

LING YEN MOUNTAIN TEMPLE

TRAFFIC IMPACT ANALYSIS (REVISED)

February 6, 2015



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Prepared by:

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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 <u>Highway Capacity Manual</u> — 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. <u>Definition of Deficiency and Significant Impact</u>

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:

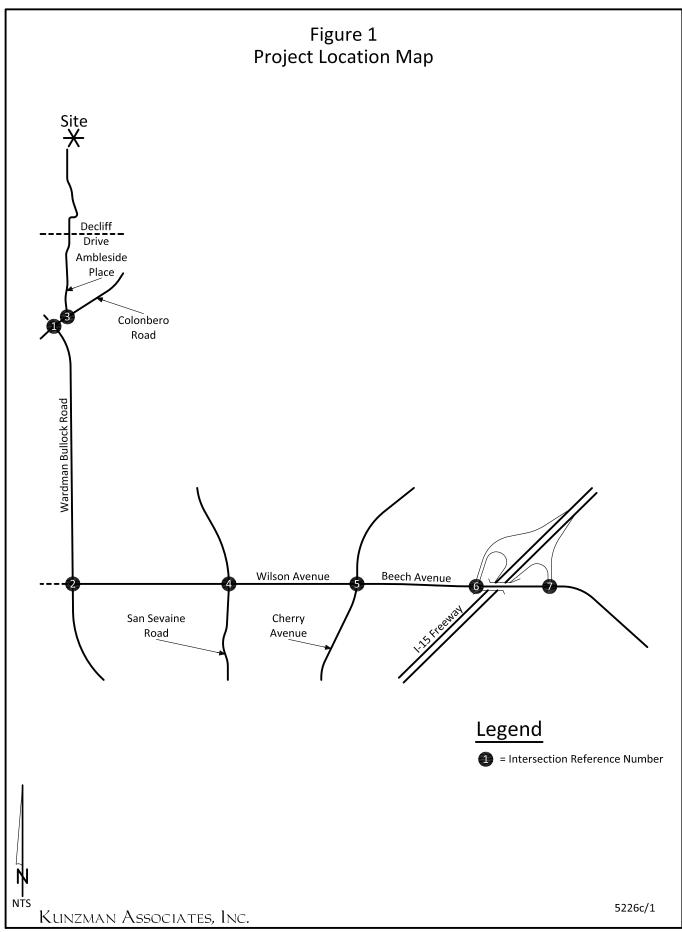
- Evaluation of the mitigation measures required to restore traffic operations to an acceptable level with respect to Congestion Management Program Level of Service standards.
- Calculation of the project share of new traffic on the impacted Congestion
 Management Program facility during peak hours of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

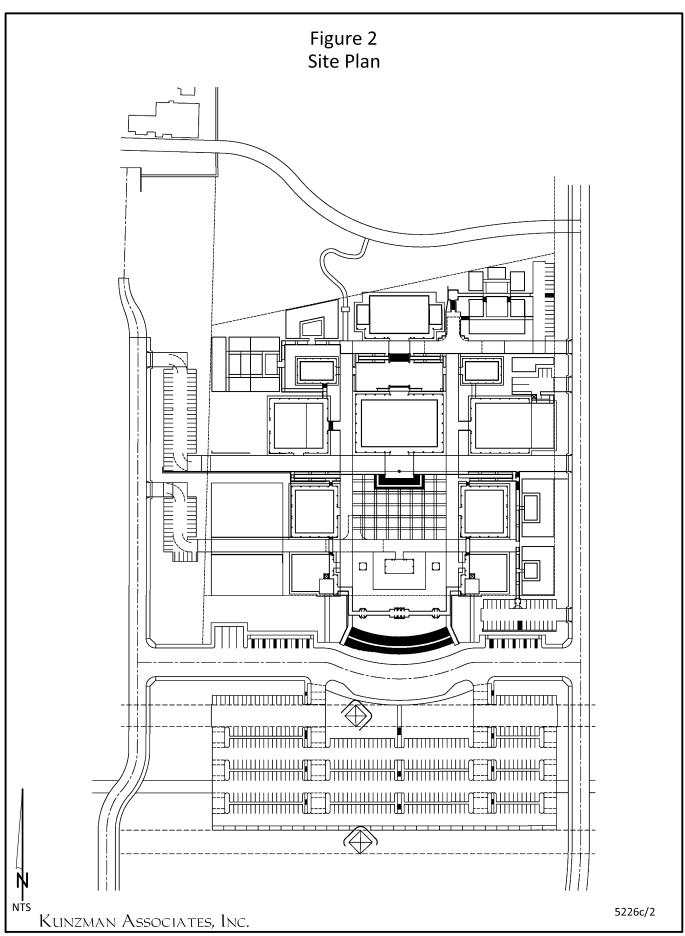
This study incorporates each of these aspects for all locations where a Congestion Management Program deficiency is identified.

2. <u>Definition of Significant Impact</u>

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.





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. <u>Planned Transportation Improvements and Relationship to General Plan</u>

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

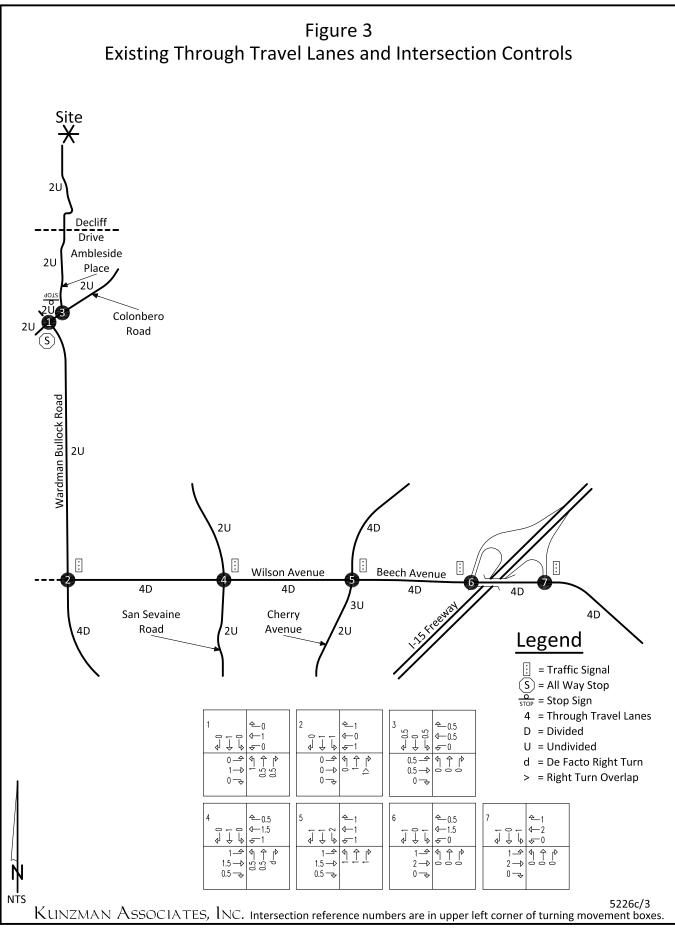
		Intersection Approach Lanes ¹													Hour	
	Traffic	Northbound			Southbound			Eastbound			Westbound			Delay-LOS ²		
Intersection	Control ³	L	T	R	L	Т	R	L	Т	R	L	Т	R	Morning	Evening	Jurisdiction
Wardman Bullock Road (NS) at:																
Colonbero Road (EW) - #1	AWS	1	0.5	0.5	0	1	0	0	1	0	0	1	0	7.4-A	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

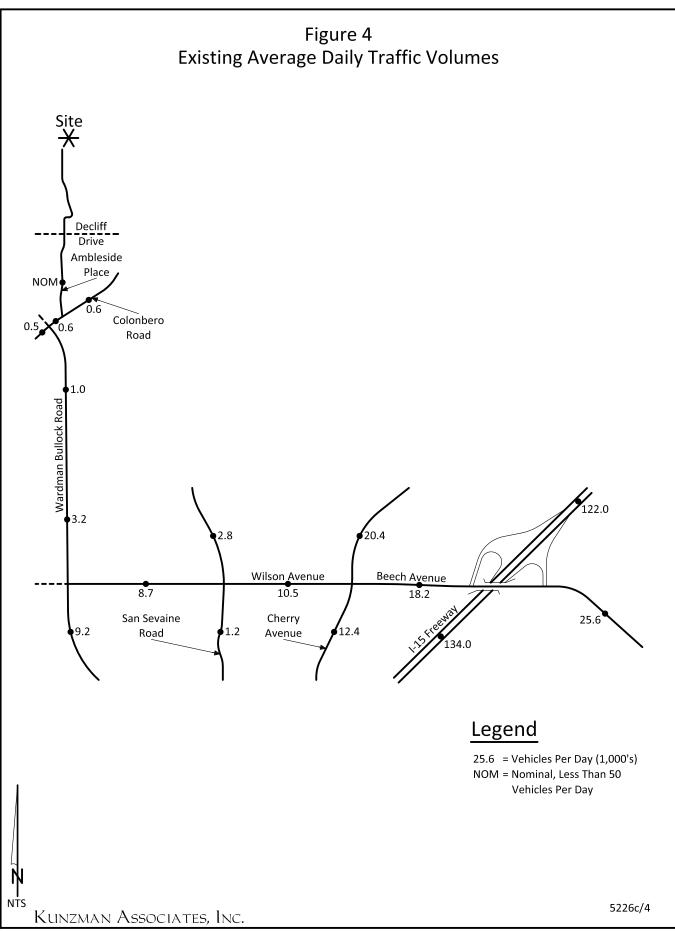
When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

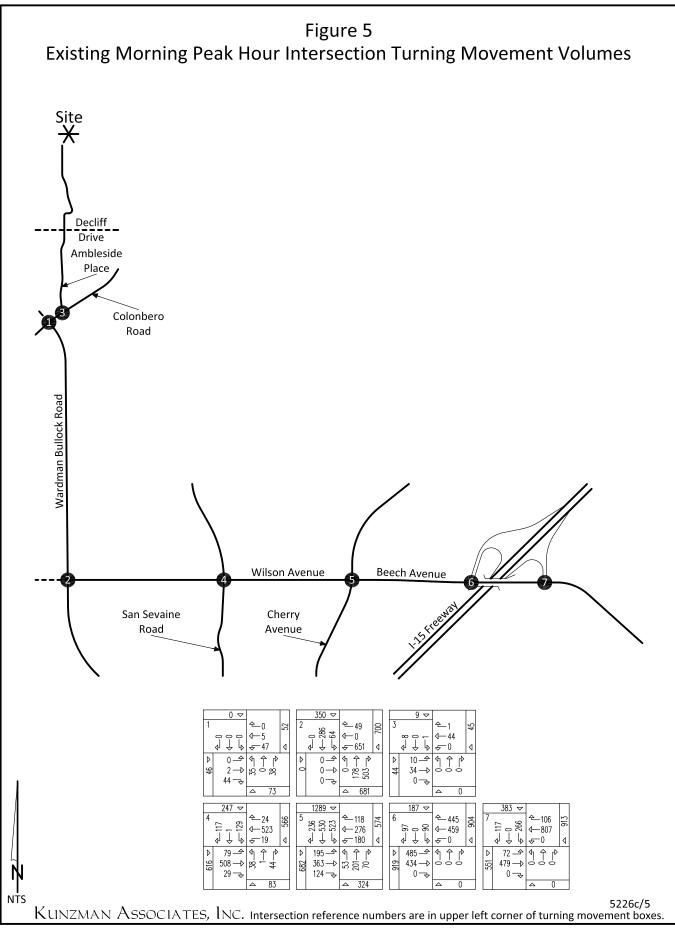
L = Left; T = Through; R = Right; > = Right Turn Overlap; d = De Facto Right Turn

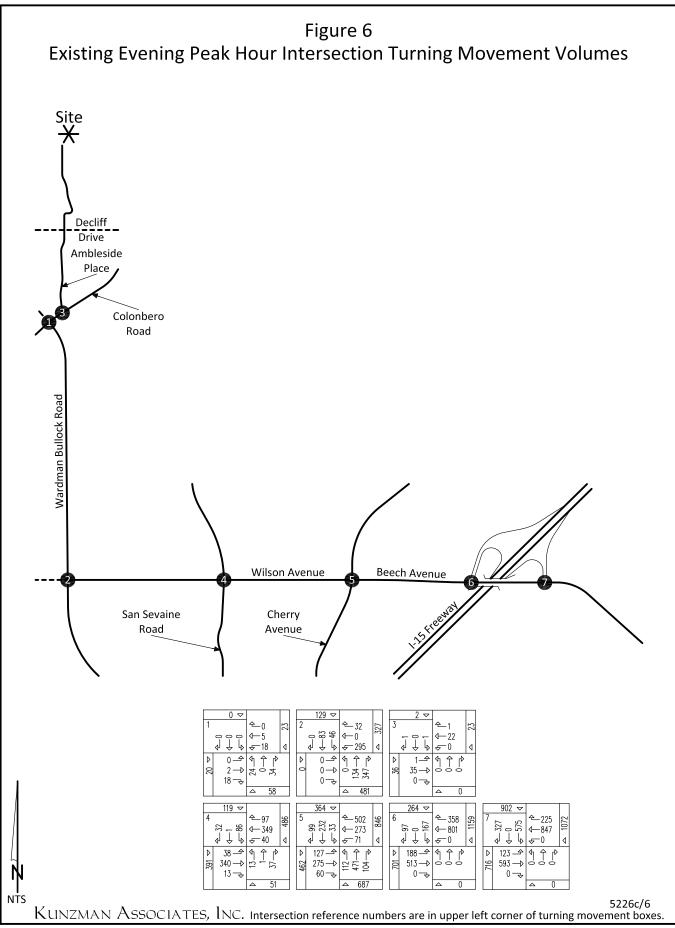
² Delay and level of service has been calculated using the following analysis software: Traffix, Version 7.9.0215. Per the Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control, the delay and level of service 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









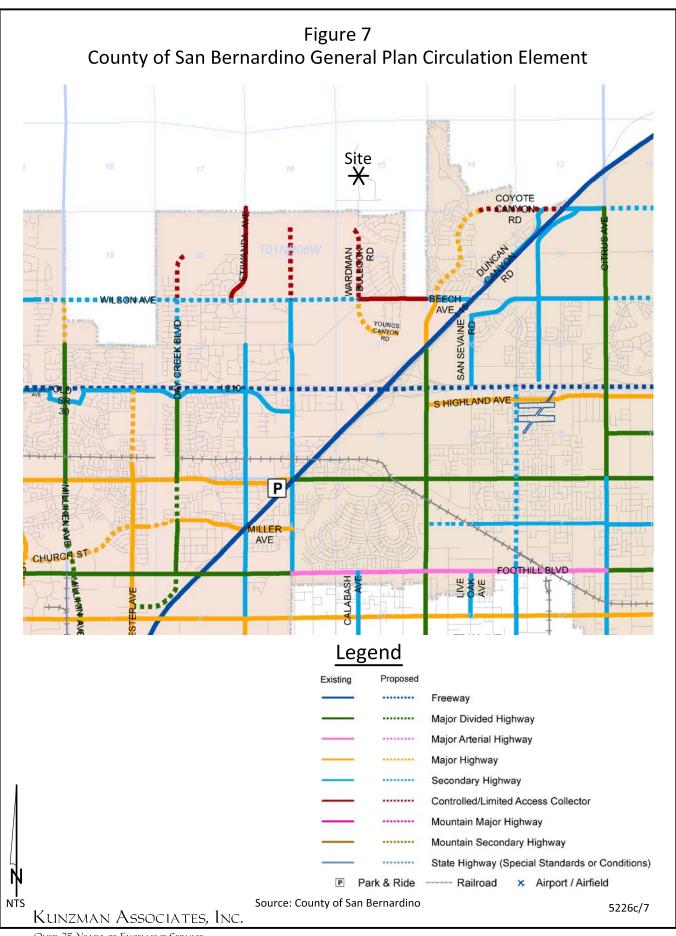


Figure 8 County of San Bernardino General Plan Roadway Cross-Sections .120' ROW MAJOR DIVIDED HIGHWAY 104' ROW MAJOR HIGHWAY 104' ROW MAJOR HIGHWAY .88' ROW SECONDARY HIGHWAY 120' ROW —10'--10'— MAJOR ARTERIAL 120' ROW -12'--10'-MAJOR ARTERIAL _10.5' COLLECTOR STREET 60' ROW INDUSTRIAL COLLECTOR .80' ROW DESERT ROAD 50' ROW LOCAL STREET

OVER 35 YEARS OF EXCELLENT SERVICE

Kunzman Associates, Inc.

Source: County of San Bernardino

5226c/8

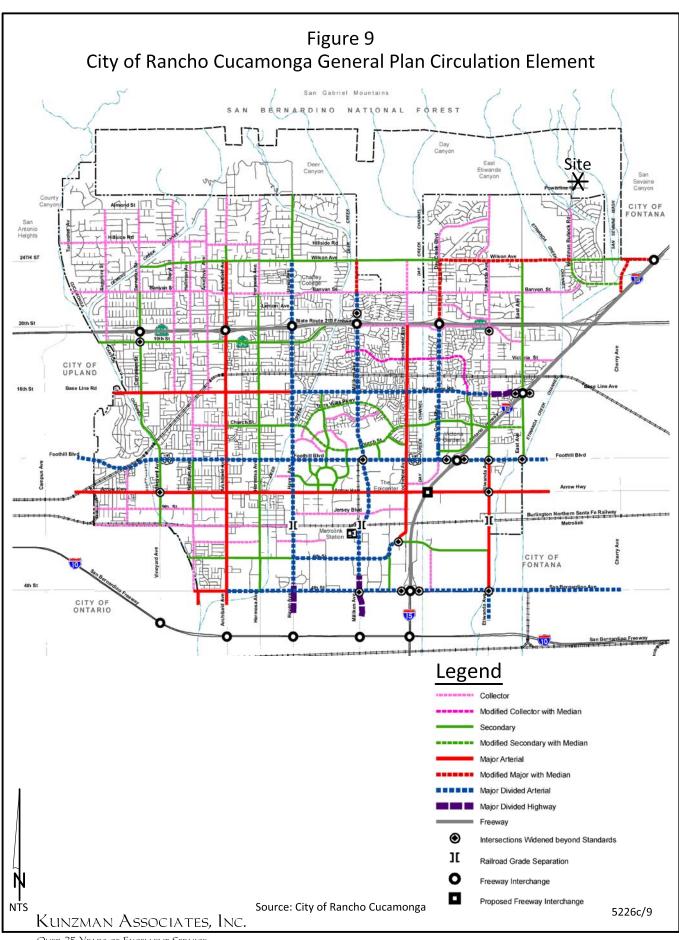
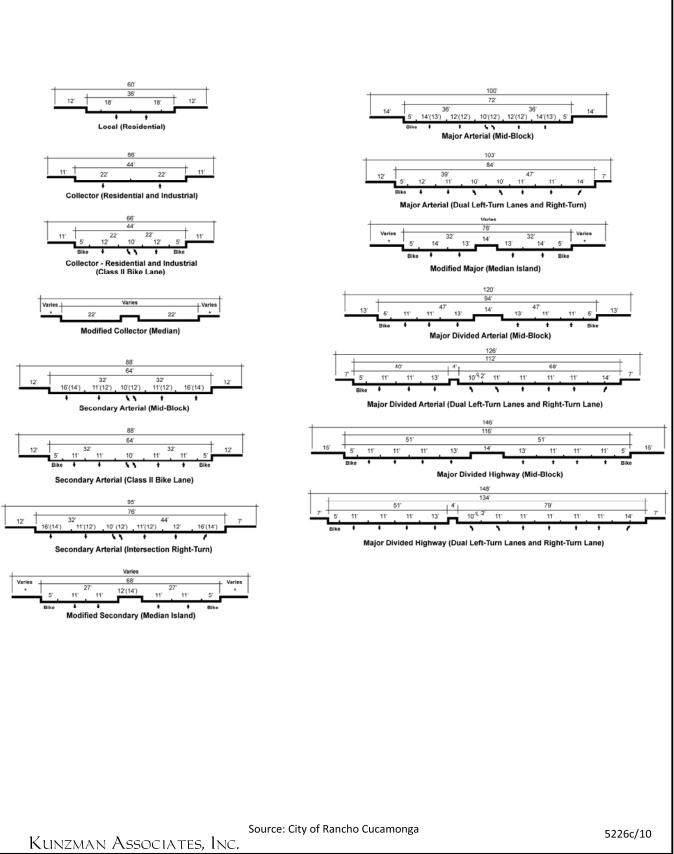


Figure 10 City of Rancho Cucamonga General Plan Roadway Cross-Sections



III. Project Traffic

A. <u>Project Description</u>

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. <u>Trip Distribution</u>

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. <u>Trip Assignment</u>

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

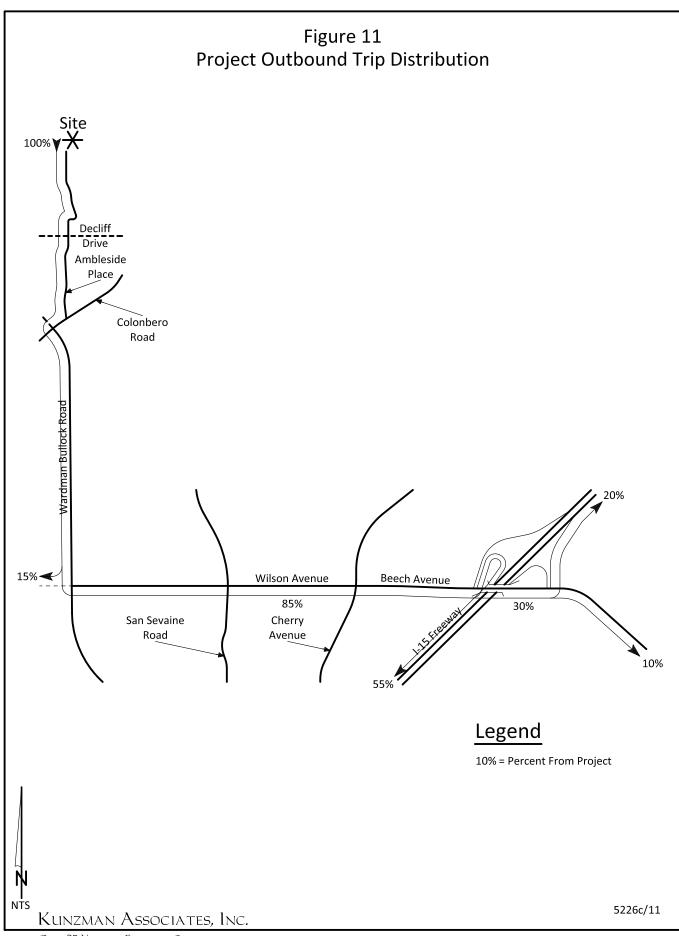
Project Trip Generation

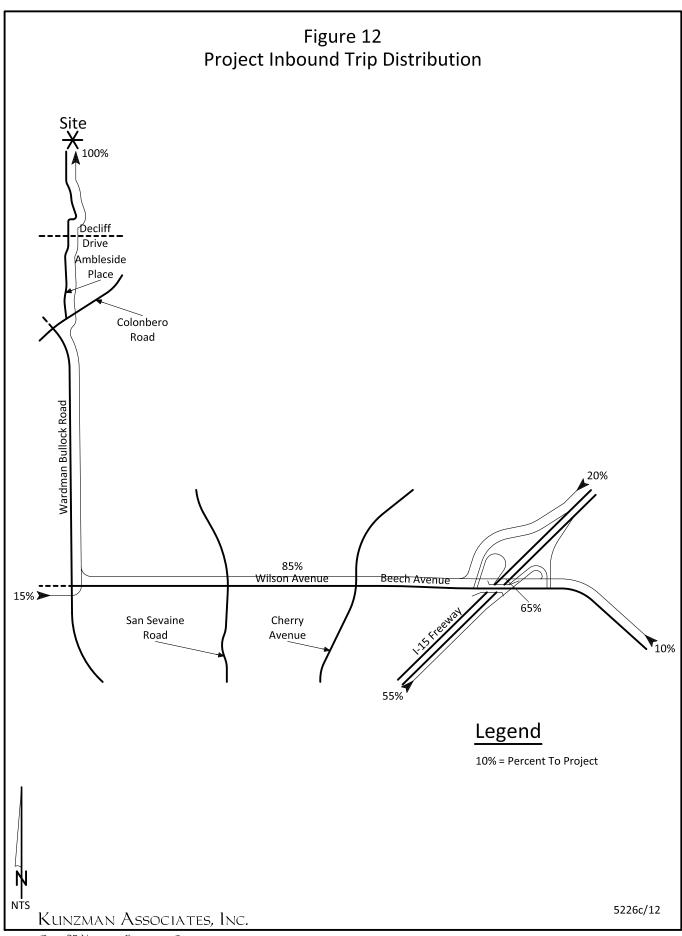
	(Calculated F	Project Trip	Generation ¹	Į.								
	Peak Hour												
			Morning										
Description	Days Per Year	Inbound	Outbound	Total	Inbound	Outbound	Total	Daily					
Major Special Event	2	31	4	35	51	51	102	671					
iviajoi Speciai Everit	1	19	3	22	31	31	62	404					
Special Event	3	15	3	18	24	24	48	317					
Special Event	11	13	2	15	21	21	42	271					
	9	7	2	9	11	11	22	137					
	7	6	2	8	9	9	18	117					
Minor Special Event	7	6	2	8	9	9	18	111					
Williof Special Event	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					

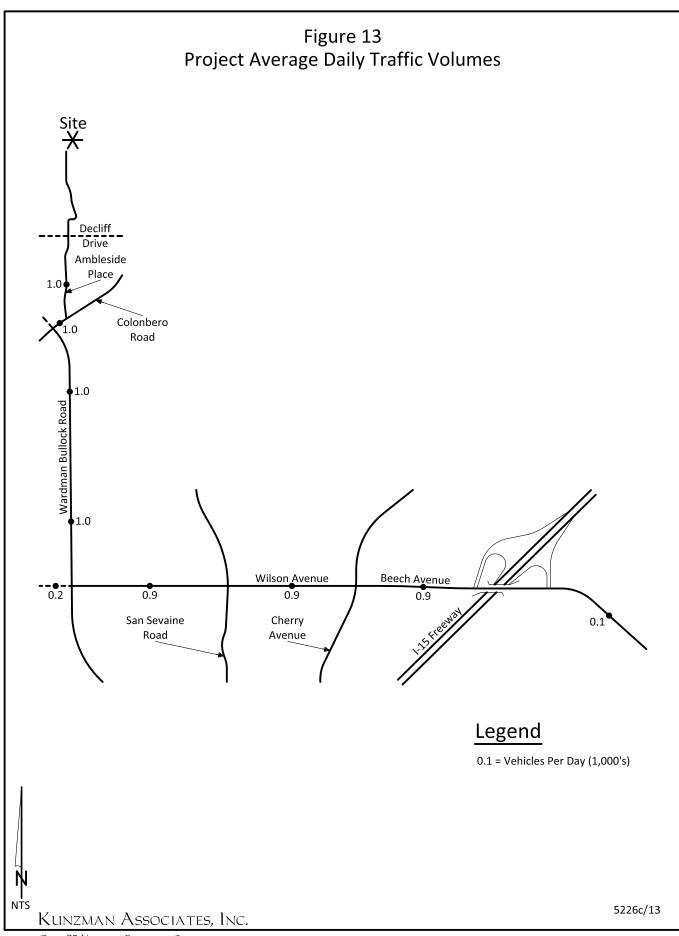
Factored Maximum Calculated Project Trip Generation (50 Percent Factor of Safety) ²													
			Peak Hour										
			Morning			Evening							
Description	Days Per Year	Inbound	Outbound	Total	Inbound	Outbound	Total	Daily					
Factored Major Special Event ³	NA	47	6	53	77	77	154	1,007					

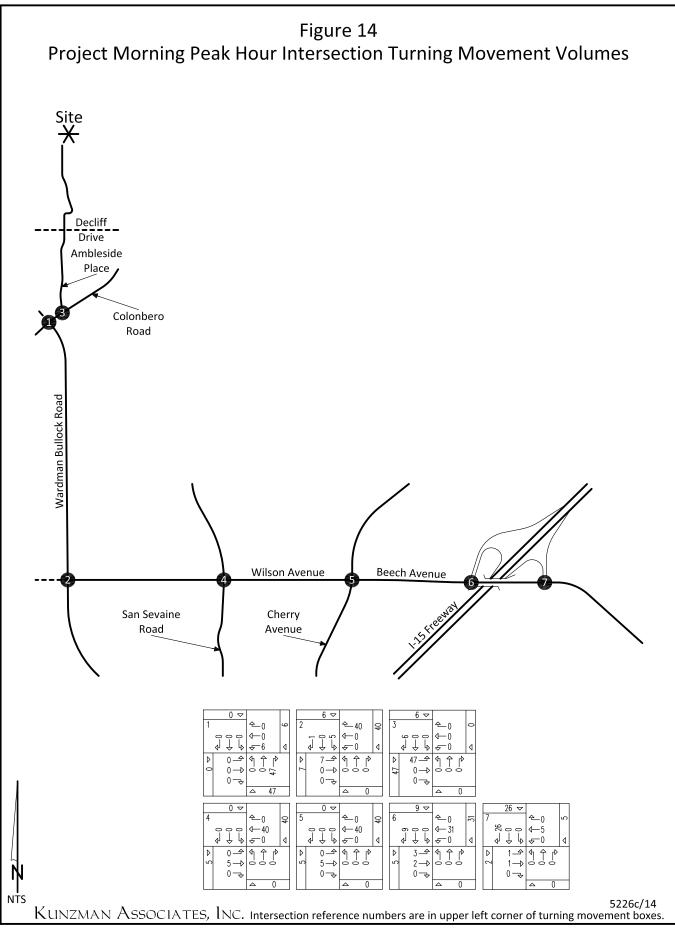
- 1 The Ling Yen Mountain Temple has provided a list of all special events and daily activities. This list provides the number of attendees, the duration of the event, and number of attendees that will stay overnight on site. The site is gated and the gates typically open at 9:00 AM and close at 9:00 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.
- 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 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 20 utbound) 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

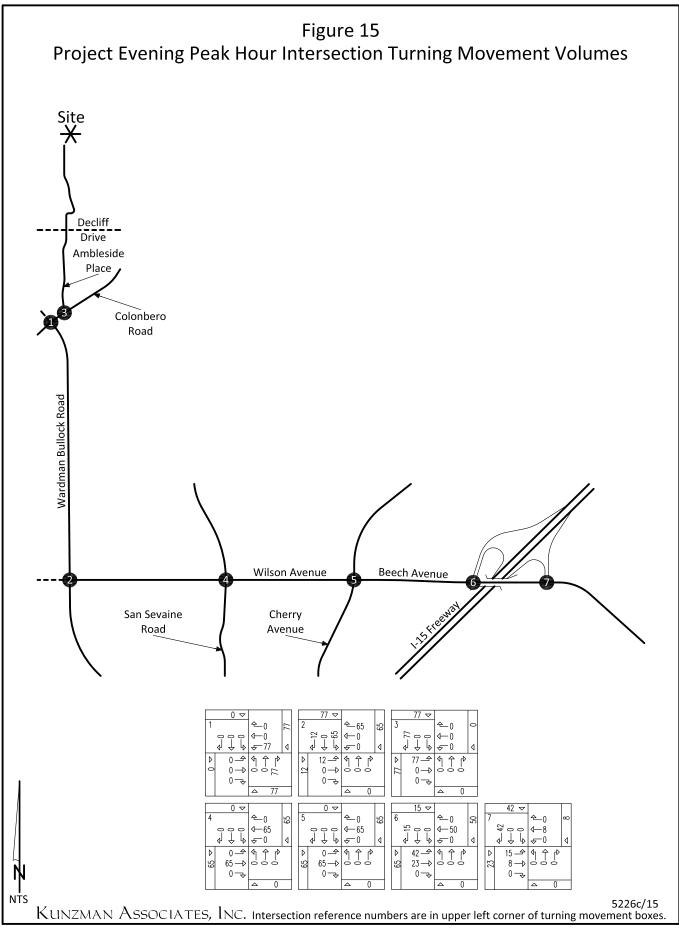
³ It is recommended that the factored maximum "major special event" traffic be utilized in the traffic impact analysis.











IV. Future Conditions

A. <u>Future Volumes</u>

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. <u>Year 2035 With Project</u>

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. <u>Intersection Analysis Software Limitations</u>

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 Approach Lanes ¹									Peak	Hour			
	Traffic	Northbound		Southbound		ınd	Eastbound		nd	W	/estbound		Delay	-LOS ²		
Intersection	Control ³	L	Т	R	L	Т	R	L	Т	R	L	Т	R	Morning	Evening	Jurisdiction
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 Approach Lanes ¹											Peak	Hour		
	Traffic	No	Northbound		Soi	Southbound		Ea	stbou	nd	W	estbou	nd	Delay	-LOS ²		
Intersection	Control ³	L	Т	R	L	Т	R	L	Т	R	L	Т	R	Morning	Evening	Jurisdiction	
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	<u>1</u>	1	1>	1	0.5	0.5	<u>1</u>	<u>1</u>	<u>1</u>	1	<u>1</u>	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 Approach Lanes ¹											Peak	Hour		
	Traffic	No	Northbound		Soi	Southbound		Ea	stbou	nd	V	estbou	nd	Delay	-LOS ²		
Intersection	Control ³	L	Т	R	L	Т	R	L	Т	R	L	Т	R	Morning	Evening	Jurisdiction	
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	<u>1</u>	1	1>	1	0.5	0.5	<u>1</u>	<u>1</u>	<u>1</u>	1	<u>1</u>	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

					In	itersec	tion A	proac	h Lane	s ¹				Peak Hour		
	Traffic	No	rthbou	ınd	So	uthboı	und	Ea	astbou	nd	W	estbou	ınd	Delay	-LOS ²	
Intersection	Control ³	L	Т	R	L	Т	R	L	Т	R	L	Т	R	Morning	Evening	Jurisdiction
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	<u>1</u>	1	1>	1	0.5	0.5	<u>1</u>	<u>1</u>	<u>1</u>	1	<u>1</u>	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 Approach Lanes ¹											Peak	Hour		
	Traffic	No	Northbound		Soi	Southbound		Ea	stbou	nd	V	estbou	ınd	Delay-LOS ²			
Intersection	Control ³	L	Т	R	L	Т	R	L	Т	R	L	Т	R	Morning	Evening	Jurisdiction	
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	<u>1</u>	1	1>	1	0.5	0.5	<u>1</u>	<u>1</u>	<u>1</u>	1	<u>1</u>	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	

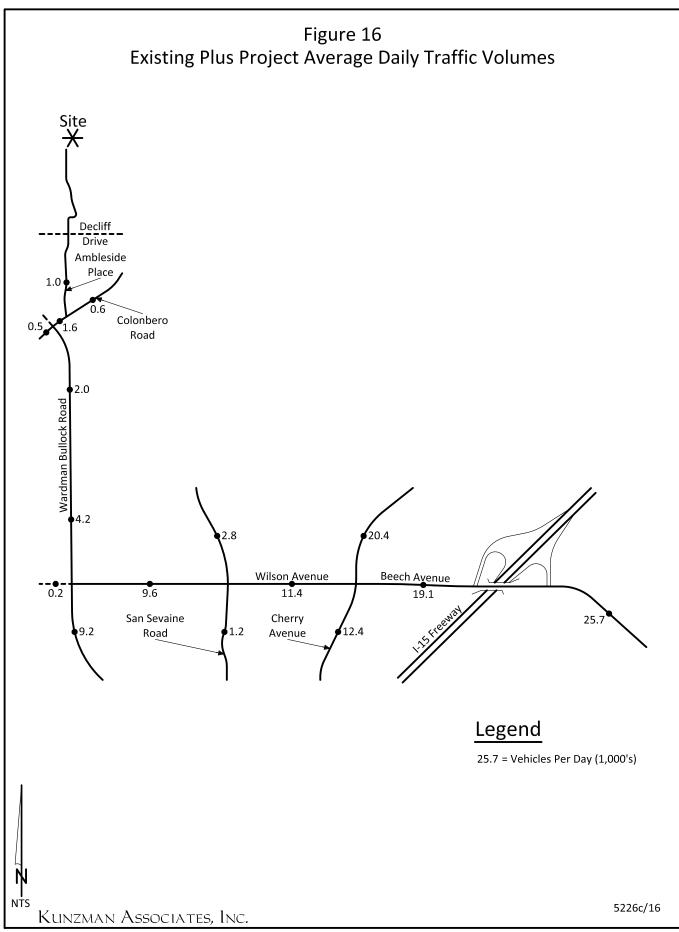
When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

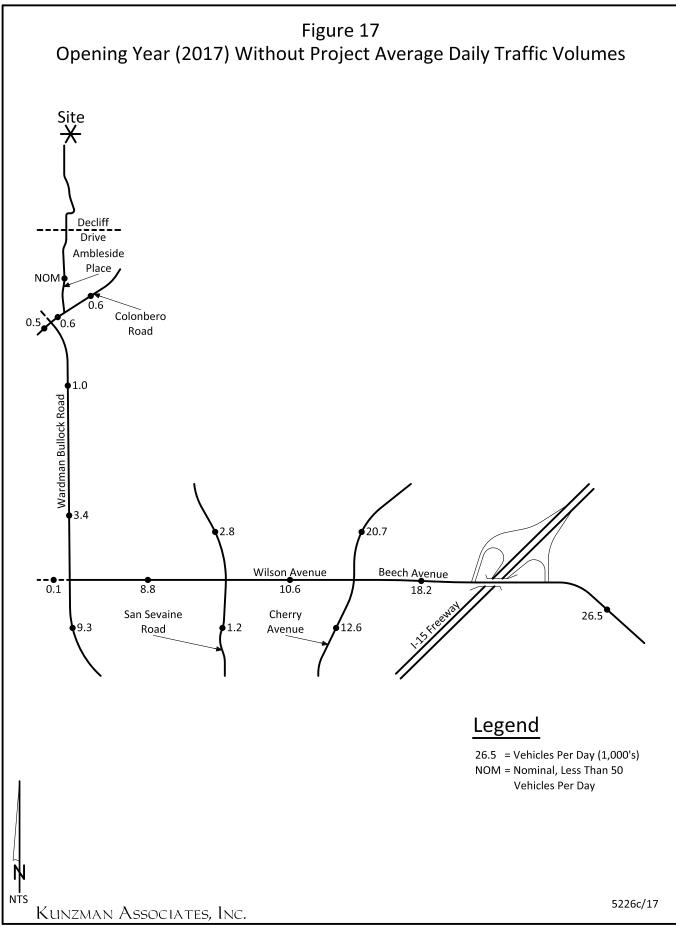
L = Left; T = Through; R = Right; > = Right Turn Overlap; d = De Facto Right Turn; 1 = Improvement

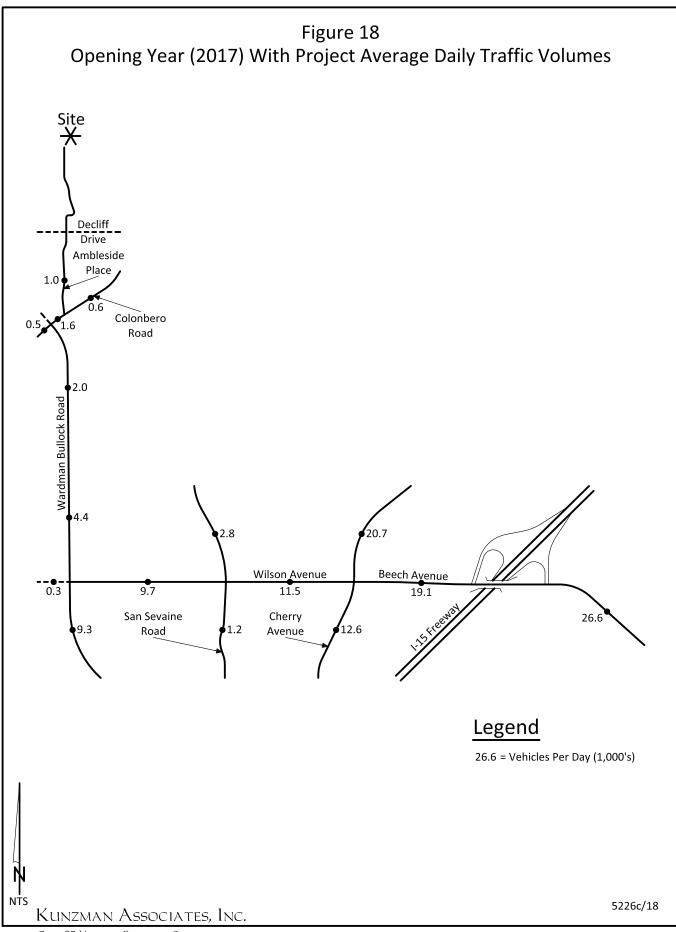
² Delay and level of service has been calculated using the following analysis software: Traffix, Version 7.9.0215. Per the Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control, the delay and level of service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

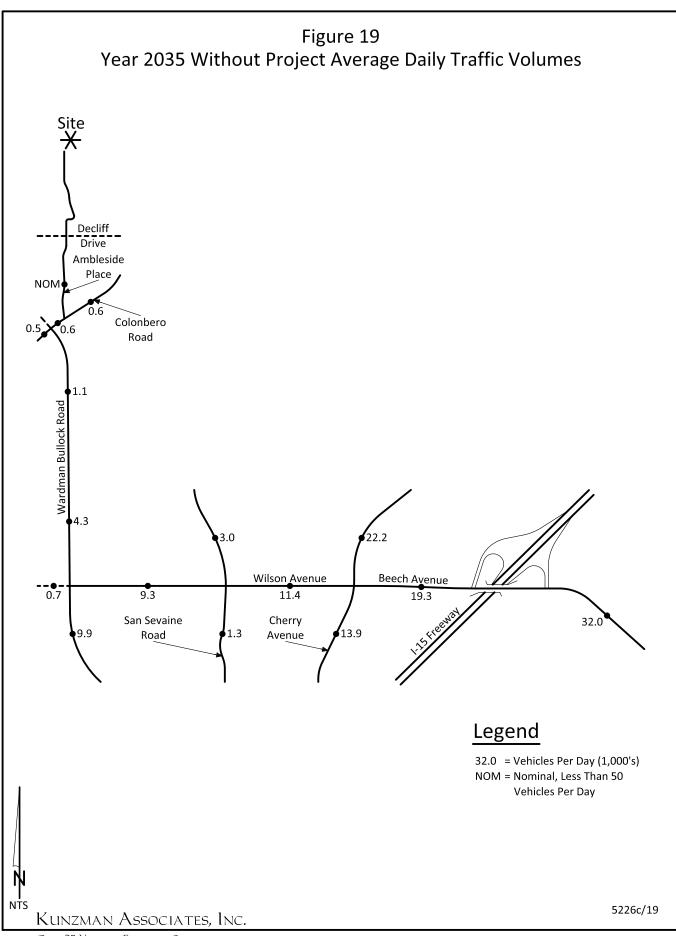
³ AWS = All Way Stop; TS = Traffic Signal; CSS = Cross Street Stop

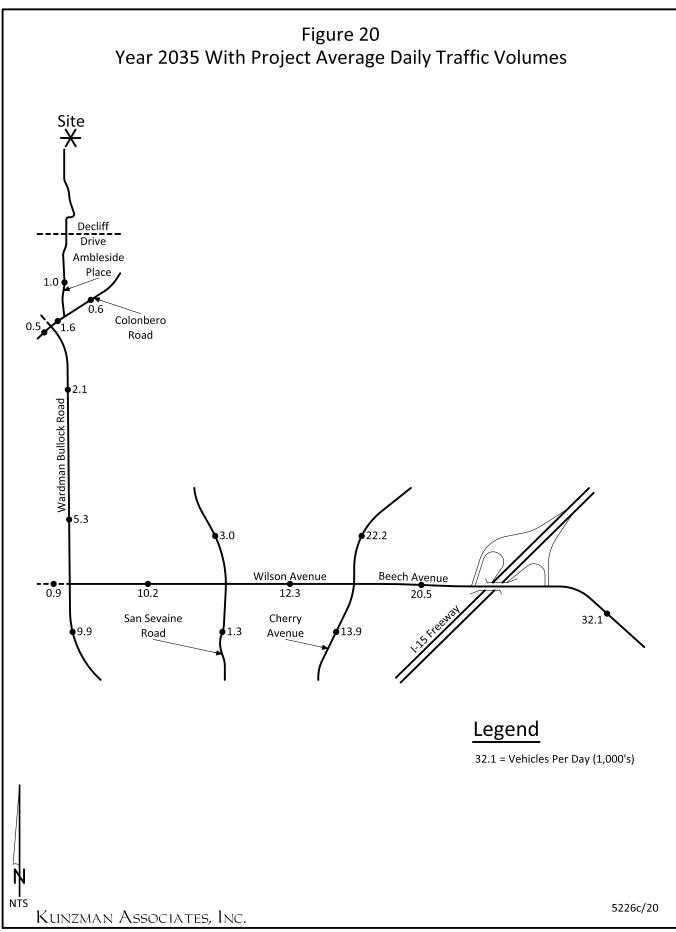
⁴ Future geomtrics based on discussions with the City of Rancho Cucamonga Staff.

