
0	>	OUT =		0	> 0
			v	^	
			0	0	

PRORATED GROWTH (PCE'S): 2014 TO 2035

21 YEARS

			0	0	
			v	^	
0	<			<	0
0	>			>	0
			v	^	
			0	0	

NEW PROJECTED VOLUMES (PCE'S): 2035

			0	0	
			v	^	
10	<			<	10
30	>			>	30
			v	^	
			0	0	

YEAR 2017 GROWTH: 2014 TO 2017

3 YEARS

			0	0	
			v	^	
0	<			<	0
0	>			>	0
			v	^	
			0	0	

INITIAL YEAR 2017 VOLUMES:

2017

			0	0	
			v	^	
10	<	IN =		40	< 10
30	>	OUT =		40	> 30
			v	^	
			0	0	

BALANCED YEAR 2017 VOLUMES:

2017

			0	0	
			v	^	
10	<	IN =		40	< 10
30	>	OUT =		40	> 30
			v	^	
			0	0	

AMBLESIDE PLACE (NS) / COLONBERO ROAD (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL
NORTH	LEFT	**0**	SOUTH LEG		NORTH	LEFT	**0**	SOUTH LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**0**		RIGHT	**0**	OUT ...	**0**
SOUTH	LEFT	**0**	NORTH LEG		SOUTH	LEFT	**1**	NORTH LEG	
BOUND	THRU	**0**	IN ...	**10**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**8**	OUT ...	**10**		RIGHT	**1**	OUT ...	**0**
EAST	LEFT	**10**	WEST LEG		EAST	LEFT	**1**	WEST LEG	
BOUND	THRU	**8**	IN ...	**20**	BOUND	THRU	**25**	IN ...	**30**
	RIGHT	**0**	OUT ...	**20**		RIGHT	**0**	OUT ...	**10**
WEST	LEFT	**0**	EAST LEG		WEST	LEFT	**0**	EAST LEG	
BOUND	THRU	**7**	IN ...	**10**	BOUND	THRU	**12**	IN ...	**10**
	RIGHT	**0**	OUT ...	**10**		RIGHT	**0**	OUT ...	**30**

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**0**	**0**	NORTH LEG	NORTH	LEFT	**0**	**0**	NORTH LEG
BOUND	THRU	**0**	**0**	RATIO **40.8%**	BOUND	THRU	**0**	**0**	RATIO **0.0%**
	RIGHT	**0**	**0**	ADT 49		RIGHT	**0**	**0**	ADT 49
SOUTH	LEFT	**0**	**0**	SOUTH LEG	SOUTH	LEFT	**1**	**0**	SOUTH LEG
BOUND	THRU	**0**	**0**	RATIO **#DIV/0!**	BOUND	THRU	**0**	**0**	RATIO **#DIV/0!**
	RIGHT	**8**	**10**	ADT 0		RIGHT	**1**	**0**	ADT 0
EAST	LEFT	**10**	**10**	EAST LEG	EAST	LEFT	**1**	**0**	EAST LEG
BOUND	THRU	**8**	**10**	RATIO **5.0%**	BOUND	THRU	**25**	**30**	RATIO **10.0%**
	RIGHT	**0**	**0**	ADT 400		RIGHT	**0**	**0**	ADT 400
WEST	LEFT	**0**	**0**	WEST LEG	WEST	LEFT	**0**	**0**	WEST LEG
BOUND	THRU	**7**	**10**	RATIO **10.0%**	BOUND	THRU	**12**	**10**	RATIO **10.0%**
	RIGHT	**0**	**0**	ADT 400		RIGHT	**0**	**0**	ADT 400

AMBLESIDE PLACE (NS) / COLONBERO ROAD (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2017 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2017 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2017 TOTAL
NORTH	LEFT	**0**	SOUTH LEG		NORTH	LEFT	**0**	SOUTH LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**0**		RIGHT	**0**	OUT ...	**0**
SOUTH	LEFT	**0**	NORTH LEG		SOUTH	LEFT	**1**	NORTH LEG	
BOUND	THRU	**0**	IN ...	**10**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**8**	OUT ...	**10**		RIGHT	**1**	OUT ...	**0**
EAST	LEFT	**10**	WEST LEG		EAST	LEFT	**1**	WEST LEG	
BOUND	THRU	**8**	IN ...	**20**	BOUND	THRU	**25**	IN ...	**30**
	RIGHT	**0**	OUT ...	**20**		RIGHT	**0**	OUT ...	**10**
WEST	LEFT	**0**	EAST LEG		WEST	LEFT	**0**	EAST LEG	
BOUND	THRU	**7**	IN ...	**10**	BOUND	THRU	**12**	IN ...	**10**
	RIGHT	**0**	OUT ...	**10**		RIGHT	**0**	OUT ...	**30**

YEAR 2017 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2017 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2017 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**0**	**0**	NORTH LEG	NORTH	LEFT	**0**	**0**	NORTH LEG
BOUND	THRU	**0**	**0**	RATIO **40.8%**	BOUND	THRU	**0**	**0**	RATIO **0.0%**
	RIGHT	**0**	**0**	ADT 49		RIGHT	**0**	**0**	ADT 49
SOUTH	LEFT	**0**	**0**	SOUTH LEG	SOUTH	LEFT	**1**	**0**	SOUTH LEG
BOUND	THRU	**0**	**0**	RATIO **#DIV/0!**	BOUND	THRU	**0**	**0**	RATIO **#DIV/0!**
	RIGHT	**8**	**10**	ADT 0		RIGHT	**1**	**0**	ADT 0
EAST	LEFT	**10**	**10**	EAST LEG	EAST	LEFT	**1**	**0**	EAST LEG
BOUND	THRU	**8**	**10**	RATIO **5.0%**	BOUND	THRU	**25**	**30**	RATIO **10.0%**
	RIGHT	**0**	**0**	ADT 400		RIGHT	**0**	**0**	ADT 400
WEST	LEFT	**0**	**0**	WEST LEG	WEST	LEFT	**0**	**0**	WEST LEG
BOUND	THRU	**7**	**10**	RATIO **10.0%**	BOUND	THRU	**12**	**10**	RATIO **10.0%**
	RIGHT	**0**	**0**	ADT 400		RIGHT	**0**	**0**	ADT 400

SAN SEVAINE ROAD (NS) / WILSON AVENUE (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2014

				1	1	124		
				<	v	>		
		1	^				^	19
		151	>				<	105
		1	v				v	12
				<	^	>		
				0	1	44		

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2014

					126	21		
					v	^		
		106	<	IN	=	460	<	136
		153	>	OUT	=	460	>	319
					v	^		
					14	45		

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				0	0	5		
				<	v	>		
		0	^				^	5
		49	>				<	41
		2	v				v	7
				<	^	>		
				0	0	0		

PCE FACTORS BY AXLE:

2: 1.5 3: 2.0 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2014

				1	1	129		
				<	v	>		
		1	^				^	24
		200	>				<	146
		3	v				v	19
				<	^	>		
				0	1	44		

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008

					0	0		
					v	^		
		345	<	IN	=	933	<	345
		588	>	OUT	=	933	>	588
					v	^		
					0	0		

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008

					0	0		
					v	^		
		3	<	IN	=	7	<	3
		4	>	OUT	=	7	>	4
					v	^		
					0	0		

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38

PHF FOR TRUCKS: 0.333

					0	0		
					v	^		
		132	<	IN	=	357	<	132
		225	>	OUT	=	357	>	225
					v	^		
					0	0		

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

					0	0		
					v	^		
		290	<	IN	=	465	<	290
		175	>	OUT	=	465	>	175
					v	^		
					0	0		

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

					0	0		
					v	^		
		2	<	IN	=	3	<	2
		1	>	OUT	=	3	>	1
					v	^		
					0	0		

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38

PHF FOR TRUCKS: 0.333

					0	0		
					v	^		
		111	<	IN	=	178	<	111
		67	>	OUT	=	178	>	67
					v	^		
					0	0		

RAW GROWTH (PCE'S): 2008 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.50

					0	0		
					v	^		
		-21	<				<	-21
		-158	>				>	-158
					v	^		
					0	0		

ADJUSTED GROWTH (PCE'S): 2008 TO 2035

10 MINIMUM GROWTH %

					10	0		
					v	^		
		10	<	IN	=	50	<	20
		20	>	OUT	=	50	>	40
					v	^		
					0	0		

PRORATED GROWTH (PCE'S): 2014 TO 2035

21 YEARS

					10	0		
					v	^		
		10	<				<	20
		20	>				>	30
					v	^		
					0	0		

NEW PROJECTED VOLUMES (PCE'S): 2035

					140	30		
					v	^		
		160	<				<	210
		220	>				>	400
					v	^		
					20	50		

YEAR 2017 GROWTH: 2014 TO 2017

3 YEARS

					0	0		
					v	^		
		0	<				<	0
		0	>				>	0
					v	^		
					0	0		

INITIAL YEAR 2017 VOLUMES:

2017

					130	30		
					v	^		
		150	<	IN	=	570	<	190
		200	>	OUT	=	570	>	370
					v	^		
					20	50		

BALANCED YEAR 2017 VOLUMES:

2017

					130	30		
					v	^		
		150	<	IN	=	570	<	190
		200	>	OUT	=	570	>	370
					v	^		
					20	50		

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2014

				3	0	80		
				<	v	>		
		7	^				^	91
		220	>				<	235
		1	v				v	40
				<	^	>		
				1	0	35		

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2014

					83	98		
					v	^		
		239	<	IN	=	713	<	366
		228	>	OUT	=	713	>	335
					v	^		
					41	36		

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				0	0	6		
				<	v	>		
		0	^				^	6
		13	>				<	11
		2	v				v	0
				<	^	>		
				2	0	2		

PCE FACTORS BY AXLE:

2: 1.5 3: 2 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2014

				3	0	86		
				<	v	>		
		7	^				^	97
		233	>				<	246
		3	v				v	40
				<	^	>		
				3	0	37		

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008

					0	0		
					v	^		
		1088	<	IN	=	1718	<	1088
		630	>	OUT	=	1718	>	630
					v	^		
					0	0		

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008

					0	0		
					v	^		
		7	<	IN	=	12	<	7
		5	>	OUT	=	12	>	5
					v	^		
					0	0		

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28

PHF FOR TRUCKS: 0.25

					0	0		
					v	^		
		306	<	IN	=	484	<	306
		178	>	OUT	=	484	>	178
					v	^		
					0	0		

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

					0	0		
					v	^		
		342	<	IN	=	966	<	342
		624	>	OUT	=	966	>	624
					v	^		
					0	0		

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

					0	0		
					v	^		
		2	<	IN	=	5	<	2
		3	>	OUT	=	5	>	3
					v	^		
					0	0		

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28

PHF FOR TRUCKS: 0.25

					0	0		
					v	^		
		96	<	IN	=	272	<	96
		175	>	OUT	=	272	>	175
					v	^		
					0	0		

RAW GROWTH (PCE'S): 2008 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.50

					0	0		
					v	^		
		-211	<				<	-211
		-2	>				>	-2
					v	^		
					0	0		

ADJUSTED GROWTH (PCE'S): 2008 TO 2035

10 MINIMUM GROWTH %

					10	10		
					v	^		
		30	<	IN	=	70	<	40
		20	>	OUT	=	80	>	40
					v	^		
					0	0		

PRORATED GROWTH (PCE'S): 2014 TO 2035

21 YEARS

					10	10		
					v	^		
		20	<				<	30
		20	>				>	30
					v	^		
					0	0		

NEW PROJECTED VOLUMES (PCE'S): 2035

					100	110		
					v	^		
		270	<				<	410
		260	>				>	390
					v	^		
					40	40		

YEAR 2017 GROWTH: 2014 TO 2017

3 YEARS

					0	0		
					v	^		
		0	<				<	0
		0	>				>	0
					v	^		
					0	0		

INITIAL YEAR 2017 VOLUMES:

2017

					90	100		
					v	^		
		250	<	IN	=	750	<	380
		240	>	OUT	=	750	>	360
					v	^		
					40	40		

BALANCED YEAR 2017 VOLUMES:

2017

					90	100		
					v	^		
		250	<	IN	=	750	<	380
		240	>	OUT	=	750	>	360
					v	^		
					40	40		

SAN SEVAINE ROAD (NS) / WILSON AVENUE (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL
NORTH	LEFT	**0**	SOUTH LEG		NORTH	LEFT	**3**	SOUTH LEG	
BOUND	THRU	**1**	IN ...	**50**	BOUND	THRU	**0**	IN ...	**40**
	RIGHT	**44**	OUT ...	**20**		RIGHT	**37**	OUT ...	**40**
SOUTH	LEFT	**129**	NORTH LEG		SOUTH	LEFT	**86**	NORTH LEG	
BOUND	THRU	**1**	IN ...	**140**	BOUND	THRU	**0**	IN ...	**100**
	RIGHT	**1**	OUT ...	**30**		RIGHT	**3**	OUT ...	**110**
EAST	LEFT	**1**	WEST LEG		EAST	LEFT	**7**	WEST LEG	
BOUND	THRU	**200**	IN ...	**220**	BOUND	THRU	**233**	IN ...	**260**
	RIGHT	**3**	OUT ...	**160**		RIGHT	**3**	OUT ...	**270**
WEST	LEFT	**19**	EAST LEG		WEST	LEFT	**40**	EAST LEG	
BOUND	THRU	**146**	IN ...	**210**	BOUND	THRU	**246**	IN ...	**410**
	RIGHT	**24**	OUT ...	**400**		RIGHT	**97**	OUT ...	**390**

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**0**	**0**	NORTH LEG	NORTH	LEFT	**3**	**3**	NORTH LEG
BOUND	THRU	**1**	**1**	RATIO **7.0%**	BOUND	THRU	**0**	**0**	RATIO **8.8%**
	RIGHT	**44**	**48**	ADT 2,400		RIGHT	**37**	**38**	ADT 2,400
SOUTH	LEFT	**129**	**137**	SOUTH LEG	SOUTH	LEFT	**86**	**98**	SOUTH LEG
BOUND	THRU	**1**	**1**	RATIO **6.3%**	BOUND	THRU	**0**	**0**	RATIO **7.3%**
	RIGHT	**1**	**1**	ADT 1,100		RIGHT	**3**	**3**	ADT 1,100
EAST	LEFT	**1**	**1**	EAST LEG	EAST	LEFT	**7**	**6**	EAST LEG
BOUND	THRU	**200**	**215**	RATIO **6.4%**	BOUND	THRU	**233**	**254**	RATIO **8.5%**
	RIGHT	**3**	**2**	ADT 9,400		RIGHT	**3**	**2**	ADT 9,400
WEST	LEFT	**19**	**17**	WEST LEG	WEST	LEFT	**40**	**38**	WEST LEG
BOUND	THRU	**146**	**159**	RATIO **6.0%**	BOUND	THRU	**246**	**265**	RATIO **8.5%**
	RIGHT	**24**	**28**	ADT 6,300		RIGHT	**97**	**104**	ADT 6,300

SAN SEVAINE ROAD (NS) / WILSON AVENUE (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2017 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2017 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2017 TOTAL
NORTH	LEFT	**0**	SOUTH LEG		NORTH	LEFT	**3**	SOUTH LEG	
BOUND	THRU	**1**	IN ...	**50**	BOUND	THRU	**0**	IN ...	**40**
	RIGHT	**44**	OUT ...	**20**		RIGHT	**37**	OUT ...	**40**
SOUTH	LEFT	**129**	NORTH LEG		SOUTH	LEFT	**86**	NORTH LEG	
BOUND	THRU	**1**	IN ...	**130**	BOUND	THRU	**0**	IN ...	**90**
	RIGHT	**1**	OUT ...	**30**		RIGHT	**3**	OUT ...	**100**
EAST	LEFT	**1**	WEST LEG		EAST	LEFT	**7**	WEST LEG	
BOUND	THRU	**200**	IN ...	**200**	BOUND	THRU	**233**	IN ...	**240**
	RIGHT	**3**	OUT ...	**150**		RIGHT	**3**	OUT ...	**250**
WEST	LEFT	**19**	EAST LEG		WEST	LEFT	**40**	EAST LEG	
BOUND	THRU	**146**	IN ...	**190**	BOUND	THRU	**246**	IN ...	**380**
	RIGHT	**24**	OUT ...	**370**		RIGHT	**97**	OUT ...	**360**

YEAR 2017 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2017 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2017 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**0**	**0**	NORTH LEG	NORTH	LEFT	**3**	**3**	NORTH LEG
BOUND	THRU	**1**	**1**	RATIO **7.2%**	BOUND	THRU	**0**	**0**	RATIO **8.7%**
	RIGHT	**44**	**48**	ADT 2,200		RIGHT	**37**	**38**	ADT 2,200
SOUTH	LEFT	**129**	**127**	SOUTH LEG	SOUTH	LEFT	**86**	**88**	SOUTH LEG
BOUND	THRU	**1**	**1**	RATIO **7.0%**	BOUND	THRU	**0**	**0**	RATIO **8.0%**
	RIGHT	**1**	**1**	ADT 1,000		RIGHT	**3**	**3**	ADT 1,000
EAST	LEFT	**1**	**1**	EAST LEG	EAST	LEFT	**7**	**6**	EAST LEG
BOUND	THRU	**200**	**195**	RATIO **6.5%**	BOUND	THRU	**233**	**234**	RATIO **8.6%**
	RIGHT	**3**	**3**	ADT 8,600		RIGHT	**3**	**2**	ADT 8,600
WEST	LEFT	**19**	**16**	WEST LEG	WEST	LEFT	**40**	**38**	WEST LEG
BOUND	THRU	**146**	**149**	RATIO **6.0%**	BOUND	THRU	**246**	**245**	RATIO **8.5%**
	RIGHT	**24**	**27**	ADT 5,800		RIGHT	**97**	**94**	ADT 5,800

CHERRY AVENUE (NS) / WILSON AVENUE (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2014

				21	279	493				
				<	v	>				
		15	^				^	109		
		194	>				<	93		
		111	v				v	69		
				<	^	>				
				24	72	14				

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2014

					793	196				
					v	^				
		138	<	IN	=	1494	<	271		
		320	>	OUT	=	1494	>	701		
					v	^				
					459	110				

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				3	12	30				
				<	v	>				
		6	^				^	9		
		34	>				<	18		
		13	v				v	15		
				<	^	>				
				29	16	11				

PCE FACTORS BY AXLE:

2: 1.5 3: 2.0 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2014

				24	291	523				
				<	v	>				
		21	^				^	118		
		228	>				<	111		
		124	v				v	84		
				<	^	>				
				53	88	25				

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008

					1404	420				
					v	^				
		345	<	IN	=	3382	<	825		
		588	>	OUT	=	3382	>	1153		
					v	^				
					1464	565				

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008

					14	12				
					v	^				
		3	<	IN	=	52	<	17		
		4	>	OUT	=	51	>	17		
					v	^				
					19	17				

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38

PHF FOR TRUCKS: 0.333

					538	164				
					v	^				
		132	<	IN	=	1302	<	319		
		225	>	OUT	=	1302	>	444		
					v	^				
					563	220				

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

					1272	502				
					v	^				
		290	<	IN	=	3344	<	1165		
		175	>	OUT	=	3345	>	980		
					v	^				
					1573	732				

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

					11	12				
					v	^				
		2	<	IN	=	72	<	31		
		1	>	OUT	=	73	>	25		
					v	^				
					34	29				

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38

PHF FOR TRUCKS: 0.333

					487	195				
					v	^				
		111	<	IN	=	1295	<	453		
		67	>	OUT	=	1295	>	381		
					v	^				
					609	288				

RAW GROWTH (PCE'S): 2008 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.50

					-52	31				
					v	^				
		-21	<			<		136		
		-158	>			>		-62		
					v	^				
					49	69				

ADJUSTED GROWTH (PCE'S): 2008 TO 2035

10 MINIMUM GROWTH %

					80	30				
					v	^				
		20	<	IN	=	330	<	140		
		40	>	OUT	=	180	>	80		
					v	^				
					50	70				

PRORATED GROWTH (PCE'S): 2014 TO 2035

21 YEARS

					60	20				
					v	^				
		20	<			<		110		
		30	>			>		60		
					v	^				
					40	50				

NEW PROJECTED VOLUMES (PCE'S): 2035

					900	250				
					v	^				
		210	<			<		420		
		400	>			>		840		
					v	^				
					540	220				

YEAR 2017 GROWTH: 2014 TO 2017

3 YEARS

					10	0				
					v	^				
		0	<			<		20		
		0	>			>		10		
					v	^				
					10	10				

INITIAL YEAR 2017 VOLUMES:

2017

					850	230				
					v	^				
		190	<	IN	=	1730	<	330		
		370	>	OUT	=	1720	>	790		
					v	^				
					510	180				

BALANCED YEAR 2017 VOLUMES:

2017

					850	230				
					v	^				
		190	<	IN	=	1730	<	330		
		370	>	OUT	=	1720	>	790		
					v	^				
					510	180				

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2014

				40	175	311				
				<	v	>				
		67	^				^	488		
		212	>				<	219		
		57	v				v	43		
				<	^	>				
				104	395	70				

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2014

					526	950				
					v	^				
		363	<	IN	=	2181	<	750		
		336	>	OUT	=	2181	>	593		
					v	^				
					275	569				

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				3	7	22				
				<	v	>				
		2	^				^	14		
		15	>				<	7		
		3	v				v	8		
				<	^	>				
				8	20	12				

PCE FACTORS BY AXLE:

2: 1.5 3: 2 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2014

				43	182	333				
				<	v	>				
		69	^				^	502		
		227	>				<	226		
		60	v				v	51		
				<	^	>				
				112	415	82				

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008

					910	1949				
					v	^				
		1088	<	IN	=	5040	<	1931		
		630	>	OUT	=	5039	>	881		
					v	^				
					1121	1569				

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008

					21	17				
					v	^				
		7	<	IN	=	70	<	31		
		5	>	OUT	=	71	>	14		
					v	^				
					33	13				

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28

PHF FOR TRUCKS: 0.25

					260	550				
					v	^				
		306	<	IN	=	1429	<	548		
		178	>	OUT	=	1429	>	250		
					v	^				
					322	443				

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

					876	3149				
					v	^				
		342	<	IN	=	5619	<	1948		
		624	>	OUT	=	5619	>	965		
					v	^				
					1163	2171				

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

					15	39				
					v	^				
		2	<	IN	=	117	<	61		
		3	>	OUT	=	116	>	14		
					v	^				
					61	38				

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28

PHF FOR TRUCKS: 0.25

					249	891				
					v	^				
		96	<	IN	=	1603	<	561		
		175	>	OUT	=	1602	>	274		
					v	^				
					341	617				

RAW GROWTH (PCE'S): 2008 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.50

					-12	344				
					v	^				
		-211	<			<		16		
		-2	>			>		24		
					v	^				
					22	178				

ADJUSTED GROWTH (PCE'S): 2008 TO 2035

10 MINIMUM GROWTH %

					60	340				
					v	^				
		40	<	IN	=	360	<	80		
		40	>	OUT	=	460	>	60		
					v	^				
					20	180				

PRORATED GROWTH (PCE'S): 2014 TO 2035

21 YEARS

					50	260				
					v	^				
		30	<			<		60		
		30	>			>		50		
					v	^				
					20	140				

NEW PROJECTED VOLUMES (PCE'S): 2035

					610	1250				
					v	^				
		410	<			<		840		
		390	>			>		690		
					v	^				
					310	750				

YEAR 2017 GROWTH: 2014 TO 2017

3 YEARS

					10	40				
					v	^				
		0	<			<		10		
		0	>			>		10		
					v	^				
					0	20				

INITIAL YEAR 2017 VOLUMES:

2017

					570	1030				
					v	^				
		380	<	IN	=	2350	<	790		
		360	>	OUT	=	2350	>	650		
					v	^				
					290	630				

BALANCED YEAR 2017 VOLUMES:

2017

					570	1030				
					v	^				
		380	<	IN	=	2350	<	790		
		360	>	OUT	=	2350	>	650		
					v	^				
					290	630				

CHERRY AVENUE (NS) / WILSON AVENUE (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL
NORTH	LEFT	**53**	SOUTH LEG		NORTH	LEFT	**112**	SOUTH LEG	
BOUND	THRU	**88**	IN ...	**220**	BOUND	THRU	**415**	IN ...	**750**
	RIGHT	**25**	OUT ...	**540**		RIGHT	**82**	OUT ...	**310**
SOUTH	LEFT	**523**	NORTH LEG		SOUTH	LEFT	**333**	NORTH LEG	
BOUND	THRU	**291**	IN ...	**900**	BOUND	THRU	**182**	IN ...	**610**
	RIGHT	**24**	OUT ...	**250**		RIGHT	**43**	OUT ...	**1,250**
EAST	LEFT	**21**	WEST LEG		EAST	LEFT	**69**	WEST LEG	
BOUND	THRU	**228**	IN ...	**400**	BOUND	THRU	**227**	IN ...	**390**
	RIGHT	**124**	OUT ...	**210**		RIGHT	**60**	OUT ...	**410**
WEST	LEFT	**84**	EAST LEG		WEST	LEFT	**51**	EAST LEG	
BOUND	THRU	**111**	IN ...	**420**	BOUND	THRU	**226**	IN ...	**840**
	RIGHT	**118**	OUT ...	**840**		RIGHT	**502**	OUT ...	**690**