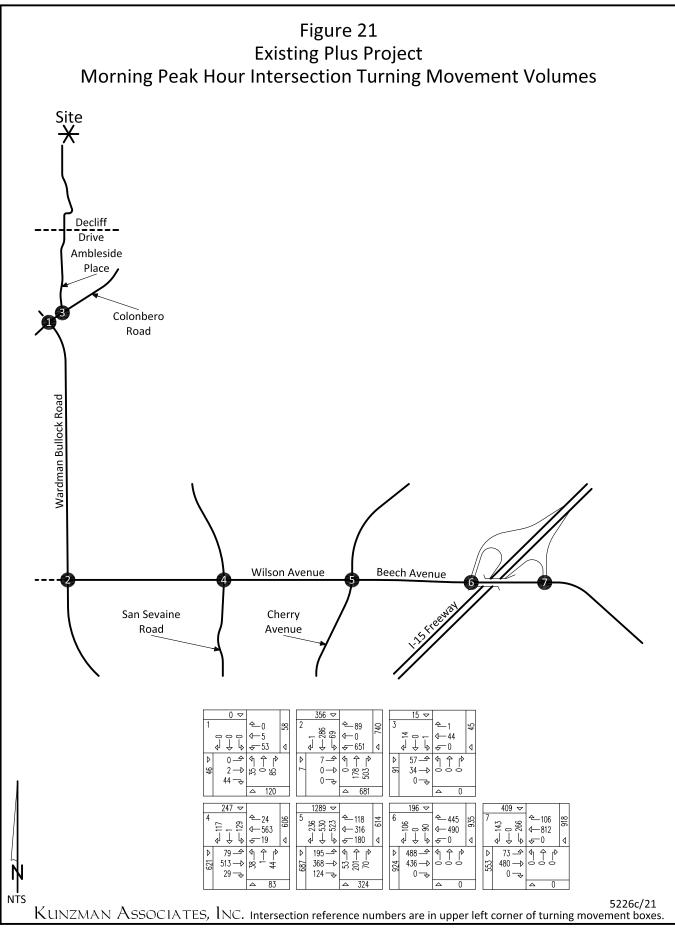


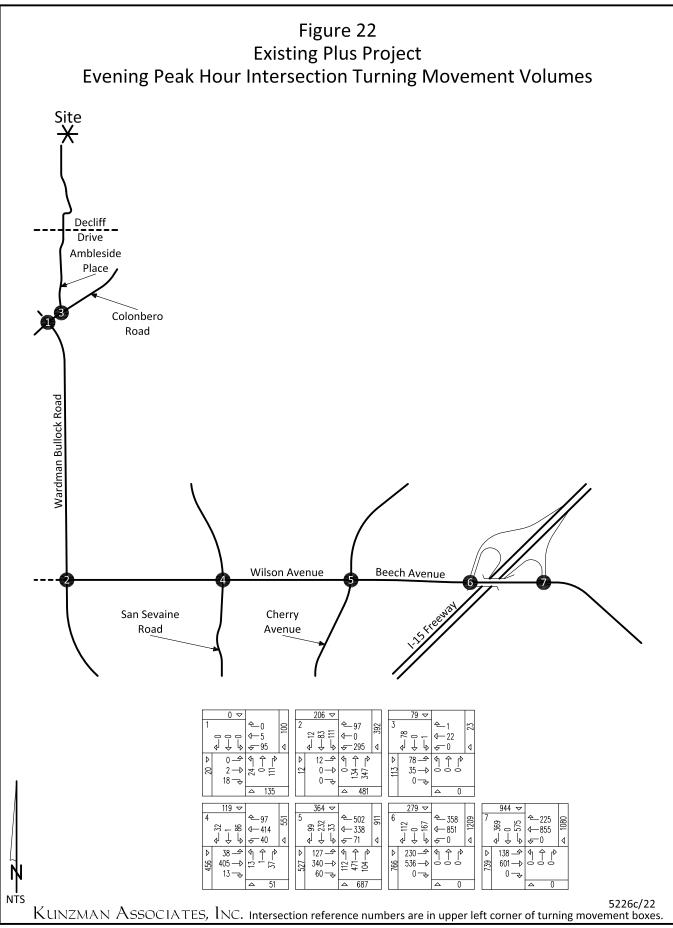


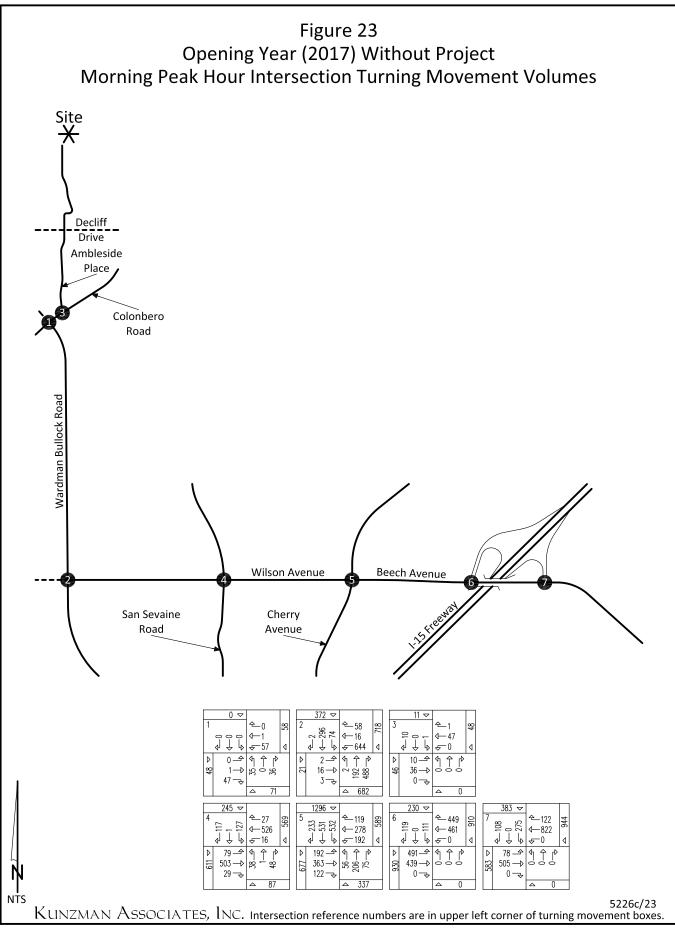


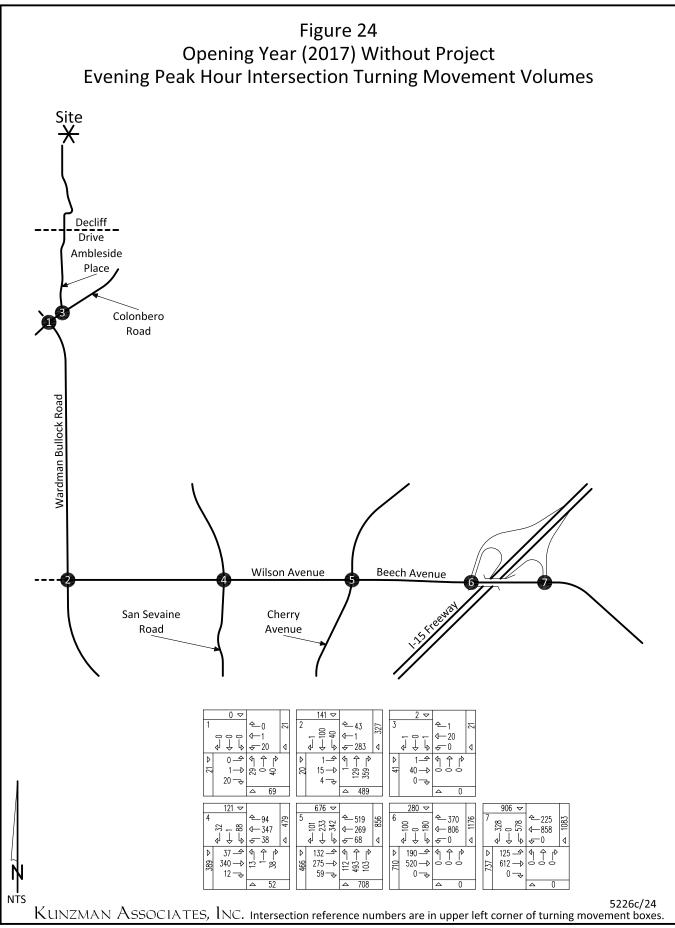


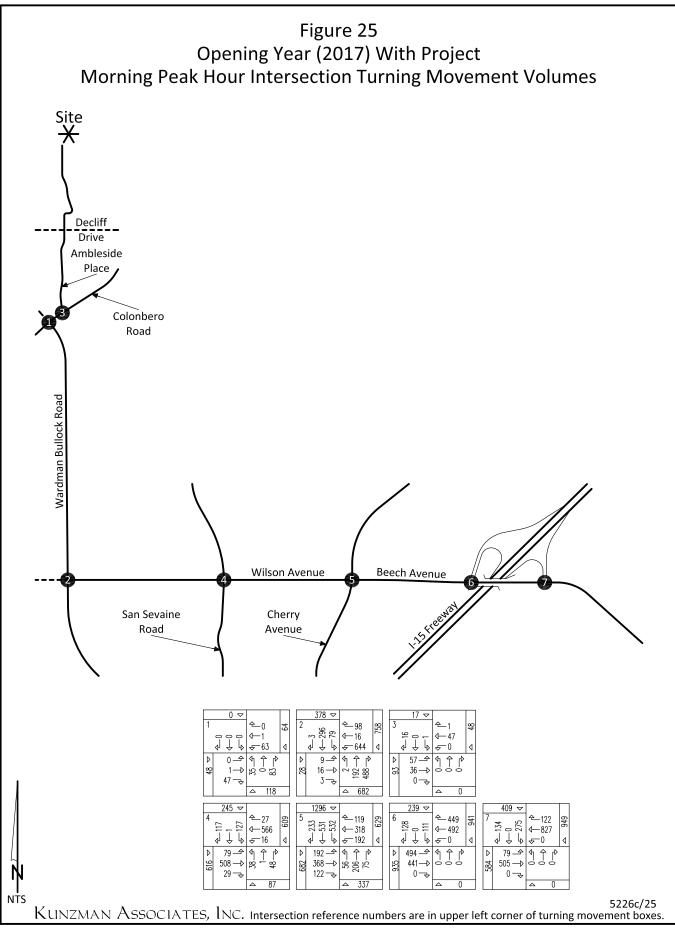


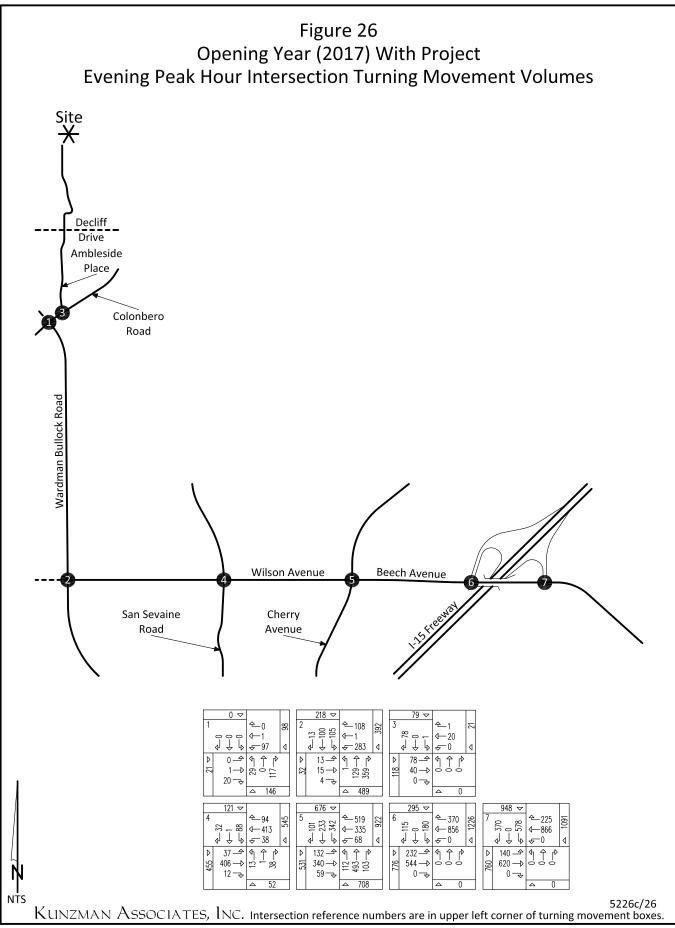


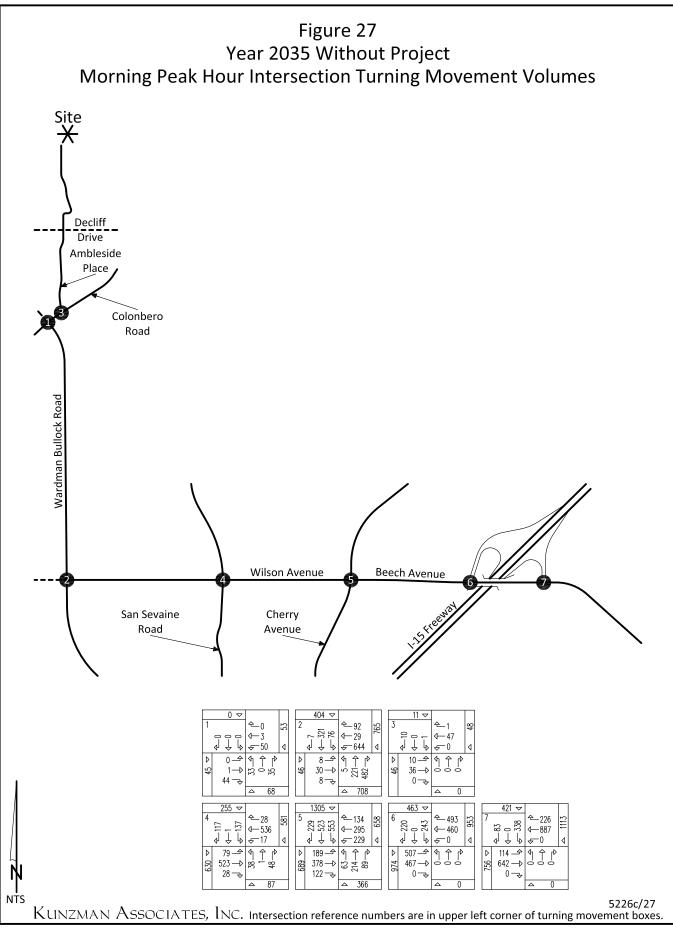


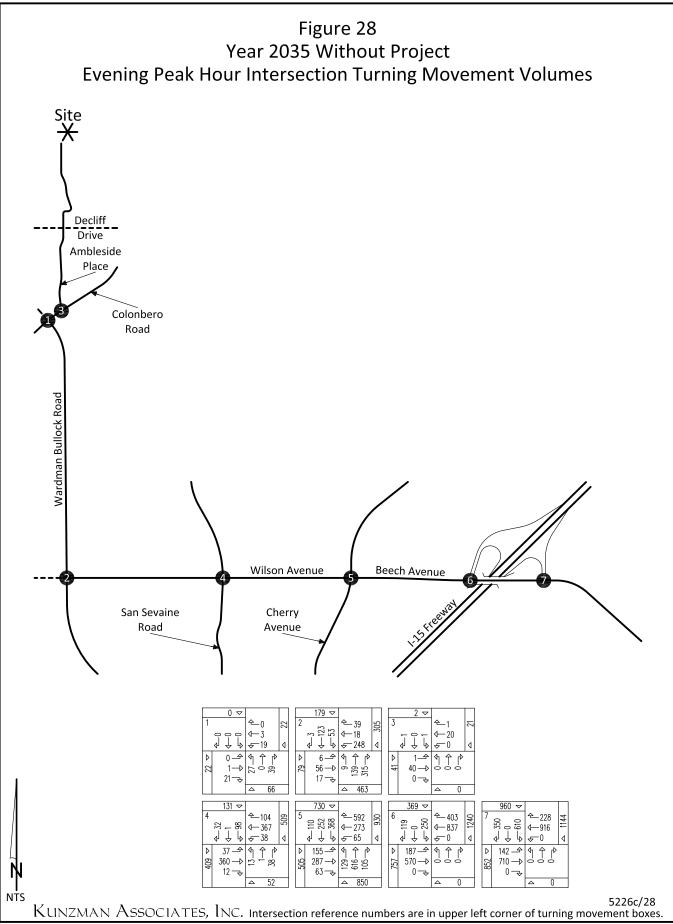


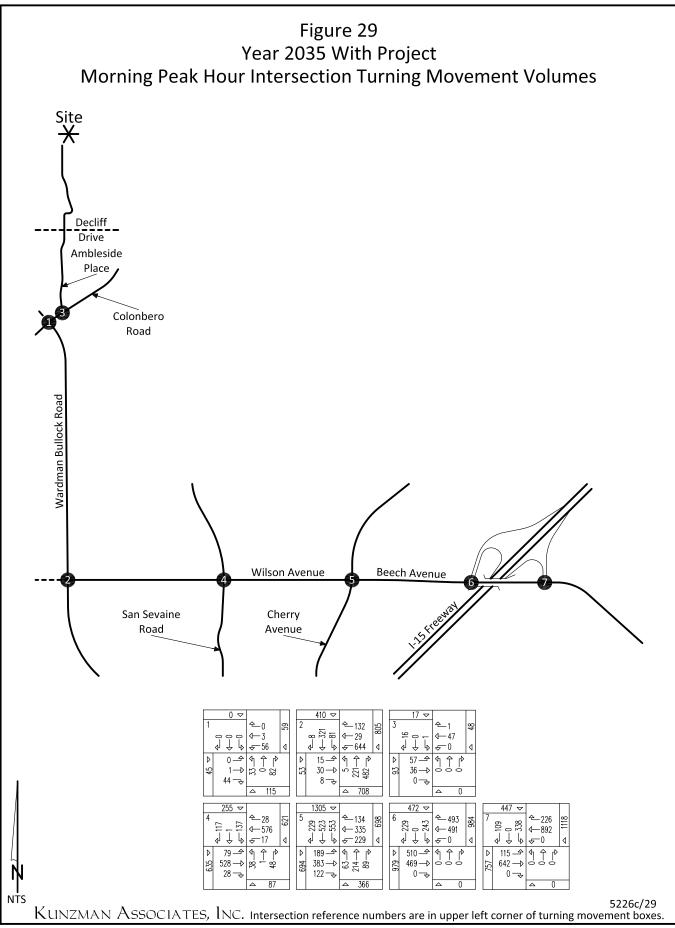


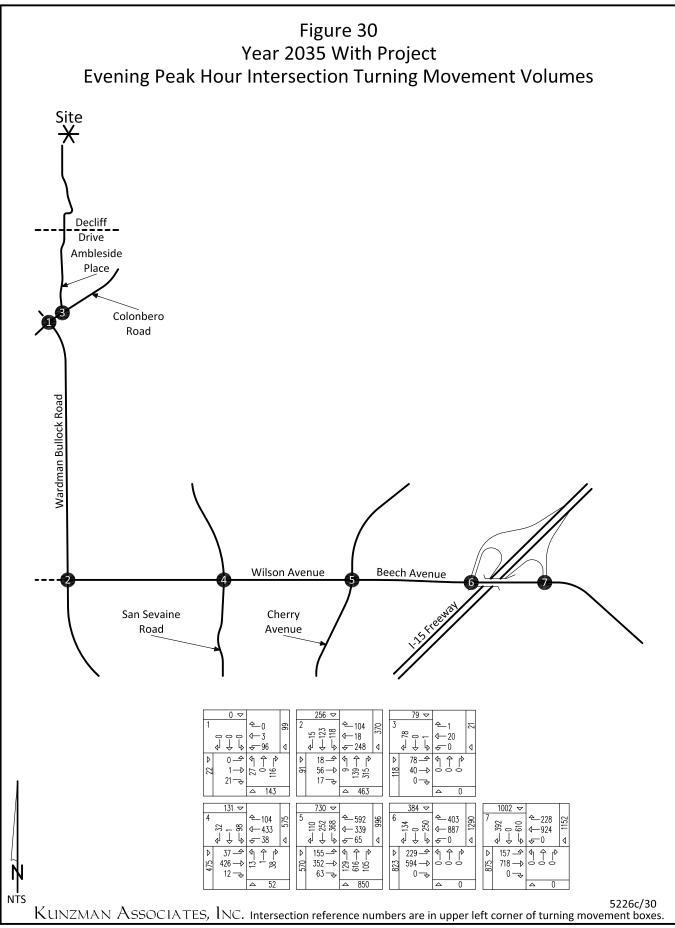












V. Conclusions and Recommendations

A. <u>Summary</u>

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. <u>Existing Conditions</u>

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.

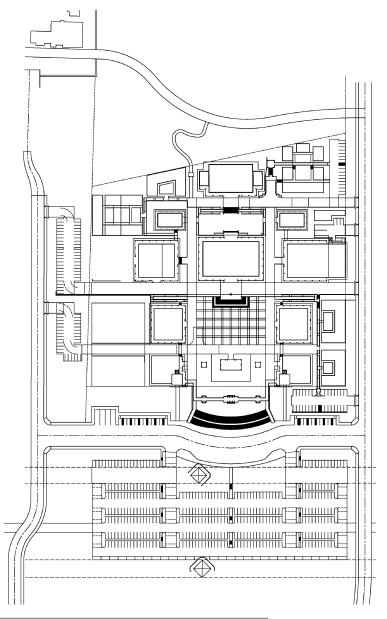
2. Off-Site Improvements

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



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.

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.

Kunzman Associates, Inc.

5226c/31

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: Cc: 'Robert Kunzman' 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?



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 F	roject 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						
iviajoi Speciai Everit	1	19	3	22	31	31	62	404						
Special Event	3	15	3	18	24	24	48	317						
Special Event	11	13	2	15	21	21	42	271						
	9	7	2	9	11	11	22	137						
	7	6	2	8	9	9	18	117						
Minor Special Event	7	6	2	8	9	9	18	111						
Willion Special Event	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														
Г				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						

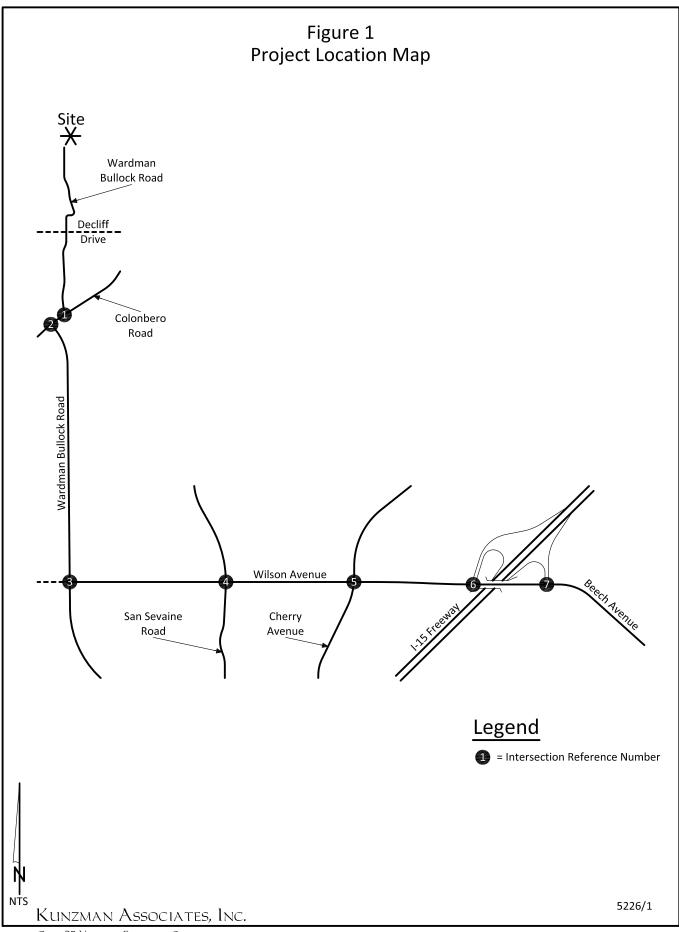
1

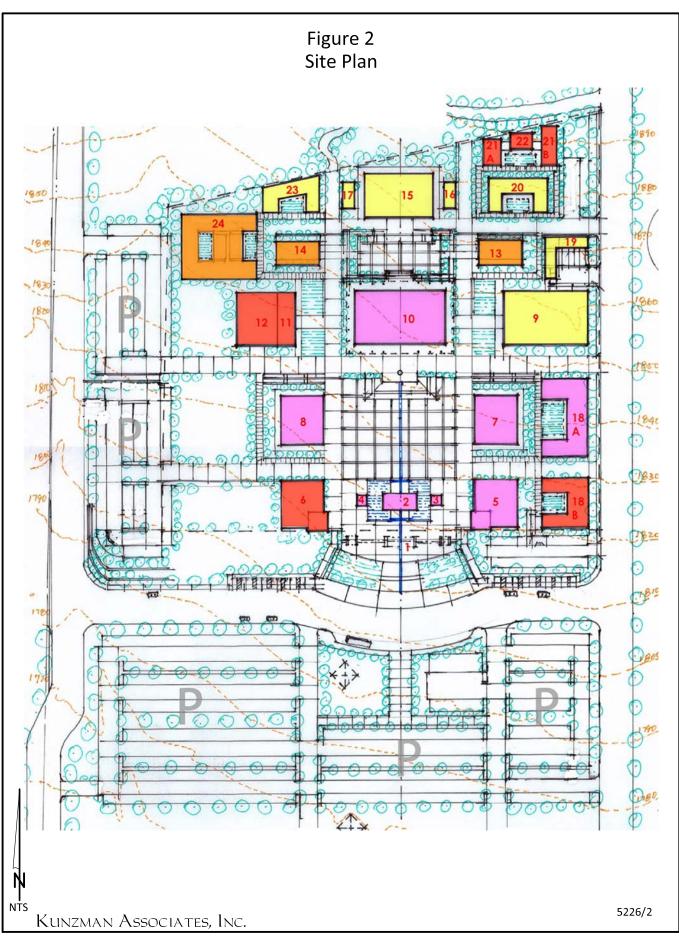
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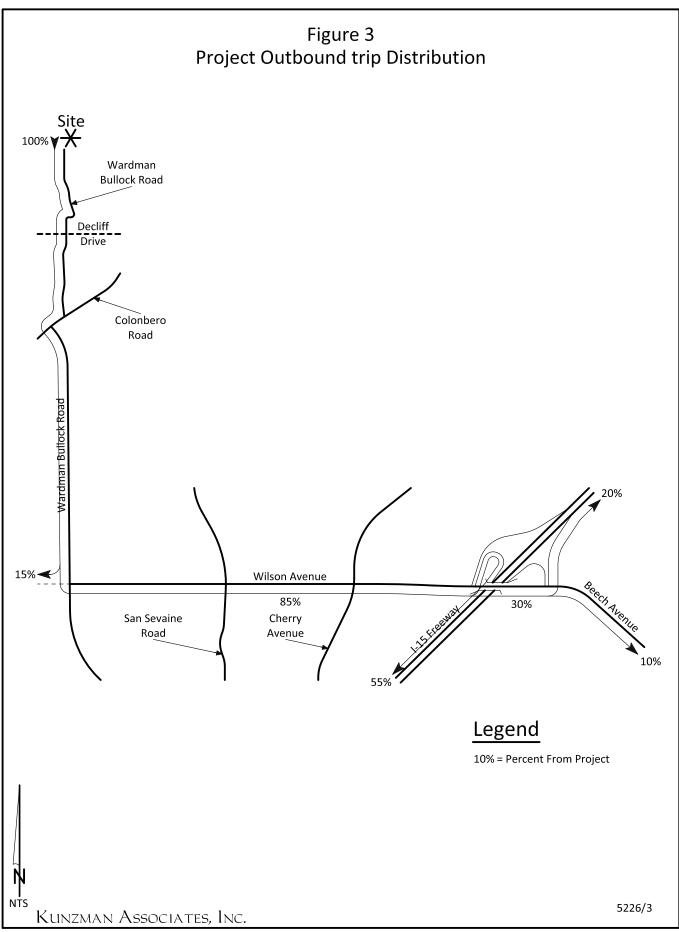
2

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 b

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







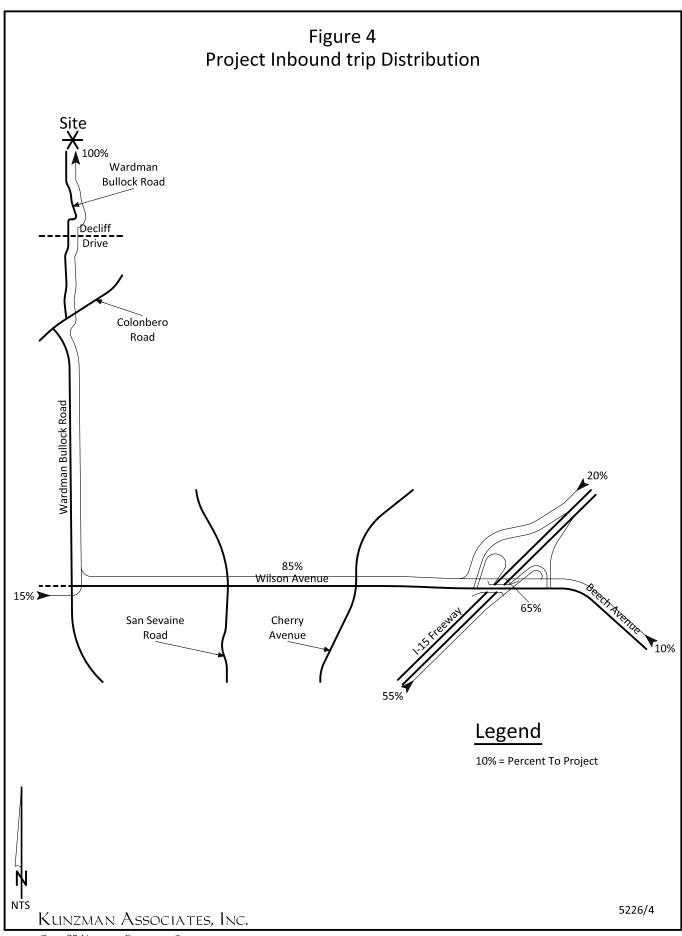


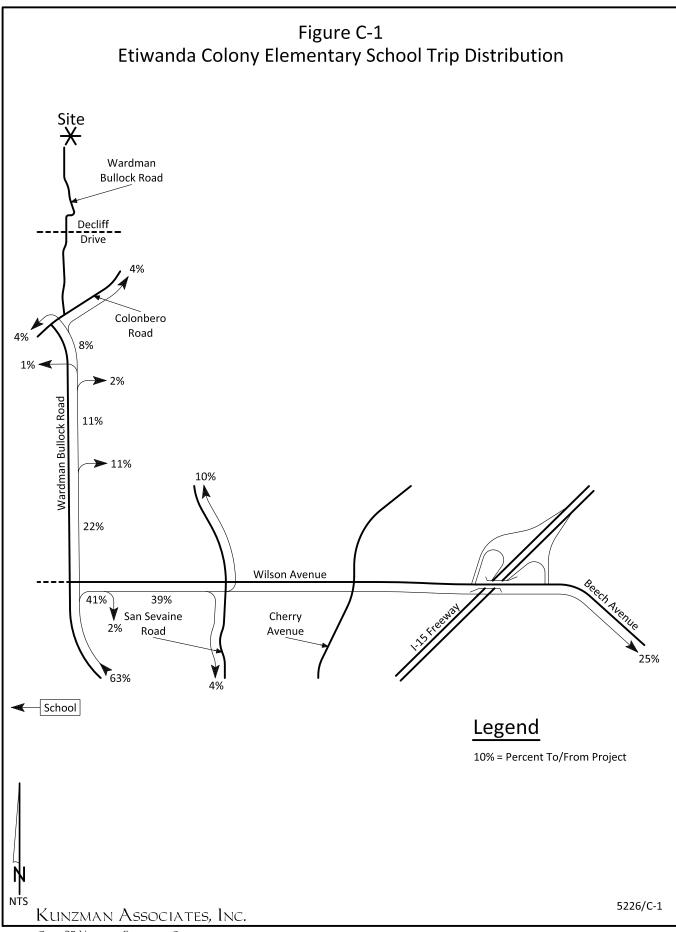
Table C-1

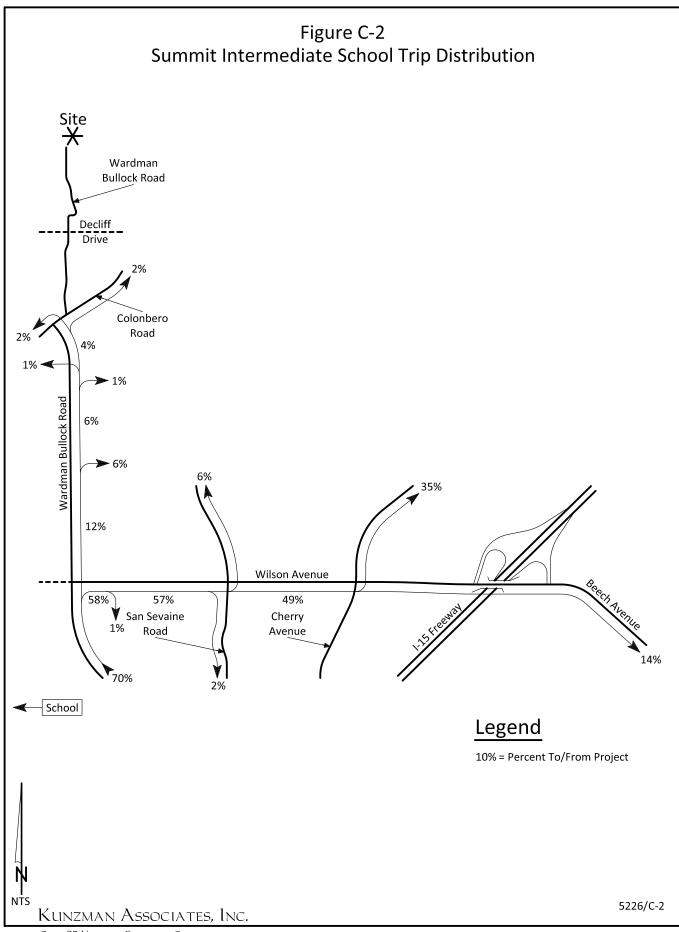
Project Trip Generation¹

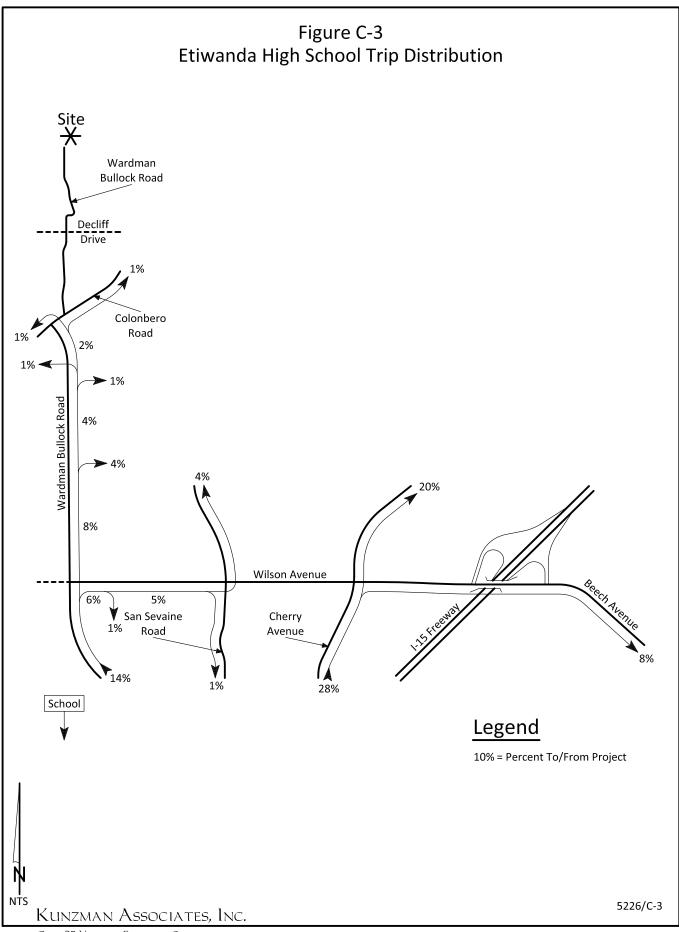
				Morning			Evening		
Land Use	Quantity	Units ²	Inbound	Outbound	Total	Inbound	Outbound	Total	Daily
Trip Generation Rates									
Elementary School		ST	0.25	0.20	0.45	0.07	0.08	0.15	1.29
Middle School		ST	0.30	0.24	0.54	0.08	0.08	0.16	1.62
High School		ST	0.29	0.14	0.43	0.06	0.07	0.13	1.71
Trips Generated									
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, <u>Trip Generation</u>, 9th Edition, 2012, Land Use Categories 520, 522, & 530.

² ST = Students







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: NORTH & SOUTH: EAST & WEST: Rancho Cucamongo Wardman Bullock Colonbero PROJECT #: LOCATION #: CONTROL: 1 Stop all way NOTES:

▲ N

		, N	IORTHBOUN	ID	9	OUTHBOUN	ID		EASTBOUN	n	1	VESTBOUN	n	i i	_	II-T	JRNS	
		1	Wardman Bullock			Wardman Bulloc			Colonbero	U	١ '	Colonbero	D		ı	0-1	JKNS	
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB E	3 WE	TTL
	LANES:	1	X	1	X	X	X	X	1	0	0	1	X		X	X		
	7:00 AM	0	0	2	0	0	0	0	0	3	2	0	0	7	0	0 (0	0
	7:15 AM	1	0	3	0	0	0	0	0	4	0	0	0	8	0	0 (0
	7:30 AM	0	0	1	0	0	0	0	5	2	0	2	0	10	0	0 (0	0
	7:45 AM	3	0	3	0	0	0	0	1	2	3	1	0	13	0	0 (0	0
	8:00 AM	1	0	2	0	0	0	0	0	3	1	0	0	7	0	0 (0	0
	8:15 AM	1	0	1	0	0	0	0	0	2	3	1	0	8	0	0 (0	0
	8:30 AM	3	0	5	0	0	0	0	1	0	2	2	0	13	0	0 (0	0
	8:45 AM	2	0	4	0	0	0	0	2	2	2	1	0	13	0	0 (0	0
	9:00 AM	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
A	9:30 AM	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
	VOLUMES	11	0	21	0	0	0	0	9	18	13	7	0	79	0	0 (0	0
	APPROACH %	34%	0%	66%	0%	0%	0%	0%	33%	67%	65%	35%	0%		l			
	APP/DEPART	32	/	0	0	/	31	27	/	30	20	/	18	0	l			
	BEGIN PEAK HR		7:45 AM												l			
	VOLUMES	7	0	12	0	0	0	0	3	7	8	4	0	41	l			
	APPROACH %	37%	0%	63%	0%	0%	0%	0%	30%	70%	67%	33%	0%		l			
	PEAK HR FACTOR	40	0.594			0.000	4.5	4.0	0.625		40	0.750		0.788	l			
┢	APP/DEPART	19	/	0	0	/	15	10	/	15	12	/	11	0		^		1 0
	03:00 PM 3:15 PM	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
	3:45 PM	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
	4:15 PM	4	0	0	0	0	0	0	2	1	4	1	0	12	0	0 (0
	4:30 PM	4	0	1	0	0	0	0	0	2	2	4	0	13	0	0 (0
	4:45 PM	2	0	2	0	0	0	0	0	5	0	0	0	9	0	0 (0
	5:00 PM	3	0	3	0	0	0	0	1	2	3	0	0	12	0	0 (_	0
1-	5:15 PM	0	0	6	0	0	0	0	0	3	1	1	0	11	0	0 (0
₽	5:30 PM	5	0	5	0	0	0	0	0	1	0	4	0	15	0	0 (0
	5:45 PM	6	0	9	0	0	0	0	1	1	4	0	0	21	0	0 (0	0
	VOLUMES	26	0	29	0	0	0	0	4	15	17	10	0	101	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	l			
	BEGIN PEAK HR		5:00 PM												l			
I	VOLUMES	14	0	23	0	0	0	0	2	7	8	5	0	59	ı			
1	APPROACH %	38%	0%	62%	0%	0%	0%	0%	22%	78%	62%	38%	0%		l			
I	PEAK HR FACTOR		0.617			0.000			0.750			0.813		0.702	ı			
L	APP/DEPART	37	/	0	0	/	15	9	/	25	13	/	19	0	ı			

Wardman Bullock NORTH SIDE

Colonbero WEST SIDE EAST SIDE Colonbero

SOUTH SIDE

Wardman Bullock

	7:00 AM
	7:15 AM
	7:30 AM
	7:45 AM
	8:00 AM
AM	8:15 AM
Α	8:30 AM
	8:45 AM
	9:00 AM
	9:15 AM
	9:30 AM
	9:45 AM
	TOTAL
	3:00 PM
	3:00 PM 3:15 PM
	3:00 PM 3:15 PM 3:30 PM
	3:00 PM 3:15 PM 3:30 PM 3:45 PM
	3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM
M	3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM
PM	3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM
PM	3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM
PM	3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM
PM	3:00 PM 3:15 PM 3:30 PM 3:30 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM
PM	3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM
PM	3:00 PM 3:15 PM 3:30 PM 3:30 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM

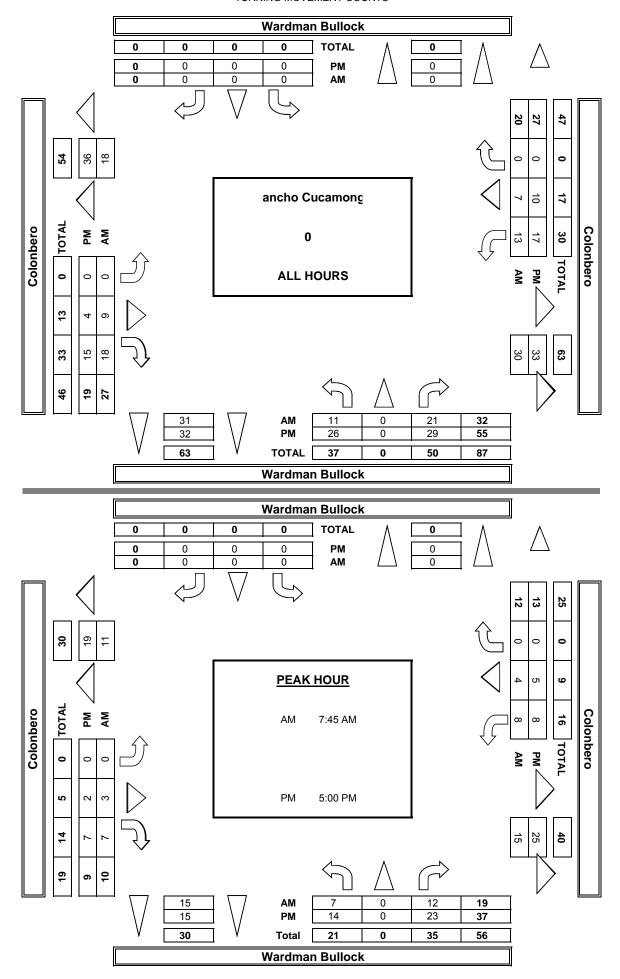
ALL PED AND BIKE													
N SIDE S SIDE E SIDE W SIDE TOTAL													
0	0	0	0	0									
0	0	0	0	0									
0	0	0	0	0									
0	0	0	0	0									
0	0	0	0	0									
0	0	0	0	0									
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0	0	0	0	0									
0	0	0	0	0									
0	0	0	0	0									
0	0	0	0	0									

PEDESTRIAN CROSSINGS												
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL								
0	0	0	0	0								
0	0	0	0	0								
0	0	0	0	0								
0	0	0	0	0								
0	0	0	0	0								
0	0	0	0	0								
0	0	0	0	0								
0	0	0	0	0								
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0	0	0	0	0								
0	0	0	0	0								
0	0	0	0	0								
0	0	0	0	0								
0	0	0	0	0								
0	0	0	0	0								
0	0	0	0	0								
0	0	0	0	0								

В	CYC	E CR	ossii	NGS	SCH	OOL AG	E PED
NS	SS	ES	WS	TOTAL	ES	WS	TOTAL
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	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



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

CLASS 1:	NOTES:	AM		A	
PASSENGER		PM		N	
VEHICLES		MD	⋖ W		E►
				S	
		OTHER		lacktriangle	

		NC	ORTHBOU	ND	SC	UTHBOU	ND	E.	ASTBOUN	ID	W	/ESTBOUN	ND.		1	U	-TUR	NS	
		W	/ardman Bullo	ck	V	Vardman Bullo	ck		Colonbero			Colonbero			41				
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
	LANES:	1	Х	1	Х	Χ	Χ	Χ	1	0	0	1	Χ		1 L				
	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	1				0
	7:30 AM	0	0	1	0	0	0	0	5	2	0	2	0	10	1				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	1				0
	8:15 AM	1	0	1	0	0	0	0	0	2	3	1	0	8	1				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	1				0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1				0
AM	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	 				0
٨	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1				0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	l				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%		41				
	APP/DEPART	29	/	0	0	/	28	25	/	27	17	/	16	0	41				
	BEGIN PEAK HR		7:45 AM												41				
	VOLUMES	7	0	10	0	0	0	0	2	7	8	3	0	37	41				
	APPROACH %	41%	0%	59%	0%	0%	0%	0%	22%	78%	73%	27%	0%		41				
	PEAK HR FACTOR		0.607			0.000			0.321			0.688		0.771	11				
	APP/DEPART	17	/	0	0	/	15	9	/	12	11	/	10	0	!				
	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	I 			ļI	0
	4:45 PM	2	0	2	0	0	0	0	0	5	0	0	0	9	I 			ļI	0
	5:00 PM	3	0	3	0	0	0	0	1	1	3	0	0	11	1				0
PΜ	5:15 PM	0	0	5	0	0	0	0	0	3	1	1	0	10	1				0
п.	5:30 PM	5	0	5	0	0	0	0	0	1	0	4	0	15	I 			ļI	0
	5:45 PM	6	0	9	0	0	0	0	1	1	4	0	0	21	l				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%		1				
	APP/DEPART	54	/	0	0	/	30	18	/	32	25	/	35	0	1				
	BEGIN PEAK HR	۱.,	5:00 PM			•			•	,		-	•		1				
	VOLUMES	14	0	22	0	0	0	0	2	6	8	5	0	57	1				
	APPROACH %	39%	0%	61%	0%	0%	0%	0%	25%	75%	62%	38%	0%		1				
	PEAK HR FACTOR	0.4	0.600			0.000			0.667	0.4	40	0.813	40	0.679	1				
	APP/DEPART	36	/	0	0	/	14	8	/	24	13	/	19	0	ı				

		Wardman Bullock NORTH SIDE		
Colonbero	WEST SIDE		EAST SIDE	Colonbero
		SOUTH SIDE		
		Wardman Bullock		

	6/3/14 TUESDAY	NORTH EAST &	& SOUTH	l:		n Bullock ro				LOCATIO	ON #:	1 Stop all	way						
	CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS	NOTES	:								AM PM MD OTHER	■ W	N S	E►					
			ORTHBOU			OUTHBOU Wardman Bullo		E	ASTBOUI Colonbero	ND	W	/ESTBOUN	ND		İ	U	-TUR	NS	
	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
	7:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	i				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	1 -				0
	8:00 AM 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	11				0
	8:30 AM	0	0	1	0	0	0	0	0	0	1	1	0	3	11				0
	8:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	1				0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
AM	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
A	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:45 AM VOLUMES	0	0	2	0	0	0	0	0	1	<u>0</u>	1	0	5	0	0	0	0	0
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	100%	50%	50%	0%	3		U	U	U	U
	APP/DEPART	2	/	0	0	/	2	1	/	2	2	/	1	0	11				
	BEGIN PEAK HR		8:30 AM	1															
	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 APP/DEPART	2	0.500	0	0	0.000	1	0	0.000	2	2	0.250	1	0.333	41				
	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	11				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	1				0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:30 PM 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
PM	5:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	1					0
Ы	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	1				0
	VOLUMES	0 0%	0	1	0	0	0	0	0	1	1	1	0	4	0	0	0	0	0
	APPROACH % APP/DEPART	1	0%	100% 0	0%	0%	0% 2	0% 1	0%	100% 1	50%	50%	<u>0%</u> 1	0	1				
	BEGIN PEAK HR	-	4:15 PM		0		2	<u> </u>		'			'	U	1				
	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					
					War	dman Bu	illock	1											
					, vva.	arriari Be	anook												
					N	IORTH SII	DE				_								
	C	olonbero	W	EST SIDE				EAST SI	DE	Colonb	ero								
					S	OUTH SII	DE				-								
					War	dman Bu	ıllock												

	<u>DATE:</u> 6/3/14 TUESDAY		TON: 1 & SOUTH & WEST:	1 :		Cucamon In Bullock ro		PROJECT LOCATIO CONTRO				##### 1 Stop all v	way						
	CLASS 3: 3-AXLE TRUCKS	NOTE	S:								AM PM MD OTHER OTHER	■ W	N S	E►					
		1	NORTHBOL Wardman Bulle			OUTHBOU Vardman Bullo		E	ASTBOUN Colonbero	ID	W	/ESTBOUN	ND			U	-TUR	NS	
	LANES	NL S: 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
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	7:15 AM 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1				0
	7:30 AW 7:45 AM	1	0	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 9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1				0
ΑM	9:15 AW 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%	6 0%	0%	0%	0%	0%	0%	100%	0%	100%	0%	0%						
	APP/DEPART BEGIN PEAK HR	1	0.45.44	0	0	/	1	1	/	1	1	/	1	0	41				
	VOLUMES	0	8:45 AM 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 FACTO	R	0.000			0.000			0.250			0.250		0.250					
	APP/DEPART	0	/	0	0	/	1	1	/	1	1	/	0	0]	r		,	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	.				0
	3:15 PM 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	11				0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	11				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 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	11				0
_	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
ΡM	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 % APP/DEPART	0%	0%	0% 0	0% 0	0%	0% 0	0%	0%	0% 0	0%	0%	0% 0	0					
	BEGIN PEAK HR		5:45 PN		U	,	0	0		0	0		0	0	1				
	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 FACTO		0.000		_	0.000		-	0.000		0	0.000		0.000	4				
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	J				
					War	dman Bu	ıllock												
					N	ORTH SII	DE				_								
		Colonber	o W	EST SIDE				EAST SI	DE	Colonb	ero								
					s	OUTH SIE	DE				=								
					War	dman Bu	ıllock												

	<u>DATE:</u> 6/3/14 TUESDAY	NORTH EAST &	& SOUTH	l:		Cucamon in Bullock ro				LOCATIO CONTRO	ON #:	##### 1 Stop all v	way						
	CLASS 4: 4 OR MORE AXLE TRUCKS	NOTES	:								AM PM MD OTHER OTHER	◀ W	N S	E►					
			ORTHBOU Wardman Bullo			OUTHBOU Wardman Bullo		E	ASTBOUN Colonbero	ND	W	/ESTBOUN	ND			U	I-TURI	NS	
	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
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	i				0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	7:30 AM 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	l				0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1				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
I_	9:00 AM 9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1				0
AM	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 % APP/DEPART	0%	0%	0% 0	0%	0%	<u>0%</u> 0	0%	0%	0%	0%	0%	0%	0	41				
	BEGIN PEAK HR	0	9:45 AM		0	/	U	U	/	0	0	/	0	U	11				
	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	0.000		0	0.000		0	0.000		0.000	41				
	APP/DEPART 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 4:15 PM	0	0	0	0	0	0	0	0	0	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
PΜ	5:15 PM 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	l				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 VOLUMES	0	5:45 PM 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%	U					
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
					War	dman Bu	ıllock	I											
					N	IORTH SII	DE				_								
	c	colonbero	• Wi	EST SIDE				EAST SI	DE	Colonb	ero								
					s	OUTH SII	DE				_								
					War	dman Bı	ıllock												

	<u>DATE:</u> 6/3/14 TUESDAY	LOCATION NORTH	& SOUTH	l:		Cucamon an Bullock ro				PROJEC LOCATION CONTRO	ON #:	##### 1 Stop all v							
	CLASS 5: RV	NOTES	:								AM PM MD OTHER OTHER	■ W	N S	E▶					
			ORTHBOU Wardman Bullo			OUTHBOU Wardman Bulld		E	ASTBOUN Colonbero	ND	W	/ESTBOUN	ND			U	-TUR	NS	
	LANES:	NL	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
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	i				0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	7:30 AM 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	11				0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1				0
	8:15 AM	0	0	0	0	0	0	0	0	0	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	11				0
AM	9:15 AM 9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	11-				0
-	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	11				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	41				
	BEGIN PEAK HR VOLUMES	0	9:45 AM 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%	U					
	PEAK HR FACTOR		0.000	070	070	0.000	070	070	0.000	070	070	0.000	070	0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:15 PM 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4				0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	11				0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	11				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 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	11				0
ΡM	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	11				0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1				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 VOLUMES	0	5:45 PM 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%	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					
					l Mor	dman Bi	ıllaak	ı											
					vvai	dman Bu	HIOCK												
					N	IORTH SI	DE				_								
	C	Colonbero	WE	EST SIDE				EAST SI	DE	Colonb	ero								
					S	OUTH SII	DE				_								
					War	dman Bı	ıllock												

	<u>DATE:</u> 6/3/14 TUESDAY																		
	CLASS 6: BUSES	NOTES	:									⋖ W		E►					
			ORTHBOU			OUTHBOU Vardman Bullo		E	ASTBOUN Colonbero	I D	V	/ESTBOUN	ND			ι	U-TUR	RNS	
	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
	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	1				0
	7:30 AM 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	11				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 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	11				0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1				0
AM	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
A	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	11				0
	9:45 AM 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%	Ŭ	Ŭ	U	U	U	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	11				
	BEGIN PEAK HR VOLUMES	0	9:45 AM 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%	U					
	PEAK HR FACTOR		0.000	070	070	0.000	070	0,0	0.000		070	0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	↓		1		
	3:00 PM 3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1				0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	11				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 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	11				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
PΜ	5:15 PM 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1				0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	11				0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH % APP/DEPART	0% 0	0%	0% 0	0%	0%	0% 0	0%	0%	0% 0	0%	0%	0% 0	0	4				
	BEGIN PEAK HR	1	5:45 PM		U	/	U	U	/	U	U	/	U	U	1				
	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%	0.000					
	PEAK HR FACTOR APP/DEPART	0	0.000	0	0	0.000	0	0	0.000	0	0	0.000	0	0.000	1				
	THE PARTY	, u	•	0		dman Bu		ı	,	0	U	,	Ū	U	-				
					_ N	IORTH SII	DE				-								
	C	colonbero) WI	EST SIDE				EAST SI	DE	Colonb	ero								
					S	OUTH SIE	DE				-								
					War	dman Bu	illock												

INTERSECTION TURNING MOVEMENT COUNTS PREPARED BY: AimTD LLC tel: 951 249 3226 pacific@aimtd.com

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

NOTES: **▲** N **∢**W E▶ S ▼

		1	NORTHBOUN	ID	S	OUTHBOU	ND		ASTBOUNI	D	\	VESTBOUN	D			U-TUR	NS	
			Wardman Bulloci			Wardman Bulloc			Wilson			Wilson			ı —			
	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 X	WB X	TTL
	7:00 AM	0	5	11	10	4	2	1	0	0	19	1	20	73	0 2		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
5	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0
ΑM	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	I			
	BEGIN PEAK HR		7:30 AM												I			
	VOLUMES	0	11	73	42	37	8	7	4	0	92	3	30	307	I			
	APPROACH %	0%	13%	87%	48%	43%	9%	64%	36%	0%	74%	2%	24%		I			
	PEAK HR FACTOR		0.778			0.870			0.688			0.868		0.914	I			
	APP/DEPART	84	/	48	87	/	129	11	/	119	125	/	11	0				
	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 4:30 PM	0	8	23 30	11 10	3	0	0	0	0	31 32	0	9 12	86 102	0 0	0	0	0
	4:30 PM 4:45 PM	0	9	36	9	3	1	0	0	0	31	0	12	90	0 0	0	0	0
	4:45 PM 5:00 PM	0	16	57	10	4	0	1	6	0	32	0	7	133	0 0	0	0	0
1_	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
1-	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
	APPROACH %	0%	25%	75%	67%	32%	1%	22%	67%	11%	81%	0%	19%	077	<u> </u>	Ū	Ů	
	APP/DEPART	414	/	169	124	/	307	9	/	399	330	/	2	0	I			
	BEGIN PEAK HR	717	5:00 PM	107	12.7		307			377	330			Ŭ	I			
I	VOLUMES	0	69	191	40	22	0	1	6	0	145	0	30	504	I			
ı	APPROACH %	0%	27%	73%	65%	35%	0%	14%	86%	0%	83%	0%	17%	554	I			
ı	PEAK HR FACTOR	370	0.890	. 3 / 0	5576	0.912	570	. 770	0.250	570	5576	0.875	,0	0.947	I			
	APP/DEPART	260	/	100	62	/	167	7	/	237	175	/	0	0	I			

Wardman Bullock NORTH SIDE

Wilson WEST SIDE EAST SIDE Wilson

SOUTH SIDE

Wardman Bullock

	7:00 AM
	7:15 AM
	7:30 AM
	7:45 AM
	8:00 AM
AM	8:15 AM
Α	8:30 AM
	8:45 AM
	9:00 AM
	9:15 AM
	9:30 AM
	9:45 AM
	TOTAL
	3:00 PM
	3:15 PM
	3:30 PM
	3:45 PM
	4:00 PM
PΜ	4:15 PM
4	4:30 PM
	4:45 PM
	5:00 PM
	5:15 PM
	5:15 PM 5:30 PM
	5:15 PM

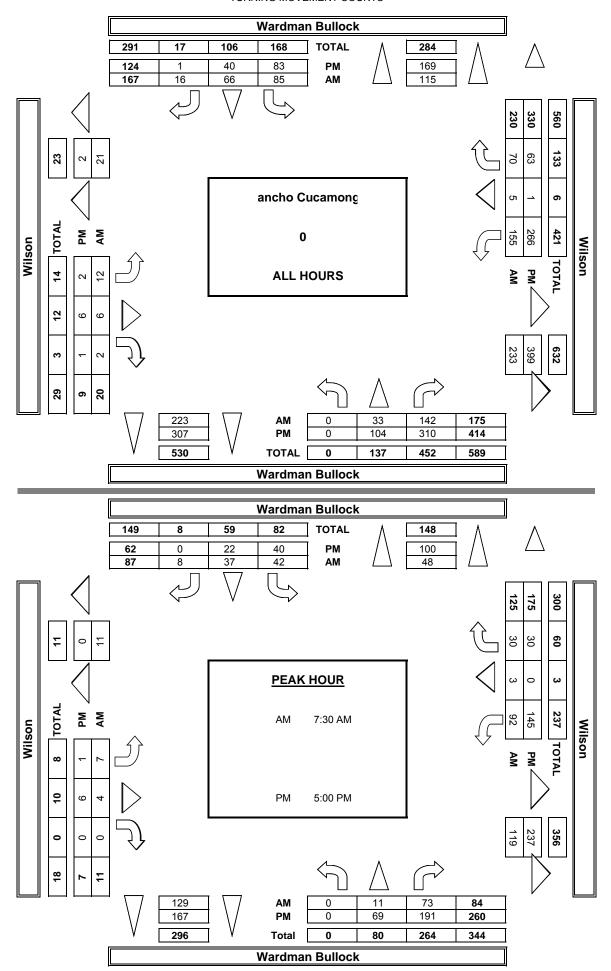
	ALL	PED AND	BIKE	
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

	PEDEST	RIAN CRO	SSINGS	
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

В	E PED						
NS	SS	ES	WS	TOTAL	ES	WS	TOTAL
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	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



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

CLASS 1:	NOTES:	AM		A	
PASSENGER		PM		N	
VEHICLES		MD	⋖ W		E►
		OTHER		S	
		OTHER		lacktriangle	

		NC	RTHBOU	ND	SC	UTHBOU	ND	E	ASTBOUN	ID	W	/ESTBOUN	ID			U	-TUR	NS	
		V	/ardman Bullo	ck		/ardman Bullo	ick		Wilson			Wilson							
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
	LANES:	Χ	1	1	1	1	Χ	Χ	Χ	Χ	1	Χ	1						
	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
ΑM	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					
	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
PΜ	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	0.0	0.885		00	0.911	0.0	0.0	0.250	0.0	00.0	0.913	.0.0	0.948					
	APP/DEPART	255	/	93	51	/	163	4	/	222	168	/	0	0					
—	NI I / DEI AIN I	200		/3	JI		103		,	LLL	100	/	U	U	l				

		Wardman Bullock		
		NORTH SIDE		
Wilson	WEST SIDE		EAST SIDE	Wilson
		SOUTH SIDE		
		Wardman Bullock		

	<u>DATE:</u> 6/3/14 TUESDAY	LOCATION NORTH	& SOUTH:	:		Cucamon In Bullock				PROJECT LOCATIO CONTRO	ON #:	##### 2 SIGNAL							
	CLASS 2:	NOTES	:								AM		A		1				
	2-AXLE										PM		N		_				
	WORK										MD	◀ W		E▶	-				
	VEHICLES/ TRUCKS										OTHER OTHER		S ▼						
	TROOKS	N	ORTHBOU	ND	SC	OUTHBOU	IND	E/	ASTBOUN	ND		'ESTBOUI	•		í 🗀	U	-TURI	VS	
		NL \	Nardman Bulloo	nR	SL	Vardman Bullo	SR	EL	Wilson ET	ER	WL	Wilson	WR	TOTAL	NB	SB	EB	WB	TTL
	LANES:	X	1	1	1	1	Х	X	X	X	1	X	1	TOTAL] ["	SB	LD	WD	
	7:00 AM	0	0	2	2	0	1	1	0	0	1	1	5	13	1				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 8:00 AM	0	0	0 1	2	0	0 4	1	0	0	3	0	0	6 12	┨┢──				0
	8:15 AM	0	3	1	1	1	0	0	0	0	1	0	2	9	11				0
	8:30 AM	0	3	0	0	1	0	2	0	0	1	0	1	8	11				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
ΑM	9:15 AM 9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	↓				0
1	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				_	1			,								
	VOLUMES APPROACH %	0 0%	8 80%	2 20%	3 25%	4 33%	5 42%	4 100%	0 0%	0 0%	6 67%	0 0%	3 33%	35					
	PEAK HR FACTOR	0%	0.625	20%	25%	0.429	4270	100%	0.500	0%	07%	0.750	33%	0.729					
	APP/DEPART	10	/	15	12	/	10	4	/	5	9	/	5	0.727	11				
	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1				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 4:00 PM	0	0	3	0 4	0	0	0	0	0	0	0	1	10	┨┠──				0
	4:15 PM	0	0	1	2	0	0	0	0	0	0	0	0	3	1				0
	4:30 PM	0	0	2	1	1	0	0	0	0	0	1	1	6	11				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
PΜ	5:15 PM 5:30 PM	0	0	<u>0</u>	3	0	0	0	0	0	<u>0</u>	0	1	3 6	┨┢──				0
1	5:45 PM	0	2	1	3	0	0	0	0	0	1	0	2	9	1				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 VOLUMES	0	4:00 PM 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%	20					
	PEAK HR FACTOR	0,0	0.667	.0070	7.70	0.688	0.0	0,0	0.000	0,0	0,70	0.583	2,,,	0.650					
	APP/DEPART	8	/	2	11	/	5	0	/	18	7	/	1	0]				
					War	dman Bu	ıllock	1											
					, vvai	aman be	anock												
					N	ORTH SII	DE				-								
		Wilson	n WE	ST SIDE				EAST SIE	DE	Wilson									
					S	OUTH SII	DE				•								
					War	dman Bu	ıllock												