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**53**	**63**	NORTH LEG	NORTH	LEFT	**112**	**129**	NORTH LEG
BOUND	THRU	**88**	**101**	RATIO **5.6%**	BOUND	THRU	**415**	**560**	RATIO **9.6%**
	RIGHT	**25**	**44**	ADT 19,600		RIGHT	**82**	**83**	ADT 19,600
SOUTH	LEFT	**523**	**553**	SOUTH LEG	SOUTH	LEFT	**333**	**368**	SOUTH LEG
BOUND	THRU	**291**	**284**	RATIO **6.3%**	BOUND	THRU	**182**	**202**	RATIO **9.1%**
	RIGHT	**24**	**17**	ADT 11,900		RIGHT	**43**	**54**	ADT 11,900
EAST	LEFT	**21**	**15**	EAST LEG	EAST	LEFT	**69**	**97**	EAST LEG
BOUND	THRU	**228**	**243**	RATIO **6.9%**	BOUND	THRU	**227**	**239**	RATIO **8.7%**
	RIGHT	**124**	**122**	ADT 17,900		RIGHT	**60**	**63**	ADT 17,900
WEST	LEFT	**84**	**133**	WEST LEG	WEST	LEFT	**51**	**45**	WEST LEG
BOUND	THRU	**111**	**130**	RATIO **6.3%**	BOUND	THRU	**226**	**227**	RATIO **8.6%**
	RIGHT	**118**	**134**	ADT 9,400		RIGHT	**502**	**592**	ADT 9,400

CHERRY AVENUE (NS) / WILSON AVENUE (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2017 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2017 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2017 TOTAL
NORTH	LEFT	**53**	SOUTH LEG		NORTH	LEFT	**112**	SOUTH LEG	
BOUND	THRU	**88**	IN ...	**180**	BOUND	THRU	**415**	IN ...	**630**
	RIGHT	**25**	OUT ...	**510**		RIGHT	**82**	OUT ...	**290**
SOUTH	LEFT	**523**	NORTH LEG		SOUTH	LEFT	**333**	NORTH LEG	
BOUND	THRU	**291**	IN ...	**850**	BOUND	THRU	**182**	IN ...	**570**
	RIGHT	**24**	OUT ...	**230**		RIGHT	**43**	OUT ...	**1,030**
EAST	LEFT	**21**	WEST LEG		EAST	LEFT	**69**	WEST LEG	
BOUND	THRU	**228**	IN ...	**370**	BOUND	THRU	**227**	IN ...	**360**
	RIGHT	**124**	OUT ...	**190**		RIGHT	**60**	OUT ...	**380**
WEST	LEFT	**84**	EAST LEG		WEST	LEFT	**51**	EAST LEG	
BOUND	THRU	**111**	IN ...	**330**	BOUND	THRU	**226**	IN ...	**790**
	RIGHT	**118**	OUT ...	**790**		RIGHT	**502**	OUT ...	**650**

YEAR 2017 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2017 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2017 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**53**	**56**	NORTH LEG	NORTH	LEFT	**112**	**112**	NORTH LEG
BOUND	THRU	**88**	**93**	RATIO **5.9%**	BOUND	THRU	**415**	**437**	RATIO **8.8%**
	RIGHT	**25**	**30**	ADT 18,100		RIGHT	**82**	**81**	ADT 18,100
SOUTH	LEFT	**523**	**532**	SOUTH LEG	SOUTH	LEFT	**333**	**342**	SOUTH LEG
BOUND	THRU	**291**	**292**	RATIO **6.5%**	BOUND	THRU	**182**	**183**	RATIO **8.7%**
	RIGHT	**24**	**21**	ADT 10,600		RIGHT	**43**	**45**	ADT 10,600
EAST	LEFT	**21**	**18**	EAST LEG	EAST	LEFT	**69**	**74**	EAST LEG
BOUND	THRU	**228**	**228**	RATIO **6.8%**	BOUND	THRU	**227**	**227**	RATIO **8.7%**
	RIGHT	**124**	**122**	ADT 16,500		RIGHT	**60**	**59**	ADT 16,500
WEST	LEFT	**84**	**96**	WEST LEG	WEST	LEFT	**51**	**48**	WEST LEG
BOUND	THRU	**111**	**113**	RATIO **6.5%**	BOUND	THRU	**226**	**223**	RATIO **8.6%**
	RIGHT	**118**	**119**	ADT 8,600		RIGHT	**502**	**519**	ADT 8,600

SR-15 SB RAMPS (NS) / BEECH AVENUE (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2014

				<	79	0	80	>
469	^			v			^	415
230	>						<	167
0	v						v	0
				<	0	1	0	>

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2014

					159	885		
					v	^		
246	<	IN	=		1441	<	582	
699	>	OUT	=		1441	>	310	
					v	^		
					0	1		

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				<	18	0	10	>
16	^			v			^	30
24	>						<	32
2	v						v	0
				<	^	>		
				0	0	0		

PCE FACTORS BY AXLE:

2: 1.5 3: 2.0 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2014

				<	97	0	90	>
485	^			v			^	445
254	>						<	199
2	v						v	0
				<	^	>		
				0	1	0		

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008

					794	0		
					v	^		
825	<	IN	=		3275	<	1077	
1404	>	OUT	=		3275	>	765	
					v	^		
					1685	0		

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008

					16	0		
					v	^		
17	<	IN	=		51	<	17	
18	>	OUT	=		50	>	14	
					v	^		
					19	0		

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38

PHF FOR TRUCKS: 0.333

					307	0		
					v	^		
319	<	IN	=		1261	<	415	
540	>	OUT	=		1261	>	295	
					v	^		
					647	0		

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

					1663	0		
					v	^		
1199	<	IN	=		4174	<	1235	
1276	>	OUT	=		4174	>	1382	
					v	^		
					1593	0		

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

					47	0		
					v	^		
31	<	IN	=		88	<	15	
26	>	OUT	=		89	>	42	
					v	^		
					16	0		

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38

PHF FOR TRUCKS: 0.333

					648	0		
					v	^		
466	<	IN	=		1615	<	474	
494	>	OUT	=		1616	>	539	
					v	^		
					611	0		

RAW GROWTH (PCE'S): 2008 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.50

					346	0		
					v	^		
149	<					<	59	
-45	>					>	248	
					v	^		
					-36	0		

ADJUSTED GROWTH (PCE'S): 2008 TO 2035

10 MINIMUM GROWTH %

					350	90		
					v	^		
150	<	IN	=		480	<	60	
70	>	OUT	=		490	>	250	
					v	^		
					0	0		

PRORATED GROWTH (PCE'S): 2014 TO 2035

21 YEARS

					270	70		
					v	^		
120	<					<	50	
50	>					>	190	
					v	^		
					0	0		

NEW PROJECTED VOLUMES (PCE'S): 2035

					460	1000		
					v	^		
420	<					<	690	
790	>					>	530	
					v	^		
					0	0		

YEAR 2017 GROWTH: 2014 TO 2017

3 YEARS

					40	10		
					v	^		
20	<					<	10	
10	>					>	30	
					v	^		
					0	0		

INITIAL YEAR 2017 VOLUMES:

2017

					230	940		
					v	^		
320	<	IN	=		1630	<	650	
750	>	OUT	=		1630	>	370	
					v	^		
					0	0		

BALANCED YEAR 2017 VOLUMES:

2017

					230	940		
					v	^		
320	<	IN	=		1630	<	650	
750	>	OUT	=		1630	>	370	
					v	^		
					0	0		

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2014

				<	74	1	150	>
174	^			v			^	338
415	>						<	718
0	v						v	0
				<	^	>		
				0	0	0		

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2014

					225	512		
					v	^		
792	<	IN	=		1870	<	1056	
589	>	OUT	=		1870	>	565	
					v	^		
					1	0		

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				<	23	0	17	>
14	^			v			^	20
27	>						<	17
0	v						v	0
				<	^	>		
				0	0	0		

PCE FACTORS BY AXLE:

2: 1.5 3: 2 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2014

				<	97	1	167	>
188	^			v			^	358
442	>						<	735
0	v						v	0
				<	^	>		
				0	0	0		

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008

					853	0		
					v	^		
2191	<	IN	=		4501	<	2766	
882	>	OUT	=		4500	>	747	
					v	^		
					1562	0		

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008

					27	0		
					v	^		
31	<	IN	=		69	<	28	
14	>	OUT	=		69	>	10	
					v	^		
					28	0		

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28

PHF FOR TRUCKS: 0.25

					246	0		
					v	^		
621	<	IN	=		1278	<	781	
250	>	OUT	=		1277	>	212	
					v	^		
					444	0		

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

					1369	0		
					v	^		
2372	<	IN	=		5220	<	2753	
1098	>	OUT	=		5219	>	1352	
					v	^		
					1495	0		

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

					0	0		
					v	^		
61	<	IN	=		89	<	28	
61	>	OUT	=		89	>	28	
					v	^		
					0	0		

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28

PHF FOR TRUCKS: 0.25

					383	0		
					v	^		
679	<	IN	=		1484	<	778	
323	>	OUT	=		1484	>	386	
					v	^		
					419	0		

RAW GROWTH (PCE'S): 2008 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.50

					134	0		
					v	^		
62	<					<	-4	
78	>					>	176	
					v	^		
					-29	0		

ADJUSTED GROWTH (PCE'S): 2008 TO 2035

10 MINIMUM GROWTH %

					130	50		
					v	^		
80	<	IN	=		320	<	110	
80	>	OUT	=		310	>	180	
					v	^		
					0	0		

PRORATED GROWTH (PCE'S): 2014 TO 2035

21 YEARS

					100	40		
					v	^		
60	<					<	90	
60	>					>	140	
					v	^		
					0	0		

NEW PROJECTED VOLUMES (PCE'S): 2035

					370	590		
					v	^		
890	<					<	1180	
690	>					>	750	
					v	^		
					0	0		

YEAR 2017 GROWTH: 2014 TO 2017

3 YEARS

					10	10		
					v	^		
10	<					<	10	
10	>					>	20	
					v	^		
					0	0		

INITIAL YEAR 2017 VOLUMES:

2017

					280	560		
					v	^		
840	<	IN	=		2020	<	1100	
640	>	OUT	=		2030	>	630	
					v	^		
					0	0		

BALANCED YEAR 2017 VOLUMES:

2017

					280	560		
					v	^		
840	<	IN	=		2030	<	1110	
640	>	OUT	=		2030	>	630	
					v	^		
					0	0		

SR-15 SB RAMPS (NS) / BEECH AVENUE (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL
NORTH	LEFT	**0**	SOUTH LEG		NORTH	LEFT	**0**	SOUTH LEG	
BOUND	THRU	**1**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**0**		RIGHT	**0**	OUT ...	**0**
SOUTH	LEFT	**90**	NORTH LEG		SOUTH	LEFT	**167**	NORTH LEG	
BOUND	THRU	**0**	IN ...	**460**	BOUND	THRU	**1**	IN ...	**370**
	RIGHT	**97**	OUT ...	**1,000**		RIGHT	**97**	OUT ...	**590**
EAST	LEFT	**485**	WEST LEG		EAST	LEFT	**188**	WEST LEG	
BOUND	THRU	**254**	IN ...	**790**	BOUND	THRU	**442**	IN ...	**690**
	RIGHT	**2**	OUT ...	**420**		RIGHT	**0**	OUT ...	**890**
WEST	LEFT	**0**	EAST LEG		WEST	LEFT	**0**	EAST LEG	
BOUND	THRU	**199**	IN ...	**690**	BOUND	THRU	**735**	IN ...	**1,180**
	RIGHT	**445**	OUT ...	**530**		RIGHT	**358**	OUT ...	**750**

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**0**	**0**	NORTH LEG	NORTH	LEFT	**0**	**0**	NORTH LEG
BOUND	THRU	**1**	**0**	RATIO **12.8%**	BOUND	THRU	**0**	**0**	RATIO **8.4%**
	RIGHT	**0**	**0**	ADT 11,400		RIGHT	**0**	**0**	ADT 11,400
SOUTH	LEFT	**90**	**243**	SOUTH LEG	SOUTH	LEFT	**167**	**250**	SOUTH LEG
BOUND	THRU	**0**	**0**	RATIO **#DIV/0!**	BOUND	THRU	**1**	**0**	RATIO **#DIV/0!**
	RIGHT	**97**	**220**	ADT 0		RIGHT	**97**	**119**	ADT 0
EAST	LEFT	**485**	**507**	EAST LEG	EAST	LEFT	**188**	**187**	EAST LEG
BOUND	THRU	**254**	**287**	RATIO **5.4%**	BOUND	THRU	**442**	**500**	RATIO **8.4%**
	RIGHT	**2**	**0**	ADT 22,800		RIGHT	**0**	**0**	ADT 22,800
WEST	LEFT	**0**	**0**	WEST LEG	WEST	LEFT	**0**	**0**	WEST LEG
BOUND	THRU	**199**	**200**	RATIO **6.6%**	BOUND	THRU	**735**	**771**	RATIO **8.5%**
	RIGHT	**445**	**493**	ADT 18,500		RIGHT	**358**	**403**	ADT 18,500

SR-15 SB RAMPS (NS) / BEECH AVENUE (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2017 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2017 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2017 TOTAL
NORTH	LEFT	**0**	SOUTH LEG		NORTH	LEFT	**0**	SOUTH LEG	
BOUND	THRU	**1**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**0**		RIGHT	**0**	OUT ...	**0**
SOUTH	LEFT	**90**	NORTH LEG		SOUTH	LEFT	**167**	NORTH LEG	
BOUND	THRU	**0**	IN ...	**230**	BOUND	THRU	**1**	IN ...	**280**
	RIGHT	**97**	OUT ...	**940**		RIGHT	**97**	OUT ...	**560**
EAST	LEFT	**485**	WEST LEG		EAST	LEFT	**188**	WEST LEG	
BOUND	THRU	**254**	IN ...	**750**	BOUND	THRU	**442**	IN ...	**640**
	RIGHT	**2**	OUT ...	**320**		RIGHT	**0**	OUT ...	**840**
WEST	LEFT	**0**	EAST LEG		WEST	LEFT	**0**	EAST LEG	
BOUND	THRU	**199**	IN ...	**650**	BOUND	THRU	**735**	IN ...	**1,110**
	RIGHT	**445**	OUT ...	**370**		RIGHT	**358**	OUT ...	**630**

YEAR 2017 TRAFFIC CONDITIONS										
MORNING PEAK HOUR RESULTS						EVENING PEAK HOUR RESULTS					
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2017 FORECAST	PEAK - DAILY RELATIONSHIP		APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2017 FORECAST	PEAK - DAILY RELATIONSHIP	
NORTH	LEFT	**0**	**0**	NORTH LEG		NORTH	LEFT	**0**	**0**	NORTH LEG	
BOUND	THRU	**1**	**0**	RATIO	**12.2%**	BOUND	THRU	**0**	**0**	RATIO	**8.8%**
	RIGHT	**0**	**0**	ADT	9,600		RIGHT	**0**	**0**	ADT	9,600
SOUTH	LEFT	**90**	**111**	SOUTH LEG		SOUTH	LEFT	**167**	**180**	SOUTH LEG	
BOUND	THRU	**0**	**0**	RATIO	**#DIV/0!**	BOUND	THRU	**1**	**0**	RATIO	**#DIV/0!**
	RIGHT	**97**	**119**	ADT	0		RIGHT	**97**	**100**	ADT	0
EAST	LEFT	**485**	**491**	EAST LEG		EAST	LEFT	**188**	**190**	EAST LEG	
BOUND	THRU	**254**	**259**	RATIO	**5.0%**	BOUND	THRU	**442**	**450**	RATIO	**8.4%**
	RIGHT	**2**	**0**	ADT	20,600		RIGHT	**0**	**0**	ADT	20,600
WEST	LEFT	**0**	**0**	WEST LEG		WEST	LEFT	**0**	**0**	WEST LEG	
BOUND	THRU	**199**	**201**	RATIO	**6.3%**	BOUND	THRU	**735**	**740**	RATIO	**8.7%**
	RIGHT	**445**	**449**	ADT	17,000		RIGHT	**358**	**370**	ADT	17,000

SR-15 NB RAMPS (NS) / BEECH AVENUE (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2014

				89	0	231		
				<	v	>		
		49	^				^	99
		266	>				<	486
		0	v				v	0
				<	^	>		
				0	0	0		

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2014

					320	148		
					v	^		
		575	<	IN =	1220	<	585	
		315	>	OUT =	1220	>	497	
					v	^		
					0	0		

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				28	0	35		
				<	v	>		
		23	^				^	7
		34	>				<	61
		0	v				v	0
				<	^	>		
				0	0	0		

PCE FACTORS BY AXLE:

2: **1.5** 3: **2.0** 4+: **3.0**

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2014

				117	0	266		
				<	v	>		
		72	^				^	106
		300	>				<	547
		0	v				v	0
				<	^	>		
				0	0	0		

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008

					0	**592**		
					v	^		
		1077	<	IN =	2565	<	**1213**	
		765	>	OUT =	2564	>	**895**	
					v	^		
					0	**587**		

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008

					0	**16**		
					v	^		
		17	<	IN =	51	<	**19**	
		14	>	OUT =	51	>	**18**	
					v	^		
					0	**18**		

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: **0.38**

PHF FOR TRUCKS: **0.333**

					0	230		
					v	^		
		415	<	IN =	992	<	467	
		295	>	OUT =	991	>	346	
					v	^		
					0	229		

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

					0	**1114**		
					v	^		
		1235	<	IN =	3993	<	**1828**	
		1382	>	OUT =	3992	>	**1643**	
					v	^		
					0	**783**		

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

					0	**45**		
					v	^		
		15	<	IN =	95	<	**38**	
		42	>	OUT =	93	>	**33**	
					v	^		
					0	**15**		

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38

PHF FOR TRUCKS: 0.333

					0	438		
					v	^		
		474	<	IN =	1549	<	707	
		539	>	OUT =	1548	>	635	
					v	^		
					0	303		

RAW GROWTH (PCE'S): 2008 TO 2035

CONVERSION OF TRUCKS TO: **2035**

FACTOR = **1.50**

					0	213		
					v	^		
		59	<			<	243	
		248	>			>	292	
					v	^		
					0	73		

ADJUSTED GROWTH (PCE'S): 2008 TO 2035

10 MINIMUM GROWTH %

					40	210		
					v	^		
		70	<	IN =	600	<	240	
		250	>	OUT =	570	>	290	
					v	^		
					0	70		

PRORATED GROWTH (PCE'S): 2014 TO 2035

21 YEARS

					30	160		
					v	^		
		50	<			<	190	
		190	>			>	230	
					v	^		
					0	50		

NEW PROJECTED VOLUMES (PCE'S): 2035

					410	340		
					v	^		
		710	<			<	840	
		560	>			>	800	
					v	^		
					0	50		

YEAR 2017 GROWTH: 2014 TO **2017**

3 YEARS

					0	20		
					v	^		
		10	<			<	30	
		30	>			>	30	
					v	^		
					0	10		

INITIAL YEAR 2017 VOLUMES:

2017

					380	200		
					v	^		
		670	<	IN =	1470	<	680	
		400	>	OUT =	1470	>	600	
					v	^		
					0	10		

BALANCED YEAR 2017 VOLUMES:

2017

					380	200		
					v	^		
		670	<	IN =	1470	<	680	
		400	>	OUT =	1470	>	600	
					v	^		
					0	10		

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2014

				319	0	546		
				<	v	>		
		104	^				^	220
		504	>				<	749
		0	v				v	0
				<	^	>		
				0	0	0		

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2014

					865	324		
					v	^		
		1068	<	IN =	2442	<	969	
		608	>	OUT =	2442	>	1050	
					v	^		
					0	0		

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				8	0	29		
				<	v	>		
		19	^				^	5
		19	>				<	32
		0	v				v	0
				<	^	>		
				0	0	0		

PCE FACTORS BY AXLE:

2: 1.5 3: 2 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2014

				327	0	575		
				<	v	>		
		123	^				^	225
		523	>				<	781
		0	v				v	0
				<	^	>		
				0	0	0		

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008

					0	**2341**		
					v	^		
		2766	<	IN =	7268	<	**3641**	
		747	>	OUT =	7269	>	**2162**	
					v	^		
					0	**2880**		

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008

					0	**25**		
					v	^		
		28	<	IN =	85	<	**41**	
		10	>	OUT =	85	>	**32**	
					v	^		
					0	**34**		

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: **0.28**

PHF FOR TRUCKS: **0.25**

					0	662		
					v	^		
		781	<	IN =	2056	<	1030	
		212	>	OUT =	2057	>	613	
					v	^		
					0	815		

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

					0	**2180**		
					v	^		
		2753	<	IN =	7738	<	**3487**	
		1352	>	OUT =	7739	>	**2806**	
					v	^		
					0	**2899**		

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

					0	**0**		
					v	^		
		28	<	IN =	77	<	**49**	
		28	>	OUT =	77	>	**49**	
					v	^		
					0	**0**		

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28

PHF FOR TRUCKS: 0.25

					0	610		
					v	^		
		778	<	IN =	2186	<	989	
		386	>	OUT =	2186	>	798	
					v	^		
					0	812		

RAW GROWTH (PCE'S): 2008 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.50

					0	-54		
					v	^		
		-4	<			<	-40	
		176	>			>	187	
					v	^		
					0	-7		

ADJUSTED GROWTH (PCE'S): 2008 TO 2035

10 MINIMUM GROWTH %

					90	30		
					v	^		
		110	<	IN =	370	<	100	
		180	>	OUT =	330	>	190	
					v	^		
					0	0		

PRORATED GROWTH (PCE'S): 2014 TO 2035

21 YEARS

					70	20		
					v	^		
		90	<			<	80	
		140	>			>	150	
					v	^		
					0	0		

NEW PROJECTED VOLUMES (PCE'S): 2035

					970	370		
					v	^		
		1200	<			<	1090	
		790	>			>	1250	
					v	^		
					0	0		

YEAR 2017 GROWTH: 2014 TO 2017

3 YEARS

					10	0		
					v	^		
		10	<			<	10	
		20	>			>	20	
					v	^		
					0	0		

INITIAL YEAR 2017 VOLUMES:

2017

					910	350		
					v	^		
		1120	<	IN =	2600	<	1020	
		670	>	OUT =	2590	>	1120	
					v	^		
					0	0		

BALANCED YEAR 2017 VOLUMES:

2017

					910	350		
					v	^		
		1120	<	IN =	2600	<	1020	
		670	>	OUT =	2590	>	1120	
					v	^		
					0	0		

SR-15 NB RAMPS (NS) / BEECH AVENUE (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL
NORTH	LEFT	**0**	SOUTH LEG		NORTH	LEFT	**0**	SOUTH LEG	
BOUND	THRU	**0**	IN ...	**50**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**0**		RIGHT	**0**	OUT ...	**0**
SOUTH	LEFT	**266**	NORTH LEG		SOUTH	LEFT	**575**	NORTH LEG	
BOUND	THRU	**0**	IN ...	**410**	BOUND	THRU	**0**	IN ...	**970**
	RIGHT	**117**	OUT ...	**340**		RIGHT	**327**	OUT ...	**370**
EAST	LEFT	**72**	WEST LEG		EAST	LEFT	**123**	WEST LEG	
BOUND	THRU	**300**	IN ...	**560**	BOUND	THRU	**523**	IN ...	**790**
	RIGHT	**0**	OUT ...	**710**		RIGHT	**0**	OUT ...	**1,200**
WEST	LEFT	**0**	EAST LEG		WEST	LEFT	**0**	EAST LEG	
BOUND	THRU	**547**	IN ...	**840**	BOUND	THRU	**781**	IN ...	**1,090**
	RIGHT	**106**	OUT ...	**800**		RIGHT	**225**	OUT ...	**1,250**

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**0**	**0**	NORTH LEG	NORTH	LEFT	**0**	**0**	NORTH LEG
BOUND	THRU	**0**	**0**	RATIO **4.5%**	BOUND	THRU	**0**	**0**	RATIO **7.8%**
	RIGHT	**0**	**0**	ADT 17,000		RIGHT	**0**	**0**	ADT 17,000
SOUTH	LEFT	**266**	**338**	SOUTH LEG	SOUTH	LEFT	**575**	**610**	SOUTH LEG
BOUND	THRU	**0**	**0**	RATIO **#DIV/0!**	BOUND	THRU	**0**	**0**	RATIO **#DIV/0!**
	RIGHT	**117**	**83**	ADT 0		RIGHT	**327**	**350**	ADT 0
EAST	LEFT	**72**	**114**	EAST LEG	EAST	LEFT	**123**	**142**	EAST LEG
BOUND	THRU	**300**	**462**	RATIO **5.4%**	BOUND	THRU	**523**	**640**	RATIO **7.6%**
	RIGHT	**0**	**0**	ADT 30,600		RIGHT	**0**	**0**	ADT 30,600
WEST	LEFT	**0**	**0**	WEST LEG	WEST	LEFT	**0**	**0**	WEST LEG
BOUND	THRU	**547**	**627**	RATIO **5.8%**	BOUND	THRU	**781**	**850**	RATIO **9.0%**
	RIGHT	**106**	**226**	ADT 22,000		RIGHT	**225**	**228**	ADT 22,000

SR-15 NB RAMPS (NS) / BEECH AVENUE (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2017 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2017 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2017 TOTAL
NORTH	LEFT	**0**	SOUTH LEG		NORTH	LEFT	**0**	SOUTH LEG	
BOUND	THRU	**0**	IN ...	**10**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**0**		RIGHT	**0**	OUT ...	**0**
SOUTH	LEFT	**266**	NORTH LEG		SOUTH	LEFT	**575**	NORTH LEG	
BOUND	THRU	**0**	IN ...	**380**	BOUND	THRU	**0**	IN ...	**910**
	RIGHT	**117**	OUT ...	**200**		RIGHT	**327**	OUT ...	**350**
EAST	LEFT	**72**	WEST LEG		EAST	LEFT	**123**	WEST LEG	
BOUND	THRU	**300**	IN ...	**400**	BOUND	THRU	**523**	IN ...	**670**
	RIGHT	**0**	OUT ...	**670**		RIGHT	**0**	OUT ...	**1,120**
WEST	LEFT	**0**	EAST LEG		WEST	LEFT	**0**	EAST LEG	
BOUND	THRU	**547**	IN ...	**680**	BOUND	THRU	**781**	IN ...	**1,020**
	RIGHT	**106**	OUT ...	**600**		RIGHT	**225**	OUT ...	**1,120**