	<u>DATE:</u> 6/3/14 TUESDAY	LOCATI NORTH EAST &	& SOUTH	:		Cucamon In Bullock				PROJECT LOCATIO CONTRO	ON #:	##### 2 SIGNAL							
	CLASS 3:	NOTES	:								AM		A		1				
	3-AXLE										PM		N						
	TRUCKS										MD	◀ W	۱ ۵	E►					
											OTHER OTHER		S ▼						
	<u> </u>														J				
			ORTHBOU			OUTHBOU		E.	ASTBOUN	ID	W	ESTBOUN	ND			U	I-TUR	NS	
		NL	Wardman Bullo	NR	SL	Vardman Bullo ST	SR	EL	Wilson ET	ER	WL	Wilson	WR	TOTAL	NB	SB	EB	WB	TTL
	LANES:	Х	1	1	1	1	X	Χ	X	X	1	X	1						
Г	7:00 AM	0	0	0	0	0	0	0	0	0	1	0	2	3	1				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 9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	6	1				0
1_		0	0	0	0	0	0	0	0	0	0	0	0	0					0
Σ	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%		ľ	Ū	ŭ	ŭ	
	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					
\vdash	APP/DEPART	3	/	6 0	11 0	0	5 0	0	0	7	5 0	/	0	0	!				0
	3:00 PM 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
Δ	5:15 PM 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1				0
1	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%	7		U	U	U	U
	APP/DEPART	1	/	0	2	/	0	1	/	4	0	/	0	0					
	BEGIN PEAK HR		4:15 PM												1				
	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		4	0.250			0.000		0.500	-				
L	APP/DEPART	1	/	0	2	/	0	1	/	4	0	/	0	0	ı				
					War	dman Bu	ıllock	1											
					N	ORTH SII	DE												
					_						-								
		Wilson	n Wi	EST SIDE				EAST SII	DE	Wilson									
					_						_								
					S	OUTH SII	DE												
					War	dman Bu	ıllock												

	<u>DATE:</u> 6/3/14 TUESDAY	LOCATI NORTH EAST &	& SOUTH:		Rancho	Cucamono an Bullock		III IO DAI	A SERVIC	PROJECT LOCATIO CONTRO	ON #:	##### 2 SIGNAL							
	CLASS 4:	NOTES	:								AM		A		1				
	4 OR MORE										PM		N						
	AXLE										MD	⋖ W	1 6	E►	-				
	TRUCKS										OTHER OTHER		S ▼						
	<u> </u>	I N	ORTHBOU	VID	20	OUTHBOU	ND		ASTBOUN	ID		/ESTBOUN	·		1		J-TUR	NIC	
			Wardman Bulloo			Wardman Bullo			Wilson	טוי	Į vi	Wilson	ND			·)-10K	IVS	
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
_	LANES:	Х	1	1	1	1	Х	Х	X	X	1	Х	1		<u> </u>				
	7:00 AM 7:15 AM	0	0	0	2	0	0	0	0	0	0	1	1	4	1				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
ΑM	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	11-				0
1~	9:30 AM 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%	32	0	U	U	U	U
	APP/DEPART	1	/	12	12	/	2	5	/	13	14	/	5	0	11				
	BEGIN PEAK HR		7:30 AM												11				
	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	11				
\vdash	APP/DEPART	1	/	10	9	/	2	4	/	9	11	/	4	0	↓	1			0
	3:00 PM 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	11				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
M	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	 				0
1"	3.30 T W	0	0	0	0	0	0	0	0	0	0	0	0	0 1	1				0
	5:45 PM 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%	'		U	U	U	U
	APP/DEPART	0	/	0	0	/	1	0	/	0	1	/	0	0	1				
	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	_				
L	APP/DEPART	0	/	0	1	/	4	0	/	0	4	/	1	0	_				
					War	dman Bu	llock	1											
					N	IORTH SIE	DE				-								
		Wilsor	n WE	ST SIDE				EAST SI	DE	Wilson									
					S	OUTH SIE	DΕ												
					War	dman Bu	llock												

6/3/14 NORTH & SOUTH: Wardman Bullock LOCATION #: 2 TUESDAY EAST & WEST: Wilson CONTROL: SIGNAL	
CLASS 5: NOTES: AM A N RV PM N E ▶ OTHER S OTHER V	
NORTHBOUND SOUTHBOUND EASTBOUND WESTBOUND	U-TURNS
Wardman Bullock Wardman Bullock Wilson Wilson NL NT NR SL ST SR EL ET ER WL WT WR TOTAL LANES: X 1 1 1 1 X X X 1 X 1	NB SB EB WB TTL
7:00 AM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0
7:30 AM	
7:45 AM	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 0	0
8:30 AM 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
9:15 AM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0
9:45 AM	0
VOLUMES 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	11
BEGIN PEAK HR 9:45 AM	11
VOLUMES 0 0 0 0 0 0 0 0 0 0	
APPROACH % 0%	
PEAK HR FACTOR 0.000 0.000 0.000 0.000 0.000 0.000 APP/DEPART 0 / 0 / 0 / 0 / 0 0	4
3:00 PM	
3:15 PM 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
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 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 0 0 0	0
4:45 PM 0 </th <td>0 0</td>	0 0
5:15 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
VOLUMES 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0
APPROACH % 0%	
APP/DEPART 0 / 0 0 / 0 0 / 0 0	4
BEGIN PEAK HR 5:45 PM	
VOLUMES 0 0 0 0 0 0 0 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 0.000	
APP/DEPART 0 / 0 0 / 0 0 / 0 0 0 0	1
, , , , , , , , , , , , , , , , , , ,	4
Wardman Bullock	
NORTH SIDE	
Wilson WEST SIDE EAST SIDE Wilson	
SOUTH SIDE	
Wardman Bullock	

	<u>DATE:</u> 6/3/14 TUESDAY	NORTH EAST &	& SOUTH	:		Cucamon In Bullock				LOCATIC CONTRO	N #:	##### 2 SIGNAL							
	CLASS 6: BUSES	NOTES	:								AM PM MD OTHER	⋖ W	N S	E►					
	-		ORTHBOU			OUTHBOU Vardman Bullo		E	ASTBOUN Wilson	ID		ESTBOUN Wilson			ir	ι	J-TUR	RNS	
	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
Ī	7:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	1					0
	7:15 AM 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 9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1				0
5	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
AM	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 APPROACH %	0 0%	0 0%	2 100%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	2	0	0	0	0	0
	APP/DEPART	2	/	0	0	/	0	0	/	2	0	/	0	0	11				
	BEGIN PEAK HR		7:00 AM	_			-		•	_		•	-	_	11				
	VOLUMES	0	0	2	0	0	0	0	0	0	0	0	0	2					
	APPROACH % PEAK HR FACTOR	0%	0% 0.500	100%	0%	0% 0.000	0%	0%	0% 0.000	0%	0%	0% 0.000	0%	0.500					
	APP/DEPART	2	/	0	0	/	0	0	/	2	0	/	0	0.500	11				
	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 3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1				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 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1				0
7	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
ΡM	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	0	0
	VOLUMES APPROACH %	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	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 % PEAK HR FACTOR	0%	0% 0.000	0%	0%	0% 0.000	0%	0%	0% 0.000	0%	0%	0% 0.000	0%	0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	-				
					War	dman Bu	ıllock	1							•				
					vvai	uman be	IIIOCK												
		-			N	IORTH SII	DE												
		Wilson	WE	EST SIDE				EAST SI	DE	Wilson									
					S	OUTH SII	DE												
					,														
					War	dman Bu	IIIOCK	I											

INTERSECTION TURNING MOVEMENT COUNTS PREPARED BY: AimTD LLC tel: 951 249 3226 pacific@aimtd.com

<u>DATE:</u> Tue, Jun 3, 14	LOCATION: NORTH & SOUTH: EAST & WEST:	Rancho Cucamongo Project Access Colonbero	PROJECT #: LOCATION #: CONTROL:	3 Stop 1way S
NOTES:			AM PM	

			NORTHBOUN	ID	S	OUTHBOU	ND		EASTBOUN	D	\	WESTBOUNE)			$\overline{}$	J-TUR	NS	
			Project Access			Project Access			Colonbero			Colonbero			ı				
		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		X	X	X	X	
Г	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
5	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ā	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	ı				
	BEGIN PEAK HR		8:00 AM												ı				
	VOLUMES	0	0	0	0	0	6	8	7	0	0	6	0	27	ı				
	APPROACH %	0%	0%	0%	0%	0%	100%	53%	47%	0%	0%	100%	0%		ı				
	PEAK HR FACTOR		0.000			0.500			0.625			0.375		0.675	ı				
	APP/DEPART	0	/	8	6	/	0	15	/	7	6	/	12	0	ı				
	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
۵	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%		ı				
	APP/DEPART	0	/	1	5	/	0	33	/	34	24	/	27	0	ı				
I	BEGIN PEAK HR		5:00 PM												ı				
I	VOLUMES	0	0	0	1	0	1	1	24	0	0	12	0	39	ı				
I	APPROACH %	0%	0%	0%	50%	0%	50%	4%	96%	0%	0%	100%	0%		l				
I	PEAK HR FACTOR		0.000			0.500			0.625			0.750		0.696	l				
	APP/DEPART	0	/	1	2	/	0	25	/	25	12	/	13	0	ı				

Project Access NORTH SIDE

Colonbero WEST SIDE EAST SIDE Colonbero

SOUTH SIDE

Project Access

	7:00 AM
	7:15 AM
	7:30 AM
	7:45 AM
	8:00 AM
_	8:15 AM
AM	8:30 AM
	8:45 AM
	9:00 AM
	9:15 AM
	9:30 AM
	9:45 AM
	TOTAL
	3:00 PM
	3:15 PM
	3:30 PM
	3:45 PM
	4:00 PM
ΡM	4:15 PM
Ь	4:30 PM
	4:45 PM
	5:00 PM
	5:15 PM
	5:30 PM
	5:45 PM
	TOTAL

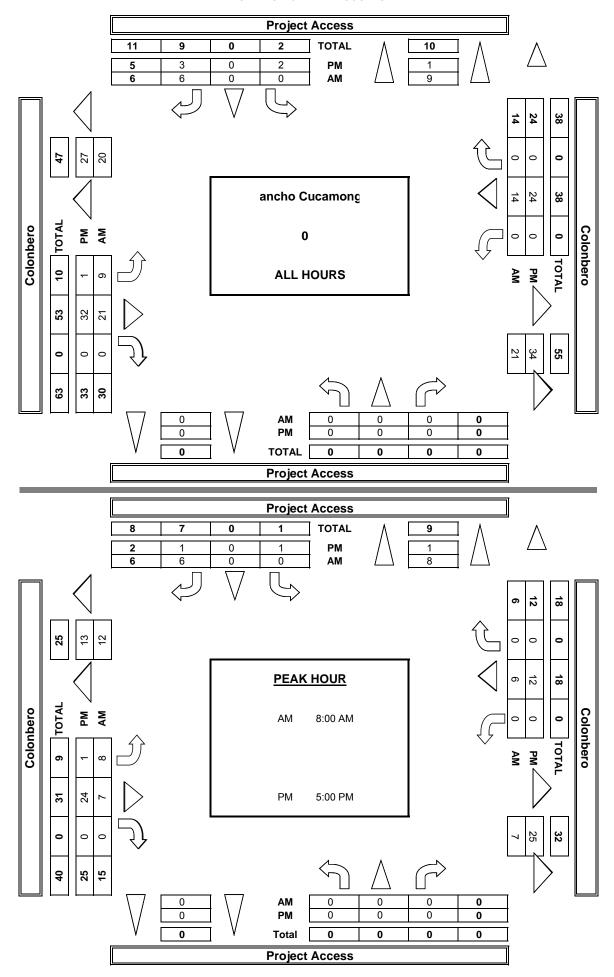
	ALL	PED AND	BIKE	
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

	PEDEST	RIAN CRO	SSINGS	
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

			OSSII	NGS		OOL AG	E PED
NS	SS	ES	WS	TOTAL	ES	WS	TOTAL
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	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



PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

<u>DATE:</u> 6/3/14 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Rancho Cucamongo Project Access Colonbero	PROJECT #: LOCATION #: CONTROL:	##### 3 Stop 1wa	
CLASS 1:	NOTES:		AM		A
DAGGENIGED					
PASSENGER	4		PM		N
PASSENGER VEHICLES			PM MD	⋖ W] N

		NO	ORTHBOU	ND	SC	UTHBOU	ND	E	ASTBOUN	ID	V	VESTBOUN	ND.			U	-TUR	NS	
			Project Acces	s		Project Acces	s		Colonbero			Colonbero			11				
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
	LANES:	Χ	Χ	Χ	0.5	Χ	0.5	0	1	Χ	Χ	1	0		I L				
		-								r	1				. —		1		
	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
ΑM	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	 				0
۷	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	11				
	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	!				
	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	 L				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	1				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	1				0
	5:00 PM	0	0	0	0	0	0	1	3	0	0	3	0	7	1 📖				0
ΡM	5:15 PM	0	0	0	1	0	0	0	5	0	0	2	0	8	 				0
Р	5:30 PM	0	0	0	0	0	1	0	5	0	0	3	0	9	1 L				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%		1				
	APP/DEPART	0	/	1	5	/	0	32	/	33	22	/	25	0	1				
	BEGIN PEAK HR		5:00 PM												1				
	VOLUMES	0	0	0	1	0	1	1	23	0	0	12	0	38	1				
	APPROACH %	0%	0%	0%	50%	0%	50%	4%	96%	0%	0%	100%	0%		1				
	DEAK LID EACTOR		0.000			0.500			0 / 00			0.750		0 (70	4				

0.600

24

12

24

0.750

0.679

E►

		Project Access		
		NORTH SIDE		
Colonbero	WEST SIDE		EAST SIDE	Colonbero
		SOUTH SIDE		
		Project Access		

0.500

PEAK HR FACTOR APP/DEPART

0.000

	<u>DATE:</u> 6/3/14 TUESDAY	LOCATION NORTH	& SOUTH	:	Rancho Project A Colonbe		go			PROJECT LOCATION CONTRO	ON #:	##### 3 Stop 1wa	ıy S						
	CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS	NOTES	:								AM PM MD OTHER OTHER	◀ W	N S V	E▶					
		NO	ORTHBOU Project Access		SC	OUTHBOL Project Acces		E	ASTBOUN Colonbero	ID	W	/ESTBOUN	ID			U	-TURI	NS	
	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
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	7:15 AM 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	H				0
	7:45 AM	0	0	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	11				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	1				0
	8:45 AM 9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1				0
_	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1				0
AM	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	11				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 % APP/DEPART	0% 0	0%	<u>0%</u> 1	0% 1	0%	100% 0	50%	50%	<u>0%</u> 1	0% 1	100%	<u>0%</u> 2	0	11				
	BEGIN PEAK HR	0	8:30 AM		'		U		/	- 1			2	U	11				
	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	1	4	0.250		2	0.500	- 1	1	0.250	2	0.333	41				
	APP/DEPART 03:00 PM	0	0	1 0	0	0	0	0	0	1	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	1				0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2					0
	4:15 PM 4:30 PM	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0					0
ΡM	5:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	 				0
1	5:30 PM 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1				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%	ŭ		Ū	Ū		
	APP/DEPART	0	/	0	0	/	0	1	/	1	2	/	2	0	1				
	BEGIN PEAK HR		4:15 PM			•	•							0					
	VOLUMES APPROACH %	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	2 100%	0 0%	2					
	PEAK HR FACTOR		0.000	0 70	0 76	0.000	0 70	0 70	0.000	0 70	0 76	0.250	0 70	0.250					
	APP/DEPART	0	/	0	0	/	0	0	/	0	2	/	2	0	1				
					Dre	oject Acc	2000	I							_				
						Jeet Act	.033												
					N	ORTH SI	DE				_								
	С	olonbero) WE	EST SIDE				EAST SII	DE	Colonb	ero								
		-			S	OUTH SI	DE				-								
					Pro	oject Acc	ess												

	<u>DATE:</u> 6/3/14 TUESDAY	NORTH EAST &	& SOUTH	l:	Project A Colonbe		go			LOCATIO CONTRO	ON #:	##### 3 Stop 1wa	ay S						
	CLASS 3: 3-AXLE TRUCKS	NOTES	i.								AM PM MD OTHER OTHER	■ W	N S	E►					
		N	ORTHBOU Project Acces		SC	OUTHBOU Project Acces		E	ASTBOUN Colonbero	ND	W	/ESTBOUN	ND		Ī	U	-TUR	NS	
	LANES	NL 5: 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
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	Ī				0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	7:30 AM 7:45 AM	0	0	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	1				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	 	<u> </u>			0
AM	9:15 AM 9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	11-	<u> </u>			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	41				
	BEGIN PEAK HR VOLUMES	0	8:45 AM 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	070	070	0.250	10070	10070	0.250	070	070	0.000	070	0.250					
	APP/DEPART	0	/	1	1	/	0	1	/	0	0	/	1	0]				
	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	 	<u> </u>			0
	3:30 PM 3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	11-	<u> </u>			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 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		<u> </u>			0
PM	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 BEGIN PEAK HR	0	5:45 PM	0	0	/	0	0	/	0	0	/	0	0	-				
	VOLUMES	0	0.45 PW	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	Ŭ					
	PEAK HR FACTOR	R	0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
					Pro	oject Acc	ess	ĺ											
						ORTH SII					_								
		Colonbero	o W	EST SIDE				EAST SI	DE	Colonbo	ero								
					Ις	OUTH SII	DE				_								
							_												
	Project Access																		

	<u>DATE:</u> 6/3/14 TUESDAY	NORTH EAST &	& SOUTH	l:	Project Colonbe		go			LOCATIO CONTRO	ON #:	##### 3 Stop 1wa	ay S						
	CLASS 4: 4 OR MORE AXLE TRUCKS	NOTES	i.								AM PM MD OTHER	⋖ W	N N	E▶					
	TROOKS	N	ORTHBOU Project Acces		So	OUTHBOU Project Acces		E	ASTBOUN Colonbero	ID	OTHER	/ESTBOUN	▼]] [U	I-TUR	NS	
	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
	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 7:45 AM	0	0	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 9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	 				0
5	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1				0
AM	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		•	0
	VOLUMES APPROACH %	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0	0	0	0	0	0
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	11				
	BEGIN PEAK HR		9:45 AM												11				
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH % PEAK HR FACTOR	0%	0% 0.000	0%	0%	0% 0.000	0%	0%	0% 0.000	0%	0%	0% 0.000	0%	0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0.000	11				
	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 3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1				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 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1				0
PM		0	0	0	0	0	0	0	0	0	0	0	0	0					0
	0.001101	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:45 PM 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%	U	0	U	U	U	U
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	1				
	BEGIN PEAK HR		5:45 PM				•		•	•				0					
	VOLUMES APPROACH %	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0					
	PEAK HR FACTOR	0 76	0.000	0 76	0 76	0.000	0 70	0 70	0.000	076	0 76	0.000	076	0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
					Dr	oject Acc	2000	i											
						ojeci Acc	.633												
					N	IORTH SI	DE				-								
	Co	olonbero	o Wi	EST SIDE				EAST SI	DE	Colonb	ero								
] 9	SOUTH SII	DE				-								
					Pr	oject Acc	ess												

	<u>DATE:</u> 6/3/14 TUESDAY	LOCATI NORTH EAST &	& SOUTH		Rancho Project A Colonbe		go			PROJECT LOCATION CONTRO	ON #:	##### 3 Stop 1wa	ay S						
	CLASS 5: RV	NOTES	:								AM PM MD	■ W	≜ N	E►					
		No	ORTHBOU		SC	OUTHBOU	IND	E	ASTBOU	ND	OTHER OTHER V	/ESTBOUN	S ▼]]	U	I-TUR	NS	
	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
_	7:00 AM	0	0	0	0.3	0	0.3	0	0	0	0	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	1				0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:45 AM 9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1				0
l_		0	0	0	0	0	0	0	0	0	0	0	0	0	11				0
AM	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	11				0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1				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%	0.000					
	PEAK HR FACTOR APP/DEPART	0	0.000	0	0	0.000	0	0	0.000	0	0	0.000	0	0.000	11				
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	11				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 4:45 PM	0	0	0	0	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
Ļ		0	0	0	0	0	0	0	0	0	0	0	0	0	11				0
PΜ	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1				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		0	0	0		0	0		0	0	0					
	VOLUMES APPROACH %	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0					
	PEAK HR FACTOR	0 76	0.000	0 70	0 76	0.000	0 70	0 76	0.000	0 70	0 76	0.000	076	0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
		-	*	-		•			•	-	*	•		-	4				
					Pro	oject Acc	ess												
					N	IORTH SII	DE				_								
	Co	olonbero) WE	EST SIDE				EAST SI	DE	Colonb	ero								
					l ^	OUTU C	DE.				_								
					8	OUTH SII	DΕ												
					Pro	oject Acc	cess												

	<u>DATE:</u> 6/3/14 TUESDAY	NORTH EAST &	& SOUTH	:	Project A		yo			LOCATIO CONTRO	ON #:	##### 3 Stop 1wa	ay S						
	CLASS 6: BUSES	NOTES	:								AM PM MD OTHER OTHER	◀ W	N S	E►					
		N	ORTHBOU Project Acces		SC	OUTHBOU Project Access		E	ASTBOUN Colonbero	ID	W	/ESTBOUN	ND		Ī	ι	J-TUR	NS	
	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 7:15 AM 7:30 AM 7:45 AM 8:00 AM 8:15 AM 8:30 AM 9:30 AM 9:15 AM 9:00 AM 9:15 AM 9:30 AM 9:45 AM	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	0	0	0	0	0 0 0 0 0 0 0 0 0 0 0						
	APPROACH % APP/DEPART BEGIN PEAK HR VOLUMES APPROACH % PEAK HR FACTOR APP/DEPART	0% 0 0 0% 8	0% / 9:45 AM 0 0% 0.000	0% 0 0 0 0%	0% 0 0 0 0%	0% / 0 0% 0.000 /	0% 0 0 0 0%	0% 0 0 0%	0% / 0 0% 0.000 /	0% 0 0 0 0%	0% 0 0 0%	0% / 0 0% 0.000 /	0% 0 0 0%	0 0 0.000 0					
	3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM VOLUMES APPROACH % APP/DEPART BEGIN PEAK HR VOLUMES APPROACH % PEAK HR FACTOR APP/DEPART	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0	0	0	0	0 0 0 0 0 0 0 0 0 0 0 0 0												
	Ć	Colonbero	o WE	EST SIDE	s	ORTH SIE	DE	EAST SI	DE	Colonbo	- ero -								

INTERSECTION TURNING MOVEMENT COUNTS PREPARED BY: AimTD LLC tel: 951 249 3226 pacific@aimtd.com

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

NOTES: **▲** N **∢**W E▶ S ▼

		l l	NORTHBOUN	ND.	S	OUTHBOU	ND.		EASTBOUNI	D	\	WESTBOUN	D			U	-TUR	NS	
		NII.	San Sevaine	ND	CI	San Sevaine	CD	FI	Wilson	- FD	14/1	Wilson	MD	TOTAL	ND	CD	- FD	MD	TTI
	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
Г	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
ΑĀ	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%		1				
	APP/DEPART	88	/	62	240	/	39	356	/	661	333	/	255	0	1				
	BEGIN PEAK HR		7:00 AM												1				
	VOLUMES	0	1	44	127	1	1	1	171	2	16	124	22	510	1				
	APPROACH %	0%	2%	98%	98%	1%	1%	1%	98%	1%	10%	77%	14%		in .				
	PEAK HR FACTOR		0.750			0.806			0.853			0.794		0.959	1				
-	APP/DEPART	45	/	24	129	/	19	174	/	342	162	/	125	0			_		
	03:00 PM 3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PW 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM 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
	4:00 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
1_	5:15 PM	1	0	12	22	0	1	3	52	0	8	64	20	183	0	0	0	0	0
Σ	5:30 PM	0	0	11	20	0	2	1	48	1	14	57	29	183	0	0	0	0	0
17	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%	.,002			Ū		Ŭ
	APP/DEPART	67	1/0	180	138	1	88	439	// /	616	718	/	478	0	1				
	BEGIN PEAK HR	07	5:00 PM	100	130		00	437		010	/10	,	470		i				
	VOLUMES	2	0	36	83	0	3	7	228	2	40	241	95	737	1				
	APPROACH %	5%	0%	95%	97%	0%	3%	3%	96%	1%	11%	64%	25%	, , ,	i				
	PEAK HR FACTOR	370	0.731	7370	,,,,	0.896	370	3,0	0.884	170	1170	0.913	2370	0.975	i				
	APP/DEPART	38	/	102	86	/	42	237	/	347	376	/	246	0.773	1				
_	MIT/DEL/MIT	55		102	- 00		72	201		547	3,0		2-10	Ŭ					

San Sevaine NORTH SIDE

Wilson WEST SIDE EAST SIDE Wilson

SOUTH SIDE

San Sevaine

	7:00 AM
	7:15 AM
	7:30 AM
	7:45 AM
	8:00 AM
AM	8:15 AM
ΑI	8:30 AM
	8:45 AM
	9:00 AM
	9:15 AM
	9:30 AM
	9:45 AM
	TOTAL
	3:00 PM
	3:00 PM 3:15 PM
	3:00 PM 3:15 PM 3:30 PM
	3:00 PM 3:15 PM 3:30 PM 3:45 PM
	3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM
M	3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM
PM	3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM
PM	3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM
PM	3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM
PM	3:00 PM 3:15 PM 3:30 PM 3:30 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM
PM	3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM

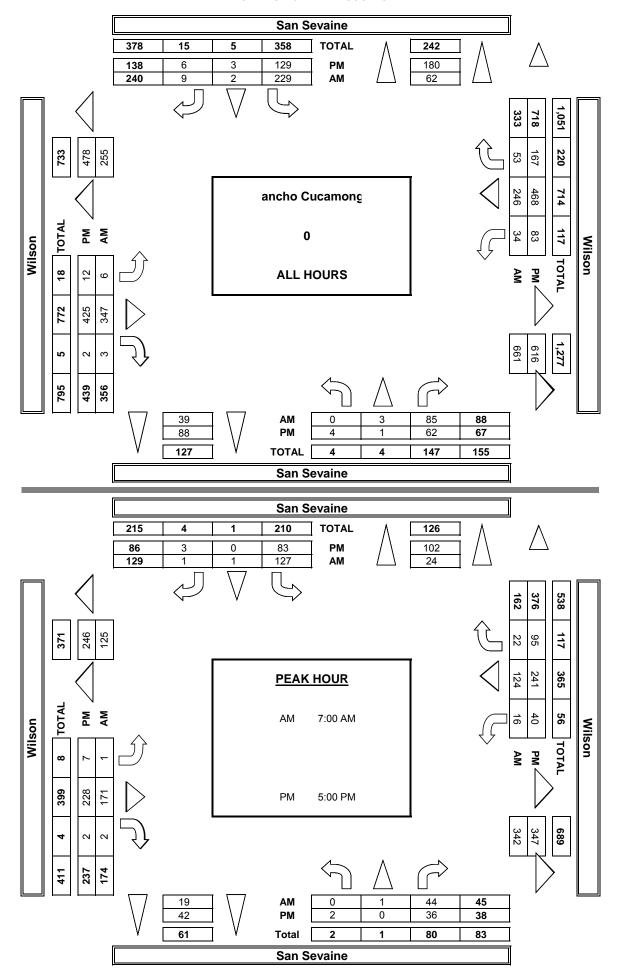
	ALL	PED AND	BIKE	
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

	PEDEST	RIAN CRO	SSINGS	
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

В	ICYCI	E CR	OSSII	NGS	SCH	OOL AG	E PED
NS	SS	ES	WS	TOTAL	ES	WS	TOTAL
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	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



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:	NOTES:	AM		A	
PASSENGER		PM		N	
VEHICLES		MD	⋖ W		E►
		OTHER		S	
		OTHER		▼	

		NC	RTHBOU	ND	SC	UTHBOU	ND	E	ASTBOUN	ND	W	'ESTBOUN	ND		U-TURNS						
		San Sevaine San Sevaine			Wilson			Wilson													
		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								
	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		
AM	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							
	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		
PM	5:15 PM	1	0	12	20	0	1	3	52	0	8	63	20	180					0		
Ы	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							

		San Sevaine		
		NORTH SIDE		
Wilson	WEST SIDE		EAST SIDE	Wilson
		SOUTH SIDE		
		San Sevaine		

	<u>DATE:</u> 6/3/14 TUESDAY	LOCATION NORTH	& SOUTH:	:	Rancho San Seva Wilson	Cucamon aine	go			PROJECT LOCATIO CONTRO	ON #:	##### 4 SIGNAL							
	CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS	NOTES	<u>:</u>								AM PM MD OTHER	◀ W	N S	E►					
		NO	ORTHBOU	ND	SC	UTHBOU	IND	E	ASTBOUN	I D	V	/ESTBOUN	ND			U	J-TUR	NS	
		NL	San Sevaine	NR	SL	San Sevaine	SR	EL	Wilson	ER	WL	Wilson	WR	TOTAL	NB	SB	EB	WB	TTL
	LANES:	0	1	0	0	1	0	1	2	0	1	2	0						
	7:00 AM	0	0	0	0	0	0	0	1	0	1	3	2	7					0
	7:15 AM 7:30 AM	0	0	0	1	0	0	0	0	0	1	2	0	<u>6</u> 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 9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	6 0					0
_		0	0	0	0	0	0	0	0	0	0	0	0	0					0
AM	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%	0%	100%	0%	<u>0%</u> 7	10% 10	80%	10% 17	21% 29	62%	17% 18	0					
	APP/DEPART BEGIN PEAK HR	U	7:00 AM	6	9	/	/	10	/	17	29		18	U					
	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				ı	0
	03:00 PM 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 4:45 PM	0	0	0	2	0	0	0	3	0	0	1	0	7 6					0
	5:00 PM	1	0	1	0	0	0	0	4	0	0	0	1	7					0
Σ	5:15 PM	0	0	0	1	0	0	0	0	0	0	1	0	2					0
ᆸ	3.30 T W	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	0	_	0
	VOLUMES APPROACH %	2 67%	0 0%	1 33%	4 100%	0 0%	0 0%	0 0%	21 100%	0 0%	0 0%	8 67%	4 33%	40	0	0	0	0	0
	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%	0.001					
	PEAK HR FACTOR APP/DEPART	3	0.375	1	3	0.375	0	13	0.813	17	4	0.500	5	0.821 0					
_	, 52		•			•			,	.,		•							
					Sa	an Sevai	ne												
						ODTU CU	DE												
		-			J N	ORTH SII	νE												
		Wilson	u WE	EST SIDE				EAST SI	DE	Wilson									
					s	OUTH SII	DE												
					Sa	an Sevai	ne												

CLASS 3: NOTES: NOTE SOUTHBOUND SOUT		<u>DATE:</u> 6/3/14 TUESDAY	NORTH &	& SOUTH	l:	San Sev Wilson	Cucamon aine	go			LOCATIO CONTRO	ON #:	##### 4 SIGNAL							
San Souries Souries San Souries Souries San Souries Souries San Souries	3-AXLE	NOTES:									PM MD OTHER	⋖ W	N S	E►						
LANKS; 0			NC													U-TURNS				
YOU MAN		I ANIES:		NT	NR		ST	SR		ET			WT		TOTAL	NB	SB	EB	WB	TTL
No.				•			•		· · · · ·						0	┧├─	_			0
## 1-45 AM				0	0	0	0	0	0	0		0	0	0	0					0
B. GO AM					_						-					↓				_
No. Sign S											-					┨┣──				
Note										_						11				
■ 9-00 AM																				_
9-15 AM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0					_															_
\$\begin{array}{c c c c c c c c c c c c c c c c c c c											_					↓				_
9.45 MM	₽				_			-								1	-			
VOLUMES O	AN															11				_
APP/DEPART 0		VOLUMES	_			_									17	0	0	0	0	0
SEGIN PEAK HR							0%			100%			80%			41				
VOLUMES			0			<u> </u>	/	ı	111	/	11	5	/	5	0	11				
PEAK HR FACTOR			0			0	0	1	0	10	0	1	3	0	15					
APP/DEPART 0			0%	0%	0%	0%		100%	0%		0%	25%	75%	0%						
3:00 PM							0.250		10	0.417	- 10		0.500			41				
Si15 PM							/	•		/			/			┨├──				Λ
3:30 PM											_					11-	<u> </u>			
## 4:00 PM		3:30 PM														1 🗀				
## 4:15 PM								-								1 📖				
## 4:30 PM								-								↓				
## 4:45 PM																1	-			_
Solution				_											11				_	
Sign PM		5:00 PM				1					_									_
S:45 PM	≥															↓	<u> </u>			
VOLUMES	ш.															┨┣──				_
APPROACH %														_		0	0	0	0	_
BEGIN PEAK HR VOLUMES O O O O O O O O O			0%	0%	0%	100%	0%	0%	0%	67%	33%		100%							•
VOLUMES 0			0	/		2	/	1	3	/	4	2	/	2	0	4				
APPROACH % 0% 0% 0% 100% 0% 0% 0% 50% 50% 0% 100% 0% 0% 0.250 0.250 0.250 0.417 APP/DEPART 0 / 0 2 / 1 2 / 3 1 / 1 0 San Sevaine NORTH SIDE EAST SIDE Wilson SOUTH SIDE			0			2	0	0	0	1	1	0	1	0	5					
PEAK HR FACTOR															3					
San Sevaine NORTH SIDE Wilson WEST SIDE EAST SIDE Wilson SOUTH SIDE		PEAK HR FACTOR					0.500			0.250			0.250		0.417					
Wilson WEST SIDE EAST SIDE Wilson SOUTH SIDE		APP/DEPART	0	/	0	2	/	1	2	/	3	1	/	1	0]				
Wilson WEST SIDE EAST SIDE Wilson SOUTH SIDE						l s	an Sevai	ne	i											
Wilson WEST SIDE EAST SIDE Wilson SOUTH SIDE																				
SOUTH SIDE						1 ''	51(11) 511					-								
			Wilson	WE	EST SIDE				EAST SI	DE	Wilson									
San Sevaine						s	OUTH SI	DE				-								
						Sa	an Sevai	ne												

	<u>DATE:</u> 6/3/14 TUESDAY	NORTH &	& SOUTH	:	Rancho San Sev Wilson	Cucamon aine	go			PROJECT LOCATION CONTRO	ON #:	##### 4 SIGNAL							
	CLASS 4: 4 OR MORE AXLE TRUCKS	NOTES:									AM PM MD OTHER	■ W	N N S	E►					
		NC	RTHBOU	ND	SC	OUTHBOU		E	ASTBOUN	ID	W	/ESTBOUN	ND			U	J-TUR	NS	
		NL	San Sevaine NT	NR	SL	San Sevaine	SR	EL	Wilson	ER	WL	Wilson	WR	TOTAL	NB	SB	EB	WB	TTL
	LANES:	0	1	0	0	1	0	1	2	0	1	2	0		┨═				_
	7:00 AM	0	0	0	0	0	0	0	2	0	0	1	0	1	11				0
	7:15 AM 7:30 AM	0	0	0	0	0	0	0	5	0	0	3 2	0	5 7	11				0
AM	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	11				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 % APP/DEPART	0% 0	0%	0% 0	0%	0%	<u>0%</u> 0	0% 14	100%	<u>0%</u> 14	0% 15	100%	<u>0%</u> 15	0	11				
	BEGIN PEAK HR	U	7:15 AM		U		U	14		14	13	/	13	U	11				
A B V A P	VOLUMES	0	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%	20					
	PEAK HR FACTOR		0.000			0.000			0.550			0.750		0.714					
	APP/DEPART	0	/	0	0	/	0	11	/	11	9	/	9	0					
	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	4				0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	11				0
	4:15 PM 4:30 PM	0	0	0	0	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	11				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
ΡM	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	1.000			1.250		2.250	4				
	APP/DEPART	0	/	2	0	/	2	4	/	2	5	/	3	0	J				
					S	an Sevai	ne	ı											
					J.	un ocvan	110												
					N	ORTH SII	DE				_								
		Wilson	WE	EST SIDE				EAST SI	DE	Wilson									
					S	OUTH SII	DE				-								
					S	an Sevai	ne												

	<u>DATE:</u> 6/3/14 TUESDAY	LOCATIONORTH & EAST & V	& SOUTH	l:	Rancho San Sev Wilson	Cucamon aine	go			PROJECT LOCATION CONTRO	ON #:	##### 4 SIGNAL							
	CLASS 5: RV	NOTES:									AM PM MD OTHER	■ W	N N S ▼	E►					
		NO	RTHBOU San Sevaine		SC	OUTHBOU San Sevaine		E	ASTBOUN Wilson	ID	V	VESTBOUN Wilson	I D			U	-TUR	NS	
	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
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	7:15 AM 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	11				0
	7:30 AM 7:45 AM	0	0	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 9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1				0
_	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1				0
AM	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	0	0	0
	APPROACH % APP/DEPART	0%	0%	0%	0% 0	0%	0% 0	0%	0%	0% 0	0%	0%	0% 0	0	11				
	BEGIN PEAK HR		9:45 AM		Ŭ	,		Ŭ		Ŭ	Ŭ			Ů	11				
	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 APP/DEPART	0	0.000	0	0	0.000	0	0	0.000	0	0	0.000	0	0.000	41				
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	11				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 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
ΡM	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
_	5:30 PM 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1				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	4				
	BEGIN PEAK HR VOLUMES	0	5:45 PM		0	0	0		0	0	0	0	0	0					
	APPROACH %	0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0%	0%	0%	U					
	PEAK HR FACTOR	070	0.000	070	070	0.000	070	0,0	0.000	070	0,0	0.000	070	0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	1				
					c	an Sevai	nα	ı											
						an Sevai	110												
					N	ORTH SII	DE				_								
		Wilson	WE	EST SIDE				EAST SI	DE	Wilson									
					S	OUTH SII	DE				-								
					S	an Sevai	ne												

	<u>DATE:</u> 6/3/14 TUESDAY	LOCATIO NORTH & EAST & V	& SOUTH	:	Rancho San Seva Wilson	Cucamon aine	go			PROJECT LOCATIC CONTRO	N#:	##### 4 SIGNAL							
	CLASS 6:	NOTES:									AM		A		1				
	BUSES										PM MD OTHER OTHER	⋖ W	N S ▼	E►					
			RTHBOU San Sevaine	ND	SC	OUTHBOU San Sevaine		E	ASTBOUN Wilson	ID	W	VESTBOUN Wilson	ND			ı	J-TUF	RNS	
	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
	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 7:45 AM	0	0	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	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 9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1				0
AM	9:15 AW 9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1				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 BEGIN PEAK HR	0	7:00 AM	0	0	/	0	3	/	3	0	/	0	0	4				
	VOLUMES	0	0 AW	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	↓				_
	3:00 PM 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	1				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 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	1				0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
ΡM	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
Ь	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:45 PM 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%	U		U	U	U	U
	APP/DEPART	0	1	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		5:45 PM																
	VOLUMES APPROACH %	0	0	0	0	0	0	0	0	0	0	0	0	0					
	PEAK HR FACTOR	0%	0% 0.000	0%	0%	0% 0.000	0%	0%	0% 0.000	0%	0%	0% 0.000	0%	0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0.000	-				
								1							_				
					5	an Sevai	ne												
					N	ORTH SII	DE												
		Wilson	WE	EST SIDE				EAST SI	DE	Wilson									
		-			S	OUTH SII	DE												
					Sa	an Sevai	ne												

INTERSECTION TURNING MOVEMENT COUNTS PREPARED BY: AimTD LLC tel: 951 249 3226 pacific@aimtd.com

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

NOTES: **▲** N **∢**W E▶ S ▼

		N	ORTHBOUN Cherry	ND	S	OUTHBOUN Cherry	ND		EASTBOUN Wilson	D	'	WESTBOUN Wilson	D			ι	J-TUR	NS	
	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	
	7:00 AM	7	18	4	116	90	3	5	52	25	25	36	31	412	0	0	0	0	П
	7:15 AM	8	16	5	137	67	3	6	62	37	20	17	22	400	0	0	0	0	
	7:30 AM	6	16	7	149	68	11	4	47	26	17	22	22	395	0	0	0	0	
	7:45 AM	16	31	4	110	61	6	3	47	28	15	28	39	388	0	0	0	0	
	8:00 AM	5	29	3	108	76	11	1	47	22	17	15	43	377	0	0	0	0	
	8:15 AM	18	40	5	94	71	12	7	53	29	11	18	32	390	0	0	0	0	
	8:30 AM	6	31	9	73	56	9	6	38	27	19	19	39	332	0	1	0	0	
	8:45 AM	19	21	2	87	70	6	8	49	31	23	30	37	383	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM	9:30 AM	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	
	VOLUMES	85	202	39	874	559	61	40	395	225	147	185	265	3.077	0	1	0	0	
	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					
	03:00 PM	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	
	3:30 PM	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	
	4:00 PM	19	69	24	69	39	5	10	47	18	18	56	98	472	0	0	0	1	
	4:15 PM	38	101	26	60	40	3	12	33	17	14	54	102	500	0	0	0	0	
	4:30 PM	29	69	24	80	52	8	7	44	12	18	46	113	502	0	0	0	1	
	4:45 PM	28	68	33	73	37	6	16	40	14	12	50	127	504	0	0	0	1	
	5:00 PM	26	96	19	75	41	10	19	62	14	14	44	124	544	0	0	0	0	
5	5:15 PM	27	94	23	103	52	11	13	57	17	15	53	125	590	0	0	0	0	
PΜ	5:30 PM	33	126	19	81	55	14	15	50	14	10	52	114	583	0	0	0	1	Г
	5:45 PM	23	92	16	66	31	7	21	52	14	8	73	134	537	0	0	0	3	
	VOLUMES	223	715	184	607	347	64	113	385	120	109	428	937	4,232	0	0	0	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	1.176	1.474	/	715	0					
1	BEGIN PEAK HR		5:00 PM							-									
1	VOLUMES	109	408	77	325	179	42	68	221	59	47	222	497	2,254					
1	APPROACH %	18%	69%	13%	60%	33%	8%	20%	64%	17%	6%	29%	65%						
1	PEAK HR FACTOR		0.834			0.822			0.916		1	0.891		0.955					
I	APP/DEPART	594	/	973	546	/	285	348	/	623	766	/	373	0					

Cherry NORTH SIDE

Wilson WEST SIDE EAST SIDE Wilson

SOUTH SIDE

Cherry

	7:00 AM
	7:15 AM
	7:30 AM
	7:45 AM
	8:00 AM
ΑM	8:15 AM
A	8:30 AM
	8:45 AM
	9:00 AM
	9:15 AM
	9:30 AM
	9:45 AM
	TOTAL
	3:00 PM
	3:15 PM
	3:15 PM 3:30 PM
	3:15 PM 3:30 PM 3:45 PM
	3:15 PM 3:30 PM 3:45 PM 4:00 PM
M	3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM
PM	3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM
PM	3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM
PM	3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM
PM	3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM
PM	3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM
Md	3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM

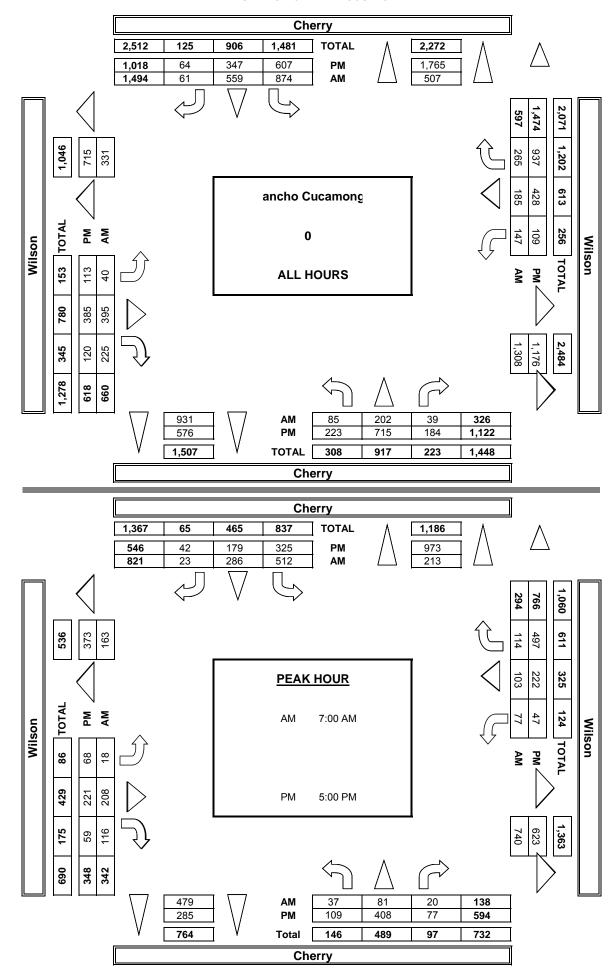
	ALL	PED AND	BIKE	
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

	PEDEST	RIAN CRO	SSINGS	
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

			OSSII			OOL AG	
NS	SS	ES	WS	TOTAL	ES	WS	TOTAL
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0			0	0	0	0	0
0	0 0 0		0	0	0	0	0
0			0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	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



PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

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

CLASS 1:	NOTES:	AM		A	
PASSENGER		PM		N	
VEHICLES		MD	⋖ W		E►
		OTHER		S	
		OTHER		lacktriangle	

		NC	RTHBOU	IND	SC	OUTHBOU	ND	E	ASTBOUN	ID	W	'ESTBOUI	ND			U	-TUR	NS	
			Cherry			Cherry			Wilson			Wilson							
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
	LANES:	1	1	1	2	1	1	1	2	0	1	2	0						
	_																		
	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
ΑM	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					
	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
Iح	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	.,0	5:00 PM			•	3.0	50.	•	.,	.,	•							
	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	1070	0.818	1270	3770	0.822	0 /0	2070	0.955	1770	0,0	0.906	0070	0.957					
	APP/DEPART	569	/	950	526	/	275	336	/	593	750	/	363	0.737					
_	ALL / DEL AIX I	307		/50	320	,	Z I J	330		373	730		303	U					

		Cherry NORTH SIDE		
Wilson	WEST SIDE		EAST SIDE	Wilson
		SOUTH SIDE		
		Cherry		

	<u>DATE:</u> 6/3/14		& SOUTH		Rancho Cherry	Cucamon		AFFIC DAT	A SLIVIV	PROJECT LOCATIO	ON #:	##### 5							
	TUESDAY	EAST &	WEST:		Wilson					CONTRO	L:	SIGNAL			_				
	CLASS 2:	NOTES									AM		A						
	2-AXLE WORK										PM	■ W	N	E►	-				
	VEHICLES/										MD OTHER	- vv	s		-				
	TRUCKS										OTHER		Ŭ V						
		N/	ORTHBOU	ND	90	OUTHBOU	MD		ASTBOU	ID		VESTBOUN	JD.		i —		I-TURI	NIC	
		140	Cherry	ND	30	Cherry	ND		Wilson	ND.		Wilson	ND.			·	/- I OIXI	143	
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
	LANES:	1	1	1	2	1	1	1	2	0	1	2	0		<u> </u>				
	7:00 AM	2	1	0	4	2	0	0	1	0	1	4	2	17					0
	7:15 AM 7:30 AM	0	2	3	5	2	1	0	0	0	1 2	2	1	14 18	1				0
	7:45 AM	3	1	1	3	1	1	0	3	0	0	1	0	14	11				0
	8:00 AM	0	2	0	3	2	0	0	1	0	1	1	2	12	11				0
	8:15 AM	2	2	0	7	1	0	1	2	1	2	2	2	22	11				0
	8:30 AM	1	0	2	4	2	2	0	1	1	1	0	2	16	11				0
	8:45 AM	2	2	0	2	3	0	0	0	1	0	2	2	14	11				0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	11				0
-		0	0	0	0	0	0	0	0	0	0	0	0	0					0
ΔA	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	4.	0.800	40	0.4	0.813	10		0.500		4.	0.667	40	0.750	41				
-	APP/DEPART 03:00 PM	16 0	0	13 0	26 0	/	12	8	/	28	16	/	13	0			1		0
	2.15 DM			_		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
	3:30 PM 3:45 PM	0 0	0 0 0	0 0	0 0	0 0	0 0	0 0	0 0 0	0 0	0 0	0 0 0	0 0	0 0 0					0 0 0
	3:30 PM 3:45 PM 4:00 PM	0	0 0 0 4	0	0	0	0	0	0 0 0 3	0	0	0	0 0 0 3	0					0
	3:30 PM 3:45 PM	0 0 0	0 0 0	0 0 0 1	0 0 0 0	0 0 0 1	0 0 0	0 0 0	0 0 0	0 0 0 2	0 0 0 1	0 0 0 1	0 0	0 0 0 0					0 0 0
	3:30 PM 3:45 PM 4:00 PM 4:15 PM	0 0 0 0	0 0 0 4 2	0 0 0 1	0 0 0 0 1	0 0 0 1	0 0 0 0	0 0 0 0 0	0 0 0 3 2	0 0 0 2 1	0 0 0 1	0 0 0 1	0 0 0 3 2	0 0 0 16 9					0 0 0 0
	3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM	0 0 0 0 0	0 0 0 4 2 3	0 0 0 1 1 0	0 0 0 0 1 1	0 0 0 1 0	0 0 0 0 0	0 0 0 0 0	0 0 0 3 2 4	0 0 0 2 1	0 0 0 1 0 2	0 0 0 1 0 2	0 0 0 3 2 2	0 0 0 16 9					0 0 0 0 0
	3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM	0 0 0 0 0 0 0 0	0 0 0 4 2 3 3 4 4	0 0 0 1 1 0 0 1 4	0 0 0 0 1 1 1 6 3	0 0 0 1 0 1 1	0 0 0 0 0 0 0	0 0 0 0 0 0 1 1	0 0 0 3 2 4 3 3 0	0 0 0 2 1 0 1 1	0 0 0 1 0 2 2	0 0 0 1 0 2 1 0 0	0 0 0 3 2 2 4 1	0 0 0 16 9 15 17 19					0 0 0 0 0
Md	3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM	0 0 0 0 0 0 0 0 1 1	0 0 4 2 3 3 4 4 2	0 0 0 1 1 1 0 0 1 4	0 0 0 0 1 1 1 1 6 3	0 0 0 1 0 1 1 1 1 1	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 1 1 0	0 0 0 3 2 4 3 3 0	0 0 0 2 1 0 1 1 1	0 0 0 1 0 2 2 2 0 0	0 0 0 1 1 0 2 1 0 0	0 0 0 3 2 2 4 1 1 2	0 0 0 16 9 15 17 19 15					0 0 0 0 0 0 0 0
Md	3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:30 PM	0 0 0 0 0 0 0 1 1 1 2	0 0 0 4 2 3 3 4 4 4 2 3	0 0 0 1 1 1 0 0 1 4 0	0 0 0 0 1 1 1 1 6 3 2	0 0 0 1 0 1 1 1 1 1 1	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 1 1 1 0	0 0 0 3 2 4 3 3 0 3	0 0 0 2 1 0 1 1 1 1 0	0 0 0 1 0 2 2 0 0 1 1	0 0 0 1 0 2 1 0 0 0	0 0 0 3 2 2 4 1 1 2 4	0 0 0 16 9 15 17 19 15 15					0 0 0 0 0 0 0 0
Md	3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:30 PM 5:45 PM	0 0 0 0 0 0 0 0 1 1 2 1 5	0 0 0 4 2 3 3 4 4 4 2 3 25	0 0 0 1 1 0 0 1 4 0 1 8	0 0 0 0 1 1 1 6 3 2 1	0 0 0 1 0 1 1 1 1 1 1 0 6	0 0 0 0 0 0 0 0 0 0 0 0 2	0 0 0 0 0 0 1 1 1 0 0	0 0 0 3 2 4 3 3 0 3 0	0 0 0 2 1 0 1 1 1 1 0 0	0 0 0 1 0 2 2 2 0 0 1 1 7	0 0 0 1 0 2 1 0 0 0 0	0 0 0 3 2 2 4 1 1 2 4	0 0 0 16 9 15 17 19 15	0	0	0	0	0 0 0 0 0 0 0 0
Md	3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:30 PM 5:45 PM VOLUMES APPROACH %	0 0 0 0 0 0 0 1 1 1 2 1 5 13%	0 0 0 4 2 3 3 4 4 4 2 3 25 66%	0 0 0 1 1 0 0 1 4 0 1 8 21%	0 0 0 0 1 1 1 1 6 3 2 1 15 65%	0 0 0 1 0 1 1 1 1 1 1	0 0 0 0 0 0 0 0 0 0 0 0 2 0	0 0 0 0 0 0 1 1 1 0 0 0	0 0 0 3 2 4 3 3 0 3	0 0 0 2 1 0 1 1 1 0 0 0 2 3 6 23%	0 0 0 1 0 2 2 2 0 0 1 1 7 23%	0 0 0 1 0 2 1 0 0 0	0 0 0 3 2 2 4 1 1 2 4 19 61%	0 0 0 16 9 15 17 19 15 15 15 12	0	0	0	0	0 0 0 0 0 0 0 0
Md	3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:30 PM 5:45 PM VOLUMES APPROACH % APP/DEPART	0 0 0 0 0 0 0 0 1 1 2 1 5	0 0 0 4 2 3 3 4 4 2 2 3 25 66%	0 0 0 1 1 1 0 0 1 4 0 1 8 21%	0 0 0 0 1 1 1 6 3 2 1	0 0 0 1 0 1 1 1 1 1 1 0 6	0 0 0 0 0 0 0 0 0 0 0 0 2	0 0 0 0 0 0 1 1 1 0 0	0 0 0 3 2 4 3 3 0 3 0	0 0 0 2 1 0 1 1 1 1 0 0	0 0 0 1 0 2 2 2 0 0 1 1 7	0 0 0 1 0 2 1 0 0 0 0	0 0 0 3 2 2 4 1 1 2 4	0 0 0 16 9 15 17 19 15 15	0	0	0	0	0 0 0 0 0 0 0 0
Md	3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:15 PM 5:30 PM 5:45 PM VOLUMES APPROACH % APP/DEPART BEGIN PEAK HR	0 0 0 0 0 0 0 1 1 2 1 5 13%	0 0 0 4 2 3 3 4 4 2 2 3 25 66% /	0 0 0 1 1 0 0 0 1 4 0 1 8 21%	0 0 0 0 1 1 1 1 6 3 2 1 15 65% 23	0 0 0 1 0 1 1 1 1 1 0 6 26%	0 0 0 0 0 0 0 0 0 0 0 2 0 2 9%	0 0 0 0 0 0 1 1 1 0 0 0 2 8%	0 0 0 3 2 4 3 3 0 0 18 69%	0 0 0 2 1 0 1 1 1 0 0 6 23%	0 0 0 1 0 2 2 2 0 0 1 1 7 23%	0 0 0 1 0 2 1 0 0 0 0 1 5 16%	0 0 0 3 2 2 4 1 1 2 4 19 61%	0 0 0 16 9 15 17 19 15 15 15 12 118	0	0	0	0	0 0 0 0 0 0 0 0
Nd	3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM VOLUMES APPROACH % APP/DEPART BEGIN PEAK HR VOLUMES	0 0 0 0 0 0 0 1 1 1 2 1 5 13%	0 0 0 4 2 3 3 4 4 4 2 3 25 66% /	0 0 0 1 1 1 0 0 1 4 0 1 8 21%	0 0 0 0 1 1 1 1 6 3 2 1 1 15 65% 23	0 0 0 1 0 1 1 1 1 1 1 1 0 6 26%	0 0 0 0 0 0 0 0 0 0 0 2 2 9%	0 0 0 0 0 0 0 1 1 0 0 0 2 8% 26	0 0 0 3 2 4 3 3 0 3 0 18 69%	0 0 0 2 1 0 1 1 1 0 0 6 23% 41	0 0 0 1 0 2 2 0 0 1 1 1 7 23% 31	0 0 0 1 0 2 1 0 0 0 0 1 5 16%	0 0 0 3 2 2 4 1 1 2 4 19 61% 12	0 0 0 16 9 15 17 19 15 15 15 12	0	0	0	0	0 0 0 0 0 0 0 0
Md	3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM VOLUMES APPROACH % APP/DEPART BEGIN PEAK HR VOLUMES APPROACH %	0 0 0 0 0 0 0 0 1 1 1 2 1 5 13% 38	0 0 0 4 2 3 3 4 4 4 2 3 25 66% / 4:45 PM 13 59%	0 0 0 1 1 0 0 0 1 4 0 1 8 21%	0 0 0 0 1 1 1 1 6 3 2 1 15 65% 23	0 0 0 1 0 1 1 1 1 1 1 0 6 26% /	0 0 0 0 0 0 0 0 0 0 0 2 0 2 9%	0 0 0 0 0 0 1 1 1 0 0 0 2 8%	0 0 0 3 2 4 3 3 0 3 0 18 69% /	0 0 0 2 1 0 1 1 1 0 0 6 23%	0 0 0 1 0 2 2 2 0 0 1 1 7 23%	0 0 0 1 0 2 1 0 0 0 0 1 5 16% /	0 0 0 3 2 2 4 1 1 2 4 19 61%	0 0 0 16 9 15 17 19 15 15 15 118	0	0	0	0	0 0 0 0 0 0 0 0
Md	3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM VOLUMES APPROACH % APP/DEPART BEGIN PEAK HR VOLUMES APPROACH % PEAK HR FACTOR	0 0 0 0 0 0 0 1 1 1 2 1 5 13% 38	0 0 0 4 2 3 3 4 4 4 2 3 25 66% /	0 0 0 1 1 0 0 1 4 0 1 8 21% 46	0 0 0 0 1 1 1 1 6 3 2 1 1 15 65% 23	0 0 0 1 0 1 1 1 1 1 1 1 0 6 26%	0 0 0 0 0 0 0 0 0 0 0 2 2 9% 19	0 0 0 0 0 0 0 1 1 0 0 0 2 8% 26	0 0 0 3 2 4 3 3 0 3 0 18 69%	0 0 0 2 1 0 1 1 1 0 0 6 23% 41	0 0 0 1 0 2 2 0 0 1 1 7 23% 31	0 0 0 1 0 2 1 0 0 0 0 1 5 16%	0 0 0 3 2 2 4 1 1 2 4 19 61% 12	0 0 0 16 9 15 17 19 15 15 15 12 118	0	0	0	0	0 0 0 0 0 0 0 0
Wd	3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM VOLUMES APPROACH % APP/DEPART BEGIN PEAK HR VOLUMES APPROACH %	0 0 0 0 0 0 0 0 1 1 1 2 1 5 13% 38	0 0 0 4 2 3 3 4 4 4 2 3 25 66% / 4:45 PM 13 59%	0 0 0 1 1 1 0 0 1 4 0 1 8 21%	0 0 0 0 1 1 1 1 6 3 2 1 1 15 65% 23	0 0 0 1 0 1 1 1 1 1 1 1 0 6 26% /	0 0 0 0 0 0 0 0 0 0 0 2 9% 19 2 11%	0 0 0 0 0 0 0 1 1 0 0 0 2 8% 26	0 0 0 3 2 4 3 3 0 3 0 18 69% /	0 0 0 2 1 0 1 1 1 0 0 6 23% 41	0 0 0 1 0 2 2 0 0 1 1 1 7 23% 31	0 0 0 1 0 2 1 0 0 0 0 1 5 16% /	0 0 0 3 2 2 4 1 1 2 4 19 61% 12	0 0 0 16 9 15 17 19 15 15 12 118 0	0	0	0	0	0 0 0 0 0 0 0 0
Nd	3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM VOLUMES APPROACH % APP/DEPART BEGIN PEAK HR VOLUMES APPROACH % PEAK HR FACTOR	0 0 0 0 0 0 0 1 1 1 2 1 5 13% 38	0 0 0 4 2 3 3 4 4 4 2 3 25 66% / 4:45 PM 13 59%	0 0 0 1 1 0 0 1 4 0 1 8 21% 46	0 0 0 0 1 1 1 1 6 3 2 1 1 15 65% 23	0 0 0 1 0 1 1 1 1 1 1 0 6 26% /	0 0 0 0 0 0 0 0 0 0 0 2 9% 19 2 11%	0 0 0 0 0 0 0 1 1 0 0 0 2 8% 26	0 0 0 3 2 4 3 3 0 3 0 18 69% /	0 0 0 2 1 0 1 1 1 0 0 6 23% 41	0 0 0 1 0 2 2 0 0 1 1 7 23% 31	0 0 0 1 0 2 1 0 0 0 0 1 5 16% /	0 0 0 3 2 2 4 1 1 2 4 19 61% 12	0 0 0 16 9 15 17 19 15 15 12 118 0	0	0	0	0	0 0 0 0 0 0 0 0
Md	3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM VOLUMES APPROACH % APP/DEPART BEGIN PEAK HR VOLUMES APPROACH % PEAK HR FACTOR	0 0 0 0 0 0 0 1 1 1 2 1 5 13% 38	0 0 0 4 2 3 3 4 4 4 2 3 25 66% / 4:45 PM 13 59%	0 0 0 1 1 0 0 1 4 0 1 8 21% 46	0 0 0 0 1 1 1 6 3 2 1 15 65% 23 12 67%	0 0 0 1 0 1 1 1 1 1 1 0 6 26% / 4 22% 0.643 /	0 0 0 0 0 0 0 0 0 0 2 0 2 9% 19 2 11%	0 0 0 0 0 0 0 1 1 0 0 0 2 8% 26	0 0 0 3 2 4 3 3 0 3 0 18 69% /	0 0 0 2 1 0 1 1 1 0 0 6 23% 41	0 0 0 1 0 2 2 0 0 1 1 7 23% 31	0 0 0 1 0 2 1 0 0 0 0 1 5 16% /	0 0 0 3 2 2 4 1 1 2 4 19 61% 12	0 0 0 16 9 15 17 19 15 15 12 118 0	0	0	0	0	0 0 0 0 0 0 0 0
Nd	3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM VOLUMES APPROACH % APP/DEPART BEGIN PEAK HR VOLUMES APPROACH % PEAK HR FACTOR	0 0 0 0 0 0 0 1 1 1 2 1 5 13% 38	0 0 0 4 2 3 3 4 4 4 2 3 25 66% / 4:45 PM 13 59%	0 0 0 1 1 0 0 1 4 0 1 8 21% 46	0 0 0 0 1 1 1 6 3 2 1 15 65% 23 12 67%	0 0 0 1 0 1 1 1 1 1 1 1 0 6 26% /	0 0 0 0 0 0 0 0 0 0 2 0 2 9% 19 2 11%	0 0 0 0 0 0 0 1 1 0 0 0 2 8% 26	0 0 0 3 2 4 3 3 0 3 0 18 69% /	0 0 0 2 1 0 1 1 1 0 0 6 23% 41	0 0 0 1 0 2 2 0 0 1 1 7 23% 31	0 0 0 1 0 2 1 0 0 0 0 1 5 16% /	0 0 0 3 2 2 4 1 1 2 4 19 61% 12	0 0 0 16 9 15 17 19 15 15 12 118 0	0	0	0	0	0 0 0 0 0 0 0 0
Md	3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM VOLUMES APPROACH % APP/DEPART BEGIN PEAK HR VOLUMES APPROACH % PEAK HR FACTOR	0 0 0 0 0 0 0 1 1 1 2 1 5 13% 38	0 0 0 4 2 3 3 4 4 4 2 3 25 66% / 4:45 PM 13 59%	0 0 0 1 1 0 0 1 4 0 1 8 21% 46	0 0 0 0 1 1 1 6 3 2 1 15 65% 23 12 67%	0 0 0 1 0 1 1 1 1 1 1 0 6 26% / 4 22% 0.643 /	0 0 0 0 0 0 0 0 0 0 2 0 2 9% 19 2 11%	0 0 0 0 0 0 0 1 1 0 0 0 2 8% 26	0 0 0 3 2 4 3 3 0 3 0 18 69% /	0 0 0 2 1 0 1 1 1 0 0 6 23% 41	0 0 0 1 0 2 2 0 0 1 1 7 23% 31	0 0 0 1 0 2 1 0 0 0 0 1 5 16% /	0 0 0 3 2 2 4 1 1 2 4 19 61% 12	0 0 0 16 9 15 17 19 15 15 12 118 0	0	0	0	0	0 0 0 0 0 0 0 0
Md	3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM VOLUMES APPROACH % APP/DEPART BEGIN PEAK HR VOLUMES APPROACH % PEAK HR FACTOR	0 0 0 0 0 0 0 1 1 1 2 1 5 13% 38	0 0 0 4 2 3 3 4 4 4 2 3 25 66% / 4:45 PM 13 59% 0.611	0 0 0 1 1 0 0 1 4 0 1 8 21% 46	0 0 0 0 1 1 1 1 6 3 2 1 15 65% 23 12 67%	0 0 0 1 0 1 1 1 1 1 1 0 6 26% / 4 22% 0.643 /	0 0 0 0 0 0 0 0 0 0 2 0 2 9% 19 2 11%	0 0 0 0 0 0 0 1 1 0 0 0 2 8% 26	0 0 0 3 2 4 3 3 0 18 69% / 9 64% 0.700 /	0 0 0 2 1 0 1 1 1 0 0 6 23% 41	0 0 0 1 0 2 2 0 0 1 1 7 23% 31	0 0 0 1 0 2 1 0 0 0 0 1 5 16% /	0 0 0 3 2 2 4 1 1 2 4 19 61% 12	0 0 0 16 9 15 17 19 15 15 12 118 0	0	0	0	0	0 0 0 0 0 0 0 0
Wd	3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM VOLUMES APPROACH % APP/DEPART BEGIN PEAK HR VOLUMES APPROACH % PEAK HR FACTOR	0 0 0 0 0 0 0 1 1 2 1 5 13% 38 4 18%	0 0 0 4 2 3 3 4 4 4 2 3 25 66% / 4:45 PM 13 59% 0.611	0 0 0 1 1 1 0 0 1 4 4 0 1 8 21% 46 5 23%	0 0 0 0 1 1 1 1 6 3 2 1 15 65% 23 12 67%	0 0 0 1 0 1 1 1 1 1 1 0 6 26% / 4 22% 0.643 /	0 0 0 0 0 0 0 0 0 0 2 0 2 9% 19 2 11%	0 0 0 0 0 0 0 1 1 1 0 0 0 2 8% 26	0 0 0 3 2 4 3 3 0 18 69% / 9 64% 0.700 /	0 0 0 2 1 0 1 1 1 1 0 0 6 23% 41 3 21%	0 0 0 1 0 2 2 0 0 1 1 7 23% 31	0 0 0 1 0 2 1 0 0 0 0 1 5 16% /	0 0 0 3 2 2 4 1 1 2 4 19 61% 12	0 0 0 16 9 15 17 19 15 15 12 118 0	0	0	0	0	0 0 0 0 0 0 0 0
Wd	3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM VOLUMES APPROACH % APP/DEPART BEGIN PEAK HR VOLUMES APPROACH % PEAK HR FACTOR	0 0 0 0 0 0 0 1 1 2 1 5 13% 38 4 18%	0 0 0 4 2 3 3 4 4 4 2 3 25 66% / 4:45 PM 13 59% 0.611	0 0 0 1 1 1 0 0 1 4 4 0 1 8 21% 46 5 23%	0 0 0 0 1 1 1 1 6 3 2 1 1 15 65% 23 12 67%	0 0 0 1 0 1 1 1 1 1 1 0 6 26% / 4 22% 0.643 /	0 0 0 0 0 0 0 0 0 0 0 2 9% 19 2 11%	0 0 0 0 0 0 0 1 1 1 0 0 0 2 8% 26	0 0 0 3 2 4 3 3 0 18 69% / 9 64% 0.700 /	0 0 0 2 1 0 1 1 1 1 0 0 6 23% 41 3 21%	0 0 0 1 0 2 2 0 0 1 1 7 23% 31	0 0 0 1 0 2 1 0 0 0 0 1 5 16% /	0 0 0 3 2 2 4 1 1 2 4 19 61% 12	0 0 0 16 9 15 17 19 15 15 12 118 0	0	0	0	0	0 0 0 0 0 0 0 0
Wd	3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM VOLUMES APPROACH % APP/DEPART BEGIN PEAK HR VOLUMES APPROACH % PEAK HR FACTOR	0 0 0 0 0 0 0 1 1 2 1 5 13% 38 4 18%	0 0 0 4 2 3 3 4 4 4 2 3 25 66% / 4:45 PM 13 59% 0.611	0 0 0 1 1 1 0 0 1 4 4 0 1 8 21% 46 5 23%	0 0 0 0 1 1 1 1 6 3 2 1 1 15 65% 23 12 67%	0 0 0 1 0 1 1 1 1 1 1 1 0 6 26% / Cherry	0 0 0 0 0 0 0 0 0 0 0 2 9% 19 2 11%	0 0 0 0 0 0 0 1 1 1 0 0 0 2 8% 26	0 0 0 3 2 4 3 3 0 18 69% / 9 64% 0.700 /	0 0 0 2 1 0 1 1 1 1 0 0 6 23% 41 3 21%	0 0 0 1 0 2 2 0 0 1 1 7 23% 31	0 0 0 1 0 2 1 0 0 0 0 1 5 16% /	0 0 0 3 2 2 4 1 1 2 4 19 61% 12	0 0 0 16 9 15 17 19 15 15 12 118 0	0	0	0	0	0 0 0 0 0 0 0 0

	<u>DATE:</u> 6/3/14 TUESDAY	LOCATION NORTH	& SOUTH	:	Rancho Cherry Wilson	Cucamong	go			PROJECT LOCATIO CONTRO	ON #:	##### 5 SIGNAL							
	CLASS 3: 3-AXLE TRUCKS	NOTES:									AM PM MD OTHER OTHER	■ W	N S V	E►					
		NC	RTHBOU	ND	SC	UTHBOU	ND	E	ASTBOUN	ND	V	/ESTBOUI	ND		ir	U	I-TUR	NS	
		NL	Cherry NT	NR	SL	Cherry ST	SR	EL	Wilson	ER	WL	Wilson	WR	TOTAL	NB	SB	EB	WB	TTL
	LANES:	1	1	1	2	1	1	1	2	0	1	2	0						
	7:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	2					0
	7:15 AM 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 8:30 AM	0	0	0	2	0	0	0	1	0	0	2	0	7					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
2	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
ľ	9:30 AM 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	7 45 414	3	3	/	9	11	/	9	8	/	4	0	!				
	BEGIN PEAK HR VOLUMES	1	7:45 AM 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					
H	APP/DEPART 3:00 PM	0	0	0	0	0	6 0	10	0	6	4 0	/	3	0	l		1		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 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	l -				0
2	5:15 PM 5:30 PM	0	0	0	0	0	0	0	0	0	<u>0</u>	0	0	3					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 % APP/DEPART	20% 5	40%	40% 3	50% 6	50%	<u>0%</u> 5	0% 4	100%	0% 9	50% 4	25%	25% 2	0					
	BEGIN PEAK HR	J .	4:45 PM		0	/	J	4	/	7	4	/		U					
	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%	0.425					
	PEAK HR FACTOR APP/DEPART	1	0.083	1	4	0.500	3	3	0.375	6	2	0.500	0	0.625 0					
-			•					1	•	-	<u> </u>	•			4				
						Cherry													
					N	ORTH SID	DΕ				-								
		Wilson	WE	ST SIDE				EAST SI	DE	Wilson									
					S	OUTH SID	ÞΕ				-								
						Cherry													

	<u>DATE:</u> 6/3/14 TUESDAY	LOCATIO NORTH & EAST & V	& SOUTH	l:	Rancho Cherry Wilson	Cucamon	go			PROJECT LOCATION CONTRO	ON #:	##### 5 SIGNAL							
	CLASS 4: 4 OR MORE AXLE TRUCKS	NOTES:									AM PM MD OTHER OTHER	⋖ W	N S	E▶					
		NO	RTHBOU Cherry	IND	SC	OUTHBOU Cherry	IND	E	ASTBOUN Wilson	ND	W	/ESTBOUN	ND		1	U	-TUR	NS	
	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
	7:00 AM	1	1	0	0	0	0	0	0	0	0	0	0	2	i				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	4				0
	9:00 AM 9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	ł I				0
AM	9:15 AW 9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1				0
7	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1				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%	00			Ü	Ū	
	APP/DEPART	12	/	2	0	/	8	14	/	13	12	/	15	0	11				
	BEGIN PEAK HR		7:15 AM												11				
	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		11	0.550	10	,	0.500		0.750	41				
	APP/DEPART 3:00 PM	7	0	0	0	0	5 0	11	0	10	6 0	0	9	0	┨├──				0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1				0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1				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
PM	5:15 PM	0	0	1	0	0	0	0	0	0	1	0	0	2	1		-		0
_	5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	H				0
	5:45 PM VOLUMES	0	0	4	0	0	0	0	0	1	<u>0</u> 5	1	0	1 11	0	0	0	0	0
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	100%	83%	17%	0%	11	0	U	U	U	0
	APP/DEPART	4	/	0	0	/	6	1	/	4	6	/	1	0	1				
	BEGIN PEAK HR		4:00 PM		-										1				
	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					
						Cherry													
					J N	ORTH SI	DΕ				-								
		Wilson	WE	EST SIDE				EAST SI	DE	Wilson									
					S	OUTH SII	DE				-								
						Cherry													

	<u>DATE:</u> 6/3/14 TUESDAY	LOCATION NORTH	& SOUTH	:	Rancho Cherry Wilson	Cucamon	go			PROJECT LOCATIO CONTRO	ON #:	##### 5 SIGNAL							
	CLASS 5:	NOTES	:								AM		A						
	RV										PM MD	W	N	E►					
											OTHER		S						
		1	007110011		1 0				4070011		OTHER	FOTBOLI	V		<u> </u>				
		N	ORTHBOU Cherry	ND	S	OUTHBOU Cherry	IND	E.	ASTBOUN Wilson	ND	V\	/ESTBOUN	ND			U	I-TURI	NS	
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
_	LANES:	1	1	1	2	1	1	1	2	0	1	2	0		<u> </u>				
	7:00 AM 7:15 AM	0	0	0	0	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	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	0	0	0	0	0	0	 				0
1_	9:00 AM 9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1				0
AM	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1				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	41				
	BEGIN PEAK HR VOLUMES		9:45 AM	0		0	0		0	0	_	0	0	_					
	APPROACH %	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0					
	PEAK HR FACTOR	0 76	0.000	0 70	0 70	0.000	0 70	0 70	0.000	0 70	0 76	0.000	0 70	0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	11				
	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 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1				0
	4:15 PM	0	0	0	0	0	0	0	0	0	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
PΜ	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
1-	5:30 PM 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%		ا ت	U	U	U	U
	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%	0.000					
	PEAK HR FACTOR APP/DEPART	0	0.000	0	0	0.000	0	0	0.000	0	0	0.000	0	0.000					
_	ALT/DELAKT	U		- 0	. 0		- 0			- 0	. 0		- 0	U					
						Cherry													
					_														
] /	IORTH SII	DF	<u> </u>			•								
		Wilson	n WE	ST SIDE				EAST SI	DE	Wilson									
] s	SOUTH SII	DE												
					1	Cherry		1											

	<u>DATE:</u> 6/3/14 TUESDAY	LOCATION NORTH & LAST & V	& SOUTH	:	Rancho Cherry Wilson	Cucamon	go			PROJECT LOCATIO CONTRO	ON #:	##### 5 SIGNAL							
ĺ	CLASS 6:	NOTES:									AM		A		1				
	BUSES										PM MD OTHER OTHER	⋖ W	N S ▼	E►					
		NO	RTHBOU Cherry	ND	SC	OUTHBOU Cherry	ND	E.	ASTBOUN Wilson	ND	W	/ESTBOUN Wilson	ND			ı	J-TUR	NS	
	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
	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				$\vdash \vdash \vdash$	0
	7:30 AM 7:45 AM	0	0 1	0	1	0	0	0	0	0	0	0	1	3	1				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 9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1			$\vdash \vdash \vdash$	0
AM	9:15 AM 9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1				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	7.00.414	5	6	/	3	3	/	4	2	/	0	0	41				
	BEGIN PEAK HR VOLUMES	0	7:00 AM 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	070	0.250	070	0070	0.750	070	10070	0.500	070	070	0.250	10070	0.583					
	APP/DEPART	1	/	4	3	/	2	2	/	1	1	/	0	0					
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:15 PM 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0				\vdash	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 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1				0
_	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
PΜ	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 % APP/DEPART	0% 1	100%	<u>0%</u> 1	50%	50%	<u>0%</u> 1	0%	0%	0% 1	0% 0	<u>0%</u> /	0% 0	0					
	BEGIN PEAK HR		4:15 PM			/	- 1	U	/	ı	U		U	U					
	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					
						Cherry		1											
						,													
					N	ORTH SII	DE												
		Wilson	WE	EST SIDE				EAST SII	DE	Wilson									
					S	OUTH SIE	DE												
						Cherry													

INTERSECTION TURNING MOVEMENT COUNTS PREPARED BY: AimTD LLC tel: 951 249 3226 pacific@aimtd.com

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

NOTES: **▲** N **∢**W E▶ S ▼

		N	IORTHBOUN	ID	S	OUTHBOUN	ND		EASTBOUN Beech	D	\	WESTBOUN Beech	D			ι	J-TUR	NS	
	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
	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
ΑM	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	ı				
	BEGIN PEAK HR		7:15 AM												ı				
	VOLUMES	0	1	0	86	0	89	476	244	1	0	184	431	1,512	ı				
	APPROACH %	0%	100%	0%	49%	0%	51%	66%	34%	0%	0%	30%	70%		ı				
	PEAK HR FACTOR		0.250			0.911			0.924			0.921		0.940	ı				
	APP/DEPART	1	/	908	175	/	1	721	/	330	615	/	273	0	ı ——				
	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%		ı				
	APP/DEPART	0	/	1,141	453	/	1	1,212	/	1,113	2,113	/	1,523	0	ı				
	BEGIN PEAK HR		4:45 PM												ı				
	VOLUMES	0	0	0	160	1	84	183	431	0	0	729	348	1,936	ı				
	APPROACH %	0%	0%	0%	65%	0%	34%	30%	70%	0%	0%	68%	32%		ı				
1	PEAK HR FACTOR		0.000			0.863			0.972			0.958		0.980	ı				
L	APP/DEPART	0	/	531	245	/	11	614	/	591	1,077	/	813	0	ı				

SR-15 SB NORTH SIDE

Beech WEST SIDE EAST SIDE Beech

SOUTH SIDE

SR-15 SB

	7:00 AM
	7:15 AM
	7:30 AM
	7:45 AM
	8:00 AM
ΑM	8:15 AM
A	8:30 AM
	8:45 AM
	9:00 AM
	9:15 AM
	9:30 AM
	9:45 AM
	TOTAL
	3:00 PM
	3:15 PM
	3:15 PM 3:30 PM
	3:15 PM 3:30 PM 3:45 PM
	3:15 PM 3:30 PM 3:45 PM 4:00 PM
M	3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM
PM	3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM
PM	3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM
PM	3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM
PM	3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM
PM	3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM
Md	3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM

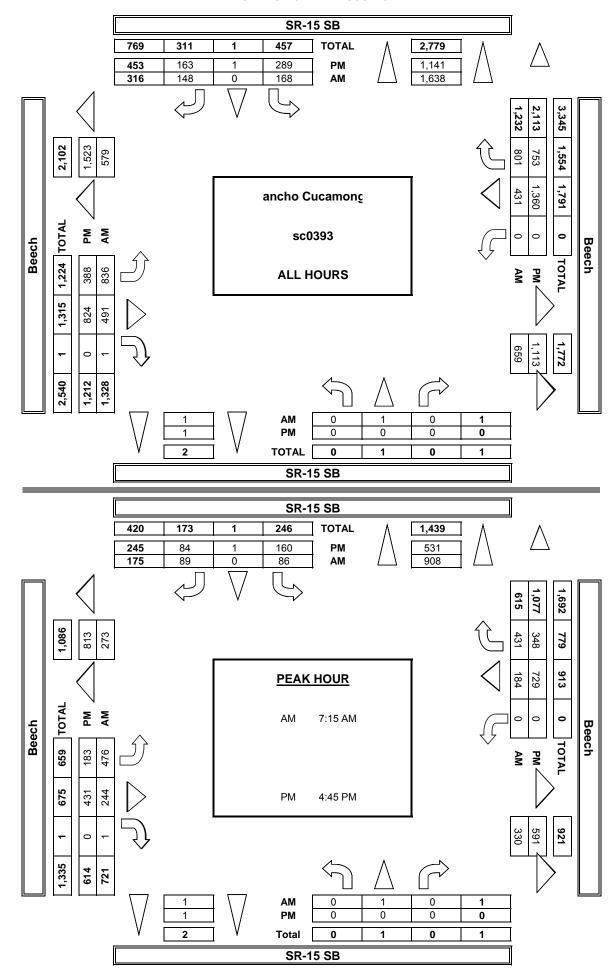
	ALL	PED AND	BIKE	
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

	PEDEST	RIAN CRO	SSINGS	
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

NS								
1	В	ICYCI	E CR	OSSII	NGS	SCH	OOL AG	E PED
0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NS	SS	ES	WS	TOTAL	ES	WS	TOTAL
O	1	0	_	0	1	0	0	0
0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	_	_	_	_	-	_	_	
0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0	0	0	0	0	0	0	0
0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0	0	0	0	0	0	0	0
0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0	0	0	0	0	0	0	0
0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0	0	0	0	0	0	0	0
0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0	0	0	0	0	0	0	0
0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0	0	0	0	0	0	0	0
0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0	0	0	0	0	0	0	0
0 0	0	0	0	0	0	0	0	0
1 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0	0	0	0	0	0	0	0
0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0	0	0	0	0	0	0	0
0 0	1	0	0	0	1	0	0	0
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0 0	0	0	0	0	0	0	0	0
0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0	0	0	0	0	0	0	0
0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0	0	0	0	0	0	0	0
0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0	0	0	0	0	0	0	0
0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0	0	0	0	0	0	0	0
0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0	0		0	0		0	
0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0	0	0	0	0	0	0	0
0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0	0	0	0	0			
0 0 0 0 0 0 0	0	0		0	0	0	0	0
	0	0	0	0	0	0	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



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:	NOTES:	AM		A	
PASSENGER		PM		N	
VEHICLES		MD	⋖ W	•'	E►
		OTHER		S	
		OTHER		▼	

		NC	ORTHBOU	ND	SC	UTHBOU	ND	E	ASTBOUN	ID	V	/ESTBOUI	ND			U	-TUR	NS	
			SR-15 SB			SR-15 SB			Beech			Beech							
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
	LANES:	Χ	Χ	Χ	1	Χ	1	1	2	Χ	Χ	2	0						
	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
ΑM	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
⋖	7.30 7111	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					
	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	20	0	0	0	0	0	0	0					0
	4:00 PM	0	0	0	33	0	17	41	91	0	0	144	101	430 452					0
	4:15 PM	0	_		22 37	_		43 57	111 89	0	0	156	103						_
	4:30 PM 4:45 PM	0	0	0		0	16 17	42	108	0	0	139 171	86 85	424 464					0
	5:00 PM	0	0	0	41 34	0	17	42	96	0	0	171	95	456					0
	5:00 PM 5:15 PM		0	0	31	-	21	39	113	0		173	83	479					0
PΜ	5:30 PM	0	_	0	44	1	19	52	98	0	0	192	75	479					0
1-	5:30 PM 5:45 PM		0		28		18	55	86	_	0	177	90	454					
1	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%	3,030	U	U	U	U	U
1	APP/DEPART	0%	<u> </u>	1,088	416	/	35% 1	1,162	/	1,062	2,052	/ 05%	1,479	0					
1	BEGIN PEAK HR	U	4:45 PM		410	/	<u> </u>	1,102	/	1,002	2,002	/	1,417	U					
1	VOLUMES	0	4.45 FIVI	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%	1,070					
1	AFFRUAUT 70	U70	U 70	U 70	0/70	U 70	3370	30%	1070	U 70	070	0070	3270						

0.969

565

589

0.960

792

1,056

0.976

0

		SR-15 SB		
		NORTH SIDE		
Beech	WEST SIDE		EAST SIDE	Beech
		SOUTH SIDE		
		SR-15 SB		

0.879

PEAK HR FACTOR

APP/DEPART

0.000

512

225

				PR	REPARED	BY: PAC	IFIC TRA	FFIC DAT	A SERVI	CES									
	DATE:	LOCATI	ON:		Rancho	Cucamon	ıga			PROJEC	T #:	sc0393							
	7/9/14		& SOUTH	l:	SR-15 SI		3			LOCATIO		6							
	WEDNESDAY	EAST &			Beech					CONTRO		SIGNAL							
		NOTES												1	7				
	CLASS 2: 2-AXLE	NOTES	<u>: </u>								AM		▲ N						
	WORK										PM	■ W	IN IN	E►	-				
	VEHICLES/										MD OTHER	■ 	S		-				
	TRUCKS										OTHER		▼						
	TROCKS							_					•		╣┌──				
		No	ORTHBOU	IND	SC	UTHBOU	IND	E	ASTBOU	ND	V	VESTBOU	ND			U	I-TUR	NS	
		NII	SR-15 SB	ND	SL	SR-15 SB	CD	EL	Beech	FD	WL	Beech WT	WD	TOTAL	ND	CD	ΓD	WD	TTL
	LANES:	NL X	NT X	NR X	1	ST X	SR 1	1	ET 2	ER X	X	2	WR 0	TOTAL	NB	SB	EB	WB	IIL
	7:00 AM	0	0	0	0	0	1	6	3	0	0	3	2	15	1 			Ħ	0
	7:15 AM	0	0	0	0	0	3	1	2	1	0	3	3	13	1				0
	7:30 AM	0	0	0	2	0	1	2	2	0	0	1	3	11	11				0
	7:45 AM	0	0	0	1	0	1	0	3	0	0	2	2	9	11				0
	8:00 AM	0	0	0	2	0	2	0	3	0	0	4	2	13	11				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
ΑĀ	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
◄	710071111	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	ၧ └──			lacksquare	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%		41				
	APP/DEPART	0	/ 0.00.AM	37	21	/	1	40	/	35	48	/	36	0	41				
	BEGIN PEAK HR VOLUMES	0	8:00 AM 0	0	7	0	5	5	15	0	0	16	13	61					
	APPROACH %	0%	0%	0%	58%	0%	3 42%	25%	75%	0%	0%	55%	45%	01					
	PEAK HR FACTOR	0 /0	0.000	0 /0	36 /6	0.600	42 /0	2370	0.556	0 /0	0 /0	0.604	4370	0.803					
	APP/DEPART	0	/	18	12	/	0	20	/	22	29	/	21	0.803	11				
	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	11				0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	11				0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	11				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	11				0
Μ	5:15 PM	0	0	0	1	0	1	0	4	0	0	1	3	10	↓				0
14	3.30 T W	0	0	0	4	0	1	4	0	0	0	1	1	11	↓				0
	5:45 PM	0	0	0	0	0	1	1 1	2	0	0	3	5	12	┨┝┯	_	_		0
	VOLUMES APPROACH %	0 0%	0 0%	0 0%	16 64%	0 0%	9 36%	15 38%	24 62%	0 0%	0 0%	24 47%	27 53%	115	0	0	0	0	0
	APP/DEPART	0%	/	42	25	/	0	39	/	40	51	/	33	0	1				
	BEGIN PEAK HR	U	4:00 PM		23		U	37		40	31		JJ	U	-				
	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%	0,					
	PEAK HR FACTOR	0,0	0.000	0,0	0770	0.571	0.70	1176	0.786	0.0	0,0	0.775	1070	0.863					
	APP/DEPART	0	/	24	16	/	0	22	/	24	31	/	21	0					
					1 .	CD 45 6		1							_				
]	SR-15 S	D												
					N	ORTH SI	DE				_								
		Beech	ı WE	EST SIDE				EAST SI	DE	Beech									
					S	OUTH SII	DE				=								

SR-15 SB

	<u>DATE:</u> 7/9/14 WEDNESDAY	LOCATION NORTH	& SOUTH			Cucamon			A SERVIC	PROJEC [*] LOCATION CONTRO	ON #:	sc0393 6 SIGNAL							
	CLASS 3:	NOTES	:								AM		A		1				
	3-AXLE										PM		N						
	TRUCKS										MD	■ W	1 .	E►					
											OTHER OTHER		S ▼						
		N/	ORTHBOU	ND	CC.	OUTHBOU	MD		ASTBOUN	ID		VESTBOU	•		1 —		J-TUR	NIC	
		INC	SR-15 SB	ND	30	SR-15 SB	ND	-	Beech	טו	V	Beech	ND			·	J-TUK	IVS	
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
	LANES:	Χ	X	X	1	Χ	1	1	2	Χ	Χ	2	0		J L				
	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 8:00 AM	0	0	0	0	0	1	0	1	0	0	0	1	5	11				0
	8:00 AM 8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	3 1					0
	8:30 AM	0	0	0	1	0	1	2	1	0	0	1	0	6	11				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
ΔA	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
٩	7.30 7 NV	0	0	0	0	0	0	0	0	0	0	0	0	0	.				0
	9:45 AM VOLUMES	0	0	0	2	0	4	2	3	0	0	7	4	0 22	0	0	0	0	0
	APPROACH %	0%	0%	0%	33%	0%	4 67%	40%	60%	0%	0%	64%	36%	22		U	U	U	U
	APP/DEPART	0	/	6	6	/	0	5	/	5	11	/	11	0	11				
	BEGIN PEAK HR		7:45 AM												11				
	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%	0.405					
	PEAK HR FACTOR APP/DEPART	0	0.000	4	4	0.500	0	5	0.417	5	6	0.500	6	0.625 0	-11				
H	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	11-				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	1	0	0	0	0	3	4	11				0
	4:15 PM 4:30 PM	0	0	0	0	0	0	1	2	0	0	0	0	3	11				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
Σd	5:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	2					0
Ι-	0.001101	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:45 PM 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%	4 67%	20		U	U	U	U
	APP/DEPART	0	/	7	6	/	0	8	/	7	6	/	6	0	1				
	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%	0.075					
	PEAK HR FACTOR APP/DEPART	0	0.000	7	3	0.375	0	6	0.500	4	5	0.417	3	0.875 0	1				
_	ATTELIAN	Ŭ	•	,		,		Ü	,	•	Ü	•	Ü	Ŭ					
					:	SR-15 S	В												
						00711011													
] N	ORTH SII	DE				=								
		Beech	ı WE	EST SIDE				EAST SI	DE	Beech									
		-			S	OUTH SII	DE				_								
					!	SR-15 S	В												

	<u>DATE:</u> 7/9/14 WEDNESDAY					5	71 OLIVIO	PROJECT LOCATION CONTRO	ON #:	sc0393 6 SIGNAL									
	CLASS 4: 4 OR MORE AXLE TRUCKS	NOTES:									AM PM MD OTHER OTHER	■ W	N S	E▶					
			SR-15 SB			SR-15 SB			ASTBOUN Beech			VESTBOUN Beech					-TURI		
	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
	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	11				0
	7:45 AM 8:00 AM	0	0	0	0	0	1	1	1	0	0	1	0	2 4	1				0
	8:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	11				0
	8:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	11				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
5	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
AM	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%		<u>.</u>]				
	APP/DEPART	0	/	8	5	/	0	6	/	3	9	/	9	0	41				
	BEGIN PEAK HR	0	7:15 AM	0	_	0	1	2	4	0	0	2	2	4.4					
	VOLUMES	0	0	0	0	0	1	3	1	0	0	3	3	11					
	APPROACH % PEAK HR FACTOR	0%	0% 0.000	0%	0%	0% 0.083	100%	75%	25% 0.500	0%	0%	50% 0.375	50%	0.688					
	APP/DEPART	0	0.000	6	1	/	0	4	/	1	6	/	4	0.000	11				
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1				0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	11				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
PM	5:15 PM	0	0	0	0	0	0	0	1	0	0	0	2	3	 				0
ш.	5:30 PM	0	0	0	1	0	1	0	0	0	0	0	0	2	11				0
	5:45 PM VOLUMES	0	0	0	0 1	0	5	0	3	0	0	0	3	2 12	0	0	0	0	0
	APPROACH %	0%	0%	0%	17%	0%	3 83%	0%	ა 100%	0%	0%	0%	ა 100%	12	0	U	U	U	U
	APP/DEPART	0	/	3	6	/	0	3	/	4	3	/	5	0	1				
	BEGIN PEAK HR	Ť	5:00 PM		Ŭ		Ţ,	ŭ	•		Ŭ		Ŭ	ŭ	1				
	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 S ORTH SI					_								
		Beech	WE	ST SIDE				EAST SI	DE	Beech									
					S	OUTH SI	DE				=								

SR-15 SB

	<u>DATE:</u> 7/9/14 WEDNESDAY	LOCATI NORTH EAST &	& SOUTH	l:	Rancho SR-15 S Beech	Cucamon B	iga			PROJECT LOCATION CONTRO	ON #:	sc0393 6 SIGNAL							
	CLASS 5: RV	NOTES	:								AM PM MD OTHER	■ W	N S	E►					
		N	ORTHBOU	IND	SO	OUTHBOL	IND	E	ASTBOU	ND	OTHER	/ESTBOUI	ND] 	U	J-TUR	NS	
		NL	SR-15 SB	NR	SL	SR-15 SB	SR	EL	Beech ET	ER	WL	Beech WT	WR	TOTAL	NB	SB	EB	WB	TTL
	LANES:	X	Х	X	1	Х	1	1	2	X	X	2	0	TOTAL		J.D	LD	***	
	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 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	11				0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1				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
Æ	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
۲	7.30 / NV	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	4				0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH % APP/DEPART	0%	0%	0% 0	0%	0%	0% 0	0%	0%	0% 0	0%	<u>0%</u> /	0% 0	0	11				
	BEGIN PEAK HR	U	9:45 AM		0		U	0	/	U	U	/	U	U	11				
	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					
	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 3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1				0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	11				0
	4:15 PM	0	0	0	0	0	0	0	0	0	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
Μ	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
I۵		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 APPROACH %	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0	0	0	0	0	0
	APP/DEPART	0%	/	0%	0%	/	0%	0%	/	0%	0%	/	0%	0	1				
	BEGIN PEAK HR	1	5:45 PM			,	U		,	U	-	,	U	, ,	1				
	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					
					ı	SR-15 S	D	1											
						3K-13 3		1											
					N	IORTH SI	DE				_								
		Beech	n WE	EST SIDE	Ī			EAST SI	IDE	Beech									
					3	SOUTH SI	DE				_								
						SR-15 S	R												

	<u>DATE:</u> 7/9/14 WEDNESDAY	LOCATION NORTH EAST &	& SOUTH	:	Rancho SR-15 S Beech	Cucamon B	ga			PROJECT LOCATIO CONTRO	ON #:	sc0393 6 SIGNAL							
	CLASS 6:	NOTES									AM		A		1				
	BUSES										PM MD OTHER OTHER	⋖ W	N S ▼	E►					
		NO	ORTHBOU SR-15 SB	ND	SC	OUTHBOU SR-15 SB	ND	E	ASTBOUN Beech	ND	V	/ESTBOUI Beech	VD				U-TUI	RNS	
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
	LANES:	Χ	X	Χ	1	X	1	1	2	X	Χ	2	0		<u> </u>				
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	7:15 AM 7:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	1	l				0
	7:45 AM	0	0	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	1				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
ΑĀ	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		0	0	0	1	1	0		0	0	_					
	VOLUMES APPROACH %	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	1 50%	1 50%	0 0%	0 0%	0 0%	0 0%	2					
	PEAK HR FACTOR	0 /0	0.000	0 /0	0 /6	0.000	0 /0	3076	0.500	0 70	0 /0	0.000	0 70	0.500					
	APP/DEPART	0	/	1	0	/	0	2	/	1	0	/	0	0.500	11				
	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 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:30 PM 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	l I				0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
-		0	0	0	0	0	0	0	0	0	0	0	0	0	1				0
Δ	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 APPROACH %	0 0%	0 0%	0 0%	0	0 0%	0 0%	0 0%	0	0 0%	0	0 0%	1 100%	1					
	PEAK HR FACTOR	076	0.000	076	0%	0.000	0%	076	0% 0.000	0%	0%	0.250	100%	0.250					
	APP/DEPART	0	/	1	0	/	0	0	/	0	1	/	0	0.230					
			·			·			•			•			4				
						SR-15 SI	3												
					J N	IORTH SII)Ł				-								
		Beech	WE	ST SIDE				EAST SI	DE	Beech									
					S	OUTH SIE	DE				-								
						SR-15 SI	В												

INTERSECTION TURNING MOVEMENT COUNTS PREPARED BY: AimTD LLC tel: 951 249 3226 pacific@aimtd.com

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

NOTES: **▲** N **∢**W E▶ S ▼

		N	NORTHBOUN	ID	S	OUTHBOU	ND		EASTBOUN	D	\	WESTBOUN	ID			ι	J-TUR	NS	
		NL	SR-15 NB	NR	SL	SR-15 NB	SR	EL	Beech ET	ER	WL	Beech WT	WR	TOTAL	NB	SB	EB	WB	TTL
	LANES:	X	X	X	1	X	1	1	2	X	X	2	1		X	X	X	X	
	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
ΑĀ	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					
	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
1-	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	_		_								l l					
	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%	l l					
	PEAK HR FACTOR		0.000			0.935			0.905			0.956		0.961					
<u> </u>	APP/DEPART	0	/	337	886	/	0	630	/	1,078	990	/	1,091	0					

SR-15 NB NORTH SIDE

Beech WEST SIDE EAST SIDE Beech

SOUTH SIDE

SR-15 NB

-	7:00 AM
	7:15 AM
	7:30 AM
	7:45 AM
	8:00 AM
	8:15 AM
AM	8:30 AM
`	8:45 AM
	9:00 AM
	9:15 AM
	9:30 AM
	9:45 AM
	TOTAL
	3:00 PM
	3:15 PM
	3:30 PM
	3:45 PM
	4:00 PM
PM	4:15 PM
Б	4:30 PM
	4:45 PM
	5:00 PM
	5:15 PM
	5:30 PM
	5:45 PM
	TOTAL

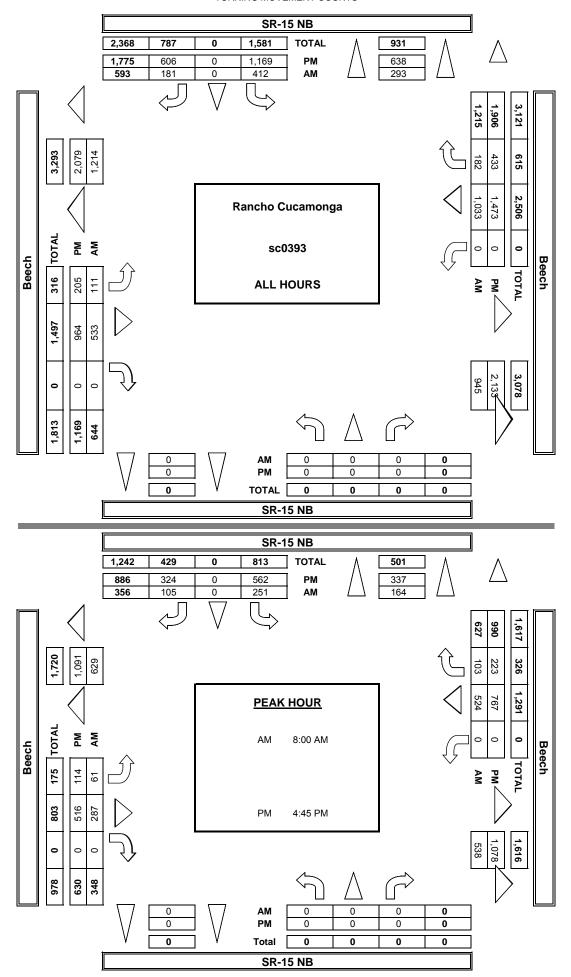
	ALL	PED AND	BIKE	
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

	PEDEST	RIAN CRO	SSINGS	
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

В	ICYCL	E CR	OSSII	NGS	SCH	OOL AG	E PED
NS	SS	ES	WS	TOTAL	ES	WS	TOTAL
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	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



PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

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

CLASS 1:	NOTES:	AM		A	
PASSENGER		PM		N	
VEHICLES		MD	⋖ W	•	E►
		OTHER		S	
		OTHER		▼	

ŀ		NC	ORTHBOU	ND	SC	UTHBOU	ND	E.	ASTBOU	ND	V	/ESTBOUI	ND			U	-TUR	NS	
			SR-15 NB			SR-15 NB			Beech			Beech							
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
ı	LANES:	Χ	Χ	Χ	1	Χ	1	1	2	Χ	Χ	2	1						
	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
AM	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	1	0	594	/	881	1,137	1	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					
	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	5:15 PM	0	0	0	151	0	81	23	109	0	0	184	45	593					0
PM	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					

		SR-15 NB		
		NORTH SIDE		
Beech	WEST SIDE		EAST SIDE	Beech
		SOUTH SIDE SR-15 NB		

	<u>DATE:</u> 7/9/14 WEDNESDAY	LOCATION NORTH	& SOUTH			Cucamon		FFIC DAT	A SLIVIO	PROJEC LOCATIO CONTRO	ON #:	sc0393 7 SIGNAL							
	CLASS 2:	NOTES	:								AM		A		1				
	2-AXLE										PM	4 10/	N						
	WORK VEHICLES/										MD OTHER	■ W	S	E►	-				
	TRUCKS										OTHER		▼						
		NO	ORTHBOU	ND	SC	DUTHBOU	IND	F	ASTBOUN	ND.	V	/ESTBOUN	ND.		1 —	- 1	-TUR	NS	
		140	SR-15 NB	IND	30	SR-15 NB	, IVD	_	Beech	10		Beech	10			·	-1010	•••	
	LANGO	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
	T:00 AM	X 0	X 0	X 0	1	X 0	2	2	0	0	X 0	4	1	10	<u> </u>				0
	7:00 AM 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 8:30 AM	0	0	0	1	0	2	2	7	0	0	8	1	19	1				0
	8:30 AM 8:45 AM	0	0	0	3	0	6	3	2	0	0	5	0	18 19					0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1				0
AM	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
₹	71007	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	I		_	_	0
	VOLUMES APPROACH %	0	0	0	25	0	23	14	26	0	0	56	7	151	0	0	0	0	0
	APPROACH % APP/DEPART	0%	0%	<u>0%</u> 21	52% 48	<u>0%</u> /	48% 0	35% 40	65% /	<u>0%</u> 51	0% 63	89%	11% 79	0	11				
	BEGIN PEAK HR		7:45 AM		40			70		J 1	- 03		- , ,	U	11				
	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	- 10		0.481			0.700			0.679		0.689					
-	APP/DEPART 03:00 PM	0	0	13 0	25 0	0	0	28	0	37	38	0	41 0	0	{ ├ ──			ī	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 4:45 PM	0	0	0	3	0	5 0	3	3 2	0	0	5 3	0	15 11	1				0
	5:00 PM	0	0	0	2	0	1	2	3	0	0	5	1	14					0
Μ		0	0	0	3	0	2	2	3	0	0	3	1	14					0
₫	J.30 I W	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	<u> </u>	_	_	_	0
	VOLUMES APPROACH %	0 0%	0 0%	0 0%	27 61%	0 0%	17 39%	10 31%	22 69%	0 0%	0 0%	39 87%	6 13%	121	0	0	0	0	0
	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%	0.040					
	PEAK HR FACTOR APP/DEPART	0	0.000	6	24	0.750	0	17	0.850	26	24	0.667	33	0.813 0					
<u> </u>	MITOLITAGE	U		- U	27	,	U	1 17		20	27	,	33	Ü	1				
					:	SR-15 N	В												
					N	IORTH SI	DE												
] 11	IOK I II SII	DE				-								
		Beech	ı WE	EST SIDE				EAST SII	DE	Beech									
		Beech	ı WE	EST SIDE				EAST SII	DE	Beech									
		Beech	ı WE	EST SIDE	_	OUTH SII	DF	EAST SII	DE	Beech	_								

SR-15 NB

	<u>DATE:</u> 7/9/14 WEDNESDAY	LOCATION NORTH	& SOUTH	:	Rancho SR-15 N Beech	Cucamon B	ga			PROJECT LOCATION CONTRO	ON #:	sc0393 7 SIGNAL							
	CLASS 3:	NOTES:									AM		A		1				
	3-AXLE										PM	4 10/	N						
	TRUCKS										MD OTHER	⋖ W	S	E►	1				
											OTHER		▼						
		NO	ORTHBOU	ND	SC	OUTHBOU	ND	I F	ASTBOUN	JD.	l W	/ESTBOUN	ND.		i —	U	-TUR	NS	
			SR-15 NB			SR-15 NB			Beech			Beech							
	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
	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 9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	3					0
1_		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 APP/DEPART	0	0.000	2	6	0.750	0	4	0.500	6	5	0.625	7	0.750 0	4				
-	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1				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
1_	5:00 PM 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
PΜ	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	1 _	4:00 PM			_			_	_	_	_	_	_					
	VOLUMES	0	0	0	1	0	1	1	3	0	0	3	0	9					
	APPROACH % PEAK HR FACTOR	0%	0% 0.000	0%	50%	0% 0.250	50%	25%	75% 0.500	0%	0%	100% 0.375	0%	0.563					
	APP/DEPART	0	/	1	2	/	0	4	/	4	3	/	4	0.303					
			·	•					•		_	•			4				
					;	SR-15 N	В												
						ODTU CU	DE												
					I N	ORTH SII	DΕ	<u> </u>			-								
		Beech	WF	EST SIDE				EAST SII	DF	Beech									
		_ 20011		5.52					_										
					S	OUTH SII	DE				5								
					!	SR-15 N	В												

	ſ	DATE: 7/9/14		& SOUTH:		Rancho SR-15 N	Cucamon		AFFIC DAT	A SERVIO	PROJECT LOCATION	ON #:	sc0393 7							
	L	WEDNESDAY	EAST &	WEST:		Beech					CONTRO	DL:	SIGNAL			_				
		CLASS 4:	NOTES	:								AM		A						
		4 OR MORE										PM	4 10/	N						
		AXLE TRUCKS										MD	■ W	S	E►					
		TRUCKS										OTHER OTHER		5 ▼						
	F		N/C	ORTHBOU	ND	SC	UTHBOU	ND	Г	ASTBOU	ND.		VESTBOUN	ID.		: 1		-TUR	NIC	
			140	SR-15 NB	IND		SR-15 NB	ND		Beech	ND.	•	Beech	ND .			·	-101	143	
	I		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
_	L	LANES:	Х	Х	Χ	1	Х	1	1	2	Х	Χ	2	1		<u> </u>				
		7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	-				0
	H	7:15 AM 7:30 AM	0	0	0	1	0	0	0	0	0	0	0	<u>0</u> 1	3 2	 				0
	H	7:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	1				0
	ŀ	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
2	₽	9:15 AM 9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1				0
	1	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1				0
	V	/OLUMES	0	0	0	3	0	3	3	1	0	0	4	1	15	0	0	0	0	0
	Α	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	0	8:00 AM	0	2	0	2	_	0	0		1	0	0					
		OLUMES APPROACH %	0 0%	0 0%	0 0%	2 50%	0 0%	2 50%	3 100%	0 0%	0 0%	0 0%	1 100%	0 0%	8					
		PEAK HR FACTOR	0 76	0.000	0 70	3076	0.500	30 76	10076	0.750	0 70	0 76	0.125	0 76	0.667					
		APP/DEPART	0	/	3	4	/	0	3	/	2	1	/	3	0	11				
		3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	L	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	F	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	-				0
	H	3:45 PM 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	-				0
	H	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
1	₹L	5:15 PM	0	0	0	0	0	0	1	0	0	0	2	0	3					0
ı,	⁻├	5:30 PM 5:45 PM	0	0	0	0	0	0	1	0	0	0	0	0 1	2	-				0
	V	/OLUMES	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%	• •	ا ا	Ū	Ü	Ü	Ü
	Α	APP/DEPART	0	/	5	6	/	0	4	/	6	4	/	3	0					
		BEGIN PEAK HR	_	5:00 PM	_	_	_	_		_	_		_	_						
		/OLUMES	0	0	0	2	0	0	3	0	0	0	2	1	8					
		APPROACH % PEAK HR FACTOR	0%	0% 0.000	0%	100%	0% 0.250	0%	100%	0% 0.750	0%	0%	67% 0.375	33%	0.667					
		APP/DEPART	0	/	4	2	/	0	3	/	2	3	/	2	0.007					
		•														•				
						:	SR-15 N	В												
						NI NI	ОВТЦ СП	DE												
						J 1V	ORTH SII	J.L.				_								
			Beech	WE	ST SIDE				EAST SI	DE	Beech									
						S	OUTH SII	DE				=								
							SR-15 N	В												
						'		_	1											

	<u>DATE:</u> 7/9/14 WEDNESDAY	LOCATIO NORTH & EAST & V	SOUTH:	:	Rancho SR-15 N Beech	Cucamon B	ga			PROJECT LOCATION CONTRO	ON #:	sc0393 7 SIGNAL							
	CLASS 5:	NOTES:									AM		A		1				
	RV										PM MD OTHER OTHER	⋖ W	N S ▼	E►					
		NO	RTHBOU	ND	SC	OUTHBOU	ND	E,	ASTBOUN	ND	W	/ESTBOUN	ND			U	-TUR	NS	
		NL	SR-15 NB	NR	SL	SR-15 NB	SR	EL	Beech ET	ER	WL	Beech WT	WR	TOTAL	NB	SB	EB	WB	TTL
	LANES:	X	Χ	X	1	X	1	1	2	X	X	2	1						
Г	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1				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 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1				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	1				0
Ę		0	0	0	0	0	0	0	0	0	0	0	0	0					0
AM	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	41				
	BEGIN PEAK HR		7:15 AM		0	0	0		0	0	_	0	0						
	VOLUMES APPROACH %	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	100%	0 0%	0 0%	0 0%	0 0%	0 0%	1					
	PEAK HR FACTOR	076	0.000	0%	0%	0.000	0%	100%	0.250	0%	0%	0.000	076	0.250					
	APP/DEPART	0	/	1	0	/	0	1	/	0	0	/	0	0.230	11				
	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 4:45 PM	0	0	0	0	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
Ļ		0	0	0	0	0	0	0	0	0	0	0	0	0					0
ΡM	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1				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%						
1	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	Į.				
1	BEGIN PEAK HR		5:45 PM				-												
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH % PEAK HR FACTOR	0%	0% 0.000	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.000					
	APP/DEPART	0	/	0	0	0.000	0	0	0.000	0	0	0.000	0	0.000					
	AFF/DEFART	1 0		U	U	/	0	1 0	/	- 0	l O	/	0	U	J				
					;	SR-15 N	В												
					N	ORTH SII	DE				_								
		Beech	WE	EST SIDE				EAST SII	DE	Beech									
					S	OUTH SII	DE				_								
					:	SR-15 N	В												

	<u>DATE:</u> 7/9/14 WEDNESDAY	LOCATION NORTH	& SOUTH	:	Rancho SR-15 N Beech	Cucamon B	ga			PROJECT LOCATION CONTRO	ON #:	sc0393 7 SIGNAL							
	CLASS 6:	NOTES	:								AM		A						
	BUSES	140120	•								PM MD OTHER	⋖ W	N S ▼	E▶					
		NO	ORTHBOU SR-15 NB	ND	SC	OUTHBOU SR-15 NB	ND	E	ASTBOUN Beech	ID	W	/ESTBOUN Beech	ND			ι	J-TUF	≀NS	
	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
	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
Z	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
15	7.30 / tivi	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 % APP/DEPART	0%	0%	0% 0	0% 0	<u>0%</u> /	0% 0	0%	0%	0% 0	0% 0	<u>0%</u> /	0% 0	0					
	BEGIN PEAK HR	U	9:45 AM	U	U	/	U	U	/	U	U	/	U	U					
	VOLUMES	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%	O					
	PEAK HR FACTOR	070	0.000	070	070	0.000	070	0,0	0.000	070	070	0.000	070	0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	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 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
I.	E 45 BM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
Σ	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%	0.500					
	PEAK HR FACTOR APP/DEPART	0	0.000	1	0	0.000	0	0	0.000	0	2	0.500	1	0.500					
L	APP/DEPART	U	/		0	/	U	1 0	/	U		/		U					
					1	SR-15 N	R	1											
						JK-13 14	_												
					N	IORTH SII	DE				_								
		Beech	n WE	ST SIDE				EAST SI	DE	Beech									
					s	OUTH SIE	DE				_								
						SR-15 N	В												

APPENDIX D

Future Growth Increment Calculation Worksheets

		MODEL	EXISTING	MODEL	FUTURE	OPENING
		2008	2014	2035	2035	2017
INTERSECTION	LEG	ADT	ADT	ADT	ADT ¹	ADT
Wardman Bullock Road (NS) at Colonbero Road (EW)	North	1		ı	-	-
	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

 $^{^{1}\}mbox{Adjusted}$ for minimum 10% growth over existing average daily traffic volumes for year 2035.