YEAR 2017 TRAFFIC CONDITIONS										
MORNING PEAK HOUR RESULTS						EVENING PEAK HOUR RESULTS					
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2017 FORECAST	PEAK - DAILY RELATIONSHIP		APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2017 FORECAST	PEAK - DAILY RELATIONSHIP	
NORTH	LEFT	**0**	**0**	NORTH LEG		NORTH	LEFT	**0**	**0**	NORTH LEG	
BOUND	THRU	**0**	**0**	RATIO	**3.9%**	BOUND	THRU	**0**	**0**	RATIO	**8.5%**
	RIGHT	**0**	**0**	ADT	14,800		RIGHT	**0**	**0**	ADT	14,800
SOUTH	LEFT	**266**	**275**	SOUTH LEG		SOUTH	LEFT	**575**	**578**	SOUTH LEG	
BOUND	THRU	**0**	**0**	RATIO	**#DIV/0!**	BOUND	THRU	**0**	**0**	RATIO	**#DIV/0!**
	RIGHT	**117**	**108**	ADT	0		RIGHT	**327**	**328**	ADT	0
EAST	LEFT	**72**	**78**	EAST LEG		EAST	LEFT	**123**	**125**	EAST LEG	
BOUND	THRU	**300**	**325**	RATIO	**5.1%**	BOUND	THRU	**523**	**542**	RATIO	**8.5%**
	RIGHT	**0**	**0**	ADT	25,100		RIGHT	**0**	**0**	ADT	25,100
WEST	LEFT	**0**	**0**	WEST LEG		WEST	LEFT	**0**	**0**	WEST LEG	
BOUND	THRU	**547**	**562**	RATIO	**5.2%**	BOUND	THRU	**781**	**792**	RATIO	**8.7%**
	RIGHT	**106**	**122**	ADT	20,500		RIGHT	**225**	**225**	ADT	20,500

APPENDIX E

Adjacent Schools Trip Generation and Trip Distributions

Table E-1

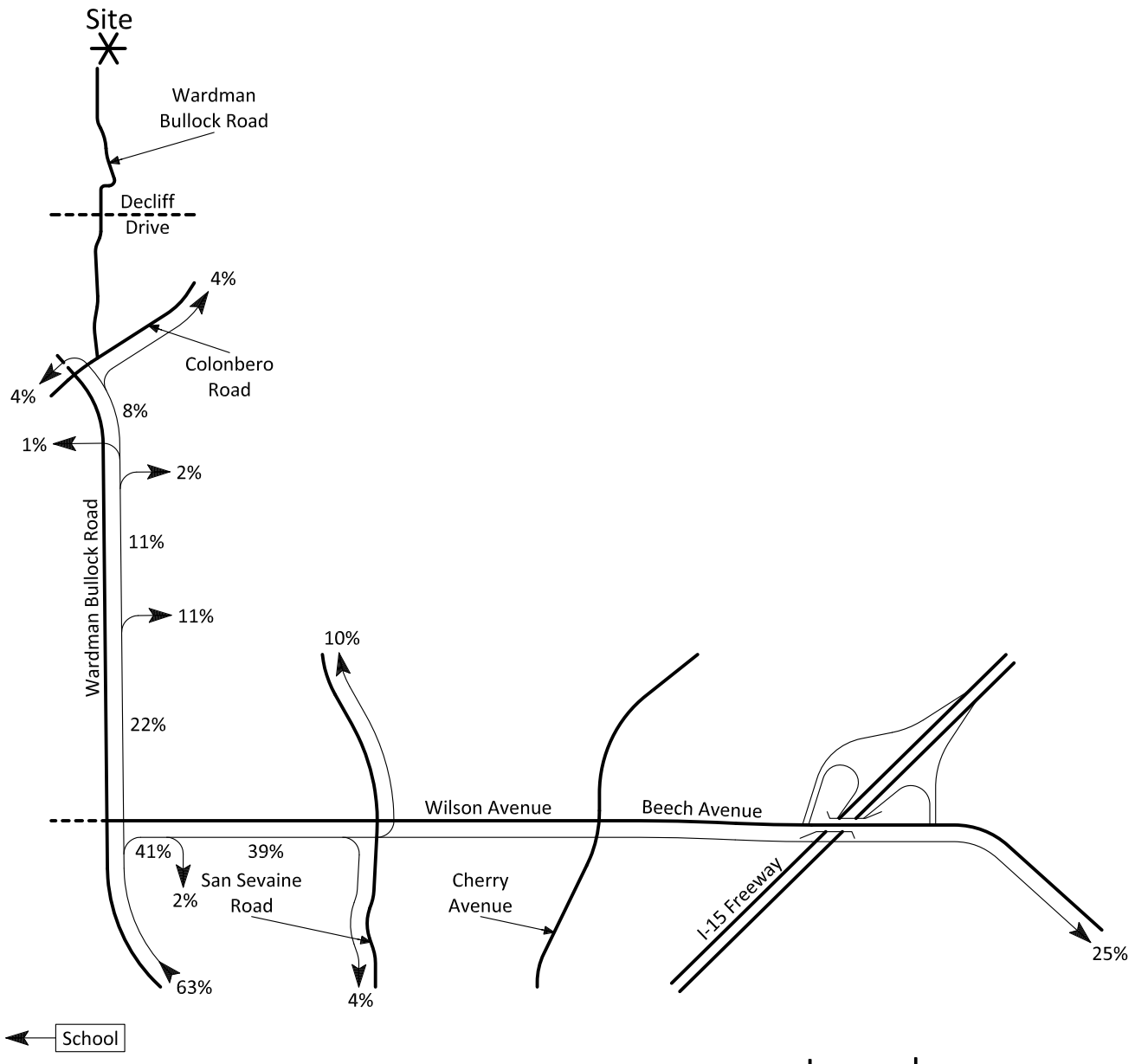
Project Trip Generation[1]

Land Use	Quantity	Units[2]	Peak Hour						Daily
			Morning			Evening			
			Inbound	Outbound	Total	Inbound	Outbound	Total	
Trip Generation Rates									
Elementary School		ST	0.25	0.20	0.45	0.07	0.08	0.15	1.29
Middle School		ST	0.30	0.24	0.54	0.08	0.08	0.16	1.62
High School		ST	0.29	0.14	0.43	0.06	0.07	0.13	1.71
Trips Generated									
Etiwanda Colony Elementary School	1,030	ST	255	209	464	76	79	155	1,329
No Bussing Factor (+25%)			64	52	116	19	20	39	332
Summit Intermediate School	1,632	ST	485	397	882	128	133	261	2,644
No Bussing Factor (+25%)			121	99	221	32	33	65	661
Etiwanda High School	3,271	ST	956	450	1,406	200	225	425	5,593
No Bussing Factor (+25%)			239	113	352	50	56	106	1,398
Total			2,120	1,320	3,440	505	546	1,051	11,958

[1] Source: Institute of Transportation Engineers, Trip Generation, 9th Edition, 2012, Land Use Categories 520, 522, & 530.

[2] ST = Students

Figure E-1
Etiwanda Colony Elementary School Trip Distribution



Legend

10% = Percent To/From Project

N

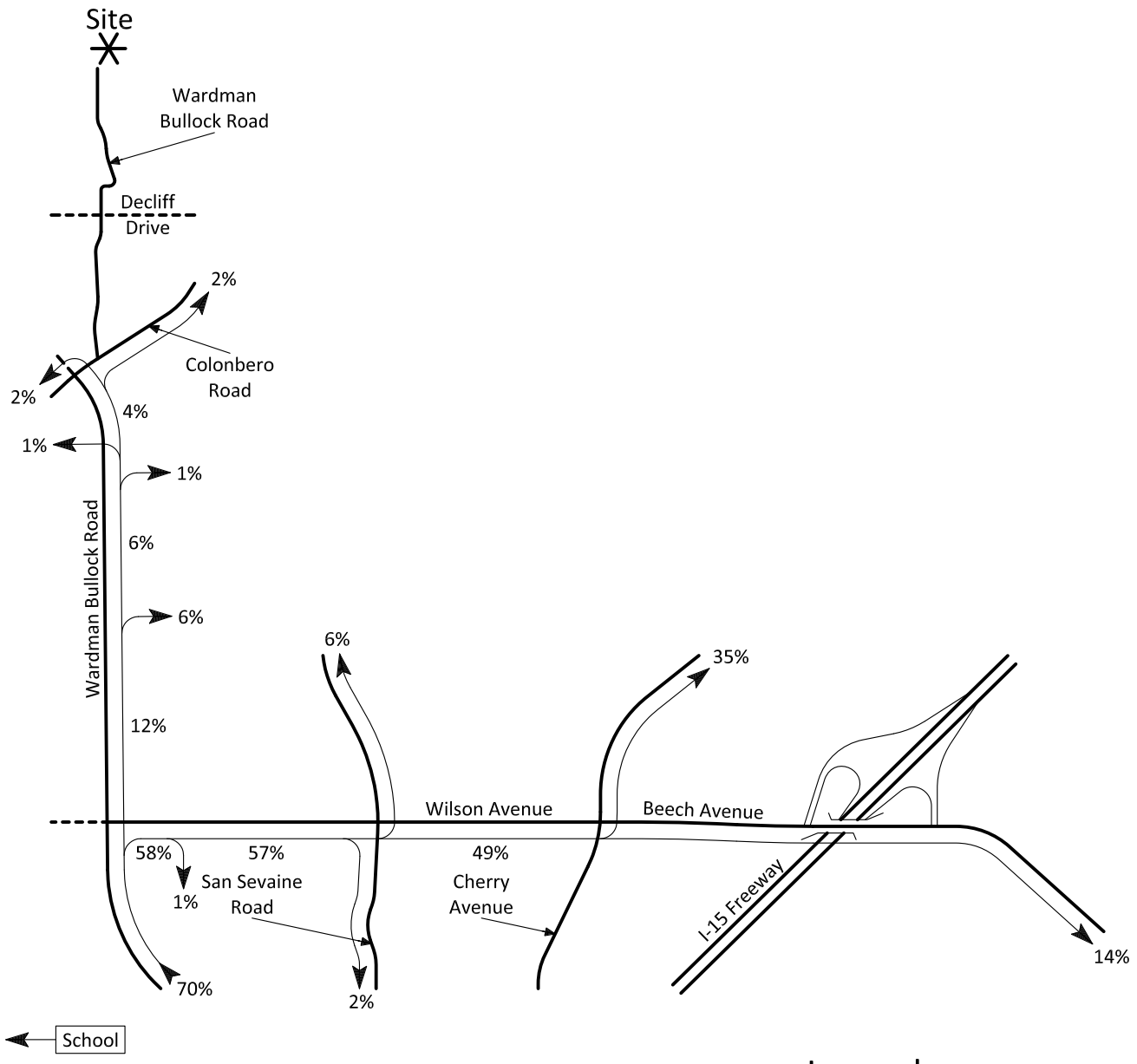
NTS

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

5226c/E-1

Figure E-2
Summit Intermediate School Trip Distribution



Legend

10% = Percent To/From Project

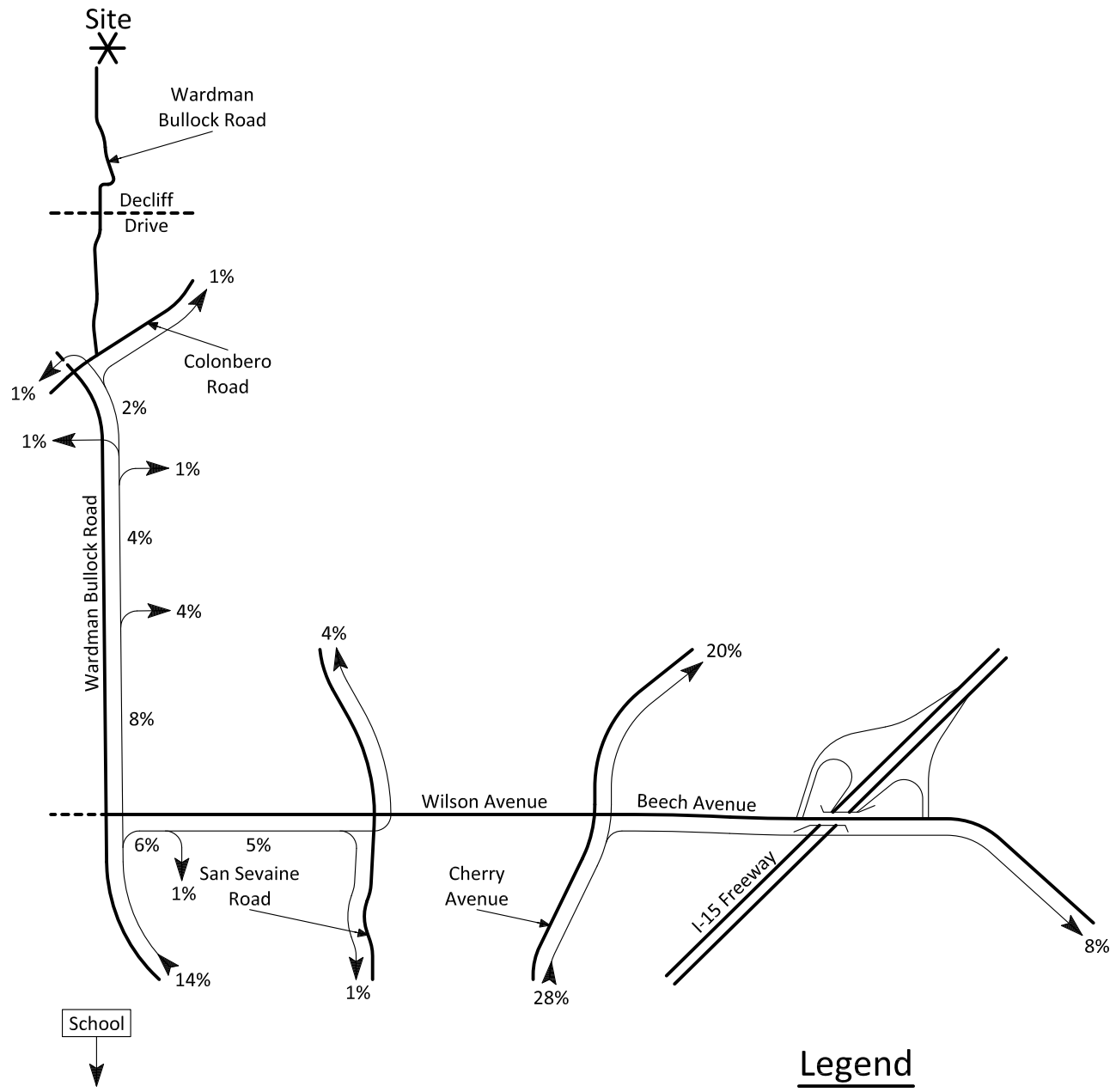
NTS

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

5226/E-2

Figure E-3
Etiwanda High School Trip Distribution



Legend

10% = Percent To/From Project

NTS

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

5226/E-3

APPENDIX F

Explanation and Calculation of Intersection Delay

EXPLANATION AND CALCULATION OF INTERSECTION LEVEL OF SERVICE USING DELAY METHODOLOGY

The levels of service at the unsignalized and signalized intersections are calculated using the delay methodology in the Highway Capacity Manual. This methodology views an intersection as consisting of several lane groups. A lane group is a set of lanes serving a movement. If there are two northbound left turn lanes, then the lane group serving the northbound left turn movement has two lanes. Similarly, there may be three lanes in the lane group serving the northbound through movement, one lane in the lane group serving the northbound right turn movement, and so forth. It is also possible for one lane to serve two lane groups. A shared lane might result in there being 1.5 lanes in the northbound left turn lane group and 2.5 lanes in the northbound through lane group.

For each lane group, there is a capacity. That capacity is calculated by multiplying the number of lanes in the lane group times a theoretical maximum lane capacity per lane time's 12 adjustment factors.

Each of the 12 adjustment factors has a value of approximately 1.00. A value less than 1.00 is generally assigned when a less than desirable condition occurs.

The 12 adjustment factors are as follows:

1. Peak hour factor (to account for peaking within the peak hour)
2. Lane utilization factor (to account for not all lanes loading equally)
3. Lane width
4. Percent of heavy trucks
5. Approach grade
6. Parking
7. Bus stops at intersections
8. Area type (CBD or other)
9. Right turns
10. Left turns

11. Pedestrian activity

12. Signal progression

The maximum theoretical lane capacity and the 12 adjustment factors for it are all unknowns for which approximate estimates have been recommended in the Highway Capacity Manual. For the most part, the recommended values are not based on statistical analysis but rather on educated estimates. However, it is possible to use the delay method and get reasonable results as will be discussed below.

Once the lane group volume is known and the lane group capacity is known, a volume to capacity ratio can be calculated for the lane group.

With a volume to capacity ratio calculated, average delay per vehicle in a lane group can be estimated. The average delay per vehicle in a lane group is calculated using a complex formula provided by the Highway Capacity Manual, which can be simplified and described as follows:

Delay per vehicle in a lane group is a function of the following:

1. Cycle length

2. Amount of red time faced by a lane group

3. Amount of yellow time for that lane group

4. The volume to capacity ratio of the lane group

The average delay per vehicle for each lane group is calculated, and eventually an overall average delay for all vehicles entering the intersection is calculated. This average delay per vehicle is then used to judge Level of Service. The Level of Services are defined in the table that follows this discussion.

Experience has shown that when a maximum lane capacity of 1,900 vehicles per hour is used (as recommended in the Highway Capacity Manual), little or no yellow time penalty is used, and none of the 12 penalty factors are applied, calculated delay is realistic. The delay calculation for instance assumes that yellow time is totally unused. Yet experience shows that most of the yellow time is used.

An idiosyncrasy of the delay methodology is that it is possible to add traffic to an intersection and reduce the average total delay per vehicle. If the average total delay is 30 seconds per vehicle for all vehicles traveling through an intersection, and traffic is added to a movement that has an average total delay of 15 seconds per vehicle, then the overall average total delay is reduced.

The delay calculation for a lane group is based on a concept that the delay is a function of the amount of unused capacity available. As the volume approaches capacity and there is no more unused capacity available, then the delay rapidly increases. Delay is not proportional to volume, but rather increases rapidly as the unused capacity approaches zero.

Because delay is not linearly related to volumes, the delay does not reflect how close an intersection is to overloading. If an intersection is operating at Level of Service C and has an average total delay of 18 seconds per vehicle, you know very little as to what percent the traffic can increase before Level of Service E is reached.

LEVEL OF SERVICE DESCRIPTION[1]

Level Of Service	Description	Average Total Delay Per Vehicle (Seconds)	
		Signalized	Unsignalized
A	Level of Service A occurs when progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.	0 to 10.00	0 to 10.00
B	Level of Service B generally occurs with good progression and/or short cycle lengths. More vehicles stop than for Level of Service A, causing higher levels of average total delay.	10.01 to 20.00	10.01 to 15.00
C	Level of Service C generally results when there is fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear in this level. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.	20.01 to 35.00	15.01 to 25.00
D	Level of Service D generally results in noticeable congestion. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volume to capacity ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.	35.01 to 55.00	25.01 to 35.00
E	Level of Service E is considered to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high volume to capacity ratios. Individual cycle failures are frequent occurrences.	55.01 to 80.00	35.01 to 50.00
F	Level of Service F is considered to be unacceptable to most drivers. This condition often occurs with oversaturation, i.e., when arrival flow rates exceed the capacity of the intersection. It may also occur at high volume to capacity ratios below 1.00 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.	80.01 and up	50.01 and up

[1] Source: Highway Capacity Manual Special Report 209, Transportation Research Board, National Research Council, Washington, D.C., 2000.

Existing

Ling Yen Mountain Temple
Existing
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #1 Wardman Bullock Road (NS) at Colonbero Road (EW) - #1

Cycle (sec):	100	Critical Vol./Cap.(X):	0.081
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	7.4
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Wardman Bullock Road						Colonbero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	0 0	1! 0	0	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	9	0	12	0	0	0	0	2	7	10	5	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	0	12	0	0	0	0	2	7	10	5	0
Added Vol:	26	0	26	0	0	0	0	0	37	37	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	0	38	0	0	0	0	2	44	47	5	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
PHF Volume:	44	0	48	0	0	0	0	3	56	60	6	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	0	48	0	0	0	0	3	56	60	6	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	0	48	0	0	0	0	3	56	60	6	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.04	0.96	0.90	0.10	0.00
Final Sat.:	672	0	866	0	804	0	0	42	932	734	78	0
Capacity Analysis Module:												
Vol/Sat:	0.07	xxxx	0.06	xxxx	0.00	xxxx	xxxx	0.06	0.06	0.08	0.08	xxxx
Crit Moves:	****				****			****			****	
Delay/Veh:	8.3	0.0	7.0	0.0	0.0	0.0	0.0	6.8	6.8	7.7	7.7	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.3	0.0	7.0	0.0	0.0	0.0	0.0	6.8	6.8	7.7	7.7	0.0
LOS by Move:	A	*	A	*	*	*	*	A	A	A	A	*
ApproachDel:		7.6			xxxxxx			6.8			7.7	
Delay Adj:		1.00			xxxxx			1.00			1.00	
ApprAdjDel:		7.6			xxxxxx			6.8			7.7	
LOS by Appr:		A			*			A			A	
AllWayAvgQ:	0.1	0.1	0.1	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1

Ling Yen Mountain Temple
Existing
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #1 Wardman Bullock Road (NS) at Colonbero Road (EW) - #1

Cycle (sec):	100	Critical Vol./Cap.(X):	0.053
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	7.2
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Wardman Bullock Road						Colonbero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	0 0	1! 0	0	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	14	0	24	0	0	0	0	2	8	8	5	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	0	24	0	0	0	0	2	8	8	5	0
Added Vol:	10	0	10	0	0	0	0	0	10	10	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	0	34	0	0	0	0	2	18	18	5	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
PHF Volume:	34	0	48	0	0	0	0	3	26	26	7	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	0	48	0	0	0	0	3	26	26	7	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	0	48	0	0	0	0	3	26	26	7	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.10	0.90	0.78	0.22	0.00
Final Sat.:	696	0	906	0	843	0	0	99	887	650	180	0
Capacity Analysis Module:												
Vol/Sat:	0.05	xxxx	0.05	xxxx	0.00	xxxx	xxxx	0.03	0.03	0.04	0.04	xxxx
Crit Moves:			****		****			****			****	
Delay/Veh:	8.1	0.0	6.8	0.0	0.0	0.0	0.0	6.7	6.7	7.4	7.4	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.1	0.0	6.8	0.0	0.0	0.0	0.0	6.7	6.7	7.4	7.4	0.0
LOS by Move:	A	*	A	*	*	*	*	A	A	A	A	*
ApproachDel:		7.4			xxxxxx			6.7			7.4	
Delay Adj:		1.00			xxxxx			1.00			1.00	
ApprAdjDel:		7.4			xxxxxx			6.7			7.4	
LOS by Appr:		A			*			A			A	
AllWayAvgQ:	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Ling Yen Mountain Temple
Existing
Morning Peak Hour

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

****

Intersection #2 Wardman Bullock Road (NS) at Wilson Avenue (EW) - #2

****

Cycle (sec):	85	Critical Vol./Cap.(X):	0.612
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	31.5
Optimal Cycle: OPTIMIZED		Level Of Service:	C

****

Street Name:	Wardman Bullock Road						Wilson Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	31	31	10	31	0	0	0	0	31	0	31
Lanes:	0 0 1	0	1	1 0	1	0 0	0 0	0	0 0 0	1 0	0	0 1
Volume Module:												
Base Vol:	0	16	75	64	47	0	0	0	0	97	0	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	16	75	64	47	0	0	0	0	97	0	49
Added Vol:	0	162	428	0	239	0	0	0	0	554	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	178	503	64	286	0	0	0	0	651	0	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	195	550	70	313	0	0	0	0	712	0	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	195	550	70	313	0	0	0	0	712	0	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	195	550	70	313	0	0	0	0	712	0	54
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1800	1800	1700	1800	0	0	0	0	1700	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.31	0.04	0.17	0.00	0.00	0.00	0.00	0.42	0.00	0.03
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.36	0.36	0.12	0.48	0.00	0.00	0.00	0.00	0.45	0.00	0.45
Volume/Cap:	0.00	0.30	0.84	0.35	0.36	0.00	0.00	0.00	0.00	0.94	0.00	0.07
Delay/Veh:	0.0	19.5	34.0	35.6	14.0	0.0	0.0	0.0	0.0	41.4	0.0	13.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.5	34.0	35.6	14.0	0.0	0.0	0.0	0.0	41.4	0.0	13.4
LOS by Move:	A	B	C	D	B	A	A	A	A	D	A	B
HCM2kAvgQ:	0	4	16	2	5	0	0	0	0	24	0	1

****

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

Ling Yen Mountain Temple
Existing
Evening Peak Hour

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

Intersection #2 Wardman Bullock Road (NS) at Wilson Avenue (EW) - #2

Cycle (sec): 75 Critical Vol./Cap.(X): 0.315
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 17.5
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	Wardman Bullock Road						Wilson Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	31	31	10	31	0	0	0	0	31	0	31
Lanes:	0 0	1	0 1	1 0	1	0 0	0 0	0	0 0 0	1 0	0	0 1
Volume Module:												
Base Vol:	0	70	193	46	23	0	0	0	0	148	0	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	70	193	46	23	0	0	0	0	148	0	32
Added Vol:	0	64	154	0	60	0	0	0	0	147	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	134	347	46	83	0	0	0	0	295	0	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	141	366	49	88	0	0	0	0	312	0	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	141	366	49	88	0	0	0	0	312	0	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	141	366	49	88	0	0	0	0	312	0	34
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1800	1800	1700	1800	0	0	0	0	1700	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.20	0.03	0.05	0.00	0.00	0.00	0.00	0.18	0.00	0.02
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.40	0.40	0.13	0.53	0.00	0.00	0.00	0.00	0.40	0.00	0.40
Volume/Cap:	0.00	0.20	0.51	0.22	0.09	0.00	0.00	0.00	0.00	0.46	0.00	0.05
Delay/Veh:	0.0	15.5	18.4	31.0	9.3	0.0	0.0	0.0	0.0	17.8	0.0	14.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.5	18.4	31.0	9.3	0.0	0.0	0.0	0.0	17.8	0.0	14.5
LOS by Move:	A	B	B	C	A	A	A	A	A	B	A	B
HCM2kAvgQ:	0	2	7	1	1	0	0	0	0	6	0	0

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

Ling Yen Mountain Temple
Existing
Morning Peak Hour

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

****

Intersection #3 Ambleside Place (NS) at Colonbero Road (EW) - #3

****

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: A[8.7]

****

Street Name:	Ambleside Place						Colonbero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	1	0	8	10	8	0	0	7	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	1	0	8	10	8	0	0	7	1
Added Vol:	0	0	0	0	0	0	0	26	0	0	37	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1	0	8	10	34	0	0	44	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
PHF Volume:	0	0	0	1	0	12	15	50	0	0	65	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	1	0	12	15	50	0	0	65	1
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	146	146	66	67	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	851	749	1004	1548	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	845	742	1004	1548	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	0.00	0.01	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	983	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	8.7	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	A	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			8.7			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

****

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

****

Ling Yen Mountain Temple
Existing
Evening Peak Hour

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

****

Intersection #3 Ambleside Place (NS) at Colonbero Road (EW) - #3

****

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: A[8.7]

****

Street Name:	Ambleside Place						Colonbero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	1	0	1	1	25	0	0	12	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	1	0	1	1	25	0	0	12	1
Added Vol:	0	0	0	0	0	0	0	10	0	0	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1	0	1	1	35	0	0	22	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
PHF Volume:	0	0	0	1	0	1	1	50	0	0	32	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	1	0	1	1	50	0	0	32	1
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	85	85	32	33	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	921	808	1047	1592	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	920	808	1047	1592	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	980	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	8.7	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	A	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			8.7			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

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

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Ling Yen Mountain Temple
Existing
Morning Peak Hour

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

Intersection #4 San Sevaine Road (NS) at Wilson Avenue (EW) - #4

Cycle (sec): 80 Critical Vol./Cap.(X): 0.932
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 23.3
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	San Sevain Road						Wilson Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	31	31	31	31	31	31	19	19	19	19	19	19
Lanes:	0 1	0 0	1	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	1	1	44	129	1	1	1	200	3	19	146	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	44	129	1	1	1	200	3	19	146	24
Added Vol:	37	0	0	0	0	116	78	308	26	0	377	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	1	44	129	1	117	79	508	29	19	523	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	40	1	46	135	1	122	82	530	30	20	545	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	1	46	135	1	122	82	530	30	20	545	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	1	46	135	1	122	82	530	30	20	545	25
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.98	0.02	1.00	0.53	0.01	0.46	1.00	1.89	0.11	1.00	1.91	0.09
Final Sat.:	1659	44	1800	912	7	827	1700	3406	194	1700	3442	158
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.03	0.15	0.15	0.15	0.00	0.16	0.16	0.00	0.16	0.16
Crit Moves:					****		****				****	
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.24	0.27	0.27	0.27	0.30	0.30
Volume/Cap:	0.06	0.06	0.07	0.38	0.38	0.38	0.20	0.58	0.58	0.04	0.53	0.53
Delay/Veh:	15.4	15.4	15.4	18.0	18.0	18.0	24.7	26.2	26.2	21.7	23.8	23.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.4	15.4	15.4	18.0	18.0	18.0	24.7	26.2	26.2	21.7	23.8	23.8
LOS by Move:	B	B	B	B	B	B	C	C	C	C	C	C
HCM2kAvgQ:	1	1	1	5	5	5	2	7	7	0	6	6

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

Ling Yen Mountain Temple
Existing
Evening Peak Hour

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

Intersection #4 San Sevaine Road (NS) at Wilson Avenue (EW) - #4

Cycle (sec):	80	Critical Vol./Cap.(X):	0.932
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	22.1
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Street Name:	San Sevain Road						Wilson Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	31	31	31	31	31	31	19	19	19	19	19	19
Lanes:	0 1	0 0	1	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	3	1	37	86	1	3	7	233	3	40	246	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	1	37	86	1	3	7	233	3	40	246	97
Added Vol:	10	0	0	0	0	29	31	106	10	0	102	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	1	37	86	1	32	38	339	13	40	348	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	13	1	38	88	1	33	39	348	13	41	357	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	1	38	88	1	33	39	348	13	41	357	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	1	38	88	1	33	39	348	13	41	357	99
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.93	0.07	1.00	0.73	0.01	0.26	1.00	1.93	0.07	1.00	1.56	0.44
Final Sat.:	1585	122	1800	1248	15	464	1700	3467	133	1700	2815	785
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.02	0.07	0.07	0.07	0.00	0.10	0.10	0.00	0.13	0.13
Crit Moves:					****		****				****	
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.24	0.27	0.27	0.27	0.30	0.30
Volume/Cap:	0.02	0.02	0.05	0.18	0.18	0.18	0.10	0.37	0.37	0.09	0.42	0.42
Delay/Veh:	15.1	15.1	15.4	16.3	16.3	16.3	23.9	24.0	24.0	22.0	22.7	22.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.1	15.1	15.4	16.3	16.3	16.3	23.9	24.0	24.0	22.0	22.7	22.7
LOS by Move:	B	B	B	B	B	B	C	C	C	C	C	C
HCM2kAvgQ:	0	0	1	2	2	2	1	4	4	1	5	5

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

Ling Yen Mountain Temple
Existing
Morning Peak Hour

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

****

Intersection #5 Cherry Avenue (NS) at Wilson Avenue (EW) - #5

****

Cycle (sec): 110 Critical Vol./Cap.(X): 0.605
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 40.6
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	Cherry Avenue						Wilson Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0	1 0	1	2 0	1 0	1	1 0	1 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	53	88	25	523	291	24	21	228	124	84	111	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	88	25	523	291	24	21	228	124	84	111	118
Added Vol:	0	113	45	0	239	212	174	135	0	96	165	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	201	70	523	530	236	195	363	124	180	276	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	55	208	72	540	548	244	201	375	128	186	285	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	208	72	540	548	244	201	375	128	186	285	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	208	72	540	548	244	201	375	128	186	285	122
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.89	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	1.49	0.51	1.00	1.00	1.00
Final Sat.:	1700	1800	1800	3200	1800	1800	1700	2683	917	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.04	0.17	0.30	0.14	0.12	0.14	0.14	0.11	0.16	0.07
Crit Moves:		****		****			****				****	
Green/Cycle:	0.11	0.28	0.28	0.21	0.38	0.38	0.15	0.31	0.31	0.12	0.28	0.28
Volume/Cap:	0.28	0.41	0.14	0.79	0.80	0.36	0.79	0.45	0.45	0.91	0.56	0.24
Delay/Veh:	45.4	32.6	29.7	47.1	36.8	24.7	60.3	30.6	30.6	85.6	35.2	30.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.4	32.6	29.7	47.1	36.8	24.7	60.3	30.6	30.6	85.6	35.2	30.7
LOS by Move:	D	C	C	D	D	C	E	C	C	F	D	C
HCM2kAvgQ:	2	6	2	12	18	6	9	7	7	10	9	3

****

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

Ling Yen Mountain Temple
Existing
Evening Peak Hour

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

Intersection #5 Cherry Avenue (NS) at Wilson Avenue (EW) - #5

Cycle (sec):	90	Critical Vol./Cap.(X):	0.719
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	31.1
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Street Name:	Cherry Avenue						Wilson Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0	1 0	1	2 0	1 0	1	1 0	1 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	112	415	82	33	182	43	69	227	60	51	226	502
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	415	82	33	182	43	69	227	60	51	226	502
Added Vol:	0	56	22	0	50	56	58	48	0	20	46	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	471	104	33	232	99	127	275	60	71	272	502
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	117	493	109	35	243	104	133	288	63	74	285	526
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	493	109	35	243	104	133	288	63	74	285	526
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	117	493	109	35	243	104	133	288	63	74	285	526
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.89	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	1.64	0.36	1.00	1.00	1.00
Final Sat.:	1700	1800	1800	3200	1800	1800	1700	2955	645	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.07	0.27	0.06	0.01	0.13	0.06	0.08	0.10	0.10	0.04	0.16	0.29
Crit Moves:		****		****			****					****
Green/Cycle:	0.11	0.34	0.34	0.11	0.34	0.34	0.11	0.34	0.34	0.11	0.34	0.34
Volume/Cap:	0.62	0.80	0.18	0.10	0.39	0.17	0.70	0.28	0.28	0.39	0.46	0.85
Delay/Veh:	44.4	33.7	20.7	36.1	22.8	20.6	50.0	21.6	21.6	38.5	23.5	37.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.4	33.7	20.7	36.1	22.8	20.6	50.0	21.6	21.6	38.5	23.5	37.9
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	D
HCM2kAvgQ:	4	14	2	1	5	2	5	4	4	2	6	16

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

Ling Yen Mountain Temple
Existing
Morning Peak Hour

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

****

Intersection #6 SR-15 Freeway SB Ramps (NS) at Beech Avenue (EW) - #6

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.697
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 15.6
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	SR-15 Freeway SB Ramps						Beech Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	7	0	7	10	19	0	0	19	19
Lanes:	0 0	0	0 0	1 0	0	0 1	1 0	2	0 0	0 0	1	1 0
Volume Module:												
Base Vol:	0	0	0	90	0	97	485	254	0	0	199	445
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	90	0	97	485	254	0	0	199	445
Added Vol:	0	0	0	0	0	0	0	180	0	0	260	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	90	0	97	485	434	0	0	459	445
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	0	0	96	0	103	516	462	0	0	488	473
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	96	0	103	516	462	0	0	488	473
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	96	0	103	516	462	0	0	488	473
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.02	0.98
Final Sat.:	0	0	0	1700	0	1800	1700	3600	0	0	1828	1772
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.06	0.30	0.13	0.00	0.00	0.27	0.27
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.12	0.00	0.12	0.42	0.78	0.00	0.00	0.37	0.37
Volume/Cap:	0.00	0.00	0.00	0.48	0.00	0.49	0.73	0.16	0.00	0.00	0.73	0.73
Delay/Veh:	0.0	0.0	0.0	26.7	0.0	26.6	18.5	1.6	0.0	0.0	18.5	18.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	26.7	0.0	26.6	18.5	1.6	0.0	0.0	18.5	18.5
LOS by Move:	A	A	A	C	A	C	B	A	A	A	B	B
HCM2kAvgQ:	0	0	0	2	0	3	10	1	0	0	9	9

****

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

Ling Yen Mountain Temple
Existing
Evening Peak Hour

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

Intersection #6 SR-15 Freeway SB Ramps (NS) at Beech Avenue (EW) - #6

Cycle (sec):	60	Critical Vol./Cap.(X):	0.602
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	11.3
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Street Name:	SR-15 Freeway SB Ramps						Beech Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	7	0	7	10	19	0	0	19	19
Lanes:	0	0	0	1	0	1	1	0	2	0	1	0
Volume Module:												
Base Vol:	0	0	0	167	0	97	188	442	0	0	735	358
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	167	0	97	188	442	0	0	735	358
Added Vol:	0	0	0	0	0	0	0	70	0	0	66	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	167	0	97	188	512	0	0	801	358
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	0	0	0	170	0	99	192	522	0	0	817	365
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	170	0	99	192	522	0	0	817	365
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	170	0	99	192	522	0	0	817	365
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.38	0.62
Final Sat.:	0	0	0	1700	0	1800	1700	3600	0	0	2488	1112
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.05	0.11	0.15	0.00	0.00	0.33	0.33
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.17	0.00	0.17	0.19	0.73	0.00	0.00	0.55	0.55
Volume/Cap:	0.00	0.00	0.00	0.60	0.00	0.33	0.60	0.20	0.00	0.00	0.60	0.60
Delay/Veh:	0.0	0.0	0.0	26.8	0.0	22.7	25.5	2.5	0.0	0.0	9.7	9.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	26.8	0.0	22.7	25.5	2.5	0.0	0.0	9.7	9.7
LOS by Move:	A	A	A	C	A	C	C	A	A	A	A	A
HCM2kAvgQ:	0	0	0	4	0	2	4	2	0	0	8	8

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

Ling Yen Mountain Temple
Existing
Morning Peak Hour

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

****

Intersection #7 SR-15 Freeway NB Ramps (NS) at Beech Avenue (EW) - #7

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.502
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 12.8
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	SR-15 Freeway NB Ramps						Beech Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	7	0	7	10	19	0	0	19	19
Lanes:	0 0	0 0	0	1	0 0	0 1	1	0 1	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	266	0	117	72	300	0	0	547	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	266	0	117	72	300	0	0	547	106
Added Vol:	0	0	0	0	0	0	0	180	0	0	260	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	266	0	117	72	480	0	0	807	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	0	0	284	0	125	77	512	0	0	861	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	284	0	125	77	512	0	0	861	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	284	0	125	77	512	0	0	861	113
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1700	0	1800	1700	1800	0	0	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.07	0.05	0.28	0.00	0.00	0.24	0.06
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.30	0.00	0.30	0.17	0.60	0.00	0.00	0.43	0.43
Volume/Cap:	0.00	0.00	0.00	0.55	0.00	0.23	0.27	0.48	0.00	0.00	0.55	0.15
Delay/Veh:	0.0	0.0	0.0	18.9	0.0	15.9	22.3	7.1	0.0	0.0	13.2	10.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	18.9	0.0	15.9	22.3	7.1	0.0	0.0	13.2	10.4
LOS by Move:	A	A	A	B	A	B	C	A	A	A	B	B
HCM2kAvgQ:	0	0	0	5	0	2	2	6	0	0	7	1

****

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

Ling Yen Mountain Temple
Existing
Evening Peak Hour

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

****

Intersection #7 SR-15 Freeway NB Ramps (NS) at Beech Avenue (EW) - #7

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.747
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 19.6
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	SR-15 Freeway NB Ramps						Beech Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	7	0	7	10	19	0	0	19	19
Lanes:	0 0	0	0 0	1	0 0	0 1	1	0 1	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	575	0	327	123	523	0	0	781	225
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	575	0	327	123	523	0	0	781	225
Added Vol:	0	0	0	0	0	0	0	70	0	0	66	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	575	0	327	123	593	0	0	847	225
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	0	0	0	598	0	340	128	617	0	0	881	234
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	598	0	340	128	617	0	0	881	234
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	598	0	340	128	617	0	0	881	234
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1700	0	1800	1700	1800	0	0	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.35	0.00	0.19	0.08	0.34	0.00	0.00	0.24	0.13
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.42	0.00	0.42	0.17	0.48	0.00	0.00	0.32	0.32
Volume/Cap:	0.00	0.00	0.00	0.84	0.00	0.45	0.45	0.71	0.00	0.00	0.77	0.41
Delay/Veh:	0.0	0.0	0.0	24.9	0.0	13.0	23.7	14.9	0.0	0.0	21.9	16.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	24.9	0.0	13.0	23.7	14.9	0.0	0.0	21.9	16.6
LOS by Move:	A	A	A	C	A	B	C	B	A	A	C	B
HCM2kAvgQ:	0	0	0	14	0	5	3	10	0	0	10	4

****

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

Existing Plus Project

Ling Yen Mountain Temple
Existing Plus Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #1 Wardman Bullock Road (NS) at Colonbero Road (EW) - #1

Cycle (sec):	100	Critical Vol./Cap.(X):	0.125
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	7.6
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Wardman Bullock Road						Colonbero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	1 0	0	0	1! 0	0	0	0 1	0	1 0	0 0
Volume Module:												
Base Vol:	9	0	12	0	0	0	0	2	7	10	5	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	0	12	0	0	0	0	2	7	10	5	0
Added Vol:	26	0	73	0	0	0	0	0	37	43	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	0	85	0	0	0	0	2	44	53	5	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
PHF Volume:	44	0	108	0	0	0	0	3	56	67	6	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	0	108	0	0	0	0	3	56	67	6	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	0	108	0	0	0	0	3	56	67	6	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.04	0.96	0.91	0.09	0.00
Final Sat.:	670	0	862	0	786	0	0	40	890	716	68	0
Capacity Analysis Module:												
Vol/Sat:	0.07	xxxx	0.13	xxxx	0.00	xxxx	xxxx	0.06	0.06	0.09	0.09	xxxx
Crit Moves:			****		****			****			****	
Delay/Veh:	8.3	0.0	7.3	0.0	0.0	0.0	0.0	7.0	7.0	7.9	7.9	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.3	0.0	7.3	0.0	0.0	0.0	0.0	7.0	7.0	7.9	7.9	0.0
LOS by Move:	A	*	A	*	*	*	*	A	A	A	A	*
ApproachDel:		7.6			xxxxxx			7.0			7.9	
Delay Adj:		1.00			xxxxx			1.00			1.00	
ApprAdjDel:		7.6			xxxxxx			7.0			7.9	
LOS by Appr:		A			*			A			A	
AllWayAvgQ:	0.1	0.1	0.1	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1

Ling Yen Mountain Temple
Existing Plus Project
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #1 Wardman Bullock Road (NS) at Colonbero Road (EW) - #1

Cycle (sec):	100	Critical Vol./Cap.(X):	0.189
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	8.1
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Wardman Bullock Road						Colonbero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	0 0	1! 0	0	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	14	0	24	0	0	0	0	2	8	8	5	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	0	24	0	0	0	0	2	8	8	5	0
Added Vol:	10	0	87	0	0	0	0	0	10	87	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	0	111	0	0	0	0	2	18	95	5	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
PHF Volume:	34	0	158	0	0	0	0	3	26	135	7	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	0	158	0	0	0	0	3	26	135	7	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	0	158	0	0	0	0	3	26	135	7	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.10	0.90	0.95	0.05	0.00
Final Sat.:	654	0	836	0	754	0	0	87	785	731	38	0
Capacity Analysis Module:												
Vol/Sat:	0.05	xxxx	0.19	xxxx	0.00	xxxx	xxxx	0.03	0.03	0.19	0.19	xxxx
Crit Moves:			****		****				****		****	
Delay/Veh:	8.4	0.0	7.8	0.0	0.0	0.0	0.0	7.1	7.1	8.5	8.5	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.4	0.0	7.8	0.0	0.0	0.0	0.0	7.1	7.1	8.5	8.5	0.0
LOS by Move:	A	*	A	*	*	*	*	A	A	A	A	*
ApproachDel:		7.9			xxxxxx			7.1			8.5	
Delay Adj:		1.00			xxxxx			1.00			1.00	
ApprAdjDel:		7.9			xxxxxx			7.1			8.5	
LOS by Appr:		A			*			A			A	
AllWayAvgQ:	0.1	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.2

Ling Yen Mountain Temple
Existing Plus Project
Morning Peak Hour

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

****

Intersection #2 Wardman Bullock Road (NS) at Wilson Avenue (EW) - #2

****

Cycle (sec): 105 Critical Vol./Cap.(X): 0.816
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 31.7
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Wardman Bullock Road						Wilson Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	31	31	10	31	0	0	0	0	31	0	31
Lanes:	0 0 1	0	1	1 0	0 1	0	1 0	0	0 0	1 0	0 0	1
Volume Module:												
Base Vol:	0	16	75	64	47	0	0	0	0	97	0	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	16	75	64	47	0	0	0	0	97	0	49
Added Vol:	0	162	428	5	239	1	7	0	0	554	0	40
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	178	503	69	286	1	7	0	0	651	0	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	195	550	75	313	1	8	0	0	712	0	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	195	550	75	313	1	8	0	0	712	0	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	195	550	75	313	1	8	0	0	712	0	97
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	0.99	0.01	1.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1800	1800	1700	1794	6	1700	0	0	1700	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.31	0.04	0.17	0.17	0.00	0.00	0.00	0.42	0.00	0.05
Crit Moves:			****	****						****		
Green/Cycle:	0.00	0.36	0.36	0.10	0.45	0.45	0.49	0.00	0.00	0.49	0.00	0.49
Volume/Cap:	0.00	0.30	0.85	0.47	0.39	0.39	0.01	0.00	0.00	0.85	0.00	0.11
Delay/Veh:	0.0	24.6	42.1	47.1	19.3	19.3	13.7	0.0	0.0	32.1	0.0	14.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	24.6	42.1	47.1	19.3	19.3	13.7	0.0	0.0	32.1	0.0	14.5
LOS by Move:	A	C	D	D	B	B	B	A	A	C	A	B
HCM2kAvgQ:	0	5	19	3	7	7	0	0	0	24	0	2

****

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

Ling Yen Mountain Temple
Existing Plus Project
Evening Peak Hour

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

Intersection #2 Wardman Bullock Road (NS) at Wilson Avenue (EW) - #2

Cycle (sec): 75 Critical Vol./Cap.(X): 0.358
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 18.4
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	Wardman Bullock Road						Wilson Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	31	31	10	31	0	0	0	0	31	0	31
Lanes:	0 0 1	0	1	1 0	0	1 0	1 0	0	0 0	1 0	0	0 1
Volume Module:												
Base Vol:	0	70	193	46	23	0	0	0	0	148	0	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	70	193	46	23	0	0	0	0	148	0	32
Added Vol:	0	64	154	65	60	12	12	0	0	147	0	65
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	134	347	111	83	12	12	0	0	295	0	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	141	366	117	88	13	13	0	0	312	0	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	141	366	117	88	13	13	0	0	312	0	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	141	366	117	88	13	13	0	0	312	0	102
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	0.87	0.13	1.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1800	1800	1700	1573	227	1700	0	0	1700	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.20	0.07	0.06	0.06	0.01	0.00	0.00	0.18	0.00	0.06
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.40	0.40	0.13	0.53	0.53	0.40	0.00	0.00	0.40	0.00	0.40
Volume/Cap:	0.00	0.20	0.51	0.54	0.11	0.11	0.02	0.00	0.00	0.46	0.00	0.14
Delay/Veh:	0.0	15.5	18.4	34.5	9.3	9.3	14.3	0.0	0.0	17.8	0.0	15.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.5	18.4	34.5	9.3	9.3	14.3	0.0	0.0	17.8	0.0	15.1
LOS by Move:	A	B	B	C	A	A	B	A	A	B	A	B
HCM2kAvgQ:	0	2	7	4	1	0	0	0	0	6	0	2

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

Ling Yen Mountain Temple
Existing Plus Project
Morning Peak Hour

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

****

Intersection #3 Ambleside Place (NS) at Colonbero Road (EW) - #3

****

Average Delay (sec/veh): 3.7 Worst Case Level Of Service: A[8.8]

****

Street Name:	Ambleside Place						Colonbero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	1	0	8	10	8	0	0	7	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	1	0	8	10	8	0	0	7	1
Added Vol:	0	0	0	0	0	6	47	26	0	0	37	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1	0	14	57	34	0	0	44	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
PHF Volume:	0	0	0	1	0	21	84	50	0	0	65	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	1	0	21	84	50	0	0	65	1
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	285	285	66	67	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	709	627	1004	1548	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	678	592	1004	1548	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	0.00	0.02	0.05	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	972	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	8.8	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	A	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			8.8			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

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

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Ling Yen Mountain Temple
Existing Plus Project
Evening Peak Hour

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

****

Intersection #3 Ambleside Place (NS) at Colonbero Road (EW) - #3

****

Average Delay (sec/veh): 6.0 Worst Case Level Of Service: A[8.9]

****

Street Name:	Ambleside Place						Colonbero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	1	0	1	1	25	0	0	12	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	1	0	1	1	25	0	0	12	1
Added Vol:	0	0	0	0	0	77	77	10	0	0	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1	0	78	78	35	0	0	22	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
PHF Volume:	0	0	0	1	0	112	112	50	0	0	32	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	1	0	112	112	50	0	0	32	1
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	307	307	32	33	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	690	610	1047	1592	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	650	565	1047	1592	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	0.00	0.11	0.07	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	1039	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	8.9	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	A	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			8.9			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

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

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Ling Yen Mountain Temple
Existing Plus Project
Morning Peak Hour