CAUCHY C	0 0 :) O > ^ < V	0 5
2014 0 0 0 0 0 2014 0 ^	v :	0 ^ < v	5
2 >	^ : 14 0	^ < V	5
CEXISTING PEAK HOUR COUNT YEAR (AUTOS): 2014	^ : 14 0	v	
EXISTING PEAK HOUR COUNT YEAR (AUTOS): 2014 10	14 0	-	8
V		22	
9 > OUT = 37 > 12 v ^ 15 17	0 V	^	
15 17	IN = OUT =	57 < 57 >	13 24
	v 14	36	
EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S): 0 0 0 EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):	0 0	0	
< v > 0 ^ 0 ^ 0 ^ 0 ^ 0 ^ 0 ^ 0 ^ 0 ^ 0 ^ 0	v :	>	0
0 > < 2 0 v v 2		< v	0
PCE FACTORS BY AXLE: < ^ > PCE FACTORS BY AXLE: <	0 0	> 2	
TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES): 2014 TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES): 2014 TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES): 2014 TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):	0 0	0	
< v > 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	v :	>	0
2> < 5 7 v v 10 8 v		< v	5
< ^ > 9 0 12	^ :	> 24	
EXISTING PEAK PERIOD MODEL YEAR (AUTO): 2008 0 0 EXISTING PEAK PERIOD MODEL YEAR (AUTO): 2008	0	0	
0 < IN = 0 < 0	v IN =	^ 0 <	0
0 > OUT = 0 > 0	OUT =	0 >	0
V ^ 0 0 EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S): EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):	v 0	0	
2008 0 0 2008	. 0	0	
0 < IN = 0 < 0	IN =	0 <	0
0 > OUT = 0 > 0 v ^	OUT = v	^ 0 >	0
0 0 EXISTING PEAK HOUR MODEL YEAR (PCE'S): EXISTING PEAK HOUR MODEL YEAR (PCE'S):	0	0	
PHF FOR CARS: 0.38 0 0 PHF FOR CARS: 0.28 PHF FOR TRUCKS: 0.333 v ^ PHF FOR TRUCKS: 0.25	0 v	^ 0	
0 < IN = 0 < 0 0 > OUT = 0 > 0	IN = OUT =	0 < 0 >	0 0
v ^ 0 0	v 0	^ 0	
FUTURE PEAK PERIOD MODEL YEAR (AUTO): 2035 0 0 FUTURE PEAK PERIOD MODEL YEAR (AUTO): 2035	0	0	
v ^ 0 < IN = 0 < 0	v IN =	^ 0 <	0
0 > OUT = 0 > 0 v ^	OUT =	0 >	0
0 0 FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S): FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):		0	
2035 0 0 2035	. 0	0	
0 < IN = 0 < 0	IN =	0 <	0
0 > OUT = 0 > 0 v ^	OUT =	0 >	U
FUTURE PEAK HOUR MODEL YEAR (PCE'S): FUTURE PEAK HOUR MODEL YEAR (PCE'S):		0	
PHF FOR CARS: 0.38 0 0 PHF FOR CARS: 0.28 PHF FOR TRUCKS: 0.333 v ^ PHF FOR TRUCKS: 0.25	0 v	^ 0	
0 < IN = 0 < 0 0 > OUT = 0 > 0	IN = OUT =	0 < 0 >	0
v ^ 0 0	v 0	^ 0	
RAW GROWTH (PCE'S): 2008 TO 2035 RAW GROWTH (PCE'S): 2008 TO 2035 CONVERSION OF TRUCKS TO: 2035 0 CONVERSION OF TRUCKS TO: 2035	0	0	
FACTOR = 1.50	v	^ <	0
0 >	v	>	0
0 0 ADJUSTED GROWTH (PCE'S): 2008 TO 2035 ADJUSTED GROWTH (PCE'S): 2008 TO 2035	0	0	
10 MINIMUM GROWTH % 0 0 10 MINIMUM GROWTH %	0 v	0	
0 < IN = 0 < 0 0 > OUT = 0 > 0	IN = OUT =	0 < 0 >	0
v ^ 0 0	v 0	0	
PRORATED GROWTH (PCE'S): 2014 TO 2035 PRORATED GROWTH (PCE'S): 2014 TO 2035 21 YEARS 0 0 21 YEARS 21 YEARS	0		
0 <	v	^ <	n
0>	v	>	0
0 0	0	0	
NEW PROJECTED VOLUMES (PCE 3). 2035	0 v	0	
10 < 20 20 < 20 10 > 10 10 >	•	<	10 30
v ^ 20 20	v 20	40	30
YEAR 2017 GROWTH: 2014 TO 2017 YEAR 2017 GROWTH: 2014 TO 2017 3 YEARS 0 0 0 3 YEARS	0	0	
0 < 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	v	^ _	_
0 0 0	v	>	0
0 0	v 0	0	
INITIAL YEAR 2017 VOLUMES: INITIAL YEAR 2017 VOLUMES: 2017 2017	0	0	
v ^ 10 < IN = 50 < 20	IN =	60 <	10
10 > OUT = 40 > 10 10 >	OUT = v	70 >	30
ν ^	20	40	
V ^ 20 20 BALANCED YEAR 2017 VOLUMES: BALANCED YEAR 2017 VOLUMES:			
V	0 v	0	
V A 20 20 20		70 < 70 >	10 30

WARDMAN BULLOCK ROAD (NS) / COLONBERO ROAD (EW) FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES NCHRP 255

			\	/EAR 2035 TRAF	FIC CONDITI	IONS			
	MORNIN	NG PEAK HOUF	R INPUT DATA			EVENI	NG PEAK HOU	R INPUT DATA	
	TURNING	BASE YEAR		YEAR 2030		TURNING	BASE YEAR		YEAR 2030
APPROACH	MOVEMENT	COUNT	APPROACH	TOTAL	APPROACH	MOVEMENT	COUNT	APPROACH	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 TRAF	EIC CONDIT	IONS				
	MORN	IING PEAK HOL		TEAN 2000 TRAI	I IC CONDITI		IING PEAK HOL	IR RESULTS		
	TURNING	BASE YEAR	YEAR 2030	PEAK - DAILY		TURNING	BASE YEAR	YEAR 2030	DEAK	- DAILY
APPROACH	MOVEMENT	COUNT	FORECAST	RELATIONSHIP	APPROACH	MOVEMENT	COUNT	FORECAST	RELATI	ONSHIP
NORTH	LEFT	9	7	NORTH LEG	NORTH	LEFT	14	17	NORT	H 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	SOUT	H 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	ΓLEG
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	WES	T 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 TRAF	FIC CONDITION	NS			
	MORI	NING PEAK HOUR	INPUT DATA			EVEI	NING PEAK HOUR	INPUT DATA	
	TURNING	BASE YEAR		YEAR 2017		TURNING	BASE YEAR		YEAR 2017
APPROACH	MOVEMENT	COUNT	APPROACH	TOTAL	APPROACH	MOVEMENT	COUNT	APPROACH	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
i	RIGHT	0	OUT	10		RIGHT	0	OUT	30

				YEAR 2	017 TRAF	FIC CONDITION	NS				
	MC	RNING PEAK HO	JR RESULTS				EV	/ENING PEAK HO	JR RESULTS		
	TURNING	BASE YEAR	YEAR 2017	PEAK -	- DAILY		TURNING	BASE YEAR	YEAR 2017	PEAK	- DAILY
APPROACH	MOVEMENT	COUNT	FORECAST	RELATI	ONSHIP	APPROACH	MOVEMENT	COUNT	FORECAST	RELAT	IONSHIP
NORTH	LEFT	9	9	NORT	TH LEG	NORTH	LEFT	14	19	NOR'	TH 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	SOUT	TH LEG	SOUTH	LEFT	0	0	SOU.	TH 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	EAS	T LEG	EAST	LEFT	0	0	EAS	T 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	WES	T LEG	WEST	LEFT	8	10	WES	T 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

	ODMING DEAK HOUR	WA	RDMAN BUL	LOCK ROAD	(NS) / WILSON AVENUE (EW)			
EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES 2014	ORNING PEAK HOUR (AUTOS):	0 28	24		EVENING PEAK HOUR EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS): 2014	0 21	30	
2014	0 ^	v :	>	17	2014	v >		26
	1 > 0 v		< v	0	4 > 0 v		< v	0 142
	<	0 5	70	04	<	0 67	188	1-12
EXISTING PEAK HOUR COUNT YEAR (AUTOS): 2014		52	22		EXISTING PEAK HOUR COUNT YEAR (AUTOS): 2014	51	93	
	0 <	v IN =	229 <	101	0 <	v IN =	478 <	168
	1 >	OUT =	229 >	95	4 >	OUT =	478 >	222
EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES	(TRUCKS IN PCE'S):	112	75		EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):	163	255	
	<	14 19	40		<	0 2 v >	16	
	13 ^ 9 >		^ <	32 9	2 ^ 4 >		^ <	6
PCE FACTORS BY AXLE:	0 v	^ ;	v	13	0 v PCE FACTORS BY AXLE:	^ >	v	6
2: 1.5 3: 2.0 4+: TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VO	3.0 ILUMES (PCES):	0 11	5		2: 1.5 3: 2 4+: 3.0 TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):	0 3	5	
2014	<	14 47 v	64		2014	0 23 v >	46	
	13 ^ 10 >		^ <	49 9	2 ^ 8 >		^ <	32 0
	0 v	۸ >	v	97	0 v	۸ >	v	148
EXISTING PEAK PERIOD MODEL YEAR (AUTO):		0 16	75		EXISTING PEAK PERIOD MODEL YEAR (AUTO):	0 70	193	
2008		810 v	233		2008	509 v	1128	
	599 < 205 >	IN = OUT =	1555 < 1553 >	345 588	448 < 698 >	IN = OUT =	2504 < 2504 >	1088 630
		v 133	195			v 298	209	
EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S 2008):	6	6		EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S): 2008	8	8	
	4 <	IN =	14 <	3	6 <	IN =	20 <	7
	4 >	OUT = v	15 >	4	4>	OUT = v	20 >	5
EXISTING PEAK HOUR MODEL YEAR (PCE'S):		1	1		EXISTING PEAK HOUR MODEL YEAR (PCE'S):	1	1	
PHF FOR CARS: 0.38 PHF FOR TRUCKS: 0.333		310 v	91		PHF FOR CARS: 0.28 PHF FOR TRUCKS: 0.25	145 v	318	
	229 < 79 >	IN = OUT =	596 < 595 >	132 225	127 < 196 >	IN = OUT =	706 < 706 >	306 178
		v 51	74			v 84	59	
FUTURE PEAK PERIOD MODEL YEAR (AUTO): 2035		827	505		FUTURE PEAK PERIOD MODEL YEAR (AUTO): 2035	854	1216	
	674 <	IN =	1619 <	290	602 <	IN =	2784 <	342
	283 >	OUT = v	1620 >	175	1130 >	OUT = v	2784 >	624
FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):		266	219		FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):	342	458	
2035		v 6	^		2035	v 8	. 8	
	4 < 4 >	IN = OUT =	14 < 13 >	1	5 < 7 >	IN = OUT =	20 < 19 >	2
		v 2	^ 2			v 3	3	
FUTURE PEAK HOUR MODEL YEAR (PCE'S): PHF FOR CARS: 0.38		316	194		FUTURE PEAK HOUR MODEL YEAR (PCE'S): PHF FOR CARS: 0.28	241	342	
PHF FOR TRUCKS: 0.333	257 <	IN =	620 <	111	PHF FOR TRUCKS: 0.25	IN =	785 <	96
	109 >	OUT = v	620 >	67	318 >	OUT = v	784 >	175
RAW GROWTH (PCE'S): 2008 TO CONVERSION OF TRUCKS TO: 2035	2035	102	84		RAW GROWTH (PCE'S): 2008 TO 2035 CONVERSION OF TRUCKS TO: 2035	97	129	
FACTOR = 1.50	29 <	6 v	103	-21	FACTOR = 1.50 43 <	v 97	25	-211
	30 >		>	-158	122 >	v	>	-211
ADJUSTED GROWTH (PCE'S): 2008	TO 2025	51	10		ADJUSTED GROWTH (PCE'S): 2008 TO 2035	13	70	
10 MINIMUM GROWTH %	10 2033	10 v	100		10 MINIMUM GROWTH %	100 v	20	
	30 < 30 >	IN = OUT =	70 < 190 >	20 10	40 < 120 >	IN = OUT =	310 < 90 >	20 20
	30 /	v 50	10	10	120 >	v 10	70	20
PRORATED GROWTH (PCE'S): 2014 21 YEARS	TO 2035	10	80		PRORATED GROWTH (PCE'S): 2014 TO 2035 21 YEARS	80	20	
	20 <	v V	^ <	20	30 <	v	^ <	20
	20 >	v	>	10	90 >	v	>	20
NEW PROJECTED VOLUMES (PCE'S): 2035		40	10		NEW PROJECTED VOLUMES (PCE'S): 2035	10	50	
2033		140 v	160			150 v	120	
	40 < 40 >	•	< >	180 160	30 < 100 >	•	< >	200 270
		v 180	100			v 180	310]
YEAR 2017 GROWTH: 2014 3 YEARS	TO 2017	0	10		YEAR 2017 GROWTH: 2014 TO 2017 3 YEARS	10	0	
	0 <	v	^ <	C	0 <	v	^ <	0
	0 >	v	>	C	10 >	v	>	0
INITIAL YEAR 2017 VOLUMES:		10	0		INITIAL YEAR 2017 VOLUMES:	0	10	
2017		130 v	90		2017	80 v	100	
	20 < 20 >	IN = OUT =	400 < 410 >	160 150	0 < 20 >	IN = OUT =	550 < 520 >	180 250
		v 150	90			v 170	270	
BALANCED YEAR 2017 VOLUMES: 2017		130	90		BALANCED YEAR 2017 VOLUMES: 2017	80	110	
	20 <	V IN =	400 <	160	0 <	V IN =	550 <	180
	20 >	OUT = v	410 >	150	20 >	OUT = v	550 >	260
		150	90			180	270	

WARDMAN BULLOCK ROAD (NS) / WILSON AVENUE (EW) FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES NCHRP 255

	YEAR 2035 TRAFFIC CONDITIONS												
	MORNIN	NG PEAK HOUF	R INPUT DATA		EVENING PEAK HOUR INPUT DATA								
	TURNING	BASE YEAR		YEAR 2030		TURNING	BASE YEAR		YEAR 2030				
APPROACH	MOVEMENT	COUNT	APPROACH	TOTAL	APPROACH	MOVEMENT	COUNT	APPROACH	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								
	TURNING	BASE YEAR	YEAR 2030	PEAK - I	DAILY		TURNING	BASE YEAR	YEAR 2030	PEAK	- DAILY			
APPROACH	MOVEMENT	COUNT	FORECAST	RELATIO	NSHIP	APPROACH	MOVEMENT	COUNT	FORECAST	RELATI	ONSHIP			
NORTH	LEFT	8	5	NORTH	LEG	NORTH	LEFT	6	9	NORT	H 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	SOUT	'H 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	EAS	ΓLEG			
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	WES	T 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 TRAF	FIC CONDITION	NS			
	MORI	NING PEAK HOUR	R INPUT DATA			EVE	NING PEAK HOUR	INPUT DATA	
	TURNING	BASE YEAR		YEAR 2017		TURNING	BASE YEAR		YEAR 2017
APPROACH	MOVEMENT	COUNT	APPROACH	TOTAL	APPROACH	MOVEMENT	COUNT	APPROACH	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							
	TURNING	BASE YEAR	YEAR 2017	PEAK	- DAILY		TURNING	BASE YEAR	YEAR 2017	PEAK	- DAILY			
APPROACH	MOVEMENT	COUNT	FORECAST	RELAT	IONSHIP	APPROACH	MOVEMENT	COUNT	FORECAST	RELATIONSHIP				
NORTH	LEFT	8	2	NOR	TH LEG	NORTH	LEFT	6	0	NORT	TH 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	EAS	T LEG	EAST	LEFT	14	1	EAS	T 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	WES	ST LEG	WEST	LEFT	50	136	WES	T 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			

		AN	ABLESIDE PL	ACE (NS)	COLONBERO ROAD (EW)	\neg
EXISTING PEAK HOUR TURNING MOVEMENT V	MORNING PEAK HOUR VOLUMES (AUTOS):				EVENING PEAK HOUR EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):	
2014	<	4 0	. 0		2014 1 0 1 < v >	
	6 ^ 6 >		<	5	1 ^ ^ 23 > <	0 12
	0 v	^ >	· v	0	0 v v	0
EXISTING PEAK HOUR COUNT YEAR (AUTOS):		0 0	0		0 0 0 EXISTING PEAK HOUR COUNT YEAR (AUTOS):	
2014		4 V	6		2 1 v ^	
	9 < 12 >	IN = OUT =	21 < 21 >	!	13 < IN = 38 < 24 > OUT = 38 >	12 24
		v 0	0		v ^ 0 0	
EXISTING PEAK HOUR TURNING MOVEMENT V	/OLUMES (TRUCKS IN PCE'S):	4 0	0		EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S): 0 0 0	
	4 ^	v >		0	< v > 0 ^	0
	2 > 0 v		< v	2	2 >	0
PCE FACTORS BY AXLE: 2: 1.5 3: 2.0	<	^ ;			PCE FACTORS BY AXLE: < ^ >	Ü
TOTAL EXISTING PEAK HOUR TURNING MOVE	4+: 3.0 MENT VOLUMES (PCES):				TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):	
2014	<	8 0 v >	. 0		2014 1 0 1 < v >	
	10 ^ 8 >		<		1 ^ ^ 25 > <	12
	0 v	^ >	· v	•	0 v v	0
EXISTING PEAK PERIOD MODEL YEAR (AUTO):		0 0	0		0 0 0 EXISTING PEAK PERIOD MODEL YEAR (AUTO):	
2008		v 0	^ 0		2008 0 0 v ^	
	0 < 0 >	IN = OUT =	0 < 0 >		0 < IN = 0 < 0 > OUT = 0 >	0
		v 0	0		v ^	
EXISTING PEAK PERIOD MODEL YEAR (TRUCKS 2008	IN PCE'S):	0	0		EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S): 2008 0 0	
_555	0 <	v IN =	^ 0 <		0 < IN = 0 <	6
	0 >	OUT =	0 >		0 > OUT = 0 > v ^	0
EVICTING DEAV HOUR MODE: 177.2 (205		v 0	0		0 0	
EXISTING PEAK HOUR MODEL YEAR (PCE'S): PHF FOR CARS: 0.38		0	0		EXISTING PEAK HOUR MODEL YEAR (PCE'S): PHF FOR CARS: 0 0 0	
PHF FOR TRUCKS: 0.333	0 <	IN =	0 <		PHF FOR TRUCKS: 0.25	0
	0 >	OUT = v	0 >	(0 > OUT = 0 > V ^	0
FUTURE PEAK PERIOD MODEL YEAR (AUTO):		0	0		0 0 FUTURE PEAK PERIOD MODEL YEAR (AUTO):	
2035		0 v	0		2035 0 0 V ^	
	0 < 0 >	IN = OUT =	0 < 0 >		0 < IN = 0 < 0 > OUT = 0 >	0
		٧ 0	^ 0		v ^	
FUTURE PEAK PERIOD MODEL YEAR (TRUCKS I	N PCE'S):	0	0		FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S): 2035 0 0	
2055		v IN =	٨		V A	
	0 < 0 >	OUT =	0 <		0 > OUT = 0 >	0
		v 0	0		v ^ 0 0	
FUTURE PEAK HOUR MODEL YEAR (PCE'S): PHF FOR CARS: 0.38		0	0		FUTURE PEAK HOUR MODEL YEAR (PCE'S): PHF FOR CARS: 0.28 0 0	
PHF FOR TRUCKS: 0.333	0 <	IN =	0 <		PHF FOR TRUCKS: 0.25 v ^ 0 < IN = 0 <	0
	0 >	OUT = v	0 >	(0 > OUT = 0 >	0
RAW GROWTH (PCE'S): 2008	TO 2035	0	0		0 0 RAW GROWTH (PCE'S): 2008 TO 2035	
CONVERSION OF TRUCKS TO: FACTOR = 1.50	2035	0	0		CONVERSION OF TRUCKS TO: 2035 0 0 FACTOR = 1.50 v ^	
	0 < 0 >		<		0 <	0
	0,	v	^ _		v ^	ŭ
ADJUSTED GROWTH (PCE'S):	2008 TO 2035		0		ADJUSTED GROWTH (PCE'S): 2008 TO 2035	
10 MINIMUM GROWTH %		0 V	0		10 MINIMUM GROWTH % 0 0	
	0 < 0 >	IN = OUT =	0 <		0 < IN = 0 < 0 > OUT = 0 >	0
		v 0	0		v ^ 0 0	
PRORATED GROWTH (PCE'S): 21 YEARS	2014 TO 2035	0	0		PRORATED GROWTH (PCE'S): 2014 TO 2035 21 YEARS 0 0	
	0 <	v	^ <		v ^	0
	0 >	v	>		0 >	0
NEW PROJECTED VOLUMES (PCE'S):	2035	0	0		0 0 NEW PROJECTED VOLUMES (PCE'S): 2035	
		10 v	10		0 0	
	20 < 20 >	•	<	10	10 < <	10 30
	20 /	v 0	^ _	1	y ^	30
YEAR 2017 GROWTH: 3 YEARS	2014 TO 2017	0	-		YEAR 2017 GROWTH: 2014 TO 2017 3 YEARS 0 0	
S TEMPS	-	v	^ 0		v ^	
	0 < 0 >		>		0 <	0
		v 0	0		v ^ 0 0	
INITIAL YEAR 2017 VOLUMES: 2017	<u> </u>	10	10		INITIAL YEAR 2017 VOLUMES: 2017 0 0	
	20 <	v IN =	40 <	10	ν ^	10
	20 >	OUT =	40 >	10		30
BALANCED YEAR 2017 VOLUMES:		0	0		BALANCED YEAR 2017 VOLUMES:	
BALANCED YEAR 2017 VOLUMES: 2017		10	10		2017 0 0	
	20 <	IN =	40 <	1		10
	20 >	OUT = v	40 >	10	γ ^	30
		0	0		0 0	

AMBLESIDE PLACE (NS) / COLONBERO ROAD (EW) $\label{eq:place}$ FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES NCHRP~255

				/EAR 2035 TRAF	FIC CONDITI	IONS				
	MORNIN	NG PEAK HOUF		12/11/2000 11//11	EVENING PEAK HOUR INPUT DATA					
	TURNING	BASE YEAR		YEAR 2030		TURNING	BASE YEAR		YEAR 2030	
APPROACH	MOVEMENT	COUNT	APPROACH	TOTAL	APPROACH	MOVEMENT	COUNT	APPROACH	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							EVEN	IING PEAK HOU	JR RESULTS					
	TURNING	BASE YEAR	YEAR 2030	PEAK - I	DAILY		TURNING	BASE YEAR	YEAR 2030	PEAK	- DAILY			
APPROACH	MOVEMENT	COUNT	FORECAST	RELATIO	NSHIP	APPROACH	MOVEMENT	COUNT	FORECAST	RELATI	ONSHIP			
NORTH	LEFT	0	0	NORTH	LEG	NORTH	LEFT	0	0	NORT	H 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	SOUT	'H 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	EAS	ΓLEG			
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	WES	T 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 TRAF	FIC CONDITION	NS			
	MORI	NING PEAK HOUR	INPUT DATA			EVEI	NING PEAK HOUR	INPUT DATA	
	TURNING	BASE YEAR		YEAR 2017		TURNING	BASE YEAR		YEAR 2017
APPROACH	MOVEMENT	COUNT	APPROACH	TOTAL	APPROACH	MOVEMENT	COUNT	APPROACH	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 TRAF	FIC CONDITION	NS				
	МС	RNING PEAK HO	JR RESULTS				EV	/ENING PEAK HOL	JR RESULTS		
	TURNING	BASE YEAR	YEAR 2017	PEAK	C - DAILY		TURNING	BASE YEAR	YEAR 2017	PEAK	- DAILY
APPROACH	MOVEMENT	COUNT	FORECAST	RELAT	TIONSHIP	APPROACH	MOVEMENT	COUNT	FORECAST	RELAT	IONSHIP
NORTH	LEFT	0	0	NOR	TH LEG	NORTH	LEFT	0	0	NOR	TH 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	SOU	TH LEG	SOUTH	LEFT	1	0	SOU	TH 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	EAS	ST LEG	EAST	LEFT	1	0	EAS	T 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	WE	ST LEG	WEST	LEFT	0	0	WES	ST LEG
BOUND	THRU	7	10	RATIO	10.0%	BOUND	THRU	12	10	RATIO	10.0%
İ	RIGHT	0	0	ADT	400		RIGHT	0	0	ADT	400

		SA	N SEVAINE F	ROAD (NS)	/ WILSON AVENUE (EW)		
EXISTING PEAK HOUR TURNING MOVEMENT VO	MORNING PEAK HOUR DLUMES (AUTOS):	1 1	124		EVENING PEAK HOUR EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS): 2014 3	0 80	
2014	1 ^	1 1 v	124	19	2014 3 < V	0 80	91
	151 > 1 v		< v	105 12	220 > 1 v	< v	235 40
	<	0 1	. 44		< ^	o 35	40
EXISTING PEAK HOUR COUNT YEAR (AUTOS): 2014		126	21		EXISTING PEAK HOUR COUNT YEAR (AUTOS): 2014	83 98	
	106 <	V IN =	460 <	136	v	^	366
	153 >	OUT =	460 >	319	228 > OUT v		335
EXISTING PEAK HOUR TURNING MOVEMENT VO	DLUMES (TRUCKS IN PCE'S):	14	45		EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):	41 36	
	<	0 0 v >	5		0 < v	0 6	
	0 ^ 49 >		<	5 41	0 ^ 13 >	^ <	6 11
PCE FACTORS BY AXLE:	2 v <	^ >		7	PCE FACTORS BY AXLE: 2 v	v >	0
2: 1.5 3: 2.0 4- TOTAL EXISTING PEAK HOUR TURNING MOVEM		0 0	0		2: 1.5 3: 2 4+: 3.0 2 TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):	0 2	
2014	<	1 1 v >	129		2014 3 < v	0 86	
	1 ^ 200 >		<	24 146	7 ^ 233 >	<	97 246
	3 v <	^ >	, , ,	19	3 v < ^	> v	40
EXISTING PEAK PERIOD MODEL YEAR (AUTO): 2008		0 1	0		ZISTING PEAK PERIOD MODEL YEAR (AUTO): 2008	0 37	
2000	345 <	v IN =	^ 933 <	345	1088 < IN :	^	1088
	588 >	OUT =	933 >	588	630 > OUT	= 1718 >	630
EXISTING PEAK PERIOD MODEL YEAR (TRUCKS II	N PCF'S):	0	0		EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):	0 0	
2008	11 02 37.	0 V	0		2008 v	0 0	
	3 < 4 >	IN = OUT =	7 < 7 >	3	7 < IN : 5 > OUT	= 12 <	7
		v 0	^ 0		v		
EXISTING PEAK HOUR MODEL YEAR (PCE'S): PHF FOR CARS: 0.38		0	0		EXISTING PEAK HOUR MODEL YEAR (PCE'S): PHF FOR CARS: 0.28	0 0	
PHF FOR TRUCKS: 0.333	132 <	V IN =	357 <	132	PHF FOR TRUCKS: 0.25 v 306 < IN :	Λ.	306
	225 >	OUT =	357 >	225	178 > OUT v	= 484 >	178
FUTURE PEAK PERIOD MODEL YEAR (AUTO):		0	0		FUTURE PEAK PERIOD MODEL YEAR (AUTO):	0 0	
2035		0 V	0		2035 v	0 0	
	290 < 175 >	IN = OUT =	465 < 465 >	290 175	342 < IN : 624 > OUT	= 966 >	342 624
		v 0	0		v	0 0	
FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN 2035	PCE'S):	0	0		FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S): 2035	0 0	
	2 <	IN =	3 <	2	2 < IN :	= 5 <	2
	1 >	OUT = v	3 >	1	3 > OUT V		3
FUTURE PEAK HOUR MODEL YEAR (PCE'S):		0	0		FUTURE PEAK HOUR MODEL YEAR (PCE'S):	0 0	
PHF FOR CARS: 0.38 PHF FOR TRUCKS: 0.333		v 0	0		PHF FOR CARS: 0.28 PHF FOR TRUCKS: 0.25 v	0 0	
	111 < 67 >	IN = OUT =	178 < 178 >	111 67	96 < IN : 175 > OUT V	= 272 >	96 175
RAW GROWTH (PCE'S): 2008	TO 2035	v 0	0		v RAW GROWTH (PCE'S): 2008 TO 2035	0 0	
	2035	0	0		CONVERSION OF TRUCKS TO: 2035 FACTOR = 1.50 v	0 0	
TACTOR = 1.30	-21 < -158 >	·	<	-21 -158	-211 < -2 >	<	-211 -2
	130 ;	v 0	^ _	130	v		-
ADJUSTED GROWTH (PCE'S): 10 MINIMUM GROWTH %	2008 TO 2035	10	0		ADJUSTED GROWTH (PCE'S): 2008 TO 2035 10 MINIMUM GROWTH %	10 10	
	10 <	V IN =	50 <	20	v	^	40
	20 >	OUT =	50 >	40	20 > OUT v	= 80 >	40
	2014 TO 2035	0	0		PRORATED GROWTH (PCE'S): 2014 TO 2035	0 0	
21 YEARS		10 v	0		21 YEARS v	10 10	
	10 < 20 >		< >	20 30	20 < 20 >	< >	30 30
		v 0	0		v	0 0	
NEW PROJECTED VOLUMES (PCE'S):	2035	140	30			100 110	
	160 <	v	^ <	210	270 <	<	410
	220 >	v 20	^ >	400	260 > v		390
YEAR 2017 GROWTH: 3 YEARS	2014 TO 2017	20	0		YEAR 2017 GROWTH: 2014 TO 2017 3 YEARS	0 0	
J IENIG	0 <	v	^ <	_	3 YEARS V	0 0	^
	0 <	v	>	C	0 < 0 >	>	0
INITIAL YEAR 2017 VOLUMES:		0	0		v INITIAL YEAR 2017 VOLUMES:	0 0	
2017 VOLONIES.		130 v	30		2017 v	90 100	
	150 < 200 >	IN = OUT =	570 < 570 >	190 370	250 < IN :	= 750 <	380 360
	200 /	v 20	50	370	240 × 001		300
BALANCED YEAR 2017 VOLUMES: 2017		130	30		BALANCED YEAR 2017 VOLUMES: 2017	90 100	
	150 <	v IN =	570 <	190	v	^	380
	200 >	OUT =	570 >	370	240 > OUT v	= 750 >	360
		20	50		, v	40 40	

SAN SEVAINE ROAD (NS) / WILSON AVENUE (EW) $\label{eq:future}$ FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES NCHRP~255

)	EAR 2035 TRAF	FIC CONDITI	IONS			
	MORNII	NG PEAK HOUF	R INPUT DATA			EVENII	NG PEAK HOUF	R INPUT DATA	
	TURNING	BASE YEAR		YEAR 2030		TURNING	BASE YEAR		YEAR 2030
APPROACH	MOVEMENT	COUNT	APPROACH	TOTAL	APPROACH	MOVEMENT	COUNT	APPROACH	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	R 2035 TRAFFIC CONDITIONS							
	MORN	ING PEAK HOU	R RESULTS			EVENING PEAK HOUR RESULTS						
	TURNING	BASE YEAR	YEAR 2030	PEAK - [DAILY		TURNING	BASE YEAR	YEAR 2030	PEAK	- DAILY	
APPROACH	MOVEMENT	COUNT	FORECAST	RELATIO	NSHIP	APPROACH	MOVEMENT	COUNT	FORECAST	RELATI	ONSHIP	
NORTH	LEFT	0	0	NORTH	LEG	NORTH	LEFT	3	3	NORT	H LEG	
BOUND	THRU	1	1	RATIO	7.0%	BOUND	THRU	0	0	RATIO	8.8%	
	RIGHT	44	48	ADT 2	2,400		RIGHT	37	38	ADT	2,400	
SOUTH	LEFT	129	137	SOUTH	LEG	SOUTH	LEFT	86	98	SOUT	'H 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 L	LEG	EAST	LEFT	7	6	EAS	ΓLEG	
BOUND	THRU	200	215	RATIO	6.4%	BOUND	THRU	233	254	RATIO	8.5%	
	RIGHT	3	2	ADT 9	9,400		RIGHT	3	2	ADT	9,400	
WEST	LEFT	19	17	WEST	LEG	WEST	LEFT	40	38	WES	T LEG	
BOUND	THRU	146	159	RATIO	6.0%	BOUND	THRU	246	265	RATIO	8.5%	
	RIGHT	24	28	ADT 6	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 TRAF	FIC CONDITION	NS			
	MORI	NING PEAK HOUF	R INPUT DATA			EVEI	NING PEAK HOUR	INPUT DATA	
	TURNING	BASE YEAR		YEAR 2017		TURNING	BASE YEAR		YEAR 2017
APPROACH	MOVEMENT	COUNT	APPROACH	TOTAL	APPROACH	MOVEMENT	COUNT	APPROACH	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 2	2017 TRAF	FIC CONDITION	NS				
	МС	RNING PEAK HO	JR RESULTS				EV	ENING PEAK HOU	JR RESULTS		
	TURNING	BASE YEAR	YEAR 2017	PEAK	- DAILY		TURNING	BASE YEAR	YEAR 2017	PEAK	- DAILY
APPROACH	MOVEMENT	COUNT	FORECAST	RELAT	IONSHIP	APPROACH	MOVEMENT	COUNT	FORECAST	RELAT	ONSHIP
NORTH	LEFT	0	0	NOR	TH LEG	NORTH	LEFT	3	3	NOR	TH 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	SOU.	TH LEG	SOUTH	LEFT	86	88	SOUT	TH 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	EAS	T LEG	EAST	LEFT	7	6	EAS	T 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	WES	ST LEG	WEST	LEFT	40	38	WES	T 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

MORNI	INC DEAK HOUR	(HERRY AVEN	IUE (NS) /	WILSON AVENUE (EW)			
EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):	24 270	402		EVENING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):	40 475	244	
2014	< 15 ^	21 279 v >	493		2014	40 175 v	> 311	
	194 >		<	109 93	67 ^ 212 >		<	488 219
	111 v <	^ >	. v	69	57 v <	^	>	43
EXISTING PEAK HOUR COUNT YEAR (AUTOS):		24 72	14		EXISTING PEAK HOUR COUNT YEAR (AUTOS):	104 395	70	
2014		793 v	196		2014	526 v	Λ.	
	138 < 320 >	IN = OUT =	1494 < 1494 >	271 701	363 < 336 >	IN = OUT =	2181 < 2181 >	750 593
		v 459	110			v 275	569	
EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):	3 12	30		EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):	3 7	22	
	6 ^	v >		9	2 ^	V	>	14
	34 > 13 v		< v	18 15			< v	7 8
	3.0	29 16	11		PCE FACTORS BY AXLE: < 2: 1.5 3: 2 4+: 3.0	8 20	> 12	
TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOL 2014	UMES (PCES):	24 291	523		TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES): 2014	43 182	333	
	21 ^	v >		118	69 ^	V	> ^	502
	228 > 124 v		< v	111 84	227 > 60 v		< v	226 51
	<	53 88	. 25		<	^ 112 415	> 82	
EXISTING PEAK PERIOD MODEL YEAR (AUTO): 2008		1404	420		EXISTING PEAK PERIOD MODEL YEAR (AUTO): 2008	910	1949	
	345 <	v IN =	3382 <	825	1088 <	v IN =	5040 <	1931
	588 >	OUT =	3382 >	1153	630 >	OUT =	5039 >	881
EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):		1464	565		EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):	1121	1569	
2008		14	12		2008	21	17	
	3 <	V IN =	52 <	17		IN =	70 <	31
	4 >	OUT =	51 >	17	5 >	OUT = v	71 >	14
EXISTING PEAK HOUR MODEL YEAR (PCE'S):		19	17		EXISTING PEAK HOUR MODEL YEAR (PCE'S):	33	13	
PHF FOR CARS: 0.38 PHF FOR TRUCKS: 0.333		538 v	164		PHF FOR CARS: 0.28 PHF FOR TRUCKS: 0.25	260 v	550	
	132 < 225 >	IN = OUT =	1302 < 1302 >	319 444	306 < 178 >	IN = OUT =	1429 < 1429 >	548 250
		v 563	220			v 322	443	
FUTURE PEAK PERIOD MODEL YEAR (AUTO): 2035		1272	502		FUTURE PEAK PERIOD MODEL YEAR (AUTO): 2035	876	3149	
	290 <	v IN =	3344 <	1165	342 <	V IN =	^ 5619 <	1948
	175 >	OUT =	3345 >	980	624 >	OUT =	5619 >	965
FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):		1573	732		FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):	1163	2171	
2035		11 v	12		2035	15 v	39	
	2 < 1 >	IN = OUT =	72 < 73 >	31 25	2 < 3 >	IN = OUT =	117 < 116 >	61 14
	• *	V 24	29			v 61	38	-
FUTURE PEAK HOUR MODEL YEAR (PCE'S): PHF FOR CARS: 0.38		487	195		FUTURE PEAK HOUR MODEL YEAR (PCE'S): PHF FOR CARS: 0.28	249	891	
PHF FOR TRUCKS: 0.333	111 <	v IN =	1295 <	453	PHF FOR TRUCKS: 0.25	v IN =	1603 <	561
	67 >	OUT =	1295 >	381		OUT =	1602 >	274
RAW GROWTH (PCE'S): 2008 TO	2025	609	288		RAW GROWTH (PCE'S): 2008 TO 2035	341	617	
CONVERSION OF TRUCKS TO: 2035	2035	-52	31		CONVERSION OF TRUCKS TO: 2035	-12	344	
FACTOR = 1.50	-21 <	v	<	136	FACTOR = 1.50 -211 <	v	· <	16
	-158 >	v	^	-62	-2 >	v	^ -	24
ADJUSTED GROWTH (PCE'S): 2008	TO 2035	49	69		ADJUSTED GROWTH (PCE'S): 2008 TO 2035	22	178	
10 MINIMUM GROWTH %		80 v	30		10 MINIMUM GROWTH %	60 v	340	
	20 < 40 >	IN = OUT =	330 < 180 >	140 80	40 < 40 >	IN = OUT =	360 < 460 >	80 60
		v 50	70			v 20	180	
PRORATED GROWTH (PCE'S): 2014 21 YEARS	TO 2035	60	20		PRORATED GROWTH (PCE'S): 2014 TO 2035 21 YEARS	50	260	
	20 <	v	^ <	110		v	^ <	60
	30 >	v	>	60	30 >	v	^	50
NEW PROJECTED VOLUMES (PCE'S): 2035		40	50		NEW PROJECTED VOLUMES (PCE'S): 2035	20	140	
		900 v	250			610 v	1250	
	210 < 400 >		< >	420 840			< >	840 690
		v 540	220			v 310	^ 750	
YEAR 2017 GROWTH: 2014 3 YEARS	TO 2017	10	0		YEAR 2017 GROWTH: 2014 TO 2017 3 YEARS	10	40	
	0 <	v	^ <	20		v	^ <	10
	0 >	v	>	10		v	>	10
INITIAL YEAR 2017 VOLUMES:		10	10		INITIAL YEAR 2017 VOLUMES:	0	20	
2017		850 v	230		2017	570 v	1030	
2027			1730 <	330	380 <	IN =	2350 <	790
2027	190 <	IN =				OUT -	2250 -	cre
200	190 < 370 >	OUT =	1720 >	790		OUT =	2350 >	650
BALANCED YEAR 2017 VOLUMES:		OUT = v 510	1720 > ^ 180		360 > BALANCED YEAR 2017 VOLUMES:	v 290	630	650
	370 >	OUT = v 510	1720 > ^ 180	790	360 > BALANCED YEAR 2017 VOLUMES: 2017	v 290 570 v	630 1030	
BALANCED YEAR 2017 VOLUMES:		OUT = v 510	1720 > ^ 180		360 > BALANCED YEAR 2017 VOLUMES: 2017 380 <	v 290 570	630	790 650

CHERRY AVENUE (NS) / WILSON AVENUE (EW) FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES NCHRP 255

				EAR 2035 TRAF	FIC CONDITI	IONS			
	MORNI	NG PEAK HOUF	R INPUT DATA			EVENI	NG PEAK HOU	R INPUT DATA	
	TURNING	BASE YEAR		YEAR 2030		TURNING	BASE YEAR		YEAR 2030
APPROACH	MOVEMENT	COUNT	APPROACH	TOTAL	APPROACH	MOVEMENT	COUNT	APPROACH	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 203	5 TRAF	FIC CONDITI	ONS				
	MORN	ING PEAK HOU	R RESULTS			EVENING PEAK HOUR RESULTS					
	TURNING	BASE YEAR	YEAR 2030	PEAK -	DAILY		TURNING	BASE YEAR	YEAR 2030	PEAK	- DAILY
APPROACH	MOVEMENT	COUNT	FORECAST	RELATIO	ONSHIP	APPROACH	MOVEMENT	COUNT	FORECAST	RELAT	ONSHIP
NORTH	LEFT	53	63	NORTH	l LEG	NORTH	LEFT	112	129	NORT	H 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	SOUT	HLEG
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	EAS	TLEG
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	WES	T 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 TRAF	FIC CONDITION	NS			
	MOR	NING PEAK HOUR	INPUT DATA			EVE	NING PEAK HOUR	INPUT DATA	
	TURNING	BASE YEAR		YEAR 2017		TURNING	BASE YEAR		YEAR 2017
APPROACH	MOVEMENT	COUNT	APPROACH	TOTAL	APPROACH	MOVEMENT	COUNT	APPROACH	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 TRAF	FIC CONDITION	NS				
	МС	RNING PEAK HO	JR RESULTS				EV	ENING PEAK HOU	JR RESULTS		
	TURNING	BASE YEAR	YEAR 2017	PEAK	- DAILY		TURNING	BASE YEAR	YEAR 2017	PEAK	- DAILY
APPROACH	MOVEMENT	COUNT	FORECAST	RELAT	IONSHIP	APPROACH	MOVEMENT	COUNT	FORECAST	RELAT	IONSHIP
NORTH	LEFT	53	56	NOR	TH LEG	NORTH	LEFT	112	112	NOR'	TH 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	SOU	TH LEG	SOUTH	LEFT	333	342	SOU.	TH 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	EAS	ST LEG	EAST	LEFT	69	74	EAS	T 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	WE:	ST LEG	WEST	LEFT	51	48	WES	ST 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

	ORNING PEAK HOUR		SR-15 SB	RAMPS (NS)	/ BEECH AVENUE (EW) EVENING PEAK H	OUR			
EXISTING PEAK HOUR TURNING MOVEMENT VOLUM		79 0	80		EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS): 2014		74 1	150	
	469 ^	v ;	> ,	415	174	<	v >	^	338
	230 >		<	167	415 >			<	718
	0 v	^ ;	> v	0	0 \	<	^ >	v	0
EXISTING PEAK HOUR COUNT YEAR (AUTOS):		0 1	0		EXISTING PEAK HOUR COUNT YEAR (AUTOS):		0 0	0	
2014		159 v	885		2014		225 v	512	
	246 < 699 >	IN = OUT =	1441 < 1441 >	582 310		792 < 589 >	IN = OUT =	1870 < 1870 >	1056 565
		v 0	^ 1				v .	^ 0	
EXISTING PEAK HOUR TURNING MOVEMENT VOLUM	MES (TRUCKS IN PCE'S):	-			EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN	PCE'S):	1		
	<	18 0 v :				<	23 0 v >	17	
	16 ^ 24 >		<		14 / 27 >			<	20 17
PCE FACTORS BY AXLE:	2 v	^ ;	v >	0	0 V PCE FACTORS BY AXLE:	<	^ >	٧	0
2: 1.5 3: 2.0 4+: TOTAL EXISTING PEAK HOUR TURNING MOVEMENT	3.0	0 0	0		2: 1.5 3: 2 4+: 3.0 TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCE	S)·	0 0	0	
2014	vozomes (r ces).	97 0	90		2014	J,.	97 1	167	
	485 ^	•	^	445	188 /		• •	^	358
	254 > 2 v		< v	199 0	442 > 0 v			< v	735 0
	<	0 1	> 0			<	0 0	0	
EXISTING PEAK PERIOD MODEL YEAR (AUTO): 2008		794	0		EXISTING PEAK PERIOD MODEL YEAR (AUTO): 2008		853	0	
	825 <	v IN =	^ 3275 <	1077		2191 <	v IN =	^ 4501 <	2766
	1404 >	OUT =	3275 >	765		882 >	OUT =	4500 >	747
		v 1685	0				v 1562	0	
EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PO 2008	IE'S):	16	0		EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S): 2008		27	0	
	17 <	v IN =	51 <	17		31 <	v IN =	69 <	28
	18 >	OUT =	50 >	14		14 >	OUT =	69 >	10
EVICTING DEAV HOUSE		v 19	0		EVICTING DEAV HOUR MODEL WITH TO SERVE		v 28	0	
EXISTING PEAK HOUR MODEL YEAR (PCE'S): PHF FOR CARS: 0.38		307	0		EXISTING PEAK HOUR MODEL YEAR (PCE'S): PHF FOR CARS: 0.28		246	0	
PHF FOR TRUCKS: 0.333	319 <	V IN =	1261 <	415	PHF FOR TRUCKS: 0.25	621 <	v IN =	1278 <	781
	540 >	OUT =	1261 >	295		250 >	OUT =	1277 >	212
FUTURE PEAK PERIOD MODEL YEAR (AUTO):		647	0		FUTURE PEAK PERIOD MODEL YEAR (AUTO):		444	0	
2035		1663	0		2035		1369	0	
	1199 <	IN =	4174 <	1235		2372 <	IN =	5220 <	2753
	1276 >	OUT = v	4174 >	1382		1098 >	OUT = v	5219 >	1352
FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE	E'S):	1593	0		FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):		1495	0	
2035	,	47 v	0		2035		0 v	0	
	31 < 26 >	IN = OUT =	88 < 89 >	15 42		61 < 61 >	IN = OUT =	89 < 89 >	28 28
	20 >	v	^			01 /	v .	^	20
FUTURE PEAK HOUR MODEL YEAR (PCE'S):		16	0		FUTURE PEAK HOUR MODEL YEAR (PCE'S):		0	0	
PHF FOR CARS: 0.38 PHF FOR TRUCKS: 0.333		648 v	^ 0		PHF FOR CARS: 0.28 PHF FOR TRUCKS: 0.25		383 v	^ 0	
	466 < 494 >	IN = OUT =	1615 < 1616 >	474 539		679 < 323 >	IN = OUT =	1484 < 1484 >	778 386
		v 611	^ 0				v 419	^ 0	
RAW GROWTH (PCE'S): 2008 TO CONVERSION OF TRUCKS TO: 2008		346	0		RAW GROWTH (PCE'S): 2008 TO 2035 CONVERSION OF TRUCKS TO: 2035		134	0	
FACTOR = 1.50		V	^		FACTOR = 1.50		V	^	
	149 < -45 >		>	59 248		62 < 78 >		>	-4 176
		v -36	^ 0				v -29	0	
ADJUSTED GROWTH (PCE'S): 201 10 MINIMUM GROWTH %	08 TO 2035	350	90		ADJUSTED GROWTH (PCE'S): 2008 TO 10 MINIMUM GROWTH %	2035	130	50	
	150 <	v IN =	480 <	60		80 <	v IN =	320 <	110
	70 >	OUT =	490 >			80 <	OUT =	310 >	180
		v 0	0				v 0	0	
PRORATED GROWTH (PCE'S): 20: 21 YEARS	14 TO 2035	270	70		PRORATED GROWTH (PCE'S): 2014 TO 21 YEARS	2035	100	40	
	120 <	v	^ <	50		60 <	v	^ <	90
	50 >	v	^ >	190		60 >	v	>	140
NEW PROJECTED VOLUMES (PCE'S): 20:	25	0	0		NEW PROJECTED VOLUMES (PCE'S): 2035		0	0	
20.		460	1000		TEST : NOVECTED VOLUMES (PCE 3). 2035		370	590	
	420 <	v	^ <	690		890 <	v	^ <	1180
	790 >	v	^ >	530		690 >	v	^	750
YEAR 2017 GROWTH: 20:	14 TO 2017	0	0		YEAR 2017 GROWTH: 2014 TO	2017	0	0	
3 YEARS		40 V	10		3 YEARS		10 v	10	
	20 < 10 >	•	< >	10 30		10 < 10 >	•	<	10 20
	10 >	v	٨	30		10 >	v	^ ^	20
INITIAL YEAR 2017 VOLUMES:		0	0		INITIAL YEAR 2017 VOLUMES:		0	0	
2017		230 v	940		2017		280 v	560	
	320 < 750 >	IN = OUT =	1630 < 1630 >			840 < 640 >	IN = OUT =	2020 < 2030 >	1100 630
		v 0	^ 0	370			v 0	^ 0	-30
BALANCED YEAR 2017 VOLUMES:					BALANCED YEAR 2017 VOLUMES:				
2017		230 v	940		2017		280 v	560	
	320 < 750 >	IN = OUT =	1630 < 1630 >			840 < 640 >	IN = OUT =	2030 < 2030 >	1110 630
		v 0	^ 0				v 0	^ 0	
		0	U		I.		U	U	