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

Intersection #4 San Sevaine Road (NS) at Wilson Avenue (EW) - #4

Cycle (sec): 80 Critical Vol./Cap.(X): 0.932
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 23.5
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	San Sevain Road						Wilson Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	31	31	31	31	31	31	19	19	19	19	19	19
Lanes:	0 1	0 0	1	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	1	1	44	129	1	1	1	200	3	19	146	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	44	129	1	1	1	200	3	19	146	24
Added Vol:	37	0	0	0	0	116	78	313	26	0	417	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	1	44	129	1	117	79	513	29	19	563	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	40	1	46	135	1	122	82	535	30	20	587	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	1	46	135	1	122	82	535	30	20	587	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	1	46	135	1	122	82	535	30	20	587	25
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.98	0.02	1.00	0.53	0.01	0.46	1.00	1.89	0.11	1.00	1.92	0.08
Final Sat.:	1659	44	1800	912	7	827	1700	3407	193	1700	3453	147
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.03	0.15	0.15	0.15	0.00	0.16	0.16	0.00	0.17	0.17
Crit Moves:					****		****				****	
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.24	0.27	0.27	0.27	0.30	0.30
Volume/Cap:	0.06	0.06	0.07	0.38	0.38	0.38	0.20	0.58	0.58	0.04	0.57	0.57
Delay/Veh:	15.4	15.4	15.4	18.0	18.0	18.0	24.7	26.3	26.3	21.7	24.3	24.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.4	15.4	15.4	18.0	18.0	18.0	24.7	26.3	26.3	21.7	24.3	24.3
LOS by Move:	B	B	B	B	B	B	C	C	C	C	C	C
HCM2kAvgQ:	1	1	1	5	5	5	2	7	7	0	7	7

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

Ling Yen Mountain Temple
Existing Plus Project
Evening Peak Hour

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

Intersection #4 San Sevaine Road (NS) at Wilson Avenue (EW) - #4

Cycle (sec): 85 Critical Vol./Cap.(X): 0.873
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 22.7
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	San Sevain Road						Wilson Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	31	31	31	31	31	31	19	19	19	19	19	19
Lanes:	0 1	0 0	1	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	3	1	37	86	1	3	7	233	3	40	246	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	1	37	86	1	3	7	233	3	40	246	97
Added Vol:	10	0	0	0	0	29	31	172	10	0	168	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	1	37	86	1	32	38	405	13	40	414	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	13	1	38	88	1	33	39	415	13	41	425	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	1	38	88	1	33	39	415	13	41	425	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	1	38	88	1	33	39	415	13	41	425	99
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.93	0.07	1.00	0.73	0.01	0.26	1.00	1.94	0.06	1.00	1.62	0.38
Final Sat.:	1585	122	1800	1248	15	464	1700	3488	112	1700	2917	683
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.02	0.07	0.07	0.07	0.00	0.12	0.12	0.00	0.15	0.15
Crit Moves:					****		****				****	
Green/Cycle:	0.36	0.36	0.36	0.36	0.36	0.36	0.22	0.28	0.28	0.28	0.34	0.34
Volume/Cap:	0.02	0.02	0.06	0.19	0.19	0.19	0.10	0.42	0.42	0.09	0.43	0.43
Delay/Veh:	17.3	17.3	17.6	18.6	18.6	18.6	26.3	25.1	25.1	22.5	21.8	21.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.3	17.3	17.6	18.6	18.6	18.6	26.3	25.1	25.1	22.5	21.8	21.8
LOS by Move:	B	B	B	B	B	B	C	C	C	C	C	C
HCM2kAvgQ:	0	0	1	2	2	2	1	5	5	1	6	6

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

Ling Yen Mountain Temple
Existing Plus Project
Morning Peak Hour

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

Intersection #5 Cherry Avenue (NS) at Wilson Avenue (EW) - #5

Cycle (sec): 110 Critical Vol./Cap.(X): 0.630
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 40.7
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name:	Cherry Avenue						Wilson Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0	1 0	1	2 0	1 0	1	1 0	1 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	53	88	25	523	291	24	21	228	124	84	111	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	88	25	523	291	24	21	228	124	84	111	118
Added Vol:	0	113	45	0	239	212	174	140	0	96	205	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	201	70	523	530	236	195	368	124	180	316	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	55	208	72	540	548	244	201	380	128	186	326	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	208	72	540	548	244	201	380	128	186	326	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	208	72	540	548	244	201	380	128	186	326	122
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.89	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	1.50	0.50	1.00	1.00	1.00
Final Sat.:	1700	1800	1800	3200	1800	1800	1700	2693	907	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.04	0.17	0.30	0.14	0.12	0.14	0.14	0.11	0.18	0.07
Crit Moves:		****		****			****				****	
Green/Cycle:	0.11	0.28	0.28	0.21	0.38	0.38	0.15	0.31	0.31	0.12	0.28	0.28
Volume/Cap:	0.28	0.41	0.14	0.79	0.80	0.36	0.79	0.45	0.45	0.91	0.64	0.24
Delay/Veh:	45.4	32.6	29.7	47.1	36.8	24.7	60.3	30.7	30.7	85.6	37.5	30.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.4	32.6	29.7	47.1	36.8	24.7	60.3	30.7	30.7	85.6	37.5	30.7
LOS by Move:	D	C	C	D	D	C	E	C	C	F	D	C
HCM2kAvgQ:	2	6	2	12	18	6	9	7	7	10	10	3

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

Ling Yen Mountain Temple
Existing Plus Project
Evening Peak Hour

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

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Intersection #5 Cherry Avenue (NS) at Wilson Avenue (EW) - #5

****

Cycle (sec): 95 Critical Vol./Cap.(X): 0.715
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 31.5
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Cherry Avenue						Wilson Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0	1 0	1	2 0	1 0	1	1 0	1 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	112	415	82	33	182	43	69	227	60	51	226	502
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	415	82	33	182	43	69	227	60	51	226	502
Added Vol:	0	56	22	0	50	56	58	113	0	20	112	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	471	104	33	232	99	127	340	60	71	338	502
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	117	493	109	35	243	104	133	356	63	74	354	526
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	493	109	35	243	104	133	356	63	74	354	526
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	117	493	109	35	243	104	133	356	63	74	354	526
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.89	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	1.70	0.30	1.00	1.00	1.00
Final Sat.:	1700	1800	1800	3200	1800	1800	1700	3060	540	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.07	0.27	0.06	0.01	0.13	0.06	0.08	0.12	0.12	0.04	0.20	0.29
Crit Moves:		****		****			****					****
Green/Cycle:	0.11	0.34	0.34	0.11	0.34	0.34	0.11	0.35	0.35	0.11	0.36	0.36
Volume/Cap:	0.63	0.80	0.18	0.10	0.40	0.17	0.74	0.33	0.33	0.38	0.54	0.80
Delay/Veh:	47.5	35.9	22.1	38.6	24.5	22.2	56.7	22.5	22.5	40.2	24.8	34.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.5	35.9	22.1	38.6	24.5	22.2	56.7	22.5	22.5	40.2	24.8	34.2
LOS by Move:	D	D	C	D	C	C	E	C	C	D	C	C
HCM2kAvgQ:	5	15	2	1	6	2	6	5	5	3	9	16

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

Ling Yen Mountain Temple
Existing Plus Project
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 SR-15 Freeway SB Ramps (NS) at Beech Avenue (EW) - #6

Cycle (sec):	60	Critical Vol./Cap.(X):	0.709
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	16.0
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Street Name:	SR-15 Freeway SB Ramps						Beech Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	7	0	7	10	19	0	0	19	19
Lanes:	0 0	0	0 0	1	0 0	0 1	1	0 2	0 0	0	0 1	1 0
Volume Module:												
Base Vol:	0	0	0	90	0	97	485	254	0	0	199	445
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	90	0	97	485	254	0	0	199	445
Added Vol:	0	0	0	0	0	9	3	182	0	0	291	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	90	0	106	488	436	0	0	490	445
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	0	0	96	0	113	519	464	0	0	521	473
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	96	0	113	519	464	0	0	521	473
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	96	0	113	519	464	0	0	521	473
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.05	0.95
Final Sat.:	0	0	0	1700	0	1800	1700	3600	0	0	1887	1713
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.06	0.31	0.13	0.00	0.00	0.28	0.28
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.12	0.00	0.12	0.41	0.78	0.00	0.00	0.37	0.37
Volume/Cap:	0.00	0.00	0.00	0.48	0.00	0.54	0.74	0.16	0.00	0.00	0.74	0.74
Delay/Veh:	0.0	0.0	0.0	26.7	0.0	27.7	19.3	1.6	0.0	0.0	18.6	18.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	26.7	0.0	27.7	19.3	1.6	0.0	0.0	18.6	18.6
LOS by Move:	A	A	A	C	A	C	B	A	A	A	B	B
HCM2kAvgQ:	0	0	0	2	0	3	10	1	0	0	10	10

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

Ling Yen Mountain Temple
Existing Plus Project
Evening Peak Hour

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

Intersection #6 SR-15 Freeway SB Ramps (NS) at Beech Avenue (EW) - #6

Cycle (sec):	60	Critical Vol./Cap.(X):	0.646
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	12.3
Optimal Cycle:	OPTIMIZED	Level Of Service:	B

Street Name:	SR-15 Freeway SB Ramps						Beech Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	7	0	7	10	19	0	0	19	19
Lanes:	0 0	0	0 0	1	0 0	0 1	1	0 2	0 0	0	0 1	1 0
Volume Module:												
Base Vol:	0	0	0	167	0	97	188	442	0	0	735	358
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	167	0	97	188	442	0	0	735	358
Added Vol:	0	0	0	0	0	15	42	94	0	0	116	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	167	0	112	230	536	0	0	851	358
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	0	0	0	170	0	114	235	547	0	0	868	365
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	170	0	114	235	547	0	0	868	365
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	170	0	114	235	547	0	0	868	365
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.41	0.59
Final Sat.:	0	0	0	1700	0	1800	1700	3600	0	0	2534	1066
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.06	0.14	0.15	0.00	0.00	0.34	0.34
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.16	0.00	0.16	0.21	0.74	0.00	0.00	0.53	0.53
Volume/Cap:	0.00	0.00	0.00	0.65	0.00	0.41	0.65	0.20	0.00	0.00	0.65	0.65
Delay/Veh:	0.0	0.0	0.0	29.2	0.0	23.8	25.5	2.3	0.0	0.0	10.8	10.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	29.2	0.0	23.8	25.5	2.3	0.0	0.0	10.8	10.8
LOS by Move:	A	A	A	C	A	C	C	A	A	A	B	B
HCM2kAvgQ:	0	0	0	4	0	2	5	2	0	0	9	9

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

Ling Yen Mountain Temple
Existing Plus Project
Morning Peak Hour

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

Intersection #7 SR-15 Freeway NB Ramps (NS) at Beech Avenue (EW) - #7

Cycle (sec): 60 Critical Vol./Cap.(X): 0.504
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 12.9
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	SR-15 Freeway NB Ramps						Beech Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	7	0	7	10	19	0	0	19	19
Lanes:	0 0	0	0 0	1	0 0	0 1	1	0 1	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	266	0	117	72	300	0	0	547	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	266	0	117	72	300	0	0	547	106
Added Vol:	0	0	0	0	0	26	1	180	0	0	265	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	266	0	143	73	480	0	0	812	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	0	0	284	0	153	78	512	0	0	867	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	284	0	153	78	512	0	0	867	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	284	0	153	78	512	0	0	867	113
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1700	0	1800	1700	1800	0	0	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.08	0.05	0.28	0.00	0.00	0.24	0.06
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.30	0.00	0.30	0.17	0.60	0.00	0.00	0.43	0.43
Volume/Cap:	0.00	0.00	0.00	0.56	0.00	0.28	0.27	0.47	0.00	0.00	0.56	0.15
Delay/Veh:	0.0	0.0	0.0	19.0	0.0	16.3	22.4	7.1	0.0	0.0	13.2	10.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	19.0	0.0	16.3	22.4	7.1	0.0	0.0	13.2	10.4
LOS by Move:	A	A	A	B	A	B	C	A	A	A	B	B
HCM2kAvgQ:	0	0	0	5	0	2	2	6	0	0	7	1

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

Ling Yen Mountain Temple
Existing Plus Project
Evening Peak Hour

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

****

Intersection #7 SR-15 Freeway NB Ramps (NS) at Beech Avenue (EW) - #7

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.760
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 19.7
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	SR-15 Freeway NB Ramps						Beech Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	7	0	7	10	19	0	0	19	19
Lanes:	0 0	0	0 0	1 0	0	0 1	1 0	1	0 0	0 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	575	0	327	123	523	0	0	781	225
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	575	0	327	123	523	0	0	781	225
Added Vol:	0	0	0	0	0	42	15	78	0	0	74	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	575	0	369	138	601	0	0	855	225
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	0	0	0	598	0	384	144	625	0	0	890	234
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	598	0	384	144	625	0	0	890	234
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	598	0	384	144	625	0	0	890	234
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1700	0	1800	1700	1800	0	0	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.35	0.00	0.21	0.08	0.35	0.00	0.00	0.25	0.13
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.42	0.00	0.42	0.17	0.48	0.00	0.00	0.32	0.32
Volume/Cap:	0.00	0.00	0.00	0.84	0.00	0.51	0.51	0.72	0.00	0.00	0.78	0.41
Delay/Veh:	0.0	0.0	0.0	24.9	0.0	13.6	24.3	15.2	0.0	0.0	22.1	16.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	24.9	0.0	13.6	24.3	15.2	0.0	0.0	22.1	16.6
LOS by Move:	A	A	A	C	A	B	C	B	A	A	C	B
HCM2kAvgQ:	0	0	0	14	0	6	3	11	0	0	10	4

****

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

Opening Year (2017) Without Project

Ling Yen Mountain Temple
Opening Year (2017) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #1 Wardman Bullock Road (NS) at Colonbero Road (EW) - #1

Cycle (sec):	100	Critical Vol./Cap.(X):	0.091
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	7.5
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Wardman Bullock Road						Colonbero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	0 0	1! 0	0	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	9	0	10	0	0	0	0	1	10	20	1	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	0	10	0	0	0	0	1	10	20	1	0
Added Vol:	26	0	26	0	0	0	0	0	37	37	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	0	36	0	0	0	0	1	47	57	1	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
PHF Volume:	44	0	46	0	0	0	0	1	60	72	1	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	0	46	0	0	0	0	1	60	72	1	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	0	46	0	0	0	0	1	60	72	1	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.02	0.98	0.98	0.02	0.00
Final Sat.:	668	0	859	0	798	0	0	20	957	796	14	0
Capacity Analysis Module:												
Vol/Sat:	0.07	xxxx	0.05	xxxx	0.00	xxxx	xxxx	0.06	0.06	0.09	0.09	xxxx
Crit Moves:	****				****			****		****		
Delay/Veh:	8.3	0.0	7.0	0.0	0.0	0.0	0.0	6.8	6.8	7.8	7.8	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.3	0.0	7.0	0.0	0.0	0.0	0.0	6.8	6.8	7.8	7.8	0.0
LOS by Move:	A	*	A	*	*	*	*	A	A	A	A	*
ApproachDel:		7.7			xxxxxx			6.8			7.8	
Delay Adj:		1.00			xxxxx			1.00			1.00	
ApprAdjDel:		7.7			xxxxxx			6.8			7.8	
LOS by Appr:		A			*			A			A	
AllWayAvgQ:	0.1	0.1	0.1	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1

Ling Yen Mountain Temple
Opening Year (2017) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #1 Wardman Bullock Road (NS) at Colonbero Road (EW) - #1

Cycle (sec): 100 Critical Vol./Cap.(X): 0.063
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 7.3
Optimal Cycle: 0 Level Of Service: A

Street Name:	Wardman Bullock Road						Colonbero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	0 0	1! 0	0	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	19	0	30	0	0	0	0	1	10	10	1	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	0	30	0	0	0	0	1	10	10	1	0
Added Vol:	10	0	10	0	0	0	0	0	10	10	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	0	40	0	0	0	0	1	20	20	1	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
PHF Volume:	41	0	57	0	0	0	0	1	28	28	1	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	0	57	0	0	0	0	1	28	28	1	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	0	57	0	0	0	0	1	28	28	1	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.05	0.95	0.95	0.05	0.00
Final Sat.:	697	0	906	0	841	0	0	47	935	775	39	0
Capacity Analysis Module:												
Vol/Sat:	0.06	xxxx	0.06	xxxx	0.00	xxxx	xxxx	0.03	0.03	0.04	0.04	xxxx
Crit Moves:			****		****			****			****	
Delay/Veh:	8.1	0.0	6.9	0.0	0.0	0.0	0.0	6.7	6.7	7.5	7.5	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.1	0.0	6.9	0.0	0.0	0.0	0.0	6.7	6.7	7.5	7.5	0.0
LOS by Move:	A	*	A	*	*	*	*	A	A	A	A	*
ApproachDel:		7.4			xxxxxx			6.7			7.5	
Delay Adj:		1.00			xxxxx			1.00			1.00	
ApprAdjDel:		7.4			xxxxxx			6.7			7.5	
LOS by Appr:		A			*			A			A	
AllWayAvgQ:	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Ling Yen Mountain Temple
Opening Year (2017) Without Project
Morning Peak Hour

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

Intersection #2 Wardman Bullock Road (NS) at Wilson Avenue (EW) - #2

Cycle (sec): 90 Critical Vol./Cap.(X): 0.640
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 30.5
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Wardman Bullock Road						Wilson Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ovl			Include			Include			Include		
Min. Green:	10	31	31	10	31	31	31	31	31	31	31	31
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	2	30	60	74	57	2	2	16	3	90	16	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	30	60	74	57	2	2	16	3	90	16	58
Added Vol:	0	162	428	0	239	0	0	0	0	554	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	192	488	74	296	2	2	16	3	644	16	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	2	210	534	81	324	2	2	18	3	705	18	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	210	534	81	324	2	2	18	3	705	18	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	210	534	81	324	2	2	18	3	705	18	63
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.99	0.01	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	1800	1800	1700	1788	12	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.30	0.05	0.18	0.18	0.00	0.01	0.00	0.41	0.01	0.04
Crit Moves:	****				****					****		
Green/Cycle:	0.11	0.34	0.34	0.11	0.34	0.34	0.48	0.48	0.48	0.48	0.48	0.48
Volume/Cap:	0.01	0.34	0.86	0.43	0.53	0.53	0.00	0.02	0.00	0.87	0.02	0.07
Delay/Veh:	35.6	22.2	39.3	38.9	24.5	24.5	12.3	12.4	12.3	30.8	12.4	12.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.6	22.2	39.3	38.9	24.5	24.5	12.3	12.4	12.3	30.8	12.4	12.8
LOS by Move:	D	C	D	D	C	C	B	B	B	C	B	B
HCM2kAvgQ:	0	4	17	3	8	8	0	0	0	22	0	1

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

Ling Yen Mountain Temple
Opening Year (2017) Without Project
Evening Peak Hour

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

****

Intersection #2 Wardman Bullock Road (NS) at Wilson Avenue (EW) - #2

****

Cycle (sec): 75 Critical Vol./Cap.(X): 0.299
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 17.8
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Wardman Bullock Road						Wilson Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ovl			Include			Include			Include		
Min. Green:	10	31	31	10	31	31	31	31	31	31	31	31
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	1	65	205	40	40	1	1	15	4	136	1	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	65	205	40	40	1	1	15	4	136	1	43
Added Vol:	0	64	154	0	60	0	0	0	0	147	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	129	359	40	100	1	1	15	4	283	1	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	1	136	379	42	106	1	1	16	4	299	1	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	136	379	42	106	1	1	16	4	299	1	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	136	379	42	106	1	1	16	4	299	1	45
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.99	0.01	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	1800	1800	1700	1782	18	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.21	0.02	0.06	0.06	0.00	0.01	0.00	0.18	0.00	0.03
Crit Moves:		****		****						****		
Green/Cycle:	0.13	0.40	0.40	0.13	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	0.00	0.19	0.53	0.19	0.15	0.15	0.00	0.02	0.01	0.44	0.00	0.06
Delay/Veh:	29.7	15.4	18.7	30.8	15.1	15.1	14.2	14.3	14.2	17.6	14.2	14.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.7	15.4	18.7	30.8	15.1	15.1	14.2	14.3	14.2	17.6	14.2	14.6
LOS by Move:	C	B	B	C	B	B	B	B	B	B	B	B
HCM2kAvgQ:	0	2	7	1	2	2	0	0	0	6	0	1

****

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

Ling Yen Mountain Temple
Opening Year (2017) Without Project
Morning Peak Hour

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

****

Intersection #3 Ambleside Place (NS) at Colonbero Road (EW) - #3

****

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: A[8.7]

****

Street Name:	Ambleside Place						Colonbero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	1	0	10	10	10	0	0	10	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	1	0	10	10	10	0	0	10	1
Added Vol:	0	0	0	0	0	0	0	26	0	0	37	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1	0	10	10	36	0	0	47	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
PHF Volume:	0	0	0	1	0	15	15	53	0	0	70	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	1	0	15	15	53	0	0	70	1
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	153	153	70	71	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	843	742	998	1542	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	837	735	998	1542	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	0.00	0.01	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	981	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	8.7	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	A	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			8.7			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

****

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

****

Ling Yen Mountain Temple
Opening Year (2017) Without Project
Evening Peak Hour

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

****

Intersection #3 Ambleside Place (NS) at Colonbero Road (EW) - #3

****

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: A[8.7]

****

Street Name:	Ambleside Place						Colonbero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	1	0	1	1	30	0	0	10	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	1	0	1	1	30	0	0	10	1
Added Vol:	0	0	0	0	0	0	0	10	0	0	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1	0	1	1	40	0	0	20	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
PHF Volume:	0	0	0	1	0	1	1	57	0	0	29	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	1	0	1	1	57	0	0	29	1
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	90	90	29	30	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	916	804	1051	1596	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	915	803	1051	1596	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	978	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	8.7	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	A	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			8.7			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

****

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

****

Ling Yen Mountain Temple
Opening Year (2017) Without Project
Morning Peak Hour

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

Intersection #4 San Sevaine Road (NS) at Wilson Avenue (EW) - #4

Cycle (sec): 85 Critical Vol./Cap.(X): 0.873
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 23.5
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	San Sevain Road						Wilson Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	31	31	31	31	31	31	19	19	19	19	19	19
Lanes:	0 1	0 0	1	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	1	1	48	127	1	1	1	195	3	16	149	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	48	127	1	1	1	195	3	16	149	27
Added Vol:	37	0	0	0	0	116	78	308	26	0	377	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	1	48	127	1	117	79	503	29	16	526	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	40	1	50	132	1	122	82	525	30	17	548	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	1	50	132	1	122	82	525	30	17	548	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	1	50	132	1	122	82	525	30	17	548	28
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.98	0.02	1.00	0.53	0.01	0.46	1.00	1.89	0.11	1.00	1.90	0.10
Final Sat.:	1659	44	1800	905	7	834	1700	3404	196	1700	3424	176
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.03	0.15	0.15	0.15	0.00	0.15	0.15	0.00	0.16	0.16
Crit Moves:					****		****				****	
Green/Cycle:	0.36	0.36	0.36	0.36	0.36	0.36	0.22	0.28	0.28	0.28	0.34	0.34
Volume/Cap:	0.07	0.07	0.08	0.40	0.40	0.40	0.22	0.55	0.55	0.03	0.47	0.47
Delay/Veh:	17.6	17.6	17.7	20.5	20.5	20.5	27.2	26.5	26.5	22.1	22.3	22.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.6	17.6	17.7	20.5	20.5	20.5	27.2	26.5	26.5	22.1	22.3	22.3
LOS by Move:	B	B	B	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	1	1	1	5	5	5	2	7	7	0	6	6

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

Ling Yen Mountain Temple
Opening Year (2017) Without Project
Evening Peak Hour

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

Intersection #4 San Sevaine Road (NS) at Wilson Avenue (EW) - #4

Cycle (sec): 85 Critical Vol./Cap.(X): 0.873
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 22.1
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	San Sevain Road						Wilson Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	31	31	31	31	31	31	19	19	19	19	19	19
Lanes:	0 1	0 0	1	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	3	1	38	88	1	3	6	234	2	38	245	94
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	1	38	88	1	3	6	234	2	38	245	94
Added Vol:	10	0	0	0	0	29	31	106	10	0	102	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	1	38	88	1	32	37	340	12	38	347	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	13	1	39	90	1	33	38	349	12	39	356	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	1	39	90	1	33	38	349	12	39	356	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	1	39	90	1	33	38	349	12	39	356	96
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.93	0.07	1.00	0.74	0.01	0.25	1.00	1.93	0.07	1.00	1.57	0.43
Final Sat.:	1585	122	1800	1255	14	457	1700	3477	123	1700	2833	767
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.02	0.07	0.07	0.07	0.00	0.10	0.10	0.00	0.13	0.13
Crit Moves:					****		****				****	
Green/Cycle:	0.36	0.36	0.36	0.36	0.36	0.36	0.22	0.28	0.28	0.28	0.34	0.34
Volume/Cap:	0.02	0.02	0.06	0.20	0.20	0.20	0.10	0.36	0.36	0.08	0.37	0.37
Delay/Veh:	17.3	17.3	17.6	18.6	18.6	18.6	26.3	24.5	24.5	22.5	21.3	21.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.3	17.3	17.6	18.6	18.6	18.6	26.3	24.5	24.5	22.5	21.3	21.3
LOS by Move:	B	B	B	B	B	B	C	C	C	C	C	C
HCM2kAvgQ:	0	0	1	2	2	2	1	4	4	1	5	5

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

Ling Yen Mountain Temple
Opening Year (2017) Without Project
Morning Peak Hour

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

****

Intersection #5 Cherry Avenue (NS) at Wilson Avenue (EW) - #5

****

Cycle (sec):	110	Critical Vol./Cap.(X):	0.611
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	41.1
Optimal Cycle: OPTIMIZED		Level Of Service:	D

****

Street Name:	Cherry Avenue						Wilson Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0	1 0	1	2 0	1 0	1	1 0	1 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	56	93	30	532	292	21	18	228	122	96	113	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	93	30	532	292	21	18	228	122	96	113	119
Added Vol:	0	113	45	0	239	212	174	135	0	96	165	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	206	75	532	531	233	192	363	122	192	278	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	58	213	77	550	549	241	198	375	126	198	287	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	213	77	550	549	241	198	375	126	198	287	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	213	77	550	549	241	198	375	126	198	287	123
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.89	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	1.50	0.50	1.00	1.00	1.00
Final Sat.:	1700	1800	1800	3200	1800	1800	1700	2694	906	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.04	0.17	0.30	0.13	0.12	0.14	0.14	0.12	0.16	0.07
Crit Moves:		****		****			****				****	
Green/Cycle:	0.11	0.28	0.28	0.22	0.38	0.38	0.15	0.30	0.30	0.13	0.28	0.28
Volume/Cap:	0.30	0.42	0.15	0.79	0.79	0.35	0.79	0.46	0.46	0.93	0.57	0.24
Delay/Veh:	45.5	32.7	29.8	47.0	36.3	24.4	61.1	31.3	31.3	89.8	35.3	30.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.5	32.7	29.8	47.0	36.3	24.4	61.1	31.3	31.3	89.8	35.3	30.7
LOS by Move:	D	C	C	D	D	C	E	C	C	F	D	C
HCM2kAvgQ:	2	6	2	12	18	6	9	7	7	11	9	3

****

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

Ling Yen Mountain Temple
Opening Year (2017) Without Project
Evening Peak Hour

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

****

Intersection #5 Cherry Avenue (NS) at Wilson Avenue (EW) - #5

****

Cycle (sec): 95 Critical Vol./Cap.(X): 0.854
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 37.6
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	Cherry Avenue						Wilson Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0	1 0	1	2 0	1 0	1	1 0	1 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	112	437	81	342	183	45	74	227	59	48	223	519
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	437	81	342	183	45	74	227	59	48	223	519
Added Vol:	0	56	22	0	50	56	58	48	0	20	46	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	493	103	342	233	101	132	275	59	68	269	519
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	117	516	108	358	244	106	138	288	62	71	282	543
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	516	108	358	244	106	138	288	62	71	282	543
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	117	516	108	358	244	106	138	288	62	71	282	543
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.89	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	1.65	0.35	1.00	1.00	1.00
Final Sat.:	1700	1800	1800	3200	1800	1800	1700	2964	636	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.07	0.29	0.06	0.11	0.14	0.06	0.08	0.10	0.10	0.04	0.16	0.30
Crit Moves:		****		****			****					****
Green/Cycle:	0.11	0.33	0.33	0.13	0.35	0.35	0.11	0.34	0.34	0.11	0.35	0.35
Volume/Cap:	0.61	0.86	0.18	0.86	0.39	0.17	0.77	0.28	0.28	0.38	0.45	0.86
Delay/Veh:	46.0	42.2	22.7	57.5	23.7	21.5	59.9	22.8	22.8	40.5	24.4	40.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.0	42.2	22.7	57.5	23.7	21.5	59.9	22.8	22.8	40.5	24.4	40.8
LOS by Move:	D	D	C	E	C	C	E	C	C	D	C	D
HCM2kAvgQ:	5	17	2	9	5	2	6	4	4	2	7	18

****

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

Ling Yen Mountain Temple
Opening Year (2017) Without Project
Morning Peak Hour

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

Intersection #6 SR-15 Freeway SB Ramps (NS) at Beech Avenue (EW) - #6

Cycle (sec):	60	Critical Vol./Cap.(X):	0.717
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	16.4
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Street Name:	SR-15 Freeway SB Ramps						Beech Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	7	0	7	10	19	0	0	19	19
Lanes:	0	0	0	1	0	1	1	0	2	0	1	0
Volume Module:												
Base Vol:	0	0	0	111	0	119	491	259	0	0	201	449
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	111	0	119	491	259	0	0	201	449
Added Vol:	0	0	0	0	0	0	0	180	0	0	260	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	111	0	119	491	439	0	0	461	449
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	0	0	118	0	127	522	467	0	0	490	478
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	118	0	127	522	467	0	0	490	478
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	118	0	127	522	467	0	0	490	478
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.01	0.99
Final Sat.:	0	0	0	1700	0	1800	1700	3600	0	0	1824	1776
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.07	0.31	0.13	0.00	0.00	0.27	0.27
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.12	0.00	0.12	0.42	0.78	0.00	0.00	0.37	0.37
Volume/Cap:	0.00	0.00	0.00	0.60	0.00	0.60	0.74	0.17	0.00	0.00	0.74	0.74
Delay/Veh:	0.0	0.0	0.0	30.0	0.0	30.0	18.7	1.6	0.0	0.0	18.7	18.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	30.0	0.0	30.0	18.7	1.6	0.0	0.0	18.7	18.7
LOS by Move:	A	A	A	C	A	C	B	A	A	A	B	B
HCM2kAvgQ:	0	0	0	3	0	3	10	1	0	0	9	9

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

Ling Yen Mountain Temple
Opening Year (2017) Without Project
Evening Peak Hour

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

****

Intersection #6 SR-15 Freeway SB Ramps (NS) at Beech Avenue (EW) - #6

****

Cycle (sec):	60	Critical Vol./Cap.(X):	0.617
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	11.7
Optimal Cycle: OPTIMIZED		Level Of Service:	B

****

Street Name:	SR-15 Freeway SB Ramps						Beech Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	7	0	7	10	19	0	0	19	19
Lanes:	0 0	0	0 0	1	0 0	0 1	1	0 2	0 0	0	0 1	1 0
Volume Module:												
Base Vol:	0	0	0	180	0	100	190	450	0	0	740	370
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	180	0	100	190	450	0	0	740	370
Added Vol:	0	0	0	0	0	0	0	70	0	0	66	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	180	0	100	190	520	0	0	806	370
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	0	0	0	184	0	102	194	531	0	0	822	378
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	184	0	102	194	531	0	0	822	378
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	184	0	102	194	531	0	0	822	378
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.37	0.63
Final Sat.:	0	0	0	1700	0	1800	1700	3600	0	0	2467	1133
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.06	0.11	0.15	0.00	0.00	0.33	0.33
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.18	0.00	0.18	0.18	0.72	0.00	0.00	0.54	0.54
Volume/Cap:	0.00	0.00	0.00	0.62	0.00	0.32	0.62	0.20	0.00	0.00	0.62	0.62
Delay/Veh:	0.0	0.0	0.0	26.8	0.0	22.2	26.2	2.7	0.0	0.0	10.1	10.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	26.8	0.0	22.2	26.2	2.7	0.0	0.0	10.1	10.1
LOS by Move:	A	A	A	C	A	C	C	A	A	A	B	B
HCM2kAvgQ:	0	0	0	4	0	2	5	2	0	0	8	8

****

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

Ling Yen Mountain Temple
Opening Year (2017) Without Project
Morning Peak Hour

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

****

Intersection #7 SR-15 Freeway NB Ramps (NS) at Beech Avenue (EW) - #7

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.517
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 13.0
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	SR-15 Freeway NB Ramps						Beech Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	7	0	7	10	19	0	0	19	19
Lanes:	0 0	0	0 0	1	0 0	0 1	1	0 1	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	275	0	108	78	325	0	0	562	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	275	0	108	78	325	0	0	562	122
Added Vol:	0	0	0	0	0	0	0	180	0	0	260	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	275	0	108	78	505	0	0	822	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	0	0	293	0	115	83	539	0	0	877	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	293	0	115	83	539	0	0	877	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	293	0	115	83	539	0	0	877	130
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1700	0	1800	1700	1800	0	0	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.06	0.05	0.30	0.00	0.00	0.24	0.07
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.30	0.00	0.30	0.17	0.60	0.00	0.00	0.43	0.43
Volume/Cap:	0.00	0.00	0.00	0.57	0.00	0.21	0.29	0.50	0.00	0.00	0.57	0.17
Delay/Veh:	0.0	0.0	0.0	19.1	0.0	15.7	22.5	7.4	0.0	0.0	13.4	10.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	19.1	0.0	15.7	22.5	7.4	0.0	0.0	13.4	10.6
LOS by Move:	A	A	A	B	A	B	C	A	A	A	B	B
HCM2kAvgQ:	0	0	0	6	0	2	2	6	0	0	7	2

****

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

Ling Yen Mountain Temple
Opening Year (2017) Without Project
Evening Peak Hour

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

****

Intersection #7 SR-15 Freeway NB Ramps (NS) at Beech Avenue (EW) - #7

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.754
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 19.9
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	SR-15 Freeway NB Ramps						Beech Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	7	0	7	10	19	0	0	19	19
Lanes:	0 0	0	0 0	1 0	0	0 1	1 0	1	0 0	0 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	578	0	328	125	542	0	0	792	225
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	578	0	328	125	542	0	0	792	225
Added Vol:	0	0	0	0	0	0	0	70	0	0	66	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	578	0	328	125	612	0	0	858	225
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	0	0	0	601	0	341	130	637	0	0	893	234
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	601	0	341	130	637	0	0	893	234
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	601	0	341	130	637	0	0	893	234
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1700	0	1800	1700	1800	0	0	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.35	0.00	0.19	0.08	0.35	0.00	0.00	0.25	0.13
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.42	0.00	0.42	0.17	0.48	0.00	0.00	0.32	0.32
Volume/Cap:	0.00	0.00	0.00	0.85	0.00	0.46	0.46	0.73	0.00	0.00	0.78	0.41
Delay/Veh:	0.0	0.0	0.0	25.3	0.0	13.0	23.7	15.6	0.0	0.0	22.2	16.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	25.3	0.0	13.0	23.7	15.6	0.0	0.0	22.2	16.6
LOS by Move:	A	A	A	C	A	B	C	B	A	A	C	B
HCM2kAvgQ:	0	0	0	14	0	5	3	11	0	0	10	4

****

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

Opening Year (2017) With Project

Ling Yen Mountain Temple
Opening Year (2017) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #1 Wardman Bullock Road (NS) at Colonbero Road (EW) - #1

Cycle (sec):	100	Critical Vol./Cap.(X):	0.123
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	7.6
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Wardman Bullock Road						Colonbero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	0 0	1! 0	0	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	9	0	10	0	0	0	0	1	10	20	1	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	0	10	0	0	0	0	1	10	20	1	0
Added Vol:	26	0	73	0	0	0	0	0	37	43	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	0	83	0	0	0	0	1	47	63	1	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
PHF Volume:	44	0	105	0	0	0	0	1	60	80	1	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	0	105	0	0	0	0	1	60	80	1	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	0	105	0	0	0	0	1	60	80	1	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.02	0.98	0.98	0.02	0.00
Final Sat.:	666	0	856	0	781	0	0	19	913	769	12	0
Capacity Analysis Module:												
Vol/Sat:	0.07	xxxx	0.12	xxxx	0.00	xxxx	xxxx	0.07	0.07	0.10	0.10	xxxx
Crit Moves:			****		****			****		****		
Delay/Veh:	8.4	0.0	7.4	0.0	0.0	0.0	0.0	7.0	7.0	8.0	8.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.4	0.0	7.4	0.0	0.0	0.0	0.0	7.0	7.0	8.0	8.0	0.0
LOS by Move:	A	*	A	*	*	*	*	A	A	A	A	*
ApproachDel:		7.7			xxxxxx			7.0			8.0	
Delay Adj:		1.00			xxxxx			1.00			1.00	
ApprAdjDel:		7.7			xxxxxx			7.0			8.0	
LOS by Appr:		A			*			A			A	
AllWayAvgQ:	0.1	0.1	0.1	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1

Ling Yen Mountain Temple
Opening Year (2017) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

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Intersection #1 Wardman Bullock Road (NS) at Colonbero Road (EW) - #1

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Cycle (sec):	100	Critical Vol./Cap.(X):	0.199
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	8.1
Optimal Cycle:	0	Level Of Service:	A

****

Street Name:	Wardman Bullock Road						Colonbero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	0 0	1! 0	0	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	19	0	30	0	0	0	0	1	10	10	1	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	0	30	0	0	0	0	1	10	10	1	0
Added Vol:	10	0	87	0	0	0	0	0	10	87	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	0	117	0	0	0	0	1	20	97	1	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
PHF Volume:	41	0	167	0	0	0	0	1	28	138	1	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	0	167	0	0	0	0	1	28	138	1	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	0	167	0	0	0	0	1	28	138	1	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.05	0.95	0.99	0.01	0.00
Final Sat.:	654	0	836	0	752	0	0	41	829	754	8	0
Capacity Analysis Module:												
Vol/Sat:	0.06	xxxx	0.20	xxxx	0.00	xxxx	xxxx	0.03	0.03	0.18	0.18	xxxx
Crit Moves:			****		****			****			****	
Delay/Veh:	8.4	0.0	7.9	0.0	0.0	0.0	0.0	7.1	7.1	8.6	8.6	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.4	0.0	7.9	0.0	0.0	0.0	0.0	7.1	7.1	8.6	8.6	0.0
LOS by Move:	A	*	A	*	*	*	*	A	A	A	A	*
ApproachDel:		8.0			xxxxxx			7.1			8.6	
Delay Adj:		1.00			xxxxx			1.00			1.00	
ApprAdjDel:		8.0			xxxxxx			7.1			8.6	
LOS by Appr:		A			*			A			A	
AllWayAvgQ:	0.1	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.2

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Ling Yen Mountain Temple
Opening Year (2017) With Project
Morning Peak Hour

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

Intersection #2 Wardman Bullock Road (NS) at Wilson Avenue (EW) - #2

Cycle (sec):	85	Critical Vol./Cap.(X):	0.643
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	30.5
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Street Name:	Wardman Bullock Road						Wilson Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ovl			Include			Include			Include		
Min. Green:	10	31	31	10	31	31	31	31	31	31	31	31
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	2	30	60	74	57	2	2	16	3	90	16	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	30	60	74	57	2	2	16	3	90	16	58
Added Vol:	0	162	428	5	239	1	7	0	0	554	0	40
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	192	488	79	296	3	9	16	3	644	16	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	2	210	534	86	324	3	10	18	3	705	18	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	210	534	86	324	3	10	18	3	705	18	107
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	210	534	86	324	3	10	18	3	705	18	107
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.99	0.01	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	1800	1800	1700	1782	18	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.30	0.05	0.18	0.18	0.01	0.01	0.00	0.41	0.01	0.06
Crit Moves:	****				****					****		
Green/Cycle:	0.12	0.36	0.36	0.12	0.36	0.36	0.45	0.45	0.45	0.45	0.45	0.45
Volume/Cap:	0.01	0.32	0.81	0.43	0.50	0.50	0.01	0.02	0.00	0.93	0.02	0.13
Delay/Veh:	33.2	19.7	32.1	36.4	21.6	21.6	13.1	13.1	13.0	39.6	13.1	13.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.2	19.7	32.1	36.4	21.6	21.6	13.1	13.1	13.0	39.6	13.1	13.9
LOS by Move:	C	B	C	D	C	C	B	B	B	D	B	B
HCM2kAvgQ:	0	4	15	3	7	7	0	0	0	23	0	2

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

Ling Yen Mountain Temple
Opening Year (2017) With Project
Evening Peak Hour

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

****

Intersection #2 Wardman Bullock Road (NS) at Wilson Avenue (EW) - #2

****

Cycle (sec): 75 Critical Vol./Cap.(X): 0.343
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 18.7
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Wardman Bullock Road						Wilson Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ovl			Include			Include			Include		
Min. Green:	10	31	31	10	31	31	31	31	31	31	31	31
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	1	65	205	40	40	1	1	15	4	136	1	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	65	205	40	40	1	1	15	4	136	1	43
Added Vol:	0	64	154	65	60	12	12	0	0	147	0	65
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	129	359	105	100	13	13	15	4	283	1	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	1	136	379	111	106	14	14	16	4	299	1	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	136	379	111	106	14	14	16	4	299	1	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	136	379	111	106	14	14	16	4	299	1	114
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.88	0.12	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	1800	1800	1700	1593	207	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.21	0.07	0.07	0.07	0.01	0.01	0.00	0.18	0.00	0.06
Crit Moves:		****		****						****		
Green/Cycle:	0.13	0.40	0.40	0.13	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	0.00	0.19	0.53	0.51	0.17	0.17	0.02	0.02	0.01	0.44	0.00	0.16
Delay/Veh:	29.7	15.4	18.7	33.7	15.3	15.3	14.3	14.3	14.2	17.6	14.2	15.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.7	15.4	18.7	33.7	15.3	15.3	14.3	14.3	14.2	17.6	14.2	15.2
LOS by Move:	C	B	B	C	B	B	B	B	B	B	B	B
HCM2kAvgQ:	0	2	7	3	2	2	0	0	0	6	0	2

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

Ling Yen Mountain Temple
Opening Year (2017) With Project
Morning Peak Hour

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

****

Intersection #3 Ambleside Place (NS) at Colonbero Road (EW) - #3

****

Average Delay (sec/veh): 3.6 Worst Case Level Of Service: A[8.8]

****

Street Name:	Ambleside Place						Colonbero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	1	0	10	10	10	0	0	10	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	1	0	10	10	10	0	0	10	1
Added Vol:	0	0	0	0	0	6	47	26	0	0	37	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1	0	16	57	36	0	0	47	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
PHF Volume:	0	0	0	1	0	24	84	53	0	0	70	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	1	0	24	84	53	0	0	70	1
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	293	293	70	71	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	702	622	998	1542	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	672	586	998	1542	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	0.00	0.02	0.05	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	970	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	8.8	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	A	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			8.8			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

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

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Ling Yen Mountain Temple
Opening Year (2017) With Project
Evening Peak Hour

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

****

Intersection #3 Ambleside Place (NS) at Colonbero Road (EW) - #3

****

Average Delay (sec/veh): 5.9 Worst Case Level Of Service: A[8.9]

****

Street Name:	Ambleside Place						Colonbero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	1	0	1	1	30	0	0	10	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	1	0	1	1	30	0	0	10	1
Added Vol:	0	0	0	0	0	77	77	10	0	0	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1	0	78	78	40	0	0	20	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
PHF Volume:	0	0	0	1	0	112	112	57	0	0	29	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	1	0	112	112	57	0	0	29	1
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	311	311	29	30	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	686	607	1051	1596	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	646	562	1051	1596	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	0.00	0.11	0.07	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	1043	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	8.9	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	A	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			8.9			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

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

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Ling Yen Mountain Temple
Opening Year (2017) With Project
Morning Peak Hour

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

Intersection #4 San Sevaine Road (NS) at Wilson Avenue (EW) - #4

Cycle (sec):	80	Critical Vol./Cap.(X):	0.932
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	23.5
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Street Name:	San Sevain Road						Wilson Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	31	31	31	31	31	31	19	19	19	19	19	19
Lanes:	0 1	0 0	1	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	1	1	48	127	1	1	1	195	3	16	149	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	48	127	1	1	1	195	3	16	149	27
Added Vol:	37	0	0	0	0	116	78	313	26	0	417	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	1	48	127	1	117	79	508	29	16	566	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	40	1	50	132	1	122	82	530	30	17	590	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	1	50	132	1	122	82	530	30	17	590	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	1	50	132	1	122	82	530	30	17	590	28
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.98	0.02	1.00	0.53	0.01	0.46	1.00	1.89	0.11	1.00	1.91	0.09
Final Sat.:	1659	44	1800	905	7	834	1700	3406	194	1700	3436	164
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.03	0.15	0.15	0.15	0.00	0.16	0.16	0.00	0.17	0.17
Crit Moves:					****		****				****	
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.24	0.27	0.27	0.27	0.30	0.30
Volume/Cap:	0.06	0.06	0.07	0.38	0.38	0.38	0.20	0.58	0.58	0.04	0.57	0.57
Delay/Veh:	15.4	15.4	15.5	17.9	17.9	17.9	24.7	26.2	26.2	21.6	24.4	24.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.4	15.4	15.5	17.9	17.9	17.9	24.7	26.2	26.2	21.6	24.4	24.4
LOS by Move:	B	B	B	B	B	B	C	C	C	C	C	C
HCM2kAvgQ:	1	1	1	5	5	5	2	7	7	0	7	7

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

Ling Yen Mountain Temple
Opening Year (2017) With Project
Evening Peak Hour

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

****

Intersection #4 San Sevaine Road (NS) at Wilson Avenue (EW) - #4

****

Cycle (sec): 90 Critical Vol./Cap.(X): 0.821
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 22.7
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	San Sevain Road						Wilson Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	31	31	31	31	31	31	19	19	19	19	19	19
Lanes:	0 1	0 0	1	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	3	1	38	88	1	3	6	234	2	38	245	94
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	1	38	88	1	3	6	234	2	38	245	94
Added Vol:	10	0	0	0	0	29	31	172	10	0	168	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	1	38	88	1	32	37	406	12	38	413	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	13	1	39	90	1	33	38	416	12	39	424	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	1	39	90	1	33	38	416	12	39	424	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	1	39	90	1	33	38	416	12	39	424	96
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.93	0.07	1.00	0.74	0.01	0.25	1.00	1.94	0.06	1.00	1.63	0.37
Final Sat.:	1585	122	1800	1255	14	457	1700	3497	103	1700	2933	667
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.02	0.07	0.07	0.07	0.00	0.12	0.12	0.00	0.14	0.14
Crit Moves:					****		****				****	
Green/Cycle:	0.34	0.34	0.34	0.34	0.34	0.34	0.21	0.29	0.29	0.29	0.38	0.38
Volume/Cap:	0.02	0.02	0.06	0.21	0.21	0.21	0.11	0.40	0.40	0.08	0.38	0.38
Delay/Veh:	19.5	19.5	19.8	21.0	21.0	21.0	28.8	25.7	25.7	23.0	20.5	20.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.5	19.5	19.8	21.0	21.0	21.0	28.8	25.7	25.7	23.0	20.5	20.5
LOS by Move:	B	B	B	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	0	0	1	3	3	3	1	5	5	1	5	5

****

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

Ling Yen Mountain Temple
Opening Year (2017) With Project
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Cherry Avenue (NS) at Wilson Avenue (EW) - #5

Cycle (sec):	110	Critical Vol./Cap.(X):	0.635
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	41.3
Optimal Cycle: OPTIMIZED		Level Of Service:	D

Street Name:	Cherry Avenue						Wilson Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0	1 0	1	2 0	1 0	1	1 0	1 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	56	93	30	532	292	21	18	228	122	96	113	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	93	30	532	292	21	18	228	122	96	113	119
Added Vol:	0	113	45	0	239	212	174	140	0	96	205	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	206	75	532	531	233	192	368	122	192	318	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	58	213	77	550	549	241	198	380	126	198	329	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	213	77	550	549	241	198	380	126	198	329	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	213	77	550	549	241	198	380	126	198	329	123
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.89	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	1.50	0.50	1.00	1.00	1.00
Final Sat.:	1700	1800	1800	3200	1800	1800	1700	2704	896	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.04	0.17	0.30	0.13	0.12	0.14	0.14	0.12	0.18	0.07
Crit Moves:		****		****			****				****	
Green/Cycle:	0.11	0.28	0.28	0.22	0.38	0.38	0.15	0.30	0.30	0.13	0.28	0.28
Volume/Cap:	0.30	0.42	0.15	0.79	0.79	0.35	0.79	0.46	0.46	0.93	0.65	0.24
Delay/Veh:	45.5	32.7	29.8	47.0	36.3	24.4	61.1	31.4	31.4	89.8	37.6	30.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.5	32.7	29.8	47.0	36.3	24.4	61.1	31.4	31.4	89.8	37.6	30.7
LOS by Move:	D	C	C	D	D	C	E	C	C	F	D	C
HCM2kAvgQ:	2	6	2	12	18	6	9	7	7	11	11	3

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

Ling Yen Mountain Temple
Opening Year (2017) With Project
Evening Peak Hour

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

****

Intersection #5 Cherry Avenue (NS) at Wilson Avenue (EW) - #5

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.850
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 38.3
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	Cherry Avenue						Wilson Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0	1 0	1	2 0	1 0	1	1 0	1 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	112	437	81	342	183	45	74	227	59	48	223	519
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	437	81	342	183	45	74	227	59	48	223	519
Added Vol:	0	56	22	0	50	56	58	113	0	20	112	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	493	103	342	233	101	132	340	59	68	335	519
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	117	516	108	358	244	106	138	356	62	71	351	543
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	516	108	358	244	106	138	356	62	71	351	543
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	117	516	108	358	244	106	138	356	62	71	351	543
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.89	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	1.70	0.30	1.00	1.00	1.00
Final Sat.:	1700	1800	1800	3200	1800	1800	1700	3068	532	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.07	0.29	0.06	0.11	0.14	0.06	0.08	0.12	0.12	0.04	0.19	0.30
Crit Moves:		****		****			****					****
Green/Cycle:	0.11	0.34	0.34	0.13	0.35	0.35	0.10	0.34	0.34	0.11	0.35	0.35
Volume/Cap:	0.61	0.85	0.18	0.85	0.38	0.17	0.81	0.34	0.34	0.38	0.55	0.85
Delay/Veh:	47.6	42.4	23.6	58.1	24.6	22.4	69.0	24.6	24.6	42.6	27.0	40.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.6	42.4	23.6	58.1	24.6	22.4	69.0	24.6	24.6	42.6	27.0	40.9
LOS by Move:	D	D	C	E	C	C	E	C	C	D	C	D
HCM2kAvgQ:	5	18	2	9	6	2	7	5	5	3	9	18