SR-15 SB RAMPS (NS) / BEECH AVENUE (EW) FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES NCHRP 255

	YEAR 2035 TRAFFIC CONDITIONS											
	MORNIN	NG PEAK HOUF					NG PEAK HOU	R INPUT DATA				
	TURNING	BASE YEAR		YEAR 2030		TURNING	BASE YEAR		YEAR 2030			
APPROACH	MOVEMENT	COUNT	APPROACH	TOTAL	APPROACH	MOVEMENT	COUNT	APPROACH	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	5 TRAF	FIC CONDIT	IONS				
	MORN	ING PEAK HOU	R RESULTS				EVEN	IING PEAK HOU	JR RESULTS		
	TURNING	BASE YEAR	YEAR 2030	PEAK - [DAILY		TURNING	BASE YEAR	YEAR 2030	PEAK	- DAILY
APPROACH	MOVEMENT	COUNT	FORECAST	RELATIO	NSHIP	APPROACH	MOVEMENT	COUNT	FORECAST	RELAT	IONSHIP
NORTH	LEFT	0	0	NORTH	LEG	NORTH	LEFT	0	0	NOR1	TH LEG
BOUND	THRU	1	0	RATIO	12.8%	BOUND	THRU	0	0	RATIO	8.4%
	RIGHT	0	0	ADT 1	11,400		RIGHT	0	0	ADT	11,400
SOUTH	LEFT	90	243	SOUTH	LEG	SOUTH	LEFT	167	250	SOUT	TH 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 I	LEG	EAST	LEFT	188	187	EAS	TLEG
BOUND	THRU	254	287	RATIO	5.4%	BOUND	THRU	442	500	RATIO	8.4%
	RIGHT	2	0	ADT 2	22,800		RIGHT	0	0	ADT	22,800
WEST	LEFT	0	0	WEST	LEG	WEST	LEFT	0	0	WES	T LEG
BOUND	THRU	199	200	RATIO	6.6%	BOUND	THRU	735	771	RATIO	8.5%
	RIGHT	445	493	ADT 1	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											
	MORI	NING PEAK HOUR	INPUT DATA			EVE	NING PEAK HOUR	INPUT DATA				
	TURNING	BASE YEAR		YEAR 2017		TURNING	BASE YEAR		YEAR 2017			
APPROACH	MOVEMENT	COUNT	APPROACH	TOTAL	APPROACH	MOVEMENT	COUNT	APPROACH	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 TRAF	FIC CONDITION	NS				
	МС	RNING PEAK HO	JR RESULTS				EV	ENING PEAK HOU	JR RESULTS		
	TURNING	BASE YEAR	YEAR 2017	PEAK	- DAILY		TURNING	BASE YEAR	YEAR 2017	PEAK	- DAILY
APPROACH	MOVEMENT	COUNT	FORECAST	RELAT	IONSHIP	APPROACH	MOVEMENT	COUNT	FORECAST	RELAT	IONSHIP
NORTH	LEFT	0	0	NOR	TH LEG	NORTH	LEFT	0	0	NOR	TH 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	SOU	TH LEG	SOUTH	LEFT	167	180	SOU	TH 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	EAS	ST LEG	EAST	LEFT	188	190	EAS	T 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	WE:	ST LEG	WEST	LEFT	0	0	WES	ST 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 R	AMPS (NS)	/ BEECH AVENUE (EW)			
EXISTING PEAK HOUR TURNING MOVEMENT VOL	MORNING PEAK HOUR .UMES (AUTOS):				EVENING PEAK HOUR EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):			
2014	49 ^	89 0 v >	231	00	2014	319 0 v :	> 546	220
	266 >		<	99 486	104 ^ 504 >		<	749
	0 v	^ >	, v	0	0 v	^ ;	, v	0
EXISTING PEAK HOUR COUNT YEAR (AUTOS):		0 0	0		EXISTING PEAK HOUR COUNT YEAR (AUTOS):	0 0	0	
2014		320 v	148		2014	865 v	324	
	575 < 315 >	IN = OUT =	1220 < 1220 >	585 497	1068 < 608 >	IN = OUT =	2442 < 2442 >	969 1050
		v 0	0			v 0	0	
EXISTING PEAK HOUR TURNING MOVEMENT VOL	.UMES (TRUCKS IN PCE'S):	28 0	35		EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):	8 0	29	
	23 ^	v >	^	7	19 ^	v :	^	5
	34 > 0 v		< v	61 0	19 > 0 v		< v	32 0
PCE FACTORS BY AXLE: 2: 1.5 3: 2.0 4+:	3.0	0 0	0		PCE FACTORS BY AXLE: < 2: 1.5 3: 2 4+: 3.0	0 0	0	
TOTAL EXISTING PEAK HOUR TURNING MOVEME 2014	NT VOLUMES (PCES):	117 0	266		TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES): 2014	327 0	575	
	72 ^	v >	^	106	123 ^	v :	> ^	225
	300 > 0 v		< v	547 0	523 > 0 v		< v	781 0
	<	0 0	0		<	0 0	0	
EXISTING PEAK PERIOD MODEL YEAR (AUTO): 2008		0	592		EXISTING PEAK PERIOD MODEL YEAR (AUTO): 2008	0	2341	-
2000	1077 <	v IN =	^ 2565 <	1213	2766 <	v IN =	7268 <	3641
	765 >	OUT =	2564 >	895	747 >	OUT =	7269 >	2162
EVICTING DEAK DEDICE MODEL VEAD (TRUCKS IN	nesie).	v 0	587		EVICTING DEAK DEDICO MODEL VEAD (TRUCKE IN DESIGN	v 0	2880	
EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN 2008	rucioj.	0	16		EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S): 2008	. 0	25	
	17 <	IN =	51 <	19	28 <	IN =	85 <	41
	14 >	OUT = v	51 >	18	10 >	OUT = v	85 >	32
EXISTING PEAK HOUR MODEL YEAR (PCE'S):		0	18		EXISTING PEAK HOUR MODEL YEAR (PCE'S):	0	34	
PHF FOR CARS: 0.38 PHF FOR TRUCKS: 0.333		0 v	230		PHF FOR CARS: 0.28 PHF FOR TRUCKS: 0.25	0 v	662	
	415 < 295 >	IN = OUT =	992 < 991 >	467 346	781 < 212 >	IN = OUT =	2056 < 2057 >	1030 613
		v 0	229			v 0	815	
FUTURE PEAK PERIOD MODEL YEAR (AUTO): 2035		0	1114		FUTURE PEAK PERIOD MODEL YEAR (AUTO): 2035	0	2180	-
2000	1235 <	v IN =	3993 <	1828	2753 <	v IN =	^ 7738 <	3487
	1382 >	OUT =	3992 >	1643	1352 >	OUT =	7739 >	2806
		v 0	783			v 0	2899	
FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN F 2035	CE SJ:	0	45		FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S): 2035	0	0	
	15 <	IN =	95 <	38	28 <	IN =	77 <	49
	42 >	OUT = v	93 >	33	28 >	OUT = v	77 >	49
FUTURE PEAK HOUR MODEL YEAR (PCE'S):		0	15		FUTURE PEAK HOUR MODEL YEAR (PCE'S):	0	0	-
PHF FOR CARS: 0.38 PHF FOR TRUCKS: 0.333		0 v	438		PHF FOR CARS: 0.28 PHF FOR TRUCKS: 0.25	0 v	610	
	474 < 539 >	IN = OUT =	1549 < 1548 >	707 635	778 < 386 >	IN = OUT =	2186 < 2186 >	989 798
		v 0	303			v 0	812	
	TO 2035 2035	0	213		RAW GROWTH (PCE'S): 2008 TO 2035 CONVERSION OF TRUCKS TO: 2035	0	-54	
FACTOR = 1.50	59 <	v	^ <	243	FACTOR = 1.50	v	^ <	-40
	248 >	v	>	292	176 >	v	>	187
ADJUSTED GROWTH (PCF'S):	2008 TO 2035	0	73		ADULISTED GROWTH (PCF'S): 2008 TO 2025	0	-7	
10 MINIMUM GROWTH %		40 V	210		10 MINIMUM GROWTH %	90 V	30	
	70 < 250 >	IN = OUT =	600 < 570 >	240 290	110 < 180 >	IN = OUT =	370 < 330 >	100 190
	230 -	v 0	70	230	100 /	v 0	, 0	130
	2014 TO 2035				PRORATED GROWTH (PCE'S): 2014 TO 2035			
21 YEARS		30 v	160	400	21 YEARS	70 V	20	
	50 < 190 >		>	190 230	90 < 140 >		>	80 150
		v 0	50			v 0	0	
NEW PROJECTED VOLUMES (PCE'S):	2035	410	340		NEW PROJECTED VOLUMES (PCE'S): 2035	970	370	
	710 <	v	^ <	840	1200 <	v	^ <	1090
	560 >	v	^ >	800	790 >	v	^	1250
	2014 TO 2017	0	50		YEAR 2017 GROWTH: 2014 TO 2017	0	0	
3 YEARS		v 0	^ 20		3 YEARS	10 v	^ 0	
	10 < 30 >		< >	30 30	10 < 20 >		< >	10 20
		v 0	10			v 0	^ 0	
INITIAL YEAR 2017 VOLUMES: 2017		380	200		INITIAL YEAR 2017 VOLUMES: 2017	910	350	
	670 <	v IN =	1470 <	680		v IN =	^ 2600 <	1020
	400 >	OUT =	1470 >	600		OUT =	2590 >	1120
DALANCED VEAD 2017 VOLUMES		v 0	10		DALANCED YEAR 2017 VOLUMES.		0	
BALANCED YEAR 2017 VOLUMES: 2017		380	200		BALANCED YEAR 2017 VOLUMES: 2017	910	350	
	670 <	IN =	1470 <	680		IN =	2600 <	1020
	400 >	OUT = v	1470 >	600	670 >	OUT = v	2590 >	1120
		0	10			0	0	

SR-15 NB RAMPS (NS) / BEECH AVENUE (EW) FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES NCHRP 255

			\	/EAR 2035 TRAF	FIC CONDITI	IONS			
	MORNIN	NG PEAK HOUR	R INPUT DATA			EVENI	NG PEAK HOU	R INPUT DATA	
	TURNING	BASE YEAR		YEAR 2030		TURNING	BASE YEAR		YEAR 2030
APPROACH	MOVEMENT	COUNT	APPROACH	TOTAL	APPROACH	MOVEMENT	COUNT	APPROACH	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	TRAF	FIC CONDITI	ONS				
	MORN	ING PEAK HOU	R RESULTS				EVEN	IING PEAK HOU	JR RESULTS		
	TURNING	BASE YEAR	YEAR 2030	PEAK - D	AILY		TURNING	BASE YEAR	YEAR 2030	PEAK	- DAILY
APPROACH	MOVEMENT	COUNT	FORECAST	RELATION	NSHIP	APPROACH	MOVEMENT	COUNT	FORECAST	RELAT	IONSHIP
NORTH	LEFT	0	0	NORTH I	LEG	NORTH	LEFT	0	0	NOR	H LEG
BOUND	THRU	0	0	RATIO 4	4.5%	BOUND	THRU	0	0	RATIO	7.8%
	RIGHT	0	0	ADT 17	7,000		RIGHT	0	0	ADT	17,000
SOUTH	LEFT	266	338	SOUTHI	LEG	SOUTH	LEFT	575	610	SOUT	HLEG
BOUND	THRU	0	0	RATIO #I	DIV/0!	BOUND	THRU	0	0	RATIO	#DIV/0!
	RIGHT	117	83	ADT	0		RIGHT	327	350	ADT	0
EAST	LEFT	72	114	EAST L	.EG	EAST	LEFT	123	142	EAS	T LEG
BOUND	THRU	300	462	RATIO !	5.4%	BOUND	THRU	523	640	RATIO	7.6%
	RIGHT	0	0	ADT 30	0,600		RIGHT	0	0	ADT	30,600
WEST	LEFT	0	0	WEST L	.EG	WEST	LEFT	0	0	WES	T LEG
BOUND	THRU	547	627	RATIO !	5.8%	BOUND	THRU	781	850	RATIO	9.0%
	RIGHT	106	226	ADT 22	2,000		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 TRAF	FIC CONDITION	NS			
	MORI	NING PEAK HOUR	R INPUT DATA			EVE	NING PEAK HOUR	INPUT DATA	
	TURNING	BASE YEAR		YEAR 2017		TURNING	BASE YEAR		YEAR 2017
APPROACH	MOVEMENT	COUNT	APPROACH	TOTAL	APPROACH	MOVEMENT	COUNT	APPROACH	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 TRAF	FIC CONDITION	NS				
	МС	DRNING PEAK HO	JR RESULTS			EVENING PEAK HOUR RESULTS					
	TURNING	BASE YEAR	YEAR 2017	PEAK	- DAILY		TURNING	BASE YEAR	YEAR 2017	PEAK	- DAILY
APPROACH	MOVEMENT	COUNT	FORECAST	RELAT	IONSHIP	APPROACH	MOVEMENT	COUNT	FORECAST	RELAT	IONSHIP
NORTH	LEFT	0	0	NOR	TH LEG	NORTH	LEFT	0	0	NOR	TH 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	SOU	TH LEG	SOUTH	LEFT	575	578	SOU	TH 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	EAS	ST LEG	EAST	LEFT	123	125	EAS	T 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	WE:	ST LEG	WEST	LEFT	0	0	WES	ST 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

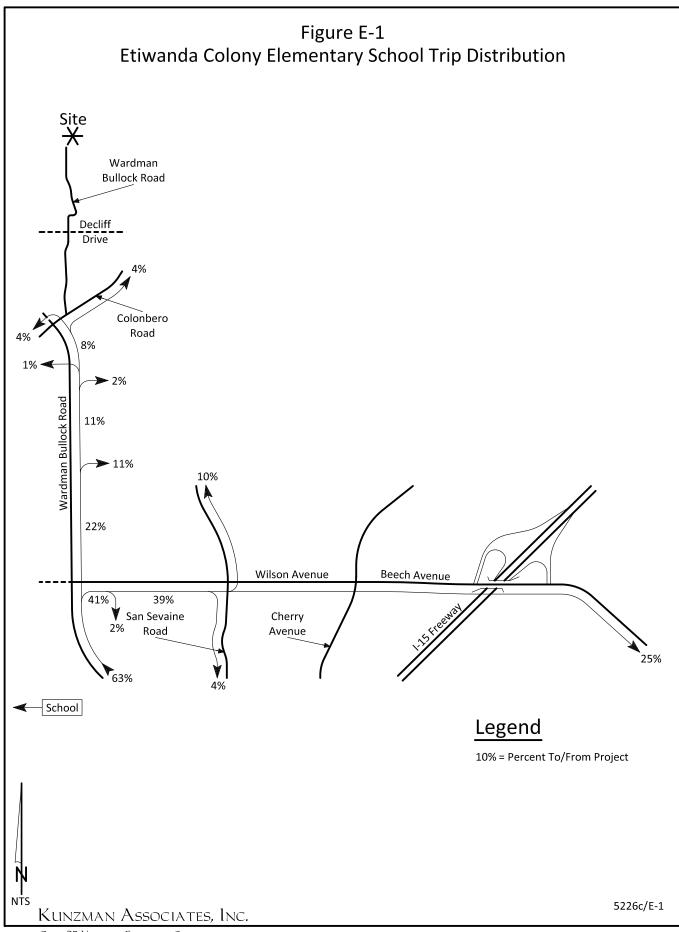
Adjacent Schools Trip Generation and Trip Distributions

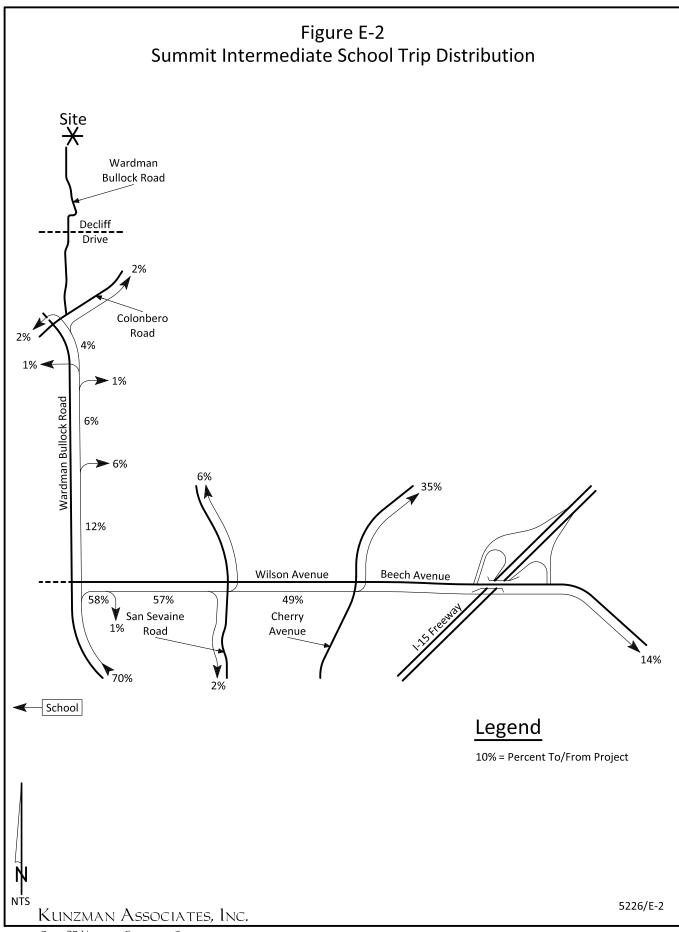
Table E-1
Project Trip Generation¹

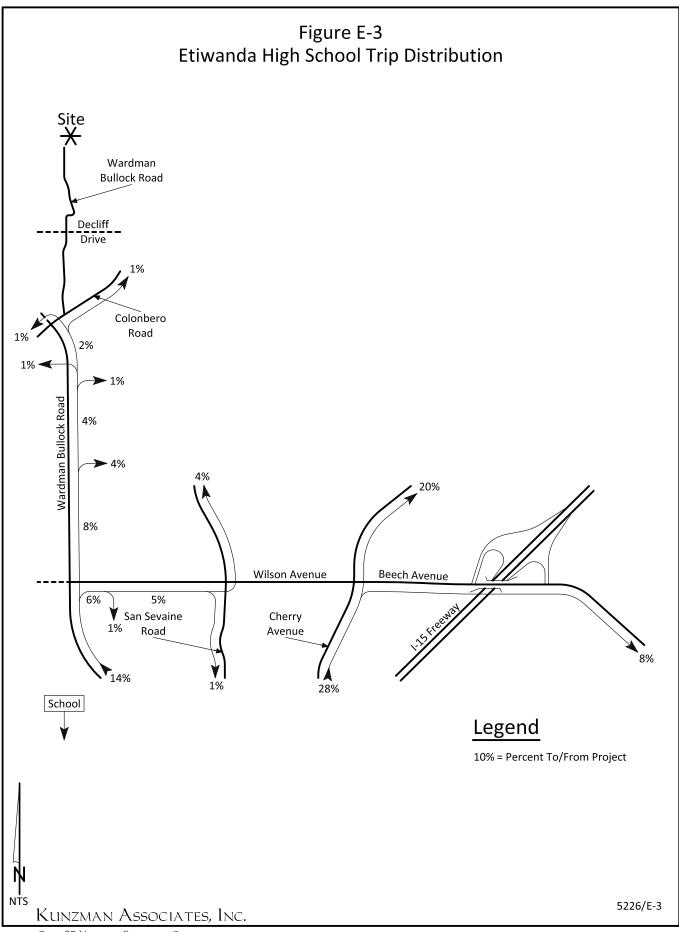
			Peak Hour						
				Morning			Evening		
Land Use	Quantity	Units ²	Inbound	Outbound	Total	Inbound	Outbound	Total	Daily
Trip Generation Rates									
Elementary School		ST	0.25	0.20	0.45	0.07	0.08	0.15	1.29
Middle School		ST	0.30	0.24	0.54	0.08	0.08	0.16	1.62
High School		ST	0.29	0.14	0.43	0.06	0.07	0.13	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, <u>Trip Generation</u>, 9th Edition, 2012, Land Use Categories 520, 522, & 530.

² ST = Students







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 <u>Highway Capacity Manual</u>. 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.

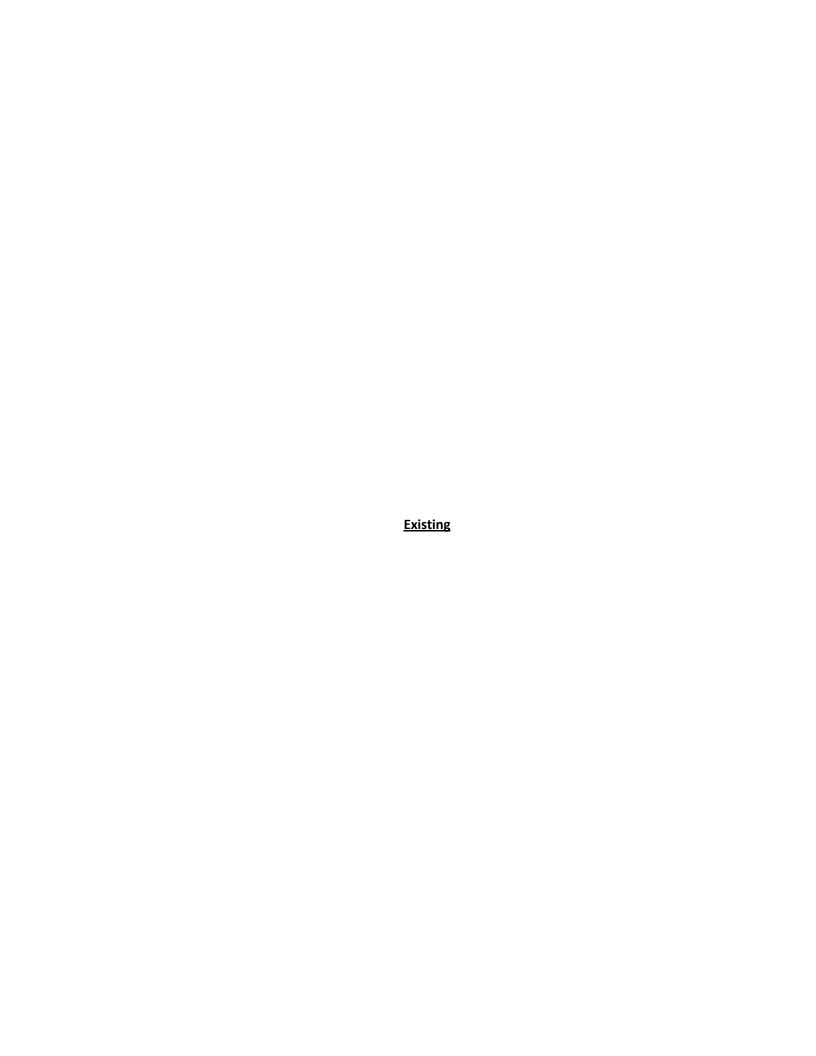
An idiosyncrasy of the delay methodology is that it is possible to add traffic to an intersection and reduce the average total delay per vehicle. If the average total delay is 30 seconds per vehicle for all vehicles traveling through an intersection, and traffic is added to a movement that has an average 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 DESCRIPTION¹

Level Of			otal Delay e (Seconds)
Service	Description	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
В	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
С	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: <u>Highway Capacity Manual</u> Special Report 209, Transportation Research Board, National Research Council, Washington, D.C., 2000.



Ling Yen Mountain Temple Existing Morning Peak Hour

Morning Peak Hour													
				f Cox			+ : 00 [20000					
,	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													
Movement:	ch: North Bound South Bound East Bound cht: L - T - R L - T - R									T WE	west bound		
		_ 1	- K		- I	- K		- 1	- K	1 -	. 1	- K	
Rights:			ıde	Stop Sign			51	LOP 51	-gn	Include			
Min. Green:			10e 0	0	THET	ıde 0	0	111010	ide	0 0 0			
Lanes:			1 0										
Volume Module			- 1	1		,	1		I	1		-	
Base Vol:		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	
Initial Bse:		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	Ö	Ö	0	0	0	0	. 0	
Initial Fut:			38	0	0	Ö	0	2	44	47	5	0	
User Adj:			1.00		1.00	1.00	1.00	1.00	1.00	1.00		1.00	
_	0.79		0.79		0.79	0.79		0.79	0.79	0.79	0.79	0.79	
	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	
FinalVolume:	44	0		0		0		3			6	0	
Saturation Fi	Low Mo	odule	:										
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:				0.00	1.00	0.00	0.00	0.04	0.96	0.90	0.10	0.00	
Final Sat.:									932	734	78	0	
Capacity Anal													
Vol/Sat:						XXXX	XXXX		0.06		0.08	XXXX	
Crit Moves:			7.0					****		****		0 0	
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	
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:	Α	* 7.6	A			*	*	A	A	A	A	. *	
ApproachDel:		1.00			XXXXX			6.8			7.7		
Delay Adj: ApprAdjDel:					XXXXX			1.00			1.00		
LOS by Appr:		7.6 A		XX	xxxx>			6.8			7.7 A		
AllWayAvqQ:	0.1	0.1	0.1	0.0	0.0	0.0	0.1	A 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): Optimal Cycle: 0 Level Of Service: O Level Of Service: ************************* Volume Module: Base Vol: 14 0 24 0 0 0 0 2 8 8 5 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 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 1 1 1 1 2 4 0 3 4 0 0 0 0 0 2 1 8 1 8 5 0 0 0 0 Saturation Flow Module: 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 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 \star A \star \star \star A A A A ApproachDel: 7.4
Delay Adj: 1.00 6.7 7.4 XXXXXX Delay Adj: 1.00
ApprAdjDel: 7.4
LOS by Appr: A XXXXX 1.00 1.00 XXXXXX 6.7 7.4 A Α *************************

Ling Yen Mountain Temple Existing Morning Peak Hour

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 -----|----||------|
 Control:
 Permitted
 Protected
 Permitted
 Permitted

 Rights:
 Ovl
 Include
 Include
 Include

 Min. Green:
 0 31 31 10 31 0 0 0 0 0 31 0 31
 0 0 0 0 0 0 0 1 0 1
 31 0 31

 Lanes:
 0 0 1 0 1 0 1 0 0 0 0 0 0 0 0 0 0 1
 0 0 0 0 0 0 0
 0 0 0 0 0 0
 Volume Module: Base Vol: 0 16 75 64 47 0 0 0 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 0 0 1nitial Fut: 0 178 503 64 286 0 0 0 0 651 0 49 -----||-----||------| Saturation Flow Module: _____|__|__| 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 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 ************************ Optimal Cycle: OPTIMIZED Level Of Service: ************************* 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 -----||----||-----||------| 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 1 0 0 0 1 Volume Module: Base Vol: 0 70 193 46 23 0 0 0 0 148 Initial Bse: 0 70 193 46 23 0 0 0 148 0 32 Added Vol: 0 64 154 0 60 0 0 0 147 0 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 1 147 0 Initial Fut: 0 134 347 46 83 0 0 0 0 295 0 0 0 Saturation Flow Module: 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 Final Sat.: 0 1800 1800 1700 1800 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 17.8 0.0 14.5 AdjDel/Veh: 0.0 15.5 18.4 31.0 9.3 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 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
 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 1 0
 0 0 0 1 0
 0 0 0 1 0
 Volume Module: Initial Bse: 0 0 0 0
Added Vol: 0 0 0
PasserByVol: 0 0 0
Initial Fut: 0 0 8 1 0 10 8 0 1 0 0 26 0 0 8 0 0 0 0 0 0 0 37 0 0 0 1 0 0 0 0 10 34 44 PHF Volume: 0 0 0 1 0 12 15 50 0 0 65 Reduct Vol: 0 0 0 1 0 12 15 50 0 0 65 FinalVolume: 0 0 1 0 1 0 12 15 50 0 0 65 -----||-----||-----| Critical Gap Module: Critical Gp:xxxxx xxxx xxxxx 6.4 6.5 6.2 4.1 xxxx xxxxx xxxxx xxxxx xxxxx FollowUpTim:xxxxx xxxxx xxxxx 3.5 4.0 3.3 2.2 xxxx xxxxx xxxxx xxxxx 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 xxxx xxxxx Move Cap.: xxxx xxxx xxxxx 845 742 1004 1548 xxxx xxxxx xxxx xxxx xxxxx -----| Level Of Service Module: 2Way95thQ: xxxx xxxx xxxxx xxxx xxxx xxxx 0.0 xxxx xxxxx xxxx xxxx xxxxx 7.3 xxxx xxxxx xxxxx xxxx xxxx 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 Colombero 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 -----| Control: Stop Sign Stop Sign Uncontrolled Uncontrolled Rights: Include Include Include
 Rights:
 Include
 Include
 Include
 Include

 Lanes:
 0 0 0 0 0 0 0 1! 0 0 0 1 0 0 0 0 0 1 0
 0 0 0 1 0 0 0 0 0
 0 0 0 1 0 0 0 0 0 0
 Volume Module: Base Vol: 0 0 0 1 1 0 1 25 Initial Bse: 0 0 0 1 0 1 1 25 0 0 12 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 xxxx xxxx 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 0.0 xxxx xxxxx xxxx xxxx xxxxx LOS by Move: * * * * * * * A * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT A * * * * * LT - LTR - RT ********************************** Note: Queue reported is the number of cars per lane. ******************************

Ling Yen Mountain Temple Existing

Morning Peak Hour

Morning Peak Hour													
1.00.0													
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													
Loss Time (se	ec):		6 (Y+R	=3.0 s	sec)	Averag	e Dela	y (se	ec/veh)	:	23	3.3	
Optimal Cycle						Level						С	

Street Name:	: San Sevain Road Wilson Avenue												
Approach:	Noi	cth Bo	und	Sou	ith Bo	ound	East Bound West Bound						
Movement:	L -	- Т	- R	L -	- Т	- R	L -	- Т	- R	L -	- Т	- R	
	-												
Control:	I	Permit	ted	E	Permit	ted	Pro	t+Pei	cmit	Pro	t+Per	mit	
Rights:		Inclu	ıde		Inclu			Inclu	ıde	Include			
Min. Green:	31	31	31	31	31	31	19	19	19	19 19 19			
Lanes:	0 1	L 0	0 1	0 0	1!	0 0	1 () 1	1 0	1 () 1	1 0	
Volume Module	e:												
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:		1	44	129	1	117	79	508	29	19	523	24	
User Adı:	1.00	1.00	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	
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	
Reduced Vol:	40	1	46	135	1	122	82	530		20	545	25	
PCE Adj:		1.00	1.00		1.00	1.00		1.00			1.00	1.00	
MLF Adj:		1.00	1.00	1.00		1.00		1.00	1.00		1.00	1.00	
FinalVolume:		1			1		82		30		545	25	
Saturation Fl				'		,	1		•	"		•	
Sat/Lane:		1800		1800	1800	1800	1800	1800	1800	1800	1800	1800	
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00		1.00		0.94	1.00	1.00	
-	0.98		1.00	0.53	0.01	0.46		1.89		1.00	1.91	0.09	
Final Sat.:			1800		7			3406			3442	158	
Capacity Anal													
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	0.07	0.38		0.38		0.58			0.53	0.53	
Delay/Veh:		15.4	15.4		18.0	18.0		26.2			23.8	23.8	
User DelAdj:			1.00		1.00	1.00		1.00			1.00	1.00	
AdjDel/Veh:		15.4	15.4		18.0	18.0		26.2	26.2		23.8	23.8	
LOS by Move:	В	В	В	В	В	В	C	C	C	С	C	C	
HCM2kAvqQ:	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): Optimal Cycle: OPTIMIZED Level Of Service: *********************** 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 _____| Control: Permitted Permitted Prot+Permit Prot+Permit Rights: Include Include Include Rights: Include Include Include Include Min. Green: 31 31 31 31 31 19 19 19 19 19 19 19 Lanes: 0 1 0 0 1 0 0 1! 0 0 1 0 1 1 0 1 1 0 ---|-----||-----| Volume Module: 40 246 7 233 3 Initial Bse: 3 1 37 86 1 3 31 106 0 102 Added Vol: 10 0 0 PasserByVol: 0 0 0 Initial Fut: 13 1 37 0 0 29 0 0 0 86 1 32 10 0 0 0 0 13 38 339 40 348 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 Reduct Vol: Reduced Vol: 13 1 38 88 1 33 39 348 13 41 357 99 FinalVolume: 13 1 38 88 1 33 39 348 13 41 357 99 -----||-----||------| Saturation Flow Module: 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: **** **** 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.

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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 #5 Cherry Avenue (NS) at Wilson Avenue (EW) - #5 ************************************																
Ontimal Cycle	ec) .	Average	ritical Vol./Cap.(X): 0.605 werage Delay (sec/veh): 40.6 evel Of Service: D													
Street Name:	eet Name: Cherry Avenue								Wilson Avenue							
Approach:	Nort	h Bou	ınd	South Bound			Ea	st Bo	und	West Bound						
Morromont .	т _	-т	. D	T	. 17	_ R	T	'11'	– R	1, -	T -	– K				
Control:	Pro	b.d	Protected Include 10 31 31 2 0 1 0 1			Pr	otect	:ed	Protected							
						1										
Volume Module Base Vol: Growth Adj: Initial Bse:	53 1.00 1	88 00 88	25 1.00 25	523 1.00 523	1.00	24 1.00 24	1.00	228	1.00 124	1.00 84	1.00	118 1.00 118				
Added Vol: PasserByVol: Initial Fut: User Adj: PHF Adj:	0 53 1.00 1	113 0 201 1.00	45 0 70 1.00 0.97	0 0 523 1.00 0.97	1.00	212 0 236 1.00 0.97	174 0 195 1.00 0.97		0 0 124 1.00 0.97	96 0 180 1.00 0.97	1.00	0 0 118 1.00 0.97				
PHF Volume:	55 0 55	208 0 208	72 0 72 1.00	540 0 540 1.00	548 0 548	244 0 244 1.00	201 0 201 1.00	375 0 375	128 0 128 1.00	186 0 186 1.00	285 0 285 1.00	122 0 122 1.00				
MLF Adj: FinalVolume:	55	208	1.00	1.00 540	548	1.00 244	1.00 201	375	1.00		285	1.00				
Saturation F																
	1800 1 0.94 1 1.00 1	1800 1.00 1.00	1.00 1.00 1800	0.89 2.00 3200	1.00	1800 1.00 1.00 1800	0.94 1.00 1700	1800 1.00 1.49 2683	1.00 0.51 917	0.94 1.00 1700	1800 1.00 1.00 1800	1800 1.00 1.00 1800				
Capacity Ana Vol/Sat: Crit Moves:	lysis N	Modul			0.30	0.14		0.14	0.14	0.11	0.16	0.07				
Green/Cycle: Volume/Cap: Delay/Veh: User DelAdj: AdjDel/Veh:	0.28 (45.4 1.00 45.4 1	0.41 32.6 1.00 32.6	0.28 0.14 29.7 1.00 29.7	0.79 47.1 1.00 47.1	0.38 0.80 36.8 1.00 36.8	0.38 0.36 24.7 1.00 24.7	0.79 60.3 1.00	0.31 0.45 30.6 1.00 30.6	0.45 30.6 1.00 30.6	0.91 85.6 1.00	0.28 0.56 35.2 1.00 35.2	0.28 0.24 30.7 1.00 30.7				
LOS by Move: HCM2kAvgQ: *********	2 *****	C 6 ****	2			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): Optimal Cycle: OPTIMIZED Level Of Service: ******************* 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
 Control:
 Protected
 Protected
 Protected
 Protected
 Protected
 Protected
 Protected
 Include
 -----| Volume Module: 82 33 182 43 69 227 60 51 226 Initial Bse: 112 415 502 0 50 56 58 48 0 0 0 0 0 0 0 33 232 99 127 275 60 Added Vol: 0 56 PasserByVol: 0 0 22 0 20 46 0 0 0 0 71 272 502 Initial Fut: 112 471 104 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 Reduct Vol: Reduced Vol: 117 493 109 35 243 104 133 288 63 74 285 526 FinalVolume: 117 493 109 35 243 104 133 288 63 74 285 526 Saturation Flow Module: 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: **** **** *** 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):									o.(X):				
	Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 15.6												
Optimal Cycle: OPTIMIZED											В		

Street Name:	N 1	SR-15	Freewa	ay SB	Ramps				Beech			und	
Approach: Movement:	NOI	th Bo	una	Sou	tn BC	una	ьа	ST BC	ouna - P	w е	SL DO	unu - P	
Movement:	 	- 1 	- K			- K				i			
Control:													
Rights:		Inclu	ıde		Inclu	da		Incli	ıde	Include			
Min. Green:			0	7	0	7	10	19	0	0 19 19			
Lanes:	0 (0	0 0	1 0	0	0 1	1 0) 2	0 0	0 0	1		
			1										
Volume Module		0	0	90	0	97	485	254	0	0	199	445	
Base Vol: Growth Adj:	1 00	-		1.00		1.00				1.00		1.00	
Initial Bse:		0	0	90	0	97	485			0		445	
Added Vol:		0	0	0	0	0	0			Õ		0	
PasserByVol:		0	Ö	0	0	Ö	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	
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94			0.94		0.94	
PHF Volume:		0	0	96	0	103	516	462		. 0	488	473	
Reduct Vol:			0	0	0	0	0	0		0	0	473	
Reduced Vol:		0	0	96	1 00	103	516	462		1 00	488	473 1.00	
PCE Adj:			1.00	1.00		1.00	1.00			1.00		1.00	
MLF Adj: FinalVolume:			1.00	96	1.00	1.00		462		0		473	
	1												
Saturation F			-	•		,			,	•			
Sat/Lane:	1800	1800	1800	1800	1800	1800		1800			1800	1800	
Adjustment:				0.94		1.00		1.00			1.00	1.00	
Lanes:			0.00	1.00		1.00		2.00			1.02	0.98	
Final Sat.:	0	0	0	1700	0	1800		3600		. 0		1772	
								-					
Capacity Ana Vol/Sat:		0.00	0.00	0 06	0.00	0.06	0 30	0.13	0.00	0.00	0.27	0.27	
Crit Moves:	0.00	0.00	0.00	****	0.00	0.00	****	0.10		0.00	****	0.2	
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	0.49		0.16			0.73	0.73	
Delay/Veh:	0.0		0.0		0.0	26.6	18.5	1.6		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	
AdjDel/Veh:	0.0	0.0	0.0	26.7	0.0	26.6	18.5	1.6	0.0		18.5	18.5	
LOS by Move:				C	A		В			A		В	
HCM2kAvgQ:	0		0	2	0	3	10	1		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): Optimal Cycle: OPTIMIZED Level Of Service: ****************** 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 _____|
 Control:
 Permitted
 Permitted
 Protected
 Permitted

 Rights:
 Include
 Include
 Include
 Include

 Min. Green:
 0 0 0 0 0 0 1 0 0 0 1
 1 0 2 0 0 0 0 1 1 0
 0 0 0 1 1 0
 -----| Volume Module: 0 0 0 0 735 358 Base Vol: 0 167 0 97 188 442 0 735 358 PHF Volume: 0 0 0 170 0 99 192 522 0 0 817 365 Reduct Vol: 0 0 0 0 170 0 99 192 522 0 0 817 365 FinalVolume: 0 0 0 170 0 99 192 522 0 0 817 365 -----| Saturation Flow Module: _____| Capacity Analysis Module: 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 ******************

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 ********************************** 60 Critical Vol./Cap.(X): 0.502 Cycle (sec): Cycle (sec):

Loss Time (sec):

6 (Y+R=3.0 sec) Average Delay (sec/veh): Optimal Cycle: OPTIMIZED Level Of Service: ******************************* 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 -----|----||------|
 Control:
 Permitted
 Permitted
 Protected
 Permitted

 Rights:
 Include
 Include
 Include
 Include
 Include

 Min. Green:
 0 0 0 0 0 1 0 0 1 1 0 0 0 0 1
 1 0 1 0 0 0 0 2 0 1
 1 0 1 0 0 0 0 2 0 1
 Volume Module: Base Vol: 0 0 0 266 0 117 72 300 0 547 106 Initial Bse: 0 0 0 266 0 117 72 300 0 0 547 106 Saturation Flow Module: 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 ~~~~~~||-----||-----||------||------| 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 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 Existina 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): Optimal Cycle: OPTIMIZED Level Of Service: ******************************** 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 ---|-----||-----||------| Volume Module: Base Vol: 0 0 0 575 0 327 123 523 Ω 0 781 225 FinalVolume: 0 0 0 598 0 340 128 617 0 0 881 234 Saturation Flow Module: 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 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: *** ****

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



Ling Yen Mountain Temple Existing Plus Project Morning Peak Hour

			Level O			-		-				
			-Way St									
*****												*****
Intersection												
****	****			*****	*****							
Cycle (sec):		10	0.0			Critic	al Vol	l./Car	o.(X):			
Loss Time (se	ec):		0 (Y+R	=4.0 s	sec)	Averag	e Dela	ay (se	ec/veh)	:	-	7.6
Optimal Cycle	 :∶		Ü			Level	Of Ser	rvice:				A
*****												*****
Street Name:		Ward	dman Bu	llock	Road				Colonbe	ro Roa	ad	
Approach:												
Movement:												
Control:	St	top S:	ign	St	cop Si	gn	St	top Si	Lgn	St	top Si	_gn
Rights:								Inclu	ıde			
			0			0			0			0
Lanes:			1 0		1!	0 0	0 (0 0	1 0	0 1	L 0	
Volume Module												
Base Vol:			12		0	0	0				5	0
Growth Adj:						1.00		1.00		1.00		1.00
Initial Bse:		0	12	0	0	0	0	2	7	10	5	0
Added Vol:	26	0		0	0	0	0	0	37	43	0	0
PasserByVol: Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	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
PHF Adj:			0.79		0.79	0.79		0.79	0.79	0.79		0.79
	44	0	108	0	0	0	0	3	56	67	6	0
Reduct Vol:		0		0	0	0	0	-	0	0	0	0
Reduced Vol:				0	0	0					6	0
PCE Adj:					1.00	1.00		1.00			1.00	
MLF Adj:			1.00		1.00	1.00		1.00				1.00
FinalVolume:									56		6	0
Saturation Fl				1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00
Adjustment:						1.00					1.00	1.00
Lanes: Final Sat.:			1.00			0.00		0.04	0.96 890			0.00
final Sat.:		_		0			0					0
									1			
Capacity Anal Vol/Sat:				vvvv	0 00	VVVV	V V V V	0 06	0 06	0 00	0.09	xxxx
Crit Moves:	0.07	^^^^	****	ΔΛΛΛ	****		XXXX	****		0.09	****	AAAA
Delay/Veh:	8 3	0 0		0 0	0 0	0 0	0 0			7 0		0 0
Delay Adj:		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:	0.5 A	*	7.3 A	· · ·	*	*	*	7.0 A	7.0 A	7.9 A	7.9 A	*
ApproachDel:	1.7	7.6	11		<xxxx< td=""><td></td><td></td><td>7.0</td><td>А</td><td>11</td><td>7.9</td><td></td></xxxx<>			7.0	А	11	7.9	
Delay Adj:		1.00			XXXX			1.00			1.00	
ApprAdjDel:		7.6			XXXX			7.0			7.9	
LOS by Appr:		7.0 A		^/	*			7.0 A			7.9 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 Evening Peak Hour

Level Of Service Computation Report 2000 HCM 4-Way Stop Method (Future Volume Alternative) ******************* Intersection #1 Wardman Bullock Road (NS) at Colombero 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 Colombero Road
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R -----| Control: Stop Sign Stop Sign Stop Sign Stop Sign Rights: Include Include Include Min. Green: 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 0 1 0 0 0 Volume Module: Base Vol: 14 0 24 0 0 0 0 2 8 8 5 0 Initial Bse: 14 0 24 0 0 0 0 2 8 8 5 0 87 0 Added Vol: 10 0 87 0 0 0 0 0 10 -----||-----||-----| Saturation Flow Module: 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 7.1 7.1 8.5 8.5 0.0 AdjDel/Veh: 8.4 0.0 7.8 0.0 0.0 0.0 7.1 7.1 8.5 8.5 0.0 LOS by Move: A \star A \star \star \star \star A A A ApproachDel: 7.9
Delay Adj: 1.00 xxxxx xxxxx 7.1 8.5 Delay Adj: 1.00
ApprAdjDel: 7.9
LOS by Appr: A 1.00 1.00 8.5 XXXXXX 7.1 Α

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Ling Yen Mountain Temple Existing Plus Project Morning Peak Hour

				Mor	ning	Peak Ho	ur					
			[0770]	of com		~~~~~	+:00	Donom				
,	2000					Computa (Future				\		
*****	****	*****	*****	****	****	******* (:ucure	****	.ue al	*******	.ve) :*****	*****	*****
Intersection	#2 W	ardman	n Bullo	ck Ro	ad (N	S) at W	ilson	Aveni	ıe (EW)	- #2		
Cycle (sec):						Critic						
Loss Time (se	ec):			R=3.0	sec)	Averag	e Dela	av (se	ec/veh)		31	1 7
Optimal Cycle	e: OP	TIMIZI	ΞD			Level	Of Se	rvice	•			C
*****	****	****	*****	****	****	****	****	****	- *****	****	*****	*****
Street Name:			dman Bu						Vilson			
Approach:	No	rth Bo	ound	So	ath B	ound	E	ast Bo	ound	We	est Bo	ound
Movement:	L	- T	- R	L	- T	- R	L ·	- T	- R	L -	- T	- R
						1				1		
Control:		Permit	tted	P	rotec	ted		Permit	ted]	Permit	ted
Rights:		Ovl			Incl	ude		Incli	ıde		Inclu	
Min. Green:								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:			75	64	47	0	0	0		97	-	49
Growth Adj:			1.00		1.00	1.00		1.00			1.00	1.00
Initial Bse:			75	64		0	0		0	97		49
Added Vol:	0		428	5		1	7	•	0	554		40
PasserByVol:	0	170	0		0	0	0	0	0	0	_	0
Initial Fut:			503	69		1	7	•	0	651	0	89
User Adj:			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
PHF Volume: Reduct Vol:	0	195 0	550	75	313	1	8	0	0	712	0	97
Reduced Vol:			0		0	0	0	0	-	0	-	0
PCE Adj:			550	75		1	8	1 00	1 00	712		97
MLF Adj:			1.00		1.00	1.00		1.00			1.00	
FinalVolume:			550	75		1.00 1	1.00	1.00	1.00		1.00	1.00
						Ι,	. 8	U	0	/12	0	97
Saturation Fl				1						1		1
Sat/Lane:				1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:			1.00		1.00			1.00			1.00	
Lanes:			1.00		0.99			0.00			0.00	1.00
Final Sat.:	0	1800	1800	1700	1794	6	1700	0	0	1700	Λ	1800
	i					-	1		1	1		1
Capacity Anal	Lysis	Modu.	le:	•		,	•		. '	1		ı
Vol/Sat:				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		0.00	0.00		0.00	0.11
Delay/Veh:		24.6	42.1		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
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	С	D	D	В	В	В	A	A	С	A	В
HCM2kAvgQ:	0	5	19	3	7	7	0	0	0	24	0	2
******									*****	*****	*****	*****
Note: Oueue 1	repor	ted is	s the n	umber	of ca	ars per	lane	_				

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

Ling Yen Mountain Temple Existing Plus Project Evening Peak Hour

				Evei	ning l	Peak Ho	ur					
					·							
						Computa						
*******	2000 1	ICM OF	peratio	ns Met	thod	(Future	Volur	ne Alt	cernati	ve)		
											****	****
Intersection *******	#2 Wa	ardmar	n Bullo	CK Roa	ad (NS	3) at W	ilson	Avent	ie (EW)	- #2	ata ata ata ata a	
Cycle (sec):			75	2 0		Critic	ar vo-	L./Car	o.(X):			
Loss Time (se	C):		6 (Y+R	=3.0 8	sec)	Averag	e Dela	ay (se	ec/veh)	:	Τ 6	
Optimal Cycle	5: OE.	LTWTSE	SD balantanian kanalania			rever	Of Sei	rvice	: 			В
							****					*****
Street Name:			dman Bu				_		Vilson			,
Approach: Movement:	NO:	rtn Bo	ouna_	501	ith_Bo	ound_	_ E a	ast Bo	ound_	we:	st_Bo	ound_
Movement:	ь -	- T	- R	. ь -	- T	- R	. L -	- T	- R	L -	Т	- R
Control:		rermi	ttea	P)	roteci	cea	1	rermı	ttea			
Rights:	0	Ovl	21	1.0	Incl	1 de 0	_	Incl			Inclu	
Min. Green:									0			31
Lanes:) I	0 1	, I (J	1 0	. 1 () ()	0 0	T 0	Ü	0 1
Volume Module							1					
Base Vol:	0	70	102	16	2.2	^	0	0	^	1 40	0	20
Growth Adj:			193	46	23	1 00	1 00	1 00		148	0	32
-			1.00		1.00	1.00		1.00		1.00		1.00
Initial Bse:			193	46	23	0	0	0		148	0	32
Added Vol:	0		154	65	60	12	12	0	_	147	0	65
PasserByVol:		0	0	0	0	0	0	0	0	0	0	0
Initial Fut:			347	111	83	12	12	0	_	295	0	97
User Adj:			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
PHF Volume:		141	366	117	88	13	13	0	0	312	0	102
Reduct Vol:		0	. 0	0	0	0	0	0	0	0	0	0
Reduced Vol:			366	117	88	13			0	312	0	102
PCE Adj:			1.00		1.00	1.00		1.00		1.00		1.00
MLF Adj:			1.00		1.00	1.00		1.00		1.00	1.00	1.00
FinalVolume:			366	117		13	13	0	0	312		102
Saturation Fl												
Sat/Lane:								1800	-			
Adjustment:			1.00		1.00			1.00		0.94		1.00
Lanes:			1.00		0.87			0.00		1.00	0.00	1.00
Final Sat.:	0	1800	1800	1700	1573	227	1700	0	0	1700	0	1800
Capacity Anal												
Vol/Sat:	0.00		0.20		0.06	0.06	0.01	0.00	0.00	0.18	0.00	0.06
Crit Moves:		****		****						***		
Green/Cycle:			0.40		0.53	0.53		0.00	0.00	0.40	0.00	0.40
Volume/Cap:		0.20	0.51	0.54	0.11	0.11	0.02	0.00	0.00	0.46	0.00	0.14
Delay/Veh:		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	В	В	С	A	A	В	А	А	В	A	В
HCM2kAvgQ:	0	2	7	4	1	0	0	0	0	6	0	2
******									*****	*****	****	*****
Note: Queue 1	report	ted is	s the n	umber	of ca	ars 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 -----|----||------|
 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 1 0
 0 0 0 0 1 0
 0 0 0 0 1 0
 Volume Module: 0 1 0 Base Vol: 0 0 8 10 8 1 0 8 10 0 0 0 6 47 26 0 0 37 0 0 0 0 0 0 0 0 0 57 34 0 0 44 Initial Bse: 0 0 0 1 0 8 10 8 0 7 1 Added Vol: 0 0 0 0 Critical Gap Module: Critical Gp:xxxxx xxxxx xxxxx 6.4 6.5 6.2 4.1 xxxx xxxxx xxxxx xxxxx xxxxx FollowUpTim:xxxxx xxxx xxxxx 3.5 4.0 3.3 2.2 xxxx xxxxx xxxxx xxxxx 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: 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 xxxxx xxxxx ************************************** 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 Unsignalized Method (Future Volume Alternative) ***************************** Intersection #3 Ambleside Place (NS) at Colombero 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 Control: Stop Sign Stop Sign Uncontrolled Uncontrolled Rights: Include Include Include Rights: Include Include Include Include Lanes: 0 0 0 0 0 0 0 1! 0 0 0 1 0 0 0 0 0 1 0 -----|----|----||------| Volume Module: Base Vol: 0 0 0 1 0 1 25 1 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 10 PasserByVol: 0 0 0 0 1 0 78 78 35 0 0 22 1 PHF Volume: 0 0 0 1 0 112 112 50 0 0 32 1 Reduct Vol: 0 0 0 0 1 0 112 112 50 0 0 32 1 -----|-----|------| Critical Gap Module: Critical Gp:xxxxx xxxx xxxx 6.4 6.5 6.2 4.1 xxxx xxxxx xxxx xxxx xxxx xxxx FollowUpTim:xxxxx xxxx xxxx xxxx 3.5 4.0 3.3 2.2 xxxx xxxxx xxxx xxxx xxxx xxxx Capacity Module: Cnflict Vol: xxxx xxxx xxxx 307 307 32 33 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: Control Del:xxxxx xxxxx xxxxx xxxxx xxxxx -7.4 xxxx xxxxx xxxxx xxxxx xxxxx LOS by Move: * * * * * * A * * * * * Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT Shared Cap.: xxxx xxxx xxxx xxxx 1039 xxxxx xxxx xxxx xxxx xxxx xxxx xxxx SharedQueue:xxxxx xxxx xxxxx xxxxx 0.4 xxxxx 0.2 xxxx xxxxx xxxxx xxxxx xxxxx Shrd ConDel:xxxxx xxxx xxxxx xxxxx 8.9 xxxxx 7.4 xxxx xxxxx xxxxx xxxxx xxxxx

 Shared LOS:
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 <td ApproachDel: xxxxxx ApproachLOS: * ******************************** Note: Queue reported is the number of cars per lane. ************************

Ling Yen Mountain Temple Existing Plus Project Morning Peak Hour

				Morr	ing F	eak Ho	ur					
			1 0									
,	2000 11					Computa		-		\		
*****						Future ****					****	****
Intersection											****	*****
Cycle (sec):		8				Critic					0.9	
Loss Time (se	ac) •			=3 N s	:00)	Averag	ar voi	/ Car	$\alpha \in (X)$		23	
Optimal Cycle			ח (ביוני	-5.0 :	,60,	Level	Of Ser	wice:	C/ VEII/	•	2.	, C
******			*****	*****	****	*****	*****	****	*****	*****	****	
Street Name:			n Seva						lilson .			
Approach:	Nor					und	Ea				est Bo	und
Movement:				L -	- T	- R	L -	- Т	- R	L -		
Control:												
Rights:		Inclu	de		Inclu	ide		Inclu			Inclu	
Min. Green:										19	19	19
Lanes:	0 1	0	0 1	0 0		0 0) 1	1 0
Volume Module	e:											
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
Initial Fut:		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
PHF Adj:		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:		1		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		1.00	1.00
FinalVolume:				135			. 82		30		587	25
							1					
Saturation F				1000	1000	1000	1000	1000	1000	1000	1000	1000
Sat/Lane:					1800			1800			1800	
Adjustment:			1.00		1.00	1.00			1.00		1.00	
Lanes: Final Sat.:	0.98		1800	912	0.01	0.46 827		1.89			3453	0.08 147
rinar Sat.:												
Capacity Ana							1					
Vol/Sat:				0 15	0 15	0.15	0 00	0 16	0 16	0 00	0 17	0.17
Crit Moves:	0.02	0.02	0.05	0.15	****	0.13	****	0.10	0.10	0.00	****	0.17
Green/Cycle:	0 39	0 39	0.39	0 39	0.39	0.39		0.27	0.27	0 27	0.30	0.30
Volume/Cap:	0.06		0.07	0.38		0.38		0.58			0.57	
Delay/Veh:	15.4		15.4	18.0		18.0		26.3			24.3	24.3
User DelAdj:			1.00		1.00	1.00		1.00	1.00		1.00	1.00
AdjDel/Veh:			15.4	18.0		18.0		26.3	26.3		24.3	24.3
LOS by Move:	В	В	В	В	В	В	Z4.,	20.3 C	20.5 C	Z1.,	24.5 C	24.5 C
HCM2kAvqQ:	1	1	1	5	5	5	2	7	7	0	7	7
*****	_				-	-				-		
Note: Queue	report	ed is	the n	umber	of ca	ars 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): *********************** 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
 Control:
 Permitted
 Permitted
 Prot+Permit
 Prot+Permit

 Rights:
 Include
 Include
 Include

 Min. Green:
 31 31 31 31 31 31 31 19 19 19 19 19 19
 19 19 19 19 19

 Lanes:
 0 1 0 0 1 0 0 1! 0 0 1 0 1 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: $1.00\ 1.00\ 1.00\ 1.00\ 1.00\ 1.00\ 1.00\ 1.00\ 1.00\ 1.00$ Initial Bse: 3 1 37 86 1 3 7 233 Added Vol: 10 0 0 0 0 29 31 172 40 246 3 0 Added Vol: 10 0 0
PasserByVol: 0 0 0
Initial Fut: 13 1 37 0 0 29 0 0 0 86 1 32 0 168 0 0 10 0 0 38 405 0 0 0 13 40 414 97 PHF Volume: 13 1 38 88 1 33 39 415 13 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 Reduced Vol: 13 1 38 88 1 33 39 415 13 41 425 0 FinalVolume: 13 1 38 88 1 33 39 415 13 41 425 99 Saturation Flow Module: 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: **** **** Note: Queue reported is the number of cars per lane.