****

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

Ling Yen Mountain Temple
Opening Year (2017) With Project
Morning Peak Hour

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

****

Intersection #6 SR-15 Freeway SB Ramps (NS) at Beech Avenue (EW) - #6

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.737
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 16.8
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	SR-15 Freeway SB Ramps						Beech Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	7	0	7	10	19	0	0	19	19
Lanes:	0 0	0	0 0	1	0 0	0 1	1	0 2	0 0	0	0 1	1 0
Volume Module:												
Base Vol:	0	0	0	111	0	119	491	259	0	0	201	449
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	111	0	119	491	259	0	0	201	449
Added Vol:	0	0	0	0	0	9	3	182	0	0	291	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	111	0	128	494	441	0	0	492	449
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	0	0	118	0	136	526	469	0	0	523	478
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	118	0	136	526	469	0	0	523	478
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	118	0	136	526	469	0	0	523	478
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.05	0.95
Final Sat.:	0	0	0	1700	0	1800	1700	3600	0	0	1882	1718
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.08	0.31	0.13	0.00	0.00	0.28	0.28
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.12	0.00	0.12	0.41	0.78	0.00	0.00	0.37	0.37
Volume/Cap:	0.00	0.00	0.00	0.60	0.00	0.65	0.75	0.17	0.00	0.00	0.75	0.75
Delay/Veh:	0.0	0.0	0.0	30.0	0.0	32.3	19.5	1.6	0.0	0.0	18.9	18.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	30.0	0.0	32.3	19.5	1.6	0.0	0.0	18.9	18.9
LOS by Move:	A	A	A	C	A	C	B	A	A	A	B	B
HCM2kAvgQ:	0	0	0	3	0	4	11	1	0	0	10	10

****

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

Ling Yen Mountain Temple
Opening Year (2017) With Project
Evening Peak Hour

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

****

Intersection #6 SR-15 Freeway SB Ramps (NS) at Beech Avenue (EW) - #6

****

Cycle (sec): 65 Critical Vol./Cap.(X): 0.655
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 13.4
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	SR-15 Freeway SB Ramps						Beech Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	7	0	7	10	19	0	0	19	19
Lanes:	0 0	0	0 0	1	0 0	0 1	1	0 2	0 0	0	0 1	1 0
Volume Module:												
Base Vol:	0	0	0	180	0	100	190	450	0	0	740	370
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	180	0	100	190	450	0	0	740	370
Added Vol:	0	0	0	0	0	15	42	94	0	0	116	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	180	0	115	232	544	0	0	856	370
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	0	0	0	184	0	117	237	555	0	0	873	378
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	184	0	117	237	555	0	0	873	378
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	184	0	117	237	555	0	0	873	378
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.40	0.60
Final Sat.:	0	0	0	1700	0	1800	1700	3600	0	0	2514	1086
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.07	0.14	0.15	0.00	0.00	0.35	0.35
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.16	0.00	0.16	0.21	0.74	0.00	0.00	0.53	0.53
Volume/Cap:	0.00	0.00	0.00	0.66	0.00	0.40	0.66	0.21	0.00	0.00	0.66	0.66
Delay/Veh:	0.0	0.0	0.0	30.9	0.0	25.1	27.7	2.6	0.0	0.0	11.8	11.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	30.9	0.0	25.1	27.7	2.6	0.0	0.0	11.8	11.8
LOS by Move:	A	A	A	C	A	C	C	A	A	A	B	B
HCM2kAvgQ:	0	0	0	5	0	3	6	2	0	0	10	10

****

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

Ling Yen Mountain Temple
Opening Year (2017) With Project
Morning Peak Hour

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

****

Intersection #7 SR-15 Freeway NB Ramps (NS) at Beech Avenue (EW) - #7

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.519
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 13.0
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	SR-15 Freeway NB Ramps						Beech Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	7	0	7	10	19	0	0	19	19
Lanes:	0 0	0	0 0	1	0 0	0 1	1	0 1	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	275	0	108	78	325	0	0	562	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	275	0	108	78	325	0	0	562	122
Added Vol:	0	0	0	0	0	26	1	180	0	0	265	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	275	0	134	79	505	0	0	827	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	0	0	293	0	143	84	539	0	0	883	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	293	0	143	84	539	0	0	883	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	293	0	143	84	539	0	0	883	130
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1700	0	1800	1700	1800	0	0	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.08	0.05	0.30	0.00	0.00	0.25	0.07
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.30	0.00	0.30	0.17	0.60	0.00	0.00	0.43	0.43
Volume/Cap:	0.00	0.00	0.00	0.57	0.00	0.26	0.30	0.50	0.00	0.00	0.57	0.17
Delay/Veh:	0.0	0.0	0.0	19.1	0.0	16.1	22.5	7.3	0.0	0.0	13.4	10.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	19.1	0.0	16.1	22.5	7.3	0.0	0.0	13.4	10.6
LOS by Move:	A	A	A	B	A	B	C	A	A	A	B	B
HCM2kAvgQ:	0	0	0	6	0	2	2	6	0	0	7	2

****

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

Ling Yen Mountain Temple
Opening Year (2017) With Project
Evening Peak Hour

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

****

Intersection #7 SR-15 Freeway NB Ramps (NS) at Beech Avenue (EW) - #7

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.766
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 20.1
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	SR-15 Freeway NB Ramps						Beech Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	7	0	7	10	19	0	0	19	19
Lanes:	0 0	0	0 0	1 0	0	0 1	1 0	1	0 0	0 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	578	0	328	125	542	0	0	792	225
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	578	0	328	125	542	0	0	792	225
Added Vol:	0	0	0	0	0	42	15	78	0	0	74	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	578	0	370	140	620	0	0	866	225
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	0	0	0	601	0	385	146	645	0	0	901	234
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	601	0	385	146	645	0	0	901	234
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	601	0	385	146	645	0	0	901	234
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1700	0	1800	1700	1800	0	0	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.35	0.00	0.21	0.09	0.36	0.00	0.00	0.25	0.13
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.42	0.00	0.42	0.17	0.48	0.00	0.00	0.32	0.32
Volume/Cap:	0.00	0.00	0.00	0.85	0.00	0.51	0.51	0.74	0.00	0.00	0.79	0.41
Delay/Veh:	0.0	0.0	0.0	25.3	0.0	13.6	24.4	15.9	0.0	0.0	22.5	16.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	25.3	0.0	13.6	24.4	15.9	0.0	0.0	22.5	16.6
LOS by Move:	A	A	A	C	A	B	C	B	A	A	C	B
HCM2kAvgQ:	0	0	0	14	0	6	3	11	0	0	10	4

****

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

Year 2035 Without Project

Ling Yen Mountain Temple
Year 2035 Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #1 Wardman Bullock Road (NS) at Colonbero Road (EW) - #1

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.082
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	7.4
Optimal Cycle:	0	Level Of Service:	A

****

Street Name:	Wardman Bullock Road						Colonbero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	0 0	1! 0	0	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	7	0	9	0	0	0	0	1	7	13	3	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	0	9	0	0	0	0	1	7	13	3	0
Added Vol:	26	0	26	0	0	0	0	0	37	37	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	0	35	0	0	0	0	1	44	50	3	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
PHF Volume:	42	0	44	0	0	0	0	1	56	63	4	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	0	44	0	0	0	0	1	56	63	4	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	0	44	0	0	0	0	1	56	63	4	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.02	0.98	0.94	0.06	0.00
Final Sat.:	672	0	866	0	805	0	0	22	960	769	46	0
Capacity Analysis Module:												
Vol/Sat:	0.06	xxxx	0.05	xxxx	0.00	xxxx	xxxx	0.06	0.06	0.08	0.08	xxxx
Crit Moves:	****				****			****		****		
Delay/Veh:	8.3	0.0	7.0	0.0	0.0	0.0	0.0	6.8	6.8	7.7	7.7	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.3	0.0	7.0	0.0	0.0	0.0	0.0	6.8	6.8	7.7	7.7	0.0
LOS by Move:	A	*	A	*	*	*	*	A	A	A	A	*
ApproachDel:		7.6			xxxxxx			6.8			7.7	
Delay Adj:		1.00			xxxxx			1.00			1.00	
ApprAdjDel:		7.6			xxxxxx			6.8			7.7	
LOS by Appr:		A			*			A			A	
AllWayAvgQ:	0.1	0.1	0.1	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1

****

Ling Yen Mountain Temple
Year 2035 Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #1 Wardman Bullock Road (NS) at Colonbero Road (EW) - #1

Cycle (sec):	100	Critical Vol./Cap.(X):	0.062
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	7.3
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Wardman Bullock Road						Colonbero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	0 0	1! 0	0	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	17	0	29	0	0	0	0	1	11	9	3	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	0	29	0	0	0	0	1	11	9	3	0
Added Vol:	10	0	10	0	0	0	0	0	10	10	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	0	39	0	0	0	0	1	21	19	3	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
PHF Volume:	39	0	56	0	0	0	0	1	30	27	4	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	0	56	0	0	0	0	1	30	27	4	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	0	56	0	0	0	0	1	30	27	4	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.05	0.95	0.86	0.14	0.00
Final Sat.:	695	0	905	0	840	0	0	45	940	708	112	0
Capacity Analysis Module:												
Vol/Sat:	0.06	xxxx	0.06	xxxx	0.00	xxxx	xxxx	0.03	0.03	0.04	0.04	xxxx
Crit Moves:			****		****				****	****		
Delay/Veh:	8.1	0.0	6.9	0.0	0.0	0.0	0.0	6.7	6.7	7.5	7.5	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.1	0.0	6.9	0.0	0.0	0.0	0.0	6.7	6.7	7.5	7.5	0.0
LOS by Move:	A	*	A	*	*	*	*	A	A	A	A	*
ApproachDel:		7.4			xxxxxx			6.7			7.5	
Delay Adj:		1.00			xxxxx			1.00			1.00	
ApprAdjDel:		7.4			xxxxxx			6.7			7.5	
LOS by Appr:		A			*			A			A	
AllWayAvgQ:	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Ling Yen Mountain Temple
Year 2035 Without Project
Morning Peak Hour

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

Intersection #2 Wardman Bullock Road (NS) at Wilson Avenue (EW) - #2

Cycle (sec): 85 Critical Vol./Cap.(X): 0.604
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 25.1
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Wardman Bullock Road						Wilson Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ovl			Include			Include			Include		
Min. Green:	10	31	31	10	31	31	31	31	31	31	31	31
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	5	59	54	76	82	7	8	30	8	90	29	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	59	54	76	82	7	8	30	8	90	29	92
Added Vol:	0	162	428	0	239	0	0	0	0	554	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	221	482	76	321	7	8	30	8	644	29	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	5	233	507	80	338	7	8	32	8	678	31	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	233	507	80	338	7	8	32	8	678	31	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	233	507	80	338	7	8	32	8	678	31	97
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.98	0.02	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1800	1900	1900	1800	1859	41	1800	1900	1900	1800	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.27	0.04	0.18	0.18	0.00	0.02	0.00	0.38	0.02	0.05
Crit Moves:	****				****					****		
Green/Cycle:	0.12	0.36	0.36	0.12	0.36	0.36	0.45	0.45	0.45	0.45	0.45	0.45
Volume/Cap:	0.02	0.34	0.73	0.38	0.50	0.50	0.01	0.04	0.01	0.84	0.04	0.11
Delay/Veh:	33.4	19.5	28.5	39.7	22.0	22.0	11.0	11.2	11.0	27.9	11.2	11.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.4	19.5	28.5	39.7	22.0	22.0	11.0	11.2	11.0	27.9	11.2	11.8
LOS by Move:	C	B	C	D	C	C	B	B	B	C	B	B
HCM2kAvgQ:	0	4	12	2	6	6	0	0	0	18	0	1

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

Ling Yen Mountain Temple
Year 2035 Without Project
Evening Peak Hour

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

Intersection #2 Wardman Bullock Road (NS) at Wilson Avenue (EW) - #2

Cycle (sec):	75	Critical Vol./Cap.(X):	0.274
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	16.6
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Street Name:	Wardman Bullock Road						Wilson Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ovl			Include			Include			Include		
Min. Green:	10	31	31	10	31	31	31	31	31	31	31	31
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	9	75	161	53	63	3	6	56	17	101	18	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	75	161	53	63	3	6	56	17	101	18	39
Added Vol:	0	64	154	0	60	0	0	0	0	147	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	139	315	53	123	3	6	56	17	248	18	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	9	146	332	56	129	3	6	59	18	261	19	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	146	332	56	129	3	6	59	18	261	19	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	146	332	56	129	3	6	59	18	261	19	41
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.98	0.02	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1800	1900	1900	1800	1855	45	1800	1900	1900	1800	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.08	0.17	0.03	0.07	0.07	0.00	0.03	0.01	0.15	0.01	0.02
Crit Moves:		****		****						****		
Green/Cycle:	0.13	0.40	0.40	0.13	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	0.04	0.19	0.44	0.24	0.18	0.18	0.01	0.08	0.02	0.36	0.03	0.05
Delay/Veh:	30.1	14.3	17.2	33.1	14.2	14.2	12.8	13.3	12.9	16.3	12.9	13.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.1	14.3	17.2	33.1	14.2	14.2	12.8	13.3	12.9	16.3	12.9	13.1
LOS by Move:	C	B	B	C	B	B	B	B	B	B	B	B
HCM2kAvgQ:	0	2	5	1	2	2	0	1	0	4	0	0

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

Ling Yen Mountain Temple
Year 2035 Without Project
Morning Peak Hour

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

****

Intersection #3 Ambleside Place (NS) at Colonbero Road (EW) - #3

****

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: A[8.7]

****

Street Name:	Ambleside Place						Colonbero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0		0 0	1! 0	0	0 1	0 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	1	0	10	10	10	0	0	10	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	1	0	10	10	10	0	0	10	1
Added Vol:	0	0	0	0	0	0	0	26	0	0	37	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1	0	10	10	36	0	0	47	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
PHF Volume:	0	0	0	1	0	15	15	53	0	0	69	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	1	0	15	15	53	0	0	69	1
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	152	152	70	71	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	844	743	999	1543	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	838	736	999	1543	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	0.00	0.01	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	981	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	8.7	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	A	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			8.7			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

****

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

****

Ling Yen Mountain Temple
Year 2035 Without Project
Evening Peak Hour

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

Intersection #3 Ambleside Place (NS) at Colonbero Road (EW) - #3

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: A[8.7]

Street Name:	Ambleside Place						Colonbero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0	0	0 0	1! 0	0	0 1	0	0 0	0	0 0	1 0
Volume Module:												
Base Vol:	0	0	0	1	0	1	1	30	0	0	10	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	1	0	1	1	30	0	0	10	1
Added Vol:	0	0	0	0	0	0	0	10	0	0	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1	0	1	1	40	0	0	20	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
PHF Volume:	0	0	0	1	0	1	1	57	0	0	29	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	1	0	1	1	57	0	0	29	1
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	89	89	29	30	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	916	805	1051	1596	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	916	804	1051	1596	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	979	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	8.7	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	A	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			8.7			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

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

Ling Yen Mountain Temple
Year 2035 Without Project
Morning Peak Hour

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

Intersection #4 San Sevaine Road (NS) at Wilson Avenue (EW) - #4

Cycle (sec): 85 Critical Vol./Cap.(X): 0.873
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 23.8
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	San Sevain Road						Wilson Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	31	31	31	31	31	31	19	19	19	19	19	19
Lanes:	0 1	0 0	1	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	1	1	48	137	1	1	1	215	2	17	159	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	48	137	1	1	1	215	2	17	159	28
Added Vol:	37	0	0	0	0	116	78	308	26	0	377	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	1	48	137	1	117	79	523	28	17	536	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	40	1	51	144	1	123	83	551	29	18	564	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	1	51	144	1	123	83	551	29	18	564	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	1	51	144	1	123	83	551	29	18	564	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.98	0.02	1.00	0.55	0.01	0.44	1.00	1.90	0.10	1.00	1.90	0.10
Final Sat.:	1756	46	1900	991	7	846	1800	3607	193	1800	3611	189
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.03	0.15	0.15	0.15	0.00	0.15	0.15	0.00	0.16	0.16
Crit Moves:					****		****				****	
Green/Cycle:	0.36	0.36	0.36	0.36	0.36	0.36	0.22	0.28	0.28	0.28	0.34	0.34
Volume/Cap:	0.06	0.06	0.07	0.40	0.40	0.40	0.21	0.54	0.54	0.04	0.46	0.46
Delay/Veh:	16.5	16.5	16.6	20.4	20.4	20.4	28.0	27.8	27.8	22.2	22.0	22.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.5	16.5	16.6	20.4	20.4	20.4	28.0	27.8	27.8	22.2	22.0	22.0
LOS by Move:	B	B	B	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	1	1	1	5	5	5	2	6	6	0	6	6

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

Ling Yen Mountain Temple
Year 2035 Without Project
Evening Peak Hour

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

Intersection #4 San Sevaine Road (NS) at Wilson Avenue (EW) - #4

Cycle (sec): 95 Critical Vol./Cap.(X): 0.775
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 21.8
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	San Sevain Road						Wilson Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	31	31	31	31	31	31	19	19	19	19	19	19
Lanes:	0 1	0 0	1	0 0	1! 0	0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	3	1	38	98	1	3	6	254	2	38	265	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	1	38	98	1	3	6	254	2	38	265	104
Added Vol:	10	0	0	0	0	29	31	106	10	0	102	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	1	38	98	1	32	37	360	12	38	367	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	14	1	40	103	1	34	39	379	13	40	386	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	1	40	103	1	34	39	379	13	40	386	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	1	40	103	1	34	39	379	13	40	386	109
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.93	0.07	1.00	0.76	0.01	0.23	1.00	1.94	0.06	1.00	1.56	0.44
Final Sat.:	1678	129	1900	1365	14	446	1800	3677	123	1800	2961	839
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.02	0.08	0.08	0.08	0.00	0.10	0.10	0.00	0.13	0.13
Crit Moves:					****		****				****	
Green/Cycle:	0.33	0.33	0.33	0.33	0.33	0.33	0.20	0.31	0.31	0.31	0.41	0.41
Volume/Cap:	0.02	0.02	0.06	0.23	0.23	0.23	0.11	0.34	0.34	0.07	0.32	0.32
Delay/Veh:	21.0	21.0	21.4	23.4	23.4	23.4	31.7	25.9	25.9	23.3	17.3	17.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.0	21.0	21.4	23.4	23.4	23.4	31.7	25.9	25.9	23.3	17.3	17.3
LOS by Move:	C	C	C	C	C	C	C	C	C	C	B	B
HCM2kAvgQ:	0	0	1	3	3	3	1	4	4	1	4	4

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

Ling Yen Mountain Temple
Year 2035 Without Project
Morning Peak Hour

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

Intersection #5 Cherry Avenue (NS) at Wilson Avenue (EW) - #5

Cycle (sec):	115	Critical Vol./Cap.(X):	0.604
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	42.9
Optimal Cycle: OPTIMIZED		Level Of Service:	D

Street Name:	Cherry Avenue						Wilson Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0	1 0	1	2 0	1 0	1	1 0	1 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	63	101	44	553	284	17	15	243	122	133	130	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	101	44	553	284	17	15	243	122	133	130	134
Added Vol:	0	113	45	0	239	212	174	135	0	96	165	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	214	89	553	523	229	189	378	122	229	295	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	66	225	94	582	551	241	199	398	128	241	311	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	225	94	582	551	241	199	398	128	241	311	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	66	225	94	582	551	241	199	398	128	241	311	141
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.89	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	1.51	0.49	1.00	1.00	1.00
Final Sat.:	1800	1900	1900	3400	1900	1900	1800	2873	927	1800	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.05	0.17	0.29	0.13	0.11	0.14	0.14	0.13	0.16	0.07
Crit Moves:		****		****				****		****		
Green/Cycle:	0.11	0.27	0.27	0.22	0.38	0.38	0.13	0.27	0.27	0.17	0.31	0.31
Volume/Cap:	0.33	0.44	0.18	0.78	0.77	0.34	0.86	0.51	0.51	0.78	0.52	0.24
Delay/Veh:	51.2	37.5	33.1	50.2	36.8	24.8	81.1	37.5	37.5	63.1	34.9	29.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.2	37.5	33.1	50.2	36.8	24.8	81.1	37.5	37.5	63.1	34.9	29.5
LOS by Move:	D	D	C	D	D	C	F	D	D	E	C	C
HCM2kAvgQ:	2	6	2	12	17	5	10	8	8	10	8	3

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

Ling Yen Mountain Temple
Year 2035 Without Project
Evening Peak Hour

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

Intersection #5 Cherry Avenue (NS) at Wilson Avenue (EW) - #5

Cycle (sec): 95 Critical Vol./Cap.(X): 0.954
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 48.0
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name:	Cherry Avenue						Wilson Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0	1 0	1	2 0	1 0	1	1 0	1 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	129	560	83	368	202	54	97	239	63	45	227	592
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	560	83	368	202	54	97	239	63	45	227	592
Added Vol:	0	56	22	0	50	56	58	48	0	20	46	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	616	105	368	252	110	155	287	63	65	273	592
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	136	648	111	387	265	116	163	302	66	68	287	623
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	648	111	387	265	116	163	302	66	68	287	623
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	136	648	111	387	265	116	163	302	66	68	287	623
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.89	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	1.64	0.36	1.00	1.00	1.00
Final Sat.:	1800	1900	1900	3400	1900	1900	1800	3116	684	1800	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.08	0.34	0.06	0.11	0.14	0.06	0.09	0.10	0.10	0.04	0.15	0.33
Crit Moves:		****		****			****					****
Green/Cycle:	0.11	0.35	0.35	0.12	0.36	0.36	0.11	0.34	0.34	0.11	0.34	0.34
Volume/Cap:	0.66	0.97	0.16	0.97	0.39	0.17	0.86	0.29	0.29	0.35	0.45	0.97
Delay/Veh:	55.4	55.8	20.4	79.0	23.2	20.2	78.8	22.7	22.7	44.1	25.5	57.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.4	55.8	20.4	79.0	23.2	20.2	78.8	22.7	22.7	44.1	25.5	57.5
LOS by Move:	E	E	C	E	C	C	E	C	C	D	C	E
HCM2kAvgQ:	5	24	2	10	5	2	8	3	3	2	6	24

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

Ling Yen Mountain Temple
Year 2035 Without Project
Morning Peak Hour

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

****

Intersection #6 SR-15 Freeway SB Ramps (NS) at Beech Avenue (EW) - #6

****

Cycle (sec):	60	Critical Vol./Cap.(X):	0.770
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	21.1
Optimal Cycle: OPTIMIZED		Level Of Service:	C

****

Street Name:	SR-15 Freeway SB Ramps						Beech Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	7	0	7	10	19	0	0	19	19
Lanes:	0 0	0	0 0	1 0	0	0 1	1 0	2	0 0	0 0	1	1 0
Volume Module:												
Base Vol:	0	0	0	243	0	220	507	287	0	0	200	493
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	243	0	220	507	287	0	0	200	493
Added Vol:	0	0	0	0	0	0	0	180	0	0	260	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	243	0	220	507	467	0	0	460	493
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	256	0	232	534	492	0	0	484	519
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	256	0	232	534	492	0	0	484	519
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	256	0	232	534	492	0	0	484	519
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1800	0	1900	1800	3800	0	0	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.12	0.30	0.13	0.00	0.00	0.25	0.27
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.18	0.00	0.18	0.38	0.72	0.00	0.00	0.33	0.33
Volume/Cap:	0.00	0.00	0.00	0.77	0.00	0.66	0.77	0.18	0.00	0.00	0.77	0.83
Delay/Veh:	0.0	0.0	0.0	39.0	0.0	32.2	22.8	0.7	0.0	0.0	21.8	24.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	39.0	0.0	32.2	22.8	0.7	0.0	0.0	21.8	24.2
LOS by Move:	A	A	A	D	A	C	C	A	A	A	C	C
HCM2kAvgQ:	0	0	0	7	0	5	11	0	0	0	10	11

****

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

Ling Yen Mountain Temple
Year 2035 Without Project
Evening Peak Hour

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

Intersection #6 SR-15 Freeway SB Ramps (NS) at Beech Avenue (EW) - #6

Cycle (sec):	60	Critical Vol./Cap.(X):	0.666
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	12.5
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Street Name:	SR-15 Freeway SB Ramps						Beech Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	7	0	7	10	19	0	0	19	19
Lanes:	0 0	0	0 0	1	0 0	0 1	1	0 2	0 0	0	0 1	1 0
Volume Module:												
Base Vol:	0	0	0	250	0	119	187	500	0	0	771	403
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	250	0	119	187	500	0	0	771	403
Added Vol:	0	0	0	0	0	0	0	70	0	0	66	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	250	0	119	187	570	0	0	837	403
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	263	0	125	197	600	0	0	881	424
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	263	0	125	197	600	0	0	881	424
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	263	0	125	197	600	0	0	881	424
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.35	0.65
Final Sat.:	0	0	0	1800	0	1900	1800	3800	0	0	2565	1235
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.07	0.11	0.16	0.00	0.00	0.34	0.34
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.22	0.00	0.22	0.17	0.68	0.00	0.00	0.51	0.51
Volume/Cap:	0.00	0.00	0.00	0.67	0.00	0.30	0.66	0.23	0.00	0.00	0.67	0.67
Delay/Veh:	0.0	0.0	0.0	30.1	0.0	21.4	34.1	1.4	0.0	0.0	9.8	9.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	30.1	0.0	21.4	34.1	1.4	0.0	0.0	9.8	9.8
LOS by Move:	A	A	A	C	A	C	C	A	A	A	A	A
HCM2kAvgQ:	0	0	0	6	0	2	5	1	0	0	8	8