Ling Yen Mountain Temple Existing Plus Project Morning Peak Hour

				Morr	ning E	Peak Hou	ır					
3	2000 1					Computat (Future				110)		
********											****	*****
Intersection	#5 Cl	nerry	Avenue	(NS)	at Wi	ilson A	venue	(EW)	- #5			
Cycle (sec):						Critica						
Loss Time (se												
Optimal Cycle	e: OPI	CIMIZE	D (111)		, ,	Level (of Sei	vice	:	•	40	, , , D
Optimal Cycle	****	****	****	****	****	*****	****	****	*****	*****	****	*****
Street Name:			Cherry						Wilson			
Approach:						ound	Εá	ast Bo	ound	We	st Bo	ound
Movement:	L -	- T	- R	L -	- Т	- R	L -	- T	- R	L -	T	- R
Control:												
Rights:		Inclu	ıde		Inclu	ide 31		Incl	ude		Inclu	
Min. Green:	10	3 L	31	10	31	31	10	31	31	10		31
Lanes:			0 1			0 1					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
Initial Bse:	53	88	25	523	291	24	21	228	124	84		118
Added Vol:		113	45	0_0	239	212	174			96	205	0
PasserByVol:	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
Reduced Vol:		208	72	540	548	244	201			186		122
PCE Adj:		1.00	1.00		1.00	1.00		1.00		1.00		1.00
MLF Adj: FinalVolume:	1.00		1.00 72	1.00		1.00		1.00	1.00	1.00		1.00
rinalvolume:					548	244		380			326	122
Saturation F				1			,			,		
Sat/Lane:		1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:			1.00		1.00	1.00		1.00		0.94		1.00
Lanes:			1.00		1.00	1.00		1.50		1.00		1.00
Final Sat.:	1700	1800	1800	3200	1800	1800	1700	2693	907	1700	1800	1800
Capacity Ana.												
Vol/Sat:	0.03		0.04		0.30	0.14		0.14	0.14	0.11		0.07
Crit Moves:		****		****			****				****	
Green/Cycle:			0.28			0.38		0.31		0.12		0.28
Volume/Cap:		0.41	0.14	0.79		0.36		0.45		0.91		0.24
Delay/Veh:		32.6	29.7	47.1		24.7		30.7		85.6		30.7
User DelAdj: AdjDel/Veh:		32.6	1.00 29.7	1.00 47.1		1.00 24.7		1.00		1.00		1.00
LOS by Move:	43.4 D	32.0 C	29.7 C	47.1 D	30.0 D	24.7 C	60.3 E	30.7 C		85.6 F	37.3 D	30.7 C
HCM2kAvqQ:	2	6	2	12	18	6	9	7		10	10	3
******						_	_					_
Note: Queue	cepor	ted is	s the n	umber	of ca	ars per	lane					

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 #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 -----|----|-----| Control: Protected Protected Protected Protected Rights: Include Inclu -----|----|-----||------| Volume Module: Base Vol: 112 415 82 33 182 43 69 227 60 51 226 Initial Bse: 112 415 82 33 182 43 69 227 60 51 226 Added Vol: 0 56 22 0 50 56 58 113 0 20 112 PasserByVol: 0 0 0 0 0 0 0 0 0 0 502 Ω 0 0 0 Initial Fut: 112 471 104 33 232 99 127 340 60 71 338 502 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 0 Reduced Vol: 117 493 109 35 243 104 133 356 63 74 354 526 -----|----|-----||------| Saturation Flow Module: 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 0.38 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 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 D C C HCM2kAvgQ: 5 15 2 1 6 2 6 5 5 3 9 16 ********************************

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

Ling Yen Mountain Temple Existing Plus Project

			-	Morn	ing P	eak Hou	ır					
*****	.000 H	СМ Ор	eration	ns Met	hod (omputat Future	Volum	e Alt	ernati	ve) *****	****	****
Intersection	#6 SR	-15 F	reeway	SB Ra	.mps (NS) at	Beech	Aver	ue (EW) - #6		
<pre>cycle (sec): Loss Time (sec)</pre>		6	0 6 (Y+R=	=3.0 s	ec)	Critica Average	al Vol e Dela	./Car	o.(X): ec/veh)	:		09 .0
Optimal Cycle	e: OPT	'IMIZE ****	D *****	*****	****	Level (Of Ser *****	vice:	*****	****	****	B *****
Street Name: Approach: Movement:	Nor L -	th Bo	- R	Sou L -	ith Bo · T	und - R	Ea L -	st Bo T	- R	We L -	st Bo	- R
Control: Rights:	E	ermit Inclu	ted .de	P	ermit Inclu	ted ide	Pr	otect Inclu	ed ide	F		ted
Min. Green:			0	7		7				0		19
Lanes:			0 0	1 C) ()	0 1	1)	·	1) 1	
Volume Module Base Vol:			0	90	0	97		254		0		445
Growth Adj:			1.00	1.00	_	1.00	1.00					1.00
Initial Bse:		0	0	90	0	97	485	254	0	. 0		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
Initial Fut:		0	0	90	0	106	488		0		490	445
User Adj:			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
PHF Volume:		0	0	96	0	113	519	464	0	. 0	521 0	473
Reduct Vol:	0	0	0	0	0	0	_	0	0	0	521	0 4 73
Reduced Vol:	1 00	0	0	96	1 00	113	519				1.00	1.00
PCE Adj:			1.00	1.00		1.00 1.00	1.00	1.00			1.00	1.00
MLF Adj: FinalVolume:			1.00		1.00	113				0		473
rinarvorume:												
Saturation F			•	•		,			,	•		
			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		2.00			1.05	0.95
Final Sat.:	0	0	0	1700		1800			0			1713
	•											
Capacity Ana	_			0 00	0 00	0.06	0 01	0 10	0 00	0 00	0 00	0 20
Vol/Sat:	0.00	0.00	0.00	0.06 ****	0.00	0.06	0.31 ****	0.13	0.00	0.00	U.28	0.28
Crit Moves: Green/Cycle:	0 00	0 00	0.00		0.00	0.12		0.78	0.00	0 00	0.37	0.37
Volume/Cap:		0.00	0.00		0.00	0.54		0.76			0.74	0.74
Delay/Veh:	0.0	0.0	0.0	26.7		27.7	19.3				18.6	18.6
User DelAdj:			1.00		1.00	1.00		1.00			1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	26.7		27.7	19.3				18.6	18.6
LOS by Move:			0.0 A	C	A	C	В			A		В
HCM2kAvqQ:	0	0	0	2	0	3	10	1	0	0	10	10
*****	****	****		****	****	*****	****	****	****	*****	****	*****
Note: Queue	repor	ted i	s the r	umber	of c	ars 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 Cycle (sec):

Loss Time (sec):

6 (Y+R=3.0 sec) Average Delay (sec/veh): Optimal Cycle: OPTIMIZED Level Of Service: ************************* 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 ---|-----||-----||-------| Volume Module: FinalVolume: 0 0 0 170 0 114 235 547 0 0 868 365 -----||-----||------||-------| Saturation Flow Module: 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 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: **** ***

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

Ling Yen Mountain Temple Existing Plus Project Morning Peak Hour

				Morr	ning E	Peak Ho	ur					
*****	2000 F	HCM Or	Level O	ns Met	hod	(Future	Volur	ne Alt	ernati	ve)	****	****
Intersection	#7 SI	R-15 E	Freeway	NB Ra	amps	(NS) at	Beech	n Aver	nue (EW	') - #7	7	
Cycle (sec): Loss Time (sec) Optimal Cycle	ec): e: OP:) IMIZE	60 6 (Y+R: ED	=3.0 s	sec)	Critic Averag Level	al Vol e Dela Of Se	L./Car ay (se	o.(X): ec/veh)	:	0.9 12	504 2.9 B
Street Name: Approach: Movement:	No:	SR-15 rth Bo - T	Freewound R	ay NB Sou L -	Ramps ith Bo - T	s ound - R	Ea L -	ast Bo	Beech ound - R	Avenue We L -	est Bo - T	ound - R
Control: Rights:	I	Permit Inclu	ted ide	I	Permit Inclu	ted ide	Pi	otect Incl	ied ide	I	Permit Inclu	ted ide
Min. Green: Lanes:	0 (0	0 0	1 (0	0 1	10	19	0 0	0 (19) 2	19
PHF Adj:	0 1.00 0 0 0 0 1.00 0.94 0 0 1.00 1.00 1.00 1.00 0 1.00 Md 1800 0.94	0 1.00 0 0 0 1.00 0.94 0 0 1.00 1.00 0 	0 1.00 0 0 0 1.00 0.94 0 0 1.00 1.00 1.00 1.00	266 1.00 266 0 0 266 1.00 0.94 284 1.00 1.00 284 1800 0.94 1.00	0 1.00 0 0 0 1.00 0.94 0 0 0 1.00 1.00	117 1.00 117 26 0 143 1.00 0.94 153 0 153 1.00 1.00 153	72 1.00 72 1 0 73 1.00 0.94 78 1.00 1.00 78 1	300 1.00 300 180 0 480 1.00 0.94 512 1.00 512 1.00 1.00 1.00	0 1.00 0 0 0 0 1.00 0.94 0 0 0 1.00 1.00	0 1.00 0 0 0 1.00 0.94 0 0 1.00 1.00 1.00	547 1.00 547 265 0 812 1.00 0.94 867 1.00 1.00 867	106 1.00 106 0 0 106 1.00 0.94 113 0 113 1.00 1.30 1.00 1.00 1.00 1.00
Capacity Anal	 Lysis	Modul	 le:									
Vol/Sat: Crit Moves:	0.00	0.00	0.00	****			****				****	
Green/Cycle: Volume/Cap: Delay/Veh: User DelAdj: AdjDel/Veh: LOS by Move: HCM2kAvgQ:	0.00 0.0 1.00 0.0 A	0.00 0.0 1.00 0.0 A 0	0.00 0.00 0.0 1.00 0.0 A 0	0.56 19.0 1.00 19.0 B	0.00 0.00 0.0 1.00 0.0 A	0.30 0.28 16.3 1.00 16.3 B	0.27 22.4 1.00 22.4 C	0.60 0.47 7.1 1.00 7.1 A 6	0.0 A 0	0.00 0.0 1.00 0.0 A	0.43 0.56 13.2 1.00 13.2 B 7	10.4 1.00 10.4 B
Note: Queue												

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

Ling Yen Mountain Temple Existing Plus Project Evening Peak Hour

			Eve	ning E	Peak Ho	ur					
		Level C	of Serv	vice (Computa	tion :	 Report	 t			
	2000 HCM C	peration	ns Met	thod	(Future	Volu	me Alt	ternati	ve)		
*******											*****
Intersection ******	#/ SK-15 *****	*****	7 NB R	amps *****	(NS) at *****	Beec.	n Avei	nue (EW *****	() — # : · * * * * * *	/ *****	*****
Cycle (sec):		60			Critic	al Vo	l./Cap	o.(X):		0.7	760
Loss Time (s	ec):	6 (Y+F	₹=3.0 :	sec)	Averag	e Del	ay (se	ec/veh)			
Optimal Cycl *******	e: OPTIMIZ	ED		la de de da da da d	Level	Of Se	rvice	: 			В
Street Name: Approach:	North F	ound	SOI	ith Bo	nind	E.	ast Bo	nund	Avenue	et Br	nund
Movement:	L - T	- R	Τ, -	- T	– R	т	д БС БС - Т	- R	Τ	- T	– R
Control:	Permi	tted	. 1	Permit	ted	P	rotect	ted	·	Permit	ted
Rights:	Incl	ude		Inclu	ıde		Incl	ıde		Inclu	ıde
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 (2	0 1
Toluma Madul											
Volume Modul Base Vol:		0	E75	0	207	100	E00	0	^	701	225
Growth Adj:			575 1.00		327 1.00		523 1.00			781	
Initial Bse:			575	0	327	123		1.00	0		1.00 225
Added Vol:	0 0	_	0	0	42	15		0	0		0
PasserByVol:	0 0	_	0		0	0		0		0	0
Initial Fut:			575	Ō		138		0	0		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	598	0	384	144	625	0	0	890	234
Reduct Vol:			0	0	0	0	0	0	0	0	0
Reduced Vol:			598		384				0		234
PCE Adj:				1.00			1.00			1.00	1.00
MLF Adj: FinalVolume:				1.00	1.00		1.00		1.00		1.00
				0	384		625			890	234
Saturation F			1			1					
Sat/Lane:			1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:			0.94		1.00		1.00			1.00	
Lanes:			1.00	0.00			1.00	0.00	0.00	2.00	
Final Sat.:			1700	0	1800	1700	1800	0	0	3600	1800
						1					
Capacity Ana	lysis Modu	le:		_	_						
Vol/Sat:	0.00 0.00	0.00		0.00	0.21		0.35	0.00	0.00		0.13
Crit Moves:	0 00 0 00	0 00	****	0 00	0 40	****				****	
<pre>Green/Cycle: Volume/Cap:</pre>				0.00	0.42		0.48	0.00		0.32	0.32
Delay/Veh:	0.00 0.00		0.84 24.9		0.51 13.6		0.72 15.2	0.00		0.78	0.41 16.6
User DelAdj:			1.00		1.00		1.00	1.00		22.1	
AdjDel/Veh:	0.0 0.0		24.9	0.0	13.6		15.2	0.0		22.1	16.6
LOS by Move:	A A		211.5 C	0.0 A	В	24.5 C	В	0.0 A	0.0 A	22.1 C	в
HCM2kAvgQ:	0 0	0	14	0	6	3	11	0	0	10	4
******								*****	****	****	*****
Note: Queue	reported i	s the n	umber	of ca	ars per	lane	•				



Level Of Service Computation Report 2000 HCM 4-Way Stop Method (Future Volume Alternative) ****************** Intersection #1 Wardman Bullock Road (NS) at Colombero 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): Optimal Cycle: 0 Level Of Service: 7.5 ************************* Street Name: Wardman Bullock Road Colombero Road

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R ~-----||-----||-----||-----| Volume Module: Base Vol: 9 0 10 0 0 0 1 10 20 1 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 26 FinalVolume: 44 0 46 0 0 0 0 1 60 72 1 0 -----| Saturation Flow Module: 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 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 A * * * * A A A A LOS by Move: A * ApproachDel: 7.7
Delay Adj: 1.00
ApprAdjDel: 7.7
LOS by Appr: A xxxxx xxxxx 6.8 7.8 1.00 1.00 6.8 7.8 XXXXXX Α А

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Ling Yen Mountain Temple Opening Year (2017) Without Project

Evening Peak Hour

				Ever	ning E	Peak Ho	ur					
		I	evel C	of Serv	ice (Computa	tion H	Report	 :			
********		ICM 4-	-Way St	op Met	hod	(Future	. Volur	ne Alt	ternati			
Intersection												*****
*****												*****
Cycle (sec):									o.(X):			
Loss Time (se	ec):		0 (Y+R	$=4.0 ext{ s}$	sec)					:	-	7.3
Optimal Cycle			0			Level						A
Street Name:									Colonbe			
Approach:			uind	SOI	ith Bo	ound					est Bo	nind
Movement:												
Control:									ign '			
Rights:		Inclu	ıde		Incl	ıde			ıde			
Min. Green:	0		0			0			0		0	
Lanes:	1 0		1 0						1 0		1 0	
Volume Module				_		_						
Base Vol:	19		30	0		0	0	1		10	1	0
Growth Adj:					1.00			1.00			1.00	1.00
Initial Bse:		0	30	0	0	0	0	1		10	1	0
Added Vol: PasserByVol:	10 0	0	10	0	0	0	0	0	10	10	0	0
Initial Fut:		0	0	0	0	0	0	0	0	0	0	0
User Adj:			40 1.00		1.00	0 1.00	_	1.00	20 1.00	20	1.00	0 1.00
PHF Adj:			0.70		0.70	0.70		0.70			0.70	0.70
-	41	0.70	57	0.70	0.70	0.70	0.70	1	28	28	1	0.70
	0		0	0	0	0	0	0	0	0	0	0
Reduced Vol:		0		0	_		0			28	1	0
PCE Adj:				_	1.00		-		1.00		1.00	_
MLF Adj:			1.00		1.00	1.00		1.00			1.00	1.00
FinalVolume:		0	57	0		0	0	1		28	1	0
Saturation Fi												
Adjustment:			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		0.05		0.95	0.05	0.00
Final Sat.:				0			0			775		0
	•		'									
Capacity Anal												
Vol/Sat: Crit Moves:	0.06	xxxx	0.06	XXXX	0.00	XXXX	XXXX	0.03	0.03	0.04	0.04	XXXX
and the second s												
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: AdjDel/Veh:	1.00	0.0	1.00 6.9	1.00		1.00	1.00		1.00		1.00	1.00
LOS by Move:	0.1 A	U.U *	6.9 A	0.0	0.0	0.0	0.0	6.7 A	6.7 A	7.5 A	7.5 A	0.0
ApproachDel:	А	7.4	A					6.7	A	A	7.5	
Delay Adj:		1.00			XXXXX			1.00			1.00	
ApprAdjDel:		7.4			XXXXX			6.7			7.5	
LOS by Appr:		A		Δ.	*			Α.,			, . 3 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

-----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 Volume Module: Base Vol: 2 30 60 74 57 2 2 16 3 90 16 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 0 0 1 Initial Fut: 2 192 488 74 296 2 2 16 3 644 16 58 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 FinalVolume: 2 210 534 81 324 2 2 18 3 705 18 63 -----||-----||-----| Saturation Flow Module: 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 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 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.

				Eve	ning .	Реак но	ur					
		-	Level C	of Sar	zice (Computa	tion I	onor:	 -			
3	2000 1								ternati	TTO)		
******	****	****	*****	****	* * * * * *	*****	****	****	*****	*****	****	*****
Intersection	#2 W	ardmaı	n Bullo	ck Roa	ad (N	S) at W	ilson	Aven	ıe (EW)	- #2		
Cycle (sec):						Critic					0.2	
Loss Time (se	ec):			:=3 N ·	sec)	Averag	ar vo. a Dal:	av (s	2. (A). 2c/veh)			7.8
Optimal Cycle	e: OP	TMTZI	7D		300,	Level	Of Se	rvice	•	•	-	в
*****	****	****	 *****	****	****	*****	****	*****	• *****	*****	****	*****
Street Name:			dman Bu						Wilson			
Approach:	No:						Ea				st Bo	ound
Movement:	L ·	- T	- R	L -	- T	- R	L -	- T	- R	L -		
Control:	P	rotect	ted	P:	rotect	ted		Permi	tted	·	Permit	ted
Rights:		$O\Delta T$			Incl	ıde		Incl	ıde		Inclu	ıde
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 () 1	0 1
						1						
Volume Module												
Base Vol:	1		205	40	40	1	1	15		136	1	43
Growth Adj:			1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Initial Bse:			205	40	40	1	1	15	4	136	1	43
Added Vol:	_	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:			359	40	100	1	1	15		283	1	43
User Adj:			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
PHF Volume:	1		379	42	106	1	1	16	4	299	1	45
Reduct Vol:		0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:			379	42	106	_	1	16		299	1	45
_	1.00		1.00		1.00			1.00			1.00	
MLF Adj: FinalVolume:	1.00		1.00 379	42	1.00	1.00		1.00		1.00		1.00
							1				1	45
Saturation F								- -				
Sat/Lane:				1800	1800	1800	1900	1800	1800	1000	1800	1800
Adjustment:			1.00		1.00			1.00		0.94		
	1.00		1.00		0.99			1.00			1.00	
Final Sat.:			1800			18		1800			1800	
				1		1	1	1000		1	1000	1
Capacity Anal	lvsis	Modu	le:	•		1	1		1	1		l
Vol/Sat:				0.02	0.06	0.06	0.00	0.01	0.00	0.18	0.00	0.03
Crit Moves:		****		***			0.00	0.01	0.00	****	0.00	0.00
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:		0.19	0.53		0.15	0.15		0.02		0.44		0.16
Delay/Veh:		15.4	18.7		15.1	15.1		14.3	14.2	17.6		14.6
User DelAdj:			1.00		1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:		15.4	18.7		15.1	15.1		14.3	14.2	17.6		14.6
LOS by Move:	С	В	В	С	В	В	В	В	В	В	В	В
HCM2kAvgQ:	0	2	7	1	2	2	0	0	0	6	0	1
*****	****	****	*****	****	****	*****	****	****	*****	*****	****	*****
Note: Queue	report	ted is	the n	umber	of ca	ars per	lane	_				

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

------ 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
 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 1 0
 0 0 0 0 1 0
 0 0 0 1 0
 Volume Module: 0 0 Base Vol: 0 10 1 0 10 10 0 10 0 1 Initial Bse: 0 0 0 1 0 10 10 0 0 10 0 0 26 Added Vol: 0 0
PasserByVol: 0 0
Initial Fut: 0 0 0 0 0 0 0 0 0 0 0 37 0 0 0 1 0 0 0 0 0 PHF Volume: 0 0 0 1 0 15
Reduct Vol: 0 0 0 0 1 0 15
FinalVolume: 0 0 0 1 0 15 15 53 0 0 70 1 0 0 0 0 0 0 0 15 53 0 0 70 1 15 53 0 1 -----|----|-----| Critical Gap Module: Critical Gp:xxxxx xxxx xxxxx 6.4 6.5 6.2 4.1 xxxx xxxxx xxxxx xxxxx xxxxx FollowUpTim:xxxxx xxxx xxxxx 3.5 4.0 3.3 2.2 xxxx xxxxx xxxxx xxxxx 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 xxxxx Move Cap.: xxxx xxxx xxxxx 837 735 998 1542 xxxx xxxxx xxxx xxxx xxxx xxxxx Level Of Service Module: 2Way95thQ: xxxx xxxx xxxxx xxxx xxxx xxxxx 0.0 xxxx xxxxx xxxx xxxx xxxxx Shared LOS: * * * * A *
ApproachDel: xxxxxx 8.7
ApproachLOS: * A A * * * * * xxxxxx ****** ************************* 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 -----||-----||------|
 Control:
 Stop Sign
 Stop Sign
 Uncontrolled
 Uncontrolled

 Rights:
 Include
 Include
 Include
 Include

 Lanes:
 0 0 0 0 0 0 0 1! 0 0 0 0 0 0 0 1 0 0 0
 0 0 0 0 1 0
 0 0 0 0 0 0
 -----| Volume Module: Base Vol: 0 0 0 1 0 1 1 30 0 0 10 1 Growth Adj: $1.00\ 1.00\ 1.00\ 1.00\ 1.00\ 1.00\ 1.00\ 1.00\ 1.00\ 1.00$ Initial Bse: 0 0
Added Vol: 0 0
PasserByVol: 0 0
Initial Fut: 0 0 0 0 1 0 1 1 30 0 0 0 0 0 0 0 0 0 0 10 10

 PasserByVol:
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 <t PHF Volume: 0 0 0 1 0 1 1 57 0 0 29 Reduct Vol: 0 0 0 1 0 1 1 57 0 0 29 FinalVolume: 0 0 1 0 1 0 1 1 57 0 0 29 Critical Gap Module: Critical Gp:xxxxx xxxxx xxxxx 6.4 6.5 6.2 4.1 xxxx xxxxx xxxxx xxxxx 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 Note: Queue reported is the number of cars per lane.

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): ************************* 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 Street Name: San Sevain Road 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 1 0 -----| Volume Module: Base Vol: 1 1 48 127 1 1 195 3 16 149 Initial Bse: 1 1 48 127 1 1 1 195 3 16 149 27 PHF Volume: 40 1 50 132 1 122 82 525 Reduct Vol: 0 0 0 0 0 0 0 0 0 Reduced Vol: 40 1 50 132 1 122 82 525
 82
 525
 30
 17
 548

 0
 0
 0
 0
 0

 82
 525
 30
 17
 548
 17 548 FinalVolume: 40 1 50 132 1 122 82 525 30 17 548 28 Saturation Flow Module: 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 0.22 0.28 0.28 0.28 0.34 0.34 LOS by Move: B B B C C C C C C C C C C C C HCM2kAvgQ: 1 1 1 5 5 5 2 7 7 0 6 *****************************

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

-----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 85 Critical Vol./Cap.(X): 0.873 ************************ 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 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 1 0 Volume Module: Base Vol: 3 1 38 88 1 3 6 234 2 38 245 94 Initial Bse: 3 1 38 88 1 3 6 234 2 38 245 94 Added Vol: 10 0 0 0 29 31 106 10 0 102 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 1 1 38 88 1 32 37 340 12 38 347 0 94 -----| Saturation Flow Module: 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 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.

				Morn	ing E	eak no	ur 					
		L	evel 0	f Serv	ice (Computa	tion R	eport	:			
2	2000 H	ICM Op	eration	ns Met	hod (Future	Volum	ne Alt	ernati	ve)		
*****										****	****	*****
Intersection *******	#5 Ch	erry ****	Avenue *****	(NS) *****	at Wi	lson A	venue *****	(EW)	- #5 *****	*****	****	*****
Cycle (sec):		11	0			Critic	al Vol	/Car	o.(X):		0.6	511
Loss Time (se				=3.0 s						:	41	
Optimal Cycle				*****		Level				*****	****	D *****
Street Name:			herry A						Vilson			
Approach:	Nor					ound					est Bo	ound
Movement:	L -	Т	- R	L -	т	- R	L -	- T	- R	<u>L</u> -	- Т	
				1		1						
Control:	Pr	otect	ed	Pr	otect	ed ide	Pr	oteci	ted	Pr	cotect	ced .de
Rights: Min. Green:		inciu	.ae 21	10	TUCTI	1ae 31	1.0	Incl	1de 31			31
Lanes:						0 1						
	1	, <u> </u>	1	1	, <u> </u>			, <u> </u>	I			
Volume Module			1	ı		,	1		'	1		
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
Initial Bse:		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:		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
PHF Adj:			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
Reduced Vol:		213	77	550	549	241	198	375		198	287	123
-	1.00		1.00		1.00			1.00			1.00	1.00 1.00
MLF Adj:	1.00		1.00 77	1.00	549	1.00 241		1.00 375			287	123
FinalVolume:		213										
Saturation F						,				1		1
Sat/Lane:		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.:			1800		1800			2694			1800	
								-				
Capacity Ana												0 0 0
Vol/Sat:	0.03		0.04		0.30	0.13		0.14	0.14	0.12		0.07
Crit Moves:	0 11	****	0 00	****	0 20	0 00	****	0 20	0 20	0 10	****	0.00
Green/Cycle:			0.28	0.22		0.38		0.30			0.28	0.28 0.24
Volume/Cap:		0.42	0.15 29.8		0.79 36.3	0.35 24.4		0.46			0.57 35.3	30.7
Delay/Veh: User DelAdj:		32.7	1.00		1.00	1.00		1.00			1.00	
AdjDel/Veh:		32.7	29.8		36.3	24.4		31.3			35.3	30.7
LOS by Move:	43.3 D	32.7 C	29.0 C	47.0 D	J0.5	24.4 C	E	J1.5		03.0 F	D D	
HCM2kAvqQ:	2	6	2	12	18	6	9	7		11	9	
*****											****	*****
Noto. Our	× 0 × 0 × 0	ن ا	. + h		a.f. a		1000					

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

				Even	ing P	eak Hou	ır					
2	 000 н ****	CM Op	eration	ns Met	hod (omputat Future	Volum	e Alt	ernati	ve) *****	****	****
Intersection ******	#5 Ch	erry .	Avenue	(NS)	at Wi	lson Av	renue	(EW)	- #5	*****	****	*****
Cycle (sec): Loss Time (se Optimal Cycle	c): : OPT	9 TMIZE	5 8 (Y+R= D	=3.0 s	ec)	Critica Average Level (al Vol e Dela Of Ser	./Cap y (se vice:	o.(X): ec/veh)	:	0.8 37	54 .6 D
Street Name: Approach: Movement:	Nor L -	C th Bo T	herry i und - R	Avenue Sou L -	th Bo	ound - R	Ea L -	wist Bo	Milson . ound - R	Avenue We L -	st Bo	und – R
Control: Rights:	Pr 10	otect Inclu 31	ed de	Pr 10	otect Inclu 31	ed ide 31	Pr 10	otect Inclu 31	ed ide	Pr 10	otect Inclu	ed ide 31
						·						
Growth Adj: Initial Bse: Added Vol: PasserByVol: Initial Fut: User Adj: PHF Adj: PHF Volume: Reduct Vol: Reduced Vol: PCE Adj: MLF Adj: FinalVolume:	112 1.00 112 0 0 112 1.00 0.96 117 0 117 1.00 1.00 117	1.00 437 56 0 493 1.00 0.96 516 0 516 1.00 1.00 516	•	1.00 358	1.00 183 50 0 233 1.00 0.96 244 0 244 1.00 1.00 244	45 1.00 45 56 0 101 1.00 0.96 106 1.00 1.00 1.00	1.00 138	1.00 227 48 0 275 1.00 0.96 288 0 288 1.00 1.00 288	1.00 59 0 59 1.00 0.96 62 0 62 1.00 1.00 62	1.00 71	223 46 0 269 1.00 0.96 282 0 282 1.00 1.00 282	519 1.00 519 0 519 1.00 0.96 543 0 543 1.00 1.00 543
Saturation Fl Sat/Lane: Adjustment: Lanes: Final Sat.:	1800 0.94 1.00 1700	1800 1.00 1.00 1800	1800 1.00 1.00 1800	0.89 2.00 3200	1800 1.00 1.00 1800	1800 1.00 1.00 1800	0.94 1.00 1700		1.00 0.35 636	0.94 1.00 1700	1.00 1.00 1800	1800 1.00 1.00 1800
Capacity Anal Vol/Sat: Crit Moves: Green/Cycle: Volume/Cap: Delay/Veh: User DelAdj:	0.07 0.11 0.61 46.0 1.00 46.0	Modul 0.29 **** 0.33 0.86 42.2 1.00 42.2 D	0.06 0.33 0.18 22.7 1.00 22.7 C	0.11 **** 0.13 0.86 57.5 1.00 57.5 E	0.14 0.35 0.39 23.7 1.00 23.7 C	0.06 0.35 0.17 21.5 1.00 21.5 C	0.08 **** 0.11 0.77 59.9 1.00 59.9 E	0.10 0.34 0.28 22.8 1.00 22.8 C	0.10 0.34 0.28 22.8 1.00 22.8 C	0.04 0.11 0.38 40.5 1.00 40.5	0.16 0.35 0.45 24.4 1.00 24.4 C	0.30 **** 0.35 0.86 40.8 1.00 40.8

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

______ 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): Optimal Cycle: OPTIMIZED Level Of Service: **************** 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 _____|__|__| Volume Module: 0 0 201 Base Vol: 0 0 111 0 119 491 259 0 0 449 PHF Volume: 0 0 0 118 0 127 522 467 0 0 490 478 Reduct Vol: 0 0 0 118 0 127 522 467 0 0 490 478 FinalVolume: 0 0 0 118 0 127 522 467 0 0 490 478 _____| Saturation Flow Module: 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 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 LOS by Move: A A A C A C B 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.

				Even	ing P	еак ног	ır						
Level Of Service Computation Report 2000 HCM Operations Method (Future Volume Alternative)													

Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 11.7 Optimal Cycle: OPTIMIZED Level Of Service: B													

Street Name: Approach: Movement:	Nor L -	rth Bo - T	- R	Sou L -	th Bo	und – R	Ea L -	ast Bo - T	- R	We L -	st Bo T	- R	
Control:		 Permit	 ted		ermit	 ted	 Pr	otect	 -ed	P	ermit	ted	
Rights:	-	Inclu	de	-	Inclu	de		Inclu	ıde	Include			
Min. Green:			0						0			19	
Lanes:	0 (0 (0 0	1 0	0	0 1	1 (2	0 0	0 0	. 1		
Volume Module						1						1	
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	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	
PHF Adj:			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		0	0	822	378	
Reduct Vol:	0	0	0	0	0	0	0			0	0	0	
Reduced Vol:		. 0		184	0	102	194			0		378	
PCE Adj:					1.00	1.00		1.00				1.00	
MLF Adj:			1.00	1.00		1.00		1.00		1.00		1.00	
FinalVolume:	0	0	0	184			194		0 		822	378 1	
Saturation F				1									
Sat/Lane:								1800			1800		
Adjustment:				0.94		1.00		1.00			1.00		
	0.00		0.00	1.00		1.00		2.00			1.37	0.63	
Final Sat.:	0	0	0		0	1800		3600 		0		1133	
Capacity Ana				I		1	1		'			'	
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	0.18		0.72			0.54	0.54	
Volume/Cap:		0.00	0.00		0.00	0.32		0.20	0.00		0.62	0.62	
Delay/Veh:	0.0		0.0	26.8	0.0	22.2	26.2				10.1	10.1	
User DelAdj:			1.00		1.00	1.00		1.00			1.00	1.00	
AdjDel/Veh:	0.0		0.0	26.8	0.0	22.2	26.2				10.1	10.1	
LOS by Move:	A		A	C	A	С	C			A	В	В	
HCM2kAvgQ:	0		0	4	0	2	5			0	8 ****	8 *****	
Note: Oueue													

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

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): Loss Time (secontime)	ec): e: OP') TIMIZI	60 6 (Y+R ED	=3.0 s	Critic Averag Level	Critical Vol./Cap.(X): 0.517 Average Delay (sec/veh): 13.0 Level Of Service: B						
Street Name: Approach: Movement:	No:	SR-15 rth Bo - T	5 Freew ound - R	ay NB Sou L -	Ramps uth Bo - T	ound - R	Ea L -	ast Bo - T	Beech ound - R	Avenue We L -	e est Bo - T	ound - R
Control: Rights: Min. Green: Lanes:	0	Permit Inclu 0	 tted ude 0 0 0	7	Permit Inclu 0		P: 10	rotect Inclu 19	ted ude 0	0	Permit Inclu 19	ted
Lanes:									0 0		;	U 1
Volume Module Base Vol: Growth Adj: Initial Bse: Added Vol: PasserByVol: Initial Fut: User Adj: PHF Adj: PHF Volume: Reduct Vol: Reduced Vol: PCE Adj: MLF Adj: FinalVolume: Saturation F: Sat/Lane: Adjustment: Lanes:	0 1.00 0 0 0 1.00 0.94 0 0 1.00 1.00 1.00 0 1.00 Mc	0 1.00 0 0 0 1.00 0.94 0 0 1.00 1.00 0 0dule 1800 1.00 0.00	0 1.00 0 0 0 0 1.00 0.94 0 0 0 1.00 1.00 0	275 1.00 275 0 0 275 1.00 0.94 293 1.00 293 1.00 1.00 293 1 1800 0.94 1.00	1.00 0 0 0 0 1.00 0.94 0 0 1.00 1.00 0	108 1.00 108 0 0 108 1.00 0.94 115 0 115 1.00 1.00 1.5	78 1.00 78 0 78 1.00 0.94 83 0 83 1.00 1.00 83	325 1.00 325 180 0 505 1.00 0.94 539 1.00 539 1.00 1.00	0 1.00 0 0 0 1.00 0.94 0 0 1.00 1.00 1.00 1.00	0 1.00 0 0 0 1.00 0.94 0 0 1.00 1.00 0 1	1.00 562 260 0 822 1.00 0.94 877 0 877 1.00 1.00 877	122 1.00 122 0 0 122 1.00 0.94 130 0 130 1.00 130
Final Sat.:	0	0	0	1700	0	1800	1700	1800	0	0	3600	1800
Capacity Anal Vol/Sat: Crit Moves: Green/Cycle: Volume/Cap:	0.00 0.00	Modu: 0.00	le:	0.17 **** 0.30			0.05 **** 0.17		0.00	0.00		0.07
Delay/Veh: User DelAdj: AdjDel/Veh: LOS by Move: HCM2kAvgQ: ************************************	0.0 1.00 0.0 A 0	0.0 1.00 0.0 A 0	0.0 1.00 0.0 A	19.1 1.00 19.1 B	0.0 1.00 0.0 A	15.7 1.00 15.7 B	22.5 1.00 22.5 C	7.4 1.00 7.4 A	0.0 1.00 0.0 A	0.0 1.00 0.0 A	13.4 1.00 13.4 B	10.6 1.00 10.6 B
Note: Oueue	repor	ted is	s the n	umber	of c	ars ner	lane					

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

Evening Peak Hour												
		т		 f Cont			+:02 T	20000	 -			
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												

Street Name:	No	SK-IS	rreew	ау ив	Kamps	5 	Tr.	D.				und.
Approach: Movement:	T .	- T	D	JO .	ירוו דאי	_ p	E.c	ast bo	- R		est Bo · T	
Control:												
Rights:		Inclu			Incli	1de		Tncli	ahrı		Inclu	
Min. Green:			0	7	0	7	10	19	0	0		19
Lanes:			0 0		0 (0 1	1 () 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
Initial Bse:	0	0	0	578	0	328	125	542	0	0	792	225
Added Vol:		0	0	0	0	0	0	70	0	0	66	0
PasserByVol:		0	0	.0	0	0	0	0		0	0	0
Initial Fut:	-	0	0	578	0	328	125			0		225
User Adj:			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		0	601	0	341	130	637	0	0		234
Reduct Vol: Reduced Vol:	0		0	0	0		120	0	-	0	0	0
PCE Adj:	1 00	-	0 1.00	601	1.00		130	637 1.00				234
MLF Adj:			1.00		1.00	1.00		1.00		1.00		1.00
FinalVolume:					0		130				893	234
Saturation Fl				1.		ı	1		1	'		
Sat/Lane:				1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:								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		0	1800	1700	1800	0		3600	
Capacity Anal												
Vol/Sat:	0.00	0.00	0.00	0.35	0.00	0.19	0.08	0.35	0.00	0.00		0.13
Crit Moves:				****			****				****	
Green/Cycle:			0.00	0.42		0.42		0.48		0.00		0.32
Volume/Cap:		0.00	0.00	0.85		0.46		0.73		0.00		0.41
Delay/Veh:	0.0	0.0	0.0	25.3	0.0	13.0		15.6			22.2	16.6
User DelAdj:			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		15.6			22.2	16.6
LOS by Move:	A			C 1 4	A	В	C	B 11		A	C	B
HCM2kAvgQ: *******	0 ****	0 ****	0 *****	14	0	5 ******	3	11		0	10	4
Note: Onene								^ ^				

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



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): Loss Time (secoptimal Cycle	Critical Vol./Cap.(X): 0.123 Average Delay (sec/veh): 7.6 Level Of Service: A											
Street Name: Approach: Movement:	No:	Ward rth Bo - T	iman Bu bund - R	llock Sou L	Road uth Bo - T	ound - R	Eá L -	ast Bo - T	Colonbe ound - R	ro Roa We	ad est Bo - T	und - R
<pre>Control: Rights: Min. Green: Lanes:</pre>	0 1 (iop Si Inclu 0	lgn ide 0 1 0	0 0 0	top Si Inclu 0 1!	gn ide 0	St 0 0 (top Si Inclu 0	ign ide 0	0 0	top Si Inclu 0 1 0	gn .de 0
Volume Module												
Base Vol: Growth Adj: Initial Bse:	1.00	0 1.00 0	10 1.00 10	0 1.00 0	0 1.00 0	0 1.00 0	0 1.00 0	1 1.00 1	10 1.00 10	20 1.00 20	1 1.00 1	0 1.00 0
Added Vol: PasserByVol: Initial Fut:	0	0 0 0	73 0 83	0 0 0	0 0 0	0 0 0	0 0 0	0 0 1	37 0 47	43 0 63	0 0 1	0 0 0
	0.79	0.79	1.00 0.79 105		1.00 0.79 0	1.00 0.79 0		1.00 0.79 1	1.00 0.79 60		1.00 0.79 1	1.00 0.79 0
Reduct Vol: Reduced Vol: PCE Adj:		Ü	0 105 1.00	0 0 1.00	0 0 1.00	0 0 1.00	-	0 1 1.00		0 80 1.00	0 1 1.00	0 0 1.00
MLF Adj: FinalVolume:	44	0	1.00	0		1.00	1.00	1.00	1.00 60	1.00	1.00	1.00
Saturation Fl Adjustment:	low Mo	odule:						1.00			1.00	1.00
Lanes: Final Sat.:	1.00 666	0.00	1.00 856	0.00	1.00 781	0.00	0	19	913	769		0.00
Capacity Anal Vol/Sat:	lysis	Modu]	e:			'			0 07			
Crit Moves: Delay/Veh:			**** 7.4		****			****		****		
Delay Adj: AdjDel/Veh:	1.00	1.00	1.00 7.4	1.00	1.00	1.00	1.00	1.00	1.00 7.0	1.00	1.00	1.00
LOS by Move: ApproachDel: Delay Adj: ApprAdjDel: LOS by Appr:	А	7.7 1.00 7.7 A	A	>	* XXXXX XXXXX *	*	*	7.0 1.00 7.0 A	А	А	8.0 1.00 8.0	*
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

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:		Ward	man Bu	llock	Road			C	Colonbe	ro Roa	ad		
Approach:	Nor	rth Bo	und										
Movement:			- R						- R		- T		
Control:	St	op Si	gn	St	top Si	gn	St	top Si	gn	Stop Sign			
Rights:		⊥nc⊥u	.de		Inclu	ıde	Include				Include		
Min. Green:									0			0	
Lanes:			1 0			0 0		0 0			1 0		
Volume Medul			1	1			1						
Volume Module Base Vol:	e: 19	0	20	0	0	0	^	7	1.0	1.0	1	0	
Growth Adj:		1 00	30 1.00	1 00	1.00	0 1.00	1 00	1.00	10 1.00	1 00	1.00	0 1.00	
Initial Bse:		0	30	1.00	1.00	1.00	1.00	1.00	1.00	100	1.00	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:		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	
PHF Adj:			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	
MLF Adj:	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:			167	0	0	0	0			138	1	0	
Saturation F				4 00							4 00	1 00	
Adjustment:													
Lanes:			1.00		1.00			0.05				0.00	
Final Sat.:				0		0	_		829	754		0	
Capacity Anal	•]						
Vol/Sat:				YYY Y	0 00	VVVV	vvvv	0 03	0.03	0 18	0.18	xxxx	
Crit Moves:	0.00	*******	****	21212121	****	MAMA	mmm	****	0.00	0.10	****	217272	
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	
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:	А	*	А	*	*	*	*	Α	A	А	Α	*	
ApproachDel:		8.0		XX	xxxx			7.1			8.6		
Delay Adj:		1.00		2	xxxx			1.00			1.00		
ApprAdjDel:		8.0		XX	xxxx			7.1			8.6		
LOS by Appr:	_	A			*			А			А		
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	
******	*****	*****	*****	****	*****	*****	****	****	****	****	****	****	

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

_____ Level Of Service Computation Report 2000 HCM Operations Method (Future Volume Alternative) ******************** Intersection #2 Wardman Bullock Road (NS) at Wilson Avenue (EW) - #2 ****************************** 85 Critical Vol./Cap.(X): 0.643 Cycle (sec): Cycle (sec): 85

Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): Optimal Cycle: OPTIMIZED Level Of Service: ************************* 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 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 0 1 Volume Module: Base Vol: 2 30 60 74 57 2 2 16 Initial Bse: 2 30 60 74 57 2 2 16 3 90 16 58 Saturation Flow Module: 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 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 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 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 *********************************
 Control:
 Protected
 Protected
 Permitted
 Permitted

 Rights:
 Ovl
 Include
 Include
 Include

 Min. Green:
 10
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 3 Volume Module: Base Vol: 1 65 205 40 40 1 1 15 4 136 1 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 0 0 1 101 11 129 359 105 100 13 13 15 4 283 1 108 -----| Saturation Flow Module: -----|----|-----| 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: **** 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 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 ******************************

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 Colombero 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 -----| Volume Module: 10 Base Vol: Ω 0 0 1 0 10 10 0 10 0 0 10 10 10 6 0 16 26 37 47 0 0 0 0 0 0 0 0 0 57 36 0 47 -----| Critical Gap Module: Critical Gp:xxxxx xxxx xxxxx 6.4 6.5 6.2 4.1 xxxx xxxxx xxxxx xxxxx FollowUpTim:xxxxx xxxxx xxxxx 3.5 4.0 3.3 2.2 xxxx xxxxx xxxxx xxxxx 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 xxxx xxxxx Move Cap.: xxxx xxxx xxxx 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: 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 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 Control: Stop Sign Stop Sign Uncontrolled Uncontrolled Rights: Include Include Include Rights: Include Include Include Include Lanes: 0 0 0 0 0 0 0 1! 0 0 0 1 0 0 0 0 0 1 0 Volume Module: 0 0 0 1 0 1 1 30 Base Vol: Initial Bse: 0 0 0 1 0 1 1 30 0 0 10 1 Added Vol: 0 0 0 0 77 77 10 0 10 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 1 1 0 78 78 40 0 0 20 0 PHF Volume: 0 0 0 1 0 112 112 57 0 0 29 1 Reduct Vol: 0 0 0 1 0 112 112 57 0 0 29 1 FinalVolume: 0 0 1 0 1 0 112 112 57 0 0 29 1 -----||-----||------||-------| Critical Gap Module: Capacity Module: Cnflict Vol: xxxx xxxx xxxxx 311 311 29 30 xxxx xxxxx xxxx xxxx xxxx xxxx Potent Cap:: xxxx xxxx xxxx 686 607 1051 1596 xxxx xxxxx xxxx xxxx xxxx XXXX Move Cap:: xxxx xxxx xxxx 646 562 1051 1596 xxxx xxxx xxxx xxxx xxxx xxxx XXXX Volume/Cap: xxxx xxxx xxxx xxxx 0.00 0.00 0.11 0.07 xxxx xxxx xxxx xxxx xxxx xxxx -----||----||-----| Level Of Service Module: SharedQueue:xxxxx xxxxx xxxxx xxxxx 0.4 xxxxx 0.2 xxxx xxxxx xxxxx xxxxx xxxxx Shrd ConDel:xxxxx xxxx xxxxx xxxxx 8.9 xxxxx 7.4 xxxx xxxxx xxxxx xxxxx xxxxx ************************ 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 #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: ******************* Street Name:

San Sevain Road

Approach:

North Bound

South Bound

Movement:

L - T - R

L - T - R

Wilson Avenue

West Bound

L - T - R
 Control:
 Permitted
 Permitted
 Prot+Permit
 Prot+Permit

 Rights:
 Include
 Include
 Include
 Include

 Min. Green:
 31 31 31 31 31 31 31 19 19 19 19 19 19
 19 19 19 19 19
 10 1 1 0 1 1 0

 Lanes:
 0 1 0 0 1 0 0 1! 0 0 1 1 0 1 1 0
 1 0 1 1 0 1 1 0
 Volume Module: Base Vol: 1 Initial Bse: 1 1 48 127 1 1 1 195 3 16 149
Added Vol: 37 0 0 0 0 116 78 313 26 0 417
PasserByVol: 0 0 0 0 0 0 0 0 0 0
Initial Fut: 38 1 48 127 1 117 79 508 29 16 566 1 195 27 0 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 0 0 Reduced Vol: 40 1 50 132 1 122 82 530 30 17 590 28 FinalVolume: 40 1 50 132 1 122 82 530 30 17 590 28 _____| ____| ____| _____| _____| _____| _____| ____| Saturation Flow Module: 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 1.00 0.94 1.00 1.00 1.00 0.94 1.00 1.00 1.00 0.94 1.00 1.00 0.94 1.00 1.00 1.00 0.94 1.00 1.00 1.00 0.94 1.00 1.00 1.00 0.94 1.00 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: **** **** 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 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):
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 90 Critical Vol./Cap.(X): 0.821 ****************************** 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 - F L - T - R -----|-----||------||------| -----| Volume Module: Base Vol: 3 1 38 88 1 3 6 234 2 38 245 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 0 1 Initial Fut: 13 1 38 88 1 32 37 406 12 38 413 94 -----|-----||-------| Saturation Flow Module: 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 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 ********************************

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 #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: ***************** 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 -----|
 Control:
 Protected
 Protected
 Protected
 Protected
 Protected
 Protected
 Include
 t -----||-----||-----| Volume Module: Initial Bse: 56 93 30 532 292 21 18 228 122 Added Vol: 0 113 45 0 239 212 174 140 0 PasserByVol: 0 0 0 0 0 0 0 0 0 96 113 119 0 96 205 0 0 0 Added Vol: 0 113 45 0 239
PasserByVol: 0 0 0 0 0
Initial Fut: 56 206 75 532 531 0 233 192 368 122 192 318 119 Reduced Vol: 58 213 77 550 549 241 198 380 126 198 329 123 FinalVolume: 58 213 77 550 549 241 198 380 126 198 329 123 -----||-----||------| Saturation Flow Module: 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 1.50 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: *** *** 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 ************************** 100 Critical Vol./Cap.(X): 0.850 Cycle (sec): 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 -----||-----||-----| Control: Protected Protected Protected Protected Rights: Include Inclu Volume Module: Base Vol: 112 437 81 342 183 45 74 227 59 48 223 519 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 PasserByVol: 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 -----||-----||-----| Saturation Flow Module: 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 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 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: *********************** 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 -----|
 Control:
 Permitted
 Permitted
 Protected
 Permitted

 Rights:
 Include
 Include
 Include
 Include

 Min. Green:
 0 0 0 0 0 0 1 0 0 0 1
 0 0 0 0 0 0 1
 0 0 0 0 0 0 1
 0 0 0 0 0 0 1
 -----| Volume Module:
Base Vol: 0 0 0 0 111 0 119 491 259 0 201 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 0 0 0 0 Reduced Vol: 0 0 118 0 136 526 469 0 0 523 478 FinalVolume: 0 0 0 118 0 136 526 469 0 0 523 478 -----||-----| Saturation Flow Module: -----||-----||------| 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 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 B B HCM2kAvgQ: 0 0 0 3 0 4 11 1 0 0 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 ************************************ 65 Critical Vol./Cap.(X): 0.655 Cycle (sec): Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh):
Optimal Cycle: OPTIMIZED Level Of Service: ******************************* 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 -----|----|-----| 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 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 0 180 0 115 232 544 0 0 856 370 Saturation Flow Module: -----||-----||-----| 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 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

				Mori	ning E	eak Ho	ur					
						Computa						
*****	2000 H	CM Op	eratio	ns Met	chod (Future	Volu	me Alt	ernati	ve)	لد بلد بالد بالد بالد بالد با	
Intersection	#7 SR-	-15 F	reeway	NB Ra	amps (NS) at	Beecl	h Aver	nue (EW) - #1	7	
Cycle (sec): Loss Time (sec) Optimal Cycle	ec): e: OPT]	6 IMIZE	0 6 (Y+R: D	=3.0 s	sec)	Critic Averag	al Vo e Dela	l./Car ay (se	o.(X): ec/veh)	:	0.5 13	519 3.0
*********** Street Name: Approach: Movement:	Nort L -	SR-15 th Bo T	Freewound - R	ay NB Sou L -	Ramps uth Bo - T	ound - R	E.	ast Bo	Beech . ound - R	Avenue We L -	e est Bo - T	ound - R
Control: Rights:	L - T - R L - T - R L - T - R L - T - Permitted Permitted Permitted Protected Permitted Include Include Include Include										ted	
Min. Green: Lanes:	0	0	0	7 1 (0	7 0 1	10	19 0 1	0 0	0	19 0 2	19 0 1
Growth Adj: Initial Bse: Added Vol: PasserByVol: Initial Fut: User Adj: PHF Adj: PHF Volume: Reduct Vol: Reduced Vol: PCE Adj: MLF Adj: FinalVolume: Saturation F: Sat/Lane:	0 1.00 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 1.00 0 0 0 1.00 0.94 0 0 1.00 1.00 1.00	0 1.00 0 0 0 0 1.00 0.94 0 0 1.00 1.00	275 1.00 275 0 0 275 1.00 0.94 293 0 293 1.00 1.00 293	0 1.00 0 0 0 1.00 0.94 0 0 0 1.00 1.00	108 1.00 108 26 0 134 1.00 0.94 143 1.00 1.00 1.43	78 1.00 78 1 0 79 1.00 0.94 84 1.00 1.00 84	325 1.00 325 180 0 505 1.00 0.94 539 0 539 1.00 1.00 539	0 1.00 0 0 0 1.00 0.94 0 0 0 1.00 1.00	0 1.00 0 0 0 1.00 0.94 0 0 1.00 1.00	562 1.00 562 265 0 827 1.00 0.94 883 0 883 1.00 1.00 883	122 1.00 122 0 0 122 1.00 0.94 130 0 130 1.00 1.00
Adjustment: Lanes: Final Sat.:	0.94 1	1.00	1.00 0.00 0	0.94 1.00 1700	1.00	1.00 1.00 1800	0.94 1.00 1700	1.00 1.00 1800	1.00 0.00 0	0.94 0.00 0	1.00 2.00 3600	1.00 1.00 1800
Capacity Anal Vol/Sat: Crit Moves:	lysis N 0.00 (Module 0.00	e: 0.00	0.17	0.00	0.08	0.05	0.30	0.00			·
Green/Cycle: Volume/Cap: Delay/Veh: User DelAdj: AdjDel/Veh: LOS by Move: HCM2kAvgQ:	0.00 0 0.0 1.00 1 0.0 A	0.00 0.0 1.00 0.0 A	0.00 0.00 0.0 1.00 0.0 A 0	0.30 0.57 19.1 1.00 19.1 B 6	0.00 0.0 1.00 0.0 A 0	0.30 0.26 16.1 1.00 16.1 B 2	0.30 22.5 1.00 22.5 C	0.60 0.50 7.3 1.00 7.3 A 6	0.00 0.00 0.0 1.00 0.0 A 0	0.00 0.0 1.00 0.0 A	13.4 B 7	0.43 0.17 10.6 1.00 10.6 B

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

Ling Yen Mountain Temple Opening Year (2017) With Project Evening Peak Hour

				Ever	ning E	Peak Ho	ur						
Level Of Service Computation Report 2000 HCM Operations Method (Future Volume Alternative) ***********************************													
Intersection *******												*****	
Cycle (sec): Loss Time (sec) Optimal Cycle	ec):	(50 6 (Y+R:	=3.0 s	sec)	Critic Averag	al Vol e Dela	l./Cap	o.(X): ec/veh)	:	0.7	766).1	
Street Name: Approach: Movement:	No:	SR-15 rth Bo - T	Freewound - R	ay NB Sou L -	Ramps ith Bo - T	ound - R	Ea L -	ast Bo	Beech ound - R	Avenue We L -	e est Bo - T	ound - R	
Control: Rights:]	Permit		1	Permit	ted	Pi	rotec]	ermit	ted	
Min. Green: Lanes:	0 (0 C	0 0	1 (0 0	0 1	1 () 1	0 0	0 (2	0 1	
Growth Adj: Initial Bse: Added Vol: PasserByVol: Initial Fut: User Adj: PHF Adj:	0 1.00 0 0 0 0 1.00 0.96 0 0 1.00 1.00 0 1.00 0 1.00 0 0.94	0 1.00 0 0 0 1.00 0.96 0 0 1.00 1.00 1.00 1.00 0.00	0 1.00 0 0 0 1.00 0.96 0 0 1.00 1.00	578 1.00 578 0 0 578 1.00 0.96 601 1.00 601 1.00 601 1 1800 0.94 1.00	0 1.00 0 0 0 0 1.00 0.96 0 0 1.00 1.00 0	328 1.00 328 42 0 370 1.00 0.96 385 0 385 1.00 1.00 385	125 1.00 125 15 0 140 1.00 0.96 146 1.00 1.00 146 1.00 1.00 0.94 1.00	542 1.00 542 78 0 620 1.00 0.96 645 1.00 1.00 645	0 1.00 0 0 0 0 1.00 0.96 0 0 1.00 1.00	0 1.00 0 0 0 1.00 0.96 0 0 1.00 1.00 0 1.00 0	792 1.00 792 74 0 866 1.00 0.96 901 1.00 901 1.00 1.00 2.00	225 1.00 225 0 0 225 1.00 0.96 234 0 234 1.00 1.00 234 1800 1.00 1.00	
Capacity Anal	 ysis	Modul	 le:						1				
Vol/Sat: Crit Moves:				****			****				****		
Green/Cycle: Volume/Cap: Delay/Veh: User DelAdj: AdjDel/Veh: LOS by Move: HCM2kAvgQ:	0.00 0.0 1.00 0.0 A	0.00 0.0 1.00 0.0 A	0.00 0.00 0.0 1.00 0.0 A	0.85 25.3 1.00 25.3 C	0.00 0.00 0.0 1.00 0.0 A	0.42 0.51 13.6 1.00 13.6 B	0.51 24.4 1.00 24.4 C	0.48 0.74 15.9 1.00 15.9 B	0.00 0.0 1.00 0.0 A	0.00 0.0 1.00 0.0 A	0.32 0.79 22.5 1.00 22.5 C	0.32 0.41 16.6 1.00 16.6 B	
*********								****	*****	***	****	******	

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 4-Way Stop Method (Future Volume Alternative) **************************** Intersection #1 Wardman Bullock Road (NS) at Colonbero Road (EW) - #1 ************************* Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh):
Optimal Cycle: 0 Level Of Service: 7.4 *********************************** Street Name: Wardman Bullock Road Colombero Road
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R Control: Stop Sign Stop Sign Stop Sign Stop Sign Rights: Include Include Include Min. Green: 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 0 1 0 0 0 -----| Volume Module: Base Vol: 7 0 9 0 0 0 1 7 13 3 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 Saturation Flow Module: 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 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 A * * * * A A A LOS by Move: A * ApproachDel: 7.6
Delay Adj: 1.00
ApprAdjDel: 7.6
LOS by Appr: A xxxxx xxxxx 6.8 7.7 1.00 1.00 6.8 7.7 XXXXXX ******************

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Ling Yen Mountain Temple

Year 2035 Without Project Evening Peak Hour

		1	Level O	f Serv	zice (Computa	tion F	Report				
2	2000 F		-Way St			-		-		ve)		
*****											*****	
Intersection												
*****	*****	*****	*****	*****	*****	*****	*****	****	****	*****	*****	
Cycle (sec):		10				Critic					062	
Loss Time (se	ec):		0 (Y+R	=4.0 s	sec)	Averag	e Dela	ay (se	c/veh)	:	7.3	
Optimal Cycle			0			Level	Of Ser	rvice:			A	
******	*****	*****	*****	*****	****	*****	*****	****	****	*****	*****	
Street Name:		Ward	dman Bu	llock	Road			C	Colonbe	ero Road		
Approach:	Noi	rth Bo	ound	Sou	ith Bo	ound	Εa	ast Bo	ound	West B	ound	
Movement:	L -	- T	- R							L - T	- R	
										1		
Control:										Stop S		
Rights:		Incli	ide		Inclu	ide		Inclu	1de	Incl		
Min. Green:			0				Ω	0	n		0	
										1		
Volume Module			1	1		I	+		ı	1		
Base Vol:	17	Ω	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	
Initial Bse:		0	29	1.00	1.00	0	0.00		11	9 3		
Added Vol:	10	0	10	0	0	0	0	. 0	10	10 0	0	
PasserByVol:	0	0	0	0	0	0	0	0	10	0 0	0	
Initial Fut:		0	39	0	0	0	0	1	21	19 3	-	
User Adj:				_	•	-	-	_			_	
_			1.00		1.00	1.00		1.00	1.00	1.00 1.00 0.70		
PHF Adj:	0.70		0.70			0.70			0.70			
PHF Volume:	39	0	56	0	0	0	0	1	30	27 4	•	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0 0		
Reduced Vol:		0	56	0	0	0	0	1	30	27 4	•	
PCE Adj:	1.00		1.00		1.00	1.00		1.00	1.00	1.00 1.00		
MLF Adj:			1.00		1.00	1.00	1.00		1.00	1.00 1.00		
FinalVolume:		0	56	0	0	0	0	_	30	27 4	-	
Caturation E	'											
Saturation Fi				1 00	1 00	1 00	1 00	1 00	1 00	1 00 1 00	1 00	
Adjustment:			1.00			1.00			1.00			
Lanes:	1.00		1.00		1.00	0.00			0.95	0.86 0.14		
	695	0	905		840	0	-	45	940	708 112	_	
Capacity Apa												
Capacity Anal Vol/Sat:				v.v	0 00	******	*******	0 03	0.03	0.04 0.04		
Crit Moves:	0.00	XXXX	****	XXXX	****	XXXX	XXXX	0.03	****		XXXX	
	0 1	0 0		0 0		0 0	0 0	6 7			0 0	
Delay/Veh:		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	
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:	А	*	A	*	*	*	*	A	A	A A	*	
ApproachDel:		7.4			XXXXX			6.7		7.5		
Delay Adj:		1.00			XXXX			1.00		1.00		
ApprAdjDel:		7.4		XX	XXXXX			6.7		7.5		
LOS by Appr:	_	А			*			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													
2	2000 1	HCM O	peratio	ns Met	hod	(Future	. Volur	ne Ali	ternati	ve)			
******											***	*****	
Intersection *******	#2 Wa	ardma:	n Bullo *****	ck Ro	ad (NS	5) at W *****	/ilson	Aven:	1e (EW)	- #2 *****	***	*****	
Cycle (sec):		1	85			Critic	al Vol	l./Cap	o.(X):		0.6	504	
Loss Time (se	ec):		6 (Y+R	=3.0	sec)	Averag	ge Dela	ay (se	ec/veh)	:	25	5.1	
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 25.1 Optimal Cycle: OPTIMIZED Level Of Service: C													
											****	****	
Street Name:									Wilson				
Approach:												ound	
Movement:	- سا	– T	- R	ъ-	- T	- R	, ь.	- T	- R	L -	T	- R	
Control:	p.	rotec	 -	D-	rotoci			Pormi		Po	 rmit	·+od	
Rights:			Lea	F.	Incli	ida	1	Tncl	ıde	re T	nclu		
Min. Green:	10	31	31	10	31	31	31	31	31	- 31	31	31	
Min. Green: Lanes:	1 (0 1	0 1	1 (0 0	1 0	1 () 1	0 1	1 0	1		
	-						1						
Volume Module	e:								·				
Base Vol:			54	76		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	
Initial Bse:			54	76	82	7	8	30	8	90	29	92	
Added Vol:		162	428	0	239	0	0		0	554	0	0	
PasserByVol:	0	0	0	0	0	0	0			0	0	0	
Initial Fut:			482	76	321	7	8	30		644	29	92	
User Adj:			1.00		1.00	1.00		1.00		1.00 1		1.00	
PHF Adj: PHF Volume:	U.95 5		0.95		0.95	0.95		0.95		0.95 0		0.95	
Reduct Vol:			507 0	80 0	338 0	7 0	8	32 0		678 0	31 0	97 0	
Reduced Vol:			507	80	338	7		32		678	31	97	
PCE Adj:			1.00		1.00			1.00		1.00 1		1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00		1.00		1.00 1		1.00	
FinalVolume:			507	80	338	7	8			678	31	97	
Saturation F						•	•					·	
		1900	1900	1900	1900	1900	1900	1900	1900	1900 1	900	1900	
Adjustment:			1.00		1.00	1.00	0.95	1.00	1.00	0.95 1	.00	1.00	
Lanes:			1.00		0.98			1.00		1.00 1	.00	1.00	
Final Sat.:					1859			1900		1800 1		1900	
Capacity Anal				0 04	0 10	0 10	0 00	0 00	0 00	0 00 0	0.0	0.05	
Vol/Sat: Crit Moves:	****	0.12	0.27	0.04	****	0.18	0.00	0.02	0.00	0.38 U ****	.02	0.05	
Green/Cycle:		0 36	0.36	0 12	0.36	0 26	0.45	0 4 5	0.45		1 =	0.45	
Volume/Cap:		0.34	0.38		0.50	0.36 0.50		0.45	0.45 0.01	0.45 0 0.84 0		0.45 0.11	
Delay/Veh:		19.5	28.5		22.0	22.0		11.2	11.0	27.9 1		11.8	
User DelAdj:			1.00		1.00	1.00		1.00	1.00	1.00 1		1.00	
AdjDel/Veh:		19.5	28.5		22.0	22.0		11.2	11.0	27.9 1		11.8	
LOS by Move:	С	В	C	D	C	C	В	В	В	C	В	В	
HCM2kAvgQ:	0	4	12	2	6	6	0	0	0	18	0	1	
*****	****	****	*****	****	****	*****	****	****	*****	*****	****	****	
NT - + O				,	_		-						

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 -----|----|-----| 31 31 31 Volume Module: Base Vol: 9 75 161 53 63 3 6 56 17 101 18 _____| Saturation Flow Module: -----||-----||-----| 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: **** 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 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 ************************

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)												
)											t also to to sto a	to also also also also also
											****	*****
Intersection *******												
Average Delay	/ (sec	c/veh)	:	1.6		Worst	Case I	Level	Of Ser	rvice:	Al 8	3.71
Street Name:				de Plac					Colonbe			
		rth Bo				ound	Ea				est Bo	nind
Movement:			- R			- R					- T	
Control:						ign				Und		
Rights:			ıde		Incli	ıde		Incl			Incli	
Lanes:	0 (0 0	0 0			0 0			0 0	0 (0 0	1 0
Volume Module	e :											,
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												
Critical Gp:>						6.2			XXXXX			
FollowUpTim:>				3.5		3.3			xxxxx			
Capacity Modu												
Cnflict Vol:				152					XXXXX			XXXXX
Potent Cap.:					743				XXXXX			XXXXX
Move Cap.:				838	736				xxxxx			XXXXX
Volume/Cap:					0.00	0.01			XXXX			xxxx
Level Of Serv												
2Way95thQ:				VVVV		********	0 0	*******	xxxxx	*******	*******	WWWW
Control Del:>									XXXXX			XXXXX
LOS by Move:					*		7.4 A	*		*		*
Movement:									- RT			— D·m
Shared Cap.:												
SharedQueue:									XXXXX			
Shrd ConDel:						XXXXX			XXXXX			
Shared LOS:	*	*	*	*	0. / A	*	7.4 A	* *	*	*	*	*
ApproachDel:		xxxx			8.7			(XXXX			xxxx	
ApproachLOS:	27.2	*			0.7 A		^/	*		A2	*	
********	****		*****	****		*****	****		*****	*****		*****
Note: Queue n												
****									*****	*****	****	*****

Ling Yen Mountain Temple Year 2035 Without Project Evening Peak Hour

Evening Peak Hour Level Of Service Computation Report 2000 HCM Unsignalized Method (Future Volume Alternative) *********************************** Intersection #3 Ambleside Place (NS) at Colombero 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 Stop Sign Stop Sign Uncontrolled Uncontrolled Include Include Include Control:

 Rights:
 Include
 Include
 Include
 Include

 Lanes:
 0 0 0 0 0 0 0 1! 0 0 0 1 0 0 0 0 1 0
 0 0 0 1 0 0

 -----|----|-----| Volume Module: Base Vol: 0 0 0 1 0 1 1 30 Ω 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 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 1 1 1 40 0 0 20 1 PHF Volume: 0 0 0 1 0 1 1 57 0 0 29 1 Reduct Vol: 0 0 0 1 0 1 1 57 0 0 29 1 Critical Gap Module: Capacity Module: Cnflict Vol: xxxx xxxx xxxxx 89 89 29 30 xxxx xxxxx xxxx xxxx xxxx Level Of Service Module: 2Way95thQ: xxxx xxxx xxxxx xxxx xxxx 0.0 xxxx xxxxx xxxx xxxx Control Del:xxxxx xxxx xxxxx xxxxx xxxxx xxxxx 7.3 xxxx xxxxx xxxxx xxxx xxxx LOS by Move: * * * * * * A * * * * * Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT Shrd ConDel:xxxxx xxxx xxxxx xxxxx 8.7 xxxxx 7.3 xxxx xxxxx xxxxx xxxx xxxx Shared LOS: * * * \star A * A * * * * 8.7 ApproachDel: xxxxx ApproachLOS: * XXXXXX Note: Queue reported is the number of cars per lane.

Ling Yen Mountain Temple Year 2035 Without Project Morning Peak Hour

Morning Peak Hour												
		т	Level O	f Sart	tica (Computa	tion I	enor	 -			
2	2000 F		peratio							77 <i>0</i>)		
*******											****	*****
Intersection *******											*****	****
Cycle (sec):						Critic					0.8	
Loss Time (se	ec):		6 (Y+R	=3.0 s	sec)	Averag	e Dela	av (se	ec/veh)		23	
Optimal Cycle						Level				•		C
*****				****	****	*****	****	****	- *****	*****	****	*****
Street Name:		Sa	an Seva	in Roa	ad			Ţ	Wilson	Avenue	<u> </u>	
Approach:	Nor	th Bo	ound	Sou	ith Bo	ound	Εá	ast Bo	ound	₩e	est Bo	und
Movement:	L -	- T	- R	L -	- Т	- R	L -	- T	- R	L -	- T	- R
						1			!	1		
Control:	E	Permit	ted	I	Permit	tted	Pro	ot+Pe:	rmit	Pro	t+Per	mit
Rights:		TUCT	ıde		TUCT	ıde		Incli	ude		Inclu	ıde
Min. Green:			31			31				19	19	19
Lanes:	0 1	. 0	0 1	0 (1!	0 0	1 () 1	1 0	1 0) 1	
Volume Module												
Base Vol:	1	1	48	137	1	1	1	215		17	159	28
Growth Adj:			1.00	1.00		1.00		1.00		1.00		1.00
Initial Bse:		1	48	137	1	1	1			17	159	28
Added Vol:	37	0	. 0	0	0	116	78	308		0	377	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:		1 00	48	137	1	117	79	523		17	536	28
User Adj: PHF Adj:			1.00 0.95		1.00	1.00		1.00		1.00		1.00
PHF Volume:	40	0.95	0.95 51	144		0.95		0.95	0.95	0.95		0.95
Reduct Vol:	0	0	0	144	1	123 0	83 0	551 0	29	18	564 0	29
Reduced Vol:		1	51	144	1	•	83	551	=	0 18	564	0 29
	1.00		1.00		1.00			1.00		1.00		1.00
MLF Adj:	1.00		1.00	1.00				1.00		1.00		1.00
FinalVolume:		1	51					551		18		29
				1			1		I			
Saturation Fl				1		ı	•		1	•		•
Sat/Lane:				1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:			1.00	0.95				1.00			1.00	1.00
	0.98		1.00	0.55	0.01	0.44		1.90			1.90	0.10
Final Sat.:			1900			846		3607		1800		189
Canadity And										1		
Capacity Anal Vol/Sat:				0 1 5	0 15	0 1 5	0 00	0 15	0 15	0 00	0 10	0 10
Crit Moves:	0.02	0.02	0.03	0.15	****	0.15	****	0.15	0.15	0.00	****	0.16
Green/Cycle:	n 36	0 36	0.36	0.36	0.36	0.36		0.28	0.20	0.28		0.34
Volume/Cap:	0.06		0.07		0.40			0.28		0.28		0.46
Delay/Veh:	16.5		16.6		20.4			27.8		22.2		22.0
User DelAdj:			1.00		1.00	1.00		1.00		1.00		1.00
AdjDel/Veh:	16.5		16.6		20.4	20.4		27.8	27.8	22.2		22.0
LOS by Move:	В	В	В	- C	20.4 C	20.4 C	20.0 C	27.0 C		22.2 C	22.0 C	22.0 C
HCM2kAvqQ:	1	1	1	5	5	5	2	6	6	0	6	6

Note: Queue 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 #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): Optimal Cycle: OPTIMIZED Level Of Service: *********************** 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 Street Name: San Sevain Road -----||-----||------| Control: Permitted Permitted Prot+Permit Prot+Permit Rights: Include I Lanes: 0 1 0 0 1 0 0 1! 0 0 1 0 1 1 0 1 1 0 Volume Module: Base Vol: 3 1 38 98 1 3 6 254 2 38 265 Initial Bse: 3 1 38 98 1 3 6 254 2 38 265 FinalVolume: 14 1 40 103 1 34 39 379 13 40 386 109 _____| Saturation Flow Module: 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 0.20 0.31 0.31 0.31 0.41 0.41 ********************

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

Ling Yen Mountain Temple Year 2035 Without Project Morning Peak Hour

				Morr	ning I	Peak Ho	ur					
			.evel O	of Sart	rice (Computa	tion F	enori				
2	2000 F								ternati	ve)		
*****	****	*****	****	****	****	*****	****	****	*****	*****	****	*****
Intersection										****	*****	*****
Cycle (sec):									o.(X):			
Loss Time (se												
Optimal Cycle	e: OP7	TIMIZE	ED (/	Level	Of Se	rvice	:			D
Optimal Cycle	****	****	*****	****	****	*****	****	****	*****	*****	****	*****
Street Name:			Cherry					Ţ	Wilson	Avenue	9	
Approach:	Noi	cth Bo	ound	Sou	ith Bo	ound	Εá	ast Bo	ound		est Bo	
Movement:	L -	т -	- R	L -	- T	- R	L -	- T	- R	L -	- T	- R
Control:												
Rights:	4.0	Inclu	ıde		Inclu	ıde		Incl	ıde		Inclu	ıde
Min. Green:	10	31	31	10	31	31	10	31	31	10		
Lanes:									1 0			0 1
Volume Module												
	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
Initial Bse:			44	553	284	17	15		122	133	130	134
Added Vol:			45	0	239	212	174			96	165	0
PasserByVol:	0	0	0		0	0	0	0	0	0	0	Ő
Initial Fut:			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
PHF Adj:			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:			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
MLF Adj:			1.00		1.00	1.00		1.00		1.00		1.00
FinalVolume:			94		551	241		398			311	141
Saturation F.				1000	1000	1000	1000	1000	1000	1000	1000	1000
	1900		1900		1900	1900		1900		1900		1900
Adjustment: Lanes:			1.00		1.00			1.00	1.00 0.49		1.00	
Final Sat.:			1900		1900				927		1900	
Capacity Ana				ļ		'	1		1	ļ		ļ
Vol/Sat:				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:			0.18		0.77			0.51			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
	51.2		33.1		36.8	24.8		37.5			34.9	29.5
LOS by Move:	D	D	C	D	D	C	F	D		Ε	C	C
HCM2kAvgQ:	2	6	2	12	17	5	10	8	8	10	8	3
************** Note: Queue									*****	*****	****	*****
						-						

Ling Yen Mountain Temple Year 2035 Without Project Evening Peak Hour

				Ever	ning E	Peak Ho	ur						
Level Of Service Computation Report 2000 HCM Operations Method (Future Volume Alternative)													
*****	2000 I ****	HCM Op	eratio	ns Met	thod (Future	Volu	me Alt	ernati	.ve)	*****	*****	
Intersection ******	#5 Cl	nerry	Avenue	(NS)	at Wi	lson A	venue	(EW)	- #5				
Cycle (sec).		Q	15			Critia	21 170	1 /Car	· /V) •		0		
Loss Time (s	ec):		8 (Y+R	=3.0 s	sec)	Averag	e Del	ay (se	c/veh)	:	48	3.0	
Optimal Cycl	e: OP	CIMIZE	:D			Level	Of Se	rvice:				D	
Street Name:			herry			****	****		/***** //ilson			*****	
Approach:	No	rth Bo	ound	Soi	ath Bo	ound	E	ast Bo	ound	W	est Bo	ound	
Movement:	L -	- Т	- R	L -	- T	- R	L ·	- T	- R	L ·	- Т	- R	
Control:	Ρ:	rotect	ed	Pi	rotect	ed .do	P	rotect	ed.	P:			
Rights: Include Include Include Include													
		-											
Volume Modul													
Base Vol:		560	83	368		54	97		63	45		592	
Growth Adj:			1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Initial Bse:		560	83	368	202	54	97	239	63	45	227	592	
Added Vol: PasserByVol:	0	56 0	22 0	0	50	56	58	48	0	20	46	0	
Initial Fut:		616	105	368	0 252	0 110	0 155	0 287	0 63	0 65	0 273	0 592	
User Adi:	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
PHF Adi:	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	
MLF Adj:			1.00		1.00	1.00		1.00	1.00		1.00	1.00	
FinalVolume:		648	111		265	116		302	66		287	623	
Saturation F												1	
Sat/Lane:		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.:					1900	1900		3116			1900	1900	
Capacity Ana													
Vol/Sat:				0 11	0 14	0.06	0 00	0 10	0.10	0.04	0 15	.0 33	
Crit Moves:	0.00	****	0.00	****	0.14	0.00	****	0.10	0.10	0.04	0.13	****	
Green/Cycle:	0.11	0.35	0.35	0.12	0.36	0.36		0.34	0.34	0.11	0.34	0.34	
Volume/Cap:		0.97	0.16	0.97		0.17		0.29			0.45	0.97	
Delay/Veh:		55.8	20.4		23.2	20.2		22.7	22.7		25.5	57.5	
User DelAdj:			1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
AdjDel/Veh:		55.8	20.4		23.2	20.2	78.8	22.7	22.7	44.1	25.5	57.5	
LOS by Move:	E	Ε	C	Е	С	C	E	C	C	D	C	E	
HCM2kAvgQ: ******	5	24	2	10	5	2	8	3	3	2	6	24	
Note: Queue									. * * * * *	*****	****	*****	

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): Optimal Cycle: OPTIMIZED Level Of Service: 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 _____| Volume Module: Base Vol: 0 0 0 243 0 220 507 287 0 0 200 Initial Bse: 0 0 0 243 0 220 507 287 0 0 200 493 FinalVolume: 0 0 0 256 0 232 534 492 0 0 484 519 Saturation Flow Module: 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 Final Sat.: 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 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

				Even	ing F	eak Ho	ır					
*****	2000 H	ICM Op	eratio:	ns Met	hod (Computation Future	Volum	ne Alt	ernati	ve) *****	****	*****
Intersection	#6 SF	R-15 F	reeway	SB Ra	mps (NS) at	Beech	1 Aver	nue (EW) - #6 *****	****	*****
Cycle (sec): Loss Time (sec) Optimal Cycle	ec): e: OPT	6 IMIZE	0 6 (Y+R: D	=3.0 s	sec)	Critica Average Level	al Vol e Dela Of Ser	./Cap ty (se tvice:	o.(X): ec/veh)	:	0.6 12	66 .5 B
Street Name: Approach: Movement:	Nor L -	SR-15 oth Bo	Freew und - R	ay SB Sou L -	Ramps th Bo T	s ound - R	Eá L -	ast Bo	Beech . ound - R	Avenue We L -	est Bo - T	und - R
Control: Rights:												ted ide 19
Volume Module Base Vol: Growth Adj: Initial Bse: Added Vol: PasserByVol: Initial Fut: User Adj: PHF Adj: PHF Volume: Reduct Vol: Reduced Vol: PCE Adj: MLF Adj: FinalVolume: Saturation F. Sat/Lane: Adjustment:	0 1.00 0 0 0 1.00 0.95 0 0 1.00 1.00 1.00 0 1.00 0 1.00 0	0 1.00 0 0 0 1.00 0.95 0 0 1.00 1.00 0	0 1.00 0 0 0 1.00 0.95 0 0 1.00 1.00 1.00	250 1.00 250 0 250 1.00 0.95 263 1.00 263 1.00 263 1	0 1.00 0 0 0 0 1.00 0.95 0 0 1.00 1.00 1.00	119 1.00 119 0 0 119 1.00 0.95 125 0 125 1.00 1.00 125 1900 1.00	187 1.00 187 0 0 187 1.00 0.95 197 0 197 1.00 1.00 1.00 0.95	500 1.00 500 70 0 570 1.00 0.95 600 1.00 1.00 1.00	0 1.00 0 0 0 0 1.00 0.95 0 0 1.00 1.00 0	0 1.00 0 0 0 1.00 0.95 0 0 1.00 1.00 1.00	771 1.00 771 66 0 837 1.00 0.95 881 0 881 1.00 1.00 881	403 1.00 403 0 0 403 1.00 0.95 424 0 424 1.00 1.00 424
Lanes: Final Sat.:	0	0		1800			1800		0	0		
Capacity Ana	 lysis	Modul	 .e:			·						
Vol/Sat: Crit Moves: Green/Cycle: Volume/Cap: Delay/Veh: User DelAdj: AdjDel/Veh: LOS by Move:	0.00 0.00 0.0 1.00 0.0 A	0.00 0.00 0.0 1.00 0.0 A	0.00 0.00 0.0 1.00 0.0 A	**** 0.22 0.67 30.1 1.00 30.1 C	0.00 0.00 0.0 1.00 0.0 A	0.22 0.30 21.4 1.00 21.4	**** 0.17 0.66 34.1 1.00 34.1 C	0.68 0.23 1.4 1.00 1.4	0.00 0.00 0.0 1.00 0.0 A	0.00 0.00 0.0 1.00 0.0 A	**** 0.51 0.67 9.8 1.00 9.8 A	0.51 0.67 9.8 1.00 9.8 A
HCM2kAvgQ: ********** Note: Oueue										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): Optimal Cycle: OPTIMIZED Level Of Service: ******************** 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 -----||-----||-----| Volume Module: Base Vol: 0 0 0 338 0 83 114 462 0 627 Ω FinalVolume: 0 0 0 356 0 87 120 676 0 0 934 238 Saturation Flow Module: 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 0.00 0.00 2.00 1.00 Final Sat.: 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: **** LOS by Move: A A A C A B C A A B HCM2kAvgQ: 0 0 0 6 0 1 2 7 0 0 7 ********************

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

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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 ****************** 60 Critical Vol./Cap.(X): 0.771 Cycle (sec): Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): Optimal Cycle: OPTIMIZED Level Of Service: ******************** Street Name: SR-15 Freeway NB Ramps Beech Avenue

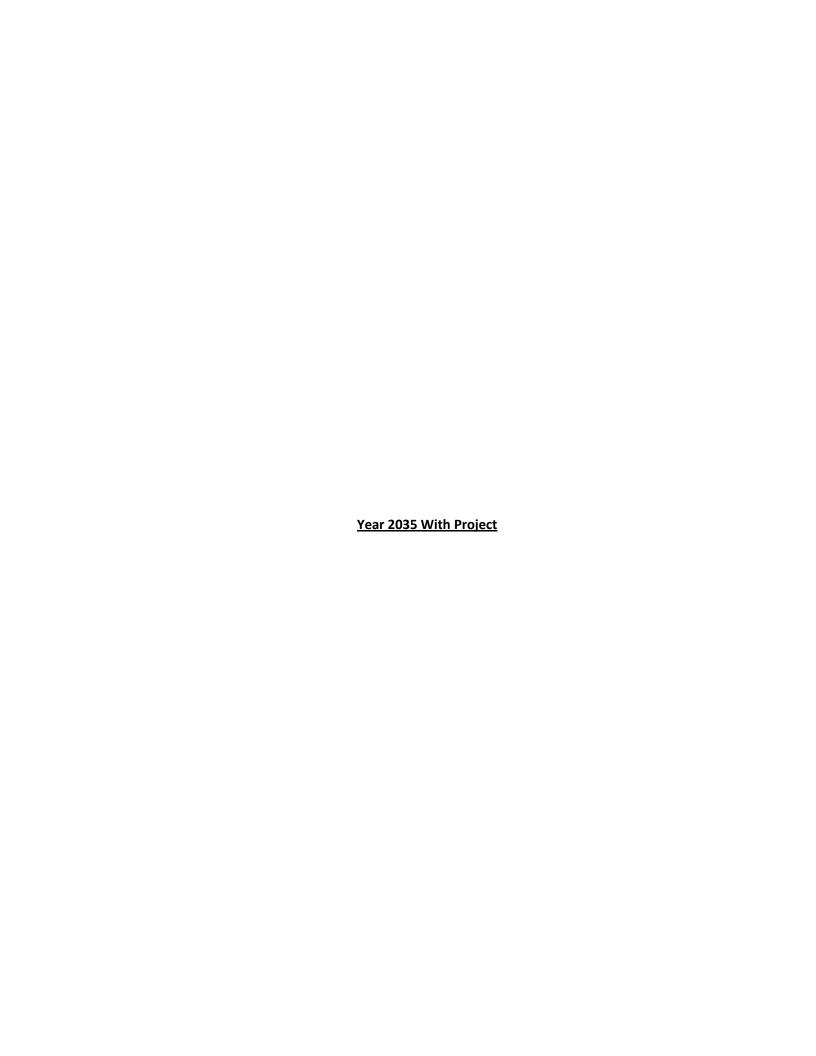
Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R -----|
 Control:
 Permitted
 Permitted
 Protected
 Permitted

 Rights:
 Include
 Include
 Include
 Include

 Min. Green:
 0 0 0 0 0 0 1 0 0 0 1
 0 0 0 0 0 0 1
 0 0 0 0 0 0 1
 0 0 0 0 0 0 0 1
 Volume Module: Base Vol: 0 0 0 610 0 350 142 640 0 0 850 0 850 0 Initial Bse: 0 0 0 610 0 350 142 640 228 0 66 0 0 0 916 Added Vol: 0 0 0 0 0 0 0 70 PasserByVol: 0 0 0 0 610 0 350 142 710 0 0 0 0 0 228 PHF Volume: 0 0 0 642 0 368 149 747 0 0 964 240 Reduct Vol: 0 0 0 642 0 368 149 747 0 0 964 240 Reduced Vol: 0 0 0 642 0 368 149 747 0 0 964 240 FinalVolume: 0 0 0 642 0 368 149 747 0 0 964 240 Saturation Flow Module: 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 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: *** **** **** 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.



Ling Yen Mountain Temple Year 2035 With Project Morning Peak Hour

	2000 1	HCM 4-	Level C Way St	op Me	thod	Future	tion l Volum	Report ne Alt	ernati	ve)		
*****												*****
Intersection												
*****	****	****	*****	****	*****	****	****	*****	*****	*****	*****	****
Cycle (sec):		10	-			Critic					0.1	
Loss Time (se Optimal Cycle	ec):		0 (Y+R	=4.0	sec)	Averag	e Dela	ay (se	ec/veh)	:	7	.5
*****												*****
Street Name:		Ward	lman Bu	llock	Road			C	Colonbe	ero Roa	ad	
Approach:					uth Bo	ound	Εá	ast Bo	ound	We	est Bo	ound
Movement:			- R			- R		- T	- R	L -	- T	
				1								
Control:	S-	top Si	gn	S.	top Si	gn	S-	top Si	gn	St	top Si	.gn
Rights:		Inclu	ıde		Inclu	ıde		Inclu	ıde		Inclu	ıde
Min. Green:	0	0	0			0	0	0	0	0	0	0
Lanes:			1 0						1 0		1 0	
Volume Module	e:											
Base Vol:		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:			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:		0	82	Ō	0	0	0	1	44.	56	3	0
User Adj:			1.00		1.00	1.00	-	1.00	1.00		1.00	1.00
	0.79		0.79		0.79	0.79		0.79	0.79		0.79	0.79
PHF Volume:	42	0	104	0.75	0.75	0.75	0.75	1	56	71	4	0.75
Reduct Vol:	0	0	0	0	0	0	0		0	0	0	0
Reduced Vol:		0	104	0	0	0	0	1			4	0
		1.00		_	1.00	1.00	-	1.00			1.00	_
MLF Adj:				1.00		1.00		1.00			1.00	1.00
FinalVolume:				1.00		0	0			71		1.00
							, ,	Τ	36			
Saturation Fi				£						1		1
Adjustment:				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		0.98			0.00
Final Sat.:			862	0.00		0.00		21		745		0.00
								21	910			
Capacity Anal												
Vol/Sat:				VVV**	0 00		VVVV	0 06	0 06	0 10	0 10	VVVV
Crit Moves:	0.00	ΛΛΛΛ	****	AAAX	****	AAXX	AXXX	****	0.00	****	0.10	XXXX
Delay/Veh:	8 3	0 0		0 0		0.0	0 0		6 0	7.9	7.9	0.0
Delay Adj:		1.00	1.00		1.00	1.00						
AdjDel/Veh:	8.3	0.0	7.3	0.0				1.00	1.00		1.00	1.00
		*		U.U *	0.0	0.0	0.0	6.9	6.9	7.9	7.9	0.0
LOS by Move:	A		A			*	*	A	А	A	A 7 0	*
ApproachDel:		7.6			XXXXX			6.9			7.9	
Delay Adj:		1.00			XXXXX			1.00			1.00	
ApprAdjDel:		7.6		X	XXXXX			6.9			7.9	
LOS by Appr:	0 -	A	0 1		*			A		٠.	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

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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 Colombero Road (EW) - #1 ************************* Loss Time (sec):

Optimal Cycle:

0 (Y+R=4.0 sec)

Average Delay (sec/veh):
Level Of Service: ************************** Street Name: Wardman Bullock Road Colombero Road

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R Volume Module: Base Vol: 17 0 29 0 0 0 1 11 Initial Bse: 17 0 29 0 0 0 1 11 9 3 0 Added Vol: 10 0 87 0 0 0 0 0 10 87 0 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 FinalVolume: 39 0 166 0 0 0 0 1 30 137 4 0 -----||----||-----||-----| Saturation Flow Module: 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 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
Delay Adj: 1.00
ApprAdjDel: 8.0
LOS by Appr: A 7.1 xxxxxx 8.6 xxxxx 1.00 1.00 xxxxxx 7.1 8.6 A AllWayAvgQ: 0.1 0.2 0.2 0.0 0.0 0.0 0.0 0.0 0.2 0.2 ********************************

Ling Yen Mountain Temple Year 2035 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 **************************** 90 Critical Vol./Cap.(X): 0.602 Cycle (sec): Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): Optimal Cycle: OPTIMIZED Level Of Service: **************************** 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 Control: Protected Protected Permitted Permitted Rights: Ovl Include Include Include Min. Green: 10 31 31 10 31 31 31 31 31 31 31 31 31 Lanes: 1 0 1 0 1 1 0 0 1 0 1 0 1 0 1 0 1 Volume Module: Base Vol: 5 59 54 76 82 7 8 30 90 29 Initial Bse: 5 59 54 76 82 7 8 30 8 90 29 92 31 FinalVolume: 5 233 507 85 338 8 16 32 8 678 31 Saturation Flow Module: 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 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 Evening Peak Hour

Evening Peak Hour												
*****	2000 1	HCM O	 Level O peratio *****	ns Me	thod	(Future	Volur	ne Alt	ernati	ive)	****	****
Intersection	#2 W	ardma	n Bullo	ck Ro	ad (N	S) at W	ilson	Aveni	ıe (EW)	- #2		
Cycle (sec): Loss Time (sec) Optimal Cycle	ec): e: OP'	FIMIZI	75 6 (Y+R ED	=3.0 :	sec)	Critic Averag Level	al Vol e Dela Of Sei	l./Car ay (se rvice:	o.(X): ec/veh) :	:	0.3	315 3.1 B
Street Name:		War	dman Bu	11ock	Road			T.	Jileon	Δυριι	2	
Approach:	No:	rth B	ound	So	uth Bo	ound	Εá	ast Bo	ound	We	est Bo	ound
Movement:	Γ .	- T	- R	L ·	- T	- R	L -	- T	- R	L -	- T	- R
Control: Rights:												
	10			10			31	31	31	31		31
Lanes:			0 1		0 0	1 0	1 (0 1	0 1	1 () 1	
Volume Module Base Vol: Growth Adj: Initial Bse: Added Vol: PasserByVol: Initial Fut: User Adj: PHF Adj: PHF Volume: Reduct Vol: Reduced Vol: PCE Adj: MLF Adj: FinalVolume:	9 1.00 9 0 0 9 1.00 0.95 9 1.00 1.00	75 1.00 75 64 0 139 1.00 0.95 146 1.00 1.00 146	161 1.00 161 154 0 315 1.00 0.95 332 0 332 1.00 1.00 332	53 1.00 53 65 0 118 1.00 0.95 124 1.00 1.00 1.24	63 1.00 63 60 0 123 1.00 0.95 129 0 129 1.00 1.00	3 1.00 3 12 0 15 1.00 0.95 16 0 16 1.00 1.00	6 1.00 6 12 0 18 1.00 0.95 19 0 19 1.00 1.00 19	56 1.00 56 0 0 56 1.00 0.95 59 0 59 1.00 1.00	17 1.00 17 0 17 1.00 0.95 18 0 18 1.00 1.00	101 1.00 101 147 0 248 1.00 0.95 261 0 261 1.00 1.00 261	18 1.00 18 0 0 18 1.00 0.95 19 0 19 1.00 1.00	39 1.00 39 65 0 104 1.00 0.95 109 0 109 1.00 1.00 1.00
Adjustment:			1.00		1.00	1.00		1.00	1.00		1.00	1900 1.00
Lanes:			1.00		0.89	0.11		1.00			1.00	1.00
Final Sat.:	1800	1900			1693		1800	1900	1900	1800	1900	1900
Capacity Anal Vol/Sat: Crit Moves: Green/Cycle:	Lysis 0.01	Modu: 0.08 ****	le: 0.17	0.07	0.08	0.08	0.01	0.03	0.01	0.15	0.01	0.06
Volume/Cap:		0.40			0.40	0.40 0.19		0.40	0.40		0.40	0.40
Delay/Veh:		14.3			14.3	14.3		13.3	12.9		0.03	0.14 13.9
User DelAdj:					1.00	1.00		1.00	1.00		1.00	1.00
AdjDel/Veh:		14.3	17.2		14.3	14.3		13.3	12.9		12.9	13.9
LOS by Move: HCM2kAvgQ:	C 0	В 2	5	D 4	B 2	B 2	B 0	B 1	B 0	B 4	B 0	В 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 Colombero 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-RL - T - R
 Control:
 Stop Sign
 Stop Sign
 Uncontrolled
 Uncontrolled

 Rights:
 Include
 Include
 Include

 Lanes:
 0 0 0 0 0 0 0 0 1! 0 0 0 0 1 0 0 0 0 0 1 0
 0 0 0 1 0 0 0 0 0 0 0
 Volume Module: Base Vol: 0 0 0 1 0 10 10 10 0 0 10 Initial Bse: 0 0 0 1 0 10 10 0 0 10 1 Added Vol: 0 0 0 0 0 6 47 26 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 1 1 0 16 57 36 0 0 47 PHF Volume: 0 0 0 1 0 24 84 53 0 0 69 1 Reduct Vol: 0 0 0 1 0 24 84 53 0 0 69 1 FinalVolume: 0 0 0 1 0 24 84 53 0 0 69 1 -----|----||------| Critical Gap Module: Capacity Module: Cnflict Vol: xxxx xxxx xxxx 290 290 70 71 xxxx xxxxx xxxx xxxx xxxx Level Of Service Module: 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 LOS: * * * * A * A * * * * 8.8 xxxxxx * xxxxxx ApproachDel: xxxxxx ApproachLOS: Α 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 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 Colombero 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 1 0
 0 0 0 0 1 0
 0 0 0 1 0
 -----|----|-----| Volume Module: Base Vol: 0 0 0 1 0 1 1 30 Ω 0 10 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 10 PHF Volume: 0 0 0 1 0 111 111 57 0 0 29 1 0 0 0 0 0 0 0 0 0 0 0 0 1 0 111 111 57 0 Reduct Vol: 0 0 0 29 FinalVolume: -----| Critical Gap Module: Capacity Module: Level Of Service Module: 2Way95thQ: xxxx xxxx xxxx xxxx xxxx xxxx 0.2 xxxx xxxxx xxxx xxxx xxxx Control Del:xxxxx xxxx xxxxx xxxxx xxxxx xxxxx 7.4 xxxx xxxxx xxxx xxxx xxxx A * * * * * LOS by Move: * * * * * * Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT Shared Cap.: xxxx xxxx xxxx xxxx 1043 xxxxx xxxx xxxx xxxx xxxx xxxx xxxx 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 * * * * 8.9 xxxxxx ApproachDel: xxxxxx
ApproachLOS: * xxxxxx ApproachLOS: Α 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 #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 Control: Permitted Permitted Prot+Permit Prot+Permit Rights: Include I -----||-----||-----||-----------| Volume Module:
Base Vol: 1 1 Initial Bse: 1 1 48 137 1 1 1 215
Added Vol: 37 0 0 0 0 116 78 313
PasserByVol: 0 0 0 0 0 0 0 0
Initial Fut: 38 1 48 137 1 117 79 528 26 0 417 0 0 78 313 0 0 0 0 0 79 528 28 17 576 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 FinalVolume: 40 1 51 144 1 123 83 556 29 18 606 29 Saturation Flow Module: 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: **** **** LOS by Move: B B B C C C C C C 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 Year 2035 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): 100 Critical Vol./Cap.(X): 0.734 Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): Optimal Cycle: OPTIMIZED Level Of Service: ************************* Street Name: San Sevain Road Wilson Avenue Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R
 Control:
 Permitted
 Permitted
 Prot+Permit
 Prot+Permit

 Rights:
 Include
 Include
 Include

 Min. Green:
 31 31 31 31 31 31 19 19 19 19 19 19
 19 19 19 19

 Lanes:
 0 1 0 0 1 0 0 1 0 0 1! 0 0 1 0 1 1 0 1 1 0
 1 0 1 1 0 0 1 1 0
 _____|__|__| Volume Module:
Base Vol: 3 1 38 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 0 Reduced Vol: 14 1 40 103 1 34 39 448 13 40 456 109 FinalVolume: 14 1 40 103 1 34 39 448 13 40 456 109 -----|-----||-------| Saturation Flow Module: 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: **** **** ********************

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 _____|
 Control:
 Protected
 Protected
 Protected
 Protected
 Protected
 Protected
 Protected
 Include
 -----||-----||-----||------| Volume Module: Base Vol: 63 101 44 553 284 17 15 243 122 133 130 Initial Bse: 63 101 44 553 284 17 15 243 122 133 130 Added Vol: 0 113 45 0 239 212 174 140 0 96 205 PasserByVol: 0 0 0 0 0 0 0 0 0 0 134 96 205 0 0 0 0 0 Initial Fut: 63 214 89 553 523 229 189 383 122 229 335 134 Reduced Vol: 66 225 94 582 551 241 199 403 128 241 353 141 FinalVolume: 66 225 94 582 551 241 199 403 128 241 353 141 -----||-----||------| Saturation Flow Module: 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: **** **** Crit Moves: 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 HCM2kAvgQ: 2 6 2 12 17 5 10 8 8 10 10 Note: Queue reported is the number of cars per lane.

Ling Yen Mountain Temple Year 2035 With Project Evening Peak Hour

				Eve	ning :	Peak Ho	ur					
	- 		 [)f Cox		~	+ + 0 = 1					
2	2000					Computa (Future				170		
******	****	****	*****	****	* * * * *	\	****	****	******	- v C / r * * * * * :	****	*****
Intersection *********	#5 C1	nerry	Avenue	(NS)	at W:	ilson A	venue	(EW)	- #5			
Cycle (sec):						Critic					0.9	
Loss Time (se			8 (Y+F	₹=3.0	sec)	Averag	e Del	av (se	ec/veh)	:		
Optimal Cycle	e: OP'	rimiz:	ED			Level	Of Se	rvice	:			D
*******	****	****	*****	****	****	*****	****	****	*****	****	****	*****
Street Name:			Cherry						Wilson	Avenue	€	
Approach:	No:	rth Bo	ound	Sou	uth Bo	ound	E	ast Bo	ound		est Bo	
Movement:	ь.	- T	– R	L -	- T	– R	L,	- T	– R	L -	- T	- R
Control: Rights:												
Rights: Min. Green:	10	31	ude 21	10	TUCT	ıde	1.0	INCI	ıde	1.0	TUCTI	ide 21
Lanes:			0 1			0 1	1 1	3 I	1 0	1 /) 1	
							1	J I	I	1		
Volume Module			'	1		1	1					
Base Vol:	129	560	83	368	202	54	97	239	63	45	227	592
		1.00			1.00	1.00		1.00			1.00	1.00
Initial Bse:			83	368	202	54	97		63		227	592
Added Vol:	0	56	22	0		56	58		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
	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
		648	111	387	265	116	163	371	66	68	357	623
Reduct Vol:		0	-	0	_	0	0		0	0		0
Reduced Vol:			111	387		116	163					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	1.00		1.00	1.00
FinalVolume:	136	648	111	38/	265	116	163	371	66	. 68	357	623
Saturation Fl	low Ma	ndule	·									
Sat/Lane:				1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:			1.00		1.00	1.00		1.00			1.00	1.00
	1.00		1.00		1.00			1.70			1.00	1.00
Final Sat.:	1800	1900			1900	1900		3223			1900	1900
					 -							
Capacity Anal	Lysis	Modu.	le:									
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:			0.34		0.34	0.34	0.11	0.34	0.34	0.11	0.34	0.34
Volume/Cap:		0.99	0.17		0.41	0.18		0.33	0.33		0.55	0.95
Delay/Veh:		60.9	20.0		23.2	20.1		21.4	21.4		25.8	52.5
User DelAdj:			1.00		1.00	1.00		1.00	1.00		1.00	1.00
AdjDel/Veh:		60.9	20.0		23.2	20.1		21.4	21.4		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: Oueue									~ <i>~ * *</i> * * *	. * * * * * * *	· * * * * *	

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: **************************** 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
 Control:
 Permitted
 Permitted
 Protected
 Permitted

 Rights:
 Include
 Include
 Include
 Include

 Min. Green:
 0 0 0 0 0 0 1 0 0 0 1
 7 0 7 10 19 0 0 19 19
 0 0 19 19

 Lanes:
 0 0 0 0 0 0 1 0 0 0 1 1 0 0 0 1
 1 0 2 0 0 0 0 0 1 1 0
 -----||-----||------||-------| Volume Module: Base Vol: 0 0 0 243 0 220 507 287 0 0 200 493 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 0 243 0 229 510 469 0 0 491 493 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 0 0 0 0 Reduced Vol: 0 0 0 256 0 241 537 494 0 0 517 519 FinalVolume: 0 0 0 256 0 241 537 494 0 0 517 519 _____| Saturation Flow Module: 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 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): Optimal Cycle: OPTIMIZED Level Of Service: 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 ______| Volume Module: Base Vol: 0 0 0 250 0 119 187 500 0 0 771 403 Initial Bse: 0 0 0 250 0 119 187 500 0 0 771 403 FinalVolume: 0 0 0 263 0 141 241 625 0 0 934 424 Saturation Flow Module: 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 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

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): Optimal Cycle: OPTIMIZED Level Of Service: 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 _____|
 Control:
 Permitted
 Permitted
 Protected
 Permitted

 Rights:
 Include
 Include
 Include
 Include

 Min. Green:
 0 0 0 0 0 0 1 0 0 0 1 1 0 0 0 0 0 2 0 1

 Lanes:
 0 0 0 0 0 0 1 0 0 0 1 1 0 0 0 0 0 0 2 0 1
 Volume Module: Base Vol: 0 0 0 338 0 83 114 462 0 0 627 Initial Bse: 0 0 0 338 0 83 114 462 0 0 627 FinalVolume: 0 0 0 356 0 115 121 676 0 0 939 238 Saturation Flow Module: 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 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 LOS by Move: A A A C A B C A A B HCM2kAvgQ: 0 0 0 6 0 1 2 7 0 0 7

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): Optimal Cycle: OPTIMIZED Level Of Service: ************************* 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 _____|
 Control:
 Permitted
 Permitted
 Protected
 Permitted

 Rights:
 Include
 Include
 Include
 Include

 Min. Green:
 0 0 0 0 0 0 1 0 0 0 1
 0 0 0 0 0 0 1
 0 0 0 0 0 0 0 1

 Lanes:
 0 0 0 0 0 0 1 0 0 0 1
 0 0 0 0 0 0 0 0 1
 Volume Module:
Base Vol: 0 0 0 0 610 0 142 640 0 850 228 350 Initial Bse: 0 0 0 610 0 350 142 640 0 0 850 Added Vol: 0 0 0 0 0 0 42 15 78 0 0 74 PasserByVol: 0 0 0 0 610 0 392 157 718 0 0 924 228 PHF Volume: 0 0 0 642 0 413 165 756 0 0 973 240 Reduct Vol: 0 0 0 642 0 413 165 756 0 0 973 240 Reduct Vol: 0 0 0 642 0 413 165 756 0 0 973 240 FinalVolume: 0 0 0 642 0 413 165 756 0 0 973 240 Saturation Flow Module: 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 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.



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