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

Ling Yen Mountain Temple
Year 2035 Without Project
Morning Peak Hour

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

Intersection #7 SR-15 Freeway NB Ramps (NS) at Beech Avenue (EW) - #7

Cycle (sec):	60	Critical Vol./Cap.(X):	0.567
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	13.8
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Street Name:	SR-15 Freeway NB Ramps						Beech Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	7	0	7	10	19	0	0	19	19
Lanes:	0 0	0	0 0	1	0 0	0 1	1	0 1	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	338	0	83	114	462	0	0	627	226
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	338	0	83	114	462	0	0	627	226
Added Vol:	0	0	0	0	0	0	0	180	0	0	260	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	338	0	83	114	642	0	0	887	226
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	356	0	87	120	676	0	0	934	238
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	356	0	87	120	676	0	0	934	238
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	356	0	87	120	676	0	0	934	238
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1800	0	1900	1800	1900	0	0	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.00	0.05	0.07	0.36	0.00	0.00	0.25	0.13
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.33	0.00	0.33	0.17	0.57	0.00	0.00	0.41	0.41
Volume/Cap:	0.00	0.00	0.00	0.60	0.00	0.14	0.40	0.62	0.00	0.00	0.60	0.31
Delay/Veh:	0.0	0.0	0.0	20.9	0.0	14.2	26.3	8.1	0.0	0.0	14.2	11.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	20.9	0.0	14.2	26.3	8.1	0.0	0.0	14.2	11.8
LOS by Move:	A	A	A	C	A	B	C	A	A	A	B	B
HCM2kAvgQ:	0	0	0	6	0	1	2	7	0	0	7	3

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

Ling Yen Mountain Temple
Year 2035 Without Project
Evening Peak Hour

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

****

Intersection #7 SR-15 Freeway NB Ramps (NS) at Beech Avenue (EW) - #7

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.771
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 21.4
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	SR-15 Freeway NB Ramps						Beech Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	7	0	7	10	19	0	0	19	19
Lanes:	0 0	0	0 0	1	0 0	0 1	1	0 1	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	610	0	350	142	640	0	0	850	228
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	610	0	350	142	640	0	0	850	228
Added Vol:	0	0	0	0	0	0	0	70	0	0	66	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	610	0	350	142	710	0	0	916	228
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	642	0	368	149	747	0	0	964	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	642	0	368	149	747	0	0	964	240
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	642	0	368	149	747	0	0	964	240
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1800	0	1900	1800	1900	0	0	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.36	0.00	0.19	0.08	0.39	0.00	0.00	0.25	0.13
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.42	0.00	0.42	0.17	0.48	0.00	0.00	0.32	0.32
Volume/Cap:	0.00	0.00	0.00	0.86	0.00	0.47	0.50	0.81	0.00	0.00	0.80	0.40
Delay/Veh:	0.0	0.0	0.0	25.9	0.0	13.1	28.5	18.3	0.0	0.0	23.9	17.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	25.9	0.0	13.1	28.5	18.3	0.0	0.0	23.9	17.6
LOS by Move:	A	A	A	C	A	B	C	B	A	A	C	B
HCM2kAvgQ:	0	0	0	14	0	5	3	13	0	0	10	3

****

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

Year 2035 With Project

Ling Yen Mountain Temple
Year 2035 With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #1 Wardman Bullock Road (NS) at Colonbero Road (EW) - #1

Cycle (sec):	100	Critical Vol./Cap.(X):	0.120
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	7.5
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Wardman Bullock Road						Colonbero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	0 0	1! 0	0	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	7	0	9	0	0	0	0	1	7	13	3	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	0	9	0	0	0	0	1	7	13	3	0
Added Vol:	26	0	73	0	0	0	0	0	37	43	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	0	82	0	0	0	0	1	44	56	3	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
PHF Volume:	42	0	104	0	0	0	0	1	56	71	4	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	0	104	0	0	0	0	1	56	71	4	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	0	104	0	0	0	0	1	56	71	4	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.02	0.98	0.95	0.05	0.00
Final Sat.:	670	0	862	0	789	0	0	21	916	745	40	0
Capacity Analysis Module:												
Vol/Sat:	0.06	xxxx	0.12	xxxx	0.00	xxxx	xxxx	0.06	0.06	0.10	0.10	xxxx
Crit Moves:			****		****			****		****		
Delay/Veh:	8.3	0.0	7.3	0.0	0.0	0.0	0.0	6.9	6.9	7.9	7.9	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.3	0.0	7.3	0.0	0.0	0.0	0.0	6.9	6.9	7.9	7.9	0.0
LOS by Move:	A	*	A	*	*	*	*	A	A	A	A	*
ApproachDel:		7.6			xxxxxx			6.9			7.9	
Delay Adj:		1.00			xxxxx			1.00			1.00	
ApprAdjDel:		7.6			xxxxxx			6.9			7.9	
LOS by Appr:		A			*			A			A	
AllWayAvgQ:	0.1	0.1	0.1	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1

Ling Yen Mountain Temple
Year 2035 With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #1 Wardman Bullock Road (NS) at Colonbero Road (EW) - #1

Cycle (sec):	100	Critical Vol./Cap.(X):	0.199
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	8.1
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Wardman Bullock Road						Colonbero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	1 0	0	0	1! 0	0	0	0 1	0	1 0	0 0
Volume Module:												
Base Vol:	17	0	29	0	0	0	0	1	11	9	3	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	0	29	0	0	0	0	1	11	9	3	0
Added Vol:	10	0	87	0	0	0	0	0	10	87	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	0	116	0	0	0	0	1	21	96	3	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
PHF Volume:	39	0	166	0	0	0	0	1	30	137	4	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	0	166	0	0	0	0	1	30	137	4	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	0	166	0	0	0	0	1	30	137	4	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.05	0.95	0.97	0.03	0.00
Final Sat.:	653	0	835	0	751	0	0	40	832	740	23	0
Capacity Analysis Module:												
Vol/Sat:	0.06	xxxx	0.20	xxxx	0.00	xxxx	xxxx	0.04	0.04	0.19	0.19	xxxx
Crit Moves:			****		****				****		****	
Delay/Veh:	8.4	0.0	7.9	0.0	0.0	0.0	0.0	7.1	7.1	8.6	8.6	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.4	0.0	7.9	0.0	0.0	0.0	0.0	7.1	7.1	8.6	8.6	0.0
LOS by Move:	A	*	A	*	*	*	*	A	A	A	A	*
ApproachDel:		8.0			xxxxxx			7.1			8.6	
Delay Adj:		1.00			xxxxx			1.00			1.00	
ApprAdjDel:		8.0			xxxxxx			7.1			8.6	
LOS by Appr:		A			*			A			A	
AllWayAvgQ:	0.1	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.2

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

Intersection #2 Wardman Bullock Road (NS) at Wilson Avenue (EW) - #2

Cycle (sec): 90 Critical Vol./Cap.(X): 0.602
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 25.5
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Wardman Bullock Road									Wilson Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R			
Control:	Protected			Protected			Permitted			Permitted					
Rights:	Ovl			Include			Include			Include					
Min. Green:	10	31	31	10	31	31	31	31	31	31	31	31			
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	1 0	1	1 0	1 0	1			
Volume Module:															
Base Vol:	5	59	54	76	82	7	8	30	8	90	29	92			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	5	59	54	76	82	7	8	30	8	90	29	92			
Added Vol:	0	162	428	5	239	1	7	0	0	554	0	40			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	5	221	482	81	321	8	15	30	8	644	29	132			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
PHF Volume:	5	233	507	85	338	8	16	32	8	678	31	139			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	5	233	507	85	338	8	16	32	8	678	31	139			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	5	233	507	85	338	8	16	32	8	678	31	139			
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00			
Lanes:	1.00	1.00	1.00	1.00	0.98	0.02	1.00	1.00	1.00	1.00	1.00	1.00			
Final Sat.:	1800	1900	1900	1800	1854	46	1800	1900	1900	1800	1900	1900			
Capacity Analysis Module:															
Vol/Sat:	0.00	0.12	0.27	0.05	0.18	0.18	0.01	0.02	0.00	0.38	0.02	0.07			
Crit Moves:	****				****					****					
Green/Cycle:	0.11	0.34	0.34	0.11	0.34	0.34	0.48	0.48	0.48	0.48	0.48	0.48			
Volume/Cap:	0.03	0.36	0.78	0.43	0.53	0.53	0.02	0.03	0.01	0.79	0.03	0.15			
Delay/Veh:	35.9	22.4	33.8	43.8	25.5	25.5	9.9	10.0	9.9	23.0	10.0	10.9			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	35.9	22.4	33.8	43.8	25.5	25.5	9.9	10.0	9.9	23.0	10.0	10.9			
LOS by Move:	D	C	C	D	C	C	A	B	A	C	B	B			
HCM2kAvgQ:	0	4	14	3	7	7	0	0	0	16	0	2			

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

Ling Yen Mountain Temple
Year 2035 With Project
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Wardman Bullock Road (NS) at Wilson Avenue (EW) - #2

Cycle (sec): 75 Critical Vol./Cap.(X): 0.315
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 18.1
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	Wardman Bullock Road						Wilson Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ovl			Include			Include			Include		
Min. Green:	10	31	31	10	31	31	31	31	31	31	31	31
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	9	75	161	53	63	3	6	56	17	101	18	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	75	161	53	63	3	6	56	17	101	18	39
Added Vol:	0	64	154	65	60	12	12	0	0	147	0	65
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	139	315	118	123	15	18	56	17	248	18	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	9	146	332	124	129	16	19	59	18	261	19	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	146	332	124	129	16	19	59	18	261	19	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	146	332	124	129	16	19	59	18	261	19	109
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.89	0.11	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1800	1900	1900	1800	1693	207	1800	1900	1900	1800	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.08	0.17	0.07	0.08	0.08	0.01	0.03	0.01	0.15	0.01	0.06
Crit Moves:		****		****						****		
Green/Cycle:	0.13	0.40	0.40	0.13	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	0.04	0.19	0.44	0.54	0.19	0.19	0.03	0.08	0.02	0.36	0.03	0.14
Delay/Veh:	30.1	14.3	17.2	40.6	14.3	14.3	12.9	13.3	12.9	16.3	12.9	13.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.1	14.3	17.2	40.6	14.3	14.3	12.9	13.3	12.9	16.3	12.9	13.9
LOS by Move:	C	B	B	D	B	B	B	B	B	B	B	B
HCM2kAvgQ:	0	2	5	4	2	2	0	1	0	4	0	1

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

Ling Yen Mountain Temple
Year 2035 With Project
Morning Peak Hour

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

Intersection #3 Ambleside Place (NS) at Colonbero Road (EW) - #3

Average Delay (sec/veh): 3.6 Worst Case Level Of Service: A[8.8]

Street Name:	Ambleside Place						Colonbero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	1	0	10	10	10	0	0	10	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	1	0	10	10	10	0	0	10	1
Added Vol:	0	0	0	0	0	6	47	26	0	0	37	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1	0	16	57	36	0	0	47	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
PHF Volume:	0	0	0	1	0	24	84	53	0	0	69	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	1	0	24	84	53	0	0	69	1
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	290	290	70	71	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	704	623	999	1543	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	674	588	999	1543	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	0.00	0.02	0.05	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	971	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	8.8	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	A	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			8.8			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

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

Ling Yen Mountain Temple
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 Ambleside Place (NS) at Colonbero Road (EW) - #3

Average Delay (sec/veh): 5.9 Worst Case Level Of Service: A[8.9]

Street Name:	Ambleside Place						Colonbero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0		0 0	1! 0	0	0	1 0	0 0	0	0 0	1 0
Volume Module:												
Base Vol:	0	0	0	1	0	1	1	30	0	0	10	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	1	0	1	1	30	0	0	10	1
Added Vol:	0	0	0	0	0	77	77	10	0	0	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1	0	78	78	40	0	0	20	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
PHF Volume:	0	0	0	1	0	111	111	57	0	0	29	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	1	0	111	111	57	0	0	29	1
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	309	309	29	30	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	687	608	1051	1596	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	648	563	1051	1596	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	0.00	0.11	0.07	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	1043	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	8.9	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	A	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			8.9			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

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

Ling Yen Mountain Temple
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 San Sevaine Road (NS) at Wilson Avenue (EW) - #4

Cycle (sec):	90	Critical Vol./Cap.(X):	0.821
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	23.9
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Street Name:	San Sevain Road						Wilson Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	31	31	31	31	31	31	19	19	19	19	19	19
Lanes:	0 1	0 0	1	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	1	1	48	137	1	1	1	215	2	17	159	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	48	137	1	1	1	215	2	17	159	28
Added Vol:	37	0	0	0	0	116	78	313	26	0	417	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	1	48	137	1	117	79	528	28	17	576	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	40	1	51	144	1	123	83	556	29	18	606	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	1	51	144	1	123	83	556	29	18	606	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	1	51	144	1	123	83	556	29	18	606	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.98	0.02	1.00	0.55	0.01	0.44	1.00	1.90	0.10	1.00	1.91	0.09
Final Sat.:	1756	46	1900	991	7	846	1800	3609	191	1800	3624	176
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.03	0.15	0.15	0.15	0.00	0.15	0.15	0.00	0.17	0.17
Crit Moves:					****		****				****	
Green/Cycle:	0.34	0.34	0.34	0.34	0.34	0.34	0.21	0.29	0.29	0.29	0.38	0.38
Volume/Cap:	0.07	0.07	0.08	0.42	0.42	0.42	0.22	0.52	0.52	0.03	0.44	0.44
Delay/Veh:	19.0	19.0	19.1	23.5	23.5	23.5	30.7	28.0	28.0	22.5	20.2	20.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.0	19.0	19.1	23.5	23.5	23.5	30.7	28.0	28.0	22.5	20.2	20.2
LOS by Move:	B	B	B	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	1	1	1	5	5	5	2	7	7	0	6	6

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

Ling Yen Mountain Temple
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 San Sevaine Road (NS) at Wilson Avenue (EW) - #4

Cycle (sec):	100	Critical Vol./Cap.(X):	0.734
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	22.2
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Street Name:	San Sevain Road						Wilson Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	31	31	31	31	31	31	19	19	19	19	19	19
Lanes:	0 1	0	0 1	0	0	1! 0	0	1	0 1	1	0	1 0 1 1 0
Volume Module:												
Base Vol:	3	1	38	98	1	3	6	254	2	38	265	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	1	38	98	1	3	6	254	2	38	265	104
Added Vol:	10	0	0	0	0	29	31	172	10	0	168	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	1	38	98	1	32	37	426	12	38	433	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	14	1	40	103	1	34	39	448	13	40	456	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	1	40	103	1	34	39	448	13	40	456	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	1	40	103	1	34	39	448	13	40	456	109
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.93	0.07	1.00	0.76	0.01	0.23	1.00	1.95	0.05	1.00	1.61	0.39
Final Sat.:	1678	129	1900	1365	14	446	1800	3696	104	1800	3064	736
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.02	0.08	0.08	0.08	0.00	0.12	0.12	0.00	0.15	0.15
Crit Moves:					****		****				****	
Green/Cycle:	0.31	0.31	0.31	0.31	0.31	0.31	0.19	0.32	0.32	0.32	0.44	0.44
Volume/Cap:	0.03	0.03	0.07	0.24	0.24	0.24	0.11	0.39	0.39	0.07	0.34	0.34
Delay/Veh:	23.6	23.6	24.0	26.2	26.2	26.2	34.2	26.9	26.9	23.6	16.2	16.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.6	23.6	24.0	26.2	26.2	26.2	34.2	26.9	26.9	23.6	16.2	16.2
LOS by Move:	C	C	C	C	C	C	C	C	C	C	B	B
HCM2kAvgQ:	0	0	1	3	3	3	1	5	5	1	5	5

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

Ling Yen Mountain Temple
Year 2035 With Project
Morning Peak Hour

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

Intersection #5 Cherry Avenue (NS) at Wilson Avenue (EW) - #5

Cycle (sec): 115 Critical Vol./Cap.(X): 0.606
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 43.1
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name:	Cherry Avenue						Wilson Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0	1 0	1	2 0	1 0	1	1 0	1 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	63	101	44	553	284	17	15	243	122	133	130	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	101	44	553	284	17	15	243	122	133	130	134
Added Vol:	0	113	45	0	239	212	174	140	0	96	205	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	214	89	553	523	229	189	383	122	229	335	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	66	225	94	582	551	241	199	403	128	241	353	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	225	94	582	551	241	199	403	128	241	353	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	66	225	94	582	551	241	199	403	128	241	353	141
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.89	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	1.52	0.48	1.00	1.00	1.00
Final Sat.:	1800	1900	1900	3400	1900	1900	1800	2882	918	1800	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.05	0.17	0.29	0.13	0.11	0.14	0.14	0.13	0.19	0.07
Crit Moves:		****		****				****		****		
Green/Cycle:	0.11	0.27	0.27	0.22	0.38	0.38	0.13	0.27	0.27	0.17	0.31	0.31
Volume/Cap:	0.33	0.44	0.18	0.78	0.77	0.34	0.86	0.52	0.52	0.78	0.59	0.24
Delay/Veh:	51.2	37.5	33.1	50.2	36.8	24.8	81.1	37.5	37.5	63.1	36.8	29.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.2	37.5	33.1	50.2	36.8	24.8	81.1	37.5	37.5	63.1	36.8	29.5
LOS by Move:	D	D	C	D	D	C	F	D	D	E	D	C
HCM2kAvgQ:	2	6	2	12	17	5	10	8	8	10	10	3

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

Ling Yen Mountain Temple
Year 2035 With Project
Evening Peak Hour

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

Intersection #5 Cherry Avenue (NS) at Wilson Avenue (EW) - #5

Cycle (sec):	90	Critical Vol./Cap.(X):	0.959
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	48.0
Optimal Cycle: OPTIMIZED		Level Of Service:	D

Street Name:	Cherry Avenue						Wilson Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0 1	0	1	2 0 1	0	1	1 0 1	1	0	1 0 1	0	1
Volume Module:												
Base Vol:	129	560	83	368	202	54	97	239	63	45	227	592
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	560	83	368	202	54	97	239	63	45	227	592
Added Vol:	0	56	22	0	50	56	58	113	0	20	112	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	616	105	368	252	110	155	352	63	65	339	592
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	136	648	111	387	265	116	163	371	66	68	357	623
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	648	111	387	265	116	163	371	66	68	357	623
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	136	648	111	387	265	116	163	371	66	68	357	623
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.89	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	1.70	0.30	1.00	1.00	1.00
Final Sat.:	1800	1900	1900	3400	1900	1900	1800	3223	577	1800	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.08	0.34	0.06	0.11	0.14	0.06	0.09	0.11	0.11	0.04	0.19	0.33
Crit Moves:		****		****			****					****
Green/Cycle:	0.11	0.34	0.34	0.11	0.34	0.34	0.11	0.34	0.34	0.11	0.34	0.34
Volume/Cap:	0.68	0.99	0.17	1.03	0.41	0.18	0.82	0.33	0.33	0.34	0.55	0.95
Delay/Veh:	55.5	60.9	20.0	92.9	23.2	20.1	68.5	21.4	21.4	41.6	25.8	52.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.5	60.9	20.0	92.9	23.2	20.1	68.5	21.4	21.4	41.6	25.8	52.5
LOS by Move:	E	E	C	F	C	C	E	C	C	D	C	D
HCM2kAvgQ:	5	25	2	11	5	2	7	4	4	2	8	22

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

Ling Yen Mountain Temple
Year 2035 With Project
Morning Peak Hour

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

Intersection #6 SR-15 Freeway SB Ramps (NS) at Beech Avenue (EW) - #6

Cycle (sec):	60	Critical Vol./Cap.(X):	0.792
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	21.5
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Street Name:	SR-15 Freeway SB Ramps						Beech Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	7	0	7	10	19	0	0	19	19
Lanes:	0 0	0	0 0	1 0	0	0 1	1 0	2	0 0	0 0	1	1 0
Volume Module:												
Base Vol:	0	0	0	243	0	220	507	287	0	0	200	493
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	243	0	220	507	287	0	0	200	493
Added Vol:	0	0	0	0	0	9	3	182	0	0	291	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	243	0	229	510	469	0	0	491	493
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	256	0	241	537	494	0	0	517	519
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	256	0	241	537	494	0	0	517	519
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	256	0	241	537	494	0	0	517	519
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1800	0	1900	1800	3800	0	0	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.13	0.30	0.13	0.00	0.00	0.27	0.27
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.18	0.00	0.18	0.38	0.72	0.00	0.00	0.34	0.34
Volume/Cap:	0.00	0.00	0.00	0.79	0.00	0.71	0.79	0.18	0.00	0.00	0.79	0.79
Delay/Veh:	0.0	0.0	0.0	41.3	0.0	34.8	24.4	0.6	0.0	0.0	21.8	21.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	41.3	0.0	34.8	24.4	0.6	0.0	0.0	21.8	21.9
LOS by Move:	A	A	A	D	A	C	C	A	A	A	C	C
HCM2kAvgQ:	0	0	0	7	0	6	11	0	0	0	11	11

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

Ling Yen Mountain Temple
Year 2035 With Project
Evening Peak Hour

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

Intersection #6 SR-15 Freeway SB Ramps (NS) at Beech Avenue (EW) - #6

Cycle (sec):	60	Critical Vol./Cap.(X):	0.708
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	13.6
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Street Name:	SR-15 Freeway SB Ramps						Beech Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	7	0	7	10	19	0	0	19	19
Lanes:	0 0	0	0 0	1 0	0	0 1	1 0	2	0 0	0 0	1	1 0
Volume Module:												
Base Vol:	0	0	0	250	0	119	187	500	0	0	771	403
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	250	0	119	187	500	0	0	771	403
Added Vol:	0	0	0	0	0	15	42	94	0	0	116	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	250	0	134	229	594	0	0	887	403
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	263	0	141	241	625	0	0	934	424
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	263	0	141	241	625	0	0	934	424
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	263	0	141	241	625	0	0	934	424
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.38	0.62
Final Sat.:	0	0	0	1800	0	1900	1800	3800	0	0	2613	1187
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.07	0.13	0.16	0.00	0.00	0.36	0.36
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.21	0.00	0.21	0.19	0.69	0.00	0.00	0.50	0.50
Volume/Cap:	0.00	0.00	0.00	0.71	0.00	0.36	0.71	0.24	0.00	0.00	0.71	0.71
Delay/Veh:	0.0	0.0	0.0	33.0	0.0	23.0	34.6	1.2	0.0	0.0	10.9	10.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	33.0	0.0	23.0	34.6	1.2	0.0	0.0	10.9	10.9
LOS by Move:	A	A	A	C	A	C	C	A	A	A	B	B
HCM2kAvgQ:	0	0	0	6	0	2	6	1	0	0	9	9

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

Ling Yen Mountain Temple
Year 2035 With Project
Morning Peak Hour

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

****

Intersection #7 SR-15 Freeway NB Ramps (NS) at Beech Avenue (EW) - #7

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.569
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 13.8
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	SR-15 Freeway NB Ramps						Beech Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	7	0	7	10	19	0	0	19	19
Lanes:	0 0	0 0	0	1	0 0	1	1	0 1	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	338	0	83	114	462	0	0	627	226
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	338	0	83	114	462	0	0	627	226
Added Vol:	0	0	0	0	0	26	1	180	0	0	265	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	338	0	109	115	642	0	0	892	226
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	356	0	115	121	676	0	0	939	238
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	356	0	115	121	676	0	0	939	238
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	356	0	115	121	676	0	0	939	238
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1800	0	1900	1800	1900	0	0	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.00	0.06	0.07	0.36	0.00	0.00	0.25	0.13
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.33	0.00	0.33	0.17	0.57	0.00	0.00	0.41	0.41
Volume/Cap:	0.00	0.00	0.00	0.61	0.00	0.19	0.40	0.62	0.00	0.00	0.61	0.31
Delay/Veh:	0.0	0.0	0.0	21.0	0.0	14.7	26.3	8.0	0.0	0.0	14.2	11.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	21.0	0.0	14.7	26.3	8.0	0.0	0.0	14.2	11.7
LOS by Move:	A	A	A	C	A	B	C	A	A	A	B	B
HCM2kAvgQ:	0	0	0	6	0	1	2	7	0	0	7	3

****

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

Ling Yen Mountain Temple
Year 2035 With Project
Evening Peak Hour

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

Intersection #7 SR-15 Freeway NB Ramps (NS) at Beech Avenue (EW) - #7

Cycle (sec):	60	Critical Vol./Cap.(X):	0.783
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	21.7
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Street Name:	SR-15 Freeway NB Ramps						Beech Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	7	0	7	10	19	0	0	19	19
Lanes:	0 0	0	0 0	1	0 0	0 1	1	0 1	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	610	0	350	142	640	0	0	850	228
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	610	0	350	142	640	0	0	850	228
Added Vol:	0	0	0	0	0	42	15	78	0	0	74	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	610	0	392	157	718	0	0	924	228
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	642	0	413	165	756	0	0	973	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	642	0	413	165	756	0	0	973	240
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	642	0	413	165	756	0	0	973	240
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1800	0	1900	1800	1900	0	0	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.36	0.00	0.22	0.09	0.40	0.00	0.00	0.26	0.13
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.42	0.00	0.42	0.17	0.48	0.00	0.00	0.32	0.32
Volume/Cap:	0.00	0.00	0.00	0.86	0.00	0.52	0.55	0.82	0.00	0.00	0.81	0.40
Delay/Veh:	0.0	0.0	0.0	25.9	0.0	13.9	30.0	18.8	0.0	0.0	24.2	17.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	25.9	0.0	13.9	30.0	18.8	0.0	0.0	24.2	17.6
LOS by Move:	A	A	A	C	A	B	C	B	A	A	C	B
HCM2kAvgQ:	0	0	0	14	0	5	4	13	0	0	11	3

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

Kunzman Associates, Inc.

OVER 35 YEARS OF EXCELLENT SERVICE

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